

Supplemental Documentation dated April 9, 2025

LDC25-00016 (Plumas Redevelopment)
APN: 042-022-11, 042-030-03 & 04 (Ward 2)

The below summary analysis of Thompson Thrift's efforts to work with the neighbors was emailed to Councilwoman Duerr and the Appellant, Terry Ruppert on April 3, 2025. A phone conversation between Councilwoman Duerr and Jo Ryan then occurred on April 3, 2025.

Please add this document to the project file to be included in City Council Packets for the April 23, 2025 City Council Hearing.

Here is a link to the referenced attachments:

https://thompsonthrift-my.sharepoint.com/:f:/p/twang/EmXkd2EvqKJOoNodHUhvGZYBczA1unKCeB_P1c4NST63uA?e=lKmNqq

A. Below is a bullet list of concerns that the Appellant and the neighbors raised, followed by Thompson Thrift's response.

1. Architectural Design Modifications

Numerous modifications have been made to the buildings' exterior design, color, and materials. See attached response to Lakeridge Committee Concerns and "Before and Revised" renderings.

2. Decrease Density

We have considered your request, however we have reduced density from the current approval of 34 d/u per acre and 314 units to 29 d/u per acre and 273 units, which is less than permitted at 45 d/u per acre and 419 units. Any further reduction makes the project economically unfeasible.

3. Decrease Building Height

We have considered your request, however our buildings are less than the allowable height (max. 65 ft/5 stories). Given the site's grade constraints, the 55-foot building height at the rear of Building 1 is necessary to accommodate daylight basement units needed to meet target density. (Ref. cross sections provided in "Before and Revised" exhibit.

4. Access onto McCarran

We have considered your request and presented it to RTC. We met with RTC representatives and city staff on March 3rd to suggest an entrance onto McCarran from our site. Existing access separation (Plumas to Lakeridge) does not meet minimum standard requirements. Therefore, NDOT / RTC would not support an additional mid-block access. (Ref. attached NDOT standards and spacing exhibit.)

5. Restrict Access onto Lakeside

We have considered your request, however the existing driveway onto Lakeside is owned by the multifamily development to the south. Our project is granted an access easement. City staff is not requiring any restrictions for this access nor would our neighbors voluntarily restrict their existing access.

6. Regrade Site to Lower Building Elevations

Not possible. This site has tremendous grade issues with a fall of 30+ feet from the Plumas entrance to the Lakeside entrance. Wood Rodgers has invested a lot of time, effort, and creative problem solving to arrive at the proposed grading/site plan.

7. Provide Grading Plan, Elevations, Renderings, and Cross Sections

Completed. Thompson Thrift and Wood Rodgers prepared and provided the requested information.

8. Design for future McCarran Widening

McCarran improvement plans are currently at 15% design and plan to get to 30% this summer. Wood Rodgers will revise our site plan following City Council approval to plan for the future widening.

9. Traffic Impact Fees earmarked for our Frontage Improvements

We met with RTC to make this request. Unfortunately, we were informed that there is currently no avenue for RTC to earmark our \$900k contribution to this section of McCarran.

B. Thompson Thrift's proposal exceeds the following City of Reno development standards:

1. Increased Setbacks

- a. Code requires min. 10-foot building setback
- b. Provided 80-foot building setback

2. Increased Parking

- a. Applied our 1:1 parking ratio standard
- b. 437 spaces provided; 305 spaces required by City code

3. Increased Trees

- a. 309 trees provided; 219 trees required by City code
- b. Will replace trees that will be removed to accommodate McCarran widening in the future.

4. Increased Landscaping

- a. Provided one (1) additional acre of landscaping above what is required by code

5. Decreased Density

- a. Decreased from current approval of 45 d/u per acre to 29 d/u per acre (max. 45 d/u per acre permitted)
- b. Decreased number of units from 314 to 273 (max. 419 permitted)

6. Decrease in Traffic Impacts

- a. Reduced average daily vehicle trips from current approval
- b. Reduced delay times at intersections from current approval

	Allowed in GC Zoning	Current Approved Plan	Proposed Plan	Difference
Housing Type	Higher density residential products	Condominiums	Market Rate Apartments	-
Density	419 units (45 du/acre)	314 units (34 du/acre)	273 units (29 du/are)	- 146 units (Code) - 41 units (Approved)
Building Height	65-feet 5-stories	Up to 49 feet 4-stories	45-55 feet 4 stories	- 10-15 feet (Code) - 4 feet (Approved)
Front Setback	10-feet	±40-feet (building)	±40-feet (parking) ±80-140 feet (building)	+ 30 feet (Code)
Parking		Required: 325 stalls Provided: 392 stalls	Required: 289 stalls Provided: 438 stalls	+ 149 stalls (Code) + 46 stalls (Approved)

Traffic Comparison

	Current Approved Plan	Proposed Plan	Difference
Unit Count/Type	314 Condominiums	273 Multifamily	- 41 units (-13%)
Average Daily Trip Generation	2,298 ADT	1,840 ADT	- 458 ADT (-20%)
Plumas/McCarran Average LOS Delay	+4 seconds (AM) +10 seconds (PM)	< 1 second (AM) < 1 second (PM)	- 3 seconds (AM) - 9 seconds (PM)
Lakeside/McCarran Average LOS Delay	+7 seconds (AM) +4 seconds (PM)	+2 second (AM) +2 second (PM)	- 5 seconds (AM) - 2 seconds (PM)

C. Final Comments:

- City Staff has recommended approval.
- Planning Commission unanimously approved our proposal (6-0 vote).

- I had mentioned that Thompson Thrift would consider a financial contribution toward a neighborhood improvement, so please let me know if there is something that we should consider.

I look forward to further discussions with you both. We appreciate your input during the continuance period and look forward to being a valued neighbor and member of your community.
