EXPLANATION: Matter underlined is new; matter in brackets and stricken [--] is material to be repealed.

BILL NO. 7145

ORDINANCE NO. 6567

ORDINANCE TO AMEND RENO MUNICIPAL CODE TITLE 18, "ANNEXATION AND LAND DEVELOPMENT," "APPENDIX B – SKYWAY DESIGN GUIDELINES," TO AMEND THE SKYWAY DESIGN GUIDELINES BY ADDING CRITERIA THAT EXEMPTS CERTAIN PROJECTS FROM REVIEW BY THE DESIGN REVIEW COMMITTEE; TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THEREWITH.

SPONSORED BY: RENO CITY PLANNING COMMISSION

THE CITY COUNCIL OF THE CITY OF RENO DOES ORDAIN:

SECTION 1. Appendix B - Skyway Design Guidelines of the Reno Municipal Code is hereby amended, to read as follows:

APPENDIX B: SKYWAY DESIGN GUIDELINES

The following skyway design guidelines are adopted in order to provide design standards for skyways. These guidelines may be amended only after a public hearing by the planning commission and adoption of a resolution by the city council.

1. - Purpose and Intent.

Skyways provide an opportunity to increase the economic viability of a project. The short block lengths that exist in downtown Reno make it difficult to provide large-scale projects to strengthen Reno's economy. In addition, properly designed skyways may provide for improved traffic flow, increased pedestrian safety and increased pedestrian comfort. Finally, skyways provide an additional revenue source for the City of Reno.

These skyway design guidelines are intended to cover "normal" situations encountered in design. It is expected that architectural and engineering considerations will arise which are not completely covered. Therefore, any items or situations not anticipated in the Guidelines will be designed in accordance with accepted architectural and engineering practices and appropriate codes and ordinances. It is anticipated that unusual or extraordinary situations will arise given

the complexities involved. In such cases, the administrator may authorize alternative standards, provided that any alternative standard meets the intent or are the equivalent of the skyway design guidelines and are in accordance with accepted architectural and engineering practices. Meeting the requirements of this section does not guarantee approval of a skyway. The burden of proof is on the applicant to demonstrate that a skyway is essential for the project and meets or exceeds the Design Guidelines.

The purpose of the following document is to provide the technical basis for the review of skyways provided for under Article XX of Chapter 18.12 of this title, and to provide design professionals with criteria intended to promote orderly development and integration of skyway structures into new or existing built environments. Where specific quantitative standards are presented, they shall be treated as minimums that can only be proposed for change with explicit justification in the project's special use permit application. Skyways offer innovative solutions for creating new space in the high-density downtown urban core, or offering safe access to land separated by rights-of-way in other suburban areas. These guidelines recognize that bridging over rights-of-way can be problematic. The criteria here represent a foundation of what is to be expected from the design professional in maintaining continuity of quality of skyway projects. These guidelines serve as a baseline for the thoughtful evolvement of skyways.

2. - Participation Property Frontage Percentage for Skybuildings.

If a property is located in an area identified as appropriate for skybuildings, a property owner(s) who has gained control over an entire block or the majority of a block and still needs more land for expansion, may need to link two or more blocks to achieve economic benefit. If 75 percent of the street frontage property owners of a block proposed for a skyway agree to the proposal, then it can be assumed that the applicant has met finding (10)d. of Section 18.06.405(e). A total of 75 percent participation is defined as a minimum of 75 percent of the total street frontage counting both sides of the street.

Example: If the street frontage of the block is 300 feet long, then the participating property frontage percentage requirement would be 300 feet plus 300 feet for a total of 600 feet x 75%, or 450 feet of street frontage.

3. - Railroad Corridor.

For the purposes of this section, the following definitions apply:

(a) **Downtown Railroad Corridor.** The area adjacent to and including the Southern Pacific Railroad right-of-way and the air space above it, with a width equal to the distance from the north boundary of the right-of-way for Third Street (between Sierra Street and Arlington Avenue) and the south boundary of the right-of-way for Commercial Row (between Virginia Street and Sierra Street), and bounded on the east and west by the boundaries of the Redevelopment Area.

(b) **Interior Railroad Tunnel.** The area within which the Southern Pacific Railroad tracks are entirely enclosed on both sides and above, and not visible from adjacent public areas including streets, sidewalks or other properties. The terminus of the tunnel at each end for

a minimum depth of 20 feet (visible from adjacent streets and sidewalks) shall be excluded from this provision to ensure that an aesthetic treatment compatible with the exterior is provided.

4. - Architectural Compatibility.

Architectural compatibility is the most important element of the design guidelines. Healthy, growing cities are constantly evolving and architectural creativity should not be restricted if the city is to experience orderly development. Encouragement of design compatibility with adjacent land based structures will help to ensure diversity and interest in the structures that are built. Restricting design to rigid criteria could lead to "cookie cutter" structures where one corner or area looks much like the one two blocks away.

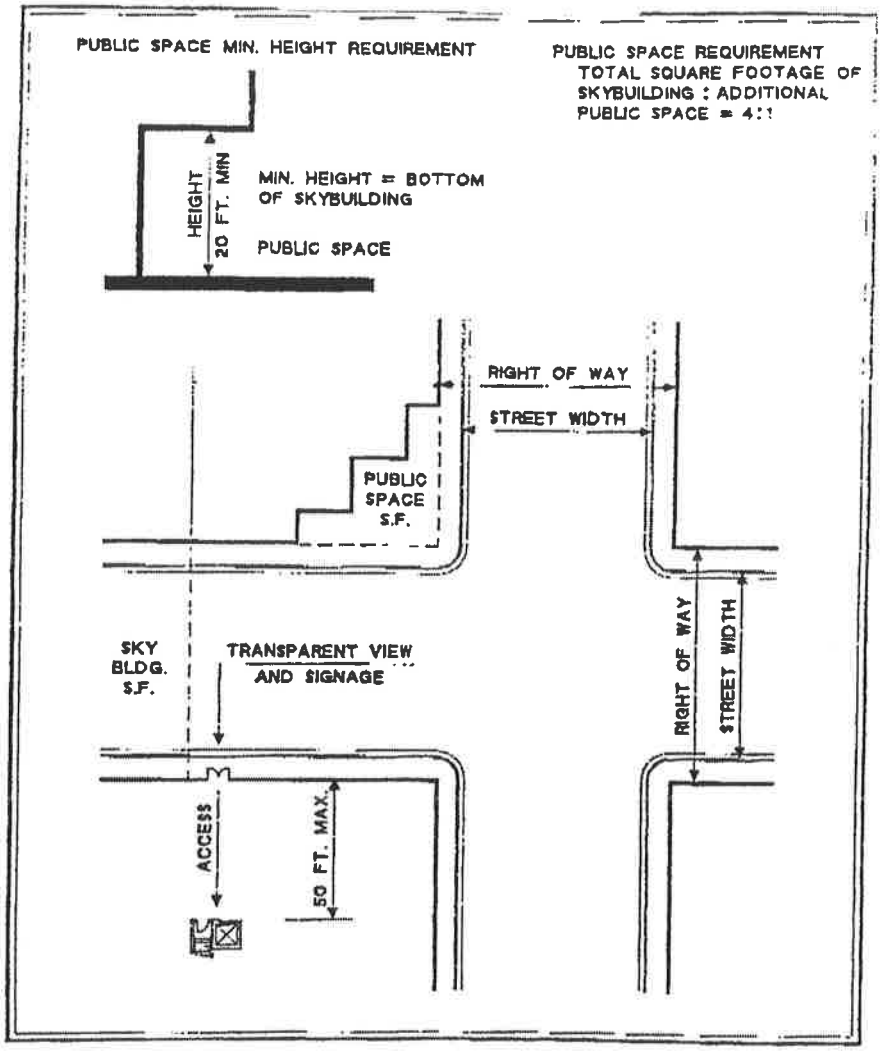
Each skyway setting will undoubtedly be unique in character and scale. In a tourist-oriented market where creative competition for patron interest is important, many architectural styles will develop. Contemporary/futuristic, historical, classical, as well as whimsical and fantasy styles may need to co-exist.

5. - Street Level Activity Opportunity and Public Space.

(a) Human activity at street level is vital to the atmosphere of a city. In order to encourage this activity, facade improvements beneath skybuildings are required. Specifically, an architectural facade change, that includes recessed sections, is required every 25 lineal feet of building frontage on a block that includes a skybuilding. Additionally, transparent openings into a public commercial space are also required every 75 lineal feet, adjacent to the right-of-way or a public space. This is considered a minimum standard unless the skyway design includes both a functional basis for the deviation and the applicant demonstrates that the proposed design is "pedestrian friendly", given the particular context. This area should provide opportunity for commercial and public activity such as street vendors, project entrances, street furniture and focal points for architectural features or public art.

(b) In order to encourage street level activity and maintain open space at the intersections which will provide more light and air, a public space requirement for skybuildings attached to new terminus building(s) is established, outside at ground level. Skybuildings attached to new terminus building(s) require a 4:1 ratio of skybuilding square footage area to additional ground level public space, outside the right-of-way, within the same block and located at the corners of the building in order to provide open space that helps replace the admittance of light and air that may be eliminated by the skybuilding. If the property owner can demonstrate that it is impossible to provide additional public space at the corner, then the public space setback may be used to provide wider sidewalks under the skybuilding or some other design solution such as a Porte cohere private driveway. The additional public space applies to that portion of the terminus building that is a minimum of 20 feet, or below the skybuilding, whichever is higher. The portion of the terminus building that is below the skybuilding, at a minimum 20 feet, may cantilever back out to its permitted setback. (Figure B-1).

FIGURE B-1: PUBLIC SPACE REQUIREMENT



(c) Within the Downtown Railroad Corridor, the design review committee shall determine the appropriate requirement of ground level public space in relation to skybuilding square footage area in lieu of the 4:1 public space to skybuilding area requirement.

(d) When a skyway is proposed to be located closer than 25 feet from the nearest right-of-way, excluding alleys, then in addition to the landscaping and screening provisions stated in Article XII of Chapter 18.12, additional landscaping shall be provided on the roof, cantilevered over the facade or a combination of both. The additional landscaping should be designed to soften the effect of the structure that will be located next to the open space provided at the intersections.

6. - Design.

(a) A primary objective of the recommendations given throughout this text is to achieve continuity in the design of new skybuildings constructed between existing or new building facades. Often, the skyway will infill between two parallel building frontages. These buildings may have been designed during different architectural or historical periods and thus when compared are unique and distinctly different. The degree of difference which

exists between any given building will require an equal degree of effort to design a skyway which will visually connect the supporting buildings' exterior facades. Effort should be made to incorporate facade improvements on both buildings that will receive a connecting skyway so that they will have complementary facades before the skyway is constructed.

(b) Skyway design must meet ADA, building code, and Fire Code requirements. Additionally, skyway design shall meet NFPA 502 (1992, as amended).

(c) Steps to achieve continuity include a careful analysis of the architectural components that comprise the facades under consideration. Within any building elevation there will be design elements that predominate and visually suggest the overall character of the building. These elements should be considered as the fundamental, design components. Design components include the following:

(1) Building massing.

(2) Roof lines/cornices.

(3) Facade-breakup/rhythm.

(4) Wall surface materials, texture and decorative elements.

(5) Fenestration (windows).

(6) Door openings.

(7) Color.

(8) Lighting.

(9) Bridge support structures and services.

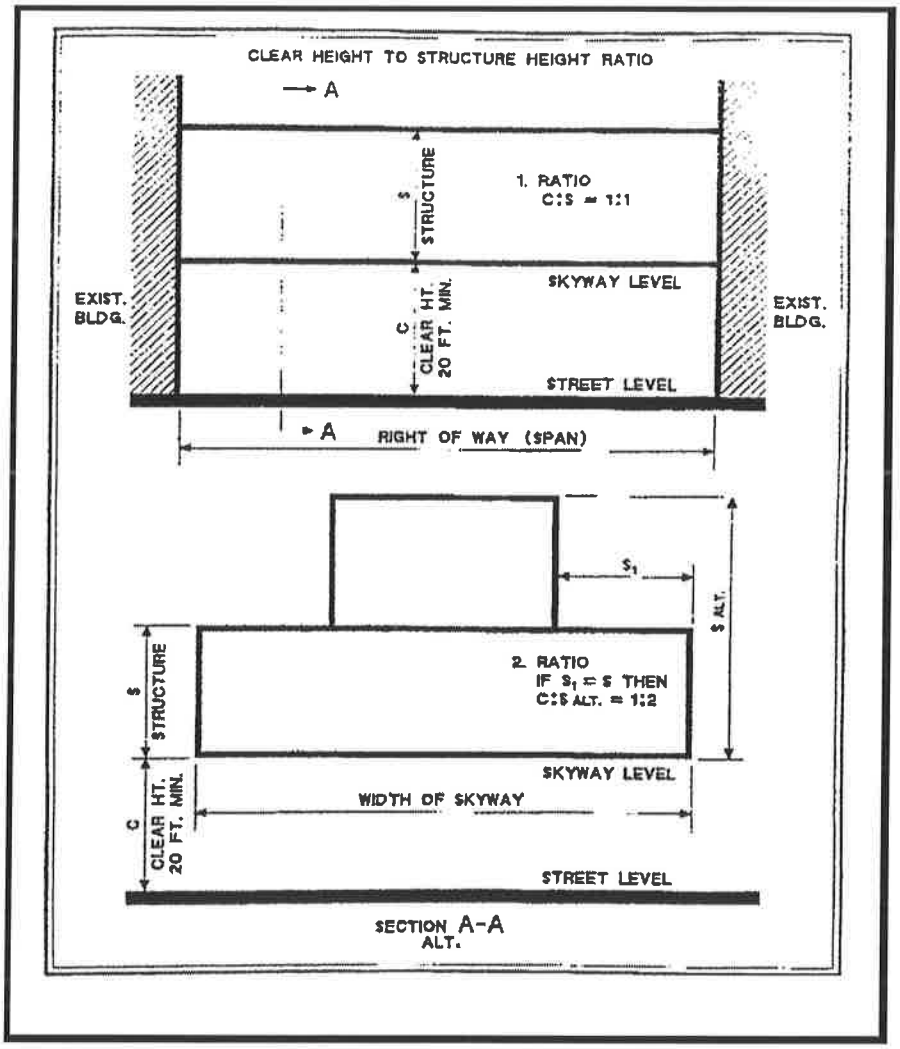
(d) When designing the exterior facade for skyways, include design components found on the exterior of the adjacent supporting buildings. In most cases, these architectural components will not exist on both buildings. Because of this, it is important to select design components for the skyway and connecting buildings which will be the most effective in creating a cohesive project with an overall appearance of integrity. Skyways should also be designed to be compatible with the historical architectural patterns and elements of the block in which they are to reside. Whatever design components are used to bridge two buildings, it is imperative that the designer uses the best visual sensibility and continuity. For example, if both buildings contain vertical columns, then the skyway design should also include vertical columns, or if one building contains vertical columns, vertical columns might be added to both the existing building and the proposed skyway.

7. - Building Massing.

(a) The overall massing of the skyway shall be harmonious with the buildings that form terminals at each end. Skyway design must reduce the "tunnel effect" which gives the impression of entering a tunnel. In an effort to reduce or eliminate the "tunnel effect", unless explicit justification is presented in the applicant's special use permit application to deviate from this standard, all skyways shall maintain a 20-foot minimum clearance above the right-of-way. Where only new structures are involved, the 20-foot clearance is viewed as a true minimum, unless particularly unique circumstances are present. This clearance

will reduce the narrow separation between the street and the bottom of the skyway that is typical of the existing skyways which may appear to have a "tunnel effect". In order to encourage greater clearances, skyway design shall include a 1:1 ratio of clear height between the right-of-way and the skyway, to overall height of the skyway structure. For example, if a skyway is 20 feet above the right-of-way, then the skyway structure height shall be limited to 20 feet overall height. If, however, a 22-foot tall skyway structure is desired, then the minimum height above the right-of-way shall be 22 feet (Figure B-2).

FIGURE B-2: SKYWAY CLEARANCE GUIDELINES



(b) Within the Downtown Railroad Corridor, the design review committee shall determine the appropriate proportion of skybuilding height to clear height above the Interior Railroad Tunnel in lieu of the maximum ratio of 1:1 of required skybuilding to street opening or clearance below.

(c) The width of a skyway is another contributing factor of "tunnel effect'. In order to reduce the impact that width has on this phenomenon, a skybuilding's underside, facades and

lighting shall receive particular attention to details. Where permitted, skybuildings may not cover more than 80 percent of the area between two streets, with particular attention being given to conserving open space at the intersections. The Downtown Railroad Corridor is exempted from the 80 percent maximum coverage. No skybuildings may be placed over the intersection of two streets. Skybuildings may require setbacks from intersecting streets to address Reno Fire Department requirements and/or air and light needs for pedestrians and the streetscape. Applicants should meet with the fire department early in the design process to establish its needs.

(d) The 30-foot maximum width for pedestrian skywalks should reduce the appearance of a massive bulk above the right-of-way, which is typical of wider skybuildings. The use of roof top or cantilevered landscaping is encouraged to soften the effect of the skyway, especially if the proposed skyway will be closer than 25 feet from the right-of-way.

(e) Lighting is a key factor to reduce the "tunnel effect". To this end, the lighting beneath a skybuilding should be brighter during daylight hours and softer during hours of darkness. Additionally, the ceiling should be illuminated to reduce the contrast between the recessed lights and the dark ceiling. Ideally, the ceiling will be illuminated indirectly, with uplighting, for a strong architectural effect. Specific recommendations are given in the lighting section.

8. - Roof Line/Cornices.

For the most part, roof lines on commercial building structures are flat with parapets. On the other hand, cornice elements can be diverse and occur at tops of buildings or midpoints. Cornices can be very dominant elements that create strong definitions of the beginning and end portions of a building and as such must be used thoughtfully. When using cornices, overall design must create an artful blending of the two buildings with the skyway. For instance if a unique roof line or cornice found on supporting building "A" is incorporated onto the facade of the connecting skyway, it will be necessary to develop a portion of this same component on supporting building "B". Continuation of architectural components on both buildings provides smooth transition between structures.

9. - Facade-Breakup/Rhythm.

In order to break up the monotony of the facade, the design must incorporate architectural features of the supporting buildings to the skyway facades. The skyway should be consistent from one side of the structure to the other to ensure a continuity of look, feel and balance. Continuity of style should also include a combination of motifs, using horizontal as well as vertical elements, color, texture, lighting, etc.

10. - Wall Surface Materials and Texture.

Reno has many examples of traditional uses of brick materials. Should this material be incorporated onto a skyway, it must appear to be structural masonry. A designer should also consider how natural and artificial light plays upon the wall and ceiling surfaces of the structure. If depth of surface is desired, this may be achieved with color contrasts, material contrasts, applied or structural elements that create shadow, vertical or horizontal reveals, and any other design element that will eliminate a "blank wall" effect. The existing surface materials and

textures of the terminus buildings must be incorporated onto the skyway facades. If the existing materials or textures on the existing buildings are dissimilar and visually conflicting, then the use of a neutral existing material or texture found on either terminus building should help ease the transition. The finish materials on the exterior should complement the character of the connecting buildings.

11. - Windows.

(a) This component has many elements that define its appearance. It includes, but is not be limited to, frame type, directional orientation (whether it is more vertical or horizontal or otherwise), glass type, spacing and trim. The complexity of this component together with the possibility that the supporting buildings may have dissimilar fenestration necessitates considering a number of schemes to create continuity.

(b) In order to allow pedestrians and drivers to see into the skyways, a minimum transparency is required, 25 percent minimum transparency is required for skybuildings (Figure B-3). In order to ensure "see through" windows or transparent sections, these transparent windows or sections shall be made of material that has a minimum of 52 percent visual light transmittance with a six percent maximum visual light reflectance. Pedestrian skywalks and skytrams shall maintain at least 70 percent (for all skytrams and for skywalks greater than 20 feet in width) or 50 percent (for skywalks less than or equal to 20 feet in width) transparent windows or sections depending on the width of the skywalk or skytram. In any case, the transparent windows or sections shall maintain the same minimum 52 percent visual light transmittance and maximum six percent visual light reflectance as skybuildings. Transparency for skytrams takes into consideration the overall height of structure with the skytram in place. If it is not an enclosed structure, credit will be given for the open portion of the overall height.

(c) If there is extreme diversity in the two buildings' windows, a fenestration system for the skyway may be a composite of both buildings' window types. Skyway fenestration may be a simplified interpretation, suggesting rather than replicating the supporting buildings fenestration.

12. - Door Openings.

Street/sidewalk access and exit to and from skybuildings and pedestrian skyways must be apparent and inviting to the public. Two way access to skyways, located within a building, should not exceed 50 feet of travel from the exterior face of the building to the point of entry to the skyway vertical access where practical. The sidewalk access should be transparent so that the skyway access point is clearly visible from the sidewalk and is identified by signage that is also clearly visible and readable from the sidewalk. Skyway access must meet ADA, building code, and Fire Code requirements. If a skyway is closed for any reason, a sign displaying the hours of the closure must be located at the ground floor level entrance to the skyway.

13. - Color.

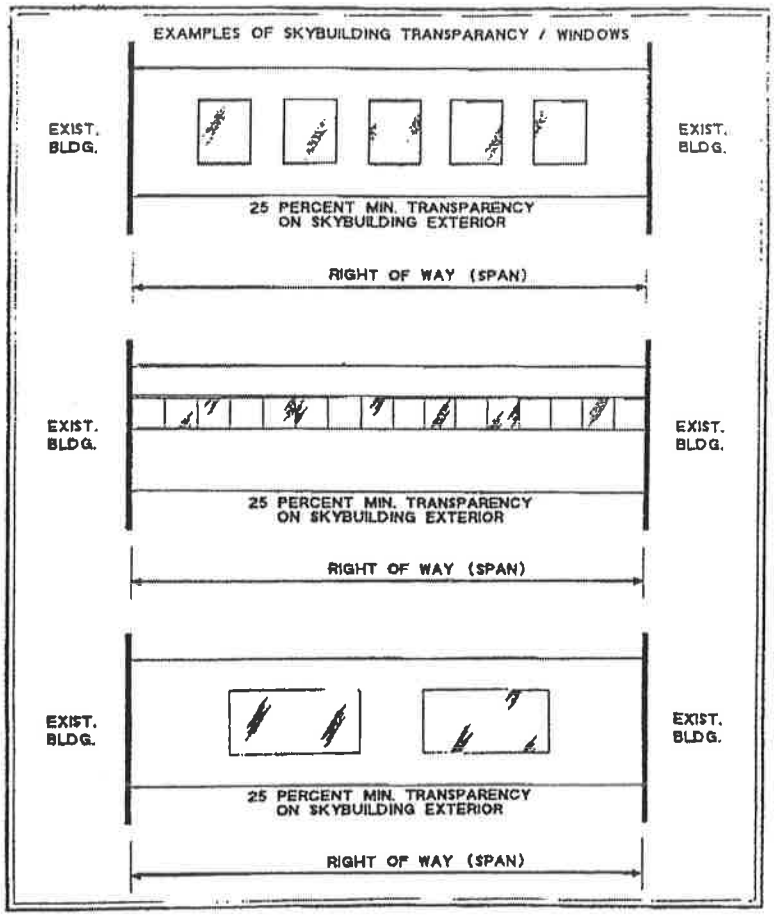
In order to lessen the effect of being in a tunnel, pale off-whites or light colors should comprise the majority of solid surfaces. Colors used closer to the street level should be lighter in color

because this will appear to "lift" the structure. Corporate colors should be limited and used as an accent color.

14. - Lighting.

(a) Interior lighting seen through pedestrian skywalk and skytram fenestration shall be inconspicuous, non-glare, non-animated and cannot pose a traffic hazard. Interior lighting seen through skybuilding fenestration, in the Downtown Area Overlay District, shall be inconspicuous, non-glare, and may be animated provided it is not deemed to be a traffic hazard. Access corridor lighting, to the skyway, shall be brighter than the skyway lighting to provide better visibility. When lighting is used as a design element, it should be used consistently throughout the project, including the skyway. Lighting of the skyway should be designed in harmony and balance with the entire structure. Lighting which adds importance or prominence to the skyway is not permitted if it could make the skyway become a distraction or cause confusion to pedestrian or vehicular traffic (i.e., flashing, glaring lighting must be avoided).

FIGURE B-3: SKYBUILDING TRANSPARENCY



(b) Exterior lighting and indirect surface lighting on the exterior of the skyway is acceptable and encouraged so that skyway structures will not look like heavy dark shapes in the night sky. The ceiling, beneath the skyway, must be lighted either directly or indirectly. Indirect lighting, through the use of uplighting, is recommended. The exterior lighting should reduce the contrast between the lights installed to illuminate the right-of-way beneath the skyway and the dark ceiling. Lighting of the right-of-way, beneath a skybuilding, is required. This lighting shall maintain a minimum of 30 footcandle of light during daylight hours, and ten foot candle of light during hours of darkness, measured at three feet above grade. Metal halide lights are required.

(c) Where possible, natural lighting should be used in addition to external non-glare and inconspicuous artificial light to mitigate possible "tunnel effects" below the skyways.

15. - Bridge Support Structure and Services.

(a) Bridge support structures that support the skyway at either end should be contained within the terminus buildings or incorporated into the design of pedestrian ways or sidewalks. If the support structures are to be located within the right-of-way, then the developer shall first obtain an encroachment permit or shall abandon the right-of-way (at the city's discretion) and shall replace the lost right-of-way at a 1:1 ratio for the entire

support structure, including footings. The right-of-way replacement shall be located on the same street frontage as the skyway. Ideally, the support structures will be offset with an area for a wider sidewalk and/or space for a porte cochere. In any case, additional public space should be designed so that it will not become unused space that is unattractive to pedestrians.

(b) Within the Downtown Railroad Corridor, the design review committee shall determine the appropriate proportion of right-of-way encroachment to replacement of public space in lieu of the ratio of 1:1 of required right-of-way encroachment to right-of-way replacement.

(c) Skyway support structures shall be screened and shielded from view unless they are integral to the design. The design of support structures should be architecturally stimulating and comprised of architectural columns or public art, for example.

(d) Bridge services are defined as those electrical and mechanical systems that exhaust airborne pollutants and provide electrical service to exterior lights necessary for safe passage below the skyway. If necessary, mechanical ventilation of the area below skyway shall be installed. A carbon monoxide control system shall be required, unless the designer can demonstrate through studies or tests that carbon monoxide will not be a hazard. Ventilation and lighting of the public space covered by skyways shall be powered and metered independently so as to provide for continuous service to the public at large. Skyways must not interfere or impair use of the public right-of-way by existing or proposed communication and utility facilities.

(e) Skyways shall be designed to meet all streetlight and traffic signal requirements and the right-of-way beneath the skyway shall be designed so that traffic is not impeded. In order to minimize accumulated exhaust, buses, taxis and delivery vehicles will not be permitted to idle beneath skyways.

(f) Roof drainage systems shall provide year-round continuous drainage to adjoining building systems or to the storm sewer and shall operate independent of the operation of the attached buildings.

16. - Support Structures for Detached Vertical Access to Pedestrian Skywalks and Skytrams.

Support structures for detached vertical access to pedestrian skywalks and skytrams must meet the setbacks required in the zone in which they are located. These structures must also meet the minimum requirements for transparency and should be designed to minimize the appearance of visual clutter beside the roadway. These structures must also meet ADA, Fire Code, and building code requirements.

17. - Signs.

(a) Signage should not dominate the skyway facade, rather it should complement the existing buildings and overall design of the skyway. Signage shall also be proportional to the scale of the skyway structure. Outside the Downtown Core area, signs shall be limited to one corporate logo or one company name per side, in addition to directional signs required by the city and/or permitted by the administrator.

(b) In the Downtown Redevelopment Area, skyways should use signs in a manner that complements the architecture and sign design of the primary structure(s) in scale, proportion, colors and materials. Signs should not create hazardous conditions for

motorists due to excessive glare through flashing or animated signs or other obstructions. The quality and design/architectural relationship of signs is more important than the amount or quantity of signs. All skyway signs should generally be of a permanent rather than temporary nature (e.g., banners). Banners or seasonal material (such as Christmas decorations) should be durable and of high quality.

(c) Reader boards are prohibited because they could interfere with traffic.

18. - Design Review Committee.

(a) A design review committee shall review skyway proposals.

(b) The design review committee shall be comprised of the following principal voting members:

(1) One recommended by the Nevada Chapter of the American Planning Association; and

(2) One recommended by the Nevada Chapter of the American Institute of Architects; and

(3) One recommended by the Nevada Chapter of the American Society of Landscape Architects; and

(4) One recommended by the planning commission; and

(5) One recommended by the citizens advisory committee for the redevelopment agency.

Each of the above shall also recommend an alternate. The alternate will be a voting member when the principal member is absent.

(c) The design review committee (D.R.C.) will review skyway plans to ensure a public perspective is provided related to conformance with the intent of the skyway design guidelines. It is recommended that an applicant hold a "pre-application" hearing with the D.R.C., prior to formal submittal of a "major" special use permit application. Prior to appearing before the planning commission, the skyway plans and drawings will be presented to the D.R.C. for their formal review.

(d) Skyway projects that meet the following criteria shall be exempt from review by the Design Review Committee:

(1) Skyways with a maximum dimension of 12 feet wide by 15 feet in height (measured from the bottom (floor) of the skyway to the top of the structure); and

(2) Are located outside of the Downtown Reno Regional Center (DRRC) Overlay Zoning District boundary; and

(3) Span no more than two travel lanes on public roadways.

(Ord. No. 5189, § 1, 9-26-00; Ord. No. 6000, § 26, 1-30-08)

SECTION 2: Should any section, clause, or provision of this Ordinance be declared by a court of competent jurisdiction to be unconstitutional or invalid, that decision shall not affect the validity of the ordinance as a whole or any part thereof other than the part declared to be unconstitutional or invalid.

SECTION 3. 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 4. 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 August, 2020, by the following vote of the Council:

AYES: Jardon, Weber, Delgado, Reese

NAYS: Brekhus, Duerr, Schieve

ABSTAIN: None ABSENT: None

APPROVED this 12th day of August, 2020.

HILLARY L. SCHIEVE
MAYOR OF THE CITY OF RENO

ATTEST:

CITY OF RENO CORPORATE WASHOE COUNTY, NEVADA

ASHLEY D. TURNEY
CITY CLERK AND CLERK OF THE CITY COUNCIL OF THE CITY OF RENO, NEVADA

EFFECTIVE DATE: Friday, August 14, 2020

RGJ media

PROOF OF PUBLICATION

STATE OF WISCONSIN SS.
COUNTY OF BROWN

CITY OF RENO - LEGALS
1 E 1ST ST FL 2

RENO NV 89501

Being first duly sworn, deposes and says: That as the legal clerk of the Reno Gazette-Journal, a daily newspaper of general circulation published in Reno, Washoe County, State of Nevada, that the notice referenced below has published in each regular and entire issue of said newspaper between the date: 08/14/2020 - 08/14/2020, for exact publication dates please see last line of Proof of Publication below.

08/14/2020

Legal Clerk

Subscribed and sworn before me this
14th of August 2020.

NOTARY PUBLIC RESIDING
AT STATE OF WISCONSIN
COUNTY OF BROWN

Notary Expires: 8-25-23

SHELLY HORA
Notary Public
State of Wisconsin

Ad#:0004330190
P O : AD#4330190
# of Affidavits 1
This is not an invoice

NOTICE OF CITY ORDINANCE(S) ADOPTION

NOTICE IS HEREBY GIVEN that the ordinance(s) listed below by title and containing the vote of the Council, was prepared on July 22, 2020 and July 29, 2020. Final action and adoption of such ordinance(s) took place on August 12, 2020.

BILL NO. 7146, ORDINANCE NO. 6568: ORDINANCE TO AMEND TITLE 8, CHAPTER 8.10 ENTITLED "OFFENSES AGAINST PROPERTY," SECTION 8.10.035 "RECEIVING, POSSESSING OR WITHHOLDING STOLEN GOODS PROHIBITED" OF THE RENO MUNICIPAL CODE TO RAISE THE MISDEMEANOR OFFENSE AMOUNT TO $1,200 IN COMPLIANCE WITH THE NEVADA REVISED STATUTES; AND TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THERETO.

YES: Reese, Delgado, Brekus, Duerr, Weber, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7147, ORDINANCE NO. 6569: ORDINANCE TO AMEND TITLE 8, CHAPTER 8.10 ENTITLED "OFFENSES AGAINST PROPERTY," SECTION 8.10.040 "PETIT LARCENY" OF THE RENO MUNICIPAL CODE TO RAISE THE MISDEMEANOR OFFENSE AMOUNT TO $1,200 IN COMPLIANCE WITH THE NEVADA REVISED STATUTES; AND TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THERETO.

YES: Reese, Weber, Brekus, Duerr, Delgado, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7148, ORDINANCE NO. 6570: ORDINANCE TO AMEND TITLE 8, CHAPTER 8.10 ENTITLED "OFFENSES AGAINST PROPERTY," SECTION 8.10.050 "DEFRAUDING PROPRIETORS OF HOTELS, INNS, RESTAURANTS, MOTELS, TRAILER PARKS AND TAXI CAB DRIVERS" OF THE RENO MUNICIPAL CODE TO RAISE THE MISDEMEANOR OFFENSE AMOUNT TO $1,200 IN COMPLIANCE WITH THE NEVADA REVISED STATUTES; AND TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THERETO.

YES: Reese, Weber, Brekus, Duerr, Delgado, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7149, ORDINANCE NO. 6571: ORDINANCE TO AMEND TITLE 8, CHAPTER 8.10 ENTITLED "OFFENSES AGAINST PROPERTY," SECTION 8.10.060 "EMBEZZLEMENT" OF THE RENO MUNICIPAL CODE TO RAISE THE MISDEMEANOR OFFENSE AMOUNT TO $1,200 IN COMPLIANCE WITH THE NEVADA REVISED STATUTES; AND TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THERETO.

YES: Reese, Weber, Brekus, Duerr, Delgado, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7150, ORDINANCE NO. 6572: ORDINANCE TO AMEND TITLE 8, CHAPTER 8.10 ENTITLED "OFFENSES AGAINST PROPERTY," SECTION 8.10.070 "OBTAINING PROPERTY, SERVICES UNDER FALSE PRETENSES" OF THE RENO MUNICIPAL CODE TO RAISE THE MISDEMEANOR OFFENSE AMOUNT TO $1,200 IN COMPLIANCE WITH THE NEVADA REVISED STATUTES; AND TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THERETO.

YES: Reese, Weber, Brekus, Duerr, Delgado, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7144, ORDINANCE NO. 6573: ORDINANCE TO AMEND TITLE 18, CHAPTER 18.08 OF THE RENO MUNICIPAL CODE, ENTITLED "ZONING," REZONING A ±11.24 ACRE SITE LOCATED ON THE EAST SIDE OF MOUNT LIMBO STREET, ±200 FEET NORTH OF ITS INTERSECTION WITH ECHO AVENUE FROM INDUSTRIAL BUSINESS (IB) TO INDUSTRIAL COMMERCIAL (IC); TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THEREWITH.

YES: Reese, Weber, Brekus, Duerr, Delgado, Jardon, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

BILL NO. 7145, ORDINANCE NO. 6567: ORDINANCE TO AMEND RENO MUNICIPAL CODE TITLE 18, "ANNEXATION AND LAND DEVELOPMENT," "APPENDIX B – SKYWAY DESIGN GUIDELINES," TO AMEND THE SKYWAY DESIGN GUIDELINES BY ADDING CRITERIA THAT EXEMPTS CERTAIN PROJECTS FROM REVIEW BY THE DESIGN REVIEW COMMITTEE; TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THEREWITH.

YES: Jardon, Weber, Reese, Delgado
NAYS: Brekus, Duerr, Schieve
ABSTAIN: None.
ABSENT: None.

BILL NO. 7143, ORDINANCE NO. 6574: AN ORDINANCE TO AMEND TITLE 18, CHAPTER 18.08 OF THE RENO MUNICIPAL CODE, ENTITLED "ZONING", REZONING A ±11.23 ACRE SITE LOCATED ON THE WEST SIDE OF THE CANAL, APPROXIMATELY 2,000 FEET SOUTH ON QUILICI RANCH ROAD FROM ITS INTERSECTION WITH SOUTH VERDI ROAD FROM COMMUNITY COMMERCIAL (CC) TO LARGE LOT ONE ACRE PER DWELLING UNIT (LLR-1); TOGETHER WITH MATTERS WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THEREWITH.

YES: Jardon, Reese, Weber, Duerr, Delgado, Schieve
NAYS: Brekus
ABSTAIN: None.
ABSENT: None.

BILL NO. 7151, ORDINANCE NO. 6575: ORDINANCE TO REPEAL AND REPLACE TITLE 4, ENTITLED "BUSINESS LICENSE CODE," AMENDING CHAPTER 4.04, ENTITLED "GENERAL PROVISIONS," SECTION 4.04.067 "MORATORIUM ON THE ACCEPTANCE OF BUSINESS LICENSE APPLICATIONS FOR PET STORES INTENDING TO CONDUCT SALES OF DOGS, CATS OR RABBITS," TO PROHIBIT THE RETAIL SALE OF DOGS AND CATS IN COMMERCIAL ESTABLISHMENTS; TOGETHER WITH MATTERS

WHICH PERTAIN TO OR ARE NECESSARILY CONNECTED THEREWITH.

YES: Duerr, Jardon, Reese, Weber, Brekus, Delgado, Schieve
NAYS: None.
ABSTAIN: None.
ABSENT: None.

Ordinance(s) shall be in full force and effect from and after August 14, 2020. Notice is further given that copies of the above ordinance(s) are available for inspection by all interested parties at the office of the City Clerk, City Hall, One East First Street, Second Floor, Reno, Nevada, or by accessing our website at reno.gov.

ASHLEY D. TURNEY, CITY CLERK AND CLERK OF THE CITY COUNCIL
No. 4030190 August 14, 2020