

**STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF DECEMBER 15, 2020**

**FILE NO:** LU-2020-0045

**AGENDA ITEM:** E.1

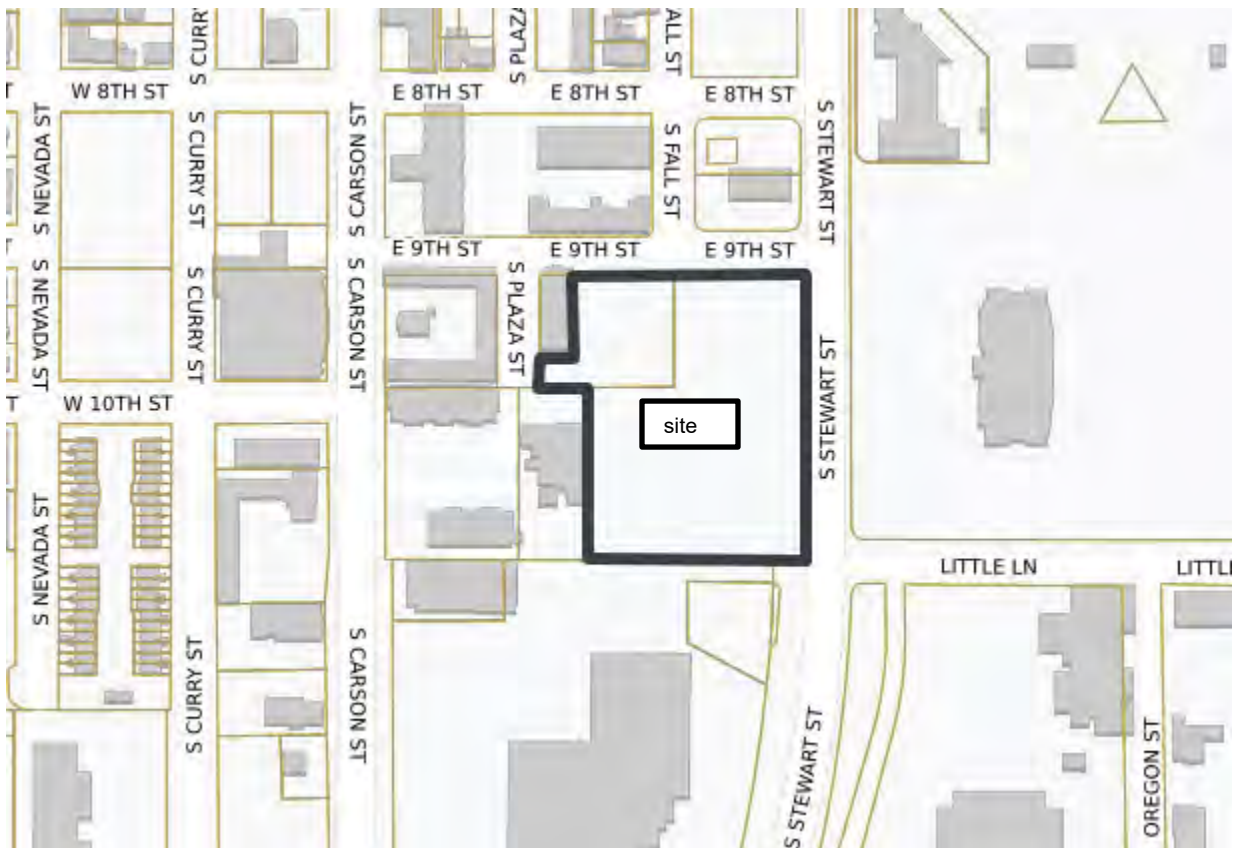
**STAFF CONTACT:** Hope Sullivan, Planning Manager

**AGENDA TITLE:** For Possible Action: Discussion and possible action regarding a request for a Special Use Permit to allow alternative compliance of the Downtown Mixed-Use Standards, specifically standards related to a mixed use requirement, a community amenity requirement, the sidewalk specification, and building envelope step-back requirements relative to a multi-family residential development on property zoned Downtown Mixed-Use (DT-MU), located at 906 South Stewart Street, APNs 004-055-02, and -07. (Hope Sullivan, hsullivan@carson.org)

**STAFF SUMMARY:** The applicant is proposing to construct a 253-unit apartment project known as Stewart Street Apartments. As the property is located in the Downtown Mixed-Use zoning district, development must meet the standards identified in Division 6 of the Development Standards. Alternatively, per CCMC 18.07.025, the applicant may seek a Special Use Permit to allow for alternative compliance. The Planning Commission is authorized to approve a Special Use Permit.

**RECOMMENDED MOTION:** “I move to approve LU-2020-0045, based on the findings and subject to the conditions of approval contained in the staff report.”

**VICINITY MAP:**



## **RECOMMENDED CONDITIONS OF APPROVAL:**

1. The applicant must sign and return the Notice of Decision for conditions of 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 12 months of the date of final approval. A single, one year extension of time may be requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated (obtain a Building Permit) within one year and no extension granted, the permit shall become null and void.
5. The applicant must supply the required five amenities, subject to review and approval by the Community Development Director prior to the issuance of the construction permit. It is anticipated that public art will be utilized to meet this requirement. The art will be privately owned and maintained, and the public will have visual access to it.
6. Benches will be of the same specification as the other downtown benches.
7. Streetlights will be of the same specification as the streetlights on Carson Street.
8. This approval does not include the approval of any signs. Any proposed signs will require a sign application and must meet the downtown development standards.
9. A detailed lighting plan, including cut sheets, is required at the time of building permit application to ensure compliance with the downtown design standards.
10. All utility and mechanical equipment must be screened.
11. At the time of building permit application, the applicant shall demonstrate that 35 percent of the building at the pedestrian level includes window openings.
12. There appears to be an error in the water main analysis relative to available maximum flow. This analysis must be revised before a building or site improvement permit is issued. If there is insufficient capacity in the 6-inch main in 9th Street, it must be upgraded at the developer's expense. Depending on the results of the analysis, changes may also be required to be made to the construction type and/or the fire suppression system.
13. The project must meet all applicable Carson City Development Standards including but not limited to the following:
  - A portion of the project contains a FEMA AO flood zone. The project must obtain FEMA LOMA approval prior to a site improvement permit being issued.
  - The private storm drain must tie into the City storm main at a new manhole.

14. The Four-Hour Vehicular Volume Signal Warrant at the intersection of Little Lane and Stewart Street shall be reevaluated and submitted prior to issuance of the building permit. Typical day traffic and pedestrian volumes were not collected at the time of the original traffic impact study due to ongoing construction on Carson Street and the temporary closures of state offices. The reevaluation shall utilize actual vehicle and pedestrian counts if state offices are re-opened and typical conditions reoccur, or shall utilize the most recent available historical data and the adjustment methodologies as described in the original traffic impact study and as approved by the City's Transportation Engineer. The signal warrant analysis shall include a review of the existing condition and the proposed project under a 10- Year Horizon Plus Project scenario.
15. If a Four-Hour Vehicular Volume Signal Warrant within that 10-year Horizon period is met, the project will participate in a pro-rata contribution accounting for its proportional share of the intersection improvements based on the identified cost of the improvements and the number of project generated trips impacting the intersection as described in the updated traffic impact study. The pro-rata contribution shall be applied through the construction of improvements of similar value in preparation for a future signalized intersection. Improvements shall include, but not be limited to, reconstruction of the driveway at the west approach to install ADA compliant sidewalks and curb ramps ensuring pedestrian access to the existing crosswalk south of the intersection prior to full intersection signalization, as approved by the City Engineer. Construction of improvements shall be included in the site improvement application and constructed with other site improvements.
16. The water model appears to have errors in calculating available fire flow. A corrected water model must be approved by Development Engineering and Carson City Fire Department prior to the issuance of any construction permits. If available fire flow is insufficient to meet IFC requirements, a different Type of construction must be used, or fire sprinklers added to the parking garage to decrease the required fire flow amount to be compatible with the available fire flow at the site.

**LEGAL REQUIREMENTS:** CCMC 18.02.080 (Special Use Permits), CCMC 18.04.125 (Downtown Mixed-Use DT-MU); Development Standards Division 6 (Downtown Mixed-Use District)

**MASTER PLAN DESIGNATION:** Downtown Mixed-Use

**ZONING DISTRICT:** Downtown Mixed-Use District

**KEY ISSUES:** Will the alternative compliance be consistent with the downtown character, incorporated into a broader mix of uses, and consistent with the master plan policies for downtown?

**SURROUNDING ZONING AND LAND USE INFORMATION:**

NORTH: Downtown Mixed-Use and Retail Commercial / Retail and multi-family

EAST: Public / State of Nevada offices

WEST: Downtown Mixed-Use / commercial use and motel

SOUTH: Retail Commercial / Carson Mall

**ENVIRONMENTAL INFORMATION:**

FLOOD ZONE: Zone X shaded and AO

EARTHQUAKE FAULT: beyond 500 feet

SLOPE/DRAINAGE: flat

**SITE DEVELOPMENT INFORMATION:**

NUMBER OF UNITS: 253 units  
LOT SIZE: 3.44 acres  
PARKING: 427 parking spaces  
VARIANCES REQUESTED: None

**PREVIOUS REVIEWS:**

SUP-06-119: Outside storage of building materials

U-03/04-6: Outside storage of building materials

U-99/00-40: Outside storage of materials

U-86-22: Blueprint services and sales

**DISCUSSION:**

The subject properties are comprised of two parcels totaling 3.44 acres. Both properties are zoned Downtown Mixed-Use (DT-MU), and both are designated as Urban Mixed-Use within the DT-MU district.

The property fronts on South Stewart Street, a minor arterial and on East 9<sup>th</sup> Street, a local road. The site was historically a lumber yard but has been vacant for a number of years. It is currently primarily vacant, with some outdoor storage.

The applicant is proposing a five-story 72-foot tall apartment building with a maximum of 253 residential units. The unit count will be reduced by five if the building needs to be cantilevered to accommodate drainage. A six-story parking structure with 427 parking spaces is proposed on site, with access from 9<sup>th</sup> Street and from Stewart Street. The parking structure will be “wrapped” by the residential units. The unit mix will consist of 21 studios, 138 one-bedroom units, and 94 two-bedroom units.

Multi-Family Dwellings are an allowed use in the DT-MU and must be designed and constructed consist with Division 6 of the Development Standards. Per CCMC 18.07.025, alternative compliance may be approved subject to a Special Use Permit and three additional findings. The Planning Commission is authorized to approve a Special Use Permit.

The applicant is requesting alternative compliance for the following four items.

**6.5.3 Mix of Uses**

Sites greater than 50,000 square feet shall include at least one use from the commercial / service / retail use group as identified in the table in Division 6.

The applicant proposes an entirely residential use.

**6.6.4.3 Outdoor Gathering Spaces and Community Amenities / Provision of On-Site Amenities**

- a. Development on sites 50,000 square feet or less shall incorporate at least one of the following on-site outdoor gathering spaces or community amenities, and developments on sites larger than 50,000 square feet shall incorporate at least two of the following outdoor gathering spaces or community amenities and one additional amenity for each 25,000

square feet above 50,000 square feet of area, as highly-visible, easily-accessible, focal points:

- (1) Patio or plaza with a minimum depth and width of 10-feet, and a minimum total area of 150 square feet.
  - (2) Landscaped mini-parks or squares provided such park or green has a minimum depth and width of 10-feet and a minimum total area of 250 square feet.
  - (3) Protected pedestrian walkways; arcades; recessed corner entries with a minimum area of 100 square feet; or easily identifiable building pass-throughs containing window displays and intended for general public access.
  - (4) Outdoor public art, as approved by the city, in an area that is:
    - (i) Visible from an adjacent public sidewalk or street, and
    - (ii) Easily accessed for viewing by pedestrians.
  - (5) Similar feature as approved by the director or designee.
- b. Outdoor gathering spaces provided in accordance with the above standard shall incorporate a variety of pedestrian amenities to promote regular use. Pedestrian amenities may include, but are not limited to, seating, lighting, special paving, landscaping, food and flower vendors, artwork, and/or special urban recreational features.

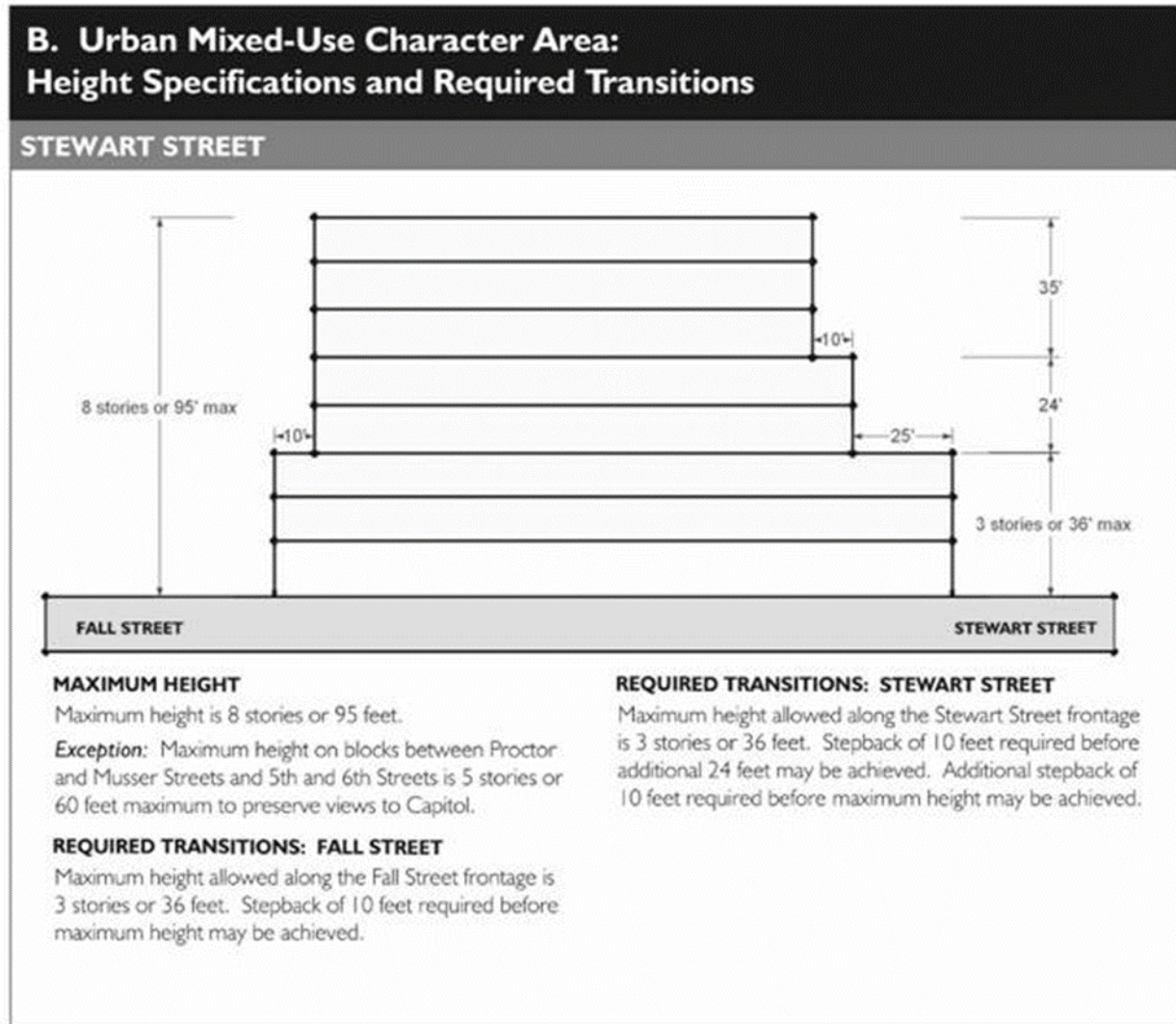
Given the size of the parcel, the applicant is required to have five amenities. The applicant proposes public art including a sculpture at the entryway and glass fiber reinforced concrete wall panels. It is unclear how many wall panels are proposed.

#### 6.6.7.3.a Streetscape

- a. Prior to the completion of the city's downtown streetscape plan, and for all other properties not addressed within the completed downtown streetscape plan, streetscape shall be provided along all street frontages as follows:
- (1) Residential Character: Minimum 8-foot-wide planter area in combination with minimum 8-foot sidewalk; or
  - (2) Urban Character: Minimum 15-foot sidewalk with street trees in grates.

As the development is on a commercial corridor as opposed to a residential street, a 15-foot sidewalk with street trees should be provided. The applicant is proposing an 8-foot wide sidewalk along Stewart Street with a planter or patio between the sidewalk and the building. Along East 9<sup>th</sup> Street, the applicant is proposing an 8-foot wide sidewalk with a planter between the sidewalk and the curb, and a 15-foot wide sidewalk with a planter between the building and the sidewalk.

## 6.7 Street Envelope Standards



As shown in the above graphic, after three stories, the building should “step back” 25 feet from Stewart Street. The applicant is not proposing a “step back.”

**PUBLIC COMMENTS:** Public notices were mailed to 45 property owners within 600 feet of the subject site on November 25, 2020. As of the writing of this report, no formal comments have been received. Any comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting, depending on the submittal date 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.

### Engineering Division:

The Engineering Division has no preference or objection to the special use request provided that the following conditions are met:

1. There appears to be an error in the water main analysis relative to available maximum flow. This analysis must be revised before a building or site improvement permit is issued. If there is insufficient capacity in the 6-inch main in 9th Street, it must be upgraded at the developer's expense. Depending on the results of the analysis, changes may also be required to be made to the construction type and/or the fire suppression system.
2. The project must meet all applicable Carson City Development Standards including but not limited to the following:
  - A portion of the project contains a FEMA AO flood zone. The project must obtain FEMA LOMA approval prior to a site improvement permit being issued.
  - The private storm drain must tie into the City storm main at a new manhole.
3. The Four-Hour Vehicular Volume Signal Warrant at the intersection of Little Lane and Stewart Street shall be reevaluated and submitted prior to issuance of the building permit. Typical day traffic and pedestrian volumes were not collected at the time of the original traffic impact study due to ongoing construction on Carson Street and the temporary closures of state offices. The reevaluation shall utilize actual vehicle and pedestrian counts if state offices are re-opened and typical conditions reoccur, or shall utilize the most recent available historical data and the adjustment methodologies as described in the original traffic impact study and as approved by the City's Transportation Engineer. The signal warrant analysis shall include a review of the existing condition and the proposed project under a 10- Year Horizon Plus Project scenario.
4. If a Four-Hour Vehicular Volume Signal Warrant within that 10-year Horizon period is met, the project will participate in a pro-rata contribution accounting for its proportional share of the intersection improvements based on the identified cost of the improvements and the number of project generated trips impacting the intersection as described in the updated traffic impact study. The pro-rata contribution shall be applied through the construction of improvements of similar value in preparation for a future signalized intersection. Improvements shall include, but not be limited to, reconstruction of the driveway at the west approach to install ADA compliant sidewalks and curb ramps ensuring pedestrian access to the existing crosswalk south of the intersection prior to full intersection signalization, as approved by the City Engineer. Construction of improvements shall be included in the site improvement application, and constructed with other site improvements.

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses. The Engineering Division offers the following discussion:

**C.C.M.C. 18.02.080 (5a) - Master Plan**

The request is not in conflict with any Engineering Master Plans.

**C.C.M.C. 18.02.080 (5b) – Use, Peaceful Enjoyment, Economic Value, Compatibility  
Development Engineering** has no comment on this finding.

**C.C.M.C. 18.02.080 (5c) - Traffic/Pedestrians**

The existing infrastructure must be reevaluated with accurate traffic counts. The above conditions of approval include a contribution to a traffic signal that may potentially be warranted after the analysis. The proposed improvements and existing infrastructure are sufficient for safe and efficient pedestrian and vehicular travel with the above condition of approval.

C.C.M.C. 18.02.080 (5d) - Public Services

The existing sewer, water, and storm drain infrastructure are sufficient to provide service to the project.

C.C.M.C. 18.02.080 (5e) – Title 18 Standards

Development Engineering has no comment on this finding.

C.C.M.C. 18.02.080 (5f) – Public health, Safety, Convenience, and Welfare

The project meets engineering standards for health and safety.

C.C.M.C. 18.02.080 (5g) – Material Damage or Prejudice to Other Property

Development Engineering has no comment on this finding.

C.C.M.C. 18.02.080 (5h) – Adequate Information

The plans and reports provided were adequate for this analysis.

Fire Department:

1. Project must comply with the International Fire Code and northern Nevada fire code amendments as adopted by Carson City.
2. The water model appears to have errors in calculating available fire flow. A corrected water model must be approved by Development Engineering and Carson City Fire Department prior to the issuance of any construction permits. If available fire flow is insufficient to meet IFC requirements, a different Type of construction must be used or fire sprinklers added to the parking garage to decrease the required fire flow amount to be compatible with the available fire flow at the site.

**FINDINGS:** Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) with the supplemental findings identified in 6.5.2 of the Development Standards as enumerated below and substantiated in the public record for the project.

**1. *Will be consistent with the objectives of the Master Plan elements.***

The project site is designated Downtown Mixed-Use (DTMU). The purpose of the designation is to recognize downtown as the most intense activity center and the “heart” of the community. The DTMU designation is intended to allow for and encourage a broader mix of uses than exist today in Downtown, while respecting its historic context and creating an inviting, pedestrian-friendly environment.

The DTMU designation is provided specifically for the City's historic Downtown area, with a series of smaller “character areas.” The subject property is in the Urban Mixed-Use area. The purpose of the urban mixed-use character area is to provide for urban intensity mixed-use development in areas of downtown that contain larger tracts of vacant or underutilized land. It is intended to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of downtown. To support these objectives, building heights in this area are permitted to be higher than in other character areas within downtown, provided appropriate transitions are provided to the more modest scale of development found along Carson Street, the surrounding neighborhoods, and the State Capitol complex.



Goal 5.6 of the Master Plan is to Promote Downtown Revitalization.

Developing the subject property as entirely residential is consistent with the objective of the Urban Mixed-Use area in that there is a concentration of commercial space to the south of the site at the Carson Mall, and a concentration of office use at the State building across the street. Realistically, given the location of the site adjacent to a large retail complex and across the street from one of the largest office buildings in Carson City, the urban scale residential development will complement these existing uses, creating a mixed-use node.

The required public amenities are part of creating an inviting, pedestrian-friendly environment. Staff understands the reluctance to provide public spaces given this is an entirely residential use. However, staff finds that the use could accommodate five distinct pieces of art without compromising the residential nature of the use. In addition to the proposed sculpture, the art can include the glass fiber reinforced concrete, as well as art that is located within the building but visible through a window from the sidewalk.

The sidewalk design is also a part of creating an inviting, pedestrian friendly environment. Staff acknowledges that this particular site will connect to a 4.5-foot wide sidewalk along Stewart Street to the south that is not in the DTMU district. The applicant also proposes to add the street furniture, and utilize the downtown streetlights, which will create continuity with the downtown area and an inviting environment. Therefore, given the location of the sidewalk coupled with the inclusion of the downtown streetlights and street furniture, staff finds the request will be consistent with the Master Plan.

The applicant is proposing a five-story building with no step back. The step back is part of creating an inviting, pedestrian friendly environment in that it allows for sunshine to reach sidewalks and outdoor areas and avoids a constant shadow. In this case, the site is across the street from the State office building, which is not in the DTMU. The office building is setback away from the street with parking in the front. Given that setting, the sidewalk will receive sunshine as there is not a building across the street to shade it. Therefore, staff finds that the lack of a step back will be consistent with the Master Plan.

- 2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.***

The proposed alternative compliance requests will not be detrimental to surrounding properties or the general neighborhood. The exclusively residential use will place customers next door to the shops and restaurants at the mall, and workers near the jobs in the downtown.

The reduced number of public amenities, the reduced sidewalk width, and the lack of a building “stepback” will not create adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.

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

The Special Use Permit is for the alternative compliance of a single residential use as opposed to

mixed use, limited public amenities, sidewalk widths that are not per the development standards, and no building setback. The traffic analysis reflects the requested use.

For this development, typical day traffic and pedestrian volumes could not be collected due to ongoing construction on Carson Street and the temporary closures of state offices. Staff is recommending a re-evaluation that utilizes actual vehicle and pedestrian counts if state offices are re-opened and typical conditions reoccur. Alternatively, if “normal conditions” aren’t re-established, a re-evaluation utilizing the most recent available historical data and the adjustment methodologies as described in the original traffic impact study and as approved by the City’s Transportation Engineer is required. This will include a signal warrant analysis at Stewart Street and Little Lane. If the warrant for a signal is met, the project will participate in a pro-rata contribution through the construction of improvements in preparation of a future signalized intersection.

Subject to the recommended conditions of approval, the proposed improvements and existing infrastructure is sufficient for safe and efficient pedestrian and vehicular travel.

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

The proposed alternative compliance request will not overburden public services and facilities. Of note multi-family residential is an allowed use in the DTMU. It is the requested alternative compliance that is being reviewed.

The existing sewer, water and storm drain infrastructure are sufficient to provide service to the project. Of note, the water analysis must be revised before any construction permit is issued to ensure adequate fire flows in the parking garage. If there is insufficient capacity in the 6-inch main in 9<sup>th</sup> Street to meet flow requirements, it must be upgraded at the developer’s expense. Depending on the results of the analysis changes may also be required relative to construction type and/or the fire suppression system.

Given the nature of the development, it is not anticipated that the project will generate many more students for the schools. The site is zoned for Bordewich. If it became problematic, as the area is being rezoned by the School District in a year, it could be added to Seeliger. The School District is aware of this project.

**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.***

Section 6.6 of the Development Standards provides for the general development standards and guidelines in the Downtown Mixed-Use District. These standards are as follows.

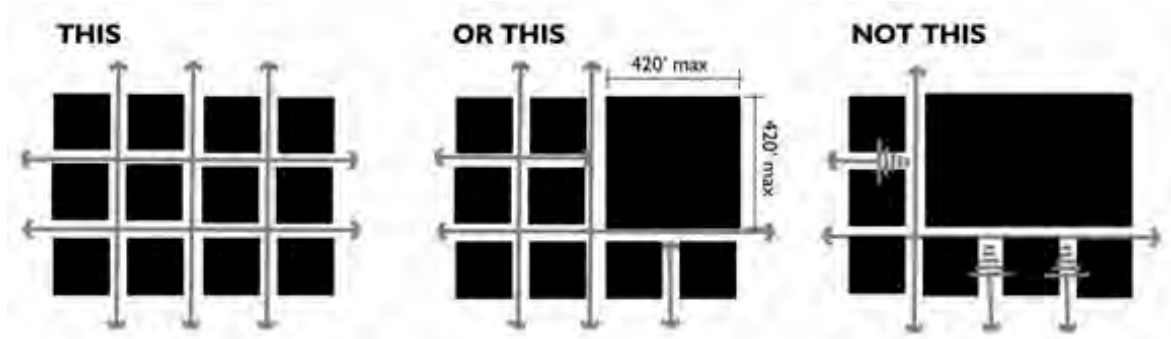
**6.6.1 *Vehicular and Pedestrian Connections.***

**1. *Intent.***

- a. *To maintain a well-defined pattern of urban blocks within downtown that provide frequent connections to adjacent neighborhoods and serve as a framework for a varied mix of uses.*
- b. *To maintain frequent pedestrian connections that reflect Carson City's traditional pattern of blocks while allowing for the incorporation of some larger developments and outdoor plazas that require the consolidation of 2 or more blocks, where appropriate.*

2. *Block Size.*

- a. *To the maximum extent feasible, new development shall work within the framework of downtown's existing pattern of blocks to avoid interrupting the grid pattern, creating large "superblocks," and limiting access to adjacent neighborhoods.*
- b. *Maximum block lengths resulting from block consolidation shall be limited to 420 feet.*
- c. *Where block consolidation is proposed (by right-of-way abandonment), special consideration shall be given to vehicular circulation patterns, flood/drainage pathways, and view corridors to significant features in the area, such as the Capitol building and the mountains to the west.*



STAFF RESPONSE: The proposed development will not involve any modification to the shape or size of the block.

6.6.2 *Lighting.*

1. *Intent.*

- a. *To encourage a safe, appealing, and pedestrian-friendly nighttime environment within downtown core.*
- b. *To promote the retention of the downtown core's unique nighttime character, as provided by its numerous lighted marques and animated lights.*
- c. *To ensure that new lighting is compatible with the established character of the downtown and the surrounding neighborhoods.*

2. *Exterior Lighting.*

- a. *Low-scale, decorative lighting shall be used to accent architectural details, building entries, or signs. Additional, pedestrian-scaled lighting shall be provided to illuminate sidewalks, enhancing security and extending hours of activity.*
- b. *All light sources shall be shielded to protect the city's dark skies and prevent spillover into adjacent residential neighborhoods and the city's downtown.*
- c. *Lighted marques and animated lighting, such as chase lights, exist in many locations within downtown and are reflective of the city's gaming traditions. Generally, this type of lighting should be limited to that which exists today; however, new lights may be approved by the director or designee on a project-by-project basis.*
- d. *Building façade accent lighting is limited to an upward angle of 45 degrees and must be focused on the building to minimize light trespass onto adjacent properties and into the sky.*

3. *Storefront Lighting. The incorporation of interior window lighting to highlight displays is strongly encouraged to provide off-hour interest along Carson Street.*
4. *Street Lights. All street lights, whether intended for pedestrian or auto-oriented purposes, shall be consistent with the city's downtown streetscape plan.*

STAFF RESPONSE: Consistent with the guidelines, all lighting will be shielded to protect the dark skies. Decorative lighting will be used to accent architectural details, building entries and signs. The applicant proposes to utilize the downtown streetlights. Staff has included a condition of approval requiring that details of the proposed lighting fixtures are required to be submitted with the building permit application and will be reviewed for compliance with the downtown development standards.

#### 6.6.3 Signage.

1. *Intent.*
  - a. *To encourage a diverse and visually interesting streetscape environment along Carson Street by allowing a variety of types of business signage, as traditionally found; and*
  - b. *To ensure that signage is compatible with the pedestrian-oriented scale of downtown.*
2. *General.*
  - a. *All standards contained in this subsection shall be applied in addition to signage regulations contained in Division 4 of the city's development standards.*
  - b. *If a conflict between the two articles appears to exist, the standards contained in this article shall take precedence.*
3. *Materials. Signs shall be constructed of durable, low-maintenance materials that complement the design and character of the building they serve.*
4. *Preferred Signage Types.*
  - a. *The use of hanging signs is encouraged for non-gaming uses to reinforce the pedestrian-oriented scale of downtown. Hanging signs and other sign types attached to the front of buildings are permitted to project into the public right-of-way, over the sidewalk, subject to the issuance of an encroachment permit. Hanging signs shall not:*
    - (1) *Exceed 24 inches in height and 3 feet in length; or*
    - (2) *Be located where less than 8 feet of clear height can be provided above the sidewalk from the overhang or awning from which they are suspended.*
  - b. *The creative use of symbols or other images indicative of the use contained within the building in the design of signs is strongly encouraged.*
  - c. *The use of permanent window signs is encouraged for non-gaming uses to reinforce the pedestrian-oriented scale of downtown. Window signs shall not exceed 10 percent of the window area.*
5. *Neighborhood Transition Character Area. The following standards shall be applicable within the neighborhood transition character area only.*
  - a. *The maximum freestanding sign height shall be 6 feet.*
  - b. *Signs shall be designed to reflect the more residential scale and appearance of the neighborhood transition character area.*
6. *Wayfinding Signage. All on-site wayfinding signage shall be consistent with the city's*

*wayfinding signage design standards.*

7. *A-Frame Signs ("Sandwich-Board" Signs).*

- a. *One A-Frame sign is permitted per business per street frontage.*
- b. *Sign must be placed against the building the business operates from or within the landscaped area between the sidewalk and the street.*
- c. *A minimum of 6 feet of unobstructed sidewalk clearance must be maintained.*
- d. *Signs must be professionally manufactured and shall not exceed 32 inches in width and 36 inches in height. However, chalkboard frames with erasable letters are also appropriate.*
- e. *All signs shall be in good repair and neatly painted. No attachments to signs are permitted.*
- f. *Signs shall not be displayed during non-business hours.*
- g. *No sign shall be located where it obstructs the line of sight for passing motorists.*

STAFF RESPONSE: No signs have been proposed. Any proposed signs will be required to meet the downtown development standards.

6.6.4 *Sustainable Design and Construction.*

1. *Intent.*

- a. *To encourage the use of sustainable building materials and construction techniques in downtown projects, through programs such as the US Green Building Council's LEED (Leadership in Energy Efficiency and Design) program;*
  - b. *To encourage the use of new and emerging technologies that lead to increased energy conservation for downtown uses; and*
  - c. *To establish downtown Carson City as a leader in the incorporation of innovative and sustainable design and construction techniques.*
2. *LEED (Leadership in Energy and Environmental Design). All new residential, commercial, and mixed-use buildings are required to meet basic LEED green building rating system criteria and are required to submit a LEED scorecard as part of the design review process.*

STAFF RESPONSE: Modern construction techniques and materials will be utilized

6.6.4 *Outdoor Gathering Spaces and Community Amenities.*

1. *Intent.*

- a. *To establish a series of safe and inviting outdoor gathering spaces where downtown residents, employees, and visitors may gather, interact, rest, shop, and eat.*
- b. *To create an attractive public realm and vibrant pedestrian environment within downtown's most urban character areas.*
- c. *To encourage the incorporation of public art, urban recreation spaces, and other community amenities into the design of outdoor gathering space.*

2. *Improvements in Public Space. Public and private improvements on any city-owned property within the DT-MU district, including without limitation streets, sidewalks, curbs, landscaping and outdoor gathering and urban recreation spaces must conform to the design standards in this chapter and to the city's downtown streetscape plan, as applicable.*
3. *Provision of On-Site Amenities.*
  - a. *Development on sites 50,000 square feet or less shall incorporate at least one of the following on-site outdoor gathering spaces or community amenities, and developments on sites larger than 50,000 square feet shall incorporate at least two of the following outdoor gathering spaces or community amenities and one additional amenity for each 25,000 square feet above 50,000 square feet of area, as highly-visible, easily-accessible, focal points:*
    - (1) *Patio or plaza with a minimum depth and width of 10-feet, and a minimum total area of 150 square feet.*
    - (2) *Landscaped mini-parks or squares provided such park or green has a minimum depth and width of 10-feet and a minimum total area of 250 square feet.*
    - (3) *Protected pedestrian walkways; arcades; recessed corner entries with a minimum area of 100 square feet; or easily identifiable building pass-throughs containing window displays and intended for general public access.*
    - (4) *Outdoor public art, as approved by the city, in an area that is:*
      - (i) *Visible from an adjacent public sidewalk or street, and*
      - (ii) *Easily accessed for viewing by pedestrians (e.g., a sculpture mounted to an exterior building wall).*
    - (5) *Similar feature as approved by the director or designee.*
  - b. *Outdoor gathering spaces provided in accordance with the above standard shall incorporate a variety of pedestrian amenities to promote regular use. Pedestrian amenities may include, but are not limited to, seating, lighting, special paving, landscaping, food and flower vendors, artwork, and/or special urban recreational features.*
4. *Buildings Adjacent to Outdoor Gathering Spaces/Community Amenities. To ensure the visibility and security of outdoor gathering spaces and community amenities, buildings located adjacent to an existing or planned pedestrian plaza, patio, or urban park shall provide at least two of the following elements along the building wall abutting the outdoor gathering space or community amenities:*
  - a. *A building entry;*
  - b. *Windows meeting the street frontage standards facing onto the outdoor amenity;*
  - c. *Arcades along the edges of the outdoor amenity;*
  - d. *Outdoor seating areas or cafes; or*
  - e. *A similar feature that the director finds will, to at least the equivalent degree; bolster security and encourage pedestrian use of the outdoor amenity.*
5. *Outdoor Decks and Balconies. Decks and balconies may project into the public right-of-way, over sidewalk areas, subject to the issuance of an encroachment permit.*

STAFF RESPONSE: The applicant proposes a sculpture at the entrance to the clubhouse, and wall sculptures utilizing glass fiber reinforced concrete. Staff recommends that the plans include five distinct pieces of public art consistent with the guidelines. As the use is entirely residential, public gathering places have not been incorporated into the design. The applicant is proposing benches along the South Stewart Street frontage and along the Ninth Street frontage.

6.6.5 *Parking.*

1. *Intent.*
  - a. *To encourage the redevelopment of smaller sites and the preservation and adaptive reuse of historic structures in downtown by providing a more flexible approach to parking;*
  - b. *To minimize the visual and physical impact of surface parking lots on the downtown pedestrian environment;*
  - c. *To reduce the predominance of single-purpose, surface parking lots in downtown; and*
  - d. *To make efficient use of available on-street parking.*
2. *Minimum Required On-Site Parking.*

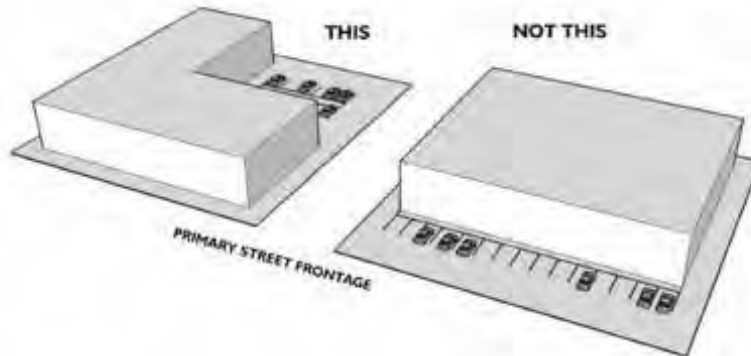
<i>Type of Use</i>	<i>Minimum # of on-site Parking Spaces Required</i>
<b>Residential Uses</b>	
<i>1 bedroom or studio unit</i>	<i>1 space/residential unit</i>
<i>2 bedroom unit</i>	<i>1.25 spaces/residential unit</i>
<i>3 or more bedroom unit</i>	<i>1.5 spaces/residential unit</i>
<i>Senior citizen housing</i>	<i>0.5 per bedroom plus 1 per employee for the largest shift.</i>
<i>Guest Parking</i>	<i>1 space per 8 dwelling units.</i>

3. *Fee-In-Lieu.* Applicants may make an in-lieu payment (as defined within the Carson City downtown parking strategy) for construction, maintenance and operation of public off-street parking or on-street parking instead of providing the full number of off-street parking spaces as required above. The portion of required parking eligible for an in-lieu payment shall vary according to the type of use and the size of the development as follows:

<i>Type of Use</i>	<i>Percentage of Required Off-street Parking spaces eligible for in-lieu payment</i>
<b>Residential Uses</b>	
<i>Guest Parking Only</i>	<i>Up to 25-percent</i>

4. *Shared Parking.* The amount of off-street parking required may be reduced by an amount determined through a parking demand study establishing that sufficient parking is or can be met by the subject uses through shared parking. The parking demand study shall provide information and evidence about the anticipated parking demand at peak times during the day and the distance relationship between available shared parking spaces and the specific uses served.

5. *Tandem Parking. Required parking for residents of residential developments may be provided in the form of tandem parking when at least one space is within an enclosed garage or parking structure.*



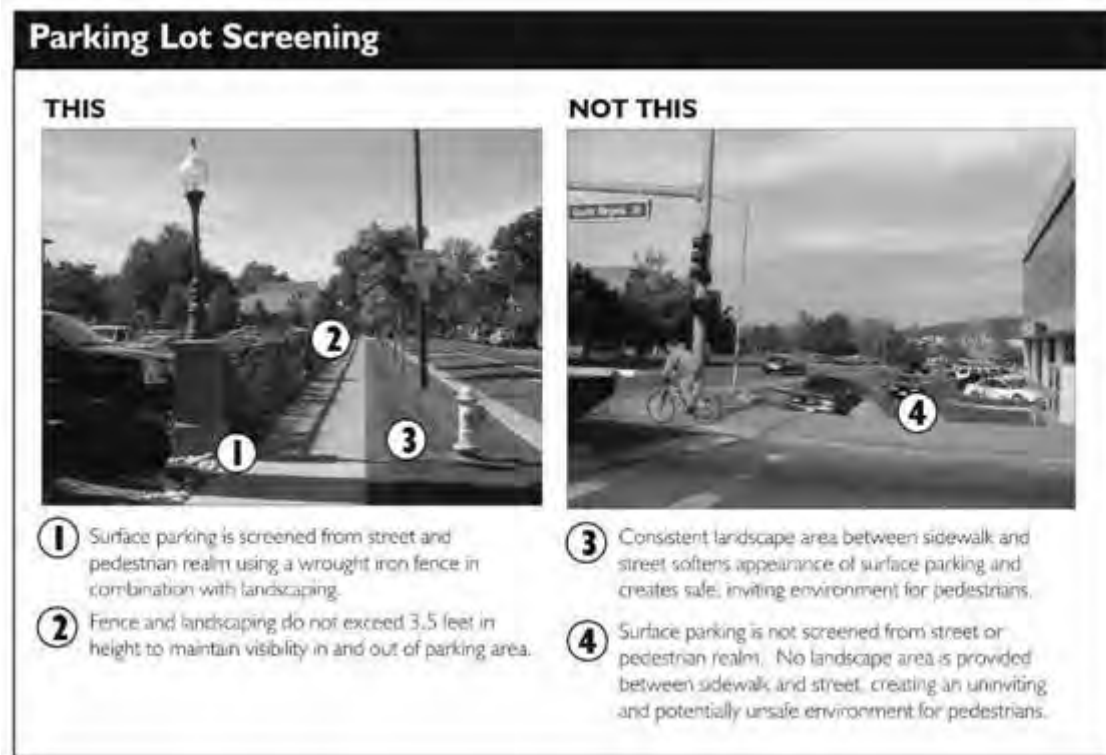
6. *Parking Location. Surface parking shall be located behind and/or to the side of buildings. Surface parking will not be permitted between the building and the primary street frontage.*

STAFF RESPONSE: Using the parking requirements of the Development Standards, 309 parking spaces are required. The applicant is providing 427 parking spaces. A fee-in-lieu, shared parking, and tandem parking are not proposed. The proposed parking will be shielded from the street by the residential buildings.

#### 6.6.6 Landscaping and Screening.

1. *Intent.*
  - a. *To create a more attractive, inviting, streetscape environment within downtown;*
  - b. *To reduce the visual prominence of surface parking within downtown; and*
  - c. *To reinforce the more urban character of the downtown streetscape through the use of less space-intensive, structural screening methods.*
2. *Parking Lot Screening.*
  - a. *All surface parking lots visible from the public right-of-way shall be screened using one of the following methods, unless otherwise noted in (c), below:*
    - (1) *A low masonry wall in combination with landscaping; or*
    - (2) *A wrought iron or other ornamental fence in combination with landscaping.*
  - b. *To satisfy the above standard:*
    - (1) *Landscaping shall be planted between the wall and the public right-of-way, sidewalk, or boundary; and*
    - (2) *Walls, fences, and landscaping shall not exceed 3.5 feet in height to adequately screen most car headlights while maintaining clear visibility into and out of the parking lot.*
  - c. *Developments of less than 10,000 square feet, or that involve the renovation of an existing building may use an ornamental fence or wall as a standalone screening mechanism to meet the surface parking screening requirement above to maximize available space.*





STAFF RESPONSE: The parking garage will be “wrapped” in the residential building, thus will not have a parking lot/sidewalk interface. Along Stewart Street, the applicant is proposing raised planter boxes between the building and the sidewalk, and along 9<sup>th</sup> Street the applicant is proposing planters both adjacent to the building and adjacent to the curb.

3. *Trash Collection Areas.*

- a. *Trash enclosure area shall be provided or available to serve any new development or building expansion. Unscreened storage of trash receptacles is prohibited.*
- b. *Trash collection areas shall be screened from public rights-of-way and adjacent uses through the use of a 6-foot masonry wall enclosure and gate.*
- c. *Trash enclosures should be compatible with the architectural character of the building they serve and should incorporate similar materials and colors.*

STAFF RESPONSE: The trash enclosure is located in the southwest portion of the property. The trash enclosure will consist of a 6 foot masonry wall utilizing materials similar to the building façade.

6.6.7 *Streetscape.*

1. *Intent.*

- a. *To create a safe, inviting streetscape environment for pedestrians in downtown;*
- b. *To ensure that streetscape enhancements provided by infill and redevelopment projects are consistent with the city's downtown streetscape plan, and the surrounding development context, as applicable.*

2. *Downtown Streetscape Plan. Streetscape treatments (including street furniture) for all developments shall be provided in accordance with the city's downtown streetscape plan, as applicable.*
3. *Streetscape.*
  - a. *Prior to the completion of the city's downtown streetscape plan, and for all other properties not addressed within the completed downtown streetscape plan, streetscape shall be provided along all street frontages as follows:*
    - (1). *Residential Character: Minimum 5 foot-wide planter area in combination with minimum 8 foot sidewalk; or*
    - (2) *Urban Character: Minimum 15-foot sidewalk with street trees in grates.*
  - b. *Where angled, on-street parking currently exists or is specified within the city's downtown streetscape plan and the above configurations are not feasible, alternative streetscape configurations may be approved by the director.*
  - c. *Street furniture shall be placed so as to maintain a clear pedestrian walkway that is a minimum of 6 feet in width. Street furniture includes benches, trash receptacles, outdoor dining areas, and other pedestrian amenities.*



4. *Clear Zone. A clear zone of a minimum of 6-feet in width that is unobstructed by any permanent or nonpermanent street furniture, outdoor merchandise displays, benches, trash receptacles, outdoor dining areas, and other pedestrian amenities must be maintained.*
5. *Outdoor Merchandise Displays.*
  - a. *Each business shall be limited to one outdoor merchandise display. Outdoor merchandise displays may include:*
    - (1) *A single display table a maximum of 3 feet wide and 6 feet in length;*
    - (2) *A mannequin used to display clothing or other merchandise sold within the store;*
    - (3) *A grouping of furniture or other merchandise sold within the store that occupies a portion of the sidewalk not more than 3 feet in width and 6 feet in length; or*
    - (4) *Similar display as approved by the director.*

- b. *Outdoor merchandise displays must be placed against the building the business operates from or within the landscaped area between the sidewalk and the street.*
- c. *Outdoor merchandise displays shall be in compliance with clear zone provisions, as specified in subsection 6.6.7(4), of this section.*
- d. *Outdoor merchandise displays shall not be displayed during non-business hours.*
- e. *No outdoor merchandise display shall be located where it obstructs the line of sight for passing motorists.*

STAFF RESPONSE: The applicant is proposing an 8 foot wide sidewalk on Stewart Street, and a varying sidewalk width along 9<sup>th</sup> Street that is either 8 feet wide or 15 feet wide. Along Stewart Street, the applicant proposes a planter or a patio between the building and the sidewalk. Along East 9<sup>th</sup> Street, the applicant proposes varying planters with some between the curb and the sidewalk and others between the building and the sidewalk. The applicant also proposes to install street furniture, specifically benches.

#### 6.6.9 *Street and Sidewalk Vending.*

1. *Intent.*
  - a. *To establish a set of baseline standards for the regulation of street vendor carts within downtown to ensure that they complement existing retail businesses, are compatible with the character of downtown, and expand the range of services available to downtown workers, visitors, and residents; and*
  - b. *To establish a framework for the long-term development of a formal street and sidewalk vending program to enliven the Downtown streetscape.*
2. *Vendor Carts. Street vendors are permitted in the DT-MU district only after approval by the redevelopment advisory citizens committee. Street vendors should have a positive impact upon the downtown, as determined by an evaluation of the application against all relevant provisions of this title. The following minimum standards shall apply for all such requests:*
  - a. *Street vendors shall be approved at a specific, permanent location;*
  - b. *Carts used for street vending shall be on wheels and shall not be larger than 3 feet by 5 feet;*
  - c. *Only consumable products may be sold from a street vendor cart;*
  - d. *If located within a city or State right-of-way, encroachment permits and liability insurance shall be required;*
  - e. *If adjacent to or in front of a business not their own, the street vendor cart operator shall be responsible for obtaining permission of the affected business and property owner and shall submit evidence of such permission;*
  - f. *If adjacent to or in front of a property listed in the Carson City historic district, review, approval, and compliance with conditions of the HRC shall be required;*
  - g. *Electrical and gas services require review and approval of the building and engineering divisions and the fire department;*
  - h. *Approval of the health department is required for all food vendors.*
3. *Vending Review Board. The redevelopment advisory citizens committee shall serve as the vending review board to review all applications for street vending.*

STAFF RESPONSE: No street vendors or vendor carts are proposed.

#### 6.6.10 Building Design and Character.

1. *Intent.*
  - a. *Allow for the incorporation of a variety of architectural styles while ensuring that infill and redevelopment relates to the historic traditions of downtown Carson City and its surrounding neighborhoods in terms of its basic form, composition of building elements, and quality of materials;*
  - b. *Establish a high quality appearance for downtown infill and redevelopment through the incorporation of architectural detailing, façade articulation, and other features designed to provide a more distinct character and pedestrian scale;*
  - c. *Ensure that infill and redevelopment contributes towards the vision set forth for downtown by the city's master plan.*
2. *Materials. Primary building materials shall be durable and project an image of permanence typical of downtown's traditional masonry storefronts and public buildings. Appropriate materials include, but are not limited to brick, stone, or other masonry products, steel, stucco, cast concrete, split face block, composite siding, or comparable material approved by the director.*
3. *Four-Sided Design.*
  - a. *All building facades shall be designed with a similar level of design detail. Blank walls void of architectural detailing shall not be permitted.*
  - b. *Exceptions from the above standard may be granted for those areas of the building envelope that the applicant can demonstrate are not visible from adjacent development and streets.*
  - c. *Entrance locations should be placed with consideration of business-to-business pedestrian access and the relation to pedestrian crossings for safety.*
4. *Street Level Interest/Transparency.*
  - a. *A minimum percentage of the total area of each ground floor building façade which faces a street, plaza, park, or other public space, shall be comprised of transparent window openings to allow views of interior spaces and merchandise, to enhance the safety of public spaces by providing direct visibility to the street, and to create a more inviting environment for pedestrians. Minimum percentages vary according to character area and use as follows:*
    - (1) *Main Street Mixed-Use Character Area: 50 percent minimum.*
    - (2) *Urban Mixed-Use Character Area:*
      - (a) *Non-Residential Uses: 50 percent minimum;*
      - (b) *Residential Uses: 35 percent minimum.*
    - (3) *Neighborhood Transition Character Area:*
      - (a) *Non-Residential Uses: 40 percent minimum;*
      - (b) *Residential Uses: 30 percent minimum.*
  - b. *For the purposes of the above standard, all percentages shall be measured using*

*elevation views of the building plan and "ground floor" shall be measured from floor plate to floor plate.*

- c. The following standards shall apply to all ground floor windows:
    - (1) Non-residential Uses. Glazing on all ground floor windows shall be transparent;*
    - (2) Residential Uses. Glazing on ground floor windows shall be transparent to allow views into common hallways, foyers, or entryways, but may be translucent or opaque when necessary to protect the privacy of ground-floor spaces used for dwelling purposes;*
    - (3) Black or mirrored glass is prohibited.**
- 5. Primary Building Entrances. Primary building entrances shall be clearly distinguished through the use of one or more of the following architectural features:
    - a. Covered walkways or arcades;*
    - b. Awnings, canopies, or porches; and/or*
    - c. Projected or recessed building mass.**
- 6. Parking Structures.
    - a. Facades of single-use parking structures (e.g., no retail or residential) shall be articulated through the use of 3 or more of the following architectural features:
      - (1) Windows or window shaped openings;*
      - (2) Masonry columns;*
      - (3) Decorative wall insets or projections;*
      - (4) Awnings;*
      - (5) Changes in color or texture of materials;*
      - (6) Approved public art;*
      - (7) Integrated landscape planters; or*
      - (8) Other features as approved by the director or designee.**
    - b. Openings in parking structures shall be designed to screen views of parked cars from surrounding properties through the use of architectural screens or similar features.**
- 7. Residential Garage Location and Design.
    - a. Where lot configurations permit, residential garages shall be located in the rear yard and accessed from the alley or a narrow drive from the street, as traditionally found in downtown's residential neighborhoods.*
    - b. Attached front-loading garages shall be recessed behind the front façade of the home a minimum of 10 feet.**
- 8. Screening of Utility/Mechanical Equipment.
    - a. Roof mounted mechanical equipment shall be screened from public rights-of-way and adjacent properties through the use of parapet walls, equipment wells, architectural screens, or similar features that may be integrated into the overall design of the building.*
    - b. All equipment shall be located below the highest vertical element of the building.**

- c. *Wall-mounted air conditioning units shall be integrated into the design of the building and/or screened.*

STAFF RESPONSE: The applicant proposes a five-story building utilizing brick veneer, light sand textured stucco, and hardiplank lap siding. The plans include four-sided architecture. Despite it being a residential use, a large percentage of the ground floor includes windows and transparency. Staff has recommended a condition of approval that at the time of building permit application, the applicant will demonstrate that 35 percent of the building frontage along the sidewalk includes window openings. The main building entrance on Stewart Street is distinguished through its use of a recessed building mass. The applicant has advised that all utility and mechanical equipment will be screened.

#### 6.6.11 *Guidelines for the Renovation and Restoration of Existing Structures.*

1. *Intent.*

- a. *To promote the preservation of existing downtown buildings that have historic characteristics, although they are not included as part of the historic district.*
- b. *To promote and establish appropriate procedures for the cleaning, renovation, and restoration of original downtown storefronts that have been substantially altered and obscured during previous remodeling efforts.*

2. *Inappropriate Alterations.*

- a. *Remodeling with unauthentic false historical details, trims, and moldings creates a confusing historical context for the community and should be avoided.*
- b. *The use of light gauge metal, steel panels, or other materials to make two or more storefronts appear to be a single, larger structure should be avoided. If panels are already in place, upper story windows, storefronts, doors, cornices, and other trim materials which were removed to accommodate the panels should be researched and replaced during the rehabilitation process.*
- c. *Upper story doors and windows and street-level storefronts that have been previously covered, sealed, or filled in should be restored to their original proportions and appearance during the rehabilitation process.*
- d. *Transom windows which were covered over when suspended acoustical tiled ceilings were installed, or for other reasons, should be uncovered during the rehabilitation process.*

3. *Cleaning.*

- a. *Abrasive cleaning techniques such as sandblasting should be avoided on the exterior of downtown buildings. Such cleaning methods cut into the building's materials, causing irreversible damage.*
- b. *Sandblasted buildings that have not severely deteriorated should be painted to slow the process. Care must be taken to avoid varnishes, enamels, polyurethane sealants and other products impervious to moisture penetration. Sealants will lock moisture inside the masonry and prevent evaporation ultimately causing severe moisture damage.*
- c. *As an alternative to abrasive cleaning techniques, the following techniques should be considered:*

- (1) *A gentle water wash in combination with a natural bristle brush used to gently scrub the surface of the building. If necessary, a mild detergent can be used, but must be thoroughly rinsed.*
  - (a) *For heavy grime or layers of paint, a chemical cleaner may be necessary. Alkaline or acidic cleaners are available; however, chemical cleaning should always be done by experienced professionals.*
  - (b) *A steam cleaning process may also be appropriate for certain building materials.*
- d. *Whether water, steam, or chemical cleaner is used, always clean a test patch area first to judge the reaction, or consult a professional in the field. A list of local professionals is available at the planning division.*
- e. *All debris and cleaning materials should be contained on site and not allowed to flow into the storm drain system.*
4. *Repair, Removal, and Replacement.*
  - a. *Removal of materials or structures including oversized signs, windows or door coverings, or metal slipcovers should not take place until the following steps are followed:*
    - (1) *Inventory and photograph or draw accurate elevations of the elements to be removed;*
    - (2) *Examine each element and determine how it is attached and anchored to the building. If possible, remove a small portion of a slipcover to determine how the rest is anchored;*
    - (3) *Create a plan for repair of original material that was damaged when alterations were made; drilled holes for anchor bolts, lost or damaged decorative elements, accumulated dirt and rust stains are the most common types of damage.*
  - b. *If a decorative element such as a cornice or trim around a window was removed or altered to accommodate earlier renovation efforts, it may require replication by a skilled artisan or replacement with a simpler element. Catalogs of companies that specialize in replicating historic building architectural details are available from the planning division.*
  - c. *If the original element is lost and no photo documentation is present, it is recommended that the element be substituted with a more conservative design element.*
  - d. *Materials used to renovate existing buildings should be of a texture, scale, and color that are compatible with the original primary building material. Replacement parts should be selected so as to blend in with existing ones; rather than calling attention to themselves.*
  - e. *Native stone and masonry should be retained on existing buildings when possible.*
  - f. *Missing or damaged architectural features that are to be replaced should blend with the building fabric and duplicate the old or match it as closely as possible. However, these new materials should not be antiqued or made to look old when they are not.*
  - g. *Retention of original historic building elements is encouraged over replacement. When replacement is required, attention should be given to matching the building's original window treatment as closely as possible.*

STAFF RESPONSE: The proposed development does not include the restoration or renovation of an existing structure.

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

The project will not be detrimental to the public health, safety, convenience, or welfare. The applicant is permitted to have a multifamily residential use. The Special Use Permit is for the alternative compliance relative to a single use, an alternative sidewalk design, limited public amenities, and not having a building “step back.” Given the location of this property at the corner of the DT-MU, staff finds that none of the requested alternative compliance requests will be detrimental to public health, safety, convenience and welfare.

**7. *Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.***

The project will not result in material damage or prejudice to other property in the vicinity. The applicant is permitted to have a multifamily residential use. The Special Use Permit is for the alternative compliance relative to a single use, an alternative sidewalk design, limited public amenities, and not having a building “step back.” Given the location of this property at the corner of the DT-MU, staff finds that none of the requested alternative compliance requests will result in material damage or prejudice to other property in the vicinity.

**Supplemental findings**

Development Standards 6.5.2 requires that in addition to the findings listed in Section 18.02.080 of this code, the following three supplement findings must be found in the affirmative for the proposed conditional use.

1. *Is consistent and compatible with the character and intent for the downtown character area in which it is proposed;*

Given the location adjacent to a retail center and across the street from an office building, staff finds that limiting the building to a single use is consistent and compatible with the character and intent for the downtown.

Staff does not find that the request for limited public amenities is consistent and compatible with the character and intent for Urban Mixed Use area. Staff does not find that the incorporation of public art will be inconsistent with the residential use and finds that five pieces of privately owned public art should be incorporated into the development. The public shall have visual access to the art. Art located within a building and visible through a window shall receive credit as public art.

Given the location of the site at the corner of the DTMU where it connects to a 4.5-foot wide sidewalk, staff finds that alternative sidewalk design to be consistent and compatible with the character and intent of the Urban Mixed Use area.

Given the location across the street from the State office building that is designed with a large parking lot in the front, staff finds that the lack of a “step back” will be consistent and compatible with the character and intent of the Urban Mixed Use area.

2. *Incorporates or can be incorporated as part of a broader mix of uses to support an active "people-oriented" environment within the downtown character area; and*

By having an entirely residential use adjacent to the mall and a State office building, it will allow



shoppers and workers to walk to their destinations as well as walk to other businesses in the downtown area. The alternative sidewalk width will still include planters and benches to make the pedestrian experience welcoming. The sidewalk improvements on 9<sup>th</sup> Street will improve the pedestrian experience when walking between Stewart Street and Carson Street. Staff finds that the public amenities, particularly public art, should be incorporated to continue to have an active “people-oriented” environment, particularly as this is a gateway property into the downtown on Stewart Street. Given adjacent development that is essentially buildings with parking lots between the building and the street, staff does not find that the lack of a “step back” will compromise the pedestrian experience as there will still be sun and light on the sidewalk.

3. *Can be integrated into the more urban development pattern in a manner that is consistent with master plan policies for downtown.*

Staff finds that the proposed development, with the exception of the reduced number of public amenities, is consistent with the master plan policies for downtown. It will add to the revitalization of downtown and surrounding areas while complying with most of the development standards. It will include pedestrian improvements and a pedestrian friendly building that will add to the “people-oriented environment.

Attachments:

Rendering of the clubhouse along Stewart Street  
Application LU-2020-0045

# Stewart Street Apartments

Special Use Permit

November, 2020



Prepared For:

**Pillar Income Asset  
Management**

1603 LBJ Freeway, Ste. 800  
Dallas, TX 75234

Prepared By:



**Manhard.**  
CONSULTING

241 Ridge Street, Ste. 400  
Reno, NV 89501

## Table of Contents

Project Location .....	3
Existing Conditions .....	4
Master Plan and Zoning.....	4
Application Request.....	9
Project Description and Justification .....	9
Division 6 Compliance .....	17
Traffic .....	23
Floodplain/Drainage .....	23
Utilities .....	23
Supplemental Findings.....	24
Special Use Permit Findings – Entire Project .....	25
All Residential Use - Special Use Permit Findings .....	28
Limited Public Amenities - Special Use Permit Findings .....	30
Varying Sidewalk Configuration - Special Use Permit Findings.....	32
No Building Step back - Special Use Permit Findings .....	34

### LIST OF FIGURES

Figure 1: Project Location .....	3
Figure 2: Surrounding Property Designations.....	4
Figure 3: Master Plan Designations .....	5
Figure 4: Zoning Designations.....	6
Figure 5: Urban Character Area .....	8
Figure 6: Project Features.....	10
Figure 7: Project Floorplans .....	11
Figure 8: Conceptual Renderings and Elevations.....	15
Figure 9: Sidewalk Sections.....	18
Figure 10: Conceptual Designs for Public Amenities .....	20
Figure 11: Parking Calculations.....	21

### APPENDICES

Application & Supporting Information
Master Plan Policy Checklist
Site Plan, Grading Plan, Utility Plan, Erosion Control Plan
Floor Plans, Landscape Plans
Elevations, Renderings, Inspiration Plans
Drainage Study
Sewer Report
Water Report
Traffic Impact Study
Confirmation of Paid Taxes



## PROJECT LOCATION

The project area is 3.44 acres and is comprised of two parcels, the larger being located at 906 S. Stewart Street, Assessor's Parcel Number (APN) 004-055-02 and the smaller fronting on E. 9<sup>th</sup> Street with unaddressed APN 004-055-07. The larger parcel is 2.8 acres; the smaller is 0.64 acres in size.

Figure 1: Project Location



**EXISTING CONDITIONS**

Most of the project area is fenced with chain link. On the west of APN 004-055-07, an approximately 2,400 sf area is paved parking for the adjacent property (Plaza Event Center). Structures associated with previous uses have been removed and the area is graded flat. Overhead electric lines cross the site. Private vehicle storage occurs on the north west corner and on the south.

**MASTER PLAN AND ZONING**

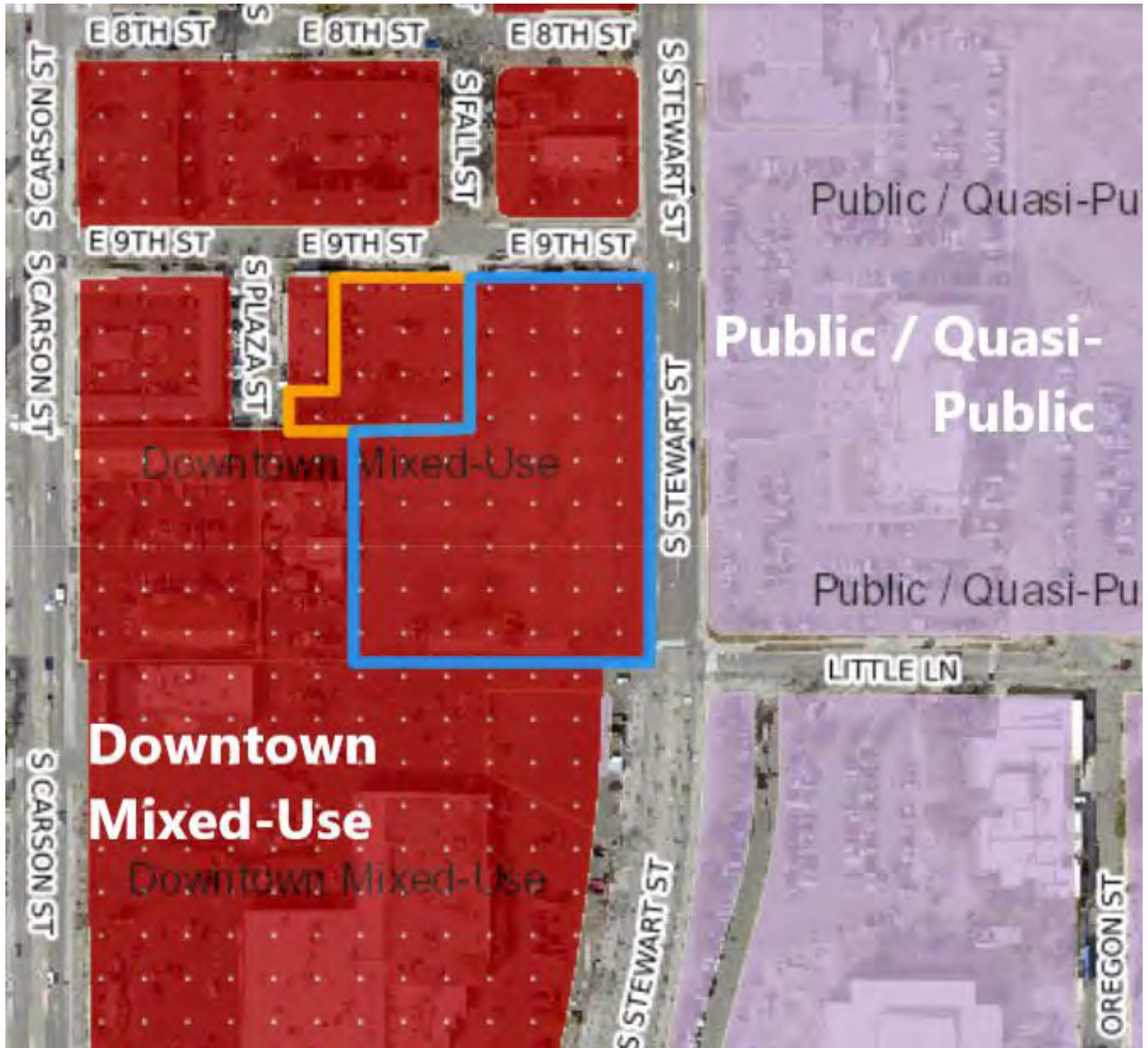
The project area has a Master Plan designation of Downtown Mixed-Use and a zoning designation of Downtown Mixed-Use (DT-MU). The Master Plan designation, zoning, and land use of surrounding parcels are as outlined in Figure 2 and depicted in Figures 3 and 4.

**Figure 2: Surrounding Property Designations**

Direction	Master Plan	Current Zoning	Current Land Use
<b>North:</b>	Downtown Mixed Use (DTMU)	Downtown Mixed Use (DT-MU)	Retail shopping and Multi-Family
<b>East:</b>	Public / Quasi-Public	Public	State of Nevada offices
<b>South:</b>	Downtown Mixed Use (DTMU)	Retail Commercial (RC)	Carson Mall
<b>West:</b>	Downtown Mixed Use (DTMU)	Downtown Mixed Use (DT-MU)	Retail and Motel



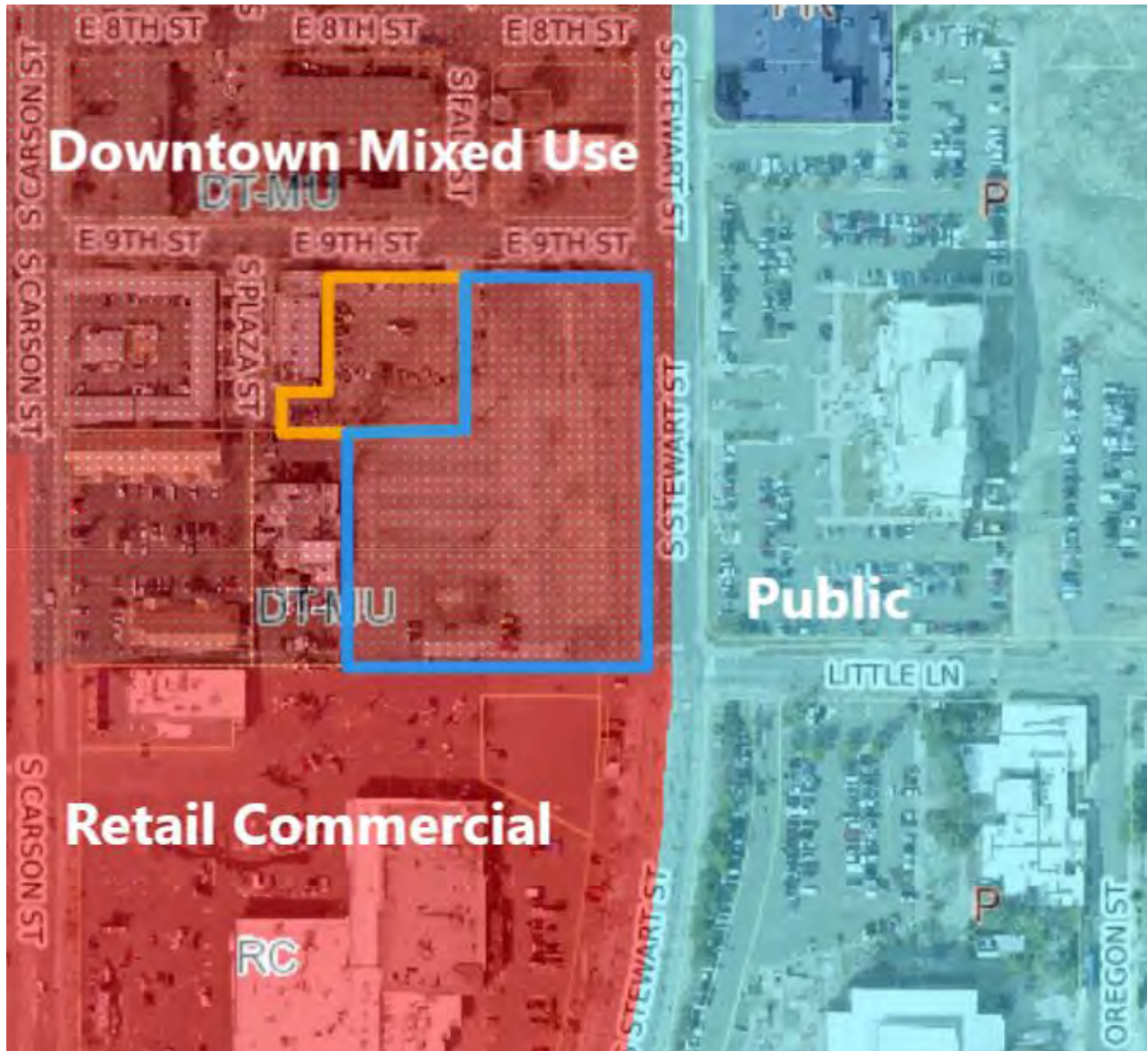
Figure 3: Master Plan



  Project Boundary



Figure 4: Zoning



  Project Boundary



## Master Plan and Zoning Continued

The site is within the Urban Mixed-Use Character Area of the DTMU zoning district, which permits increased building heights than in other portions of the district. The purpose of the Area is stated in Division 6 of Carson City Municipal Code (CCMC), including the following:

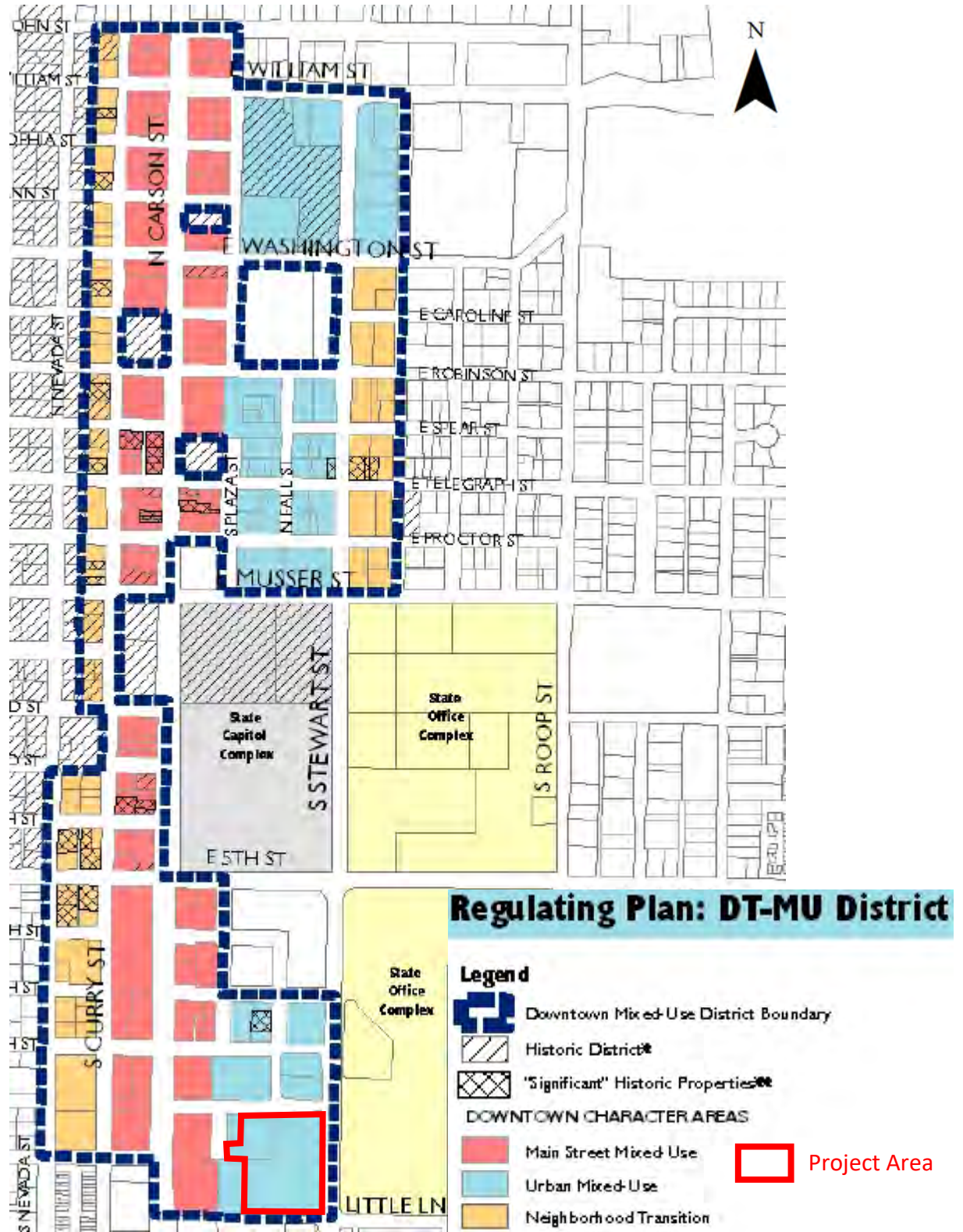
“It is intended to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown.”

The Urban Character Area permits development types that are viewed as too intensive for smaller-scale, traditional “Main Street” uses. The Area is located both north and south of the Nevada State Capitol Complex. The State Office Complex is located directly across S. Stewart Street and extends 9 blocks to the north. Figure 5 depicts the Character Areas and the State Complexes.





Figure 5: Character Areas of the DT-MU Zoning District



## APPLICATION REQUEST

---

The enclosed application is a request for a **Special Use Permit** to allow for alternative compliance with Division 6 of Carson City Municipal Code. Accordingly, supplemental findings per CCMC 18.07.025 are required. This document includes the supplemental findings, SUP findings for the entire Project as a whole, and individual findings for alternative compliance with Division 6 for:

1. All residential use; with
2. Limited public amenities;
3. Varying sidewalk configuration; and
4. No building step-back.

## PROJECT DESCRIPTION AND JUSTIFICATION

---

The proposed development (“Project”) is a five-story apartment building with a maximum of 253 residential units and a maximum structure height of 72 feet. The design includes a six-story parking structure, stormwater retention, and a public plaza on S. Stewart Street.

A leasing office with dedicated parking will be located on the ground floor, accessed from the parking structure. The perimeter sidewalks on S. Stewart Street and Ninth Street will include patios, streetlights and furniture, and planter boxes. Planter boxes will be located at the back of the curb and attached to the building along the Ninth Street frontage.

Resident-amenities include a 6,800 sf, two-story club house, pool, and spa. The pool and spa are enclosed within the building footprint in an open courtyard that will include cabanas. The clubhouse will include a gym, locker room, showers, game room simulator, a coffee lounge, and dedicated staff. The clubhouse will also provide the public frontage for the project on S. Stewart Street, with a 1,700 sf plaza inset from the sidewalk. The plaza will include a large sculpture as the main focal point, landscaping, public seating, and signage. The parking structure is topped with additional resident facilities including a 7,600 sf lounge and a 2,100 sf terrace, both facing west with views of the Sierra Nevada. The public sculpture and wall art for the exterior will be designed to reflect Carson City themes found downtown. Building colors and materials are proposed to be white, sand, and grey stuccos with brick veneer for contrast and consistency with DTMU standards

The unit types range from one bathroom, 500 sf studios to 1,146 sf apartments with two bedrooms and two bathrooms. There are 21 studios, 138 one-bedrooms, and 94 two-bedroom units planned. The one and two bedroom units include multiple floorplans, as detailed in Figure 8. Every unit will either have windows opening to the periphery of the building or to the interior open courtyard. Each unit will have a balcony or patio. Ground level patios will include pergolas or other style of cover. There are no commercial uses proposed.

Parking for the Project is entirely provided within the structure on the building’s interior. Using Division 6 standards, 309 stalls are required for the Project while 427 stalls are provided (details in next Section). Stormwater detention will occur in an engineered basin on the south of the site, planned to connect to City storm drain infrastructure. The design of the detention is dependent on the results of on-going soil

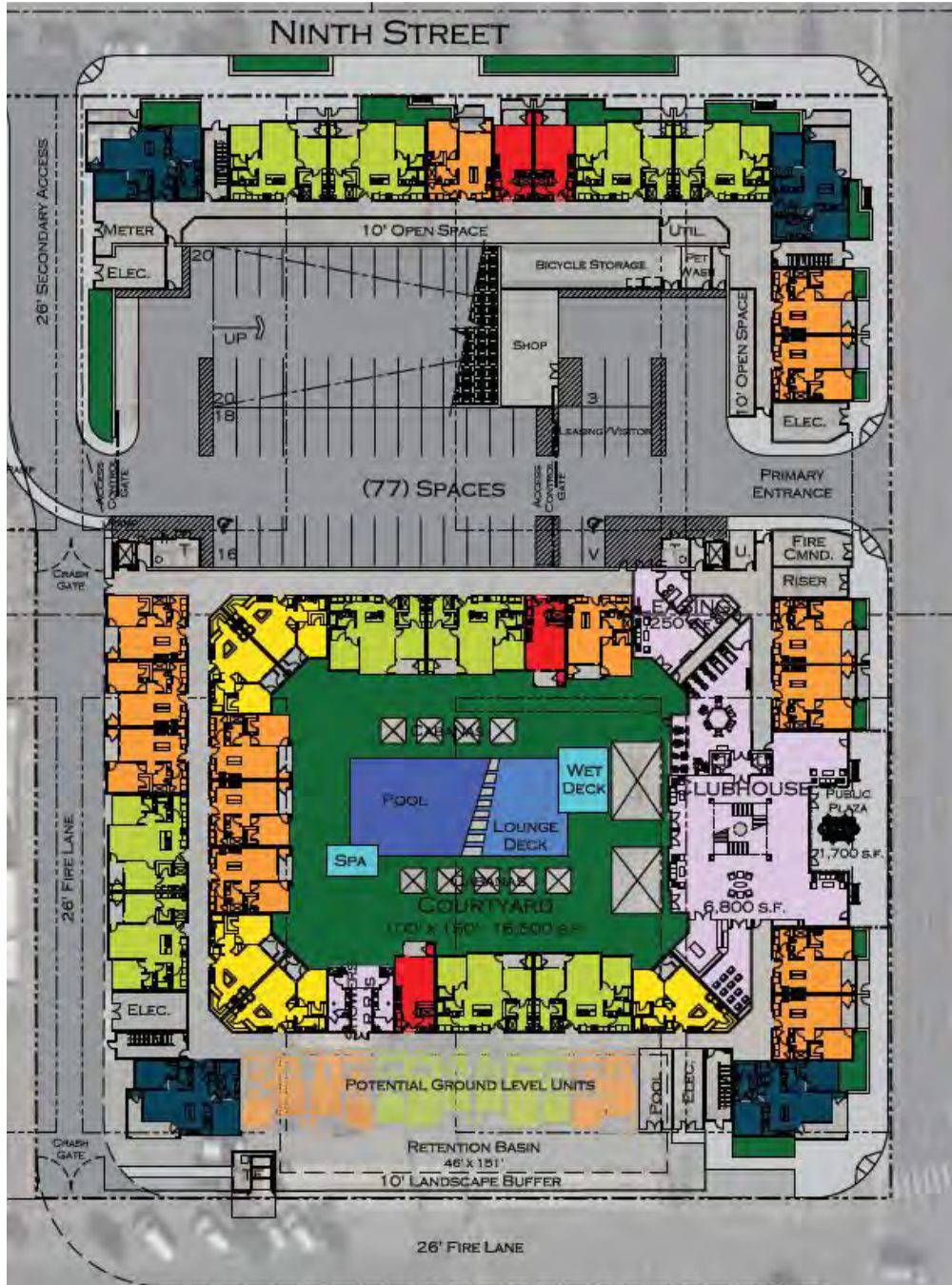


investigations. If the soil properties won't permit sub-surface detention, the ground floor on the south will be cantilevered over a surface basin, reducing the unit count by 5 apartments.

Figures 6 and 7 include floorplans and conceptual renderings. Figure 8 is a summary of the Project features.



Figure 6-A: Ground Floor Site Plan








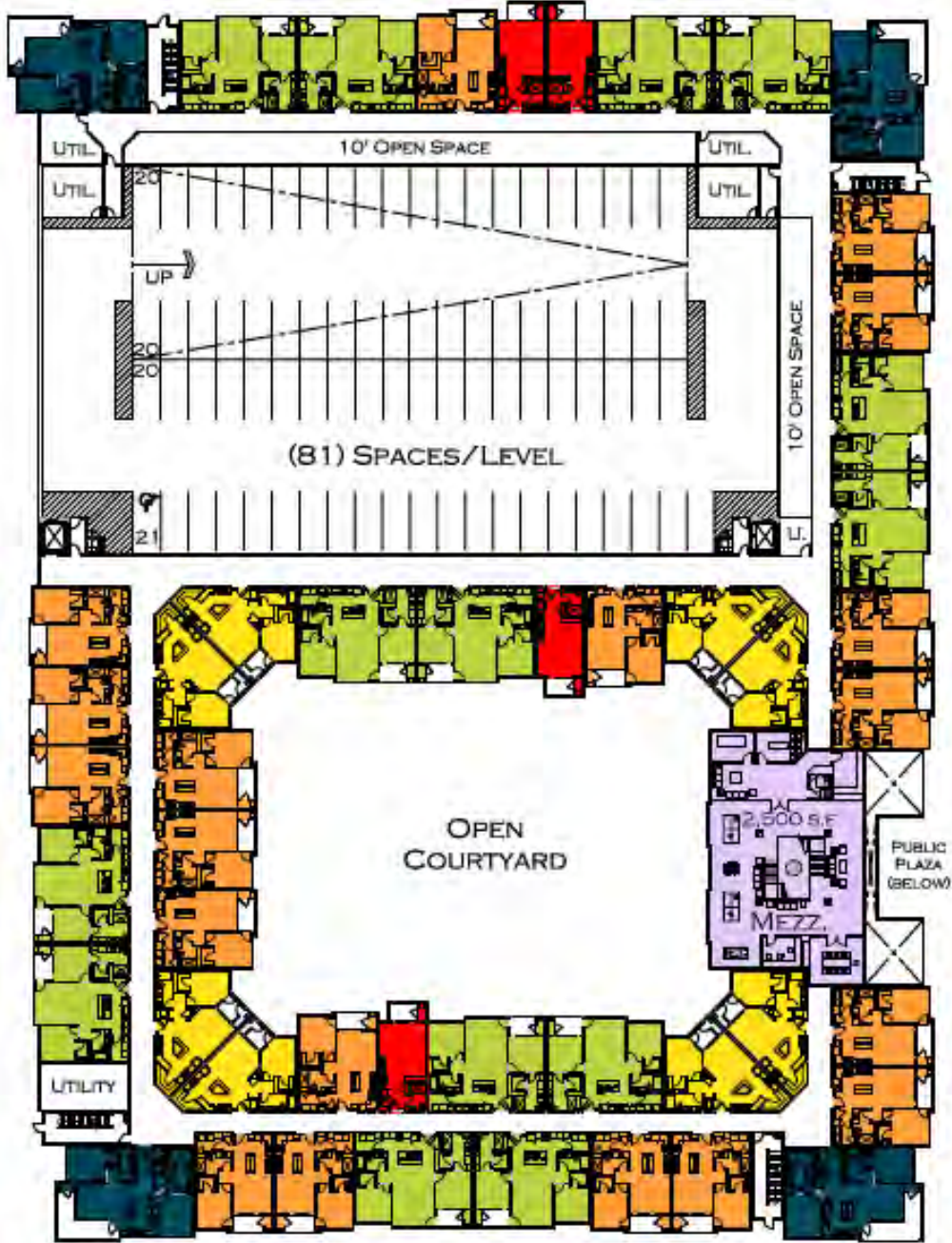
				
<b>STUDIO</b> S1	<b>1 BED</b> A1	<b>1 BED</b> A2	<b>2 BED</b> B1	<b>2 BED</b> B2
20 UNITS	99 UNITS	37 UNITS	72 UNITS	20 UNITS
500 s.f.	785 s.f.	811 s.f.	1,138 s.f.	1,146 s.f.



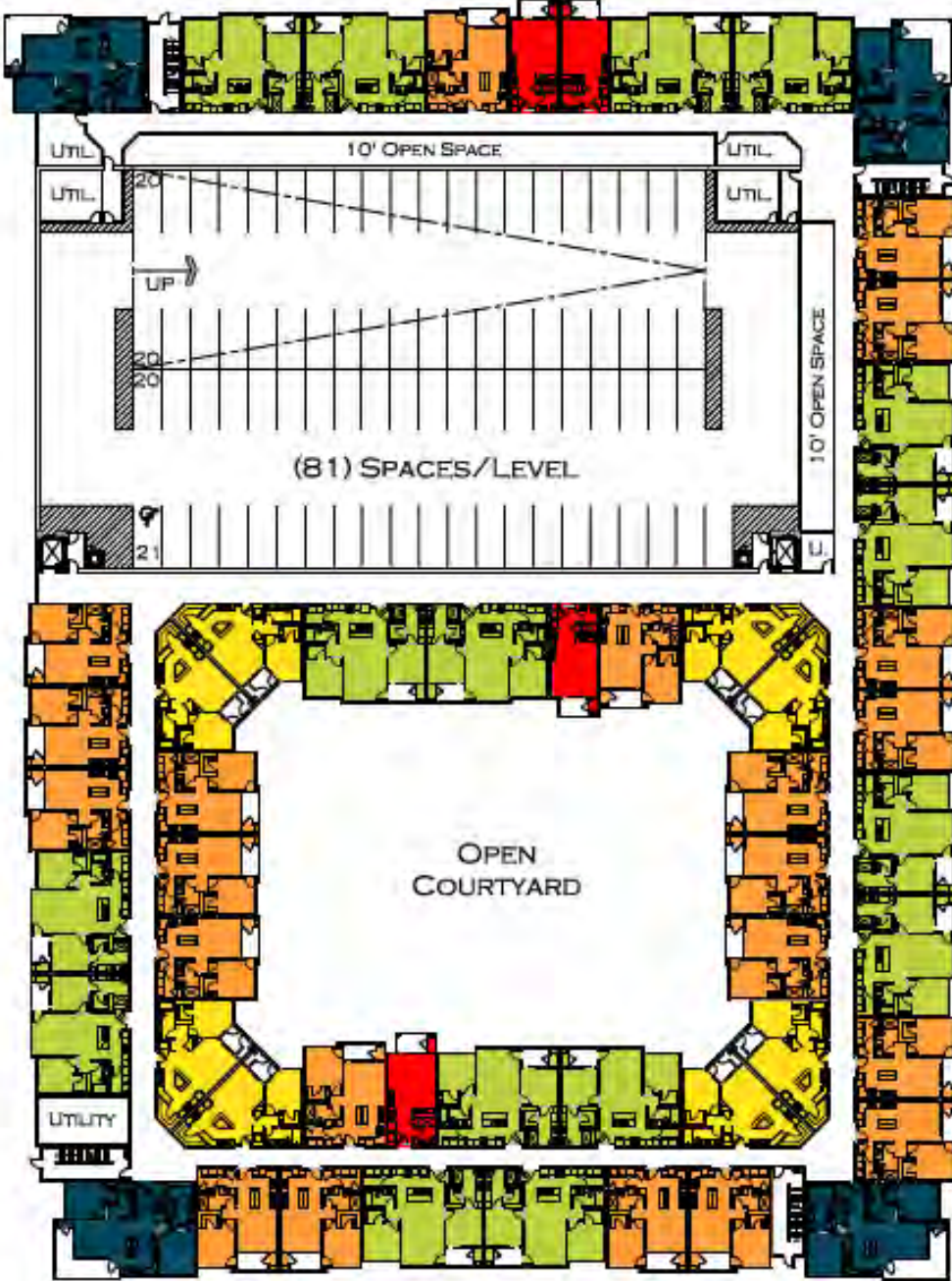
Figure 6-B: Level 2



					
<b>STUDIO S1</b>	<b>1 BED A1</b>	<b>1 BED A2</b>	<b>2 BED B1</b>	<b>2 BED B2</b>	
20 UNITS 500 s.f.	99 UNITS 785 s.f.	37 UNITS 811 s.f.	72 UNITS 1,138 s.f.	20 UNITS 1,146 s.f.	



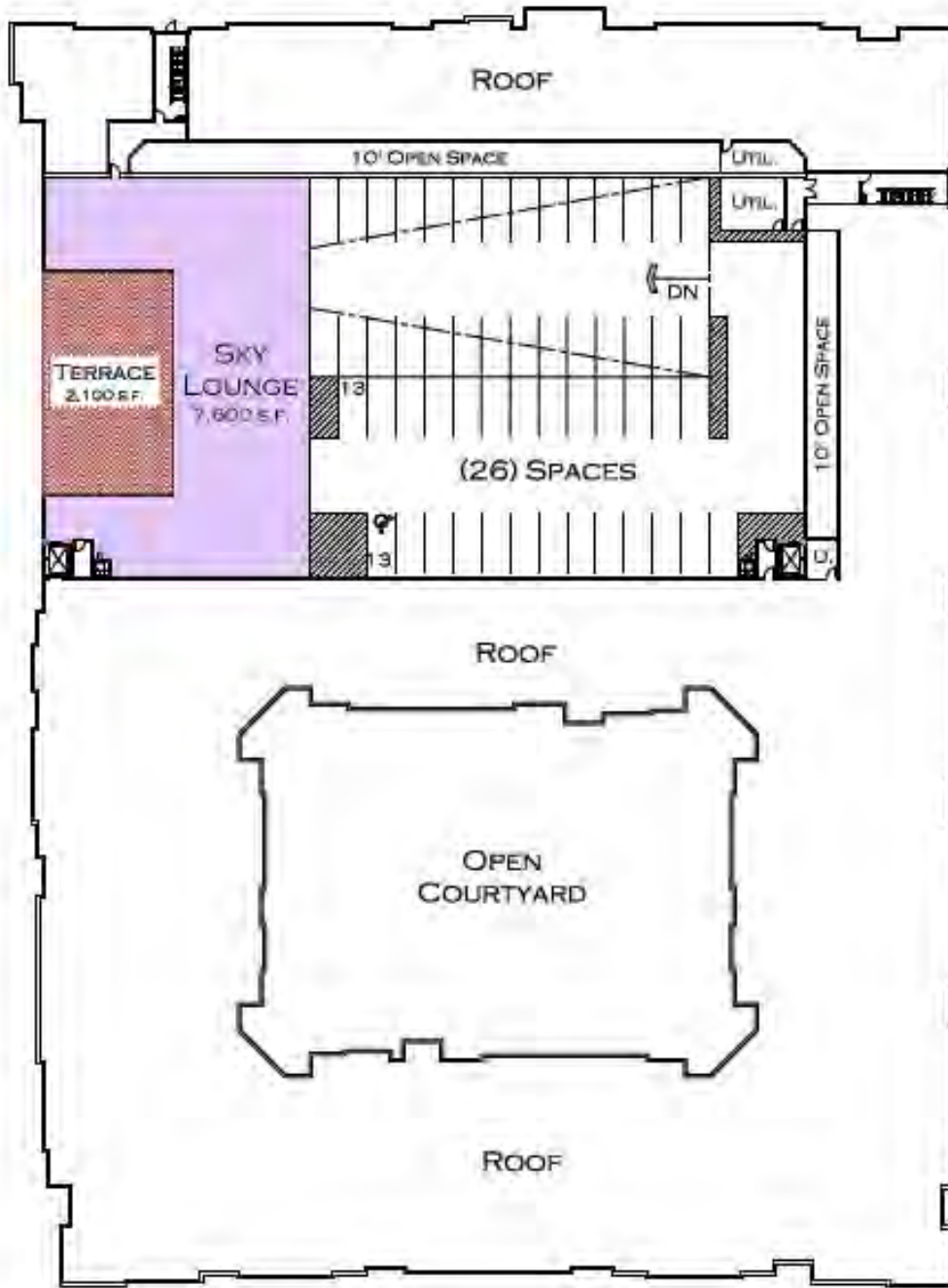
Figure 6-C: Levels 3 through 5



					 N
<b>STUDIO</b> S1	<b>1 BED</b> A1	<b>1 BED</b> A2	<b>2 BED</b> B1	<b>2 BED</b> B2	
20 UNITS	99 UNITS	37 UNITS	72 UNITS	20 UNITS	
500 s.f.	785 s.f.	811 s.f.	1,138 s.f.	1,146 s.f.	



Figure 6-D: Roof Level



**Figure 7: Conceptual Rendering (complete attachment including elevations located in Appendix)**

**Figure 7-A: South East Rendering – main entrance**



**Figure 7-B: North East Rendering**



**Figure 7-C: South West Rendering**





**Figure 7-C: North West Rendering**



**Figure 8: Project Features**

Feature	Quantity	Details
<b>Parking structure</b>	6 stories	427 stalls (309 required)
<b>Residential levels</b>	5 stories	253 (maximum) units with multiple configurations
<b>Studio units</b>	21	500 sf: 1 bed / 1 bath
<b>One bedroom units</b>	138	785 sf: 1 bed / 1 bath; and 811 sf: 1 bed / 1 bath
<b>Two bedroom units</b>	94	1,138 sf: 2 bed / 1 bath; and 1,146 sf: 2 bed / 2 bath
<b>Resident Clubhouse</b>	2 stories	6,800 sf with a gym, lockers, game room simulator, coffee lounge, public entrance
<b>Resident Sky Lounge</b>	1	Located on top floor of parking structure, facing Sierra Nevada with a 7,600 sf lounge and a 2,100 sf terrace
<b>Resident Terrace</b>	“	
<b>Resident Pool</b>	“	
<b>Residential Spa</b>	“	Contained in 16,500 sf open courtyard
<b>Resident Cabanas</b>	T.B.D	



## DIVISION 6 COMPLIANCE

---

Multi-family development is an allowed use in the DTMU zoning district but is subject to standards of development outlined in Division 6, *Downtown Mixed-Use District*, of Carson City Municipal Code (CCMC). General Standards and Character Area-specific standards are addressed below. The Project is requesting a Special Use Permit (SUP) in accordance with CCMC 18.07.020.3 - *Review process, Alternative Compliance*, for an all-residential use project with alternate design standards meeting the intent of Division six. All the development standards are listed in bold below with Project commentary that addresses specific Code language.

### **Division 6, Section 6.6: General Development Standards and Guidelines**

#### **1. Vehicular and Pedestrian Connections**

The primary vehicular access is from S. Stewart Street, a minor arterial roadway. The access provides entrance to a parking structure on the building's interior and is purposefully aligned directly across S. Stewart Street from the State Office Complex main entrance. The development is not a "super block" and the grid pattern of downtown is not broken by the proposed development. There will not be an access control gate at the entrance, but one will be included on the interior to ensure safety for residents. Secondary access from the parking structure is on the west-central side of the building and directs traffic along the north west building perimeter to Ninth Street, a local street section. Both accesses will accommodate two way traffic.

The secondary access will also serve as a portion of the Fire Lane access for the structure. Crash gates will be installed at two locations in order to provide a continuous 20'-wide paved access along the entire west side of the building. The first gate will divide the secondary access lane from the emergency-only Fire Lane. The second will block off the Fire Lane from public access at the south west corner of the building. The Fire Lane will extend off-site, along the south border of the Project on the Carson Mall parcel. The Fire Lane will access S. Stewart Street directly across from Little Lane. The entire Fire Lane will be signed and striped. An easement from the Carson Mall property owner on the south will be recorded, ensuring no parking or obstructions block the Fire Lane.

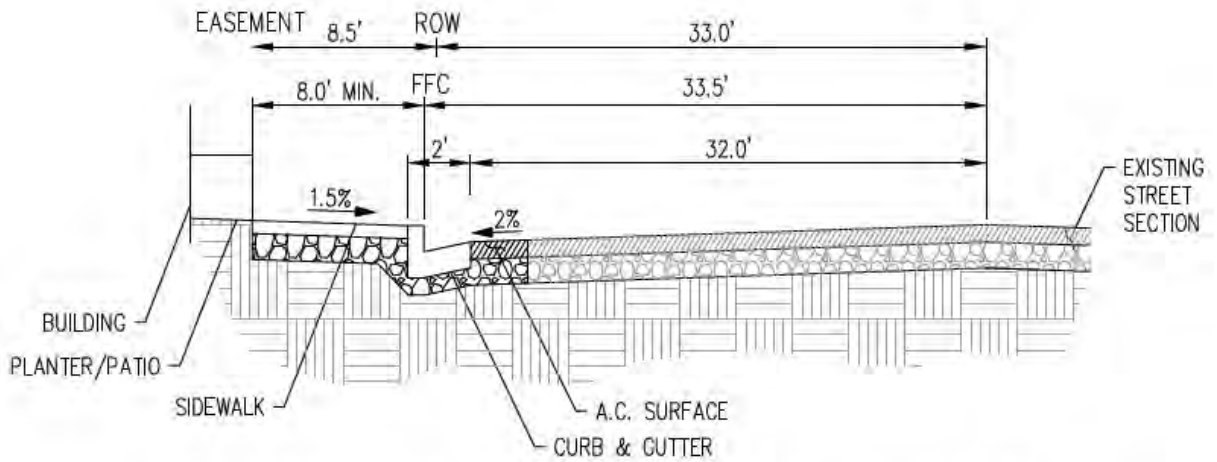
Sidewalks along the Ninth Street and S. Stewart Street frontages will provide pedestrian access to the Project. The design proposes alternative compliance with the Division 6 standard by modifying the design to more appropriately serve a residential-only project.

The widths will be between 8' and 15', with planter boxes alternating between the back of curb and along the building footprint. Patios and planter boxes extend into the 15' width, creating the variation. Streetlamps consistent with downtown Carson City designs will be placed within the sidewalk section. Ground floor units include direct access to the sidewalk, creating an appealing urban feel and experience for residents and pedestrians. Planter boxes, to be maintained by building staff, will buffer ground floor patios from passing pedestrians. Figure 9 includes sections of the sidewalks along S. Stewart Street and Ninth Street.



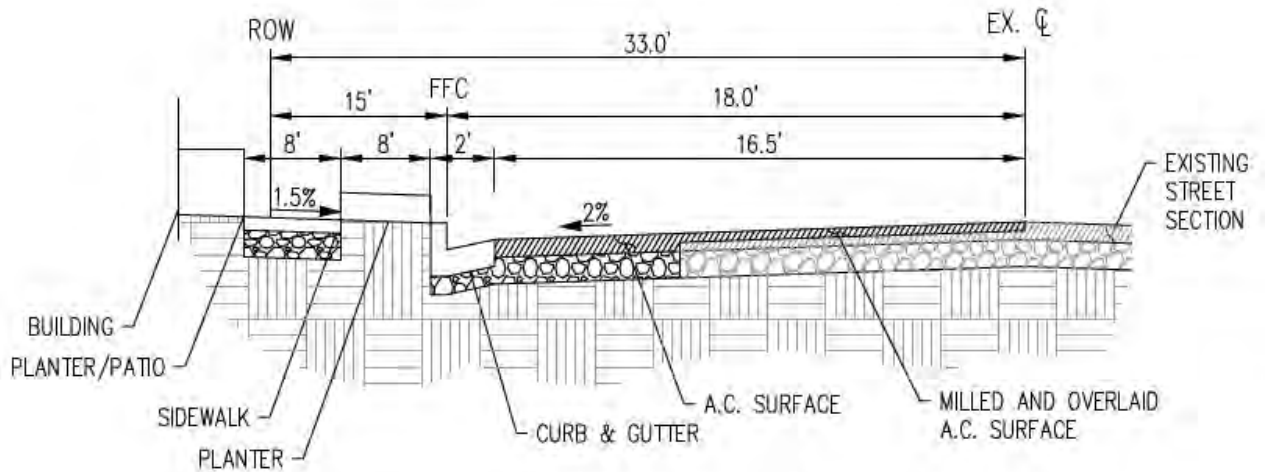
**Figure 9: Sidewalk Sections (complete set of sections included on attached site plan)**

**Figure 9-A: S. Stewart Street**



**HALF STREET IMPROVEMENTS FOR S. STEWART ST**

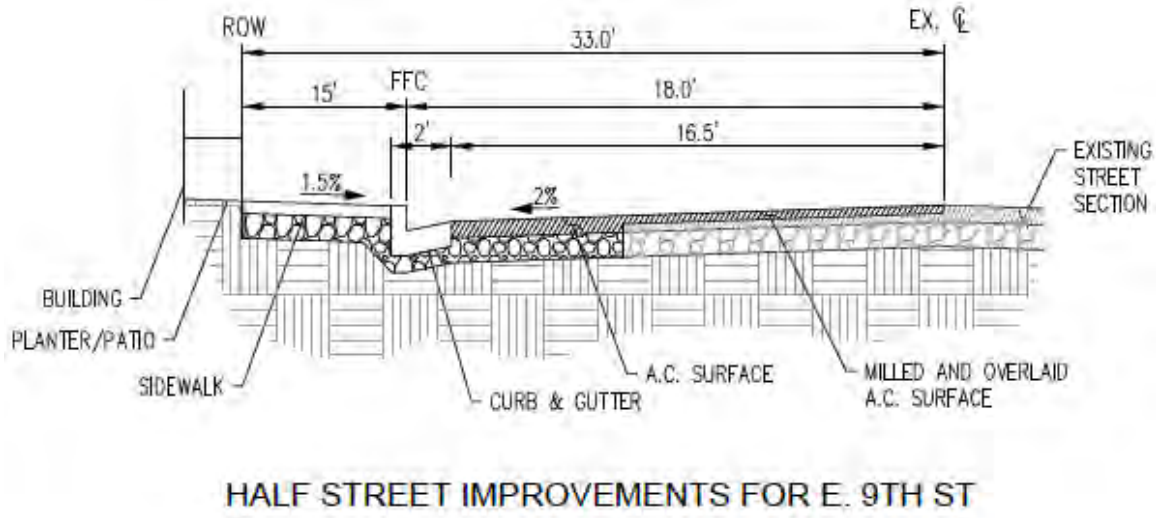
**Figure 9-B: Ninth Street with street-side landscape planter**



**HALF STREET IMPROVEMENTS FOR E. 9TH ST**



**Figure 9-C: Ninth Street without street-side landscape planter**



## **2. Lighting**

All lighting will be shielded to protect the City's dark skies, preventing spillover to adjacent neighborhoods. Decorative lighting will be used to accent architectural details, building entries, and signs. A full lighting plan is intended for submittal with building plans. Streetlights will mimic existing designs in downtown, with details provided in the Inspiration Exhibit attached in the Appendix.

## **3. Signage**

Signage for the Project will be in accordance with Division 4 of CCMC and maintain a consistent theme throughout the site.

## **4. Sustainable Design and Construction**

Modern construction techniques and materials will be utilized for the project.

## **4. Outdoor Gathering Spaces and Community Amenities (second item with same number in CCMC)**

A public plaza with a sculpture is located on the S. Stewart Street entrance to the clubhouse. The two-story clubhouse will include windows on the street frontage, creating visual interest for pedestrians. Benches, lampposts, and trash receptacles are included in the design of the sidewalks along the S. Stewart and Ninth Street frontages. The edifice will include pre-cast 3D, concrete artwork attached to the facade inspired by images of northern Nevada and Carson City themes as depicted in the attached Inspiration exhibits. The public amenities provided are suitable for an all-residential use and proposed for alternative compliance. For the Project, an excess of areas for public gatherings outside a residential development could create potential safety issues for residents, who will not want loitering outside their apartments. The amenities included at the clubhouse entrance and along the sidewalks will create an attractive and interesting streetscape for residents and passersby, but not one that encourages the lingering of non-residents.



**Figure 10: Conceptual Designs for public amenities**



GFRC (GLASS FIBER  
REINFORCED CONCRETE)  
WALL PANEL INSPIRATION



PUBLIC PLAZA SCULPTURE  
INSPIRATION IMAGES

## 5. Parking

The parking structure is “wrapped” by the residential footprint and is for the private use of residents and staff. Division 6 includes minimized parking requirements for residential uses, anticipating mixed use projects in the DTMU district and envisioning on-street parking and the availability of municipal parking facilities. For instance, studio and one-bedroom units only require one stall as opposed to the Division 8 standard of 2 stalls per unit. Since the Project only proposes a residential use, the stalls provided in the parking structure include an excess relative to the Division 6 requirement, with a count more akin to a typical residential standard. The provided parking is 427 stalls, or 1.69 stalls per residential unit. Excess stalls will provide parking for staff and visitors to the leasing office, the clubhouse, and building management. Figure 7 depicts the parking requirement calculations and the parking provided.



**Figure 10: Parking Calculations**

Unit Type	# of Units and Required stalls	Required Stalls	Provided Stalls
<b>Studio</b>	21 x 1 per unit	21	
<b>One Bedroom</b>	138 x 1 per unit	138	
<b>Two Bedroom</b>	94 x 1.25 per unit	118	
<b>Guest</b>	1 per 8 units (253 units)	32	
<b>Totals</b>		<b>309</b>	<b>427 (1.69 per unit)</b>

Note: excess stalls provide staff and guest parking for the leasing office, clubhouse, and building management

**6. Landscaping and Screening (and trash removal)**

Landscaping along the S. Stewart Street frontage will include 3’ tall, raised planter boxes adjacent to the structure and street furniture within the sidewalk sections, between the building and the back of curb. The Ninth Street frontage likewise includes planter boxes and benches but also provides raised planter walls directly adjacent to Ninth Street. The designs mimic existing planters currently in place within the DT-MU district and depicted in the Inspiration exhibit. Materials like stone and brick cladding, wood slats and metal gates are used to ensure consistency with the development standards and to project a continuity with existing development in downtown Carson City.

Trash enclosures on the ground floor of the parking structure will be utilized by residents for individual unit trash disposal. Building staff will then transfer garbage to a larger trash enclosure outside the south west corner of the building designed for pick up by Waste Management. The enclosure will be screened with a 6-foot masonry wall utilizing materials similar to the building façade.

**7. Streetscape**

Sidewalks along the Project frontage vary between 8’ and 15’ in width and include planter boxes alternating between the back of curb and the building façade.

**9. Street and Sidewalk Vending (number 8 is skipped in Code)**

No street or sidewalk vending is proposed in this residential-only project.

**10. Building Design and Character**

The site is underutilized, and the Project will provide quality infill development in the exact Character Area designated for urban residential development. Durable brick and stucco finishes will extend the image of permanence typical of downtown's traditional masonry storefronts and public buildings. White, gray, and sand-colored stucco will complement brick veneer, adding a professional look to the structure. The materials, finishes, grates, fencing, lamp posts, sculpture, and all other design elements will seek consistency with the Inspiration exhibit in the Appendix. All four sides will share the same finishes. Residents will typically use the parking structure for day-to-day access to their units, but stairwells will allow direct access to the ground floor sidewalks. The primary public entrance will be



through an enclave and a plaza with two stories of windows allowing pedestrians to view the clubhouse and residents engaging in recreational activity. This entrance, inset along S. Stewart Street, will include a 1,700 sf public plaza with a central sculpture, raised planters and landscaping with public benches. All utility and mechanical equipment will be screened.

### **Division 6.7: Building Envelope Standards**

In addition to a maximum height allowance of eight stories or 95', the Urban Character District has a required transition, or step-back, of the building face for the S. Stewart Street frontage. The proposed structure will include 5 stories of residential development and 6 stories of parking garage with a maximum height of 82 feet. There is no step-back along S. Stewart Street proposed for this alternate standard of compliance. The intent of step-back regulation is partly to ensure that streetscapes with multi-story buildings don't overwhelm pedestrians with building mass, creating an unwelcoming pedestrian experience. The regulation also seeks to assure similar scales of adjacent buildings. The Project will not create such an environment because the State Office Complex, opposite the proposed footprint of the new apartment building, is set back over 250 feet from the proposed new structure, across S. Stewart Street to the east. Additionally, the State Office building itself includes five stories and is ~60' high, within the same scale as the Project.

### **Division 6, Section 6.5.3: Mix of Uses (Urban Character District standards)**

#### **1. Mix of Uses Encouraged**

The Project requests a SUP for a multi-family residential project without a mix of uses. The Project's location is in the Urban Character District, specifically recognized in the Master Plan as the most appropriate location for residential development with urban densities. The southern boundary of the site is the parking lot for the Carson Mall, with various retail, food and beverage options currently in operation. Within the DTMU zoning district, there are multiple commercial frontages along Carson Street that are vacant just blocks away to the west. The region and area have an excess of commercial space available and a recognized need for a variety of housing types. The Project includes many variations of apartments with modern amenities that will be appealing to new residents, providing a customer base for existing commercial entities.

#### **2. Required Mix of Uses—Sites 50,000 Square Feet or Larger**

As noted above, there is not currently a need for commercial uses in this Area. New residents will provide a broad base of consumers for existing commercial development with the potential of supporting existing and new businesses.

#### **3. Ground Floor Uses**

As noted above, there won't be a mix of uses in this development. However, the ground floor along S. Stewart Street will include a public plaza with art and two stories of open windows to the clubhouse, creating visual interest for pedestrians. Public artwork will be a mix of metal sculpture and 3D concrete panels with Carson City historical images.



#### **4. Parking Structures**

The six-story parking structure is “wrapped” by the residential development in the Project in order to comply with this requirement. On S. Stewart Street, the primary access on the ground floor will be the only visible portion of the parking structure. On the north and south sides, the parking structure will be surrounded by residential units. The secondary access on the north west of the building will run along the only multi-story portion of the parking structure that will be visible from street level.

#### **TRAFFIC**

---

Per the attached Traffic Impact Study conducted by Headway Transportation, the project will generate 1,859 Average Daily Trips (ADT), with 117 AM peak hour trips and 142 PM peak hour trips. The intersections analyzed in the Study maintained a Level of Service D or better with the addition of the Project. Recommended contributions to street improvements are noted in the Study, located in the Appendix.

#### **FLOODPLAIN/DRAINAGE**

---

The project area is designated as Flood Zone X and a small portion on the south is AO. The plan for addressing drainage is to elevate the proposed building to the finished floor (FF) elevation according to Carson City and FEMA requirements. The effective FEMA FLO-2D model will be utilized to as needed for additional Carson City required FEMA Flood Hazard permitting. See the Appendix for the Conceptual Drainage Study calculations and results.

#### **UTILITIES**

---

The site will be provided water and sewer services from Carson City. An existing 6” cast iron water main along Ninth Street was tested for pressure and flow and determined by the City to be adequate for the Project’s demands. The City will replace and upgrade the line. The Project will connect to the new line on the north west of the project for domestic water service and to an 8” main on S. Stewart Street for fire service. Each connection will also include a separate lateral for new fire hydrants on-site.

Sewer connection for the project will occur with connection to an existing 15” main on the south side of the project.

Electrical power lines will be undergrounded for the Project, through coordination with NV Energy.





## SUPPLEMENTAL FINDINGS

---

In accordance with Carson City Municipal Code Section 18.07.025 – *Conditional use criteria*, the Project's proposal of alternate compliance with the DT-MU standards is required to make the following findings.

1. **Will be consistent and compatible with the character and intent for the downtown character area, as identified in the development standards, in which it is proposed;**

The development standards for the Urban Character District are individually addressed in the Project Description portion of the Project submittal. While the Project only proposes residential uses through a SUP request, the design is consistent with the character and intent of the Urban Character District. The following is the entire description of the Urban Character District from *Division 6.6: General development standards and guidelines* (emphasis added).

Urban Mixed Use. The **purpose** of the urban mixed-use character area **is to provide for urban-intensity mixed-use development in areas of downtown that contain larger tracts of vacant or underutilized land.** It is **intended to provide opportunities for concentrations of active uses** such as convention space, casinos, hotels, **urban residential or similar uses which typically have more intensive land requirements** than could be readily accommodated in other areas of downtown. To support these objectives, **building heights in this area are permitted to be higher than in other character areas within downtown,** provided appropriate transitions are provided to the more modest scale of development found along Carson Street, the surrounding neighborhoods, and the State Capitol Complex.

The Project is an urban-density multi-family development (~74 units per acre) with a maximum height of 82 feet. The development standards don't state a maximum density and allow for 95 feet in height without a SUP. The pedestrian experience will be appropriately urban, with ground floor patios, landscape planters, wide sidewalks, and street furniture. Artwork will be part of the building façade and a sculpture will adorn the main entrance. The Inspiration exhibit included in the submittal package denotes materials and designs from existing development in downtown Carson City that will be mimicked in the Project to ensure consistency.

2. **Incorporates or can be incorporated as part of a broader mix of uses to support an active "people-oriented" environment within the downtown character area; and**

The surrounding neighborhood uses include a shopping mall, retail and motel space, small-scale multi-family development, and the State Office Complex. Recreational facilities and vehicle parking are all provided for residents with the Project, but commercial services are not. This will compel residents to walk to casinos, restaurants, bars, personal service shops, and retail establishments all located within the downtown area. The Project includes modern amenities and will attract residents that will want to take advantage of the central location of downtown. The addition of a modern apartment building will complement the larger community of uses by providing participants in a more vibrant downtown.



**3. Can be integrated into the more urban development pattern in a manner that is consistent with master plan policies for downtown.**

The Land Use chapter of the Master Plan includes a sub-section for the Downtown Mixed-Use area. Policy *DT-MU 1.5-Mix of Uses* includes the following quote:

“...single use high-density residential and office structures are appropriate on the fringe of downtown as a transition to surrounding neighborhoods.”

The subject site is on the south east perimeter of the DT-MU district in the Urban Character District, the precise location and designation recognized in the Master Plan as appropriate for a residential-only, multi-family project. Public transit, retail and personal service establishments, restaurants, bars, and downtown casinos are within walking distance of the Project, a pattern of urban development that will be enhanced by the addition of new residents.

### **SPECIAL USE PERMIT FINDINGS – ENTIRE PROJECT**

---

In accordance with Carson City Municipal Code Section 18.02.080(5), the Project has been designed to consider the following findings. Individual Findings for each request for alternative compliance with Division 6 standards follows the Entire Project section.

**3. Will be consistent with the objectives of the Master Plan elements.**

The inclusion of high density residential development in Downtown Mixed-Use land use provides a valuable variant of housing type and density, meeting a fundamental goal of the Land Use Element of the Master Plan (Chapter 3). The project complies with the Master Plan and accomplishes the following objectives.

#### **Chapter 3: A Balanced Land Use Pattern**

##### **Goal 1.1b-Urban Service Area**

The Project is located within public service areas.

##### **Goal 1.2a-Priority Infill and Redevelopment Areas**

The Master Plan recognizes the Downtown area as a High Priority Area for infill and redevelopment.

##### **Goal 2.2a-Variety of Housing Types**

The Project provides apartments with modern amenities on Downtown Mixed-Use land, the most urbanized area of the City.

##### **Goal GMU 1.4-Parking Location and Design**

The parking structure is located within the interior of the building, “wrapped” by the residential units and screened from the exterior.

##### **Goal GMU 1.5-Mix of Uses**



The Project is located on the fringe of the Downtown Mixed Use area, recognized in the Master Plan as appropriate for single-use high density residential development. The density of the Project is ~74 units per acre (253 units / 3.44 acres).

### **Chapter 5: Economic Vitality**

#### **Goal 5.1j-Housing Mix**

The Project will provide an urban housing type consistent with the City's goals to encourage a mix of housing. Apartments with modern amenities located close to services and public transportation will be appealing for the labor force and the non-labor force.

#### **Goal 5.6c-Downtown Housing**

The Project will provide an urban housing type in Downtown with security staffing and protected parking within the interior, promoting the perception of a safe, vibrant, and inviting urban neighborhood for residents.

### **Chapter 6: Livable Neighborhoods and Activity Centers**

#### **Goal 8.1b-Scale of Development**

The Project is located in the Urban Character Area, recognized in the Master Plan as the appropriate location for residential development with urban densities.

#### **Goal 9.1-Promote a Mix of Land Uses and Housing Types within New Neighborhoods**

The Project provides apartments with modern amenities on Downtown Mixed-Use land, the most urbanized area of the City.

4. **Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties of the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare, or physical activity.**

The surrounding neighborhood uses include a shopping mall, retail and motel space, multi-family development, and the State Office Complex. Public transportation, employment and recreational opportunities, and vehicle parking are all provided for residents with this project's design and location. The SUP request for alternative compliance with Division 6 don't alter the Project's validity regarding compatibility in the proposed location. The addition of urban density housing will not be a detriment to adjacent development.

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

The primary entrance to the Project is to S. Stewart Street, an arterial roadway designed for high volumes of traffic. Traffic counts are included in the Traffic Impact Study (by Headway Transportation) in the Appendix of this document. Per the Study, the Project will add 1,859 Average Daily Trips, including 117 AM peak hour and 142 PM peak hour trips. Per the Study's addition of Project traffic, all the Study intersections and movements are anticipated to operate at Level of Service D or better. Adjacent to the Project, the Study recognizes the eastbound approach of



Stewart Street and Little Lane as the sole location of a potential drop to Level of Service F, and therefore a recommended contribution to construction of a future signal is described. Of note is that the failure to Level F is under the Future Year Plus Project scenario (Table 7 in the Headway Study) in which the Project add no additional trips to the intersection, meaning with or without the Project, the locale is calculated to drop in Service Level.

The Project's new sidewalks will connect future residents to existing infrastructure on Ninth Street, just blocks from downtown Carson City.

**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 site is located within the DTMU zoning district adjacent to the State Capitol and Office Complex buildings, within the most urban portion of Carson City. Public services and facilities are readily available. The 6" water line serving the site was tested for flow and pressure and will be replaced by Carson City during the construction phase of the project. Sewer capacity and fall exists for connection to the south.

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

The stated purpose of the Urban Character Area of the DTMU zoning district is "...to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown." The Project site is ideally located on the fringe of the DTMU district with access to urban levels of services and access.

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

The Project's location is intended to support the type of development proposed and therefore is not a detriment to the public or surrounding properties.

**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

No material damage to other properties will result because the site is zoned for the proposed use. The Urban Character District is specifically distinguished from other portions of the zoning district because it allows for larger structures with more intensive uses. The parking structure is largely surrounded by an attractive, urban style of construction, appropriate for property adjacent to the State Capitol and Office Complexes.



## **ALL RESIDENTIAL USE - SPECIAL USE PERMIT FINDINGS**

---

The Project requests a SUP for a multi-family residential project without a mix of uses in the DT-MU land use area. The Project's location is in the Urban Character District, specifically recognized in the Master Plan as the most appropriate location for residential development with urban densities.

**1. Will be consistent with the objectives of the Master Plan elements.**

The inclusion of high density residential development in Downtown Mixed-Use land use provides a valuable variant of housing type and density, meeting an overarching goal of the Land Use Element of the Master Plan (Chapter 3). An all-residential use project

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties of the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare, or physical activity.**

The surrounding neighborhood uses include a shopping mall, retail and motel space, multi-family development, and the State Office Complex. Public transportation, employment and recreational opportunities, and vehicle parking are all provided for residents with this project's design and location. The SUP request for an all-residential project doesn't alter the Project's validity regarding compatibility in the proposed location. The addition of urban density housing will be an asset to many commercial businesses located within walking distance of the Project.

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

The Project Description includes details of the Traffic Impact Study submitted with the application package. An all-residential use will not have a detrimental effect on vehicular or pedestrian traffic that would distinguish the Project from a mixed-use development. Traffic counts for the residential use are calculated the same in either scenario.

**5. 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 site is located within the DTMU zoning district adjacent to the State Capitol and Office Complex buildings, within the most urban portion of Carson City. Public services and facilities are readily available. The 6" water line serving the site was tested for flow and pressure and will be replaced by Carson City during the construction phase of the project. Sewer capacity and fall exists for connection to the south. An all-residential use will not overburden public facilities and services in a way that would distinguish it from a mixed use project in the proposed location.

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

The stated purpose of the Urban Character Area of the DTMU zoning district is "...to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban



residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown.” The Project site is ideally located on the fringe of the DTMU district with access to urban levels of services and access and an all-residential use is appropriately proposed.

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

The Project’s location is intended to support the type of development proposed and therefore is not a detriment to the public or surrounding properties. An all-residential development will provide customers for neighboring commercial businesses, creating a benefit for the properties in the vicinity.

**8. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

No material damage to other properties will result because the site is zoned for the proposed use. The Urban Character District is specifically distinguished from other portions of the zoning district because it allows for larger structures with more intensive uses, including all-residential development. An all-residential development will provide customers for adjacent commercial businesses, creating a benefit for the neighborhood.



## LIMITED PUBLIC AMENITIES - SPECIAL USE PERMIT FINDINGS

---

Division 6, section 6.6.4, Outdoor Gathering Spaces and Community Amenities states;

*“Development on sites 50,000 square feet or less shall incorporate at least one of the following on-site outdoor gathering spaces or community amenities, and developments on sites larger than 50,000 square feet shall incorporate at least two of the following outdoor gathering spaces or community amenities and one additional amenity for each 25,000 square feet above 50,000 square feet of area, as highly-visible, easily-accessible, focal points”*

The Project is on a 3.44 acre site and per the above standard would require at least 5 separate areas or art installations. As described in detail in the Project description, the development does include public amenities appropriate for an all-residential use but does not meet Division 6 standards, which are drafted for mixed-use development.

**1. Will be consistent with the objectives of the Master Plan elements.**

The inclusion of high density residential development in Downtown Mixed-Use land use provides a valuable variant of housing type and density. The Project includes amenities appropriate for an all-residential use and alternate compliance doesn't change its ability to meet objectives of the Master Plan. The Project itself meets many goals and policies of the Master Plan as outlined in Finding 1 above (Entire Project).

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties of the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare, or physical activity.**

The surrounding neighborhood uses include a shopping mall, retail and motel space, multi-family development, and the State Office Complex. Public transportation, employment and recreational opportunities, and vehicle parking are all provided for residents with this project's design and location. The SUP request to limit public amenities on-site doesn't alter the Project's validity regarding compactness with the neighborhood. The addition of urban density housing will be an asset to commercial endeavors in the vicinity.

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

The Project's lack of meeting the Code's stated requirement for number of public amenities will have no effect on vehicular traffic that would not otherwise be associated with the Project. Non-resident pedestrians will be permitted along the Project's street frontages but will not be encouraged to linger or loiter. The sidewalks will be public and vary in width between 8' and 15', accented with artwork, landscaping, and street furniture, creating an enjoyable pedestrian experience.



**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 Project's location is intended to support the type of development proposed and therefore is not a detriment to the public or surrounding properties. Limiting public facilities on the Project site will not overburden public services in a way that would distinguish it from development with additional facilities in the proposed location.

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

The stated purpose of the Urban Character Area of the DTMU zoning district is "...to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown." The Project site is ideally located on the fringe of the DTMU district with access to urban levels of services and access and limited public amenities will not alter that fact.

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

The Project's limited public amenities and gathering places will improve the safety of residents who would not want non-residents gathering or loitering outside their homes. Rather than being a detriment, the Project's design seeks to improve public health, safety, convenience, and welfare.

**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

No material damage to other properties will result because of limited public amenities. The Urban Character District is specifically distinguished from other portions of the DTMU zoning district because it allows for larger structures with more intensive uses. The public amenities proposed are appropriate for an all-residential project and will compliment surrounding uses which include multiple commercial operations. Rather than cause material damage, the Project will introduce an influx of new residents and customers.





## VARYING SIDEWALK CONFIGURATION - SPECIAL USE PERMIT FINDINGS

---

Division 6, section 6.6.7 Streetscape includes two streetscape options for sidewalk configuration: Residential Character and Urban Character. The Project sidewalks along the Ninth Street and S. Stewart Street frontages are proposed between 8' and 15' in width, providing a hybrid design of the two Character configurations described in section 6.6.7.

**1. Will be consistent with the objectives of the Master Plan elements.**

The inclusion of high density residential development with a hybrid design of sidewalk Character in DT-MU land use provides a valuable variant of housing type, meeting an overarching goal of the Land Use Element of the Master Plan (Chapter 3). The sidewalk design will not hinder the Project's consistency with the objectives of the Master Plan because of the Project's location. The Project itself meets many goals and policies of the Master Plan as outlined in Finding 1 of the Entire Project section above.

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties of the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare, or physical activity.**

The surrounding neighborhood uses include a shopping mall, retail and motel space, multi-family development, and the State Office Complex. Public transportation, employment and recreational opportunities, and vehicle parking are all provided for residents with this project's design and location. The SUP request for alternative compliance with Division 6 sidewalk designs don't alter the Project's validity regarding compatibility with the neighborhood. The addition of urban density housing will be an asset to surrounding commercial endeavors.

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

The Project's lack of meeting the Code's stated requirement for sidewalk design will have no effect on vehicular traffic that would not otherwise be associated with the Project. The sidewalks will be public and vary in width between 8' and 15', accented with artwork, landscaping, and street furniture, creating an enjoyable pedestrian experience with no detrimental effect on foot 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 Project's location is intended to support the type of development proposed and therefore is not a detriment to the public or surrounding properties. A hybrid sidewalk design on the Project site will not overburden public services in a way that would distinguish it from development with one of the Code's stated designs in the proposed location.

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



The stated purpose of the Urban Character Area of the DTMU zoning district is “...to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown.” The Project’s sidewalk design is purposefully designed for the Project’s all-residential use, creating an enjoyable pedestrian experience.

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

The Project’s location is intended to support the type of development proposed and therefore is not a detriment to the public or surrounding properties. Alternate compliance with a sidewalk standard will not change this.

**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

No material damage to other properties will result because the site is zoned for the proposed use. The Urban Character District is specifically distinguished from other portions of the zoning district because it allows for larger structures with more intensive uses. The design of the sidewalk will not alter the compatibility of the Project with properties in the vicinity.



## **NO BUILDING STEP BACK - SPECIAL USE PERMIT FINDINGS**

---

Division 6.7, *Building envelope standards*, requires a building step-back along S. Stewart Street. Step-backs are typically required to ensure that streetscapes with multi-story buildings don't overwhelm pedestrians with building mass, creating an unwelcoming pedestrian experience. The regulation also seeks to assure similar scales of adjacent buildings. The Project will not create such an environment because the State Office Complex, opposite the proposed footprint of the new apartment building, is set back over 250 feet from the proposed new structure, across S. Stewart Street to the east. Pedestrians will have clear and open sight lines along the project and an interesting streetscape. Additionally, the State Office building itself includes five stories and is ~60' high, within the same scale as the Project.

**1. Will be consistent with the objectives of the Master Plan elements.**

The lack of a building step back along S. Stewart Street will not hinder the Project's consistency with the objectives of the Master Plan because of the Projects location. The Project itself meets many goals and policies of the Master Plan as outlined in Finding 1 of the Entire Project section above.

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties of the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare, or physical activity.**

The surrounding neighborhood uses include a shopping mall, retail and motel space, multi-family development, and the State Office Complex. Public transportation, employment and recreational opportunities, and vehicle parking are all provided for residents with this project's design and location. The lack of a step back doesn't alter the Project's validity regarding compatibility in the proposed location. The addition of urban density housing will not be an asset to many commercial uses housed within surrounding properties.

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

The lack of a building set back will have no effect on vehicular or pedestrian traffic that would not otherwise be associated with the Project.

**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 lack of a building set back will not affect the Project's burden to public services and facilities. The impacts are described in the Project description.

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

The stated purpose of the Urban Character Area of the DTMU zoning district is "...to provide opportunities for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown." The Project site is ideally located on the fringe



of the DTMU district with access to urban levels of services. The lack of a step back does not change that fact.

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

The Project's lack of a step back will not be a detriment to the public or surrounding properties because the State Office Complex is over 250' away and itself is ~ 60' tall.

**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

No material damage to other properties will result from the Project's lack of a step back because the State Office Complex is over 250' away and itself is ~ 60' tall.

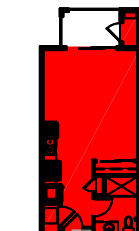




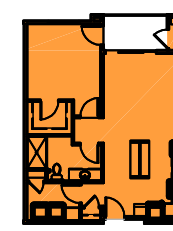
# SITE PLAN - GROUND LEVEL

## STEWART STREET APARTMENTS

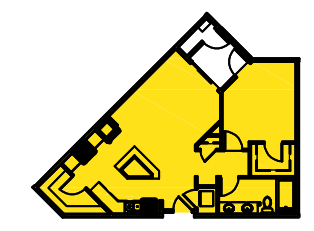
906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA




**STUDIO**  
S1  
20 UNITS  
500 S.F.




**1 BED**  
A1  
99 UNITS  
785 S.F.



**1 BED**  
A2  
37 UNITS  
811 S.F.



**2 BED**  
B1  
72 UNITS  
1,138 S.F.



**2 BED**  
B2  
20 UNITS  
1,146 S.F.

**UNIT MATRIX**

STUDIO	1-BDRM	2-BDRM	TOTALS	
S1	A1	A2	B1	B2
21	101	37	74	20
21	138	94	253	TOTAL UNITS/TYPES
9%	55%	37%	100%	PERCENTAGE UNIT MIX

**UNIT MATRIX - ALTERNATE**

STUDIO	1-BDRM	2-BDRM	TOTALS	
S1	A1	A2	B1	B2
21	98	37	72	20
21	135	92	248	TOTAL UNITS/TYPES
9%	54%	37%	100%	PERCENTAGE UNIT MIX

**SITE INFORMATION**

JURISDICTION:  
CARSON CITY, NEVADA

ZONING:  
CURRENT: DOWNTOWN MIXED USE (DTMU)

APN:  
PARCEL No's. 004-055-02 & 004-055-07

LOT SIZE:  
149,819 S.F. = 3.44 ACRES (APPROX. NET)

**UNIT MIX**

UNIT TYPE	# UNITS	# ALTERNATE
STUDIOS	21	21
1 BED	138	135
2 BED	94	92
<b>TOTAL UNITS</b>	<b>253</b>	<b>248</b>
DENSITY:	253 / 3.44	<b>73.55 U/GA</b>

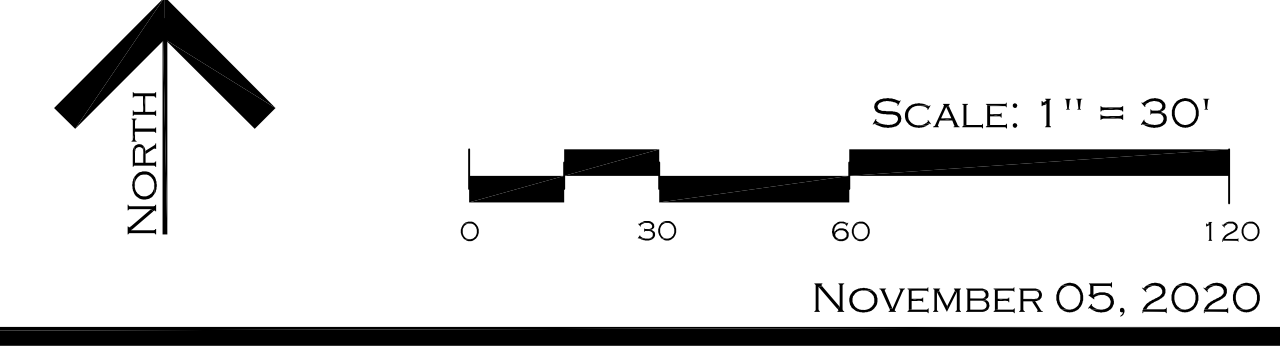
**PARKING REQUIREMENTS**

PARKING REQUIRED:

1 BED / STUDIO	159 *1.00 =	159
2 BED	94 *1.25 =	118
VISITOR	253 / 8 =	32
<b>TOTAL REQUIRED:</b>		<b>309</b>
<b>TOTAL PROVIDED (1.69 PER UNIT):</b>		<b>427</b>

H/C PARKING REQUIREMENTS

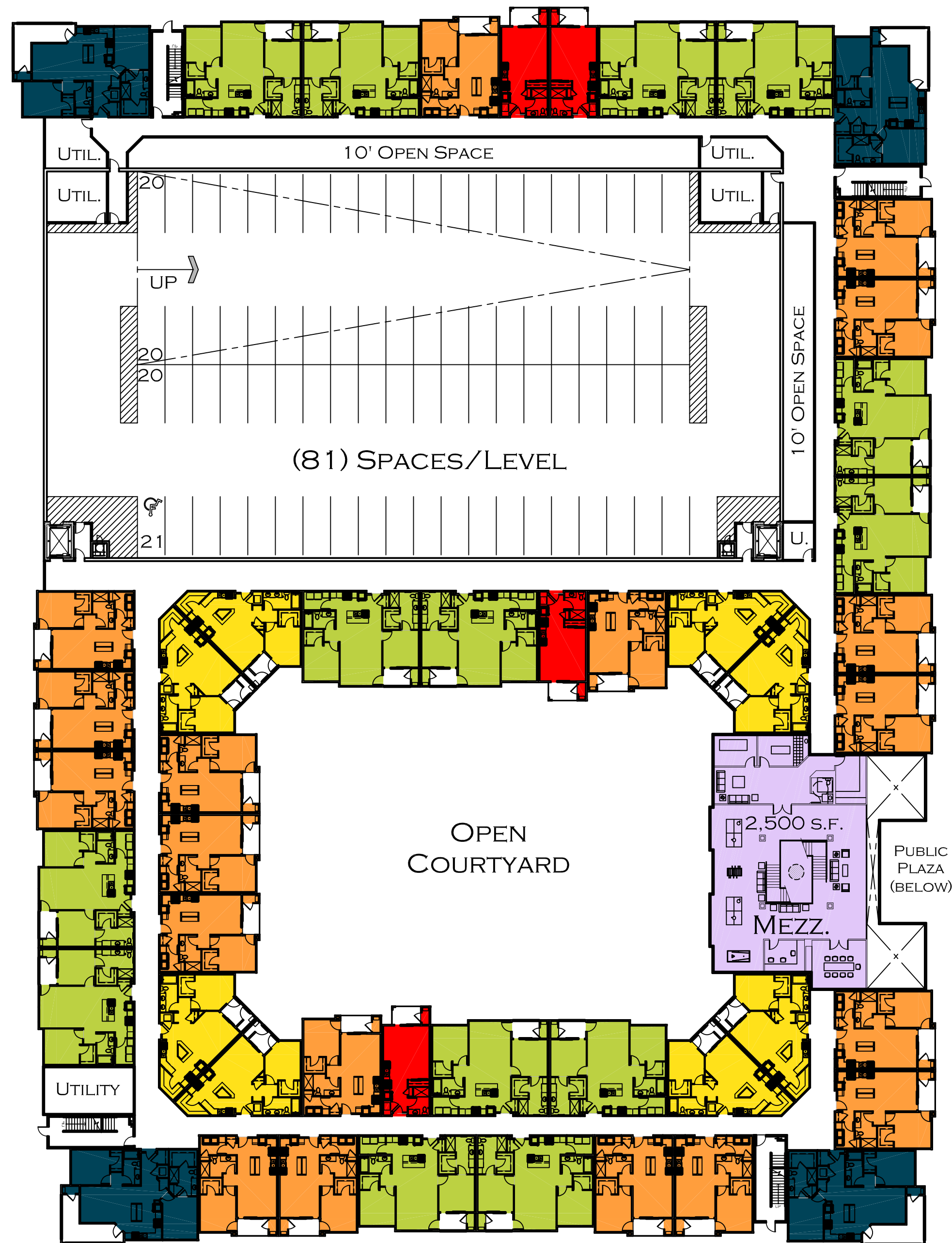
H/C PARKING REQUIRED:	309 *2% =	7
H/C PARKING PROVIDED:	=	7



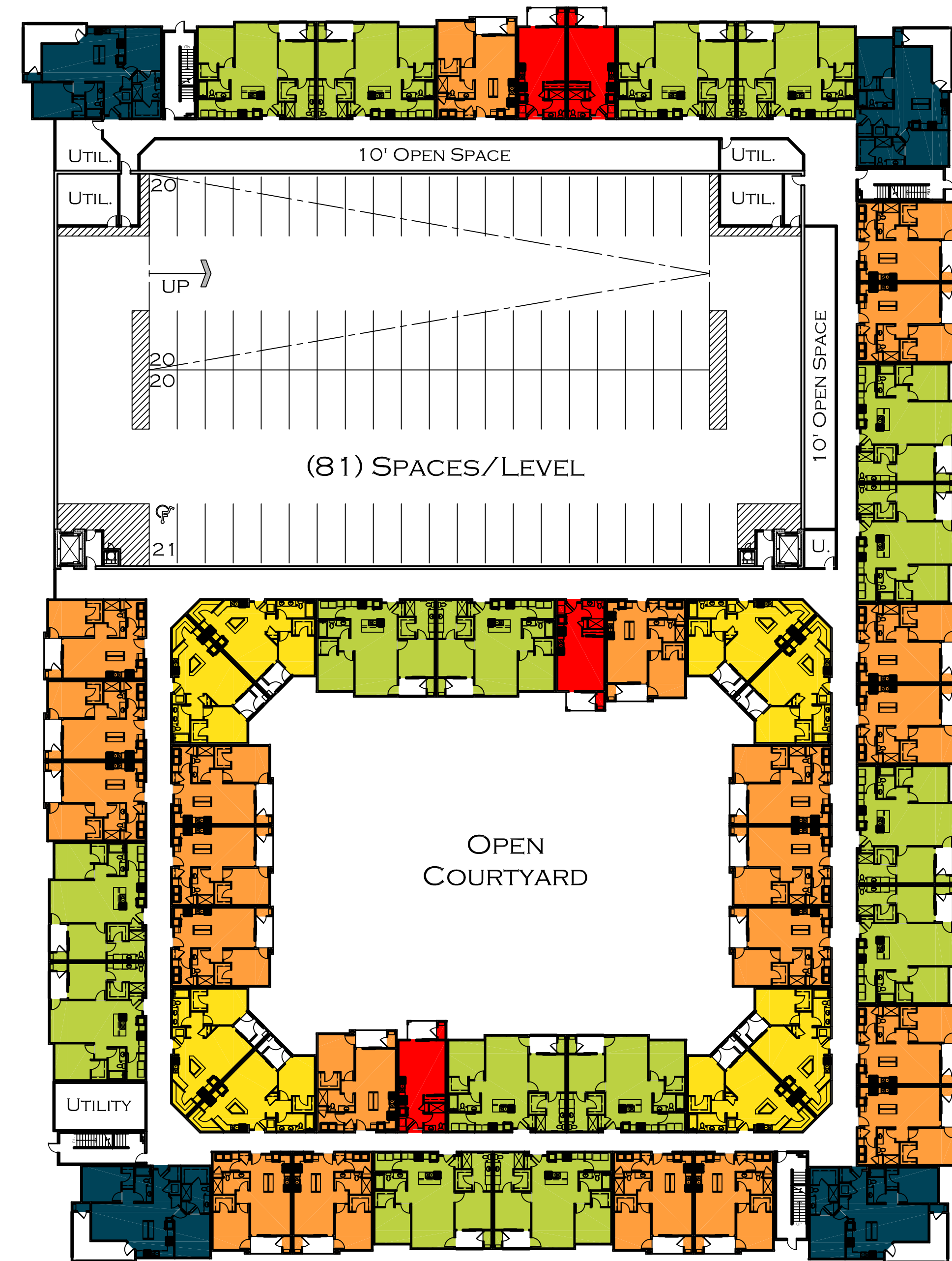
© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
 This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.



NOVEMBER 05, 2020



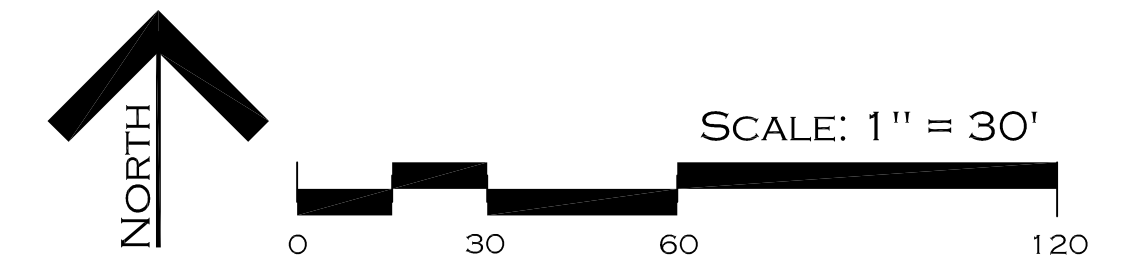
LEVEL 2



LEVELS 3-5

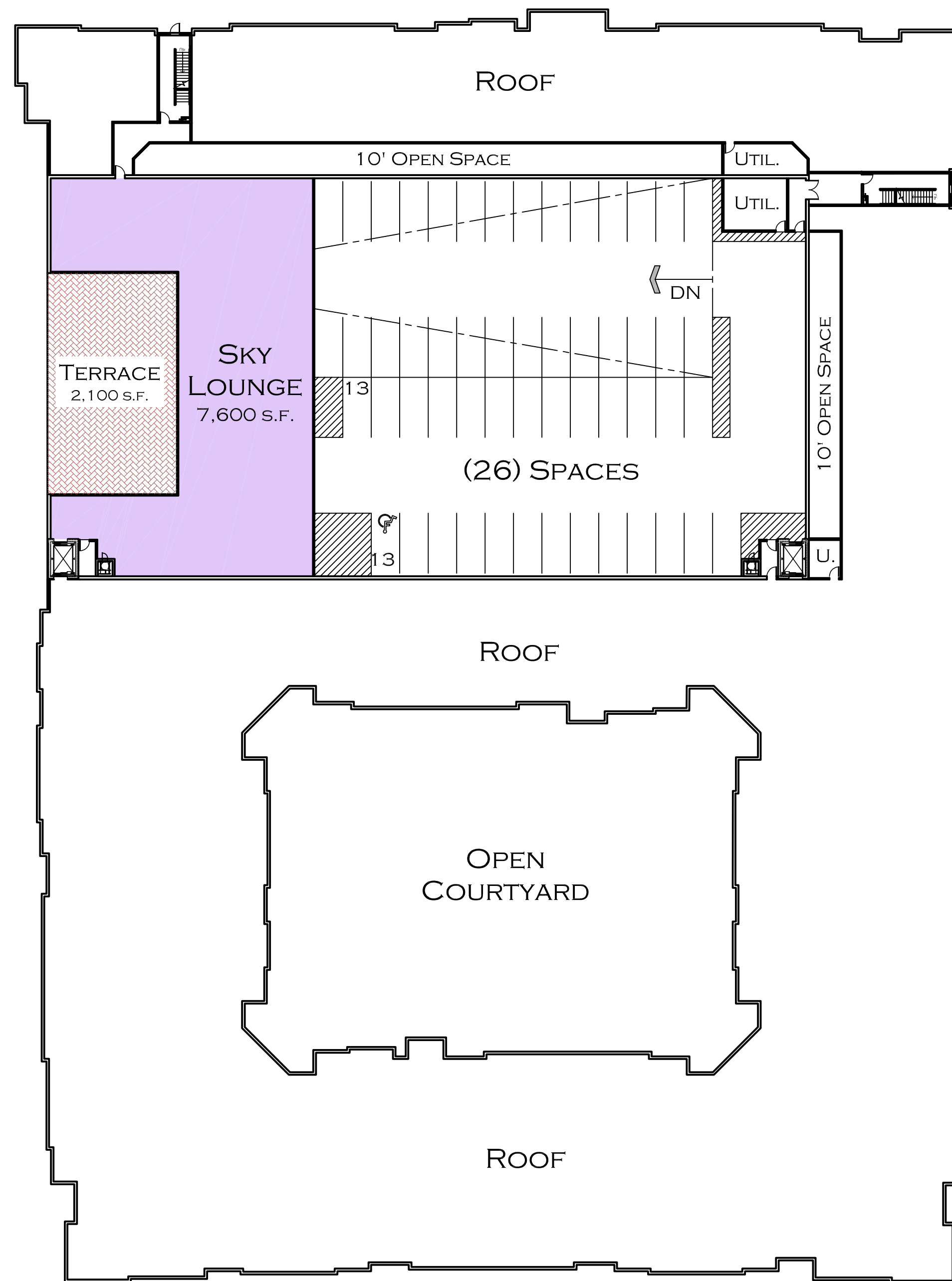
# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA



NOVEMBER 05, 2020

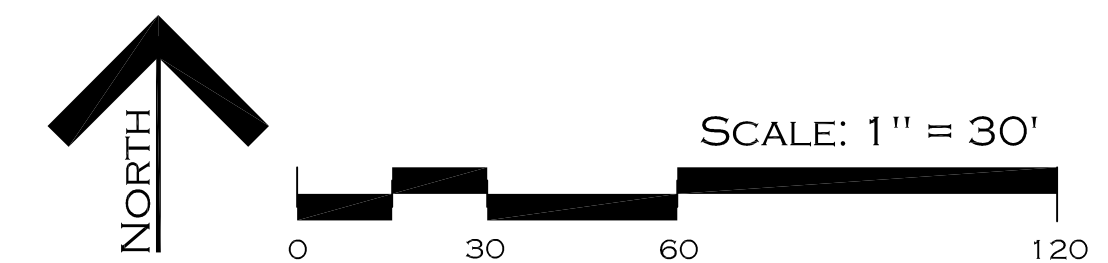
© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
 This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.



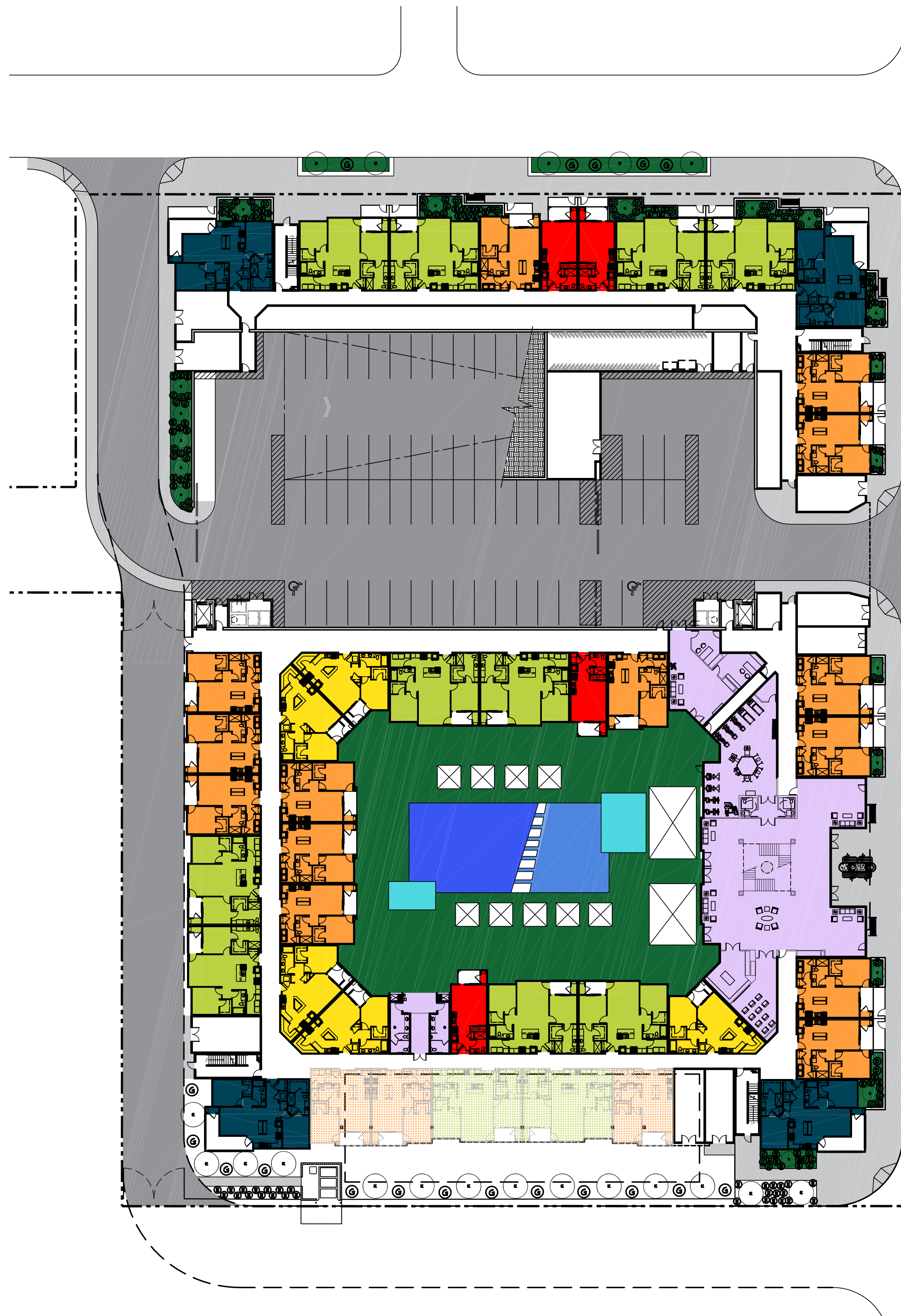
ROOF LEVEL

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA



NOVEMBER 05, 2020



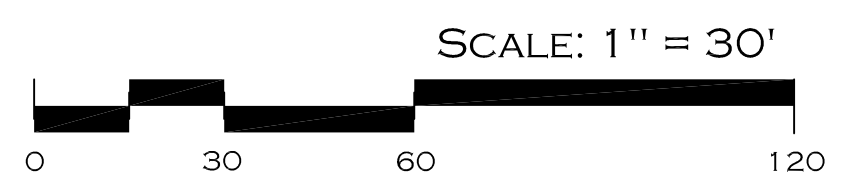
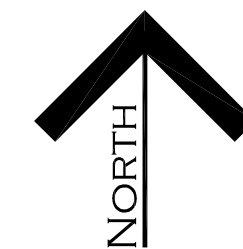
PLANTING LEGEND

- K PINUS MONOPHYLLA  
SINGLE-LEAF PINYON PINE
- D SORBUS AMERICANA  
MOUNTAIN ASH
- N ACER PSEUDOPLATANUS  
SYCAMORE MAPLE
- D CRATAEGUS  
HAWTHORN
- C THYMUS SERPYLLUM  
CREEPING THYME
- E LONICERA PERICLYMENUM  
HONEYSUCKLE
- G EUONYMUS ALATUS  
COLES COMPACT DWARF BURNING BUSH

LANDSCAPE PLAN

STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA



NOVEMBER 05, 2020

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.

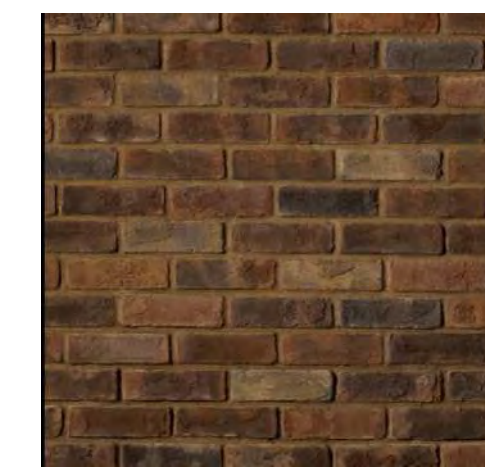




North Elevation



EXTRA WHITE, SW-7006, STUCCO, LIGHT SAND TEXTURE



CULTURED BRICK VENEER, USED BRICK, HIGH DESERT



HARDIEPLANK LAP SIDING - SELECT CEDARMILL HIGH PERFORMANCE GRAY



DESTINY, SW-6274, STUCCO, LIGHT SAND TEXTURE



CLOAK GRAY, SW-6278, STUCCO, LIGHT SAND TEXTURE



PAINTED STEEL PARKING STRUCTURE SCREEN



East Elevation

# STEWART STREET APARTMENTS







906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA



NOVEMBER 05, 2020



South Elevation

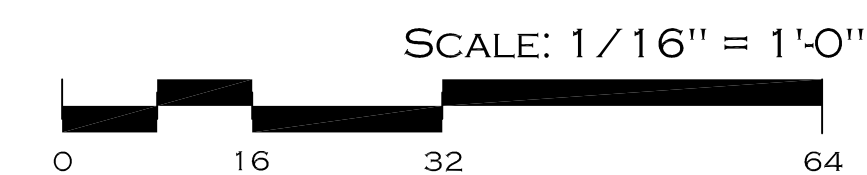
		
EXTRA WHITE, SW-7006, STUCCO, LIGHT SAND TEXTURE	CULTURED BRICK VENEER, USED BRICK, HIGH DESERT	HARDIEPLANK LAP SIDING - SELECT CEDARMILL HIGH PERFORMANCE GRAY
		
DESTINY, SW-6274, STUCCO, LIGHT SAND TEXTURE	CLOAK GRAY, SW-6278, STUCCO, LIGHT SAND TEXTURE	PAINTED STEEL PARKING STRUCTURE SCREEN



West Elevation

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA

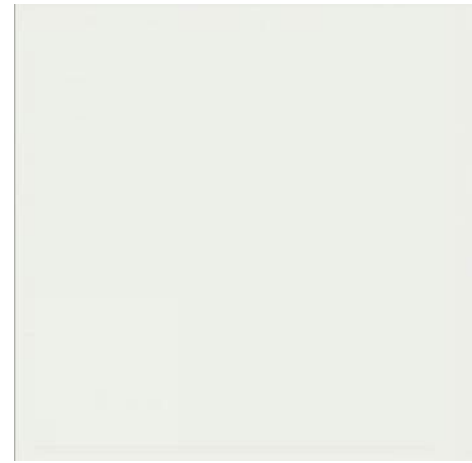


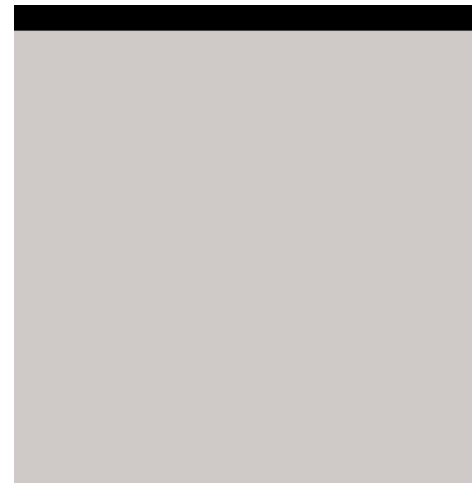




NOVEMBER 05, 2020

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
 This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.

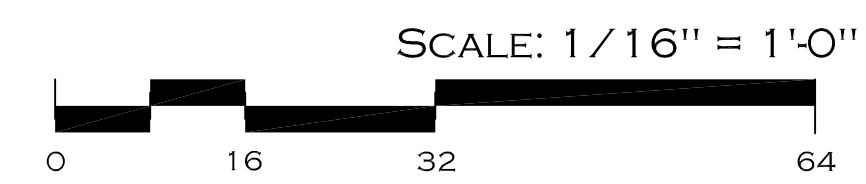


*South Elevation - Alternate*

		
EXTRA WHITE, SW-7006, STUCCO, LIGHT SAND TEXTURE	CULTURED BRICK VENEER, USED BRICK, HIGH DESERT	HARDIEPLANK LAP SIDING - SELECT CEDARMILL HIGH PERFORMANCE GRAY
		
DESTINY, SW-6274, STUCCO, LIGHT SAND TEXTURE	CLOAK GRAY, SW-6278, STUCCO, LIGHT SAND TEXTURE	PAINTED STEEL PARKING STRUCTURE SCREEN

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
 CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA



NOVEMBER 05, 2020

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
 This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.



## RENDERING - SOUTHEAST

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make  
Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.

NOVEMBER 05, 2020



## RENDERING - NORTHWEST

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA

© Copyright 2020, PAZ Design Group - 450 Fremont St, Ste 233 - Las Vegas, NV  
This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make  
Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.

NOVEMBER 05, 2020



## RENDERING - SOUTHWEST

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make  
Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.

NOVEMBER 05, 2020



## RENDERING - NORTHEAST

# STEWART STREET APARTMENTS

906 SOUTH STEWART STREET, CARSON CITY, NEVADA, 89701  
CONSOLIDATED MUNICIPALITY OF CARSON CITY, NEVADA

© Copyright 2020, PAZ Design Group - 450 Fremont St. Ste 233 - Las Vegas, NV  
This Plan is Conceptual in Nature and No Guarantee of its Accuracy is Implied. The Owner/Architect reserves the Right to make  
Design Modifications without notice. All Colors, Dimensions, Sizes and Architectural Features are Conceptual and subject to Change.