

**PLANNING COMMISSION  
STAFF REPORT**

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**Date:** March 4, 2020

**To:** Reno City Planning Commission

**Subject:** 4.2. Staff Report (For Possible Action): Case No. LDC20-00034 (Reno Logistics Center) – A request has been made for special use permits to allow for: 1) the construction of a ±1,215,200 square foot warehouse and distribution facility that is adjacent to residentially zoned property; and 2) cuts of 20 feet or greater in depth and fills of ten feet or greater in height. The ±74.62 acre site consists of eight parcels that are located on the south side of North Virginia Street ±720 feet to the east of its intersection with Lemmon Drive. The site is located within the Industrial (I) zoning district and has a Master Plan land use designation of Industrial (I).

**From:** Heather Manzo, Associate Planner

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**Ward #:** 4

**Case No.:** LDC20-00034 (Reno Logistics Center)

**Applicant:** Acres Advisory Group

**APNs:** 082-270-21 through 23, and 082-270-29 through 33

**Request:** A request has been made for special use permits to allow for: 1) the construction of a ±1,215,200 square foot warehouse and distribution facility that is adjacent to residentially zoned property; and 2) cuts of 20 feet or greater in depth and fills of ten feet or greater in height.

**Location:** The ±74.62 acre site consists of eight parcels that are located on the south side of North Virginia Street ±720 feet to the east of its intersection with Lemmon Drive. The site is located within the Industrial (I) zoning district and has a Master Plan land use designation of Industrial (I).

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

**Recommended Conditions of Approval:**

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

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted, shall prevail.
2. The applicant shall apply for all building permits for the project within 18 months from the date of final approval, and continuously maintain the validity of those permits, or this approval shall be null and void.
3. Prior to the issuance of any building permit, the applicant shall attach a copy of the final approval letter. The approval letter shall accompany a narrative provided by the applicant that describes how the requested permit addresses each of the approved conditions of approval.
4. Construction Hours, including grading and road construction activities, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control or storm water management operations. A note to this effect shall be placed on the title sheet of all permit plan sets. If the construction hours need to be varied for the pouring of concrete or other construction needs, a plan detailing the construction operations and provisions to minimize impacts on residences shall be submitted and approved to the satisfaction of the Administrator.
5. There shall be no outdoor loading and unloading on the site between the hours of 11:00 p.m. and 6:00 a.m. seven days a week. Loading and unloading activities of trailers docked at a sealed door or occurring within a building are permitted beyond these restricted hours.
6. Truck idling shall be prohibited on the site. Prior to the issuance of a building permit, the applicant shall have plans approved demonstrating that signs shall be installed near the overhead doors and truck parking areas informing vehicle operators that idling is strictly prohibited.
7. Prior to the approval of a site improvement permit, the applicant shall provide a final sewer report that provides analysis of the sewer system and demonstrate capacity to the sewer interceptor. Flow monitoring and/or upgrades to the existing downstream facilities may be required.
8. Prior to the issuance of a grading and/or site improvement permit, the applicant shall provide a final hydrology report that depicts the overall onsite and offsite contributing drainage basins and addresses onsite and offsite flows, retention/detention and facility capacities with required analysis to maintain the elevation of Swan Lake. Volumetric analysis shall be based on the 100-year, 10-day storm event while routing of peak flows shall be based on the 100-year, 24-hour storm event. Volumetric mitigation at a ratio of 1.3:1 is required for the North Valleys.

9. Prior to the issuance of a business license, the applicant shall have plans approved that include a program consistent with the Regional Transportation Commission Smart Trips Program. The applicant shall implement and continue to offer this approved program throughout the life of the project.
10. Prior to the issuance of any building permit, excluding mass grading, the applicant shall demonstrate that the existing property lines have been adjusted to meet applicable Reno Municipal Code (RMC) development standards.
11. Prior to the issuance of any building permit, excluding grading, the applicant shall have plans approved demonstrating that all exterior site lighting will utilize certified dark skies lighting techniques. Any spillover lighting shall be limited to a maximum of 0.50 foot-candles on the west and south property lines.
12. Prior to the issuance of any building or site improvement permit, the applicant shall have plans approved that include signage that prohibit left turn movements into the western driveway.
13. Wall signs shall be prohibited on the south building elevation. Wall signs on the west building elevation shall be non-illuminated.

**Background:** The subject site consists of eight parcels. The site is primarily vacant with the exception of an unoccupied  $\pm 7,200$  square foot warehouse building located on the northwest portion of the site (APN 082-270-30). There are numerous vacant and deteriorated outbuildings, and concrete pads scattered throughout the site. With the adoption of the ReImagine Reno Master Plan, the subject site and surrounding areas along North Virginia Street were assigned a Master Plan land use designation of Industrial (I). A zoning map amendment from Mixed Use/North Virginia Street Transit Corridor (MU/NVTC) to Industrial (I) was adopted by the City Council on October 23, 2019 for the subject site (LDC20-00001 – Reno Logistics Center Zoning Map Amendment).

This request is to allow for the construction of a  $\pm 1.2$  million square foot warehouse/distribution building located on a  $\pm 74$  acre site (**Exhibit A**). There is adjacent residentially zoned property to the west of the subject site. The owner of the property to the west has provided a letter in support of this request. While not adjacent, there is also residentially zoned property located in unincorporated Washoe County to the south. The residences to the south are separated from the subject site by a railroad right of way.

**Analysis:** Per Reno Municipal Code (RMC), all special use permit (SUP) findings a through h must be made in order to approve this request. The following is an analysis of each of the required SUP findings as they relate to the request.

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

Uses surrounding the site include two large warehouse/distribution facilities totaling approximately 1.1 million square feet of building area, mini-warehouse, and Truckee Meadows Water Authority (TMWA) facilities to the north; a future mini-warehouse facility (LDC19-00005 – Storwise in Reno) to the east; railroad right-of-way (ROW) and single family residential to the south; and single family residential or vacant land to the west. A summary of the surrounding uses and designations is provided in the table below:

<b>AREA DESCRIPTION</b>			
	<b>LAND USE</b>	<b>MASTER PLAN DESIGNATION</b>	<b>ZONING</b>
<b>NORTH</b>	Warehouse, TMWA facilities, & mini-warehouse	Industrial (I)	MU/NVTC
<b>SOUTH</b>	Railroad ROW, City of Reno undeveloped parcel & single-family residential	Parks Greenways, and Open Space (PGOS), Single-Family Neighborhood (SF)	SF6
<b>EAST</b>	Approved for future mini-warehouse	Industrial (I)	MU/NVTC
<b>WEST</b>	Vacant, single-family residential, Mobile home	Suburban Residential (Washoe County), Large-Lot Residential (LL)	Washoe County MDS & MU/NVTC

The applicant has proposed a ±1,960' by ±620' building to be located as far from the south property line as is feasible. Due to the proposed pad elevation, the north building elevation and associated truck dock doors will not be visible from North Virginia Street. The applicant has proposed a hill on the southwest corner of the site that will serve to balance the grading on site, as well as provide a visual buffer between residences and the proposed development. Landscape plans have been revised to include additional trees and landscape areas with an emphasis on utilizing landscaping as a visual buffer when viewed from North Virginia Street, as well as from residential properties located to the west and south of the site (**Exhibit A**). Application materials include a six foot tall masonry wall along the west side of the site.

Since the requested development is located within close proximity to existing residential uses, **Condition No. 4** is recommended to limit the construction hours for the project. Conditions related to loading activities and truck idling are recommended (**Condition Nos. 5 & 6**).

**Finding b. The project is in substantial conformance with the master plan.**

The subject site has an Industrial (I) Master Plan land use designation and is located within an Industrial/Logistics Employment Area, per the Structure Plan Framework identified in the Master Plan. This request analyzes the Master Plan policies contained in the adopted City of Reno Master Plan. As proposed and with recommended conditions, the request is in conformance with the following applicable Master Plan policies:

- 1.2D: Employment Centers - Plan, invest in, promote, and incentivize the creation and improvement of cohesive employment areas ... and clearly identify where specific employment uses are desired;
- EA-ILA.1: Overall Mix - Support a mix of large footprint warehouse/flex space, manufacturing facilities, and smaller ancillary and supporting industrial, commercial, and office uses as compatible with the surrounding development context;
- 5.4A: Trip-Reduction Programs – Support and increase awareness of programs that encourage use of alternative forms of transportation and would result in decreased vehicle trips and miles traveled within the city and contribute to improved regional air quality, such as...RTC's Smart Trips program; and
- SD.19: Light Pollution – Employ the use of shielded light fixtures and other techniques for reducing light trespass, sky-glow, and other forms of light pollution generated on a site, while also maintaining safe levels of light for use of the site at night.

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

Public Safety: The Reno Police Department noted the subject site is located within an existing police patrol area and incorporates many Crime Prevention Through Environmental Design (CPTED) best practices (**Exhibit C**).

Fire Department comments noted that the closest fire station to the site is Station 10, located at 5250 North Virginia Street, with an estimated response time of five minutes. Station 2, located at 2500 Sutro Street, is the next nearest fire station and has an estimated response time of nine minutes. The 2011 Regional Standards of Cover set forth a first due response objective of six minutes at least 85 percent of the time for urban areas and the estimated response time meets this first due objective.

Infrastructure Improvements: Sanitary sewer facilities are in place to serve the subject project. The project may be required to construct downstream sewer improvements based on the final sewer study and any flow monitoring that may be required.

A preliminary sanitary sewer study notes that an estimated sewer flow from the site is ±66,240 gallons per day (gpd). The study identified that an onsite private lift station is proposed that will ultimately flow to the Truckee Meadows Wastewater Reclamation Facility (TMWRF) via the City maintained Golden Valley lift station.

The study indicates that the existing flow plus project sewer flow will exceed one half of the design capacity at several downstream locations prior to reaching the Golden Valley lift station. It is recommended that the project applicant perform flow monitoring at the locations where the flow (existing plus project) exceed the one half design capacity and that the project applicant be required to construct any necessary improvements to the existing sewer system. **Condition No. 7** is recommended to ensure a final sewer report is provided that provides analysis of available capacity in the existing downstream sanitary sewer system.

A preliminary geotechnical indicates that the project site was rough graded over the course of many years and that undocumented fill material upwards of 22 feet in height is present on the site. This undocumented fill will require removal and recompaction as engineered fill. The study and preliminary grading plans indicate as much as 50 feet of fill material will be placed within portions of building footprints. The project site also contains various existing structures and a septic system within the northeast corner of the site, which will need to be abandoned to City and Washoe County District Health Department standards. The study indicated that the original site topography has been extensively altered by undocumented grading. No groundwater water was encountered in any field explorations. No fault hazards were noted. The subject site is located within an unshaded Zone X (outside the 500-year) FEMA zone.

The study notes the major geotechnical constraints as the significant undocumented fill materials and the deep fills being proposed within the building footprint. This may result in excessive settlement if not mitigated. Extensive clay materials are also present. Mitigation measures outlined in the study include: 1) removing, moisture conditioning, and recompacting the existing undocumented fill material, especially within building footprints and within the existing corrugated metal pipe that will be removed within the easterly drainage area, and 2) the removal of clay materials within the building footprints within the top three feet of finish floor elevation.

A preliminary drainage identifies two offsite watersheds that drain to the site, which are piped to the north and south of the site. Drainage flows north under the railroad and onto the site in a culvert. This flow is then carried in an existing pipe to North Virginia Street where it discharges under the roadway in three existing culverts. This existing pipe will be removed by the project and the flow will be captured at the existing culvert and conveyed through the site in a new publicly owned and maintained storm drain that will discharge under North Virginia Street in the existing three culverts. The historical drainage pattern will not be altered by the project.

The onsite flows generated by the project will be captured by onsite basins that are privately owned and maintained and discharged to the existing culverts under North Virginia Street. The project is required to provide a final hydrology study at final plan submittal that provides volumetric drainage mitigation at a rate of 1.3:1 based on the 100-year 10-day storm event (**Condition No. 8**).

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

The Regional Transportation Commission (RTC) 2040 Regional Transportation Plan (RTP) indicates North Virginia Street from Stead Boulevard to Panther Drive will be widened from two to four lanes and multimodal improvements will be constructed during the 2022-2026 timeframe.

A traffic indicated the project will generate  $\pm 2,217$  average daily trips (ADT) with  $\pm 217$  a.m. peak hour trips (PHT) and  $\pm 242$  p.m. PHT. The intersections of North Virginia Street and Golden Valley Road and Lemmon Drive are currently signalized. The study indicates that these two intersections will operate at a level of service (LOS) C under existing conditions with the project traffic included.

Access to the site will be provided by two access points along North Virginia Street. One access will be located towards the easterly portion of the site, which will be utilized for truck and passenger vehicle traffic. This easterly access will allow for full turn movements in and out of the site. Improvements to North Virginia Street will be provided in order to provide a dedicated left turn lane along North Virginia Street at the easterly access. The other access will be located towards the westerly portion of the site. The westerly access will provide full turn movements out of the site; however, the only turn movement into the site will be right turn only. There is no proposed dedicated left turn lane along North Virginia Street at the westerly access. Improvements along the project frontage of North Virginia Street include full widening of the south half to the ultimate RTC roadway, including a bike lane, sidewalk, and landscape.

**Condition No. 9** is recommended to address comments received from reviewing agencies (**Exhibit C**). The condition requires the applicant to implement a program consistent with the RTC's Smart Trips Program to help mitigate the vehicular and environmental impacts of a potentially high employment generating development. The project as designed and with recommended conditions adequately mitigates traffic impacts and provides a safe pedestrian environment.

**Finding e.** The proposed site location and scale, intensity, density, height, layout, setbacks, architectural and overall design of the development and the uses proposed, contribute to and enhance the character of the area in which it is located.

The proposed project consists of eight parcels. Since the proposed buildings cross the existing property lines, **Condition No. 10** is recommended to ensure the property lines have been adjusted to accommodate the proposed development.

Industrial building articulation standards apply to the front of a building that faces a right of way. However, RMC 18.12.304 (Residential Adjacency Standards) requires use of consistent building materials and colors on all sides of a building. The applicant has provided revised materials to incorporate colors, materials and added articulation to comply with RMC requirements. The applicant also reduced the number of dock doors on the south side of the building in order to address concerns related to visual and noise impacts on residential properties located to the south. The proposed building is placed at least ±134 feet from the closest residential property line, while the proposed setback from the existing residence to the west is ±341 feet. The proposed project meets residential adjacency setback requirements that require a 1:3 height to setback for portions of the structure that exceed 15 feet in height. These standards require the western building face to be a minimum of 105 feet from the west property line.

**Finding f.** The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.

**Condition No. 11** recommends state of the art dark skies lighting techniques and a maximum of 0.5 foot-candles at property lines to the west and south.

RMC 18.12.304 (Residential Adjacency Standards) requires daytime noise generated by a development not to exceed 65db and for nighttime noise levels to be less than 49db between the hours of 10:00 p.m. and 6:00 a.m. Where ambient noise levels exceed the standards, the development may not increase existing levels.

With respect to noise levels generated by truck traffic on North Virginia Street, the noise analysis (**Exhibit D**) notes that traffic generated by the development will comply with RMC requirements. The study also notes that with use of the eastern driveway for truck access, access to the site and site circulation will be in compliance with RMC noise limitations. **Condition No. 12** is recommended to provide adequate signage to prohibit left turn movements into the western driveway.



As proposed and with the recommended conditions of approval, project operations are not anticipated to create adverse environmental impacts.

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

A conceptual sign package was not provided with the project application. Future wall signs will be the responsibility of the individual building tenants and must follow the sign standard of the I zoning district. **Condition No. 13** is recommended to prohibit signs on the south side of the building and to require any signs located on the west side to be non-illuminated.

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

The applicant has taken into consideration topography and residential uses surrounding the site. No windows are proposed which would have an adverse affect on existing residential uses. The proposed ±50 foot tall building will be visually screened with landscaping and an elevation change that places the building at a lower elevation than the residential properties to the west and south.

Special Use Permit: Special use permits for cut slopes of 20 feet or greater in depth or fill slopes ten feet or greater in height. In addition to the general findings in subsection (1) above, special use permits for cut slopes of 20 feet or greater in depth or fill slopes ten feet or greater in height, the following findings shall apply:

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

The site is set at a lower elevation than the residential properties to the west and south. There is approximately a 60 foot difference between the existing residential pad elevation to the west and existing topography on the western portion of the site. Grading is proposed to balance the site, to address undocumented fill materials, to stabilize the development area, and to provide a visual buffer of the site as viewed from properties located southwest of the site (**Exhibit E**). Applicant provided cross sections note that proposed grading will be conducted in a manner where the building pad sits well below existing residential properties. Due to the nature of the proposed grading and proposed ±48 foot tall buildings with a maximum parapet height of ±50 feet, this request will have minimal visual impacts as a result of grading.

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

Proposed grading will serve to address undocumented fills, to remove materials in the top several feet which are unsuitable for development, and will provide safe and adequate access to the site.

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

Neighborhood Advisory Board (NAB): This project was reviewed by the Ward 4 NAB on February 20, 2020. At the time this staff report was prepared, no written comments had been received. Comments will be forwarded to the Planning Commission at the time they are received.

**Legal Requirements:**

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

**FINDINGS:**

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

- a. The proposed use is compatible with existing surrounding land uses and development.
- b. The project is in substantial conformance with the master plan.
- c. There are or will be adequate services and infrastructure to support the proposed development.
- d. The proposal adequately mitigates the project's traffic impacts and provides a safe pedestrian environment.
- e. The proposed site location and scale, intensity, density, height, layout, setbacks, architectural and overall design of the development and the uses proposed, contribute to and enhance the character of the area in which it is located.

- f. The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.
- g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.
- h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

Special Use Permit: Special use permits for cut slopes of 20 feet or greater in depth or fill slopes ten feet or greater in height. In addition to the general findings in subsection (1) above, special use permits for cut slopes of 20 feet or greater in depth or fill slopes ten feet or greater in height, the following findings shall apply:

- a. The slopes can be treated in a manner which does not create negative visual impacts.
- b. The grading is necessary to provide safe and adequate access to the development.

**Attachments:**

- Display Maps (PDF)
- Exhibit A - Site and Landscaping (PDF)
- Exhibit B - Proposed Elevations (PDF)
- Exhibit C - Agency Comments (PDF)
- Exhibit D - Noise Study - Wise Consulting and Training - 2-7-2020 (PDF)
- Exhibit E - Cuts and Fills Map & Cross Sections (PDF)