

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: May 1, 2024

CASE NO. LDC 24-00046

Please Print:

NAME: Christine Speed

ADDRESS: 602 Braided Rope Drive

I REPRESENT: Myself

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

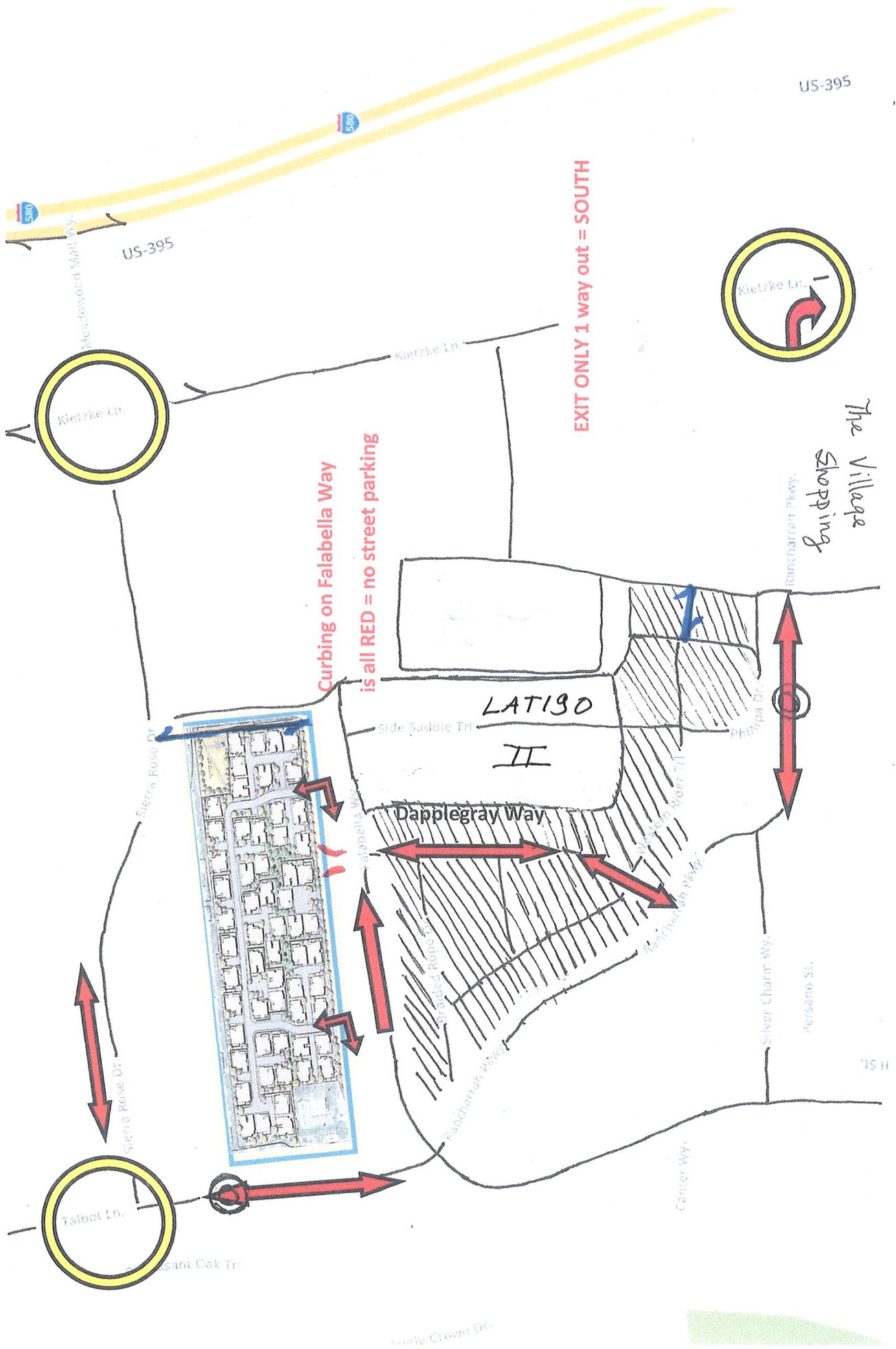
IN FAVOR

IN OPPOSITION

COMMENTS: _____

SIGNATURE: Christine A. Speed

Residents care about how does the TRAFFIC flow for new 59 homes







RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: May 1/24 CASE NO. LDC 24-000046

Please Print:

NAME: RONALD M GRAY

ADDRESS: 614 BRAIDEN ROAD

I REPRESENT: MYSELF

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:
 IN FAVOR IN OPPOSITION

I WISH TO MAKE A STATEMENT: IN FAVOR IN OPPOSITION

COMMENTS: _____

SIGNATURE: Ronald M Gray

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 5/1

CASE NO. LDC 24-00046

Please Print:

NAME: Glenn Gray

ADDRESS: 730 Center Way Reno

I REPRESENT: myself

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION
Gray

COMMENTS: _____

SIGNATURE: *Glenn Gray*

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 5/1/24

CASE NO. LDC 24-00046

Please Print:

NAME: Michael Grati

ADDRESS: 613 Braided Rope Dr.

I REPRESENT: Randonek Assoc owned

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION

COMMENTS: _____

SIGNATURE: 

RENO CITY PLANNING COMMISSION
REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: May 1, 2024

CASE NO. LDC 24-00046

Please Print:

NAME: Amy Horvath

ADDRESS: 5400 side Saddle Trail, Reno 89511

I REPRESENT: self

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

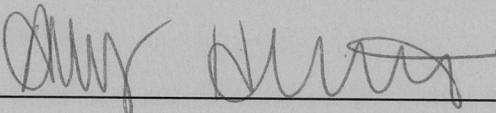
IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION

COMMENTS: _____

SIGNATURE: 

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 1 May 24

Ranch & Creek
CASE NO. LDC 24-00046

Please Print:

NAME: Roy Caga

ADDRESS: 6135 Palabella Wy, Reno 89511

I REPRESENT: Self

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:
 IN FAVOR IN OPPOSITION

I WISH TO MAKE A STATEMENT: IN FAVOR IN OPPOSITION

COMMENTS: _____

SIGNATURE: Roy Caga

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 5-1-24

CASE NO. LDC LDC24-00044

Please Print:

NAME: Audrey Keller

ADDRESS: 720 Marwood Trail, Reno

I REPRESENT: myself

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

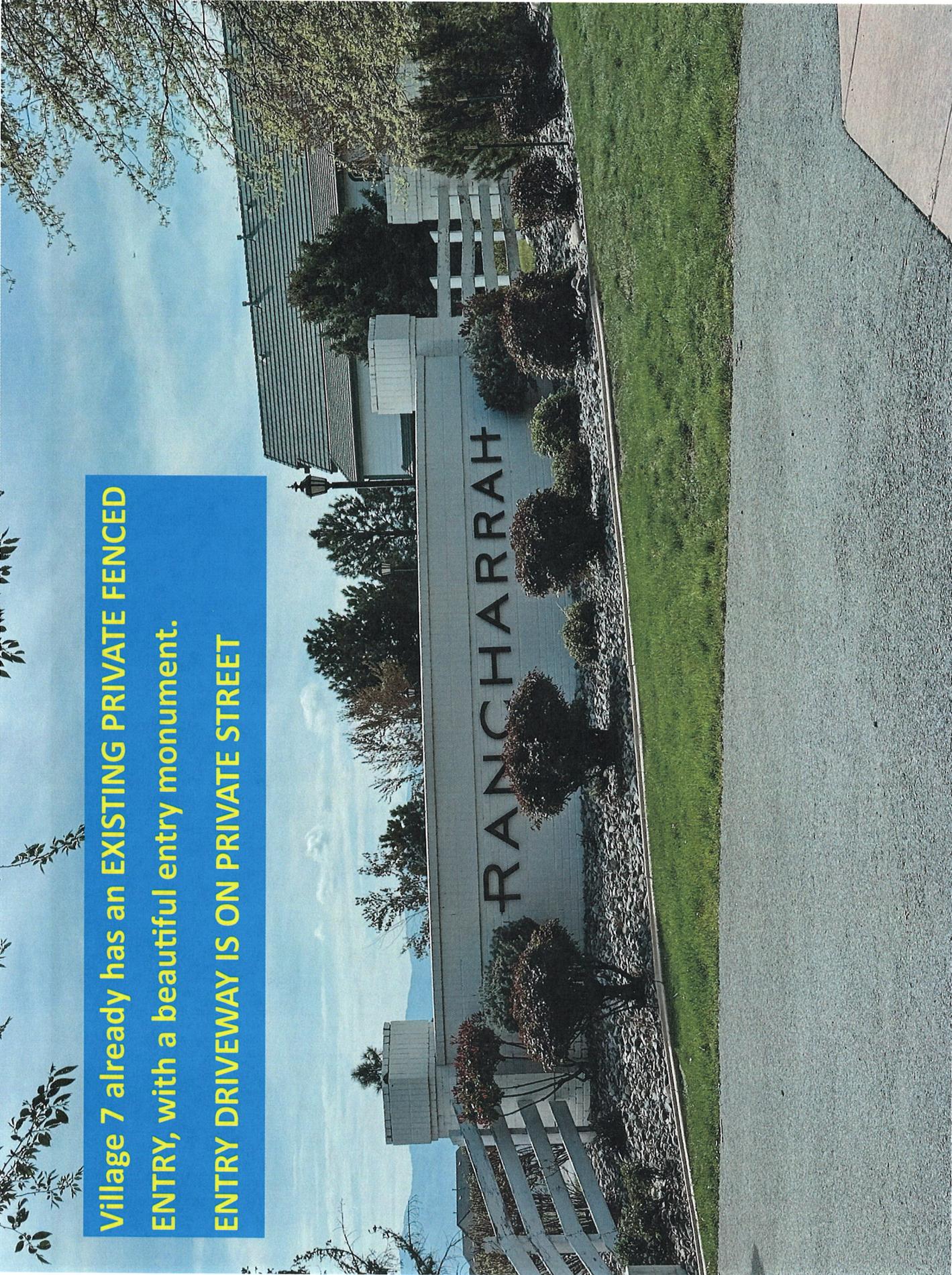
IN FAVOR

IN OPPOSITION

COMMENTS: _____

SIGNATURE: Audrey Keller

Village 7 already has an EXISTING PRIVATE FENCED ENTRY, with a beautiful entry monument. ENTRY DRIVEWAY IS ON PRIVATE STREET

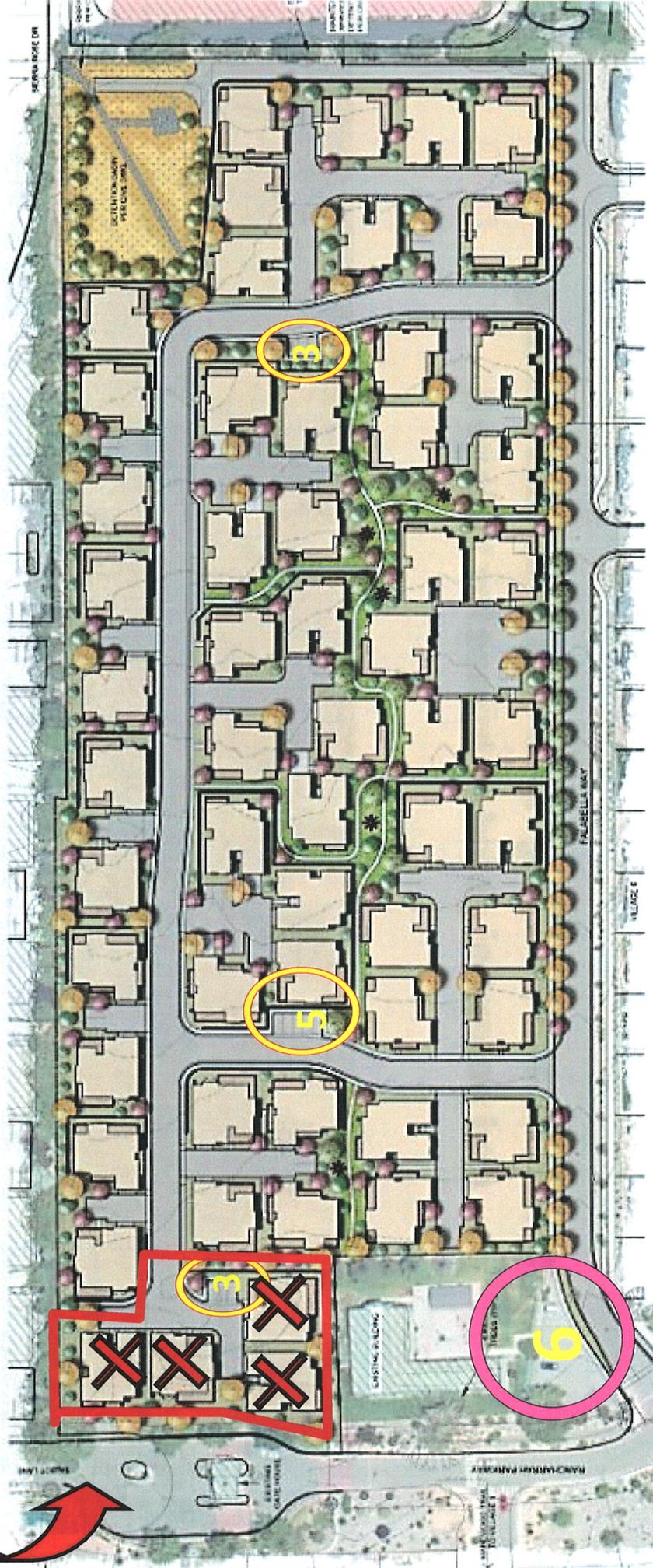




“Iconic Ranch Building” loss of substantial parking and potential gated entrance for Village 7.



EXCLUSIVE Village 7 Monument Entry, Gate and Parking should be here.



Their plan for 11 guest parking spots for 59 homes is INSUFFICIENT.

11

Their plan for 6 parking spots for 'Existing Bldg.' is INSUFFICIENT

6



Developer closed the Talbot Ln. gate to ALL visitors. Now it is an “unmanned gate”. Does this change the traffic flow... you bet it does.

Why this project REQUIRES a new TRAFFIC STUDY

U.S. Census Bureau

- ◆ Census population 2010 = 225,221
- ◆ Original traffic study done in **2014**
- ◆ Census population **2020 = 264,165 Reno City**
- ◆ **South Reno impacted by higher growth** —
 - ◆ 2024 Ward 2 highly impacted by redistricting to create a new Ward 6
 - ◆ **Reno's Metro Area grew by 23% in 10 years**
 - ◆ **23% More Traffic on major arteries**
- ◆ **2014 Traffic Study allowed for 2 Manned Gate Houses**

Reno - Historical Population Data		
Year	Population	Growth Rate
2024	538,000	1.32%
2023	531,000	1.53%
2022	523,000	1.75%
2021	514,000	1.98%
2020	504,000	2.02%
2019	494,000	2.07%
2018	484,000	2.54%
2017	472,000	2.61%
2016	460,000	2.68%
2015	448,000	2.52%
2014	437,000	2.58%

- ◆ **2023 RHH Developer 100% CLOSED Guest Entrance**
- ◆ **Talbot Gate closure shifted all guests to KIETZKE Main Entrance.**
- ◆ **ance.**

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 5/1/24

CASE NO. LDC 24-00046

Please Print:

NAME: Werner Keller

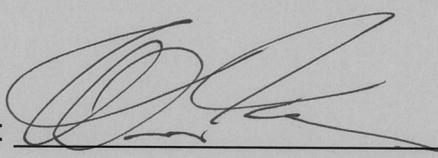
ADDRESS: 720 Marewood Trail Reno

I REPRESENT: - self -

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:
 IN FAVOR IN OPPOSITION

I WISH TO MAKE A STATEMENT: IN FAVOR IN OPPOSITION

COMMENTS: _____

SIGNATURE: 

- adjacent to village 5 must be provided with the first final map and subdivision improvement plans, unless previously approved as part of the improvement plans for the adjacent backbone roadways.
2. The area approximately 55 feet in width located between the existing fences along the Evans Creek open space corridor shall remain undisturbed except for necessary maintenance activities.

2. Building height may be modified with the tentative map and increased to 3-stories to accommodate unique housing products. With the tentative map, the developer shall provide building architecture and demonstrate that the increased building height is appropriate and in character with other surrounding uses. For the east and south portions of Village 4, adjacent to the Events Center and Estates Residential, as well as portions of Village 6 adjacent to Village 5, the developer shall demonstrate that the increased height is mitigated. Mitigation of increased height may include increased setbacks, a step back of the third story a minimum of six feet for 80% of the building frontage, etc. or a combination of measures.

23. 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.

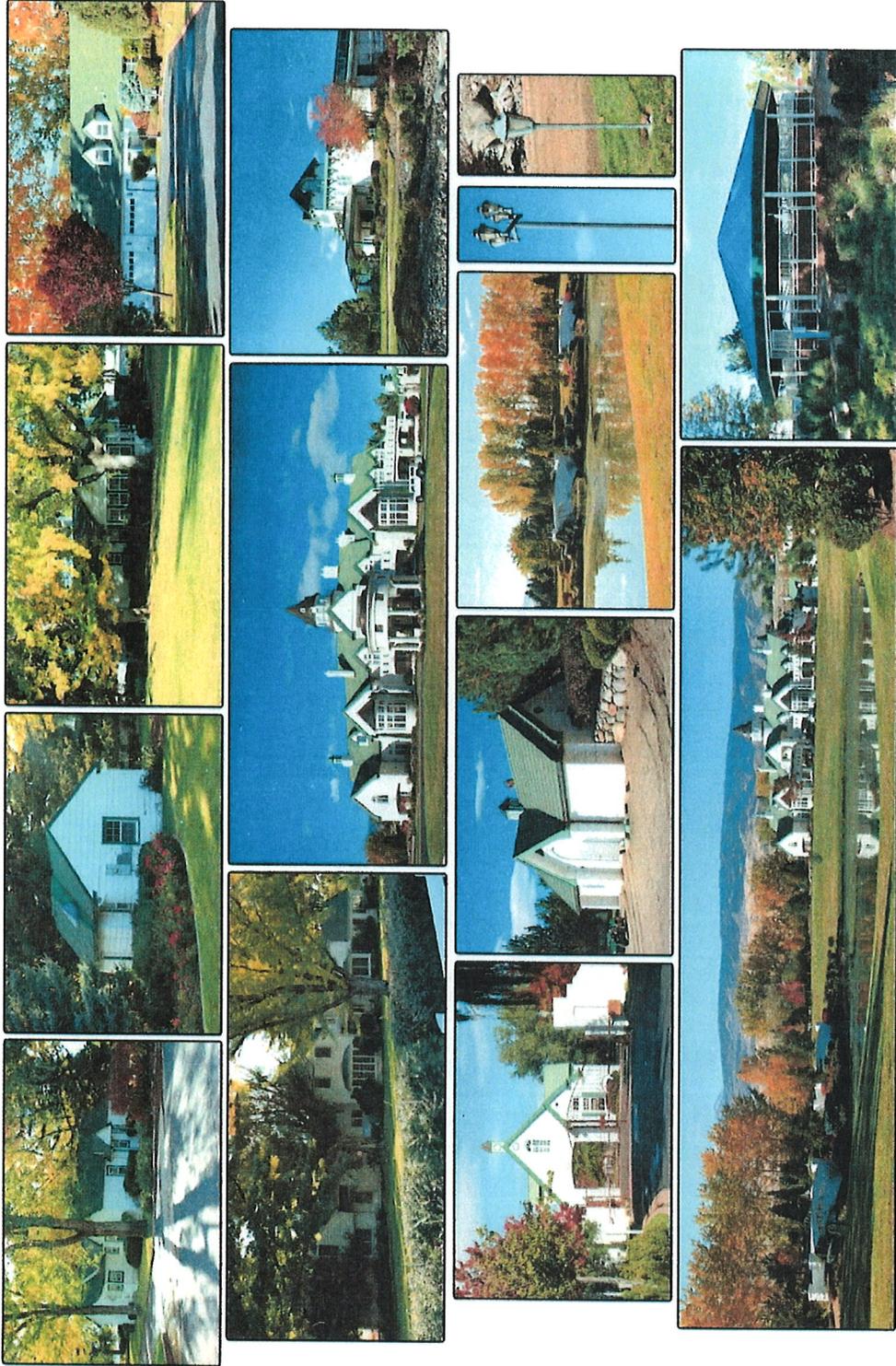
Open Space Requirements:

Open space requirements in addition to the general landscape requirements of this PUD handbook are necessary to provide appropriate open space amenities adjacent to this land use category. The required open space areas are depicted on the Open Space/Trails plan on page 6, as well as in the detailed open space exhibit for the Cottages provided to the right.

For the Cottages land use category, the following open space features shall be required:

1. Plans for trails and open space identified along the Main Street and residential collector roadways

RANCHARRAH



Rancharrah Architectural Character - Residential Options

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DATE: 5-1-2024

CASE NO. LDC 24-00046

Please Print:

NAME: Catherine Kaufer

ADDRESS: 721 Marewood Trail

I REPRESENT: myself

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION

COMMENTS: Concerned about parking for the homeowners + guests. It is Cantero's residence biggest concern of their neighborhood and now we are creating another neighborhood next to Cantero that will have the same problem.

2. Due to density of residences I am concerned about evacuation roads and access to emergency vehicles

SIGNATURE: C. Kaufer

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

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DATE: 5/1/2024

CASE NO. LDC LDC 24-00046

Please Print:

NAME: Carole Smith

ADDRESS: 5518 Dapplegray Way

I REPRESENT: _____

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION

COMMENTS: Rancherra

SIGNATURE: Carole Smith

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: MAY 1, 2024 CASE NO. LDC 24-00046

Please Print:

NAME: RICHARD SMITH

ADDRESS: 5578 DAPPLEGRAY WAY

I REPRESENT: RANCHERA

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:
 IN FAVOR IN OPPOSITION

I WISH TO MAKE A STATEMENT: IN FAVOR IN OPPOSITION

COMMENTS: _____

SIGNATURE: Richard Smith

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 5/1/2024

CASE NO. LDC 24-00046

Please Print:

NAME: KATHLEEN MILES

ADDRESS: 623 CAMARGUE TR

I REPRESENT: SELF

I DO NOT WISH TO MAKE A STATEMENT BUT I AM:

IN FAVOR

IN OPPOSITION

I WISH TO MAKE A STATEMENT:

IN FAVOR

IN OPPOSITION

COMMENTS: Request new traffic and grading/drainage
studies

SIGNATURE: Kathleen Miles

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046

Carter Williams <WilliamsCa@reno.gov>

Sat 4/20/2024 3:27 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (75 KB)

Public Comment - 8 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01**Agenda Item or Case Number:** LDC24-00046**Comments:**

As a current resident of Rancharrah, I am glad to see the original plan for Village 7 of high density housing has been modified instead to 59 patio style homes. However, I have four major concerns about the impacts of this housing project. First, our neighborhood (Latigo 2) and the Cantero neighborhood already have a lack of available street parking for guests. Many of our streets do not allow for any guest/street parking, with one or both curb sides painted red and no guest parking spots available. The notion that guests should park at the clubhouse, as proposed by Andy at the NAB held on 04-16-2024, is ridiculous. The clubhouse already has a lack of parking for current members and member guests, especially during the summer months and during events. I am concerned that the plan for these new homes does not include adequate guest parking and will negatively affect our neighborhood. Second, our neighborhood is already impacted by the number of people living within the community and being able to exit the neighborhood. Traffic often backs up at the gate on Talbot Lane, at the light at the Talbot Lane/McCarran interaction, and at Rancharrah Parkway/Kietzke Lane intersection. I fear that with the addition of these 59 homes more traffic issues will occur. I would request a new traffic study be conducted and reviewed prior to approving any additional buildings within Rancharrah. Third, with the number of people already living in our community and the traffic issues already stated, I fear that if a fire were to break out and residents need to evacuate, residents would not be able to safely exit the community. The addition of these 59 homes will only negatively impact an exit due to a natural disaster, such as a fire. Fourth, the proposed housing plan at Village 7 removes one of the two parking lots for the current Sales/Event Pavilion. Since the future of this building is unknown, I believe both parking lots should be maintained. For the past few years, this building is rented out for private events and adequate parking is needed to accommodate these events. Many of the residents would like to see the future of this existing building to be used as additional recreational space/additional clubhouse space and parking will be necessary if this comes to fruition. Thank you.

Email Address: amy.l.horvath@gmail.com**Phone Number:** 3104181669**Address:** 5400 Side Saddle Trail, Reno NV 89511

Name of Commentor: Amy Horvath

This comment was submitted on behalf of: (self if blank)

Submitted: 4/20/2024 10:26:18 PM

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046

Carter Williams <WilliamsCa@reno.gov>

Sun 4/28/2024 5:43 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (80 KB)

Public Comment - 12 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01**Agenda Item or Case Number:** LDC24-00046**Comments:**

Dear Planning Commissioners: Did you know that every day 10,000 Americans turn 65? There are a lot of us 'boomer' Senior citizens (like my husband and I) that reside in Rancharra because we want to live in this gated community for security and because it is close to doctor's offices and stores. This week I've met and talked with about 20 of my neighbors in the adjoining Latigo 2 neighborhood that was also developed with shared driveways built by Toll Brothers. Latigo 2 development is a failed experiment with NO PARKING ON THEIR OWN STREET. All of their homes are surrounded by RED CURBS. The residents can barely back out of their own driveways without hitting their neighbor's driveways. This current development plan submitted by Rancharra Holdings LLC., and a Verdi-based builder, boasts of parking for 3 cars per unit and YES Senior Citizens still drive cars and YES, they do have family and friends coming to visit. It appears in the "plan", that some of these "PATIO HOMES" have no driveways at all to offer for their own guests to visit. Imagine coming home at night and someone is blocking the 'shared driveway' and you have no idea which of the six homeowners is blocking your garage. The Flawed Plan is amplified by Zero Lot Lines • Village 7 must have real parking that is reasonable and sufficient, so as not to make their senior citizen guests (or any guests), park their car blocks away in adjacent neighborhoods. • The adjoining development shown in the slide presentation "as built" Village 6-Latigo 2, is the example of this developer maximizing profits over building a livable community. YES, people have cars! At least Latigo 2 is not a ZERO LOT LINE plan like this Village 7 plan. Do you know that many of the residents of Latigo 2, the newest Rancharra homes to be built in Village 6, live on shared driveways, and have NO PUBLIC TRASH SERVICE at their homes? Imagine a million dollar plus home with owners having to drag their trash barrels through the street because the public trash trucks can't turn around on their "shared driveways". This is not ok for senior living. This is not ok for ADA living. It would be hard to impossible for a handicapped resident (or anyone) to use a walker and haul a large trash barrel down the street. Do you wonder what happened this winter with snow and ice? The residents of Latigo 2 had to drag, slide and shove their trash barrel(s) weekly to the place where the CITY PUBLIC TRASH SERVICE can actually serve the public. As Planning Commissioners please ask the developer where is the plan for snow removal of all these patio homes and where exactly will the snow be plowed to in a Zero Lot line development? Unfortunately, the answer will be what happens in Village 6, the snow was plowed into the "GUEST PARKING SPOTS". Senior Citizens and folks with disabilities can't just "walk" out of their homes and start shoveling their "shared driveways" because all of their neighbors aren't home. A cynical person

might think of the adage "buyer beware", but this is an 'unseen' reality for most people. Realtors by law can't discriminate or say, "hey lady... you are handicapped, and you shouldn't live here". In my family we experience a lot of mobility and access discrimination issues. I can testify that these shared driveways should be called hidden barriers to accessibility, especially in the winter. • My point is that a new home is desirable to seniors and people with disabilities because the City makes sure they are ADA compliant. This ADA consideration stops unfortunately at the garage door. This is exactly why the Planning Commissioners should be thoughtful about representing ALL of the people in their decisions on this project. Note: My public comment letter has been cut off here. ****Please DENY this project****.

Email Address: audrey@swissfamilykeller.com

Phone Number: 818-292-0447

Address: 720 Marewood Trail

Name of Commentor: Audrey

This comment was submitted on behalf of: (self if blank)

Submitted: 4/29/2024 12:42:11 AM

RE: LDC24-00046 Rancharrah Village 7 Tentative Map

Christine Speed <pine.aberdeen@gmail.com>

Fri 4/19/2024 11:46 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Cc: NABs <NABs@reno.gov>; Naomi Duerr <DuerrN@reno.gov>; Audrey Keller <audrey@kellerpartners.com>

Dear Planning Commission,

We heard a presentation on Rancharrah Village 7 the other night at the Ward 2 NAB Meeting. While I understand that the developers want to develop, some major flaws in the plan need to be fixed first.

Please do not approve their tentative map until all a new traffic study is undertaken and all the obvious and dangerous traffic / congestion issues are resolved.

Problems and Proposed Fixes

The roads in Village 7 are too narrow and won't permit emergency vehicles to enter. There is no street parking and there are no parking areas for visiting guests/ tradesmen. For emergency evacuation purposes, this community needs its own entrance plus an accompanying security gate arm. I suggest using the existing N-S- running utility road at the far east end of the Village 7 lot which opens directly onto Sierra Rose Drive. Wood Rogers provided an unconvincing rationale as to why this road couldn't be used.

There should only be one entrance onto Falabella Way and that should be higher up on this street, toward the West — close to the old structure we call the Pavillion. Entrance curbing here is already in place. That would induce residents to use Rancharrah Parkway when traveling South to the "Kietzke Gate." Currently, a second piece of entrance curbing exists further down, eastward, on Falabella Way.

This one is **directly across from Dapplegray Way** that leads into Cantaro. This curbing must be closed off Otherwise, Village 7 will use Dapplegray Way as a thru-way, through Cantaro, to access the south Kietzke Gate.

Dapplegray Way was never intended as a thru street and should not be used as one. It's a narrow, red-curbed street just wide enough for two cars. Its extreme narrowness can only have been approved by the City because it was pitched as an access road for the residents of Cantaro only. Outside use of Dapplegray Way as a thru-way is dangerous and negatively impacts Cantaro residents.

And yet, the reality is that Cantaro residents are *already* suffering from the thru traffic — from Latigo II. Latigo II residents use Dapplegray Way to access their houses at the north end as they travel 30 mph in our 15 mph. zone. We, in Cantaro, are already living with **traffic failure** due to Latigo II residents short-cutting through our enclave. I know. I live on the corner of Braided Rope and Dapplegray and experience the increased traffic myself. I estimate that Latigo II already accounts for 3x the traffic on Dapplegray Way compared to the traffic of Cantaro residents.

If you placed a entrance gate along the eastern-most section of Village 7, this could not only alleviate new thru traffic from the 59 new homes but also provide an escape route for Latigo II. Currently, Latigo II residents are so boxed in behind Cantaro that they'd be at risk in any evacuation emergency —spilling over into Cantaro to subsequently put us at risk as well.

Please do not worsen the traffic failure on Dapplegray Way with Village 7 by repeating the Latigo II mistake. Make sure Village 7 has its own exit to the North and that, for going South, it exits high onto the western end of Falabella to take Rancharrah Parkway to the gate at the south Kietzke Gate. A new exit onto Sierra Rose Drive would also fix the current boxed-in problem for Latigo II.

Finally, please place **"No Thru Traffic"** signs on each end of Dapplegray Way to convince Latigo II residents to stop short-cutting through Cantaro and take Rancharrah Parkway around to Falabella Way when driving North. That would take them only one more minute to get home.

There are potential solutions here. Can I count on you to protect our quality of life and safety in Cantaro and take care to fix and not further degrade it?

Thanks very much.

Sincerely,

/Christine Speed

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046

Carter Williams <WilliamsCa@reno.gov>

Wed 5/1/2024 11:57 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (70 KB)

Public Comment - 17 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01

Agenda Item or Case Number: LDC24-00046

Comments:

I would like to see a separate access road to this village 7 development onto Sierra Rose to alleviate potential traffic congestion around the Talbot gate area for entrance and exit to the Rancharrah community.

Email Address: dpwong@comcast.net

Phone Number: 4158477834

Address: 6121 S. Pleasant Oak Trl

Name of Commentor: David Wong

This comment was submitted on behalf of: (self if blank)

Submitted: 5/1/2024 6:56:25 PM

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046

Carter Williams <WilliamsCa@reno.gov>

Mon 4/29/2024 8:56 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (70 KB)

Public Comment - 15 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01

Agenda Item or Case Number: LDC24-00046

Comments:

As a disabled person worried about the density and increase of cars on the road, limited parking and narrow roads will increase possibility accidents no sidewalks to walk, no parking for new homeowners, no park for kids to play in with play structures will push kids to play on streets the will be narrow and congested Need accommodation for kids, disabled people will require wider sidewalks and more available parking for homeowners Also need local safe play structures for kids and rwider sidewalks Thank You

Email Address: Deb909513@gmail.com

Phone Number: 4082183551

Address: 6114 S pleasant oak trail

Name of Commentor: Deb Burke

This comment was submitted on behalf of: Self (self if blank)

Submitted: 4/30/2024 3:55:45 AM

Rancharrah Village 7 LDC24-00046

Guila Turville <ggturville@aol.com>

Sun 4/28/2024 10:03 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

My name is Guila Turville and I live at 5401 Side Saddle Trail in Ladigo II. I am writing this email to express my concern regarding the lack of egress we are currently facing and how much more complicated that will become when Village Seven is completed. We have only two exits out of our community and it is already very congested during busy times of the day. I feel Ladigo II needs its own exit gate at Cremello Way which would exit on to Revel Road. I also believe an exit for the proposed Village 7 development would be crucial onto Sierra Rose Drive. My home is located on Falabella Way and Side Saddle and the traffic will be horrific when the new development is completed. I think the lack of forethought by the city in the previous planning of this very congested area needs to be remedied while there is still an opportunity.

I've had two instances where I've had to call an ambulance for my husband and they have a terrible time locating us .

If anyone has any questions for me, my telephone number is 775-997-9520. I cannot attend the Wednesday night meeting because I am a blind widow and I cannot drive.

Please take my comments under consideration. Thank you so much ...

Guila Turville

Sent from my iPad

Public Comment Received - 2024-05-01 PC Meeting - LDC2400046 (Rancharrah Village 7 Tentative Map)

Carter Williams <WilliamsCa@reno.gov>

Wed 5/1/2024 2:09 PM

To:Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (76 KB)

Public Comment - 18 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01

Agenda Item or Case Number: LDC2400046 (Rancharrah Village 7 Tentative Map)

Comments:

In approving additional homes in Rancharrah, whatever the density, please consider the traffic safety issues that exist, and are only worsening because the only two access points to the neighborhood are through commercial areas which are increasingly crowded and backed up. I was in an accident at the corner of Talbot and Sierra Rose in April 2023. I was hit by another car as I was exiting Rancharrah as the other driver failed to yield turning left from Talbot onto Sierra Rose. She totaled my car; it was very scary, and we were lucky we weren't injured. She was confused and upset by the intersection, which was not familiar to her and has no traffic signals. Like many people using that road, she was coming for a medical appointment and like many others, was not paying attention to the road and was looking for the address in what is a very confusing dense commercial (largely medical offices) development. Other drivers speed through that intersection using it as a short cut to McCarran, to avoid the huge intersection at Kietzke/S .McCarran. There is a mere yield sign at Talbot/Sierra Rose, no stop signs, no turn lanes. I have had many near misses since that accident, and it is abundantly clear to all residents of Rancharrah that intersection is inadequate and has not been updated with the new residential development and the increasingly busy commercial park. The Talbot/S. McCarran intersection is equally or more dangerous and has not been updated with turn traffic lights or lanes to account for the increased traffic. This will only get worse as the new homes on Redfield become occupied. Notably, there is a children's bus stop just past that intersection. On the other side of Rancharrah, at the Village Rancharrah/ Kietzke exit, there is only one way out that takes you to the Neil Rd. roundabout. This area is incredibly backed up again it is the only exit for the commercial area and the residential. There is no exit onto Del Monte. It is concerning what would happen in the event of any emergency. Please also keep in mind that it is not just residents of Rancharrah coming and going but a significant number of non-resident club members who come in and out all day using the club facilities. Thank you for considering our safety at the entrance and exits to our neighborhood.

Email Address: heatheranthompson@yahoo.com

Phone Number: 702-682-3031

Address: 5574 Western Rider Trl. Reno NV 89511

Name of Commentor: Heather Robertson

This comment was submitted on behalf of: n/a (self if blank)

Submitted: 5/1/2024 9:08:10 PM

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046

Carter Williams <WilliamsCa@reno.gov>

Wed 5/1/2024 4:45 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (69 KB)

Public Comment - 20 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01**Agenda Item or Case Number:** LDC24-00046**Comments:**

My husband and I are concerned about the traffic impact on the neighborhood, especially the fact that there are only 2 gates in and out of the neighborhood should there ever be an emergency evacuation needed. Furthermore, we would request a traffic study be done at the intersection of McCarran and Talbot as the increase of traffic will probably warrant a protected turn lane on Talbot. Thank you for your attention to this matter.

Email Address: ljwickstrom@gmail.com**Phone Number:** 2096209970**Address:** 5406 Side Saddle Trail**Name of Commentor:** Lauren Wickstrom*This comment was submitted on behalf of: (self if blank)**Submitted:* 5/1/2024 11:44:21 PM

Rancharrah Village 7 Tentative map

Rich Watson <richw1310@gmail.com>

Mon 4/29/2024 1:34 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Dear Commissioners,

My comments today concern case number LDC24-00046. My wife and I reside in Rancharrah in the Cantaro subdivision where we moved over two years ago. Since then we have come to realize how important the traffic flow is within our small subdivision. The primary reason seems to be the width of the streets. If a service or delivery truck needs to complete a landscape project or make a delivery, the street goes from two small lanes to one small lane. So, the interior streets in Cantaro are small, and as such, do not function well as through streets.

Village 7 when built out will add 59 homes and at least 59 cars that will need to use Falabella Way to access their homes. If they use the Talbot gate, Falabella is designed to accommodate that traffic, but if they wish to leave the development via Kietzke Lane, they may want to use the main gate to the south. If so, Dapplegray Way may seem a more direct route through Cantaro on the interior streets described above.

Like so many who live here, we are looking to the Planning Commission for solutions to our traffic circulation issues. In fact, with the addition of the Village 7 homes our situation from a traffic standpoint will worsen significantly if solutions aren't found soon.

Commissioners, we are facing a quality of life change and a worry that our property values will be negatively impacted by not addressing the concerns I have mentioned above. One possible solution might be to provide Village 7 its own exit onto Sierra Rose from an existing road on the eastern side of the Village property.

Thank you all in advance for your interest in finding a fix for our traffic issues. Now is the time to act.

Very Respectfully,

Richard and Margaret Watson

Rancharrah Village 7 tentative map: Resident comments

Thomas Roth <thomaseroth@gmail.com>

Tue 4/30/2024 1:40 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Cc: Scott A. Torgan <scotttorgan@yahoo.com>

Hello.

When considering plans for the Rancharrah Village 7, please especially consider the effect on traffic in our narrow-lane development. These streets were not meant to handle larger amounts of traffic, and backups at stop-signs for turns will negatively impact the quality of life for adjacent residents (noise, pollution, egress inconvenience).

Also consider the safety implications. An additional ~60 homes needing to evacuate in the event of a fire or other emergency, again into small low-flow streets, could be catastrophic.

I believe that this new development needs to be smaller, and/or needs to have its own gate onto Sierra Rose, to avoid added congestion inside Rancharrah.

Thank you,

Thomas Roth and Scott Torgan
5429 Phillipa Dr., Reno NV 89511

Public Comment Received - 2024-05-01 PC Meeting - LDC24-00046 (Rancharrah Village 7 Tentative Map)

Carter Williams <WilliamsCa@reno.gov>

Wed 5/1/2024 3:13 PM

To:Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (76 KB)

Public Comment - 19 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01

Agenda Item or Case Number: LDC24-00046 (Rancharrah Village 7 Tentative Map)

Comments:

My name is Werner Keller. My wife and I are homeowners in Rancharrah. Our concern is not with the ongoing buildout of this PUD, but more with the possibility that some of this new development might alter and diminish the existing character of our community. At this point, roughly 250 of us have purchased homes inside Rancharrah and I estimate that the average investment is comfortably over \$1 million each. At this point, we have become the largest financial stakeholders in terms of the size of our investment. I do understand that the developer owns this parcel "G" and that they certainly have a right to propose it's development. I also need to point out that this same entity still maintains control of the Rancharrah HOA, with the result that many of us feel that we are on the outside looking in. For example, there has been no outreach on this proposal, other than a large Public Notice sign at the entrance. This commission has a significant, complex and technical role in the development process, which we value. In parallel to this work, those of us who live in the community can offer a certain continuity of perspective over time and, perhaps some everyday input on practical, quality-of-life issues. Not NIMBY, but reasonable perspectives. For example, six years ago, in April 2018, this body approved a revision to the Rancharrah PUD handbook that specifically changed the height restriction to accommodate the design concept of a project called the Villas. Many of these Villas have now been built behind the Rancharrah Mansion, and everyone can fully appreciate to what extent they dominate the view of the mansion and its surroundings whenever we enter the community — I think we can agree that they have significantly impacted what we might call the signature Rancharrah look. Thank you for considering our various perspectives on this new development project.

Email Address: Wkeller@kellerpartners.com

Phone Number: 818-970-4514

Address: 720 Marewood Trail, Reno 89511

Name of Commentor: Werner Keller

This comment was submitted on behalf of: (self if blank)

Submitted: 5/1/2024 10:12:14 PM

Public Comment Received - 2024-05-01 PC Meeting - Item 5.5

Carter Williams <WilliamsCa@reno.gov>

Sun 4/28/2024 11:40 PM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachments (71 KB)

Public Comment - 13 - 2024-05-01.pdf;

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-05-01

Agenda Item or Case Number: Item 5.5

Comments:

Rancharrah has the opportunity to create a dense high-value, elevated, lifestyle for many people and instead chooses to currently squander its land on 59 measly units when it could have so many more. Deny them their SUBURBAN sprawl and require a usage of density that fits the area as deemed. If they don't want to build in that way as our city need then someone else will. It is time to be bold about a future for Reno, not look to it's past.

Email Address: mantleofearth@yahoo.com

Phone Number: 7758429394

Address: 2040 Angel Ridge Drive

Name of Commentor: William Mantle

This comment was submitted on behalf of: (self if blank)

Submitted: 4/29/2024 6:39:24 AM

FW: NAB Development Review Comment Received: LDC24-00046

Cali Shy <ShyC@reno.gov>

Mon 4/22/2024 9:36 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

📎 1 attachments (77 KB)

NAB Comment - 37 - LDC24-00046.pdf;

**Cali Shy***(She/Her/Hers)**Planning Technician*

Development Services

775-393-1039 (o) or 775-895-9019 (c)

ShyC@Reno.Gov

Working hours: Monday-Thursday 7am-5:30pm

1 E. First St., Reno, NV 89505

Reno.Gov | Connect with us: **From:** Carter Williams <WilliamsCa@reno.gov>**Sent:** Monday, April 22, 2024 12:24 AM**To:** Planning Tech <PlanningTech@reno.gov>**Subject:** NAB Development Review Comment Received: LDC24-00046

The public comment form has a new entry from a member of the Ward Two (Naomi Duerr) Neighborhood Advisory Board:

Case Number: LDC24-00046

Compatibility: I suppose, but oddly, it appears to be more crowded / less spacious than the adjacent office complexes to the north.

Design Enhanced the Area? No - it's essentially cluster development with zero lot line lots. I do not support the request to modify setbacks for zero-lot line buildings. Open space/common areas by definition include exteriors of the buildings and parking, driveway and alley areas, as well as landscaping. Most of the "landscaped" areas appear to be around the detention basin and easements, and vegetation along sidewalks and a few paths in the center of the development. Consequently there is a paucity of usable landscaped open spaces within the clustered housing development - thus meeting the requirements of the code without creating open spaces that engage residents in the landscape. The presenter implied that this concern was not warranted because this was a PUD and it had trail access to open space (presumably Bartley Ranch). However, this shouldn't be an excuse for limiting open space amenities in individual villages to foster local communities within the larger PUD.

Traffic Impacts and Pedestrian Safety: It's reasonable to assume that more than one unit in a cluster of units that share the same driveway will have guests at the same time (holidays etc.). There aren't any "pocket parking" areas or street parking for guests. It was stated that there would be pedestrian access to guest parking in the current sales center. It was also stated that the sales center will be repurposed but a decision about its future hasn't been made - so there may or may not be guest parking for Village 7 at the sales center.

Environmental Impacts: There will be a net importation of ~75 cubic yards of fill (90% of site will be graded). "Disturbed land not stabilized by development will be landscaped." It looks like most of the disturbed land will become patio homes and concrete (driveways, streets, and sidewalks), with very little vegetated spaces. There won't be any natural habitat remaining, and no new habitat will be created for displaced bunnies to make a new home.

Other Comments:

Traffic and road impact studies were completed prior to build-out of the PUD. Given that Rancharrah is now almost completely built, interior traffic patterns and the PUD's impact on adjacent roadways are measurable rather than hypothetical quantities. They should be measured. Previous traffic studies and the sufficiency of prior mitigation efforts should be evaluated in the context of current conditions. The Talbot-McCarran intersection is problematic; traffic stacking routinely exceeds the length of the turn lane. The roundabout on Kietzke is barely sufficient to handle rush hour traffic loads. Internal cut-through traffic on small lanes is a problem for some residents of the PUD who feel Village 7 will adversely affect their quality of life. This area is at high risk if evacuation is ever necessary because there are only two gated access points for all of Rancharrah. Internal traffic movement would be impeded by bottlenecks on small roads within the PUD and by traffic knots at the points of egress to public streets.

Name of NAB Member: Donna Keats

Email Address: dkeats@sbcglobal.net

Phone Number:

Submitted: 4/22/2024 7:24:18 AM

Development Review NAB Comment

The public comment form has a new entry from a member of the Ward Two (Naomi Duerr) Neighborhood Advisory Board.

Case Number

LDC24-00046

Compatibility

I suppose, but oddly, it appears to be more crowded / less spacious than the adjacent office complexes to the north.

Enhancement to the area

No - it's essentially cluster development with zero lot line lots. I do not support the request to modify setbacks for zero-lot line buildings. Open space/common areas by definition include exteriors of the buildings and parking, driveway and alley areas, as well as landscaping. Most of the "landscaped" areas appear to be around the detention basin and easements, and vegetation along sidewalks and a few paths in the center of the development. Consequently there is a paucity of usable landscaped open spaces within the clustered housing development - thus meeting the requirements of the code without creating open spaces that engage residents in the landscape. The presenter implied that this concern was not warranted because this was a PUD and it had trail access to open space (presumably Bartley Ranch). However, this shouldn't be an excuse for limiting open space amenities in individual villages to foster local communities within the larger PUD.

Traffic impacts and pedestrian safety

It's reasonable to assume that more than one unit in a cluster of units that share the same driveway will have guests at the same time (holidays etc.). There aren't any "pocket parking" areas or street parking for guests. It was stated that there would be pedestrian access to guest parking in the current sales center. It was also stated that the sales center will be repurposed but a decision about its future hasn't been made - so there may or may not be guest parking for Village 7 at the sales center.

There will be a net importation of ~75 cubic yards of fill (90% of site will be graded). "Disturbed land not stabilized by development will be

Environmental impacts

landscaped." It looks like most of the disturbed land will become patio homes and concrete (driveways, streets, and sidewalks), with very little vegetated spaces. There won't be any natural habitat remaining, and no new habitat will be created for displaced bunnies to make a new home.

Other Comments

Traffic and road impact studies were completed prior to build-out of the PUD. Given that Rancharrah is now almost completely built, interior traffic patterns and the PUD's impact on adjacent roadways are measurable rather than hypothetical quantities. They should be measured. Previous traffic studies and the sufficiency of prior mitigation efforts should be evaluated in the context of current conditions. The Talbot-McCarran intersection is problematic; traffic stacking routinely exceeds the length of the turn lane. The roundabout on Kietzke is barely sufficient to handle rush hour traffic loads. Internal cut-through traffic on small lanes is a problem for some residents of the PUD who feel Village 7 will adversely affect their quality of life. This area is at high risk if evacuation is ever necessary because there are only two gated access points for all of Rancharrah. Internal traffic movement would be impeded by bottlenecks on small roads within the PUD and by traffic knots at the points of egress to public streets.

Name of NAB Member

Donna Keats

Phone Number

Submitted: 4/22/2024 7:24:18 AM

FW: NAB Development Review Comment Received: LDC24-00046

Cali Shy <ShyC@reno.gov>

Mon 4/22/2024 9:37 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

📎 1 attachments (71 KB)

NAB Comment - 34 - LDC24-00046.pdf;



Cali Shy

([She/Her/Hers](#))

Planning Technician

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1 E. First St., Reno, NV 89505

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From: Carter Williams <WilliamsCa@reno.gov>

Sent: Friday, April 19, 2024 4:25 PM

To: Planning Tech <PlanningTech@reno.gov>

Subject: NAB Development Review Comment Received: LDC24-00046

The public comment form has a new entry from a member of the Ward Two (Naomi Duerr) Neighborhood Advisory Board:

Case Number: LDC24-00046

Compatibility: I believe the proposal has compatibility issues with the surrounding area due to the number of access points and the number of units planned for the area.

Design Enhanced the Area? No comment

Traffic Impacts and Pedestrian Safety: I have concerns about the current project's emergency service access. I'd like to understand the specifications of the private streets for the development. And If it would be feasible to put in access gates for first responders. I would like to see if an updated traffic study could be performed.

Environmental Impacts: No comments

Other Comments:

No comment

Name of NAB Member: Roman Schomberg

Email Address: romanms15@gmail.com

Phone Number: 775-560-1351

Submitted: 4/19/2024 11:25:15 PM

Development Review NAB Comment

The public comment form has a new entry from a member of the Ward Two (Naomi Duerr) Neighborhood Advisory Board.

Case Number	LDC24-00046
Compatibility	I believe the proposal has compatibility issues with the surrounding area due to the number of access points and the number of units planned for the area.
Enhancement to the area	No comment
Traffic impacts and pedestrian safety	I have concerns about the current project's emergency service access. I'd like to understand the specifications of the private streets for the development. And If it would be feasible to put in access gates for first responders. I would like to see if an updated traffic study could be performed.
Environmental impacts	No comments
Other Comments	No comment
Name of NAB Member	Roman Schomberg
Phone Number	775-560-1351

Submitted: 4/19/2024 11:25:15 PM

5812::Voice Message From: Cisco Unity Connection Messaging System (915305509144)

Donoma Unity <DonomaUnity@reno.gov>

Wed 5/1/2024 11:38 AM

To:Public Comment - PC <PublicCommentPC@reno.gov>

 1 attachments (1 MB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

From: 915305509144

Click to Call [915305509144](tel:915305509144)

My name is Marty Mac Lainey. And the case number is L Dee C 24 Dash 0004 6 and his Rancho. Village 7 project that's going before the Planning Commission and my comments are that the what a project itself is a good project. We're concerned about the traffic. It will create it since there. Everything's being routed on to follow Bella which has which is not a large Road wide world and that there should be another exit from the subdivision the new subdivision they could there could easily go out on Sierra Rose or they can easily go out where there's existing access on Talbot before the ranch Harrogate and that will concerned about it from a Fire and Life Safety if everybody's being funneled on to it til about follow Bella that they'll be Justin hand and we will be running in order to be going down double gray way, which is not met him through traffic. And at least if anything at least have the the all the construction traffic when they're doing it come off Talbot or Sierra Rose and not do the rest of the neighborhood there. That would be very Beneful beneficial to the people living currently living in Rancho because the roads just hard not that big handled large construction vehicles and equipment. So we are really striving to have another exit that doesn't come out on follow Bella either Talbot or Sierra Rose, and that's her biggest concern. Thank you.

(Transcription with medium confidence)

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