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Name: Wood Rodgers, Inc. (Attn: S. Huggins)
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Peavine Employment Center
Specific Plan Development Handbook

(Title of Document)

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I the undersigned hereby affirm that the attached document, including any exhibits, hereby submitted for recording does not contain the personal information of any person or persons.
(Per NRS 239B.030)

-OR-

I the undersigned hereby affirm that the attached document, including any exhibits, hereby submitted for recording does contain the personal information of a person or persons as required by law: _____
(State specific law)

Stacie Huggins
Signature

Senior Planner
Title

Stacie Huggins
Printed Name

This page added to provide additional information required by NRS 111.312 Sections 1-2 and NRS 239B.030 Section 4.

This cover page must be typed or printed in black ink.

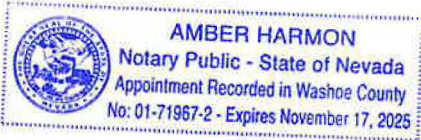
Notice is given that the Development Standards Handbook for the Peavine Employment Center Specific Plan District was approved by the Reno City Council on March 23, 2022. A copy of the certified handbook is attached hereto and incorporated herein.

Dated this 19th day of December, 2022.

Stacie Huggins
Stacie Huggins

STATE OF NEVADA)
)SS
COUNTY OF WASHOE)

On this 19th day of December, 2022, before me, Amber Harmon, a Notary Public personally appeared to me or is personally known to me or proved to me on the basis of satisfactory evidence to be the person who executed this instrument.



Amber Harmon

PEAVINE EMPLOYMENT CENTER

Specific Plan District Handbook

Approved – April 13, 2022

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I. INTRODUCTION

a. Purpose

The purpose of the Specific Plan District Handbook is to provide a custom-tailored set of development standards for the development of an approximately 210-acre property that is situated south of the intersection of Red Rock Road with the US 395 freeway.

The Handbook establishes a framework for future development encouraging a mix of employment/commercial opportunities located near an existing interchange (US 395 and Red Rock Road) as well as incorporating areas of open space to preserve existing drainageways and provide a buffer between existing development and proposed development.

The Handbook promotes smart growth by balancing development with open space, creating improved access to the area south of US 395 by improving Red Rock Road and Mar Mac Street, and providing opportunities for improved fire/emergency response times in the area.

b. Project Location

The project site is conveniently located with respect to major highways. It is located approximately ten miles north of Interstate 80, providing a connection from San Francisco to Salt Lake City. US 395, which borders the Project Area on the north, is a limited access north-south freeway linking Reno with Susanville to the north and Carson City to the south.

The project starts at the intersection of North Virginia Street and Red Rock Road and extends south to the existing Union Pacific Railroad tracks. Access to the site is from a standard freeway interchange serving the project from US 395 via a southeasterly extension of Red Rock Road. As a part of this project, Red Rock Road will be improved and extended as the principal roadway spine of the development. Secondary access will be provided through the project via Mar Mac Road, which will also be improved and extended as part of the project.

The Project Area is currently vacant and primarily surrounded by other vacant parcels with the exception of some larger lot residential homes. There are also existing commercial uses north of the Project Area including the Sierra Safari Zoo, located on a residentially zoned parcel directly north of the Project Area. There are other existing commercial businesses north of the Project Area that front on North Virginia. There is also a gas station on the north side of US 395 and a small retail center with a couple of restaurants near the intersection of Moya Boulevard and Red Rock Road.

c. Applications

A zone change from LLR 2.5 to SPD was approved to provide a custom-tailored set of land uses and development standards for development of the property. Rather than using straight Mixed Employment zoning, the SPD zone provides a framework for proper use and development standards directly in the Handbook. The SPD zoning also provides design and operational standards that ensure compatibility, buffering, and proper scale. Future development entitlements will be needed to address major drainageways and cuts and fills.

d. Site Conditions

The 210± acre site is undeveloped and slopes gently to the north. Specifically, the Project Area has approximately 177± acres of slopes 15% or less (84% of the site), which is ideal for future development. Since more than 75% of the site is 15% or less slopes, the City of Reno Hillside Development Ordinance (RMC 18.12 Article XVI) would not apply. The proposed Mixed Employment SPD designation is primarily within areas of slope less than 20%.



Slope Map

The Project Area includes two drainageways that drain more than 100 acres in size and are proposed to be disturbed within the site and relocated to accommodate future development of the site. To the north where development has occurred, it appears that both drainageways have been disturbed with dirt roads/trails, existing development, as well as the interstate highway. The drainageways appear to be ephemeral that only flow in response to heavy snowfall snowmelt and significant precipitation events. While future development of the site to accommodate buildings will require grading modifications and realignment of the existing drainageway channels to convey on and off-site flows through the site, the drainages have been designated as Open Space to protect/preserve in their natural state as much as possible. Any disturbance to these drainageways as part of future development will require the review and approval of a Special Use Permit by the City of Reno.

By preserving these drainageways, the Developer can perpetuate pedestrian and wildlife connectivity through the project site. It should be noted that the southern boundary of the project site abuts privately owned property. While access may be available through the privately owned property, this project will not provide offsite trail access or connectivity to the nearby US Forest service property.

e. Project Development Concept

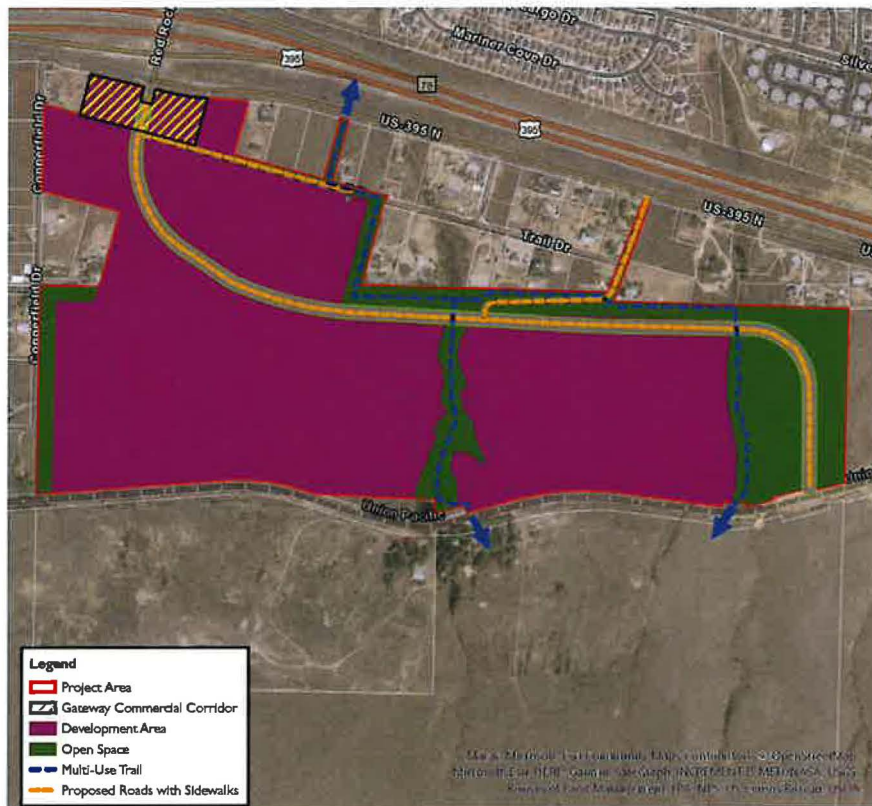
The Specific Plan District (SPD) approach is appropriate for Peavine Employment Center for several reasons. First, it is in the best interest of the property owner and community to see the entire development in an integrated and complementary fashion. This form of development ensures that the individual pieces of the project fit together better than is the case with traditional straight zoning practices. With custom-tailored design standards, the area will develop with a more aesthetically pleasing result than if the site were developed piece-by-piece. Secondly, this approach provides a more specific range of land uses than does traditional zoning. This allows 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, providing certainty to project developers and neighbors alike.

The concept is to develop an employment center with a mix of uses designed to properly relate to each other and the surrounding land uses. The SPD is designed with a focus on compatibility both internally and externally, ensuring that uses are generally compatible with each other. Standards related to uses, access, buffering, and sustainability ensure heightened compatibility. By establishing design standards, the individual project design decisions will be complimentary and cohesive creating a greater sense of community. Also, the SPD serves to make infrastructure decisions that are cost effective with coordinated roadways, access and utility improvements. Finally, the SPD allows the Applicant to create a Project with its own distinct identity through the use of streetscape treatments, landscaping, signage, and lighting that presents a project that is compatible with the surrounding area. *(Refer to the Land Use Plan on page 5).*

Primary access for the project is planned from Red Rock Road with secondary access from Mar Mac Street. Red Rock Road will serve as the “gateway” to the project with enhanced landscaping and a freestanding monument sign located at the main entrance into the project. This gateway area is planned to be developed with up to 57,000 square feet of commercial/retail uses to serve the community.

In addition to the Gateway Commercial corridor, the project is planned to include a mix of building types and sizes. Actual building size, configuration and location will be determined at the time of building permit to meet the needs of future users but gross floor area for the entire development (including the commercial gateway) will not exceed 2,000,000 square feet. All development within the SPD boundaries must be in accordance with the design standards outlined in this SPD. Where the SPD is silent, City of Reno Development Code applies.

In addition to developable areas, the SPD includes approximately 41 acres designated as open space. These open space areas include major drainageways, open space perimeter buffers, and/or public access to the south. These open space areas will be a mix of natural and enhanced landscaping maintained by a Landscape Maintenance Association. All areas designated as Open Space shall be deed restricted in accordance with RMC 18.09.208, as amended (*refer to Connectivity Plan below*).



Open Space/Connectivity Plan

f. Development Schedule

Build out of the project will be dependent on market conditions but is estimated to be approximately 2-5 years. It is anticipated that the initial construction will include mass grading, drainage channel improvements, access improvements and extension of utilities although phasing of these improvements is also possible. Development of the individual building sites will depend on the requirements of future users. This SPD shall be valid and enforceable for 10 years. The 10-year timeframe shall commence upon final approval of this SPD (as evidenced by the initial recording date of the certified handbook). If the project is not completed at the end of the 10 years, then the SPD shall require an application to the Reno City Council to determine if it is appropriate to extend the development schedule prior to further development.

g. Administration

The SPD shall be administered by the Administrator or his/her designee as defined in the City of Reno Development Code. The administrator shall have the authority to reasonably interpret and apply this Handbook.

There shall be a master developer in place from the first phase of development of the SPD. This master developer shall continue throughout the development of the SPD until and unless a master property owners association or other entity is created to serve the role of master developer. The role of the master developer, for the purposes of this SPD, shall be:

- To prescribe and administer methods and procedures to ensure and control the quality of development that occurs;
- Maintain all common area improvements, storm drain and/or constructed drainage channels, detention and/or other flood control facilities;
- Establish an Architectural Review Committee to maintain consistent project architecture.

Only the master developer or its authorized designee or assignee may initiate an amendment to the Handbook.

h. Review Process

Prior to the submittal of a development application to the City, the development shall be reviewed by the Master Developer, or designated assignee, at their sole discretion. Each development application submitted to the City shall include written documentation of approval from the Master Developer, or designated assignee. The construction of individual projects, including accessory structures shall follow the City of Reno building permit process. Written approval by the master developer does not constitute City approval of a development application.

i. Conflicts

In the event of a conflict between these design standards and City Code, these standards shall govern development of the SPD. When a specific standard is not addressed by the SPD, then the applicable section of Reno Development Code Title 18, as amended, at the time of review shall prevail.

j. Modifications

The Land Use Plan and Development Standards include in this handbook are intended to depict the general development vision for the SPD. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The acreage of each land use category may be increased by up to ten percent (10%) if it is demonstrated that additional acreages are necessary due to constraints and/or design considerations to accommodate the project, to the approval of the Administrator. This provision shall not exceed a cumulative total of ten percent for each land use category. Changes in excess of ten percent shall require an amendment to the Handbook.

The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.08.804 (b)(2) as amended. Minor deviations shall be subject to written approval from the master developer. Deviations of 10% or more shall conform to the City of Reno Variance process as outlined in RMC 18.08.801, as amended.

II. INFRASTRUCTURE

a. Access

Primary access to the Project Area will be from Red Rock Road near the northern boundary of the property. A secondary access point is planned from Mar Mac Street where it intersects with North Virginia Street near the northeast boundary of the site. Primary and secondary access will be in accordance with City of Reno public works and fire department requirements.

b. Sanitary Sewer Service

The nearest City of Reno sewer is located approximately 1 mile north of the Project Area in Moya Boulevard near its terminus at Red Rock Rd. The City of Reno recently updated the North Valleys sewer master plan and assumed higher density calculations for the Project Area. Given that the sewer model shows that the existing system would be able to handle higher density development of the Project Area, there should be adequate capacity to serve the proposed mix of employment/commercial uses as they typically generate significantly less impact on sewer infrastructure.

As final building designs are not known at this time, a Sanitary Sewer Study will be required with each building permit/application to ensure that adequate facilities can serve the site. Any sanitary sewer facilities constructed to serve the project will be designed in conformance with the City of Reno Public Works Design Manual, as amended.

c. Water Service

The project is not currently in TMWA's service territory and will need to be annexed for TMWA to serve the Project Area. A preliminary discovery was completed by TMWA, which indicated that TMWA would serve the Project Area. TMWA currently has plans to extend a water line along North Virginia Street that can be supplemented with Project Area onsite infrastructure to meet storage and pressure requirements for the future development.

Fire flows for the proposed buildings are still to be determined based on building materials, space calculations and fire suppression system design.

d. Other Utilities

Electric and gas service will be provided by NV Energy. Telephone and cable television service will be provided by AT&T and Charter. Services will need be extended to serve the Project Area as part of the first phase of development.

e. Traffic

As the project develops, it shall conform to the conditions and recommendations of the Preliminary Traffic Evaluation contained in Appendix 3 of this SPD. The development is projected to generate approximately 5,838 Average Daily Trips (ADT) with 414 AM and 620 PM Peak Hour Trips (PHT). With each building permit, a trip generation letter is required to identify existing and potential increased total traffic generated by the development based on use. **The total development may not exceed 6,000 ADT without an amendment to this SPD handbook.**

Any increase in the Peak Hour Trips must include a revised traffic analysis to demonstrate compliance with the RTC Level of Service (LOS) standards.

III. LAND USES

a. Permitted Uses

In accordance with Table 3-1 Table of Allowed Uses of the *Reno Annexation and Land Development Code, effective January 13, 2021*, the following uses are Permitted throughout the project. Uses not specifically listed in this section are prohibited. However, additional new and unlisted uses may be permitted by the Administrator if it is found that the use is similar to other uses listed and allowed in the same use category. The definition of each use shall be as described in the Reno Annexation and Land Development Code. Uses noted with an asterisk (*) are not permitted in the Gateway Commercial corridor.

- 24-hour operations
- Library, Art Gallery, or Museum
- Minor Government Facility
- Private Club, Lodge or Fraternal Organization
- Public Park or Recreation Area
- Religious Assembly
- Adult Education
- Childcare Center
- College, University or Seminary
- School
(Primary/Secondary/Vocational)
- Blood Plasma Donor Center
- Medical Facility, Day Use
- Animal Clinic, Shelter, Hospital, Boarding, Kennel or Training Facility
- Bakery, Retail
- Bar, Lounge or Tavern
- Commercial Kitchen
- Microbrewery, Distillery, or Winery
- Restaurant
- Restaurant, With Alcohol
- Call Center
- Financial Institution
- Laboratory
- Office, General
- Recording Studio
- Cleaners, Commercial
- Personal Service, General
- Tattoo Parlor, Body Painting and Similar Uses
- Building, Lumber, and Landscape Material Sales
- Convenience Store
- General Retail, less than 10,000 square feet
- General Retail, 10,000 square feet or more
- Plant Nursery or Garden Supply
- Car Wash
- Gas Station
- Parking Lot (accessory to primary use)
- Outdoor Storage (accessory to primary use)*
- Public Transit or School Bus Shelter
- Communication Facility, Equipment Only
- TV Broadcasting and Other Communication
- Utilities, Minor
- Custom and Craft Manufacturing*
- Food Processing or Wholesale Bakery
- Indoor Manufacturing, Processing, Assembly or Fabrication*
- Maintenance, Repair or Renovation Business
- Printing and Publishing
- Warehouse or Distribution Center*
- Wholesale

b. Uses Permitted with a Minor Conditional Use Permit

Uses noted with an asterisk (*) are not permitted in the Gateway Commercial corridor.

- Auto Service and Repair
- Automobile, Truck, Mobile Home, RV, Boat, & Trailer Sales or Rental
- Heavy Machinery & Equipment Rental, Sales and Service
- Hospital, Acute & Overnight Care
- Mini-warehouse*
- Outdoor Storage (primary use)
- Pawn Shop
- Salvage or Reclamation of Products, Indoors
- Urban Farm
- Utilities, Major

c. Uses Permitted in Parks, Greenways, & Open Space

Permitted uses in the Open Space portions of the SPD are limited to the following:

- Minor Government Facility
- Trail(s)
- Public park or recreation area
- Public Transit or School Bus Shelter
- Roads
- Urban Farm
- Utilities, Major
- Utilities, Minor
- Utility, Alternative System
- Temporary stockpiling (per RMC 18.03)



Land Use Plan

IV. DESIGN STANDARDS

Peavine Employment Center SPD encompasses approximately 160± acres of land identified for high-quality employment facilities, light manufacturing, flex space, research and development and supporting uses such as small-scale commercial uses. Specific permitted uses are outlined in Section III of this handbook. This section addresses site planning development standards and guidelines for all permitted uses. Unless otherwise noted below, lot and building standards shall be in accordance with RMC Section 18.02.403 Mixed Employment, as amended.

General Standards	
Lot Size, minimum	1 acre
Lot Width, minimum	150 feet
Building Area, maximum	1,300,000 sqft*
Setbacks, minimum	
Front	10 feet; 20 feet if site is more than 20 acres
Side	0 feet / 10 feet**
Rear	0 feet / 10 feet**
Building Separation	--
Height, maximum	
Height	55 feet***
Stories	4
Other	
Site and Building Standards	See RMC Chapter 18.04 Article 11

* Applies to single building only; max gross floor area within SPD may not exceed 2,000,000 square feet

** Building shall be placed on the property line or setback a minimum of 10 feet. However, if the building is located immediately adjacent to a residentially zoned property, the minimum setback shall be 10 feet.

*** Includes architectural features and mechanical equipment. One foot of additional step back is required adjacent to public streets and residentially zoned property for each one foot above the height of 35 feet. Site Plan Review is required for anything over 55 feet.

a) Architecture

Architectural styles may vary from parcel to parcel within the SPD. However, architecture must be consistent within each individual parcel. Unless otherwise noted below, Chapter 18.04, Article 11 Site and Building Standards for Nonresidential Districts shall apply.

- Truck docks, loading areas, storage areas, platforms, and other such areas shall be screened where visible from neighboring parcels and/or freeway. Site design considerations should include the location of refuse disposal facilities so that they will be adequately screened from public view.
- Where loading docks and other service areas face a public street, they shall be screened from view with landscape plantings, walls, fences, grade changes or a combination of these techniques.

- Pad-mounted transformers and other utility services shall be integrated into the site plan wherever possible. The necessity for utility connections, meter boxes, or other such facilities, should be recognized and integrated within the architectural design of the buildings.
- Any building wall greater than 100 feet in length, measured horizontally, that faces a street shall include at least three of the following features within each successive 30-foot section or part thereof:
 1. Change in wall plane, such as projects or recesses, having a depth of at least three percent of the length of the façade and extending at least 20 percent of the length of the façade;
 2. Change in texture or masonry pattern;
 3. Change in color;
 4. Windows;
 5. Trellises with vines; or
 6. An equivalent element that subdivides the wall into human scale proportions.

The Administrator may approve alternative methods proposed by the applicant at the time of building permit where grade or distance separation can be shown to not have a visual impact to adjacent roadways.

Buildings over 100,000 square feet shall comply with the following architectural standards:

- Exterior and accent materials include glass, stone, pre-cast concrete, form liner, concrete block, stucco, EIFS, brick and composition panels. The use of exterior wood, vinyl or metal siding is not allowed.
- The main surface color of the buildings shall be neutral earth tones consistent with the surrounding area. Accent colors, consistent with the main building color palette are encouraged. All flashing, sheet metal, vent stacks and pipes shall be painted to match the main surface or accent colors of the buildings.
- Roofs may be flat, sloping or pitched. Pitched roof materials shall be limited to standing seam or flat seam configuration metal. Colors shall be approved by the Master Developer, or designated assignee which are consistent with the main building. All roof mounted mechanical equipment and appurtenances shall be screened from view of public streets and the OS portions of the project. The equipment and/or screening shall be colored to match the building. Methods of screening and colors shall be provided with each building permit application, including site lines and roof cross sections, as deemed appropriate by the administrator.
- Articulation elements on the exterior building elevations shall not end at the corner of the building. These elements must wrap around each building corner and be extended to a logical terminus on the interior elevation, to the satisfaction of the zoning administrator.
- Four (4) sided color elevations shall be provided with each new building permit application.

b) Landscaping

Landscaping will establish project identity and beautify both public streets and the developed areas. The concepts proposed will enhance visual character within the project and from the US 395 and Red Rock corridors. The landscape design concepts and plant materials incorporated shall be consistent in form, texture and color with the overall architectural theme of each project. Unless otherwise noted below, Chapter 18.04, Article 8 Landscaping, Buffering, Screening, and Fencing shall

apply to all projects. Specifically, landscape standards noted for Mixed Employment noted in RMC Section 18.04.804(c)(3) shall apply to all development within the project area.

The following supplemental requirements shall apply to buildings greater than 100,000 square feet in size:

- **Formal Landscaping:**

Required Landscape Area: The entire required front yard setback area shall be landscaped. A minimum of one tree for every 250 square feet of required front yard landscaped area and six shrubs per tree shall be provided for required landscape areas, except as specified below. Tree grouping and berming are encouraged, especially on the perimeter of the site adjacent to open space. Where development is planned adjacent to existing residential uses, one tree shall be planted every 30 feet on center for screening.

Building Entrances:

A minimum 10 foot wide landscaped area shall be provided adjacent to the front of each building to separate the front of the buildings (i.e. building entrances) from access roads and parking. The landscaped area may include a combination of planting areas, sidewalk and decorative paving.

Employee/Visitor Parking Areas: A minimum of one tree for every ten parking spaces is required. Trees may be placed in parking lot edge locations including adjacent to building entrances or in islands. Trees within edge locations or islands shall be located within a maximum of 75 feet of each parking space. Islands and parking lot edges shall be a minimum of 10 feet in width. Islands must be a minimum of 126 square feet in area. Areas designated for truck trailer parking and loading are exempt from interior landscape island requirements; however, the 10 foot landscaped edge shall be required.

Minimum Plant Material Standards: A mix of evergreen and deciduous plant materials shall be provided. Deciduous trees with a minimum caliper of 2 inches and evergreens shall have a minimum height of 6 feet. At a minimum, shrubs must include a 50/50 mix of 50% 1 gallon and 50% 5 gallon sizes. Decorative paving, rock or other inert materials, up to 25% of the required landscape area may be provided.

- **Perimeter Open Space/Native Landscaping:**

Where new non-residential development abuts open space or undisturbed areas along the western, southern and eastern Project Area boundary, particularly adjacent to the railroad tracks, the perimeter shall be planted with native vegetation to achieve a natural versus formal landscape appearance. Clusters of trees should be planted in the perimeter open space areas where adjacent to existing single family residential at a rate of one tree per 50 linear feet. Trees shall be evergreen, a minimum of 6-feet in height. Tree groupings installed in raised berms are encouraged. When grouped, trees shall be placed at the ends of buildings and where views into loading and truck dock areas can be screened more effectively.

The setback and all areas disturbed by project grading shall be seeded with a native seed blend and planted with native shrubs at a density of 6 shrubs per 1 tree located in the perimeter open space areas. The intent is to achieve a natural vs. formal landscape appearance.

c) Screening of Outdoor Service Areas, Utilities, and Equipment

Screening of utilities, equipment and outdoor service areas (i.e. trash enclosures) should conform to RMC Section 18.04.808(c) and (d), Screening of Outdoor Service Areas, Utilities, and Equipment, as amended. All new or relocated utility distribution and service facilities, including communication and cable television, shall be placed underground in accordance with RMC Section 18.04.503(c), Underground Utility Services.

Outdoor Storage: Outdoor storage, as an accessory to a primary use, shall be located to the side or rear of the primary building(s) and shall be screened with solid view screening fencing in accordance with RMC as amended. 15-feet of perimeter landscape, consistent with the perimeter buffer requirements, must be installed along the outside edge of all screening fences. Only materials actively used in the business may be stored outside. Stacked material shall not exceed the height of the screening wall or fence. Outdoor storage areas shall not exceed 20% of any parcel.

Loading Areas: Loading areas and loading docks shall be located away from existing single family residential uses where possible. If loading areas are adjacent to existing single family residential uses, they shall be screened with solid view screening or fencing in accordance with RMC, as amended. Where loading areas are adjacent to perimeter open space within the SPD, setbacks shall be landscaped per perimeter open space requirements. However, the number of trees required shall be increased to one tree per 30 linear feet. Trees shall be grouped to offer the greatest screening potential. Where loading areas are not directly adjacent to existing single family residential and/or views into the loading areas are partially screened by a building, the open view line shall be screened by tree groupings (the number of trees required shall remain consistent with required number of trees for the Perimeter Open Space requirements).

d) Parking

Parking requirements shall be in accordance with RMC Article 7: Off-Street Parking and Loading, Section 18.04.701 through 18.04.709, as amended.

e) Walls and Fencing

A mix of walls and/or fencing may be used for safety and security and shall be used for screening as follows:

- Materials may include masonry, pre-cast stamped concrete panels, SIMTEK fencing, wood or chain link with slats consistent with the main color of the building.
- The maximum fence height shall be eight feet. Barbed wire may be used for security purposes as long as the total fence height does not exceed nine feet.
- Fencing shall be located behind the front building setback line and inside required side and rear landscaped areas where adjacent to the designated open space or Red Rock Road.
- Outdoor storage areas shall be screened by solid fencing.
- Where new non-residential development is adjacent to existing residential along Trail Drive, a 6' tall screen wall will be provided.

- The Administrator may grant alternative fencing materials, including open view fencing, with the submittal of a building permit that proposes a mix of fencing and landscape that achieves appropriate screening.

f) Exterior Lighting

Lighting is intended to be unobtrusive and minimize impacts to adjacent properties, especially along the future extension of Red Rock Road. Site lighting may include exterior building lights, bollard lighting and light fixtures and standards to illuminate building entrances, parking, loading, and yard areas. New lighting fixtures shall be designed to maintain the character of the surrounding area while conforming to RMC 18.04.1304 - 1305, as amended. Lighting will be designed as follows:

- Lighting fixtures shall be limited to 20 feet in height and limited to along arterial and collector roads, intersections, and parking lots.
- All exterior site lighting will utilize certified dark skies lighting techniques and any spillover lighting will be limited to a maximum of 0.5 foot-candles on property lines abutting existing single family residential. Covers must be installed on all lighting fixtures and lamps must not extend below the bottom of the cover when the light will be visible from residences or public right-of-way.
- Lighting shall use cutoff fixtures, refractor or housing shields to eliminate light spillover.
- A final site lighting photometric plan shall be submitted, reviewed and approved by the Administrator prior to the issuance of each non-residential building permit.
- Use of LED and/or motion sensor lighting is encouraged for exterior lighting, excluding parking lots or other areas where safety may be impacted.
- Alternative light standards complementary to the proposed architecture may be used to the approval of the Administrator during review of each building permit.

g) Sustainability

1. All buildings shall incorporate within the design and/or construction the following element:
 - All plants shall be native, drought resistant with low-pressure emitting drip systems.
2. Any building equal to or greater than 100,000 square feet in size shall incorporate within the design and/or construction the following elements:
 - Incorporate “cool roofs” by use of light colored membrane with an initial solar reflectance of 0.68 or greater and over 75% of the roof surface.
 - In-warehouse lighting consisting of a mix of skylights, LED lights with daylight harvesting and occupancy sensors, or white scrim under deck and white walls to increase reflectivity of natural light.
 - Night cooling through the use of air units that pull in outside air at night to cool off building from the day.
 - Two parking spaces to be EV-Installed (complete charging station) per 100,000 square feet.
 - Interior water use to be 20% less than code minimum by utilizing a combination of water conserving systems and appliances
3. All buildings shall incorporate within the design and/or construction of their project a minimum of three (3) of the following elements:

- Renewable energy (for example solar, geothermal, wind) incorporated inside or outside the buildings. This element requires the actual production of renewable energy, not just solar-ready roofs.
- High efficiency roof top HVAC units with a MERV 8 filter or higher.
- Use of recycled materials (50% in steel, 20% in concrete (includes aggregate and pending structural engineer review), and/or 20% in asphalt) in building construction for “green building”.
- During construction, separate dumpsters for trash and recycling, shall be provided subject to approval of an enforcement plan by the City of Reno and coordination with Waste Management.
- End user(s) must have recycling in space for employees subject to approval of an enforcement plan by the City of Reno and coordination with Waste Management.
- Store fronts set 3-5 feet (min) back from building line for increased shade along store front door/window and shade structures above storefronts and any south and west facing windows (excluding clerestory windows).
- Tinting of glazing/windows to reduce solar ray index (SRI) shall be above code minimum.
- A portion of the roof to be solar ready (“Solar ready” means it will readily accommodate the installation of solar photovoltaic panels or solar thermal hot water heating devices, including all necessary conduit, chases, roof pitch and orientation as applicable).
- Building panels to be thermally insulated with a minimum of R19 insulation.
- Preferred parking for carpool, electric, and hybrid vehicles.
- Conduit for EV-Charging to be installed in two parking spaces stall per 100,000 square feet, with no less than two parking spaces per building.

h) Signage

It is anticipated that signage for the project will include a freestanding monument sign in the Gateway Commercial corridor, building wall signs and directional signs. A signage package for each project must be approved by the master developer at their sole discretion. Signage requirements shall be in accordance with RMC Chapter 18.05: Signs, as amended.

For purposes of translation, the following table shall establish the comparable City of Reno zoning designation to the land use categories defined within this SPD handbook for sign height, square footage, illumination, animation, and location.

Signage Equivalency Table
(Reference RMC Table 18.16-1)

<u>Gateway Commercial</u>	<u>GC</u>
<u>Employment</u>	<u>ME</u>

Signage Modifications:

- Gateway signage will include one freestanding monument sign at the main entrance. Gateway signage shall have a maximum height of 12 feet and a maximum copy area of 100 square feet.
- All signs shall incorporate natural materials such as stone or rock and augment the surrounding architecture. Alternative materials may be approved by the Administrator if coordinated with the adjacent Architecture.

- Any signage facing residential uses shall have indirect lighting with illumination restricted to the hours of 7:00 a.m. to 7:00 p.m.
- A schematic design of the monument and wall signage program shall be submitted to the Administrator for review and approval prior to issuance of the building permit.
- Letter height for wall signs shall not exceed 6-feet.
- No flashing or animated signs shall be allowed.

i) Environmental Considerations

- Hours of construction, including grading, but with the exception of Slab on Grade (SOG) and panel pours associated with buildings over 100,000 square feet in size shall be limited to the hours of 7:00 am to 6:00 pm Monday through Friday and 8:00 am to 6:00 pm on Saturday. There shall be no construction on Sundays excluding dust control and Storm Water Pollution Prevention Plan measures. Construction activities that are limited to SOG concrete and panel pours and installations may occur during nighttime hours. If the construction hours need to be varied for the pouring of concrete slabs and panel pours, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of the Administrator. Adjacent neighbors within 750 feet and the Administrator shall be notified one week at a minimum before the nighttime construction instances.
- All outdoor mechanical equipment shall include noise muffling technology as necessary to meet the City's noise level standards at the nearest residential uses.
- Buildings over 100,000 square feet shall include Early Suppression Fast Response (ESFP) fire sprinkler systems.
- Truck access to Building Pad B shall be limited with primary access from Red Rock Road future extension or on Trail Drive where it intersects with Lenco Drive. "No Truck Access" signage will be installed on Trail Drive past the first driveway into Building Pad B.
- Buildings planned on pads within 100 feet of existing residential shall limit hours of operation specific to truck deliveries and/or loading/unloading outside the building. Business activities occurring inside buildings within 100 feet of existing residential are permitted to operate 24 hours.
- The Developer will provide a Traffic Impact Analysis and Intersection Control Evaluation (ICE) analysis in accordance with Nevada Department of Transportation requirements concurrent with submittal of the first building permit.

Appendix



October 11, 2021

Stacie Huggins
Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502

Preliminary Traffic Evaluation for Peavine Employment Center

Dear Ms. Huggins,

This traffic evaluation provides trip generation estimates, a generalized impact assessment, and long-term (project build-out) traffic management recommendations for the Peavine Employment Center property located south of the US 395/Red Rock Road interchange and North Virginia Street as annexation, rezoning, and masterplan amendment. The subject site is shown in **Exhibit 1** and will be constructed in phases.



Exhibit 1 – Project Location

PROJECT CONDITIONS

Land Uses

The land use quantities utilized in this analysis are based on the project acreage and land uses types. The site includes approximately 194.2 acres of mixed employment area and 5.25 acres of retail area. A floor area ratio (FAR) of 0.25 was used to estimate the square footage of the mixed employment and retail uses. Land use quantities and types will be refined prior to conducting a full Traffic Impact Analysis for a future specific project. The land use quantities, for estimated project build-out, used within this preliminary analysis are:

- ▶ Warehousing (150) – 2,115,000 square feet
- ▶ Shopping Center (820) – 57,170 square feet

Trip Generation

Trip generation estimates were calculated based on standard trip rates in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*. **Table 1** shows the Daily, AM peak hour, and PM peak hour trip generation details.

Table 1: Trip Generation Estimates

Land Use (ITE Code)	Size	Trips				
		Daily	AM	AM In/Out	PM	PM In/Out
Warehousing (150)	2,115 ksf	3,680	360	277 / 83	402	109 / 293
Shopping Center (820)	57.17 ksf	2,158	54	33 / 21	218	105 / 113
Total Trips		5,838	414	310 / 104	620	214 / 406

Notes: ksf = 1,000 square feet

Source: Headway Transportation, 2021

The total project is anticipated to generate approximately 5,838 Daily, 414 AM peak hour, and 620 PM peak hour trips. Interim phases may have significantly lower trip generation.

Project Access

The project site has good access to US 395 and N. Virginia Street via Red Rock Road. Red Rock Road would be extended through the project site as the primary access; the alignment for this extension will be determined with a project proposal. The N. Virginia Street/Red Rock Road intersection is currently a full movement intersection and is proposed to remain as such. A secondary/emergency access onto N. Virginia Street is planned via Mar Mac Way, as shown in **Exhibit 1**. This secondary/emergency project access would also provide full access (all movements) at N. Virginia Street.



Trip Distribution and Assignment

Traffic generated by the proposed land uses would be distributed to the transportation network based on the location of the project in relation to major activity centers, location of access points, closest connection to the US 395 freeway (Red Rock Road interchange) and other local roadway connections. The following trip distribution percentages were used:

- ▶ 70% to US 395 south/east of Red Rock Road
- ▶ 10% to N. Virginia Street south/east of project site
- ▶ 10% to US 395 north/west of Red Rock Road
- ▶ 10% to Red Rock Road north of US 395

EXISTING ROADWAY CONDITIONS

The following intersections are expected to serve the majority of project traffic:

- ▶ Red Rock Road/N. Virginia Street
- ▶ Red Rock Road/US 395 Southbound Ramps
- ▶ Red Rock Road/US 395 Northbound Ramps

AM and PM peak hour level of service calculations, based on available turning movement volumes at the existing intersections are shown in **Table 2**.

Table 2: Existing Intersection Level of Service

Intersection	Control	AM		PM	
		Daily ¹	LOS	Daily ¹	LOS
Red Rock Rd/N. Virginia St ²	SSSC	10.9	B	9.7	A
Red Rock Road/US 395 NB Ramps ³	SSSC	13.1	B	14.9	B
Red Rock Road/US 395 SB Ramps ³	SSSC	>100	F	67.5	F

Notes: SSSC = side street stop control

1. Delay is reported for the worst movement/approach for SSSC controlled intersections.

2. Based on 2016 data collected by Headway Transportation.

3. Based on data from the *Echeverria Silver Lake Property Traffic Impact Study* (October 2014).

Source: Headway Transportation, 2021

As shown in **Table 2**, the Red Rock Road/US 395 Southbound Ramps intersection experiences poor operating conditions during peak hours. Specifically, the stop controlled approach (off-ramp) experiences significant delay during peak hours due to the heavy southbound left-turn volumes entering the US 395 Southbound On-Ramp. The Red Rock Road/N. Virginia Street and Red Rock Road/US 395 Northbound Ramps intersections currently operate within policy level of service thresholds based on previous traffic studies.



EXISTING PLUS PROJECT CONDITIONS

The distribution of project generated trips adds the following estimated Average Daily Traffic (ADT) to each of the roadways below:

- ▶ US 395 south/east of Red Rock Road – 4,086 ADT
- ▶ N. Virginia Street south/east of project site – 584 ADT
- ▶ US 395 north/west of Red Rock Road – 584 ADT
- ▶ Red Rock Road north of US 395 – 584 ADT

At project build-out, project generated trips will have impacts on the Red Rock Road/US 395 Southbound Ramps intersection with the potential to add an approximate 284 northbound right-turns onto the US 395 Southbound On-Ramp during the PM peak hour (**Figure 1**). The Red Rock Road/US 395 Northbound Ramps intersection will be impacted with approximately 217 left-turns onto Red Rock Road from the US 395 Northbound Off-Ramp during the PM peak hour. The side-street approaches of the Red Rock Road/N. Virginia Street intersection will also incur additional delay due to higher through volumes on Red Rock Road.

Anticipated Level of Improvements/Mitigations

The project will be constructed in phases; therefore, traffic impacts will be incremental, and mitigations should be phased to correspond with the level of traffic generation and identified impact as defined by project specific traffic impact studies.

Based on this preliminary analysis, the following intersection improvements are likely to be necessary, at project build-out, to maintain acceptable traffic operations. The intersections will be further evaluated as part of a formal Traffic Impact Analysis for a future specific project/phase:

- ▶ Red Rock Road/US 395 Northbound Ramps: Upgrade to a traffic signal and add turn-lane(s).
- ▶ Red Rock Road/US 395 Southbound Ramps: Upgrade to a traffic signal and add turn-lane(s).
- ▶ Red Rock Road/N. Virginia Street: Potentially upgrade to a traffic signal and add turn-lane(s).
Revise lane configurations and stop controls to suit future traffic volumes.
- ▶ N. Virginia Street/Secondary Project Access: Minor intersection improvements.

Roundabouts were considered as a potential improvement option but deemed unlikely to physically fit at the intersections or provide the best intersection operations due to close proximity to the existing Silver Lake Road/Red Rock Road traffic signal and the short spacing between the southbound off-ramp intersection and N. Virginia Street.

This level of improvement is anticipated to provide acceptable traffic operations with the project generated traffic. Improvements in the interchange area will require coordination with and permitting through NDOT, which will inform selection the specific improvements and the implementation timing.



Interim traffic controls and lane configurations may be appropriate to serve early project phases.

RECOMMENDATIONS

Based on the estimated project trip generation, a formal Traffic Impact Analysis will need to be conducted for a specific project proposal. That study will further evaluate impacts based on refined land use quantities and project phasing and will identify appropriate mitigations for addressing project impacts to the transportation network.

Sincerely,
Headway Transportation, LLC

Loren E. Chilson, PE
Principal



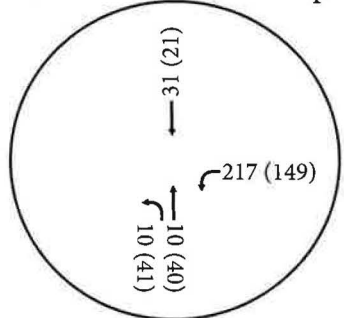
Attachments:

Figure 1 – Project Generated Traffic

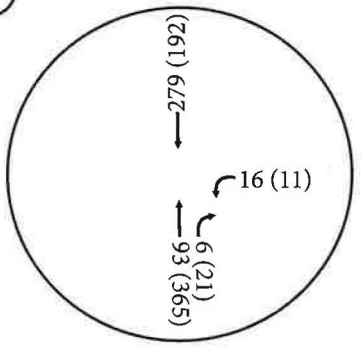




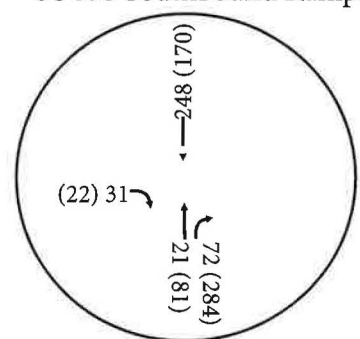
① Red Rock Rd / US 395 Northbound Ramps



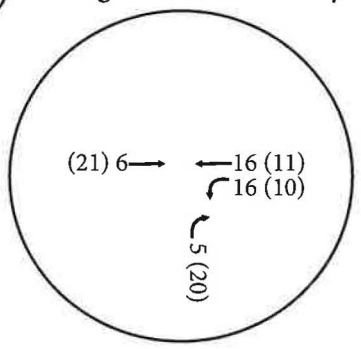
③ Red Rock Rd / N. Virginia St



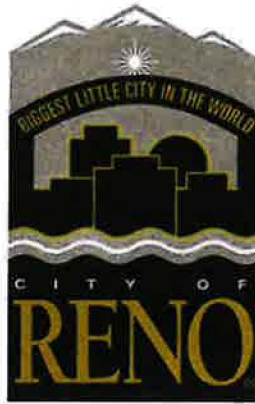
② Red Rock Rd / US 395 Southbound Ramps



④ N. Virginia St / Secondary Access



Mikki Huntsman
City Clerk
(775) 334-2030
HuntsmanM@reno.gov



Office of the City Clerk
City Clerk's Office (775) 334-2030
Central Cashiering (775) 334-2032
Records (775) 348-3932

December 16, 2022

PDC Reno/LV/PHX LPIV, LLC
980 Sandhill Road, Suite 100
Reno, NV 89521

FILED THIS DATE
12/16/2022
BY: KA
CITY CLERK

RE: **Case No. LDC22-00018 (Peavine Employment Center) – Certification of Master Plan**
APN's: 081-031-27, 28, 29, 30, 31, 32, 33, 34, 35, 39, 48, 49 & 50 (Ward 4)

Dear Applicant:

On March 23, 2022, following a public hearing, the Reno City Council adopted Resolution No. 9024 amending the Master Plan from ±207.35 acres of Large-Lot Neighborhood (LL) and ±3.17 acres of Public/Quasi-Public (PQP) to ±169.11 acres of Mixed-Employment (ME) and ±41.41 acres of Parks, Greenways, and Open Space (PGOS). The ±210.52 acre site is generally located to the southeast of the intersection of Red Rock Road and Trail Drive.

On October 13, 2022, the Master Plan Amendment was reviewed and approved by the Regional Governing Board as to its conformance with the Regional Plan.

Sincerely,

Mikki Huntsman
City Clerk

xc: Development Services
Brooklyn Oswald, Development Services
Matt Brezina, Parks, Recreation & Community Services
Wood Rogers Attn: Stacie Huggins. 1361 Corporate Blvd. Reno, NV 98502
Peavine Investors, LLC. 9432 Double R Blvd Reno, NV 89521

Enclosed: Reno City Council Resolution 9024



WASHOE COUNTY RECORDER

OFFICE OF THE RECORDER
KALIE M. WORK, RECORDER

1001 E. NINTH STREET
RENO, NV 89512
PHONE (775) 328-3661
FAX (775) 325-8010

LEGIBILITY NOTICE

The Washoe County Recorder's Office has determined that the attached document may not be suitable for recording by the method used by the Recorder to preserve the Recorder's records. The customer was advised that copies reproduced from the recorded document would not be legible. However, the customer demanded that the document be recorded without delay as the parties rights may be adversely affected because of a delay in recording. Therefore, pursuant to NRS 247.120 (3), the County Recorder accepted the document conditionally, based on the undersigned's representation (1) that a suitable copy will be submitted at a later date (2) it is impossible or impracticable to submit a more suitable copy.

By my signing below, I acknowledge that I have been advised that once the document has been microfilmed it may not reproduce a legible copy.

Stacie Huggins
Signature

12/19/2022
Date

Stacie Huggins
Printed Name