

**PLANNING COMMISSION
STAFF REPORT**

Date: March 4, 2020

To: Reno City Planning Commission

Subject: **4.5. Staff Report (For Possible Action): Case No. LDC20-00036 (Splash Express Car Wash) - A request has been made for special use permits to allow for: 1) reduction of the required floor area ratio and; 2) an alternative building orientation. The ±0.59 acre site is located on the south side of East Peckham Lane, ±40 feet southwest of its intersection with Filbert Road. The site is zoned Mixed Use/ Convention Regional Center/ General Mixed Use (MU/CRC/GMU) and has a Master Plan land use designation of Suburban Mixed-Use (SMU).**

From: Brook Oswald, Associate Planner

Ward #: 3

Case No.: LDC20-00036 (Splash Express Car Wash)

Applicant: Santa Rosa Partners

APN Number: 025-524-05

Request: A request has been made for special use permits to allow for: 1) reduction of the required floor area ratio; 2) an alternative building orientation.

Location: The ±0.59 acre site is located on the south side of East Peckham Lane, ±40 feet southwest of its intersection with Filbert Road. The site is zoned Mixed Use/ Convention Regional Center/ General Mixed Use (MU/CRC/GMU) and has a Master Plan land use designation of Suburban MixedUse (SMU).

Proposed Motion: Based upon compliance with the applicable findings, I move to approve the special use permit, 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 permit or business license associated with the request, 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. Hours of operation of the auto car wash machinery and associated vacuums shall be limited to the hours of 7:00 a.m. to 9:00 p.m. Employees may conduct other facility related operations during standard City of Reno business hours
5. Prior to the issuance of any building permit, excluding mass grading permits, the applicant shall ensure that all easements which encumber the project site are relinquished or relocated appropriately. Access easements leading to unimproved properties shall have barriers to prevent vehicle access until the time the access is improved to Reno City standards and/or the parcels are developed.
6. Construction hours 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 Saturdays. There shall be no construction on Sundays, excluding dust control and Storm Water Pollution Prevention Plan measures. This restriction includes grading and road construction activities. The idling of vehicles shall be prohibited outside of the allowed construction hours. If the construction hours need to be varied as a result of construction needs, a plan detailing the construction operations and provisions to minimize impacts on residences shall be submitted and may be approved by the Administrator.
7. All non-conforming signs from previous businesses shall be removed and signage shall be updated to reflect current City standards and requirements.

Background: A non-operational, self-service car wash currently exists on the project site. The applicant has proposed to develop a more efficient and automatic car wash, which is allowed in the zoning district (**Exhibit A**). The automatic car wash use has design constraints, due to operational and vehicle stacking and access requirements. When strict Mixed Use zoning district standards are applied, regulations can make it difficult to design an operable facility. The applicant has proposed a design that does not meet the required Floor Area Ratio (FAR) and the required building orientation/setbacks. Reno Municipal Code (RMC) 18.08.301(a)(15) allows for

alternative building orientation and land use intensities requirements through the Special Use Permit (SUP) process.

Analysis: Per Reno Municipal Code (RMC), all general SUP findings a through h must be made in order to approve this request. The following is an analysis of each of the required SUP findings as they relate to the request.

a. The proposed use is compatible with existing surrounding land uses and development.

Land Use Compatibility: The proposed use is consistent and compatible with the retail and auto related services in the surrounding area. Uses surrounding the subject site include vacant land located to the west and south; attached single family to the north and; multifamily and single family residences to the east. A table is provided below that outlines land uses, zoning designations, and Master Plan land use designations surrounding the subject site.

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Attached single family residences	Multi-Family Neighborhood (MF)	MU/CRC/RES
SOUTH	Vacant land	Suburban Mixed-Use (SMU)	MU/CRC/GMU
EAST	Multifamily and single family residences	Mixed Neighborhood (MX) Mixed Employment (ME)	MU/CRC/GMU MU/CRC/TMU
WEST	Vacant land	Suburban Mixed-Use (SMU)	MU/CRC/GMU

The applicant has proposed hours of operation from 6:00 a.m. to 8:00 p.m., seven days per week. Staff recommends that the hours of operation be modified to 7:00 a.m. to 9:00 p.m. for the auto car wash tunnel and vacuums to limit impacts, in the morning hours, on the neighboring residences (**Condition 4**).

b. The project is in substantial conformance with the Master Plan.

Master Plan: The subject site is located within an area that has a Suburban Mixed Use Master Plan land use designation. As proposed and with the recommended conditions, the project appears to be in conformance with the following applicable Reimagine Reno:

Citywide Policies:

- Policy 1.5B: Urban Revitalization: continue efforts to revitalize mixed use areas
- Policy 2.1A: Growth Tiers – Support the efficient use of existing public facilities and services by prioritizing development, infrastructure improvements, and public investments in areas that are located within the City limits and have existing infrastructure and services in place;
- Policy 4.3E: Infrastructure Improvements – Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, stormwater improvements, and undergrounding of overhead utilities;
- Policy 4.4C Revitalization of Existing Centers- Support the revitalization and reinvestment in neighborhood centers.

Area-Specific Policies: The subject site is located within the Convention Center per the Structure Plan Framework and promotes the following area-specific policies:

- Policy RC-CC.7: Parking – design and landscape parking areas to minimize glare, provide shade and reduce visual impact
- Policy RC-CC.9: Streetscape Character – place high priority on streetscape enhancements, sidewalk repairs and other improvements

c. There are or will be adequate services and infrastructure to support the proposed development.

Public Safety: The Reno Fire Department (RFD) noted that the closest fire station to the site is Station 6, located at 3970 Mira Loma Drive, with an estimated response time of four minutes. Station 3 is the next nearest fire station located at 580 West Moana Lane and has an estimated response time of five minutes. All development will be required to comply with the adopted edition of the International Fire Code as amended and adopted by the City of Reno at the time development is proposed. Such compliance includes, but is not be limited to, fire department access, fire sprinkler systems, fire alarm systems and fire hydrant placement.

The Reno Police Department (RPD) provided a Crime Prevention Through Environmental Design (CPTED) report (**Exhibit B**), noting that many of the CPTED principles are implemented into the proposed design. A lighting plan was submitted that meets RMC standards providing surveillance and safety. Also noted were standard recommendations for natural surveillance and access control, territorial reinforcement, and maintenance/management practices.

Infrastructure: All necessary utilities to serve the project are located in close proximity, or can be extended to the project. Public infrastructure required to serve the site (i.e. sewer, water, power) will be further reviewed through the building permit process.

The curb and gutter is deteriorated along Peckham Lane and Filbert Road and in accordance with the Public Works Design Manual site and building permit plans will include removal and replacement of all deteriorated curb gutter and sidewalk.

d. The proposal adequately mitigates traffic impacts of the project and provides a safe pedestrian environment.

According to the 10th Edition of the ITE trip generation manual, the project will generate approximately 51 PM Peak Hour Trips (PHT). RMC requires a Traffic Impact Analysis (TIA) for projects generating 200 or more PHT and a Traffic Entrance and Access Study for proposed projects generating 100 or more PHT. The project does not reach the thresholds that would require further analysis. The proposed project has an onsite stacking length of 322', which will accommodate approximately 17 vehicles. Engineering analysis has determined that this length is adequate to provide off street stacking for normal operating conditions and prevent traffic conflicts.

An existing drive access is proposed to be removed along Peckham Lane, which will decrease traffic conflicts and promote pedestrian safety. Per finding (c), deteriorated sidewalk will be replaced.

The two adjacent parcels to the west and south are currently undeveloped. To address concerns with tracking of material onto City Right of Way, it is recommended that the project include measures to temporarily block cross traffic from undeveloped adjacent parcels until development occurs. Any cross traffic on the adjacent undeveloped parcels is required to be paved to prevent any tracking of material onto the Right of Way (**Condition 5**).

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.

The site is located within the Convention Regional Center and the related plan states that commercial development should provide a minimum FAR value of .33. The proposed development calculates the FAR for the building at .12. This does not include the canopies

proposed at the entrance to the car wash facility and over the vacuum area. It is estimated that the canopies provide structure and shade over another 9 percent of the project site.

An automated car wash is a vehicle related use and requires specific stacking and vehicle access/circulation to accommodate the use. To facilitate proper vehicle movement and reduce impact on nearby residences, the car wash facility has been sited on the west side of the property and set back 60 feet from the frontage along Peckham Lane. This configuration is not compliant with the Mixed Use zoning district standards, but provides an appropriate configuration to accommodate the allowed use, mitigate impacts and preserve mature landscape areas.

The proposed architecture will meet all required standards per RMC and new uses and buildings would be supportive of redevelopment and reinvestment in an underutilized commercial infill area. **(Exhibit C).**

- 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.**

The facility has been oriented to limit the potential noise impacts on the neighboring residential uses. RMC 18.12.304(g) (Noise at Residential Property Lines) requires that developments in nonresidential zones not exceed nighttime permissible noise levels of 49 decibels (db) between the hours of 10:00 p.m. and 6:00 a.m. or daytime noise levels of 65 db at any adjacent residential property line. Although residential adjacency standards are not applicable to this project, due to the proximity of residential uses a noise analysis was conducted. The applicant has provided an acoustical study that demonstrates the projected noise levels of the development in relation to the surrounding area are within the permissible noise levels at residential property lines. Finding (a) identifies modified hours of operation of facility to ensure these levels are consistently met.

The proposed landscape for the project is consistent with RMC requirements. The modified orientation of the building and site design provides for the protection of the existing mature trees and vegetation along the western portion of the site. The existing vegetation provides addition screening and buffering from light and noise related to the proposed facilities operation. Parking, vehicle stacking areas and mechanical equipment will be required to be screened per RMC and will be reviewed at the building permit phase.

Impacts are anticipated during the construction phase and limited construction hours of operation are recommended to reduce impacts to surrounding properties **(Condition 6).**

g. Project signage is in character with project architecture and is compatible with or complementary to surrounding uses.

An existing sign along Peckham Lane has been proposed to be reused. This sign does not appear to meet current RMC requirements and standards for the MU zoning district and therefore, should be removed (**Exhibit C and Condition 7**). All signage will be required to meet RMC standards and requirements and will be reviewed through the applicable permitting process. The MU sign standards would limit free standing signs to 8 feet tall and a maximum 125 square feet of sign area. This requirement limits overall visual impacts and is compatible with the surrounding residential uses.

h. The structure has been designed such that the window placement and height do not adversely affect the privacy of existing residential uses.

There are no windows, in the proposed building, that would impact the privacy of existing residences.

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

Agency Comments (Exhibit B): Comments were received from the RFD, RPD, Regional Transportation Commission and Washoe County Health, and integrated into the analysis

Public Input: At the time this report was prepared, no comments from the public had been received regarding this request. Upon receipt, comments will be forwarded to the Planning Commission for review.

Neighborhood Advisory Board (NAB): This project was scheduled for a presentation to the Ward 3 NAB on January 7, 2020. No written comments were received by staff at the time this report was completed. Any future comments will be forwarded to the Planning Commission upon receipt.

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- Project Plans (PDF)
- Exhibit B- Agency Comments (PDF)
- Exhibit C - Elevation and Signage (PDF)