

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF MARCH 25, 2015

FILE NO.: SUP-15-010

AGENDA ITEM: F-2

STAFF AUTHOR: Susan Dorr Pansky, AICP
Planning Manager

REQUEST: To consider a Special Use Permit request from the Nevada Rural Housing Authority (property owner: FISH Emergency Referral Services) to allow Multi-Family Apartments on property zoned Retail Commercial (RC), located at 430 Jeanell Dr., APN 001-032-34.

APPLICANT: Nevada Rural Housing Authority

OWNER: FISH Emergency Referral Services

LOCATION: 430 Jeanell Drive

APN: 001-032-34

RECOMMENDED MOTION: "I move to approve SUP-15-010, a Special Use Permit request from Nevada Rural Housing Authority (property owner: FISH Emergency Referral Services) to allow a Multi-Family Apartments on property zoned Retail Commercial, located at 430 Jeanell Drive, APN 001-032-34 based on the findings and subject to the conditions 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 may 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 24 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 10 foot front setback along the frontage of the property shall be landscaped in accordance with Carson City Development Standards, Division 3 – Landscaping.
6. The applicant shall provide landscaping for the property in compliance with Carson City Development Standards, Division 3 – Landscaping.
7. The applicant shall submit proof that a 50 year deed restriction limiting the use of the property for affordable housing has been recorded.
8. 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.
9. Drive through areas in the parking lot must be a minimum of 26 feet wide anywhere there are parking spaces.
10. If signage is proposed, the applicant shall submit proposed signage to the Planning Division for review and approval prior to installation. A Sign Permit may be required depending on the nature of the proposed signage. All signage shall conform to Division 1.20 and Division 4 of the Carson City Development Standards, as applicable.

The following conditions shall be completed with any Building Permit application:

11. 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.
12. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 624 and Carson City Municipal Code (CCMC) 15.05.020.

13. Repairs, replacements and alterations must comply with 2012 International Building Codes, 2012 Uniform Plumbing Code or 2012 International Plumbing Code, Uniform Mechanical Code or 2012 International Mechanical Code, 2012 Fuel Gas Code, 2011 Electrical Code, and 2012 Northern Nevada Amendments.
14. All contractors are required to carry State and local licenses.
15. Submission of a Building Permit Application and plans will lock in assigned design codes.
16. The project must use 2012 IFC and adopted Northern Nevada Amendments.
17. The project will require a fire hydrant interior to the project with the final location to be approved by the Carson City Fire Department.
18. Fire sprinklers are required for the project.
19. A fire alarm is require for the project but depending on final design may be an exception.
20. A Knox box is required for the project.
21. An asbestos assessment is required per CCMC 12.12.065 and 40 CFR 763 Subpart E.
22. Submit a Carson City Asbestos acknowledgment form per CCMC 12.12.065.
23. An EPA 10-day notification will be required per CCMC 12.12.065 and 40 CFR 61 Subpart M 145.
24. The facility will need to meet all applicable codes found in Title 12.06 of the CCMC and all applicable codes of the 2012 Uniform Plumbing Code.
25. More specific information on traffic counts and water, sewer and fire capacity must be submitted with the construction permit. This will include a wet stamped letter showing the expected peak hour and 24 hour traffic counts, expected sewer and water usage for domestic and irrigation, and more information on fire flows.
26. The applicant shall submit information on any new exterior lighting that is proposed for installation with this facility. Exterior lighting shall comply with Carson City Development Standards, Division 1.3.

The following conditions shall be applicable throughout the life of the use:

27. The approval for the reduction in parking is based on the applicant's statement that the proposed affordable housing use will be deed restricted for 50 years upon approval of applicable funding. Should the project change from affordable multi-family housing as has been defined in the Special Use Permit application at any time in the future, parking requirements shall be revisited based on Carson City's parking code requirements in effect at the time of change.
28. Any fencing that is visible from the public right-of-way shall be wood fencing or better, as determined by the Planning Division, and shall be in compliance with fencing setback and height requirements as outlined in the Carson City Development Standards. Chain link

fencing visible from the public right-of-way shall not be allowed.

- 29. A second phase or any significant modification to the project will require additional review by the Planning Commission.

LEGAL REQUIREMENTS: CCMC 18.02.080 (Special Use Permits), CCMC 18.04.130 Retail Commercial (RC), CCMC DS 1.18 Residential Development Standards in Non-Residential Districts

MASTER PLAN DESIGNATION: Community/Regional Commercial (C/RC)

PRESENT ZONING: Retail Commercial (RC)

KEY ISSUES: Will the proposed Multi-Family Apartments be compatible with the surrounding neighborhood and be in keeping with the standards of the Carson City Municipal Code?

SURROUNDING ZONING AND LAND USE INFORMATION:

- EAST: Multi-Family Apartment/Multi-Family Apartment Uses
- WEST: Multi-Family Apartment/Multi-Family Apartment Uses
- NORTH: Retail Commercial/Mobile Home Park Use
- SOUTH: Multi-Family Apartment and Retail Commercial/Multi-Family Apartment and Office Uses

ENVIRONMENTAL INFORMATION:

- FLOOD ZONE: X Shaded Zone (areas of minimal flooding)
- EARTHQUAKE FAULT: Zone I (severe earthquake potential)
- SLOPE/DRAINAGE: Site has been previously developed and is primarily flat

SITE DEVELOPMENT INFORMATION:

- LOT SIZE: 1.69 acres
- EXISTING STRUCTURE SIZE: Two buildings for a total of 29,030 square feet (to be demolished with proposed project)
- EXISTING PARKING: N/A (to be demolished with proposed project)
- PROPOSED STRUCTURE SIZE: 39 one bedroom apartments, 34,380 square feet
- PROPOSED PARKING: 48 spaces
- SETBACKS:

	Front	Side	Street Side	Rear
Required	0 feet	20 feet*	N/A	0 feet
Proposed	10 feet	27 feet	N/A	47 feet

**30 feet is the standard minimum setback in a Retail Commercial zoning district adjacent to a residential zoning district, in this case the Multi-Family Apartment zoning district. However, as residential is also proposed on this Retail Commercial site, a minimum setback of 20 feet may be used per the Residential Development Standards in Non-Residential Zoning Districts (Development Standards Section 1.18.4(a)).*

- VARIANCES REQUESTED: None. However, a reduction in parking requirement is requested as a part of this Special Use Permit pursuant to the Parking and Loading Development Standards, Section 2.2(F).

PREVIOUS REVIEWS:

- None

DISCUSSION:

The applicant, Nevada Rural Housing Authority, is proposing to develop a multi-family apartment project in the Retail Commercial zoning district for the purpose of providing permanent, affordable supportive housing. The project will consist of 39 one-bedroom residential units, interior building common areas, external common open space and a 3,000 square foot warehouse/work area for on-the-job training opportunities. The project will seek to serve primarily homeless and extremely low income individuals at primarily 30 percent of the area median income (AMI) or less. The applicant makes mention of a second phase of the project that may be constructed at some point in the future, but the current application is for the first phase only. A second phase will require additional review and modification of the Special Use Permit prior to moving forward.

Architecture and Landscaping

The exterior walls of the proposed building are a combination of stucco and lap siding. The building will have a wood fascia and metal gutters, wood trim around openings in the lap siding and foam trim with a stucco finish coat for openings in the stucco walls. The roof will consist of composite shingles, and the windows will be a combination of vinyl for the individual residential units and storefront aluminum windows/doors for the common areas. All colors are proposed to be earthtones and complimentary to each other, with the exception of the trim areas, which will be white. The proposed architecture is compatible with the surrounding properties and the neighborhood.

The applicant proposes to provide landscaping throughout the site including along the frontage of the building and in the various common areas. The site plan shows conceptual landscaping only but the applicant has stated in the application that the project landscaping will comply with the Carson City Development Standards, Division 3 – Landscaping, as required. A condition of approval has been recommended to address this requirement as well.

Fencing is currently shown around the common patio, picnic, pet and garden plot areas only and is proposed to be chain link or better. Staff finds the proposed chain link fencing to be acceptable in the locations proposed as it will not be visible from the adjacent public right-of-way. Should the applicant choose to add fencing in other areas that are visible from the public right-of-way, staff has recommended a condition that this fencing be wood or better and shall comply with the fencing setback requirements outlined in the Carson City Development Standards.

Staff notes that a fence across the fire lane at the western side of the project is currently shown on the site plan, but in discussing this fence with the applicant's architect, it has been determined that this fence was shown in error. There is no fence proposed across the fire lane or anywhere else along the frontage of the property.

Access and Parking

The proposed project will be accessed from Jeanell Drive at the main access point proposed on the eastern side of the property. Based on preliminary conversations with the Fire Department, the applicant has provided a 20 foot wide fire lane on the western side of the property. As

mentioned in the section above, the site plan shows what appears to be a fence across the fire lane but this is on the site plan in error. No fencing across the fire lane is proposed and it would remain clear for access by the Fire Department and the general public.

The applicant is seeking to reduce the current parking requirement of two spaces per dwelling unit to one space per bedroom plus parking dedicated for staff and for the on-the-job training facility. The applicant has provided justification for this proposed reduction through an analysis of the Institute of Transportation Engineers (ITE) data. In addition, the applicant states that because the project is intended exclusively for low income residents, many will not have vehicles. This would make the normal number of parking spaces required by Carson City unnecessary given the proposed use. Staff will discuss the requested parking reduction in detail in the Development Standards outlined below.

Water, Sewer, Storm Drainage and Traffic

There is an existing six-inch water main in Jeanell Drive that the applicant has stated should be adequate to serve the project including fire flow requirements. The applicant has stated in their application that, based on an estimated fire flow of 1,875 gallons per minute for the proposed sprinklered building, adequate capacity exists in the water line. The Public Works Department verified for the applicant that a flow of 2,295 gallons per minute is available in the existing line, confirming the statement that the capacity is adequate. Engineering staff will require verification of these numbers as a part of a required water system analysis at the Building Permit stage.

According to the application, there is also a six-inch sanitary sewer line in Jeanell Drive that dead ends at a manhole near the subject property. This indicates that no upstream flow contributes to the existing sewer main. The proposed multi-family project is anticipated to generate an estimated peak sewer flow of 82 gallons per minute. Staff has verified that this sewer exists and has determined that it appears to have adequate capacity for the proposed project based on the calculations provided by the applicant. As is required for the water system, Engineering staff will require verification of the estimates provided by the applicant as a part of a sanitary sewer analysis at the time of Building Permit submittal.

Per the applicant, the anticipated traffic generation for this multi-family, affordable housing use is approximately 172 average daily trips with 12 morning peak hour trips and 15 evening peak hour trips. This anticipated traffic flow is less than the 80 peak hour trips that would require a traffic study. However, Engineering staff will require additional information to confirm this estimate at submittal of the Building Permit. It is not expected that the proposed project will generate traffic that will be impactful to the surrounding neighborhood.

The proposed multi-family project requires the approval of a Special Use Permit pursuant to the following section of Title 18:

- Pursuant to Carson City Municipal Code, Section 18.04.130, Retail Commercial Conditional Uses, a Multi-Family Dwelling requires the approval of a Special Use Permit subject to Carson City Development Standards, Section 1.18, Residential Development Standards in Non-Residential Districts.

As stated above, residential uses proposed in a commercial zoning district are subject to specific criteria outlined in the Carson City Development Standards, Section 1.18 – Residential Development Standards in Non-Residential Districts. The development standards and how the proposed multi-family apartment project meets them 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.

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.*

The proposed multi-family apartment use is a conditional use allowed with the approval of a Special Use Permit in the Retail Commercial (RC) zoning district.

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 Chapter 18.04.*

The project's proposed residential density is approximately 23 residential dwelling units per acre. As will be demonstrated in upcoming sections, the project meets the height, setback and open space requirements of Chapter 18.04 and these Development Standards. The applicant has requested a reduction in the parking requirement and has provided justification which will be analyzed in a section that follows.

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 Retail Commercial (RC) zoning district is 45 feet. The proposed project's building height is just over 30 feet, which is well under the maximum building height allowed in the Retail Commercial zoning district.

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, GO 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 project is adjacent to the Multi-Family Apartment (MFA) zoning district on both the east and west sides, and the Retail Commercial (RC) zoning district on the north side. The standard side yard setback for retail commercial uses adjacent to residential zoning districts is 30 feet per Chapter 18.04 of the CCMC. However, because the applicant is proposing a residential use adjacent to residential zoning districts, the minimum setback requirement of 20 feet identified with this development standard is appropriate. The project meets the minimum setback requirements for both the Retail Commercial zoning district and the Development Standards, where applicable.

- 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 proposed project is not located on an arterial street as identified in the Transportation Master Plan. However, the applicant has provided a 10 foot setback from the adjacent street regardless.

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

The applicant is proposing a reduction in the required number of parking spaces from two spaces per dwelling unit to one space per bedroom plus dedicated parking for the on-the-job training facility and for the building support staff. The applicant’s proposal is as follows:

Use	Parking Proposed
39 One-Bedroom Dwelling Unit Parking	39 spaces
Staff Parking	4 spaces
On-The-Job Training Facility Parking	5 spaces
Total	48 spaces

The required parking per the Carson City Development Standards, Division 2 – Parking and Loading, as well as these specific standards for residential development in non-residential districts is two spaces per dwelling unit. Considering 39 dwelling units for the proposed project, a minimum of 78 parking spaces would be required. However, Division 2 does have a provision that allows the Director, or his staff designee, to modify the parking requirements as follows:

Division 2.2(F) Determination by the Director. Upon submittal of accredited documentation (e.g. latest version of ITE Parking Manual), the Director may modify the parking requirements specified herein, or may request Commission approval of such a modification.

Based on the table above, the applicant is proposing 1.2 parking spaces per unit, rather than the required two parking spaces per unit in the current Carson City Development Standards. To support this request, the applicant has submitted a parking analysis from CFA, Inc., a private civil engineering and planning firm. This analysis cites both the Institute of Transportation Engineers (ITE) Parking Generation Manual (3rd Edition) and the American Planning Institute (APA) Parking Standards. The analysis indicates that one space per dwelling unit is adequate based on the data provided. The applicant also states that because the project will be affordable housing for families limited to the income bracket of below 30 or 50 percent Area Median Income (AMI), many of the occupants will not be able to afford vehicles, thereby making the Carson City standard of two spaces per unit unnecessary for this type of project. The applicant also has supplied information from the City of Reno and City of Sparks municipal codes, both of which provide for reductions in parking requirements for affordable housing. Finally, the applicant has indicated that per the funding for affordable housing that they are currently pursuing, a deed restriction on the property will be required that will limit the project to affordable housing only for a period of at least 50 years.

While Carson City does not have a parking reduction for affordable housing in its municipal code, staff recognizes that a reduction in parking based on low to extremely low income families is appropriate given the fact that most residents will not own a vehicle. In addition, staff notes that there are three Jump Around Carson bus stops within

a quarter mile of the proposed project, and the project itself is located in an area of the City with many services within walking distance.

As a result of the justification provided by the applicant, as well as staff's own analysis of the current ITE Parking Generation Manual, staff believes it is appropriate to allow a reduction to 1.2 parking spaces per unit for the project site. This reduction, however, should be contingent on the property being deed-restricted for affordable housing only. Staff has recommended a condition of approval that the applicant provide proof of this recorded deed restriction, as well as a condition of approval indicating that the reduction is based on affordable housing only, and modification of that use would require that the parking be revisited based on parking requirements in place at that time.

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 within 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 covered with turf, sand or similar materials acceptable for use by young children, including play equipment and trees, within no dimension less than 25 feet.*

The applicant has submitted a site plan that contains 16,383 square feet of usable open space under this requirement as well as Requirement B below. This open space is proposed to contain a common patio area with game tables, seating, picnic benches, a bike rack and gazebo, a pet area and common gardening plots. This common open space equates to 420 square feet per unit which exceeds the minimum combined common and private open space requirement of 250 square feet per unit.

- b. *A minimum of 100 square feet of additional open space must be provided for each unit either as private open space or common open space.*

See explanation above under Requirement A.

- c. *Front and street side yard setback areas may not be included toward meeting the open space requirements.*

The front yard setback of this project has not been included in the common open space calculation. There are no street side yard setbacks applicable to the proposed project.

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

The applicant has not provided a comprehensive landscape plan as a part of this application. Staff has recommended a condition of approval at the project comply with the Carson City Development Standards, Division 3 Landscaping.

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 situated on a primary commercial arterial street frontage and meets this finding.

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

The development is not integrated into a mixed-use development that includes commercial development. The project does not meet this finding.

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

The applicant has stated that the zoning district on each side of the proposed project and for the majority of the frontage of the subject property is Multi-Family Apartment containing apartments and townhomes. These uses act as a buffer and transition to the single family neighborhood that lies just beyond the multi-family uses to the west. Because this property is surrounded by multi-family uses and is not on an arterial roadway with adequate visibility, the site is not particularly viable as a commercial use. Staff believes the applicant's evidence and justification meets this finding.

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 not designated Mixed-Use Commercial, Mixed-Use Residential or Mixed-Use Employment on the Master Plan Land Use Map and does not meet this finding.

Staff finds that the proposed project meets the applicable development standards required. With the recommended conditions of approval and findings provided by the applicant, staff is in support of this Special Use Permit application. Staff recommends that the Planning Commission approve SUP-15-010 based on the required findings as noted on the following pages.

PUBLIC COMMENTS: Public notices were mailed to 30 adjacent property owners within 300 feet of the subject site on March 9, 2015. As of the writing of this report, no comments have been received in favor or opposition to the proposed project. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on March 25, 2015, 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. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. Repairs, replacements and alterations must comply with 2012 International Building Codes, 2012 Uniform Plumbing Code or 2012 International Plumbing Code, Uniform Mechanical Code or 2012 International Mechanical Code, 2012 Fuel Gas Code, 2011 Electrical Code, and 2012 Northern Nevada Amendments.
3. All contractors are required to carry State and local licenses.
4. Submission of a Building Permit Application and plans will lock in assigned design codes.

Fire Department:

1. The project must use 2012 IFC and adopted Northern Nevada Amendments.
2. The project will require a fire hydrant interior to the project with the final location to be approved by the Carson City Fire Department.
3. Fire sprinklers are required for the project.
4. A fire alarm is required for the project but depending on final design may be an exception.
5. A Knox box is required for the project.

Engineering Division:

1. Drive through areas in the parking lot must be a minimum of 26 feet wide anywhere there are parking spaces.
2. More specific information on traffic counts and water, sewer and fire capacity must be submitted with the construction permit. This will include a wet stamped letter showing the expected peak hour and 24 hour traffic counts, expected sewer and water usage for domestic and irrigation, and more information on fire flows.

Health and Human Services:

Carson City Health and Human Services has no concerns with the application as submitted.

Environmental Control Authority:

1. An asbestos assessment is required per CCMC 12.12.065 and 40 CFR 763 Subpart E.
2. Submit a Carson City Asbestos acknowledgment form per CCMC 12.12.065.
3. An EPA 10-day notification will be required per CCMC 12.12.065 and 40 CFR 61 Subpart M 145.
4. The facility will need to meet all applicable codes found in Title 12.06 of the CCMC and all

applicable codes of the 2012 Uniform Plumbing Code.

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 2.1a – Range of Land Use Opportunities

The proposed project will combine supportive services and housing for adults recovering from homelessness. Residents will have on site access to financial literacy classes and an on-the-job training facility. This unique mix of quality housing and on site services will provide shelter and life skill training for a typically hard to serve sector of the population. This project appears to be a suitable use in a neighborhood that is predominantly multi-family residential transitioning to commercial. The project includes a two story building with 39 dwelling units which is consistent with the surrounding neighborhood in density and scale.

Chapter 3: A Balanced Land Use Pattern, Goal 2.2a – Variety of Housing Types

The proposed project combines a primarily residential use with a smaller job training and services component and would effectively transition from the primarily residential to the immediate east, west and south to the more commercial and retail neighborhood to the east toward North Carson Street. The site is surrounded by varying densities of multi-family development and provides for an appropriate transition to the existing neighborhood.

Chapter 5: Economic Vitality, Goal 5.1e – Workforce Training

The combination of affordable housing coupled with services, life skills training and job training will encourage residents to seek better paying jobs and reduce their reliance on social services and costly emergency shelter solutions. The proposed project is key to helping reduce the problem of homelessness and improving the lives of the homeless population by providing life skills and job training.

Chapter 5: Economic Vitality, Goal 5.1j – Housing Mix

The project will serve residents with household incomes generally below 30% of the Area Median Income (AMI). This population is typically identified as the hardest to serve and least likely to find qualified, affordable, permanent housing. If a community fails to provide housing for this population the result is increased homelessness and reliance on emergency shelters and other temporary housing solutions. The project will help to address this Master Plan goal by providing a housing opportunity to a population that is currently underserved and will also provide on-site training and services to help tenants improve their lives and get out of poverty.

Chapter 6: Livable Neighborhoods and Activity Centers, Goal 9.2a – Affordable Housing Plan

The proposed project will partner with local service providers to enhance their services by making quality, affordable housing available that supports the stability needed to take full advantage of the treatment, services and training they are receiving. It is anticipated that this multi-family project will provide rental assistance for all of the residents that live on the property.

- 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 project is not anticipated to be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood. It is a multi-family residential project that will function in a similar manner to the multi-family residential development that surrounds it on nearly all sides. The project is not expected to cause objectionable noise, vibrations, fumes, odors, dust, glare or physical activity that would be greater or more impactful than the surrounding multi-family residential development. Noise, vibrations, fumes, dust and physical activity will be higher than normal during the demolition of the existing buildings and the construction of the new building and associated improvements, but this activity will be temporary in nature and is associated with normal construction activities.

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

The proposed multi-family project is anticipated to generate both vehicular and pedestrian traffic to the site. According to the applicant, the project is anticipated to generate approximately 172 average daily trips, with 12 morning peak hour trips and 15 evening peak hour trips. This preliminary information indicates that the traffic impact from the project will be minimal and is not anticipated to be detrimental. However, the Engineering Division will require more detailed information on the proposed traffic generation prior to the issuance of a Building Permit.

Pedestrian traffic to and from the project site is expected to be higher than what is normally generated by a traditional multi-family residential project. As with any affordable housing project, the applicant anticipates that many of the tenants will not have the resources to own personal vehicles, thereby making walking to services and public transportation a necessity. The project site is served by an existing pedestrian sidewalk and crosswalk network that links to Winnie Lane and North Carson Street. The project is also within close proximity (quarter mile or less) of public transportation provided by Jump Around Carson (JAC) and the Regional Transportation Commission. It is not expected that the project will have a detrimental impact on pedestrian traffic.

- 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 applicant states that due to the limited one-bedroom size of the units in the proposed project, it is intended to serve primarily single adults and is not anticipated to have a

significant impact on local schools. Police and fire protection may see an increase in activity as this property will convert from an office/warehouse use to a multi-family residential use, but it is not expected to overburden their capabilities. According to the applicant, water, sanitary sewer, storm drainage and public roads are all existing within the vicinity of the project and adequate to serve the proposed project without overburdening these services.

In its preliminary analysis of the project, the Engineering Division has determined that public facilities appear to be adequate to serve the project. The Engineering Division will require more detailed information on the water and sewer usage as well as fire flow for the project with the Building Permit submittal. A condition of approval has been recommended to address this requirement.

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.*

Multi-family residential development is a conditional use in accordance with Title 18.04.130 Retail Commercial 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 Retail Commercial zoning district.

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

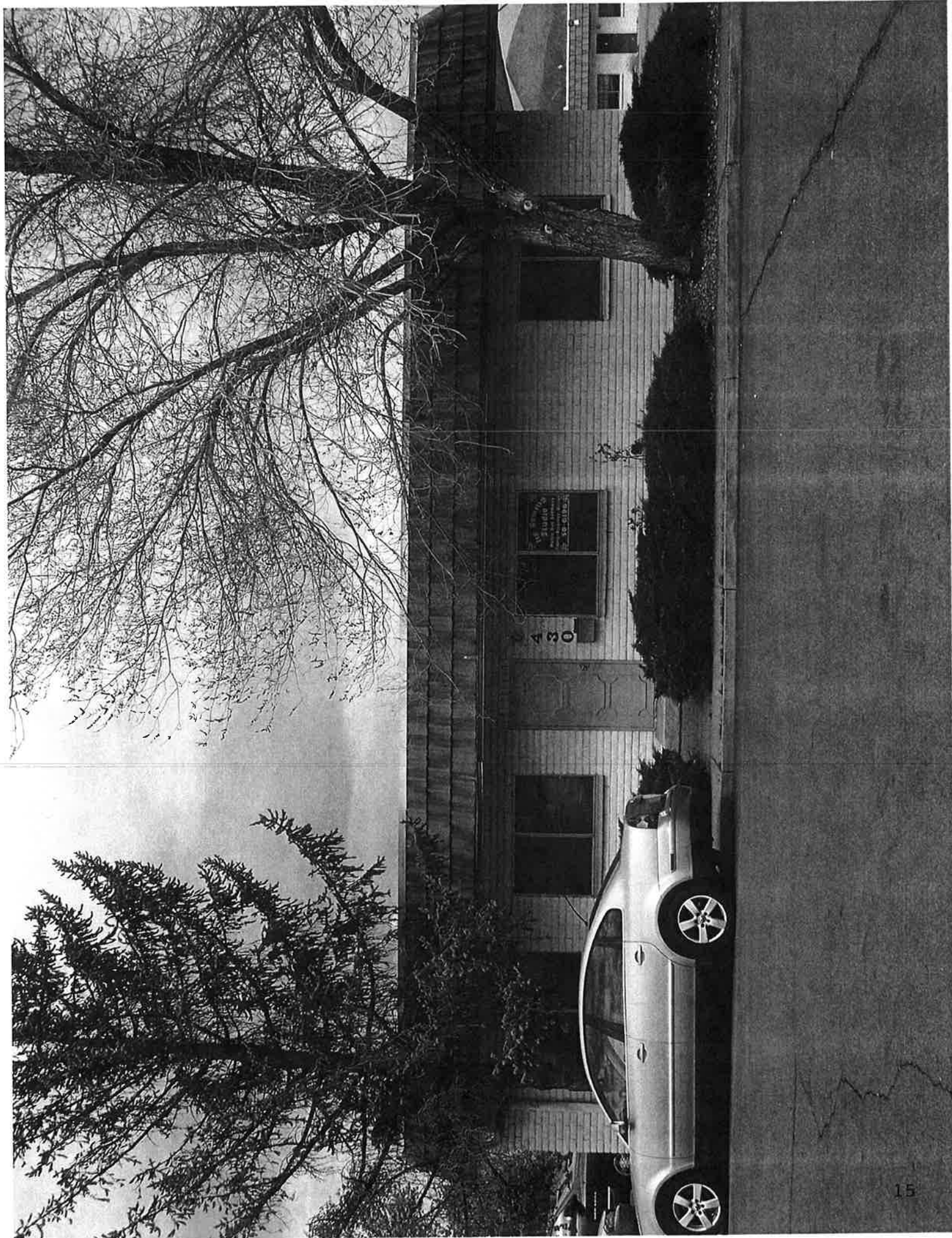
The proposed project is for multi-family apartment housing within the Retail Commercial zoning district. This multi-family apartment housing will function in the same manner as the surrounding multi-family residential uses. It is not anticipated to be detrimental to the public health, safety, convenience and welfare.

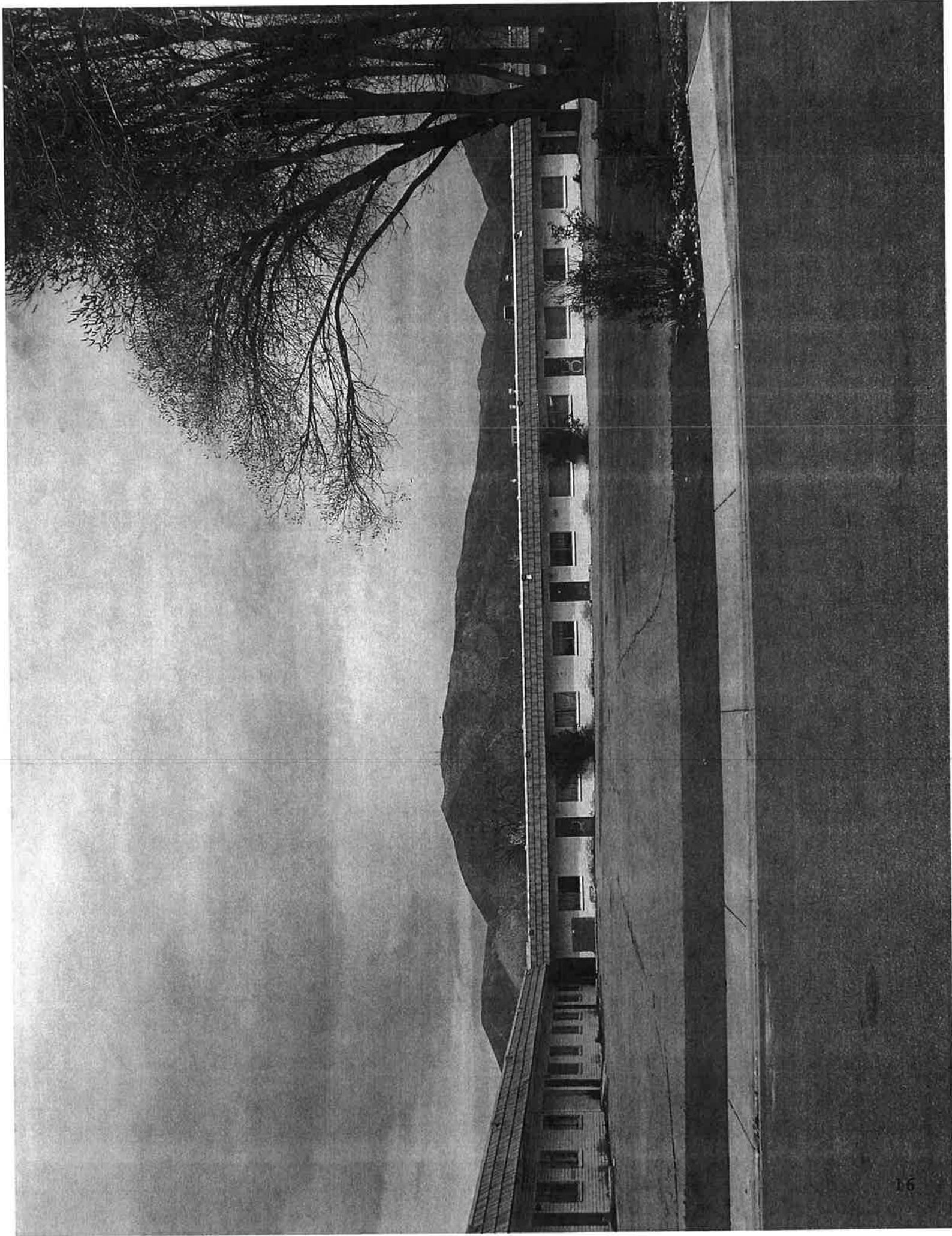
7. *Will not result in material damage or prejudice to other property in the vicinity.*

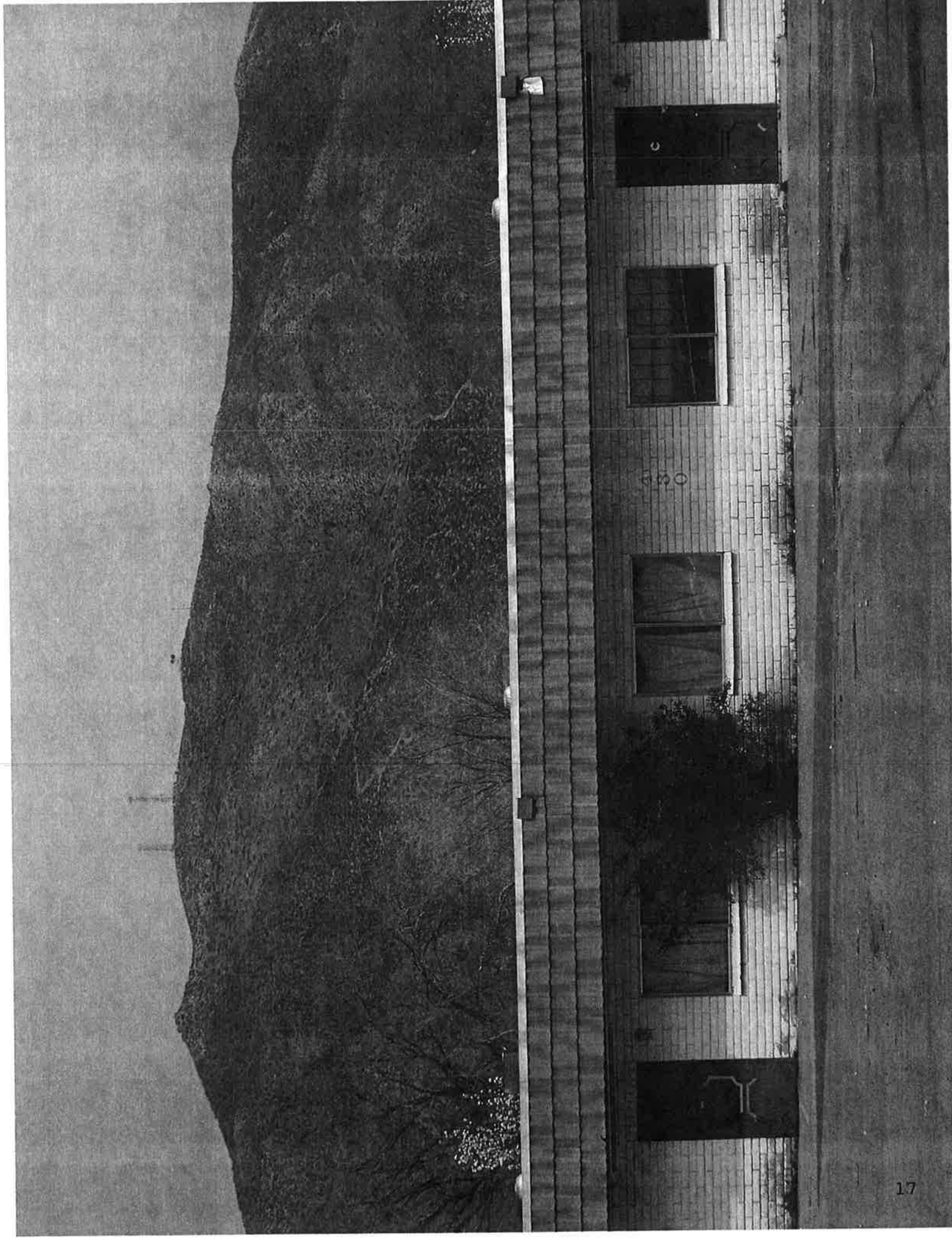
As stated in the previous finding, the proposed project is a multi-family residential project not unlike the multi-family residential development that surrounds to property currently. It will function in the same manner as other multi-family residential properties and is not expected to result in material damage or prejudice to other property in the vicinity.

Attachments:

- Site Photos
- Building Division Comments
- Fire Department Comments
- Engineering Division Comments
- Health and Human Services Comments
- Environmental Control Division Comments
- Supplemental Application Information
- Application (SUP-15-010)













March 10, 2015

Susan, see below for comments on # SUP-15-010:

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. Repairs, Replacement, and Alterations must comply with 2012 International Building Codes, 2012 Uniform Plumbing Code or 2012 International Plumbing Code, Uniform Mechanical Code or 2012 International Mechanical code, 2012 Fuel Gas Code, 2011 Electrical Code, Adopted International Energy Conservation Code, and 2012 Northern Nevada Amendments.
3. All Contractors are required to carry State and local license.
4. Submission of Building Permit Application and plans will lock in assigned design codes.

Shawn Keating

Chief Building Official
Carson City Community Development
108 E. Proctor Street
Carson City, NV 89701

Main 775-887-2310
FAX 775-887-2202

Susan Dorr Pansky

From: Dave Ruben
Sent: Monday, February 23, 2015 3:48 PM
To: Susan Dorr Pansky
Cc: Kathe Green
Subject: SUP 15-010

Comments for SUP 15-010:

1. Project must use 2012 IFC and adopted Northern Nevada Amendments.
2. Project will require a fire hydrant interior to the project with the final location to be approved by CCFD.
3. Fire sprinklers are required for the project.
4. A fire alarm is required for the project but depending on final design may be an exception.
5. A Knox box is required for the project.
6. Provide a 20' wide vehicle gate on the fence located at the south west portion of the parcel where the fire lane enters the property.

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 15-010**

TO: Planning Commission

FROM: Rory Hogen, E.I.

DATE: February 19, 2015

MEETING DATE: March 25, 2015

SUBJECT TITLE:

Action to consider an application for a Special Use Permit from Nevada Rural Housing Authority to establish low income apartments at 430 Jeanell Dr, apn 01-032-34.

RECOMMENDATION:

The Engineering Division has no preference or objection to the special use request. The following items must be addressed:

1. Drive through areas in the parking lot must be a minimum of 26 feet wide anywhere there are parking spaces.
2. More specific information on traffic counts and water, sewer and fire capacity must be submitted with the construction permit. This will include a wet stamped letter showing the expected peak hour and 24 hour traffic counts, expected sewer and water usage for domestic and irrigation, and more information on fire flows.

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. All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.

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 not affect traffic or pedestrian facilities.

CCMC 18.02.080 (5d) - Public Services

SUP 15-010 430 Jeanell Dr. Low Income Residential apn 01-032-34

Engineering Division
Planning Commission Report
SUP 07-162
Page 2

Existing facilities appear to be adequate for this project.



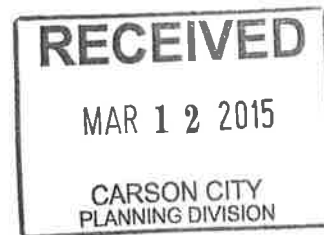
March 16, 2015

SUP-15-010

Carson City Health and Human Services

Has no concerns with the application as submitted.

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



March 9, 2015

Major Project Review Committee

Re: # SUP 15-010

Dear Kathe,

After initial plan review the Carson City Environmental Control Authority (ECA), a Division of Carson City Public Works Department (CCPW), has the following requirements per the Carson City Municipal Code (CCMC) and the Uniform Plumbing Code (UPC) for the SUP 15-010 (430 Jeanell) project:

1. An asbestos assessment is required. Per CCMC 12.12.065, and 40 CFR 763 Subpart E
2. Submit a Carson City Asbestos acknowledgement form. Per CCMC 12.12.065.
3. An EPA 10-day notification required. Per CCMC 12.12.065, and 40 CFR 61 Subpart-M 145.
4. Facility will need to meet all applicable codes found in Title 12.06 of the Carson City Municipal Code (CCMC) and all applicable codes found in the 2012 Uniform Plumbing Code (UPC).

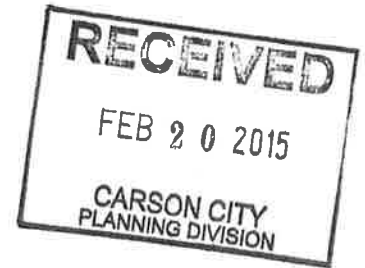
Please notify Mark Irwin if you have any questions regarding these comments, I can be reached at 775-283-7380.

Sincerely;

Mark Irwin
Environmental Control Officer 3

c: David Bruketta, Utility Manager.
Kelly Hale, Environmental Control Supervisor.

**Application SUP-15-010
Jeanell Drive Apartments
Special Use Permit
Addendum Response to Comments
Dated February 18, 2015**



Comment: Please clarify whether or not you are requesting approval of the second phase that is mentioned throughout the application. Staff is assuming that you are not, as no plans detailing this phase are provided.

Response: That is correct. The applicant is not requesting approval for a second phase in this application.

Comment: The parking letter provided by CFA, Inc. talks about an “affordable housing” parking reduction, but this reduction is not detailed. Please provide additional information on the affordable housing parking reduction and how it relates to the proposed project.

Response: Please see “Exhibit A” for the specific ITE Data that was relied upon to determine the appropriate parking recommendation for this project.

Carson City does not have an accepted methodology for determining an appropriate parking reduction for affordable housing, but many communities do. Since the requested parking was supported by ITE data alone, there was no further research to look at accepted methods for determining parking requirements for affordable housing in other communities. The letter indicates that if the project owner should determine a future need for additional living units and seeks approval for a phase two expansion, affordable housing parking reduction methodologies in similar communities could be presented to Planning for consideration at that time.

Comment: In the informal Major Project Review meeting that was held on [January 21, 2015], there was discussion regarding a deed restriction on the property that would limit its use to the affordable housing project that is proposed. Please provide information about this proposed deed restriction and how it would affect the requested parking reduction.

Response: Upon award of the tax credit allocation issued by the State of Nevada Housing Division that would provide the majority of the funding for development of the project, the State will present the owner with a Deed Restriction to record against the property that identifies the 50 year compliance period to provide affordable housing to very low income residents at a maximum rent not to exceed 30% of their household income. The applicant has discussed with Planning that the population served typically cannot afford to own a car, but as pointed out above, the parking reduction support documentation provided did not factor in the affordable housing component but rather

relied on the ITE recommendation for Dwelling Units in an Urban Area. Since the parking recommendation did not factor in the low income population being served, the Deed Restriction only serves to provide an additional level of comfort that the parking provided will be adequate to meet the long term needs of the project.

Comment: Please address how this project meets the various requirement outlined in the Carson City Development Standards, Section 1.17 (Multi-Family Apartment Development Standards) and Section 1.18 (Residential Development Standards in Non-Residential Districts).

Response: Please see "Exhibit B" letter from Steve Harriman Architect.

Comment: Please provide information about proposed fencing, if any.

Response: There is no fencing proposed along the front of the project. 6' high fencing surrounding the recreation, pet and gardening areas will be chain link or better depending on project budget limitations. No fencing is proposed along the sides or rear property lines.

The following has been provided with this submission:

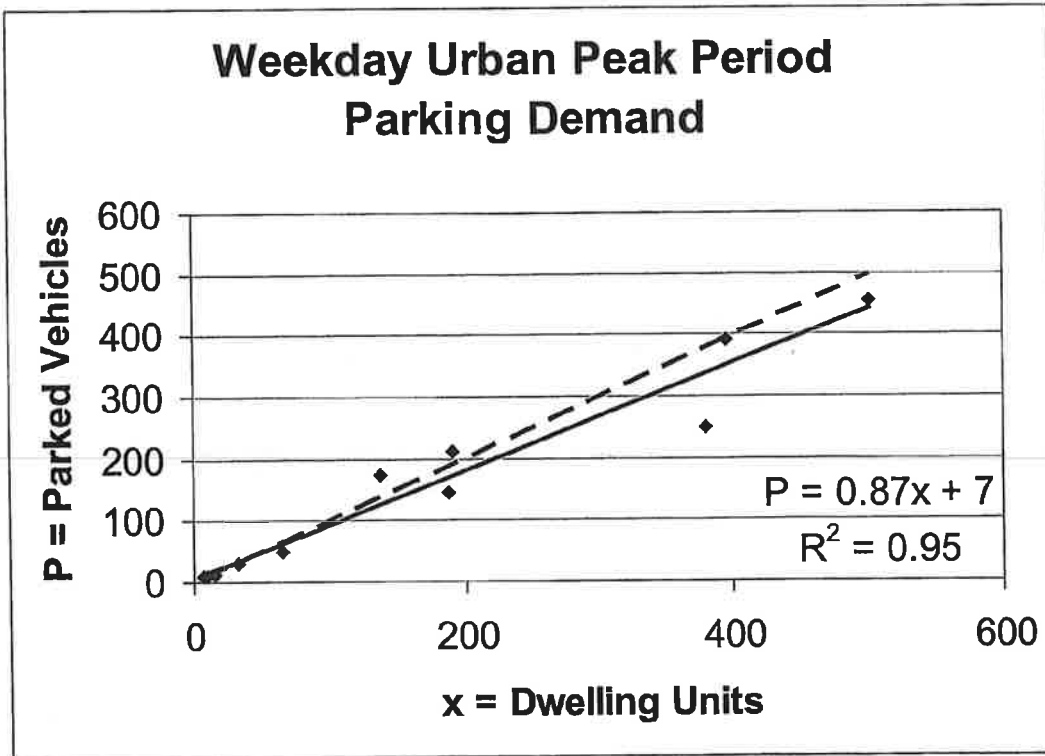
- SUP-15-010 Application submitted February 12, 2015
- Addendum responses to comments dated February 18, 2015
- Jeanell Drive Apartments, site plan, elevation and floorplans
- CD to include PDF files of above items
- \$2,450 application fee
- \$17.40 postage fee

EXHIBIT A

Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs: Dwelling Units
On a Weekday
Location: Urban**

Statistic	Peak Period Demand
Peak Period	9:00 p.m.–5:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	165 dwelling units
Average Peak Period Parking Demand	1.00 vehicles per dwelling unit
Standard Deviation	0.22
Coefficient of Variation	22%
Range	0.66–1.43 vehicles per dwelling unit
85th Percentile	1.17 vehicles per dwelling unit
33rd Percentile	0.92 vehicles per dwelling unit



◆ Actual Data Points — Fitted Curve - - - - Average Rate

Minimum: 1 per 300 square feet of gross floor area
Maximum: 1 per 200 square feet of gross floor area
 (San Antonio, Tex., pop. 1,144,646)

dump (see *landfill* uses)

duplex (see also *dwelling* uses; *triplex*)

- 1 covered space per unit, plus 1 other space per unit (Redding, Calif., pop. 80,865)
- 1 per dwelling (Eugene, Ore., pop. 137,893)
- 1 per dwelling unit having not more than 950 square feet of floor area (Topeka, Kans., pop. 122,377)
- 2 per dwelling unit (Blue Springs, Mo., pop. 48,080; Boise, Idaho, pop. 185,787)
- 2 per dwelling unit; on lot with less than 20,000 square feet of area, 1 space must be covered (Henderson, Nev., 175,381)
- 3 spaces per dwelling unit (Lenexa, Kans., pop. 40,238; Cookeville, Tenn., pop. 23,923)

Minimum: 1 per unit

Maximum: 2 per unit (Pittsburgh, Pa., pop. 334,563; San Antonio, Tex., pop. 1,144,646)

Minimum: 1 space for each dwelling unit (drive-ways, carports, and garages may be used to fulfill this requirement)

Maximum: No more than 3 vehicles owned or leased by a resident may be parked outdoors. This does not include vehicles parked in garages or carports with at least 3 sides enclosed. (Jefferson County, Ky., pop. 693,604)

Minimum: 2 per dwelling

Maximum: Paved area can't exceed 10 percent of lot (Glennville, N.Y., pop. 28,183)

[Editor's note: for all *dwelling* uses listed below, see also *condominium*; *duplex*; *rowhouse*; and *townhouse*]

dwelling, apartment (see also *dwelling, multifamily* uses)

- 1 per dwelling unit, plus 0.33 per bedroom (Yonkers, N.Y., pop. 196,086)
- 1.50 per dwelling unit (Rapid City, S.Dak., pop. 59,607)
- 2 per dwelling unit (St. Tammany Parish, La., pop. 191,268)

Minimum: 1 per unit

Maximum: 1.9 per unit (San Antonio, Tex., pop. 1,144,646)

Minimum: 1 per unit

Maximum: 2 per unit (Pittsburgh, Pa., pop. 334,563)

Minimum: 1.5 per dwelling

Maximum: 2.5 per dwelling (Glennville, N.Y., pop. 28,183)

dwelling, apartment, efficiency unit

- 1 parking space for each efficiency unit (Cumberland, Md., pop. 21,518; Grants Pass, Ore., pop. 23,003)
- 1.2 off-street parking spaces per dwelling unit (San Juan Capistrano, Calif., pop. 33,826)

dwelling, apartment, one bedroom

- 1 space per dwelling unit (Grants Pass, Ore., pop. 23,003)
- 1.25 parking spaces for each 1 bedroom unit (Cumberland, Md., pop. 21,518)
- 1.5 off-street parking spaces per dwelling unit (Huntsville, Tex., pop. 35,078; San Juan Capistrano, Calif., pop. 33,826; Niagara Falls, N.Y., pop. 55,593)
- 1.75 enclosed parking spaces per unit (Santa Clarita, Calif., pop. 151,088)

dwelling, apartment, two bedrooms

- 1.5 parking spaces for each 2-bedroom apartment unit (Cumberland, Md., pop. 21,518; Grants Pass, Ore., pop. 23,003)
- 1.8 off-street parking spaces per dwelling unit (San Juan Capistrano, Calif., pop. 33,826)
- 2.5 parking spaces per dwelling unit (Huntsville, Tex., pop. 35,078)
- 2 enclosed parking spaces per unit (Santa Clarita, Calif., pop. 151,088)

dwelling, apartment, three or more bedrooms

- 2 parking spaces (Cumberland, Md., pop. 21,518; San Juan Capistrano, Calif., pop. 33,826)
- 3.5 parking spaces per dwelling unit (Huntsville, Tex., pop. 35,078)

dwelling, apartment, five or more bedrooms

- 0.75 spaces per bedroom (Grants Pass, Ore., pop. 23,003)

dwelling, multifamily (see also *dwelling, apartment* uses)

- 2 per dwelling unit for first 20 units, and 1.5 per dwelling unit after the first 20 units for dwelling units not more than 800 square feet of floor area; 2 per dwelling unit having more than 800 square feet of floor area (Topeka, Kans., pop. 122,377)

Minimum: 1.5 per unit

Maximum: 2 per unit (San Antonio, Tex., pop. 1,144,646)

District-dependant:

Minimum: 1.5 space for each dwelling unit

Maximum: 2.5 spaces for each dwelling unit

OR

Minimum: 1.5 spaces for each dwelling unit

Maximum: 3 spaces for each dwelling unit (Jefferson County, Ky., pop. 693,604)

Minimum: 1 per unit

Maximum: 2 per unit (Pittsburgh, Pa., pop. 334,563)

EXHIBIT B

Stephen E. Harriman Architect

February 18, 2015

Carson City Planning Division
108 Proctor St.
Carson City, Nevada 89701



Re: SUP-15-010, FISH Affordable Housing Project

Dear Sirs;

In response to your February 18 request for additional information on the above referenced project, we can offer the following;

Approval for a second phase is not being requested at this time.

The project meets the various requirements outlined in the Carson City Development Standards, Sections 1.17 and 1.18 as follows;

Section 1.17 Multi-family apartment (MFA) development standards

1. a. We are requesting approval for 39 one bedroom units. The site area is 73,619 sf. with a density of one unit/1,888 sf. The density exceeds the 1,200 sf./unit minimum standard.
b. Not applicable, not 2 bedroom units are proposed.
2. The building height is approximately 30'- 1½ " which is below the 45' maximum height allowed.
3. a. Front yard setback meets or exceeds the minimum 10' required.
b. West side yard setback is approximately 27', the east side yard setback is approximately 69'. Both exceed the 20' minimum requirement. The project is not adjacent to a single family zoning district on any side.
c. The parcel does not have a side yard street and is therefore not subject to this requirement.
d. Rear yard setback is approximately 47' which exceeds the 20' minimum requirement.
4. Parking is proposed to be provided at 1 space per bedroom plus additional stalls for staff and the Training Center. See analysis provided by CFA.
5. The outdoor recreation space which includes the patio area with game tables, seating, picnic benches, bike rack and gazebo, the pet area, and gardening plots is 16,383sf. This area alone equates to 420 sf per unit which exceeds the minimum combined requirements total 250 sf. per unit. Front yard setbacks and landscape areas with a dimension less than 25' are not included in the recreation space area calculation.
6. Landscaping is currently conceptual. It will comply with the requirements of Div. 3.

Section 1.18 Residential development standards in non-residential districts

1. Multi-family housing is an allowed use within the RC zoning district subject to approval of a Special Use Permit.
2. No maximum density requirements apply, all height, setback and open space requirements are met. A modification to the parking requirement is being requested as part of this application.
3. The building height is approximately 30'- 1½ " which is below the 45' maximum height allowed.
4. a. West side yard setback is approximately 27', the east side yard setback is approximately 69', the rear yard setback is approximately 47'. All exceed the 20' minimum requirement. The project is not adjacent to a single family zoning district on any side.
b. Although Jeanell Drive is not an arterial street, the front yard setback meets or exceeds the minimum 10' required for that condition.
5. Parking is proposed to be provided at 1 space per bedroom plus additional stalls for staff and the Training Center. See analysis provided by CFA.
6. The outdoor recreation space which includes the patio area with game tables, seating, picnic benches, bike rack and gazebo, the pet area, and gardening plots is 16,383sf. This area alone equates to 420 sf per unit which exceeds the minimum combined requirements total 250 sf. per unit. Front yard setbacks and landscape areas with a dimension less than 25' are not included in the recreation space area calculation.
7. Landscaping is currently conceptual. It will comply with the requirements of Div. 3.
8. a. The development is not situated on a primary commercial arterial street frontage.
b. The development is not integrated into a mixed-use development that includes commercial uses.
c. The zoning district to each side and for the majority of the frontage of the subject property is MFA and contains townhomes and apartments. These multi-family uses act as a buffer and transition to the single family neighborhood which begins one parcel to the west. By virtue of these established uses, transitional qualities and because the project is not on an arterial, the site is not an appropriate candidate for commercial uses.
d. The Master Plan Land Use Map shows the subject property within the Community/Regional Commercial designation.

There is no fencing proposed along the front of the project. 6' high fencing surrounding the recreation, pet and gardening areas will be chain link or better depending on project budget limitations. No fencing is proposed along the sides or rear property lines.

Sincerely,



Stephen E. Harriman A.I.A.

Susan Dorr Pansky

From: Hilary Lopez <hilary@praxisreno.com>
Sent: Friday, March 13, 2015 1:57 PM
To: Susan Dorr Pansky
Cc: Lisa Dayton; Eddie Hult; Beth Dunning
Subject: Jeanell Drive - SUP Questions
Attachments: Ltr Silver Sage Manor (planning analysis) DRAFT[1].pdf

Susan:

This email serves as follow-up to our discussion on Wednesday regarding the Nevada Rural Housing Authority's request for a parking reduction/variance at its proposed Jeanell Drive Apartments at 430 Jeanell Drive. As part of the SUP application, NHRA requested a parking reduction. You had a question about the rent restrictions at the property and asked for examples of parking reductions for affordable housing in Washoe County. In terms of the proposed project, all of the units at Jeanell Drive Apartments will be income- and rent-restricted to very-low and extremely-low income households. The proposed units are smaller, one-bedroom units geared towards homeless and extremely low-income individuals. Please note, that while we are targeting individuals, under fair housing we cannot prohibit other small households that meet the income and other property requirements from living there.

Nevada Rural Housing will also seek project-based rental assistance for all of the units. However, at this time, it does not have a formal commitment of project-based vouchers. *It is important to note that even without any vouchers, the units will targeted and restricted to households with incomes at or below 50% of area median income; with units set aside for households with incomes at or below 30% of area median income.* This restriction would be enforced through a Declaration of Restrictive Covenants recorded against the property by the Nevada Housing Division upon receipt of Low Income Housing Tax Credits. The restrictions would remain in place through the required affordability period. Nevada Rural Housing is opting to extend the required affordability period to 50 years in their Low Income Housing Tax Credit application.

The Cities of Reno and Sparks allow affordable housing projects an automatic parking reduction. This reduction is in their respective codes. To our knowledge, all of the recent affordable housing projects in these communities have received the parking reduction. Claudia Hanson, City of Reno Planning Manager, can provide more information on this, if needed. I have included the Reno citation below for your reference.

Section 18.12.203. Parking Reduction for Affordable Housing Projects.

(a) CONDITIONS FOR PARKING REDUCTION.

Parking reductions for residential developments (new development, infill, and acquisition/rehabilitation) that meet the affordability guidelines stated in Section 18.12.201 above will be granted if:

- (1) The project can demonstrate that either parking cannot be provided in compliance with Section 18.12.1102, as may be modified by other provisions of this title, or additional amenities can be provided with the reduction of parking;
- (2) The project is within one mile of an employment base of at least 1,500 employees;
- (3) Availability of public transportation can be demonstrated; and
- (4) The project is located no closer than one-half mile to another previously approved project that has met the above guidelines and received a parking reduction.

(b) PARKING REDUCTIONS ALLOWED.

If the above guidelines are met, then parking will be reduced by the following:

- (1) Each unit dedicated to households earning 60 percent of adjusted median income (AMI) may receive a 20 percent reduction to the parking requirements.
- (2) Each unit dedicated to households earning 50 percent of AMI may receive a 30 percent reduction to the parking requirements.

Title 18: Annexation and Land Development

RENO, NEVADA

18.12:18(3)

CHAPTER 18.12 GENERAL DEVELOPMENT AND DESIGN STANDARDS ARTICLE II: DENSITY BONUSES AND OTHER INCENTIVES FOR AFFORDABLE HOUSING Section 18.12.203. Parking Reduction for Affordable Housing Projects. (b) Parking Reductions Allowed.

Each unit dedicated to households earning 40 percent of AMI or less may receive a 45 percent reduction to the parking requirements.

(Ord. No. 5821, § 1, 4-5-06)

Projects that are also senior or located in mixed-use districts are allowed further reductions in parking. The City of Sparks has a similar parking reduction for senior citizen housing, that we are using on a current project. I have attached an example of a draft planning analysis from CFA for a prior project for your reference. The analysis discusses the required parking on page 4.

I hope the above answers your questions. If not, please let me know what other information is still needed.

Regards,

Hilary Lopez, Ph.D.

Senior Associate

Praxis Consulting Group, LLC

888 W. 2nd Street, Suite 300

Reno, NV 89503

(p) 775-786-2003

(f) 775-870-1025

hilary@praxisreno.com

<http://praxisreno.com>



July 3, 2009

DRAFT

VIA E-MAIL to HobsonC@SBCGlobal.net

Mr. Harry "Chip" Hobson
Silver Sage Manor, Inc.
888 W. Second St #308
Reno NV 89502

RE: **PLANNING ANALYSIS FOR NEIL ROAD APARTMENTS, RENO, NV**
APN 020-332-13, 020-332-27, & 020-460-01 (3.20± ACRES)

Dear Chip:

The following presents our planning analysis of a proposed senior housing apartment project located on the east side of Neil Road opposite Mauldin Lane in Reno, Nevada. Our review is based on a preliminary site plan prepared by J. R. Romero, Architect, dated January 5, 2009, and a preliminary ALTA survey prepared by Tri State Surveying dated May 4, 2009. The site consists of 3 parcels totaling 3.20 acres (per Tri State), which may be remapped into an option parcel of 2.05 acres and a severed parcel of 1.15 acres. The preliminary site plan consists of 52 units and we understand that you would like to increase the number of units to 56.

Density and Yield

The project area is located within the Convention Regional Center Plan (CRCP, adopted August 2007), with a land use designation of Transitional Mixed Use (TMU). Under the TMU designation, the maximum residential density permitted on this site is 14 dwelling units per acre. This yields a maximum of 28 units on the option parcel alone, and 44 units on the entire site. City of Reno Code allows for a density bonus of up to 25 percent over the zone district maximum density if the project meets certain affordable housing guidelines. (The guidelines are discussed below.) Applying the density bonus yields a maximum of 35 units on the option parcel alone, and 56 units on the entire site. Density can be increased up to 30 units per acre with approval of a Special Use Permit (SUP). The maximum yield with an approved SUP would be 61 units on the option parcel alone, and 96 units on the entire site. The preliminary site plan consists of 52 units, which would require either a density bonus on the entire site, or a Special Use Permit on the option parcel alone.

In other words, if the site plan covers just the 2.05-acre option parcel, the maximum density bonus for meeting affordable housing guidelines will only allow up to 35 units. If you want to build 56 units on the 2.05-acre piece, a Special Use Permit will be required. To build 56 units without a Special Use Permit, the entire 3.20-acre site will need to be included and the project must meet affordable housing guidelines.

Density Bonus: The City of Reno Municipal Code allows for a density bonus option if the project meets affordable housing guidelines. The following density bonuses are available:

- Two and one-half additional units for each unit offered to qualifying households earning no more than 30 percent of adjusted median income;
- Two additional units for each unit offered to qualifying households earning no more than 40 percent of the adjusted median income; or
- One and one-half additional units for each unit offered to qualifying households earning no more than 50 percent of the adjusted median income.

The maximum density bonus allowed is 25 percent over the zone district maximum density. If the project meets the affordable housing guidelines and you receive the maximum density bonus allowed, the maximum number of units permitted outright (no special use permit needed) on the 2.05-acre portion would be 36 units. With the density bonus, the maximum number of units permitted outright (no special use permit needed) on the entire 3.20 acre site would be 56 units.

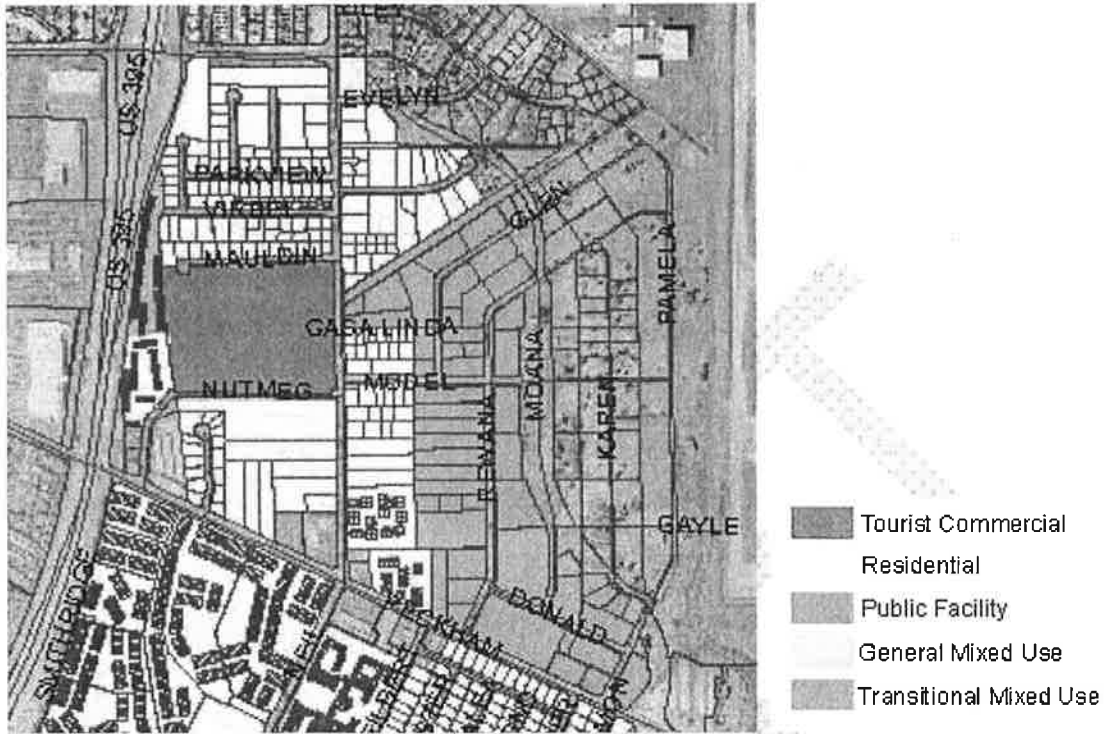
Prior to moving forward, we suggest a meeting with the City of Reno Planning staff to discuss the project in greater detail and to investigate options for either submitting a Special Use Permit application or a building permit application.

The various options can be summarized as follows (Table 1):

Table 1 – Allowable Yields

Entitlement	Maximum Density	Yield on Option Parcel	Yield on Entire Site
Building Permit Only	14 DU/Ac	28 units	44 units
Density Bonus	17.5 DU/Ac	35 units	56 units
Special Use Permit	30 DU/Ac	61 units	96 units

Map 1: Development Concept – Land Use



Reno Municipal Code Section 18.08.405.

In the Residential and Transitional Mixed Use Master Planned Land Use designation demonstrated on Map 1: Development Concept - Land Use of the Convention Regional Center Master Plan the residential densities shall be between 3 and 14 dwelling units per acre, no minimum floor area ratios (FAR) shall be required. The maximum dwelling units per acre can be increased with the approval of a special use permit up to 30 units per acre.

Landscaping

Landscaping requirements are based on the project density as shown in Table 2:

Table 2 – Landscape Area Required

Density At Least	But Not Over	Minimum Landscape Area
14 DU/Ac	21 DU/Ac	15%
21 DU/Ac	30 DU/Ac	10%

Under the TMU zoning with or without the density bonus, the minimum landscape area required would be 15% whether the proposed development covers the entire site or the option parcel alone. With a Special Use Permit, the density could be increased up to 30 DU/Ac and the landscape requirement could be reduced to 10%. The preliminary site plan gives a landscape area requirement of 15% and visually

appears to meet that requirement.

Pedestrian and Transit Amenities

Pedestrian and transit amenities are required in an amount equal to at least one percent (1%) of the entire project construction cost exclusive of land and financing. These amenities may include passenger waiting shelters, benches, plazas, artwork, fountains, landscaping, walkways (outside of and through buildings), and/or payment into the pedestrian amenities fund. Standard code improvements such as sidewalks, street trees, etc. do not count towards meeting the one percent requirement.

Parking

For multi-family residential development in the TMU land use, a minimum of 2 spaces per unit are required, plus 1 space per 10 units for guest parking. However, since this is a senior housing project, the Reno Municipal Code reduces the parking requirement to 1 space per 1.65 dwelling units (i.e. about 0.6 spaces per unit) plus required guest parking. For 56 senior units, 34 resident spaces are required, plus 6 spaces for guest parking, for a total of 40 parking spaces. Additional parking reductions are given for units that meet affordable housing guidelines. To use the affordable housing parking reduction, units must be dedicated to households earning 60 percent, 50 percent or 40 percent of adjusted median income (AMI) levels. The preliminary site plan shows 44 parking spaces, thus meeting the senior housing requirements without applying any affordable housing reductions.

Bicycle parking of 1 bike space for every 10 automobile spaces is to be provided. The bike parking is to be placed at or near laundry and recreational facilities.

The Reno Municipal Parking Code will require a minimum of two handicap accessible parking spaces for the project, as shown on the preliminary site plan. Since the project is a senior housing project, the RTC (Regional Transportation Commission) will likely require a dedicated RTC ACCESS van parking space, which will need to be located near the front door and meet the RTC width and turning radius requirements.

Setbacks

The minimum building setback on Neil Road is 10 feet, consisting of 5 feet for landscaping and trees and 5 feet for sidewalk. If there is on-street parking adjacent to the site, then the minimum setback increases to 13 feet, consisting of 5 feet for landscaping and 8 feet for sidewalk. On the side and rear property lines, the minimum building setback is 10 feet. Except for a monument sign located in the front setback, the preliminary site plan appears to meet the minimum setback requirements.

Architecture and Site Layout

At least 25 percent of the total street frontage, or 18 linear feet, whichever is greater, shall contain either building or pedestrian amenities such as, but not limited to: plazas, artwork, fountains, seating, landscaping, and walkways. The preliminary site plan shows landscaping along most of the street frontage. As the site plan is further developed, additional pedestrian amenities will need to be specified.

If you have any questions or need more information, please feel free to call.

Sincerely,

Angela Fuss, AICP
Senior Planner

DRAFT

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

FOR OFFICE USE ONLY:

CCMC 18.02

FILE # SUP - 15 -

SPECIAL USE PERMIT

APPLICANT PHONE #
Nevada Rural Housing Authority 775-887-1178

FEE: \$2,450.00 MAJOR
\$2,200.00 MINOR (Residential zoning districts)
+ noticing fee

MAILING ADDRESS, CITY, STATE, ZIP
3695 Desatoya Drive, Carson City, NV 89701

SUBMITTAL PACKET

EMAIL ADDRESS
ehult@nvrural.org

- 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)
 - CD containing application digital data (to be submitted once the application is deemed complete by staff)

PROPERTY OWNER PHONE #
FISH Emergency Referral Service 775-882-3474

MAILING ADDRESS, CITY, STATE, ZIP
138 E. Long St., Carson City, NV 89706

EMAIL ADDRESS
jim@nvfish.com

APPLICANT AGENT/REPRESENTATIVE PHONE #
Eddie Hult 775-887-1178

Application Reviewed and Received By:

MAILING ADDRESS, CITY STATE, ZIP
3695 Desatoya Drive, Carson City, NV 89701

Submittal Deadline: See attached PC application submittal schedule.

EMAIL ADDRESS
ehult@nvrural.org

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.

Project's Assessor Parcel Number(s):
001-032-34

Street Address ZIP Code
430 Jeanell Drive, Carson City, NV 89703

Project's Master Plan Designation
Community/Regional Commercial

Project's Current Zoning
RC

Nearest Major Cross Street(s)
Michael Drive

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: 18.04.130.3, or Development Standards, Division 1, Section 18, a request to allow as a conditional use is as follows: Residential

PROPERTY OWNER'S AFFIDAVIT

I, Jim Peckham, 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 Carson City

On February 9, 2015, Jim Peckham, 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.



Jeanell Drive Apartments
Project Description
2/12/15

Nevada Rural Housing Authority (NRHA), Friends in Service Helping (FISH) and Carson City are collaborating on the proposed development of permanent, affordable supportive housing for homeless individuals. The proposed housing facility will be located on a 1.69-acre property at 430 Jeanell Drive (APN 001-032-34) on the northwest side of Carson City. The property is owned by FISH and currently has existing buildings on it that would be removed to allow for new development. The proposed development is referred to as Jeanell Drive Apartments.

NRHA as the development sponsor is seeking a Special Use Permit to allow development of residential units on the site. The development team is also requesting consideration that the permit be granted for a two-year period to allow sufficient time to assemble the multiple levels of financing that will be required to fund the project.

Jeanell Drive Apartments will seek to serve primarily homeless and extremely low income individuals at 30% AMI and below. NRHA and FISH will partner with local community service organizations to provide on-site services that will support this effort and NRHA's and FISH's missions.

It is anticipated that the residence could potentially be a two-phased development. The initial phase will seek to develop 39 rent-restricted residential units of primarily 1-bedroom configuration. Future build out will be dictated by demand and site constraints. In addition to the residential component, the project will also provide a 3,000 sq. ft. warehouse/work area that would serve the maintenance and storage needs of the property as well as provide an open area conducive to a variety of On-The-Job Training (OJT) opportunities that could be developed for the benefit of the residents. It is also expected that Jeanell Drive Apartments will include a full complement of common spaces for residents and staff, including a multi-purpose room and warming kitchen, computer lab, laundry room, library, manager's office and supportive services coordinator office. Proposed outdoor spaces will include sitting and BBQ areas, a recreation area and an attractive, water-efficient landscaped environment. The development design will be highly energy efficient with plans to include Green-building technologies that are appropriate and cost effective.

Proposed Phase I of the development would provide for the initial 39 1-bedroom apartments, warehouse/OJT space, common area amenities, recreation area and a minimum of 43 parking stalls. The project will seek a reduction to the current parking requirements imposed by the City of 2 parking spaces for every bedroom provided.

The proposed financing will include equity from the sale of 9% Low-Income Housing Tax Credits, HOME funds from the Nevada Housing Division, Community Development Block Grant (CDBG) funds from Carson City, and Federal Home Loan Bank Affordable Housing Program funds. In order to ensure adequate operating funds to serve extremely low-income households (most below 30% AMI) and provide supportive services, the proposed residence will carry no permanent debt.

Question 1

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

A Balanced Land Use Pattern

Community Residential Commercial Zoning : C/RC 1.5—Relationship to Surrounding Development where C/RC centers abut lower-intensity land uses, particularly residential areas, buffering and transition space should be designed to minimize visual and noise impacts from parking areas and loading zones.

Response: The primarily residential component of the proposed project coupled with in-house services and a training center would create an effective transition from the predominantly residential neighborhoods to the west to the commercial properties that occur as you head east to N. Carson Street. The building has been designed with parking located on the north and east sides of the building. The trash enclosure and delivery drop off/pick up areas on the northeast corner of the parcel. A landscape buffer will physically separate the parking from the parcel line, and aid in reducing impacts on adjacent properties.

Section 2.1a—Range of Land Use Opportunities: Ensure that the Land Use Map provides opportunities for a range of mixed-use, residential, commercial, and employment uses at a variety of scales and intensities.

Response: The proposed project will combine supportive services and housing for adults recovering from homelessness. Residents will have on site access to Financial Literacy classes and an On-The-Job-Training facility. This unique mix of quality housing and on site services will provide shelter and life skill training to a typically hard to serve sector of the population. This project appears to be an excellent use in a neighborhood that is predominantly multifamily residential transitioning to commercial. The project encompasses a two story building with 39 units. This density and scale is consistent with the surrounding neighborhood. Many of the existing surrounding buildings are older. The proposed project will demolish the existing building and construct a new two story building that will add to the neighborhood.

Section 2.2a—Variety of Housing Types: Encourage a mix of housing models and densities for projects within the urbanized area based upon their size, location, surrounding neighborhood context, and applicable land use policies, as contained in Chapter 3. In general, larger neighborhoods should incorporate the largest variety while a smaller site surrounded by existing housing may be more limited by required transitions, etc.

Response: The proposed project combines a primarily residential use with a smaller commercial component and would effectively transition from the primarily residential to the immediate east, west and south to the more commercial and retail neighborhood to the east toward N. Carson Street. The 1.69 acre site will have 39 unit for an overall density of 23 units/acre. The site is surrounded by varying densities of multi-family development and provides for an appropriate transition to the existing neighborhood.

Equitable Distribution of Recreational Opportunities

Response: The proposed project will not create any public recreational amenities. The project includes ample site landscaping and amenities for the tenants including gardening areas, picnic tables and BBQ's, a dog run area and outdoor seating areas within a secured fenced area. Trees and shrubs will be provided throughout the site along with limited amounts of sod. Xeriscape landscape treatment will be provided in accordance with Nevada Housing Division requirements. Shrub screening will be provided around all above ground utilities.

Economic Vitality

Section 5.1e—Workforce Training: Promote activities that have the potential to upgrade the skill and wage levels of the City's resident labor force and those likely to enter the labor force (e.g., local college graduates). Encourage educational opportunities for the development and/or upgrade of skills required for employment, advancement and entrepreneurship.

Response: The combination of affordable housing coupled with services, life skills training and job training will encourage residents to seek better paying jobs and reduce their reliance on social services and costly emergency shelter solutions. This project is key to helping reduce the problem of homelessness and improving the lives of the homeless population by providing life skill and job training.

Section 5.1j—Housing Mix: Encourage a citywide housing mix consistent with the labor force and non-labor force populations of the City, recognizing that imbalance on either end of the spectrum may have adverse economic and fiscal impacts.

Response: The property will serve residents with household incomes at or below 30% of Area Median Income. This population is typically identified as the hardest to serve and least likely to find quality, affordable, permanent housing. If a community fails to provide housing for this population the result is increased homelessness and reliance on emergency shelters and other temporary housing solutions. The project will help to address this policy in two ways. First, the development will provide a housing opportunity to a population that is not currently served. Second, the project not only provides housing, but also training and services to help the tenants

improve their lives and get out of poverty, thereby improving the overall outcome of a community wide issue.

Section 5.1k—Social Services: Encourage and expand those social services, both in the public and private sector, that are necessary to facilitate the broadest labor force participation, including training, job placement, child care, health care and transportation services.

Response: The proposed project intends to partner with existing social service providers to enhance those services by providing quality, affordable, permanent housing to their clients. Job placement, training and health care services can be more effectively implemented when a client has descent, safe and affordable housing. The proposed development will make it easier for the poverty level population to receive services and training because it will be built into their housing component, eliminating the need for transportation. In addition, as tenants are able to first hand witness how the lives of other tenants are being positively impacted, they will be more inclined to improve their situation, as well.

Livable Neighborhoods and Activity Centers

Section 9.2a—Affordable Housing Plan: Identify public lands, including City-owned properties that would be appropriate for affordable housing development and create a plan for the development of affordable housing.

The proposed project will partner with local service providers to enhance their services by providing clients with quality, affordable housing that provides the stability needed to take full advantage of the treatment, services and training they are receiving. It is anticipated that the majority of the housing units provided will carry some form of rental assistance that will pay the portion of rent the client is unable to pay.

Section 9.2c—Energy-Related Housing Costs: The City should encourage a reduction in energy-related housing costs by: ... Encouraging the development of new energy efficient housing and retrofitting for existing housing stock for energy efficiency to lower average monthly housing costs; encouraging the use of site design techniques for residential development that ensure and promote solar and wind efficiency; and ensuring the economical and efficient processing of development applications and building permits to minimize housing development costs.

Response: The entire project will be constructed in accordance with the Nevada Housing Division's rigorous energy efficiency requirements. The project must have an overall energy efficiency rating equivalent to EPA's Energy Star Home Program Version 2.5. Insulation requirements are R38 attic, R22 wall, R30 crawl space and R10 perimeter. All windows, exterior

doors, light fixtures, refrigerators, dishwashers, clothes dryers, furnaces and water heaters must carry an Energy Star rating. All shower heads and faucets must be flow restricted.

A Connected City

Section 11.1c—Plan Overlap/Implementation: Seek opportunities for coordination in the implementation of the City’s Transportation, Transit, and Unified Pathways Plans. Actively encourage ridership of the City’s transit system.

Response: It is anticipated that the majority of the residents served at this project will not own a vehicle and will rely on public transportation, bike routes, and pedestrian means of travel. The proposed site is located less than one half mile from an RTC Intercity Bus Stop and centrally located with walkable access to JAC routes. To compliment public routes, FISH will administer their van transportation service from this location. The project will also provide ample secure storage for bikes to encourage this mode of transportation for residents.

Question 2

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

Land Uses and Zoning Designations of Adjoining Properties

Subject Property: 430 Jeanell Drive, Zoned RC/MFA
Adjoining Property to North: 2438 N. Carson Street, Camp N Town, Zoned RC
Adjoining Property to West: 500 Jeanell Drive, Coronado Apartments, Zoned MFA
Adjoining Property to East: 250 Jeanell Drive, Kilbourne Apartments, Zoned MFA
Property to the South: 400 West Winnie Lane, Westside Apartments, Zoned MFA
251 Jeanell Drive, Office Uses, Zoned RC

Commonalities with Existing Neighborhood Properties

Response: The adjoining properties to the west and east are multifamily apartments and the proposed project will primarily be a residential, two-story apartment building. There will be an attached On-The-Job Training Center that will blend with the residential appearance. The services and training provided will be conducted inside the building and the training offered will not create noise or odors. Neighboring properties will benefit from the value of new construction in the area and removal of existing buildings that have fallen into ill repair. The project will create a presence in the neighborhood that offers security features to their residents such as gated access and security cameras that tend to deter crime at surrounding properties.

Use & Peaceful Enjoyment

Response: The primary use of the property will be residential housing and will serve low income tenants. Informal research has determined that many of the existing residents at adjoining properties are also benefiting from some form of housing assistance. It is not anticipated that the tenants at the proposed project will have any negative impact on adjoining properties.

Traffic Impact

Trip generation rates for the proposed apartment use were obtained from the Trip Generation Manual, 7th Edition, published by the Institute of Transportation Engineers (ITE). Trip generation was calculated using "Apartment" (ITE Land Use 220) for the project. The proposed project is estimated to generate up 250 average daily trips, 20 AM weekday peak hour trips and 25 PM weekday peak hour trips. However, the affordable housing element reduces the anticipated traffic generation to an estimated 172 average daily trips, 12 AM weekday peak

hour trips and 15 PM weekday peak hour trips. This calculation was based on affordable housing trip generation from several sources (i.e. San Francisco Bay Area Travel Survey, 2001 National Household Travel Survey for low income households, Puget Sound Regional Council and UC Berkeley Study)

Benefit to Community

Response: As evidenced by priorities already established in the Carson City Master Plan, the community already understands the need to provide quality, affordable housing to all economic groups. The proposed project is especially valuable to the community as it provides housing for what is typically the hardest sector of the population to shelter.

Question 3

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

A. How will your project affect the school district?

Response: Based on results of a recent Housing Needs Assessment completed to accurately assess market demand for this project, it has been determined that the population with the greatest need for this housing type is single adults. The property unit mix will be all one bedroom/one bath units and will likely not be the housing of choice for families. It is anticipated that this project will have no impact on the school district.

B. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated?

Response: The site is currently developed with a ±29,030 square foot building and associated parking. . The proposed development will provide for more landscaping and less asphalt than what exists today, therefore peak drainage runoff will be reduced. There is not a public storm drain pipe in Jeanell Drive; however, there are catch basins at the end of Jeanell Drive at Michael Drive, as well as catch basins within Winnie Lane. For purposes of this application, it is assumed these catch basins outlet into a public storm drain system. Runoff from the site will travel along existing curb and gutter in Jeanell Drive into the catch basins at either Michael Drive or Winnie Lane.

C. Are the water supplies serving your project adequate to meet your needs without degrading supply and quality to others in the area?

Response: There is an existing public 6-inch water main in Jeanell Drive. Water capacity is limited by the peak demand, which is driven by fire flows. For the proposed project (approximately 45,000 SF, Type VA structure), per the 2012 IFC, fire flow demand is 1,875 gpm for a sprinklered building. Carson City public works has provided a fire flow data sheet indicating that 2,295 gpm is available at 20 psi residual; therefore adequate capacity is available in the existing 6-inch water main.

D. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project?

Response: There is an existing 6-inch sanitary sewer main in Jeanell Drive. An upstream, dead-end sanitary sewer manhole exists near the parcel at 430 Jeanell Drive which indicates that no upstream flow contributions exist in the existing sewer main. For 39 one bedroom multifamily units, it is anticipated there will be five water fixtures per unit and 0.42 gpm per fixture. This results in an estimated peak sanitary sewer flow of 82 gpm. For a 6-inch sewer line, 82 gpm results in a pipe flowing 42% full. Carson City code allows for a maximum of 75% full during peak flow conditions. There are a few parcels downstream of the project along Jeanell Drive that will also contribute to sewerage flows prior to entering the larger sanitary sewer main in Winnie Lane. The contributions from these other parcels have not been estimated at this time.

E. What kind of road improvements are proposed or needed to accommodate your project?

Response: The site is currently developed with access off of Jeanell drive. The current traffic generation from a 29,030 square foot office building is approximately 320 average daily trips. The proposed development will generate less traffic than the existing development. Vehicular access into and out of the site will come from one location on the eastern end of the parcel. A gated emergency access entrance will be located on the western edge of the parcel. Since the existing office development is estimated to generate more traffic than the proposed apartment project development, no road improvements are anticipated to be needed.

F. Indicate the source of the information provided to support conclusions.

Response: CFA, Inc., a private Civil Engineering and Planning consulting firm, provided the analysis for items B-E above. Carson City Public Works provided information on the size and location of existing sanitary sewer, water, and storm drain along Jeanell Drive. NV Energy provided existing electrical locations. USA markings in Jeanell Drive, along with existing gas meter locations through visual observation, provided approximate location and size for gas infrastructure.

G. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting provided.

Response: Because the project is surrounded by residential zones, we will be using lighting poles of 12' to 15' (maximum height including pole base). For those pole-mounted fixtures which are backed up to the adjacent properties, we will be using "House-Side-Shields", which provide physical obstruction against the projected lighting.

The lighting type is most likely to be HID (High-Intensity Discharge), i.e. Metal Halide. The power rating (in Watts) of the fixtures is difficult to determine at this time; however, it is most likely that 250 Watt HID (or the appropriate LED equivalent) lamps will be used. Additionally, the fixtures will be specified to feature distribution patterns that favor the parking and egress areas and avoid overshoot onto adjacent properties.

The placement of the light poles will be within the various planters located in the parking areas, or in any landscape areas on the building-side of the egress paths. Building-mounted fixtures will be located to favor egress paths and will not contribute any lighting overshoot onto adjacent properties.

H. Describe the proposed landscaping, including screening and arterial landscape areas.

Response: The project will provide gardening areas, picnic tables and barbeques, a dog run area and outdoor seating areas within a secured fenced area. Trees and shrubs will be provided throughout the site along with limited amounts of sod. Xeriscape landscape treatment will be provided in accordance with Nevada Housing Division requirements. Shrub screening will be provided around all above ground utilities.

I. Provide a parking plan for your project.

Response: Based on the parking analysis included in this application, the 39 unit one-bedroom apartment project will require 39 parking stalls plus one parking space for each employee for a total of 43 required parking stalls. The site plan provides for additional parking, which will be used in a future phase II.

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 **two years** 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



CARSON CITY

Capital of Nevada

Treasurer Home

Assessor Data Inquiry

Back to Last Page

Secured Tax Inquiry Detail for Parcel # 001-032-34				
Property Location:	430 JEANELL DR	Roll #:	005656	
Billed to:	FISH EMERGENCY REFERRAL SERV	Tax Year:	2015	
	138 E LONG ST	District:	1.0	
	CARSON CITY, NV 89706-0000	Tax Service:		
		Land Use Code:	410	
Outstanding Taxes:				
<u>Prior Year</u>	<u>Tax Penalty/Interest</u>	<u>Total</u>	<u>Amount Paid</u>	<u>Total Due</u>
2012+	20,960.99	20,960.99	20,960.99	
2013	10,438.32	10,438.32	10,438.32	
2014	2,293.02	2,293.02	2,293.02	.00
<u>Current Year</u>				No Taxes Owing
08/18	119.92	119.92	119.92	.00
10/06				
01/05				
03/02				
			<input type="button" value="Payment Cart"/>	<input type="button" value="History"/>

NEVADA RURAL HOUSING AUTHORITY

430 JEANELL DR, CARSON CITY, NV 89703
APN: 001-032-34

Legend
895
▲ 15008.00 JDA

- Project Boundary
- Red: Existing Electric
- Yellow: Existing 2" Gas
- Blue: Existing 6" Water
- Green: Existing 6" Sanitary Sewer
- Pink: Existing Overhead Electric Charter Communications

APN: 001-032-34
▲ 15008.00 JDA

Michael Dr

Jeanel Dr

Russell Way

W Winnie Ln

Google earth

© 2015 Google



Cross Section for Circular Pipe - 1

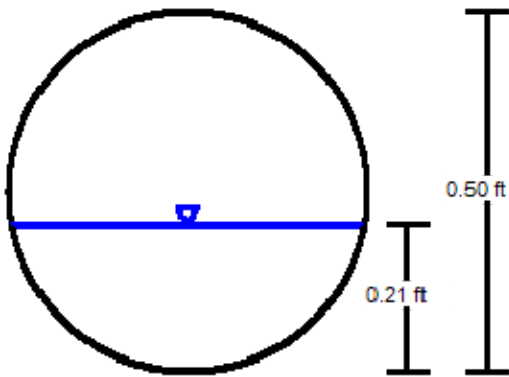
Project Description


Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010
Channel Slope	0.50000 %
Normal Depth	0.21 ft
Diameter	0.50 ft
Discharge	82.00 gal/min

Cross Section Image



V: 1 
H: 1

Worksheet for Circular Pipe - 1

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.50000	%
Diameter	0.50	ft
Discharge	82.00	gal/min

Results

Normal Depth	0.21	ft
Flow Area	0.08	ft ²
Wetted Perimeter	0.70	ft
Hydraulic Radius	0.11	ft
Top Width	0.49	ft
Critical Depth	0.21	ft
Percent Full	41.1	%
Critical Slope	0.00435	ft/ft
Velocity	2.40	ft/s
Velocity Head	0.09	ft
Specific Energy	0.30	ft
Froude Number	1.08	
Maximum Discharge	0.55	ft ³ /s
Discharge Full	0.52	ft ³ /s
Slope Full	0.00063	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	41.08	%
Downstream Velocity	Infinity	ft/s

Worksheet for Circular Pipe - 1

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.21	ft
Critical Depth	0.21	ft
Channel Slope	0.50000	%
Critical Slope	0.00435	ft/ft

PUBLIC WORKS DEPARTMENT

ADMINISTRATION

3505 Butti Way
Carson City, NV 89701-3498
Ph: 775-887-2355
Fx: 775-887-2112

FLEET SERVICES

3303 Butti Way, Building 2
Carson City, NV 89701-3498
Ph: 775-887-2356
Fx: 775-887-2258

OPERATIONS

(Water, Sewer, Wastewater, Streets, Landfill, Environmental)
3505 Butti Way
Carson City, NV 89701-3498
Ph: 775-887-2355
Fx: 775-887-2112

ENGINEERING/ TRANSPORTATION/ CAPITAL PROJECTS

3505 Butti Way
Carson City, NV 89701-3498
Ph: 775-887-2355
Fx: 775-887-2112

BUILDING and SAFETY PERMIT CENTER

108 E. Proctor Street
Carson City, NV 89701-4240
Ph: 775-887-2310
Fx: 775-887-2202

PLANNING

108 E. Proctor Street
Carson City, NV 89701-4240
Ph: 775-887-2180
Fx: 775-887-2278

HEARING IMPAIRED
Dial 711

CARSON CITY NEVADA
Consolidated Municipality and State Capital



PUBLIC WORKS FIRE FLOW DATA SHEET*

Testing Personnel: KA, JR

Date of Test: 8-21-14 Time of Test: 0850

Requested By: Tom Grundy Phone: x 7081

Email address: Tgrundy@carson.org

Test Locations: Jeanell Dr. & Michael Dr.
(Street and Cross Street)

Pressure Zone 4960

Comments: _____

Mainline Size: 6"

Pressure: Static (S) 95 PSI

Residual (R) 79 PSI

Pitot (P) 40 PSI

Pitot Flow Value 1000 GPM

Exit Coefficient (C) 0.845 Exit Diameter (inches) (D) 2.5"

Q_F = Flow Quantity From Hydrant

$$Q_F = (29.84) \times (C) \times (D^2) \times (\sqrt{P})$$

$$Q_F = (29.84) \times (0.845) \times (6.25) \times (6.32)$$

$$Q_F = 997 \text{ Gallons Per Minute}$$

Available Water Calculation:

$$H_f = S - R$$

$$H_f = 95 - 79 = 16$$

$$H_f = S - 20$$

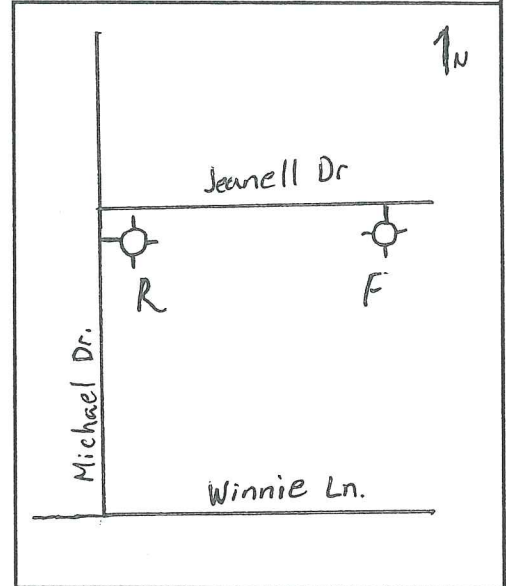
$$H_f = 95 - 20 \text{ PSI} = 75$$

$$Q_R = Q_F \times (H_r^{0.54} / H_f^{0.54})$$

$$Q_R = 997 \times (10.29 / 4.47)$$

$$Q_R = 2,295$$

Q_R = 2295 G.P.M. = Total Available Water at 20 PSI Residual.



*Based on NFPA 291 – 2013 Edition

Updated 8/5/2013

Pursuant to NFPA 291 (2013 Edition) fire flow test data over 5 years old should not be used.





PLANNERS • ENGINEERS • LANDSCAPE ARCHITECTS
SURVEYORS • CONSTRUCTION OBSERVATION

February 11, 2015

Susan Dorr Pansky, AICP
Planning Manager
Carson City Community Development, Planning Division
108 E. Proctor Street
Carson City, NV 89701

RE: PARKING REQUIREMENTS FOR JEANELL DRIVE APARTMENTS, 430 JEANELL DRIVE (APN 001-032-34)

Dear Susan,

The Nevada Rural Housing Authority (NRHA), Friends in Service Helping (FISH) and Carson City are collaborating on the proposed development of permanent, affordable supportive housing for homeless individuals. The proposed housing facility will be located on a 1.69-acre property at 430 Jeanell Drive (APN 001-032-34) on the northwest side of Carson City. The property is currently owned by FISH and houses a 29,030 square foot building, primarily used as office space.

The proposed Jeanell Drive Apartments is a rent restricted multi-family development, serving homeless and extremely low income individuals at 30% Annual Median Income (AMI) and below. NRHA and FISH will partner with local community service organizations to provide on-site support services. The project will be developed in two phases with the first phase encompassing 39 one-bedroom units. The proposed development will also provide a 3,000 square foot warehouse/work area, which will serve the maintenance and storage needs of the property.

Parking calculations for the proposed development are based on both ITE and APA parking standards. The Institute of Transportation Engineers (ITE) Parking Generation Report 3rd Edition gives a peak parking demand ratio of 1.0 vehicles per dwelling unit for low/mid-rise apartments in an urban environment, with a range between 0.66-1.43 vehicles per dwelling unit. The project site plan provides parking based on one space per unit plus one space per employee for a total of 43 spaces. A phase II is proposed with the project but the final unit count will be determined in the future. In anticipation of a future phase being developed, the site plan provides for additional parking spaces that are not required in the initial phase of 39 units. In addition, a reduction in the parking rate is appropriate for the project based on its use. The project will provide housing for a population that does not typically have the financial means to own a vehicle. The site plan can accommodate the total parking needed without using the affordable housing parking reduction, but the reduction may be used in the future phase II.

Parking Calculations		
Parking Standard Reference	Required Parking	Total Required (50 units)
Carson City Parking Standards: All single-family, two family and multi-family residential dwellings	2 spaces per dwelling unit	78 spaces
ITE 3rd Edition Land Use: 221	1.00 vehicles per dwelling unit	39 spaces
APA Parking Standards: Grants Pass, Oregon Yonkers, NY	1 space per dwelling unit 1 per dwelling unit, plus 0.33 per bedroom	39 spaces 39 spaces

Please contact me at (775)856-1150 if you have any questions.

Sincerely,



Angela Fuss, AICP
Director of Planning



Stephen E. Harriman AIA
Architect

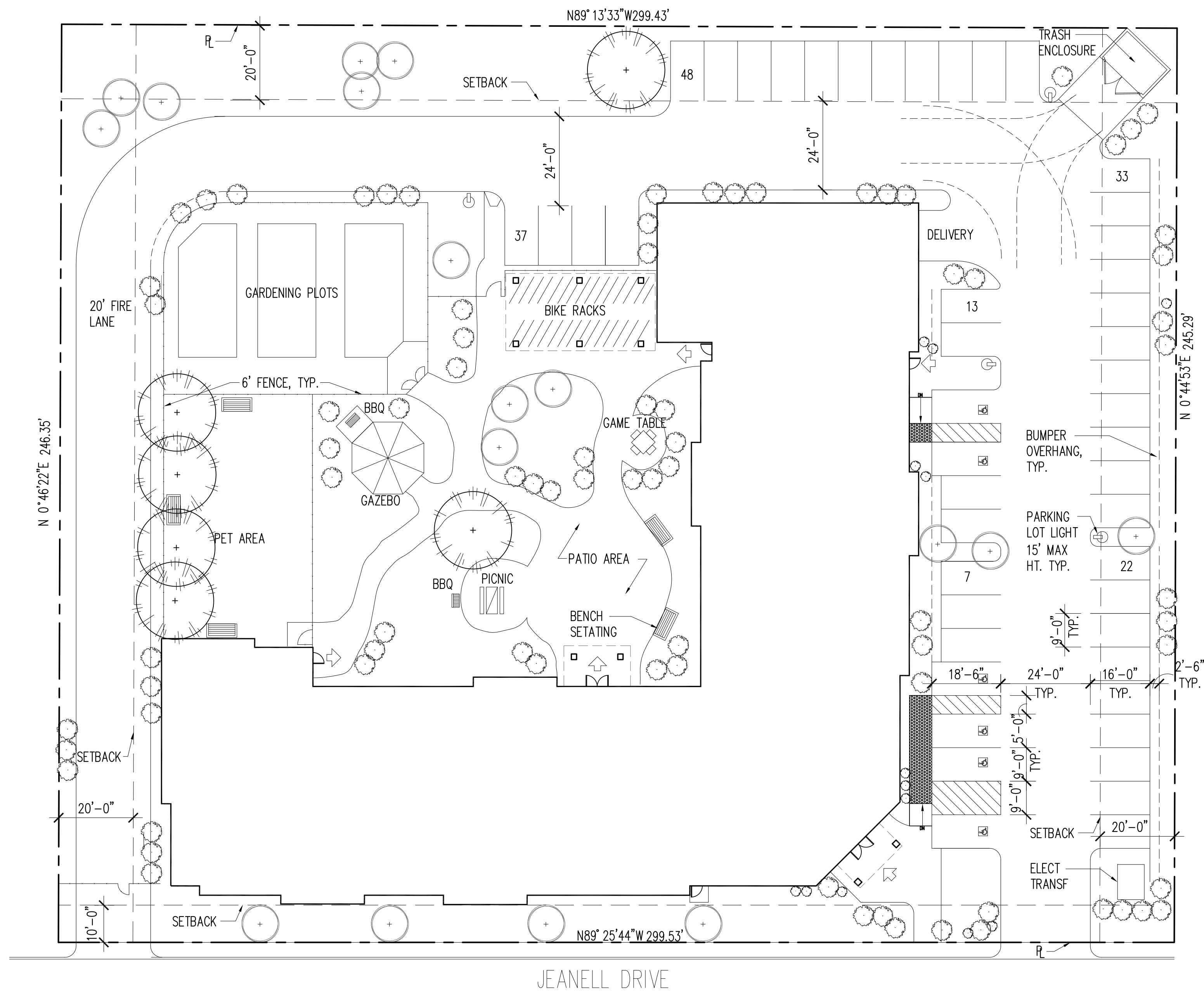


1801 Oakland Blvd., Suite 320
 Walnut Creek, CA 94596
 (925) 934-1160
 Fax: 934-8132

A-0
Jeanell Drive Apartment
 Carson NV



Nevada Rural
 Housing Authority
 3695 Desatoya Drive,
 Carson City NV 89701
 (775) 887-1795
 Fax: 887-1798

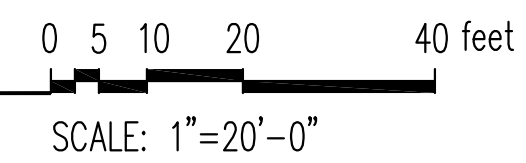


PROJECT DATA		
SITE		
BUILDING FOOT PRINT	19,151 S.F.	26%
PAVING	25,067 S.F.	34%
LANDSCAPE	29,401 S.F.	40%
TOTAL	73,619 S.F.	100%
OUTDOOR SPACE REQ'D; 250 SF X 39 UNITS =9,750 S.F. RECREATION SPACE PROVIDED: 16383 S.F. (RECREATION, GARDEN , PET AREA)		
BUILDING		
FIRST FLOOR	19,169 S.F.	
SECOND FLOOR	15,211 S.F.	
TOTAL	34,380 S.F.	
39 ONE BEDROOM UNITS @ 540 SF. AVG. EA. =	21,060 SF.	62%
TRAINING CENTER/ STORAGE	2842 S.F.	8%
COMMON AREA	10,434S.F.	30%
TOTAL	34,336 S.F.	100%
TYPE V CONSTRUCTION WITH FIRE SPRINKLER		
PARKING		
TOTAL UNITS PROVIDED = 39 UNITS		
PARKING		
1 STALL / BEDROOM	39	
1 STALL EACH FOR STAFF	4	
TRAINING CENTER	5	
TOTAL	48	

SITE PLAN

A-1

Jeanell Drive Apartment
Carson NV

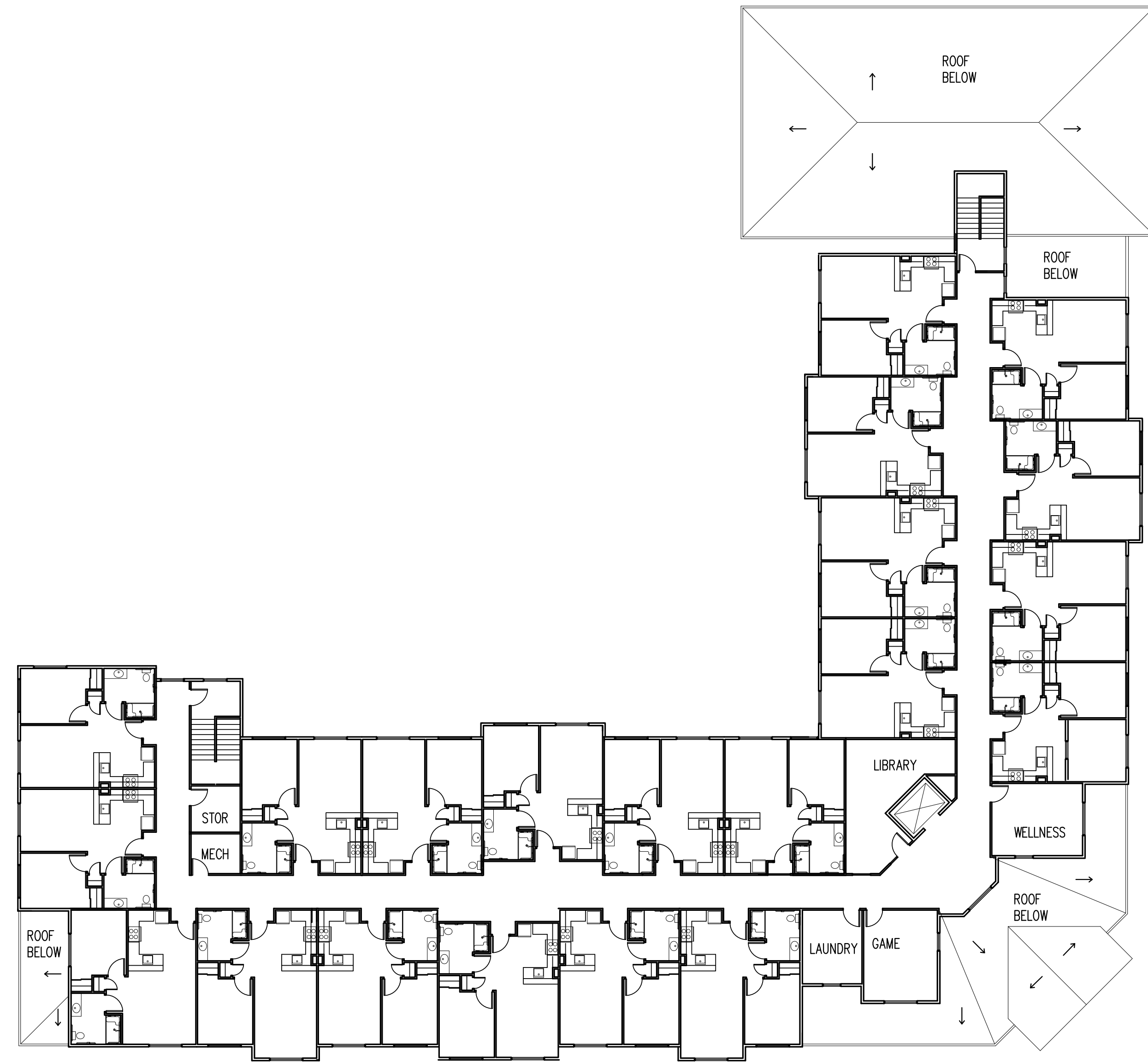


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Nevada Rural
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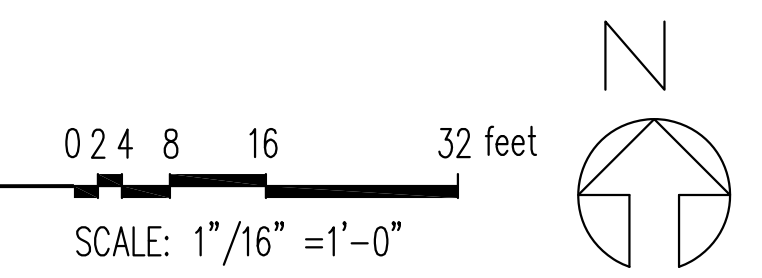


SECOND FLOOR PLAN



GROUND FLOOR PLAN

FLOOR PLANS

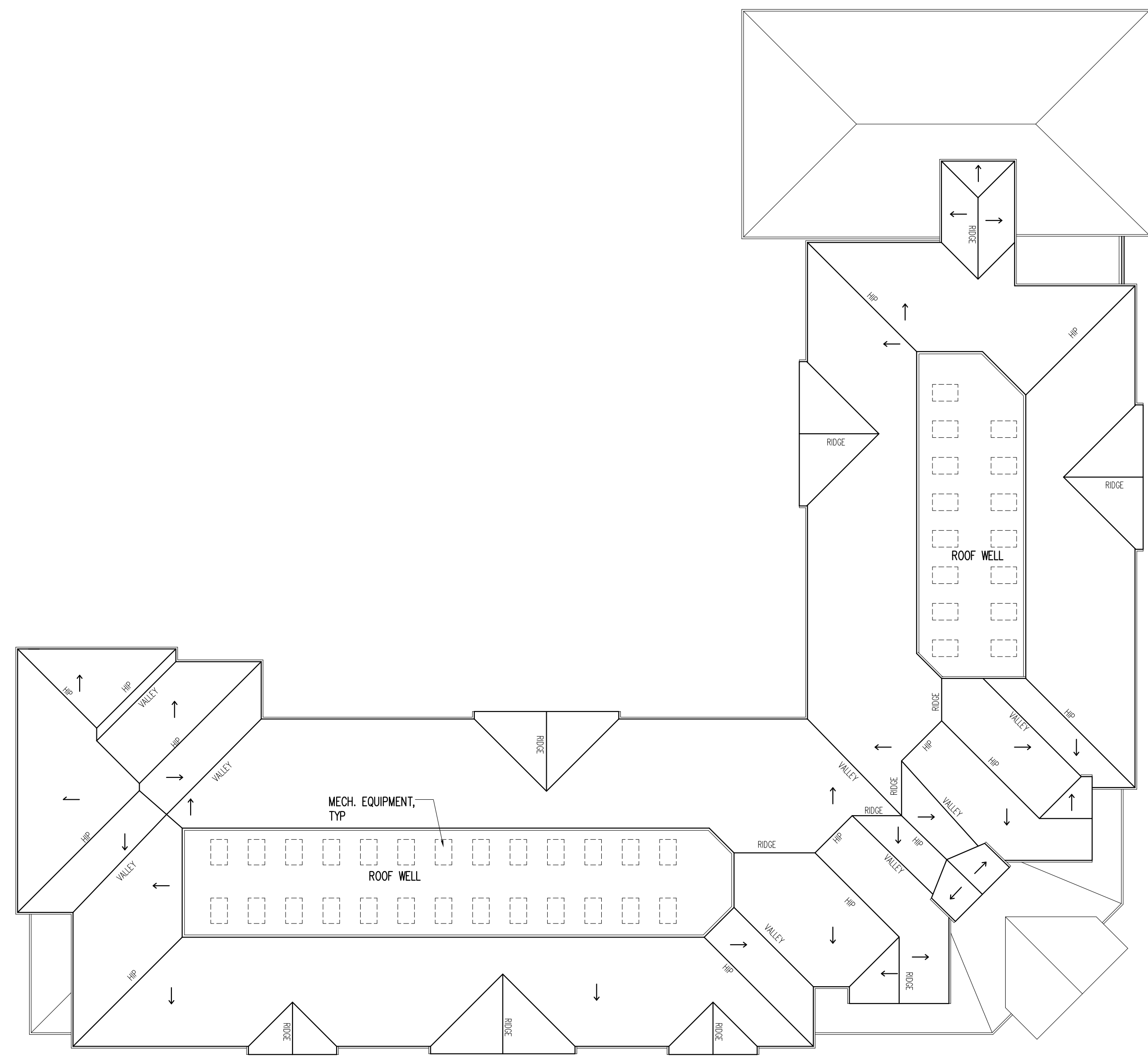


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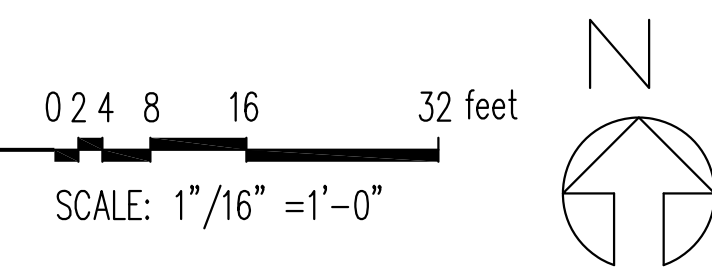
A-2
Jeanell Drive Apartment
 Carson NV



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ROOF PLAN



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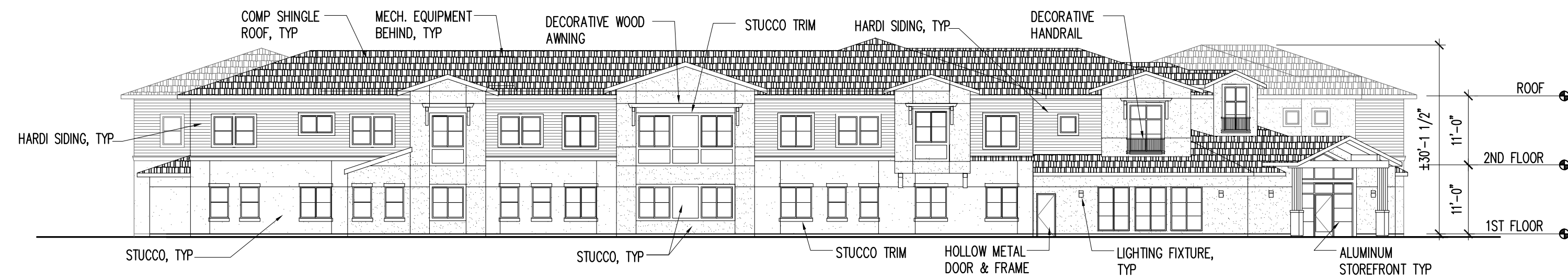
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A-3

Jeanell Drive Apartment
 Carson NV



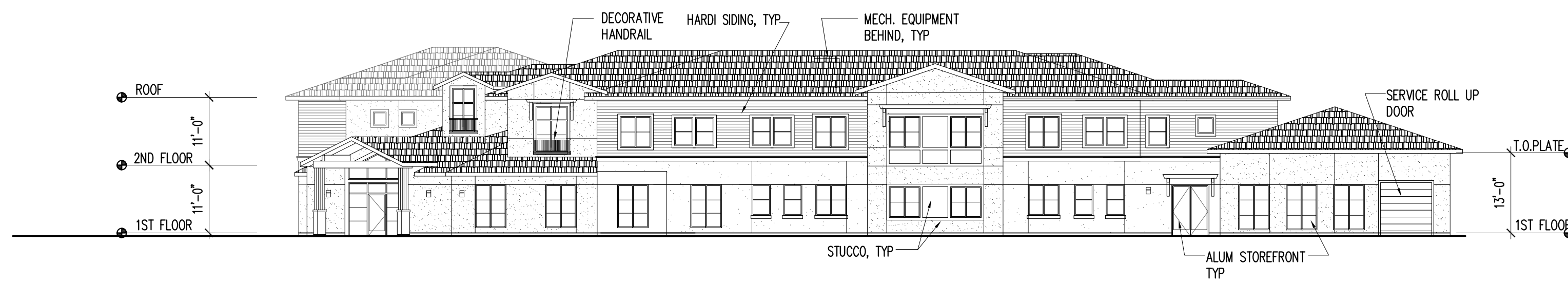
Nevada Rural
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SOUTH ELEVATION

0 2 4 8 16 32 feet

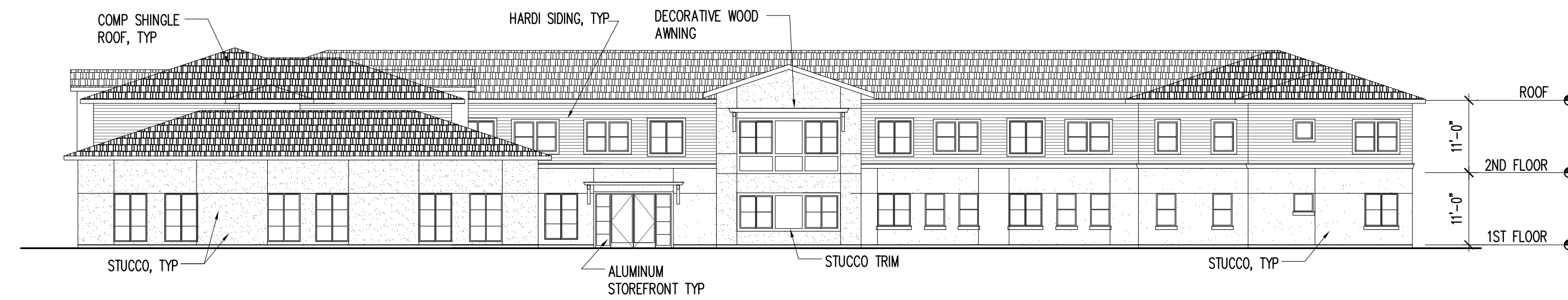
SCALE: 1" / 16" = 1'-0"



EAST ELEVATION

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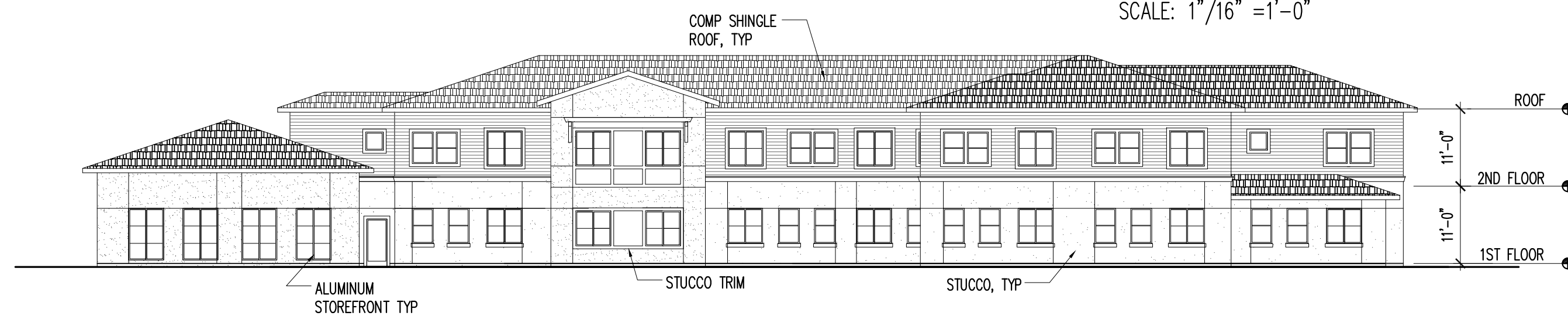
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NORTH ELEVATION

0 2 4 8 16 32 feet

SCALE: 1" / 16" = 1'-0"

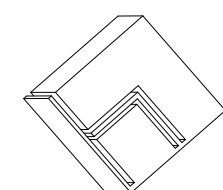


WEST ELEVATION

0 2 4 8 16 32 feet

SCALE: 1" / 16" = 1'-0"

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A-4

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