

**PLANNING COMMISSION  
STAFF REPORT**

---

**Date:** February 1, 2023

**To:** Reno City Planning Commission

**Subject:** Staff Report (For Possible Action): Case No. LDC23-00031 (Vintage at Redfield Major Deviation) – A request has been made for a major deviation to increase the required 2:1 building height/setback ratio by 50% resulting in a 3:1 building height/setback ratio to allow for the construction of a senior affordable housing apartment complex. The ±2.646 acre site is located on the northeast corner of the intersection at Redfield Parkway and Baker Lane. The subject site is within the Mixed-Use Urban (MU) zoning district and has a Master Plan land use designation of Suburban Mixed-Use (SMU).

**From:** Leah Brock, Assistant Planner

---

**Ward #:** 2

**Case No.:** LDC23-00031 (Vintage at Redfield Major Deviation)

**Applicant:** Soong Tomas Kim

**APN:** 024-055-31

**Request:** **Major Deviation:** To allow for an increase in the required 2:1 building height/setback ratio by 50% resulting in a 3:1 building height/setback ratio.

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

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

**Summary:** The applicant is requesting a major deviation to allow for an increase in the building height/front setback ratio. Approval of the major deviation will allow for a taller building closer to the property line and the adjacent single-family residential zoning district across the street. Key issues related to this request are: 1) general site design and; 2) compatibility with surrounding uses and structures. Staff recommends approval, subject to the conditions listed in this staff report.

**Discussion:** The subject parcel is located on the corner of Redfield Parkway and Baker Lane. Both streets are considered fronts. The front setback in the Mixed-Use Urban zoning district is twelve

feet measured from the back of curb. In the MU zoning district, a 2:1 building height/setback ratio is also measured from the back of curb. This ratio applies only to the portion of building fronting the property line, not the entire building (**Exhibit B**). Major deviations provide an opportunity for adjustments to quantifiable development standards when modifications enabled by the approval are not impactful to nearby properties or the general public. The Planning Commission may approve or deny major deviations of no more than 50 percent from quantifiable development standards.

### **Analysis:**

**General Site Design:** The proposed five story 223-unit development (**Exhibit C**) will be a new affordable senior full-service independent living community, at or below 60% of Area Median Income (AMI). The building will be served by two elevators and includes: a large social gathering multipurpose room with community kitchen, fitness center, game room, arts and crafts room, library with computers, staff offices and a movie theater. The units are designed for seniors with mobility issues that include walk in showers with grab bars, lower countertops, fully equipped kitchens with washer and dryer and hard surface flooring. The exterior amenities include: barbeques, community garden, walking and seating paths, and a multi-use sport area. The property will be fenced and gated.

The proposed deviation would allow for a 50 percent increase in the building height/setback ratio, from 2:1 to 3:1, along Baker Lane. The front setback along Baker Lane is 22.5 feet measured from the back of curb. The building height/setback ratio with a 22.5 foot front setback allows for an approximately a  $\pm 45$  foot building height, within the stepback area (**Exhibit D**). The applicant has requested to increase the ratio to 3:1 to allow for a  $\pm 60$  foot building height, within the upper story stepback area.

**Compatibility with Surrounding Development:** Abutting the subject parcel to the north and west are apartment complexes located in the MU zoning district. To the south, across Redfield Parkway is Sam's Club, also located in the MU zoning district. To the east, across Baker Lane is a single-family residential subdivision located in the Single-Family Residential – 8 units per acre (SF-8) zoning district. Reno Municipal Code requires that any yard that is adjacent to residentially zoned property shall have a stepback of one foot for every two feet in building height. These requirements are intended to provide a transition from higher intensity/density uses to single-family and low density multi-family zoning districts. With the proposed major deviation, the applicant requests an increase in the stepback ratio by 50% from 2:1 to 3:1 to accommodate a fifth story within the stepback area resulting in an additional 20 units.

The residentially zoned property impacted by this request to the west is separated from this project site by Baker Lane, a  $\pm 50$  foot wide collector street. The houses in the adjacent subdivision front

internal streets and the subdivision is screened from Baker Lane with an existing six foot masonry wall and mature trees (**Exhibit E**). A shadow study was performed verifying compliance with RMC 18.04.101(c)2 “Residential Shading,” and no shadow will be cast on adjacent residentially zoned properties with the proposed design. In addition to this, the proposed use provides opportunity for additional senior affordable housing to serve the community. As conditioned, the proposed design of the project appears to be compatible with the surrounding development.

**Public Services:** No noted concerns were received from either the Reno Fire Department or Reno Police Department in regards to this request. The closest fire station is Station 3 located at 580 W Moana Ln. The current response time from Station 3 is three minutes.

**Master Plan Conformance:** The subject site has a Master Plan land use designation of Suburban Mixed-Use (SMU) which encourages medium to high density residential uses in areas that can support pedestrian and transit-oriented uses. Per the Structure Plan Framework, the site is located in a Mixed-Use area and along an urban corridor. As proposed and with the recommended conditions, the project is in substantial conformance with the Master Plan land use designation and the following applicable Master Plan goals and policies:

- Policy 4.1A: Housing Options
- Policy 4.1C: Affordable and Workforce Housing
- Policy 4.4E: Mix of Uses
- Policy 4.4E: Density/Intensity
- Policy C-UC.2: Housing

**Public and Stakeholder Engagement:** The project was reviewed by various City divisions and partner agencies (**Exhibit F**). Reno-Tahoe Airport Authority has supplied comments indicating that the proposed project site is located approximately 7,800 feet west of Runway 17R/35L. If any cranes, 78 feet in height or taller, are used for construction, the applicant shall submit a Notice of Proposed Construction or Alteration (**Condition No. 5**) to the Reno-Tahoe Airport Authority. Regional Transportation Commission (RTC) has supplied comments requesting that the applicant contact them to discuss implementing a Bus Pass Subsidy Program to assist the residents with transportation options, which is part of the RTC Smart Trips Program (**Condition No. 6**).

Courtesy notices were sent out to surrounding property owners and no comments have been received from the public. The project was presented to the Ward 2 Neighborhood Advisory Board (NAB) and comments were received (**Exhibit G**) from a NAB member with concerns regarding the building height adjacent to single-family residential and pedestrian safety. Any future comments will be forwarded to the Planning Commission.

**Recommended Conditions of Approval:** All conditions shall be met to the satisfaction of Development Services 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 owner or developer shall apply for a building permit for the entire project within 18 months of the date of approval of the major deviation review application and maintain the validity of that permit, or the major deviation 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 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. The applicant(s) and/or property owner(s) shall submit one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Chief, Air Traffic Division, FAA Western-Pacific Regional Office, for any temporary crane 78 feet in height or taller. Any changes, special requirements, or supplemental information requested by the FAA, in its review, shall be incorporated.
6. Prior to the issuance of a building permit for vertical construction, the applicant shall provide staff with a copy of information provided by Regional Transportation Commission (RTC) on the Smart Trips Program. This information shall be included with the leasing information for each tenant.

**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.

**Major Deviation:** 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 major deviation:

- (1) Granting the major deviation will not significantly impact nearby property;
- (2) Project changes enabled by the major deviation enhance the overall design of the project, operations of the project or the public benefits resulting from the project;
- (3) Granting of the major deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located; and
- (4) Granting the major deviation will not be materially detrimental to the public health, safety, or welfare.

**Attachments:**

**Exhibit A - Case Maps**

**Exhibit B – RMC Stepback Ratio Diagram**

**Exhibit C – Site Plan & Renderings**

**Exhibit D – Proposed Ratio & Shading Diagram**

**Exhibit E – Baker Lane Street View**

**Exhibit F – Agency Comments**

**Exhibit G – NAB Member Comment**