

**PLANNING COMMISSION  
STAFF REPORT**

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**Date:** December 5, 2024

**To:** Reno City Planning Commission

**Subject:** **Staff Report (For Possible Action): Case No. LDC25-00016 (Plumas Redevelopment) - A request has been made for a conditional use permit to allow for: 1) a 273-unit multi-family apartment complex; and 2) grading resulting in fills greater than ten feet. The ±9.48 acre project site includes three parcels and is located on the southeast corner of Plumas Street and South McCarran Boulevard. The site is located in the General Commercial (GC) zoning district and has a Master Plan land use designation of Suburban Mixed-Use (SMU).**

**From:** Leah Piccotti, Associate Planner

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**Ward #:** 2

**Case No.:** LDC25-00016 (Plumas Redevelopment)

**Applicant:** Thompson Thrift

**APN:** 042-022-11, 042-030-03 & 04

**Request:** **Conditional Use Permit:** To allow for: 1) a 273-unit multi-family apartment complex; and 2) grading resulting in fills greater than ten feet.

**Location:** See Case Maps (**Exhibit A**)

**Proposed Motion:** Based upon compliance with the applicable findings, I move to approve the conditional use permit, subject to the conditions listed in the staff report.

**Summary:** The subject site is currently comprised of three vacant parcels totaling ±9.48 acres and was previously developed as the Lakeridge Tennis Club. Approval of the conditional use permit (CUP) will allow for the development of a 273-unit multi-family apartment complex and grading resulting in approximately ±23.2 feet of fills. Key project issues consist of: 1) overall site design; 2) compatibility with surrounding uses and development; 3) traffic, access, and circulation; and 4) tree preservation. With all the recommended conditions of approval, the proposed project design meets or exceeds Reno Municipal Code (RMC) standards and addresses applicable findings. Staff recommends approval subject to the conditions listed in this staff report.

**Background:** Council adopted a zone change on the ±9.48 acre site from a Specific Plan District (Club Lakeridge-SPD) to Community Commercial (translated to General Commercial with the 2021 code update) in September of 2019. In May of 2019, a site plan review (SPR) to allow for the construction of a 350-unit apartment complex was administratively approved by staff. This action was reversed on appeal to the Hearing's Officer and scheduled for final consideration by Council on appeal. The applicant withdrew their request prior to the public hearing.

On March 17, 2021, the Planning Commission approved a tentative map and conditional use permit (LDC21-00036) for a 314-unit attached condominium subdivision with a community clubhouse and recreation amenities. Eighteen appeals were received from the public and one appeal was received from the applicant's attorney citing a desire to preserve his client's right to judicial review. On April 28, 2021, Council modified the decision of the Planning Commission and approved the proposal with the addition of four conditions of approval (**Exhibit B**). Condition No. 6, regarding improvements to McCarren Boulevard, is no longer relevant since the improvements have been completed and the new site circulation design restricts access from South McCarran. Condition No. 7, regarding tree preservation, has been applied to this project as **Condition No. 9**. The remaining two conditions added by Council related to monetary contributions towards "aquatic needs" and affordable housing initiatives.

**Discussion:** The previous approval for a 314-unit attached condominium subdivision is currently valid. Should this request be approved, the previous approval shall become null and void upon issuance of the first building permit, excluding mass grading permits (**Condition No. 5**).

### **Analysis:**

**Overall Site Design:** The project design consists of a 273-unit multifamily development with an integrated clubhouse/rental office and recreational amenities. The proposed design includes two centrally located residential buildings (**Exhibit C**). The western building, Building 1, is proposed as a four/five-story split and the eastern building, Building 2, is proposed to be four stories. A clubhouse/rental office is incorporated into Building 1, with additional amenity space in the courtyard. An approximate 9,500-square-foot dog park is proposed on the south side of the project. Eight garage buildings will be developed within the parking areas, and a small maintenance building and trash compactor are proposed on the south side of the site. Increased landscape buffers are proposed along the Plumas Street and McCarran Boulevard frontages to promote pedestrian activity and preserve existing mature trees.

Building design features modern articulated elements with various finish materials (**Exhibit D**). RMC allows building heights up to 65 feet in the General Commercial (GC) district. Building 1 is proposed as a 4/5-story split, with the western side proposed at four-stories (45'1") and a step along the eastern wing to provide a five-story (55'9") portion on the eastern building edge. Building 1 is setback more than 144 feet from Plumas Street and more than 112 feet from

McCarran. Building 2 is proposed as a four-story (45'1") structure, with more than an 83-foot setback from McCarran Boulevard and between 48 to 64 feet of setback to the adjoining eastern property line with the existing multifamily. The proposed 273 units will be comprised of 12 studios, 121 one-bedroom units, 124 two-bedroom units, and 16 three-bedroom units. All signage shall conform to the residential district sign standards (**Condition No. 6**).

The Preliminary Landscape Plan provided with this application demonstrates initial concepts for recreational amenities and site programming (**Exhibit E**). Final recreation and site amenities/programs are subject to modifications with final design. The Administrator will review the proposed amenities to ensure they are in substantial conformance with the amenities shown on the plan (**Condition No. 7**).

The project will provide enhanced landscaping along Plumas Street and McCarran Boulevard comprised of additional setback, vegetation, and the preservation of existing mature trees. The additional setback area will be landscaped with the existing mature vegetation as well as proposed trees and shrubs to supplement the existing conditions. The preliminary landscape plan shows 155 existing trees as well as 154 proposed trees on the property, providing a total tree count of 309 trees (**Condition No. 8**), exceeding the RMC standard by 90 trees. The total landscaped area will cover approximately 26 percent of the site, exceeding the 15 percent required per RMC.

Per RMC 18.04.808(c), *trash receptacles shall be screened and odor-controlled. In addition, trash receptacles shall be located a minimum of 25 feet from any residential property line, or as far away from the residential property line as possible.* As proposed, the trash compactor is located approximately 10.5 feet from the property line and approximately 20 feet from the residence on the adjoining parcel. Per the applicant, there are several site constraints limiting location options for the trash compactor. Waste Management requires at least 50 feet of direct straight-line approach in order to service the compactor, which results in the trash compactor being located at the end of a drive aisle. To mitigate the potential odors and other impacts to the neighboring properties, the compactor will be operated by an onsite valet waste service and emptied by Waste Management, which will limit the frequency of use, resulting in less noise. Additionally, a row of dense evergreens shall be planted along the eastern edge of the compactor enclosure (**Condition No. 9**) and the site operator will monitor the volume of waste accumulating in the compactor and commit to calling for pick-up anytime capacity hits 70%. This will prevent trash overflow and lingering odors. Furthermore, the site operator will implement the use of a granular odor neutralizer to aid in containing spills, absorbing liquids, and neutralizing odors (**Condition No. 10**).

Currently, there is no sidewalk along the South McCarran Boulevard site frontage. The existing sidewalk ends at the intersection of Lakeside Drive and McCarran Boulevard. The frontage along this portion of South McCarran Boulevard is occupied by mature trees, many of which are grade-separated from the road. Per RMC 18.04.1003(a)(5), *a minimum of six feet shall be provided for*

*sidewalk and a minimum of five feet shall be provided for street trees or landscaped parkway strips.* This standard can be waived by the Administrator and the applicant has requested a waiver due to the existing topography and existing mature trees. In this case, staff asserts that a sidewalk adjacent to a 55-mile-per-hour zone without a parkway strip may be inappropriate and that a partial meandering parkway could be created, preserving trees along the frontage, while maintaining a safe distance between pedestrians and the street. Staff worked with the applicant and determined that a landscaped parkway can be incorporated along 30 percent of the frontage along South McCarran without the removal of mature trees (**Condition No. 11**).

**Grading:** RMC 18.04.302(d) requires the approval of a major site plan review (MSPR) for grading resulting in fills greater than 10 feet. The project proposes fills of up to 23.2 feet in depth, in the central portion of the site under Building 1, eliminating an existing depression caused from the demolition of the tennis club. The fills will be retained under Building 1 by a stepped foundation resulting in a uniform appearance with no obvious retaining walls or fill slopes.

**Parking:** RMC 18.04.705 requires one parking space per 1,250 square feet per unit, not to exceed two parking spaces per unit. Proposed units range from studios to three-bedroom units. Although the final size of the units will be determined during the final design it is anticipated that the majority of the units will be under 1,250 square feet and only 32 units will be over 1,250 square feet, for a total of 305 required parking spaces. 437 total parking spaces are proposed as a combination of 71 garage spaces and 366 surface parking spaces, including 16 accessible spaces (**Condition No. 12**). 170 of the surface parking spaces are under carports. Per RMC, garages only qualify as parking if storage is restricted through and/or lease restrictions prior to occupancy. Since the amount of parking provided allows for flexibility in the final design, **Condition No. 13** has been recommended to ensure that all garages are used exclusively for parking. The parking area will be screened from Plumas Street and McCarran Boulevard. Berms and planting screens will be utilized, as shown in **Exhibit F**.

**Compatibility with Surrounding Uses:** The multi-family product is generally consistent with the surrounding multi-family and commercial land uses, which include multi-family apartments (Lakeridge Living) to the south and west, townhome/condos (Lakeridge Village East and Lakeridge Terrace) to the north and west, and office retail (One Lakeridge Centre and Village at Lakeridge) to the east and west. The site abuts a major and minor arterial road and surrounding development consists of a range of building heights, including 3-story ( $\pm 40$ -feet) commercial buildings to both the east and west.

**Roadways/Traffic/Access:** Access to the project will be via the two existing full-access driveways, one along Plumas Street and one along Lakeside Drive. Direct access to South McCarran Boulevard will not be provided and the existing South McCarran Boulevard access to the project site will be removed. A traffic study was prepared and the project is anticipated to generate approximately 109 AM peak hour, 139 PM peak hour, and 1,840 total daily vehicle trips. The

project site also includes a 9,500-square-foot dog park that is a private ancillary use to the residential project with no additional traffic impacts anticipated.

Under existing conditions, the South McCarran Boulevard/Plumas Street intersection is expected to operate at level of service (LOS) F during the AM peak hour. The additional project traffic would only increase the overall vehicle delays by less than one second. The South McCarran Boulevard/Lakeside Drive intersection is expected to operate at LOS E with 56 seconds of delay during the AM peak. The project would only increase the overall vehicle delays by two seconds. Under Future Year and Future Year Plus Project conditions, with the implementation of the Regional Transportation Commission (RTC) South McCarran Boulevard widening project, the study intersections are expected to operate within policy level of service (at LOS D or better) during the AM and PM peak hours, which is the adopted RTC standard. Vehicle queue lengths along the Lakeside Drive and Plumas Street approaches to South McCarran Boulevard were analyzed and determined to be approximately the same in the “Future Plus Project” conditions as would exist in the Future Conditions without the project.

The project will install sidewalk on the south side of South McCarran Boulevard between Plumas Street and Lakeside Drive along the project frontage and be required to obtain an encroachment permit from Nevada Department of Transportation (NDOT). The project will also pay approximately \$906,000 in Regional Road Impact Fees (RRIF) based on the final number of multifamily dwelling units (less any credit for eligible prior uses) that would be used towards funding other transportation improvements mitigating traffic impacts to the regional roadway network. No additional access mitigations are being recommended.

**Utilities:** Sanitary sewer will connect to the public sewer system for treatment at the Truckee Meadows Water Reclamation Facility (TMWRF). Electric and gas utilities will be provided by NV Energy, the water utility by Truckee Meadows Water Authority (TMWA) and solid waste disposal by Waste Management.

**Flood Hazard/Stormwater Drainage:** A Drainage Report was prepared for the project to address on-site and off-site stormwater flows, detention, and facility capacities for the pre-development and post-development site conditions in compliance with the Public Works Design Manual. The project is located in FEMA Flood Zone Unshaded X (<0.2% annual chance of flooding) and no flood mitigations are required by FEMA or the City of Reno.

**Public Services:** No noted concerns were received from either the Reno Fire Department or Reno Police Department regarding this request. The closest fire station is Station 3, located at 580 West Moana Lane. The current response time from Station 3 is five minutes.

**Master Plan Conformance:** The subject site has a Master Plan land use designation of Suburban Mixed-Use (SMU) and is located near a neighborhood corridor per the Structure Plan Framework

of the Reno Master Plan. As proposed and with the recommended conditions, the project is in conformance with the SMU Master Plan land use designation and the following applicable Master Plan goals and policies:

- Policy 2.1B: Concurrency Management System
- Goal 2.2: Encourage infill and redevelopment
- Policy 2.2B: Underutilized Properties
- Policy 4.1B: Geographic Diversity
- Policy 4.2D: Community Amenities
- Policy N-G.23: Mix of Housing Types/Lot Sizes
- Policy N-ON-1: Mix of Housing Types
- Policy N-ON-3: Connectivity
- Policy CNC.6: Housing Options

***Public and Stakeholder Engagement:*** The project was reviewed by various City divisions and partner agencies. Courtesy notices and hearing notices were sent out to surrounding property owners and numerous public comments were received in opposition to the project (**Exhibit G**). Concerns include the addition of more housing, traffic, and adequate parking. The applicant attended the Ward 2 Neighborhood Advisory Board (NAB) meeting on November 19, 2024. Concerns expressed at the NAB include the compatibility of the building design, traffic, parking, the need for public transportation, fire evacuation, and school capacity.

The building design complies with all RMC design standards, including the vertical and horizontal articulation standards. Parking exceeds the RMC standard by 132 spaces, a 44 percent increase. RTC does not appear to have any plans to extend public transit services to this area. RFD reviewed the application and has no concerns. Washoe County School District (WCSD) reviewed the application and does not have any concerns about accommodating students potentially generated by this development. Any future comments will be forwarded to the Planning Commission.

***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 associated with 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 and/or business license, 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. The applicant, developer, builder, property owner, or business proprietor, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction and operation of the project/business. The project approval letter shall be posted or made readily available upon demand by City staff.
5. Issuance of the first building permit (excluding mass grading permits) associated with this project shall void the previous approval for a 314-unit attached condominium subdivision (LDC21-00036).
6. All signage shall conform to the residential district sign standards.
7. Final site improvement and landscaping plans shall demonstrate final recreation and site amenities/programs, to be in substantial conformance with those depicted on the preliminary landscape plan, subject to review and approval by the Administrator.
8. Prior to issuance of any building permit, the applicant shall submit a final tree preservation and tree protection plan. The tree protection plan shall specify how trees will be protected during construction activities. In the event a tree is lost during due to a future expansion of South McCarran Boulevard (i.e. addition of lane), the applicant or future association shall be required to replace trees identified as protected on the tree mitigation plan with deciduous trees of a minimum caliper of 2 ½ inches and evergreen trees with a minimum height of ten feet. vertical building permit. The applicant shall provide a final tree count demonstrating a minimum of 309 trees.
9. Final site improvement and landscaping plans shall demonstrate a line of dense evergreens along the eastern edge of the compactor, subject to the satisfaction of the Administrator.
10. The trash compactor shall be operated by an onsite valet waste service and emptied any time capacity hits 70%. Granular odor neutralizer shall be used to aid in containing spills, absorbing liquids, and neutralizing odors. Should the proximity of the trash compactor become a nuisance, as defined by RMC Chapter 8.22, Nuisances, a revised mitigation plan shall be required, which may include relocation of the trash compactor, subject to the satisfaction of the Administrator.

11. Site improvement and landscaping plans shall demonstrate a landscaped parkway along a minimum of 30% of the frontage along McCarran. This shall include a minimum five-foot-wide landscaped parkway starting from the back of curb along South McCarran Boulevard and a minimum five-foot-wide sidewalk with recorded public access easement. The remaining area between the sidewalk and the parking area shall be landscaped to the satisfaction of the Administrator. Maintenance responsibility of landscape and sidewalk improvements in the right-of-way shall be the responsibility of the property owner or equivalent entity.
12. Final site improvement and landscaping plans shall demonstrate final parking spaces and parking areas, to be in substantial conformance with those depicted on the preliminary site plan, subject to review and approval by the Administrator.
13. Garages allocated for required RMC off-street vehicle parking shall be used exclusively for parking. Prior to the approval of a business license or any business license renewal, the applicant shall provide lease restrictions including language that requires residents to use garages for vehicle parking in perpetuity. Said standards shall be enforced by the property owner or equivalent entity.

## **Findings:**

**General Review Criteria:** The decision-making body shall review all development applications for compliance with the applicable general review criteria stated below.

- 1) Consistency with the Reno Master Plan: The proposed development shall be consistent with the Reno Master Plan. The decision-making authority:
  - a. Shall weigh competing plan goals, policies, and strategies; and
  - b. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Reno Master Plan.
- 2) Compliance with Title 18: The proposed development shall comply with all applicable standards in this Title, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.
- 3) Mitigates Traffic Impacts: The project mitigates traffic impacts based on applicable standards of the City of Reno and the Regional Transportation Commission.
- 4) Provides Safe Environment: The project provides a safe environment for pedestrians and people on bicycles.
- 5) Rational Phasing Plan: If the application involves phases, each phase of the proposed development contains all of the required streets, utilities, landscaping, open space, and other improvements that are required to serve or otherwise accompany the completed phases of the project, and shall not depend on subsequent phases for those improvements.



**Conditional Use Permit:** In addition to meeting the criteria in Section 18.08.304(e), *Approval Criteria Applicable to all Applications*, the following findings shall be made prior to granting a conditional use permit:

- 1) The proposed location of the use is in accordance with the objectives of this Title and the purpose of the zoning district in which the site is located;
- 2) The proposed land use and project design is compatible with surrounding development;
- 3) The proposed land use and project design is consistent with applicable development standards;
- 4) Public services and facilities are available to serve the project, or will be provided with development;
- 5) The characteristics of the use as proposed and as may be conditioned are reasonably compatible with the types of use permitted in the surrounding area; and
- 6) The granting of the conditional use permit will not be materially detrimental to the public health, safety, or welfare. The factors to be considered in evaluating this application shall include:
  - a. Property damage or nuisance resulting from noise, smoke, odor, dust, vibration, or illumination; and
  - b. Any hazard to persons and property.

**Attachments:**

Exhibit A – Case Maps  
Exhibit B – LDC21-00036 Decision Letter  
Exhibit C – Site, Utility, & Grading Plans  
Exhibit D – Renderings  
Exhibit E - Preliminary Landscape Plan & Tree Plan  
Exhibit F - Parking Area Screening Plan  
Exhibit G – Public Comment