

**PLANNING COMMISSION
STAFF REPORT**

Date: May 1, 2024

To: Reno City Planning Commission

Subject: **Staff Report (For Possible Action): Case No. LDC24-00046 (Rancharra Village 7 Tentative Map):** A request has been made for a tentative map to allow for a 59-lot single-family detached subdivision. The ±12.09 acre project site is located on the north side of Falabella Way approximately ±200 feet northeast of its intersection with Rancharra Parkway. The site is located in Village 7 of Rancharra Planned Unit Development (PUD) and has a Master Plan land use designation of Suburban Mixed-Use (SMU).

From: Leah Piccotti, Associate Planner

Ward #: 2

Case No.: LDC24-00046 (Rancharra Village 7 Tentative Map)

Applicant: VCH Nevada LLC

APN: 226-061-16

Request: **Tentative Map:** To allow for a 59-lot single-family detached subdivision with associated common areas.

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

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

Summary: The ±12.09 acre project site is located within the Rancharra Planned Unit Development (PUD). The proposed tentative map will allow for a 59-unit single-family detached residential subdivision with associated common areas (**Exhibit B**). Detached single-family residential uses are allowed by right in the Rancharra Urban Residential land use area. Key issues analyzed include: 1) overall site design; 2) compatibility with surrounding uses and development; 3) parking; and, 4) access, and circulation. With all recommended conditions of approval, the proposed site design meets all code standards and addresses applicable findings. Staff recommends approval, subject to the conditions listed in this staff report.

Background: The Rancharra PUD Handbook was originally adopted in the early 1990's. Prior to the implementation of the PUD handbook, the site was used as the Harrah family's ranch, more commonly known as Rancharra. The handbook was significantly amended in November of 2011 (LDC11-00027) and again in May of 2015 (LDC15- 00047). A PUD amendment was approved in July 2018, which modified the land use categories for each of the villages. Tentative maps have been approved for Villages 1, 2, 3, 4, 5, 6A, and 6B. The following table is an accounting of the number of lots allowed and the number of lots approved and proposed for each of the Villages within the Rancharra PUD handbook:

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					

Discussion: The Rancharra PUD Handbook designates Village 7 as Urban Residential. This area is located adjacent to the Retail Commercial area and existing office developments. The Urban Residential land use category is the highest density residential village in the PUD. Totalling approximately 14.6 acres, Village 7 is intended to include attached single family and/or multifamily uses and allows for up to 310 units or 26 dwelling units per acre. The tentative map proposes 59 single-family detached units located on a ±12.09 acre site, which yields a gross density of ±4.9 dwelling units per acre.

Analysis:

Overall Site Design and Architecture: The project design consists of 59 single-family detached homes and associated common areas. As proposed, the request conforms to the Rancharra Handbook and Reno Municipal Code (RMC) standards and requirements. The proposed lots are zero lot line ranging in size from 3,218± square feet to 3,288± square feet. The homes will be developed in clusters, with up to six homes per shared driveway. The property surrounding the homes will be common area, to be landscaped and maintained by the Homeowners Association

(HOA) (**Condition No. 7**).

The homes are proposed to be one and two story, ranging from 2,195 to 2,744 square feet and a maximum of 45-feet in height (**Exhibit C**). As designed, the garages will be oriented toward the HOA maintained shared driveways. All homes will include a two-car garage providing 118 spaces. Sixty (60) additional off-street parking spaces will be provided within the shared driveways (**Exhibit D**). The final map shall demonstrate a minimum of three (3) spaces per unit. This can be a combination of garage spaces, off-street parking stalls, or private driveways (**Condition No. 7**). In addition to the 178 spaces, some units are proposed to have their own private driveways which, per the Rancharrah Handbook, shall be a minimum of 19 feet in length (**Condition No. 8**).

The northwest portion of the site is developed with a parking lot for the existing 6,096 square foot sales office. The parcel with the office is not part of this request, however, both parcels are under the same ownership. Per RMC, an office requires one parking space per 400 square feet equating sixteen (16) required parking spaces for the office use. Prior to the Planning Commission hearing, staff shall confirm that a parking area with a minimum of sixteen (16) code compliant onsite parking spaces has been developed on the adjacent parcel, south of the existing office building, as shown in **Exhibit E**. Should the use of the adjoining office change in the future, adequate parking shall be demonstrated to be in compliance with RMC, as amended, prior to the issuance of any business license.

Compatibility with Surrounding Uses: As proposed the project is consistent with the Rancharrah Handbook requirements for single-family detached residential development in the Urban Residential land use area. To the north and east are an existing office complex and a senior housing development. Per the Rancharrah Handbook, buildings directly adjacent to existing buildings to the north and east 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 (**Condition No. 9**). As proposed, the buildings along the northern boundary are setback a minimum of fifteen feet from the northern property boundary, which is enough to accommodate a twenty-foot-tall one-story building. Structures exceeding twenty (20) feet in height shall require additional setbacks, to be determined at the time of the final map. To mitigate impacts on the surrounding properties the hours and days of construction shall be limited (**Condition No. 10**).

Access and Circulation: A traffic impact analysis for the overall Rancharrah development was prepared for the Rancharrah PUD in 2014. As designed, the project is reflective of the analysis and is not anticipated to negatively impact the traffic in the area. The applicant will construct a local private roadway connecting to Falabella Way north of Dapplegray Way. Five lots will be accessed directly from Falabella and the remaining fifty-four lots will be accessed via a twenty-six-foot-wide alleyway/street with two access points to Falabella. The proposed roadway standards

are the local street standards in accordance with the Handbook. No on-street parking shall be allowed, except for the four parallel parking spaces shown on the site plan.

A four-foot sidewalk will be located on both sides of the proposed roadways and connect to the existing sidewalk network to the front door of each proposed home, providing pedestrian circulation through Rancharra and its associated trails (**Condition No. 11**). Additionally, home buyers will be provided with information on the Regional Transportation Commission (RTC) Smart Trips Program. This information shall be included with sales documents for each home buyer (**Condition No. 12**).

Utilities: All necessary utilities to serve the proposed development (e.g. sewer, water, power, etc.) are in close proximity and can be readily extended to serve the subject site. No concerns were identified in the preliminary storm water, geotechnical and traffic reports provided.

Stormwater: Development of the site shall comply with the Public Works Design Manual (PWDM), including provisions for post construction storm water quality management. The applicant shall provide an approved final hydrology report addressing on-site and off-site storm water flows, detention, and facility capacities for the pre-development and post-development site conditions (**Condition No. 13**).

The site is in a FEMA “Shaded X” flood zone. The “Shaded X” flood zone designation is not regulated by FEMA but the City of Reno Development Code requires the floor of all structures to be elevated a minimum of one foot above either the highest adjacent grade or the top of curb of the adjacent roadway. Compliance with the code shall be demonstrated for each building.

Sewer Service: A preliminary Sewer Analysis was provided with the application materials. In accordance with the PWDM a Final Sewer Report shall be required prior to approval of a Final Map. Sewer capacity shall be analyzed to the downstream interceptor. All required on-site and off-site sanitary sewer improvements necessary to serve the project shall be complete and functional prior to the issuance of any certificate of occupancy. Adequate public sanitary sewer easements and maintenance access shall be provided for all sanitary sewer improvements in accordance with the Public Works Design Manual.

Mapping: Prior to the approval of any final map, the applicant shall demonstrate disposition of unnecessary existing easements which encumber the property and provide all necessary on-site and off-site easements, including project construction, grading, pedestrian trails, site access and cross access, utility access, sewer lines, surface drainage, storm drains, and utility improvements. There is an existing 80-foot-wide public utility and access easement in the northwest corner of the site. Prior to recordation of the final map, the applicant shall provide documentation demonstrating that the easement has been relinquished (**Condition No. 14**). The applicant shall construct all

required access, sewer, storm drainage, and utility improvements prior to the issuance of any certificate of occupancy in accordance with the PWD.M.

Public Services: The Washoe County School District reviewed the request and, as proposed, does not anticipate any issues accommodating students potentially generated by this development.

No noted concerns were received from either the Reno Fire Department or Reno Police Department in regard to this request. The closest fire station is Station 3 located at 580 W. Moana Lane. 7105 Mae Anne Avenue. The current response time from Station 3 is seven minutes.

Master Plan Conformance: The subject site has a Master Plan land use designation of Suburban Mixed Use (SMU) and is located in an outer neighborhood per the Structure Plan Framework of the Reno Master Plan. As proposed and with the recommended conditions, the project is in conformance with the Master Plan land use designation and the following applicable Master Plan goals and policies:

- City Wide Policy 2.1A - Growth Tiers
- City Wide Policy 2.1B: Concurrency Management System
- City Wide Policy 2.1C: Level of Service Targets
- N-ON.1: Mix of housing Types
- N-ON.3 Connectivity

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. The applicant attended the Ward 2 Neighborhood Advisory Board (NAB) meeting on April 16, 2024. Concerns were raised regarding the need for an updated traffic report to deal with today's conditions. Residents expressed concerns about limited access in and out of Rancharra, and the left turn from Talbot Lane onto South McCarran Boulevard as there is no left turn lane and no dedicated traffic light movement for this turn. Residents said turning onto Kietzke Lane can be problematic as well. Other concerns included the narrow roads within Rancharra and the lack of ability to get through when people are parked on the street or when there is a delivery or garbage truck. There were also several concerns about parking including removal of the existing parking lot, lack of adequate space for parking south of the sales office, and the limited number of parking spaces within the proposed development.

The traffic analysis contemplated 310 units in Village 7. The applicant is proposing 59 units. The proposed number of units does not meet the threshold requirement for a driveway entrance and access study. Concerns regarding parking have been mitigated through the conditions of approval. A new parking area shall be developed to the south of the existing office building prior to the Planning Commission hearing, and the number of residential parking spaces in the development

is conditioned to exceed the code requirements. Future comments will be forwarded to the Planning Commission as they are received.

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 applicant shall record the final map(s) in accordance with the time limit contained in state law or this approval shall be null and void.
3. Prior to the issuance of any building permit or final map, 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. Prior to the approval of the final map, the applicant shall provide an affidavit stating that the subdivider will make provision for payment of the tax imposed by Chapter 375 of Nevada Revised Statutes (NRS) and for compliance with the disclosure and recording requirements of NRS 598.0923, if applicable, by the subdivider or any successor in interest.
5. 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.
6. Prior to the approval of a final map, the applicant shall provide suitable documentation that a homeowner's association or equivalent entity will be formed to provide maintenance of all project common areas and have said documentation recorded concurrently with the final map. Notes shall be added to the final map identifying that maintenance responsibility of all common areas shall be the responsibility of the HOA or equivalent entity.
7. The final map shall demonstrate a minimum of three (3) spaces per unit. This can be a combination of garage spaces, off-street parking stalls, or private driveways.
8. The final map shall demonstrate that each of the private driveways meet the minimum length as required by the Rancharra PUD Handbook.

9. Per the Rancharrah Handbook, the final map shall demonstrate that all buildings directly adjacent to existing buildings to the north and east of Village 7 shall provide a ten (10) foot landscape setback with a 1:1 height to setback ratio for each foot in height over fifteen (15) feet, which shall be provided in addition to the required ten (10) foot landscape setback.
10. Hours of construction, including grading, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control or storm water management operations. A note to this effect shall be placed on the title sheet of all building permit plan sets. If the construction hours need to be varied for the pouring of concrete slabs, interior construction hours or other modifications, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of Administrator.
11. The final map shall demonstrate a minimum four (4) foot wide sidewalk located on both sides of the proposed roadways, connecting the primary entrance of each residence to the existing sidewalk and trail network.
12. Prior to the approval of a final map, the applicant shall provide staff with a copy of information provided by the Regional Transportation Commission (RTC) on the RTC's Smart Trips Program. This information shall be included with sales documents for each home buyer.
13. Prior to approval of the final map, the applicant shall provide an approved final hydrology report addressing on-site and off-site storm water flows, detention, and facility capacities for the pre-development and post-development site conditions.
14. Prior to approval of the final map the applicant shall provide documentation demonstrating that the 80-foot access and public utility easement in the northwest corner of the parcel has been relinquished.

Findings:

General Review Considerations: In order to review any application, the Planning Commission shall determine the following:

- 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.

Tentative Map: Approval of tentative maps shall be subject to the approval criteria in Section 18.08.304(e), **Error! Reference source not found.**, and criteria set forth in NRS Section 278.349(3), as follows:

- 1) Environmental and health laws and regulations concerning water and air pollution, solid waste disposal, water supply facilities, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- 2) Availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
- 3) Availability and accessibility of utilities;
- 4) Availability and accessibility of public services such as schools, police and fire protection transportation, recreation and parks;
- 5) Conformity with the zoning ordinances, master plan, and elements thereof, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- 6) General conformity with the governing body's master plan of streets and highways.
- 7) Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;
- 8) Physical land characteristics such as flood plain, slope, soil; and
- 9) Recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.348.
- 10) Availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands; and
- 11) Submission by the subdivider of an affidavit stating that the subdivider will make provision for payment of the tax imposed by Chapter 375 of NRS and for compliance with the disclosure and recording requirements of subsection 5 of NRS 598.0923, if applicable, by the subdivider or any successor in interest.

Attachments:

Exhibit A – Case Maps

Exhibit B - Tentative Map

Exhibit C – Architectural Plans

Exhibit D – Parking Plan

Exhibit E – Parking Lot Plan