

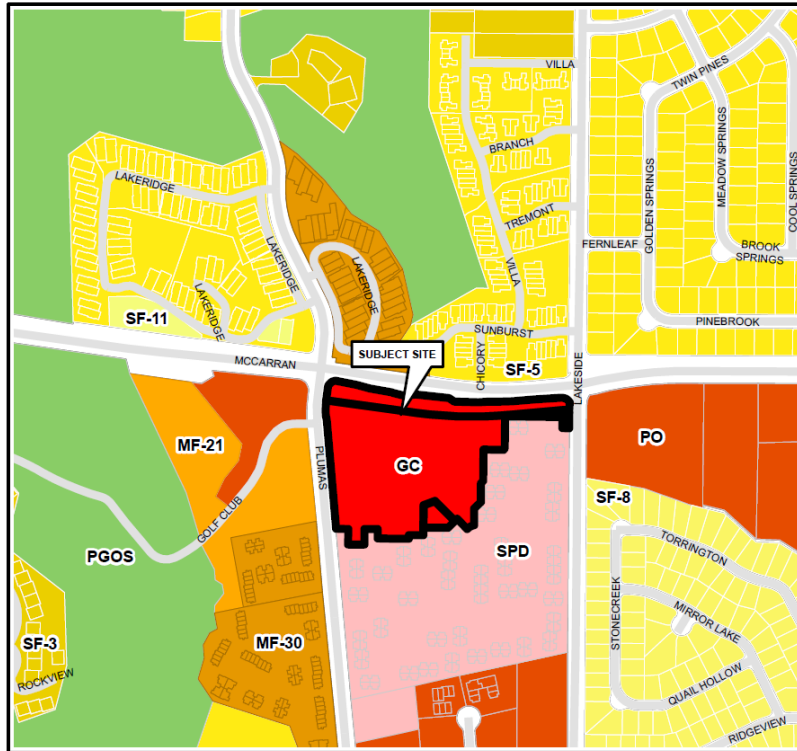


6000 PLUMAS DEVELOPMENT

CONDITIONAL
USE PERMIT

TENTATIVE MAP
APPLICATION

- **May 29, 2020** – Lyon Living purchases the property in a short sale before lender can foreclose for residential project.
- **June 1, 2020 thru December 2020** – Applicant solicited feedback from prior Appellants, listened to opposition through the Hearing Examiner process and stand alone meetings. Application was withdrawn on August 26, 2020.
- **January 13, 2021** – City Council unanimously approves General Commercial zoning for the property
- **January 25, 2021** – Applicant submits new CUP & Tentative Map Application.
- ***March 11, 2021*** – *City staff recommends approval to the Planning Commission.*
- ***March 17, 2021*** – *Planning Commission approves the Application*



Suburban Mixed-Use (SMU)

Range of Densities

Low to moderate density with no minimum density requirements. Concentrated nodes of higher-intensity development are encouraged at major intersections, near existing or planned transit stations, and in other intensely developed areas of the city. Residential development at a density greater than 30 dwelling units per acre is appropriate in these locations.

Uses

Primary: Diverse mix of commercial and residential uses. The size, density, and mix of uses will vary depending on access, location, and the character of surrounding areas

Secondary: Medium to high-density residential uses, civic and government uses, as well as public space and other community-oriented uses.

Characteristics

- Provides an opportunity for a broader mix of uses in a more suburban context while also preserving opportunities for higher-density infill and redevelopment in the future (for example, if transit services are expanded to serve the area).
- Provides opportunities for higher-density housing within close proximity to services and employment.

Conforming Zoning Districts

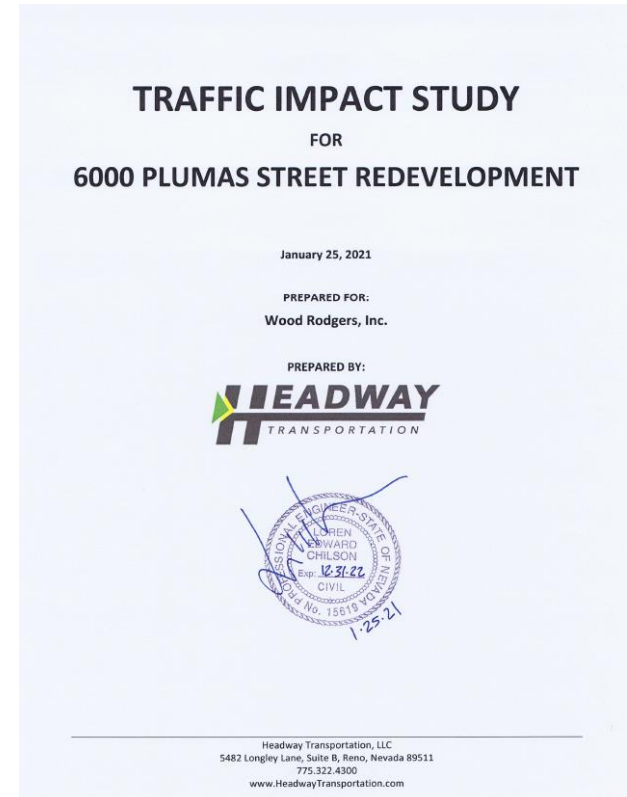
- Mixed-Use
- Multi-Family (30 units per acre)
- Neighborhood Commercial
- Arterial Commercial
- Community Commercial
- Professional Office
- General Office
- Planned Unit Development

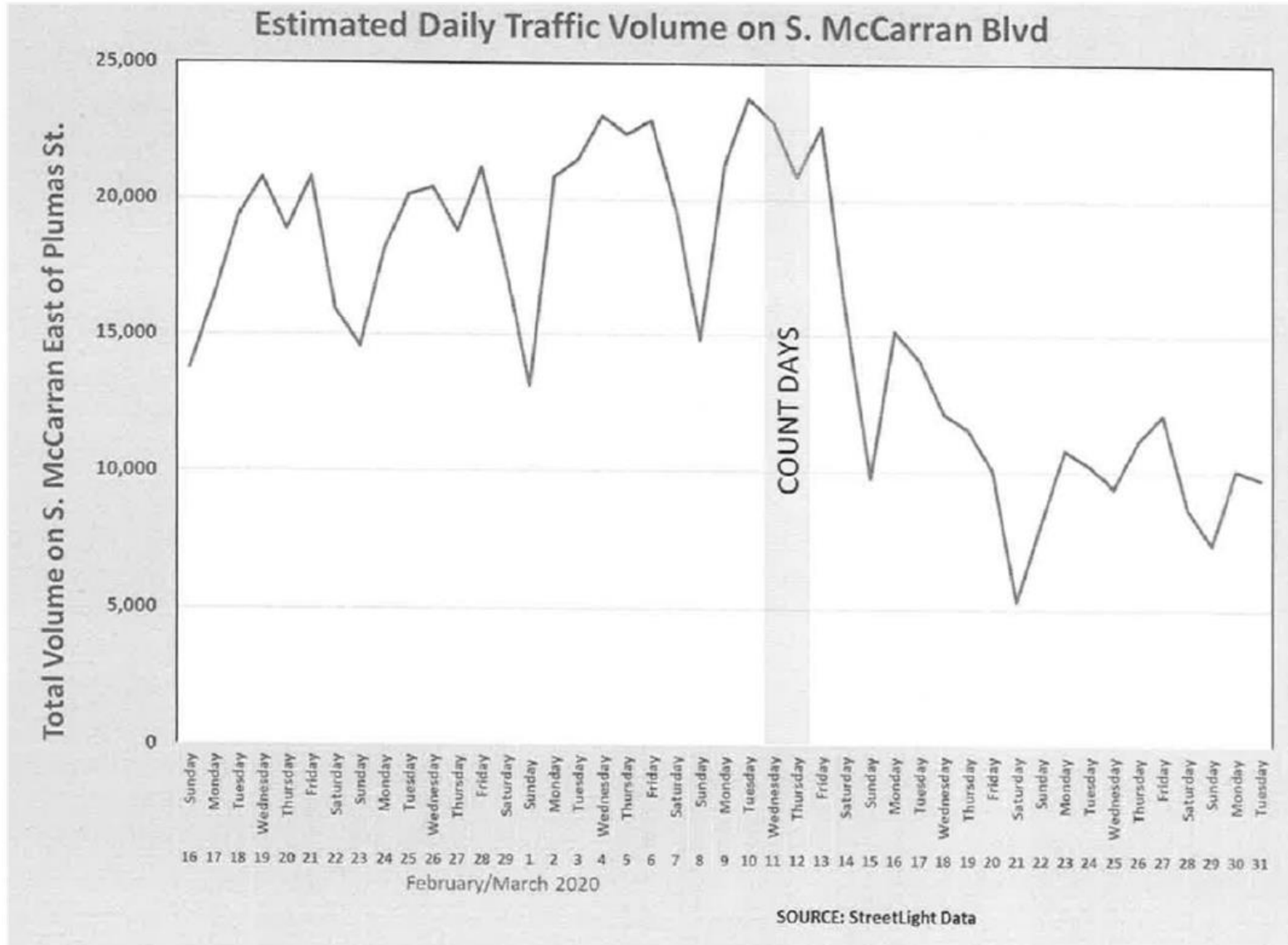
| | Allowed General Commercial Zoning | Previously Submitted | Current Plan |
|------------------|-----------------------------------|--|---|
| Demographic | | Age Restricted (55+) Rental Apartment Units | Conventional Unrestricted Condominiums |
| Density | 419 units 45 du / acre | 350 units 38 du / acre (17% reduction) | 314 units 34 du / acre (<u>additional 10% reduction</u>) |
| Height | 65 feet – 5 stories | 50 feet – 4 stories | Southern Buildings 40 ft Northern Buildings 50 ft Both 4 stories |
| Front Setback | 10 feet | ±40 feet | ±40 feet |
| Parking Required | | 567 stalls (392 stalls provided) | 325 stalls (392 stalls provided) <u>67 spaces (or 20%) above code</u> |

| | Allowed General Commercial Zoning | Current Plan |
|-------------------|---|--|
| Uses | Full spectrum of commercial and residential use types | Condominiums |
| Density | 419 units 45 du / acre | 314 units 34 du / acre |
| Height | 65 ft – 5 stories | Southern Buildings 40ft Northern Buildings 50ft Both 4 stories |
| Setbacks | Front - 10 ft Side – 10 ft Rear – 10 ft | Front – 33 to 64 ft Side/Rear – 24 to 27 ft |
| Tree Preservation | 34 trees | 257 trees (due to increased setback) |

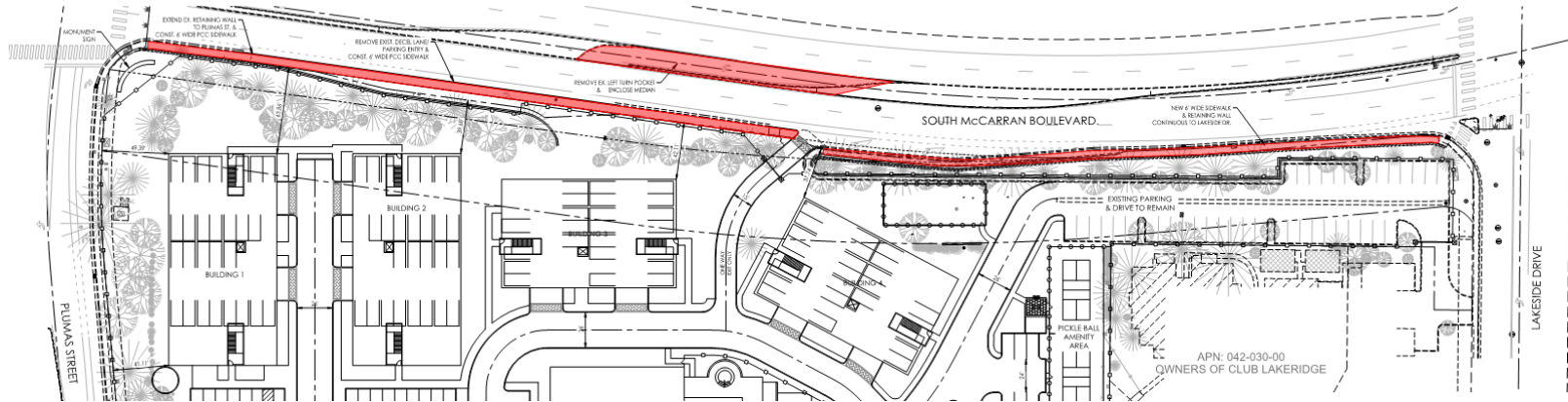


- Comprehensive Traffic Impact Study conducted **January, 2021**
- Assessed roadways and multimodal facilities, crash history, in addition to traffic volumes and intersection Level of Service (LOS)
- Traffic volumes:
 - Conducted counts in July 2019 and March 2020 (prior to COVID); verified by Streetlight data
 - Includes approved/planned projects in the area
 - Volumes not discounted for previous commercial use of the property
- Recommendations:
 - Significantly modify existing McCarran intersection/Participate in regional solutions
- **FINDING: Project mitigates traffic impacts**





How will the project improve pedestrian and vehicle traffic flow?



- New six foot sidewalk (pedestrian route) along S. side of McCarran Boulevard
- Eliminate (i) the left turn pocket, (ii) eastbound deceleration lane, and (iii) right turn into the project from McCarran.
 - **ReImagine Reno Policy 5.2G – Access Management**: Implement incremental access improvements (e.g. phasing out obsolete driveways) as opportunities arise to improve safety and circulation.
- Planning Commission - increase left turns lanes onto Plumas and Lakeside.
- Increased setback (40 feet) allows for the future widening of McCarran Blvd.
- **This access management strategy will improve traffic flow on McCarran**

How will the project contribute to future improvements?



- Regional Road Impact Fees (approximately \$1,000,000)
- RTC Regional Transportation Plan includes \$10M improvements to this segment of McCarran in 2021-2025 (timing consistent with project's construction schedule)
- NDOT study: RTC option agreement for right of way necessary for 3rd lane
- **These project is contributing to regional solutions for the area**



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

Mr. Nathan Gilbert, Associate Planner
Community Development Department
City of Reno
P.O. Box 1900
Reno, NV 89505

Chrono/PL

Dear Mr. Gilbert,

The Regional Transportation Commission (RTC) is providing this letter to clarify its position with regard to a potential road widening project on McCarran Boulevard between Lakeside Drive and Plumas Drive. McCarran Boulevard is an NDOT road. The Regional Transportation Plan has identified a need for capacity and safety improvements on McCarran Boulevard due to regional growth. NDOT will ultimately be responsible for determining if and when a road widening project may be needed.

NDOT (or a designee such as RTC) would be responsible for acquiring right-of-way for a future road widening project on McCarran Boulevard between Lakeside Drive and Plumas Drive. RTC is conducting a corridor study of McCarran Boulevard on behalf of NDOT (the "NDOT Study") that will be the first step in determining whether or not it is necessary to widen that part of the road, and the timing for such a project. The NDOT Study is about to begin and is expected to be completed within approximately eighteen (18) months. There are a number of other planning, design, and related activities that would then need to be completed before right-of-way acquisition could begin.

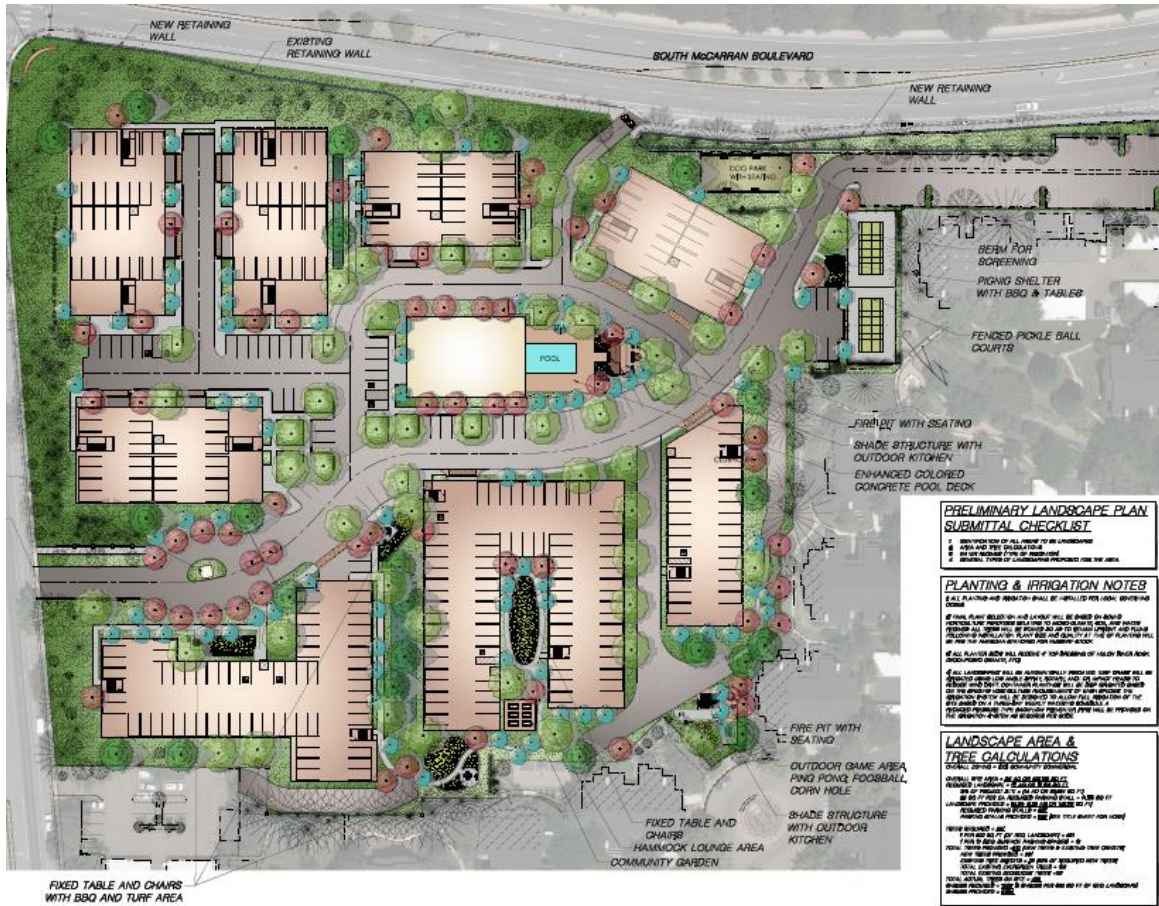
NDOT (or a designee such as RTC) would have the powers and authorities necessary to acquire any right-of-way needed for such a project. In this case, Lakeridge-Reno Partners, LLC (the "Developer") has taken additional steps to facilitate a potential road widening project. The Developer has offered to provide a forty (40) foot setback that could potentially accommodate a road widening. The Developer has offered to enter into a short-term option agreement with RTC for a nominal value to facilitate a potential property acquisition. RTC intends to seek board approval of that agreement in May. That agreement would not require any immediate property acquisition, but it could facilitate a future acquisition if the NDOT Study determines it is necessary to widen that part of the road and NDOT accelerates the timeline for a project.

RTC also reviewed the Developer's traffic impact study and provided comments by letter dated February 9, 2021.

Sincerely,

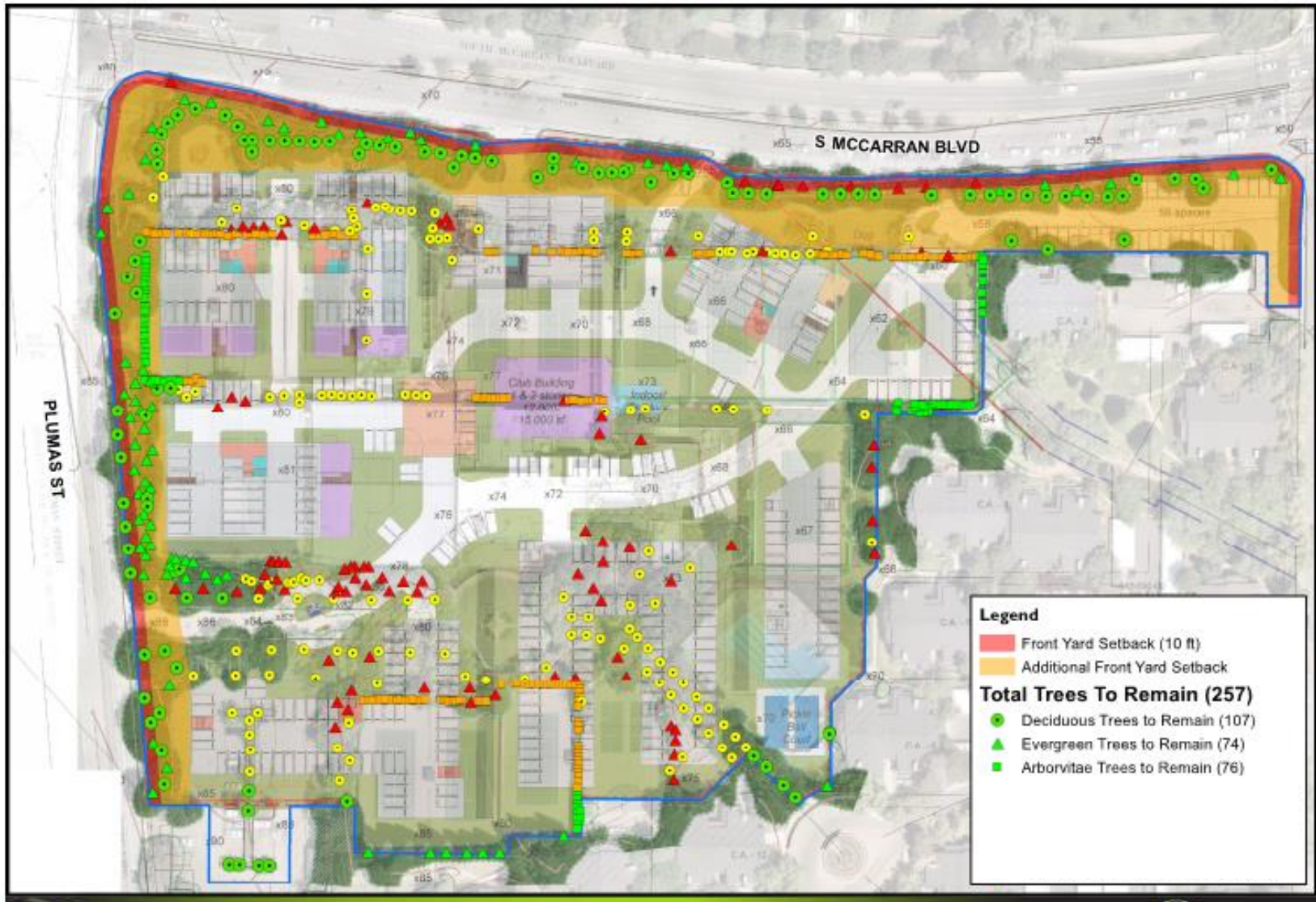
A handwritten signature in blue ink, appearing to read "Amy Cummings".

Amy Cummings, AICP/LEED AP
Deputy Executive Director/Director of Planning
Regional Transportation Commission of Washoe County

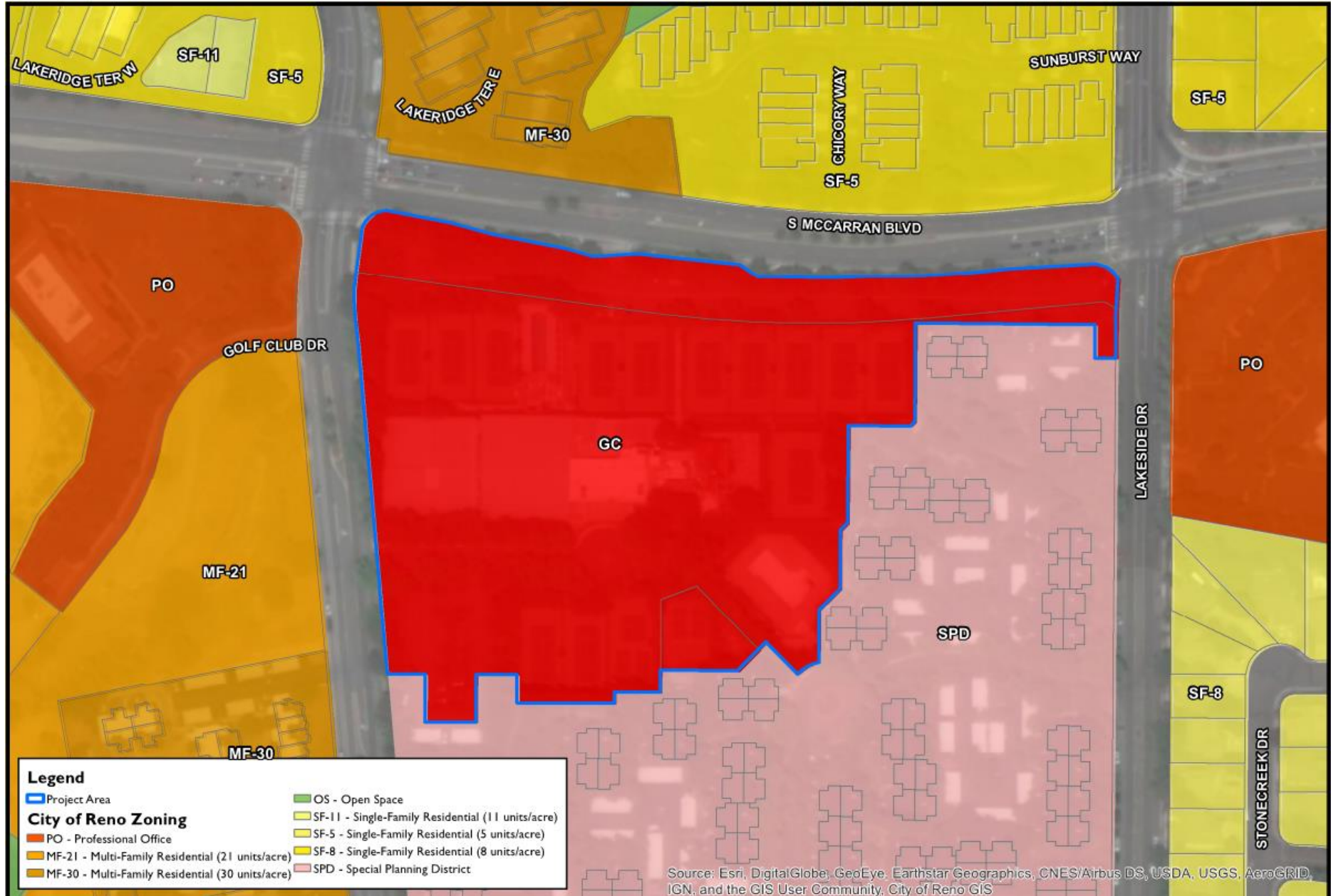


- 228 trees are required for the project
- Saving 257 trees
- Planting an additional 231 trees
- Total trees on site = 488

Additionally, PC added condition for tree mitigation plan prior to building permit for trees disturbed in the event of the McCarran widening



6000 PLUMAS STREET – ADJACENT ZONING/ COMPATIBILITY



Modern Mountain Village with pitched style roofs



Contemporary shed style central amenity building



Modern Use of Glazing and Color





Key Reimagine Reno policies supported by the project:

- **2.1A Growth Tiers:** Support the efficient use of existing public facilities and services by prioritizing development in in-fill and redevelopment areas (ranked #1 priority)



- **4.3B – Infill and Redevelopment:** Encourage targeted **infill** and redevelopment to **expand housing options within established neighborhoods.**



- **N-G.22 – Building Design:** Continuous row of identical residential buildings (or any housing type) should be avoided. Structures should be differentiated through architectural features, variations in massing and heights and/or other design



- **4.4E – Density/Intensity:** Encourage the transition of **low-intensity to higher intensity** with particular emphasis on revitalization strategies that will **expand housing options.**



- **N-ON.1 – Mix of Housing Types:** Support the incorporation of more varied housing options – **type, density, and price point** - through **targeted infill.**



The Applicant has made the following changes to the most recent application:

- Reduced density 10% to 314 units.
- Analyzed the traffic impacts as market rate and not Senior Housing. The Traffic study conservatively excludes traffic generation from the former club.
- Willing to adhere to Reimagine Reno charging stations standards for electrical vehicles. This is Lyon Living's Standard Practice.
- Preservation of the remaining landscape in the expanded 40 foot front yard setback.

August 10, 2020

Abbi Whittaker

Dear Ms Whittaker,

We received your invitation to sit down with you and your clients to discuss our opposition to the site plan recorded by the Reno Land Inc. (Case# SPR20-00012 / April 10, 2020) for the former Lakeridge Tennis Club site. Although we have a desire to negotiate a resolution and appreciate the outreach, the last time many of us met with Reno Land was at Rancha rrah on July 24, 2019, where we were told that half the Lakeridge Tennis Club (eastern portion) would remain, while the western portion would be an infill project of approximately 150 units. We were told that Reno Land would give the iconic property an "economic shot in the arm". Reno Land and Wood Rodgers went to great lengths to share their plan at the Neighborhood Advisory Board Meeting, at the members meeting just mentioned, with the City Council and Planning Commission, the Reno Gazette and the local news. As a result, no one attended the rezoning meeting.

We trusted Reno Land to follow through with their commitment to us and to the Reno City Council. The swim coach, among others, reached out to your client several times to discuss the future of their programs, but were rebuffed. Not only did Reno Land rescind their stated plan, but they demolished the Club before the appeals process was concluded. Although we know it was within Reno Land's rights, it was an affront to our entire community. As a result, our trust that any initial face-to-face conversation would yield a resolution is very low.

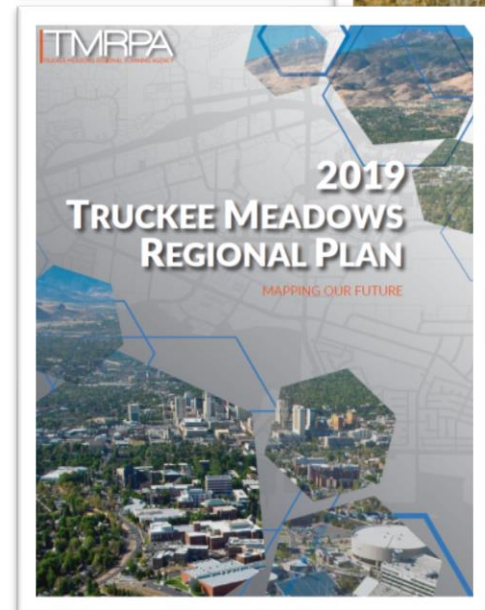
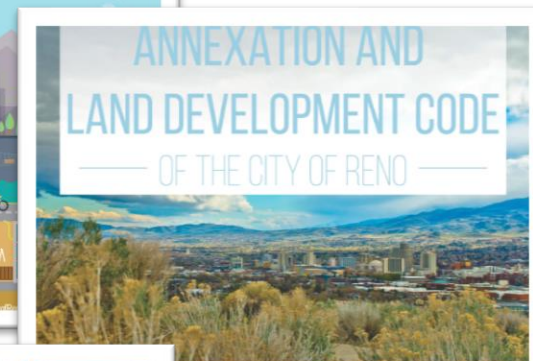
That said, we feel that in the spirit of negotiation, we would be happy to share our desires for the property, which we feel will help restore some of the community benefit, stripped away with the destruction of Lakeridge Tennis Club, as well as mitigate the traffic and safety concerns we have with the 350-unit proposed project.

- For a multitude of reasons, this project should be considered "Multi-Family, not "Senior," especially with respect to parking rates and a realistic assessment of increased traffic and safety impacts. Therefore, we feel the original 150 units is appropriate.
- Compliance with Reimagine Reno environmental standards, including charging stations for electric vehicles.
- Preservation of the remaining landscaping.
- Substantial contribution to the Moana Springs Aquatics Facility Project headed by Sierra Nevada Community Aquatics (along with the Pennington Foundation and the City of Reno).
- Six public tennis courts.

The traffic and parking reflect the concerns we raised that were upheld by the Hearing Officer Henry Sotelo. The recreational offerings are not commensurate with what Reno Land had pledged to conserve with their initial proposal, but we feel would provide a compromise in the community's interest, in addition to relieving the now overburdened public and private facilities.

The project conforms to the Regional Plan, Reimagine Reno Master Plan, and RENOVation Zoning Code

- Reimagine Reno and TMRPA Regional Plan encourage infill development, especially within the McCarran ring
- Reimagine Reno policies (45+) supported by the development:
 - 2.1A, 2.1B, 2.2A, 2.2B, 2.3B, 2.5A, 2.5C, 2.5F, 2.5G, 2.5J, 2.5K, 4.1A, 4.1B, 4.1F, 4.2C, 4.2D, 4.2E, 4.3B, 4.4C, 4.4E, 4.5A, 4.5B, 5.1A, 5.1B, 5.1F, 5.2D, 5.2G, 6.3D, 6.5A, 7.7A, 7.7B, C-NC.6, N-G.1, N-G.5, N-G.7, N-G.11, N-G.12, N-G.15, N-G.19, N-G.22, N-G.23, N-ON.1, SD.4, SD.8, SD.12, SD.28, SD.30
- Staff confirmation of zoning code compliance via recommendation for approval with limited conditions of approval.



RE JANUARY 13, 2021

- R 18.01 GENERAL PROVISIONS
- R 18.02 ZONING DISTRICTS
- R 18.03 USE REGULATIONS
- R 18.04 DEVELOPMENT STANDARDS
- R 18.05 SIGNS
- R 18.06 LAND DIVISION
- R 18.07 HISTORIC PRESERVATION
- R 18.08 ADMINISTRATION AND PROCEDURES
- R 18.09 RULES OF CONSTRUCTION AND DEFINITIONS

City Staff Recommending Approval (for the second time):

- **Traffic:** “As designed, the project is **not anticipated to negatively impact** the traffic in the area.” *Staff Report, Page 3.*
 - RTC’s 2025 Regional Transportation Plan (RTP) includes improvements to McCarran Boulevard in the project area, **which are anticipated to improve operations** at the intersection along McCarran Boulevard. *Staff Report, Page 3.*
- **Parking.** “With 395 spaces, parking **exceeds code requirements** (325 spaces required) offering a mix of 100 surface parking and 292 enclosed parking spaces available on site.” *Staff Report, Page 2*
- **Building Mass:** “The existing mature trees and increased front setbacks **mitigate impacts** of the proposed building mass.” *Staff Report, Page 3.*

City Staff Recommending Approval (for the second time):

- **Landscaping**: “The total landscaped area will cover 35 percent of the site – **well in excess** of the 15 percent that is required per code.” *Staff Report, Page 3.*
- **Height**: The modestly increased height compared to surrounding buildings will accommodate additional housing units and is **considered compatible** for a large infill site located at a signalized intersection. *Staff Report, Page 2*
- **Fire** – “*The Pinehaven Fire, which I think you are referring to, we did have several evacuations. And we did have a little back up on McCarran, but that honestly, that is to be expected whenever we have to evacuate people, depending on where the emergency is. What I can tell you is this project does meet all fire code aspects. It has your primary and secondary and actually a third access point for fire. It will be required to be fire sprinkled. So it does meet all fire code requirements.*”
- **Staff Recommendation**: “Key project issues consist of: 1) land use compatibility; and 2) traffic considerations. **These issues have all been mitigated** through the project design, code compliance, and/or conditions of approval...”

****All applicable findings are satisfied Staff recommends approval****

QUESTIONS?

