

LDC24-00046

(Rancharrah Village 7 Tentative Map)

Appeal

Reno City Council

June 5, 2024



RENO

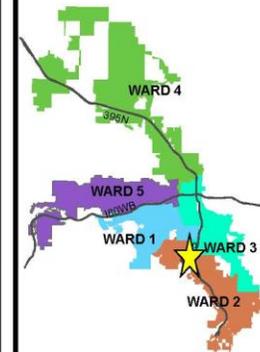
Project Information

AREA MAP

LDC24-00046

(Rancharrah Village
7 Tentative Map)

Subject Site ► 



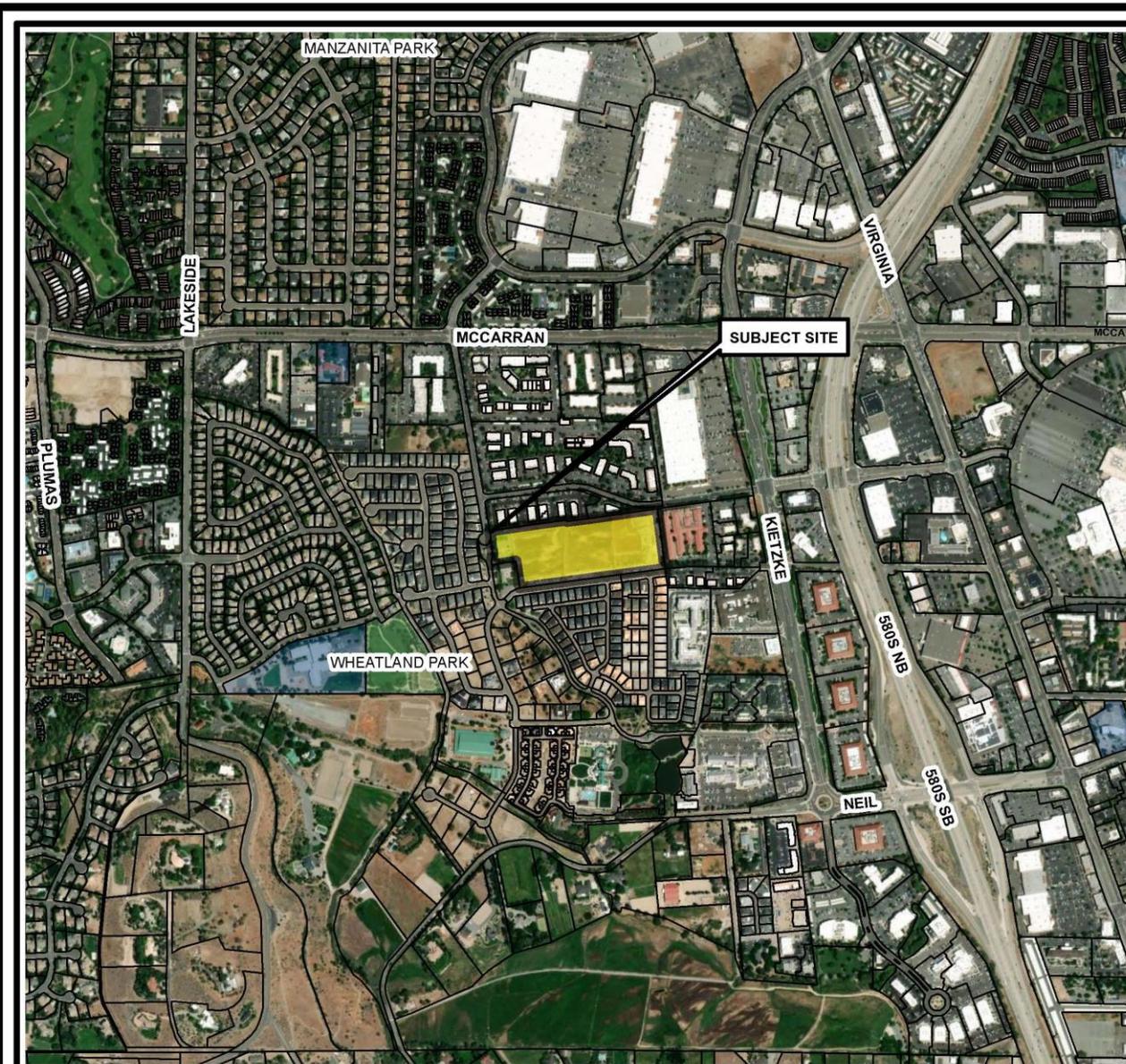
The information heron
is approximate and
is intended for display
purposes only.
Date: March 2024
Scale: 1 inch = 1,000 feet

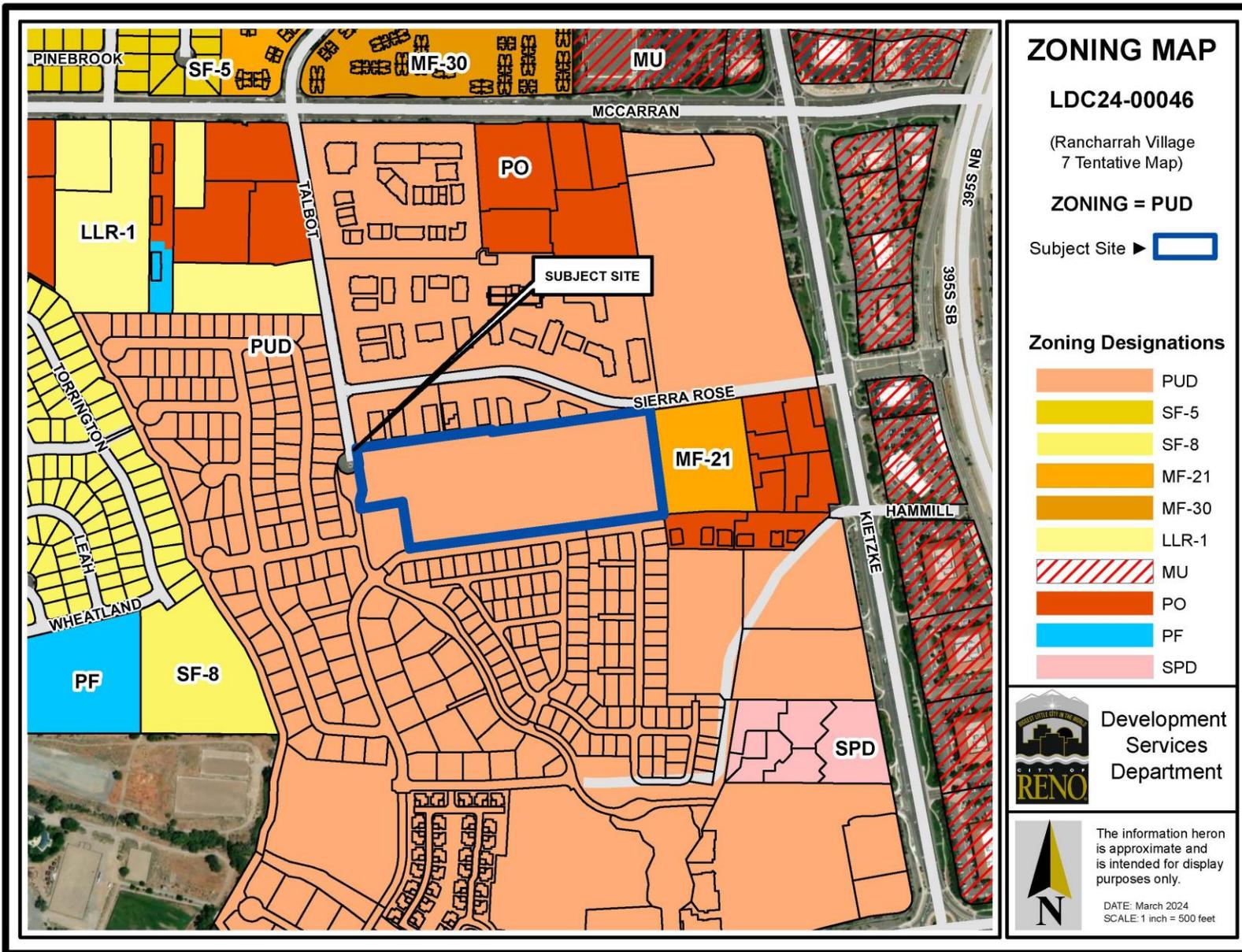
Site:

- ±12.09 acre site

Request:

- Tentative map to allow for a 59-lot single-family detached subdivision





Zoning District

- Rancharrah Planned Unit Development (PUD)

Key Issues

- Overall Site Design
- Compatibility with surrounding developments & uses
- Parking
- Access and Circulation

Background

Total PUD Units Allowed	722					
	Events Center	Estates Residential (Equestrian)	Equestrian Center	Urban Residential (V7)	Cottages (V4, V6)	Single Family (V1, V2, V3, V5)
PUD allowed Number of Lots	12	10	7	310	250	133
Proposed Number of Lots	0	10	0	59	200	133
Remaining Lots Per Land Use	12	0	7	251	20	0
Total Units Remaining in PUD	284					

- Tentative maps have been approved for Villages 1, 2, 3, 4, 5, 6A, and 6B.
- Village 7 is approved for 310 units

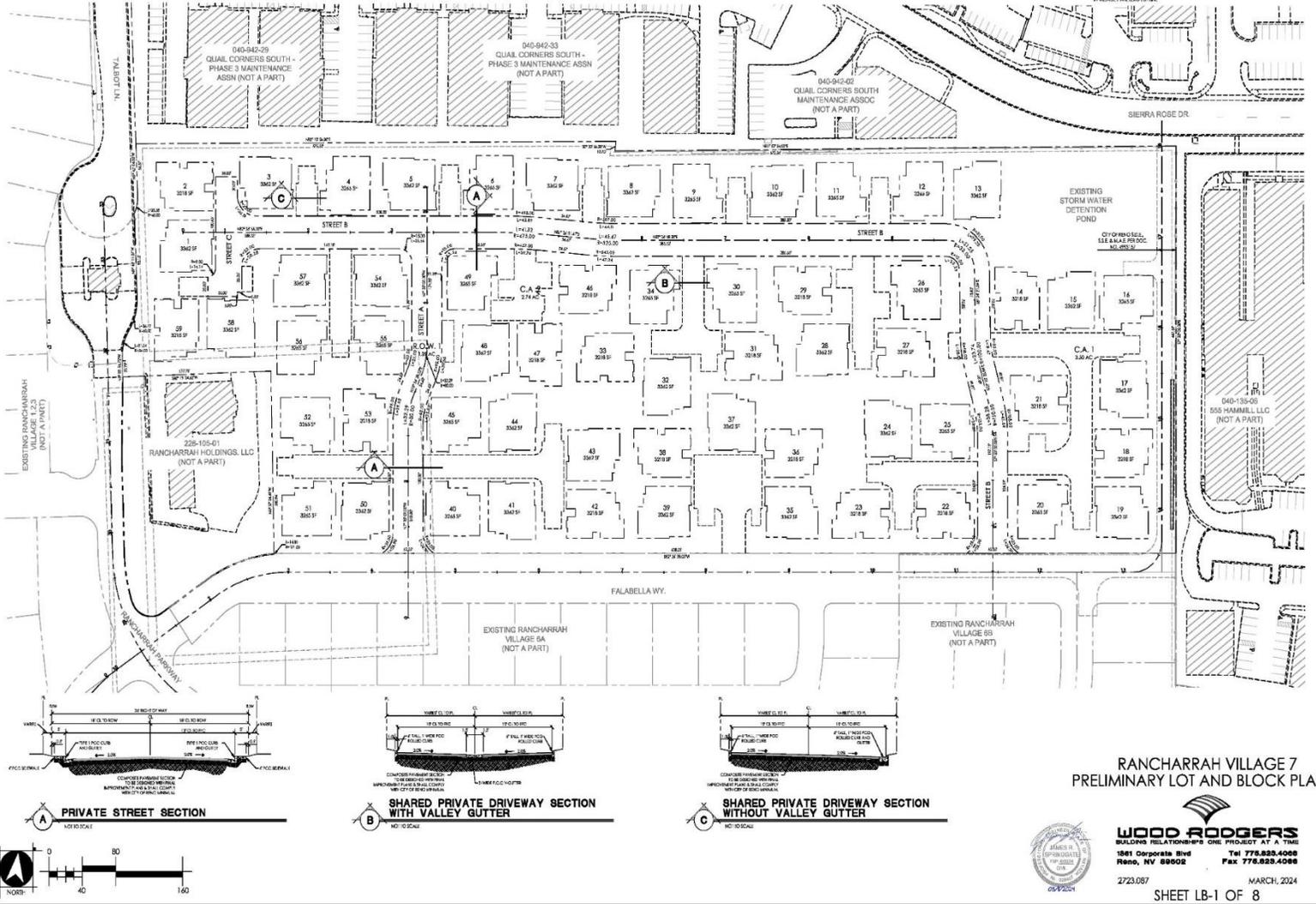
Overall Site Design

Condition No. 6: HOA shall maintain the common areas

Condition No. 11: Sidewalks on both sides of the roadway connecting to the entrance of each residence

Condition No. 14: PUE relinquished

RANCHARRAH VILLAGE 7 TENTATIVE MAP PRELIMINARY LOT AND BLOCK PLAN



Compatibility

Condition No. 9:
Additional setbacks
adjacent to existing
building to the north &
east

Condition No. 10:
Days/Hours of
construction limited



Parking

Condition No. 7:
3 Parking spaces
per unit

Condition No. 8:
Driveways Length



Parking

Condition No. 15:

Northern parking area shall not be demolished until the southern parking area has been developed, per RMC



Project Element	Acres	Daily	AM Peak Hour	PM Peak Hour	Estimated Development
Residential, Events Center, & Equestrian Center	113.5	4,860	365	450	162 Single-Family Housing Units
					310 Multi-Family Apartments
					250 Cottages Combined 17,000 square feet of Event Center and Equestrian Center
North Commercial	12.3	1,293	104	129	37,500 square feet of Office 331 assisted living beds

Access & Circulation

- Traffic Impact Study (2014)
- Traffic Generation/Traffic Study Update (2018)
- Estimated 3100 trips per day
- Actual proposed 590 per day

Project Element	Acres	Daily	AM Peak Hour	PM Peak Hour	Estimated Development
South Commercial	11.4	5,970	349	104	45,200 square feet of Office 8,000 square feet of Bank 26,600 square feet of Retail 30,000 square feet of Restaurant
SUBTOTAL	137.2	12,123	818	1,221	
PUD APPROVED TOTAL	141	13,077	939	1,301	

Condition No. 12: RTC's Smart Trips Program



Appeal – Concerns & Mitigations

CONCERN	MITIGATION
Traffic/ Limited Access In/Out	The proposed use anticipated 2,510 (77%) less daily trips than anticipated in the traffic study.
Narrow Roadways	Roadways have been designed to meet the minimum requirements. There will be no on street parking permitted.
Lack of COA & CC&Rs Enforcement	Civil Issue – City has no power to enforce CC&Rs & streets are private
Lack of parking in Village 7	RMC requires 2 spaces for up to 2500 sq. ft. COA 7 requires 3 spaces per unit.
Demolition of the existing parking lot	Prior to the demolition of the existing parking lot, the parking lot to the south of the existing sales center shall be brought into compliance with RMC.

Tentative Map Findings

Findings	Staff Review and Analysis	
Compatibility	Surrounded by residential and neighborhood commercial development, part of an approved PUD	Yes
Complies with the Master Plan, RMC, NRS	Complies with and exceeds the SMU Master Plan land use designation, PUD/RMC, and NRS	Yes
Public services and utilities are available	Infill project, all services and utilities are available	Yes

Planning Commission Decision

May 1, 2024 – Planning Commission approved the tentative map
Unanimous approval

**I move to AFFIRM approval of the tentative map by the
Planning Commission and DENY the appeal.**

Urban Residential

Located adjacent to the Retail Commercial and existing office developments, the Urban Residential land use category includes Village 7 and is the highest density residential village in the PUD. Totalling approximately 14.6± acres, this village is intended to include attached single family and/or multifamily uses.

A potential Community Center is proposed in the western portion of the Urban Residential land use parcel. The Community Center contemplates reuse of the existing sales pavilion building, with the addition of outdoor amenities, such as sports courts, pool and playground area. **The Community Center is an optional amenity and not required to be constructed by the developer.**

The following standards shall apply to the Urban Residential land use category.

Permitted Uses:

- Single family, detached
- Small lot single family
- Cluster development
- **Zero lot line**
- Community center/clubhouse, private (with associated outdoor recreation facilities (i.e. tennis court(s), basketball court(s), pool, etc.)
- Single family attached/townhomes
- Duplexes
- Condominiums
- Apartments

- Senior housing, assisted living, active adult, skilled nursing
- Park/recreation area
- Trails
- Utility Box, Well House, Backup Generator, Pumping or Booster Station
- Accessory structures and temporary uses are allowed per RMC 18.08.201, SF-6 zoning designation
- Office/Medical/Retail uses as listed on pages 32-34 for the east 8.7± acres discussed above, at the discretion of the property owner

<u>Minimum Lot Size:</u>	N/A
<u>Minimum Lot Width:</u>	N/A

Setbacks:¹

Single Family Detached/Attached

Front yard	10-foot
Garage	3-foot or 20-foot
Side yard	0-foot or 5-foot
Rear yard	10-foot
Separation between buildings	10-foot
Driveway Length	19-foot min.

Multifamily

Front yard	15-foot
Side yard	5-foot
Rear yard	10-foot
<u>Building Height</u> ²	45-foot (max. 3-stories)

Parking:³

Single Family	Per RMC Section 18.12.1102, “Off-Street Parking Requirements”, as amended
Multifamily	Per RMC Section 18.12.1102, “Off-Street Parking Requirements”, as amended

Notes:

- 1. Residential setback and lot size standards contained herein may be modified during review of the tentative map. The modified setbacks and lot sizes shall be made a condition of approval for the subdivision.*
- 2. Buildings directly adjacent to existing buildings to the north and east of Village 7 (along Sierra Rose Drive) shall provide a 10-foot landscape setback with a 1:1 height to setback ratio for each foot in height over 15-feet, which shall be provided in addition to the required 10-foot landscape setback. Parking and/or drive aisles may be placed within the 1:1 setback area, located between the new building and the 10-foot landscape strip.*
- 3. Parking ratios for uses not specified above shall be provided per the rates established in RMC Section 18.12.1102, “Off-Street Parking Requirements”, as amended. For Single Family uses, the “per bedroom” parking requirement shall be provided as off-street parking and guest parking may be provided on-street and/or in parking pockets.*

Traffic Impact Study
Ranchharrah PUD Amendment
March 13, 2015

Internal trips and pass-by trips are reduced from the total new trips to obtain Net New Trips, which are then assigned to the external study intersections. Pass-by trips are assigned only at the project driveways.

Project Access

Figure 2 shows how individual access points will be provided for each of the three major development areas – Residential, Retail-Commercial, and the Office-Medical-Retail. **Access for the residential development areas will be provided via:**

- Talbot lane through the McCarran Boulevard/Talbot Lane and Sierra Rose Drive/Kietzke Lane intersections.
- Office-Medical-Retail Driveway on Kietzke Lane

The Retail-Commercial and Office-Medical-Retail areas would have access points on Kietzke Lane. Note that **only gated emergency access is assumed to Del Monte Lane and Sierra Rose Drive.**

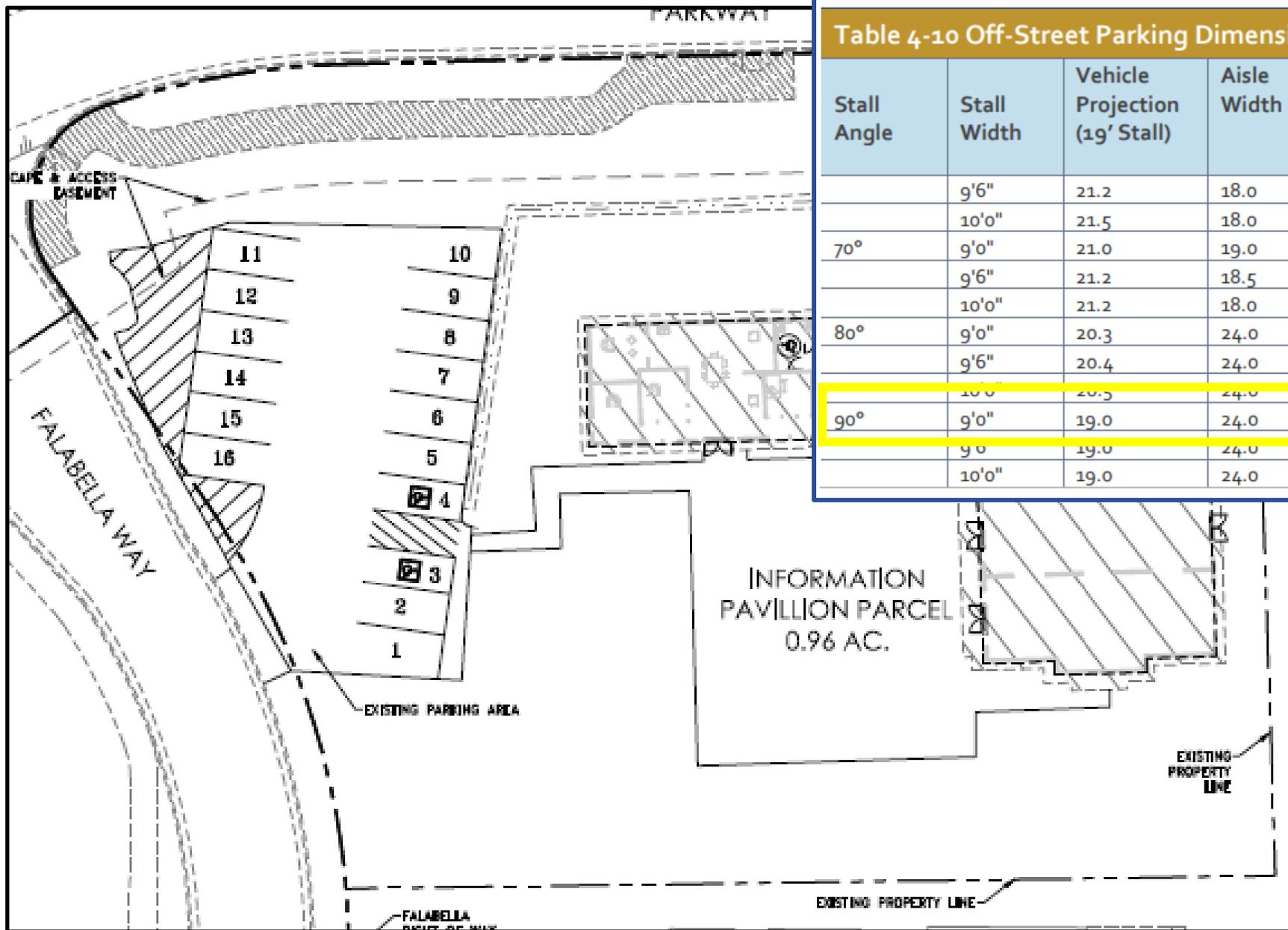


Table 4-10 Off-Street Parking Dimensional Standards

Stall Angle	Stall Width	Vehicle Projection (19' Stall)	Aisle Width	Curb Length Per Car	Double Aisle Width	Overlap Center Width for Double Aisle
	9'6"	21.2	18.0	11.0	60.4	55.6
	10'0"	21.5	18.0	11.5	61.0	56.0
70°	9'0"	21.0	19.0	9.6	61.0	57.9
	9'6"	21.2	18.5	10.1	60.9	57.7
80°	10'0"	21.2	18.0	10.6	60.4	57.0
	9'0"	20.3	24.0	9.1	64.3	62.7
90°	9'6"	20.4	24.0	9.6	64.4	62.7
	10'0"	20.5	24.0	10.2	65.0	63.3
	9'0"	19.0	24.0	9.0	62.0	—
	10'0"	19.0	24.0	9.5	62.0	—
	10'0"	19.0	24.0	10.0	62.0	—







