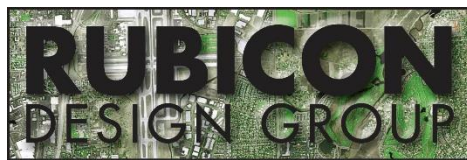


BELLA LAGO APARTMENTS



SPECIAL USE PERMIT AND VARIANCE APPLICATION

Prepared by:



MARCH 25, 2016

BELLA LAGO APARTMENTS

SPECIAL USE PERMIT AND VARIANCE

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Introduction

This application includes the following requests:

- A **Special Use Permit** to allow the addition of 64 new two and three-bedroom apartment units within the existing Bella Lago Apartments located at 1600 Airport Road.
- A **Variance** to reduce the amount of required open space within a multi-family development.

Project Location

The Bella Lago Apartments (AP # 008-312-04) are located on the west side of Airport Road, south of Highway 50. The site specific address is 1600 Airport Road. The total site area is 9.34± acres and includes 175 existing one-bedroom and studio multi-family units constructed in 1979. The site is accessed via two existing driveways along Airport Road at the north and south ends of the site. Figure 1 (below) depicts the project location.



Figure 1 – Vicinity Map

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Existing Conditions

The subject property is currently zoned General Commercial (GC) and is surrounded by commercial zoning to the north, west, and northeast; multi-family zoning (MFA) to the south; and single family residential (SF6) to the east. Figure 2 (below) depicts the existing zoning patterns in the area.

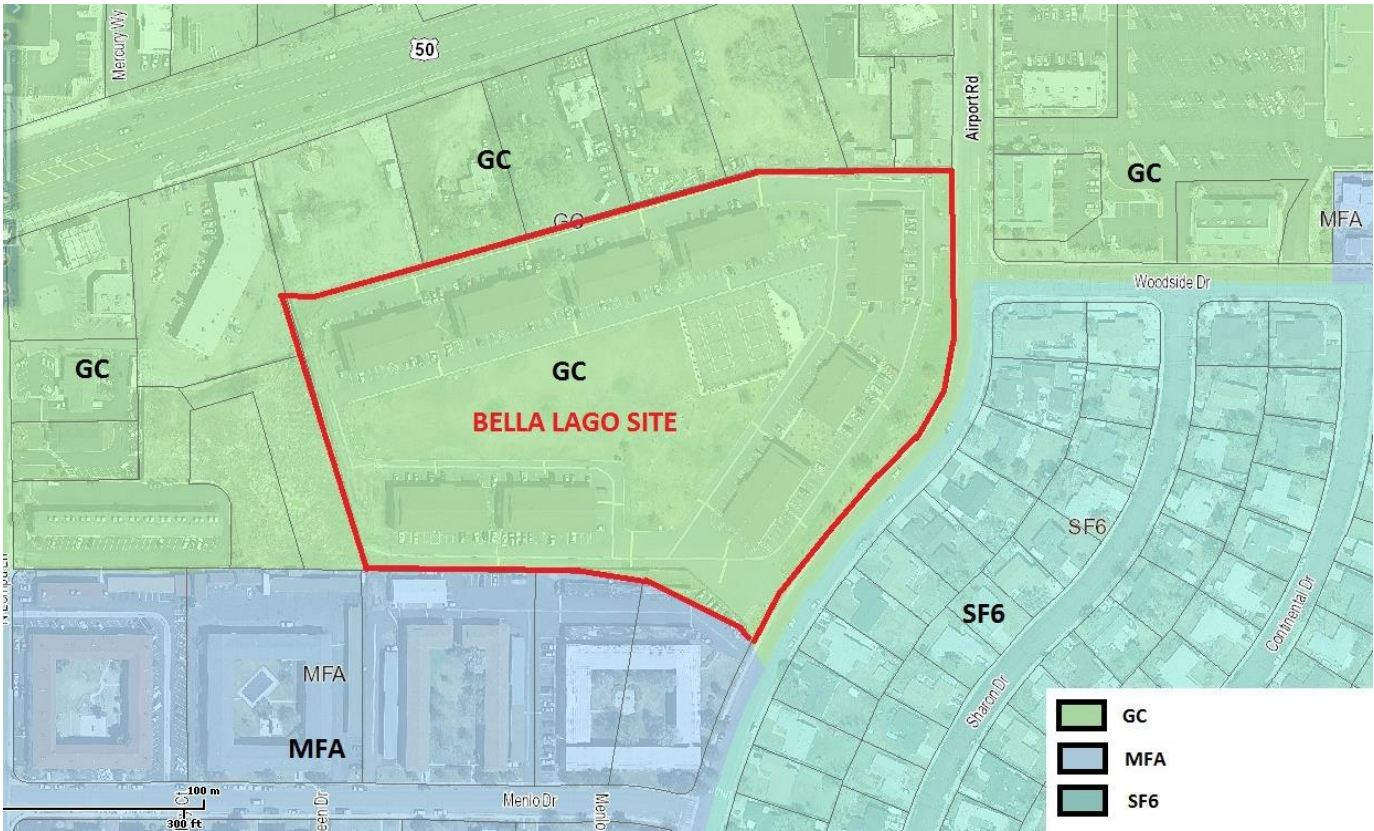


Figure 2 - Zoning

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As depicted in Figure 1, the subject property is currently developed with 175 one-bedroom apartments. The current site configuration includes nine individual two-story buildings located around the perimeter of the property, leaving a large undeveloped internal to the site.

The internal undeveloped area, highlighted in Figure 3 below, is largely undeveloped and includes tennis courts that are currently not operational and a limited amount of developed landscaping. This Major Project Review request contemplates development of this area with additional multi-family units (as described in the following section).



Figure 3 – Current Undeveloped Area

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Figure 4 (below) depicts images of the existing onsite conditions.



Figure 4 – Existing Conditions

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Project Concept

The current property owners wish to expand the number of units at Bella Lago by developing the internal undeveloped area previously depicted in Figure 3. It is proposed to add 64 additional apartments that will include a mix of two and three-bedroom units.

The addition of the new units will also bring new amenities to the existing Bella Lago Apartments. As part of the new addition, it is proposed to add a new clubhouse and gym along with new landscaped common areas that will include barbeques available for resident use. Currently, Bella Lago has limited amenities. This includes a few barbeques and tennis courts which are no longer available for use. As such, the proposed expansion will greatly enhance the offerings to both current and future residents.

The proposed site design for the new units complements the existing buildings while creating opportunity for the addition of amenities as previously noted. Parking is provided around the exterior of the buildings and the overall site circulation which has proven to work effectively will remain unchanged.

The proposed units will include a mix of two and three bedroom apartments. The majority of units will be two bedrooms with a small number (8 units) of three-bedrooms to meet demand of larger families. All eight of the new buildings will be two stories and are envisioned to include architectural cues from the existing apartments such as the use of similar building materials. The concept is to provide modern buildings with 9-foot ceilings and increased articulation while incorporating architectural elements that allow the new buildings to blend with and complement the existing built environment within Bella Lago. It is planned to provide either a private patio or balcony with the units in order to provide new tenants with private dedicated open space.

Overall, development of the internal space within Bella Lago will enhance the aesthetics of the site by eliminating the large “dead space” central to the project while greatly enhancing resident amenities with the addition of a clubhouse, gym, and picnic/bbq areas. Additionally, the expansion will benefit the City by increasing the assessed value of the property resulting in significantly higher property tax revenue, etc. It also serves to further diversify the multi-family offerings in eastern Carson City which has had little new multi-family development in recent years.

Based on market conditions, the applicant may choose to phase the construction of the new buildings within Bella Lago. It is envisioned that the first phase would include a minimum of 3 buildings (24± units) with two subsequent phases to complete the project. The final phase would include a new 2,000± square foot clubhouse and gym. Also, the applicant may choose to locate all of the 3-bedroom units on the west side of the project. This would allow “family-friendly” units easier access to open space and play areas. As part of this, the western most building may be pushed north (with parking moved to the south side of the building) in order to create additional open space area.

Figure 5 (following page) depicts the preliminary site plan developed for Bella Lago, while Figures 6 and 7 depict the proposed elevations for the new buildings.

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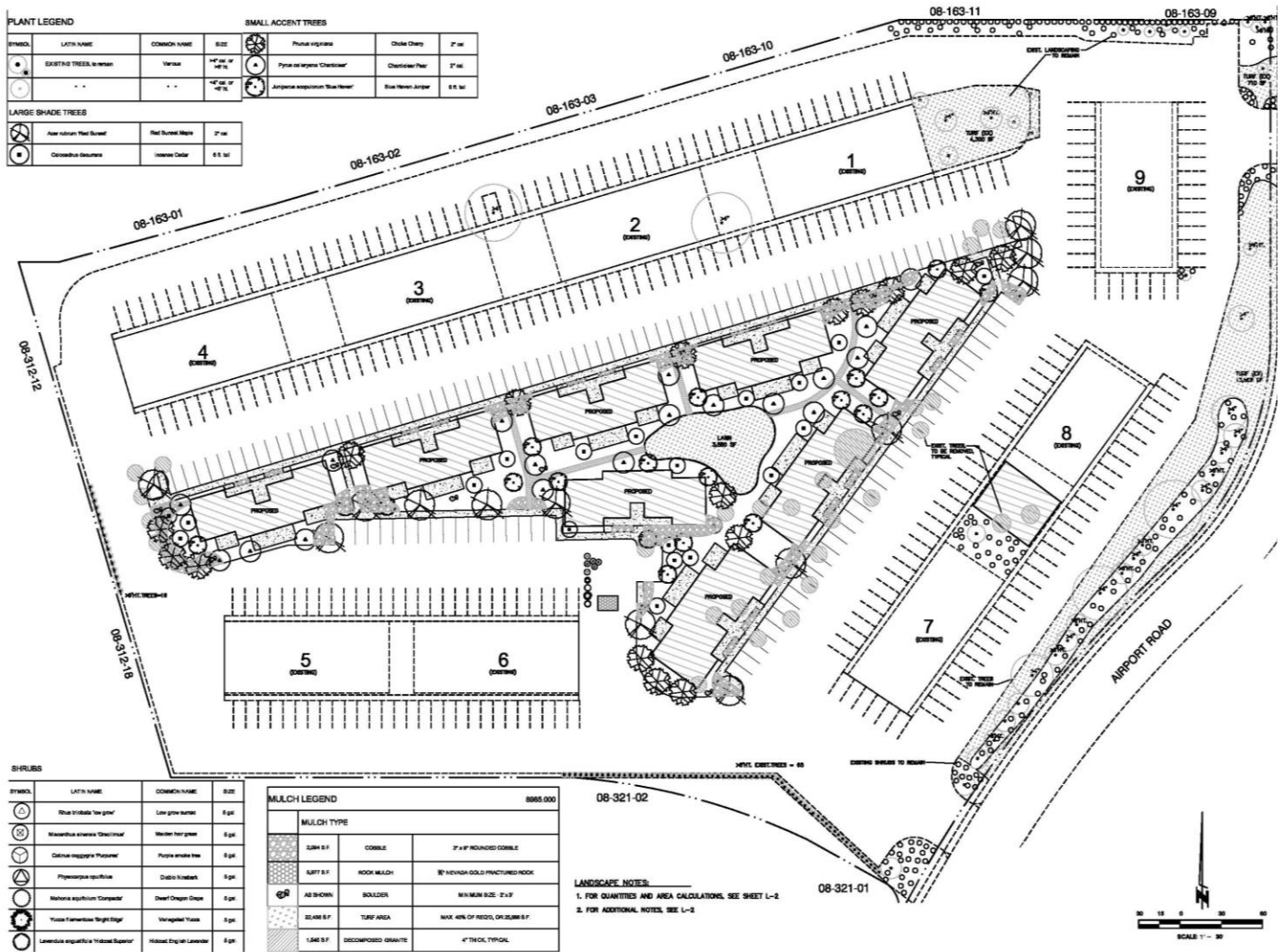


Figure 5 – Preliminary Site Plan

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Figure 6 – Preliminary Building Elevations

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Figure 7 – Preliminary Building Elevations

Code Compliance

As noted previously, the site was developed over 35 years ago. Therefore, a challenge to developing new units at the site is balancing current code requirements with the built environment. Given the changes in City codes and policies over the last 30 years in regards to parking, amenities, etc. it is very difficult to develop new units within Bella Lago that can retroactively bring the site into current compliance as a whole in terms of development standards. Instead, this proposed plan serves to enhance the existing built environment with new amenities, parking which meets the demands of residents, etc. and brings the site closer into compliance than what exists today.

There are two primary considerations for multi-family projects; density and parking

- **Density**

The current GC zoning does not have an underlying density “cap.” Instead, density is regulated through the provision of open space and common area. In the case of Bella Lago, the Code requires 150 square feet of common open space per unit that must be contiguous as well as a minimum of 25 feet in width. Additionally, there must be 100 square feet of open space per unit either common or private. This can include balconies, patios, etc.

With the new proposed units, a total of 239 units will be located within Bella Lago for an overall density of 25.6 units per acre. With 239 units, 35,850± square feet of common open space (greater than 25' in width) must be provided, along with 23,900± square feet of common/private open space for a grand total of 59,750± square feet.

Currently, none of the existing 175 units have patios or balconies. Therefore, all of the open space is essentially provided within the undeveloped area central to the site. Generally speaking, this area does not provide any recreational amenities (tennis courts are no longer functional). As such, the new units will be an enhancement by adding usable open space amenities such as a clubhouse, landscaped areas that can be used for recreation (children play area, picnics, etc.) and bbq's. Additionally, new units will include a patio or balcony that meets the 100 square foot requirement.

As proposed with the 64 additional units, Bella Lago will provide 63,811± square feet of common area that is greater than 25' in width. Of this, 23,019± square feet must be excluded as it is located within setback areas. Thus, 40,792± square feet is provided. However, it is also important to note that there are many other common areas that although may be narrower than 25 feet, still provide open space and opportunity for children to play, etc. When factoring in this area, the total open space provided increases to nearly 70,000± square feet. The new units will provide the required 6,400 square feet of open space with patios and balconies, meeting current code standards. Overall, the total open space provided is 12,558± square feet short of current code requirements, which excludes the additional 52,600±square feet of landscaping provided.

Figure 8 (following page) provides a breakdown of the common areas within Bella Lago.

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Note: Purple common areas includes 23,019± within setback areas.

Figure 8 – Common Areas

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Even though the open space provided does not meet current code, it is important to consider that overall amenities and recreational opportunities are greatly increased with the new addition. The current apartments essentially have nothing. Therefore, this proposal brings the site as a whole into much closer compliance with current regulations. These regulations did not exist when the project was originally constructed in 1979.

- **Parking**

The Carson City Municipal Code requires two parking spaces per unit for multi-family projects. Currently, there are 272 spaces onsite to serve the 175 existing studio and one-bedroom units. This results in an overall existing parking ratio of 1.55 spaces per unit. This is less than the current code requirements. It is very important to consider that the Bella Lago Apartments have functioned without incident (from a parking perspective) for over 35 years with the 1.55 space/unit parking ratio. In fact, currently at peak demand times for parking spaces, only 70 to 80 percent of the spaces are being utilized.

With the addition of the 64 units, it is proposed to add 125 new parking spaces, bringing the onsite total to 397 spaces. This will increase the overall provided parking ratio to 1.7 spaces per unit. The site has proven to function at 1.6 spaces per unit. Therefore, by maintaining, and in fact slightly enhancing, the overall provided parking ratio, it is anticipated that more than adequate onsite parking will be provided.

Although the two space per unit standard has been applied to the new addition, this standard is quite generic and does not account for real-life conditions. There are a variety of factors to consider when analyzing actual parking demands. For example, Bella Lago is within walking distance of everyday commercial needs such as grocery stores, personal services, etc. Also, the apartments are in close proximity to employment opportunities and public transit services. All of these factors greatly reduce the dependence on automobiles and encourage alternative modes of transportation, including walking, bicycling, etc.

In addition to the site's proximity to employment and commercial centers, overall data shows that two spaces per unit are not necessary to meet actual demands for multi-family projects. In fact, the Institute of Transportation Engineers (ITE) has completed numerous parking generation studies that are incorporated into their "Parking Generation Manual." ITE is viewed as a leading and accepted source of data for traffic and parking related matters. The ITE Parking Generation Manual calls for a peak weekday parking demand for a low/mid-rise apartment (land use code 221) as 1.04 spaces per unit. Peak parking demand increases on weekends and peaks on Saturdays at 1.21 spaces per unit. The ITE data was generated by analyzing apartment complexes in suburban locations throughout Illinois, Texas, and California ranging from 10 to 1,234 units per complex. The average complex size was 270, very similar to that of Bella Lago. A copy of the ITE data points from the Parking Generation Manual is included as an attachment to this report.

Given Bella Lago's proven track record related to parking, its location near commercial and employment centers, proximity to public transit, and parking generation studies, the 1.7 spaces per unit proposed should be more than adequate to accommodate the parking demands of the project.

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- **Traffic**

The addition of 64 new units within Bella Lago will not unduly impact area roadways. Solaegui Engineer has completed a detailed traffic study for the project (a copy of which is attached). The report anticipates that the new units will generate 426 average weekday trips with 33 trips occurring during the AM peak hour and 40 trips occurring during the PM peak hour.

As part of the study, the Airport Road intersections with US-50, Woodside Drive, Menlo Drive, and the two project driveways were identified for intersection capacity analysis for the existing, existing plus project, 2035 base and 2035 base plus project scenarios. The report concludes that *“traffic generated by the Bella Lago Apartment development will have little impact on the adjacent street network.”*

- **Other Considerations**

Bella Lago is an infill project. As such, providing additional units at the site serves to maximize the efficiency of existing infrastructure and reduce urban sprawl. The site is a logical location for increased density based on its proximity to employment and commercial centers. Although economics are not part of the overall regulatory review considerations, in order for Bella Lago to expand, it is not possible to retroactively bring a 35 year old project into compliance with current standards. Instead, the proposed expansion brings the site closer into conformance as a whole and serves to enhance the existing conditions. The projects will add new amenities, landscaping, etc. that not only benefit new units, but those that exist now. Also, by adding new buildings, the overall site will be aesthetically enhanced. New landscaping improvements will be carried forth throughout the project site, bringing the entire project into conformance and rehabilitating existing landscape areas. The project can benefit Carson City by adding needed multi-family housing stock and diversifying apartment offerings in east Carson City. The project will increase the assessed value of the land and result in increased tax revenue for a site that is essentially fully depreciated now.

Entitlements

- **Special Use Permit**

Consistent with Carson City Special Use Permit application requirements, this section is taken directly from Carson City documents and forms part of the application process. Responses to the checklist questions are included in this section and are printed in **bold type**.

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to Special Use Permits. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

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DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. A check mark indicates that the proposed amendment meets the applicable Master Plan policy.

CHAPTER 3: A BALANCED LAND USE PATTERN

The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

✓ ☐ Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?

This project meets the provisions of the Growth Management Ordinance by locating housing in an area that is adjacent to existing roadways and services. The project is an infill development and serves to better maximize the use of Carson City's infrastructure. Infill residential is encouraged within the Master Plan. The project has convenient access to all community services and major roadways.

☐ Encourage the use of sustainable building materials and construction techniques to promote water and energy conservation (1.1e and f)?

Final building design is still in process. However, it makes sense to use modern materials that reduce energy use as it saves money over the life of the project. Landscaping will be designed to reduce water use. These details will be defined in greater depth as further applications are submitted to Carson City.

☐ Located in a priority infill development area (1.2a)?

The project site is not in a priority infill area but it is an infill project.

☐ Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

The project is too small to affect regional pathways.

✓ ☐ Protect existing site features including mature trees and other character-defining features (1.4c)?

Existing landscaping will be maintained and enhanced.

☐ At adjacent county boundaries, coordinated with adjacent existing or planned development with regards to compatibility, access, and amenities (1.5a)?

The site is not located along a county boundary.

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☐ In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

The site is not within an identified mixed-use area. However, the project adds residents close to existing retail and professional development.

☐ Meet adopted standards for transitions between non-residential and residential zoning districts (2.1d)?

The project will not affect existing zoning or transition areas.

☐ Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?

There are no environmentally sensitive areas on the site.

✓ ☐ Site outside the primary floodplain and away from geologic hazard areas or follow the required setbacks or other mitigation measures (3.3d, e)?

The site is outside the primary floodplain and no known geologic hazards are present. FEMA identifies the site as Low Risk (unshaded X) flood zone.

✓ ☐ Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?

The site is already served by all utilities and city services. No decrease in service is to be expected.

☐ If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

The site is not within a Specific Plan Area.

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed amendment:

✓ ☐ Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?

The project will upgrade and enhance the existing outdoor space and recreational amenities on the site. This includes improved outdoor play areas and a clubhouse.

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☐ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

The site is too small to affect overall public open space and has no impact on the River Master Plan.

CHAPTER 5: ECONOMIC VITALITY

The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed amendment:

✓ ☐ Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)

This project directly promotes this policy by adding additional housing close to existing employment centers.

☐ Encourage the development of regional retail centers (5.2a)

This project does not include any retail but it does support existing retail operations by locating potential customers close to businesses.

☐ Encourage reuse or redevelopment of underused retail spaces (5.2b)?

By adding potential customers close to existing businesses, this project could be seen as encouraging local retail.

☐ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?

There is little ability for this application to either negatively or positively affect heritage tourism activities.

☐ Promote revitalization of the Downtown core (5.6a)?

By locating this project within the existing City boundary it could be argued that it encourages greater use of nearby retail, including downtown businesses. However, it will have little direct impact on specific revitalization efforts.

✓ ☐ Incorporate additional housing in and around the Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

This project seeks to add additional housing close to downtown.

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CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed amendment:

- ✓ ☐ Use durable, long-lasting building materials (6.1a)?

The project appearance will be commensurate with the surrounding area and will utilize durable materials that are suitable for the northern Nevada climate.

- ✓ ☐ Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?

The project will enhance an existing development by providing new buildings with increased articulation, private balconies, and contemporary colors.

- ✓ ☐ Promote variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?

The included elevation exhibits show that the proposed buildings are articulated and provide visual appeal. Pedestrian pathways and entrances will be obvious and well-marked. Overall site landscaping will be upgraded.

- ✓ ☐ Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?

The project will be complementary to surrounding development in terms of height, setbacks, and use and will therefore be directly compatible.

- ☐ If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?

The project is not in a mixed-use activity center.

- ☐ If located Downtown:

- o Integrate an appropriate mix and density of uses (8.1a, e)?

The project is not within the identified Downtown Core.

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o Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?

The project is not located downtown.

o Incorporate appropriate public spaces, plazas and other amenities (8.1d)?

The project is not located downtown however it does include public spaces.

✓ ☐ Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

The project is consistent with development in the area, both on the project site and on adjoining property.

CHAPTER 7: A CONNECTED CITY

The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed amendment:

✓ ☐ Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?

The project is located along existing streets and is close to major arterials. The site is therefore suitable for accessing public transit and for pedestrian travel.

✓ ☐ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The project is accessed by the existing roadway network, maintains the existing site access, and provides development close to major arterial roadways.

☐ Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan and the proposed use and density (12.1a, c)?

The project is too small to impact local trails or pathways.

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Special Use Permit Application Questionnaire (Findings)

The following questions form a portion of the SUP application and are considered the legal findings for approving a Special Use Permit. These questions replicate, and in some cases expand on, the findings listed in Carson City Municipal Code *Section 18.02.080 Special Use Permit Findings*

Responses to these questions are addressed in **bold face** type:

Question 1. How will the proposed development further and be in keeping with, and not contrary to, the goals of the Master Plan Elements?

This project directly supports the Master Plan by providing additional housing options for the area, by adding housing close to existing commercial development and roadways, and by being an infill project.

Question 2. Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?

The project will not be a detriment as it does not introduce any news uses to the area. It is already a residential site and is bordered by other multi-family housing.

A. Surrounding zoning includes: General Commercial to the west, north, and east; Multi-Family Apartment to the south. Uses are: commercial to the north, commercial/vacant to the west, multi-family residential to the south, and single family/commercial to the east.

B. The project is the same use and building style as is already on the site and in the general area. The project is an intensification of an existing site that also includes amenities and upgrades that will make the overall site more appealing both to residents and to neighbors.

C. This project will not be detrimental to the enjoyment or development of surrounding property in that it will not change any use patterns in the neighborhood. Parking will be contained on site and the new clubhouse will add to the overall appeal of the property.

D. Streets in the area are sized for this type of use and so can accommodate this project with ease. The included traffic report makes clear that there are no expected impacts from the moderate traffic increase. This traffic report was developed through consultation with City staff, including Planning, Public Works, Transportation, and Engineering.

The site is already served by city services, including emergency vehicles. It is therefore already part of planned response times. Emergency services provision does not present any unusual problems.

E. Benefits from the project include additional housing options for the area, infrastructure-efficient infill, and re-investment in a 45-year old development.

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Question 3. Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?

In general, the project is entirely adapted to existing improvements in that it utilizes the existing: zoning, roadways, and driveways. No major site changes are required.

A. The project is likely to generate new students in the area however previous discussions with the school district have indicated that they do not have capacity concerns for this area. In general, student generation for multi-family developments is below that of single family development. Any new development has the ability to impacts the Sheriff's department but there is nothing in this project that would cause an abnormal impact. Redevelopment/upgrading the site could have a positive impact in that improved lighting and landscaping that discourages illicit activity can be installed.

B. Overall site grading will not be altered with this project. However, the new buildings will require additional drainage mitigation. The project design has been developed through discussion with city Engineering staff.

C. The site is served by the public water system and there are no known service delivery problems in the area. The project team met with City staff, through the major project review process, and no service delivery problems were identified.

D. The site is connected to the area sewage system. Similar to water service, the project team met with City staff to discuss sewer needs. On-site sewer system work is required with this project but no City facilities are required.

E. No road improvements are required. Traffic generation due to this project will be insignificant.

F. The project team includes a licensed civil engineer. Input has been provided by City staff.

G. Lighting will be the minimum required to provide site security. It will not be allowed to shine directly onto adjoining property, through the use of modern cut-off light fixtures.

H. The site is already developed with perimeter landscaping that will remain in place with this project. A landscape plan, showing upgrades to the site, is included with this application.

I. Parking for the proposed use can be contained on the site. With the project, a total of 399 off-street parking spaces is provided. The site plan shows the location and dimensions of these spaces.

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Additional SUP Findings

Section 1.18 (Residential development standards in non-residential districts) of the Carson City Municipal Code identifies additional SUP findings that must be made in order to approve a conditional use within the General Commercial zone. The Planning Commission is required to make two of the following findings in the affirmative in order to approve the project. These findings are listed below and responses are provided in **bold** text.

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

The project is not located on a primary commercial arterial.

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

The project includes only residential development and supporting amenities. This project is a build-out of an existing site that was initially developed prior to the current code being adopted. The primary benefit of an infill project such as this is to add housing that is close to existing businesses and services. This project therefore enhances the mixed-use aspect of the overall area.

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

The site is already developed for multi-family use and therefore isn't suitable for commercial/mixed-uses. The remaining site area is too small to contain a commercial use and provide the necessary parking and circulation.

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

The site is designated High Density Residential, reflective of the long standing established multi-family use.

The following standards are intended to establish minimum standards and Special Use Permit review criteria for residential development within the Neighborhood Business (NB), Retail Commercial (RC), General Commercial (GC), Residential Office (RO) and General Office (GO) zoning districts.

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

Multi-family dwellings are permitted with the approval of a SUP in the General Commercial zone.

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

As discussed previously, the Bella Lago site was developed over 35 years ago. As such, the new units along with the associated improvements actually bring the overall site into much higher compliance with today's standards. This includes an increased parking ratio, increased common area ratio, private open space (patios and balconies) and a new clubhouse.

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

At two stories, the Bella Lago Apartments are well within the allowed heights permitted within the GC zone.

4. Setbacks. Minimum setbacks shall be those established by the zoning district in which the project is located, subject to the following:
 - a. In the NB, RC, GC and GO zoning districts, a minimum setback of 20 feet is required adjacent to a residential zoning district, with an additional 10 feet for each story above one story if adjacent to a single-family zoning district.

The project meets, and in fact exceeds, the 20' setback requirement.

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

The project exceeds this standard and provides a mature landscape setback along Airport Road.

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

Each new unit within Bella Lago meets this standard. Overall, parking ratios are increased, bringing the site closer into conformance with today's standards.

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6. Open Space.

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

As detailed previously, Bella Lago is seeking a variance based on the fact that the existing 175 units were developed under a code that did not include this requirement. However, with the 64 new units, significant improvements will be made including the addition of outside play areas, bbq's, picnic areas, and a new 2,000 square foot clubhouse. All of the new units will also include a patio or balcony. Once again, the overall site will be much closer compliance with current code than what exists currently. In fact, if the front setback area along Airport Road did not have to be excluded, no variance would be required.

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

As discussed above, each new unit will include a patio or balcony to meet this requirement. Overall, the site as a whole will be in much closer conformance over what currently exists.

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

Figure 8 provides the overall summary of the common areas within Bella Lago and provides for the exclusion of setback areas.

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

Landscaping accounts for 84,371± square feet, well above Division 3 requirements.

BELLA LAGO APARTMENTS

Variance

They Variance request included in the application

Variance findings are listed below and are addressed in **bold face** type.

Question 1. Describe the special circumstances or conditions applying to the property under consideration which exist making compliance with the provisions of this title difficult and a cause of hardship to, and abridgment of a property right of the owner of the property; and describe how such circumstances or conditions do not apply generally to other properties in the same land use district and explain how they are not self-imposed.

Bella Lago is unique in that the property was developed 35 years ago with a remaining internal “dead-space” that was never developed. It is unclear as to whether or not this area was a future phase that was never completed or if it was simply the result of an inefficient site design. Regardless, development of the open area will provide new housing options, amenities, and greatly enhance the overall appearance of the project. However, the code has significantly changed since the original apartments were constructed. Therefore, in order to meet current code requirements, it would not be economically feasible to develop the site as very few units would be permitted. By implementing the proposed plan, the project will be in closer conformance with the current code requirements in terms of amenities, landscaping, and architectural standards. In order to offset the costs for these improvements, it is necessary to construct more units. Without this, the applicant has no option but to leave the site as-is. The fact that Bella Lago is a developed site and not a “clean slate” is what makes the project unique and creates a special circumstance. Essentially, the applicant is trying to apply the current code requirements to a project that was developed decades ago under completely different requirements and standards. As such, the only reasonable alternative is to “blend” the two (past improvements with current standards).

The plan, as proposed, represents a better design and overall use of the property given the context of the existing units. Developing to the current standards would result in an inefficient land plan and not create the ability to add new amenities which benefit not only the new units, but the entire Bella Lago project as a whole.

Question 2. Explain how granting of the variance is necessary to do justice to the applicant or owner of the property without extending any special privilege to them.

As discussed previously, Bella Lago creates a challenge in terms of blending current code requirements with those that were in place 35 years ago. It is difficult, if not impossible to retrofit the site without tearing down the existing buildings. This is not economically viable. Additionally, although fully depreciated from a tax/assessment perspective, the existing units are well kept, in good repair, and an important component of the City’s overall multi-family housing stock. The applicant is simply asking for consideration to vary the code requirements in order to develop a project that properly relates to the built environment and will allow for improvements that bring the site closer into overall conformance with existing codes. In fact, this same logic could be applied to other aging multi-family projects in the area and thus does not constitute a special privilege.

BELLA LAGO APARTMENTS

Question 3. Explain how the granting of the variance will not result in material damage or prejudice to the other properties in the vicinity nor be detrimental to the public health, safety and general welfare.

Granting of the Variance request will result in positive impacts both to Bella Lago and the community. The proposed plan will bring the site into closer conformance with existing codes while benefiting current residents with new amenities and recreational opportunities. Additional units will diversity Carson City's multi-family housing opportunities and represents new investment into the area and efficient infill development.

APPENDIX

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

FILE # SUP – 16 -

APPLICANT PHONE #
Bella Lago, LLC 775-825-3355

MAILING ADDRESS, CITY, STATE, ZIP
3652 S. Virginia St. # C7, Reno, NV 89502

EMAIL ADDRESS
benfarahi@biggestlittle.com

PROPERTY OWNER PHONE #
Same as Above

MAILING ADDRESS, CITY, STATE, ZIP

EMAIL ADDRESS

APPLICANT AGENT/REPRESENTATIVE PHONE #
Rubicon Design Group, LLC 775-425-4800

MAILING ADDRESS, CITY STATE, ZIP
100 California Ave.# 202, Reno, NV 89509

EMAIL ADDRESS
mrailey@rubicondesigngroup.com

FOR OFFICE USE ONLY:

CCMC 18.02

SPECIAL USE PERMIT

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

+ noticing fee

SUBMITTAL PACKET

- ☐ 8 Completed Application Packets
(1 Original + 7 Copies) including:
- ☐ Application Form
- ☐ Written Project Description
- ☐ Site Plan
- ☐ Building Elevation Drawings and Floor Plans
- ☐ Proposal Questionnaire With Both Questions and
Answers Given
- ☐ Applicant's Acknowledgment Statement
- ☐ Documentation of Taxes Paid-to-Date (1 copy)
- ☐ Project Impact Reports (Engineering) (4 copies)
- ☐ CD containing application digital data (to be submitted
once the application is deemed complete by staff)

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal
schedule.

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

Project's Assessor Parcel Number(s):

008-312-04

Street Address ZIP Code

1600 Airport Road 89701

Project's Master Plan Designation

Mixed Use Commercial

Project's Current Zoning

General Commercial

Nearest Major Cross Street(s)

Airport Road and US 50

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: 18.04.135, or Development Standards, Division _____, Section _____, a request to allow as a conditional use is as follows:

To allow for the development of 64 new units within the existing 175-unit Bella Lago apartment complex on Airport Road. Please refer to attached report for a detailed description.

BEN FARAH

PROPERTY OWNER'S AFFIDAVIT

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

Signature

3652 S. Virginia St. # C7, Reno, NV 89502
Address

March 16, 2016
Date

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

STATE OF NEVADA
COUNTY

On MARCH 16, 2016, BEN FARAH

personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public



personally appeared before me, a notary public,

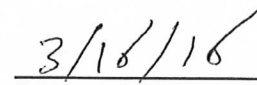
Appointment Recorded in Washoe County
No: 09-9837-2 - Expires May 4, 2017

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

ACKNOWLEDGMENT OF APPLICANT

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


Applicant


Date

Carson City Planning Division 108 E. Proctor Street • Carson City NV 89701 Phone: (775) 887-2180 • E-mail: planning@carson.org		FOR OFFICE USE ONLY: CCMC 18.02 <h2 style="margin: 10px 0;">VARIANCE</h2> FEE: \$2,150.00 + noticing fee SUBMITTAL PACKET <ul style="list-style-type: none"> <input type="checkbox"/> 8 Completed Application Packets (1 Original + 7 Copies) <input type="checkbox"/> Application Form <input type="checkbox"/> Written Project Description <input type="checkbox"/> Site Plan <input type="checkbox"/> Building Elevation Drawings and Floor Plans <input type="checkbox"/> Proposal Questionnaire With Both Questions and Answers Given, supporting documentation <input type="checkbox"/> Applicant's Acknowledgment Statement <input type="checkbox"/> Documentation of Taxes Paid-to-Date (1 copy) <input type="checkbox"/> CD containing application digital data (all to be submitted once application is deemed complete by staff) 	
FILE # VAR – 16 -		Application Reviewed and Received By: <hr/> <p>Submittal Deadline: See attached PC application submittal schedule. Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional Information may be required.</p>	
APPLICANT PHONE # Bella Lago, LLC 775-825-3355			
MAILING ADDRESS, CITY, STATE, ZIP 3652 S. Virginia St. # C7, Reno, NV 89502			
EMAIL ADDRESS benfarahi@biggestlittle.com			
PROPERTY OWNER PHONE # Same as Above			
MAILING ADDRESS, CITY, STATE, ZIP			
EMAIL ADDRESS			
APPLICANT AGENT/REPRESENTATIVE PHONE # Rubicon Design Group, LLC 775-425-4800			
MAILING ADDRESS, CITY, STATE, ZIP 100 California Ave. # 202, Reno, NV 89509			
EMAIL ADDRESS mrailey@rubicondesigngroup.com			
Project's Assessor Parcel Number(s): 008-312-04		Street Address 1600 Airport Road ZIP Code 89701	
Project's Master Plan Designation Mixed Use Commercial		Project's Current Zoning General Commercial	
		Nearest Major Cross Street(s) Airport Road and US 50	

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal.

In accordance with Carson City Municipal Code (CCMC) Section: _____, or Development Standards, Division 1 _____, Section 1.18(C) _____, a request to allow a variance as follows:

A request to reduce the amount of required open space per unit for a multi-family development. Refer to the attached report for a detailed description and analysis.

PROPERTY OWNER'S AFFIDAVIT

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

Signature

3652 S. Virginia St. # C7, Reno, NV 89502
Address

March 16, 2016
Date

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

STATE OF NEVADA)
COUNTY)

On MARCH 16, 2016, BEN FARAH, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public




Notary Public - State of Nevada
Appointment Recorded in Washoe County
No: 09-9837-2 - Expires May 4, 2017

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

The following acknowledgment and signature are to be on the response to the questionnaire prepared for the project. Please type the following, signed statement at the end of your application.

ACKNOWLEDGMENT OF APPLICANT

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


Applicant's Signature

BEN FARAH1
Print Name

3/18/18
Date



CARSON CITY

Capital of Nevada

[Treasurer Home](#)
[Assessor Data Inquiry](#)
[Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 008-312-04

Property Location: 1600 AIRPORT RD
 Billed to: LAGO, BELLA
 % BEN FARAH
 3702 S VIRGINIA ST STE G2
 RENO, NV 89502-0000

Roll #: 009570
 Tax Year: 2016
 District: 2.4
 Tax Service:
 Land Use Code: 340

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
2013+	112,604.74		112,604.74	112,604.74	
2014	54,665.12		54,665.12	54,665.12	
2015	56,304.78		56,304.78	56,304.78	.00
<u>Current Year</u>					No Taxes Owning
08/17	14,528.04		14,528.04	14,528.04	.00
10/05	14,527.00		14,527.00	14,527.00	.00
01/04	14,527.00		14,527.00	14,527.00	.00
03/07	<u>14,527.00</u>		<u>14,527.00</u>	<u>14,527.00</u>	.00
Totals:	58,109.04	.00	58,109.04	58,109.04	

[Payment Cart](#)
[History](#)

LAND USE: 221

LOW/MID-RISE APARTMENT

DESCRIPTION

Low/Mid-Rise apartments are rental facilities that may be up to four-story-high walk-up facilities. The buildings are self-contained and house a minimum of four units. Often, a series of buildings composes an apartment complex.

Parking generation data are given for total dwelling units, although it is recognized that occupancy rates will affect actual rates. However, data on occupancy was not always provided. The number of dwelling units ranged from 10 to 1,234 per facility. The average number of units per study was 270. All of the sites were located in suburban areas. The majority of the studies were conducted in three states—Illinois, Texas, and California.

Peak parking occupancies typically occurred on Saturday.

PARKING CHARACTERISTICS AND DATA LIMITATIONS

The surveys were generally conducted between 10 PM and 12 midnight, or between 5 AM and 6 AM, time periods when the greatest number of occupants would be at home.

The data indicate that the parking rate is always less than 2 spaces per dwelling unit, with the average rate being less than 1.2 spaces per dwelling unit. Further data requirements include surveys indicating the number of persons in residence at a facility.

Data do not reflect the impacts of variances in occupancy; rates are based on total units in the apartment developments surveyed.

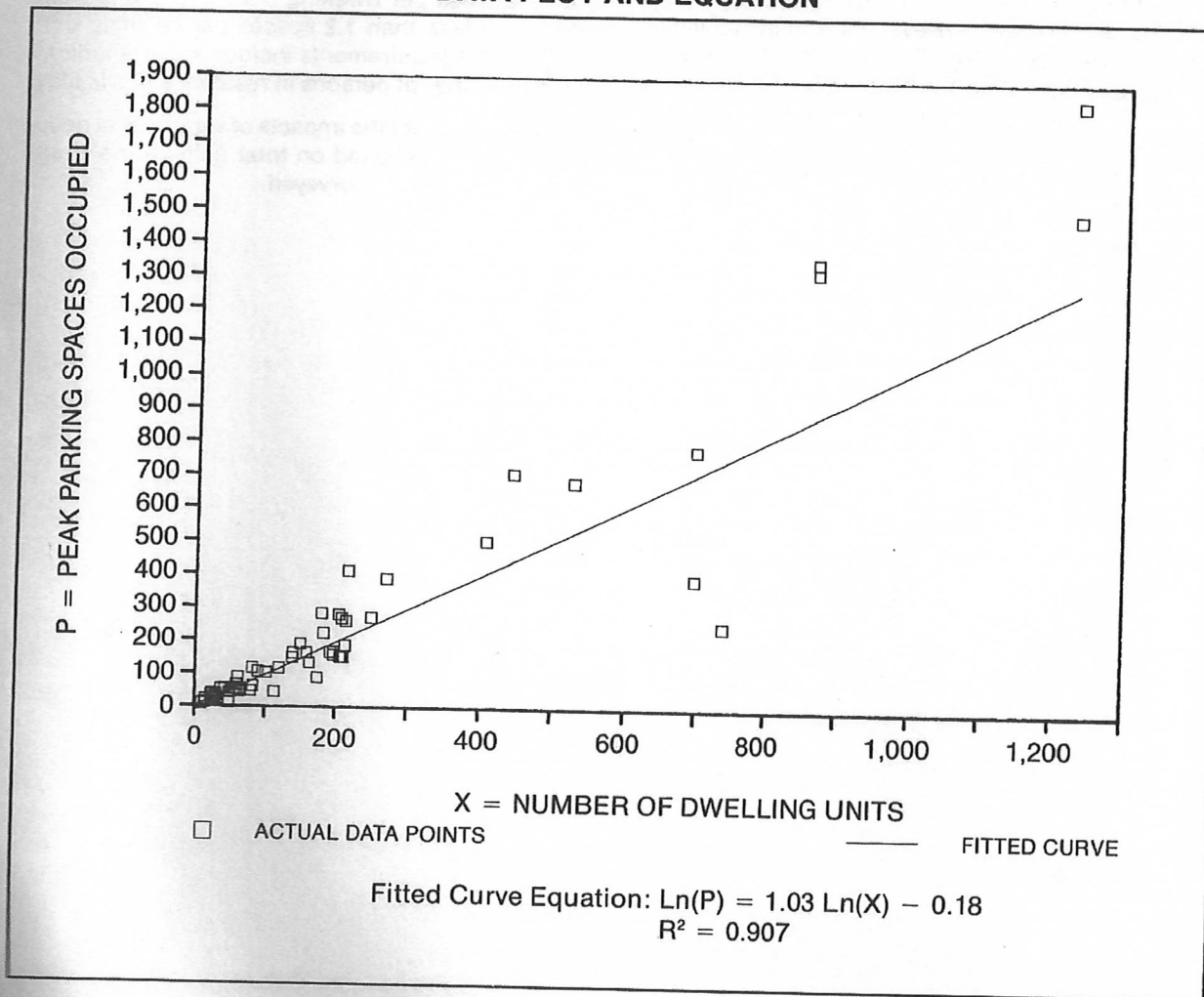
LOW/MID-RISE APARTMENT (221)

Peak Parking Spaces Occupied vs: **DWELLING UNITS**
On a: **WEEKDAY**

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average Number of Dwelling Units
1.04	0.24-1.90	0.34	60	222

DATA PLOT AND EQUATION



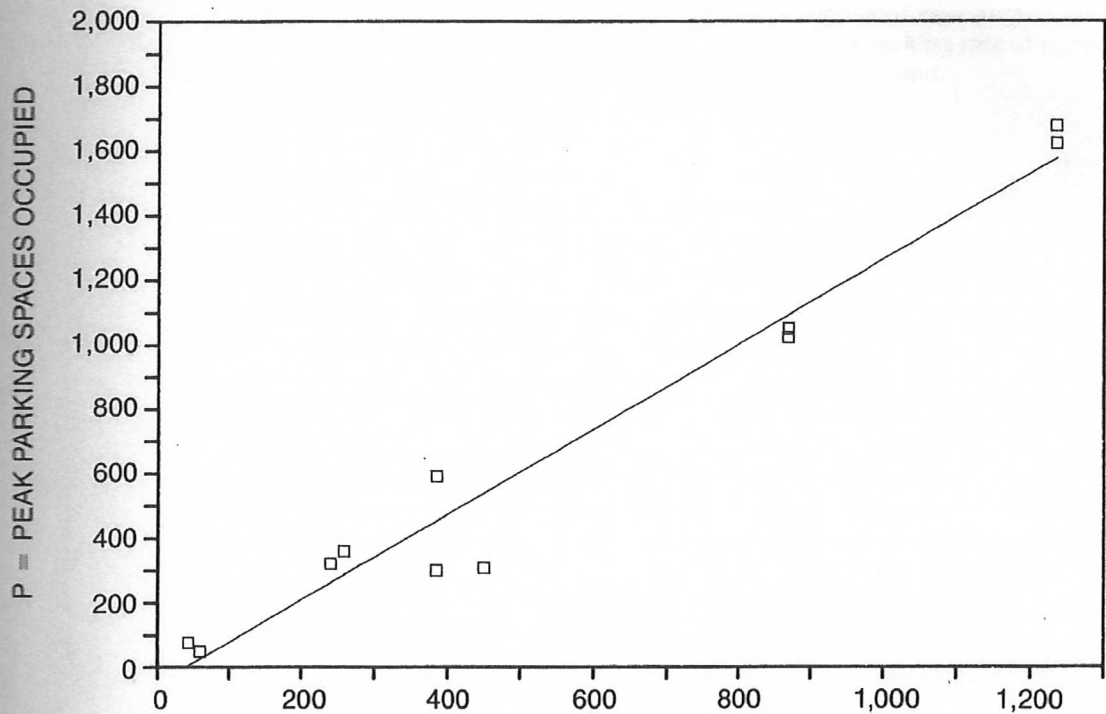
LOW/MID-RISE APARTMENT (221)

Peak Parking Spaces Occupied vs: DWELLING UNITS
On a: SATURDAY

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average Number of Dwelling Units
1.21	0.68-1.76	0.32	11	547

DATA PLOT AND EQUATION



□ ACTUAL DATA POINTS — FITTED CURVE

Fitted Curve Equation: $P = 1.32(X) - 53.0$
 $R^2 = 0.962$

LOW/MID-RISE APARTMENT (221)

Peak Parking Spaces Occupied vs: DWELLING UNITS
On a: SUNDAY

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average Number of Dwelling Units
1.01	*	*	1	60

CAUTION—USE CAREFULLY—SMALL SAMPLE SIZE.

NO PLOT OR EQUATION AVAILABLE—INSUFFICIENT DATA*