

**City of Carson City  
Agenda Report**

**Date Submitted:** September 23, 2014

**Agenda Date Requested:** October 2, 2014

**Time Requested:** 1 Hour

**To:** Mayor and Board of Supervisors

**From:** Community Development - Planning Division

**Subject Title:** For Possible Action: To consider an appeal of the Planning Commission's decision to approve a Special Use Permit for multi-family dwelling units on property zoned Residential Office (RO), located at 812 N. Division Street, APN 001-191-06. (SUP-14-036) (Susan Dorr Pansky)

**Staff Summary:** On July 30, 2014, the Planning Commission approved a Special Use Permit to allow multi-family dwelling units consisting of two, two-story, four-plex buildings (eight total units), on property zoned Residential Office. Decisions of the Planning Commission may be appealed to the Board of Supervisors. The Board of Supervisors may uphold, modify or reverse the Planning Commission's decision.

**Type of Action Requested:**

Resolution  
 Formal Action/Motion

Ordinance  
 Other (Specify)

**Does This Action Require A Business Impact Statement:** ( ) Yes (X) No

**Planning Commission Action:** Approved the Special Use Permit on July 30, 2014, by a vote of 6 ayes, 0 nays, and 1 absent.

**Recommended Board Action:** I move to uphold the Planning Commission's decision to allow multi-family dwelling units on property zoned Residential Office, located at 812 N. Division Street, APN 001-191-06, based upon the findings for approval and with the recommended conditions contained within the staff report to the Planning Commission.

**Explanation for Recommended Board Action:** Please see the accompanying staff memo with various attachments including the Planning Commission staff report for more explanation on the proposed action.

**Applicable Statute, Code, Policy, Rule or Regulation:** CCMC 18.02.060 (Appeals), 18.02.080 (Special Use Permits)

**Fiscal Impact:** N/A

**Explanation of Impact:** N/A

**Funding Source:** N/A

**Alternatives:**

- 1) If the Board of Supervisors finds that the Planning Commission erred in approving SUP-14-036, reverse the Planning Commission's decision and deny the Special Use Permit based upon findings for denial; or modify the approval.
- 2) If additional information is submitted to the Board of Supervisors that the Board believes warrants further review and consideration on the application by the Planning Commission, refer the matter back to the Planning Commission.

**Supporting Material:**

- 1) Staff Memo to Board of Supervisors
- 2) Appeal Letter from Mr. Alexander Kirsch and Mr. Bazel Slaughter
- 3) Appeal Response Letter from Mr. Bauer
- 4) Appeal Response Letter from Mr. Sirous Alavi, P.E.
- 5) Letter regarding Property Owner Notification from Ms. Brenda Dahlquist
- 6) Letter from Community Development Director Lee Plemel to Ms. Dahlquist re: Property Owner Notification
- 7) Planning Commission Case Record
- 8) July 30, 2014 Planning Commission Staff Report
- 9) Renderings and Site Plan from 2011 Project

**Prepared By:** Susan Dorr Pansky, Planning Manager

**Reviewed By:**  Date: 9-23-14  
 (Community Development Director)

 Date: 9/23/14  
 (District Attorney's Office)

 Date: 9/23/14  
 (Finance Director)

 Date: 9/23/14  
 (City Manager)

**Board Action Taken:**

Motion: \_\_\_\_\_

1) _____	Aye/Nay
2) _____	_____
	_____
	_____
	_____

\_\_\_\_\_  
(Vote Recorded By)



# Carson City Planning Division

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## MEMORANDUM

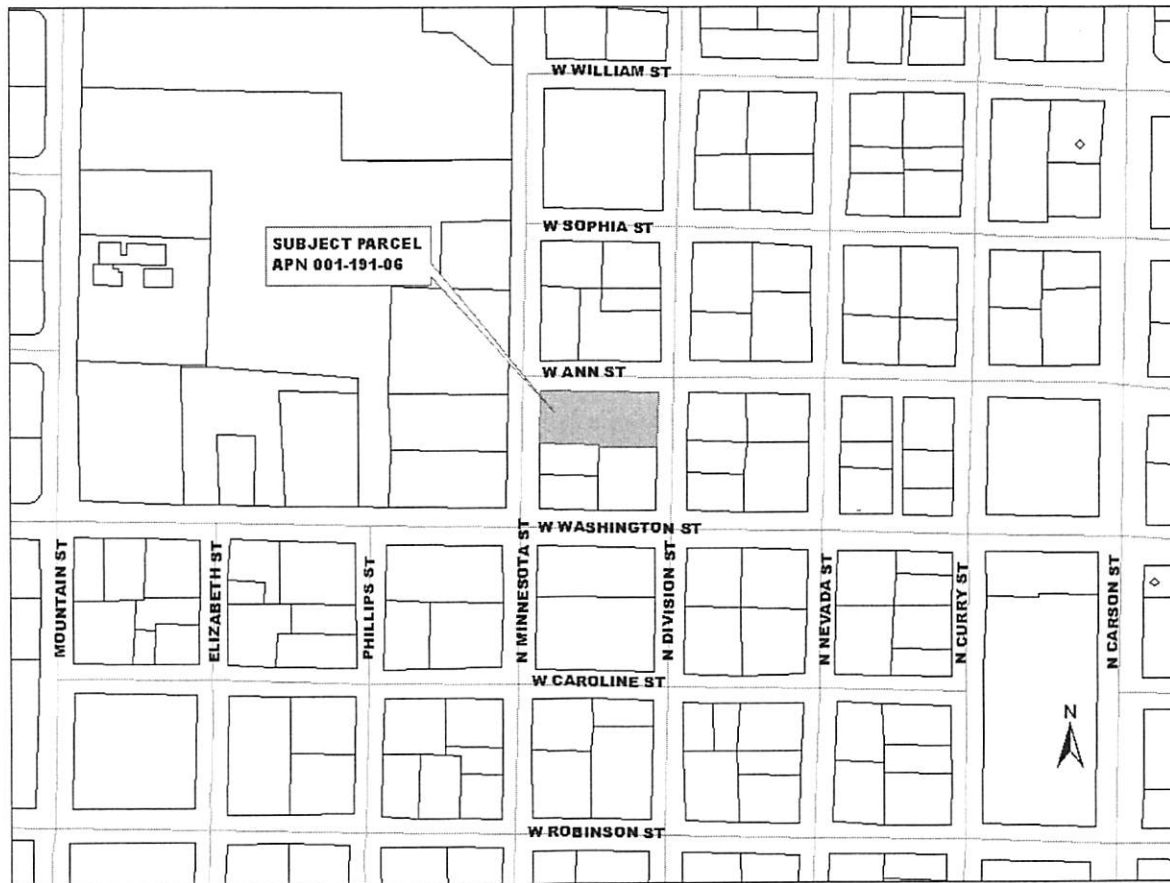
Board of Supervisors Meeting of October 2, 2014

**TO:** Board of Supervisors

**FROM:** Susan Dorr Pansky, AICP  
Planning Manager

**DATE:** September 18, 2014

**SUBJECT:** MISC-14-071 – Appeal of the Planning Commission’s decision to allow multi-family dwelling units on property zoned Residential Office (RO), located at 812 N. Division Street, APN 001-191-06 (SUP-14-036)



## **HISTORY**

In 2010, the applicant began a process to gain approval of an eight-unit multi-family complex on the subject property. This included required approvals from the Historic Resources Commission (HRC) for demolition of the historic structure and for the architectural design of the new structures, the Planning Commission for a Special Use Permit to accommodate multi-family dwellings and a Right-of-Way Abandonment to abandon a portion of the existing public right-of-way on the property. The Right-of-Way Abandonment also required approval from the Board of Supervisors.

The original project proposed buildings of larger scale and massing than what is currently proposed, and included a parking lot with 16 spaces, some of which were covered. The Historic Resources Commission approved the proposed project with the conditions of approval recommended by staff as well as some additional conditions that were stipulated at the HRC meetings.

The Planning Commission approved the associated Special Use Permit and the Right-of-Way Abandonment subject to the conditions of approval recommended by staff.

The Planning Commission's approval was then appealed by an adjacent property owner, Alexander Kirsch. The appeal was heard by the Board of Supervisors and the project was referred back to the Planning Commission for additional review. Upon receiving a referral back to the Planning Commission, the applicant opted to modify the project to include only two, two-family dwelling units (duplexes) for a total of four units on the property, and to record a parcel map to split the property. Each parcel would include only two dwelling units, which is an allowed use in the Residential Office zoning district and does not require the approval of a Special Use Permit. The revised project was reviewed and approved by the HRC in February 2012 with buildings of smaller scale to accommodate the reduced number of units. The appellant of the larger project, Alexander Kirsch, was not present at the meeting and did not submit written comments in favor or in opposition of the revised project.

The applicant obtained a Building Permit in 2013 and demolished the historic structure in preparation for construction of the first of the duplex buildings. During demolition, the contractor also removed a number of historic trees that were represented to remain as a part of the HRC and Building Permit approvals. As a result, the applicant was ordered to stop work on the project and to appear before the HRC with a revised landscaping plan and to discuss the removal of the trees that had been represented to remain. A revised landscape plan was approved in October 2013 after two HRC meetings. The Building Permit for the first duplex remains valid until February 2015.

Please refer to the attached Planning Commission staff report for a more comprehensive outline of the project's history.

## **DISCUSSION**

The applicant is currently proposing two multi-family buildings consisting of four, one-bedroom units per building, or eight units total. Unit sizes range from 636 square feet to 831 square feet and two units in each building include a one-car garage, while the other two units have dedicated exterior on-site parking.

Recognizing concerns of various members of the public as well as several HRC, Planning Commission and Board members, the applicant has opted to proposed the eight units within the existing footprints and structures approved by the HRC most recently for the two duplex buildings. The result is two buildings that are nearly identical to the buildings proposed for the duplexes, with some exceptions that are explained in the attached Planning Commission staff report.

On July 30, 2014, the Planning Commission reviewed and approved of the revised eight-unit multi-family project with the recommended conditions of approval outlined in the Planning Commission staff report. At this meeting, two property owners in the vicinity of the proposed project spoke in opposition of the project. These same two property owners, identified as Mr. Alexander Kirsch and Mr. Bazel Slaughter, subsequently filed an appeal of the Planning Commission's decision in accordance with Carson City Municipal Code (CCMC) 18.02.060 (Appeals).

The appellants' letter of appeal is attached for review, but is summarized below along with staff's responses to the appellants' basis for appeal. The applicant, Mr. Herman Bauer, and his traffic engineer, Mr. Sirous Alavi, P.E., have provided responses to the letter of appeal that are also attached for review.

### **APPEAL**

Before responding to each individual appeal item outlined in the letter provided by Mr. Kirsch and Mr. Slaughter, staff would like to respond to some general statements made in the introduction of the letter as follows:

- *Except for parking and interior space reductions, nothing significant has changed since the beginning of Mr. Bauer's initial proposal (dated from July 28, 2010) to construct two 4-plex apartment buildings (8 units) on this same parcel of land. Although the Planning Division initially approved that project in 2011, the Mayor and the Board of Supervisors agreed with numerous technical and aesthetic objections from local residents and returned that initial two 4-plex design to the Planning Division and the Historic Resources Commission (HRC) on September 15, 2011. Following that decision, Mr. Bauer downsized his project to a pair of duplex apartments (4 dwelling units); that project was eventually approved by the Planning Division and construction – i.e., land clearing – began on the project in late 2013.*

#### **Staff Response:**

Staff does not agree that nothing significant has changed in Mr. Bauer's proposal since its initial introduction in 2010. The proposed buildings are significantly smaller in size and in massing than the original buildings. The original building sizes were approximately 4,256 square feet each and the currently proposed buildings are approximately 3,638 square feet each. Staff would like to note that the new square footage also includes garages for each building, whereas the original proposal had none. The buildings have also been designed to more closely resemble single family dwellings rather than the larger scale "boxes" that were originally proposed.

Parking for the project has been reduced from 16 spaces to 12 spaces. Four of the 12 spaces will be located in garages, leaving only eight exterior spaces on the property. In

comparison, the original proposal included 16 exterior spaces, some of which were to have carports.

Open space was originally provided in very small areas around the proposed buildings and parking lot, with very little contiguous, usable space. The current project has larger, contiguous open space areas that are more representative of typical backyards in a residential neighborhood.

The overall proposed project is much smaller in scale than what was originally approved and staff believes that it is significantly more compatible with the surrounding land uses. For comparison purposes, staff has included renderings and a site plan from the originally proposed project to visually demonstrate the differences between that project and the current project.

- *Since the creation of the Historic District in May 1982, no similar multi-family apartment has been approved or constructed within the Carson City Historic District. It should be emphasized that Mr. Bauer is currently proposing to replace a 150-year-old Single Family Residence (since demolished) that had a number of historic trees (since removed) associated with it with a densely populated 8-unit Apartment Building and parking areas that would likely require cutting down the two remaining historic trees on the property and paving over their location with an apartment driveway.*

**Staff Response:**

It may be true that since the Historic District was created no similar multi-family complex has been approved within the Historic District, but that does not mean a property's location within the Historic District prohibits it from being developed as a multi-family property if the zoning district allows for it. The use of land is regulated by the zoning district alone, while the Historic District overlay regulates architecture and site design.

Staff feels that this point needs to be very clear because the appellants have based several of their arguments against this project on the fact that the property is located in the Historic District. The fact that the property is located in the Historic District has no bearing on the Special Use Permit to allow multi-family dwellings as a land use. The Historic District regulations are applicable to design of the site and buildings to ensure that new construction is compatible with surrounding historic properties and the Historic District as a whole. Any arguments related to the Historic District are more appropriately addressed through the HRC and are not valid when considering a Special Use Permit for land use.

Staff would also like to point out that the majority of the Historic District is zoned Single Family 6,000, which prohibits multi-family dwelling units from being constructed. In areas of the Historic District that are not strictly zoned single family residential, several offices of similar size and scale have been built since the Historic District has been in existence.

In the case of the subject property, the zoning district is Residential Office, which allows for multi-family dwelling units with a Special Use Permit. The applicant has a current approval from the HRC for buildings that are nearly identical to what is currently being proposed. This approval will need to be modified, however, to address changes in the site design to accommodate additional parking, changes in landscaping to accommodate site changes due to additional parking, and minor changes to the exterior of the buildings to

accommodate garage and front door differences. One of the Planning Commission's conditions of approval is that the applicant must present his revised plan to the HRC for approval.

- *Mr. Bauer should not be allowed to effectively change the zoning of a residential parcel to multi-family apartments via a Special Use Permit solely for his personal economic gain when he knew at the time of his property purchase that the parcel was in the Historic District and had significant zoning/building restrictions on it. Such an approval by the Planning Division would set a dangerous precedent for future development within the Historic District...*

*The approval of F-4 SUP-14-036 seems to render the existence of a Historic District and the purpose of a Historical Resource Commission useless.*

**Staff Response:**

The approval of a Special Use Permit does not change the zoning of a residential parcel. For clarification, the subject parcel is not a residentially zoned parcel, it is a parcel that is zoned Residential Office. This zoning district allows for broader uses than just those that are strictly allowed on a single family residential parcel. Multi-family dwellings are a conditional use in the Residential Office zoning district. This means that, provided the applicant can meet additional conditions and findings imposed upon the project that are not required of uses allowed outright in the Residential Office zoning district, the approval of a Special Use Permit is appropriate.

Approval of this Special Use Permit does not set a dangerous precedent for future development within the Historic District. As mentioned in the immediately preceding bullet, the fact that the property is in the Historic District has no bearing on how the land may be used. This is regulated specifically by the zoning district. The Historic District and the HRC are not rendered useless by this approval, as the Historic District and HRC will continue to have oversight and approval over the site design and architecture of this project and all others in the Historic District.

Below, staff provides responses to specific appeal items outlined in the appellants' letter.

1. *The proposed project would not conform to the zoning requirements for a property zoned RO without the approval of a Special Use Permit.*

**Staff Response:**

A multi-family dwelling use is a condition use in the Residential Office zoning district and does require the approval of a Special Use Permit. To state that the project would not conform to the zoning requirements is not an accurate statement. Multi-family dwellings can conform to the zoning requirements in the Residential Office zoning district, provided that additional conditions placed on the project are appropriately met. The proposed buildings do meet the minimum building setbacks and maximum building height requirements of the Residential Office zoning district. Both staff and the Planning Commission determined that the proposed project can conform to the zoning requirements with additional conditions placed upon the project by staff. If there were no possibility of a certain use conforming to a specific zoning district, that use would not be listed as an allowed use, conditional or otherwise. In the case of the Residential Office zoning district, multi-family dwellings are a

use that can meet the purpose and intent of that particular zoning district with additional conditions placed upon the project that would not be required for primary permitted uses in that district.

2. *According to Paragraph 5 of the Staff Report on SUP-11-042 for the Planning Division meeting of July 27, 2011:*

*The project is subject to Historic District 18.06.010 Purpose – Applicability. The purpose of the Historic District code is to promote the educational, cultural and economic values of Carson City, and the health, safety and general welfare of the public through the preservation, maintenance and protection of districts, sites, building, and object of significant historical, archaeological and cultural interest with Carson City (emphasis added.)*

*The proposed project accomplishes none of – in fact, flaunts, those purposes.*

Staff Response:

This is not a valid reason to appeal for two reasons. The first is because it references the Special Use Permit SUP-11-042, which was the Special Use Permit previously appealed and referred back to the Planning Commission in 2011. The appellants are not appealing that Special Use Permit. The second is because the Historic District is not applicable when considering a Special Use Permit that dictates land use.

Regardless, staff would like to point out that, in addition to the purpose stated in CCMC 18.06.010 emphasized above, CCMC also states the following about the requirements for projects within the Historic District as it relates to the purpose of the Historic District and the HRC:

**18.06.015 Procedure for Proposed Project.** Any proposed project to construct, alter, remodel, restore, renovate, rehabilitate, demolish, remove or change the exterior appearance of a building or structure, or to place signs, fences, or lighting; or to construct parking areas or site improvements, or which affects the exterior landscape features and spaces that characterize a property and its environment shall not be started without prior approval of an application submitted to the HRC as provided by this Chapter.

CCMC 18.06.015 above very clearly states the limits of the Historic District regulations and the review of the HRC, which does not include review related to the specific use of any property in the Historic District. The project will need to be reviewed and approved by the HRC in conformance with the purposes, procedures and specific codes applicable to Historic District before proceeding.

3. *Sufficient Open Space Requirements for the 8-unit development now proposed may not have been met and, in any event, have not been clearly shown by dimensioned or cross-hatched diagrams on building and Landscape Plans. Because there are not separate drawings or explanatory cross-hatching on the drawings shown the location of the required open space on the submitted plans or in any file maintained by the Planning Division, neither Planning Division staff, the Historic Resources Commission, nor the public can make an accurate determination of size and quality of the common open space being provided by*



*the proposed project or make a determination that minimum CCMC building requirements have been satisfied.*

**Staff Response:**

Staff very clearly outlined the open space requirements for this project in the section entitled "Open Space" on Page 11 of the July 30, 2014 Planning Commission staff report. This section states the following:

"The proposed multi-family project is required to provide a minimum of 2,000 square feet of open space. The project exceeds this minimum requirement at 1,017 square feet of common open space per building (2,034 square feet total), without encroaching into any setback areas, including the rear yard setbacks. Rear yard setbacks may be counted toward the total, but the applicant has elected to show that the project meets the minimum requirements without the rear setbacks to demonstrate that additional common open space beyond the minimum requirements is provided. Private open space is also provided with private patios and decks. The private open space square footage is not included in the overall calculation.

Staff revises the statement above to clarify that both the rear yard and side yard setbacks may be counted as common open space. Only the front yard and street side yard setbacks may not be counted. The applicant clearly demonstrated to staff that the minimum open space requirement has been met with the proposed project through cross-hatched drawings provided to staff and included as an attachment to the July 30, 2014 staff report. While the open space areas may not be specifically dimensioned, staff did measure the full-size, scaled plans provided by the applicant and verified that the cross-hatched areas shown did represent the minimum open space requirement. Staff would like to note that the additional open space for each building that could have been counted toward the minimum requirement is approximately 1,330 square feet per building in the backyards alone, as measured by staff on the full-size, scaled plans. This brings the total square footage of open space per building to approximately 2,347 square feet or a total of 4,694 square feet, which is more than double the minimum open space requirement per CCMC.

- 4. The Landscape Plan previously approved in 2013 for two duplex units is no longer valid and no replacement Landscape Plan for the 2014 two 4-plex has been submitted with the May 2014 revised plans. With no submitted Landscape Plan, it is impossible to determine if the currently proposed project will retain the two remaining historic trees on this property and whether required vehicle parking areas will be shielded from the street, as desired in the CCMC.*

**Staff Response:**

Staff agrees that the currently approved landscape plan for the duplexes will not be applicable to the proposed multi-family project. The landscape plan needs to be modified to accommodate proposed site modifications with the current project. This plan is required to comply with Carson City Development Standards, Division 3 (Landscaping) and will also require approval from the HRC. The Planning Commission approval of the Special Use Permit included conditions of approval that address both of these items. Refer to Conditions 8 and 14 of the attached Planning Commission staff report. Determination of whether the two remaining historic trees will remain on the site with the current project is more

appropriately addressed at the HRC. Staff will require that the applicant provide a landscape plan of the entire site for HRC approval rather than a landscape plan for just one of the buildings.

5. *Since detailed plans have not been provided, it is impossible to determine if CCMC requirements for trash storage, trash enclosure fences and temporary snow storage on the property have been met.*

Staff Response:

This level of design detail is not required for review of a Special Use Permit. The proposed project will require a Building Permit and CCMC requirements for trash storage, trash enclosures and temporary snow storage are typically addressed at that stage. However, because this project requires HRC approval of the site and building design, staff will require that the applicant provide plans that include the referenced information as a part of the HRC application.

6. *Since even rough plans have not been provided for HVAC or Forced Air Unit locations in the 8 proposed apartments, it is impossible to determine encroachments or interference with patio designs and with Open Space Requirements.*

Staff Response:

The same response as was provided to Number 5 above applies to this item. Staff will require that these items be shown as a part of the HRC application so that design and placement may be adequately reviewed. However, determination of placement and how that may or may not encroach into open space requirements is not within the purview of the HRC. This will be reviewed by staff during the Building Permit stage. Staff also notes that Condition 6 in the attached Planning Commission staff report requires that trash and debris shall be stored inside an appropriate trash container within a trash enclosure approved by the Planning Division as to form and location on the site. Condition 10 requires that ground-mounted equipment (HVAC, etc.) shall be screened from view through the use of landscaping or architectural means acceptable to the Planning Division.

7. *The subject property is located at the northern edge of Carson City's Historic District and is located just to the west of the District's busiest north-south conduit (Division Street). It is also located on the same block as Carson City's Bicentennial Tree and is on the edge of the Blue Line walking tour (across Washington Street). As such, the proposed project would be the first buildings that many southbound tourists in cars would see, and would also be visible by tourists walking along the Blue Line on the south side of Washington Street.*

Staff Response:

The property's location in the Historic District is irrelevant to the consideration of a Special Use Permit for a multi-family residential use within the Residential Office zoning district. The HRC had previously approved the buildings in their duplex form for compatibility with the Historic District. If the HRC finds the modified project's design compatible with the Historic District requirements, the fact that tourists may or may not see the property would be no different than how tourists may or may not see any other properties in the Historic District. This issue is more appropriately addressed with the HRC.

8. *As discussed at previous public meetings in 2011 and 2014, this out-of-scale apartment complex and proposed parking area for a minimum of 12 cars would not encourage tourism or photography of the area. In addition to 8 parked cars that would be fully visible from the three surrounding streets, the proposed parking areas would also require substantial curb cut-throughs that would reduce current street parking by a minimum of 72 lineal feet, with a loss of approximately 4 or 5 parallel parking spaces on North Minnesota and Ann Streets. The proposed parking area design also appears to require 3 parked cars to back out through curb cut-throughs into the traffic of (the very busy) Division Street.*

**Staff Response:**

The first part of this statement is entirely subjective on the part of the appellants, as they have no way of knowing whether the addition of this project would discourage tourism or photography of the area any more than other properties in the Historic District. Regardless, this is a concern more appropriately voiced to the HRC.

Staff agrees that this project will increase the number of vehicles on the subject property from what was previously there with the former single family residence. Curb cuts will be necessary and will reduce current on-street parking as well. However, there is quite a bit of on-street parking available throughout the Residential Office zoning district, and not necessarily directly adjacent to the project site. Staff anticipates that parking adjacent to the project site would likely be limited to guests of the multi-family project or possibly other properties in the immediate vicinity. The curb cuts that will reduce on-street parking enable off-street parking to be provided at a quantity adequate to serve the project without impacting surrounding properties.

The appellant is correct that one of the driveways will require that cars back onto Division Street. However, there are properties with driveways along many sections of Division Street that have the same condition, including properties in the immediate vicinity of the proposed project. Additionally, staff notes that Division Street is classified as a local street on the Carson City Roadway Functional Classification Map. Per Carson City Development Standards, Division 12 (Transportation), Table 12.11, driveways are permitted for multi-family projects with local street access.

9. *C/MC clearly requires a minimum of 2 parking spaces per dwelling unit. The proposed project would therefore require 16 (and not 12) parking spaces on the property. This requirement can only be mitigated if an appropriate parking space analysis has been provided with the design plans and if that analysis has been approved in writing by appropriate authorities in the city. While Mr. Bauer's consultant analysis, conducted by Sierra Traffic Engineers, Inc. states that only 1.2 parking spaces per dwelling unit would be required for this project, no detailed recent analysis of local parking or demographics was provided. The consultant cited old (and, we believe, questionable) data from the International Society of Traffic Engineers (ITE). The average age of the suburban studies provided by STE, Inc. and the ITE, was 20.7 years; the average age of the urban parking studies was even greater, at 23.6 years old. It should be noted that U.S. household car ownership has greatly increased since the 1960s and 1970s, when many of these studies were performed. This car ownership increase has been propelled by many factors, but mainly by the very large increase in two wage earners living under the same roof over the last 40-50 years, with no increase in available public transportation over the same period.*

*Furthermore, none of the cited studies was performed in Nevada and the majority of the study cities cited was not comparable to Carson City. The studies were also not for small apartment complexes similar to the 8 units proposed by Mr. Bauer; the average size apartment complex in the cited ITE studies was 311 units, significantly larger than the proposed Bauer project. In our analysis a number of ITE parking study documents in various cities, we also noted several recommendations from licensed traffic engineers to use ITE data very carefully and, if possible, to use more (and the most) recent local census data.*

*Perhaps the most compelling of all is data from the 2010 US Census Data for Zip Code 89703, the same Zip Code that the Bauer property is located in:*

<i>No vehicles available in household</i>	<i>1.1%</i>
<i>1 vehicle available per household</i>	<i>22.8%</i>
<i>2 vehicles available per household</i>	<i>38.0%</i>
<i>3 or more vehicles available per household</i>	<i>38.1%</i>
<i>Average household size for 89703 renters</i>	<i>2.02</i>

*In other words, in the specific area of Carson City that the Bauer property is located, 76.1% of all households currently own (and, therefore, must park) two or more autos at their residence. These specific U.S. Census data render the Parking Consultant's general parking requirement estimate of 1.2 spaces per household very suspect; it also renders the Planning Division's more realistic, but still unsupported estimate of 1.5 spaces per household as unlikely to be adequate for this area. We think the current CCMC requirement for two parking spaces per dwelling unit is consistent with the most recent available demographic data for two-income households and vehicle ownership.*

*To summarize, we do not agree with the Planning Division's approach to relax the CCMC-mandated parking requirements from the current 2.0 spaces per dwelling unit and we do not think that the less than 1/3 acre of the Bauer property can support code-compliant and aesthetic parking for 16 vehicles as well as the likely 16 (or more) apartment residents. Even if the proposed design for 12 cars is determined to be viable we also question the advisability of the resulting on-street parking loss of 4-5 parking spaces for local residents and businesses due to the four additional two car driveway openings onto Minnesota, Ann and Division Streets, with no possible berms or landscaping available to soften the impact of all of these resident vehicles.*

*With local parking limited to Minnesota and Ann Streets, construction of this project would likely create a situation of insufficient occupant and visitor parking in light of the current daily demands for parking for the existing surrounding residences at night as well as the office buildings during working hours Monday through Friday.*

**Staff Response:**

Carson City Development Standards, Section 2.2(A) does state that all single family, two family and multiple family residential dwellings requires two spaces per dwelling unit. However, the Development Standards do not differentiate between the potential sizes of these residential units, nor number of bedrooms per unit, making the parking requirements for each type of use relatively generalized. There is no way that staff can anticipate every parking variation for any given possible use. As a result, Section 2.2(F) provides the Director

a mechanism to consider parking variations not specifically spelled out in the code to allow flexibility based on anticipated use. Section 2.2(F) states the following:

**F. Determination by the Director.** Upon submittal of accredited documentation (e.g. latest version of the Institute of Traffic Engineers (ITE) Parking Manual); the Director may modify the parking requirements specified herein, or may request Commission approval of such a modification.

Pursuant to the section above, the applicant submitted a parking study completed by a licensed traffic engineer with Sierra Transportation Engineers, Inc. (STE) citing current ITE data in support of an argument that only 10 parking spaces are necessary for a Low/Mid Rise Apartment use. The ITE classification of the applicant's project as a Low/Mid Rise Apartment use is accurate, as the definition includes rental dwelling units located within the same building with at least three other dwelling units.

ITE data is widely used across the United States to analyze parking requirements, which is why a provision to present it in support of a modification is included in Carson City's code. And while the ITE Parking Manual does cite parking studies for this land use dating back to 1964, it also uses studies as recent as 2009, only a year prior to the release of the most recent version of the manual. To take an average of all the years that studies were completed to make an argument that the studies are on average 20.7 years old is misleading.

Staff reviewed the parking study submitted, and compared it to staff's own copy of the ITE Parking Manual. The ITE data clearly supports 1.20 parking spaces (for a total of 10) on average for this use at peak demand. Staff also took into consideration that the proposed multi-family units are one bedroom only, and ranging in size from 636 to 831 square feet. And while staff recognizes the data provided by the parking study, a recommendation of 1.5 spaces per unit (for a total of 12) was made due to the size of the project and the desire for a few off-street guest parking spaces. This recommendation took into consideration the ITE data, the size of the individual units and the fact that on-street parking is available and very common in the Residential Office zoning district.

Rather than make the final determination at the Director level, staff exercised its ability per Section 2.2(F) to request that the Planning Commission approve the reduction in parking as a part of the Special Use Permit. The Planning Commission made no issue of the reduced parking and one commissioner went so far as to ask if staff might again consider 10 spaces instead of 12.

In addition to staff's response to this appeal item, please refer to the response letter provided by Mr. Sirous Alavi, P.E. of Sierra Transportation Engineers attached to this report.

- 10. The proposed property design does not appear to allow for sufficient outdoor furniture, BBQ and outdoor recreational space for the likely 16 (or more) occupants.*

**Staff Response:**

The minimum open space requirements for multi-family projects have been met and well exceeded for the proposed project. The applicant has provided more than double the amount of required open space. Per Carson City Development Standards, Section

1.17.5(a), only projects of 10 or more units are required to provide common open space area specifically designed for recreation, which may including but not be limited to picnic areas, sports courts, and softscape surface covered with turf, sand or similar materials for use by young children, including play equipment and trees. The proposed project does not meet the minimum number of units to trigger this requirement.

11. *Nevada Public Meeting Notification requirements for the public discussion of this Special Use Permit do not appear to have been met. Per the Carson City Recorder's Document #444933, recorded and dated June 6, 2014, ownership of a property (801 North Minnesota Street, Carson City) located on the same city block as the Bauer property was changed to Brenda Dahlquist on this date. However, despite this change having been made more than 30 days earlier in city records, the new owner was not notified of the planned public discussion of Mr. Bauer's Special Use Permit application in a Planning Department notice that was mailed out on July 10, 2014.*

*In discussions with the Tax Assessor's Office staff that Steve Brenneman and Alex Kirsch had on the afternoon of August 8, 2014, the Assessor's Office stated that the new ownership by Brenda Dahlquist for the SFR located at 801 North Minnesota Street had positively been entered into the assessor's digital database not later than July 3, 2014 and could have been entered into this database at an earlier date in June or July. Based on this information, we believe the new owner, Brenda Dahlquist, should have been formally noticed on the July 10, 2014 mailout from the Planning Department. (If there are significant lag times in ownership changes when using the Tax Assessor's database, the Planning Department should perhaps be using more timely ownership records that are obtained directly from the City Recorder's Office.) In any case, we believe that Nevada's Public Meeting notification requirements were not met and that required Special Use Permit review and discussion procedures were not followed in this case. Hence, the decision to approve Mr. Bauer's proposal should be nullified, and a proper hearing should be noticed and conducted.*

**Staff Response:**

Staff has determined, through review of the noticing records for this Special Use Permit and in consultation with the Community Development Director and the District Attorney's office, that the noticing for this project was performed correctly and in conformance with legal requirements. Please refer to the letter attached to this report regarding noticing that was sent to Ms. Dahlquist, the property owner in question, on August 15, 2014 from the Community Development Director.

**STAFF RECOMMENDATION:**

Per CCMC 18.02.060(2), the Board of Supervisors may affirm, modify or reverse the decision of the Planning Commission. Staff recommends that the Board of Supervisors uphold the Planning Commission's decision to approve Special Use Permit, SUP-14-036, based on the required findings and subject to the conditions of approval in the staff report.

**ALTERNATIVES:**

The Board of Supervisors may consider the following alternative actions in deciding the appeal of the Planning Commission's decision to approve multi-family dwelling units on property zoned Residential Office, located at 812. N. Division Street, APN 001-191-06:

1. The Board of Supervisors may refer SUP-14-036 back to the Planning Commission for re-evaluation of the multi-family dwelling units pursuant to CCMC 18.02.080, Special Use Permits and CCMC 18.04.065, Zoning; or
2. If the Board of Supervisors finds that the Planning Commission erred in approving SUP-14-036, the Board may reverse the Planning Commission's decision and DENY the Special Use Permit, citing specific finding(s) for denial pursuant to the required findings listed in the Planning Commission staff report.

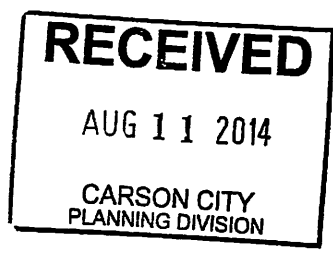
If you have any questions, please contact Susan Dorr Pansky at 283-7076 or [spansky@carson.org](mailto:spansky@carson.org). Thank you.

**Attachments:**

Appeal Letter from Mr. Alexander Kirsch and Mr. Bazel Slaughter  
Appeal Response Letter from Mr. Bauer  
Appeal Response Letter from Mr. Sirous Alavi, P.E.  
Letter regarding Property Owner Notification from Ms. Brenda Dahlquist  
Letter to Ms. Dahlquist re: Property Owner Notification  
Planning Commission Case Record  
July 30, 2014 Planning Commission Staff Report  
Renderings and Site Plan from 2011 Project

August 11, 2014

**To:** Lee Plemel, AICP  
Planning Division Director  
108 E. Proctor Street  
Carson City, NV 89701



**From:** Alexander Kirsch  
803 N. Minnesota St.  
Carson City, NV 89703  
Tel: (775) 883-3465  
and  
Bazil Slaughter  
314 W. Ann St.  
Carson City, NV 89703  
Tel: (702) 610-0334

**Subject:** Appeal of Planning Commission Decision on Special Use Permit Application F-4 SUP-14-036, APN 001-191-06

We, Alexander Kirsch and Bazil Slaughter, hereby jointly appeal the decision made by the Carson City Planning Commission to approve **F-4 SUP-14-036**, a request from Herman Bauer (property owner) for a Special Use Permit to allow construction of two multi-family apartment buildings (eight (8) dwelling units) on property that is currently zoned Residential/Office (RO), located at 812 N. Division St. (APN 001-191-06). By this appeal, we are asking the Commission to rescind its initial approval of this construction project and, in the future to review any plans for construction of multi-family residential units on this property more closely in order to assure conformance with the Carson City Municipal Code (CCMC) as well the purpose and character of Carson City's nationally recognized Historic District.

Our appeal is based on a number of points.

Except for parking and interior space reductions, nothing significant has changed since the beginning of Mr. Bauer's initial proposal (dated from July 28, 2010) to construct two 4-plex apartment buildings (8 units) on this same parcel of land. Although the Planning Division initially approved that project in 2011, the Mayor and the Board of Supervisors agreed with numerous technical and aesthetic objections from local residents and returned that initial two 4-plex design to the Planning Division and the Historic Resources Commission (HRC) on September 15, 2011. Following that decision, Mr. Bauer downsized his project to a pair of duplex apartments (4 dwelling units); that project was eventually approved by the Planning Division and construction – i.e., land clearing – began on the project in late 2013. When Mr.



Bauer's contractors then illegally cut down a number of historic (130-plus-year-old) trees on the property, the city issued a Stop Work order for the project and required Mr. Bauer to submit a detailed and revised Landscape Plan. Although the Historic Resources Commission approved the revised Landscape Plan and the design for a pair of duplex apartments, Mr. Bauer never resumed his construction project on this parcel of land. Instead, Mr. Bauer submitted completely revised plans in May 2014 for the construction of two 4-plex apartment buildings, similar to the exterior design that was rejected by the Mayor and Board of Supervisors in late 2011. The opposition of local residents and nearby property owners to Mr. Bauer's newly proposed 8-unit apartment complex remains very strong, as the project design is not consistent with the design requirements of the Historic District, and required design plans (e.g. a revised Landscape Plan meeting the requirements of CCMC Section 3.4 (re: retention and preservation of existing trees and shrubs) for both buildings accompanied by dimensioned drawings for all driveways and detailed Open Spaces) were not submitted, insufficient (per CCMC) on-site parking spaces are provided and some erroneous answers to the SUP questionnaire (Interim Mixed-Use Evaluation Criteria) were once again provided by Mr. Bauer and/or his architect. Examples of erroneous answers were "Yes" answers to Questions 15 (Is parking distributed away from primary street frontages?) and Question 17 (Is surface parking screened from surrounding neighborhoods?).

Since the creation of the Historic District in May 1982, no similar multi-family apartment has been approved or constructed within the Carson City Historic District. It should be emphasized that Mr. Bauer is currently proposing to replace a 150-year-old Single Family Residence (since demolished) that had a number of historic trees (since removed) associated with it with a densely populated 8-unit Apartment Building and parking areas that would likely require cutting down the two remaining historic trees on the property and paving over their location with an apartment driveway. Mr. Bauer should not be allowed to effectively change the zoning of a residential parcel to multi-family apartments via a Special Use Permit solely for his personal economic gain when he knew at the time of his property purchase that the parcel was in the Historic District and had significant zoning/building restrictions on it. Such an approval by the Planning Division would set a dangerous precedent for future development within the Historic District. For example, what if Bliss Mansion, Rinckel Mansion or any of the historic houses along North Minnesota Street in the Historic District were to be torn down and replaced with multi-family apartments or office buildings with shiplap or clapboard wooden siding (just to enhance monthly cash flow to the property owners)? Would the Planning Division and the Historical Resource Commission then also approve that hypothetical demolition and construction simply because it met the CCMC requirements and the exterior construction details of the replacement buildings appeared to blend in with older buildings in the area?

The approval of F-4 SUP-14-36 seems to render the existence of a Historic District and the purpose of a Historical Resource Commission useless.

We have a specific number of reasons for our appeal of the F-4 SUP-14-36 approval, many of which were previously cited in a local residents' appeal of Herman Bauer's previous 2011 Special Use Permit for the same parcel of land:

1. The proposed project would not conform to the zoning requirements for a property zoned RO without the approval of a Special Use Permit.
2. According to Paragraph 5 of the Staff Report on SUP-11-042 for the Planning Division meeting of July 27, 2011:

*The project is subject to Historic District 18.06.010 Purpose-Applicability. The purpose of the Historic District code is to promote the educational, cultural and economic values of Carson City, and the health, safety and general welfare of the public through the preservation, maintenance and protection of districts, sites, building, and objects of significant historical, archaeological and cultural interest with Carson City. (emphasis added).*

The proposed project accomplishes none of – in fact, flaunts – those purposes.

3. Sufficient Open Space Requirements for the 8-unit development now proposed may not have been met and, in any event, have not been clearly shown by dimensioned or cross-hatched diagrams on building and Landscape Plans. Because there are no separate drawings or explanatory cross-hatching on the drawings showing the location of the required open space on the submitted plans or in any file maintained by the Planning Division, neither Planning Division staff, the Historic Resources Commission, nor the public can make an accurate determination of size and quality of the common open space being provided by the proposed project or make a determination that minimum CCMC building requirements have been satisfied.

4. The Landscape Plan previously approved in 2013 for two duplex units is no longer valid and no replacement Landscape Plan for the 2014 two 4-plex project has been submitted with the May 2014 revised plans. With no submitted Landscape Plan, it is impossible to determine if the currently proposed project will retain the two remaining historic trees on this property and whether required vehicle parking areas will be shielded from the street, as desired in the CCMC.

5. Since detailed plans have not been provided, it is impossible to determine if CCMC requirements for trash storage, trash enclosure fences and temporary snow storage on the property have been met.

6. Since even rough plans have not been provided for HVAC or Forced Air Unit locations in the 8 proposed apartments, it is impossible to determine encroachments or interference with patio designs and with Open Space Requirements.

7. The subject property is located at the northern edge of Carson's City's Historic District and is located just to the west of the District's busiest north-south conduit (Division Street). It is also located on the same block as Carson City's Bicentennial Tree and is on the edge of the Blue Line walking tour (across Washington Street). As such, the proposed project would be the first buildings that many southbound tourists in cars would see, and would also be visible by tourists walking along the Blue Line on the south side of Washington Street.

8. As discussed at previous public meetings in 2011 and 2014, this out-of-scale apartment complex and proposed parking areas for a minimum of 12 cars would not encourage tourism or photography of the area. In addition to 8 parked cars that would be fully visible from the three surrounding streets, the proposed parking areas would also require substantial curb cut-throughs that would reduce current street parking by a minimum of 72 lineal feet, with a loss of approximately 4 or 5 current parallel parking spaces on North Minnesota and Ann Streets. The proposed parking area design also appears to require 3 parked cars to back out through curb cut-throughs into the traffic of (the very busy) Division Street.

9. CCMC clearly requires a minimum of 2 parking spaces per dwelling unit. The proposed project would therefore require 16 (and not 12) parking spaces on the property. This requirement can only be mitigated if an appropriate parking space analysis has been provided with the design plans and if that analysis has been approved in writing by appropriate authorities in the city. While Mr. Bauer's consultant analysis, conducted by Sierra Traffic Engineers, Inc. states that only 1.2 parking spaces per dwelling unit would be required for this project, no detailed recent analysis of local parking or demographics was provided. The consultant cited old (and, we believe, questionable) data from the International Society of Traffic Engineers (ITE). The average age of the suburban studies provided by STE, Inc. and the ITE, was 20.7 years; the average age of the urban parking studies was even greater, at 23.6 years old. It should be noted that U.S. household car ownership has greatly increased since the 1960s and 1970s, when many of these studies were performed. This car ownership increase has been propelled by many factors, but mainly by the very large increase in two wage earners living under the same roof over the last 40-50 years, with no increase in available public transportation over the same period.

Furthermore, none of the cited studies was performed in Nevada and the majority of the study cities cited was not comparable to Carson City. The studies were also not for small apartment complexes similar to the 8 units proposed by Mr. Bauer; the average size apartment complex in the cited ITE studies was 311 units, significantly larger than the proposed Bauer project. In our analysis of a number of ITE parking study documents in various cities, we also noted several recommendations from licensed traffic engineers to

use ITE data very carefully and, if possible, to use more (and the most) recent local census data.

Perhaps most compelling of all is data from the 2010 US Census Data for Zip Code 89703, the same Zip Code that the Bauer property is located in:

No vehicles available in household	1.1%
1 vehicle available per household	22.8%
2 vehicles available per household:	38.0%
3 or more vehicles available per household:	38.1%
Average household size for 89703 renters:	2.02

In other words, in the specific area of Carson City that the Bauer property is located, 76.1% of all households currently own (and, therefore, must park) two or more autos at their residence. These specific U.S. Census data render the Parking Consultant's general parking requirement estimate of 1.2 spaces per household very suspect; it also renders the Planning Division's more realistic, but still unsupported estimate of 1.5 spaces per household as unlikely to be adequate for this area. We think the current CCMC requirement for two parking spaces per dwelling unit is consistent with the most recent available demographic data for two-income households and vehicle ownership.

To summarize, we do not agree with the Planning Division's approach to relax the CCMC-mandated parking requirements from the current 2.0 spaces per dwelling unit and we do not think that the less than 1/3 acre of the Bauer property can support code-compliant and aesthetic parking for 16 vehicles as well as the likely 16 (or more) apartment residents. Even if the proposed design for 12 cars is determined to be viable we also question the advisability of the resulting on-street parking loss of 4-5 parking spaces for local residents and businesses due to the four additional two car driveway openings onto Minnesota, Ann, and Division Streets, with no possible berms or landscaping available to soften the impact of all of these resident vehicles.

With local parking limited to Minnesota and Ann Streets, construction of this project would likely create a situation of insufficient occupant and visitor parking in light of the current daily demand for parking for the existing surrounding residences at night as well as the office buildings during working hours Monday through Friday.

10. The proposed property design does not appear to allow for sufficient outdoor furniture, BBQs and outdoor recreational space for the likely 16 (or more) occupants.

11. Nevada Public Meeting Notification requirements for the public discussion of this Special Use Permit do not appear to have been met. Per the Carson City Recorder's Document #444933, recorded and dated June 6, 2014, ownership of a property (801 North Minnesota Street, Carson City) located on the same city block as the Bauer property was changed to Brenda L Dahlquist on this date. However, despite this change having been made more than 30 days earlier in city records, the new owner was not

notified of the planned public discussion of Mr. Bauer's Special Use Permit application in a Planning Department notice that was mailed out on July 10, 2014.

In discussions with the Tax Assessor's Office staff that Steve Brenneman and Alex Kirsch had on the afternoon of August 8, 2014, the Assessor's Office stated that the new ownership by Brenda Dahlquist for the SFR located at 801 North Minnesota Street had positively been entered into the assessor's digital database not later than July 3, 2014, and could have been entered into this database at an earlier date in June or July. Based on this information, we believe the new owner, Brenda Dahlquist, should have been formally noticed on the July 10, 2014 mailout from the Planning Department. (If there are significant lag times in ownership changes when using the Tax Assessor's database, the Planning Department should perhaps be using more timely ownership records that are obtained directly from the City Recorder's Office.) In any case, we believe that Nevada's Public Meeting notification requirements were not met and that required Special Use Permit review and discussion procedures were not followed in this case. Hence, the decision to approve Mr. Bauer's proposal should be nullified, and a proper hearing should be noticed and conducted.

In consideration of the above points, we request that approval of the current proposal be rescinded (and the proposal now be denied). If Mr. Bauer still wishes to develop this property he should be required to adhere to the February 9, 2012 revised development plan for a maximum of two, two-family dwelling or duplex units (for a total of four dwelling units) as approved by the Planning Division, Historic Resources Commission and supported by a number of property owners within the Historic District. Since Mr. Bauer's construction plans and timetable still appear to be in a state of change, we also request that any building constructed be sided with wood clapboard or wood shiplap siding (in character with many Historic District homes). Mr. Bauer could also propose a development of even smaller scale (if in conformance with CCMC and HRC requirements).

Our neighbors and we find these reasons to deny the proposed project thoughtful and compelling. Your denial of Application SUP-14-0436 will ensure that the character and integrity of our neighborhood and the Carson City Historic District will be protected. Denial of the SUP (and of this project, as proposed) will also send a strong message to other developers that they must abide by the existing property zoning, Carson City Municipal Code requirements and Planning as well as Historical Resource Commission's approvals.

Thank you for your consideration of this appeal.

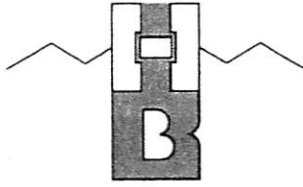
Submitted to the Carson City Planning Division this 11<sup>th</sup> day of August, 2014 by



Alexander Kirsch



Bazil Slaughter



**BAUER AND ASSOCIATES**  
PROJECT DEVELOPMENT

HERMAN K. BAUER, P.E.



**August 16, 2014**  
**Carson City Planning Division**  
**108 E. Proctor Street, NV 89701**  
**CARSON CITY, NV 89701**  
**Att.: Ms. Pansky, Planning Manager**

**Subject: 812 N. Division Project, Carson City**

Dear Ms. Pansky,

We are in receipt of Mr. Kirsch's and Mr. Slaughter's letter, dated August 11, 2014 addressed to Lee Plemel of the Carson City Planning Department in connection with the subject property. In general and to briefly review the history of this arduous process, when our first eight unit design, approved by City Planning staff, Planning Commission and HRC, was rejected by the Board of Supervisors, we carefully considered the comments made and as a result asked our Architect, Al Salzano, to redesign for two buildings with smaller footprints. He did so and we then submitted a design using two duplex units. Again, they were approved by City Staff, Planning Commission and HRC. We then proceeded, submitted and received a building permit. Upon further market studies, in conjunction with local residential brokerage firms, we found, that there is virtually no market for larger units, but a need for smaller units, designed for people wanting to live within walking distance of downtown, such as elderly, singles and people without cars.

Once again, we redesigned the project for four smaller apartment units per building, all within the same footprint and exterior elevations. The project was unanimously approved by the Planning Commission at their meeting on July 30, 2014.

Without going further into the planning, zoning and legal aspects, we have these general comments referring to Mr. Kirsch's and Mr. Slaughter's paragraphs in their letter of August 11, 2014 :

1. Special use permit was approved by the Planning Commission at the hearing of July 30, 2014.
2. We will resubmit to HRC.
3. There is more open space as required and more than in the previous designs.
4. Landscape plans will be revised and resubmitted to HRC.
5. Will be addressed either as part of the forthcoming HRC meeting or with the Permit drawings.
6. HV&AC design will be part of the Permit drawings and application.
7. In our opinion the buildings will be aesthetically pleasing and pleasant to look at by tourists and neighbors alike and certainly more so than a vacant lot.
8. We realize, that some neighbors will lose some of their street parking spaces and that Mr. Kirsch will be most affected, as he parks two and three vehicles permanently on Minnesota Street.
9. We submitted Mr. Kirsch's long dissertation to Mt. Alavi of STE for any comments he may have.
10. No comments.

Please let me know, should there be anything further to be addressed.

Yours very truly

  
Herman Bauer

Cc: Al Salzano, AIA      Cc: John Uhart



Traffic | Pavement | Planning | Research

August 15, 2014

Mr. Herman K. Bauer  
PO Box 301  
Vineburg, CA 95487

Subject: STE Comments on the letter of *"Appeal of Planning Commission Decision on Special Use Permit Application F-4 SUP-14-036, APN 001-191-06"* authored by Mr. Alexander Kirsch and Mr. Bazil Slaughter, dated August 11, 2014

Dear Mr. Bauer,

Thank you for the opportunity to review the above subject letter. My response to the letter is limited to the discussion regarding the Sierra Transportation Engineers, Inc. (STE) parking study that was conducted for your proposed development, dated March 12, 2014.

The very brief discussion in the above subject letter regarding STE's parking analysis has many fundamental errors which are tailored to benefit the objectives of the authors. It is a classic case of "correct tools" being used by untrained users. I am an educated and experienced Professional Engineer (PE) in the State of Nevada, who has been granted authorization to practice Engineering by the State of Nevada Board of Professional Engineers and Land Surveyors. I present a short answer and also a long answer to a set of completely erroneous engineering analyses performed by the authors of the subject letter.

With total respect for the value of "time" provided to the public by the Carson City Public authorities such as the Planning Division, Planning Commission, and the Board of Supervisors, I will present my short answer first:

**Short Answer** – The authors of the above subject letter are not Engineers but have attempted to provide engineering calculations, engineering analysis, engineering review and engineering recommendations on their above subject letter as it relates to the parking demand/parking supply analysis reported in the STE report dated March 12, 2014. Whether intended to or not, they have crafted an English essay full of misinformation and erroneous discussions, and erroneous conclusions that lead to the misconception that there is an inadequacy of parking supply to meet parking demand at your proposed project. I will explain their erroneous

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analyses in detail in the next part of this letter. In my opinion, the authors are in violation of Nevada Revised Statutes (NRS), especially Chapter 625 – Professional Engineers and Land Surveyors. In my opinion to save public officials precious time, the authors' entire engineering discussion and analysis should be dismissed as they do not have the authority to conduct engineering analysis and provide engineering opinions. NRS 625.520 on "unlawful practice of engineering: Penalty; injunctive relief" states that "...it is unlawful for any person not properly licensed...to attempt to practice engineering...", "...it is unlawful...to employ, use or cause to be used term engineer, engineering, or engineered...as a professional or commercial identification, representation, claim, asset or means of advantage or benefit without disclosing that the person is not qualified, registered or licensed to practice professional engineering in this state.", "...it is unlawful...to directly or indirectly employ any means which in any manner tends or is likely to misled the public or any member thereof that any person is qualified or authorized to practice engineering."

It is also my opinion that any engineering calculation, engineering analysis, engineering recommendation, and engineering opinion that is intended for public agency review should be prepared and stamped by a licensed professional engineer authorized to practice in the State of Nevada. The above subject letter prepared by Mr. Kirsch and Mr. Slaughter violates such requirement. Thus the engineering calculations, engineering analyses, engineering recommendations, and engineering opinions stated in that letter are of no engineering value and should be ignored. This is fundamentally more important than the sheer fact that their observations are in fact erroneous as will be discussed in length in the next section of this letter.

**Long Answer** – In this section, extracts from above subject letter is provided and is followed by STE's response.

- *Mr. Kirsch, Mr. Slaughter Letter, page 4, item 9 - "The consultant cited old (and we believe, questionable) data from International Society of Traffic Engineers (ITE).*

**STE response:** STE is not familiar with the International Society of Traffic Engineers and therefore STE did not use any document of such organization in its report. STE believes that the authors were trying to suggest the use of "The Institute of Transportation Engineers (ITE)." Although ITE is also the international authority on various aspects of transportation engineering, it is a U.S. based scholarly institution that is considered the most respectable scholarly institution in our field of traffic and transportation engineering in the nation. Its publications and guidelines are continuously revised by the most notable academicians and experts in our field of practice and are kept up-to-date. Almost every public agency in the U.S. has provisions that allow the use of ITE guidelines and practices in lieu of its standards, especially when the local standards are not as well defined or detailed as the ITE guidelines. Carson City, City of Reno, and City of Sparks are also among thousands of other public agencies that accept the practice of



traffic and transportation engineering by a licensed engineer following the ITE guidelines.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 4, item 9 - Regarding Mr. Kirsch and Mr. Slaughter claim that STE "...cited old (and, we believe, questionable) data..."*

**STE response:** As stated in our "short answer" above, STE believes that the authors of the subject letter do not have the background, education, experience, and authority to argue against the scholarly guidelines presented in ITE. In addition, due to their lack of understanding of the concepts presented in the ITE manuals and guidelines, they are making false accusations and claims, which tarnishes STE's flawless service in Northern Nevada for over a decade completing over a 100 traffic and transportation engineering projects for public and private sectors. STE used the latest ITE Parking Generation Manual, 4<sup>th</sup> Edition, published in 2010.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 4, item 9 - "...the average age of the urban parking studies was even greater, at 23.6 years old."*

**STE response:** The authors could not have been more wrong about their statement. ITE Land Use: 221, Low/Mid- Rise Apartment parking generation rates for urban locations is based on 40 study sites. ITE states that those 40 study locations were in seven different cities conducted on nine different years. The authors have simply taken the nine different study years, added them together, and then divided by nine to get an average year for the entire 40 studies. Even a person with basic high school knowledge of mathematics should know that this is not how one would define the average study year as ITE has not specified how many of the those 40 studies occurred in which location and at what year. This is either a case of persons with no knowledge of engineering attempting to practice engineering, or an attempt to obscure the fact that the project does provide adequate parking. In addition, the data and tables provided in each ITE manual revisions are thoroughly reviewed by various committees of experts and the data validity is more important than the mere date of a data collection activity. Mr. Kirsch and Mr. Slaughter form strong opinions on their faulty derived analysis without any knowledge of how ITE collects, processes, makes up-to-date adjustments, and reports transportation demand data for use in various land use categories.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 4, item 9 - "...no detailed recent analysis of local parking or demographics was provided"*

**STE response:** STE is not sure if Mr. Kirsch and Mr. Slaughter even understand the engineering definition of their suggestion of a "detailed recent analysis of parking or demographics." Every traffic engineer would agree that local available data is the best source of data input for a traffic engineering analysis. However, local available data

does not suggest “any available data.” ITE Parking Generation Manual, similar to all other ITE guidelines, has a rigid and specific methodology on how to go about collecting local data for a specific need. In ITE Parking Generation Manual, this information has been provided in Appendix C, “Parking Demand Data Collection.” Because the process is very costly, data is only gathered when ITE parking generation data is not available or the number of studies reported are simply too few. In the case of Land Use: 221 Low/Mid-Rise Apartments, the reported data is based on 40 studies, which is perceived by any traffic engineer to be a great dataset.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 4, item 9 - “...the average size apartment complex in the cited ITE studies was 311 units...”*

**STE response:** This is simply not true. STE never used any data from ITE that suggested an average size of study sites to be 311 dwelling units. Mr. Kirsch and Mr. Slaughter should stop practicing engineering as they are referring to the data provided for a suburban setting when everyone would easily agree that the proposed project is set in an “urban” setting in downtown Carson City. The number of errors committed by these authors in their short write-up is astonishing.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 5, first paragraph, a discussion on the use of 2010 US Census Data for Parking Generation Demand modeling.*

**STE response:** As discussed earlier, ITE has a specific regiment for “Parking Demand Data Collection” for a specific land use as stated in ITE Parking Generation Guidelines, 4<sup>th</sup> Edition, dated 2010, Appendix C. Also as stated earlier, due to a good set of already available ITE provided data for project specific land use Low/Mid-Rise Apartment (Land Use 221), STE did not see any need to go through a very cost prohibit data collection effort. However, Mr. Kirsch and Mr. Slaughter without any scientifically related background and any authority to practice engineering take upon themselves to suggest that ITE methodology and data “...is questionable...” and feel that a better alternative for traffic engineering practice is to use their suggested U.S. Census Data. STE can go into great length describing why Mr. Kirsch and Mr. Slaughter erroneous methodology should not take precedence over the meticulously set forth methodology by scholars in the field of traffic engineering. However, it is enough to state that as licensed professional engineers, we are ethically and technically obligated to follow the latest state-of-the practice methodologies as mandated by local, regional, state, and national authorities of our field of practice, transportation, and traffic engineering.

- ☞ *Mr. Kirsch, Mr. Slaughter Letter, page 4, last paragraph, "...In our analysis of a number of ITE parking study documents in various cities, we also noted several recommendations from licensed traffic engineers to use ITE data very carefully and, if possible to use more (and the most) recent local census data."*

**STE response:** First and foremost, by Nevada Revised Statute, these the authors of the subject letter do not have the authority to provide analysis of parking studies to a public entity such as Carson City Planning Division as they lack the proper professional engineering license. Secondly, they are violating the first rule of sharing someone else's opinion by not providing any reference to their claim about the statements made by "...several license traffic engineers." We are not surprised that the authors of the subject letter are paraphrasing (without providing any reference) that several traffic engineers have stated that one should use ITE data very carefully. Any engineer should use any engineering data very carefully and for its intended use. However, this does not mean that there is anything wrong with the data. Licensed professional engineers try their best to use any engineering data carefully so that they do not end up misrepresenting the facts, attempting to confuse the public, and provide misconceptions as clearly but unfortunately seen in Mr. Kirsch and Mr. Slaughter's poor attempt in being their own engineering consultants and also provide recommendations to a public agency. In defense of other "...licensed traffic engineers..." who have not been referenced but their work is being greatly misrepresented by Mr. Kirsch and Mr. Slaughter comments as well, STE would state that it is possible that those engineers were referring to occasions where ITE number of studied reported for a dataset is just a handful, and those engineers are suggesting the need for collecting additional local data when other local, regional, or national data is not available. STE strongly objects to Mr. Kirsch and Mr. Slaughter suggestion that other licensed engineers are recommending the use of recent local census for parking generation demand analysis. In fact, if ITE data is not readily available, and local specific land use category for a given project is not well defined, ITE does have a detailed Parking Demand Data Collection Guideline that has nothing to do with recent local census data. Mr. Kirsch's and Mr. Slaughter's poor attempt to gain validity for their discovered methodology by using the good name of "licensed traffic engineers" without providing any backup or reference is simply wrong.

August 15, 2014  
Mr. Herman K. Bauer  
Page 6

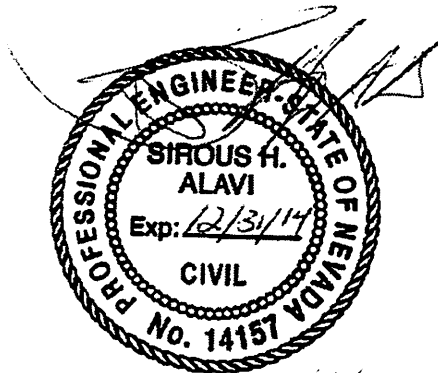
As a reminder, STE's parking study for your proposed project dated March 12, 2014, clearly indicates that a total of 10 parking spaces would be more than sufficient to satisfy the average peak parking demand for this project. Any number of parking supply equal or greater than 10 parking spaces would be adequate.

I know that you are familiar with my background but in case you present this letter to the public authorities for the review, I would briefly state my educational and professional background. I am a graduate of the University of California at Berkeley with a Ph.D. in Transportation Engineering. I have over 22 years of engineering experience working in various U.S. consulting firms. I am a Nevada Professional Engineer licensed to practice my area of specialty in civil engineering, which is transportation and traffic engineering. I am temporarily allocated my time and efforts in the expansion of STE's office in Orange County, California. However, for over 16 years, I have worked and lived in Northern Nevada being in charge of over 100 traffic and transportation engineering projects for public and private clients.

In summary, my recommendation is to completely ignore the comments made by Mr. Kirsch and Mr. Slaughter, who have made a poor attempt in practicing traffic engineering and made many uneducated and false statements in their above subject letter.

Please do not hesitate to contact me should you have any questions or need additional information.

Sincerely,

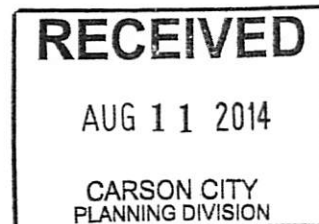


Sirous Alavi, Ph.D., P.E.  
President

8/15/14

August 11, 2014

Kathe Green  
Assistant Planner  
Carson City Planning Division  
108 E. Proctor Street  
Carson City, NV 89701



RE: File No: SUP-14-036

Dear Kathe –

I am writing this letter to you and the planning division as per our conversation and your request on Friday, regarding the special use permit process for 812 N. Division Street, APN #001-191-06. I purchased my home at 801 N. Minnesota Street, Carson City, NV 89703 on June 6, 2014. My home is a single family residence and I receive regular mail deliveries there. I have also received my tax bill from the tax assessor office dated July 1, 2014.

I was informed by a neighbor that a meeting for a special use permit was conducted on Wednesday, July 30, 2014, for a proposed 8 plex, (1 bedroom units), 2 doors down from me at 812 N. Division Street. I promptly went to the planning division and received the staff report which gives conditional approval.

As per the Open Meeting Laws, ***I was not notified at all of this meeting. This is a very significant project that directly affects my home, my safety, property values and my ability to enjoy my home in the manner in which I bought it.*** You were very helpful in pulling the flow of information from recorder, to assessor to your office and that the update of my home ownership was not noted at the time the letters went out. The letter was sent to only one of the previous owners in WA state even though the property was jointly owned.

Being that this property at 812 N. Division directly affects me and my residence, ***I request very strongly a re-hearing of the meeting.*** Especially for a special use permit going from 2 duplexes to 2 single bedroom 4 plexs that will be rentals entertaining weekly/monthly type residents.

Ironic that I was contacted in 2 days by one of the members of the historic commission, Jed Block, about what I could and could not do with my home being that I bought in the historic district but not about a significant project approval. I would think and hope with today's technology and the severity of the implications to my property value, home and safety for this type of project, that it would be imperative that I be the one notified directly of this meeting.

I look forward to being notified of the new re-hearing date so that I as a homeowner can be a part of this major change in planning to my residence.

Thank you for your review, time and consideration.

Cordially,

A handwritten signature in black ink, appearing to read "Brenda Dahlquist".

Brenda Dahlquist  
Homeowner  
801 N. Minnesota Street  
Carson City, NV 89703  
(775) 220-2517

CC:

Lee Plemel, AICP Director ✓  
Susan Dorr Pansky, AICP Planning Manager





# Community Development Department

108 E. Proctor Street  
Carson City, Nevada 89701  
(775) 887-2180 – Hearing Impaired: 711

August 15, 2014

Ms. Brenda Dahlquist  
801 N. Minnesota Street  
Carson City, NV 89703

Re: SUP-14-036 – Property Owner Notification

Dear Ms. Dahlquist:

Thank you for your letter dated August 11, 2014, regarding the public notices for Special Use Permit SUP-14-036. I have conferred with the District Attorney's office regarding this matter and offer the following information regarding the property owner notification that was sent out by the Planning Division.

On June 23, 2014, the mailing labels for public notices were generated by the Planning Division staff for items going to the July 30 Planning Commission meeting. This is done at that time in the process in order to obtain notification mailing fees from the applicants. On July 11, 2014, the notices for the subject Special Use Permit were mailed out by the Planning Division. The District Attorney's office has verified that the Planning Division complied with the law pertinent to notice, including Nevada's Open Meeting Law.

Nevada Revised Statute (NRS) 278.315 provides:

The governing body may provide by ordinance for the granting of ... special use permits ... by the ... the planning commission ... . In a county whose population is less than 100,000, notice setting forth the time, place and purpose of the hearing must be sent at least 10 days before the hearing to ... [e]ach owner of real property, **as listed on the county assessor's records**, located within 300 feet of the property in question... . NRS 278.315(1) & (3)(b) (Emphasis added).

Carson City's Planning Division prepared and sent the requisite notice in accordance with law to property owners as listed on the county's assessor's records at the time the notices were created, per standard application processing procedure. Moreover, the "Notice Of Meeting of the Carson City Planning Commission" for the Planning Commission's July 30, 2014 meeting, which identified this item, Item F-4, was posted before 5 p.m. on July 23, 2014 at the City Hall, the Carson City Library, the Community Center-Sierra Room, the Planning Division, and at Public Works. It was also available on the City's website at [www.carson.org/agendas](http://www.carson.org/agendas). Therefore, the matter will not be referred back to the Planning Commission for rehearing.

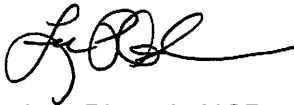
According to the Assessor's Office, it can take 2-4 weeks "or longer" to get new ownership information into its system, which presumably happened in this case where there was delay from the time you purchased the house to the time the information got into the Assessor's records and, thus, into the Planning Division's property owner notification system. There was

certainly no intentional exclusion of any property owner by the Planning Division and notice as required by law was given.

The Planning Commission unanimously approved the Special Use Permit on July 30, 2014. This is typically the final approval for Special Use Permits. However, this approval has been appealed jointly by two adjacent property owners to the Board of Supervisors. The Planning Division tentatively plans on taking the appeal in this matter to the Board of Supervisors at its meeting of September 4, 2014. New notices for this meeting will be sent out to all surrounding property owners in accordance with City and State requirements. You will be included in this mailing.

Please feel free to attend the appellate hearing in this matter at this upcoming meeting of the Board of Supervisors. During such hearing you will be allowed to provide your comments regarding the proposed development. If you would like to submit written comments before such hearing, please direct them to Planning Manager Susan Dorr Pansky at the Planning Division Office.

Sincerely,



Lee Plemel, AICP  
Director

Copy: Joe Ward, Deputy District Attorney  
Susan Dorr Pansky, Planning Manager ✓  
File SUP-14-036

**CARSON CITY PLANNING COMMISSION**

**CASE RECORD**

**MEETING DATE:** July 30, 2014

**AGENDA ITEM NO.:** F-4

**APPLICANT(s) NAME:** Herman Bauer  
**PROPERTY OWNER(s):** Herman Bauer

**FILE NO.** SUP-14-036

**ASSESSOR PARCEL NO(s):** 001-191-06  
**ADDRESS:** 812 N. Division St.

**APPLICANT'S REQUEST:** For Possible Action: To consider a request for a Special Use Permit to allow multi-family dwelling units on property zoned Residential Office (RO).

**COMMISSIONERS PRESENT:**     CASTRO             ESSWEIN             SATTLER  
    DHAMI                 STEELE             OWEN                 WENDELL

**STAFF REPORT PRESENTED BY:** Susan Dorr Pansky             **REPORT ATTACHED**  
**STAFF RECOMMENDATION:**             **CONDITIONAL APPROVAL**  
**APPLICANT REPRESENTED BY:** Herman Bauer, Al Salzano, John Uhart

  X   **APPLICANT/AGENT WAS PRESENT AND SPOKE**

**APPLICANT/AGENT INDICATED THAT HE HAS READ THE STAFF REPORT, AGREES AND UNDERSTANDS THE FINDINGS, RECOMMENDATIONS, AND CONDITIONS, AND AGREES TO CONFORM TO THE REQUIREMENTS THEREOF.**

  0   **PERSONS SPOKE IN FAVOR OF THE PROPOSAL**              2   **PERSONS SPOKE IN OPPOSITION OF THE PROPOSAL**

**DISCUSSION, NOTES, COMMENTS FOR THE RECORD:**

Alexander Kirsch – No other “8-plexes” in Historic District.  
Bazel Slaughter – Ann St. resident - “Congestion and parking” concerns with 8 units. Is this large of a development appropriate on the property?  
Owens – Planned CC & R’s on the property to ensure that a large family doesn’t move into a 1 bedroom apartment.  
Esswein – Would we consider the 10 parking spaces instead of 12? Is there a property management company? Herman Bauer – yes  
Castro – Do you think the Board will deny the ROW abandonment extension?  
Alex Kirsch – Had concerns with previous applications to the board. Today’s application is a sign of a merry-go-round. 8-plex is nowhere else to be found. Only 6-plex. Had previously submitted petition with over 80 signatures against the project. A special use permit for an 8-plex vs. a 4-plex should be denied and kept at 4 units.  
Esswein – Suggested a modification to condition 8 that landscape plan also be in substantial conformance with the landscape plan approved by HRC. Dhami did not accept in his motion.

*APPEAL PROCESS MENTIONED AS PART OF THE RECORD*

**MOTION WAS MADE TO APPROVE WITH THE FINDINGS AND CONDITIONS AS ENUMERATED ON THE STAFF REPORT**

**MOVED:** Dhami    **SECOND:** Steele    **PASSED:**    6/AYE    0/NO    /ABSTAIN    1/ABSENT<sup>32</sup>



STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JULY 30, 2014

FILE NO.: SUP-14-036

AGENDA ITEM: F-4

STAFF AUTHOR: Susan Dorr Pansky, AICP  
Planning Manager

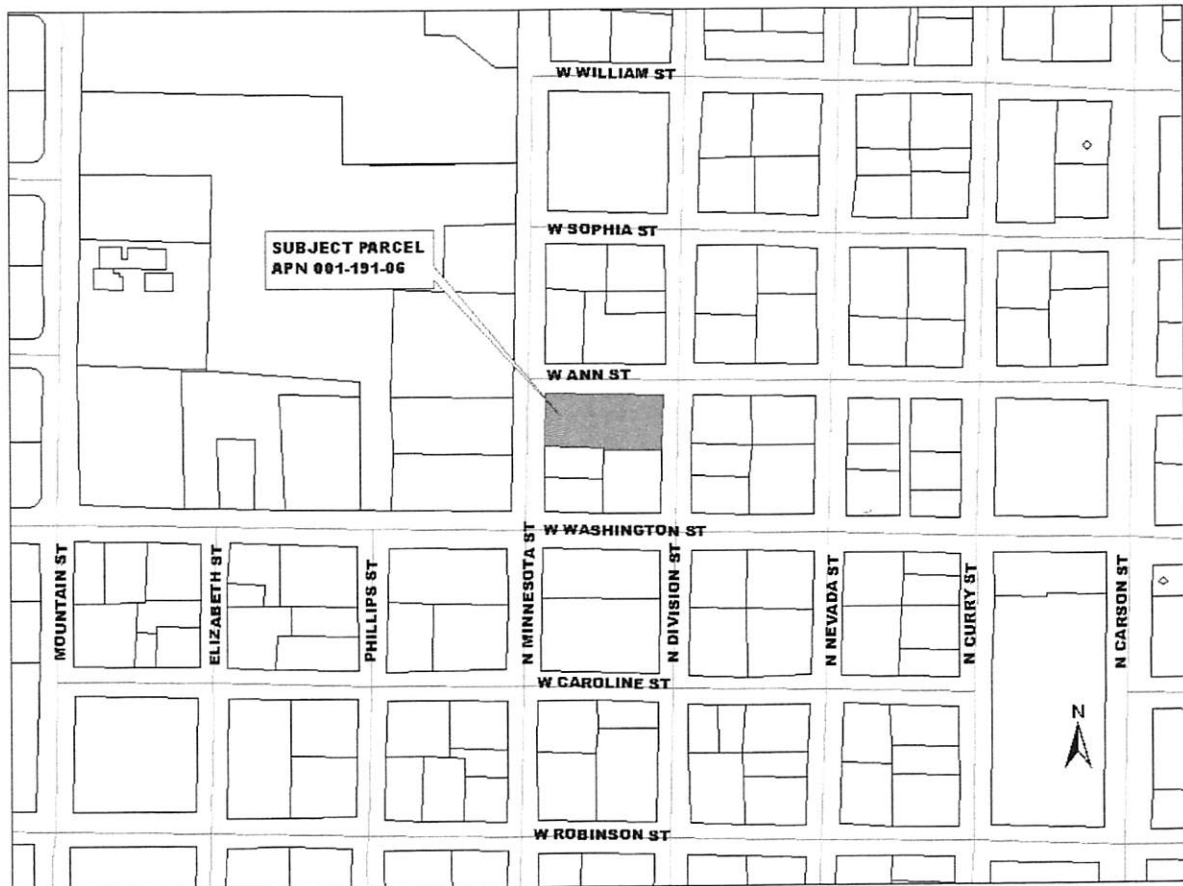
REQUEST: To consider a request for a Special Use Permit from Herman Bauer to allow eight multi-family dwelling units in two buildings on property zoned Residential Office (RO), located at 812 N. Division Street, APN 001-191-06.

OWNER/APPLICANT: Herman Bauer

LOCATION: 812 N. Division Street

APN: 001-191-06

**RECOMMENDED MOTION: "I move to approve SUP-14-036, a Special Use Permit request to allow eight multi family dwelling units in two buildings on property zoned Residential Office, located at 812 N. Division Street, APN 001-191-06, based on the findings and subject to the conditions of approval contained in the staff report."**



**RECOMMENDED CONDITIONS OF APPROVAL:**

**The following shall be completed prior to commencement of the use:**

1. The applicant must sign and return the Notice of Decision for conditions for approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item will be rescheduled for the next Planning Commission meeting for further consideration.
2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements shall conform to City standards and requirements.
4. The use for which this permit is approved shall commence within 12 months of the date of final approval. A single, one year extension of time may be requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated (obtain a Building Permit) within one year and no extension granted, the permit shall become null and void.
5. The applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any Building Permit application.
6. Trash and debris shall be stored inside an appropriate trash container within a trash enclosure approved by the Planning Division as to form and location on the project site.
7. The two building driveways facing Ann Street shall be separated by a landscape strip approved by the Planning Division.
8. The applicant shall provide a final landscaping plan, in compliance with Division 3 of the Carson City Development Standards, to the Planning Division for review and approval with any associated Building Permit application.
9. All light sources shall be located and installed in such a way as to prevent spillover lighting onto adjoining properties, and glare to the sky. Lights must be recessed or shielded with a 90-degree cutoff so that light is projected downward and not horizontally or upward. Light sources or refractors shall not extend below the bottom of the shield. Exterior light fixture details shall be submitted with a Building Permit application submission for review and approval.
10. Ground-mounted equipment (HVAC, etc.) shall be screened from view through the use of landscaping or architectural means acceptable to the Planning Division.
11. Exterior building colors shall be muted or earth-tone in color. Bold colors shall be prohibited except when used as accent or trim.
12. The project requires 12 on-site parking spaces including two spaces (one per building) that are wide enough to accommodate handicap accessibility per building code requirements.
13. The proposed project shall meet the conditions of approval for the Right-of-Way Abandonment AB-10-038.

14. The proposed project shall meet the conditions of approval for HRC-10-102 and shall comply with all previously approved design and landscape elements. Modification of HRC-10-102 will be required to address any modifications to the building, landscaping or site improvements currently approved and shall require additional approval by the Historic Resources Commission.
15. Where there are four or more dwelling units or sleeping units intended to be occupied as a residence in a single structure, every dwelling unit and sleeping unit intended to be occupied as a residence shall be a Type B unit per Section 1107.6.2.1.2, 2012 IBC. (The exception to this section is applicable.)
16. Provide accessible parking for each structure per Section 1106.2, 2012 IBC.
17. Refer to other applicable sections in Chapter 11 of the 2012 IBC for additional requirements.
18. Commercial submittals shall show compliance with the following codes, and adopted amendments:
  - 2012 International Building Code
  - 2009 International Energy Conservation Code
  - 2012 International Fire Code
  - 2012 Uniform Mechanical Code
  - 2012 International Mechanical Code
  - 2012 Uniform Plumbing Code
  - 2011 National Electrical Code
  - 2009 ICC/ANSI A117.1 (For accessible design)
  - 2011 Northern Nevada Amendments
  - 2012 Northern Nevada Amendments
19. The project requires application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
20. As a part of a submittal, provide a separate plan sheet, which clearly shows the **Accessible Route / Exit Discharge Plan**. The **Accessible Route / Exit Discharge Plan** shall have the following minimum information from the accessible entrance of the facility to the public right of way. (12 IBC Section 1007, 1104.1 & ICC/ANSI A117.1-2009 Chapter 4 & 5):
  - Indicate accessible route surface
  - Indicate accessible route slope
  - **Indicate accessible route width** (Minimum width is 36 inches; however, if the wheelchair is near a drop or change in elevation, a guard will be required. (ICC/ANSI A117.1 2009 Section 403.5 & Table 403.5))
  - Indicate accessible route turn radius
  - Indicate all accessible ramps, with a dimensioned cross section details showing slope & guardrails (where applicable)
  - Indicate the location and type of the detectable warning surface at curb ramps, island or cut-through medians (ICC/ANSI A117.1-2009 Sections 406.13, 406.14 & 705)

- Indicate all accessible parking, with signage
- Indicate location of all building and site accessible signage, with an elevation view to verify compliance with required text, height, etc.

NOTE: The *Accessible Route / Exit Discharge Plan* shall clearly show the accessible route from the accessible entrance of the facility to the accessible parking, public streets and sidewalks – as applicable to the site. ('12 IBC 1007.2, 1023.6, & 1104.1)

21. As a part of the submittal, include a complete "Architectural Design Analysis", which shall include a **complete** breakdown of the allowable area and height versus the actual area and height.
22. The project will be required to follow the 2012 International Fire Code with Northern Nevada Amendments. Since the project is changing from R-3 duplex to R-2 apartment, fire sprinklers are required.
23. All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.
24. All requirements set forth in the Conditions of Approval for the right of way abandonment for this project also apply to this Special Use Permit.
25. The City has agreed to fund 50% of the cost of the replacement of the 5" clay sewer main in Ann St. up to \$20,000. This is subject to Board of Supervisors approval.
26. The sewer main in Ann St. and the laterals to the subject property must be replaced.
27. Sight distance issues for vehicles must be addressed with the construction drawings.

**LEGAL REQUIREMENTS:** CCMC 18.02.080 (Special Use Permits), CCMC 18.04.110 Residential Office (RO), CCMC DS 1.18 Residential Development Standards in Non-Residential Districts.

**MASTER PLAN DESIGNATION:** Mixed-Use Residential (MUR)

**PRESENT ZONING:** Residential Office (RO)

**KEY ISSUES:** Will the proposed multi-family use be in keeping with the standards of the Carson City Municipal Code?

#### **SURROUNDING ZONING AND LAND USE INFORMATION**

- EAST: Residential Office/Office Uses
- WEST: Residential Office/Apartments, Office Use and Daycare
- NORTH: Residential Office/Apartments and Office Use
- SOUTH: Residential Office/Single Family Uses and Office Use

#### **ENVIRONMENTAL INFORMATION**

- FLOOD ZONE: XS Zone (areas of minimal flooding)
- EARTHQUAKE FAULT: Zone II

- SLOPE/DRAINAGE: Site is primarily flat
- SOILS: 71: Urban Land

**SITE DEVELOPMENT INFORMATION**

- LOT SIZE: 13,929 square feet existing, 16,730 square feet with approved AB-10-038.
- PROPOSED STRUCTURE SIZE: This project is proposed as two 3,638 square foot four-plex structures (this includes 648 square feet of garage space per building)
- PROPOSED STRUCTURE HEIGHT: 27 feet
- PROPOSED PARKING: 12 spaces including two handicap spaces (one per building). Four one-car garages are included and the remaining eight spaces will be uncovered.
- SETBACKS:

Required:

Front	Side	Street Side	Rear
10 feet	10 feet	10 feet	20 feet

Proposed:

Front	Side	Street Side	Rear
10 feet	10 feet	10 feet	20 feet

- VARIANCES REQUESTED: None. However, the applicant is requesting a reduction in required parking spaces, which may be approved by the Director upon receipt and review of accredited parking documentation. The reduction in parking is addressed as a part of this Special Use Permit Process.

**PREVIOUS REVIEWS:**

- July 28, 2010: The Planning Commission reviewed and recommended approval of AB-10-038 to the Board of Supervisors. The request allowed the abandonment of an eight foot wide portion of North Minnesota Street, West Ann Street and North Division Street, totaling a 3,814 square-foot area, more or less, adjacent to properties located at 803 North Minnesota Street, 444 West Washington Street and 812 North Division, APNs 001-191-02, 001-191-05 and 001-191-06.
- August 19, 2010: The Board of Supervisors approved AB-10-038.
- December 9, 2010: The Historic Resources Commission reviewed and approved the demolition of the existing single family dwelling unit and accessory structures and approved the conceptual plan with the stipulation that the applicant provide more detail on possible covered parking alternatives and materials for the proposed apartment complex.
- April 5, 2011: A Major Project Review, MPR-11-020, was conducted at the Planning Division. During the meeting, staff provided the applicant with comments related to the proposed project. The Historic Resources Commission Chairman, Mike Drews, was in attendance at the Major Project Review meeting.
- May 12, 2011: The Historic Resources Commission reviewed the revised eight unit apartment plan and approved the proposed project subject to conditions of approval.

- June 9, 2011: An adjacent property owner submitted information to the Planning Division regarding the possibility of an Open Meeting Law issue, related to an improper notice of HRC-10-102 for the May 12, 2011 Historic Resources Commission meeting. After staff research and confirmation from the District Attorney's office, it was determined the item must be properly noticed and brought back before the Historic Resources Commission for action.
- July 21, 2011: The Historic Resources Commission again approved the project subject to conditions of approval.
- July 27, 2011: The Planning Commission approved the previously proposed eight unit apartment project, SUP-11-042, subject to specific conditions by a vote of 3-2 (2 absent). Significant public opposition was represented at the Planning Commission meeting.
- August 8, 2011: The Special Use Permit SUP-11-042 was appealed by an adjacent property owner.
- September 15, 2011: The appeal MISC-11-053 was reviewed and the project was sent back to the Planning Commission and the Historic Resources Commission by the Board of Supervisors for further reconsideration. Significant public opposition was represented at the Board of Supervisors meeting.
- February 9, 2012: A revised development plan for two, two-family dwelling or duplex units (for a total of four dwelling units) was approved by the Historic Resources Commission.
- August 17, 2012: A one-year extension for the two, two-family dwelling unit or duplex project was approved by staff. A Building Permit for the first of the two buildings is currently active and valid until February 2015.
- October 10, 2013: Historic Resources Commission reviewed and approved a revised landscaping plan associated with the previously approved application for two, two-family dwelling or duplex units. This was initiated after historic trees were removed that had been proposed to remain on site as a part of the original approval.

#### **HISTORY:**

In 2010, the applicant began a process to gain approval of an eight-unit multi-family complex on the subject property. This included required approvals from the Historic Resources Commission (HRC) for demolition of the historic structure and for the architectural design of the new structures, the Planning Commission for a Special Use Permit to accommodate multi-family dwellings and a Right-of-Way Abandonment to abandon a portion of the existing public right-of-way on the property. The Right-of-Way Abandonment also required approval from the Board of Supervisors.

The original project proposed buildings of larger scale and massing than what is currently proposed, and included a parking lot with 16 spaces, some of which were covered. The Historic Resources Commission approved the proposed project with the conditions of approval recommended by staff as well as some additional conditions that were stipulated at the HRC meetings.

The Planning Commission approved the associated Special Use Permit and the Right-of-Way Abandonment subject to the conditions of approval recommended by staff.

The Planning Commission's approval was then appealed by an adjacent property owner, Alexander Kirsch, citing reasons that generally included the following:

- The multi-family project would not conform to the Residential Office zoning requirements without the approval of a Special Use Permit.
- The project did not conform to the Historic District purpose or development standards.
- Approving a new multi-family use on the subject property sets an undesirable precedent in the Historic District.
- The addition of multi-family dwellings versus the currently approved Residential Office uses will negatively impact rents in the Historic District.
- The project did not adequately demonstrate that it met the open space requirements or the definition of open space as outlined in the Carson City Municipal Code.
- Only two of the four property owners on the subject block agreed to the Right-of-Way Abandonment.
- The "out-of-scale" buildings and asphalt parking lot would be the first thing that people would see upon entering the district and this would not encourage tourism or photography.
- There were procedural errors in the Planning Commission notification that restricted public awareness of the proposed project, and subsequently limited potential public comment.
- The applicant's responses to the Interim Mixed Use Evaluation Criteria were erroneous and misleading.

The appeal was heard by the Board of Supervisors and the project was referred back to the Planning Commission for additional review. Upon receiving a referral back to the Planning Commission, the applicant opted to modify the project to include only two, two-family dwelling units (duplexes) for a total of four units on the property, and to record a parcel map to split the property. Each parcel would include only two dwelling units, which is an allowed use in the Residential Office district and does not require the approval of a Special Use Permit. The revised project was reviewed and approved by the HRC in February 2012 with buildings of smaller scale to accommodate the reduced number of units. The appellant of the larger project, Alexander Kirsch, was not present at the meeting and did not submit written comments in favor or in opposition to the revised project.

The applicant obtained a Building Permit in 2013 and demolished the historic structure in preparation for construction of the first of the duplex buildings. During demolition, the contractor also removed a number of historic trees that were represented to remain as a part of the HRC and Building Permit approvals. As a result, the applicant was ordered to stop work on the project and to appear before the HRC with a revised landscaping plan and to discuss the removal of the trees that had been represented to remain. A revised landscape plan was approved in October

2013 after two HRC meetings. The Building Permit for the first duplex remains valid until February 2015.

The Right-of-Way Abandonment that was approved as a part of the original project also remains valid, although is scheduled to expire on August 19, 2014. The applicant has requested an extension of time on the Right-of-Way Abandonment and this request will be heard by the Board of Supervisors on August 7, 2014.

#### **DISCUSSION:**

The applicant is proposing to construct two multi-family building consisting of four units per building, or eight units total. Recognizing the concerns of various members of the public as well as several HRC, Planning Commission and Board members, the applicant has opted to propose the eight units within the existing footprints and structures approved by the HRC most recently for the two duplex buildings. The result is two buildings that are nearly identical to the buildings proposed for the duplexes, with some minor exceptions that will be explained elsewhere in this staff report.

A Special Use Permit is required for the proposed project for the following reason:

- Pursuant to Carson City Municipal Code, Section 18.04.110.3, Residential Office Conditions Uses, a multi-family dwelling requires the approval of a Special Use Permit. A multi-family dwelling is defined as a building designed and/or used to house three or more families living independently of each other.

As mentioned above, the project includes eight multi-family units in two buildings on the subject property. Each building is proposed to have four, one-bedroom units, two on each floor. The unit size ranges from 636 square feet to 831 square feet and two units in each building include a one-car garage, while the other two units have dedicated exterior on-site parking.

#### **Historic District**

The subject property is in the Carson City Historic District and the project has been before the HRC several times in various forms, with the most recent approval being for two duplex buildings with a Craftsman/Bungalow style of architecture that is compatible with the neighborhood and overall Historic District.

The current eight-unit project is proposed to be accomplished within the building footprint and elevations that are currently approved by the HRC, with a few exceptions that are noted below:

- Reduction to a one-car garage instead of a two-car garage on one side of each building
- Addition of an exterior door on one side of each building

To accommodate the higher number of units, the applicant will need to make some site modifications as well that include additional parking surface and modification of landscaping in areas where additional parking is necessary. Staff notes that any exterior modifications including, or in addition to, those outlined in this section will require approval by the HRC. The applicant elected to proceed with the Special Use Permit for the multi-family use prior to seeking modification to the previous HRC approval because of the minor nature of the proposed modifications. Staff finds this acceptable because it would be unnecessary to modify the HRC approval if the Special Use Permit is denied. Staff also feels it is important that the proposal for



increased density be heard by the Planning Commission first to make it clear that the HRC does not have jurisdiction over the density or use of a property within the Historic District. The Historic District is an overlay district that regulates the preservation, maintenance and protection of districts, sites, buildings and objects of significant historical, archaeological and cultural interest.

The Zoning District is what governs the type of uses that are allowed within a certain area, whether they are permitted outright or conditional uses, and the location of a particular zoning district within the Historic District overlay has no bearing on whether the use is appropriate or not.

Staff has recommended a condition of approval that the applicant obtain HRC approval of any site or exterior modifications prior to moving forward with the project.

### Proposed Multi-Family Use

The subject property is located in the Residential Office zoning district. The intent of the Residential Office zoning district is to preserve the residential environment while providing an opportunity for select nonresidential uses. A multi-family project, while more intense than a single family home, is considered a residential use and is appropriate in the Residential Office zoning district. The Special Use Permit allows staff to evaluate the project and recommend specific conditions of approval that would not necessarily be required in a multi-family zoning district to ensure that the project does not have detrimental impact to less intense uses in the vicinity.

In the case of the proposed multi-family project, the subject property is immediately surrounded by multi-family or office uses on all sides with the exception of the two properties directly south on the Minnesota Street side. Staff does not believe that an additional multi-family use will be detrimental to the surrounding uses, as the area is clearly in transition away from single family residential to higher density, multi-family residential and commercial office uses. Please refer to the aerial that depicts surrounding uses attached to this staff report that shows the current uses of surrounding properties in relation to the proposed project.

Staff would also like to point out that the Master Plan Designation for this property is Mixed-Use Residential. Per the Carson City Master Plan, Mixed Use Residential primary uses include a range of medium to high-density residential housing types, such as small lot single family residences, duplexes, patio homes, townhomes, apartments, condominiums and live-work units. The proposed project is consistent with the primary uses outlined in the Carson City Master Plan.

The applicant has taken care, based on comments and concerns raised at various previous meetings, to ensure that the project maintains more of a single-family feel with its architecture and scale so that it will more suitably blend with its surrounding uses.

Because the proposed project is a residential project located in a non-residential zoning district, the project must comply with criteria outlined in the Carson City Development Standards, Section 1.18 – Residential Development Standards in Non-Residential Districts. These development standards are addressed below:

#### **1.18 Residential Development Standards in Non-Residential Districts.**

The following standards are intended to establish minimum standards and Special Use Permit review criteria for residential development within the Neighborhood Business (NB), Retail

Commercial (RC), General Commercial (GC), Residential Office (RO) and General Office (GO) zoning districts. Multi-family dwellings are a conditional use in the Residential Office zoning district.

1. Permitted uses. Residential uses are only allowed as permitted by Chapter 18.04, Use Districts, as a primary or conditional use in the applicable zoning districts.

*As discussed above, there is a diverse group of uses in this area of Carson City including office uses, commercial uses, multi-family residential uses and single family residential uses.*

2. Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of this chapter.

*The proposed project satisfies the setback, parking, open space and height requirements outlined in the Residential Office zoning district. Setbacks, parking and open space will be discussed in more detail in following sections under this development standard criteria evaluation.*

3. Maximum building height shall be the maximum height established by the zoning district in which the project is located.

*The maximum building height in the Residential Office zoning district is 35 feet. The height of the proposed structures is 27 feet, which is below the maximum height requirement.*

4. Setbacks. Minimum setbacks shall be those established by the zoning district in which the project is located, subject to the following:

- a. In the NB, RC, GC and GO zoning districts, a minimum setback of 20 feet is required adjacent to a residential zoning district, with an additional 10 feet for each story above one story if adjacent to a single-family zoning district.

*The property is not adjacent to a residential or single family zoning district and is not located in one of the district specifically listed above. The project is required to adhere to the minimum setback requirements in the Residential Office zoning district which includes 10 feet on the front, side and street side, and 20 feet in the rear.*

- b. A minimum setback of 10 feet is required from the right-of-way of an arterial street as identified in the adopted Transportation Master Plan, excluding the Downtown Mixed-Use area.

*The project is not located on an arterial street as identified in the adopted Transportation Master Plan.*

*Staff notes that the applicant has an approved Right-of-Way Abandonment that will allow for the project to meet all requirements, including minimum setbacks, upon completion of the Right-of-Way Abandonment conditions of approval. The applicant's Special Use Permit application refers to a variance request for setbacks but the request has since*

*been withdrawn, as the applicant has decided to move forward with the Right-of-Way Abandonment.*

5. Required parking: Two spaces per dwelling unit; and in compliance with the Development Standards Division 2, Parking and Loading.

*Per Carson City Development Standards, Division 2.2, all single family, two-family and multi-family residential dwelling units require two parking spaces per unit and this is consistent with the required parking under this section as well. However, Division 2.2 (H) also states that upon submittal of accredited documentation (for example, the latest version of the Institute of Transportation Engineers (ITE) Parking Manual), the Director may modify the parking requirements specified in Division 2.2, or may request Commission approval of such a modification.*

*The minimum parking requirement without accredited documentation is 16 spaces for this project. The applicant has submitted a Residential Development Parking Study completed by a traffic engineer with Sierra Transportation Engineers (STE). This study indicates that, based on the proposed use per the ITE Manual, 1.2 parking spaces per unit are adequate for the multi-family project. This proposal would reduce the required parking to 10 total spaces for the project. Staff agrees that a reduction is appropriate given the size of the proposed units and the fact that each unit is one bedroom. However, staff does not support 10 spaces as that leaves little on-site parking for guests or second vehicles if more than one adult resident lives in one or more of the units. Staff recommends that 1.5 spaces per unit be allowed for the proposed project for a total of 12 spaces. One space per building would be required to be wide enough for handicap accessibility. Staff's basis recognizes the data from the ITE Manual, the size of the individual units and the fact that on-street parking is available and very common in this area of Carson City. The parking study is attached for additional reference.*

*The configuration of the parking is spread out over the project, rather than together as one large parking lot. This addresses previous concerns of surrounding residents and lends itself to more of a single family residential feel. A site plan showing the parking for the entire project is attached for review. Parking spaces meet the minimum width requirement of nine feet and only the spaces within the garages are proposed to be covered. Carports are not proposed. Staff has recommended a condition of approval that a landscape island be provided to visually break up the large surface area of the driveway on the Ann Street side. The applicant's site plan shows a landscape island as requested by staff.*

6. Open Space.

- a. A minimum of 150 square feet per dwelling unit of common open space must be provided. For projects of 10 or more units, areas of common open space may only include contiguous landscaped areas with no dimension less than 15 feet, and a minimum of 100 square feet per unit of the common open space area must be designed for recreation, which may include but not be limited to picnic areas, sports courts, a softscape surface covered with turf, sand or similar materials acceptable for use by young children, including play equipment and trees, with no dimension less than 25 feet.

- b. A minimum of 100 square feet of additional open space must be provided for each unit either as private open space or included in the common open space area.
- c. Front and street side yard setback areas may not be included toward meeting the open-space requirements.

*The proposed multi family project is required to provide a minimum of 2,000 square feet of open space. The project exceeds this minimum requirement at 1,017 square feet of common open space per building (2,034 square feet total), without encroaching into any setback areas, including the rear yard setbacks. Rear yard setbacks may be counted toward the total, but the applicant has elected to show that the project meets the minimum requirements without the rear setbacks to demonstrate that additional common open space beyond the minimum requirements is provided. Private open space is also provided with private patios and decks. The private open space square footage is not included in the overall calculation.*

*The applicant intends to utilize the existing landscape plan approved by the HRC to the greatest extent possible to accommodate this project, and that landscape plan is attached for additional review. It shows a large turf area proposed as a part of the common open space, which allows adequate space for any children of future tenants to play without the risk of hazards typically associated with front yards. The currently approved landscape plan and a site plan with the common open space clearly depicted is attached for reference.*

- 7. Landscaping. Landscaping shall comply with the Carson City Development Standards Division 3, Landscaping.

*All landscaping of the proposed project is required to comply with the Carson City Development Standards, Division 3 - Landscaping and staff has recommended a condition of approval to that effect. The currently approved landscape plans are required to be modified as needed to comply with Development Standards, Division 3 – Landscaping and to accommodate the additional parking areas. Modification of the landscaping plans will also require approval by the HRC.*

- 8. Special Use Permit review standards. Where a residential use is a conditional use within a given zoning district, the Planning Commission shall make two of the following findings in the affirmative in the review of the Special Use Permit in addition to the required findings of Section 18.02.080 of the Carson City Municipal Code:

- a. The development is not situated on a primary commercial arterial street frontage.

*The proposed project is not a primary commercial arterial street.*

- b. The development is integrated into a mixed-use development that includes commercial development.

*The project is not integrated into a mixed-use development that includes commercial development. The property is, however, part of an overall mixed-use neighborhood that has single family residential, multi-family residential and office and commercial uses.*

- c. The applicant has provided evidence that the site is not a viable location for commercial uses.

*The applicant has not provided evidence that the site is not a viable location for commercial uses as a part of the current application. Staff notes, however, that an argument could be made for either multi-family or office uses for the subject property given the current surrounding uses.*

- d. The site is designated Mixed-Use Commercial, Mixed-Use Residential or Mixed-Use Employment on the Master Plan Land Use Map and the project meets all applicable mixed-use criteria and standards.

*The site is designated as Mixed-Use Residential in the Carson City Master Plan, meets the primary use and characteristics outlined in the Mixed-Use Residential section of the Master Plan and meets the Interim Mixed-Use Criteria.*

With the recommended conditions of approval, the applicant has made the findings to grant approval. The Planning Division staff is in support of this Special Use Permit application. Therefore, staff recommends, that the Planning Commission approve SUP-14-036 based on the required findings as noted on the following pages.

**PUBLIC COMMENTS:** Public notices were mailed to 33 adjacent property owners within 300 feet of the subject site on July 11, 2014. As of the writing of this report, no comments have been received in favor or opposition to the proposal. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on July 30, 2014, depending on the date of submission of the comments to the Planning Division.

**OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS:** The following comments were received by various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

**Building Division:**

1. Where there are four or more dwelling units or sleeping units intended to be occupied as a residence in a single structure, every dwelling unit and sleeping unit intended to be occupied as a residence shall be a Type B unit per Section 1107.6.2.1.2, 2012 IBC. (The exception to this section is applicable.)
2. Provide accessible parking for each structure per Section 1106.2, 2012 IBC.
3. Refer to other applicable sections in Chapter 11 of the 2012 IBC for additional requirements.
4. Commercial submittals shall show compliance with the following codes, and adopted amendments:
  - 2012 International Building Code
  - 2009 International Energy Conservation Code
  - 2012 International Fire Code
  - 2012 Uniform Mechanical Code
  - 2012 International Mechanical Code
  - 2012 Uniform Plumbing Code

- 2011 National Electrical Code
  - 2009 ICC/ANSI A117.1 (For accessible design)
  - 2011 Northern Nevada Amendments
  - 2012 Northern Nevada Amendments
5. The project requires application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
6. As a part of a submittal, provide a separate plan sheet, which clearly shows the **Accessible Route / Exit Discharge Plan**. The **Accessible Route / Exit Discharge Plan** shall have the following minimum information from the accessible entrance of the facility to the public right of way. ('12 IBC Section 1007, 1104.1 & ICC/ANSI A117.1-2009 Chapter 4 & 5):
- Indicate accessible route surface
  - Indicate accessible route slope
  - **Indicate accessible route width** (Minimum width is 36 inches; however, if the wheelchair is near a drop or change in elevation, a guard will be required. (ICC/ANSI A117.1 2009 Section 403.5 & Table 403.5))
  - Indicate accessible route turn radius
  - Indicate all accessible ramps, with a dimensioned cross section details showing slope & guardrails (where applicable)
  - Indicate the location and type of the detectable warning surface at curb ramps, island or cut-through medians (ICC/ANSI A117.1-2009 Sections 406.13, 406.14 & 705)
  - Indicate all accessible parking, with signage
  - Indicate location of all building and site accessible signage, with an elevation view to verify compliance with required text, height, etc.
- NOTE: The **Accessible Route / Exit Discharge Plan** shall clearly show the accessible route from the accessible entrance of the facility to the accessible parking, public streets and sidewalks – as applicable to the site. ('12 IBC 1007.2, 1023.6, & 1104.1)
7. As a part of the submittal, include a complete "Architectural Design Analysis", which shall include a **complete** breakdown of the allowable area and height versus the actual area and height.

**Fire Department:**

The project will be required to follow the 2012 International Fire Code with Northern Nevada Amendments. Since the project is changing from R-3 duplex to R-2 apartment, fire sprinklers are required.

**Engineering Division:**

1. All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.
2. All requirements set forth in the Conditions of Approval for the right of way abandonment for this project also apply to this Special Use Permit.

3. The City has agreed to fund 50% of the cost of the replacement of the 5" clay sewer main in Ann St. up to \$20,000. This is subject to Board of Supervisors approval.
4. The sewer main in Ann St. and the laterals to the subject property must be replaced.
5. Sight distance issues for vehicles must be addressed with the construction drawings.

**Health and Human Services:**

No comments.

**Environmental Control Authority:**

No comments received.

**FINDINGS:** Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. **Will be consistent with the master plan elements.**

**Chapter 3: A Balanced Land Use Pattern, Goal 1.2 – Promote Infill and Redevelopment Areas**

*The subject property is located in Redevelopment Area No. 1, which is considered a High Priority Area. The property once housed a vacant, deteriorated single family structure. The applicant received approval from the HRC to demolish the structure and has proposed various multi-family residential projects in its place. The currently proposed multi-family project provides residential infill in an area that has a mix of uses including single family residential, multi-family residential, office and commercial. The addition of this new multi-family project will help to meet the City's goal to maintain a balanced land use pattern and meets the goal to promote infill within priority redevelopment areas.*

**Chapter 5: Economic Vitality, Goal 5.6 – Promote Downtown Revitalization**

*The proposed multi-family project is making use of an underutilized, vacant property and will provide for additional housing in and around the downtown, consistent with the Master Plan goal to encourage a variety of multi-family residential options, and establish a mixed-use environment in the downtown area. This well-designed residential project will also help to meet the goal to promote the perception that downtown is a safe, vibrant and inviting urban neighborhood.*

**Chapter 6: Livable Neighborhoods and Activity Centers, Goal 6.2 – Promote Compatible Infill and Redevelopment**

*The proposed project meets to goal to ensure that infill and redevelopment is of a scale and character that is compatible with and enhances the surrounding development context. The applicant proposed an appropriate density consistent with the surrounding neighborhood, uses similar setbacks and lot coverage to other properties in the vicinity and has provided mass, scale and architecture that is compatible with the surrounding uses and the overall Historic District.*

2. **Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and will cause no objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.**

*The proposed multi-family project will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood. The applicant is proposing a use that is consistent with the mixed use nature of the neighborhood and has provided buildings that are compatible in scale and nature to existing structures in the area. The applicant has also configured the project to ensure that it has adequate parking, open space and landscaping to meet minimum requirements in a way that is not offensive or inconsistent with the context of the neighborhood. The multi-family residential use proposed will not cause any more noise, vibrations, fumes, odors, dust, glare or physical activity than those similar multi-family uses that already exist on adjacent properties.*

3. **Will have little or no detrimental effect on vehicular or pedestrian traffic.**

*There will be an increase of traffic due to the proposed increase of density associated with the project. However, staff believes that the amount of additional traffic generated by eight residential units will have minor impacts on traffic and pedestrian facilities. Staff notes that the applicant is required to construct sidewalk along the frontage of the entire project and this will promote pedestrian connectivity in the area.*

4. **Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.**

*The proposed project will not have a significant impact on nearby schools and is unlikely to have many children as all the units in the project are one bedroom only. Water and sewer services are available in the immediate vicinity and currently serving the subject site. The Engineering Division has recommended a condition of approval that the applicant replace the sub-standard sewer main in Ann Street adjacent to the project. Roadways will not be significantly impacted by the addition of eight units and public services are not anticipated to be negatively impacted by this small number of additional residences.*

5. **Meets the definition and specific standards set forth elsewhere in this title for such particular use and meets the purpose statement of that district.**

*The purpose of the Residential Office zoning district is to preserve the desirable characteristics of the residential environment insofar as possible while permitting selected, nonresidential uses; to promote the development of offices in appropriately located areas in the vicinity of commercial zones and multiple family residential zones, along major thoroughfares, or in other portions of the city in conformity with the Master Plan; and to preserve adequate usable open space for the benefit of the occupants within the area and to ensure appropriate development of sites occupied by other uses in a manner comparable to and harmonious with the residential uses in the area or district.*



*Multi Family is a conditional use in accordance with Title 18.04.110.3 Residential Office Conditional Uses and requires a Special Use Permit. With the approval of this Special Use Permit and recommended conditions of approval, the project will meet the definition and specific standards required to support this use in the Residential Office zoning district.*

**6. Will not be detrimental to the public health, safety, convenience and welfare.**

*The proposed project will not be detrimental to the health, safety, convenience and welfare of the general public or surrounding neighborhood. The proposed use is compatible with the surrounding mix of uses, and all City standards and requirements must be met in association with site and building improvements.*

**7. Will not result in material damage or prejudice to other property in the vicinity.**

*The project has been designed based on comments and concerns voiced by surrounding property owners during previous approval processes. The proposed multi-family use is consistent with other multi-family uses in the vicinity, and lends itself to the mixed-use nature that currently exists in the neighborhood. The buildings have been scaled to a level that is compatible with the surrounding neighborhood and architecture has been taken into consideration to blend with the surrounding neighborhood and Historic District. Staff does not believe this project will result in the material damage or prejudice to other property in the vicinity.*

**Attachments:**

Surrounding Uses Aerial  
Parking Study  
Currently Proposed Site Plan with Parking and reconfigured sidewalks  
Currently Proposed Site Plan with depicted Open Space Area  
Previously Approved Landscape Plan  
Interim Mixed-Use Evaluation Criteria  
Building Division Comments  
Fire Department Comments  
Engineering Division Comments  
Health and Human Services Comments  
Application (SUP-14-036)

# SUP-14-036 Surrounding Uses





Traffic | Pavement | Planning | Research

March 12, 2014

Mr. Herman K. Bauer  
PO Box 301  
Vineburg, CA 95487

RE: Parking Study for Residential Development in Carson City, Nevada

Dear Mr. Bauer:

Sierra Transportation Engineers, Inc. (STE) is providing you this letter report for your proposed residential development in Carson City, Nevada. The primary focus of the letter is to evaluate the parking supply and demand for the proposed development.

#### **PROJECT LOCATION**

The proposed residential development is located on Assessor's Parcel Number (APN) 001-191-06. Figure 1 shows the location of the proposed development with respect to the existing roadways.

#### **PROJECT SIZE & DESCRIPTION**

The project size of the residential development will consist of two buildings (i.e., Building A and Building B) of identical square footage of 2,821 square feet (sf) and shape. Each building will have four (4) units (i.e., two story quadplex). There will be two units on the ground floor with a total 1,301 sf of living space. The second floor will have two units with single bedrooms with a total of 1,520 sf of living space. It is anticipated that there will be two phases, Building A and then Building B, however, for the purposes of this report, STE is evaluating the parking demand for the total build out. Figure 2 presents the site plan of the project.

Additionally, the planned downtown redevelopment will have a higher density of people. The target market for the area will be single people, some elderly, and some without vehicles.

200 S. Virginia Street, Suite 800  
Reno, NV 89501  
775.827.4400 Tel  
775.686.2401 Fax  
www.ste-group.com

March 12, 2014  
Mr. Herman K. Bauer  
Page 2

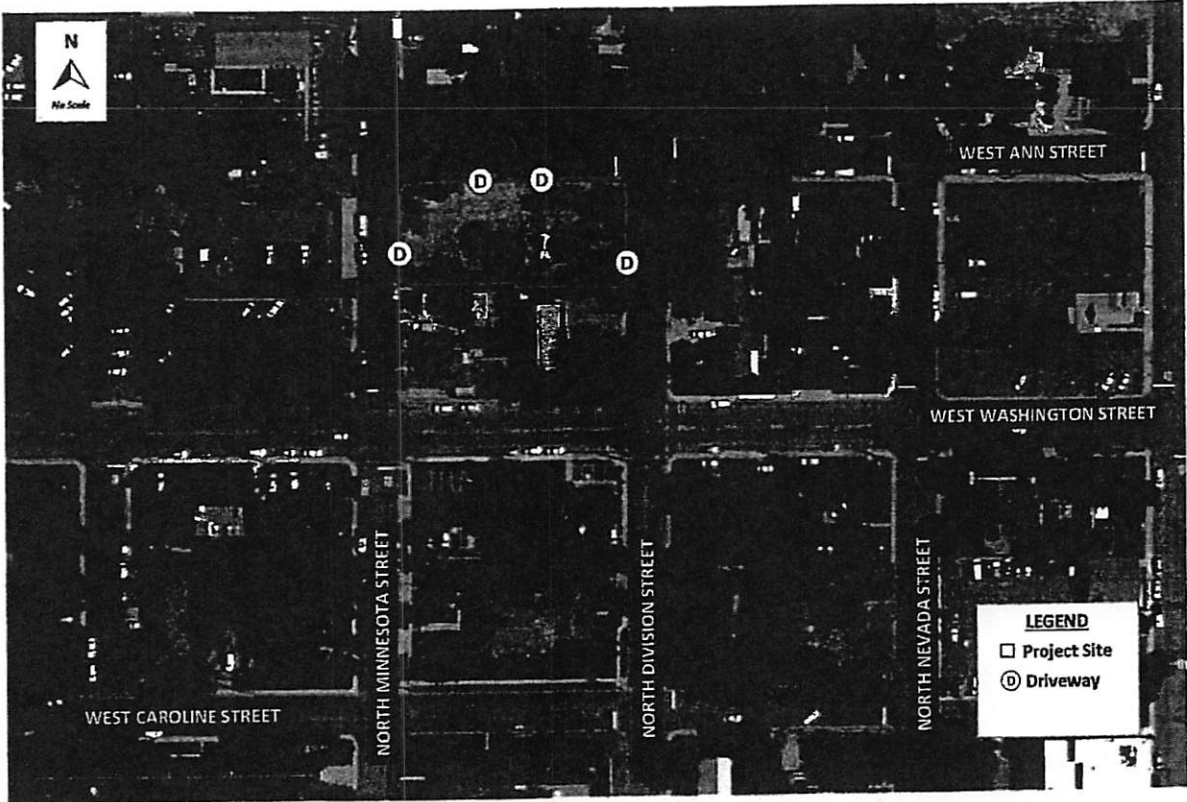
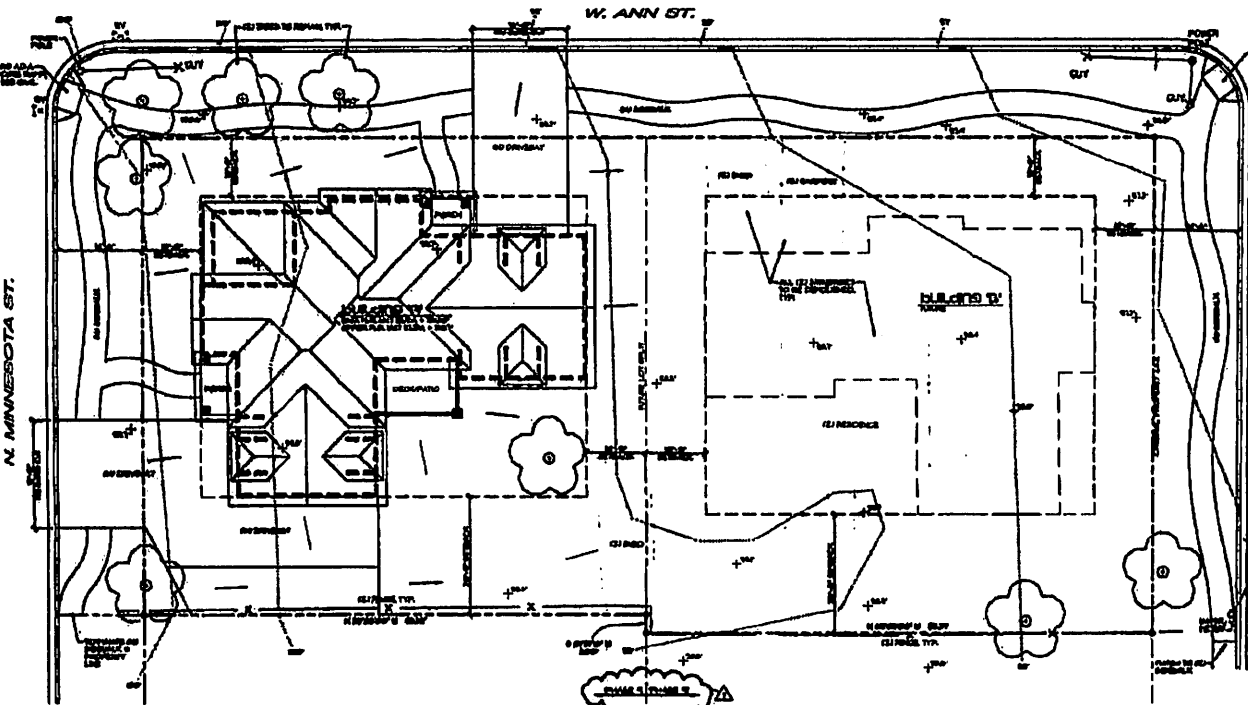


Figure 1. Project Location & Vicinity Map.

C:\projects\140411 Carson City Parking Letter.docx

**SEARCH ZONE ARCHITECT**  
 5505 BRASS VALLEY ROAD  
 IRVING, TEXAS 75038 (950) 655-1000  
 775-288-6894 FAX  
 775-975-0796 FAX  
 800-672-8710 & 800-600-1100  
 WWW.SEARCHZONEARCH.COM



APN 01-191-02

APN 01-191-05

**PHASE III SITE PLAN**  
 SCALE: 1/8" = 1'-0"

APN 01-191-02

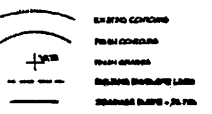
TOTAL LOT AREA APPROX. BY TYP. SCPT.



**GENERAL NOTES:**

- ALL CONSTRUCTION SHALL MEET THE CURRENT REQUIREMENTS OF THE CITY OF GARDNER CITY, BUILDING & PLUMBING DEPARTMENTS & ANY APPLICABLE CODES WITH THIS DEVELOPMENT.
- FIELD VERIFY EXISTING SITE GRADING AND CONDITIONS.
- FIELD VERIFY ALL UTILITY LOCATIONS - CONDUITS SHALL BE PLACED IN ACCORDANCE WITH ALL APPLICABLE CODES & REQUIREMENTS.
- ALL PRE-INDICATED PROBLEMS SHALL BE RESOLVED PER HAND SPECIFICATIONS.

**SEE LEGEND**



**SPEC NOTES:**

- SOILS BEARING SHALL EXPOSE ONE AFTER INVESTIGATION AND PRIOR TO SETTING ANY CONCRETE. SOILS TO BE EXPOSED IMMEDIATELY FOLLOWING SOIL DEPTH EXTRACTION. SOIL SHALL BE FILLING.
- ALL SHALL, DRAINS AND PAVES REFERED ON ANY PLAN SHALL BE 1/4\"/>

**CODES AND DETAILS:**

CODES: SEE THE MECHANICAL SPECIFICATIONS (M.E.S.), ELECTRICAL (E.E.S.), PLUMBING (P.E.S.), AND ALL APPLICABLE CITY AND STATE CODES.

CONSTRUCTION TYPE: 1-2 (NON-RESIDENTIAL)

NON-SERVABLE WEBS: APPROX. 50% BY SECOND FLOOR APPROX. 50% BY UPPER FLOOR APPROX. 50% BY

FIRE OVERHEADS: 60% (SEE ELECTRICAL, PART 28)

DRACH LOADS: SEE ELECTRICAL, PART 28

NOTES: SEE SECTION FOR DRAINING AND VENTILATION. THIS DRAWING IS A PRELIMINARY APPROVAL. ALL FLOOR APPROX. SHALL BE RETURNED DRAWING WITH

**DRAWING INDEX:**

A-1	PHASE I SITE PLAN, DRAWING INDEX
C-1	CIVIL SITE & UTILITY PLAN
C-2	GRADING PLAN
C-3	CIVIL DETAILS
C-4	CIVIL DETAILS
A-1	FOUNDATION PLAN
A-2	GROUND FLOOR UNIT PLAN
A-3	UPPER FLOOR FRAMED PLAN
A-4	UPPER FLOOR FRAMED PLAN
A-5	UPPER FLOOR FRAMED PLAN
A-6	UPPER FLOOR FRAMED PLAN
A-7	BUILDING SECTIONS
A-8	EXTERIOR ELEVATIONS
A-9	EXTERIOR ELEVATIONS
S-1	STRUCTURAL DETAILS & SCHEDULES
S-2	STRUCTURAL DETAILS
S-3	STRUCTURAL DETAILS
S-4	STRUCTURAL DETAILS
S-5	STRUCTURAL DETAILS
ME-1	MECH. FLOOR UNIT MECH/ELEC PLAN
ME-2	UPPER FLOOR UNIT MECH/ELEC PLAN

**SEARCH ZONE ARCHITECT**  
 5505 BRASS VALLEY ROAD  
 IRVING, TEXAS 75038 (950) 655-1000  
 775-288-6894 FAX  
 775-975-0796 FAX  
 800-672-8710 & 800-600-1100  
 WWW.SEARCHZONEARCH.COM

**PHASE III SITE PLAN DRAWING INDEX**

A-1 100%

Figure 2. Site Plan.

**PARKING ANALYSIS DETAIL**

In general, cities combine various land uses with similar characteristics into categories that can then be written as codes with specific requirements. For each category, parking demand is specified in the code as a function of various variables such as gross square feet of the building, number of units, number of employees, etc. Cities, such as Carson City, also allow the use of the Institute of Transportation Engineers (ITE) guidelines or other regional/national guidelines to determine the parking. The following shows our analysis of the parking supply and demand for the proposed residential development.

**PARKING SUPPLY**

The proposed parking supply is a total of 12 parking spaces. Figure 3 presents a close-up of Building A. There will be a two car garage, a single garage, one pad for a single car, and another pad for two cars. STE realizes that the final site plan may have a different layout; however, it will still provide 12 parking spaces for both buildings total.

**PARKING DEMAND**

STE evaluated the parking for the project site by utilizing the following documents: Carson City Municipal Code and Institute of Transportation Engineers (ITE) Parking Generation (4<sup>th</sup> Edition). The following will discuss the parking generation analysis.

**CARSON CITY MUNICIPAL CODE PARKING GENERATION**

STE reviewed the Carson City Municipal Code (Title 18 Division 2 – Parking and Loading, 2.2 Number of Spaces Required) for parking rates that may be applicable for the proposed residential development. The closest use would be “All single-family, two family, and multiple family residential dwellings.” The parking rate would be 2 spaces per dwelling unit. Table 1 presents the parking rates and results. Based on this analysis, the total number of parking spaces required by the proposed residential development would be 16 parking spaces.

**Table 1. Carson City Parking Generation Summary.**

Unit (Dwellings)	Proposed Land Use	Carson City Title 18, 2.2A	Parking Rate	Parking Spaces
8	Quadplex	All single-family, two family, and multiple family residential dwellings	2 spaces per dwelling	16
<b>Total</b>				<b>16</b>

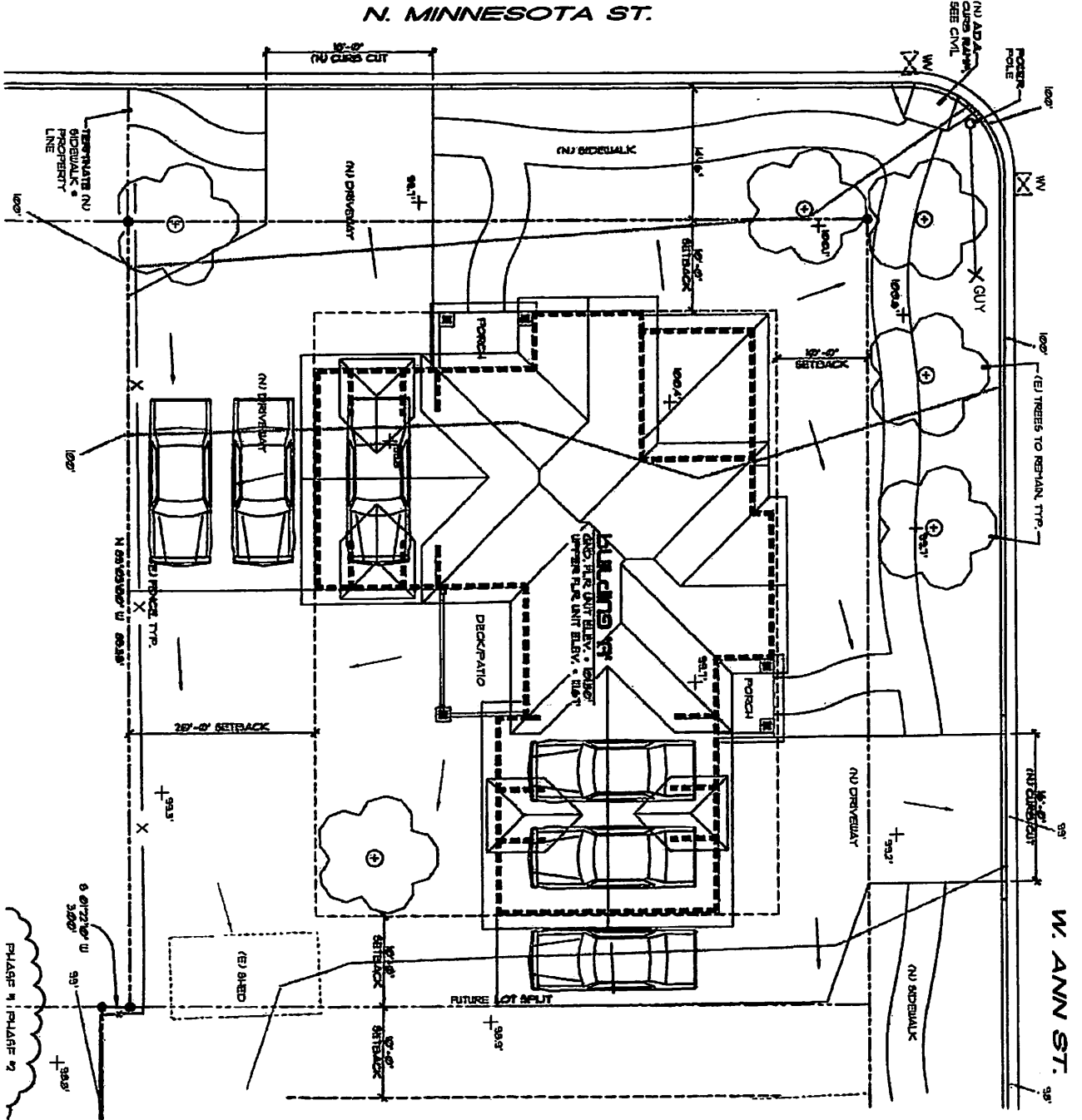


Figure 3. Close-up of Building A Parking Supply.

As stated above, cities combine various land uses with similar characteristics to develop their parking demand categories and hence their codes. However, in many cases, the categories are too general and land uses stated in a category do not have enough similarity amongst them. Examples can be a city that has one general category for warehousing and is not differentiating the significant differences between large warehouses that are used for manufacturing with numerous employees, visitors, and daily delivery trucks versus a mini self-storage warehouse, which is operated by a few employees and a low number of visitors per day. In the case of the Carson City Municipal Code (Title 18 Division 2 – Parking and Loading, 2.2 Number of Spaces Required), which has combined all single family, two family, and multiple family residential dwellings, STE believes that the category may be too broad to capture the significant differences in land use characteristics, especially as it relates to parking demand. Per Carson City Municipal Code (Title 18 Division 2 – Parking and Loading, 2.2 Number of Spaces Required), ITE Parking Generation Manual can be used as an alternative for parking demand analysis. Fortunately, ITE has recognized the differences between single family, two family, and multiple family residential dwellings and is described in the next section of this report.

**ITE PARKING GENERATION**

STE used Land Use Code: 221 (Low/Mid-Rise Apartment) to represent the proposed residential development, which more accurately captures the proposed land use for this project. Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units. STE believes that this land use matches the proposed land use for this project. The average peak period parking demand was calculated for a weekday and the independent variable of dwelling units. STE also selected the urban location parking rates because this location is within walking distance of planned downtown redevelopment. Table 2 presents the parking rates and results. The number of spaces required for the project site is 10 parking spaces, which is less than the proposed parking supply of 12 parking spaces.

**Table 2. ITE Parking Generation Summary.**

Unit (Dwellings)	Proposed Land Use	ITE Land Use		Parking Rate	Parking Spaces
8	Quadplex	Low/Mid-Rise Apartment	221	1.20 spaces per dwelling	9.6
<b>Total</b>					<b>10<sup>[a]</sup></b>

<sup>[a]</sup> Rounded up to whole number.



March 12, 2014  
Mr. Herman K. Bauer  
Page 7

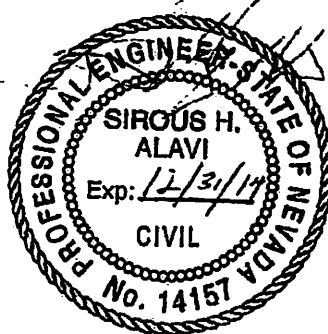
**PARKING ANALYSIS FINDINGS**

According to the Carson City Municipal Code (Title 18 Division 2 – Parking and Loading, 2.2 Number of Spaces Required), the director may consider alternative parking rates from an accredited source such as ITE. Based on our analysis, STE believes the proposed residential development would have a sufficient parking supply and meet the anticipated parking demand (i.e., 12 > 10) based on the alternative parking rate from ITE.

**CLOSING REMARKS**

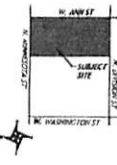
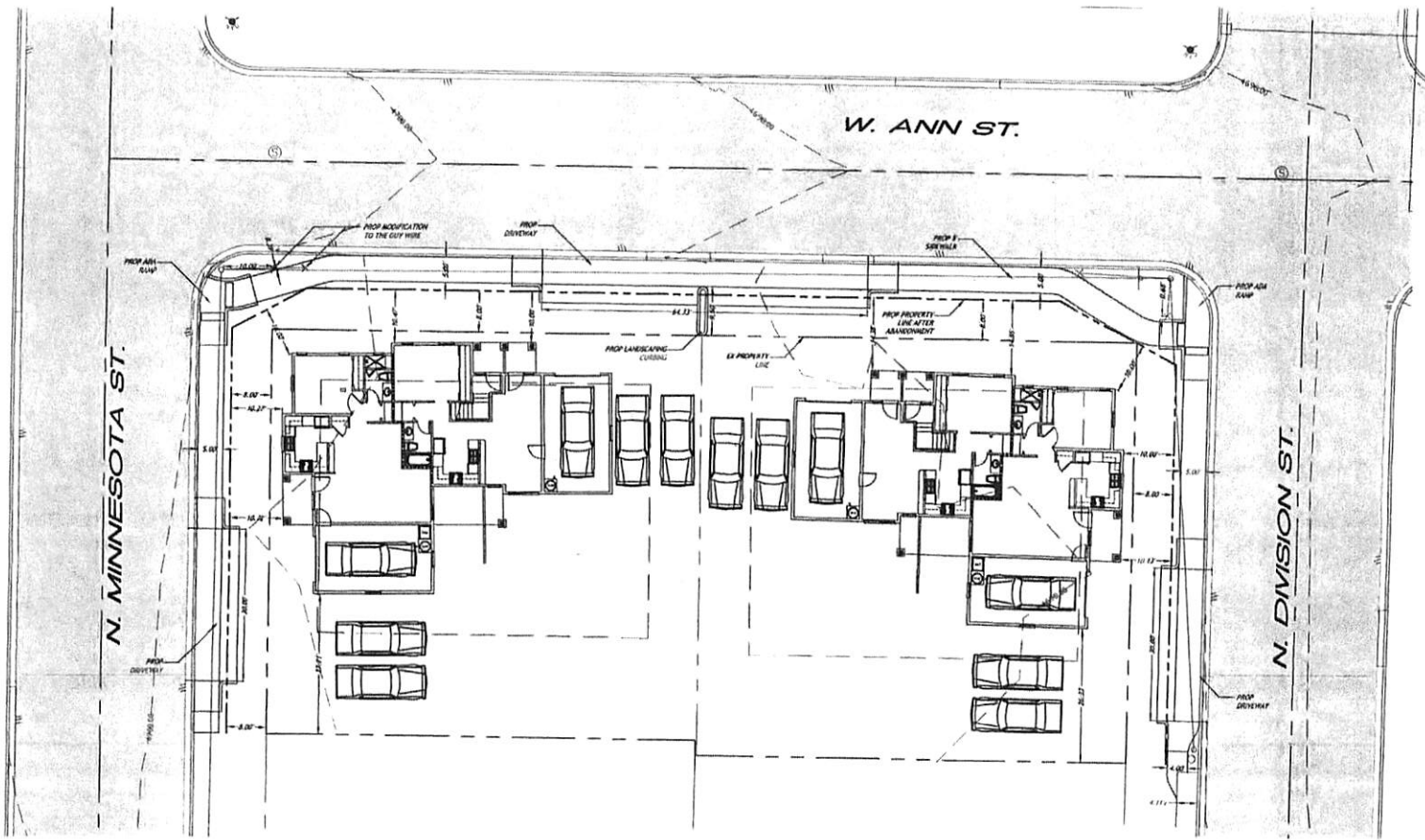
Please do not hesitate to contact me by phone at 775-827-4400 or by email [sirous@ste-group.com](mailto:sirous@ste-group.com) should you have any questions or need additional information.

Best regards,



Sirous Alavi, Ph.D., P.E.  
President

3/12/14



revisions	

HEMIAN BAKER  
 ARCHITECTS  
 WASHINGTON, D.C. 20007  
 PH: (410) 254-1746

**PRELIMINARY SITE PLAN W/ABANDONMENT**  
 APN: 001-197-06  
 812 NORTH DIVISION STREET  
 CARSON CITY NV

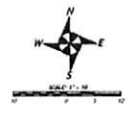
**NOT FOR CONSTRUCTION**

drawing information	
DESIGNED BY:	
DRAWN BY:	
CHECKED BY:	
DATE:	
PROJECT NAME:	
JOB NO.:	
SCALE:	
DRAWN BY:	
CITY APPROVED:	
DATE:	

**C1** of 1

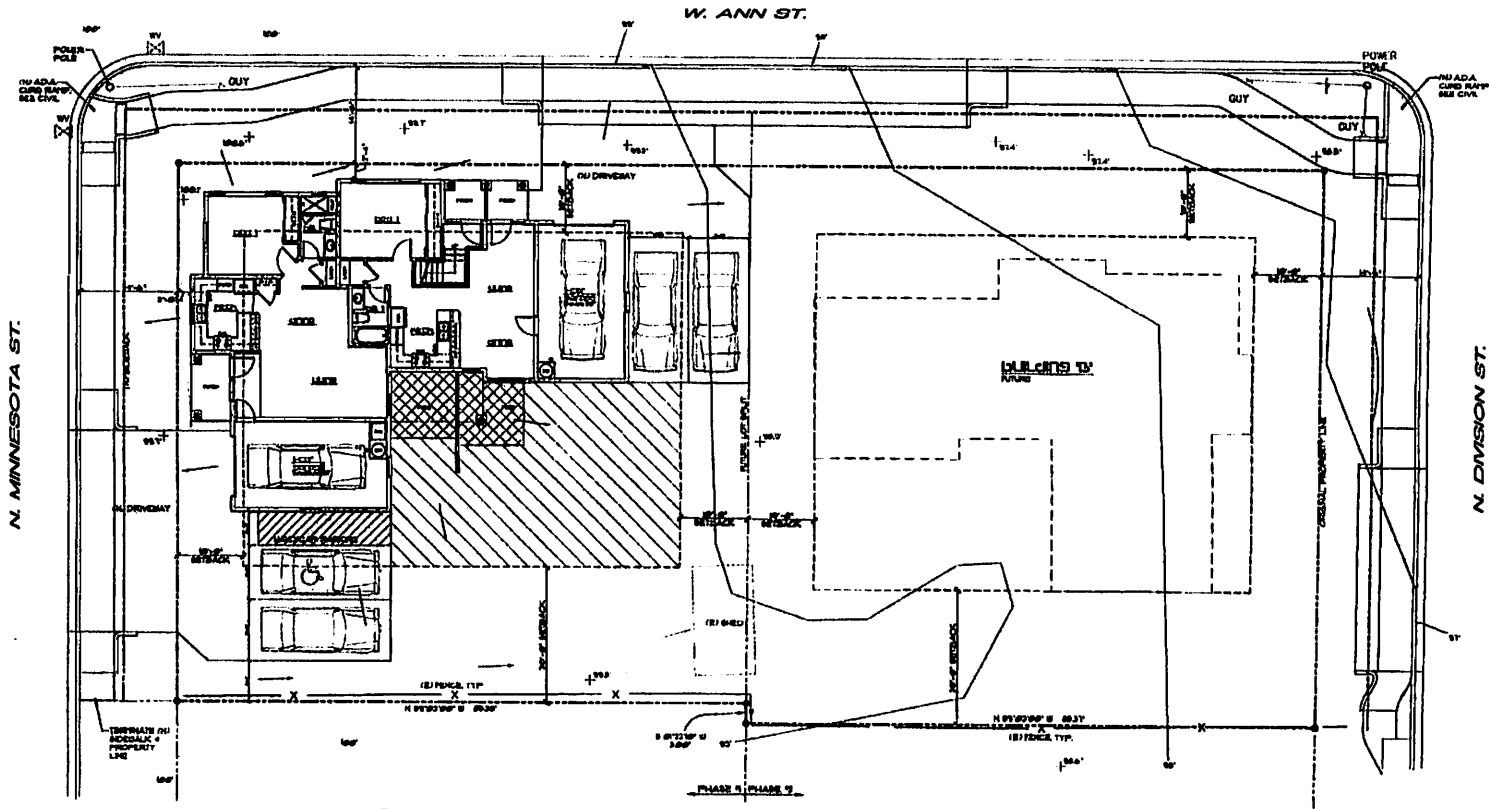
**GENERAL NOTES**

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE, 2004 REQUIREMENTS FOR FACILITIES, AND SPECIAL REQUIREMENTS OF THE PERMIT. VIOLATIONS SHALL RESULT IN THE HALT OF ALL WORK UNTIL THE VIOLATION IS CORRECTED.
- PROTECTIVE HEAVY DUTY TEMPORARY BRIMMING PROVISIONS SHALL BE USED TO PROTECT ADJOINING PROPERTIES DURING CONSTRUCTION OF IMPROVEMENTS.
- SOIL SHALL BE COVERED BY THE CONTRACTOR TO THE SATISFACTION OF WASHOE COUNTY AND IN ACCORDANCE WITH THE AIR QUALITY PERMIT FROM THE NEVADA DIVISION OF ENVIRONMENTAL PROTECTION WHEN REQUIRED.
- UNDER CONSTRUCTION SHALL CALL UNDERGROUND SERVICE ALERT (CALL BEFORE YOU DIG) (1-800-4-A-DIG) FORTY-EIGHT (48) HOURS PRIOR TO START OF CONSTRUCTION.
- THE LOCATION OF EXISTING UTILITIES (INCLUDING EXISTING UNDERGROUNDS AND BUILDING, IF ANY) SHOWN ON THESE DRAWINGS IS BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. PRIOR TO BEGINNING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE LOCATIONS AT THE PROPOSED POINTS OF CONNECTION AND IN AREAS OF POSSIBLE CONFLICT WITH NEW UTILITY INSTALLATION. POTENTIAL IS REQUIRED. SHOULD THE CONTRACTOR FIND ANY DISCREPANCIES BETWEEN THE CONDITIONS EXISTING IN THE FIELD AND THE INFORMATION SHOWN ON THESE DRAWINGS, HE SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.
- THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERLY ENDING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF PROPER BRACING OF TRENCHES IN ACCORDANCE WITH OCCUPATIONAL SAFETY LEANS. THE DUTIES OF THE ENGINEER DO NOT INCLUDE REVIEW OF THE ACCURACY OF THE CONTRACTOR'S SAFETY PLAN OR NEAR THE CONSTRUCTION SITE.
- SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THEREOF, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH MATTERS AND A REPLY SHALL BE OBTAINED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPLACEMENT OF ALL EXISTING IMPROVEMENTS DAMAGED OR DISTURBED BY THIS CONSTRUCTION PROJECT.
- PARKING CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE "STANDARD BOOK" STANDARDS.
- FALLS SHALL BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- REPAIR ALL EXISTING CURBS AND GUTTER AS NEEDED.
- ALL DISTURBED AREAS TO RECEIVE LANDSCAPING OR TO BE SEEDED WITH A SEED MIX TO BE DETERMINED BY THE LANDSCAPER.



AVOID CUTTING UTILITY LINES  
 UTILITY CODE

**SALZANO**  
 ARCHITECT  
 5935 BRASS VALLEY ROAD  
 RENO, NEVADA 89510  
 775.288.1904 CELL  
 775.475.0796 FAX  
 839.2810 @ 801.COM  
 WWW.839.2810.COM



APN 01-191-02

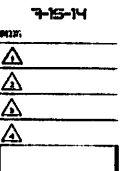
APN 01-191-05

**Phase #1 Site Plan**

SCALE 1/8" = 1'-0"  
 APN 01-191-06  
 TOTAL LOT AREA APPROX 16,130 SQFT.  
 PARKING PROVIDED = 6 SPACES (1 HCAP)  
 1 SPACE PER UNIT PLUS 3 GUEST SPACES

**OPEN SPACE CALC:**

	600 SQ FT OPEN SPACE PER DU
	1 DU TOTAL (PHASE 1)
	2 H 800 SQ FT + 600 SQ FT
	1000 SQ FT PROVIDED IN REAR YARD (DOES NOT INCLUDE AREA IN FRONT BACK, INT. PATIO, OR PRIVATE OPEN SPACE)
	100 SQ FT PRIVATE OPEN SPACE PER DU
	100 SQ FT PATIO/DECK PROVIDED



**new residential duplex**  
 MT. HEIMEN BOULEVARD  
 812 N. DAVENPORT STREET  
 CARSON CITY, NEVADA

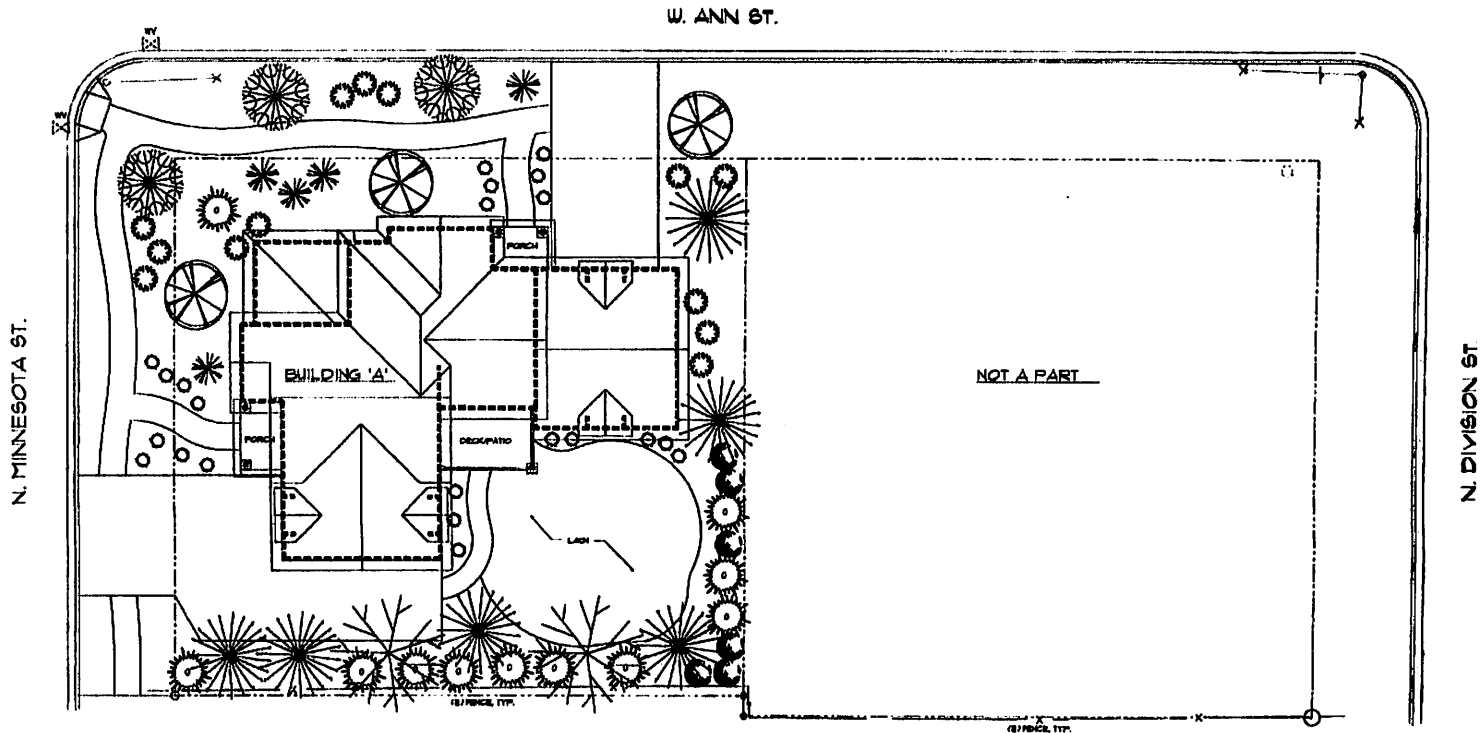
PH: [ ]

ALL DIMENSIONS AND DIMENSIONS ARE THE RESULT OF SERVICES BY SALZANO ARCHITECTURE AND ENGINEERING INC. (SALZANO) AND ARE SUBJECT TO THE FIELD SURVEY AND THE FIELD SURVEY IS THE RESPONSIBILITY OF THE CLIENT. SALZANO ARCHITECTURE AND ENGINEERING INC. IS NOT RESPONSIBLE FOR THE ACCURACY OF THE FIELD SURVEY OR THE FIELD SURVEY IS THE RESPONSIBILITY OF THE CLIENT.

PHASE #1 SITE PLAN, DRAWING INDEX

1002

**A-1**



**LANDSCAPE PLAN NORTH**  
 SCALE: 1/8" = 1'-0"  
 APR. 01-15-06

**TREE LEGEND**

COMMON NAME	BOTANICAL NAME	SIZE	SPACING	QTY.
SARGENT CRABAPPLE	PAVUS 'SARGENT'	2' CAL.	SEE PLAN	4
JEFFREY PINE	PAVS JEFFREYI	6 - 1 FT	SEE PLAN	6
PEAR CHOCOCERRY	PRUNUS HAAGSII	2' CAL.	SEE PLAN	3
RED MAPLE	ACER RUBRUM	2' CAL.	SEE PLAN	3



**SHRUB LEGEND**

COMMON NAME	BOTANICAL NAME	SIZE	SPACING	QTY.
OREGON HRT. PINE	PRINS HEDG.	8 GAL.	SEE PLAN	8
SPYRAEA	SPYRAEA SPP.	8 GAL.	2' O.C.	15
OREGON GRAPPE	THAMNIA AQUAPOLLEN	8 GAL.	4' O.C.	6
BLUE BEARD	CARTOPHYLUS SPP.	8 GAL.	2' O.C.	12
LEAC	STYRAX FERRICA	8 GAL.	4' O.C.	4



**LANDSCAPE NOTES**

- PROVIDE AUTOMATIC SPRINKLERS FOR ALL PLANTING GREAT HEADS FOR LAWN AREAS & Drip HEADS FOR PLANTER AREAS.
- PROVIDE 4" TOP SOIL IN LAWN AREAS.
- PROVIDE DISCOMPOSED GRANITE AT PLANTER AREAS (COLOR TO DEVELOPER'S RESIDENCE)
- RETAIN HOLDINGS FROM EXCAVATION AND RELOCATE LAWNER CHES (4"DB - 8"DB LB) TO PLANTER AREAS AS INDICATED BY LANDSCAPE BOLLIDER SYMBOL.
- SHRUB PLANTS BOLLIDERS PLACE A 1/4" OF 2" OF BOLLIDER BELOW FINISH GRADE.
- A NEW FENCE SHALL BE PROVIDE ALONG THE SOUTH PROPERTY LINE. FENCE SHALL COMPLY WITH IBC STANDARDS. ACTUAL LOCATION AND INSTALL DATE TO BE DETERMINED AT FUTURE DATE.

LANDSCAPE PLAN  
 A NEW RESIDENTIAL DUPLEX FOR  
 HERMAN BAUER

1778 21st Ave S  
 Ste 100  
 Minneapolis, MN 55406  
 (778) 214-4200  
 www.mstevenslandscape.com

M. Stevens Landscapes L.L.C.  
 Professional Landscape  
 www.mstevenslandscape.com

1778 21st Ave S  
 Ste 100  
 Minneapolis, MN 55406  
 (778) 214-4200  
 www.mstevenslandscape.com

1778 21st Ave S  
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 Minneapolis, MN 55406  
 (778) 214-4200  
 www.mstevenslandscape.com



# Appendix C: Interim Mixed-Use Evaluation Criteria

## PURPOSE:

The implementation of numerous policies contained within the Master Plan hinges on the creation of three mixed-use zoning districts to align with the Mixed-Use Commercial (MUC), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land use categories. Recognizing that mixed-use development proposals have already been and will continue to be submitted within these areas prior to the completion and adoption of the future mixed-use zoning districts, a set of Interim Mixed-Use Evaluation Criteria have been developed to:

- Facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development, but where mixed-use zoning is not currently in place;
- Encourage the incremental transition of existing uses in locations designated on the Land Use Plan for mixed-use development, recognizing that in some locations, mixed-use development may be perceived as incompatible with existing adjacent uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Ensure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as with specific MUC, MUE, and MUR policies, as applicable.

The Interim Mixed-Use Evaluation Criteria will continue to be used as a tool to review mixed-use development proposals until mixed-use zone districts can be established.

## MIXED-USE EVALUATION CRITERIA:

### APPLICABILITY

The following Interim Mixed-Use Evaluation Criteria shall apply to all development proposed within the Mixed-Use Residential (MUR), Mixed-Use Commercial (MUC), and Mixed-Use Employment (MUE) land use categories. The application of these Criteria shall be triggered in one of the following ways:

- *Existing Zoning/Special Use Permit*—Development is proposed within a mixed-use land use category where the underlying zoning may permit the types and mix of uses proposed using



## Appendix C: Interim Mixed-Use Evaluation Criteria

the Special Use Permit process as outlined in Section 18.02.80 of the City's Municipal Code. The Interim Mixed-Use Evaluation Criteria are applied in addition to the standard list of Findings outlined in the Code.

**Example:** If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for General Commercial, the residential portion of the project would be considered using the Special Use Permit process under the existing Code. Once the Master Plan is adopted, the project would also be subject to the Interim Mixed-Use Evaluation Criteria as part of the Special Use Permit Process.

- **Re-Zoning/Special Use Permit**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. In this instance, the subject property would need to be re-zoned to the most appropriate zoning district and then followed for the project and combined with a Special Use Permit or Planned Unit Development request to allow the mix of uses desired and to trigger the application of the Interim Mixed-Use Evaluation Criteria.

**Example:** If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for Light Industrial, the residential portion of the project would not be eligible for consideration using the Special Use Permit process under the existing Code. Therefore, the subject property would need to be rezoned to General Commercial prior to beginning the Special Use Permit Process that would allow the residential portion of the project to be considered under the Interim Mixed-Use Evaluation Criteria.

- **Planned Unit Development (PUD)**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. As an alternative to the Re-Zoning/Special Use Permit process outlined above, a Planned Unit Development request could be submitted for the subject property, within which it could be re-zoned to the most appropriate zoning district(s) for the project. As part of the PUD process, the Interim Mixed-Use Evaluation Criteria would be applicable all other conditions of approval outlined in the City's Municipal Code.

### GENERAL INTENT

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.



**MIX OF USES**

**Background and Intent:**

Mixed-use developments should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically ("stacked"), but may also be integrated horizontally. Recommended types and proportions of uses vary by mixed-use land use category and will also vary according to a project's location, size, and the surrounding development context. For example, a MUC development located on an individual parcel away from a primary street frontage may reasonably contain a higher percentage of residential development than one that is located with direct access and visibility from the primary street frontage. On some smaller parcels, integrating multiple uses may not be feasible at all, therefore, the consolidation of properties to create larger, mixed-use activity centers is encouraged. These factors should be considered and weighed in conjunction with the evaluation criteria listed below.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
1. Are the types of uses and percentages of different uses consistent with the relevant Master Plan policies listed below? (MUC 1.6, MUR 1.5, MUE 1.5)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
2. Are activity generating uses (e.g., retail/commercial) concentrated along primary street frontages and in other locations where they may be easily accessed and may be readily served by transit in the future?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
3. Are large activity generating uses (e.g., retail/commercial) located so as to minimize impacts of loading areas and other facilities on existing neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
4. Are residential uses well-integrated with non-residential uses (either horizontally or vertically) and the surrounding development context?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	



**Appendix C: Interim Mixed-Use Evaluation Criteria**

5. Do the proposed housing types and densities promote activity and support non-residential uses in the development or in close proximity to the development, as applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
--	---	--

**Relevant Master Plan Policies:**

- Chapter 3: 2.1b, 2.3b, GMU 1.1, GMU 1.2, MUC 1.56, MUR 1.5, MUE 1.5
- Chapter 6: 7.2a, 7.2b

**MIX OF HOUSING TYPES**

**Background and Intent:**

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and it's more urban context. Given the range of scenarios that may emerge, the evaluation criteria listed below are intentionally broad to allow for maximum flexibility.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
6. Does the development contain a mix of housing types that is compatible with the surrounding neighborhood and planned land use in terms of its scale and intensity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
7. Does the development contain a mix of housing types that is appropriate to its scale, location, and land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	

**Relevant Master Plan Policies:**

- Chapter 3: 2.2a, 2.2b
- Chapter 6: 8.1a



**DENSITY RANGE**

**Background and Intent:**

Average densities within mixed-use developments are generally expected to be higher than those typically found within the City today. Recognizing the many factors that influence the ultimate density of a mixed-use development (e.g., location, type), the Master Plan provides a suggested range of floor area ratios (FAR) and dwelling units/acre for each of the mixed-use land use categories. For the purposes of the evaluation criteria listed below, densities that fall below the low end of a density range for a particular land use category will be strongly discouraged in order to promote the Plan's objective of creating a more compact pattern of development. The Plan also acknowledges that there may be instances where densities that exceed the suggested range are appropriate in some locations, such as within a mixed-use activity center, provided other land use policies are followed. These instances will be evaluated on a project-by-project basis.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
8. Does the development achieve at least the minimum density range for the applicable land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
9. Does the development exceed the maximum density range for the applicable land use category?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
10. If yes to #9 above, is the development located within a designated mixed-use activity center?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
11. If yes to #9 above, is the largest concentration of density concentrated away from primary street frontages and surrounding neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/>	N/A

**Relevant Master Plan Policies:**

- Chapter 3: MUC 1.3, MUR 1.3, MUE 1.3



**CIRCULATION AND ACCESS**

**Background and Intent:**

Mixed-use developments should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
12. Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
13. Does the hierarchy of perimeter and internal streets disperse development generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods and provide neighborhood access to on site uses?	Yes <input type="checkbox"/> No <input type="checkbox"/>	N/A
14. If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

**Relevant Master Plan Policies:**

Chapter 3: GMU 1.3, MUC 1.8  
Chapter 7: 10.2b, 11.1a, 11.1c

## PARKING LOCATION AND DESIGN

### Background and Intent:

The visual and physical barriers created by surface parking areas should be minimized within mixed-use developments. To promote a more compact, pedestrian-friendly environment, off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages. The use of on-street parking or shared parking to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to make the most efficient use of each development site. In addition, structured parking is encouraged where viable, provided it is integrated into the design of the overall development.

### Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED	COMMENTS
15. Is surface parking distributed between the side and rear of primary buildings and away from primary street frontages?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
16. Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscape buffers as dividers?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
17. Is surface parking screened from surrounding neighborhoods and pedestrian walkways?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
18. Is structured parking integrated with adjacent structures in terms of its design and architectural character?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
19. Are structured parking facilities "wrapped" with retail or residential uses at the street level to provide a more inviting pedestrian environment?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	

### Relevant Master Plan Policies:

- Chapter 3: GMU 1.4, MUC 1.8

**RELATIONSHIP TO SURROUNDING DEVELOPMENT**

**Background and Intent:**

Many of the areas designated for mixed-use development are located within established areas of the City. As a result, much of the mixed-use development that occurs will occur through a combination of infill and redevelopment. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
20. Are transitions in building massing and height provided to relate to surrounding development patterns?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
21. Is the new development well-integrated into the surrounding neighborhood, rather than "walled off", consistent with the mixed-use policies contained in the Master Plan?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
22. If applicable, are lower intensity uses (e.g., residential) located along the periphery of the site were it adjoins an existing residential neighborhood to provide a more gradual transition in scale and mass and to minimize potential impacts of non-residential uses (e.g., loading areas, surface parking)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	

**Relevant Master Plan Policies:**

- Chapter 3: MUC 1.7, MUR 1.7, MUE 1.6
- Chapter 6: 8.3b

**PUBLIC SPACES, PARKS, OPEN SPACE, AND PATHWAYS**

**Background and Intent:**

Mixed-use developments should be organized around a central gathering space or series of spaces, such as small urban plazas, pocket parks, or active open space areas. These types of public spaces



serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity. Larger mixed-use developments, particularly within the MUR and MUE categories, may also need to incorporate more traditional recreational features, such as parks and trails, depending upon their size and location.

**Evaluation Criteria:**

CRITERIA	CRITERIA SATISFIED?	COMMENTS
23. Does the development provide public spaces to serve residents and the larger community?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
24. Are public spaces appropriate in terms of their size and active vs. passive features provided given the scale and location of the proposed development?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	OPEN SPACE PROVIDED FOR RESIDENT USE PER DEVELOPMENT STANDARDS.
25. Are public spaces easily accessible to pedestrians and the surrounding community, if applicable?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
26. Are parks and trails provided consistent with the Parks, Recreation, and Unified Pathways Master Plan?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	

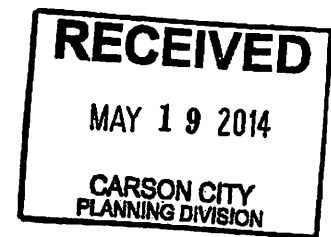
**Relevant Master Plan Policies:**

- Chapter 3: MUC 1.6, MUR 1.8, MUE 1.7

<b>File # (Ex: MPR #07-111)</b>	<i>Sup-14-036</i>
<b>Brief Description</b>	<i>Bauer 4 Plex</i>
<b>Project Address or APN</b>	<i>APN 001-191-06</i>
<b>Bldg Div Plans Examiner</b>	<i>Kevin Gattis</i>
<b>Review Date</b>	
<b>Total Spent on Review</b>	

**BUILDING DIVISION COMMENTS:**

- Where there are four or more dwelling units or sleeping units intended to be occupied as a residence in a single structure, every dwelling unit and sleeping unit intended to be occupied as a residence shall be a Type B unit per Section 1107.6.2.1.2, 2012 IBC. (The exception to this section is applicable.)
- Provide accessible parking for each structure per Section 1106.2, 2012 IBC.
- Refer to other applicable sections in Chapter 11 of the 2012 IBC for additional requirements.



<b>File # (Ex: MPR #07-111)</b>	<i>Sup-14-036</i>
<b>Brief Description</b>	<i>Bauer 4 Plex</i>
<b>Project Address or APN</b>	<i>APN 001-191-06</i>
<b>Bldg Div Plans Examiner</b>	<i>Kevin Gattis</i>
<b>Review Date</b>	
<b>Total Spent on Review</b>	



**BUILDING DIVISION COMMENTS:**

1. Commercial submittals shall show compliance with the following codes, and adopted amendments:

- 2012 International Building Code
- 2009 International Energy Conservation Code
- 2012 International Fire Code
- 2012 Uniform Mechanical Code
- 2012 International Mechanical Code
- 2012 Uniform Plumbing Code
- 2011 National Electrical Code
- 2009 ICC/ANSI A117.1 (For accessible design)
- 2011 Northern Nevada Amendments
- 2012 Northern Nevada Amendments

2. Project requires application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.

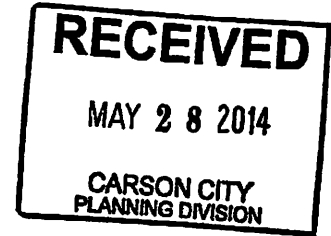
3. As a part of a submittal, provide a separate plan sheet, which clearly shows the **Accessible Route / Exit Discharge Plan**. The **Accessible Route / Exit Discharge Plan** shall have the following minimum information from the accessible entrance of the facility to the public right of way. ('12 IBC Section 1007, 1104.1 & ICC/ANSI A117.1-2009 Chapter 4 & 5):

- Indicate accessible route surface
- Indicate accessible route slope
- **Indicate accessible route width** (Minimum width is 36" (thirty-six inches); however, if the wheelchair is near a drop or change in elevation, a guard will be required. (ICC/ANSI A117.1-2009 Section 4 03.5 & Table 403.5)
- Indicate accessible route turn radius
- Indicate all accessible ramps, with a dimensioned cross section details indicating slope & guardrails (where applicable)
- Indicate the location and type of the detectable warning surface at curb ramps, island or cut-through medians (*ICC/ANSI A117.1-2009 Sections 406.13, 406.14 & 705*)
- Indicate all accessible parking, with signage
- Indicate location of all building and site accessible signage, with an elevation view to verify compliance with required text, height, etc.

NOTE: The **Accessible Route / Exit Discharge Plan** shall clearly show the accessible route from the accessible entrance of the facility to the accessible parking, public streets and sidewalks – as applicable to the site. ('12 IBC 1007.2, 1023.6, & 1104.1)

**4. As a part of the submittal, include a complete "Architectural Design Analysis", which shall include a complete break down of the allowable area and height versus the actual area and height.**





Fire has the following comments on SUP 14-036:

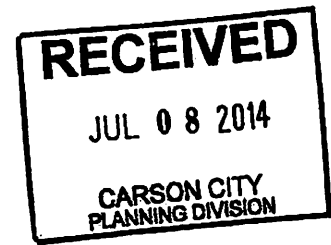
1. Project will be required to follow the 2012 International Fire Code with Northern Nevada Amendments. Since the project is changing from R-3 duplex to R-2 apartment use, fire sprinklers are required.

***Dave Ruben***

Captain – Fire Prevention  
Carson City Fire Department  
777 S. Stewart Street  
Carson City, NV 89701

Direct 775-283-7153  
Main 775-887-2210  
FAX 775-887-2209

**Engineering Division  
Planning Commission Report  
File Number SUP 14-036**



**TO:** Planning Commission

**FROM:** Rory Hogen, E.I.

**DATE:** July 8, 2014

**MEETING DATE:** July 30, 2014

**SUBJECT TITLE:**

Action to consider an application for a Special Use Permit from Al Salzano, applicant, and Herman Bauer, owner to construct a multi family apartment dwelling in Residential Office zoning at 812 N. Division St., apn 01-191-06.

**RECOMMENDATION:**

The Engineering Division has no preference or objection to the special use request.

**DISCUSSION:**

The Engineering Division has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses. Below are our comments:

- 1) All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.
- 2) All requirements set forth in the Conditions of Approval for the right of way abandonment for this project also apply to this Special Use Permit.
- 3) The City has agreed to fund 50% of the cost of the replacement of the 5" clay sewer main in Ann St. up to \$20,000. This is subject to Board of Supervisors approval.
- 4) The sewer main in Ann St. and the laterals to the subject property must be replaced.
- 5) Sight distance issues for vehicles must be addressed with the construction drawings.

**CCMC 18.02.080 (2a) - Adequate Plans**

The information submitted by the applicant is adequate for this analysis.

**CCMC 18.02.080 (5a) - Master Plan**

The request is not in conflict with any Engineering Master Plans for streets or storm drainage.

**CCMC 18.02.080 (5c) - Traffic/Pedestrians**

The proposal will affect traffic or pedestrian facilities, but the changes will be minor.

**CCMC 18.02.080 (5d) - Public Services**

SUP 14-036 multi family units at 812 N Division St apn 01-191-06

**Engineering Division  
Planning Commission Report  
SUP 07-162  
Page 2**

**Existing facilities appear to be adequate for this project.**

*Use Permit and recommended conditions of approval, the project will meet the definition and specific standards required to support this use in the Residential Office zoning district.*

**6. Will not be detrimental to the public health, safety, convenience and welfare.**

*The proposed project will not be detrimental to the health, safety, convenience and welfare of the general public or surrounding neighborhood. The proposed use is compatible with the surrounding mix of uses, and all City standards and requirements must be met in association with site and building improvements.*

**7. Will not result in material damage or prejudice to other property in the vicinity.**

*The project has been designed based on comments and concerns voiced by surrounding property owners during previous approval processes. The proposed multi-family use is consistent with other multi-family uses in the vicinity, and lends itself to the mixed-use nature that currently exists in the neighborhood. The buildings have been scaled to a level that is compatible with the surrounding neighborhood and architecture has been taken into consideration to blend with the surrounding neighborhood and Historic District. Staff does not believe this project will result in the material damage or prejudice to other property in the vicinity.*

**Attachments:**

Surrounding Uses Aerial  
Parking Study  
Currently Proposed Site Plan with Parking and reconfigured sidewalks  
Currently Proposed Site Plan with depicted Open Space Area  
Previously Approved Landscape Plan  
Interim Mixed-Use Evaluation Criteria  
Building Division Comments  
Fire Department Comments  
Engineering Division Comments  
Health and Human Services Comments  
Application (SUP-14-036)

June 6, 2014

**Carson City Health and Human Services Comments**

**SUP-14-027**

No concerns based on application submitted.

**SUP-14-033**

No concerns based on application submitted.

**SUP-14-034**

Applicant needs to apply for all applicable licenses (Health, Business, Liquor, etc.)

**SUP-14-036 & VAR-14-037**

No concerns based on application submitted.

**SUP-14-039**

No concerns based on application submitted.

**TSM-14-022**

1. Update map to include proposed domestic well locations for each lot with a 100' radius around each well. Due to slope and site restrictions, domestic wells must be proposed in an area that would feasibly permit access by a well driller (i.e., within the building envelope). Please note that each lot must meet setback requirements addressed in NAC 444.792.
2. Percolation tests conducted to prepare the Tentative Map report show favorable results, but will not be honored for septic system design/construction. Each lot will have to conduct two (2) percolation tests as described in NAC 444.796 – 444.7968.
3. Address detention basin and culvert maintenance responsibility.

Dustin Boothe, MPH, REHS  
Carson City Health and Human Services  
900 E. Long St.  
Carson City, NV 89706  
(775) 887-2190 ext. 7220

**Carson City**

**SPECIAL USE PERMIT  
Application**

**4-Plex Apartment for Mr. Herman Bauer  
812 N. Division Street  
Carson City, Nevada**

May 23, 2014

**SALZANO**

**ARCHITECT**

5935 GRASS VALLEY RD  
RENO, NEVADA 89510  
775.299.1984 CELL  
775.475.0796 FAX  
WWW.BLSALZANO.COM  
BLSALZANO@BOL.COM

**RECEIVED**

MAY 23 2014

CARSON CITY  
PLANNING DIVISION

- SUP - 14 - 036

## **TABLE OF CONTENTS:**

<b>Special Use Permit Application</b>	<b>2 Pages</b>
<b>Project Description</b>	<b>1 Page</b>
<b>8-1/2" x 11" Drawings</b>	<b>6 Pages</b>
<b>Packet Site Plan</b>	
<b>Architectural Site Plan</b>	
<b>Ground Floor Plan</b>	
<b>Upper Floor Plan</b>	
<b>Exterior Elevations – North &amp; West</b>	
<b>Exterior Elevations – South &amp; East</b>	
<b>Proposal Questionnaire</b>	<b>2 Pages</b>
<b>Applicant's Acknowledgement</b>	<b>1 Page</b>
<b>Property Taxes (Original Packet Only)</b>	<b>1 Page</b>

**Carson City Planning Division**  
 108 E. Proctor Street • Carson City NV 89701  
 Phone: (775) 887-2180 • E-mail: [planning@carson.org](mailto:planning@carson.org)

**FOR OFFICE USE ONLY:**

CCMC 18.02

**SPECIAL USE PERMIT**

**FEE: \$2,450.00 MAJOR**  
**\$2,200.00 MINOR (Residential zoning districts)**

+ **noticing fee** and CD containing application digital data (all to be submitted once the application is deemed complete by staff)

**SUBMITTAL PACKET**

- 8 Completed Application Packets (1 Original + 7 Copies) including:
  - Application Form
  - Written Project Description
  - Site Plan
  - Building Elevation Drawings and Floor Plans
  - Proposal Questionnaire With Both Questions and Answers Given
  - Applicant's Acknowledgment Statement
  - Documentation of Taxes Paid-to-Date (1 copy)
  - Project Impact Reports (Engineering) (4 copies)

**Application Reviewed and Received By:**

**Submittal Deadline:** See attached PC application submittal schedule.

**Note:** Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required.

**FILE # SUP - 14 -**

Herman K. Bauer 707.939.0533

APPLICANT PHONE #

P.O. Box 301, Vineburg, CA 95487

MAILING ADDRESS, CITY, STATE, ZIP

[metric@satnews.com](mailto:metric@satnews.com)

EMAIL ADDRESS

Same as Applicant

PROPERTY OWNER PHONE #

MAILING ADDRESS, CITY, STATE, ZIP

EMAIL ADDRESS

Al Salzano, Architect 775.233.1984

APPLICANT AGENT/REPRESENTATIVE PHONE #

5935 Grass Valley Road, Reno, NV 89510

MAILING ADDRESS, CITY, STATE ZIP

[ajsalzano@aol.com](mailto:ajsalzano@aol.com)

EMAIL ADDRESS

Project's Assessor Parcel Number(s):

001-191-06

Street Address ZIP Code

812 N. Division Street

89703

Project's Master Plan Designation

Mixed-Use Residential

Project's Current Zoning

RO

Nearest Major Cross Street(s)

Division St. & Washington St.

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: 18.04.110(G), or Development Standards, Division \_\_\_\_\_, Section \_\_\_\_\_, a request to allow as a conditional use is as follows:

To allow multi-family dwelling in RO zoning. The project would consist of two (2) separate structures on opposite ends of the property.

Each structure would be two (2) story containing two (2) apartment units per floor, for a total of four (4) units per building, or eight (8) units total.

The project would be constructed in two (2) phases with only the four (4) units proposed on the West side of the property constructed at this time.

**PROPERTY OWNER'S AFFIDAVIT**

\_\_\_\_\_, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature

Address

Date

Use additional page(s) if necessary for other names.

STATE OF NEVADA )  
 COUNTY )

On \_\_\_\_\_, 2\_\_\_\_\_, \_\_\_\_\_, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public

**NOTE:** If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, and/or the Redevelopment Authority Citizens Committee prior to being scheduled for review by the Planning Commission. Planning personnel can help you make the above determination.



**812 N. Division Street – 4-plex Apartment**  
**PROJECT DESCRIPTION**

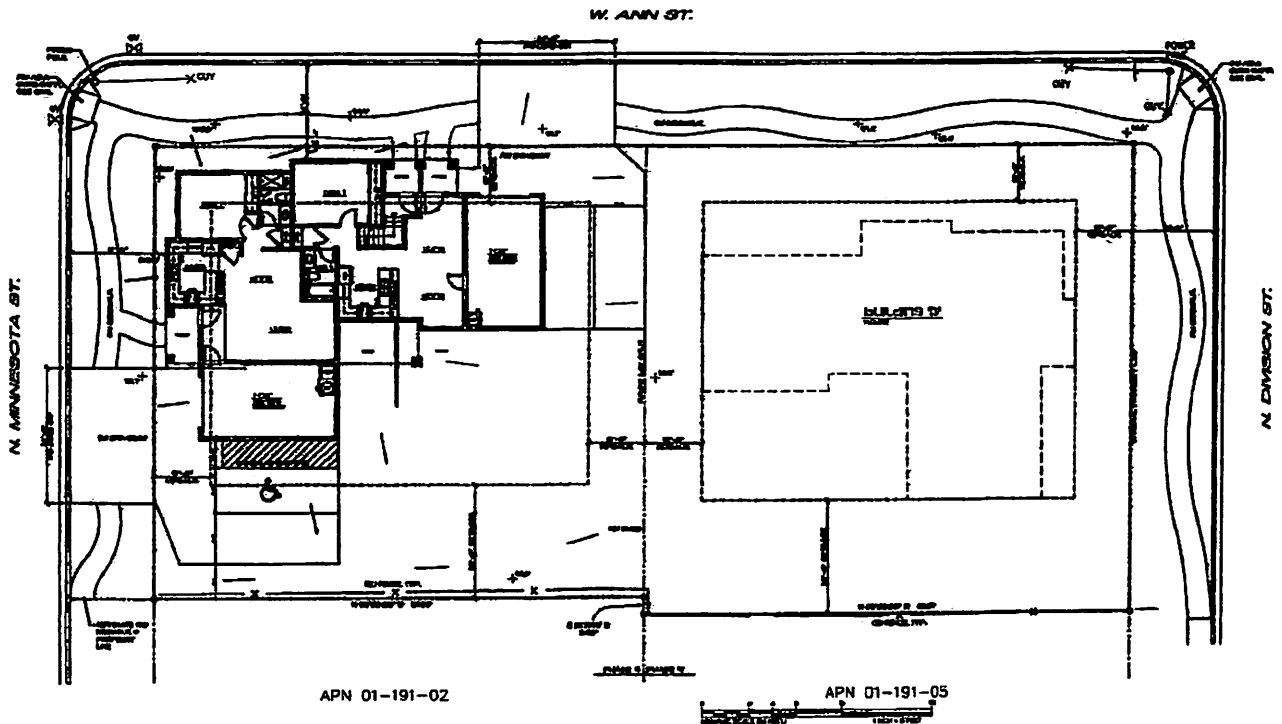
The subject project consists of a two-story, four (4) unit apartment building with two (2) 1-bedroom efficiency units on each floor. Said project was approved and currently permitted as a duplex with two (2) 2-bedroom units, one per floor. The intent is to convert the existing project from a two (2) unit duplex to a four (4) unit apartment with only very minor changes to the existing approved exterior elevations and site design, keeping the residential scale of the structure.

To accommodate the demands of the neighbors and historic district that were raised during the review process for prior projects on the property, we are requesting two (2) separate variances - one for a reduction in the required parking count, and one for a front yard setback variance on both North Minnesota Street and West Ann Street.

The requested parking count reduction is necessary to minimize the impact that a larger parking lot would have on the neighborhood, and to keep the residential character of the project. The reduced parking count is substantiated by an attached Parking Analysis.

The setback variance request is also necessary for the parking - shifting the building on the property allows keeping the parking spaces off each end of the building on adjoining streets and avoiding a larger combined parking lot.

A Special Use Permit (SUP) application is also required for the Conditional Use of multi-family in the 'RO' zoning, multi-family being defined as three (3) or more residential units.



**apartment site plan**  
SCALE 1" = 30'-0"



OWNER: HERMAN BAUER  
P.O. BOX 301  
VINEBURG, CA 95481  
707.939.0533

APPLICANT: AL SALZANO, ARCHITECT  
5935 GRASS VALLEY RD.  
RENO, NV 89510  
775.233.1984

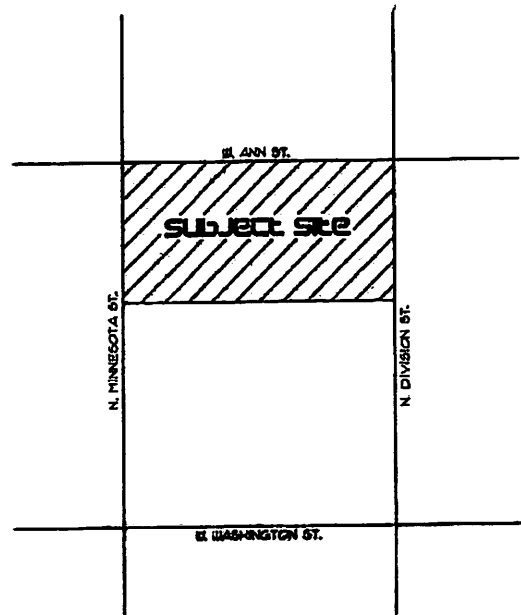
REQUEST: S.U.P. TO ALLOW MULTI-FAMILY  
IN 'RO' ZONING.  
VARIANCE FOR PARKING &  
FRONT YARD SETBACKS

LOCATION: 812 N. DIVISION STREET

ZONING: 'RO' (RESIDENTIAL OFFICE)

MASTER PLAN LAND USE: MIXED USE RESIDENTIAL

APN: 01-191-06

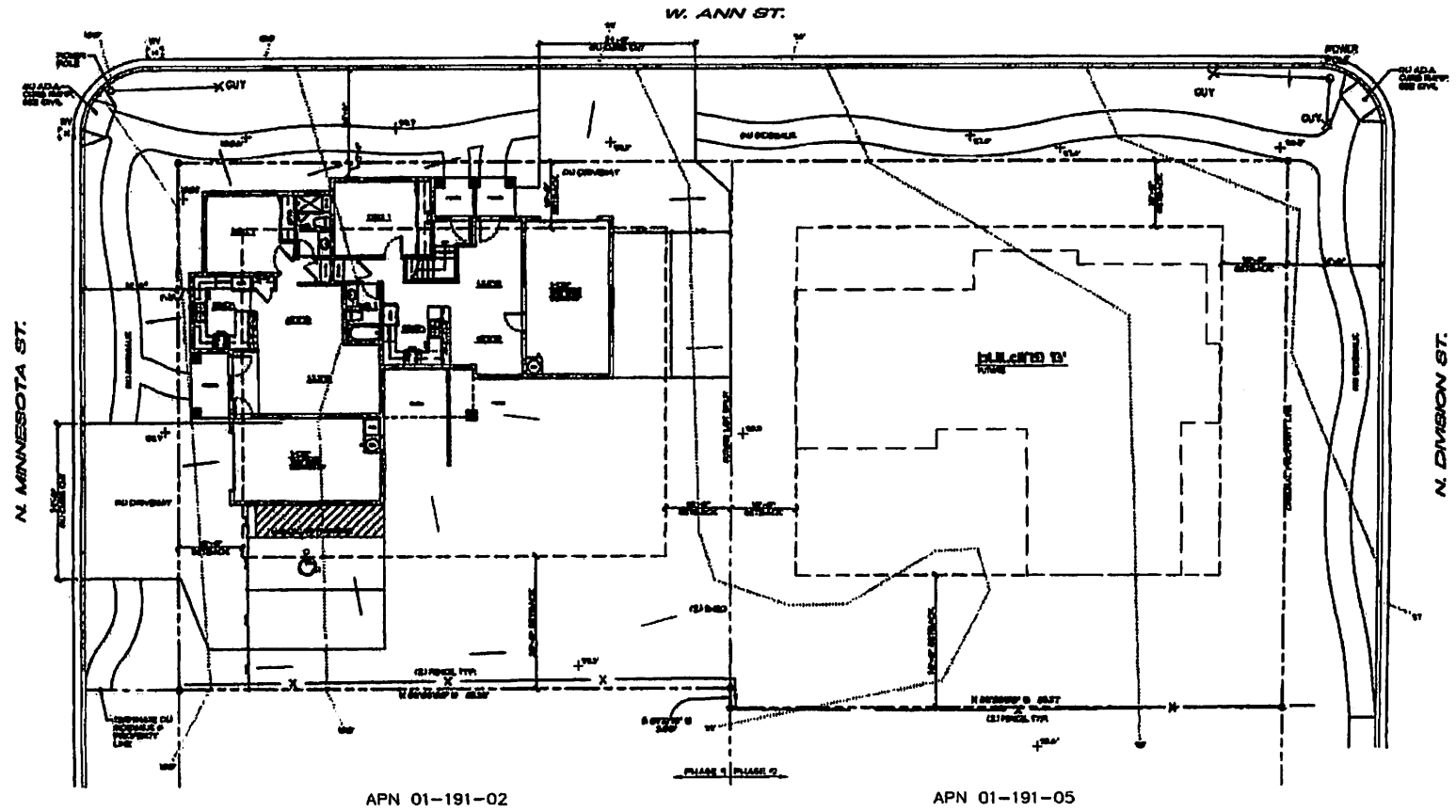


SITE PLAN PREPARED BY  
AL SALZANO, ARCHITECT

**vicinity map**  
NO SCALE



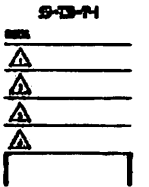
**SALZANO**  
**ARCHITECT**  
 5985 GROSS VALLEY ROAD  
 RENO, NEVADA 89510  
 775.238.1984 CELL  
 775.475.0796 FAX  
 SALZANO & SOLOTTI  
 WWW.SALZANO.COM



APN 01-191-02

APN 01-191-05

**Phase #1 Site Plan**  
 SCALE: 1/8" = 1'-0"  
 APN 01-191-02  
 TOTAL LOT AREA APPROX 16,730 SQFT.  
 PARKING PROVIDED: 40 SPACES (11 NCAP)  
 1 SPACE PER UNIT PLUS 3 GUEST SPACES



**NEW RESIDENTIAL DUPLEX**  
 MT. HERMITAGE BOULEVARD  
 612 N. DIMENSION STREET  
 CARSON CITY, NEVADA

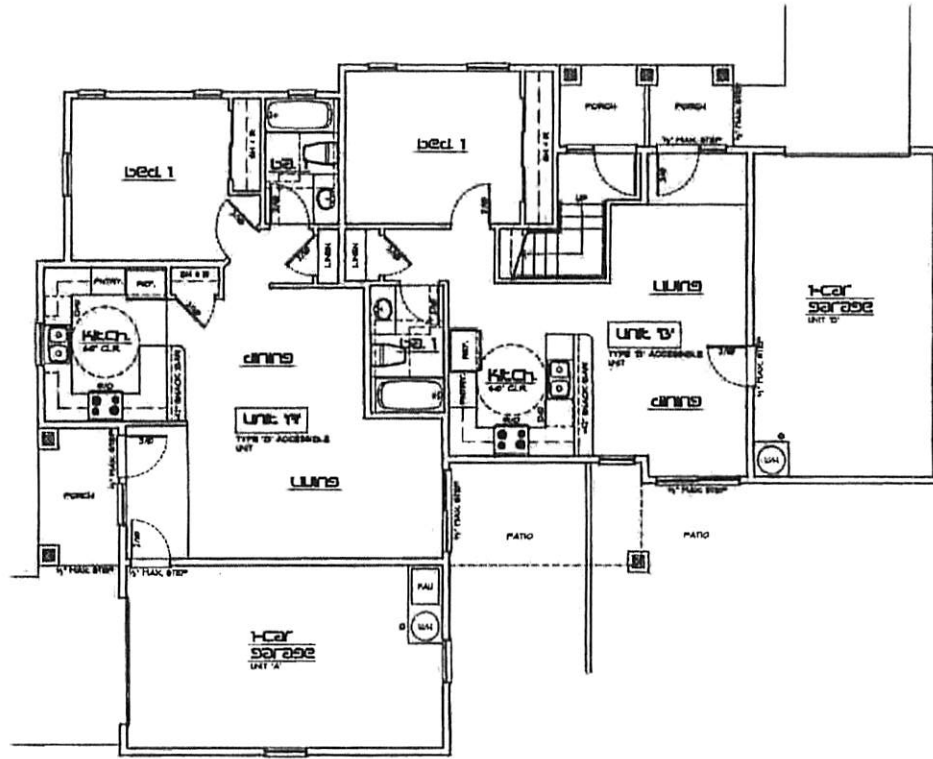
PLT:

ALL DISTRICTS & DEPARTMENTS  
 REQUIREMENTS OF SERVICE OR  
 DEPARTMENTS: ALL CITY ENGINEER,  
 OTHER DEPARTMENTS OF THE CITY,  
 UTILITIES AND DEPARTMENT OF  
 DESIGN & DEVELOPMENT OF  
 DISTRICTS IS REQUIRED.

PHASE #1 SITE  
 PLAN, DRAWING  
 INDEX

011

**A-1**



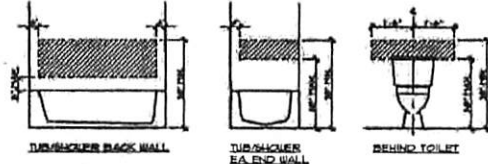
**building 1A**  
**ground floor plan**  
SCALE 1/4" = 1'-0"

GROUND FLOOR UNIT 'A' LIVABLE AREA APPROX. 116 SQFT.  
GROUND FLOOR UNIT 'B' LIVABLE AREA APPROX. 668 SQFT.  
GROUND FLOOR UNIT 'A' & 'B' GARAGE APPROX. 324 SQFT. EACH  
UPPER FLOOR COMMON AREA APPROX. 63 SQFT.  
TOTAL GROUND FLOOR LIVABLE AREA APPROX. 1501 SQFT.

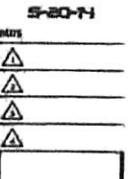
**accessibility notes:**

- GROUND FLOOR UNITS SHALL BE TYPE IV ADAPTABLE UNITS. WALLS & BATHS & WATER CLOSET SHALL BE REINFORCED FOR FUTURE GRAB BAR INSTALLATION INCLUDING REINFORCED BARS & WATER CLOSET.
- ALL OUTLETS SHALL BE MOUNTED A MIN. OF 18" ABOVE FINISH FLOOR (AFF.) TYP.
- ALL SWITCHES, THERMOSTATS, ETC. SHALL BE MOUNTED A MAX. OF 48" AFF. TYP.
- RANGEHOOD (RCH) SHALL HAVE FRONT OR SIDE MOUNTED CONTROLS & TO MEET ACCESSIBILITY GUIDELINES. VENT HOODS SHALL BE PERFECTLY BATHED, MAX. 48" AFF.
- DOOR THRESHOLDS SHALL BE MAX. 1/2" HIGH.
- ALL BATH CABINET UNITS SHALL BE 24" HIGH & 80% BATH CABINET SHALL BE REMOVABLE FOR FULL-HEIGHT ACCESSIBILITY WITH COVERAGE. FLOORING SHALL CONTINUE UNDER REMOVABLE BATH UNITS & CLOSET AREA & REAR WALL SHALL BE FINISHED SO NO WORK IS NECESSARY WHEN THE BATH CABINET IS REMOVED.
- BATHROOM MIRRORS SHALL BE MOUNTED A MAX. OF 48" AFF. TYP. ALL WATER CLOSETS SHALL BE 8' TALL.

**NOTES:**  
HATCHED AREAS INDICATE PORTS REINFORCED AREAS FOR FUTURE GRAB BAR INSTALLATION. GRAB BARINGS SHALL BE PROVIDED AT ALL SUB-BARRIERS. THE BACKING MUST BE SUFFICIENT THICKNESS TO FLUSH WITH THE BACK SURFACE OF THE SURROUND.



**1 backing requirements**  
SCALE 1/2" = 1'-0"



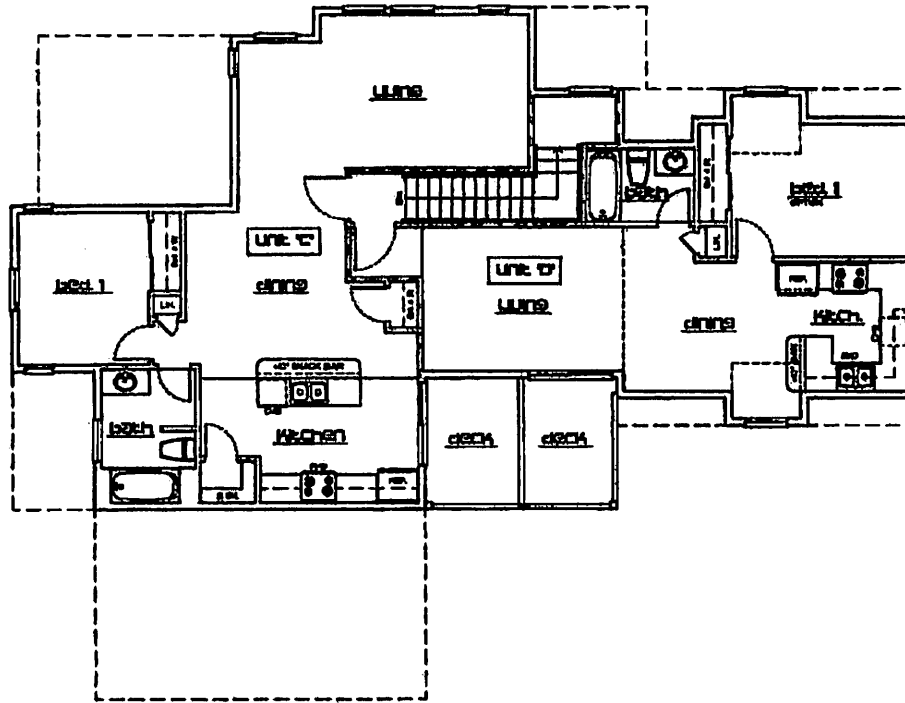
**new residential duplex**  
1711 HERMAN BLVD  
812 N. DIVISION STREET  
RENO, NEVADA 89509

ALL DIMENSIONS & COORDINATES ARE FACILITY UNLESS OTHERWISE NOTED. EXISTING UTILITIES SHALL BE SHOWN AS NOTED. UNLESS OTHERWISE NOTED, ALL DIMENSIONS OF THIS PLAN ARE SHOWN TO CENTERLINE UNLESS OTHERWISE NOTED. DIMENSIONS OF COORDINATES IS PROVIDED.

**BLDG. 1A**  
**GROUND FLOOR UNIT PLAN**

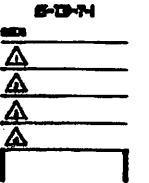
JRL

1007



**BUILDING 17'**  
**UPPER FLOOR PLAN**  
 SCALE 1/4" = 1'-0"  
 UPPER FLOOR UNIT 17' LIVABLE AREA APPROX 631 SQ.FT.  
 UPPER FLOOR UNIT 17'' LIVABLE AREA APPROX 636 SQ.FT.  
 UPPER FLOOR COMMON AREA APPROX 16 SQ.FT.  
 TOTAL UPPER FLOOR LIVABLE AREA APPROX 1483 SQ.FT.

**SALZANO**  
 ARCHITECT  
 5985 GROSS VILLAGE ROAD  
 RENO, NEVADA 89510  
 775.288.1984 CELL  
 775.475.0796 FAX  
 SALZANO ARCHITECTS  
 WWW.SALZANO.COM



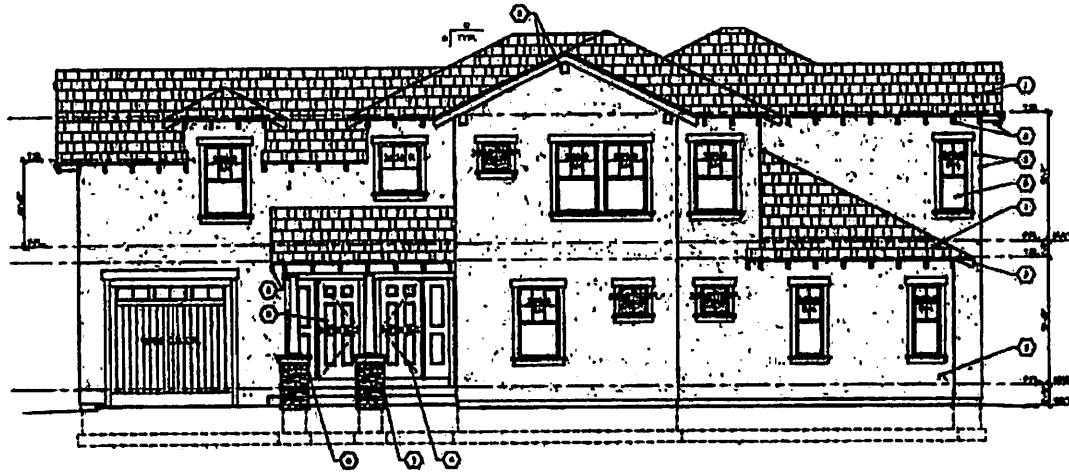
**new residential duplex**  
 MT. HERMAN BOULEVARD  
 812 N. DIVISION STREET  
 CAESON VALLEY, NEVADA

PG: 1

THIS OFFICE & COMPANY ARE  
 LICENSED ARCHITECTS AND  
 ENGINEERS IN THE STATE OF  
 NEVADA. WE ARE NOT  
 PROVIDING ANY SERVICES  
 OUTSIDE OF NEVADA. OUR  
 OFFICE IS LOCATED AT  
 5985 GROSS VILLAGE ROAD,  
 RENO, NEVADA 89510.  
 CONTACT US AT 775.288.1984

BLDG. 17'  
 UPPER FLOOR  
 UNIT PLAN

17-02  
**A-5**



north elevation  
SCALE 1/4" = 1'-0"



west elevation  
SCALE 1/4" = 1'-0"

**ELEVATION NOTES & EXTERIOR COLORS:**

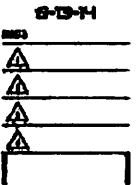
- ① BRICK: BRICKS, CEILING: PERIODICAL COLOR.
- ② BRICK: BRICKS, TRIM: DOWRY ACRYLIC - PINE BARK, PRISM COLOR.
- ③ SID. BRICK: L.A.S. BRICK: A. OUTDOORING: 1/2" DOWRY PLAT ACRYLIC PAINT COLOR.
- ④ ENTRY DOOR: ACRYLIC: L.A.S. FRAMED PANEL COLOR.
- ⑤ WINDOWS: (1) (2) (3) ACRYLIC: ACRYLIC SERIES OF GREYS AS SHOWN COLOR.
- ⑥ CH. OVERAGE COOKER: CARTRIDGE HOUSE STYLE COLOR.
- ⑦ BRICK: STONE: L.A.S. 1/2" DOWRY PLAT ACRYLIC: L.A.S. LESTERSTONE COLOR.
- ⑧ SCHEDULED COULTERS: 1/2" DOWRY PLAT ACRYLIC: L.A.S. SHARPEL COLOR.
- ⑨ SIDING: BRICK: L.A.S. L.A.S. COLOR: PAINT TO MATCH ROOF.

**BRICK APPLICATION NOTES:**

- 1. APPLY 2-3 LAYERS ASP. BLACK ASPHALT IMPREGNATED PAPER OVER 1/2" PLY. (1/2" DOWRY P. ALL SIDING)
- 2. APPLY # 8 OR 9 GA. IRON PINS.
- 3. APPLY BRICKED WALL PAPER BRICK & ALLOW FOR 3 DAYS TO CURE.
- 4. APPLY EXTERIOR BRICK PER PANEL SPEC. COLOR & TEXTURE SHALL BE SELECTED BY OWNER.
- 5. BEVEL ALL HORIZ. SURFACES THAT RECEIVE BRICK PERMA. & KEEP BRICKS AS REQ'D BY TALE SECTION 97036.

**SALZANO**  
ARCHITECT

5935 BRASS VALLEY RD  
1970, NEVADA 89510  
775.269.1394 CELL  
775.475.0795 PDX  
8.SALZANO@GMAIL.COM  
WWW.SALZANO.COM



new residential duplex  
 MT. HARMON BELLET  
 812 N. DENISON STREET  
 CARSON CITY, NEVADA

PLOT:

ALL DIMENSIONS & LOCATIONS ARE  
 INDICATED BY NUMBER AND  
 DIMENSION LINE. DIMENSIONS  
 SHALL BE TO FACE UNLESS  
 OTHERWISE NOTED. DIMENSIONS  
 SHALL BE TO FACE UNLESS  
 OTHERWISE NOTED.

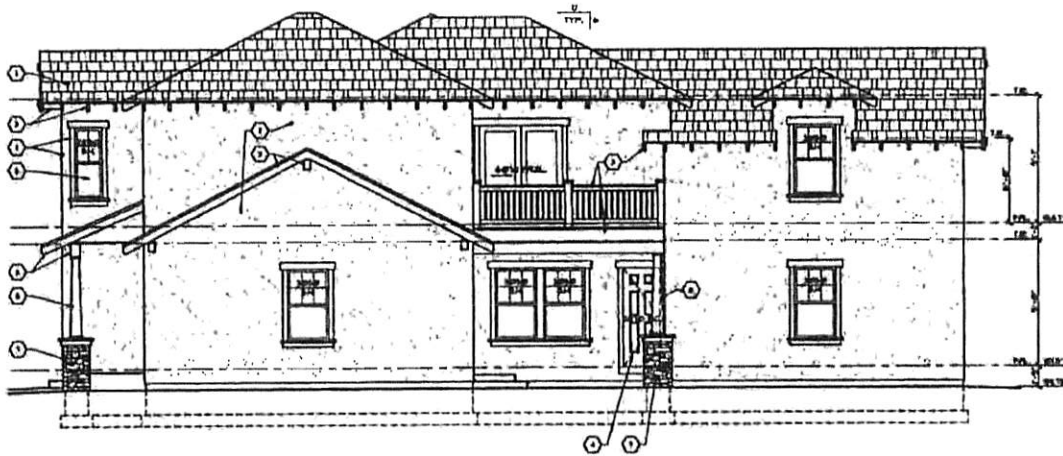
SECTION:

BLDG. W/  
 EXTERIOR  
 ELEVATIONS

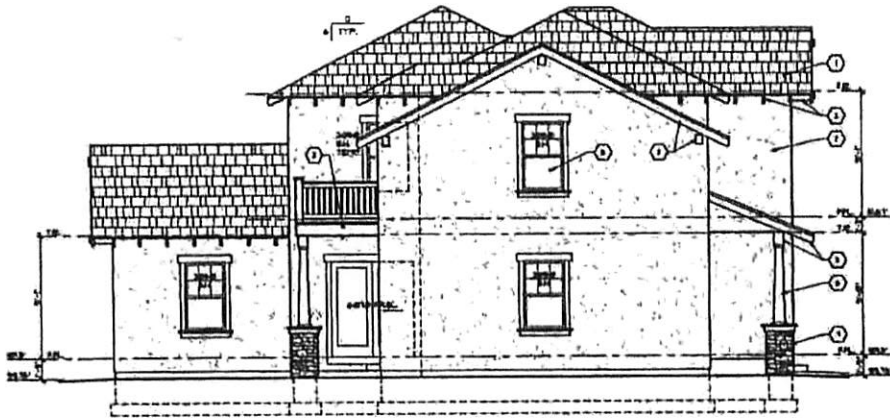
DATE:

1/20

**A-8**



**South Elevation**  
SCALE 1/4" = 1'-0"



**East Elevation**  
SCALE 1/4" = 1'-0"

**ELEVATION NOTES & EXTERIOR COLORS:**

- 1 ASPHALT SHINGLES  
CELOTEX® PRESIDENTIAL  
COLOR
- 2 STUCCO & STUCCO TRIM  
DUPONT® ACRYLIC - FINE GRUL FINISH  
COLOR
- 3 NO. 5/8" X 1 1/4" BARS & OUTGUTTERS  
"C" BELLY" PLAT ACRYLIC PAINT  
COLOR
- 4 ENTRY DOOR  
FIBERGLASS RAISED PANEL  
COLOR
- 5 WINDOWS (LOWER)  
ARTISAN SERIES W/ GRIDS AS SHOWN  
COLOR
- 6 GIL GARAGE DOORS  
CARTRIDGE HOUSE STYLE  
COLOR
- 7 STUCCO STONE VENEER  
ELKOROCK® CRYSTAL LEICESTER  
COLOR
- 8 TRIMMED COLLARS  
"C" BELLY" 60" X 100" SHIELD  
COLOR
- 9 VENTS & FLASHING & LULIES  
COLOR: PAINT TO MATCH ROOF

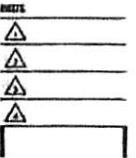
**STUCCO APPLICATION NOTES:**

1. APPLY 3 LAYERS ASP-BLACK ASPHALT FIBERGLASS PAPER OVER OT PLTD. (1/2" & 1/4" @ ALL EDGES)
2. APPLY 7 X 28 GA. WIRE MESH
3. APPLY 1/2" DIAMOND MESH PERFIX STUCCO & ALLOW 14K 18 DAYS TO CURE.
4. APPLY EXTERIOR STUCCO PER PLAN, SPEC. COLOR & TEXTURE SHALL BE SELECTED BY OWNER.
5. BEVEL ALL HORIZ. SURFACES THAT RECEIVE STUCCO FINISH.
6. PROVIDE CONTROL JOINTS AS PRECD. BY PLAN, SPEC. & KEEP SPACERS AS PRECD. BY IBC SECTION 1903.3.

**SALZANO**  
ARCHITECT

5905 CROSS VALLEY ROAD  
GARDEN GROVE, CALIFORNIA 92640  
714.268.1994 FAX  
714.475.0796 P&C  
SALZANO & BOLDOMI  
WWW.SALZANO.COM

5-13-14



**new residential duplex**  
M.L. HARMON BLVD  
RTE. 10, DANVILLE, CALIFORNIA  
CARSON CITY, NEVADA

PG:

ALL DIMENSIONS & DRAWINGS ARE  
REGULATIONS OF CALIFORNIA &  
EXCEPT FOR THE METRIC  
UNITS PROVIDED BY THE  
CALIFORNIA DEPARTMENT OF  
INDUSTRY & TRADE  
DRAWINGS IS TO BE USED.

DATE:

BLDG. 'A'  
EXTERIOR  
ELEVATIONS

NO.

1002

**A-9**

**812 N. Division Street – 4-plex Apartment**  
**SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE**

**Question 1:**

**How will the proposed development further and be in keeping with, and not contrary to, the goals of the Master Plan Elements?**

Addressing each of the Master Plan themes in order, the first being a “Balanced Land Use Pattern.” This project will provide Multi-family housing in a mixed-use Residential Office (RO) zoning, which meets the theme intent of providing a diverse choice in housing. Although not within the downtown mixed-use area, the project is an in-fill project in an older developed neighborhood, utilizing existing city resources per the theme.

The second theme of “Equitable Distribution of Recreational Opportunities” is not applicable to this project, although open space on-site is provided for apartment residents per City code.

The third theme of “Economic Vitality” mentions a supply of varied housing choices which this project provides. Additionally, the project is located in the Historic District, and is being designed to blend with and enhance the historical character of the area. The project also revitalizes a currently run-down property in the City.

Theme four is “Livable Neighborhoods & Activity Centers” which has the focus of increasing the quality of development, encouraging in-fill, creating a diversified mix of housing, and protecting and enhancing the City’s historic resources – all of which are provided by this project.

Theme five is “A Connected City”, and the only portion of the project that could be considered to address this theme is that new pedestrian sidewalks with ADA curb ramps are being provided on all three existing street fronts, none of which currently have sidewalks.

**Question 2:**

**Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?**

- A. Most of the surrounding adjacent uses are existing single-family residences. A few have been converted to office use. There are adjacent multi-family uses slightly farther to the North and South of similar size to the proposed project.
- B. The 2-story structures are designed to look like a 2-story residence and not an apartment block. The use is not detrimental, as it is still a residential use. The only uses that are not contained in the building are the required exterior open space areas. Construction generated dust and noise will be controlled using appropriate techniques and best building practices. The project is designed to blend with the historical character of the neighborhood and the greater Historic District, being designed in a Craftsman/Bungalow style per the Historical District Guidelines.
- C. The proposed project will not be detrimental to the surrounding uses or the neighborhood, as the use is still residential – just small scale multi-family vs. single-family. Also, the quality of the development is high and it will be an asset to the area.
- D. The impact on pedestrian and vehicular traffic from the proposed project will be minimal. There will be an increase in traffic due to the increased density. New sidewalks are provided on all three existing street frontages, so pedestrian access will be improved with the project.
- E. Short-range benefits from the proposed project would be construction jobs. Long-range benefits to the City would be from the diversity of housing provided, tax revenue, and the quality of the project improving the neighborhood and surrounding property values.



**Question 3:**

**Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?**

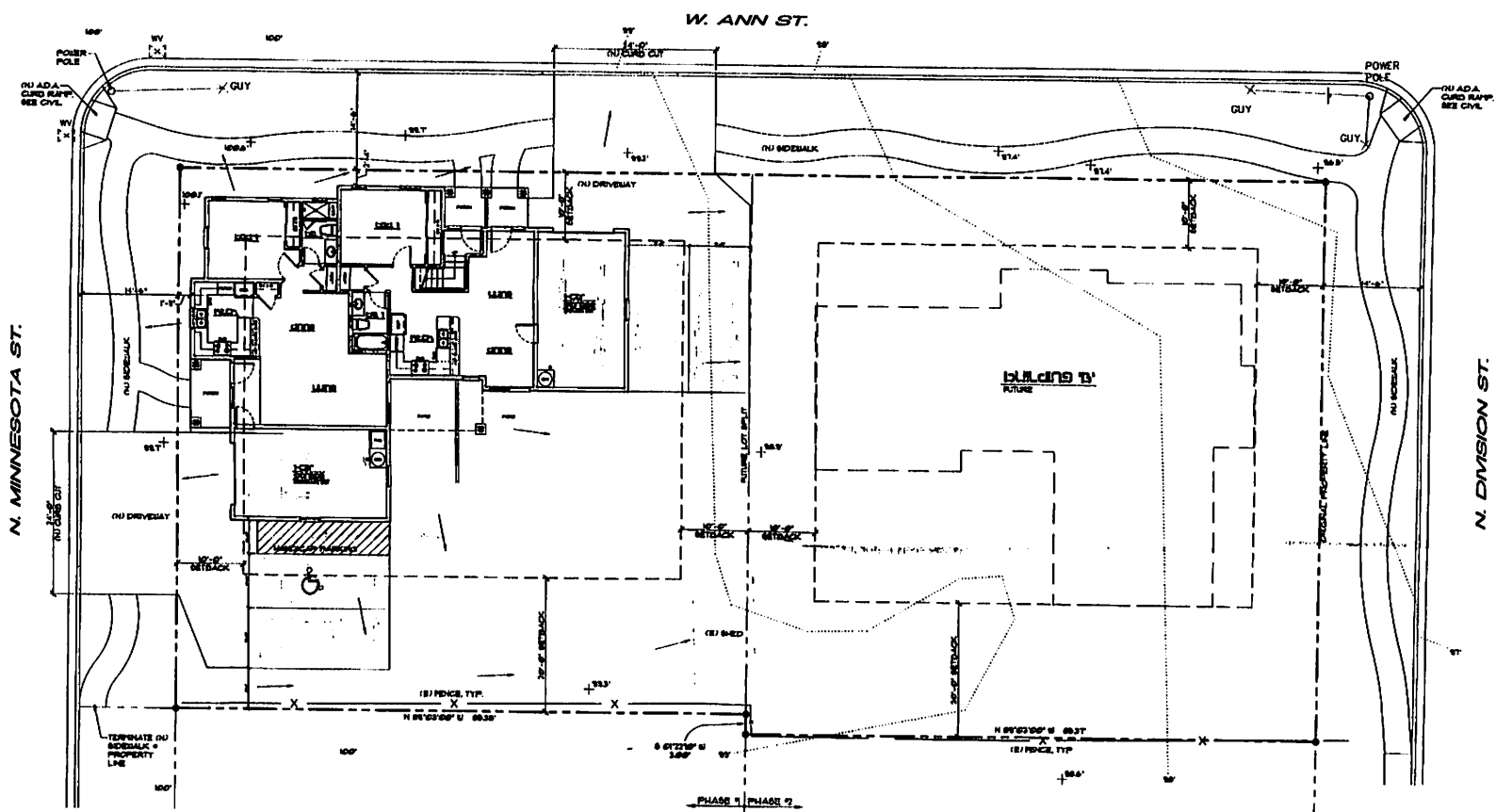
- A. Effect on schools and Sherriff services will be minor, as the increased density is very minor.
- B. Drainage from the project will be accommodated by improvements to the existing sewer in West Ann Street. The project will require that a sub-standard sewer line be replaced by the project.
- C. The existing water supply is adequate to server the project with good pressure and in good repair. The site is not severed by a well.
- D. The site is not on a septic system and the sewer capacity to serve the project is adequate. As previously stated, the project will be required to replace a sub-standard sewer lateral in W. Ann Street.
- E. No road improvements are required. New sidewalk & curb improvements are required to be provided with ADA compliant curb ramps at both intersections.
- F. The source of information for the above is a Major Project Review and Historical Resource Commission review, both of which have previously been completed for the proposed project.
- G. The only outdoor lighting that will be provided with the project will be porch lighting as part of the structures. Most porch lighting will be under roofs and will be recessed can down lighting, so all exterior lighting will not produce glare and will be "dark sky" compatible.
- H. Landscaping will consist of small lawn areas for minor outdoor recreation by the apartment residents, and native plant materials that require minimal water use. Landscaping will meet all City requirements and accent the intersections of both street corners on the property.
- I. All required parking is provided on-site, with a mix of indoor garage parking and exterior driveway parking.

**ACKNOWLEDGMENT OF APPLICANT**

I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.

\_\_\_\_\_  
Applicant

\_\_\_\_\_  
Date

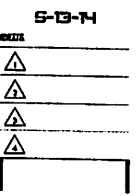


APN 01-191-02

APN 01-191-05

**Phase #1 site plan**  
 SCALE 1/8" = 1'-0"  
 APN 01-191-06  
 TOTAL LOT AREA APPROX 16,130 SQFT.  
 PARKING PROVIDED = 6 SPACES (11 CAP.)  
 1 SPACE PER UNIT PLUS 2 GUEST SPACES

**SALZANO**  
 ARCHITECT  
 5985 CROSS VALLEY ROAD  
 IRVING, NEVADA 89510  
 775.288.1984 CELL  
 775.475.0796 FAX  
 SALZANO@800.COM  
 WWW.SALZANO.COM



**new residential duplex**  
 MT. HERMITAGE BLDG  
 812 N. DIVISION STREET  
 CARSON CITY, NEVADA

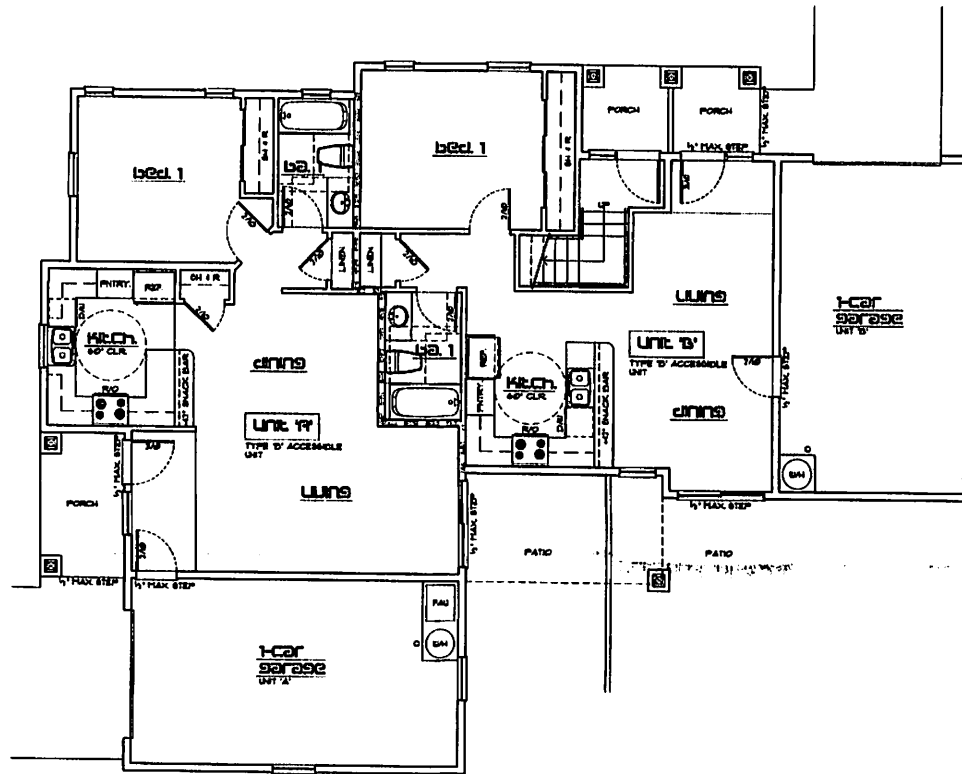
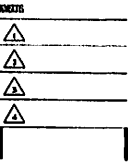
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PHASE #1 SITE  
 PLAN DRAWING  
 INDEX  
 1002

A-1

5-20-14



**accessibility notes:**

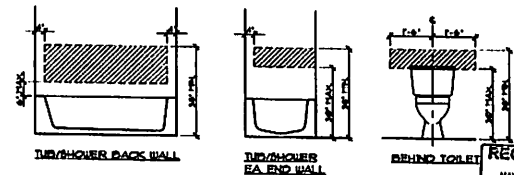
1. GROUND FLOOR UNITS SHALL BE TYPE 'D' ADAPTABLE UNITS. WALLS & BATHROOM & WATER CLOSET SHALL BE REINFORCED FOR FUTURE GRAB BAR INSTALLATION INCLUDING BEND-UP EDGES & WATER CLOSET.
2. ALL OUTLETS SHALL BE MOUNTED A MIN OF 8" ABOVE FINISH FLOOR (AFF). TYP.
3. ALL SWITCHES, THERMOSTATS, ETC SHALL BE MOUNTED A MAX OF 48" AFF. TYP.
4. RANGEHOOD (RUC) SHALL HAVE FRONT OR SIDE MOUNTED CONTROLS TO MEET ACCESSIBILITY GUIDELINES. VENT HOODS SHALL BE REMOTELY SWITCHED. MAX. 48" AFF.
5. DOOR THRESHOLDS SHALL BE MAX. 1/2" HIGH.
6. ALL BATH CABINETS SHALL BE 36" HIGH & 81"X. BATH CABINET SHALL BE REINFORCED FOR ROLL-IN/UNDER ACCESSIBILITY WITH CONCRETE. FLOORING SHALL CONTINUE UNDER REMOVABLE BATH UNIT & CABINET SIDES & REAR WALL SHALL BE FINISHED SO NO WORK IS NECESSARY WHEN THE BATH CABINET IS REMOVED.
7. BATHROOM FIXTURES SHALL BE MOUNTED A MAX. OF 40" AFF. TYP. ALL WATER CLOSETS SHALL BE 8' TALL.

**building 1A  
 ground floor plan**

SCALE 1/4" = 1'-0"

- GROUND FLOOR UNIT 'A' LIVABLE AREA APPROX. 116 SQFT.
- GROUND FLOOR UNIT 'B' LIVABLE AREA APPROX. 600 SQFT.
- GROUND FLOOR UNIT 'A' & 'B' GARAGE APPROX. 324 SQFT. EACH
- UPPER FLOOR COMMON AREA APPROX. 63 SQFT.
- TOTAL GROUND FLOOR LIVABLE AREA APPROX. 1901 SQFT.

NOTE:  
 SHADDED AREAS INDICATE MINIMUM REINFORCED AREAS FOR FUTURE GRAB BAR MOUNTING. SOLID SHADING SHALL BE PROVIDED AT THE SURROUND OF THE BACKING MUST BE SUFFICIENT THICKNESS TO FLUSH WITH THE BACK SURFACE OF THE SURROUND.



**1 backing requirements**  
 SCALE 1/2" = 1'-0"

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 BUILDING DEPARTMENT

**new residential duplex**  
 MR. HEATHEN BAUER  
 812 N. DIVISION STREET  
 CARSON CITY, NEVADA

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BLDG. 1A  
 GROUND FLOOR  
 UNIT PLAN

SIP 14-036

MAY 23 2014

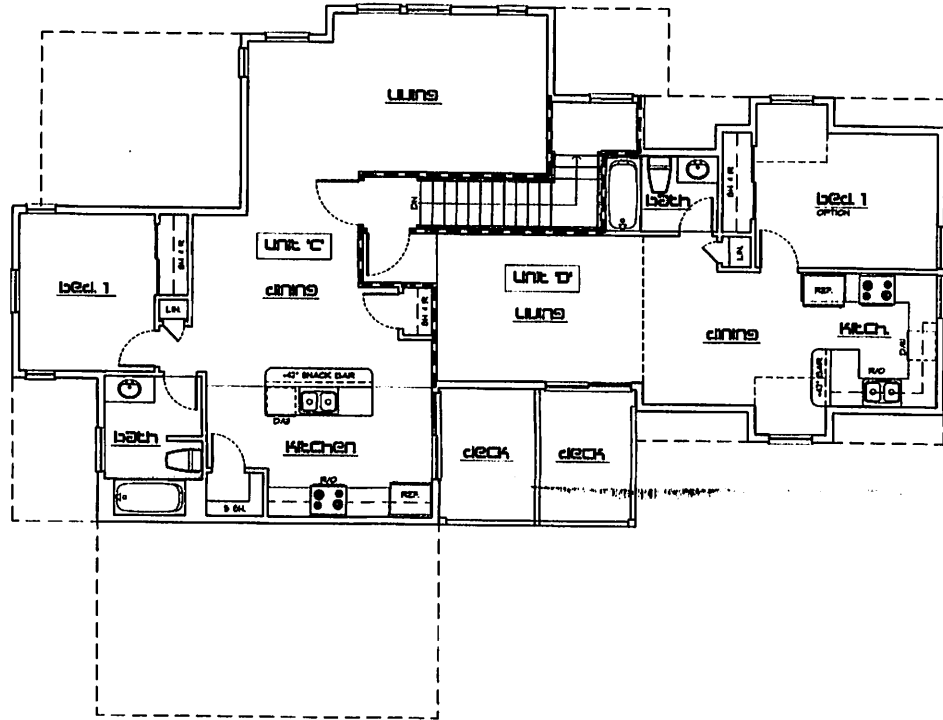
CARSON CITY

**A-3**

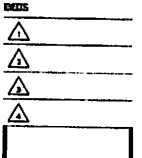
**SALZANO**

ARCHITECT

5985 BRASS VALLEY ROAD  
 RENO, NEVADA 89510  
 775.288.1984 CELL  
 775.475.0796 FAX  
 S.SALZANO@AOL.COM  
 WWW.SALZANO.COM



S-I-M



new residential duplex

M.L. HARMAN BUILDER  
 872 N. DIVISION STREET  
 CARSON CITY, NEVADA

PL:

**BUILDING 1A**  
**UPPER FLOOR PLAN**

SCALE 1/4" = 1'-0"



UPPER FLOOR UNIT 1C LIVABLE AREA APPROX. 631 SQFT.  
 UPPER FLOOR UNIT 1D LIVABLE AREA APPROX. 636 SQFT.  
 UPPER FLOOR COMMON AREA APPROX. 16 SQFT.  
 TOTAL UPPER FLOOR LIVABLE AREA APPROX. 1,483 SQFT.

ALL DIMENSIONS & DETAILS ARE  
 AS SHOWN UNLESS OTHERWISE  
 SPECIFIED BY THE CONTRACT  
 UNDER PROVISIONS OF THE 2003  
 INTERNATIONAL RESIDENTIAL  
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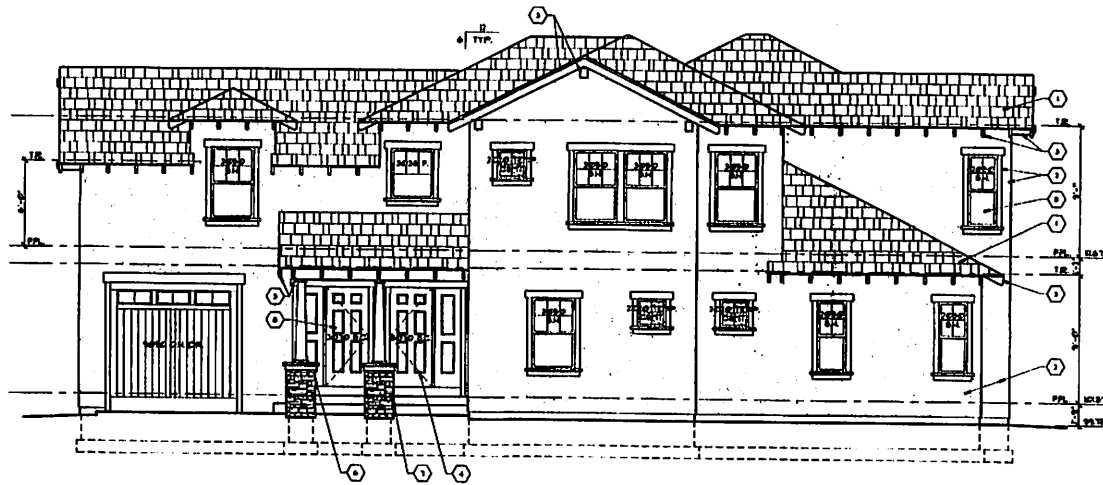
BLDG. 1A  
 UPPER FLOOR  
 UNIT PLAN

SEP 14 036

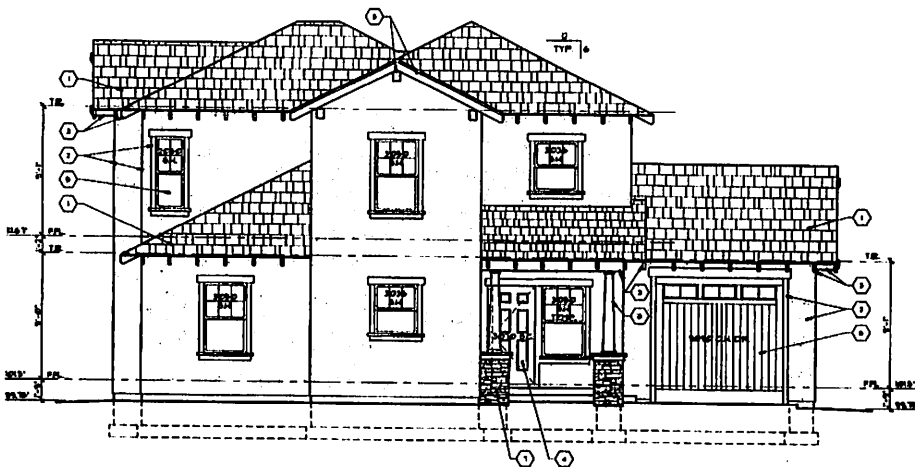
32

1007

A-5



North Elevation  
SCALE 1/4" = 1'-0"



West Elevation  
SCALE 1/4" = 1'-0"

**ELEVATION NOTES & EXTERIOR COLORS:**

- ① ASPHALT SHINGLES  
"CELOTEX" PRESIDENTIAL  
COLOR
- ② STUCCO / STUCCO TRIM  
DYEKIT ACRYLIC - FINE BEAR FINISH  
COLOR
- ③ HD. RAFTERS, SILL, BARGE, & OUTSIDINGS  
"ICI DELUXE" FLAT ACRYLIC PAINT  
COLOR
- ④ ENTRY DOOR  
"HERRLASS" RAISED PANEL  
COLOR
- ⑤ WINDOWS (DOUBLE)  
"ARICO" ARTISAN SERIES w/ GRIDS AS SHOWN  
COLOR
- ⑥ GARAGE DOORS  
"CAROLAN" HOUSE STYLE  
COLOR
- ⑦ STUCCO ATCH. VENTERS  
"ELDORADO" DIRTSTACK LEDGESTONE  
COLOR
- ⑧ TAPERED COLUMNS  
"ICI DELUXE" SOFT-GLOSS EMERALD  
COLOR
- ⑨ VENTS, PLUMBING, & ELVES  
COLOR: PAINT TO MATCH ROOF

**STUCCO APPLICATION NOTES:**

1. APPLY 3-LAYERS 40' BLACK ASPHALT PRESHAMATED PAPER OVER 1/2" PLYED (1/2" GAP @ ALL EDGES)
2. APPLY 7 X 28 GA. WIRE MESH
3. APPLY EXTERIOR STUCCO PER MANUF. SPEC. & ALLOW MIN. 30 DAYS TO CURE
4. APPLY EXTERIOR STUCCO PER MANUF. SPEC. COLOR & TEXTURE SHALL BE SELECTED BY OWNER
5. DEVELOP ALL HORIZ. SURFACES THAT RECEIVE STUCCO FINISH
6. PROVIDE CONTROL JOINTS AS REQ'D. BY MANUF. SPEC. & SET BACKED AS REQ'D. BY I.R.C. SECTION 905.5.4

**SALZANO**  
ARCHITECT  
5985 BRASS VALLEY ROAD  
RENO, NEVADA 89510  
775.288.1984 CELL  
775.475.0796 FAX  
SALZANO@SALZANO.COM  
WWW.SALZANO.COM

S-13-14

**new residential duplex**  
 174 HERMITAN BELLETT  
 812 N. LAWSON STREET  
 CARSON CITY, NEVADA

FOI:

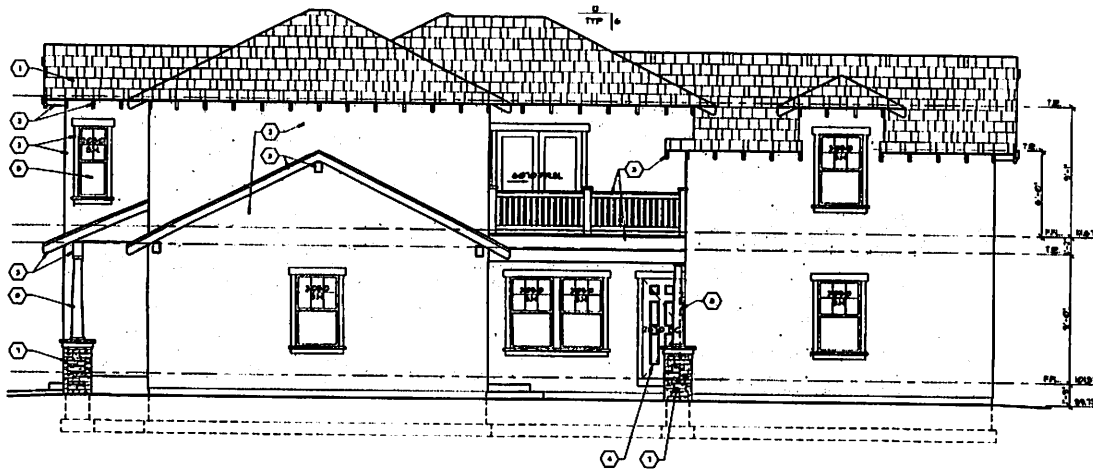
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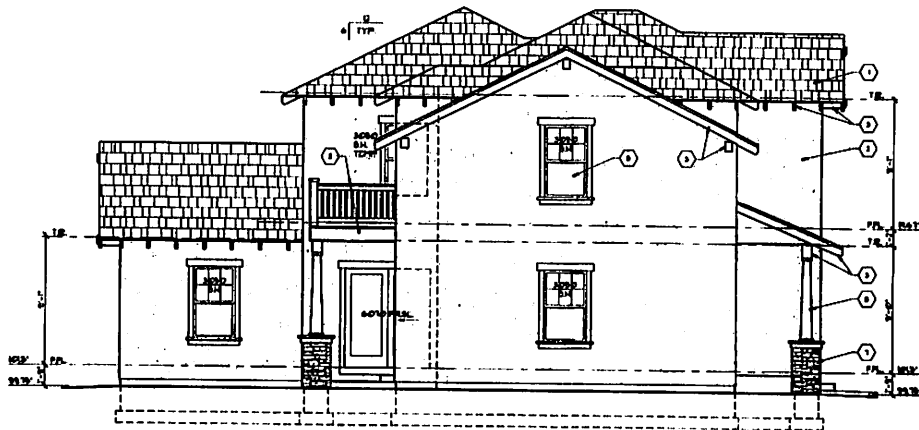
BLDG. 'A'  
 EXTERIOR  
 ELEVATIONS  
 SUP-14-056

10/07

**A-8**



**South Elevation**  
SCALE 1/4" = 1'-0"



**East Elevation**  
SCALE 1/4" = 1'-0"

**ELEVATION NOTES & EXTEND COLORS:**

- ① ASPHALT SHINGLES  
CELOTEX® RESIDENTIAL  
COLOR
- ② STUCCO & STUCCO TRIMS  
DURVIT® ACRYLIC - PINE SCUL. FINISH  
COLOR
- ③ NO. BATTER TALL BARGE & LOUTERGES  
ICI DELUXE PLAT ACRYLIC PAINT  
COLOR
- ④ ENTRY DOORS  
FIBERGLASS RAISED PANEL  
COLOR
- ⑤ FIBERGLASS FLOORS  
STUCCO ARTISAN SERIES w/ GRIDS AS SHOWN  
COLOR
- ⑥ GARAGE DOORS  
CARTRIDGE HOUSE STYLE  
COLOR
- ⑦ STUCCO STONE VENEER  
TELEGRAPHY® DRY STACK LEDGESTONE  
COLOR
- ⑧ TAPERED COLUMNS  
ICI DELUXE® SEPT-GLOSS ENAMEL  
COLOR
- ⑨ VENTS & AIRING FLUES  
COLOR: PAINT TO MATCH ROOF

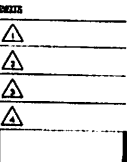
**STUCCO APPLICATION NOTES:**

- 1. APPLY 3 LAYERS 40# BLACK ASPHALT PREGRETTED PAPER OVER 1/2" PLYED 1/8" GAP @ ALL EDGES
- 2. APPLY 7" X 30 GA. WIRE MESH
- 3. APPLY DAMPPROOF WALL PAPER STUCCO & ALLOW FIN. 30 DAYS TO CURE
- 4. APPLY EXTERIOR STUCCO PER MAKE & SPEC. COLOR & TEXTURE SHALL BE SELECTED BY OWNER
- 5. REVEL ALL HORIZ. SURFACES THAT RECEIVE STUCCO FINISH
- 6. PROVIDE CONTROL JOINTS AS REQ'D BY MAKE, SPEC. & KEEP SCREENS AS REQ'D BY IBC. SECTION 9103.6

**SALZANO**  
ARCHITECT

5985 BRASS VALLEY ROAD  
RENO, NEVADA 89510  
775.288.1994 CELL  
775.475.0796 FAX  
812.514.0366  
WWW.SALZANO.COM

S-13-14



**new residential duplex**  
 UIC. HARTMAN BEBLER  
 812. N. UNIVERSITY STREET  
 CARSON CITY, NEVADA 89401

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DLDO. 'A'  
EXTERIOR  
ELEVATIONS

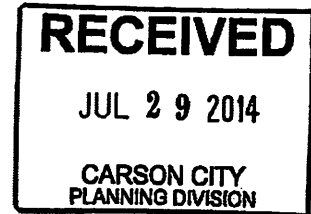
SUP-14-036

28

10/07

**A-9**

Late Info  
F-4



July 26, 2014

Carson City planning Commission,  
Susan Dorr Pansky, AICP, Planning Manager

Re: 812 N. Division Street Building Development

When I purchased the single family 1910 vintage residence at 314 W. Ann Street I assumed that only development consistent with the Historical district guidelines would be adhered to.

Currently there is a project at 913 Nevada Street with a Victorian style house and two car garage nearing completion, which is a fine example. One block away at the corner of Ann and Division Streets is Mr. Bauer's planned eight unit income property, which sits on a lot of comparable size. The proposed two, four plex, two story apartment building development at 812 N. Division Street is a gross intrusion into the Historic district that will denigrate the neighborhood and render the basic tenants of the Historical District guidelines null and void. Please move to not approve a special use permit for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bazel Slaughter". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bazel Slaughter

314 W. Ann Street

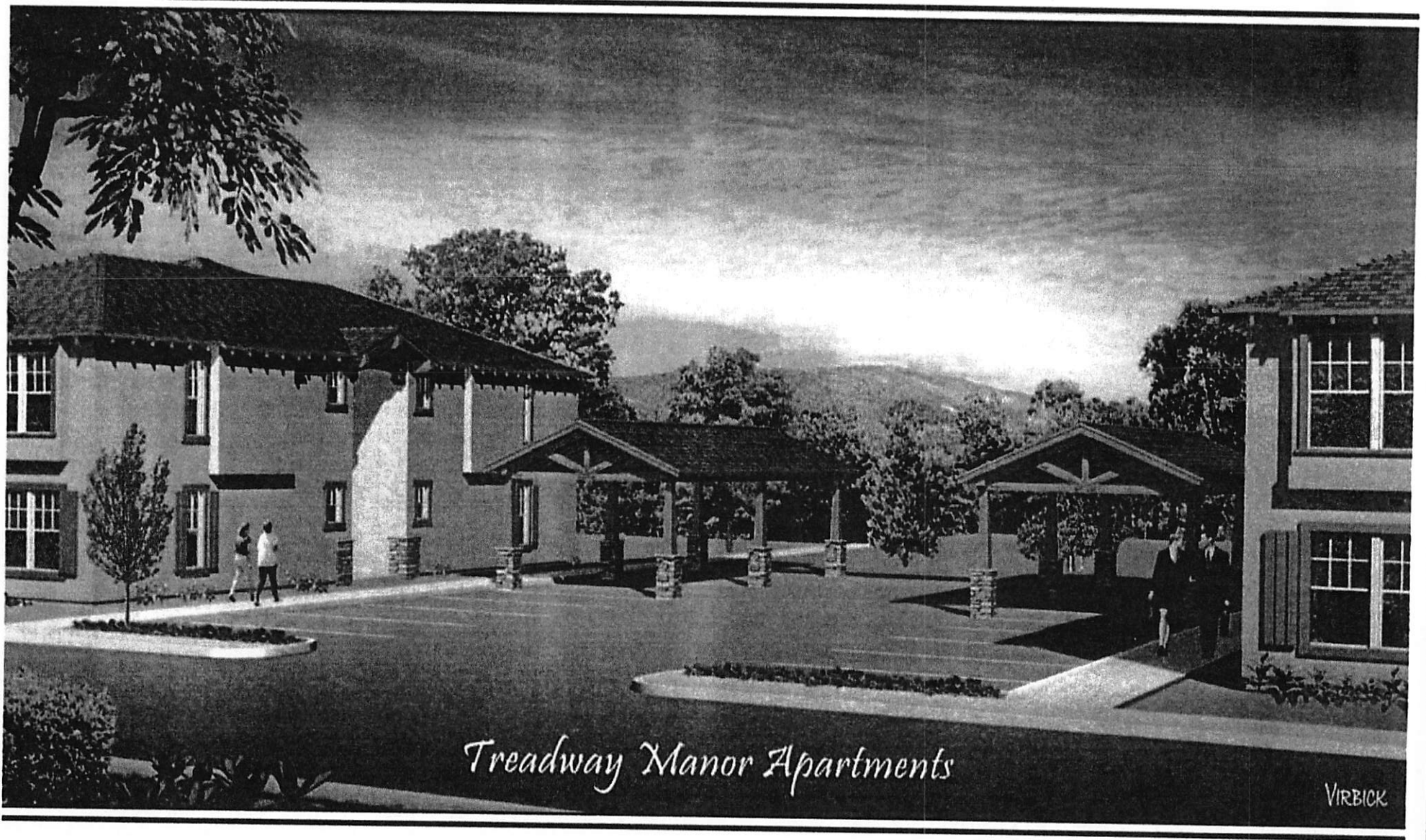
Carson City, Nevada 89703





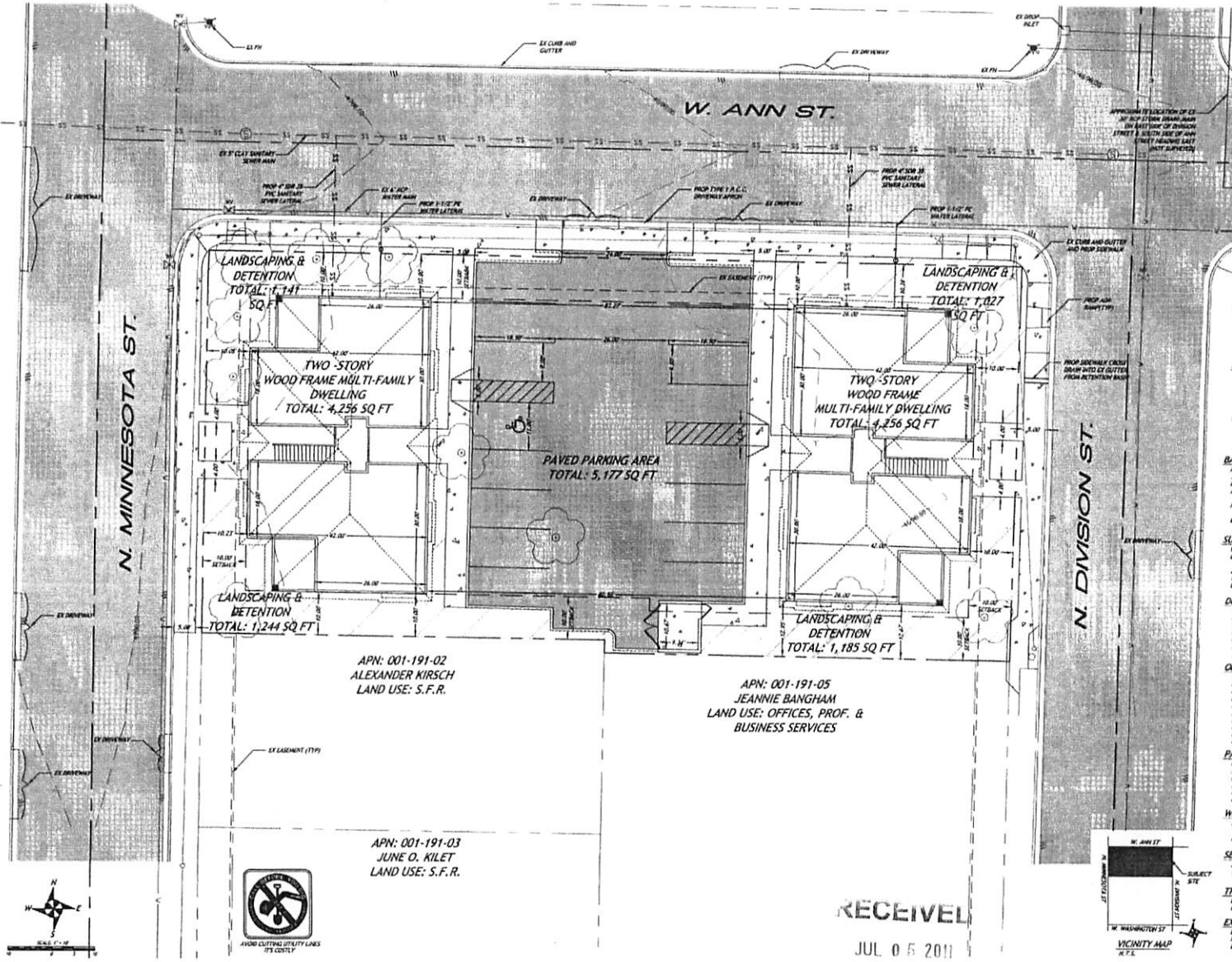
*Treadway Manor Apartments*

VIRBICK



*Treadway Manor Apartments*

VIRBICK



**OWNER:**  
 HERMAN C. BAUER  
 P.O. BOX 301  
 WASHINGTON, CA 947  
 4153 254-7340

**SITE:**  
 812 NORTH DIVISION STREET  
 CARSON CITY, NV  
 A.P.N. 001-191-06  
 SITE AREA: 11,879 SQ. FT.  
 8.10 AC.

**DESIGNER:**  
 BRIAN A. MATTHEWS, P.E.  
 CIVIL ENGINEERING  
 248 COMB LN  
 WASHINGTON, NV 89443  
 (775) 240-4125  
 (775) 240-4477 (FAX)

**ZONING:**  
 ZONE: R2 RESIDENTIAL OFFICE  
 SETBACKS:  
 FRONT: 10'  
 STREET SIDE: 10'  
 REAR: 10'

**FLOOD ZONE:**  
 FEMA FIRM 100-00-0000  
 ZONE: JANUARY 18, 2006

**EARTHQUAKE FAULTS:**  
 LATE PLIOSTOCENE FAULT 1 MI W  
 TOMBOLA TMS SITE  
 EARTHQUAKE ZONING MAP AND ZONING T  
 T-1000 & 1000 W. RILL, 1000

**SURVEYOR:**  
 THE STATE SURVEYING, LTD  
 405 EAST LONG STREET  
 CARSON CITY, NV 89401  
 (775) 887-9911  
 (775) 887-9915

**BASIS OF BEARING:**  
 GRID NORTH, AND BEARINGS IN  
 NEIGHBORING ZONE WEST, ADJUSTED TO  
 CIRCULAR USING A COMBINED SCALE  
 FACTOR OF 0.999999

**BASIS OF ELEVATION:**  
 POINTS OF INTEREST WERE ESTABLISHED AS  
 ALL 1981-1987 VERTICALLY ON WEST  
 FOUNDATION MARK OF CONCRETE  
 MUSEUM OF NORTHERN NEVADA  
 HAVO AS DETERMINED BY VERTICAL SURVEY  
 ELEVATION = 4686.75

**SURVEYOR NOTES:**  
 1. THE FIELD SURVEY WAS CONDUCTED  
 ON JANUARY 12 & 13, 2010  
 2. ONLY SURFACE EVIDENCE OF UTILITIES  
 WERE AT THE TIME OF SURVEY WERE  
 LOCATED

**DENSITY CALCS:**  
 TOTAL LOT AREA: 11,879 SQ. FT.  
 PROPOSED: 8 DWELLING UNITS  
 2 BEDROOMS PER UNIT  
 FOR 2 BEDROOM UNIT: 1,800 SQ  
 FT PER DWELLING UNIT  
 8 X 1.800 SQ FT = 14,400 SQ FT  
 14,400 SQ FT < 11,879 SQ FT

**OPEN SPACE CALC:**  
 TOTAL LOT AREA: 11,879 SQ. FT.  
 PROPOSED: 8 DWELLING UNITS  
 REQUIRED: 180 SQ FT PER  
 DWELLING UNIT  
 8 X 180 SQ FT = 1,440 SQ FT  
 (1,440 SQ FT PROVIDED)  
 ADDITIONAL PRIVATE AND PUBLIC  
 PER DWELLING UNIT  
 PROVIDED: 200 SQ FT PER  
 PARADISE OVER

**PARKING LOT CALCS:**  
 PROVIDED: 13 SPACES AND 7 BAY  
 ACCESSIBLE SPACE  
 REQUIRED: 8 DWELLING UNITS, 2  
 SPACES PER UNIT  
 8 X 2 = 16 SPACES REQUIRED (16  
 PROVIDED)

**WATER USAGE:**  
 20 FUTURE UNITS PER APARTMENT  
 TOTAL: 160 FUTURE UNITS  
 (WATER NOT INCLUDE LANDSCAPING)

**SEWER USAGE:**  
 20 FUTURE UNITS PER APARTMENT  
 TOTAL: 160 FUTURE UNITS

**TRAFFIC IMPACT:**  
 ESTIMATED ONE WAY TRIPS: 51  
 PEAK HOUR TRIPS: 10

**EXISTING TREES:**  
 EXISTING 11 TREES, TO BE  
 REMOVED & REPLACED DURING  
 LANDSCAPING

PERSONS

HERMAN C. BAUER  
 WASHINGTON, CA 947  
 PH: (415) 254-7340

**SUP - SITE PLAN**  
 APN: 001-191-06  
 812 NORTH DIVISION STREET  
 CARSON CITY, NV

Drawing Information

DESIGNED BY: BAA  
 DRAWN BY:  
 CHECKED BY:  
 DATE: 08.01.11  
 FILE NAME: SITE PLAN.DWG  
 APP. NO.: 11.001.001  
 SCALE: 1/8" = 1'-0"  
 CITY APPROVING:  
 DATE:

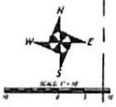
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 of 1

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JUL 05 2011

CARSON CITY

SUP - 11 - 042



APN: 001-191-02  
 ALEXANDER KIRSCH  
 LAND USE: S.F.R.

APN: 001-191-05  
 JEANNIE BANGHAM  
 LAND USE: OFFICES, PROF. &  
 BUSINESS SERVICES

APN: 001-191-03  
 JUNE O. KILET  
 LAND USE: S.F.R.