

**PLANNING COMMISSION
STAFF REPORT**

Date: January 3, 2018

To: Reno City Planning Commission

Subject: 7.4. Staff Report (For Possible Action): Case No. LDC18-00032 (Cool Classics International) – A request has been made for special use permits to allow for: 1) a ±6,000 square foot expansion to an existing ±12,801 square foot automobile sales facility and a new ±29,321 square foot ancillary indoor storage facility; and 2) off-street parking to be located in front of a primary building. The ±2.42 acre site consists of two parcels located along a private access easement between South Virginia Street and Interstate 580, ±707 feet north of South Meadows Marketplace Drive. The site is located in the Mixed Use/South Virginia Street Transit Corridor (MU/SVTC) zone and has a Master Plan land use designation of Special Planning Area/South Virginia Street Transit Corridor. kwc

From: Kyle Chisholm, Assistant Planner

Ward #: 2

Case No.: LDC18-00032 (Cool Classics International)

Applicant: Henrik Jorst

APN Number: 163-150-04 and 163-150-05

Request: A request has been made for special use permits to allow for: 1) a ±6,000 square foot expansion to an existing ±12,801 square foot automobile sales facility and a new ±29,321 square foot ancillary indoor storage facility; and 2) off-street parking to be located in front of a primary building.

Location: The ±2.42 acre site consists of two parcels located along a private access easement between South Virginia Street and Interstate 580, ±707 feet north of South Meadows Marketplace Drive. The site is located in the Mixed Use/South Virginia Street Transit Corridor (MU/SVTC) zone and has a Master Plan land use designation of Special Planning Area/South Virginia Street Transit Corridor.

Proposed Motion: Based upon compliance with the applicable findings, I move to approve the special use permits, subject to conditions.

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 for 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 permits or business license associated with this request, the applicant shall attach a copy of the final approval letter.
4. Prior to the issuance of any building permits associated with this request, the applicant shall either record a reciprocal parking and access agreement or have a Reversion to Acreage application approved and recorded to combine the two parcels into one.
5. Prior to the issuance of a building permit or business license associated with this request, the applicant shall have plans approved to install two code compliant bicycle parking spaces.
6. The outdoor vehicle display area located on the east side of the site shall be the sole area for outdoor vehicle displays during normal business operations and/or any special sales events or activities.
7. All signs within 100 feet of the freeway (I-580) right-of-way shall be limited to 20 square feet or less. In addition, any freestanding signs for the site shall be limited to eight feet in height and monument style.
8. Prior to the issuance of any permit, the applicant shall provide documentation to the satisfaction of the Community Development Department, demonstrating that all on-site storm water management facilities and appurtenances are privately owned and maintained.
9. Prior to the issuance of any permit, the applicant shall have an approved hydrology report in accordance with the Public Works Design Manual and to the satisfaction of the Community Development Department.
10. Prior to the issuance of a building permit, the applicant shall provide documentation that the drainage easement and public utility easement located on

the western parcel have been abandoned or relocated to the satisfaction of the Community Development Department.

Background: The subject site consists of two parcels totaling ±2.42 acres. The parcel on the west portion of the site is currently vacant. The parcel to the east is occupied by an existing ±12,801 square foot building built in 2002 and was formally used by Sport Haus luxury auto sales and service.

The subject site is part of a larger development that was previously located in the South Meadows I & II Planned Unit Development (PUD) before it was rezoned in 2006 to the Mixed Use/South Virginia Street Transit Corridor (MU/SVTC) zone. The original development, which included numerous industrial buildings and the subject site, was designed to meet the industrial standards of the former PUD. As a result, the majority of development does not conform to many of the current MU/SVTC development standards, including streetscape, building orientation, and landscaping.

Auto sales are an allowed use by right in the former PUD zoning, however, the use requires a special use permit (SUP) under the MU/SVTC zoning. Also, the proposed expansion is in excess of ten percent of the original development which requires the approval of an SUP per Reno Municipal Code (RMC) Section 18.06.405(b)(2) (Exemptions from Permit Requirements). In addition, the proposed site plan (**Exhibit A**) shows the parking area for the new indoor storage facility to be located in front of the primary building on the west side of the site. In the MU zone, parking is not allowed in front of a primary building unless the subject site is a narrow or shallow, has no rear access, or is modified through the approval of an SUP [RMC 18.08.301(a)(5) (Parking)].

Analysis:

Land Use Compatibility: Land uses surrounding the site includes various commercial and industrial uses which are all located in the same development as previously discussed including: a lumber and flooring company located to the north; a pharmacy, various retail stores, and an indoor recreation facility located to the south; a flooring company, construction showroom, and a retail store located to the west. Interstate 580 (I-580) is located directly to the east (**SUP findings a**).

Urban Design:

Existing Auto Sales Building Expansion: The existing building architecture located on the eastern parcel consists primarily of concrete masonry units (CMU) walls on all sides with a glazed pop-out showroom located along the majority of the front façade located on the east side

of the building. Similar architecture is proposed for the ±6,000 square foot expansion located on the northwest corner of the building which includes a glazed bay door and three large windows which are oriented toward the north (**Exhibit B**).

Proposed Indoor Storage Building: The proposed ±29,321 square foot indoor storage facility located on the west portion of the site is compatible with the existing building mentioned above as it consists primarily of CMU. The front façade of the building creates a high level of interest for pedestrians as it contains a large amount of glazing and pedestrian entrances (±50 percent measured horizontally) at the ground-level which is consistent with MU requirements. The proposed building also incorporates articulation carried around all sides of the building and a variety of materials such as decorative block, metal surfaces, and awnings. There are three large bay doors proposed, including one on the front façade (west elevation) and two on the rear of the building (east elevation) which will serve to move vehicles in and out of the building (**Exhibit B**) (**SUP findings e, f, & h**).

Site: The existing auto sales facility and the proposed indoor storage facility are located on two separate parcels. The storage facility will be ancillary to the auto sales and service facility. The plans analyze the site as a whole, particularly in regards to parking. Although the boundary line separating the two parcels of the subject site is proposed to be removed per the proposed site plan, staff recommends **Condition No. 4** to ensure that either a reciprocal parking and access agreement is in place or the parcels are combined so that the parking calculations provided by the applicant are accurate and meet RMC requirements.

Parking: The parking analysis provided by the applicant indicates there are a total of 47 parking spaces on the site and a total of 44 spaces are required which includes two accessible spaces. A table is provided below illustrating the on-site parking calculations:

Land Use	Square Footage	Rate	Required Spaces
Auto Sales	±13,100	1/550	23.81
Auto Sales (Site Area Accessible to Public)	±10,000	1/1,100	9.09
Indoor Storage	±36,200	1/3,300	10.96
Total Required	-	-	44
Total Provided	-	-	47

Based on the required 44 parking spaces, two bicycle parking spaces are required [RMC 18.12.1105 (Bicycle Parking)], however none have been provided. **Condition No. 5** is recommended to bring the required bicycle parking into conformance with RMC requirements.

The proposed site plan indicates that two parking spaces located directly to the east of the auto sales and service facility will be dedicated to outdoor display of vehicles. **Condition No. 6** is

recommended to prevent any future outdoor sales displays from occupying required parking areas and/or landscape areas which is a common occurrence at many automobile sales facilities in the area.

Landscaping: The preliminary landscape plan provided by the applicant shows ±21,264 square feet of landscaping will be provided (20% of the project site) (**Exhibit C**). A total of 75 trees are required (42 existing) and 33 new trees are proposed. The preliminary landscape plan did not indicate the placement or number of shrubs provided. However, the plans indicate that the RMC required minimum of six shrubs per tree will be provided.

Signs: Signs proposed for the site include a monument style sign located in the easternmost landscape area abutting the I-580 right-of-way and a wall sign located on the eastern façade of the existing auto sales building (facing I-580). Other than a conceptual picture of the monument sign, no other details were provided. A 25 foot tall freestanding sign is allowed in the MU zone on sites exceeding one acre [RMC Table 18.16.-1 (Sign Regulations by Zoning District)]. However, a height of 25 feet is not necessary to achieve visibility from the private driveway. Also, within a 100 foot range of the freeway right-of-way, signs are not allowed to be visible and are limited to 20 square feet in area [RMC 18.16.301(a)(10) (On Premises Signs Prohibited)]. **Condition No. 7** is recommended to ensure that: 1) any future signs located within 100 feet of the freeway right-of-way are 20 square feet or less in sign area; and 2) any future freestanding signs be a maximum of eight feet in height and be monument style in order to be consistent with the surrounding development (**SUP finding g**).

Hours of Operation: Hours of operation allowed for the existing auto sales and service facility are 6:00 a.m. to 11:00 p.m., seven days per week. No significant impacts are anticipated as a result of allowing the same hours as the existing auto sales facility as there are no residential uses nearby and the hours are consistent with the businesses in the area.

Public Safety: Properly maintained access roads shall be provided during all construction activities and all future development shall comply with the International Fire Code in effect at the time of development. Such compliance shall include, but are not limited to, fire department access, fire sprinkler systems (as required), fire alarm systems (as required) and fire hydrant placement.

The Reno Police Department provided a Crime Prevention Through Environmental Design report (CPTED) (**Exhibit D**) and noted that vegetation should be trimmed to below window lines and above six feet to preserve natural surveillance from the street and prevent areas that are easy for criminals to hide behind. It was also recommended that the applicant consider installing light-emitting diode (LED) lighting to the store-front to enhance natural surveillance from I-580.

Public Improvements: The application indicates a new sewer lateral is proposed that will connect to private sewer lines which are located to the west of the subject site. The applicant will need to acquire permission from the operator of the private sewer system to connect into the service line. This private sewer line ties into a City of Reno interceptor located to the north of the site. No sewer report was submitted with the application and due to low sewer generation of the proposed use, a sewer report will not be required with the associated building permit (**SUP finding c**).

The preliminary hydrology report provided shows that an increase in storm-water flow is anticipated on the western parcel due to the increase in impervious surfaces created by the proposed building and parking area. Storm water flows are not anticipated to increase on the eastern parcel as a result of the building addition. The plans show that the warehouse and addition are to be managed through two separate storm drain systems. The increase of flow from the western parcel will be managed through an underground detention facility and flows from the proposed addition will be diverted to the existing on-site detention facility which has sufficient capacity to serve this portion of development. **Condition No. 8** is recommended to ensure that the property owners are responsible for the ownership and maintenance of any proposed on-site storm drain facilities. **Condition No. 9** is recommended to ensure that a final hydrology report is submitted with any related building permit application demonstrating that the storm-water flows do not increase as a result of the development.

On the western parcel there is an existing ten foot wide drainage easement located along the northern boundary line and a five foot wide public utility easement located on the south and east boundary lines. Both easements must be abandoned or relocated as the proposed site plan shows the warehouse building within these easements (**Condition No. 10**).

Access, Circulation & Traffic: The applicant provided trip generation numbers based on the Institute of Transportation Engineers (ITE) trip generation manual which identifies traffic generation numbers based upon the existing and proposed use. Based on this, it is estimated the site will generate 33 a.m. peak hour trips (PHT), 42 p.m. PHT, and 310 average daily trips (ADT). This traffic generation does not trigger a traffic study and will not be required with the associated building permit. The site is accessed by a system of private access roads from South Meadows Marketplace Drive, which has a signal at its connection point with South Virginia Street (**SUP finding d**).

Master Plan: The project is consistent with the Special Planning Area/South Virginia Street Transit Corridor Master Plan land use designation. As proposed and with the recommended conditions, the project is consistent with the following applicable Master Plan objectives and policies: Objective #9 – Integrated Design; Objective #11 – Compatibility; Objective 14 – Building Planes; T-1 – Encourage pedestrian and bicycle access and parking in commercial

developments; T-2 – Provide appropriate facilities for bicycle riders; P-19 – requiring bicycle parking in design; CD-5 – Design enhances rather than conflicts with existing development; SD-2 - Centers should incorporate compatible architecture, signs, and landscaping; SD-21 – Sensitivity of development adjacent to freeways (**SUP finding b**).

General Code Compliance: As proposed and with the recommended conditions of approval, the project is consistent with RMC requirements.

Other Reviewing Bodies: Comments received from the Environmental Control Division of the Public Works Department (**Exhibit D**) noted that disposing of regulated wastes may require an Environmental Control Permit. Also noted was that a sand-oil interceptor may be required for the proposed use and that additional permitting and fees may be required before installing such equipment.

Neighborhood Advisory Board: This project was reviewed by the Ward 2 Neighborhood Advisory Board on December 19, 2017. Comments received indicate that the NAB was in general support of the project and that it seems compatible with the surrounding area. Concerns noted additional landscaping should be required. A copy of their comments is attached to this report (**Exhibit E**).

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Lumber & Flooring Sales	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC
SOUTH	General Retail & Indoor Recreation	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC
EAST	Interstate 580	n/a	n/a
WEST	General Retail	Special Planning Area/South Virginia Street Transit Corridor	MU/SVTC

Legal Requirements:

RMC 18.06.405(e)(1) Special Use Permit

FINDINGS:

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

- a. The proposed use is compatible with existing surrounding land uses and development.
- b. The project is in substantial conformance with the master plan.
- c. There are or will be adequate services and infrastructure to support the proposed development.
- d. The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.
- e. The proposed site location and scale, intensity, density, height, layout, setbacks, and architectural and overall design of the development and the uses proposed, is appropriate to the area in which it is located.
- f. The project does not create adverse environmental impacts such as smoke, noise, glare, dust, vibrations, fumes, pollution or odor which would be detrimental to, or constitute a nuisance to area properties.
- g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.
- h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

Attachments:

- Display Maps (PDF)
- Exhibit A - Site Plan(PDF)
- Exhibit B - Elevations (PDF)
- Exhibit C - Landscape Plan (PDF)
- Exhibit D - Agency Comments (PDF)
- Exhibit E - NAB Comments(PDF)