



CITY OF RENO
Planning Commission
March 15, 2006
Staff Report

Agenda # V-4
Ward 3

CASE No.: LDC06-00317 (Nightingale Manor)

APPLICANT: E. 2nd Street Village LLC

APN NUMBER: 012-381-05, 06, 07, 12, 18, and 19

REQUEST: This is a request for:

- (1) a tentative map to develop in four phases a 164 unit townhome subdivision;
- (2) a special use permit to allow: (a) private streets; and (b) a residential density of less than 30 dwelling units per acre in the MU/WRC (Mixed Use/Washoe Regional Center Plan Overlay) zone; and
- (3) a variance to reduce the spacing between intersections for the interior private streets to less than the required 200 feet.

LOCATION: The ±6.11 acre site is located on the southwest corner of the Kuenzli Street and Giroux Street intersection in the MU/WRC zone.

PROPOSED MOTION: Based upon compliance with the applicable findings, I move to approve the tentative map, special use permit, and variance application 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 building permit is applied for, shall prevail.

2. The applicant shall record the final map in accordance with the time limit contained in state law or this approval shall be null and void. The applicant shall not record more than four final maps with a minimum of 40 lots per phase. The special use permit and variance shall be subject to the time limit placed on the tentative map.
3. Prior to the approval of the first final map, the applicant shall have plans approved for a tot lot, volleyball or related game area, and/or a barbeque pit area with covered outdoor tables and seating. This area shall be provided on a portion of the turf/common area located in the center of the site as shown on the tentative map. At a minimum, these amenities shall be located in an area containing at least 3,000 square feet.
4. Prior to the approval of the first final map, the applicant shall have plans approved demonstrating compliance with the MU District (Section 18.08.302) for the pedestrian corridor required to be built along Manuel Street.
5. Prior to the approval of the first final map, the applicant shall have plans approved demonstrating how pedestrian amenities are to be provided in an amount equal to one percent of the entire project's costs exclusive of land and financing for buildings.
6. The interior streets shall be posted with 20 MPH speed limit signs in accordance with the Public Works Design Manual and to the approval of the Community Development Department. Private street notification signage shall be placed at each entrance.
7. Prior to the approval of each final map, the applicant shall demonstrate the designs for all intersections spaced less than 200-feet from another intersection meet City standards for clear intersection sight distances – both horizontally and vertically.
8. Prior to the approval of each final map, the applicant shall have plans for adequate traffic controls at all intersections spaced less than 200-feet from another intersection in accordance with the Public Works Design Manual and to the approval of the Community Development Department.

9. Prior to the approval of each final map, the applicant shall demonstrate that the design for all project entrances and common use driveway/roadway intersections meet City standards for clear intersection sight distances – both horizontally and vertically.
10. Site circulation design, traffic controls, and operational characteristics of the project accesses, on-site private streets, fire access lanes, pedestrian routes, sidewalks, and parking spaces shall be in accordance with the Public Works Design Manual and shall meet with the approval of the City Fire and Community Development Departments. All on-site off-street parking stalls located proximate to intersections shall conform to the City's standards for driveway spacings.
11. Prior to the approval of any permit or final map, the project Traffic Access and Circulation Study shall be updated to reflect the approved Tentative Map. All site access configurations, storage areas, and turning movement restrictions shall conform to the City approved traffic study update. All on-site streets shall be privately owned and maintained in accordance with the Tentative Map with adequate "no parking" signage and demarcations per City standards. Site accesses shall not be gated.
12. Prior to the approval of any permit or final map, the applicant shall submit a Sewerage Report in accordance with the Public Works Design Manual. On-site sanitary sewer mains and manholes will be maintained by the City. Adequate maintenance access shall be provided for all sanitary sewer improvements per the Public Works Design Manual.
13. Prior to the approval of any permit or final map, the applicant shall have an approved Hydrology Report addressing on-site and off-site storm water flows and facility capacities for the pre-development and post-development site conditions. On-site storm drain inlets, mains, and manholes will be maintained by the City. All other on-site storm water management and water quality facilities shall be privately maintained. Sidewalk underdrains will not be allowed. Adequate easements and maintenance access shall be provided for all storm water management improvements per the Public Works Design Manual.

14. Prior to the approval of any permit or final map, the applicant shall have plans and appropriate easements for the relocating or undergrounding of all overhead utilities traversing or encumbering this project in accordance with City standards and RMC Section 18.12.603 "Underground Utility Services."
15. Prior to the approval of any permit or final map, the applicant shall provide a written response from Regional Transportation Commission (RTC) defining transit requirements for this project and shall dedicate right-of-way or grant appropriate easements and construct transit improvements in accordance with RTC's requirements prior to the approval of any certificate of occupancy.
16. Prior to the approval of each final map, the applicant shall demonstrate all necessary on-site and off-site easement vacations, relocations, and grants are complete or in place within the boundary of each final map. These easements shall include; project construction, site access and cross access, utility access, maintenance access, sewer lines, surface drainage, storm drains, irrigation ditches, and utility improvements.
17. Prior to the approval of any permit or final map, the applicant shall have approved plans for site grading, drainage, and utilities in accordance with the Public Works Design Manual and to the satisfaction of the Community Development Department. Phased improvement plan submittals shall stand alone for permitting and construction with designs and securities included for all out-of-phase infrastructure improvements required for the phase.
18. Prior to the submittal of improvement plans, the applicant shall meet in the field with engineering staff from the Community Development Department to determine the extents and nature of repairs, renovations, or reconstruction of the pavement surfaces, concrete curb/gutter, and sidewalks for all roadways adjacent to the project. The applicant shall replace all roadway markings and striping affected or displaced by the pavement improvements. All required off-site improvements for pavement, curb/gutter, and sidewalk shall be completed prior to the approval of any certificate of occupancy.
19. Prior to the approval of each permit, the applicant shall have an approved construction management and access plan. This plan shall include provisions for on-site and off-site construction material storage, transportation/delivery routes, and traffic control.

20. Prior to the approval of each permit or final map, the applicant shall comply with the Quality Assurance Program as set forth in the Public Works Design Manual, Chapter VI, titles "Inspection, Testing and Verification" and "Quality Assurance Program."
21. Prior to the approval of each final map, the applicant shall have plans approved demonstrating that low impact rotary heads and/or compact heads with wind sensor control will be provided, as appropriate, in all common areas containing turf which are located adjacent to impervious surfaces.
22. Prior to the approval of the first final map, the applicant shall demonstrate that a homeowner's association or equivalent has been formed to provide for the maintenance of all common areas and private streets.

BACKGROUND: The site is currently occupied by several existing commercial and industrial businesses, office buildings and parking lots, which will be removed with construction of the proposed project. This area is in transition from its historic mixed industrial/commercial uses to office, medical, and residential uses related to the expanding Washoe Medical Center.

ANALYSIS:

Land Use Compatibility: Land uses surrounding the site consist of John Champion Memorial Park and a landscaping business to the north. Several industrial businesses and vacant lots are located to the east and west. An auto body repair facility and the Washoe Medical Center are located to the south. This townhouse development is consistent with the intent of the Washoe Regional Center Plan which is to redevelop this area with office, medical and residential uses, and is compatible with the surrounding land uses.

A special use permit is required to allow a residential density of less than 30 dwelling units per acre in the MU/WRC (Mixed Use/Washoe Regional Center Plan Overlay) zone. The proposed project is planned for a residential density of 26.8 dwelling units per acre. Other than the reduced density, the project is consistent with the MU standards including provision of open space, pedestrian amenities and provision of a pedestrian corridor link to the Truckee River. As discussed throughout this report, it appears that the applicable special use permit findings can be made to support the request for reduced density.

Urban Design: The townhouse units will be three stories with attached garages built in a row house concept. With the exception of five units located along Kuenzli Street, the fronts of the perimeter buildings will face the exterior streets (2nd Street, Manuel Street, and Giroux Street). Garages are located in the interior of the site at the rear of the units and away from pedestrian routes. The elevations submitted show detailed articulation with appropriate scale for the surrounding area.

Of the ±6.11 acres included in this application, ±1.72 acres (25%) have been dedicated as common area. A ±27,820 square foot turf area is proposed in the center of the site. The turf area would provide an exceptional opportunity to provide amenities such as a tot lot, volleyball or related game area, and/or a barbeque pit with covered outdoor tables and seating (condition #3). All common areas will be maintained by the homeowners association.

Project signage has not yet been proposed. Signage for the project will be reviewed for consistency with the MU/WRC zone standards through the building permit process.

The east side of Manuel Street is designated as a pedestrian corridor in the Washoe Regional Center Overlay Plan. As currently designed the pedestrian corridor is not shown on the submitted site plan. However, there is room adjacent to Manuel Street to provide these improvements. The pedestrian corridor standards require a minimum five foot six inch sidewalk width and an additional eight foot area between the face of the curb and the sidewalk. The eight-foot area is required to be landscaped or paved as part of the sidewalk and may include public furniture and other pedestrian amenities in order to meet the MU and TOD standards and provide convenient access from the Washoe Medical Center to the John Champion Memorial Park and Truckee River (condition #4). Pedestrian amenities are also required to be provided in an amount equal to one percent of the entire project's costs exclusive of land and financing for buildings (condition #5). Both issues must be addressed during the final map review process.

Variance Discussion: The applicant has requested a variance to reduce the intersection spacing to less than 200 feet for the interior private streets. The purpose of this standard is to minimize vehicular conflicts at intersections by allowing motorists the time and distance to see and react to cross traffic, merging and diverging movements. It appears that the variance findings can be made in this case because the exceptional situation or hardship is that the product type proposed could not be constructed based upon strict application of this standard (findings a and b). Conditions to address the reduced spacing are recommended to require the applicant to: post all interior streets with 20 mph speed limit signs (Condition #6); demonstrate that all intersections spaced less than 200 feet apart

meet City standards for clear intersection sight distance (Condition #7); demonstrate that adequate traffic controls are provided at all intersections spaced less than 200 feet apart (Condition #8); and demonstrate that the design for all project entrances and common use driveway/roadway intersections meet City standards for clear sight distance (Condition #9). These conditions will also ensure that the reduced spacing will not be materially detrimental to the public health and safety while being consistent with the intent and purpose of the requirement (findings c and d).

Public Safety: The Reno Police Department had no issues or concerns regarding this project. The Reno Fire Department indicated that the applicant would have to comply with standards related to fire access, fire hydrant spacing and fire flows. In addition, the interior driveways exceeding 150 feet in length will require an approved area for turning around fire vehicles. All private access roadways shall have the curb painted red and posted with "no parking" signs.

Public Improvements: Engineering concerns are addressed in Condition Nos. 10-20.

Access and Circulation: The main site access is from 2nd Street, with a secondary access on Giroux Street. All of the surrounding streets are fully improved, and the site is bordered on all sides by public roadways, two of which (Giroux and Kuenzli) convey only one-way traffic. As proposed and with recommended conditions, access and interior circulation are adequate. The special use permit for private streets appears to be appropriate because they will meet City standards and not inhibit circulation internal to the site.

Master Plan: The proposal is consistent with the Special Planning Area (Washoe Regional Center Plan) land use designation. As proposed and with recommended conditions, the project appears to be consistent with the following applicable Master Plan policies and objectives: Pedestrian and bicycle access and parking must be incorporated in commercial developments, employment centers, residential areas, and corridors between these uses (T-1); Site access and circulation should be safe, convenient, logical and minimize impacts onto adjoining roads (P-1); and development density, building mass, and architectural details must be sensitive to the context, scale, and texture of surrounding development patterns and structures (BD-1).

Other Considerations:

The applicant should be required to provide proof that a homeowner's association or equivalent has been formed to provide for maintenance of common areas and private streets (Condition #22).

Other Reviewing Bodies:

Washoe County District Health Department: Washoe County District Health Department staff recommends that turf not be placed within 3 feet of any impervious surface unless low impact rotary heads and/or compact heads with wind sensor control are used to reduce nuisance water run off (condition # 21).

Neighborhood Advisory Board: This project was reviewed by the Ward 3 – East Reno Neighborhood Advisory Board on January 26, 2006. A copy of their comments is attached to this report (Exhibit A).

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Memorial Park, Landscaping Business	Special Planning Area (Washoe Regional Center Plan)	MU/WRC
SOUTH	Washoe Medical Center	Special Planning Area (Washoe Regional Center Plan)	MU/WRC
EAST	Vacant Land, Parking	Special Planning Area (Washoe Regional Center Plan)	MU/WRC
WEST	Industrial Uses, Parking	Special Planning Area (Washoe Regional Center Plan)	MU/WRC

LEGAL REQUIREMENTS:

NRS 278.320	Subdivision of Land
RMC 18.06.501	Tentative Map
RMC 18.06.405(e)(1)	Special Use Permit
RMC 18.06.408	Variance

FINDINGS:

Tentative Map: When issuing a decision on a tentative map, the planning commission shall consider the following:

- (1) 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;
- (2) Availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;

- (3) Availability and accessibility of utilities;
- (4) Availability and accessibility of public services such as schools, police protection, transportation, recreation and parks;
- (5) 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;
- (6) Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;
- (7) Physical land characteristics such as flood plain, slope, soil; and
- (8) Recommendations and comments of those entities reviewing the tentative map pursuant to NRS 278.330 and 278.348.

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.

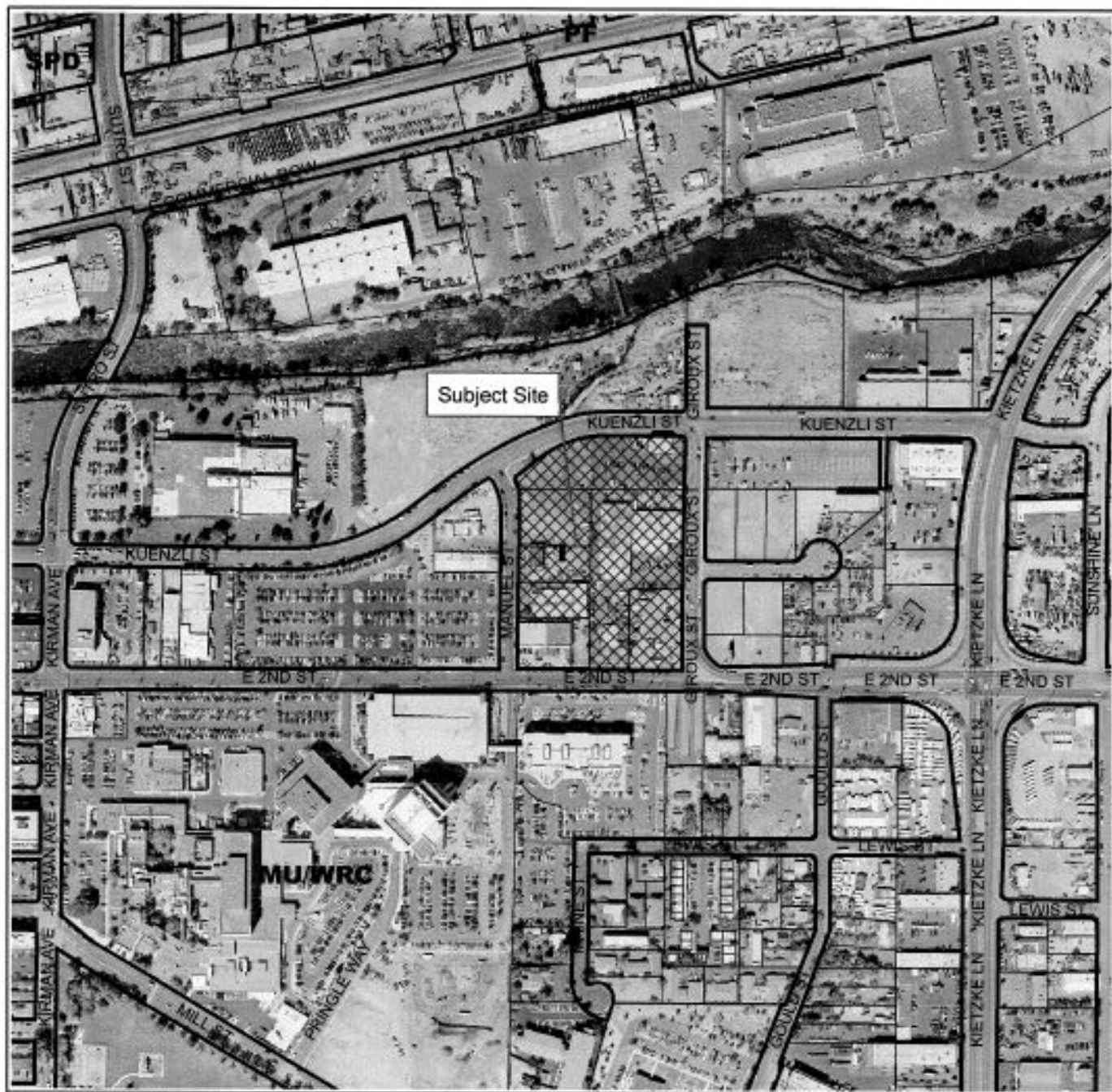
- a. The proposed use is compatible with existing surrounding land uses and development.
- b. The project is in substantial conformance with the master plan.
- c. There are or will be adequate services and infrastructure to support the proposed development.
- d. The proposal adequately mitigates traffic 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.

Variance:


- (1) In order to approve a variance, the recommending or deciding body shall make the following findings:
 - a. The property is characterized by an extraordinary or exceptional situation or condition, such as exceptional narrowness, shallowness or shape, or it has exceptional topographic conditions at the time of enactment of the regulations;
 - b. The strict application of the regulation would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the owner of the property;
 - c. Granting of the variance will not be materially detrimental to the public health, safety, or welfare, or injurious to property or improvements in the vicinity; and
 - d. The proposed variance is consistent with the intent and purpose of this title.
- (2) In granting variances, the decision-making body shall have no power to take action which has the effect of allowing a use of land in contravention of the applicable zoning district or which in any other way changes the applicable zoning district. Any action that has in effect changed the zoning district shall be deemed a violation of powers of this section and be of no force and effect.
- (3) The fact that a building exists or was constructed or expanded in a manner which does not conform with this title prior to the consideration of a variance application may not be used as a basis for the granting of a variance.

Staff: Charles Fitzhugh, Associate Planner



LDC06-00317 Nightingale Manor

 Subject Site



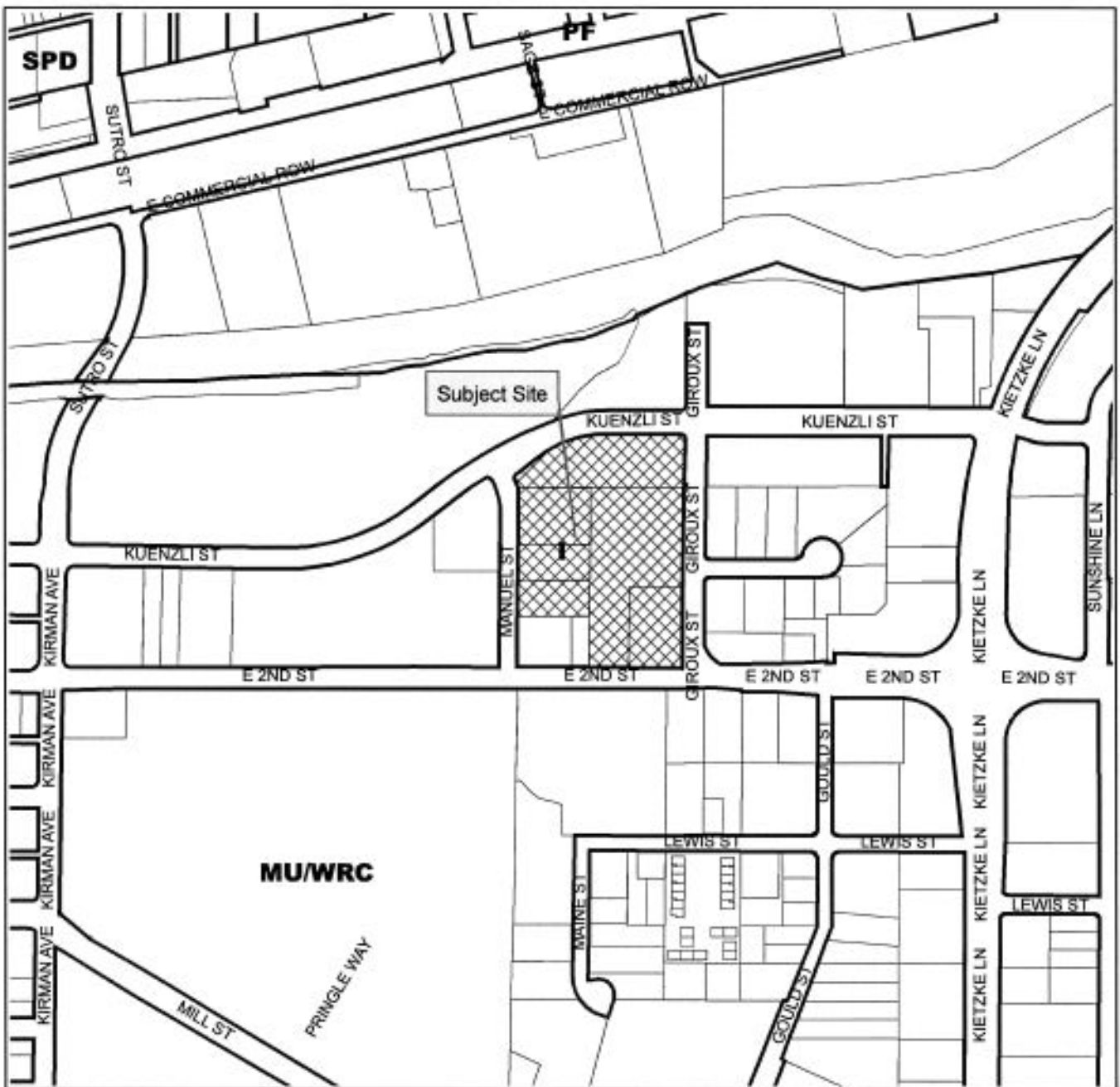
0 50 100 200 300 400
Feet

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Community Development Department

450 Sinclair Street Phone: 334-2063
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com



LDC06-00317 Nightingale Manor

 Subject Site



0 50 100 200 300 400
Feet

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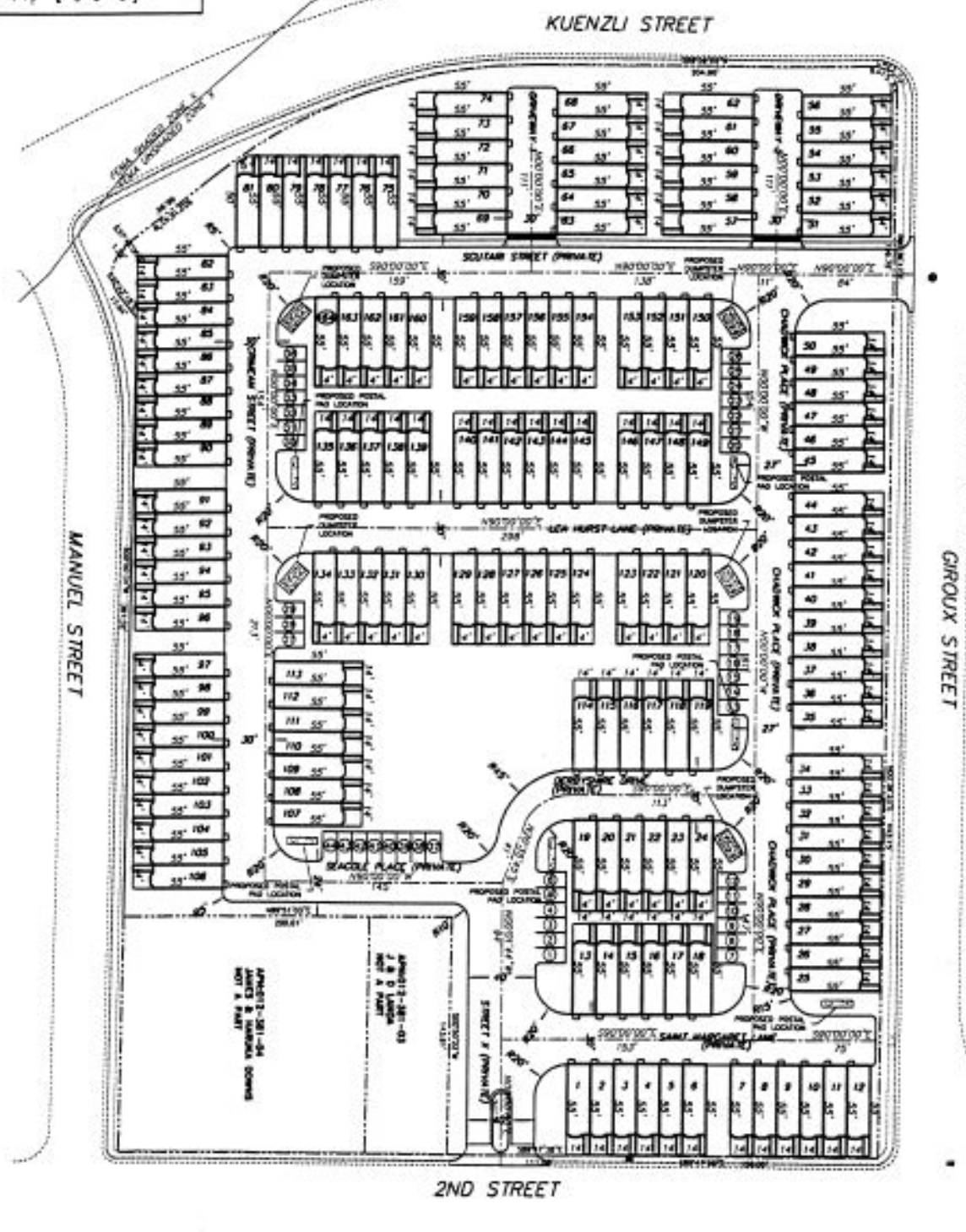


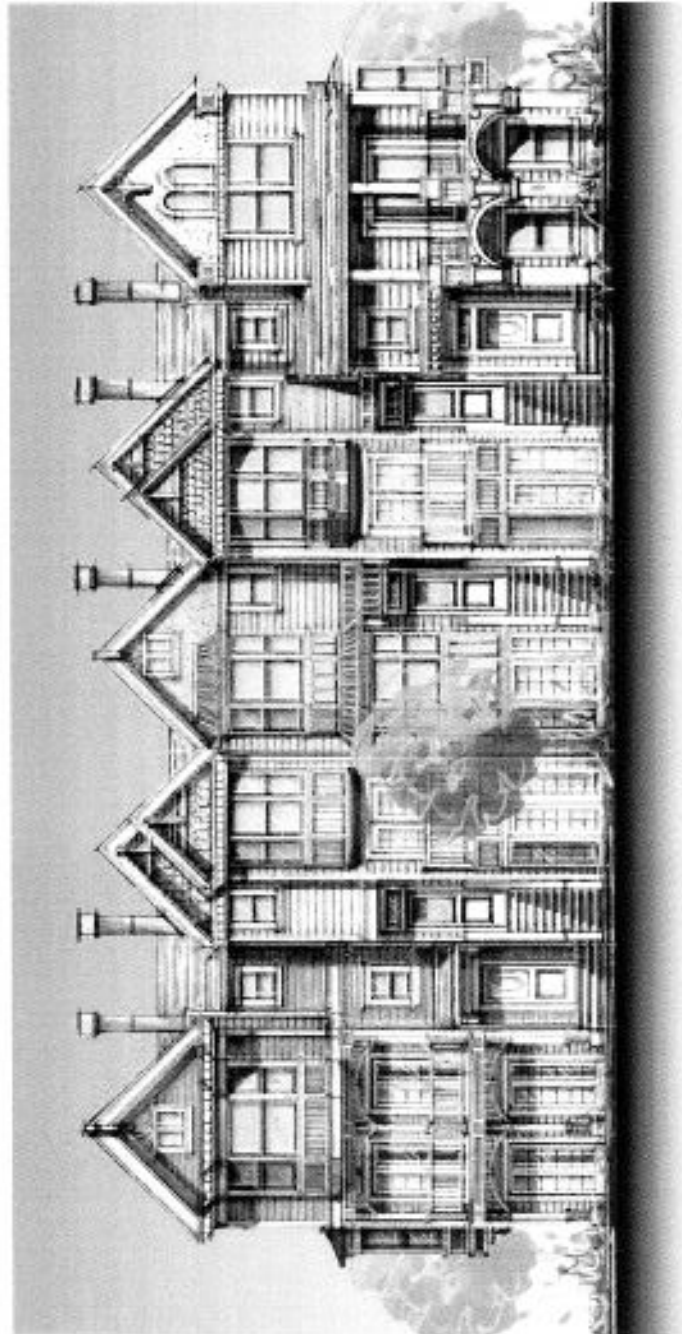
Community Development Department
450 Sinclair Street Phone: 334-2083
P.O. Box 1900 Fax: 334-2043
Reno, NV 89505 www.cityofreno.com



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LDC06-00317
 (Nightingale Manor)





PROJECT REVIEW FORM

Ward 3
Neighborhood Advisory Board

Case No. LDC06-00317 Date: Thursday, January 2, 2008

Case Name: Nightingale Manor

Case Planner: _____

Community Liaison: Kitty Jung

- NAB Comments:
- ADA concern
 - granny flat option concern

Concerns: The "sample concerns" box below may be used as a guide during the project review process. Please check any concerns your NAB may have in the box below or add additional comments in the spaces provided.

SAMPLE CONCERNS:

<input type="checkbox"/> Auto & Pedestrian Access	<input type="checkbox"/> Police/Fire Safety	<input type="checkbox"/> Architecture
<input type="checkbox"/> School Impact	<input type="checkbox"/> Neighborhood Compatibility	<input type="checkbox"/> Traffic
<input type="checkbox"/> Building Height/Pollution	<input type="checkbox"/> Intensity/Density	<input type="checkbox"/> Signage
<input type="checkbox"/> Landscaping	<input type="checkbox"/> Privacy	<input type="checkbox"/> Good Location
<input type="checkbox"/> Lighting	<input type="checkbox"/> Environmental Concerns	

Suggested modifications to the proposal to address NAB concerns:

- Granny flat should not be addressed
- Repeating pattern on front elevation should be addressed.
- landscaping must follow plan as presented.
- ANA parking & access for people w/ disabilities
- overall good project for the area.

James [Signature]
NAB Chair Signature

