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TRANSCRIPT MINUTES

CITY OF SPARKS PLANNING COMMISSION
MEETING

Thursday, August 1, 2019
6:00 p.m.

City Council Chambers
745 4th Street
Sparks, Nevada

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A P P E A R A N C E S

Commission Members Present:

- Scott Carey, Chair
- Shelley Read, Vice Chair
- David Blaco
- Mary Brock
- James Fewins
- Frank Petersen
- Dian VanderWell

Staff Present:

- Alyson McCormick
Assistant City Attorney

- Armando Ornelas
Assistant Community Services Director

- Ian Crittenden
Senior Planner

- Marilie Smith
Administrative Secretary
Community Services Department

Other Participants:

- Wesley Griffin
- Darlene Hesse
- John Hesse
- George Lee
- Christopher Fields
- Charlotte Clem
- John Capurro
- Cynthia Albright, Stantec Consulting
- Joe Mactutis, Stantec Consulting
- Mike and Anita Brierley
- Gayle Miller

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I N D E X

ITEM	PAGE
1. CALL TO ORDER	4
2. ROLL CALL	4
3. PUBLIC COMMENT	5
4. APPROVAL OF THE AGENDA (For Possible Action)	19
5. APPROVAL OF THE MINUTES:	
Review and possible approval of the minutes of the June 4, 2019 Planning Commission Study Session (For Possible Action)	20
Review and possible approval of the minutes of the June 6, 2019 Planning Commission Meeting (For Possible Action)	21
6. INFORMATIONAL ITEMS	22
PUBLIC HEARING ITEMS:	
7. PCN19-0023 - Consideration of and possible action on a request for a Conditional Use Permit to allow for the construction and operation of an approximately 4,512 square-foot car wash on a site 1.61 acres in size located at 4620 Wedekind Road, Sparks, Nevada, in the PO (Professional Office) zoning district. (For Possible Action)	22
GENERAL BUSINESS:	
8. PUBLIC COMMENT	75
9. COMMENTS FROM THE COMMISSIONERS	78
10. ADJOURNMENT	80

1 SPARKS, NEVADA, THURSDAY, AUGUST 1, 2019, 6:00 P.M.

2 -oOo-

3 CHAIRMAN CAREY: Well, good afternoon, or good
4 evening, everyone (gavel). I'll call this meeting to
5 order. And welcome. This is the Sparks Planning
6 Commission meeting of August 1st, 2019. I want to
7 welcome everyone here in the chambers, everyone watching
8 on Sparks Centennial Television and on the internet. We
9 have a pretty short agenda and a lot of interest in
10 tonight's meeting. So, I think, that that's good.

11 I want to remind everyone to please silence
12 your cell phones, and try to limit distractions as much
13 as possible to be able to get through this, tonight's
14 agenda.

15 The first item on the agenda is call to order.
16 We did that.

17 The second item is roll call.

18 You can call the roll, please, madam secretary.

19 MS. SMITH: Commissioner Carey?

20 CHAIRMAN CAREY: Present.

21 MS. SMITH: Commissioner Read?

22 COMMISSIONER READ: Here.

23 MS. SMITH: Commissioner Blaco?

24 COMMISSIONER BLACO: Here.

25 MS. SMITH: Commissioner Brock?

1 COMMISSIONER BROCK: Here.

2 MS. SMITH: Commissioner Fewins?

3 COMMISSIONER FEWINS: Here.

4 MS. SMITH: Commissioner Petersen?

5 COMMISSIONER PETERSEN: Here.

6 MS. SMITH: Commissioner VanderWell?

7 COMMISSIONER VANDERWELL: Here.

8 MS. SMITH: Assistant City Attorney Alyson
9 McCormick?

10 MS. MCCORMICK: Here.

11 MS. SMITH: Assistant Community Services
12 Director Armando Ornelas?

13 MR. ORNELAS: Here.

14 CHAIRMAN CAREY: Okay. Thank you for that.
15 Pleased to have a full Commission for tonight's meeting.
16 The next item on the agenda is approval of the
17 agenda. Do we have any subtractions or changes?

18 MS. MCCORMICK: You skipped public comment.

19 CHAIRMAN CAREY: Oh, my gosh, I did. Boy.
20 Thank you very much for that. Let me back up, then.

21 Item number 3, that's public comment. This is
22 our general public comment portion of the agenda. You
23 can talk about anything on the agenda or not on the
24 agenda. We will have an opportunity for a public
25 hearing for item number 7. That's the conditional use

1 permit for the car wash.

2 So is there anyone in the audience that would
3 like to provide a general public comment?

4 MS. DARLENE HESSE: Yeah, sure.

5 CHAIRMAN CAREY: Okay. Come on, come up.

6 MS. DARLENE HESSE: Just for the --

7 MR. WESLEY GRIFFIN: For the car wash?

8 CHAIRMAN CAREY: No, this is a general public
9 comment.

10 MR. WESLEY GRIFFIN: No, I don't.

11 CHAIRMAN CAREY: There'll be another public
12 hearing.

13 MS. DARLENE HESSE: Well, you can say something
14 about the car wash at the -- at this.

15 MR. WESLEY GRIFFIN: After, yeah.

16 CHAIRMAN CAREY: You're welcome to, if you'd
17 like to --

18 MS. DARLENE HESSE: Sure.

19 CHAIRMAN CAREY: -- make another public
20 comment.

21 MR. WESLEY GRIFFIN: Okay.

22 MS. DARLENE HESSE: You go, you go first, and
23 I'll go next.

24 CHAIRMAN CAREY: I'd just ask that you, for
25 this public comment period, you know, state your name

1 and address for the record.

2 MR. WESLEY GRIFFIN: Sure.

3 CHAIRMAN CAREY: And you'll have up to three
4 minutes.

5 MR. WESLEY GRIFFIN: Commission and Commission
6 members, thank you very much for this opportunity. I'm
7 very happy to be here. My name is Wesley Griffin. My
8 address is 4701 Wedekind Road. And I have comments on
9 this proposed car wash.

10 We have a neighborhood that enjoys a certain
11 amount of peace and quiet. It's being disturbed
12 currently by the school that's being added to here.
13 It's going to increase our traffic. We've got
14 ever-growing traffic from all the roads out in Spanish
15 Springs.

16 We're concerned about traffic on Wedekind Road.
17 We like access. We have for years had access to
18 McCarran, being able to turn left and go straight
19 across. Many of the things that I've enjoyed in the
20 City of Sparks are in downtown Sparks. And so having
21 access to being able to head east on McCarran is very
22 important to us.

23 And, also, we're concerned about noise. We're
24 concerned about lights at night. We're concerned about
25 how this the change the character of our neighborhood.

1 The Truckee Meadows Regional Plan talks about trying to
2 maintain the character of neighborhoods. So we are very
3 concerned about how this will affect the character of
4 our neighborhood, how it will affect our lives.

5 We're concerned about some -- now, this
6 property, this change is supposedly for a conditional
7 permit. That doesn't seem very straightforward to me.
8 It seems to me like if somebody wanted to do this, that
9 it would be commercial. In fact, it sounds almost like
10 light industrial. That is not in keeping with the
11 character of our neighborhood. It can depreciate our
12 property, our values, our peace, have a very unsettling
13 additional stress to our lives.

14 We're very much concerned about this. You
15 would be, too, if somebody was suggesting that they put
16 something like this in your residential neighborhood,
17 all of you.

18 I'd encourage you to really take into
19 consideration. We're the people on our side of the
20 street. The people on the other side of the street due
21 to these kind of sound barrier. There's an apartment
22 house, and they don't really -- you know, they don't
23 really care a whole lot. So we're the ones that are
24 being affected. And not only us, but everybody to our
25 east.

1 We were not given -- we didn't know. We were,
2 we're not given much advance notice, and very few people
3 were. You know, I mean, obviously, you people have to
4 do what you feel is best. But I can assure you, if this
5 passes, we will appeal it. And we'll have a lot more
6 people than just a few people here, you know, voicing
7 their opinions, too.

8 So thank you very much for the opportunity to
9 speak.

10 CHAIRMAN CAREY: Thank you, Wesley. Appreciate
11 that public comment.

12 Is there any other members of the public that
13 would like to provide public, general public comment?

14 Come on down to the podium.

15 If there's another, you're welcome to; we have
16 two seats we could fill up.

17 Welcome back.

18 MS. DARLENE HESSE: Good evening. My name
19 Darlene Hesse, 3035 Malapi Way. And I live right off of
20 Wedekind. And I'm here representing about 10 people who
21 I've talked to. I brought three letters in. And then,
22 I believe, they're going to be sending in more letters,
23 also, to complain about this. But they wanted me to
24 talk on behalf of them, too, to say how concerned we are
25 about the traffic.

1 We're going to have that new school. And I
2 tell you, that part of McCarran is just overloaded,
3 right now, without even the school. I don't know if you
4 guys get stuck in that traffic in the morning. It's
5 horrible.

6 And I don't understand yet if it's going to be
7 an entry from McCarran or entry from Wedekind. We don't
8 ask the question like that, right? I can't ask that
9 question?

10 CHAIRMAN CAREY: We can have, we can have staff
11 address that in the presentation.

12 MS. DARLENE HESSE: Yeah.

13 CHAIRMAN CAREY: We'll go over, we'll go over
14 the traffic.

15 MS. DARLENE HESSE: Okay. I'd like to find out
16 about that.

17 CHAIRMAN CAREY: Sure.

18 MS. DARLENE HESSE: But we're all very, very
19 concerned. And we've lived there 41 years. Actually,
20 it's a beautiful area. I'm sorry that the school has to
21 go there, because I don't think that's right. But the
22 traffic is our main concern. Everyone that I called
23 today, they said, be sure and talk about the traffic.
24 Talk about the traffic. Because the traffic is
25 unbelievable.

1 And I don't think that it's going to bring that
2 much tax money to the Washoe County, to the City of
3 Sparks, because it would be a car -- to wash your cars,
4 and I don't think there's that many people that really
5 work there. It would be much better if it stayed in
6 office, and the people come in, they work in the day,
7 and they leave at night. That would just be the best
8 way. I think, it would help McCarran and the people of
9 Sparks and Reno so very much.

10 Well, thank you for listening to me. And I'm
11 really sorry about one, this idea. But, thank you.

12 CHAIRMAN CAREY: Thank you, Darlene.

13 We have another public comment. Just your name
14 and address for the record.

15 MR. GEORGE LEE: George Lee, 3506 Brassie
16 Drive. I put in a card with the secretary.

17 CHAIRMAN CAREY: Okay. Thank you.

18 MR. GEORGE LEE: I'm concerned about the fact
19 that they're going to eliminate left turns and
20 straight-throughs for Wedekind to go, for people to go
21 down Wedekind. They come out of Wedekind from their
22 residential area.

23 (Microphone noise.)

24 UNIDENTIFIED MAN: Sorry.

25 MR. GEORGE LEE: From their residential area.

1 And they're going to have to go up and make a U-turn at
2 Sullivan to get over there to go down in that area.

3 This is something that RTC should not accept
4 the idea of changing that. Either put a stoplight in
5 there, so that people can go across that and can make
6 turns out of there and not have to make U-turns at
7 Sullivan, which with the high school is going to be
8 murder, you know, with that, the traffic, trying to make
9 a U-turn up there.

10 And I mean so it's 80 cars. When do the 80
11 cars come? During rush hour. They don't come just in
12 the middle of the day or -- maybe some do. But the
13 point is, is the real traffic and the mental imagery of,
14 oh, I'm driving down the road, here's a car wash. You
15 know, the opportunity is there for the people who are
16 commuting, people who are traveling down there. It's
17 not something that you might think of on a Saturday
18 afternoon or something, because you want to wash the
19 car. But the point is, it needs to have that left turn
20 out of Wedekind to go east on McCarran. And I think
21 that that's not in their plans. That's not in RTC's
22 plans, apparently, because they work with RTC,
23 apparently, according to the information that I had.

24 That is -- I don't think that's acceptable. I
25 mean we've got enough going on with the high school

1 there, that, the battleship, as Mr. Petersen called it.

2 This, what's happening is, basically, we're
3 turning this into the corner of Sutro and McCarran,
4 which is a high school, a convenience store, gas
5 station, some other places like that, you know. And I
6 don't think that Mr. Conforte, when he brought in the
7 properties to the county, had this in mind. It's
8 supposed to be unbuildable because of the expanding clay
9 that's under that area. So.

10 CHAIRMAN CAREY: Thank you very much.

11 MR. GEORGE LEE: All right.

12 CHAIRMAN CAREY: Just on time.

13 Okay. Go ahead.

14 MR. CHRIS FIELDS: I'm Chris, Chris Fields. I
15 live at 4820 Wedekind Road.

16 And I've been in contact with NDOT, Washoe
17 County, and I'm still making a -- contacting the City of
18 Sparks concerning the traffic on Wedekind Road.

19 The unfortunate thing is, it's very hard in, on
20 Wedekind Road in our little neighborhood. Only a
21 portion of it is responsible by the City of Sparks. A
22 very even smaller section is Washoe County, which my
23 house fronts. And then the rest of it is NDOT. And to
24 have signs for on either end, have to be coordinated
25 with both City of Sparks and with NDOT.

1 And I talked to Washoe County. And they're
2 section is so small, and they're in the middle of the
3 road, that they don't have anything they want to talk
4 about, because it's the responsibility of Sparks on one
5 end of the street and NDOT on the other, and Washoe
6 County is in the middle, we don't care.

7 But speeding through the neighborhood is
8 absolutely atrocious. It is horrible. And especially
9 in front of my house. I'm in a curve area and a dip in
10 the road. Any vehicle can lose control when they're
11 traveling westbound, if they're not paying attention,
12 and drive into my fence or into a tree. It's very easy
13 to do.

14 I also think in meeting time people are
15 avoiding McCarran Boulevard thinking psychologically in
16 their mind that they can avoid the police on McCarran,
17 or on McCarran Boulevard by just going down Wedekind
18 Road.

19 And the beer bottles and beer cans that are
20 thrown out the window, that I pick up on the side of the
21 road, is crazy. You know, it's the same brand, too, so
22 I think it's the same person.

23 But I have looked into requesting signs on
24 either end, responsibility for the City of Sparks and
25 NDOT on the other side to put in a sign "for local

1 traffic only," to lower the speed limit to 25 miles an
2 hour, and to put in a sign that restricts peripheral
3 traffic.

4 Because a lot of my -- I work early in the
5 morning, and I'm up early in the morning. And you'll
6 see the commercial vehicles going down this street to
7 avoid McCarran Boulevard, when the traffic's light makes
8 no sense, on their way to build the supermarkets and
9 points north, to Walmart and Save Mart and everybody
10 else. It's strange, even cement trucks. Why do they go
11 down that street? I have no idea.

12 But thank you for this comment period.

13 CHAIRMAN CAREY: Thank you, Chris.

14 Do we have any other members of the public who
15 would like to provide a general public comment at this
16 time?

17 Come on up.

18 MS. CHARLOTTE CLEM: Hi. I'm Charlotte Clem.
19 We live at 5655 High Rock. We're on the corner of
20 Wedekind and High Rock.

21 We're close to the road. The traffic is
22 horrendous. At least having McCarran and Pyramid
23 reconfigured has helped us a lot, but we still have a
24 lot of traffic. But I'm concerned about the traffic.
25 It would increase not only for a car wash, but people

1 still traveling it.

2 But we're talking about a car wash being
3 granted a change in zoning when there are three car
4 washes within half a mile of that presently. There's a
5 car wash in the Raley's shopping center at Tyler and
6 Pyramid, right around the corner. It's a do-it-yourself
7 one. And a new car wash has recently opened on the
8 other side of Pyramid where the new storage center is.
9 And there's many bays there.

10 To me, granting a variance or a change in
11 zoning should be for something substantial that is not
12 available in the area, something that's bringing
13 something that is valuable to the area that's not
14 readily available.

15 I wondered if whoever is doing the car wash,
16 when they did their due diligence to present to you, if
17 the new car wash, the Big Suds and whatever it is, was
18 completed at that time or if this is something that was
19 done previous to that, and having that new car wash just
20 around the corner, within walking distance really, has
21 changed the dynamic of the situation and would influence
22 how you're going to vote.

23 I also feel that the school right there, the
24 increased traffic, the day and nighttime activity with
25 the car wash will detriment the entire neighborhood.

1 I think that those are things that you should
2 look into and really consider before you grant it.
3 Having a business office building there generally makes
4 more sense.

5 Thank you.

6 CHAIRMAN CAREY: Thank you.

7 Anyone else with a comment?

8 Name and address for the record, please.

9 MR. JOHN CAPURRO: I'm John Capurro. I live at
10 4825 Wedekind Road, which is just up from and across the
11 street from the Mormon state center.

12 I have two issues. They've already been
13 brought up. One's noise pollution. And I read all 128
14 pages of the document. And I have, I guess, a critique
15 of what the staff did. They talked about, oh, the noise
16 pollution from the blower on the tunnel and the -- I
17 think, it's 18 possible vacuums, it's not going to
18 affect anybody because you've got traffic on McCarran.
19 That isn't always the case. Saturday morning, Saturday
20 afternoon, Sunday, you're going to pick up the noise.
21 Wes Griffin lives at 4701, east. He's right there, and
22 you're going to hear it.

23 And the second issue I have is that there's no
24 discussion in any of the -- in the documents about the
25 effect of traffic of people coming out of the car wash

1 turning right onto Wedekind Road and going to Farr Lane
2 to get back onto Pyramid Lake highway. I read the
3 charts. It talks about left turn, right turn, straight
4 ahead. You try to ascertain from what all that data is,
5 and you can't pull out. There's no discussion. It's
6 like the staff didn't care about the possible impact of
7 traffic on Wedekind.

8 The residents along Wedekind have fought with
9 the City the Sparks, Washoe County, and the Department
10 of Transportation for years, trying to find a way to get
11 traffic off of Wedekind. The project at Wedekind, or
12 McCarran and Pyramid has helped. But we're stating to
13 see people starting to slide through because they don't
14 want to take the time.

15 My house, I come down, if I take a left to go
16 north, northeast out of my driveway, I'm right on a
17 curve. It's a blind curve. I start out. I pull
18 trailers in and out of there all the time. I can't tell
19 you how many times I've almost had someone hit me in the
20 back because of coming faster than the advisory 25. I
21 get the single-finger solute, and then they drive right
22 on my bumper all the way to Farr Lane, and then they go
23 by me.

24 This is, you're asking to put into this area a
25 high automobile-intensive business. They're talking

1 about, I think it was 78 vehicles per hour at peak.
2 That's a lot of vehicles. If you look at the traffic
3 flow pattern that they show, all the traffic's got to go
4 out on the north side of this piece of property to
5 either turn right onto Wedekind or left onto Wedekind to
6 go to McCarran and go west, or they will go right and
7 then go down to Farr Lane.

8 It's just untenable what they're going to do to
9 us if you put that in there. It's unsafe. And I would
10 ask, if you're really -- I would like to know how many
11 actual people are going to make that left, that right
12 turn going on Wedekind. I'd like to have that in a
13 discussion period through any agenda.

14 Thank you.

15 CHAIRMAN CAREY: Thank you, John.

16 Do we have any other general public comment?
17 There will be an opportunity during that, when we open
18 up that item.

19 Okay. Seeing no more public comment, I'll
20 close this public comment period. My apologies for
21 skipping it in the first place.

22 Move on to item number 4. This is approval of
23 the agenda.

24 COMMISSIONER VANDERWELL: Mr. Chair.

25 CHAIRMAN CAREY: Commissioner VanderWell.

1 COMMISSIONER VANDERWELL: I move to approve the
2 agenda.

3 CHAIRMAN CAREY: Okay. We have a motion by
4 Commissioner VanderWell to approve the agenda. Is there
5 a second on the motion?

6 COMMISSIONER READ: Second.

7 CHAIRMAN CAREY: Heard Commissioner Read with
8 the second. Any questions or discussion concerning the
9 motion?

10 Okay. I'll call the vote. All those in favor
11 of approving the agenda as submitted, please say "aye."

12 (Commission members said "aye.")

13 CHAIRMAN CAREY: Opposed, "nay."

14 The ayes have it. The motion is carried
15 unanimously. Thank you for that.

16 We'll move on to item number 5, which is
17 approval of the minutes. The first batch of minutes is
18 our June 4th Planning Commission Study Session minutes.

19 COMMISSIONER VANDERWELL: Mr. Chair.

20 CHAIRMAN CAREY: Commissioner VanderWell.

21 COMMISSIONER VANDERWELL: Move to approve the
22 minutes of the June 4th Planning Commission Study
23 Session.

24 CHAIRMAN CAREY: Okay. We have a motion to
25 approve the minutes of the Study Session by Commissioner

1 VanderWell. Is there a second on the motion?

2 COMMISSIONER READ: Second.

3 CHAIRMAN CAREY: Okay. We have a second by
4 Commissioner Read. Any questions or discussion
5 concerning the motion?

6 Okay. All those in favor of approving the
7 Study Session minutes, please say "aye."

8 (Commission members said "aye.")

9 CHAIRMAN CAREY: Opposed, "nay."

10 The ayes have it. The motion is carried
11 unanimously.

12 Next up is our minutes from the June 6th
13 Planning Commission meeting.

14 Commissioner VanderWell.

15 COMMISSIONER VANDERWELL: Mr. Chair, I move to
16 approve --

17 CHAIRMAN CAREY: I saw your arm moving.

18 COMMISSIONER VANDERWELL: I move to approve the
19 minutes of the June 6th Planning Commission meeting.

20 CHAIRMAN CAREY: Okay. Thank you.

21 We have a motion by Commissioner VanderWell to
22 approve the minutes of June 6th. Is there a second on
23 the motion?

24 COMMISSIONER READ: Second.

25 CHAIRMAN CAREY: Okay. We'll make it make it

1 three for three to Commissioner Read with the second.

2 Is there any questions or discussion on the motion?

3 Okay. All those in favor of approving the
4 June 6th Planning Commission meeting minutes, please say
5 "aye."

6 (Commission members said "aye.")

7 CHAIRMAN CAREY: Opposed, "nay."

8 The ayes have it. The motion is carried
9 unanimately.

10 Move on to item number 6. And this is
11 informational items. Do we have any informational
12 items?

13 MR. ORNELAS: We do not, Chairman Carey.

14 CHAIRMAN CAREY: Okay. And, you know, in case
15 anyone would like to join us for our next meeting, I
16 think that's going to be the first meeting in September.
17 We do meet on Thursday night. So anyone's welcome to
18 join.

19 Okay. We'll move on to the meat of our agenda.
20 That's the public hearing items. First up is
21 PCN19-0023. This is a conditional use permit for a car
22 wash.

23 MR. CRITTENDEN: Chairman Carey, members of the
24 Planning Commission, I'm Ian Crittenden, Senior Planner.

25 So this is a request to construct and operate a

1 car wash on a site at the corner of Wedekind Road and
2 McCarran Boulevard. You can see the site here outlined
3 in crimson.

4 The site has a PO, or Professional Office,
5 zoning designation and a C, or Commercial, Comprehensive
6 Plan Land Use designation.

7 The Planning Commission previously reviewed and
8 approved a conditional use permit for an approximately
9 5,639-square-foot car wash on this site in 2016. That
10 approval expired in 2018. The construction was not
11 initiated and the use was not established. This
12 application has been submitted by a new applicant.

13 Car washes are a permitted use in the PO zoning
14 district subject to a conditional use permit. The
15 applicant is proposing to construct and operate an
16 approximately 4,512-square-foot tunnel-type car wash on
17 this site. You can see the site plan for that here.

18 All washing machinery and equipment will be
19 located inside the building. The plans also include the
20 construction of carport or canopy areas over the parking
21 areas, here and here, with vacuum stations. The vacuum
22 equipment will be located in two small structures on the
23 east side of the site, here and here.

24 The applicant had indicated that the proposed
25 hours of operation are 8:00 a.m. to 7:00 p.m. seven days

1 a week. Staff does not believe that a condition
2 restricting these hours of operation is necessary to
3 make this a compatible use to the adjacent uses.

4 This site is adjacent to Wildcreek Golf Course
5 to the north and west and office uses to the east. The
6 only residential use that's adjacent to this site is
7 south across McCarran Boulevard.

8 Noise issues can be a concern with the
9 operation of a car wash near residential uses. However,
10 the car wash and vacuum equipment will be inside of
11 structures. The nearest residential is more than 130
12 feet across McCarran Boulevard, and there is an adjacent
13 soundwall at that location. Staff believes that the
14 potential noise impacts will be effectively mitigated
15 with the proposed site design and so forth.

16 The landscaping proposed for this application
17 is in substantial compliance with SMC 20.04.006, which
18 is the landscaping and screening section. We actually
19 received an updated color version of the landscape
20 planning for the site.

21 The required parking for car wash facilities
22 under Sparks Municipal Code Section 20.04.009 is one
23 space for every 1,500 square feet of car wash. Their
24 proposed building is 4,512 square feet. So three
25 parking spaces would be required. The site plan for the

1 proposed car wash shows 29 parking spaces and complies
2 with the City of Sparks requirements.

3 There is no specific stacking distance
4 requirement for car washes, but SMC 20.03.16 requires
5 drive-through restaurants to have a minimum of 160 feet
6 of stacking distance. The stacking distance for this
7 use is approximately 600 feet. That's nearly four times
8 the required for a drive-through restaurant. The staff
9 believes this is more than adequate for this use.

10 The applicant submitted a traffic impact study.
11 The study estimated the average daily trips to be 775
12 with a p.m. peak-hour trip generation of 78. Typically,
13 a traffic study is not required for a use that are
14 estimated to have less than 80 peak-hour trips.
15 However, due to this site being adjacent to McCarran,
16 which is an NDOT-controlled road, and the request from
17 the applicant to locate a site of access on McCarran
18 within relatively near proximity to the intersection of
19 Wedekind and McCarran, staff felt it was reasonable or
20 appropriate to require a traffic study as part of this
21 request.

22 Per that analysis, the additional traffic
23 generated by this use will not have a significant impact
24 or effect on the level of service at the intersection of
25 McCarran and Wedekind. And the applicant's traffic

1 analysis estimated no less than one second per vehicle
2 delay during the peak-hour.

3 The applicant has been working with NDOT to
4 have their proposed roadway improvements permitted and
5 believes that their proposed site plan can be permitted
6 by NDOT.

7 If the Planning Commission approves the site
8 design, and subsequently NDOT denies the ability for
9 them to have the site access from McCarran, and the
10 applicant still wants to move forward with this, they
11 would have to come back to the Planning Commission to
12 amend their conditional use permit to amend the site
13 plan to remove that access and to reevaluate how the
14 site would work.

15 Staff has proposed a condition of approval that
16 would require that the applicant submit to the City
17 documentation of any NDOT permits required prior to the
18 issuance of any building permits for the site.

19 The applicant has submitted -- these are --
20 sorry to kind of step back and talk about this. These
21 are some of the -- essentially, the palette of materials
22 or the trees and plants being used in their landscape
23 plan.

24 The applicant has submitted building
25 elevations. These building elevations are also in

1 substantial compliance with the requirements for the PO
2 zoning district. As you can see in this black and white
3 drawing, that they have articulation along the sides of
4 the building. It is a long rectangle, as some car
5 washes tend to be, but they did break that up per staff
6 comments on the site, on the building.

7 This elevation, while it doesn't have all that
8 articulation, is able to communicate the colors and the
9 palette that the applicant will be using on the site for
10 the structure. There's a combination of materials being
11 used, which include both split and smooth face CMU, as
12 well as stucco and a corrugated perforated metal panel
13 system. The elevations incorporate a variety of colors
14 including Sierra Spruce and Alpolic Blue.

15 There are five findings related to conditional
16 use permits.

17 Condition 1 looks at is in compliance with the
18 Comprehensive Plan. This proposal supports Goal MG1 by
19 supporting economic vitality by providing a
20 non-residential land use. And it supports Goal MG4 as
21 this is an infill site. And it supports Policy CF1 as
22 the site is in a developed area and City services can be
23 provided at acceptable levels.

24 Condition 2 requires compatibility with
25 adjacent properties. The site is bordered -- if we go

1 back to the site plan, vicinity plan, the site is
2 bordered by a golf course on both the north and the west
3 sides, by office uses to the east, and by multi-family
4 to the south across McCarran.

5 The site is adjacent to a busy arterial road,
6 and it is not anticipated to conflict with the other
7 commercial uses or the golf course. The separation
8 distance and proposed design of the car wash are
9 anticipated to mitigate any potential impacts to the
10 adjacent residential.

11 Condition 3 looks at the impact of the proposed
12 development on the natural resources. This site, while
13 undeveloped, has been graded and fenced for many years.
14 City staff does not believe that the approval of this
15 conditional use permit to allow a car wash would impair
16 the availability of natural resources or the region's
17 ability to support its population.

18 Finally, or additionally, there is Condition 4,
19 requires that identified impacts be addressed. The
20 impacts that staff identified for this project or this
21 proposed use started with parking. The parking
22 requirements for this use is three spaces per code, and
23 they are providing 29. So they are in compliance with
24 this code.

25 The second would be traffic. As has been

1 mentioned, traffic is a concern for this site. The
2 applicant is proposing a right-in only access from
3 McCarran Boulevard. As you can see here, it would be a
4 right-in only. And a full movement entrance on Wedekind
5 Road. The additional traffic generated by this use will
6 not have a significant effect on the level of service at
7 the intersection of McCarran and Wedekind, with the
8 one-second, less than one-second delay that I had
9 mentioned earlier being part of that.

10 There is an inaccuracy in the staff report that
11 I was -- for me not understanding the executive summary
12 in the traffic analysis. I had thought that the
13 improvements at the intersection of Wedekind and
14 McCarran were a consequence of the location of the
15 turn-in off of McCarran. That's inaccurate.

16 NDOT did a -- let me get the exact term here --
17 an intersection control evaluation for all of McCarran.
18 And one of the improvements that they had in that, that
19 intersection control evaluation was the what's called
20 the worm island. Sorry, these go fast. The worm island
21 in, or the worm median in McCarran, that this shape here
22 that allows the left turn off of McCarran both
23 directions but doesn't allow a left and through. That
24 was an intersection improvement that was required per
25 that intersection control evaluation. And this is the

1 first bit of construction adjacent to that newly adopted
2 improvement. They are responsible to approve it per
3 NDOT. So it's not a consequence of this specific use,
4 but the fact that they are constructing after NDOT
5 decided that's an improvement they wanted at that
6 intersection. So they would be on the hook to build it,
7 but it's not a consequence of their project.

8 As mentioned, staff has proposed a condition
9 that all the documentation indicating that the NDOT
10 permits have been received be part of, or be required
11 previous to building permits.

12 Additionally, noise is a concern. But as
13 stated, because of the separation from adjacent
14 residential uses and the housing of the equipment, both
15 the car wash equipment and the vacuum equipment inside
16 of structures, staff believes that that sound noise
17 potential can be mitigated for this project.

18 And then the last finding is Finding 5, which
19 relates to public notice. Public notice was published
20 in the Reno Gazette-Journal on July 7th. And 98 notices
21 were mailed to owners of property within 500 feet of the
22 subject property on July 17th. That's in accordance
23 with both state law and City ordinance.

24 The Planning Commission functions as the public
25 hearing required by Nevada Revised Statutes and the

1 Sparks Municipal Code.

2 Prior to the meeting, staff did receive two
3 emails and two phone calls that were in opposition to
4 this. The emails have been distributed to the Planning
5 Commission.

6 And that is the extent of my presentation. I'd
7 be happy to answer any questions. There is also
8 representatives from the applicant here if there are
9 questions.

10 CHAIRMAN CAREY: Okay. Thanks, Ian, for the
11 presentation.

12 Does the Commission have any technical
13 questions for staff?

14 We'll have an opportunity after the public
15 hearing to answer your questions.

16 But is there any technical questions about
17 process, or? Okay.

18 COMMISSIONER VANDERWELL: Mr. Chairman, I have
19 a question.

20 CHAIRMAN CAREY: Commissioner VanderWell, go
21 ahead.

22 COMMISSIONER VANDERWELL: Ian, I have a
23 question that if the property is kept and professional
24 offices put on it, would NDOT still require that that
25 whole median be constructed?

1 MR. CRITTENDEN: Any construction at that
2 location that's adjacent to this needed improvement,
3 that NDOT's determined it needed improvement, would be
4 required to construct it. The first thing is kind of
5 their policy of its terms. The first thing in adjacent
6 to a needed improvement constructs that improvement.

7 COMMISSIONER VANDERWELL: Okay. Thank you.

8 CHAIRMAN CAREY: Thank you, Commissioner
9 VanderWell.

10 Okay. I think, we'd like to hear from the I
11 applicant's representative.

12 Ms. Albright, welcome.

13 MS. CYNTHIA ALBRIGHT: Luckily, my traffic
14 engineer showed up.

15 CHAIRMAN CAREY: Excellent.

16 MS. CYNTHIA ALBRIGHT: Yes. For the record,
17 Cynthia Albright, Stantec Consulting. And I thank you
18 for having us tonight.

19 I'd like to speak to a few things. First of
20 all, the folks who bought the site, they obviously
21 bought the site because it was an entitled and approved
22 car wash before. Blue Wave Car Wash is a family-owned
23 business. The Polon family owns it, a father and son.
24 And they own and operate 34 car washes in California and
25 Texas. They came to Nevada. They really like our area

1 and would really like to build about five car washes
2 within Washoe County and Douglas County. You know,
3 that's what they envision for our area.

4 But they have a very different type of a
5 product. They build with quality materials, as you've
6 seen in the architectural elevation.

7 The sound should be mitigated, because they
8 build CMU walls around the enclosed vacuum areas within
9 the walls. That's accented with the same type of stone
10 that's put on the building.

11 The met the tower that was shown in the
12 elevations, that's kind of their signature piece. It's
13 a perforated metal tower.

14 They have a kind of standard operating hours
15 of, you know, 8:00 to 8:00.

16 They're certainly willing to landscape the
17 site, you know, in greater detail than would be required
18 by code.

19 This is kind of an unusual site. And I don't
20 know if we can put up the landscape plan. You can see
21 it more from there.

22 So if you look at the east side of the
23 property, if you look at the east side of property, you
24 see how that's all landscaped. And that's because water
25 from the golf course sheet-flows across Wedekind, and it

1 actually sheet-flows across this property. There was
2 infrastructure built in McCarran, and a lot of that
3 water does hit that infrastructure. But the overflow
4 actually sheet-flows across the site. So none of that
5 portion of the property is available.

6 We propose 32 trees on the site. We've made
7 notes on the plans to make sure that the existing two
8 trees that are there be cared for and protected during
9 construction. There's hundreds of different shrubs.
10 All of that landscaping should help not only visually
11 obscure the project, but help mitigate any sound that's
12 generated from the property.

13 I'm going to let Joe speak to the traffic
14 considerations in our traffic study.

15 But I would say that had we not spent so much
16 time working with NDOT, because that was the first thing
17 we did, because the original conditional use permit
18 specifically said you need to satisfy NDOT before you
19 can move forward. So that's where we started. We met
20 with O.J.

21 And the intersection control evaluation study
22 was a direct result from the high school project. And
23 so that's why they were looking at this intersection.
24 And just as Ian said, no matter what goes here, whoever
25 it is, whatever it is, that improvement, the worm would

1 be required. Because they're viewing the future
2 development. And I certainly emphasize with the folks
3 who have lived on Wedekind for a long time. I have
4 friends that live on Wedekind. You know, it's a nice
5 neighborhood. And the fact that the high school is
6 going there, they're concerned about the safety of that
7 intersection, which is why they're requiring this type
8 of an improvement.

9 And Joe can certainly speak to the type of
10 travel movement in and out of this site, because the
11 vast majority of them are not going to be going up
12 Wedekind. They're going to right-turn in, and they're
13 going to left-turn out, and they're going to go on
14 McCarran. The travel patterns into and out of the car
15 wash is to not really use Wedekind except to leave
16 Wedekind and get back onto McCarran.

17 But the fact that we proposed more landscaping
18 than is necessary really should help mitigate any sound
19 impacts that would be generated from the property.

20 So I'll turn that over to Joe, if you have some
21 specific questions, which I'm sure you do.

22 CHAIRMAN CAREY: Yeah, I think, that's good. I
23 really would like to hear from the traffic expert on
24 this. We may have a few questions on that.

25 MR. JOE MACTUTIS: Thank you. For the record,

1 my name is Joe Mactutis with Stantec Consulting.

2 And, I guess, first of all, I'm happy to answer
3 any traffic questions you might have.

4 To briefly describe the process we went through
5 is, as Cynthia mentioned, we engaged NDOT from the very
6 beginning. The property fronts NDOT right-of-way. And
7 we knew an encroachment permit was going to be required.
8 And that was approximately a year and a half ago.

9 And then as through that process of
10 coordination with NDOT, one of the very first things
11 they told us was that the intersection control
12 evaluation was being done and that we would be expected
13 to incorporate some of the safety improvements that were
14 concluded by that study, primarily being the worm island
15 that you see here, restricting left-out movements from
16 Wedekind.

17 Speaking for NDOT -- which I have to be careful
18 doing that. But the motivation for that is that on
19 McCarran they are trying to restrict all left-turn out
20 movements on McCarran as a whole due to safety
21 considerations and the potential for T-bone accidents.
22 Another example that they use that they've incorporated
23 this on was at Keystone in Reno.

24 Also, through coordination with NDOT, they
25 asked for the entry to be entry-only and not an entry

1 and exit on McCarran. And with that being part of their
2 right-of-way, they were within their rights to restrict
3 that.

4 Moving forward, we did a pretty straightforward
5 traffic impact study using trip generation from
6 international transportation references to estimate
7 traffic, using standard practice for estimating where
8 the traffic comes and goes through, basically to reach
9 the conclusions that we have in the study.

10 CHAIRMAN CAREY: Great. Thanks, Joe.

11 Were there any traffic-related questions from
12 the Commission?

13 Commissioner Fewins.

14 COMMISSIONER FEWINS: Hi, Joe. Commissioner
15 Fewins. In your discussions with NDOT, where on the
16 McCarran right-hand access coming in, how far is the
17 deceleration lane going to be coming? Is it going to be
18 starting in front of the dental offices and possibly all
19 the way back to the church? Or how far are you planning
20 on going back? Are you going to be looking at getting
21 any easements on the deceleration lane?

22 MR. JOE MACTUTIS: Yeah, it's a very short
23 deceleration lane, as you can see there. During our
24 discussions with NDOT, our initial approach was to give
25 it as much deceleration as we possibly could, which

1 included in front of the dental offices.

2 One of the limiting factors is right there
3 where the deceleration lane ends -- actually, I can move
4 through -- there is a major drainage structure. It's
5 huge. It's a pretty significant box culvert. It's
6 directly across from this DI. And so the deceleration
7 lane needed to avoid that in order to avoid
8 reconstructing that drainage structure and a significant
9 drainage facility all the way up McCarran Boulevard,
10 that I'm not even sure we could reconstruct.

11 And so, in coordination with NDOT, they agreed
12 that that drain structure shouldn't be reconstructed as
13 part of this.

14 CHAIRMAN CAREY: Okay. Thank you.

15 Commissioner Petersen.

16 COMMISSIONER PETERSEN: I have one. And so
17 far, you've addressed a great study on traffic on
18 McCarran. But what's the contents of the study of the
19 release of traffic onto Wedekind?

20 MR. JOE MACTUTIS: So we did go and do actual
21 traffic counts to get the actual traffic numbers using
22 Wedekind. We sent our staff out with counters on a
23 typical, typical day and captured that traffic. We only
24 looked at the intersection of McCarran and Wedekind.
25 That was per scoping discussions with both NDOT and City

1 of Sparks.

2 So we didn't analyze other intersections on
3 Wedekind, if that's what you're asking.

4 COMMISSIONER PETERSEN: Only to release off of
5 that car wash onto Wedekind. How much of an intensive
6 study have you done on Wedekind's traffic flow,
7 including your release?

8 MR. JOE MACTUTIS: So we did add in traffic
9 generated by the car wash. And as far as estimating how
10 much of that traffic utilizes Wedekind -- which, I
11 think, you were anticipating the car wash traffic would
12 utilize Wedekind?

13 COMMISSIONER PETERSEN: It's got to utilize it
14 one way or the other, right?

15 MR. JOE MACTUTIS: It does affect them. So
16 based on my understanding of your question, we assigned
17 a trip allocation of all the people leaving * the car
18 wash onto Wedekind, with the majority of that traffic
19 going to McCarran. And that's a base, based on our
20 estimate of where the customers for that car wash are
21 going to be coming from and to, which is primarily from
22 McCarran.

23 COMMISSIONER PETERSEN: Thank you.

24 CHAIRMAN CAREY: Commissioner VanderWell.

25 COMMISSIONER VANDERWELL: I'm going to follow

1 up on Commission Petersen's question. So, I think, what
2 Commissioner Petersen also wants to know is, how many
3 more cars are going to touch Wedekind? What's the
4 impact of going through your car wash on a daily basis?
5 How many cars are going to impact on Wedekind? Not that
6 they're going to use McCarran or Wedekind, but we're
7 going to have cars that are going to touch Wedekind.

8 MR. JOE MACTUTIS: Correct. So we estimate
9 that there'll be 39 vehicles in the peak-hour using the
10 car wash. With Wedekind, the Wedekind entrance and exit
11 being the only exit for the car wash, all 39 of those in
12 that peak-hour would use Wedekind. We are estimating
13 that the vast majority of them will make that left in
14 order to get back out on McCarran. And, I believe, we
15 estimated only one or two vehicles would use the right
16 turn to go right onto Wedekind when exiting the car
17 wash.

18 COMMISSIONER VANDERWELL: Okay. And,
19 Mr. Chair, if I can do a follow-up?

20 CHAIRMAN CAREY: Go ahead.

21 COMMISSIONER VANDERWELL: Did you do a study
22 about how many would do the right-in off of McCarran
23 into the car wash?

24 MR. JOE MACTUTIS: Yes, we did. If you'll bear
25 with me for one second.

1 COMMISSIONER VANDERWELL: Sure.

2 MR. JOE MACTUTIS: I'll look up that exact
3 number.

4 So of those 39, we would estimate that 17 would
5 use the right turn and the right-in only entrance from
6 westbound McCarran to the car wash. The remainder would
7 come off Wedekind.

8 COMMISSIONER VANDERWELL: Great. Thank you.

9 CHAIRMAN CAREY: Thank you for that,
10 Commissioner VanderWell.

11 I had a couple questions, Joe. One, I was
12 curious in terms of the stacking. It was mentioned in
13 the staff report that there's 600 feet of stacking
14 that's in the -- for the car wash. How many cars would
15 that hold at 160?

16 MR. JOE MACTUTIS: In general, when we talk
17 about queuing the traffic, we estimate --

18 CHAIRMAN CAREY: Queuing, yeah.

19 MR. JOE MACTUTIS: -- we estimate, we estimate
20 that cars are roughly 20 to 25.

21 COMMISSIONER CAREY: Okay.

22 MR. JOE MACTUTIS: Spaced 20 to 25 feet apart.

23 CHAIRMAN CAREY: Thank you. I appreciate that.
24 My other question is, you know, looking at the trip
25 generation manual and your traffic counts, is typically,

1 is a car wash use, does that generate more trips
2 peak-hour and throughout the day than an office use
3 would?

4 MR. JOE MACTUTIS: For a comparable area?

5 CHAIRMAN CAREY: Yeah.

6 MR. JOE MACTUTIS: I would have to look that up
7 to be sure, but, yes, I would believe so.

8 CHAIRMAN CAREY: Okay. Fair enough. Thank you
9 for that, Joe.

10 COMMISSIONER BLACO: I have a question.

11 CHAIRMAN CAREY: Commissioner Blaco.

12 COMMISSIONER BLACO: I'll just also follow up
13 about the entrance from McCarran. You said that 17 cars
14 of the 39 in the peak-hour would be entering from
15 McCarran?

16 MR. JOE MACTUTIS: Yes.

17 COMMISSIONER BLACO: So I would assume that
18 that's anticipating that those cars would be traveling
19 westbound, and then the other people that would be
20 entering would be traveling eastbound and coming into
21 the car wash?

22 MR. JOE MACTUTIS: Correct.

23 COMMISSIONER BLACO: Thank you.

24 CHAIRMAN CAREY: Thanks, Commissioner Blaco.

25 Okay. Is Joe off the hook?

1 Okay. I think, he is.

2 Thank you, Joe, for now.

3 MR. JOE MACTUTIS: Thank you.

4 CHAIRMAN CAREY: Okay. At this time, I would
5 like to open up the public hearing on PCN-0023. Before,
6 I think we had a couple folks signed in. But before we
7 get to those, I wanted to acknowledge for the record a
8 couple letters and emails and a handwritten letter we
9 received, for the record.

10 The first one was -- I believe, it's from Mike
11 and Anita Berkeley?

12 MS. ANITA BRIERLEY: Brierley.

13 MR. MIKE BRIERLEY: Brierley.

14 CHAIRMAN CAREY: Brierley. Thank you.
15 Handwritten. Thank you.

16 UNIDENTIFIED MAN: He's only an engineer, so,
17 you know, you can't...

18 CHAIRMAN CAREY: So the Brierleys. I'll just
19 read this into the record: We are against a zone change
20 on the northeast corner of McCarran and Wedekind Road.
21 A car wash use would not work at this location.

22 So thank you for the Brierleys for that. We'll
23 make sure that's incorporated in the record.

24 MR. MIKE BRIERLEY: Thank you.

25 CHAIRMAN CAREY: We had a letter from

1 Mr. Andrew Burnett, DVM. He's at 5305 Wedekind Road.
2 We also received an email from Ms. Newbrough. And
3 another email from the Turners, who live at
4 4620 Wedekind.

5 So I wanted to put those on the record. And, I
6 think, we have a couple folks that have signed in.
7 Thank you for that.

8 (There was a minute off the record.)

9 CHAIRMAN CAREY: Okay. I appreciate that.

10 So before I start calling up folks, how this
11 public hearing's going to work, everyone will have up to
12 three minutes to speak. We ask that you keep your
13 comments directed to the conditional use permit that
14 we're reviewing tonight. You know, we don't need to get
15 too much into the weeds about, you know, previous,
16 previous projects that have come into this area. Let's
17 keep the comments directed to the use we're considering
18 tonight.

19 You know, if we could, let's try to limit the
20 distractions, you know, booing, clapping out and such
21 and such after comments are made. There may be some
22 differing opinions. So everyone is welcome to speak,
23 provide their comments.

24 So the first one we have is Chris Fields. I
25 know you provided during -- but you're welcome to come

1 up and speak on this item, too, about three minutes.

2 And after that is Charlotte. You can come down
3 and fill the chair, if you'd like.

4 Okay. Thanks, Chris, for coming back down.

5 MR. CHRIS FIELDS: My last comments were
6 generally in regard to traffic on the street,
7 irregardless of what was going to go into this site.

8 So now I'll address to concerning the car wash.
9 Mostly, it's noise pollution, for one, during the
10 daytime hours, even though I'm buffered by other
11 structures directly to the car wash. Again, my block
12 would be negatively impacted by the additional traffic
13 going back and forth.

14 You know, the car wash will probably be
15 advertised, of course -- it's a business -- with coupons
16 and everything else all over the northern Sparks area.
17 And so people from Spanish Springs patronizing any
18 business would be, appropriately be going westbound down
19 our neighborhood from on Wedekind Road from Spanish
20 Springs, going to this project here. During the
21 weekend, it's going to be constant traffic in front of
22 my house.

23 I'm in the Washoe County section of Wedekind
24 Road. Only my road is Washoe County. City of Sparks
25 has about four feet of roadway. And my house actually

1 sits in the City of Sparks. I am not in Washoe County.
2 So I'm impacted from City of Sparks.

3 I just have a general, I just, I'm against this
4 project. I don't want to see it there. I have always
5 thought of quiet neighbors, including doctors' offices,
6 dentists or real estate offices. Traffic would be less
7 impacted. And there would be little to no traffic on
8 the weekends as because of the type of businesses that
9 would be there. The existing business, there's a CPA
10 and a dentist's office adjacent to this project already.
11 Their fences are closed during the weekends, and there's
12 no generated traffic, additional traffic.

13 So that'll be my only comments there. I'll let
14 my other neighbors share. Thank you.

15 CHAIRMAN CAREY: Thank you, Chris. We
16 appreciate that.

17 Charlotte, welcome back.

18 MS. CHARLOTTE CLEM: Thank you.

19 Listening to the comments and the study that
20 was done, I was surprised that they did not have any
21 impact about the homes that are really almost adjacent
22 on the other side of Wedekind. There's two or three
23 houses that are almost directly across. When they were
24 talking about the homes that are on the other side of
25 McCarran, they didn't do anything about the ones that

1 are almost right there where they would exit.

2 Also, on McCarran, there's very little room to
3 enter into the car wash, it looks like. And I know that
4 after people are stopped at Rock, they take off, and
5 their speed increases. It looks like that's a really
6 short distance to be going into the car wash area. And
7 all I could see is car crashes, rear-ends. It just
8 seems like that's almost abrupt to be turning to be
9 turning right into that.

10 That was all.

11 CHAIRMAN CAREY: Okay. Thank you, Charlotte.

12 MS. CHARLOTTE CLEM: Thank you.

13 CHAIRMAN CAREY: We appreciate that.

14 Next we have signed in Darlene Hesse and John
15 Hesse as well, too. So come on down, Hesses.

16 MS. DARLENE HESSE: Darlene Hesse, 3035 Malapi
17 Way. You know, I didn't even think about this, the
18 noise. But I'm telling you, since we've lived there for
19 41 years, the noise is just unbelievable.

20 And I think that this is such a nice property
21 to maintain for offices, that, you know, I believe that
22 the City of Sparks could make a lot more money with
23 offices. And it would be quiet. It would be such a
24 nicer thing to have for all of us. It would help the
25 city. And it would also help us.

1 And I just cannot believe that you're going to
2 put a car wash in that area. That traffic is just
3 horrendous. I mean it's like nightmare traffic. And to
4 put a car wash in here is just going to add to such a
5 big, huge problem for all of our neighborhood. And the
6 people of Wedekind, the cars are unbelievable, the
7 traffic that's on that Wedekind.

8 This, this car wash, it looks like it's
9 beautiful and everything. But we have so many other car
10 washes in the same vicinity, not maybe -- Andrew
11 Burnett, I think, wrote three minutes away is that huge
12 car wash on Pyramid. And the one that's on McCarran.
13 And Pyramid. Oh, my gosh, we don't need another car
14 wash. We need to have some peace in our lives, I tell
15 you were, so we're not all -- this is going to cause a
16 material amount of accidents, I'm afraid.

17 I don't see where the people that have the
18 offices have ever been able to go in from McCarran into
19 the offices. And now they're going to be going from
20 McCarran, Wedekind, McCarran, off. That's unbelievable.

21 I just sure do not think this is a very, very
22 good idea at all.

23 So thank you.

24 CHAIRMAN CAREY: Thank you, Darlene.

25 John.

1 MR. JOHN HESSE: Sit down, and I'll get there.

2 MS. DARLENE HESSE: Okay.

3 MR. JOHN HESSE: Our knees are both, our knees
4 are both bad. So we can heap each other.

5 CHAIRMAN CAREY: There you go.

6 MR. JOHN HESSE: John Hesse. And we're at
7 3035 Malapi. And we've been through a lot of this stuff
8 with the Wildcreek Golf Course.

9 And we've looked at all these nice drawings and
10 all these engineer reports and all these things that
11 look great on paper. But in actual practicality
12 sometimes they don't work.

13 For example, this drain down here where the
14 cars come in, that drain has saved McCarran about every
15 four years, from the flood. Now you're going to build a
16 golf course -- and I know this has nothing to do with
17 the golf course -- with all this pavement in it, and
18 we're going to have more water coming through. And if
19 that is not moved, you're going to have a lot more
20 flooding.

21 And to have a short deceleration lane like that
22 and those cars coming westbound on McCarran at 40 miles
23 an hour. I'm an insurance agent. And, boy, my rates
24 are going to go up. I know they are, because it's going
25 to have a lot of accidents.

1 Then, on the west side of this thing, you come
2 around this corner and head east on Wedekind, and you
3 got cars coming out here that don't have the slightest
4 idea where they even are, let alone where they're going
5 to go. And to have a car wash there, it's a square peg
6 in a round hole.

7 Is should stay professional office buildings.
8 It should not -- what's a car wash going to bring us,
9 some \$8 an hour, three or four people? It's not going
10 to generate much revenue for anybody as far as
11 employment. And I would rather have the professional
12 building there, the CPA, the dentist, an accountant.
13 But that car wash is just in the wrong place at the
14 time. And it just shouldn't, shouldn't be there.

15 Other than the sound and the traffic and all
16 that, the beautiful trees, the colors, things of that
17 nature, it sounds good. But, boy, I'll tell you what,
18 it might look good on paper, but in practicality it's
19 not going to work, in my opinion.

20 Thank you very much for listening.

21 CHAIRMAN CAREY: Thank you, John.

22 Okay. Next we have signed in John Capurro and
23 Wesley Griffin, if you guys would like to come down.

24 Welcome back, John.

25 MR. JOHN CAPURRO: Thank you. Just a question.

1 I heard the individual say that he assumed that people
2 traveling east on McCarran would pull onto Wedekind.
3 And they'd go to the car wash. They'd come out. They'd
4 turn left and go to McCarran, turn right, go over a
5 quarter mile on Sullivan and do a U-turn to continue out
6 east. It's not going to happen.

7 When they were building the intersection of
8 McCarran and Pyramid, we had to fight our way if we
9 wanted to go east. And I used to come down there even
10 early in the morning. And if I tried to turn left on
11 McCarran, it was impossible, so I'd do a right. And I
12 had to fight my way across the two lanes of traffic to
13 get to the stack lane at Sullivan so that I could do a
14 U-turn and come right back where I just came from.

15 I'll guarantee you, you might get someone
16 coming in from the east going in there. The first time
17 they go to the car wash, they'll come out, they'll turn
18 left, they'll go up and they do that whole thing. The
19 next time, they're not going to do that. Because they
20 know Wedekind goes down all the way to Farr Lane, and
21 they can dump right back out onto Pyramid Lake Highway.
22 Even if they're going to go south on Pyramid Lake
23 Highway, you've got the acceleration lane there at Farr
24 Lane. You can jump, you can get across. All those
25 lanes, you can still turn left on McCarran. You can do

1 a lot of things with the way they've done it.

2 So I really question it when the individual
3 said that only one car is going to turn right onto
4 Wedekind.

5 And, also, you have a lot of people live in
6 Spanish Springs. They use Wedekind right now. If the
7 car wash is there, and they know that it's there, and
8 they're going to wash their car on the way to work,
9 they'll come to Farr Lane, they'll turn right. They'll
10 go Wedekind, they'll go down, they'll go into the main
11 entrance on the north side of the car wash. They will
12 go through the car wash. And then, yes, they will turn
13 left and then go to McCarran. But they've still
14 traveled through our neighborhood. Because they're
15 going to find out it's easier to do. They don't have to
16 fight as much traffic.

17 And it's just going to stack up, and it's going
18 to be a problem. It's -- it just worries us, and
19 worries me especially because, like I said, I'm on a
20 blind corner there, and they do not -- I can tell you
21 that Washoe County's been real good. They put two
22 motorcycle cops up on top there on that stretch. That's
23 all the time. And they're writing tickets as fast as
24 they can. The City of Sparks PD has never done that.
25 They don't care about that stretch from McCarran,

1 Wedekind, to where the golf course ends is there going
2 up to across from the state center. So they get going
3 fast, and they come around that curve. And Chris has
4 the same problem. He's across the street from me. It's
5 a blind corner. I've almost been hit.

6 So I really am concerned about that traffic. I
7 think, it's being downplayed from what it really is.

8 Thank you.

9 CHAIRMAN CAREY: Thank you, John.

10 Wesley.

11 MR. WESLEY GRIFFIN: Wesley Griffin,
12 4701 Wedekind Road.

13 One of the things, in listening to the
14 comments, that concerns me is that what is the
15 possibility you were looking at a car wash, you started
16 off with a car wash? Because I can look at all the
17 other car washes around, and it usually doesn't end
18 there, whether it be a -- there could be a convenience
19 store in there. You could put some gas pumps in there.

20 Obviously, this is a business. This is not
21 some kind of a charitable organization trying to improve
22 the City of Sparks or improve the impact of our
23 neighborhood. This is a business. They're there to
24 make money. More power to them.

25 However, how is that going to affect us? How

1 is -- now, all of a sudden, you know, now we start
2 selling sodas and Icees and maybe some coffee. And now
3 we're doing this, and we're bringing in extra people for
4 some of these other things. Well, now this is no longer
5 just car wash. This is a lot of other things. So
6 what's going to happen then? They're here to make
7 money. That's what, you know, that's what it's all
8 about.

9 But how does this impact? We're not even
10 talking about any of that. It's kind of like we'll get
11 little toeholds here with the car wash. And then where
12 can it go from there? You know, I mean this is rigged.

13 And this is quite a windfall for somebody when
14 they're going to change a professional office to
15 something that is commercial like this. Actually, I
16 would consider it light industrial.

17 Now, one of the things I would say is, now, if
18 they were going to somehow reduce the noise -- there's
19 going to be some noise. It's not going to be totally
20 quiets. First of all, it's going to be open till like
21 8:00 o'clock at night, I think I heard. Could those
22 hours be expanded? Okay. So now we've got seven days
23 of a couple hours there. Plus we've got Saturday and
24 Sunday. Right now, we don't have that. That's
25 impacting our weekends.

1 There's light pollution. There's noise
2 pollution.

3 We take a look at the deceleration and
4 acceleration lanes. You look at other places. You
5 know, I know out on Pyramid Lake Highway I was involved
6 with a organization out there that I mean they required
7 hundreds of yards for deacceleration and acceleration.
8 So how are we getting away with this? I mean this looks
9 like 20 yards, and we're up and running. What is that
10 going to do when people are trying to get -- you know,
11 during the rush hour, you know, we're going to have
12 people stacked up further back now trying to get into a
13 car wash.

14 There's all kinds of considerations that, I
15 think, have not been addressed here. I don't feel like
16 nothing has been addressed about the traffic on Wedekind
17 and how it's going to affect our neighborhood, you know.
18 I mean it looks nice, like John said, it looks nice on
19 paper, you know, so I kind of -- we all know how these
20 things end up, you know. Come wintertime, all the
21 leaves fall off the trees. It's not all pretty green
22 and all these beautiful colors, you know. So I mean
23 this looks nice.

24 The other thing, too, is, you know, the public
25 never even gets involved in this till the very end. You

1 night have years of people studying this and coming and
2 talking to you about it. And then here we kind of
3 barely hear about it two weeks maybe before the meeting
4 is going to be held. And we got to come,, kind of throw
5 all of our -- we don't have steady staff.

6 (Timer sounded.)

7 MR. WESLEY GRIFFIN: Thank you.

8 CHAIRMAN CAREY: Thank you, Wesley.

9 Okay. Next we have signed in George Lee and
10 Gayle Miller, who would like to speak.

11 Come on, come on down. We'll hear George
12 first.

13 MR. GEORGE LEE: Could we get this up on the
14 screen, you know, the display?

15 CHAIRMAN CAREY: The site plan?

16 MR. GEORGE LEE: Yes.

17 UNIDENTIFIED WOMAN: Oh. And this is the --

18 MR. GEORGE LEE: Yeah, that way you can see it.

19 That's not 600 feet. I believe that when you
20 did your report, you said like 10 feet --

21 CHAIRMAN CAREY: George. George, can you --

22 MR. GEORGE LEE: Oh, I'll address it.

23 CHAIRMAN CAREY: You need to state your name
24 for the record, and address and then direct your
25 comments.

1 MR. GEORGE LEE: George Lee, 3506, again.

2 I believe that the staff reported that it was
3 approximately 600 feet. And that looks like not 600
4 feet. There's a wall and a fence there that's right up
5 against the church and the parking lot. They would have
6 to cut into that. And past evidence has shown that we
7 just apparently don't touch anything with a church on
8 it. Because, otherwise, we would have expanded McCarran
9 out wider, you know, past the two churches.

10 However, that's not what I came to talk about.
11 What I came to talk about is, apparently, their staff
12 people did not send anybody out there and try to make a
13 right turn at Wedekind and to get onto McCarran.
14 Because it's not one second. It's one minute to five
15 minutes waiting for traffic to clear so they can make a
16 right turn onto McCarran. That is just mythical that
17 anybody would other than claim that it's only one
18 second.

19 This is going to add a lot of extra right-turn
20 traffic going out onto McCarran. Now, it's true there
21 is going to be -- I believe, the high school project
22 said they were going to put a deceleration lane that
23 went all the way back to Wedekind in order to make a
24 right turn onto Sullivan. So there will be that
25 deceleration. But there will also be people trying to

1 get into that deceleration lane, coming down, you know,
2 coming up west on McCarran.

3 So this is not a one-second thing. This is
4 not, it's not the -- I don't know if staff made the
5 mistake or if it was missed, that we also had
6 information that it was supposed to be approximately 700
7 cars a day, not the 400 that he's talking; 39 cars times
8 11, 12 hours is not 700. It's, you know -- I'm sorry.
9 I should say it's not 400. It's, you know, and we were
10 told that it was going to be upwards of 700.

11 So thank you.

12 CHAIRMAN CAREY: Thank you, George.

13 Gayle, go ahead.

14 MS. GAYLE MILLER: Hi. Gayle Miller. I live
15 at 5200 Malapi Way in Sparks just off of Wedekind Road.
16 And in order to get in and out of my house, as all my
17 neighbors and people that live in Village Green, we only
18 have two options. We have to try to come off of Pyramid
19 Highway, and you could sit there, and the cars go by at
20 50 miles an hour or more, and you shake. Or you can try
21 to turn off McCarran, and you shake there.

22 The cars don't go the 45 miles per hour. They
23 go 50 to 60 miles per hour. And if you were going to be
24 going west and turning into this little driveway on
25 McCarran, you are going to get rear-ended. I can't tell

1 you how many times I've almost been rear-ended trying to
2 turn right off of McCarran going left onto Wedekind
3 Road. It scares me to death. And if you add 775 trips
4 of people going in there off of McCarran somehow, it's
5 just going to be accidents, accidents, accidents.

6 Another place there's going to be accidents is
7 on Wedekind. You've got people coming in and out of
8 that car wash. If they're going to be turning left onto
9 Wedekind, people are coming home or going, traveling
10 through, trying to get over to Pyramid, and they turn
11 left, and they're going east on McCarran, they turn east
12 onto Wedekind. You come around that curve. You might
13 only be going 20 or 30. You're getting up speed. I see
14 this landscaping here that they're going to be putting
15 in. Believe you me, somebody's going to get hit there.
16 Because I've almost hit people at this lovely little
17 dental office, professional office, which I find very
18 compatible with the area. I would rather have a
19 business like that. But I've almost hit a couple people
20 that try to dart out really fast to go left, and they
21 can't hardly get out, and you slam on your brakes and
22 you hope, and you're only going 20, 25 right there.

23 Anyways, I really think a car wash is not the
24 right business to be here. It would be better if it was
25 some other kind of professional business, which I do not

1 object to.

2 Also, I was thinking. I looked at the RTC
3 schedule. McCarran is scheduled to be widened at this
4 area from Rock to El Rancho to six lanes, three on each
5 side. It could occur -- on the schedule it says
6 between -- in 2027 it's a possibility going forward.
7 That's eight years. With all of the traffic from the
8 new high school, this may occur in eight years, that
9 they start to widen this road. Are they going to then
10 have to take out this little driveway that goes in from
11 McCarran? Are they going to have to come closer to or
12 take out the building? We don't want an abandoned
13 building there that's been built and no business, if
14 they widen the road there. So this it is a concern.

15 I also object to the hours of operation. Maybe
16 in the summertime I could see it. But if they operate
17 till 7:00 in the winter -- there are no streetlights
18 there. There may be on McCarran, but there aren't on
19 Wedekind -- you won't be able to see cars come in and
20 out in the dark, which happens by 5:00 o'clock. So I
21 object to it in the wintertime. It's very dangerous.

22 Thank you.

23 CHAIRMAN CAREY: Thank you, Gayle.

24 Okay. Do we have anyone else in the audience
25 that would like to provide a public comment? I don't

1 have anyone else signed in. I want to provide an
2 opportunity for anyone else to provide a comment.

3 Okay. At this point, I will close the public
4 hearing. We'll bring this back to the Commission. Do
5 the Commission have any other questions for staff on
6 this item?

7 I had a couple if no one else is jumping in
8 here. Ian, I wanted to follow up on the questions I had
9 at the Study Session on Tuesday. I had asked to see
10 some information about any improvements that are at this
11 intersection that were negotiated as part of the
12 development agreement with Wildcreek High School and how
13 this, you know, the proposed improvements, or with this
14 application, how those affect any improvements from that
15 project.

16 I'd also asked to see pictures or elevations of
17 these vacuuming enclosures that were talked about
18 earlier.

19 And I wanted to see if were you able to get any
20 information about the noise levels. I was concerned
21 about the noise levels from the proposed use to the
22 existing uses to the east, and seeing what kind of
23 information you were able to dig up for me.

24 MR. CRITTENDEN: Sure. The first question
25 being scheduled improvements associated with the high

1 school at this location and their potential interaction
2 or conflicts with those, with this development. At this
3 point, there would not be any. To my understanding,
4 there wasn't improvements at this intersection
5 associated with the high school.

6 And the improvements here are what NDOT would
7 want in association. They did their study of the
8 intersections with the idea of the school being in
9 place, and that was part of why this, the proposed
10 improvements at the intersection, would be requested.
11 If that were not the case, this use would not be doing
12 any improvements at that intersection.

13 CHAIRMAN CAREY: Okay.

14 MR. CRITTENDEN: Secondly -- sorry. Give me
15 the second.

16 CHAIRMAN CAREY: Yeah, the second one was the
17 enclosures for the vacuum areas.

18 MR. CRITTENDEN: Oh, yes. So these -- that's
19 actually a trash enclosure. But the vacuum is very
20 similar. I'm going to actually --

21 CHAIRMAN CAREY: Yeah, I thought you handed out
22 something.

23 MS. SMITH: I did.

24 MR. CRITTENDEN: We did.

25 CHAIRMAN CAREY: It's in the packet.

1 MR. CRITTENDEN: You can see this here. They
2 are a combination of both the split face and smooth CMU
3 that's being used in the elevations of the building,
4 that are used to create the enclosure, as well as a
5 solid corrugated gate on the front to enclose the vacuum
6 stations and to mitigate the impacts of the sound
7 generated by them.

8 CHAIRMAN CAREY: Okay. Thank you for that.

9 MR. CRITTENDEN: I did not have any, an
10 opportunity. Potentially, the applicant can speak to
11 this, but maybe not. I was not able to get any
12 information as to the actual volume generated by those.
13 But for the Planning Commission's information, we at the
14 City as far as we don't have a noise limit or anything,
15 though we do limit on amplified sounds, which would come
16 from like speakers and such, but we don't for just noise
17 generated by, you know, a use.

18 And so while we do try to mitigate that to the
19 degree that we can, we don't have a metrical against
20 which to measure it to say whether or not it complies
21 with standards the City has set.

22 CHAIRMAN CAREY: Okay. Thank you for that.

23 MR. CRITTENDEN: You'd also asked about the
24 separation.

25 CHAIRMAN CAREY: Oh, yeah. Thanks for

1 reminding me. I didn't remember.

2 MR. CRITTENDEN: The answer that I did find, I
3 wanted to make sure I got for you.

4 Let's see if we can get this to do what we want
5 it to.

6 So staff -- I measured the distance from the
7 enclosures to the adjacent office uses, and it was
8 approximately 130 feet was that distance across there.

9 And then, I think, that was the questions you
10 submitted for me.

11 CHAIRMAN CAREY: Yeah, that was.

12 Okay. I think, that's all the questions I had
13 for staff. Did the Commission have any other, any
14 questions?

15 COMMISSIONER VANDERWELL: I don't have any
16 questions.

17 CHAIRMAN CAREY: For staff. Okay. Well, maybe
18 I can ask Ms. Albright to maybe address the noise, the
19 noise levels.

20 Essentially, what I'm looking for, Cynthia, is,
21 you know, we have this enclosed vacuum model. And we
22 heard some public comment concern about the noise. And
23 I was just wondering if there was any sort of study or
24 an estimate, you know, given with the enclosures and
25 with the landscaping, what the noise levels would be

1 with the office uses to the east.

2 MS. CYNTHIA ALBRIGHT: Cynthia Albright, for
3 the record, Stantec Consulting.

4 I honestly can't tell you what that noise
5 generation level might be. I can tell you that in the
6 past, in other car washes that have been constructed in
7 areas very similar to this in California, that the noise
8 generated from the vacuum enclosure hasn't been an
9 issue. It's not that loud. And that's why the CMU
10 block wall and the enclosure is around it, the 150 feet,
11 coupled with the mature landscaping that's on the side
12 of the dental building itself, plus what we're adding.
13 And you can see from the landscape plan we've added a
14 lot of trees in that area.

15 We have to be mindful of what we put there,
16 because we know it will flood on occasion. So it's not
17 like we could have really done a lot more than that.
18 And that's why staff had requested that we use a lot of
19 large gravel boulders in that area, because it will
20 sheet-flow. But we just don't think that the adjacent
21 dental office would be impacted even with 130-foot.

22 CHAIRMAN CAREY: Okay. Thank you.

23 MS. CYNTHIA ALBRIGHT: Thank you.

24 CHAIRMAN CAREY: That was kind of a tough one
25 for you. You handled it well. Thank you.

1 Okay. Any other questions for staff, the
2 consultant on this item?

3 Okay. Bring it back to the Commission for
4 discussion and possible action.

5 COMMISSIONER READ: I have a comment.

6 CHAIRMAN CAREY: Commissioner Read, go ahead.

7 COMMISSIONER READ: I'm finding that I can't
8 support this proposed project based on Finding C2. I
9 don't find that it's compatible with the existing uses
10 of the adjacent properties. I have concerns with the
11 right turn on McCarran and the fact that traffic will be
12 dumped out into Wedekind and the neighborhood. So I am
13 not going to support this.

14 CHAIRMAN CAREY: Okay. Thank you, Commissioner
15 Read.

16 COMMISSIONER VANDERWELL: Chairman Carey.

17 CHAIRMAN CAREY: Commissioner VanderWell.

18 COMMISSIONER VANDERWELL: I, too, will not be
19 supporting this application due to findings C2 and C4.
20 I believe, it does not fit with the neighborhood that is
21 currently there, and then also the traffic impacts.

22 I do live in the Village Green subdivision. So
23 I do understand, and I know the impacts that have
24 happened on Wedekind over the years. My family's had
25 the home for over 41 years.

1 So I just don't think this is the right type of
2 business for that spot at this time. I think,
3 Professional Office would possibly be better. So with
4 that, I'm not supporting it.

5 CHAIRMAN CAREY: Okay. Thank you, Commissioner
6 VanderWell.

7 Any other comments?

8 Commissioner Blaco.

9 COMMISSIONER BLACO: I'd also like to say that
10 I'm not in support of this based on Finding C4. I feel
11 like the traffic study isn't fully complete. I see, I
12 heard that he said that 22 peak-hour trips would be
13 eastbound. And I just find it hard to believe that only
14 one of those would be going back onto McCarran headed
15 westbound. I felt like that it could cause significant
16 issues there.

17 And also being that making a right-hand turn
18 off of McCarran, after your car has been wet, and that
19 water shedding off the car there could also pose some
20 significant issues with that being really slippery. I
21 know that when I'm driving down McCarran headed into
22 Sparks, passing Sparks Car Wash, or Sierra Car Wash now,
23 I often find my tires are quite slippery around that
24 area that there's a car wash there. And I could imagine
25 that it would be the same here.

1 So I just wanted to make that known, but.

2 CHAIRMAN CAREY: Thank you, Commissioner Blaco.

3 Any other comments from the Commissioners or a
4 suggested motion concerning this conditional use permit?

5 COMMISSIONER BLACO: I'm sorry. Can I add one
6 more thing?

7 CHAIRMAN CAREY: Go ahead, Commissioner Blaco.
8 Sure.

9 COMMISSIONER BLACO: I also wanted to agree
10 with the public comment about the car wash potentially
11 becoming a little more than a car wash. Even if there's
12 a soda machine installed there, it gives kids a reason
13 to cross McCarran. And I've made myself clear in the
14 past that I feel that that crosswalk is super dangerous.

15 I just wanted to reiterate that as well.

16 CHAIRMAN CAREY: Okay. Thank you for that.

17 Any other discussion or a possible motion?

18 Commissioner Fewins, thank you.

19 COMMISSIONER FEWINS: What we -- I definitely
20 heard the comment, public comments. So I think staff
21 has done a really good job to even offer to require a
22 traffic study. This is zoned PO. So we're looking at
23 something that is there now, that is coming forth
24 intercity to start a business into our city. It is
25 zoned PO. It is zoned Commercial.

1 When things are zoned PO or Commercial, and a
2 car wash is a permitted use within Professional Office
3 with the conditional use permit, which I do agree with.

4 I am in favor of all the findings. There's --
5 I'm not thrilled with the deceleration lane on McCarran.
6 But with the improvements that are going to be done on
7 the NDOT required improvements on the intersection of
8 McCarran and Wedekind, I think that is going -- they're
9 needed. NDOT has said they're needed. And traffic,
10 when we're looking at this project, the majority of the
11 project is McCarran. McCarran's a very -- obviously, a
12 very busy street, which is NDOT-controlled.

13 On the prior car wash, NDOT had a lot of say
14 and a lot of input. And, I think, the applicant has
15 worked with NDOT, according to their testimony today,
16 that NDOT is now coming in favor of the project of the
17 car wash on this site.

18 There's nothing on the site now. It is zoned
19 PO. Conditional use permit is allowed with a
20 Conditional Use Permit.

21 On finding C2, I think, it is definitely
22 compatible when you have community facilities,
23 commercial, multi-family residential surrounding this
24 property. There is no doubt there is residential to the
25 south. Again, there is a sound wall. There is

1 residential, obviously, to the north and to the east.
2 But, I think, that's a distance away. I personally have
3 an office on a busy street and close to a car wash. And
4 I do not have -- actually do not hear it very much at
5 all. So.

6 Parking is not an issue with a car wash? And
7 so I can definitely find C4. And, I think, they've
8 handled it with the NDOT on the traffic.

9 And with the noise, you're going to have them,
10 they're going to be enclosed.

11 I feel that all the findings can be made on
12 this. And I really appreciate staff putting the
13 conditional approval of the number 4, which is the NDOT
14 approval. The big concern is traffic. And NDOT's
15 saying, hey, we're a go, we're fine, we're okay with
16 improvements.

17 What's in front of us now is conditional use
18 permit for Professional Office zoning, that is
19 Commercial, as a car wash. And with 30 -- you know, you
20 look at seven; you know, 700 was thrown out a lot as
21 average daily trips, peak-hours 35. I just don't think
22 that's going to be really significant with any other
23 professional offices possibly potentially going in
24 there. We have something here now.

25 That, I think, I can make all the findings. So

1 thank you.

2 CHAIRMAN CAREY: Okay. Thank you, Commissioner
3 Fewins.

4 Any other comments or a possible motion on this
5 conditional use permit?

6 COMMISSIONER FEWINS: I'll find a motion. I
7 will make one here.

8 CHAIRMAN CAREY: Okay. Yeah, it sounded like
9 you were close.

10 COMMISSIONER FEWINS: Yes, I'm getting there.

11 All right. I move to approve the Conditional
12 Use Permit CU19-0008 associated with PCN19-0023,
13 adopting Findings C1 through C5, and the facts
14 supporting these findings as set forth in the staff
15 report, subject on the four Conditions of Approval as
16 listed in the staff report. This is Commissioner
17 Fewins.

18 CHAIRMAN CAREY: Thank you for that,
19 Commissioner Fewins.

20 There's a motion on the table for approval. Is
21 there a second on the motion?

22 COMMISSIONER BROCK: Second. Mary Brock.

23 CHAIRMAN CAREY: Okay. We have a motion by
24 Commissioner Fewins for approval. We have a second by
25 Commissioner Brock. Any comments or discussion on the

1 proposed motion?

2 I had a couple. I hate to disagree with my
3 colleagues, and I especially don't like to disagree with
4 staff on their recommendations. But I have a hard time
5 making Finding C1 and C2.

6 I appreciate the applicant making some design
7 considerations. I think, the square footage, the
8 queuing distances, the access controls, you know, make
9 this a more compatible use than what was previously
10 approved by the Commission. I did not support that,
11 that item.

12 But I have a hard time with making Finding C1
13 in our compliance with the Comprehensive Plan. You
14 know, this site has been -- it's had a master plan land
15 use designation of Office Professional, or we'll just
16 call it Office, for 15 years before our current
17 Comprehensive Plan Land Use designation assigned a C
18 land use on it.

19 I've said this in the past, you know, the
20 elimination of that Office Professional land use and
21 changing those land uses to Commercial has really kind
22 of set office development back in the city. And I
23 really think it's time that we bring that back.

24 But more specifically, I think, if we're going
25 to get into the Comprehensive Plan in Finding C1 and --

1 in C1, I think, if we're going to take a --
2 fundamentally change the land use through allowing a
3 conditional use on this property from something that's
4 Office to a Commercial nature, it should really be a
5 compelling justification. I think, the past actions of
6 this body and our master plan and previous zoning that's
7 been attached to this property have designated this to
8 be an office use.

9 I hate no disagree with staff. But, I think
10 the, you know, generic findings in compliance with the
11 Comprehensive Plan of, you know, services can be
12 provided, it's an infill project, it's a non-residential
13 land use, you know, for this, we should have more
14 compelling justification.

15 I'd really like to see, if we're going to make
16 a land use change to get rid of Office Professional
17 within the city, we should really be looking at, you
18 know, how that affects, you know, goals like EV1.
19 That's the growth economy. EV2, that's attract new
20 higher paying jobs. EV3, that's attracts sought-after
21 employers into the city. I don't believe that the
22 proposed conditional use does anything to advance these
23 goals and, therefore, is not in consistent with our
24 Comprehensive Plan. I can't make Finding C, C1.

25 Respect to Finding C2, I'm very concerned about

1 the noise levels. I can appreciate the enclosures. But
2 there was no information submitted on how the proposed
3 sound levels from the use would affect the adjacent, you
4 know, office uses to the east. You know, maybe if there
5 was a block wall, or hours of restrictions.

6 But, I think, without those commitments in the
7 proposed motion, I respectfully cannot support the
8 motion and will not be voting in support.

9 Any other comments on the proposed motion?

10 Okay. We've heard the motion for approval.

11 All those in favor --

12 MS. SMITH: Chair, Chairman Carey.

13 CHAIRMAN CAREY: Oh, roll call.

14 MS. SMITH: May I? Yes, please. Thank you.

15 CHAIRMAN CAREY: That's probably a good idea.
16 It may be close. Okay. Let's do a roll call vote on
17 this.

18 Would you like, madam secretary, to call out
19 the names, and we will have each Commissioner state
20 their vote for the record.

21 MS. SMITH: Commissioner Carey?

22 CHAIRMAN CAREY: Nay.

23 MS. SMITH: Commissioner Read?

24 COMMISSIONER READ: Nay.

25 MS. SMITH: Commissioner Brock?

1 COMMISSIONER BROCK: Yea.

2 MS. SMITH: Commissioner Blaco?

3 COMMISSIONER BLACO: Nay.

4 MS. SMITH: Commissioner Fewins?

5 COMMISSIONER FEWINS: Yea.

6 MS. SMITH: Commissioner VanderWell?

7 COMMISSIONER VANDERWELL: Nay.

8 MS. SMITH: Commissioner Petersen?

9 COMMISSIONER PETERSEN: Nay.

10 CHAIRMAN CAREY: Okay. So that was five to
11 two. Okay. The motion has failed. Would the
12 Commissioners like to make another motion concerning
13 this proposed conditional use application?

14 MS. MCCORMICK: Mr. Chairman, I don't know that
15 that's necessary.

16 CHAIRMAN CAREY: Okay.

17 MS. MCCORMICK: I think, the motion to approve
18 the conditional use permit failed, which means that it's
19 a technical denial.

20 CHAIRMAN CAREY: It's a technical denial.
21 Okay. All right. So thank you for that. Thank you for
22 the clarification.

23 Appreciate the discussion from the Commission.
24 That concludes the hearing on PCN19-0023.
25 Move on to our agenda. Next we have public

1 comment. This is a final public comment opportunity.
2 It's another general public comment opportunity. Would
3 anyone care to make a general public comment at this
4 time?

5 Okay. Seeing none, I'll close the -- oh,
6 sorry. Sorry, Wesley.

7 MR. WESLEY GRIFFIN: Wesley Griffin,
8 4701 Wedekind Road.

9 I appreciate your stock in this item on both
10 sides. Very good points were made. It's great that we
11 have a body that we can come before and express our
12 concerns.

13 And, you know, it would sure be nice if the
14 public were to be able to be aware of some of these
15 things a little sooner. We would be, well, most of us
16 would be better prepared.

17 I couldn't ask for, from my perspective, a
18 better outcome. So thank you very much.

19 CHAIRMAN CAREY: Okay. Thank you for that,
20 Wesley.

21 We have another. Come on, come on down.

22 MR. GEORGE LEE: George Lee, 3506 Brassie
23 Drive.

24 I notice the their depictions they didn't show
25 bike lanes. And I don't see any there. And I don't

1 know that there are any there or not. So they'd have to
2 be added, which would have additional width, you know,
3 required. Their drawing just didn't depict that.

4 CHAIRMAN CAREY: Okay. Thank you, George.

5 MR. GEORGE LEE: Thanks for your deliberation.

6 CHAIRMAN CAREY: Thanks for joining us.

7 Any other --

8 MR. GEORGE LEE: I agree with this, you know,
9 this. You know, that's what your feeling is, a lot of
10 it. And, but there are some things that are short.

11 CHAIRMAN CAREY: Thank you, George.

12 Any other public comment?

13 Come on down, Charlotte.

14 MS. CHARLOTTE CLEM: Charlotte Clem, 5655 High
15 Rock Way. I just want to say thank you. Because I feel
16 like you've listened to everyone, and you've probably
17 saved some lives or possible horrible accidents as
18 people come out of the road. So thank you for thinking
19 about that as well as having a building there that's not
20 compatible.

21 So thank you very much.

22 CHAIRMAN CAREY: Thank you, Charlotte.

23 Okay. Anyone else want to provide a public
24 comment?

25 Okay. Seeing none, I'll close the public

1 comment period. We'll bring this to item number 9.

2 That's comments from the Commissions.

3 Does Commissioners have any comments?

4 Commissioner Brock.

5 COMMISSIONER BROCK: Mr. Chair, I feel like we
6 had this conversation the last meeting. But I just want
7 to say thank you to all the fellow Commissioners and
8 staff for this opportunity to serve our city. It's been
9 very meaningful. And I'm proud to be amongst so many
10 good citizens who care so much about what's going on.

11 So thank you for the opportunity. And good
12 luck going forward.

13 CHAIRMAN CAREY: Thank you, Commissioner Brock.

14 Any other comments from the Commission?

15 I had one I wanted to bring to the Commission's
16 attention. Since our since our last meeting, I wanted
17 to inform the Commission that the RTC board has approved
18 significant transit service changes to Sparks. Starting
19 in November, routes 26 and 25 will be affected. Route
20 26, that's the one that runs from downtown, Centennial
21 Plaza, out to and down Prater, down to Northern Nevada
22 Medical Center. And route 25 and Centennial Plaza out
23 to Reed High School and back.

24 Under the approved service changes, route 26 is
25 completely eliminated. And route 25 would end at

1 McCarran and Prater. I say that those fixed routes
2 would be eliminated. But they're going to be replaced
3 by a microtransit pilot program. And this is, as I
4 understand it, as it was explained to me, it's somewhat
5 like an Uber or a Lyft, on demand kind of service that
6 would utilize the RTC access vans. Those are the 16 or
7 20-passenger vans. They're, essentially, going to take
8 those vans, rebrand them, combine, combine the fair
9 transit and this microtransit to be door-to-door
10 service.

11 I bring this up. I have my own concerns as a
12 regulation rider of routes 26 and 25 and my concerns
13 about microtransit in general. But I bring this up
14 because I think it's going to have a really big impact
15 on our Comprehensive Plan.

16 You know, we've put a lot of time and effort,
17 and this Commission has reviewed projects and has made
18 certain findings in these areas that are affected by
19 this, by this transit area. Because that fixed route --
20 I'm concerned about the loss of that transit area. I
21 know the staff did a good job to try to bring those to
22 the attention of the RTC board.

23 I think, with the loss of this fixed route --
24 and it's about a third of the fixed route service we
25 have in Sparks that's going is to be replaced with this

1 microtransit pilot program, I think, it's really going
2 to hurt our efforts. You know, we were doing
3 transit-orient the development before. Now we're doing
4 the mixed use district policies. I'm really concerned
5 about the impacts those are going to have on our code
6 and in our Comprehensive Plan.

7 And, you know, given the realities of transit
8 funding in this area, I think there's going to be more
9 of these cuts coming to Sparks. And, unfortunately,
10 with those on the horizon, we probably should look at
11 our Comprehensive Plan and perhaps our zoning code for
12 that.

13 But I just wanted to bring those, bring those
14 comments on the record and bring those to the attention
15 at this time.

16 Any other comments from the Commission?

17 Okay. Seeing none, we'll call this meeting
18 adjourned. It's 7:41 p.m.

19 Thank you very much, everyone.

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