

**PLANNING COMMISSION  
STAFF REPORT**

---

**Date:** January 18, 2023

**To:** Reno City Planning Commission

**Subject:** (For Possible Action) Case No. LDC23-00016 (TCA Leroy Street) – A request has been made for: 1) a tentative map to develop a 16 lot single-family residential detached subdivision and; 2) a major site plan review for: a) cluster development and; b) grading resulting in cuts deeper than 20 feet and/or fills greater than ten feet in height. The project is located on a ±6.64 acre portion of the 10.14 acre site which is generally located 500 feet east of the intersection of Mae Anne Avenue and Leroy Street directly adjacent to Interstate 80 (I-80). The site has a zoning of Single-Family Residential - 3 dwelling units per acre (SF-3) and General Commercial (GC) and Master Plan land use designations of Single-Family Neighborhood (SF) and Suburban Mixed-Use (SMU).

**From:** Brook Oswald, Associate Planner

---

**Ward #:** 1

**Case No.:** LDC23-00016 (TCA Leroy Street)

**Applicant:** AMB Reno LLC

**APN:** 212-122-03

**Request:**

- **Tentative Map:** To develop a 16 lot single-family residential detached subdivision.
- **Major Site Plan Review:** To allow for: a) cluster development and; b) grading resulting in cuts deeper than 20 feet and/or fills greater than ten feet in height.

**Location:** Refer to Case Maps (**Exhibit A**).

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

**Summary:** A request has been made for a tentative map to establish a 16 lot single-family residential detached subdivision on approximately 6.54 acres of vacant land. The project site is located in an area with sloping topography and a major site plan review is required to allow for

grading and cluster development. Key project issues and staff analysis focused on: 1) site and building design; 2) grading; and 3) availability of public services, utilities and infrastructure. With all recommended conditions of approval, the proposed site design meets or exceeds all code standards and addresses applicable findings. Staff recommends approval, subject to the conditions outlined in the staff report.

**Background:** On January 4, 2023, the Planning Commission approved two associated development requests (LDC23-00015 and LDC-00017) to construct townhomes and a multi-family complex adjacent to the project site (**Exhibit B**). The vacant sites have a previous entitlement (LDC11-0032) and an active grading permit (BLD20-05515) has been issued for the site. The disturbance of a major drainage way was addressed in the previous entitlement and the final grade of the approved grading permit was used as the baseline for the current request. This, and associated requests are a portion of a larger development area that will be referred as the Robb Drive South Development area (RDSD) (**Exhibit C**). A request is currently under staff review for the eastern portion of the RDSD area (LDC23-00003 Heiser MPA/ZMA). Control of access from RDSD to the Interstate 80 (I-80) was secured by the owner of parcel APN 212-112-02 in 2004.

**Discussion:** The properties at the southern terminus of Robb Drive have unique constraints and opportunities for future development to provide residential, commercial, and industrial uses to meet the demands of future growth. City staff have worked with developers in the area to provide a comprehensive understanding of traffic, infrastructure, and city services requirements for future development for the RDSD. A master traffic study for the RDSD area provides the framework and threshold for offsite traffic improvements as the area develops. The study estimates the traffic volumes generated by each land use and the potential traffic impacts that each development will have on the adjacent street network.

**Analysis:**

**Overall Design and Compatibility:** The 6.54 acre site is zoned SF-3 and applying hillside development calculations allows for 16 single-family dwellings (**Exhibit D**). The lots have been clustered with an average lot size of 7,096 square feet. Building elevations were not provided and are required to meet the architected standards and requirements. Setbacks are proposed to be modified through the cluster request below:

Setbacks Minimum	Front	Side	Rear	Garage
	10 feet	5 feet 20 feet corner lot	20 feet	20 feet

Proposed setbacks are comparable to Single-Family Residential (SF-5) and appropriate for the reduced lot sizes of the clustering request. Potential visual impact of the proposed housing structures will be minimized and mitigated with site design, required landscaped buffering, structure locations, and/or architectural treatments.

**Cluster Development:** The applicant has proposed to cluster the residential lots on suitable portions of the site in order to reduce grading impacts, create opportunities for shared common open space, and provide a gradual transition to neighboring larger lot residences and unincorporated properties. The resulting buffer and open space mitigate potential impacts to surrounding properties, and creates links to existing and/or proposed open spaces, sidewalks and surrounding trails.

All parking requirements are met with the proposed design. Landscape will be provided in the open space areas (**Exhibit D**). To reduce water usage and provide appropriate landscaping for the site, plants should be native and/or waterwise (**Condition 6**). Access, grading, and landscaping for the roadway associated with parcel 212-112-02 (Flying J) will be provided with development requests related to the parcel. Minor impacts to surrounding properties are anticipated during construction and hours of construction should be limited (**Condition 7**).

**Emergency Services:** The proposed project meets the standards of station distribution, response times, inter-local agreements, private fire protection measures, and concurrency management requirements to ensure all residents and properties are provided with suitable fire protection. The cul-de-sac is designed to provide emergency vehicle turn around and emergency access to Leroy Street. Required emergency access and associated emergency gate will be constructed prior to occupancy of the development (**Condition 8**). The Police Department did not provide comment related to the application. The subject site is located within an existing police service area and police facility impact fees will be paid at time of building permit.

**Schools:** Washoe County School District (WCSD) has provided comments that indicate that the project has a minimal impact on the surrounding schools and that future schools will be developed to accommodate growth as needed.

**Parks and Recreation:** Approximately 47% of the project site will be maintained as open space and parks. The isolated condition of the general project area limits direct connectivity to the existing park network (**Exhibit E**). A series of pocket parks, open space, trails, sidewalks, and bike lanes will be constructed as part of this request and associated project requests (**Exhibit E**). Recreation Area #6 and project associated trails will be constructed with development of the site. The privately maintained parks and trails will be available to the public and the improved connectivity and provision of recreational opportunities are supportive of City policies and

community goals (**Condition 9**). The developer will be required to pay the residential construction tax (RCT) and funds will be used within the related park district.

**Infrastructure:** The subject site is vacant and all services necessary to serve future development can be extended to the site. Truckee Meadows Water Authority (TMWA) has been identified as the water service provider, Waste Management for solid waste disposal, and City of Reno for sewer for wastewater service. No sewer capacity issues are anticipated with the development of this site and associated sites.

Each of the three development requests will construct all infrastructure improvements required to provide assurance that each request can be constructed independently. Improvements may include, but are not limited to, the extension of utilities for associated developments or construction of roadways that serve as emergency access (**Condition 10**).

All runoff from storm water and other precipitation events will be managed to prevent on-site flooding, manage the spread of non-point source pollutants, and reduce the volume of stormwater entering municipal storm drains and natural drainages during periods of peak flows (**Exhibit F**). Any proposed or required drainage improvements within the Nevada Department of Transportation (NDOT) right of way will require a permit issued by NDOT. The applicant will be required to coordinate with NDOT's Permit Office for any required occupancy permit (hydraulic design, drainage facilities, etc.) and will provide permit approval to the City of Reno (**Condition 11**).

**Roadways and Traffic:** Future access to the site will be provided by the extension of Robb Drive and offsite improvements to the I-80 interchange. No significant traffic impacts are anticipated with the proposed development. City staff met with the Regional Transportation Commission (RTC) and the Nevada Department of Transportation (NDOT) related to this project and the RDSD area.

Offsite traffic improvements are proposed to be phased as development occurs (**Exhibit G**). The proposed and associated development requests will require the proposed first phase improvements to be constructed. The applicant will coordinate and secure the control of access with adjacent/associated property owners, NDOT, and the Federal Highway Administration (FHWA) and provide documentation to the City of Reno (**Condition 12**).

The developer is required to pay a Regional Road Impact Fee to RTC to address identified improvements that accommodate traffic on the overall roadway network. The 2050 Regional Transportation Plan identifies a project to extend Robb Drive from Interstate 80 to East Fourth Street in the 2031-2050 timeframe located east of the project site. Any roadway improvements associated with the proposed development should be implemented in a manner as to accommodate, or not impede, this possible roadway alignment.

Bike lanes and sidewalk will be constructed to provide connectivity within the project and to surrounding neighborhoods. In an effort to reduce overall grading impacts and align with future build out of the area, one sidewalk should be allowed to be constructed along the access roadway and connect to existing pedestrian facilities on Robb Drive and provide pedestrian access to Leroy Street.

**Grading:** Clustering of the residential lots on portions of the parcel suitable for development limits the overall grading impacts and minimizes disturbance of hillside open space areas (**Exhibit F**).

**Master Plan Conformance:** The site has a Master Plan land use designation of Single-Family Neighborhood (SF) and is located in a Foothill Neighborhood per the Structure Plan Framework of the Reno Master Plan. As proposed and with the recommended conditions, the project is in conformance with the Master Plan land use designation and supportive of the following applicable Master Plan principles, goals and policies:

- Policy 2.1B: Concurrency Management System
- Policy 4.2E: Neighborhood Connections
- Policy N-G.17: Open Space
- Policy N-FN.1: Cluster Development
- Policy N-FN.2: Grading
- Policy N-FN.8: Transitions to Unincorporated County/Open Space
- Policy N-FN.10 Network Connections
- Policy N-FN.16 Emergency Secondary Access

**Public and Stakeholder Engagement:** The project was reviewed by various City divisions and partner agencies, and comments were incorporated into the project analysis (**Exhibit H**). The applicant presented and answered questions at the Ward 1 Neighborhood Advisory Board. A courtesy notice was sent out to surrounding property owners upon initial submittal. Comments and concerns focused on: access, circulation, traffic.

**Recommended Conditions of Approval:** Staff Recommends 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 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 approval of the final map, the applicant shall provide an affidavit stating that the subdivider will make provision for payment of the tax imposed by Chapter 375 of Nevada Revised Statutes (NRS) and for compliance with the disclosure and recording requirements of NRS 598.0923, if applicable, by the subdivider or any successor in interest.
4. Prior to the issuance of any building permit or final map, the applicant shall attach a copy of the final approval letter and phasing plan. The approval letter and phasing plan shall accompany a narrative that describes how the requested permit addresses each of the approved conditions of approval.
5. The applicant, developer, builder, property owner, or business proprietor, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction and operation of the project/business. The project approval letter shall be posted or made readily available upon demand by City staff.
6. Prior to the issuance of a final map, the applicant shall provide landscape plans that demonstrate that native and water wise plants have been incorporated into a majority of the design of the project, with emphasized use in naturalized and open space adjacent areas.
7. 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 the hours of 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays, excluding dust control and Storm Water Pollution Prevention Plan measures. A note to this effect shall be placed on the title sheet of all building permit plan sets and a sign shall be posted at the construction site. If the construction hours need to be varied for the pouring of concrete slabs, a plan detailing the construction operations and provisions to minimize impacts on nearby residential areas shall be submitted and approved to the satisfaction of the Administrator.
8. Prior the approval of a site improvement plan or any building permit, the applicant shall provide plans that demonstrate an emergency gate and associated lock box to be installed at the terminus of the cul-de-sac. The proposed gate and associated hardware shall be submitted and approved to the satisfaction of the Reno Fire Department.
9. Prior to the approval of any final map, all areas designated as parks and open space will be designated on the final map. Prior to approval of each final map, the applicant shall provide suitable documentation that a public use easement has been recorded to allow the public to use the parks, trails and open space. The parks trails and open space shall be maintained by the Home Owners Association, or their designee and documented through Covenants, Conditions and Restrictions (CC&R). Prior to a building permit the applicant shall provide plans that demonstrate the construction of the proposed trail system and park(s) associated with the development per staff report Exhibit D (Rec Area #6). All parks and associated amenities shall be approved by the Administrator. All trails shall be substantially conforming to the alignment

of the exhibits and use the technical guidelines for the survey, design, construction, maintenance, and assessment of the United States Forest Service (USFS) system of trails, based on the Trail Class 3 /Designed Use of Non-wilderness/ Double Lane (38"-60") and consistent with management intent of the Forest Service. Local deviations from any design parameter may be established based on trail-specific conditions, topography, or other factors, provided that the deviations are consistent with the general intent of the applicable Trail Class 3. All applicable trails and park(s) shall be completed prior to the issuance of the first Certificate of Occupancy.

10. Prior to approval of a Site Improvement Permit, the applicant shall provide plans that demonstrate that individual development requests will be constructed as a stand-alone project meeting all City of Reno standards. Phased improvements required to serve the preceding phase must be constructed with the preceding phase. These improvements may include extension of utilities for future phases or construction of roadways that serve as emergency access for the preceding phases.
11. Prior to the issuance of any building permit, excluding grading, the applicant will be required to coordinate with NDOT's Permit Office for any required occupancy permit (hydraulic design, drainage facilities, etc.) and provide documentation of NDOT's permit approval to the City of Reno.
12. Prior to the approval of any site improvements permit or final map, the applicant shall coordinate and secure the control of access with the developers of the Robb Drive South Development area, NDOT and the Federal Highway Administration (FHWA) and provide documentation to the City of Reno that the control of access has been secured at the location where Hansen Parkway is proposed.

Prior to the approval of any site improvements permit or final map, the applicant shall provide the Development Services Department with a copy of the recorded reciprocal access easement between TCA Properties and the property owner of APN 212-112-02 permitting the vehicular, bicycle and pedestrian access through the subject parcel.

With each development that applies for a new building permit or a final map within the Robb Drive South Development area, the applicant shall be required to provide a new traffic study identifying the traffic volumes projected for said development, the traffic improvements triggered by the development and to proportionally contribute to the completion of the overall public improvements required at build-out as illustrated and outlined in the traffic study phasing analysis table and any other appurtenant improvement deemed necessary by the Nevada Department of Transportation (NDOT) and/or the City of Reno to ensure smooth traffic operations at the Robb Drive and I-80 intersection.

## **Findings:**

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

**Tentative Map:** Approval of tentative maps shall be subject to the approval criteria in Section 18.08.304(e), Approval Criteria Applicable to All Applications, and criteria set forth in NRS Section 278.349(3), as follows:

- a) Environmental and health laws and regulations concerning water and air pollution, solid waste disposal, water supply facilities, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
- b) Availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
- c) Availability and accessibility of utilities;
- d) Availability and accessibility of public services such as schools, police and fire protection transportation, recreation and parks;
- e) Conformity with the zoning ordinances, master plan, and elements thereof, except that if any existing zoning ordinance is inconsistent with the master plan, the zoning ordinance takes precedence;
- f) General conformity with the governing body's master plan of streets and highways;
- g) Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;
- h) Physical land characteristics such as flood plain, slope, soil;



- i) Recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.348;
- j) Availability and accessibility of fire protection, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands; and
- k) Submission by the subdivider of an affidavit stating that the subdivider will make provision for payment of the tax imposed by Chapter 375 of NRS and for compliance with the disclosure and recording requirements of subsection 5 of NRS 598.0923, if applicable, by the subdivider or any successor in interest.

***Major Site Plan Review:*** In addition to meeting the criteria in Section 18.08.304(e), *Approval Criteria Applicable to all Applications*, the following findings shall be made prior to granting a major site plan review permit:

- a. The proposed design is compatible with surrounding development;
  - b. The proposed design is consistent with applicable development standards;
  - c. Public services and facilities are available to serve the project, or will be provided with development;
  - d. The characteristics of the project as proposed and as may be conditioned are reasonably compatible with the types of development permitted in the surrounding area; and
  - e. The approval will not be materially detrimental to the public health, safety, or welfare.
- The factors to be considered in evaluating this application shall include:
- 1. Property damage or nuisance resulting from noise, smoke, odor, dust, vibration, or illumination; and
  - 2. Any hazard to persons and property.

***Cluster Development:*** In addition to the general major site plan review findings, the following findings shall be made prior to approving a major site plan review to modify project density in cluster developments:

- a. The clustering proposal, compared with a more traditional site development plan, better attains the policies and objectives of this article, such as providing more open space, preserving existing trees and vegetation coverage, preserving view corridors, and preserving sensitive environmental areas such as stream corridors, slide areas, wetlands, and steep slopes;
- b. The clustering proposal will have no significant adverse impact on adjacent properties or development, or the applicant has agreed to adopt appropriate mitigation measures such as edge matching, landscaping, screening, illumination standards, and other design features to buffer and protect adjacent properties from the proposed clustered development; and
- c. The clustering proposal meets all other applicable requirements set forth in this article or in other applicable ordinances or regulations.

**Attachments:**

**Exhibit A – Case Maps**

**Exhibit B – Associated Development Requests**

**Exhibit C – Robb Drive South Development Area**

**Exhibit D – Site and Landscape Plan**

**Exhibit E – Park and Trails Concept Plan**

**Exhibit F – Grading and Utilities Plan**

**Exhibit G – Traffic Improvement Phasing Plan**

**Exhibit H – Agency Comments**