

**Exhibit B - Planning
Commission Staff Report**

- 4.5 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).
[Ward]

**PLANNING COMMISSION
STAFF REPORT**

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

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 (± 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

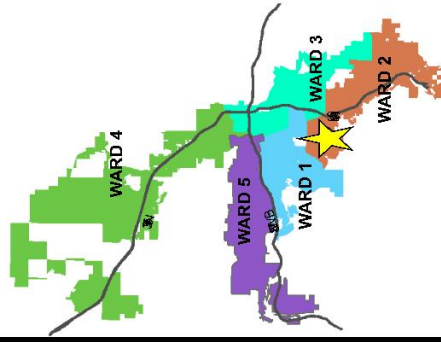
AREA MAP

DOB

(Plumas Redevelopment)



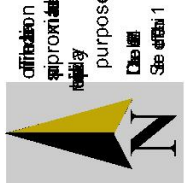
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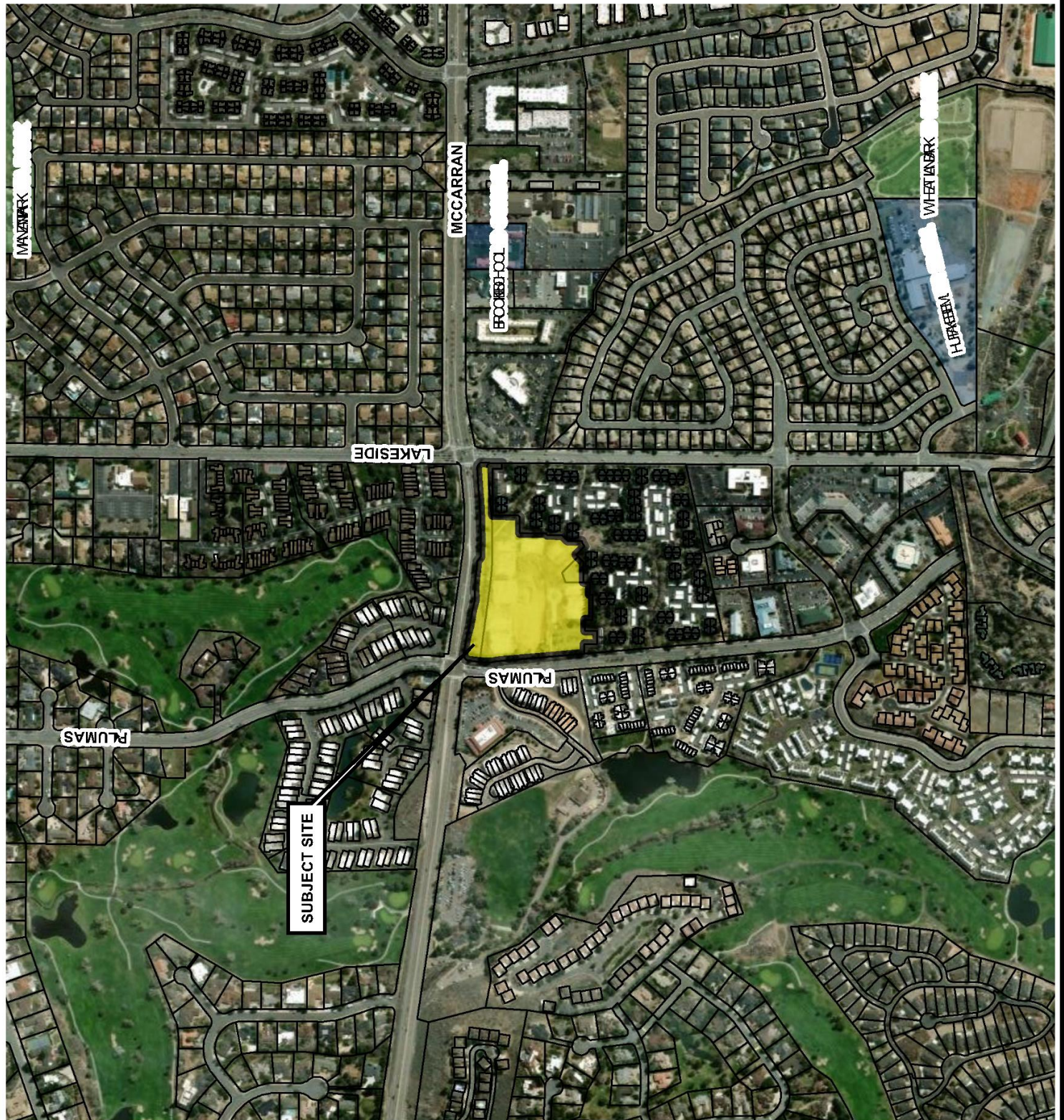
WARD



Development
Services
Department



Official
Approval
Authority
purpose only.
Date: 10/1/11
See sheet 1



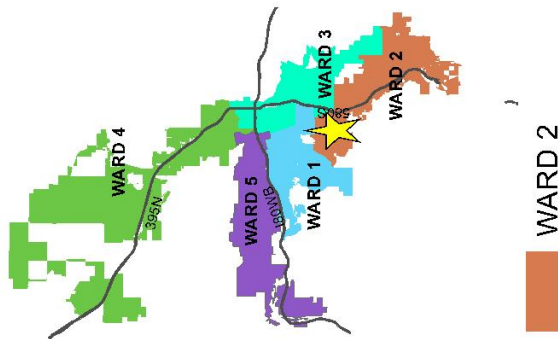
VICINITY MAP

LDC25-00016

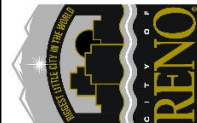
(Plumas Redevelopment)



Subject Site ►



WARD 2

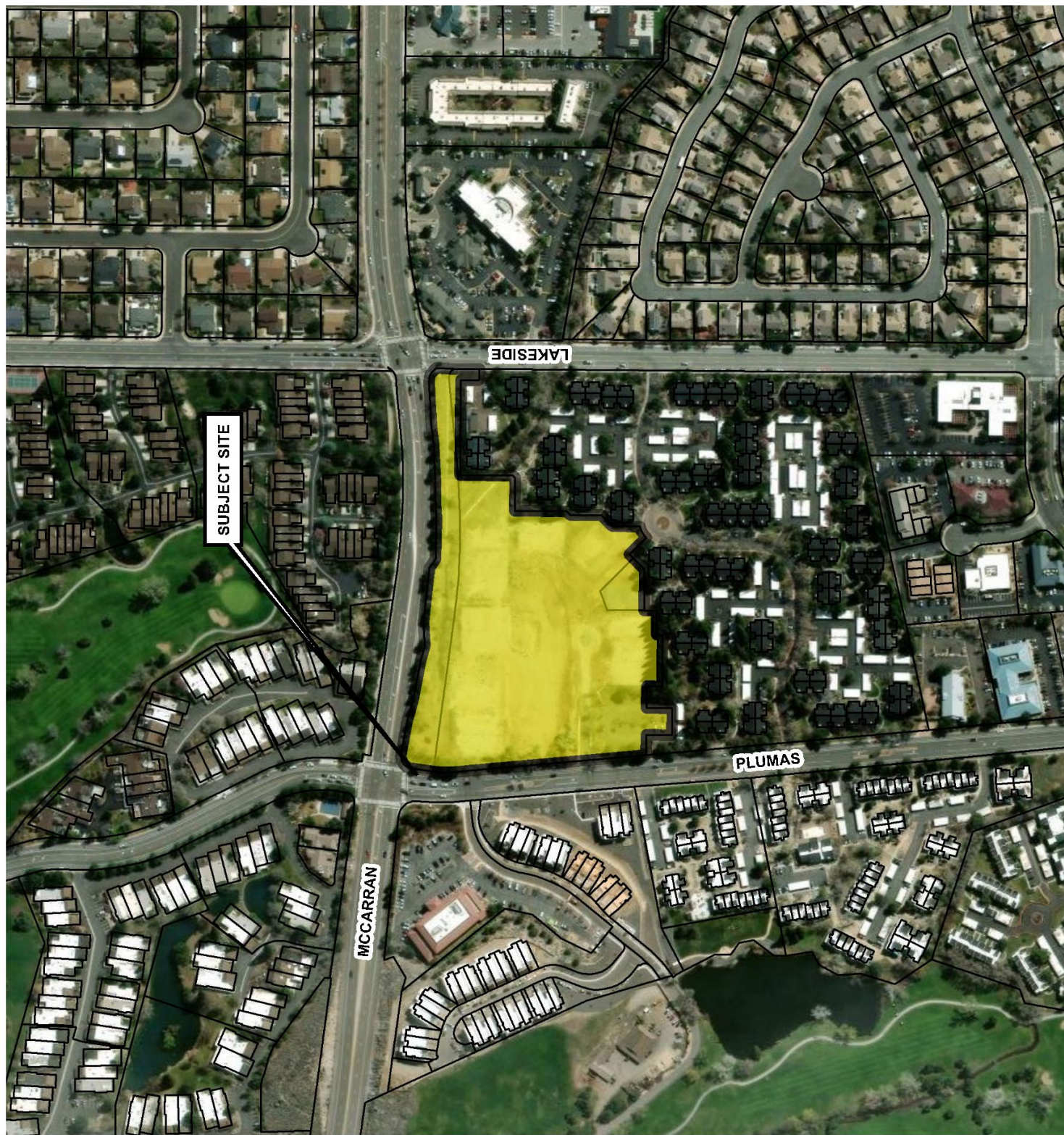


Development
Services
Department

The information herein
is approximate and
is intended for display
purposes only.

Date: October 2024

Scale: 1 inch = 350 feet



ZONING MAP










LDC25-00016

ZONING = GC

(Plumas Redevelopment)

Subject Site ▶ 

Zoning Designations

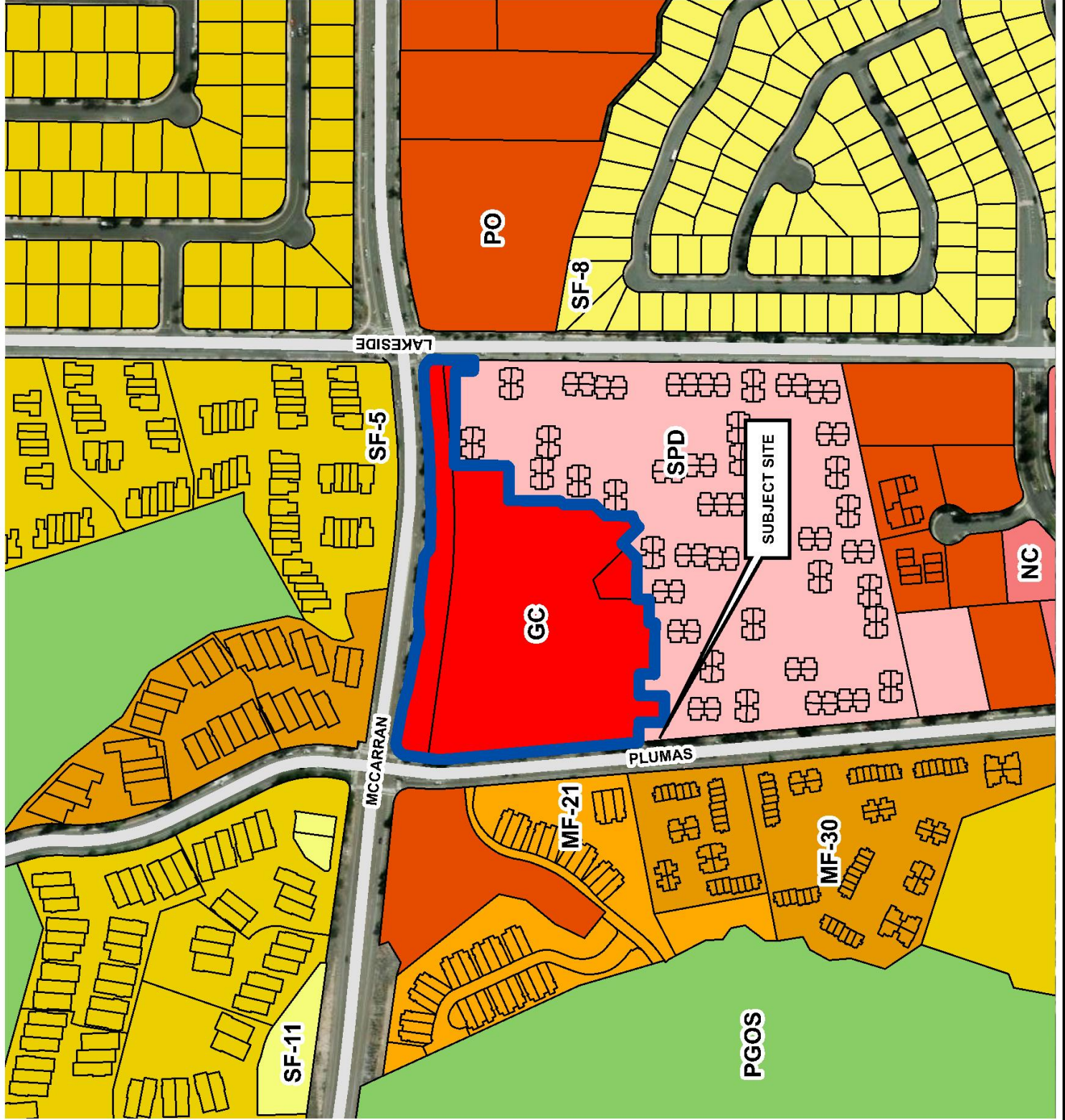
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	SF-8
	SF-11
	MF-21
	MF-30
	NC
	GC
	PO
	PGOS
	SPD



Development
Services
Department

The information herein
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purposes only.


DATE: October 2024
SCALE: 1 inch = 350 feet

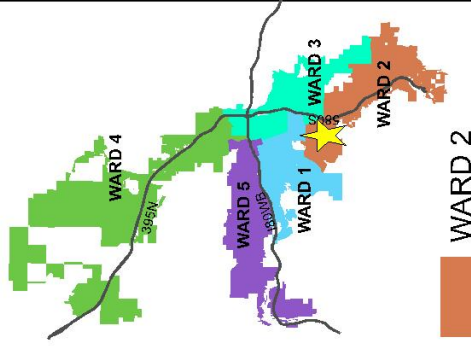


MASTER PLAN MAP

LDC25-00016

(Plumas Redevelopment)

Subject Site ► 

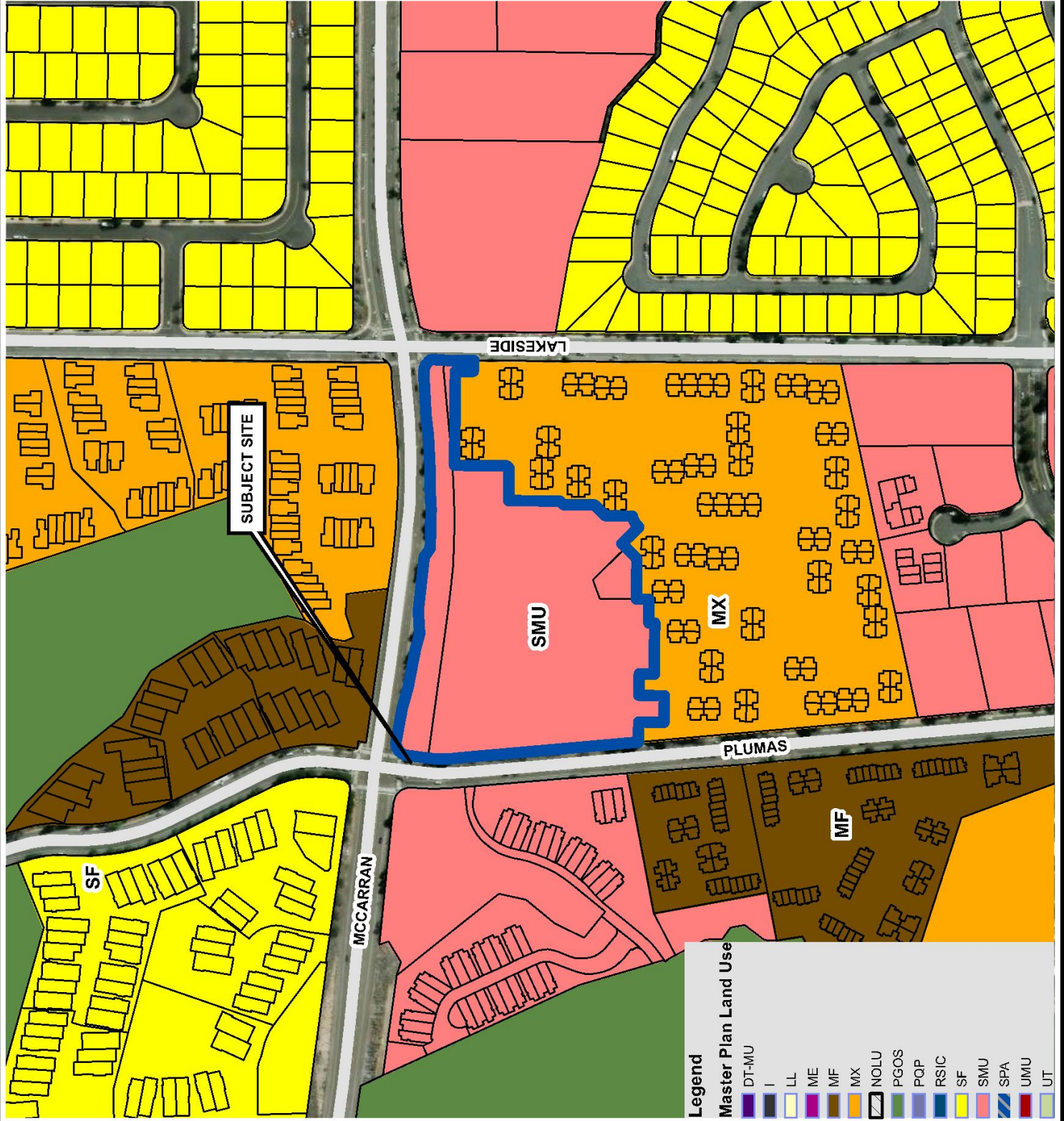


WARD 2



The information herein is approximate and is intended for display purposes only.

Date: October 2024
Scale: 1 inch = 350 feet



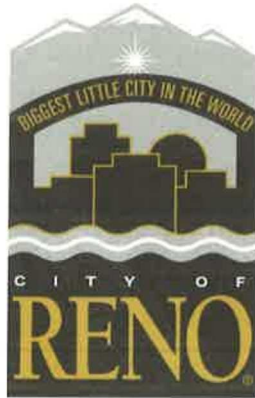
Legend

Master Plan Land Use

- DT-MU
- I
- LL
- ME
- MF
- MX
- NOLU
- PGOS
- PQP
- RSIC
- SF
- SMU
- SPA
- UMU
- UT

Ashley D. Turney
City Clerk (775) 334-2030
TurneyA@reno.gov

Mikki Huntsman
Chief Deputy City
Clerk (775) 334-2030
HuntsmanM@reno.gov



Office of the City Clerk
Central Cashiering (775) 334-2030
Public Records (775) 348-3932

May 4, 2021

FILED THIS DATE
05 / 04 / 2021
BY: 104
CITY CLERK

Lyon Living
4901 Birch Street
Newport Beach, CA 92660

RE: **Case No. LDC21-00036 (6000 Plumas Street Redevelopment) – NOTICE OF FINAL ACTION, DECISION, OR ORDER**
APN's: 042-022-11, 042-030-03, 042-030-04

Dear Applicant:

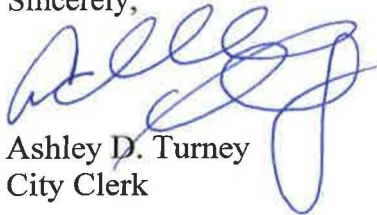
At a regular meeting held April 28, 2021, and following a public hearing thereon, the Reno City Council modified the decision of the Planning Commission and approved the request for: 1) a tentative map to develop a 314-unit condominium subdivision; and 2) a conditional use permit to allow for more than 100 single-family attached/condominiums.

Your approved request is subject to the following conditions to the satisfaction of Community Development Department staff:

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. 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. Project signs shall apply residential district sign standards.
6. Prior to the issuance of the first certificate of occupancy, the applicant shall complete improvements on McCarran Boulevard to: (i) eliminate the existing westbound left turn lane, (ii) eliminate the eastbound right turn deceleration lane, (iii) eliminate the eastbound right turn driveway, and (iv) expand both the westbound Plumas Street and eastbound Lakeside Drive left turn pockets, subject to the approval of the Administrator and NDOT.
7. Prior to the approval of the first final map, 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 due to a future expansion of South McCarran Boulevard (i.e. addition of lanes), 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.
8. A charitable donation of \$1,000 per residential dwelling unit shall be donated to the City of Reno for aquatic needs. The donation shall be made at the time of building permit of each residential unit in the Project.
9. An Affordable Housing charitable donation of \$1,000 per residential dwelling unit shall be donated to the Reno Land Trust or its designee for affordable housing projects in the City of Reno. The donation shall be made at the time of building permit of each residential unit in the Project.

Sincerely,



Ashley D. Turney
City Clerk

xc: Community Development
Nathan Gilbert, Community Development
Jaime Schroeder, Director, Parks and Recreation
Andy Durling, Wood Rodgers, 1361 Corporate Boulevard, Reno, NV 89502
Lakeridge-Reno Partners, LLC, 6001 Talbot Lane, Reno, NV 89509
Garrett Gordon, Lewis Roca, One East Liberty Street, Suite 300, Reno, NV 89501

TITLE SHEET

4701 BIRCH ST.
NEWPORT BEACH, CA 92660

TERRE HAUTE, IN 47807

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983/1994, HIGH ACCURACY REFERENCE NETWORK (NAD83/HP48HNT) AS DETERMINED USING REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS WITH CORRECTIONS TRANSMITTED BY THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK GPS (NNRTN CIPR). THE BEARING BETWEEN GPS REFERENCE STATION "89WY MEMO" (N7456401.028) AND "WYR8" (N751501.500) IS TAKEN AS NORTH 89°02'32" WEST. ALL DIMENSIONS SHOWN ARE GROUND DISTANCES, COMBINED 680-TO-GROUND.

FACTSHEET NO. 100102980

THE BASIS OF ELEVATION & CITY OF RENO BENCHMARK 1143 WITH A PUBLISHED ELEVATION = 4,650.73, BENCHMARK 1143 IS DESCRIBED AS A 1" DIAMETER STEEL CAP SET AICP 6 FT X 6 FT FLAT TOP BASALT BOLDER, APPROX. 250 FT SOUTH AND OVERLOOKING LAKEVIEW TRAIL AND GOLF COURSE ON SLOPE OF PROMINENT HILL 0.2 MI WEST OF PILLARS C.



ASSESSOR PARCEL NUMBERS
042-022-11 042-030-03 042-030-04

DENSITY: 294 UNITS/ACRE
ALL ON-SITE DRIPES ARE PRIVATE

TOTAL PARKING REQUIRED: 303 STALLS
TOTAL PARKING PROVIDED: 437 STALLS

TOTAL ACCESSIBLE PARKING PROVIDED

TOTAL BICYCLE PARKING PROVIDED:

SITE AREA: 1.3 AC
REQUIRED LANDSCAPE AREA: 16% = 6

REQUIRED AND PROVIDED TREES = SE

ACTIVATION OF APOPTOSIS

WE'VE BEEN UNDER MIT SUPERVISION AND WAS ON
 11/11/2024.

IN OVERTON, P.L. #18469

SHEET INDEX

2-1 TITLE SHEET

	G-1	Preliminary Grade
Weight	70 lb.	80 lb.
Height	5' 6"	5' 8"
Age	19	20
Sex	M	M
Race	Caucasian	Caucasian
Religion	Protestant	Protestant
Marital Status	Single	Single
Education	High School Graduate	High School Graduate
Occupation	Student	Student
Address	123 Main St., New York, N.Y.	456 Elm St., Chicago, Ill.
Phone Number	(212) 555-1234	(312) 555-5678
Medical History	No significant medical history.	No significant medical history.
Social History	No alcohol or drug use.	No alcohol or drug use.
Physical Examination	Normal.	Normal.
Laboratory Tests	All normal.	All normal.
Immunization Status	Up to date.	Up to date.
Psychiatric History	No psychiatric history.	No psychiatric history.
Family History	No family history of disease.	No family history of disease.
Current Medications	None.	None.
Referral Source	Primary Care Physician.	Primary Care Physician.
Date of Referral	10/15/2023	10/15/2023
Referring Physician's Name	Dr. John Doe	Dr. Jane Smith
Referring Physician's Address	789 Broadway, New York, N.Y.	101 S. Dearborn Ave., Chicago, Ill.
Referring Physician's Phone Number	(212) 555-9999	(312) 555-8888
Referring Physician's Fax Number	(212) 555-0000	(312) 555-7777
Referring Physician's Email Address	jdoe@hospital.com	jsmith@hospital.com
Referring Physician's Specialty	Internal Medicine	Internal Medicine
Referring Physician's Hospital Affiliation	Hospital X	Hospital Y
Referring Physician's Board Certification	ABIM	ABIM
Referring Physician's License Number	12345	67890
Referring Physician's State of Licensure	New York	Illinois
Referring Physician's Years of Experience	10	15
Referring Physician's Current Position	Attending Physician	Attending Physician
Referring Physician's Department	Internal Medicine	Internal Medicine
Referring Physician's Clinic Location	City Center	Downtown
Referring Physician's Office Hours	9 AM - 5 PM	9 AM - 5 PM
Referring Physician's On-call Schedule	On-call every other night	On-call every third night
Referring Physician's Preferred Method of Contact	Phone	Phone
Referring Physician's Preferred Time of Contact	Afternoon	Evening
Referring Physician's Preferred Language	English	English
Referring Physician's Preferred Dialect	Standard American	Midwestern
Referring Physician's Preferred Accent	Neutral	Neutral
Referring Physician's Preferred Pronunciation	Standard	Standard
Referring Physician's Preferred Spelling	Standard	Standard
Referring Physician's Preferred Grammar	Standard	Standard
Referring Physician's Preferred Vocabulary	Standard	Standard
Referring Physician's Preferred Style	Formal	Formal
Referring Physician's Preferred Tone	Professional	Professional
Referring Physician's Preferred Manner	Polite	Polite
Referring Physician's Preferred Attitude	Positive	Positive
Referring Physician's Preferred Personality	Outgoing	Reserved
Referring Physician's Preferred Interests	Reading, Travel	Golfing, Fishing
Referring Physician's Preferred Hobbies	Reading, Travel	Golfing, Fishing
Referring Physician's Preferred Pets	None	Two dogs
Referring Physician's Preferred Food	Italian	American
Referring Physician's Preferred Drink	Tea	Coffee
Referring Physician's Preferred Music	Jazz	Rock
Referring Physician's Preferred Movies	Drama	Action
Referring Physician's Preferred TV Shows	Drama	Comedy
Referring Physician's Preferred Books	Fiction	Non-fiction
Referring Physician's Preferred Authors	Shakespeare	Twain
Referring Physician's Preferred Artists	Bach	Beethoven
Referring Physician's Preferred Composers	Bach	Beethoven
Referring Physician's Preferred Musicians	Bach	Beethoven
Referring Physician's Preferred Actors	Depp	DiCaprio
Referring Physician's Preferred Actresses	Scarlett Johansson	Kate Winslet
Referring Physician's Preferred Directors	Tarantino	Scorsese
Referring Physician's Preferred Writers	King	Le Carré
Referring Physician's Preferred Poets	Shakespeare	Keats
Referring Physician's Preferred Playwrights	Shakespeare	Shaw
Referring Physician's Preferred Novelists	Shakespeare	Shaw
Referring Physician's Preferred Screenwriters	Shakespeare	Shaw
Referring Physician's Preferred Producers	Shakespeare	Shaw
Referring Physician's Preferred Executives	Shakespeare	Shaw
Referring Physician's Preferred Politicians	Shakespeare	Shaw
Referring Physician's Preferred Philosophers	Shakespeare	Shaw
Referring Physician's Preferred Scientists	Shakespeare	Shaw
Referring Physician's Preferred Historians	Shakespeare	Shaw
Referring Physician's Preferred Journalists	Shakespeare	Shaw
Referring Physician's Preferred Lawyers	Shakespeare	Shaw
Referring Physician's Preferred Judges	Shakespeare	Shaw
Referring Physician's Preferred Clergy	Shakespeare	Shaw
Referring Physician's Preferred Religious Leaders	Shakespeare	Shaw
Referring Physician's Preferred Spiritual Teachers	Shakespeare	Shaw
Referring Physician's Preferred Mentors	Shakespeare	Shaw
Referring Physician's Preferred Role Models	Shakespeare	Shaw
Referring Physician's Preferred Inspirations	Shakespeare	Shaw
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Referring Physician's Preferred Setbacks	Shakespeare	Shaw
Referring Physician's Preferred Failures	Shakespeare	Shaw
Referring Physician's Preferred Disappointments	Shakespeare	Shaw
Referring Physician's Preferred Regrets	Shakespeare	Shaw
Referring Physician's Preferred Mistakes	Shakespeare	Shaw
Referring Physician's Preferred Lessons Learned	Shakespeare	Shaw
Referring Physician's Preferred Wisdom	Shakespeare	Shaw
Referring Physician's Preferred Knowledge	Shakespeare	Shaw
Referring Physician's Preferred Skills	Shakespeare	Shaw
Referring Physician's Preferred Talents	Shakespeare	Shaw
Referring Physician's Preferred Abilities	Shakespeare	Shaw
Referring Physician's Preferred Strengths	Shakespeare	Shaw
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Referring Physician's Preferred Vices	Shakespeare	Shaw
Referring Physician's Preferred Qualities	Shakespeare	Shaw
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Referring Physician's Preferred Sections	Shakespeare	Shaw
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Referring Physician's Preferred Outcomes	Shakespeare	Shaw
Referring Physician's Preferred Results	Shakespeare	Shaw
Referring Physician's Preferred Consequences	Shakespeare	Shaw
Referring Physician's Preferred Effects	Shakespeare	Shaw

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136

31

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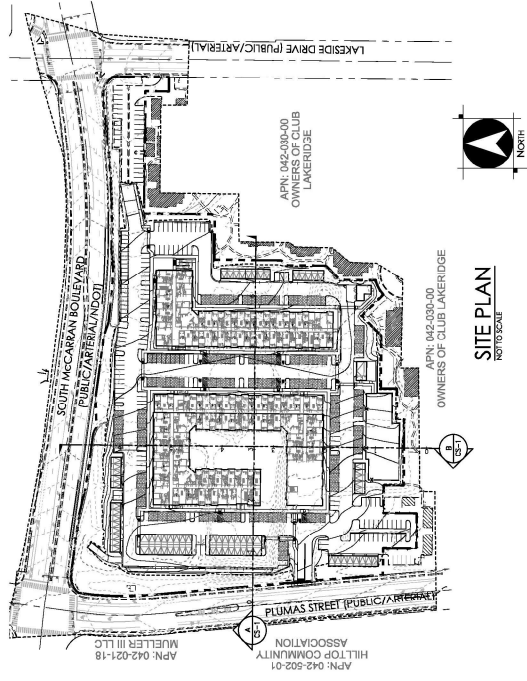
APN: 042-170-00
OWNERS OF LAKE RIDGE
APT 1 AMD

EX. 6 P.U.E. PER DOC. NO. 12384 TO REMAIN	EX. 7 ACCESS BMT PER T.A. NO. 2467 TO REMAIN	EX. 8 GAS AND WATER LINE EMT PER T.A. NO. 1242 TO REMAIN	EX. 9 P.U.E. PER P.A. NO. 2597 TO REMAIN	EX. 10 ACCESS EMT PER T.A. NO. 2687 TO BE RECOGNIZED (NOT VARYED)	EX. 11 INCREASED EMT PER DOC. NO. 269000	EX. 12 DRAINAGE EMT PER T.A.
EX. 9 LAKE DITCH EMT PER T.A. NO.2687 TO REMAIN	EX. 10 SANITARY SEWER EMT PER T.A. NO. 2687 TO REMAIN	EX. 11 CITY OF IRVING PUBLIC WORKS PAVING, 267 TO REMAIN	EX. 12 P.U.E. PER P.A. NO. 2687 TO BE RECOGNIZED (NOT VARYED)	EX. 13 INCREASED EMT PER DOC. NO. 269000	EX. 14 DRAINAGE EMT PER T.A.	

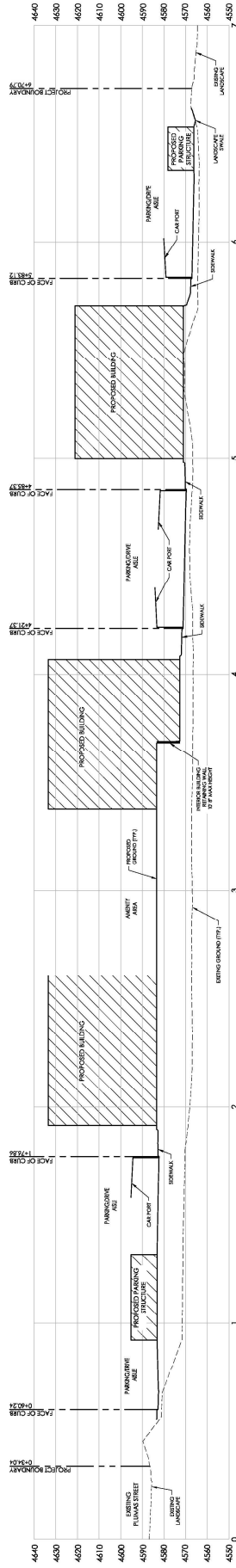
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3173077 OCTOBER, 2024
SHEET DM-10F7

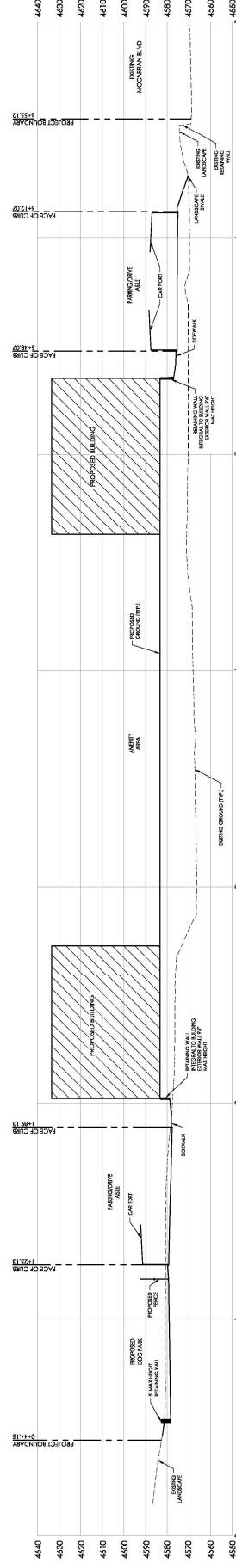
PLUMAS REDEVELOPMENT CONDITIONAL USE PERMIT PRELIMINARY CROSS SECTIONS



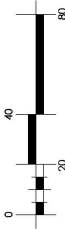
SITE PLAN
NOT TO SCALE



CROSS SECTION A
SCALE: HORIZONTAL 1"=50'
VERTICAL 1"=50'



CROSS SECTION B
SCALE: HORIZONTAL 1"=50'
VERTICAL 1"=50'



**PLUMAS REDEVELOPMENT
PRELIMINARY CROSS SECTIONS**



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1981 Corporate Boulevard Tel 775.823.4068
Reno, NV 89502 Fax 775.823.4068

OCTOBER, 2024
3173077
SHEET CS-1 OF 7



VIEW LOOKING EAST TOWARD BUILDING 1

VIEW LOOKING SOUTHEAST TOWARD BUILDING 1





VIEW LOOKING SOUTHWEST TOWARD BUILDING 2

VIEW LOOKING NORTH BETWEEN BUILDING 1 AND 2



1.4

TRES AT RENO
RENO, NEVADA

SCHEMATIC
DESIGN
11.07.2024

THOMPSON
THRIFT

STUDIO M
ARCHITECTURE & PLANNING

VIEW LOOKING NORTHWEST TOWARD BUILDING 2



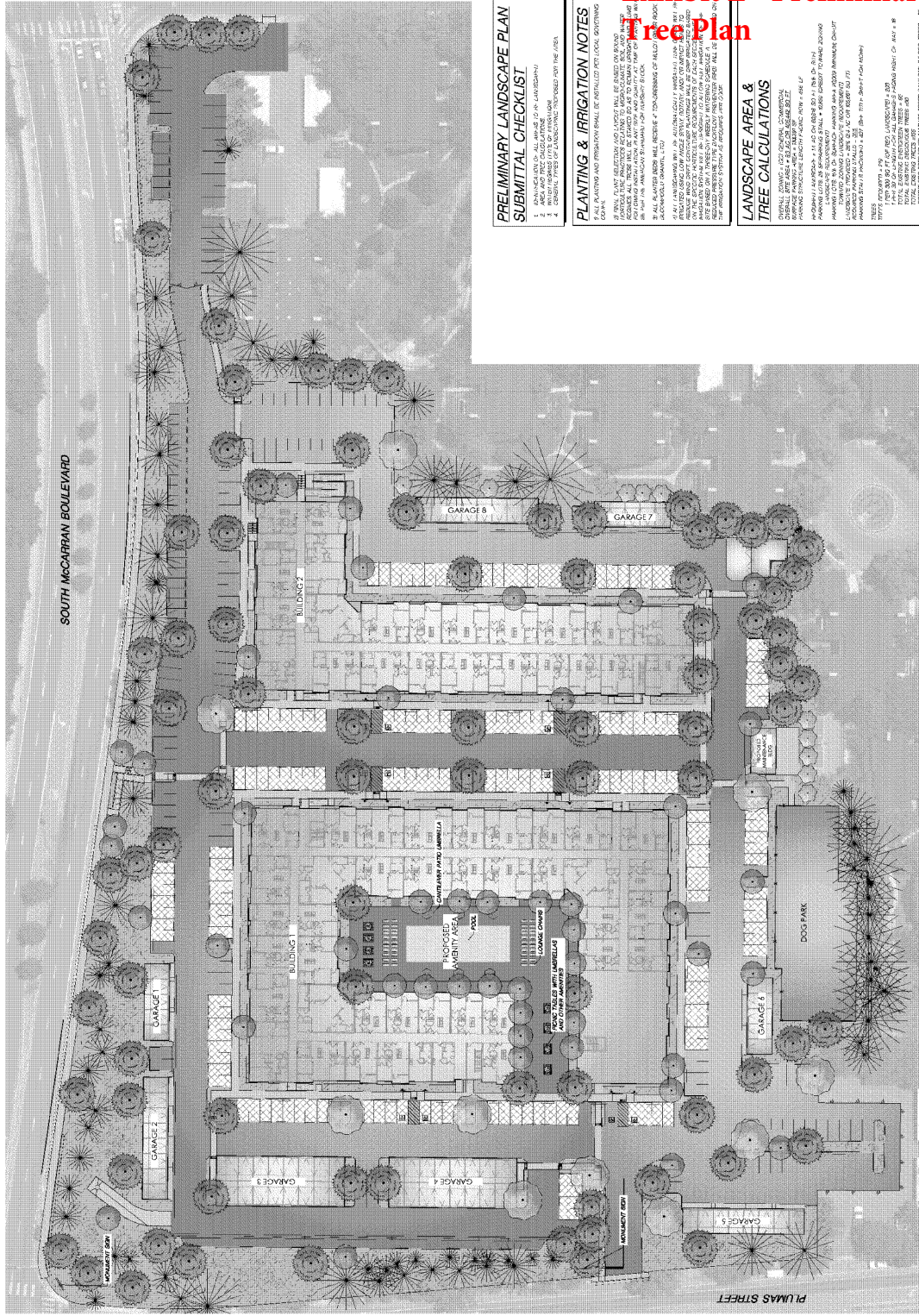
PLUMAS REDEVELOPMENT CONDITIONAL USE PERMIT PRELIMINARY LANDSCAPE PLAN

CONCEPT TREE SCHEDULE

- 10
CANOPY TREE
FAGUS SYLVATICA / EUROPEAN BEECH
QUERCUS ALBA / WHITE OAK
ILIX CORNUTA / BUTTERFLY LILYPAD
- 37
CONIFER TREE
DAI ODORATUS / JAPANESE CEDAR
PINUS MONTANA / MOUNTAIN PINE
PRUNUS X TENDENSIS / ANGELO'S YOSHINO CHERRY
- 47
ACCENT TREE
MALUS X SNOWDRIFT / SNOWDRIFT CRAB APPLE
ACQUIS ALBA / WHITE MELBERRY
PRUNUS SPINULATA / SPINOSA DOUBLE HAWK / FLOWERING CHERRY
SYRINGA RETICULATA / NIPPON SYRINGA / JAPANESE TREE LILAC
X CHITALPA TASHKENTENSIS / CHITALPA
- 10
COLUMNAR TREE
CHAMCLO BLOCA / PRINCE OF PEACE / TULIP TREE
LIRIODENDRON / YULIFLORA TASTIGATA / TULIP TREE
- EXISTING DECIDUOUS TREE
- EXISTING EVERGREEN TREE

CONCEPT SHRUB SCHEDULE

- MIXED SHRUBS AND GROUND COVERS
- 10
DAI ODORATUS / JAPANESE CEDAR
FAGUS SYLVATICA / EUROPEAN BEECH
QUERCUS ALBA / WHITE OAK
ILIX CORNUTA / BUTTERFLY LILYPAD
 - 37
CONIFER TREE
DAI ODORATUS / JAPANESE CEDAR
PINUS MONTANA / MOUNTAIN PINE
PRUNUS X TENDENSIS / ANGELO'S YOSHINO CHERRY
 - 47
ACCENT TREE
MALUS X SNOWDRIFT / SNOWDRIFT CRAB APPLE
ACQUIS ALBA / WHITE MELBERRY
PRUNUS SPINULATA / SPINOSA DOUBLE HAWK / FLOWERING CHERRY
SYRINGA RETICULATA / NIPPON SYRINGA / JAPANESE TREE LILAC
X CHITALPA TASHKENTENSIS / CHITALPA
 - 10
COLUMNAR TREE
CHAMCLO BLOCA / PRINCE OF PEACE / TULIP TREE
LIRIODENDRON / YULIFLORA TASTIGATA / TULIP TREE
 - EXISTING DECIDUOUS TREE
 - EXISTING EVERGREEN TREE



PRELIMINARY LANDSCAPE PLAN SUBMITTAL CHECKLIST

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.
2. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.
3. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.
4. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

PLANTING & IRRIGATION NOTES

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

2. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

3. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

4. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

LANDSCAPE AREA & TREE CALCULATIONS

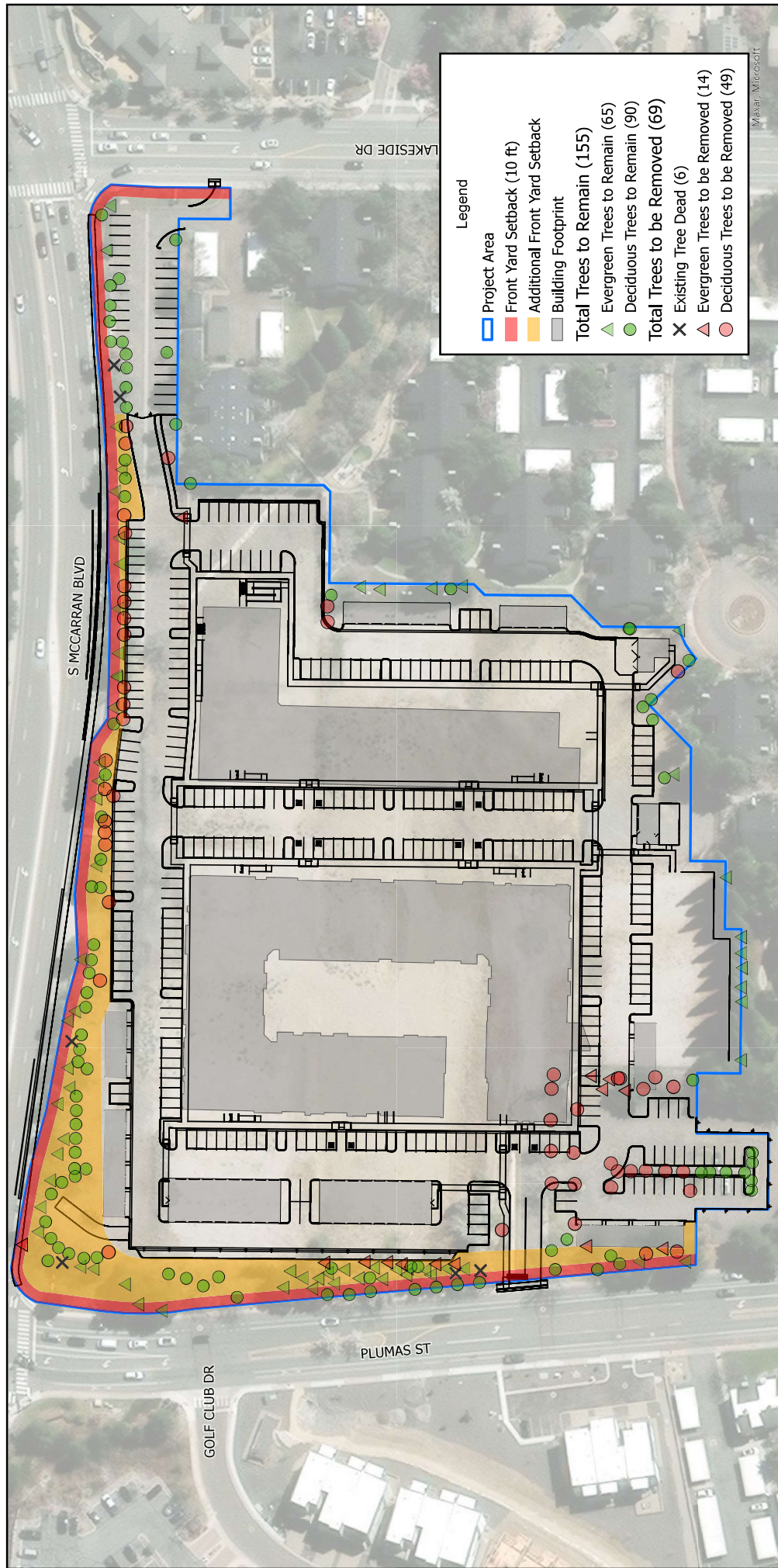
1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

2. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

3. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

4. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING AGENCIES.

PLUMAS REDEVELOPMENT PRELIMINARY LANDSCAPE PLAN



Tree Calculations per Section 18.04.105 RMC

Tree Credits:

Common Name	Condition	DBH (inches)	Tree Credits (1 tree per 2.5 inch DBH)
Austrian Pine	Good	24	9.6
Austrian Pine	Good	20	8.0
Fruitless Mulberry	Good	19	7.6
Honey Locust	Good	13	5.2
Honey Locust	Good	6	2.4
Honey Locust	Good	6	2.4
London Plane	Good	14	5.6
London Plane	Good	30	12.0
Ponderosa Pine	Good	30	12.0
Ponderosa Pine	Good	20	8.0
Scotch Pine	Good	13	5.2
Scotch Pine	Good	11	4.4
Scotch Pine	Good	13	5.2
Scotch Pine	Good	15	6.0
Scotch Pine	Good	14	5.6
Scotch Pine	Good	11	4.4
Scotch Pine	Good	13	5.2
Silver Maple	Good	24	9.6
Sweetgum	Good	7	2.8
Sweetgum	Good	8	3.2
Sweetgum	Good	7	2.8
Sweetgum	Good	6	2.4
Sweetgum	Good	7	2.8
Sweetgum	Good	7	2.8
Sweetgum	Good	6	2.4
Scotch Pine	Good	18	7.2
Scotch Pine	Good	11	4.4
Scotch Pine	Good	13	5.2
Scotch Pine	Good	19	7.6
Scotch Pine	Good	9	3.6
Scotch Pine	Good	9	3.6
Scotch Pine	Fair	16	6.4
Scotch Pine	Good	20	8.0
Total Tree Credits:			184

Tree Penalties:

Common Name	Condition	DBH (inches)	Tree Penalties (1 tree per 2.5 inch DBH)
Tanyosho Pine	Good	6	2.4
Total Tree Penalties:			2
Total Tree Credits After Penalties:			181

PRELIMINARY SITE PLAN - PARKING AREA SCREENING EXHIBIT
6000 PLUMAS REDEVELOPMENT

LYON LIVING & THOMPSON THRIFT
RENO, NEVADA
NOVEMBER, 2024

EXISTING SOUTH McCARRAN BLVD
(PUBLIC/NDOT)

EXISTING LAKESIDE DRIVE
(PUBLIC/CITY OF RENO)

EXISTING PLUMAS STREET
(PUBLIC/CITY OF RENO)

EXISTING PARKING TO REMAIN

EXISTING PARKING TO REMAIN

PROPOSED
B-BAY GARAGE

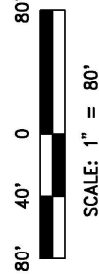
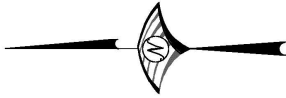
PROPOSED
5-BAY GARG.

BUILDING 1

BUILDING 2

LEGEND

- 1 AREA OF 36" MIN. GRADE SEPARATION FROM EX. ROAD AND/OR TOP OF EX. BERM DOWN TO PARKING LOT
- 2 AREA OF 36" MIN. HEIGHT SCREEN USING EXISTING AND PROPOSED EVERGREEN SHRUBS AND/OR BERMS.
- 3 AREA OF EXISTING 36" MIN HEIGHT LANDSCAPE BERM.



WOOD RODGERS
LANDSCAPE ARCHITECTS
1801 CENTRAL EXPRESS BLVD
SUITE 200
RENO, NV 89502
TEL: 775.825.4098
FAX: 775.825.4098

Leah Piccotti

From: Jim Atcheson <atchesonjim@hotmail.com>
Sent: Tuesday, November 19, 2024 12:54 PM
To: Leah Piccotti; Naomi Duerr
Subject: Lakeridge development project

Hi all,

As a resident in the area affected by the proposed housing project located at the old Lakeridge Tennis Club, I am voicing my opposition to the proposed project . I will spare you my list of concerns as I'm sure they mirror everyone else's concern. I'm happy to provide a list of reasons if needed otherwise have a great day.

Thanks, James Atcheson
2110Brooksboro Circle, Reno NV 89509
775 843-0993

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Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	I thought it was going to be condos with much less density. Certainly not 273 apartments.
Email Address	chrislong60@gmail.com
Name of Commentor	Chris Long
Phone Number	775-848-9116

Submitted: 10/31/2024 6:36:53 PM

These comments were submitted on behalf of: (self if blank)

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	I have lived in this area for over 13 years! The roads are old and the traffic with in those moving to Reno has increased without any consideration of the residents who live in this area. If this project is approved, the traffic will be worse with more cars turning onto McCarran! It is already a struggle to turn off McCarran onto Lakeside! Isn't there enough condos / apartments in our area!
Email Address	6382 Meadow Hill Circle
Name of Commentor	Pat Newman
Phone Number	443.871.2142

Submitted: 11/18/2024 11:30:06 PM

These comments were submitted on behalf of: (self if blank)

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	The original plan, as I recall , for this parcel was for 155 units....It has grown to 273 units !! Where will the parking be (usually 2 vehicles per door)? AND what will the impact on the already impossible log jam on McCarren / Lakeside ? There are no other routes ? This is madness, and totally unacceptable for developers to develop that parcel beyond its capacity....and then the rest of the community must deal with the bad traffic and impossible parking ??
Email Address	lillettat@gmail.com
Name of Commentor	Lilliana Trinchero
Phone Number	775-741-2446

Submitted: 11/19/2024 12:44:41 AM

These comments were submitted on behalf of: (self if blank)

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	This is the worst area to add an additional 275 apartments. There are a thousand apartments on the same block and across the streets from this location. The traffic is a virtual nightmare now. I live in Lakeridge and must sit in gridlock every morning and every evening when trying to get home from work. My attorney claims there needs to be an environmental impact study performed for this location before one shovel is used.
Email Address	candy.klieman@gmail.com
Name of Commentor	Candace Klieman
Phone Number	949 795 7646

Submitted: 11/19/2024 12:44:45 AM

These comments were submitted on behalf of: (self if blank)

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	There is no mention of the number of parking that will be available. In my experience you need a minimum of 2 spaces for a one bedroom and 3-4 spaces for 2 bedrooms. The complex I live in has overflow parking and it almost always full. Withe the price if rents it takes at least 2 working people to afford a one bedroom which means two vehicles. This complex is not on the bus line.
Email Address	morrisonharriett@yahoo.com
Name of Commentor	Harriett MORRISON
Phone Number	7757700074

Submitted: 11/19/2024 2:05:57 AM

These comments were submitted on behalf of: (self if blank)

Development Review Public Comment

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

Case Number	LDC2500016
Position	In Opposition
Comments	Enough is enough Reno. The growth has to stop. High impact area.
Email Address	Seacella@hotmail.com
Name of Commentor	Marcy Ross
Phone Number	7753036534

Submitted: 11/19/2024 3:36:51 PM

These comments were submitted on behalf of: Self (self if blank)

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	Both the height and density of this proposed land use is totally inappropriate for this location. The traffc at the corner of Plumas and McCarren is terrible every morning and late afternoon. Also, the look of tall buildings is not in keeping with the neighborhood.
Email Address	nancychontos@gmail.com
Name of Commentor	Nancy Chontos
Phone Number	9493578700

Submitted: 11/19/2024 8:53:15 PM

These comments were submitted on behalf of: (self if blank)

Leah Piccotti

From: Naomi Duerr
Sent: Wednesday, November 20, 2024 10:28 AM
To: Jackie Bryant
Cc: Leah Piccotti; Mike Railey; Angela Fuss
Subject: P.S. Re: Ward 2 NAB comments on 6000 Plumas - Lakeside Tennis Club

P.S. I meant to add that all three TV stations were there, interviewed me, and stayed the whole two hours of the hearing.

-- Naomi

Naomi Duerr
Councilmember - Ward 2
City of Reno

775-334-2017
Duerrn@reno.gov

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Naomi Duerr
Sent: Tuesday, November 19, 2024 8:43:23 PM
To: Jackie Bryant <BryantJ@reno.gov>
Cc: Leah Piccotti <PiccottiL@reno.gov>; Mike Railey <RaileyM@reno.gov>; Angela Fuss <FussA@reno.gov>
Subject: Ward 2 NAB comments on 6000 Plumas - Lakeside Tennis Club

Hi Leah,

I'm not sure you were able to listen in tonight to the Ward 2 NAB meeting on the project known as Plumas Rededvelopmet, aka 6000 Plumas, aka Lakeside Tennis Club.

There were about 50 residents in attendance, about half online.

There were many important questions asked tonight to be addressed by the applicant and in the staff report by you. If you weren't online tonight, I hope you get to watch the video.

The Project is coming up soon at the Dec 5 Planning Commission. You may recall that 9 people appealed the first version of this project about 4 years ago, followed by another 19 people who appealed

in the second iteration. That hearing took will over 5 hours. And ended with a 4:3 Council vote to approve.

This project was one of the most controversial projects to come before Council. The appeal hearing went on for something like 5 hrs. Three of the Council members did NOT vote to approve the project, including myself and Mayor Schieve. It would be much better if the communities' questions and concerns could be answered through your review and the Planning Commission process.

The biggest issues tonight seemed to be the monolithic, prison-like look of the building which bears no resemblance to the general context or feel of the neighborhood, traffic, parking, the need for public transportation, exacerbating the already existing congestion, and compromised fire evacuation.

Please note: This is not a directive. It is simply a suggestion.

Thanks.

-- Naomi

Naomi Duerr
Councilmember - Ward 2
City of Reno

775-334-2017
Duerrn@reno.gov

Sent from my Verizon, Samsung Galaxy smartphone
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For Ward 2 11/19 Meeting re Plumas Redevelopment Project

From Bob Alessandrelli <RLA921@hotmail.com>

Date Sun 11/17/2024 8:01 PM

To NABs <NABs@reno.gov>

I registered for this meeting so that I could submit a comment. I'm unable to attend the meeting in person or electronically.

As a nearby homeowner of more than 40 years, I have 2 things to say about the proposed project:

Their traffic study is either flawed or a lie. Traffic in this area is already a mess and at capacity... and the Toll Bros. project isn't yet completed. Traffic for more than 300 units will acerbate two already extremely busy and backed up intersections. Please take a couple of trips in the morning and mid to late afternoon to see for yourselves.

The building design reminds me of dwellings in Mother Russia. Namely, exceedingly unattractive.

Thank you for your consideration.

Bob Alessandrelli
2025 Lakeridge Dr
Reno 89509



LDC25-00016 (Plumas Redevelopment),

From CINDI CHANDLER <cindicha@msn.com>

Date Tue 11/19/2024 7:44 AM

To NABs <NABs@reno.gov>

I am completely opposed to LDC25-00016 (Plumas Redevelopment), a **proposed 273-unit apartment complex on the former site of the Lakeridge Tennis Club**, at the corner of Plumas Street and South McCarran Boulevard. City Council was lied to when they first rezoned the property for 150 senior condos and when Lyons purchased it and submitted a request for 513 apartment units. At that time, City Council should have revoked the rezoning. But instead, they allowed them to submit a new request of 413 condos, which was approved despite board presentations from neighboring homeowners and residents. NOW WE ARE BACK TO APARTMENTS WITH ANOTHER DEVELOPER PURCHASING FROM LYONS. HISTORY IS REPEATING ITSELF AND THIS NEEDS TO STOP.

I recommend that NAB view the video presentations by the Residents to fully understand WHY this new request from the new developer should NOT MOVE FORWARD. Traffic, parking, public safety, public transportation availability, and increased congestion of people and vehicles are only a few issues that are major concerns to residents, not to mention four story buildings, which are NOT in the current location.

This is an opportunity for NAB to hear THE RESIDENTS INSTEAD OF THE DEVELOPER AND DO WHAT IS RIGHT FOR THE COMMUNITY AND SHARE IT WITH CITY COUNCIL.

Neighborhood Advisory Board PUBLIC COMMENT CARD

Thank you for participating in the Neighborhood Advisory Board (NAB) meeting. Please express all comments in a courteous manner. Comments heard under this item will be limited to 3 minutes per person and may pertain to matters both on and off the NABs agenda. The NAB may not take action upon any matter not agendized on today's agenda.

NAME: BRADLEY CARLSON

DATE: NOV 19, 2024

CONTACT PHONE: 775-772-4777

E-MAIL: bradley.d.carlson@gmail.com

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☐ IN OPPOSITION ☒ NO POSITION STATED - CONCERNED

COMMENTS: _____

CIRCULATION / PUBLIC TRANSPORTATION
ACCESS

BUILDINGS CONFIGURATION

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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WHEN COMPLETED, PLEASE RETURN TO THE STAFF LIAISON
Thank you for your cooperation and participation



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NAME: TERRY RUPPERT

DATE: _____

CONTACT PHONE: _____

E-MAIL: _____

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☐ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☐ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS: _____

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: Sandra Bengtson
DATE: 11/19/24
CONTACT PHONE: 775 826 1275
E-MAIL: Sandrabengtson@gmail.com

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☐ Ward 2 ☒ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☒ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS: parking - traffic - compatibility

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: James Carroll
DATE: 11/19/24
CONTACT PHONE: 371-218-5755
E-MAIL: jfc001+reno@gmail.com

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☐ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☐ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☐ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS: Recommend multiple pedestrian access along all perimeter; as Pierce pointed out, by making it easier to

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: Steve Topol
DATE: 11/19/24
CONTACT PHONE: 775-721-2091
E-MAIL: NSTopol@charter.net

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☐ IN OPPOSITION ☒ NO POSITION STATED - CONCERNED

COMMENTS:

Trying to maintain a consistent
neighborhood feeling

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: Marianne Merriam
DATE: 11-19-2024
CONTACT PHONE: 818-590-8460
E-MAIL: MarianneMerriam@gmail.com

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☒ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS:

Ty 7m
Traffic/architecture design
No Defense Bldgs
H.F. 2 Bldgs
No Mass transit accommodations

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: BRADLEY CARLSON
DATE: 11-19-24
CONTACT PHONE: 775 772-4777
E-MAIL: _____

If you are representing someone, other than yourself, please indicate whom:

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DO YOU WISH TO SPEAK? ☐ Yes ☐ No

AGENDA ITEM:

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COMMENTS: _____

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NAME: DENIS DOLAN
DATE: 11/20/24
CONTACT PHONE: 203-417-0116
E-MAIL: DOLANDP@HOTMAIL.COM

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☒ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☒ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS: CONCERNS! TRAFFIC,
AESTHETICS, ~~AND~~ SCHOOLS,
QUALITY OF LIFE

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: LUIS GARCIA-Perez
DATE: 11/19/24
CONTACT PHONE: 775-343-2896
E-MAIL: Luis.GarciaPerez@icloud.com

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☐ Yes ☐ No

AGENDA ITEM:

☐ IN FAVOR ☐ IN OPPOSITION ☒ NO POSITION STATED - CONCERNED

COMMENTS: _____

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: MARIC JOHNSON
DATE: 11/19
CONTACT PHONE: _____
E-MAIL: _____

If you are representing someone, other than yourself, please indicate whom:

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☐ Yes ☐ No

AGENDA ITEM:

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COMMENTS: _____

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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NAME: Terry Ruppert

DATE: 11/19/24

CONTACT PHONE: 775-338-5279

E-MAIL: _____

If you are representing someone, other than yourself, please indicate whom:

Lakeridge Villas HOA

Which NAB?

☐ Ward 1 ☒ Ward 2 ☐ Ward 3 ☐ Ward 4 ☐ Ward 5 ☐ Ward 6

DO YOU WISH TO SPEAK? ☐ Yes ☒ No

AGENDA ITEM:

☐ IN FAVOR ☒ IN OPPOSITION ☐ NO POSITION STATED - CONCERNED

COMMENTS: Traffic? Height
restrictions? More Apartments?
What is current occupancy
rates of Reno/Spark
apartments?

DEVELOPMENT PROJECT FORM: reno.gov/developmentservices OR



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Thank you for your cooperation and participation



Leah Piccotti

From: Melinda Biancalana <melindabiancalana@gmail.com>
Sent: Wednesday, November 20, 2024 5:00 PM
To: Leah Piccotti
Cc: Naomi Duerr
Subject: LDC25-00016(Plumas Redevelopment) A neighbor's Opinion of new plan

Hello Ms. Piccotti,

I just learned of the Plumas Redevelopment plan at the NAB Ward 2 meeting last night.

I hope you will consider my opinions as you prepare for the Reno Planning Commission meeting December 5.

I am a Lakeridge/Carriage House resident and have owned my home here since 2007.

Our community suffered the senseless loss of Lakeridge Tennis and Swim Club and the empty site been an eyesore to all for 4 years now. I know that can't be replaced, but adding a monolithic 314 unit apartment complex in its place will add insult to injury!

There are multiple reasons to reject this development as it is proposed....

first the massive 5 story buildings will tower over our neighborhood in a style not complementary to existing residences.

The resulting traffic snarls from estimates of approximately 700 more car trips daily will diminish even more the quality of life for those of us already dealing with increased traffic on Plumas from Toll Brothers Hilltop townhouses (and btw we despise the enormous "Hilltop" signage).

The current design of the proposed buildings, cheap generic looking boxes, is going to devalue real estate in the area. Most of our residences are 1 or 2 story with interesting rooflines.

Also, apartments are not as attractive as condominiums would be.

Apartment dwellers are more transient and will not be as invested in the neighborhood.

In addition, fire danger is always present. Evacuating neighborhoods above Plumas, up Ridgeview Drive, would be slower, less safe. The increase of residents/cars at this site will make it extremely congested on any given day.

I implore you and the Planning Commission to deny this development plan as it is now.

Current Lakeridge area neighbors deserve enhancement of our lovely neighborhood, nothing less.

Let's see fewer stories, fewer units and a more interesting design.

Thank you,

Melinda Biancalana

6109 Carriage House Way

Reno, NV 89519

Leah Piccotti

From: Lisa Hauserman <lisahauserman@gmail.com>
Sent: Wednesday, November 20, 2024 3:52 PM
To: Leah Piccotti; planningcommission@reno.gov
Subject: Ward 2 Plumas Redevelopment

Hello-

I joined last night's neighborhood meeting via Zoom. I also had previously sent in my concerns to the NAB members.

My initial concerns were with increased traffic in an already saturated area as well as deterioration of our green space like Bartley Ranch and Windy Hill. I live in the Green Ranch development and sometimes have to wait 8 -12 minutes to exit our driveway due to traffic and school related slow downs. Assuming that half of the new residents in the apartment complex are on the road at the same time, it will be increasing the traffic by OVER 1/4 of a mile! And that's just at the intersection of Plumas and McCarran or Lakeside and McCarran. After last night's presentation I have several more concerns. Most importantly the absolutely hideous structure being proposed. It does not fit into our neighborhood and as we are well aware, any non conforming building will bring down our property values. Our quaint neighborhood will be stuck with an institutional looking building that might be mistaken for a jail.

My next concern is that it's apartments and not condos. This lends to a transient population and more crime. Apartments should be on less expensive land to keep rents lower.

As this is a major thoroughfare from Hwy 80 into town, wouldn't it be nice to have more green space and a parklike setting? Maybe with the feeling of Caughlin Ranch- ponds and walkways or a dog park?

There's lots of options.

It's difficult to see how anyone can be in favor of this project.

Thank you,
Lisa Hauserman

Leah Piccotti

From: Lindie Brunson <lindie@ferrari-lund.com>
Sent: Wednesday, November 20, 2024 8:28 PM
To: Leah Piccotti
Subject: Lakeridge Tennis Club/Plumas Development

I attended the NAB Ward 2 meeting last evening. The main discussion focused on plans for the vacant land on the corner of S. McCarran and Plumas, where Lakeridge Tennis Club used to be. Wood Rogers had representatives on hand to share the project proposal submitted by their client. In a nutshell, the project looks like all of the other ugly box apartment buildings being erected in Reno and Sparks. This project in no way fits in nor complements the surrounding properties. It is 4-5 stories tall, has no architectural interest, will increase the traffic problems that are already beyond control in that area, and will house a more transient population (because they are dense apartments and not townhomes or condominiums.) There was not one person at the meeting who supported the proposed project. Please reconsider what these developers have proposed. In my opinion they are throwing up a cheap build to make a ton of money and move on to the next town.

Thank you for your time,

Lindie Brunson

--



Lindie Brunson GRI SFR
Honest and Trustworthy
Ferrari-Lund Real Estate
775.378.3018
S.50592

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Leah Piccotti

From: Pierce Donovan <pierce.donovan@unr.edu>
Sent: Wednesday, November 20, 2024 7:37 PM
To: Leah Piccotti
Cc: adurling@woodrogers.com
Subject: Ward 2 NAB notes pertaining to the 11/19 Plumas redevelopment presentation

Hello Leah,

I am a new member to the Ward 2 NAB, and I was encouraged to share comments regarding the new development at the site of the old Lakeridge Tennis Club. Below is a summary of some of the public and NAB member comments made at last night's meeting, filtered through my perspective. (For reference, my perspective is one of a resource economist at UNR with expertise related to land use and urban planning.) In bold, I have identified a short description to encapsulate each point:

- Many residents expressed concerns over **traffic and local road congestion**, which, while valid, generally led to incorrect conclusions about how to alleviate these things. Several commenters wanted additional parking, despite the fact that there were already 438 spaces on the property for 273 units. That is 1.6 spaces per unit, which is absurd once you consider that only 140 units are two (124) or three (16) bedrooms. Because parking is not assigned to units, nor is it going to incur an additional charge, the plan incentivizes more car use than one with fewer parking spaces, all else equal (for example, by attracting two-car households to the two-bed units, rather than one-car households that simply desire more space). The correct policy to alleviate traffic concerns would be to *reduce* the number of available spaces on the property. Additionally, local traffic getting worse is inevitable because the area in question is a car-dependent suburb, and it is not the responsibility (or ability) of one developer to remedy a situation caused by decades of myopic city planning. The only solution to traffic is creating viable alternatives to driving, which I will explain in the next point.
- There has been **zero effort made to integrate transportation alternatives** into the design of the project. This is a massive weak point that is correctible. Both NAB members and public commenters spoke about the need for collaboration with RTC in order to induce transit ridership among residents (through route planning and infrastructure that makes ridership an attractive option), and for abundant bicycle parking, distributed throughout the property. It is critical that the developer work with the city to induce demand for alternative modes of transportation. This is how they can address the traffic concerns. Adding parking spaces or widening roads do not accomplish this.
- The **Lakeside Dr exist should not allow for left turns**. This is obvious given the inherent danger of crossing such a wide right of way just before a busy intersection with McCarran Blvd. Further, this intersection is very poorly designed, with a right slip lane enabling blind turns at greater speed off of McCarran and into the path of this property exit. This doesn't invalidate the project, but the City should plan on restricting that exit from permitting left turns.
- The **monolithic structure of the two buildings** in question bothers a lot of the residents who live near the site. The styling of the structures is indeed soulless, but the size of the buildings is needed to house the 273 units cost-effectively. Some residents expressed concern that this development would change the character of the neighborhood, but these concerns lack weight given that the property abuts an aspirational highway. One resident architect motivated a nicer

solution would be to consider multiple smaller buildings, with what I imagine would be outdoor unit entrances and greater opportunity for natural light in each unit and improvements to the appearance of the facade of each building. I do not believe that these complaints are all that compelling to withhold a conditional use permit, but I do wonder who would want to live in the existing planned structures.

- Local residents also **displayed significant prejudice against renters**. These beliefs should be discounted by the city. The same residents are quick to forget that the increased demand for housing in Reno has landed them enormous capital gains without merit. As people move to the area, they deserve the same housing opportunities as the people who came before them. This can only be accomplished by increasing density with infill projects throughout Reno, which is exactly what this project aims to do. Related: there were some claims that condos would be more agreeable because of some "buy in" effect leading to increased community engagement, but this presumes that renters could not have as great a positive impact on the community (which is of course unfounded). This renter disagrees with the harmful sentiment espoused by the residents.
- Lastly, there were a few comments that can be summarized as **incumbent resident greed**. It is not the City's place to deny projects in order to protect the unearned appreciation in the housing values of local residents. It is draconian zoning and building policy that created a housing affordability crisis in Reno, and this can only be reversed by defeating the toxic idea that housing is an investment that must go up in value at the expense of younger people moving to the area. Please ignore all selfish anti-social concerns about property values, as they demonstrate a lack of moral character that should not be tolerated in Reno. This should have no influence on the decisions of the planning department. These views are incompatible with the goals of increasing density and making Reno a nicer place to live.

In sum, from the presentation and comments that I heard yesterday, there wasn't much to convince me that this project shouldn't happen in its current form, with what I consider to be relatively minor revisions.

Thank you for receiving these comments.

Pierce

Pierce Donovan
University of Nevada, Reno
Department of Economics
piercedonovan.github.io

PLUMAS REDEVELOPMENT CONDITIONAL USE PERMIT

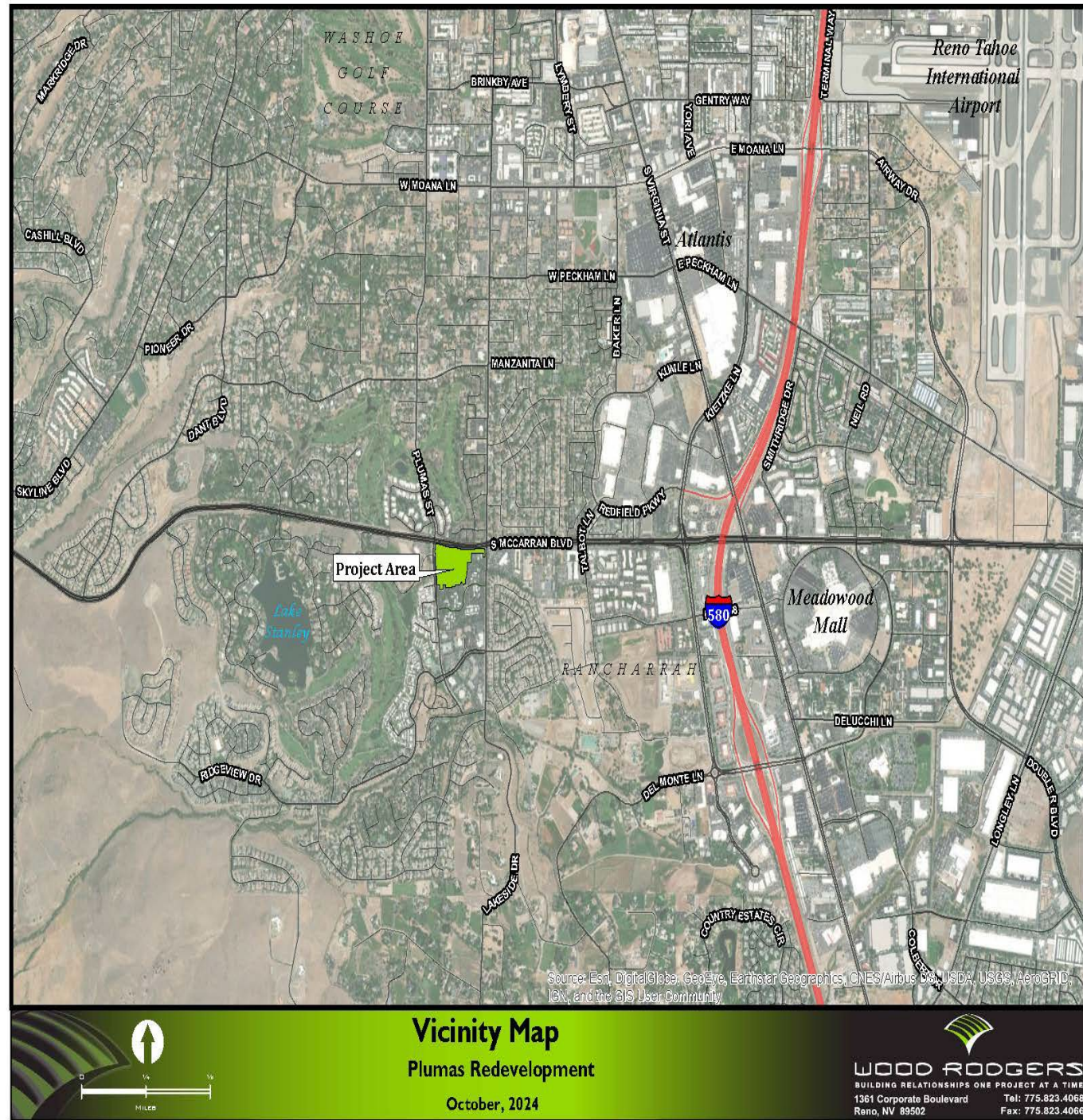
LDC25-00016

PLANNING COMMISSION | DECEMBER 5, 2024



WOOD RODGERS

- Conditional use permit to
 - Allow for more than 100- units in the GC zoning district (273 units)
 - Allow for fills greater than 10-feet in height



Project Request

- Conditional use permit to
 - Allow for more than 100- units in the GC zoning district (273 units)
 - Allow for fills greater than 10-feet in height

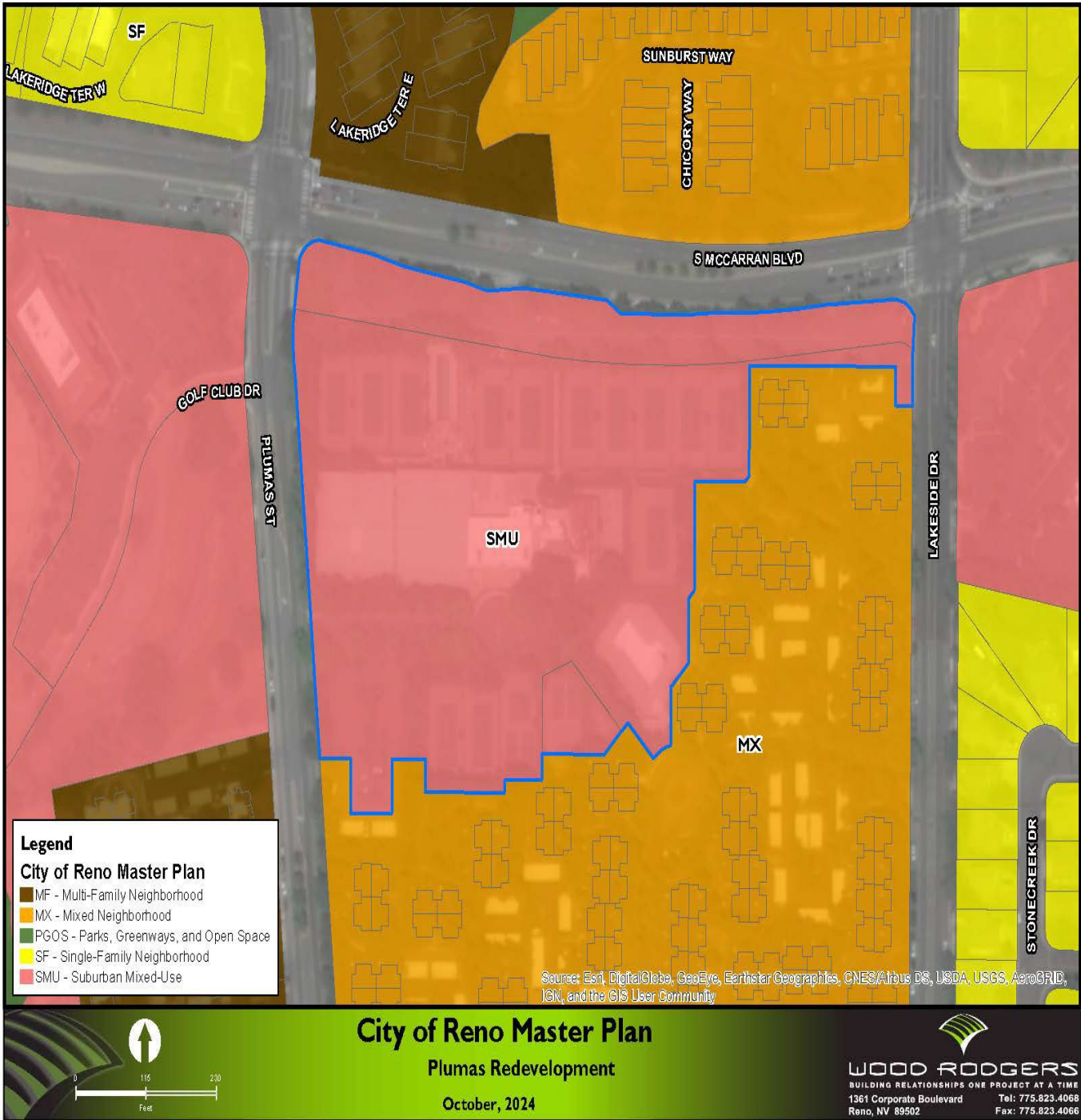


Project Request

- Suburban Mixed Use
“Provides an opportunity for a broader mix of uses in a more suburban context while also preserving opportunities for higher-density infill and redevelopment.”

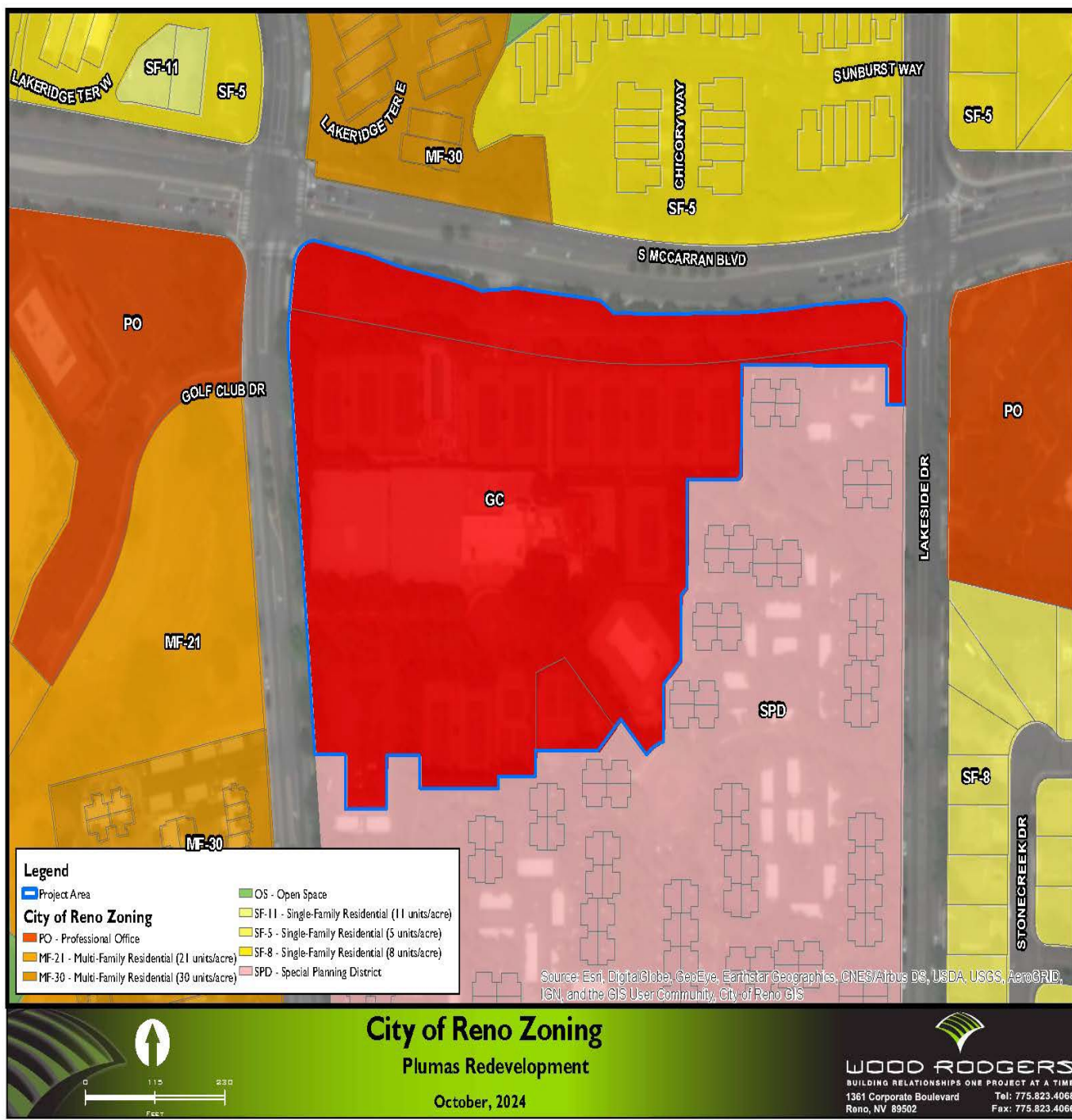
“Provides opportunities for higher-density housing within close proximity to services and employment.”

Existing Master Plan



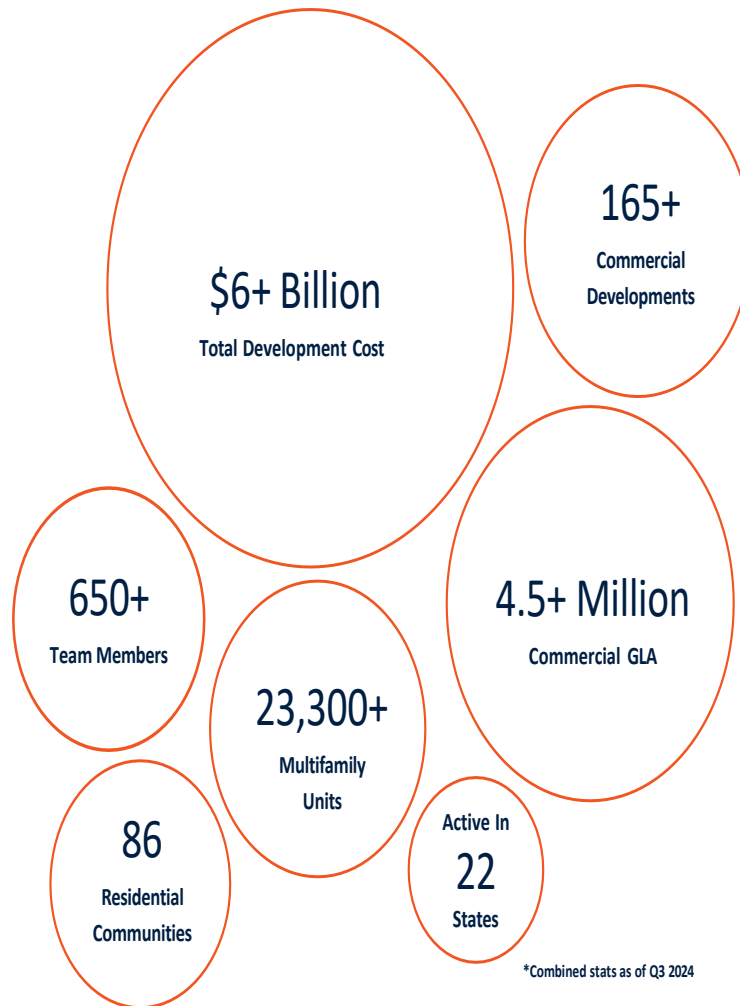
- General Commercial
*Allows for a mix of commercial
and higher density residential
uses*

Existing Zoning



Thompson Thrift By The Numbers

Our company track record speaks to an unwavering dedication to mission and core competencies.



Residential Development Statistics

86+

Residential Developments

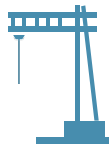
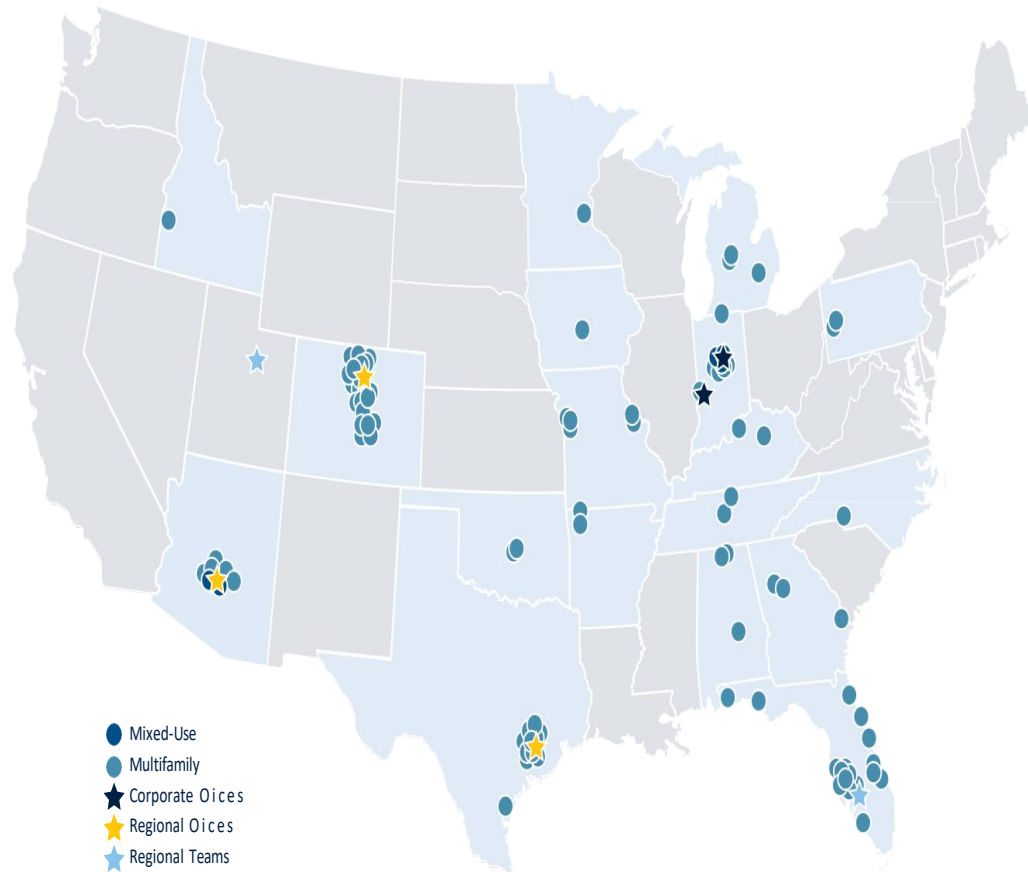
23,300+

Units Started Since 2010

6

Multi-Project Development
Partnerships Raised Totalling

\$1.1B



\$5B

Total Development Costs



\$1.5B

Equity Capital Deployed
Since 2010



\$3.5B

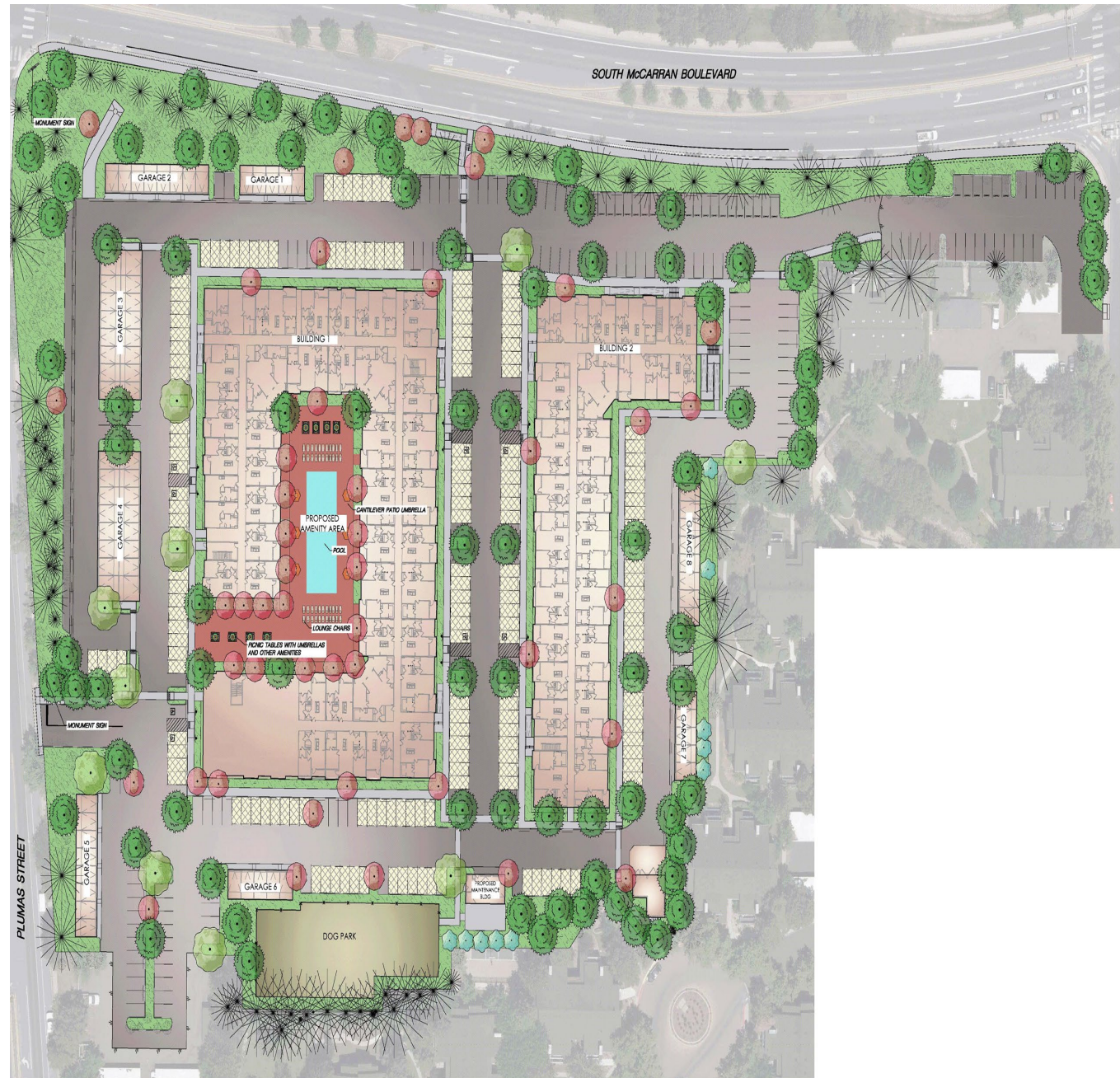
Construction Debt
Obtained Since 2010



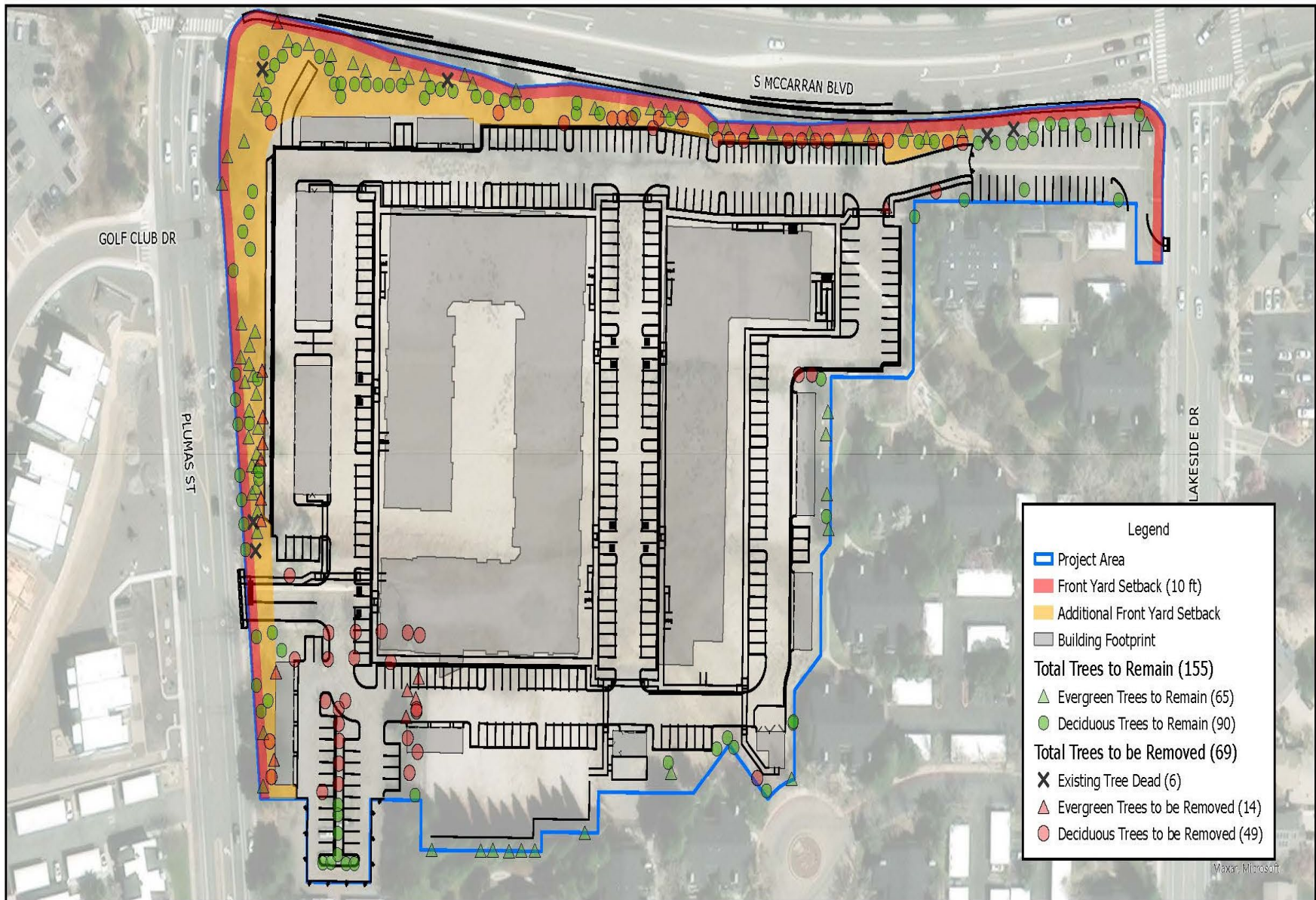
30+

Active Lender
Relationships

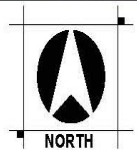
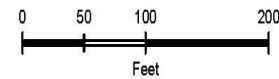
- 9.3± acres
- 273 multifamily units
- 2 buildings
 - Building 1 – ±45'-55' split level
 - Building 2 – ±45'
- Increased front setback
- 2.4± acres of landscape area (1-acre more than code requirement)
 - 219 trees required
 - 309 trees provided
 - 155 existing mature trees preserved
 - 154 new trees planted
- Onsite amenities
- Ample parking – 438 spaces provided (305 required)



Project Specifics



TREE PRESERVATION
 6000 PLUMAS DEVELOPMENT
 RENO, NV
 NOVEMBER 2024









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G
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Thompson Thrift's Mission: To Positively Impact Our Team Members, and the Communities We Serve

TT By the Numbers:

- 1) 13th Largest Apartment Developer in the US
- 2) \$6+ Billion in Development Cost
- 3) 87 Residential Communities Across 23 States
- 4) 23,300+ Units
- 5) 650+ Employees

Approximate Rents:

- 1) Studios - \$1,735 / Month
- 2) 1 Bed / 1 Bath - \$1,995 / Month
- 3) 2 Bed / 2 Bath - \$2,440 / Month
- 4) 3 Bed / 2 Bath - \$2,950 / Month

TT Renters:

- 1) Average Age: 35
- 2) Average Household Size: 1.6
- 3) Average Household Income: \$109,021
- 4) We attract a diverse community of young professionals, mature couples, and young families who are seeking a premium, upscale rental experience.

Site Criteria:

- 1) High Traffic Thoroughfare
- 2) Proximity to Good Jobs
- 3) Proximity to High-End Housing & Schools
- 4) Proximity to High-End Retail

Our Product:

We specialize in the development of Class A, luxury apartment communities. Our units come with premium finishes such as stainless-steel appliances, quartz countertops, and tile backsplashes. Our communities feature professionally decorated clubhouses, resort-style pools with cabanas and putting greens, and courtyards with water features. We are committed to bringing apartments and residents that are equal to the quality of the beautiful Lakeridge neighborhood they will live in.

- Updated traffic study conducted October 2024
- Project utilizes existing driveways on Plumas and Lakeside
- Existing driveway on McCarran will be removed
- Existing intersection operations will have negligible impacts due to the proposed project
- RTC's 2050 RTP identifies widening of South McCarran adjacent to the project to improve intersection operations
- Sidewalk will be added on McCarran Boulevard

Traffic

✦ Figure 7. Recommended Travel Lane Changes



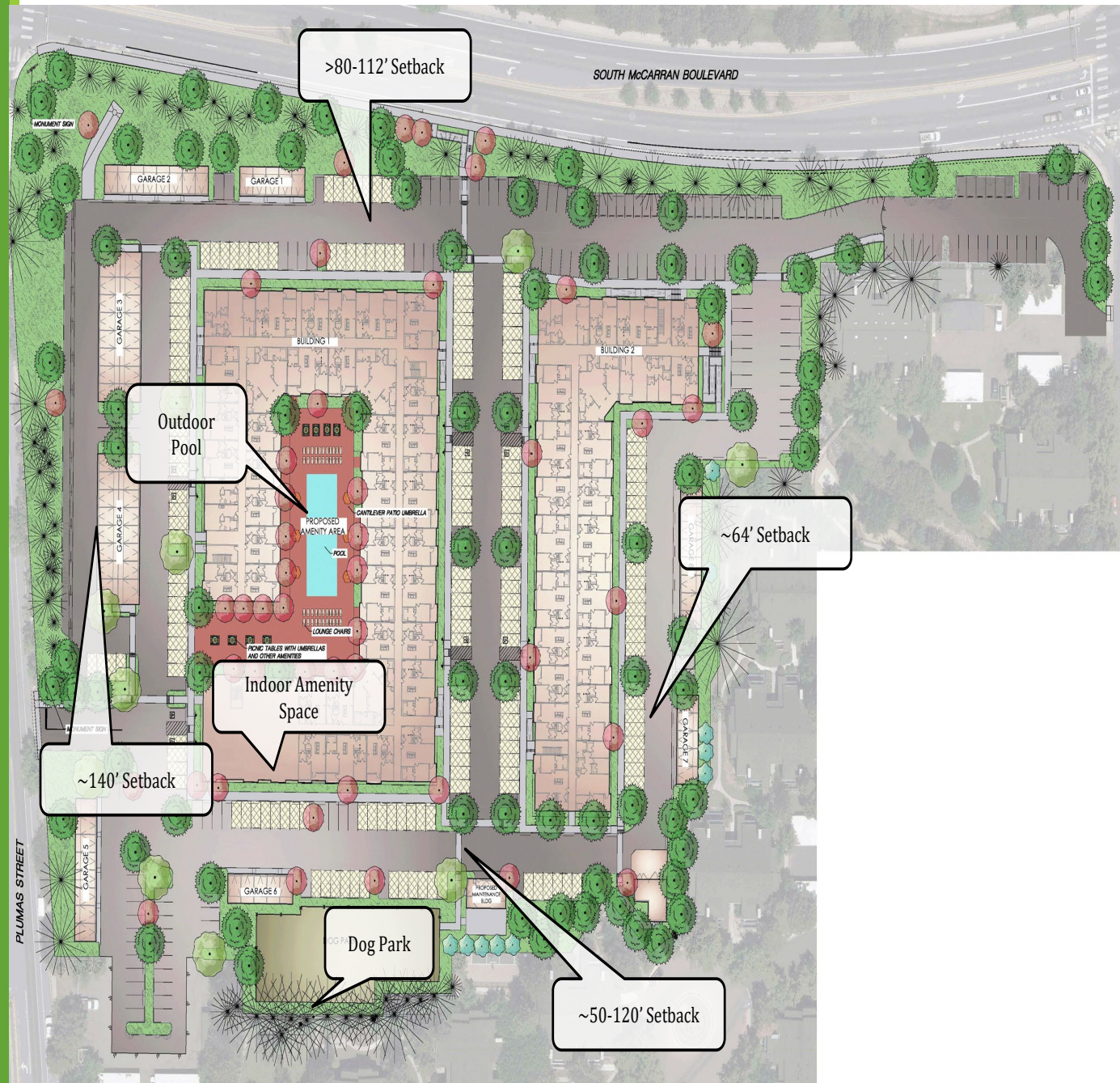
MCCARRAN BOULEVARD CORRIDOR STUDY

- 8 buildings oriented toward project edge
- 4-stories
- Central amenity with pool
- Gated
- Driveways on Plumas, Lakeside and McCarran

Approved Plan



- 2 buildings oriented toward center of property
- 4-stories
- Central amenity with pool
- Driveways on Plumas and Lakeside



Proposed Plan

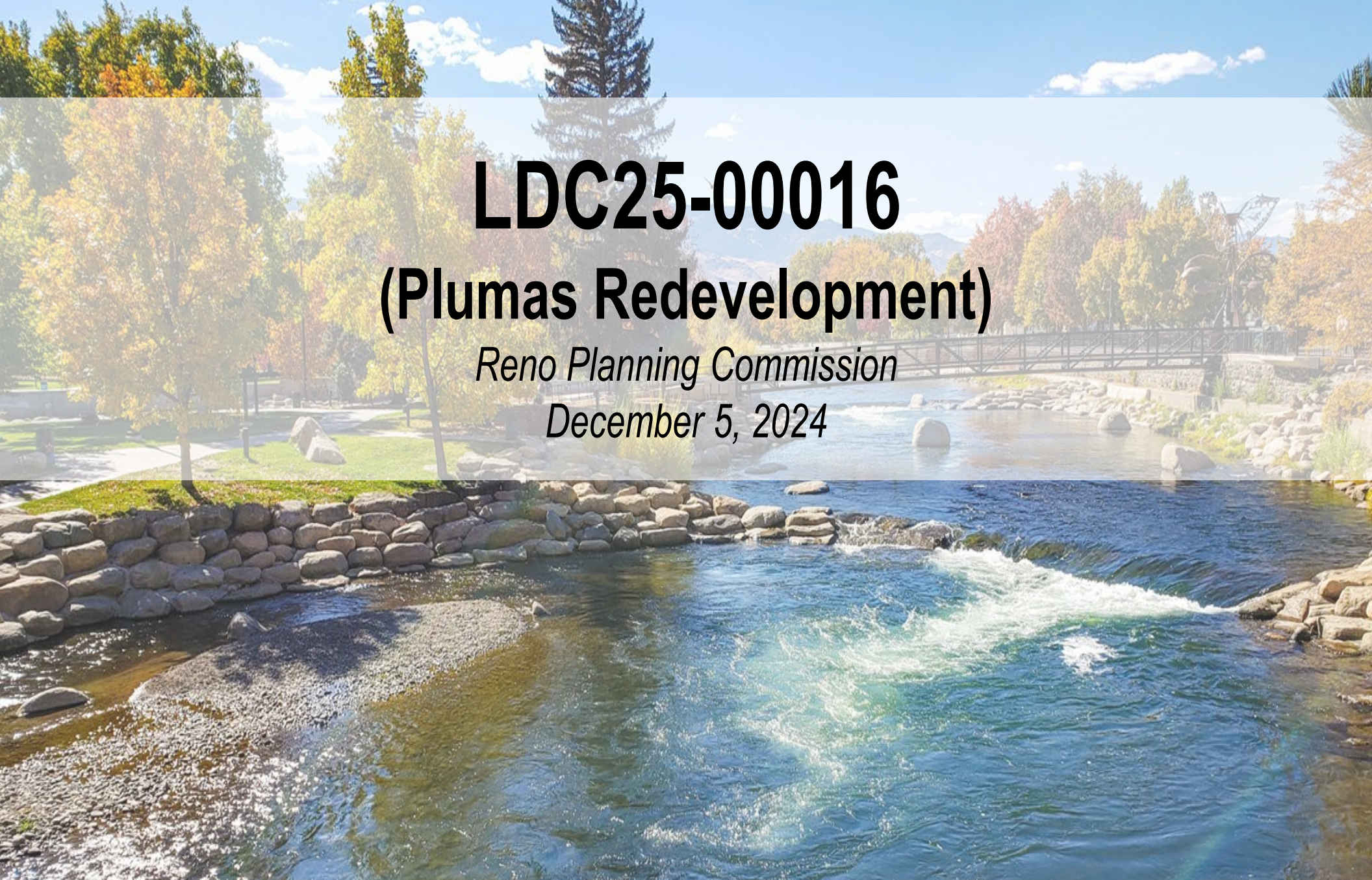
	Allowed in GC Zoning	Current Approved Plan	Proposed Plan
Housing Type	Higher density residential products	Condominiums	Market Rate Apartments
Density	419 units (45 du/acre)	314 units (34 du/acre)	273 units (29 du/are)
Building Height	65-feet 5-stories	40-50 feet 4-stories	45-55 feet 4 stories
Front Setback	10-feet	±40-feet (building)	±40-feet (parking) ±80-140 feet (building)
Parking		Required: 325 stalls Provided: 392 stalls	Required: 289 stalls Provided: 438 stalls



WOOD RODGERS

Andy Durling, AICP

adurling@woodrogers.com

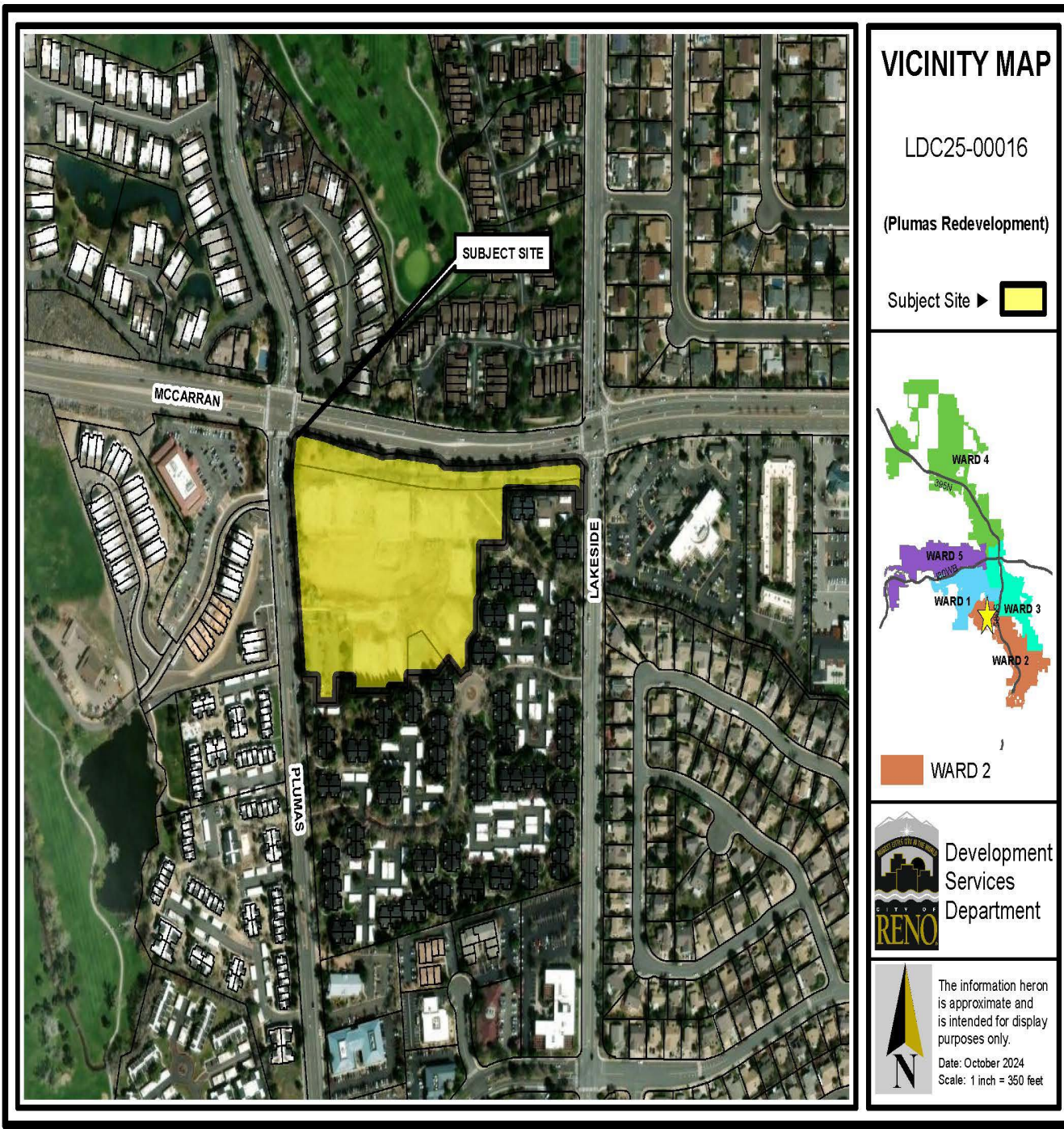


LDC25-00016

(Plumas Redevelopment)

Reno Planning Commission
December 5, 2024





Project Information

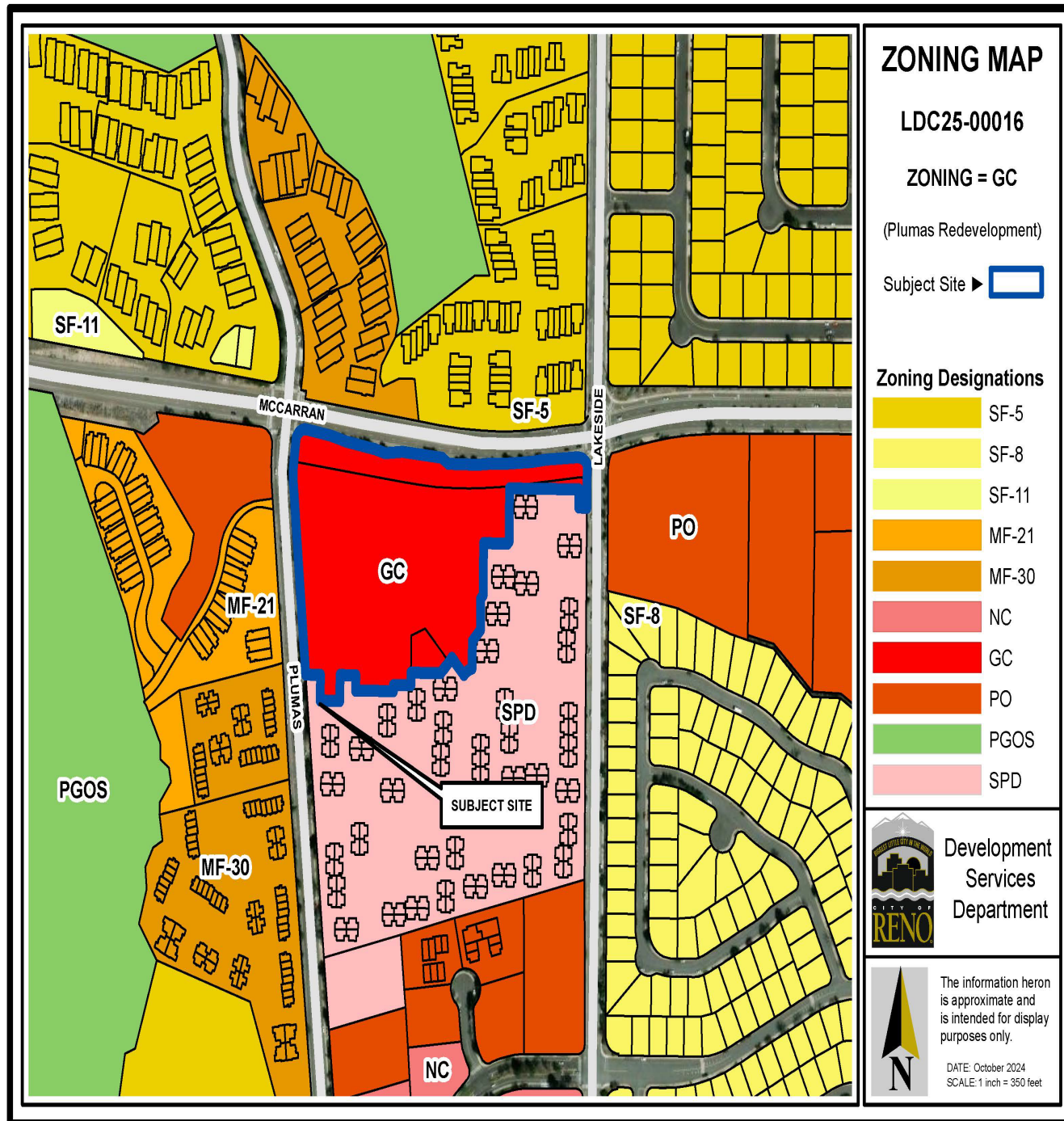
Site:

- ±9.48 acre site

Request:

Conditional Use Permit

- 273-unit multi-family apartment complex
- grading resulting in fills greater than ten feet.



Zoning District

- General Commercial (GC)

Key Issues

- Overall Site Design
- Compatibility with surrounding developments & uses
- Traffic, access, & Circulation
- Tree preservation



Background

2019 Zone Change

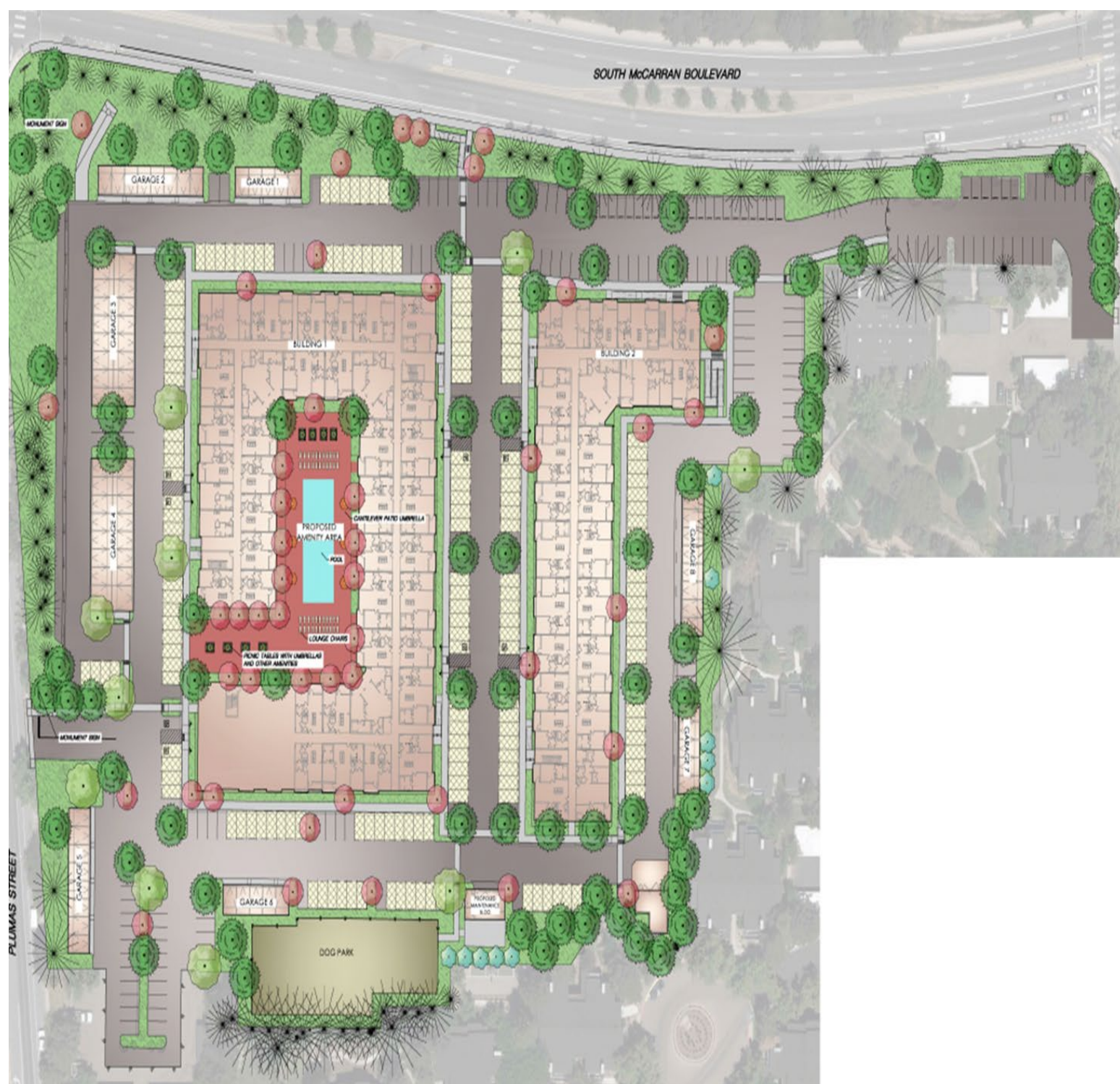
- Club Lakeridge SPD to GC

2021 Tentative Map & Conditional Use Permit

- 314 Condos

Overall Site Design

- 273-unit multifamily apartment complex
- Two buildings
- 4/5 stories (45 to 56 feet in height)
- 437 parking spaces (305 required)
- 8,000 sq. ft. dog park



Grading

- Maximum
Fills:
23.2 feet



Compatibility

- High density residential (29 du per acre) surrounded by moderate density residential
- Surrounded by arterial streets
- Increased height = increased setbacks
 - 44 feet from Plumas
 - 112 feet from McCarran
 - 48 - 64 feet from east
 - 60 -100+ from south



PRELIMINARY LANDSCAPE PLAN SUBMITTAL CHECKLIST

1. IDENTIFICATION OF ALL AREAS TO BE LANDSCAPED
2. AREA AND TREE CALCULATIONS
3. WATER REQUIRED TYPE OF IRRIGATION
4. GENERAL TYPES OF LANDSCAPING PROPOSED FOR THE AREA

PLANTING & IRRIGATION NOTES

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL ORDINANCES.

2. IF FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICROCLIMATIC SOIL AND WATER RESOURCES ALL TREES WILL BE PLANTED SO AS TO AVOID DRAINAGE AND COLLAPSE IRRIGATION PLANT SIZE AND QUALITY AT TIME OF PLANTING BE PER THE MANUFACTURER'S RECOMMENDATIONS FOR NURSERY STOCK.

3. IF ALL PLANTING SHALL BE DONE BY TOP-LINEAR OF EACH SIDE OF DEVELOPMENT (MINIMUM 10%).

4. IF ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED (TYP. GRASS & BROADCAST SEEDS, LOW MAINT. PLANT AND OR MOUNTAIN PLANT) AND/OR DRIFT CONTAINER PLANTING WILL BE DONE IRRIGATED SYSTEM ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. THE IRRIGATION SYSTEM WILL BE DESIGNED TO ALLOW FULL IRRIGATION OF SITE BASED ON A THREE DAY WEEKLY IRRIGATION SCHEDULE. A MINIMUM IRRIGATION TIME AND/OR IRRIGATION RATE WILL BE PROVIDED. THE IRRIGATION SYSTEM AS REQUIRED PER CODE.

LANDSCAPE AREA & TREE CALCULATIONS

OVERALL ZONING = 220 GENERAL COMMERCIAL
 OVERALL SITE AREA = 83 AC OR MORE 10 FT
 SURFACE PAVING AREA = 100,000 SQ FT
 PARKING STRUCTURE WITH PAVING AREA = 400 FT

REQUIRED LANDSCAPING = 16 AC OR MORE 10 FT 100 FT OF SITE
 PARKING LOTS BY TRAVELING SIDE = 100 FT OR MORE 10 FT
 LANDSCAPING REQUIREMENTS
 PARKING LOTS BY TRAVELING SIDE = 100 FT OR MORE 10 FT
 OVERALL ZONING LANDSCAPING REQUIREMENTS
 LANDSCAPING PROVIDED = 100 AC OR MORE 10 FT
 REQUIRED PARKING STALLS = 300
 PARKING STALLS PROVIDED = 400 SEE SITE PLAN FOR MORE

TREES

TREES REQUIRED = 100
 1. 100 AC OR MORE 10 FT FOR THIS LANDSCAPING = 100
 1. 100 AC OR MORE 10 FT FOR THIS LANDSCAPING = 100
 TOTAL, CURRENTLY PLANTED TREES = 100
 TOTAL, CURRENTLY PLANTED TREES = 100
 TOTAL, CURRENTLY PLANTED TREES = 100

- 
- CITY OF
RENO

Traffic, Access, & Circulation

- McCarran/Plumas – delay will increase by less than one second
- McCarran/Lakeside – delay will increase by two seconds
- RTC McCarran widening expected in 5 to 10 years (per RTC)
- ± \$906,000 RRIF
- Sidewalk with partial landscaped parkway



Findings

General Review Criteria	Staff Review and Analysis
Consistency with the Reno Master Plan	Consistent with plan goals, policies, and strategies
Compliance with Title 18	With the Conditions of Approval, the project meets and exceeds RMC standards
Mitigates Traffic Impacts	Delays will be minimal (1 to 2 seconds)
Provides Safe Environment	Increased setbacks, sidewalk and landscaped parkway will improve the environment for pedestrians and people on bicycles

Findings

Conditional Use Permit Review Findings	Staff Review and Analysis
Use is in accordance with RMC and the purpose of the zoning district	Purpose: <i>The GC district is intended to accommodate... a mix of higher density residential, retail, commercial, and other employment- and service-oriented uses.</i>
Design is compatible with surrounding development	Surrounded by residential uses and arterial streets; increased setbacks, % of landscaping, number of trees, extra screening... <i>will coexist with surrounding development without conflict</i>
Design is consistent with development standards	Meets and exceeds the minimum RMC standards

Findings

Conditional Use Permit Review Findings	Staff Review and Analysis
Available public services	Yes, it's an infill project
Characteristics are reasonably compatible with the types of use permitted in the surrounding area	Characteristics, aka the distinctive features, proposed will coexist with the types of uses permitted in the surrounding area
Not detrimental to the public health, safety, or welfare	Once developed, noise, smoke, odor, dust, vibration, illumination, and other hazards shall be mitigated

Recommended Motion

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

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 12-5-24

CASE NO. LDC 25-00016

Please Print:

NAME: Marianne Merriam

ADDRESS: 8600 Lakeside Dr Reno NV 89511

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: Pls. vote no - ^{way} too tall: not compatible
horrible architecture - monolithic Box
no mass transit bus stops/detention bays
cannot have access onto Lakeside! Unsafe

SIGNATURE: _____

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 12-5-24 CASE NO. LDC 4.5

Please Print:

NAME: LAURA MINOTT,

ADDRESS: 4960 PLUMAS ST

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: 1. widening McCarren in 5 to 10 yrs
won't help now 2. Plumas is 2 lanes which
goes close to downtown thus creating major
traffic problems for a general family housing
area. This area was turned down for a housing
project due to only having 1 exit
3. Plumas to the North is very curvy creating
extreme sight line problems to exit on to Plumas

SIGNATURE: Laura Minott

4. Trees & Insurance Co. are canceling on
homes & condo units due to trees on property

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 12/5/24

CASE NO. LDC 25-00016 Plummet Rd

Please Print:

NAME: Steve Topol

ADDRESS: 2575 Spinnaker Dr. Reno, NV

I REPRESENT: myself + wife

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: Steve Topol

RENO CITY PLANNING COMMISSION

REQUEST TO SPEAK/PUBLIC COMMENT FORM

THE FORM MUST BE FILLED OUT COMPLETELY

DATE: 12-5-24

CASE NO. LDC 4.5

Please Print:

NAME: Terry Ruppert

ADDRESS: 2035 Sunburst way

I REPRESENT: Lakeridge Villas HOA

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: Terry Ruppert

Planning Commission Public Comment

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

Planning Commission Meeting Date	2024-12-05
Agenda Item or Case Number	LDC25-00016
Position	In Opposition
Comments	<p>Dear P.C. members and honorable City Council members: I didn't live in Reno when the Tennis Center existed. I've only come to know the deserted hole in the ground labeled as LDC25-00016. Some of the residents said this land was promised as dedicated senior housing - which is lacking in this city with amenities that accommodate seniors' needs. Why can't this building be dedicated to Senior housing - just as other projects are dedicated to affordable housing? (I'm not saying affordable-senior housing but some of the units could be dedicated to be affordable.) Seniors need apartment homes that have elevators - this project has elevators. Seniors need easy access to stores and medical offices and easy parking - this project is centrally located and has an unusual concentration of medical offices within two blocks. If this Senior Housing was promised by the developers and then sold off to Thompson Thrift - shouldn't the promise be kept and enforced by the City? This project is also void of design - it is a solid mass and was referred to by the attendees at the Ward 2 NAB as a cookie-cut eyesore of apartments being built in town, not</p>

	<p>making any effort to fit into the Ward 2 neighborhood. This building could have elevation changes to allow for a roof top social center for the residents. This building could be GREEN and have roof-top gardens for the residents. Why isn't the overlay of adding green space on roof tops and solar panels where viable part of the master plan for the City? It could also be energy efficient by using covered parking spaces to protect against the summer heat and winter snows, that also include solar panels on the parking cover roofs. This plan is a duplicate from another city by the developer, which is efficient for them but provides nothing architecturally grand or even better than mediocre to highlight this major intersection in Reno on the McCaran Loop. Shouldn't it be a place maker - can't Reno have something better in design standard that exceeds our expectations? My experience is that the developer plans for the minimum requirements according to code and there is no consistent effort for holding visual, environmental or design standards as part of building in the Greatest Little City. Reno can be better with better visual design standards. Sincerely, Audrey Keller, Ward 2 Director</p>
Email Address	AUDREY@SWISSFAMILYKELLER.COM
Name of Commentor	AUDREY KELLER
Address	720 MAREWOOD TRL
Phone Number	8182920447

These comments were submitted on behalf of: NAB WARD 2 DIRECTOR (self if blank)

Leah Piccotti

From: carole mccann <cmccannak@gmail.com>
Sent: Saturday, November 23, 2024 1:36 AM
To: Leah Piccotti
Subject: 273 units at Plumas & S McCarran area

I am deeply concerned about the proposed construction of the 273-multi family apartment building in the McCarran and Plumas area and the significant impact it will have on traffic. The addition of over 550 vehicles to the already congested roads in this neighborhood is alarming. It is imperative that the city requires the developer to implement substantial road modifications to accommodate this increase in traffic before moving forward with the project.

As a recent homeowner in the area, I would not have purchased my property had I known this development was in the works. This issue demands immediate attention to protect the livability and safety of our community.

Please keep us informed of any future meetings, preferably by email.

Don.mccann55@gmail or cmccannak@gmail.com

Sincerely,

Donald & Carole McCann

Sent from my iPhone

Planning Commission Public Comment

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

Planning Commission Meeting Date	2024-12-03
Agenda Item or Case Number	www.reno.gov/PCPublicComment
Position	In Opposition
Comments	<p>Prior to the purchase by Lyons, the Tennis Club property rezoning was approved to accommodate 150 senior condos with the agreement with the developer that key pools and tennis courts would remain. Then in 2019 Lyons purchased the property. Suddenly the tennis courts and pools were demolished and Lyons submitted a request for approximately 350 apartment units. This was a complete VIOLATION of the original agreement for the rezoning in the first place. City Council should have revoked the rezoning permit at that time but did not. Instead, City Council had Lyons resubmit another proposal, in which they submitted a request for 314 condominiums. THERE WERE NUMEROUS PRESENTATIONS BY RESIDENTS JUSTIFYING OPPOSITION TO THE PROPOSAL AT THAT TIME. THOSE OPPOSITIONS STILL STAND. I recommend the Planning Commission review the resident presentations prior to voting. TRAFFIC, bike safety, parking, and congestion on Plumas and Lakeridge continue to be main issues regarding the proposed apartments and previously approved condominiums. I drive Plumas and</p>

	McCarran daily and YOUR TRAFFIC REPORT IS INACCURATE AND WORSE THAN THE REPORT. This is NOT A LOCATION FOR APARTMENTS NOR DOES THE DESIGN OF THESE BOX MONSTROSITIES ENHANCE THE NEIGHBORHOOD. We have NO 4 and 5 story buildings in the surrounding areas and this "eye sore" of a compound will detract from the current environment.
Email Address	cindicha@msn.com
Name of Commentor	cindi chandler
Address	6184 Carriage House Way, Reno
Phone Number	9092259278

Submitted: 12/4/2024 5:03:43 AM

These comments were submitted on behalf of: (self if blank)

Leah Piccotti

From: dvdtitz@gmail.com
Sent: Sunday, November 24, 2024 5:28 PM
To: Leah Piccotti
Cc: adurling@woodrodders.com; Jenifer Alvarez
Subject: NAB Comments for LDC25-00016(Plumas Redevelopment)

Leah,

Please find below my comments on the Subject Development:

1. I support this re-development. Reno should be encouraging these types of projects that increase housing options in our urban core. However, building these developments as we have in the past, that is to be car-centric, has serious detrimental effects. Increased vehicle traffic brings increased pollution, and noise, and a decrease in public safety and quality of life. In this and every urban infill development, the city should be working with the developer to look for opportunities to build infrastructure for alternate transportation modes (biking, riding, walking, transit). Many of the negative comments around this project were related to the increased traffic this development will bring. It does not have to be that way. Can a bus stop be put on the property fronting McCarran? Can more pedestrian access points be included onto McCarran? Is adequate bike parking and storage available?
2. Please discourage the developer from having more parking spaces than required. When we build infrastructure for cars, we get more cars. We need to start building at the human scale, for people. When we build for cars, we get more cars; something nobody wants. Also, let's remember what was on this site prior to this re-development. It was a very visually pleasing establishment with plenty of trees and green space. To pave this area over in parking lots is not only depressing but will add to Reno's urban heat island effect. Please replace un-needed and non-required parking spaces with green space.
3. The Proposed buildings are not aesthetically pleasing at all. If the city has any leverage with the developer, they should use it to encourage a more context sensitive design. There must be a way to have a cost-effective building design that respects the character of this neighborhood.
4. The Lakeside exit should be designated for emergency vehicle use only. It would be safer if all resident traffic went in and out the Plumas St driveway. If this is not feasible, the exit should be right out only. I feel this driveway is too close to the McCarren Intersection to safely permit left turns.
5. Can the city require the developer install rooftop solar and carport solar panels? I would love to see this incorporated in the project to help to reduce planet warming pollution. Reno is one of the fastest warming cities in the US. The city should also be discouraging developers from building new natural gas infrastructure. Heating and cooking can be done with less pollution (both indoor and outdoor) with electricity, especially as our power grid becomes more environmentally sustainable.

Thank you for the opportunity to comment.

Dave Titzel, P.E.
(775) 230-6113
Dvdtitz@gmail.com



Public Comment for Case No. LDC25-00016 (Plumas Redevelopment)

From David Dodson <storminxmormon@yahoo.com>
Date Thu 12/5/2024 11:22 AM
To Reno Planning Commission <RenoPlanningCommission@reno.gov>
Cc jgutman83@gmail.com <jgutman83@gmail.com>

City of Reno Planning Commission Members,

I strongly oppose the approval of the proposed City of Reno Plumas Redevelopment project. Observing the history of what has gone on with this property and proposed development has been deeply frustrating, and the phrase "bait and switch" seems an apt description of the process. Adding to this frustration is the fact that this site has sat vacant for years following the hasty demolition of the Lakeridge Tennis Club during the COVID-19 lockdowns. This move now appears to be a deliberate effort to avoid public scrutiny and wait out potential opposition. What's left behind is an eyesore—a stark reminder of what was lost and what little has been done to replace it meaningfully. This history has been well documented, and I know the Planning Commission is aware.

While I recognize that the current zoning technically permits this type of development on this parcel, the decision to prioritize yet another sprawling apartment complex over a more thoughtful and strategic use of this high-value property in the heart of Reno is profoundly disappointing. This site represents a unique opportunity to invest in the community by creating spaces that enhance quality of life—public recreation areas, parks, or facilities like a pool or other public amenities. Instead, the proposed development takes a reactionary approach to the housing crisis, forcing additional density into an already congested area without adequate planning or consideration of long-term impacts. Yes, we need more housing in the community. Infill development is encouraged, but in my opinion, this is not the place for that mindset.

The current proposal, a pared-down version of an already controversial plan to build apartments, falls far short of what this high-value property could offer. This entire process has been poorly managed, leaving the community with frustration, broken trust, and a site that feels like a wasted opportunity.

One of the most troubling aspects of this proposal is its handling of traffic impacts. Why does it always seem with these proposals that the traffic is just kind of blown off? There are a lot of questions here. These intersections already are failing from a level-of-service standpoint. The staff report offers a ridiculous traffic study conclusion that this development would add "less than a second of delay" to nearby intersections, which strains credibility given the scale of the project and the existing congestion at Lakeside and McCarran and Plumas and McCarran. The report provides no detail on how such a figure was calculated, raising serious doubts about its accuracy and methodology. Is the conclusion of less than a second of added delay based on the fact the current intersections already operate at LOS F? You can't delay it any worse, so it's less than a second?

Furthermore, the RTC has identified capacity improvements for these intersections, but these are years away from implementation. I understand the RTC is targeting 2026 for improvements, but a lot has to happen and go exactly right for that to come to fruition. Even worse, the proposed site layout fails to accommodate the widened footprint these future projects will require, creating the potential for misalignment with critical infrastructure improvements. This oversight could lead to a chaotic and poorly integrated roadway system that exacerbates, rather than alleviates, traffic issues in the area. If more apartments are inevitable based on poor zoning decisions, at the very least the proposed site layout should be designed after the roadway layout has been determined, which it has not according to RTC's website. The "cart before the horse" so to speak. If this is approved, the RTC will have to work around the development, most likely adding to already adding to existing complications, and adding to taxpayer dollars to make it work.

This project exemplifies short-sighted and reactionary planning, pushing density into an already strained area without adequately addressing infrastructure needs or offering meaningful community benefits. The citizens of Reno deserve better.

Thank you for the consideration.

David and Joelle Dodson
2480 Range View Court
Reno, NV 89519

Cali Shy

From: Leah Piccotti
Sent: Monday, December 2, 2024 3:38 PM
To: Planning Tech
Subject: FW: LDC25-00016(Plumas Redevelopment) - don't approve this

Please forward to the PC.

Thank you 😊



Leah Piccotti
(She/Her/Hers)
Associate Planner
Development Services
775-334-2178 (o) 775-870-5531 (c)
PiccottiL@Reno.Gov
1 E. First St., Reno, NV 89505

Reno.Gov | Connect with us: [f](#) [t](#) [@](#) [in](#) [d](#)

From: dzcpa@aol.com <dzcpa@aol.com>
Sent: Monday, December 2, 2024 3:14 PM
To: Leah Piccotti <PiccottiL@reno.gov>
Cc: Naomi Duerr <DuerrN@reno.gov>
Subject: LDC25-00016(Plumas Redevelopment) - don't approve this

Hello Ms. Piccotti,

I request that you and the Planning Commission deny this development plan as proposed.

Please consider the below as you prepare for the Reno Planning Commission meeting December 5.

I am a Lakeridge/Carriage House resident since 2018.

Please consider that the traffic survey was paid for by the developer's consultant, Wood Rogers. The new and old traffic surveys are not completely objective as the developer or consultant will not continue to hire the traffic surveyor if the results are not favorable to the proposed development. I read the old traffic survey and as a resident experiencing existing traffic conditions daily at that time believe that traffic study to not reflect actual traffic experience. Headway Transportation LLC's claim in the new October 18, 2024 traffic study that this development will only cause 1 or 2 seconds of delay in not creditable, although it provides the planning commission and the developer with the paper needed to support proceeding with approving this project contrary to what will actually occur with traffic problems caused

by approving this development. Neither does 109 AM and 139 PM peak period vehicles make sense considering 273 residences and the associated parking spaces mentioned in the study. Waiting for 2050 RTC McCarran widening mentioned in the new traffic study is not quick enough for current residents. We all know it isn't likely to occur in 2031 or the early 2030's. Wishful RTC planning projections leads to overreliance on these plans to justify developments that don't have the current infrastructure that is needed. Consider the RTC plan for mid-town S. Virginia Street - not enough parking and increased rents resulting in closed businesses that couldn't afford the higher rent has discouraged people from going to Mid-town instead of encouraging people to shop and eat there. We all know that Reno traffic in general, and specifically S. McCarran, Plumas south of S. McCarran, the McCarran and Plumas intersection, and S. McCarran between Lakeside and Plumas are already congested enough without adding a large residential building. So, I do agree with the LOS D&E ratings, which supports my observations. Even the previously approved building for this site would increase traffic flow. The resulting congestion will make this a less desirable neighborhood to live in. Waiting until 2035 to 2050 to widen McCarran doesn't justify developing the property as proposed in 2025.

I understand the Mayor's goal is to increase density to provide more housing, but it won't work in this one space that was formerly a tennis club that served the community, given the surrounding street capacity and road access. This will create more street congestion for the existing nearby renters, condos and residential homes with no significant improvements to the roads adjacent to this development. Approving the current design is going to devalue real estate in the area.

The following are more reasons to reject this development as it is proposed:

1. There is no 5 story building nearby and this will appear out of place in comparison to the surrounding community. A towering monstrosity. Even the commercial building across the street at Plumas where Wells Fargo Advisors is located is only 3 stories, and the businesses east across Lakeside are only 2 stories. All surrounding rental buildings are 2 stories.
2. The design is not compatible with the surrounding buildings. What is currently planned are 2 glass and metal buildings. There are no other predominantly glass and metal structures nearby. Brick, wood, concrete stucco, stone are the prevailing exterior surface materials for both the commercial buildings and nearby rental structures.
3. Even though all the Toll Bros. Hilltop residences are not occupied, there is already too much traffic congestion of vehicles going north from the Ridgeview developments and the Hilltop/golf course road. At certain times of the day, traffic trying to turn left to go west on S. McCarran already backs all the way up beyond the Hilltop/golf course road and the space in the road allocated for cars to turn left (west) onto McCarran. There is no room left to accommodate more traffic. Where is the additional traffic going to go unless the developer widens Plumas?
4. Traffic on S. McCarran going east between Lakeside and Plumas already completely fills the distance between the Lakeside and Plumas and backs up west of Plumas. How is the traffic exiting this development and the other existing residences intending to go right/east on S. McCarran accomplish this when there already is no space during morning and afternoon traffic? The north bound Plumas traffic is going back up at least to the entrance of this new development at certain times of the day.
5. When traffic backs up going east on S. McCarran from Plumas to Lakeside, traffic wanting to go south on Lakeside stopped at the Plumas light will turn right/south onto Plumas go up to Ridgeview and turn left east to get to Lakeside and turn right /south on Lakeside to avoid the back up on McCarran. There is no stop sign or traffic light at Plumas and Ridgeview and I have witnessed some close calls/near accidents from vehicles on Ridgeview going west trying to cross Plumas to continue on Ridgeview, or by cars coming east down the hill on Ridgeway trying

to turn left to go north on Plumas. This will be further aggravated by the additional traffic from the development.

6. The developments off Plumas going west on Ridgeview are in an area susceptible to fires. Houses were burnt down in 2011 and the neighborhood evacuated. A fire on November 17, 2020 required evacuation of the residences on or off of upper Ridgeview. This new development becomes a safety concern if there is insufficient road capacity to evacuate everyone.

7. The congestion caused by this development will re-route many residences on upper Ridgeway to avoid Plumas by crossing past Plumas east on Ridgeway, to turn left/north on Lakeside. Traffic going left/south out of the proposed development to turn left/east on Ridgeway to get to Lakeside south of McCarran is going to add to congestion. Going east on Ridgeway to turn left to go north on Lakeside is already difficult without additional traffic added from the development.

8. Even though the development parking meets code, practically there will be more cars than parking spaces. The parking along Plumas is already crowded from existing rental properties that don't have sufficient parking. Where will these cars go? The developer wouldn't care about this so this will become a city problem.

9. How are the Lakeridge Golf employees and golfers and the Hilltop residents trying to exit going left/north going to accomplish this when Plumas is backed up beyond the entrance exit road for Lakeridge Golf/Hilltop and there is no space to exit? Is the developer going to widen Plumas?

10. If there is an exit planned on Lakeside, some of the above points is going to apply to the Lakeside exit for cars wanting to go left/north towards McCarran. Traffic going north during peak periods already backs up to the driveway of the commercial development across the street on Lakeview where Starbucks and the M-3 restaurant are located, leaving no space for the new development apartment vehicles to turn left.

11. Crash history of 51 accidents will increase with the new Hilltop resident's traffic and the traffic from the proposed development. This is acceptable and should be approved?

12. Closest bus line is .8 miles away, increasing apartment renters need for a vehicle instead of using public transportation. This isn't going to be like the new developments at the corner of Longley and S. Virginia, which does have adequate public transit. Those developments are also not 5 stories, and they are in a much bigger commercial area.

13. From the recent traffic study Table 3 note 2.

As shown in the table, the S. McCarran Boulevard/Plumas Street intersection is expected to operate at LOS F during the AM peak hour **without the project**. So the proposed project is likely to put S. McCarran Lakeside to Plumas section off the LOS charts (the study just uses F when considering the development) when the city's standard is higher than that? Per RTC's level of service criteria for the City of Reno noted in the traffic study.

"All regional roadway facilities projected to carry more than 27,000 ADT at the latest RTP horizon – LOS E or better."

To conclude, based on the criteria listed in Woods Rogers conditional use deck, it is questionable whether this project meets the requirements.

*The proposed land use and project design is compatible with surrounding development - **NO. The proposed characteristics and architecture are not similar to the surrounding area.**

*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: Property damage or nuisance resulting from noise, smoke, odor,

dust, vibration, or illumination; and any hazard to persons and property. **See above comments.**

IN ADDITION TO THESE FINDINGS, ALL DEVELOPMENT APPLICATIONS SHALL MEET THE FOLLOWING APPROVAL CRITERIA.

- 3) The project mitigates any anticipated traffic impacts. - **NO**
- 4) The project provides for a safe environment. - **NO**

Current Lakeridge area neighbors don't deserve the negative impacts of this proposed development. If approved, we will remember this with our votes in future elections.

Thank you,
Donald and Ranjini Zucker
6124 Carriage House Way

Reno, NV 89519

To: renoplanningcommission@reno.gov, publiccomment@reno.gov
CC: Naomi Duerr (Duerrn@reno.gov); Leah Picotti <piccottl@reno.gov>; Nabs@Reno.gov
Re: Case No. LDC25-00016, Plumas Redevelopment

Case No. LDC25-00016, Plumas Redevelopment, is on the 12/05/24 Planning Commission agenda. I am writing to express my concerns about the proposal, both personally and as a Ward 2 NAB board member. I do not support this project as proposed.

The proposal for a new CUP was presented to the NAB on 11/19/24. The meeting was well-attended by about 50 area residents, both in person and online. The main concerns were about the incompatibility of the mass/scale and architecture of the buildings in the context of the existing neighborhood, worsening of existing congestion in the area, the impact of increased traffic on evacuations in case of fire, and difficulty of accessing public transportation from the project area. I share all of these concerns.

Development of the former Lakeridge Tennis Club property should be with a project that area residents can support, particularly given the controversial history of the site.

I ask the Planning Commission to delay approval of this project and invite the developer to consider a design that is more compatible with the neighborhood.

This could be fairly easily accomplished by modifying the design to incorporate multiple groups of buildings, similar to those in the approved site plan. The goal would be to reduce the horizontality/continuous wall-like appearance of the project and better reflect how the surrounding area was developed.

Multiple groups of buildings would also create a more pedestrian-friendly, inviting community because the walking paths could meander throughout the 9+ acre site, rather than being limited to sidewalks surrounding two buildings and parking areas as proposed.

Additional concerns about this proposal are outlined below.

Pedestrian amenities

Title 18.04.1002(6) describes publicly accessible pedestrian amenities that include many things other than walkways. Required public improvements don't count.

- The project should incorporate amenities other than sidewalks and "enhanced landscaping", such as plazas, artwork, fountains, and seating.
- It should not be allowed to contribute to the pedestrian amenity fund in lieu of creating on-site amenities.

Building Massing and Form

Title 18.04.103 (c)(6) states that multi-building development shall incorporate a variety of building heights and forms to create visual interest.

- The proposed buildings don't comply with this requirement. They are blocky and lack visual interest.

Common Areas

Title 18.04.103(a)(3)7(e) states that multi-family dwellings with >30 units shall provide common areas visible from windows.

- It appears that much of the visible common area for this project is a parking lot, which probably is not the intention of this requirement.

Step Backs

Title 18.09.309 (GC district standards) requires one foot of additional step back for each one foot above the height of 35'. It also intends for the GC district to "support the gradual transition of the city's suburban corridors to a mix of higher density...uses".

- The proposed development does not comply with the step back standard, nor does it reflect support a gradual transition of uses.

43% Excess Parking, Master Plan, and Heat Index

The CUP application states that 305 parking spaces are required, and that 437 spaces will be provided to allow "for greater flexibility in leasing, as well as provide the developer with flexibility during final design should market conditions warrant a different unit mix". A footnote says that the CUP unit mix is subject to change based on final building permit unit count.

- The Planning Commission should ask for clarity about the 132 extra parking spaces, and how the developer envisions them being used "based on market conditions". It may mean that up to 132 additional units could be incorporated in the buildings by splitting larger apartments. This could bring the total unit count to 405 (versus 273).
- The quantity of excess parking seems contrary to the goals and policies of the Master Plan, as well as to the parking requirements outlined by Title 18.
- Excess parking spaces contribute to the local heat index by increasing pavement cover acreage and decreasing the acreage available for landscaping and/or pedestrian amenities. It also contributes to the overall appearance of the project as a large parking lot surrounding two out-of-scale buildings.

Previous Conditions

Council added conditions to the tentative map that was approved for this site in 2021. The PC staff report states that two of the conditions added by Council were related to monetary contributions towards aquatic needs and affordable housing. It does not indicate that these conditions were carried forward into conditions for the proposed PUD.

- What is the status of the monetary contribution conditions that currently exist for the approved site plan? These conditions should follow any development on this site. The aquatic contribution should be retained and used for area aquatic activities. The condition requiring an affordable housing contribution should be retained unless it is covered by a different regulatory mandate.

Thank you.
Donna Keats
Ward 2 NAB Member

Development Review Public Comment

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

Case Number	LDC25-00016
Position	In Opposition
Comments	<p>Aesthetically, this project will not fit into the Lakeridge community and the traffic will be terrible. This Big Box Apartment complex is tall and square and unattractive. They are popping up all over town and just because they are painted multiple colors does not make them visually appealing. In addition to a structure that will not fit into the aesthetic of the Lakeridge Planned Community, the increase in traffic would be insufferable; every resident will be waiting in traffic twice as long because of the congestion caused by 546 more cars (273 new households x 2/cars per household). Development is not always about how much money you can make on a project. You have to consider the impact on the community; including schools, police and fire protection; and other infrastructure such as forestry and parks. You also know, from two previous environmental impact studies, that Ridgeview cannot support the traffic if it was connected to McCarran so that will never be a viable option even though a shoddy one week study in early April last year purported to supported the increase in the speed limit to 30 MPH, which of course should never have happened because of dangerous blind corners; visual obstructions; parks, tennis & pickleball courts, and pathways and streets that have now all become a danger to the residents. There are</p>

	thousands of residents in the Lakeridge community that don't want this project approved, and sending out a yellow postcard with notice of public hearing after the election and just before the holidays so that everyone thinks it's just a piece of junk mail will not allow for the response needed. I have personally discussed this project with my neighbors, and none of them support it but don't trust our government to do the right thing. Prove them wrong, and vote against this project regardless of how much money the developer pours into our community. It's the right thing to do.
Email Address	jjreno@charter.net
Name of Commentor	James Johnson
Phone Number	775-722-5340

Submitted: 11/28/2024 5:15:01 PM

These comments were submitted on behalf of: Representing myself. (self if blank)

Planning Commission Public Comment

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

Planning Commission Meeting Date	2024-12-05
Agenda Item or Case Number	LDC25-00016
Position	In Opposition
Comments	<p>The current plan that has been proposed is not the original proposal that was submitted. The original proposal kept the Lakeridge athletic center, tennis courts and pool with each living space, or unit built over the garage. It wasn't proposed to be a four-story apartment complex. The developer shouldn't be rewarded for his deception with this latest permit request. The other concern I have is the traffic that will be generated from this development that will overwhelm the Lakeridge, Plumas and McCarren Blvd roadways. Also, I do not believe that Huffaker Elementary school can accommodate the number of new students that this development could house. Thank you for your consideration - Respectfully Submitted, Kathleen McKillip Johnson</p>
Email Address	sweetpeareno@gmail.com
Name of Commentor	Kathleen McKillip Johnson

Address	3090 Alpine Creek RD, Reno NV 89509
Phone Number	775-722-5339

Submitted: 12/3/2024 2:53:18 AM

These comments were submitted on behalf of: (self if blank)

Cali Shy

From: Ken Hubbart <hubbartken8@gmail.com>
Sent: Wednesday, November 27, 2024 4:31 PM
To: Reno Planning Commission
Subject: LDC25-00016 Proposed Plumas Redevelopment

Last year this same Commission turned this proposed project down based on safety concerns and additional traffic in an already dense ly trafficked area. The only thing that changed is that the entrance and exit areas to this apartment complex are on Plumas and not directly onto McCarran. The tennis courts that had previously occupied the property were low impact for the area regarding traffic and it's water usage was nil compared to what the 273 - unit multi -family apartments will use.

This proposed apartment complex is not in the best interest of Reno citizens who live in the area, or those who presently travel on Plumas or McCarran roadways. You might consider rezoning the area and installing pickleball courts in its place.

Ken Hubbart
4940 Plumas St
Reno, NV 89509



Lakeridge Tennis Club Development, aka Case No. LDC2500016 (Plumas Redevelopment) for Planning Commission Meeting 6pm, Dec. 5, 2024

From Marianne Merriam <mariannemerriam@gmail.com>

Date Wed 11/27/2024 5:59 PM

To Harris Armstrong <ArmstrongA@reno.gov>; Kerry Rohrmeier <RohrmeierK@reno.gov>; Manny Becerra <BecerraM@reno.gov>; Alex Velto <VeltoA@reno.gov>; Christina Del Villar <DelVillarC@reno.gov>; JD Drakulich <DrakulichJ@reno.gov>; Silvia Villanueva <VillanuevaS@reno.gov>; Michelle Fournier <FournierM@reno.gov>

Cc Leah Piccotti <PiccottiL@reno.gov>

Dear Planning Commissioners Harris Armstrong, Kerry Rohrmeier, Manny Becerra, Alex Velto, Christina Del Villar, J.D. Drakulich, Silvia Villanueva, and Staff Liaison Michelle Fournier,

I am a near neighbor of the Lakeridge Tennis Club site and live 2 miles south of it on Lakeside Drive. My husband and I drive past this site approximately 20 times a week and will be significantly impacted by what gets built there.

I am asking you to **vote "No" on the present configuration and design** of the project that Thompson Thrift is seeking approval to build. The following items must be addressed and changed before anything is allowed to be built on this premier site in our neighborhood:

1. Lakeside Drive access should be for Emergency-Only entry and exit. The entry and exit onto Plumas is much further from McCarren Blvd than the driveway on Lakeside. The traffic signal on Plumas can be set up to time traffic smoothly onto and off McCarren Blvd. Traffic is already backed up for people turning from McCarren south onto Lakeside Drive, without the hundreds of new vehicle trips per day because of this project, so neither right nor left turns can ever be allowed in or out of that driveway onto Lakeside! The Lakeside driveway must be for *Emergency access only*. The proposed traffic pattern is a huge safety concern due to the driveway on Lakeside being so close to McCarren.

2. Their site plan is misleading and does not show the final buildout of McCarren Blvd. At the Ward 2 NAB meeting, we were told that another lane would be built to widen McCarren Blvd. This will wipe out another 12'-16' of landscaping on the northern side of the site, as well as existing trees within that width. We need an accurate depiction of the site plan and adjacent roadways to evaluate their proposal fully. *(However, if Lakeside Dr. is for Emergency-only access, then widening McCarren Blvd. may not be necessary.)*

3. This proposal does not address future residents' access to mass transit! Isn't one of the goals of building higher-density housing to encourage people to use buses and bike lanes? To promote this, several sidewalks should be built from within the project to the peripheral streets to make it easier for future residents to access bus stops and bike lanes.

4. Water runoff from the covered parking and building roofs, parking areas, and drive aisles should be put back in the ground to recharge groundwater through bioswales and detention basins. Also, the dog park should be designed to flood and absorb runoff to recharge the region's groundwater supplies. We sometimes forget that we live in a desert and must give back the water we've used when we can! Shouldn't we at least try to be good environmental stewards of the land and water, especially to set an example for future development?

5. **The architecture is horribly monolithic**, needing more than a two-toned color scheme for architectural relief. There should be stepped-floor horizontal setbacks to transition from the ground to the upper levels. Architecturally, it may as well be a tilt-up warehouse. This design is nothing more than a rectangular box with some windows and a two-tone color scheme. Thank you, but we already have enough warehouses in this city!

6. **This proposed project is entirely incompatible height-wise with the adjacent neighborhood.** The builder proposes raising the existing grade by more than 10' before the construction of the apartments. With that finish floor elevation, the proposed 4- and 5-story buildings on this site will tower over everything within a significant radius of the site. The builder says this is a changing neighborhood, but this should not be the first and only mid-rise apartment complex in this neighborhood that will be taller than everything except the Peppermill and Atlantis Casinos!

This project is technically outside of the McCarren ring, within which higher-density housing is planned. Please do not approve their request for a conditional use permit and grading variation that would allow them to raise the ground level before the building heights are even measured. To knit his project into the existing neighborhood fabric, I urge you to **limit this project to three-story buildings** (which would already be taller than their neighbors).

7. **Thompson Thrift is a developer who has built thousands of cookie-cutter units from three designs across 23 states.** Per their own PR piece linked below, this developer has achieved "a 34.5% internal rate of return and a 2.16 equity multiple" on one of their latest projects. They can afford to develop a design reflective of this neighborhood before they flip it to another owner (which is their modus operandi). Also, per their PR piece, "Their portfolio offers three primary standard designs, providing construction efficiency, cost predictability and an end-product that has been tried and tested...". **Let them finally challenge their architects to *design something worthy of this neighborhood!***

Let's be clear—this builder does not care about our community—they care about their investment partners! Have them design something site-specific and reflective of this part of Reno, not another strip mall type of cookie-cutter apartment complex you can find anywhere and everywhere. Stand up for your community! Don't let this four—and five-story monolith be built in our city.

Please vote "No" on this project!

Sincerely,

Marianne Merriam

8600 Lakeside Dr, Reno, NV 89511

Link to article referenced in #7, above: <https://www.prnewswire.com/news-releases/thompson-thrift-sells-last-apartment-development-in-multifamily-development-fund-delivers-strong-full-cycle-results-for-investors-302312076.html>

Cali Shy

From: Leah Piccotti
Sent: Friday, November 22, 2024 12:31 PM
To: Planning Tech
Subject: FW: LDC25-00016(Plumas Redevelopment) my community opinion of new plan

I'm not adding any more public comment to the staff report. I thin the best way to do this is for me to forward them to you and you forward them to the PC. Does that work for you?

Leah Piccotti
(She/Her/Hers)
Associate Planner
Development Services
775-334-2178 (o) 775-870-5531 (c)
Piccottil@Reno.Gov
1 E. First St., Reno, NV 89505

Reno.Gov | Connect with us:

-----Original Message-----

From: Martha Durney <msmardee@icloud.com>
Sent: Friday, November 22, 2024 12:19 PM
To: Leah Piccotti <Piccottil@reno.gov>
Cc: Naomi Duerr <DuerrN@reno.gov>
Subject: LDC25-00016(Plumas Redevelopment) my community opinion of new plan

> Greetings Ms. Piccotti,

> Recently I learned of the newer Plumas Redevelopment plan. I hope you will consider my opinions as you prepare for the Reno Planning Commission meeting December 5.

>

> I own a home in Chardonnay Village very close to the proposed Lakeridge Development. I've lived in Reno since 1974 and owned my home in the South West for the last 35 years.

> Our community suffered the senseless loss of Lakeridge Tennis and Swim

> Club and the empty site been an eyesore to all for 4 years now. I know that can't be replaced, but adding a monolithic 314 unit apartment complex in its place will add insult to injury!

> There are multiple reasons to reject this development as it is proposed:

> 1. the massive 5 story buildings will tower over our neighborhood in a style not complementary to existing residences.

> 2. The resulting traffic snarls from estimates of approximately 700 more car trips daily will diminish even more the quality of life for those of us already dealing with increased traffic on

> Plumas from Toll Brothers Hilltop townhouses and increased traffic coming over Windy Hill.

> 3. The current design of the proposed buildings, cheap generic looking boxes, is going to devalue real estate in the area. Most of our residences are 1 or 2 story with interesting rooflines.

- > Also, apartments are not as attractive as condominiums would be.
- > 4. Apartment dwellers are more transient and will not be as invested in the neighborhood.
- > 5. In addition, fire danger is always present. Evacuating neighborhoods above Plumas, up Ridgeview Drive, would be slower, less safe. The increase of residents/cars
- > at this site will make it extremely congested on any given day.
- >
- > I request you and the Planning Commission deny this development plan as it is now. Current Lakeridge area neighbors deserve enhancement of our lovely neighborhood.
- > Let's see less stories, fewer units, a more interesting design and necessary parking for any development proposed.

Best Regards,

Martha Durney
6801 Windy Hill Way
Reno, NV 89511

Leah Piccotti

From: bmwest1.mw@gmail.com
Sent: Sunday, November 24, 2024 1:34 PM
To: Leah Piccotti
Subject: Lakeside tennis club

I would like to throw in my two cents as well regarding the development of this property. The traffic is gonna be horrendous. The buildings are gonna be horrible. I bought my LewisLakeside home in 1990. I watched the trickery that was being done in 1990 when the property was torn down. I watched the trickery when the traffic counts were being done because there was no one driving due to the Covid stay homes. Please keep this project to conform with our fabulous neighborhood. Condominiums would be better than apartments. Owners have a best interest renters don't. Please feel free to contact me. Should you have any questions or want more input. Citizen, Meri West Sent from my iPhone

Leah Piccotti

From: Pierce Donovan <pierce.donovan@unr.edu>
Sent: Saturday, November 23, 2024 5:08 PM
To: Leah Piccotti; adurling@woodrogers.com
Subject: Updated Ward 2 NAB comments

Hello again Leah. Below, I've updated my comments, which I would like to replace the ones in my previous email. Thank you for the help.

I am a new member to the Ward 2 NAB, and I was encouraged to share comments regarding the new development at the site of the old Lakeridge Tennis Club. Below is a summary of some of the public and NAB member comments made at last night's meeting, filtered through my perspective. (For reference, my perspective is one of a resource economist at UNR with expertise related to land use and urban planning.) In bold, I have identified a short description to encapsulate each point:

- Many residents expressed concerns over **traffic and local road congestion**. There are 438 spaces on the property for 273 units. That is 1.6 spaces per unit, which is very high once you consider that only 140 units are two (124) or three (16) bedrooms. Because parking is not assigned to units, nor is it going to incur an additional charge, the plan incentivizes more car use than one with fewer parking spaces, all else equal (for example, by attracting two-car households to the two-bed units, rather than one-car households that simply desire more space). My policy recommendation to alleviate traffic concerns would be to *reduce* the number of available spaces on the property. This would reduce local traffic impacts to the extent that the developer can (as this is more of a road design/car dependency issue). The only solution to traffic is creating viable alternatives to driving, which the developer could support, explained next.
- The project does not currently **integrate transportation alternatives** into its design. Both NAB members and public commenters spoke about the need for collaboration with RTC in order to induce transit ridership among residents (through route planning and infrastructure that makes ridership an attractive option), and for abundant bicycle parking, distributed throughout the property. I would suggest that the developer work with the city to induce demand for alternative modes of transportation, as this is how they can address the traffic concerns.
- The **Lakeside Dr exist should not allow for left turns**. Lakeside has a wide right of way, and this exist is very close to the intersection with McCarran Blvd. Further, this intersection has a right-turn slip lane enabling blind turns at greater speed off of McCarran and into the path of this property exit. Some effort here is needed to eliminate excess crash risk.
- The **monolithic structure of the two buildings** in question bothers a lot of the residents who live near the site. The styling of the structures is indeed soulless--as was repeatedly suggested by residents--but the size of the buildings is needed to house the 273 units cost-effectively. One resident architect motivated a change with multiple smaller buildings, with what I imagine would be outdoor unit entrances and greater opportunity for natural light in each unit and improvements to the appearance of the facade of each building. That seems like a more pleasant solution for future residents and may placate neighbors concerned with the mass of the buildings in the existing plan.
- Some local residents did not like the notion of living proximate to renters. However, as people move to the area, they deserve the same housing opportunities as the people who came before them. **Reno has a housing affordability problem, and renting provides a livable option for those with lower**

incomes. We need to increase density with infill projects throughout Reno, which is exactly what this project will do.

- Lastly, there were a few comments concerning the impact on local housing values. These comments are difficult to address, as the **city master plan aims to increase housing density and does not state a goal of increasing property values.** I believe that the infill development this project provides is consistent with city priorities, and that these property value concerns are incompatible.

Thank you for receiving these comments.

Pierce

Pierce Donovan
University of Nevada, Reno
Department of Economics
piercedonovan.github.io



Plumas Redevelopment LCD25-00016

From Robin Kinsel <robinkinsel6@gmail.com>

Date Wed 12/4/2024 11:59 AM

To Reno Planning Commission <RenoPlanningCommission@reno.gov>

As a property owner that faces Plumas on Golf Club Dr in Hill Top, directly across from the "new development" I would like to see the large trees that outline the property on both McCarran and Plumas to remain undisturbed. The trees represent a screen from sound on McCarran and visual on Plumas. This allows the new development to blend with the existing trees in the neighborhood.

Thank you,

Robin Kinsel
Parcel 042-520-08
480-734-7021



Public Comment Received - 2024-12-05 PC Meeting - LDC25-00016

From Planning Reno <Planning@reno.gov>

Date Thu 12/5/2024 6:14 PM

To Reno Planning Commission <RenoPlanningCommission@reno.gov>

 1 attachment (90 KB)

Public Comment - 77 - 2024-12-05.pdf;

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

Planning Commission Meeting Date: 2024-12-05

Agenda Item or Case Number: LDC25-00016

Comments:

Regardless of the previously approved plan or what is technically allowed to be built on McCarran at Plumas and Lakeside, 4-5 stories in this space is simply untenable. Higher density is one thing but a max of 3 floors and some tasteful architecture that blends with the existing landscape makes way more sense, especially when one examines the traffic report provided with the proposal. It's been suggested that this project reflects 'evolution', but we all know that evolution is a gradual process. If everything in the area is generally 1-2 story buildings, evolution suggests 3. It does not appear that enough consideration has been given to tying in with the existing neighborhoods, the traffic study, or the fact that important infrastructure, like public transit and the widening of McCarran, is a future problem rather than a foundation. Lower the density, create something architecturally that blends better with the surrounding area, and please try again. Let's evolve wisely. I have seen some of the work this company has done. They can do better than this.

Email Address: sharonaw@sbcglobal.net

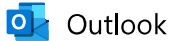
Phone Number: (775)527-0451

Address: 6449 Meadow Valley Ln

Name of Commentor: Sharon Weiss

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

Submitted: 12/6/2024 2:13:54 AM



15768::Voice Message From: Cisco Unity Connection Messaging System (917754401809)

From Donoma Unity <DonomaUnity@reno.gov>

Date Thu 12/5/2024 3:28 PM

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

 1 attachment (738 KB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

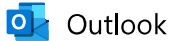
From: 917754401809

Click to Call [917754401809](tel:917754401809)

Hi, this is Brett to Clover. I'm commenting on. Uh, 6,000 plumis. Uh, LDC 25 Dash 0000016. Uh, I'm I'm opposed to the project as presented. Uh, it doesn't. It uh it doesn't fit into the rest of the the neighborhood as far as the architecture of it. Uh, I think, instead of having to large block buildings, they need to break it up so they're smaller units and not such an eyesore. uh, I'm also concerned about the the traffic. I think we're already getting. it's already backing up through Lakeside and Bloom is now and and just adding that many more people trying to get into it. There's, it's going to cause a problem. I also have a a problem with this thing just doesn't fit with. It at all. And and finally, I'm not sure. if you guys look at what the if the schools can handle, you know, this, this influx of people so, I think that's it. Thanks.

(Transcription with high confidence)

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Outlook

15742::Voice Message From: Cisco Unity Connection Messaging System (917757220422)

From Donoma Unity <DonomaUnity@reno.gov>**Date** Thu 12/5/2024 11:39 AM**To** Public Comment - PC <PublicCommentPC@reno.gov> 1 attachment (386 KB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

From: 917757220422

Click to Call [917757220422](tel:917757220422)

My name is Karen Ritz r. A i t s the case. Number is LDC 25 066 That's wrong. It's LDC 25000016. 6000 plumis. I am against such a big apartment complex. Going in 273 units. Way too many for that area way too big. I live in the Lakeside Lewis homes, so I will deal with all that traffic ring from all those people. so, I am against LDC 25000016, thank you.

(Transcription with medium confidence)

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15765::Voice Message From: Cisco Unity Connection Messaging System (917754401809)

From Donoma Unity <DonomaUnity@reno.gov>

Date Thu 12/5/2024 3:09 PM

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

 1 attachment (1 MB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

From: 917754401809

Click to Call [917754401809](tel:917754401809)

Hello, my name is Lori Glover. Um, my address is Lakeridge Terrace East. I'm a neighbor adjacent to the LDC 250000016 6,000 plumis apartment complex. I'd like to state that I am. Against building the apartment complex as it is now proposed. The proposed entrance and exit from the apartment complex onto Lakeside Drive is too close to the macaron intersection and will be unsafe for through traffic and turning traffic from McCarran. It will back up like a crazy bottleneck there and create problems for all drivers on McCarran. The traffic already backs up through the stop lights at plumis, and Lakeside. Where they intersect McCarran and I don't know what it that will look like if you add another 200 to 400 cars and drivers coming out of that, uh, new apartment complex. It won't be pretty. The apartment complex is Too Tall at 4 and 5 stories high. It doesn't fit in architecturally. With the surrounding Community. Lakeside living is adjacent to the proposed complex, and it has pitched roofs. And And they are only 2 Storey buildings. The noise from jamming that many new residents into the neighborhood. Will also reduce our quality of life, and be very problematic for our enjoyment of our neighborhood. This project has come in many iterations from its first proposal. And this 1 is not appropriate. It doesn't have enough parking places for the number of cars and drivers. That'll be at 273 new apartments, they will need to increase the parking on this. Then when ndot widens macaron, that's going to take away that whole front section of this apartment complex land, and it'll also take out some of those parking places and then our neighborhood will have a problem with that apartment, complexes residents parking on plumis, and Lakeside where they're already is not enough spots for the residents that live at. Again, my name is Lori Glover. I live across from the new proposal And I am against it, 100%. Thank you.

(Transcription with high confidence)

The information contained in this e-mail and any attachments is privileged and confidential information intended only for the use of the individual or entity named above. If you have received this communication in error, please notify the sender immediately by telephone or e-mail, and then please destroy all content contained within this communication from your files. Thank you.



15704::Voice Message From: Cisco Unity Connection Messaging System (917758261275)

From Donoma Unity <DonomaUnity@reno.gov>

Date Wed 12/4/2024 2:28 PM

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

 1 attachment (1,006 KB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

From: 917758261275

Click to Call [917758261275](tel:917758261275)

Hi, my name is Sandra Benson and I just called a bit ago, I was cut off, I'm calling. Um in regard to the plumis project, LDC 25- 0000016. Um I had just discussed the compatibility issue and the block cell block type construction with 4 and 5 stories not being compatible. The other thing I would like to address is traffic, apparently, they are going to close the macaron entrance, and exit and it will use Lakeside and plumis. There's so much traffic and exiting on on Lakeside. Making a left-hand turn out of there will be absolutely impossible. It's just such a short term. It can't happen. It makes no sense at all. Um, the third thing I'd like to address, um, apparently with 273 units and I believe it's 400 and I forget how many 69 maybe um, and parking places apparently that total meets code. But I asked a question since I think, um, uh, 121 of the units are 2-bedroom and 1-bedroom and some 3 bedrooms. I asked the question, how many of those spaces are dedicated to Residents how many guest parking and how many for service Vehicles? Just because it meets code, doesn't mean that it it makes any sense at all. I don't think the project is up to the standards of the neighborhood again, I own the home at, um, on Lakeridge Terrace West across the street. So I see the traffic, I dislike that that, um, empty lot for these past. What 5 Years? Anyway, I hope that you take a really, really hard. Look at this project again. Not opposed to developing development but needs to be done, right? Because these developers from Indiana, they're going to go away and we have to live with it anyway. I appreciate your time. Thank you.

(Transcription with high confidence)

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From Donoma Unity <DonomaUnity@reno.gov>

Date Wed 12/4/2024 2:22 PM

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

 1 attachment (493 KB)

VoiceMessage.wav;

Voice Message delivered by Donoma OneVoice

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Hi, my name is Sandra Bankston. My phone number home phone 7758261275. I'm calling in regard to the plumis project. LDC 25- 00016. I have real concerns about the project as presented to the uh, Ward to NAB. I'm not opposed to developing but it should be done correctly. First of all, as presented, the project is not compatible with the surrounding neighborhood. 4 story high. 5 and 1 story. Um, nothing around. It is like that this cell block type construction. High does not belong in the neighborhood. We own the home at Lakeridge. And our concerned about this. Thank you.

(Transcription with high confidence)

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