

**PLANNING COMMISSION  
STAFF REPORT**

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**Date:** May 8, 2025

**To:** Reno City Planning Commission

**Subject:** **Staff Report (For Possible Action): LDC25-00050 (327 East Taylor Street Apartments) - A request has been made for a major deviation to reduce required parking from nine to seven spaces for a new seven-unit apartment complex. The ±0.16 acre site is located on the north side of East Taylor Street, ±180 feet east of Wheeler Avenue (327 East Taylor Street). The site is within the Multi-Family Residential – 30 units per acre/Wells Avenue Neighborhood Planning Area Overlay (MF-30/WANP) zoning district, has a Master Plan land use designation of Multi-Family Neighborhood (MF), and is within the Wells Avenue Neighborhood Plan (WANP) with the sub-land use category of Mixed Residential (MR-30). [Ward 3]**

**From:** Carter Williams, Associate Planner

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**Ward #:** 3

**Case No.:** LDC25-00050 (327 East Taylor Street Apartments)

**Applicant:** Ryan Pardula

**APN:** 013-114-13

**Request:** **Major Deviation:** to reduce required parking from nine to seven spaces for a new seven-unit apartment complex.

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

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

**Summary:**

This is a request for a major deviation to reduce the parking requirement by two for a ±0.16-acre parcel located on the north side of East Taylor Street, ±180 feet east of Wheeler Avenue. The requested major deviation would allow for the construction of a seven-unit apartment complex with a one-unit-to-one-parking space (1:1) ratio (a total of seven spaces), including two on-street. The Level 2 Parking District requirements applicable to this site would require a minimum of nine spaces. Key issues related to this request include: 1) parking demand and 2) barriers to affordable housing. Staff recommends the Planning Commission approve the requested major deviation.

**Analysis:** The requested reduction in required parking is to support the development of a vacant site as a seven-unit apartment complex. The ±0.16-acre parcel allows for a maximum of seven units with the applicable 45% density bonus for an average unit size of 1,000 square feet or less. The intent of the density bonus is to increase housing stock to ease housing prices and reduce challenges with housing attainability for new residential units.

Policies from the ReImagine Reno Master Plan and the City of Reno Strategic Plan are clear in their prioritization in finding solutions to the City's affordable housing needs. The applicant is proposing to maximize the number of units for this property using a density bonus but faces challenges with the development of this infill project due to current parking requirements. Staff's perspective is that the Master Plan priorities for housing justify the deviation from the Wells Avenue Neighborhood Plan parking standard and it is to the public's benefit.

**Site and Building Design:** The property is located within the Wells Avenue Neighborhood Plan, within the Mixed-Residential – 30 units per acre (MR-30) sub-land use category and is subject to district specific development standards. The applicant proposes a single, two-story, structure with associated landscaping and parking improvements (**Exhibit B**). The subject parcel is a “through-lot” to an alley where access to the onsite parking is proposed. Five off-street parking spaces are provided and two spaces are available on-street. Only pedestrian access is provided from the street, consistent with New Urbanism design, prioritizing walkable neighborhoods. The project is required to provide a minimum of seven bicycle parking spaces.

Along with meeting general articulation and ground floor interest requirements, the building is required to complement the existing neighborhood with regards to streetscape quality, block pattern, and overall urban neighborhood character. This is an infill site and the lot is consistent in width to the adjacent properties. The building mass is like that of adjacent properties and continues to add a mix of building forms consistent with the Wells Avenue Neighborhood. The Neighborhood Plan does not require a specific architectural style. The building is also required to utilize techniques to ease the transition to the adjacent single-story structure to the east. The applicant has demonstrated that the proposed building voluntarily meets additional stepback standards along the side property lines which allows for a reduced front setback of 10 feet.

***Parking Demand:*** The Wells Avenue Neighborhood Plan historically has had more relaxed parking standards for residential uses to acknowledge the existing urban character of the district. The standards also allow for up to 50% of required off-street parking to be provided on-street. With the comprehensive zoning code update in 2021, the city-wide standard came into closer conformance with nationally accepted parking standards and became more lenient than that of the

Wells Avenue Neighborhood Plan. Staff is therefore comfortable with the applicant's request to be consistent with the city-wide standard, as it represents the expectation of parking demand in the broader community context.

Development Services Engineering, Public Works, and the Regional Transportation Commission (RTC) reviewed the application and indicated that the Taylor Street corridor is identified as a future Active Transportation Route. This route is a result of the RTC's Walk & Roll Truckee Meadows Plan that aims to provide active transportation opportunities across the region through Neighborhood Network Planning. The implementation of the corridor may result in reduced on-street parking, but the outcomes of the plan are intended to better balance modes of transportation and support active transportation methods like walking and biking. The project site is also located within one-quarter of a mile from two bus transit routes, including the Virginia Line Bus Rapid Transit (BRT) route. To ensure new tenants of the proposed apartment complex are aware of active transportation and public transit options, **Condition No. 6** is recommended to ensure tenants are provided with RTC's Smart Trips materials at lease signing.

**Master Plan Conformance:** The subject site has a Master Plan land use designation of Multi-Family Neighborhood (MF) and located within a Central Neighborhood per the Structure Plan Framework of the Reno Master Plan. As proposed the project is in conformance with the MF Master Plan land use designation, and the following applicable Master Plan goals and policies:

4.3A: Infill and Redevelopment

5.1A: Balanced Modes

5.4A: Trip-Reduction Programs

N-G.5: Parking

**Public and Stakeholder Engagement:** Agency comments that were received were integrated into this staff report (**Exhibit C**). The applicant gave a presentation to the Ward 3 Neighborhood Advisory Board (NAB) meeting on April 1, 2025, and there was a concern related to the reduced on-street parking. Alternative options for parking were discussed onsite but the applicant indicated that they would be cost-prohibitive or reduce the number of units. A courtesy notice was sent out to surrounding property owners upon initial submission of the project. Two comments in support were received for this application, and one comment was received in opposition not specific to the parking reduction but generally in opposition based on the number of units (**Exhibit D**). Any future comments will be forwarded to the Planning Commission as they are received.

**Recommended Conditions of Approval:** All conditions shall be met to the satisfaction of Development Services Department staff, unless otherwise noted.

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted. In the event of a conflict between said plans, reports, materials

and City codes, City codes in effect at the time the application is submitted, shall prevail.

2. The owner or developer shall apply for all building permits for the entire project within 18 months of the date of approval of the major deviation review application and maintain the validity of that permit, or the major deviation approval shall be null and void.
3. Prior to the issuance of any building permit or business license, the applicant shall attach a copy of the final approval letter. The approval letter shall accompany a narrative that describes how the requested permit or license 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. Hours of construction, including grading, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays or state holidays. This condition shall not apply to dust control or storm water management operations. A note to this effect shall be placed on the title sheet of all building permit plan sets. If the construction hours are varied for the pouring of concrete slabs or wall panels, a plan detailing the construction operations shall be submitted and approved to the satisfaction of the Administrator.
6. Prior to the issuance of a business license, the applicant shall demonstrate that they have obtained up-to-date Smart Trips marketing materials from RTC Washoe's Trip Reduction Analyst. The applicant shall also provide a memo detailing their planned procedure for distributing Smart Trips materials to tenants.

### **Findings:**

***General Review Criteria and Considerations:*** The decision-making body shall review all development applications for compliance with the applicable general review criteria stated below.

- (1) Consistency with the Reno Master Plan: The proposed development shall be consistent with the Reno Master Plan. The decision-making authority:
  - a. Shall weigh competing plan goals, policies, and strategies; and
  - b. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Reno Master Plan.

- (2) Compliance with Title 18: The proposed development shall comply with all applicable standards in this Title, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.
- (3) Mitigates Traffic Impacts: The project mitigates traffic impacts based on applicable standards of the City of Reno and the Regional Transportation Commission.
- (4) Provides Safe Environment: The project provides a safe environment for pedestrians and people on bicycles.
- (5) Rational Phasing Plan. If the application involves phases, each phase of the proposed development contains all of the required streets, utilities, landscaping, open space, and other improvements that are required to serve or otherwise accompany the completed phases of the project, and shall not depend on subsequent phases for those improvements.

***Major Deviation:*** In addition to meeting the approval criteria in Section 18.08.304(e), Approval Criteria Applicable to all Applications, the following findings shall be made prior to approving a major deviation:

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

**Attachments:**

**Exhibit A – Case Maps**

**Exhibit B – Site Plan**

**Exhibit C – RTC Comments**

**Exhibit D – Public Comment**