Gardnerville Town Board

AGENDA ACTION SHEET

1. **<u>For Possible Action</u>: Discussion to recommend approval, approval with modifications or denial of requests DP 18-0066 and DP 18-0067. Applicant Allan Sapp, Allan/Day III, LLC. requests the following:**
   2. **(DP 18-0067) Master Plan Amendment to change the land use from Receiving Area to Multi-Family Residential;**
   3. **(DP18-0068) Planned Development Overlay zone with MFR zoning proposing 81 market-rate apartments, including two (2) variances to allow a reduction to the number of on-site RV parking stalls from 10 to 5 and tandem parking in front of 20 units with garages.**

   The subject property is 5.08 acres and is located within the Gardnerville Community Plan, approximately 400 feet east of Highway 395, 325 feet south of Stodick Parkway and west of Crestmore Drive. (APN 1220-03-301-002)

2. **Recommended Motion: Motion to approve the DP 18-0067 master plan amendment approving the change of land use from Receiving Area to Multi Family Residential use and approve request SP 18-0066 Zoning map amendment to reestablish the expired Planned Development overlay zone of Multi Family Residential.**

   Funds Available: ☐ Yes ☑ N/A

3. **Department: Administration**

4. **Prepared by: Tom Dallaire**

5. **Meeting Date: September 4, 2018 Time Requested: 30 minutes**

6. **Agenda: ☐ Consent ☑ Administrative**

Background Information: The PD overlay has expired for the development and reverted back to the master plan land use and zoning that was in place prior to the planned development being approved. Looking at the GIS map that is not the case. See the attached staff report.

7. **Other Agency Review of Action: ☐ Douglas County ☑ N/A**

8. **Board Action:**

☐ Approved ☐ Approved with Modifications
☐ Denied ☐ Continued

Town of Gardnerville
1407 Highway 395
Gardnerville, Nevada 89410
775-782-7134
775-782-7135 fax
www.gardnerville-nv.gov

STAFF REPORT

Date: August 31, 2018 for September 4th 2018 GTB Meeting

To: Gardnerville Town Board

From: Tom Dallaire, Town Manager

Subject: Discussion to recommend approval, approval with modifications or denial of requests DP 18-0066 and DP 18-0067. Applicant Allan Sapp, Allan/Day III, LLC. requests the following:

a) (DP 18-0067) Master Plan Amendment to change the land use from Receiving Area to Multi-Family Residential;
b) (DP18-0068) Planned Development Overlay zone with MFR zoning proposing 81 market-rate apartments, including two (2) variances to allow a reduction to the number of on-site RV parking stalls from 10 to 5 and tandem parking in front of 20 units with garages.

The subject property is 5.08 acres and is located within the Gardnerville Community Plan, approximately 400 feet east of Highway 395, 325 feet south of Stodick Parkway and west of Crestmore Drive. (APN 1220-03-301-002)

Background:

Parcel Size:	5.08 acres
Existing Master plan Designation:	Receiving Area
Proposed Master plan Designation:	Multi Family Residential
Existing Zoning Designation:	Multi-family residential with Planned Development overlay
Proposed Zoning Designation:	Multi-family residential
Flood Zone Designation:	X-shaded
Proposed Use:	80 unit apartment complex with 1 managers unit.

The development plan for the site is expired, and was adopted by ordinance NO 2007-1196. The request is the same zoning that was proposed in the adopted ordinance.

(The following timeline is a condensed version listed the staff report prepared by Louis Cariola did a great job on his report and is supporting the application requests.)

Property Timeline from Louis's report:

1996: site was changed to SFR-1 was changed to receiving area with the master plan update.

1998: Ordinance 98-860 is adopted which established the 50 acre Oakwood Specific Plan and planned development PD 98-07. This plan changed the zoning to MFR with a PD overlay. This plan includes;

80 unit apartment (Crestmore Apartments)

72 townhomes (now the vacant remaining lot and the New Beginnings Senor housing project and Town owned pond parcel)
148 Single Family homes (Arbor Gardens)
2003: the remaining lot 8.26 acre parcel (now the vacant remaining lot, New Beginners Senor housing project and Town owned pond parcel) was approved to have a modification to the PD 98-07 to divide off the 8.26 acre parcel.
2005: property sold to Stone Creek LLC.
2007: Crestmore Townhomes was proposed to contain 72 residential lots. (34 duplexes & 38 single family units)
2008: Oakwood specific plan expires
2012: Stone Creek tentative map approval expired and sold to New Beginnings Housing of Nevada, LLC.
2013: The affordable Senior Housing complex constructed 30 units and slated this subject parcel as a phase 2. They divided the lot into three parcels (now the vacant remaining lot, New Beginnings senior housing project and Town owned pond parcel). The remaining parcel is the subject property we are discussing in this request.
2017: property is purchased by Allan Day/iii LLC.
2018: proposed project submitted.

Discussion:
The request is to change the Master Plan land use designation from receiving area to multifamily residential, allowing for a market rate apartment complex in an area previously outlined for multifamily housing without using the TDR program established for receiving area. (this was done for Butch Peri at the last round of master plan amendments) There are two variances being requested with this project. The applicant is looking to reduce the number of RV parking stalls from the required 10 stalls to 5 stalls and allow tandem parking in front garages for the 20 single room units.

The original Oakwood Development was approved in 1998 with 72 townhomes approved on this parcel, New Beginnings and the town pond parcel. The various projects within the development provided options for low income housing projects which in turn did not require the use of the TDR program. Receiving area land use was created to provide a mechanism in the valley to preserve the agricultural fields by selling the development rights of ag lands to create open space farming land in other areas of the county. This program has not been used since 2009. There is a TDR document in the applicant's justification stating and implying that the Oakwood communities specific plan of 33 acres (so only the Crestmore Apartments and Arbor Gardens area is listed in this table) does not need any TDR's. The applicant states in his application that they have not been able to find a willing seller of the TDR's and this project would need approx.74 TDR's at a cost of around $370,000, in addition to the property costs of $750,000, creating a situation where using the current TDR program combined with land costs would make this product unaffordable to anyone, not only the developer but those who want to live where they work.

The planned development will be 81 market rate apartments ranging in size from 28 one-bedroom apartments around 628 sf, 32 - two bedroom units and 20 - three bedroom apartments around 1,204 sf units are being proposed with two (2) elevations and floor plans, with a manager unit. From what I can tell, one plan all units have garages, while the other plan has four (4) units with garages. This development will fill a significant gap in the housing in Gardnerville and there is a need for a development of this caliber.

The income range and housing costs could justify the variance need for the RV parking stalls. They did not try to eliminate them altogether, but did cut the requirement in half. There is a space for people to

park an RV and load and unload on the complex. Additionally, the tandem parking I do not see as an issue, and with the location of the spaces, the justification that they are located in front of the single room units, could be the case for most of the tenants actually owning only one car. Yet the county parking requirement is for 2 cars per unit.
They propose 182 total parking stalls; with 101 uncovered parking stalls, 61 covered parking stalls, 20 fully enclosed parking stalls within garages, and 16 bike parking spaces.

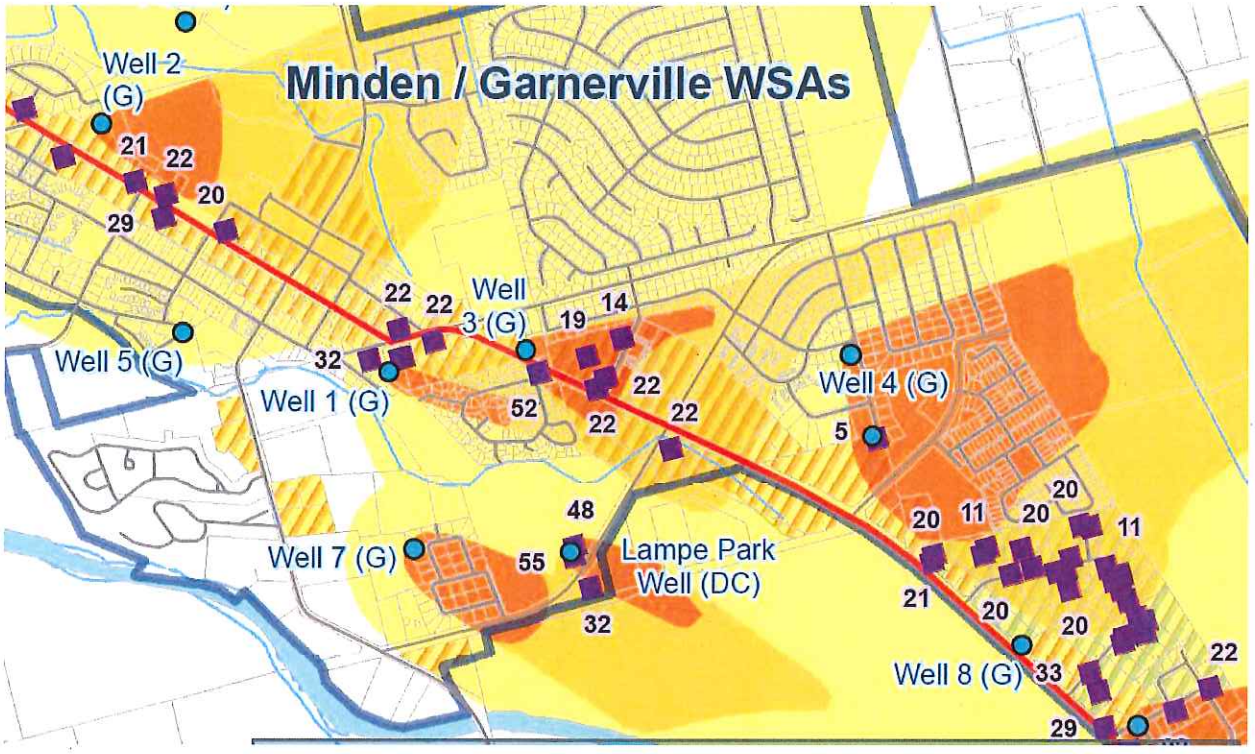
Flooding & Storm Drainage:
The site is located within the "x" shaded flood zone with a small portion of the site draining to the back of the lot into a ditch which conveys industrial storm water runoff or irrigation water from the Company Ditch. The project exceeds the open space requirement of 25%, and will utilize both the drainage ditch and the existing town pond for the discharge of its storm water as the development in 1998 had planned for. There is a storm drain stub to the site for them to connect to and extend the drainage system into the site.

The site will drain 7.45 cfs into the town's detention pond which had a final capacity of around 11.9 cfs. The rest of the drainage will be diverted into smaller onsite infiltration basins helping in the ground water recharge for the area. This storm water will need to be maintained and should have a maintenance plan submitted with the final construction documents for approval. Additionally, the ditch in the back should be cleaned out to allow for storm water runoff to be conveyed through the project site.

Refuse Collection:
It is proposed to include multiple commercial 2 yard bins at the facility along the drive isle around the apartment units located across from the units to reduce the noise to those units close to the enclosure. They are providing 14 bins total for the 81 unit complex. That is 5.7 units per bin. The pick-up schedule will be able to be expanded through the phased development and modified if needed on multiple days for collection.

Traffic:
This study states that the development will have little impact on the existing street network. The east bound lane of Stodick Estates still does not have an officially maintained access through to Toler. They could potentially go through Stodick Estates to get to Toler. The intersection of 395 and Stodick Estates was not looked at for the impact from this development. The intersection at Stodick and Crestmore shows a level of service A.

Plan for Prosperity:
The proposed development matches the character of the area, with the multifamily development that exists around the project site. The Plan for Prosperity has some graphics of the property that show single family homes. The plan was not in existence when the Oakwood Specific Plan was approved. The proposed development would buffer the neighborhood commercial lot, containing a single family home at the time of this application, from the single family residential units east of the site. The plan indicated the multifamily project on this property. The elevation and architectural materials for the project are unique and fitting for the town and its heritage. The town board previously supported the low income senior housing development using this property as another phase as previously discussed in their original application. This non-subsidized market rate housing, as proposed, has a great demand in the area and we have a developer willing to invest in the town now with this project.



Well Head Protection plan

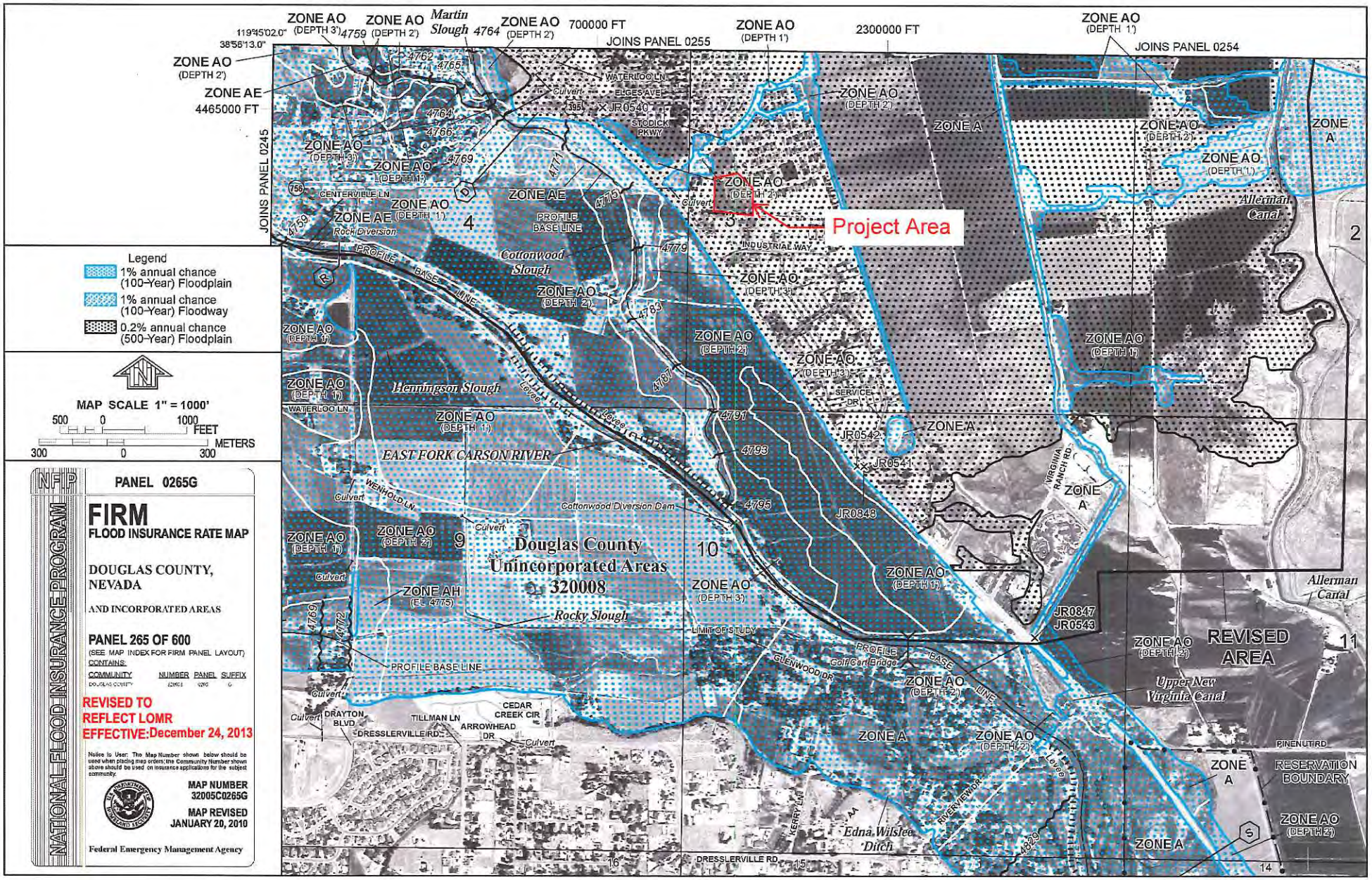


FIGURE 1 - Flood Insurance Rate Map

6-5a

6-5a

Attachments
Attachment 1: Zoning and Master Plan Maps
Attachment 2: Site Plan and Elevations
Attachment 3: Material sample card
Attachment 4: Landscape Plan
Attachment 5: Will Serve Letters
Attachment 6: Traffic Study summary
Attachment 7: Applicant's Statement of Justification
Attachment 8: Applicant's Findings for Variances
Attachment 9: Large building elevations & site plan
Attachment 10: Resolution 2018-04

Staff recommends approval of both the Master plan amendment and the planned development overlay with the following conditions;

1. Provide a storm drainage maintenance plan for the proposed basin and storm drainage improvements onsite. The town will not maintain the onsite storm drain system, but is maintaining and owns the detention basin. No storm drain treatment devices were specified on the plan.

2. Provide concrete aprons (4' minimum in front of the trash enclosures)

3. The existing ditch needs to be cleaned out and capable of flowing water.

4. All improvements need to conform to the town's general improvement standards specifically the trash enclosure (a copy has been attached to this report). Town staff shall review and approve all future improvement plans.

5. The applicant shall be responsible for all administrative, engineering, or legal fees incurred by the Town in conjunction with reviewing the project. These fees shall be reimbursed to the Town before the issuance of the final approval.

Please give us a call with any questions or concerns you may have regarding this project.

Sincerely,

Tom Dallaire, P.E.
Town of Gardnerville
Town Manager

CC: File
Louis Cariola, DC Planning

Town of Gardnerville
1407 Highway 395 North
Gardnerville, Nevada 89410
(775) 782-7134
(775) 782-7135 facsimile
www.gardnerville-nv.gov

Town of Gardnerville Est. 1879 Nevada

RECEIVED
AUG 13 2018
By pd ck# 1030

$75.00

PROJECT REVIEW APPLICATION

Location
Street Address: end of Crestmore Drive
Assessor's Parcel Number: 1220-03-301-002
Current Zoning Designation: MFR/PD (expired)

Project Description
Request for a Master Plan Amendment from Receiving Area to Multi-Family Residential and a Zoning Map Amendment from MFR/PD (expired) to MFR/PD to allow for an 81-unit multi-family development. The ±5.08-acre site (APN: 1220-03-3010-02) is located in Gardnerville, east of Highway 395, south of Stodick Parkway and west of Crestmore Drive.

Applicant:
Name: Allan/Day III, LLC Attn: Allan Sapp
Address: 850 Sheridan Lane, Gardnerville, NV 89460
Telephone Number: ( ) 775-265-9676 Fax Number: ( )

Owner:
Name: Allan/Day III, LLC Attn: Allan Sapp
Address: 850 Sheridan Lane, Gardnerville, NV 89460
Telephone Number: ( ) 775-265-9676 Fax Number: ( )

Engineer:
Name: Lumos & Associates Attn: Angela Fuss
Address: 9222 Prototype Drive, Reno, NV 89521
Telephone Number: ( ) 775-827-6111 Fax Number: ( )

By signing this application, the applicant agrees to reimburse the Town of Gardnerville for all expenses reasonably incurred by the town in the process of reviewing the application, including, but not limited to, engineering and legal expenses. A $75 application fee must be submitted with this application. (Check or credit card accepted)

Applicant or Applicant's Representative:

Angela Fuss — Printed Name
Signature
8/10/18 — Date

{When projects are located or proposed to be located within the Town of Gardnerville, Douglas County requires review and comment by the Town Board before making a final decision on the project. The Town of Gardnerville makes recommendations to Douglas County on all development to be located within the township boundaries. Douglas County will not render a decision until a letter of recommendation has been submitted by the Town.}

(Application and all materials related to the project review need to be submitted to the Town office two weeks before the Gardnerville Town Board agenda is posted. Town board meetings are held the first Tuesday of each month)

DOUGLAS COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
1594 Esmeralda Avenue
Post Office Box 218
Minden, Nevada 89423
TEL (775) 782-6217
FAX (775) 782-9007
www.douglascountynv.gov

DEVELOPMENT APPLICATION

FOR STAFF USE ONLY

File Number	Receipt Number	Received By	Date

Town: _____ Floodplain Zone: _____ Zoning: _____

Master Plan Land Use: _____ FIRM # & Date: _____ Case Planner: _____

Regional/Community Plan: _____ Wellhead Protection Area (s): _____

INSTRUCTIONS TO APPLICANT

The following application form is provided for persons to submit a **Development Application** with Douglas County. As an applicant, you must complete this form and incorporate all requested information, as prescribed by the submittal requirements, before the application is accepted by the Community Development Department.

*****Note: Projects located within a town boundary must be reviewed by the town before approval. Town may have additional fees *****

A. Application for (check all that apply):

- ☐ **Abandonment**
- ☐ **Annexation**
- ☐ **Design Review, Major**
- ☐ **Design Review, Minor**
- ☐ **Design Review, Accessory Dwelling Unit**
- ☐ **Agreement (Development/Reim./Affordable Housing)**
- ☒ **Master Plan Map Amendment**
- ☐ **Master Plan Text Amendment**
- ☐ **Special Use Permit**
- ☐ **Variance, Major**
- ☐ **Variance, Minor**
- ☐ **SFD Design Standard Variance, Minor**
- ☐ **Zoning Map Amendment**
- ☐ **Zoning Text Amendment**
- ☐ **Minor Modification to Existing Permit**

****

B. Project Location

Street Address (if available): End of Crestmore Drive

Assessor's Parcel Number(s): 1220-03-301-002

Approximately 280 Feet North or South (Circle one) of Stodick Pkwy. (Street Name)

Approximately 400 Feet East or West (Circle one) of Main Street (Street Name)

****

C. Project Description

The applicant requests: Request for a Master Plan Amendment from Receiving Area to Multi-Family Residential. Review for an 81 unit (80 apartments plus one managers unit) apartment development. Request for a zoning map amendment from Multi-Family Residential with a PD Overlay, which has expired, to Multi-Family Residential with a PD Overlay.

List any previous applications that have been filed for this site: PD12-001, PD98-07, PD06-02, PD98-860

****PLEASE CALL 775-782-9012 TO SCHEDULE AN APPLICATION SUBMITTAL****

6-8

DOUGLAS COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
1594 ESMERALDA AVENUE
POST OFFICE BOX 218
MINDEN, NEVADA 89423
TEL (775) 782-9217
FAX (775) 782-9007
www.douglascountynv.gov

MIXED USE COMMERCIAL DEVELOPMENT/ PLANNED DEVELOPMENT APPLICATION

FOR STAFF USE ONLY

File Number _____ Receipt Number _____ Received By _____ Date _____

INSTRUCTIONS TO APPLICANT

The following application form is provided for persons who propose to submit for a **Mixed Use Commercial Development** or a **Planned Development**. The submittal must be in conformance with Douglas County Code, Chapter 20.676. *For applicants proposing a MUC project, the submittal must also be in conformance with Code Section 20.664.125 (MUC Specific Standards), and where there is a conflict between the provisions of 20.676 and 20.664.125, the provisions of 20.664.125 govern.*

As an applicant, you must complete this form and incorporate all requested information, as prescribed by the application submittal requirements and Douglas County Code, before the application is accepted for processing by the Community Development Department.

****

A. Project Location

Street Address (if available): end of Crestmore Drive Community: Gardnerville Community Area

Assessor's Parcel Number(s): 1220-03-301-002

Approximately 280 -Feet North or (South) of Stodick Pkwy.
(Circle one) (Street Name)

Approximately 400 -Feet (East) or West of Main Street
(Circle one) (Street Name)

****

B. Project Description

Request to develop a total of 5.08 acres into 1 parcels and 81 total units.

Types of proposed uses (*please check all applicable*):

____ Single-Family Residential ____ Commercial (retail, office, medical, restaurant)

X Multi-Family Residential ____ Industrial (manufacturing, warehousing)

Current Zoning designation(s): MFR/PD (expired) Current Master Plan designation(s): Receiving Area

Proposed Zoning designation(s): MFR/PD Proposed Master Plan designation(s): Multi-Family Residential

Floodplain designation(s) (from FIRM maps): X Shaded FIRM #: 32005C0265G FIRM Date: 12/24/13

Wellhead Protection Area (WHPA)? Y / N If yes, indicate which WHPA No

List any previous applications which have been filed on this site:
PD12-001, PD98-07, PD06-02, PD98-860

APPLICANT:

Contact Name: Allan Sapp Company: Allan/Day III, LLC

Address: 850 Sheridan Lane City/State/Zip: Gardnerville, NV 89460

Telephone No: ( ) 775-265-9676 Fax No: ( )

E-mail Address: allan.day.iii@gmail.com

OWNER:

Contact Name: Allan Sapp Company: Allan/Day III, LLC

Address: 850 Sheridan Lane City/State/Zip: Gardnerville, NV 89460

Telephone No: ( ) 775-265-9676 Fax No: ( )

E-mail Address: allan.day.iii@gmail.com

ENGINEER/REPRESENTATIVE:

Contact Name: Angela Fuss Company: Lumos & Associates

Address: 9222 Prototype Dr. City/State/Zip: Reno, NV 89521

Telephone No: ( ) 775-827-6111 Fax No: ( ) 775-827-6122

E-mail Address: afuss@lumosinc.com

****

LETTER OF AUTHORIZATION

This letter shall serve to notify and verify that I/we am/are the legal owner(s) of the property being considered under this application and do hereby authorize the above representative to file and represent my/our interest in this application.

I/we am/are the legal owner(s) of said property; have read the foregoing Letter of Authorization and know the contents thereof; and so hereby certify (or declare) under penalty of perjury under the laws of the State of Nevada that the information contained in this application is true and correct.

OWNER(s) of RECORD: (Include extra sheets if necessary)

ALLAN SAPP, MANAGER, ALLAN/DAY III, LLC 6/1/18

Printed Name Signature Date

MICHAEL DAY, MANAGER, ALLAN/DAY III, LLC 6/1/18

Printed Name Signature Date

Note: For permits requiring a public hearing, this application must include the names of all owners and, if a corporation, all stockholders and officers (Douglas County Code 20.04.010).

I certify under penalty of perjury that I am the applicant and that the foregoing statements and answers contained herein and the information herein submitted, are in all respects true and correct. I also certify that all plans and submittal requirements are in accordance with the Nevada Revised Statutes and Douglas County Code, have been drawn to a standard engineering scale (e.g., 1"=10', 1"=20', 1"=30') that is appropriate to the project size, and clearly define and identify all of the required information.

APPLICANT/APPLICANT'S REPRESENTATIVE:

Angela Fuss 6/4/18

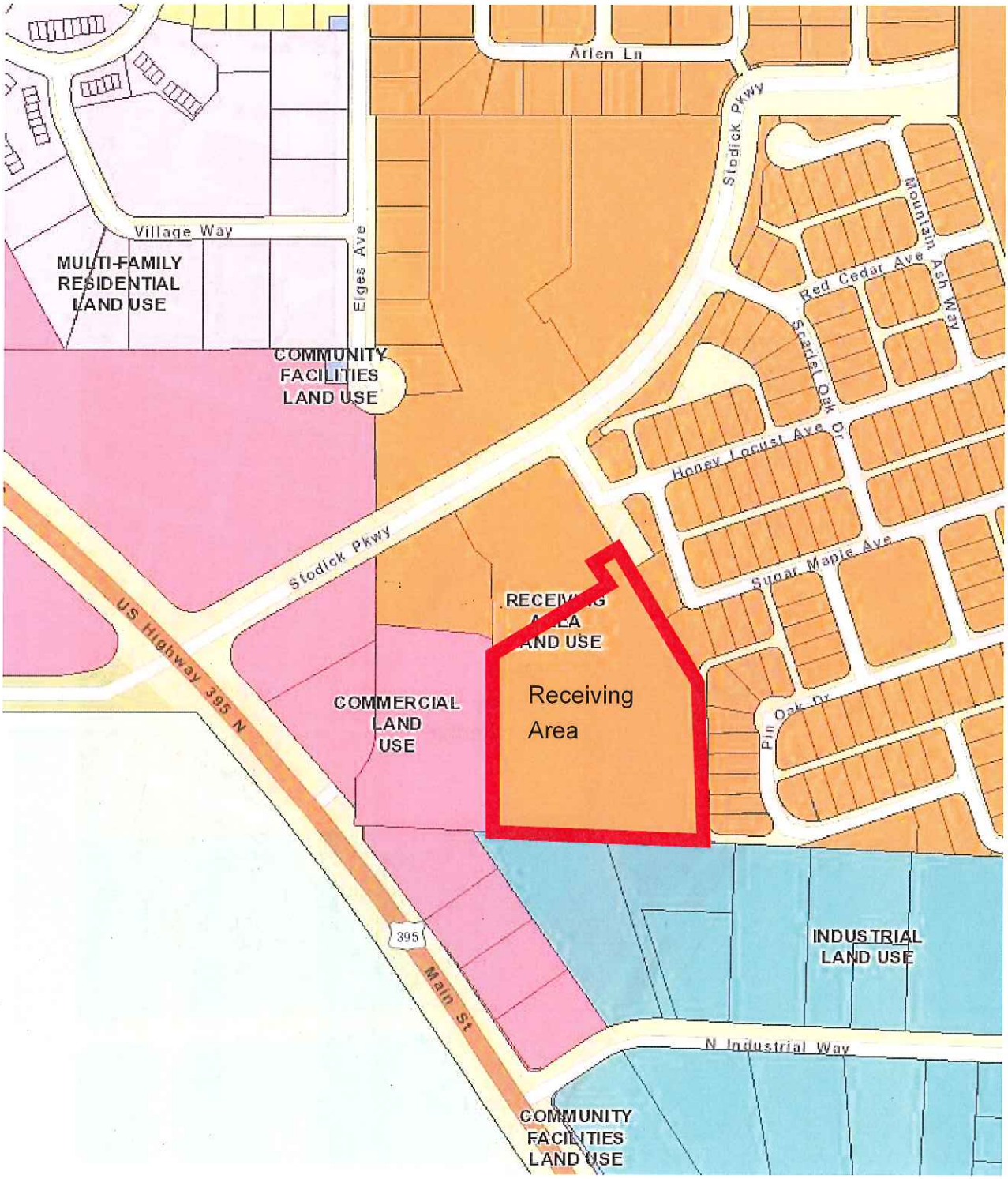
Printed Name Signature Date

6-10

Residence 1861 (DP 18-0066 and DP 18-0067)

Existing Land Use (Master Plan)

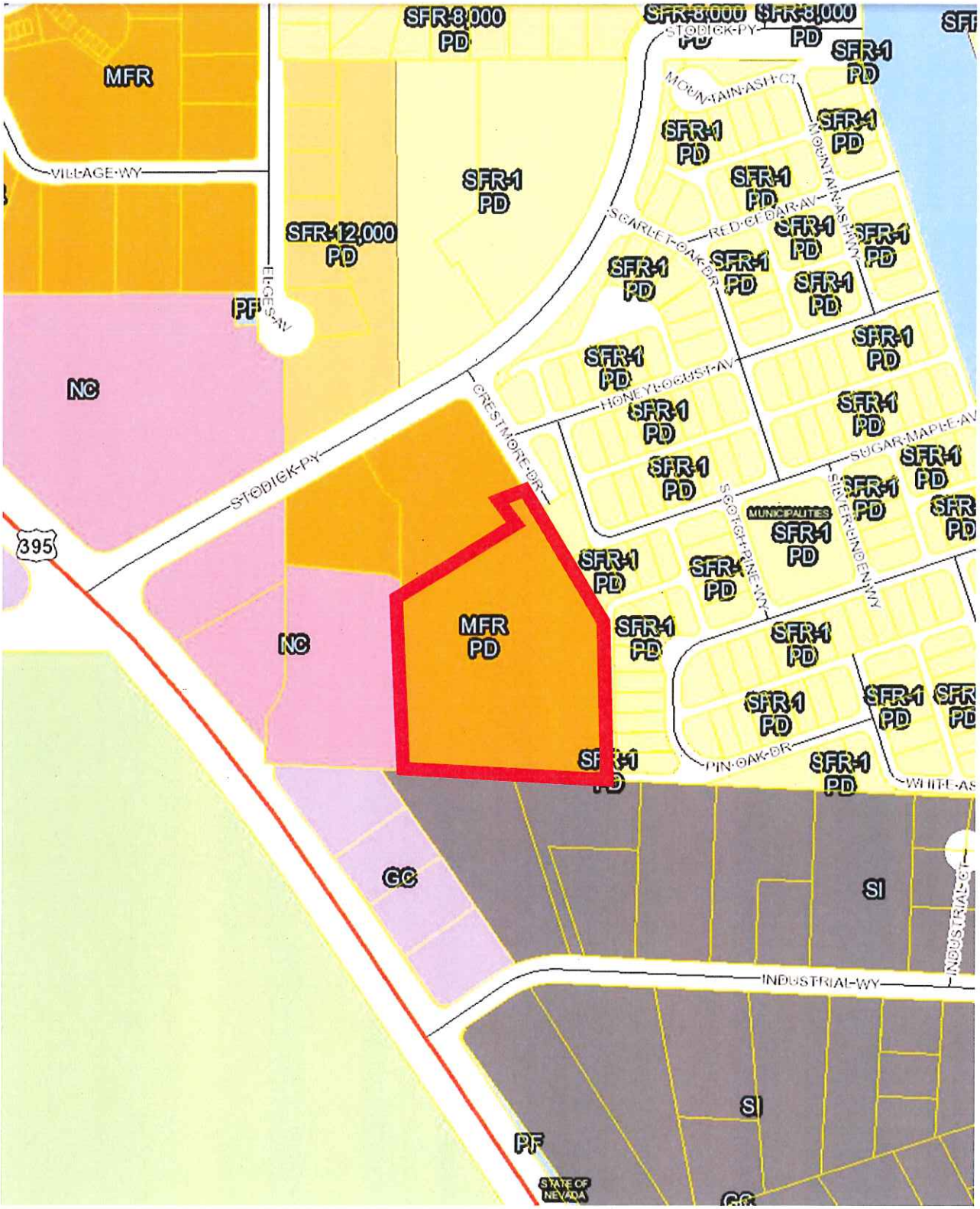
ATTACHMENT 1



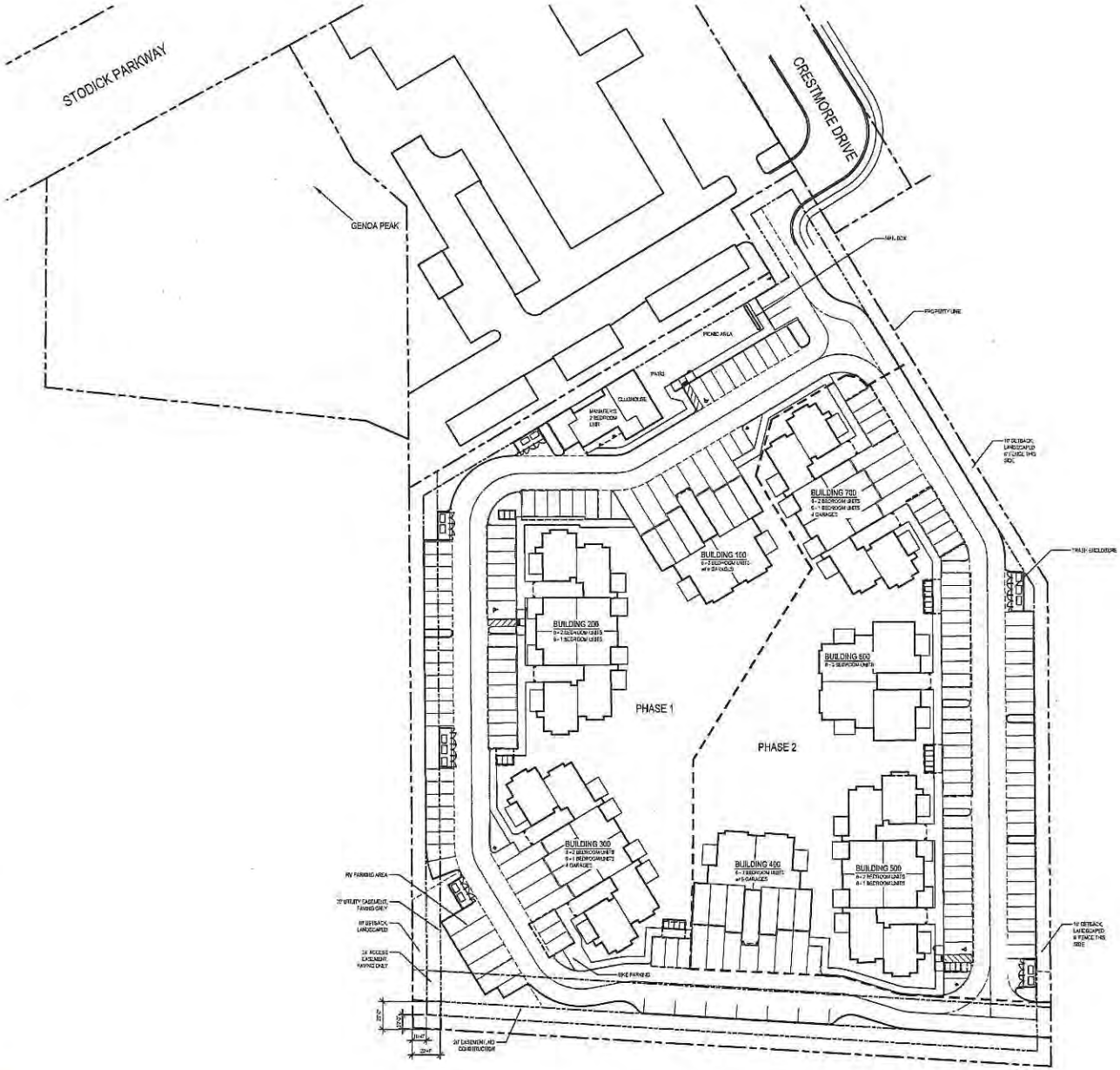
Proposed Land Use (Master Plan)

Attachment 1 (DP 18-0066 and DP 18-0067)

Existing and Proposed Zoning



Attachment 1 (DP 18-0066 and DP 18-0067)



SITE PLAN
1" = 30'

1 NORTH

PARKING SUMMARY

PARKING REQUIRED:
1 SPACE PER UNIT = 162
1 GUEST SPACE @ 1 PER 4 UNITS = 40
TOTAL REQUIRED = 162

PARKING PROVIDED:
UNCOVERED = 124
COVERED (CARPORTS) = 21
FULLY ENCLOSED (GARAGES) = 20
TOTAL PROVIDED = 162

BUILDING SUMMARY

APARTMENTS:
FLOOR AREA - 84,000 SF + 960 SF PATIO
MANAGER'S UNIT - 1,400 SF
PICNIC AREA - 1,750 SF

BUILDINGS:

2 -	3 - 1 BEDROOM UNITS 3 - 2 BEDROOM UNITS
2 -	6 - 1 BEDROOM UNITS 6 - 2 BEDROOM UNITS 4 - GARAGES
1 -	6 - 2 BEDROOM UNITS
2 -	6 - 2 BEDROOM UNITS 6 - GARAGES
1 -	MANAGER'S (2 BEDROOM UNIT)

TOTAL UNITS = 162 UNITS

ATTACHMENT 2

COLLABORATIVE DESIGN STUDIO
architecture + interiors and place
9444 DOUBLE R BLVD. (SUITE A-1) RENO, NV 89521
WWW.COLLABORATIVEDESIGNSTUDIO.COM
T 775.828.7777 F 775.828.8888

Residence 1861

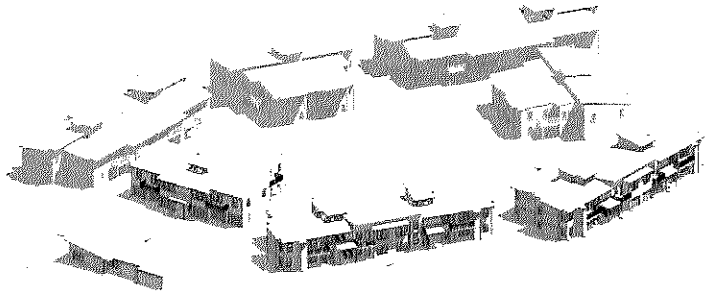
A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO: 2012-12
DATE: 29 AUG., 2013
REVISIONS:

SITE PLAN

A1.1

6-14



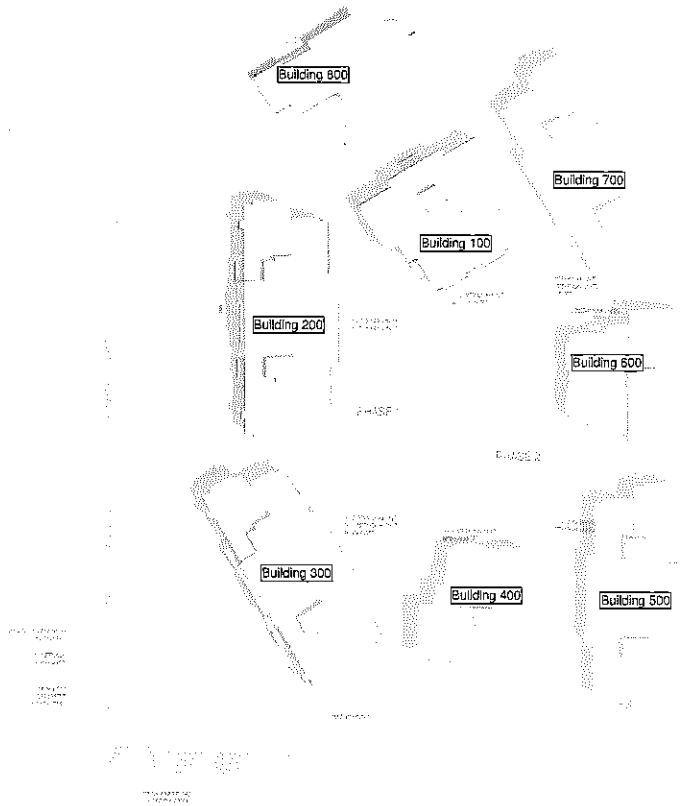
Site Axon 2

Building Schedule, Phase 1		
Address	Building Type	Description
Building 100	B1	3 BR Units
Building 200	A2	1 and 2 BR Units, ADA Unit
Building 300	A1	1 and 2 BR Units, Indoor Parking
Building 600	C	2 BR Mng Unit, Clubhouse

Total Buildings, First Phase: 4

Building Schedule, Phase 2		
Address	Building Type	Description
Building 400	Bldng B1	3 BR Units
Building 500	Bldng A2	1 and 2 BR Units, ADA Unit
Building 600	Bldng B2	3 BR Units, ADA Unit
Building 700	Bldng A1	1 and 2 BR Units, Indoor Parking

Total Buildings, Second Phase: 4



Architectural Site Plan 1
1" = 30'-0"

GENERAL SHEET NOTES

1. [illegible]
2. DO NOT BLOCK DRAINAGE. DRAINAGE FLOW PROCEEDS [illegible] NOT UNDER PEDESTRIAN PATHS THAT PROCEED ACROSS OVER CONCRETE SWALE OUTLETS.
3. SEE SHEET A0.2 FOR ALL BARRIER WALL TYPES.
4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE, U.O.N.
5. NOTED ARE TYPICAL, NOT ALL ELEVATIONS NOTED OR ARE NOTED.

SHEET KEYNOTES

CRESTMORE DRIVE

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Allan Day III - Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

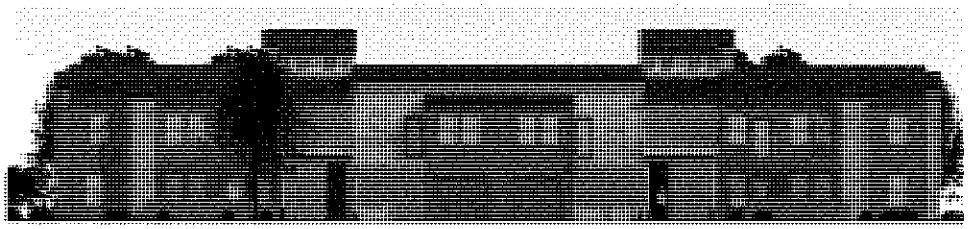
JOB NO: [illegible]
DATE: [illegible]
PLOTDATE:

Schematic Design

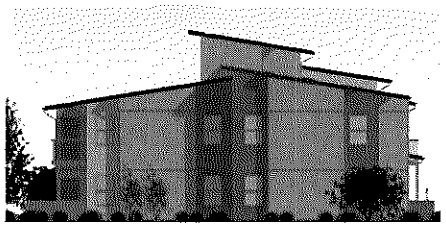
Architectural Site Plan

A1.0

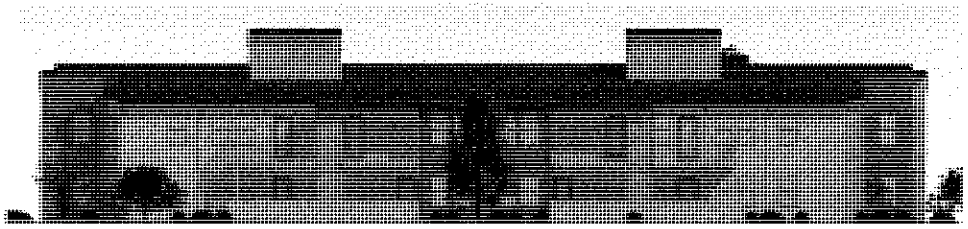
5 of 5



Building Type A - With Garages - South (4)
1/8" = 1'-0"



Building Type A - With Garages - West (3)
1/8" = 1'-0"



Building Type A - With Garages - North (2)
1/8" = 1'-0"

Building Type A - With Garages - East (1)
1/8" = 1'-0"

COLLABORATIVE
DESIGN
STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO. 20202
DATE May 20, 2020
REVISIONS

DESIGN REVIEW SET

Building Type A - With Garages - Elevation

A3.1

6-16

Building Type A - No Garages - West
1/8" = 1'-0"
4

Building Type A - No Garages - South
1/8" = 1'-0"
3

Building Type A - No Garages - East
1/8" = 1'-0"
2

Building Type A - No Garages - North
1/8" = 1'-0"
1

COLLABORATIVE
DESIGN
STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

DATE

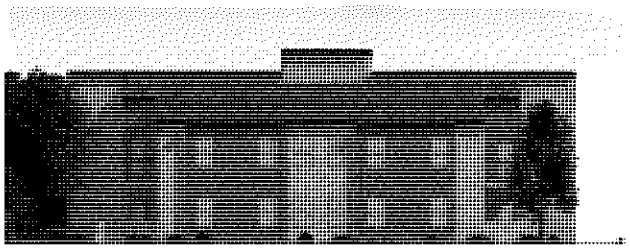
DESIGN REVIEW SET

Building Type A - No Garages - Elevations

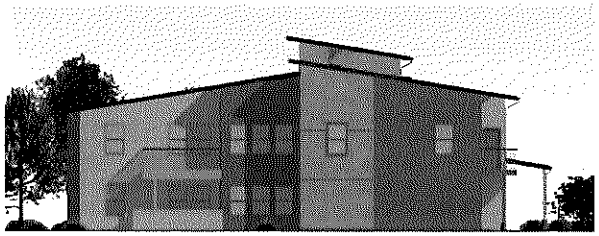
A3.2

6-17

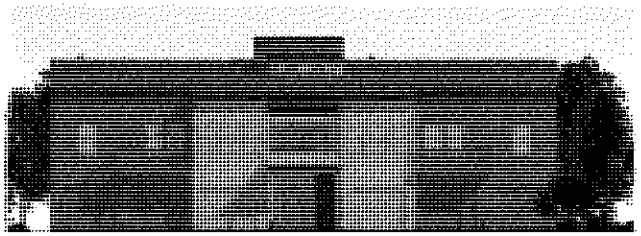
Building Type B - With Garages - West (4)



Building Type B - With Garages - South (3)



Building Type B - With Garages - East (2)



Building Type B - With Garages - North (1)

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO. [illegible]
DATE [illegible]
REVISIONS

DESIGN REVIEW SET

Building Type B - With Garages - Elevations

A3.3

C-18

Building Type B - No Garages - West
1/8" = 1'-0"
4

Building Type B - No Garages - South
1/8" = 1'-0"
3

Building Type B - No Garages - East
1/8" = 1'-0"
2

Building Type B - No Garages - North
1/8" = 1'-0"
1

COLLABORATIVE
DESIGN
STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO. 2018-02
DATE May 29, 2018
REVISIONS

DESIGN REVIEW SET

Building Type B - No Garages - Elevations

A3.4

6-19

Building Type C - Clubhouse - North
1/8" = 1'-0"
4

Building Type C - Clubhouse - West
1/8" = 1'-0"
3

Building Type C - Clubhouse - South
1/8" = 1'-0"
2

Building Type C - Clubhouse - East
1/8" = 1'-0"
1

COLLABORATIVE
DESIGN
STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

DATE: May 20, 2019

DESIGN REVIEW SET

Building Type C - Clubhouse - Elevations

A3.5

6-20

ATTACHMENT 3

RESIDENCE 1861
CRESTMORE DRIVE GARDNERVILLE, NV 89410

FASCIA & MANAGER'S UNIT SIDING:
LP SMART LAP SIDING - COUNTRY RED

SIDING:
LP SMART LAP SIDING - KHAKI
(Building A Identifying Color)

SIDING:
LP SMART LAP SIDING - BRIDGEPORT
(Building B Identifying color)

SIDING:
LP SMART LAP SIDING SAND
(Building A & B unifying color)

ACCENT SIDING:
VERTICAL CORRUGATED US METAL - OLD ZINC GRAY FINISH

ROOFING:
COMPOSITE SHINGLE - COUNTRY GRAY

EXTERIOR FINISHES

COLLABORATIVE
DESIGN
STUDIO architecture of experience and place

6-20

Residence 1861 – Design, Colors and Materials

The design theme for Residence 1861 was created to reflect Douglas County's rich cultural heritage and historically significant colors and shapes from the county's agricultural beginnings.

The Douglas County "design standards are intended to promote interesting and unique multi-family residential" complexes. With these guidelines in mind, we have designed a community of 81 apartments that will reflect Carson Valley's early years while blending in with neighboring properties and protecting our neighbor's views wherever possible.

The agricultural history of our valley has created a multitude of unique barns, farmhouses and out-buildings that give our valley it's character. Those colors of weathered browns, tans, faded metal roofs, and old red barns are acknowledged in the design of Residence 1861. While the primary building colors of browns and tans reflect the neighboring properties, accents of corrugated metal (coated in a non-reflective, solid-color finish) and barn red fascia boards give a nod to 'old Nevada'.

The buildings were designed with only two floors of living space to keep the mass of the buildings well below the 35' maximum height allowance. Roofs were designed with relatively low-slope angles to mimic the historic shed roofs found around the valley. These efforts help to minimize the visual impact of the buildings and preserve, as much as possible, our neighbor's views of the surrounding mountains.

Fascia & Manager's Unit – LP Smart Siding – Country Red

Siding – Building A Identity Color – LP Smart Siding - Khaki

Siding – Building B Identity Color – LP Smart Siding - Bridgeport

Siding – Build. A & B Unifying Color – LP Smart Siding – Sand

Accent Siding – Vertical Corrugated US Metal – Old Zinc Grey or equiv.

Roofing – Composite Shingle – Country Grey

People come to the Carson Valley for many reasons including a rural lifestyle, open space and a myriad of recreational activities. The design of Residence 1861 tries to reflect our unique and historic Nevada character.

SUGGESTED PLANT LIST	9402.000
TREES – SHADE	2" CAL.
TREES – ACCENT	1-1/2" CAL
DRAINAGE CHANNEL PLANTS	#5 & #1
SHRUBS, VARIOUS	#5 & #1
LOW GROUND COVERS AND VINES	#1
ORNAMENTAL GRASSES	#1
– SOD LAWN	COOL-SEASON MIX
– ROCK MULCH & DECOMPOSED GRANITE	SIZE OF SIZES & TEXTURES

SEE L1.1 FOR EXPANDED LIST

LANDSCAPE NOTES:
1. TRASH AREA(S) SHALL BE ENCLOSED (SEE ARCH).
2. PLANT SUBSTITUTIONS SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AND/OR PLANNING MANAGER, AND MUST BE SELECTED FROM APPROVED DOUGLAS COUNTY SPECIES LIST, "APPENDIX B" (1998)
3. ALL AREAS REQUIRING LIVE PLANT MATERIALS SHALL BE IRRIGATED USING AUTOMATIC UNDERGROUND IRRIGATION SYSTEM
4. OWNER SHALL CONTINUE TO MAINTAIN LANDSCAPE AFTER 90 DAY MAINTENANCE & 1 YEAR GUARANTEE PERIOD
5. PLANTS TO SCREEN ADJACENT RESIDENTIAL WITHIN 3 YEARS.
6. TREES SET BACK 10 FT. FROM ALL WATER/SEWER LINES & LATERALS
7. SITE LIGHTING & BOLLARDS BY OTHERS
8. FOR LANDSCAPE CALCULATIONS, SEE L1.1

6-23

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9648 DOUBLE R BLVD | SUITE B1 | RENO NV 89521
WWW.COLLABORATIVEDESIGNSTUDIO.COM
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LUMOS & ASSOCIATES
226 KINGSBURY GRADE, SUITE A
STATELINE, NEVADA 89449
TEL (775) 588-9490
FAX (775) 588-9475
WWW.LUMOSINC.COM

REGISTERED LANDSCAPE ARCHITECT
CHARLES LUMOS
622
Signature
STATE OF NEVADA
02/06/2018

Residence 1861

A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO. 9402.000
DATE JULIE 6, 2018
REVISIONS

NOT FOR CONSTRUCTION

CONCEPTUAL LANDSCAPE PLAN - SOUTH

L1.2

LANDSCAPE CALCULATIONS:
ZONED: PLANNED DEVELOPMENT (MULTIFAMILY)

PERIMETER LANDSCAPE ADJACENT TO COMMERCIAL SHALL BE A MINIMUM OF 6 FT. WIDE, OR 8 FT. WITH 2 FT CAR PARK OVERHANG.

PERIMETER LANDSCAPE ADJACENT TO RESIDENTIAL BUFFER SHALL BE 10 FT..

LANDSCAPE AREAS SHALL BE DELIEATED WITH CONCRETE CURB OR 2-INCH HEADER.

PARCEL AREA = 221,214 SF (5.08 AC)

MF REQUIRED PASSIVE/ACTIVE USABLE OPEN SPACE = 55,329 SF (25% OF SITE)

BUILDING FOOT PRINTS (INCLUDING PRIVATE PATIOS) = 50,493 SF

TOTAL PAVED (IMPERVIOUS) AREA (INCL. CARPORTS, TRASH, & STORAGE) = 23,154

15% OF TOTAL PAVED AREA OFFSET, REQUIRED LANDSCAPE = 10,747 SF

1 PER 400 SF OF REQUIRED, 15% OF IMPERVIOUS + BUFFER,
OR (10,747 + 21,219) / 400 = 80 TREES

PLUS:

FRONTAGE = 0

FRONTAGE STREET TREES = N.A.

EXISTING TREES/SHRUBS TO REMAIN = 0

LANDSCAPE PROVIDED: 77,923 SF (35.2% OF SITE)

PARKING SPACES PROVIDED: 152 STALLS

AREA OF REQUIRED PARKING SPACES: 76,732 SF (1.76 AC)

NUMBER OF TREES PROVIDED: ± 93 TREES

DECORATIVE /LANDSCAPE PAVING PROVIDED: 3,153 SF

AREA LANDSCAPED WITH PERVIOUS SURFACES = 74,140 SF (33.5% OF SITE)

RECREATIONAL AMENITIES PROVIDED: CLUB HOUSE & PATIO AREA, BEACH VOLLEYBALL COURT, WALKING PATHS, BARBEQUE AREA(S), PICNIC SHELTER(S),
TOT-LOT WITH PLAY EQUIPMENT, GATHERING AREA(S), AS SHOWN.

SUGGESTED PLANT LIST 9402.000

QTY	LATIN NAME	COMMON NAME	SIZE	REMARK
TREES – SHADE				
–	FRAXINUS AMERICANA 'AUTUMN PURPLE'	AUTUMN PURPLE ASH	2" CAL.	–
–	CELTIS OCCIDENTALIS	WESTERN REDBUD	2" CAL.	–
–	QUERCUS RUBRA	RED OAK	2" CAL.	–
TREES – ACCENT				
–	COTINUS COGGYGRIA 'PURPUREUS'	PURPLE SMOKE TREE	1-1/2" CAL.	–
–	KOELREUTERA PANICULATA	GOLDEN RAIN TREE	1-1/2" CAL.	–
–	ACER PSEUDOPLATANUS	SYCAMORE MAPLE	1-1/2" CAL.	–
–	QUERCUS ROBUR	UPRIGHT ENGLISH OAK	2" CAL.	–
–	JUNIPERUS CHINENSIS 'SKYROCKET'	SKYROCKET JUNIPER	6 FT. HT.	–
–	PINUS MONTICOLA	WESTERN WHITE PINE	6 FT. HT.	–
DRAINAGE CHANNEL PLANTS – WITHIN LOW FLOW AREAS & SUBJECT TO OCCASIONAL INUNDATION				
–	POTENTILLA FRUTICOSA 'KATHERINE DYKES'	YELLOW FLOWER CINQUEFOIL	#5	3, 4' HT
–	TAMARIX GERIANA	GERIEA TAMARIX	#1	3, 2' HT
–	SANTOLINA CHAMAECYPARISSUS	LAVENDER COTTON	#1	2, 2' HT
–	VIBURNUM TRILOBUM 'COMPACTUM'	AMERICAN CRANBERRY BUSH	#5	3, 4' HT
–	LIGUSTRUM VULGARE	COMMON PRIVET	#1	3, 6' HT
–	ROSA RUGOSA	RAMANAS ROSE	#1	3
SHRUBS				
–	PINUS MUGO 'MUGHUS'	DWARF MUGO PINE	#5	2
–	RHUS AROMATIC 'LOWGROW'	DWARF FRAGRANT SUMAC	#1	3
–	RIBES AUREUM	GOLDEN CURRENT	#3	3
–	TAXUS SPP	YEW	#3	2
–	KERRIA JAPONICA	KERRIA	#3	3
–	PRUNUS VIRGINIANA DEMOSA	WESTERN CHOKE CHERRY	#5	3
–	FORESTIERA NEOMEXICANA	MEXICAN PRIVET	#1	3
–	FALLUGIA PARADOXA	APACHE PLUME	#1	3
–	CARYOPTERIS 'DARK KNIGHT'	CARYOPTERIS	#3	3
–	YUCCA GLAUCA	YUCCA	#3	2
–	PURSHIA TRIDENTATA	BITTERBRUSH	#1	–
LOW GROUND COVERS AND VINES				
–	ACHILLEA TOMENTOSA AUREA	GOLDEN WOOLLY YARROW	#1	3
–	GYPSOPHILA REPENS 'ALBA'	WHITE CREEPING BABY'S BREATH	FLATS	3
ORNAMENTAL GRASSES				
–	DESCHAMPSIA CESPITOSA 'GOLDTAU'	GOLD DEW TUFTED HAIR GRASS	#1	–
–	CALAMAGROSTIS ACUTIFOLIA 'KARL FOERSTER'	FEATHER REED GRASS	#1	–
–	MISCANTHUS 'RED SILVER'	MAIDEN GRASS	#1	–
–	PANICUM VIRGATUM 'SHENANDOAH'	RED SWITCH GRASS	#1	–
–	PENNISETUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	#1	–
–	SOD LAWN	COOL-SEASON MIX		
–	ROCK MULCH & DECOMPOSED GRANITE	MIX OF SIZES & TEXTURES		

LANDSCAPE NOTES:
1. TRASH AREA(S) SHALL BE ENCLOSED (SEE ARCH).
2. PLANT SUBSTITUTIONS SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AND/OR PLANNING MANAGER, AND MUST BE SELECTED FROM APPROVED DOUGLAS COUNTY SPECIES LIST, "APPENDIX B" (1996)
3. ALL AREAS RECEIVING LIVE PLANT MATERIALS SHALL BE IRRIGATED USING AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM
4. OWNER SHALL CONTINUE TO MAINTAIN LANDSCAPE AFTER 90 DAY MAINTENANCE & 1 YEAR GUARANTEE PERIOD
5. PLANTS TO SCREEN ADJACENT RESIDENTIAL WITHIN 3 YEARS.
6. TREES SET BACK 10 FT. FROM ALL WATER/SEWER LINES, AND 3 FT FROM STORM, GAS, AND ELECTRIC UTILITY LINES.
7. SITE LIGHTING & BOLLARDS BY OTHERS

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STATELINE, NEVADA 89449
TEL (775) 588-6480
FAX (775) 588-6479
WWW.LUMOSINC.COM

Residence 1861

ATTACHMENT 4

A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

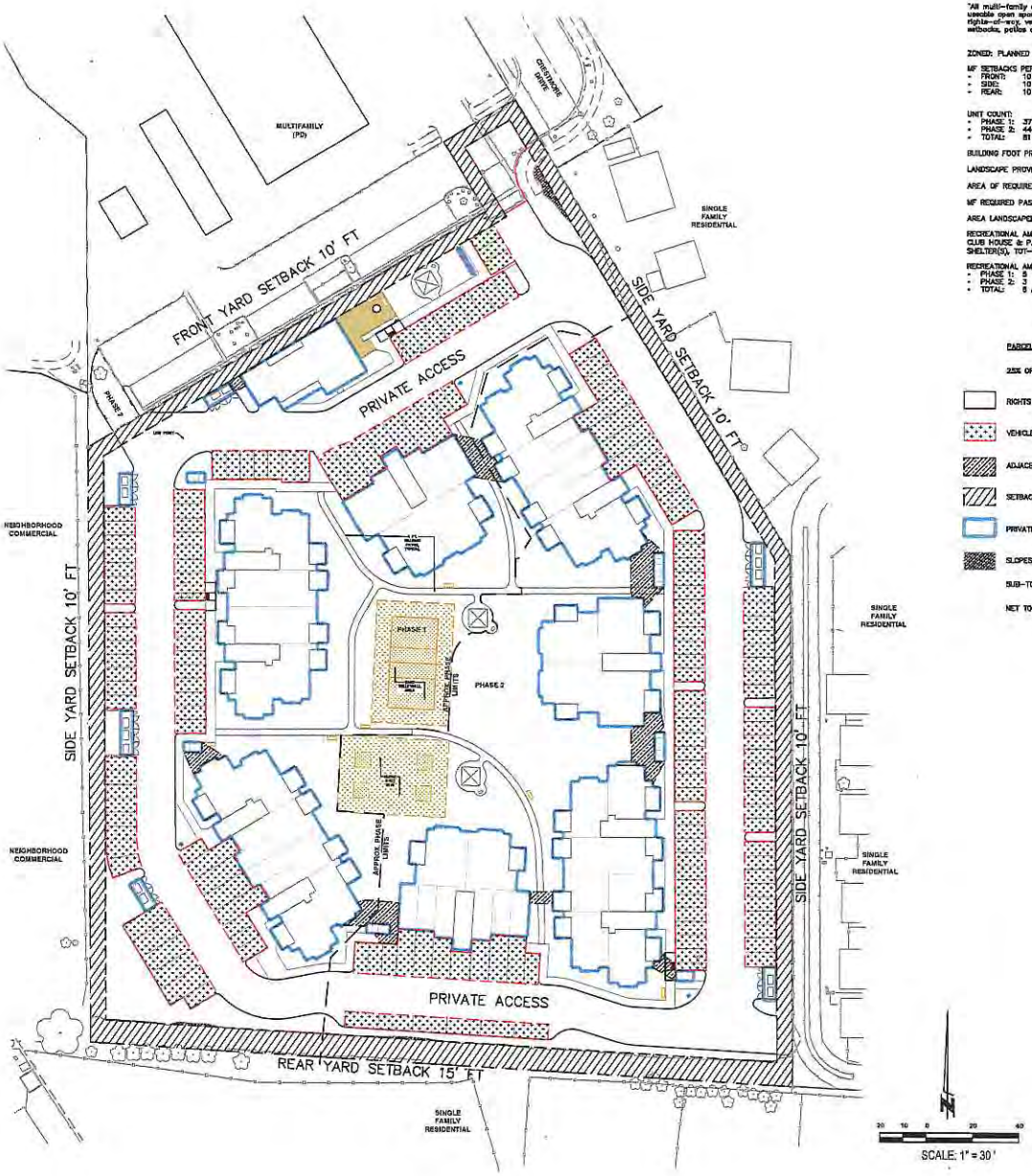
JOB NO	9402.000
DATE	JUNE 4, 2018
REVISIONS	

NOT FOR CONSTRUCTION

CONCEPTUAL
LANDSCAPE PLAN - NORTH

L1.1

22-9



OPENS SPACE CALCULATIONS per DOUGLAS CODE 20.694.120 A. Multi-family Housing Developments

"All multi-family developments with 12 or more dwelling units must provide 25 percent of the project site as usable open space for passive and active recreational uses. Usable open space areas must not include rights-of-way, vehicle parking areas, areas adjacent to or between any structures less than 15 feet apart, setbacks, patios or private yards, or slope areas greater than 8 percent."

ZONED: PLANNED DEVELOPMENT (MULTIFAMILY)

MF SETBACKS PER 20.702.070:
- FRONT: 10 FT.
- SIDE: 10 FT.
- REAR: 10 FT., UNLESS ADJACENT TO RESIDENTIAL THEN 15 FT.

UNIT COUNT:
- PHASE 1: 37 UNITS
- PHASE 2: 44 UNITS
- TOTAL: 81 UNITS

BUILDING FOOT PRINTS (INCLUDING PRIVATE PATIOS)* =	50,493 SF
LANDSCAPE PROVIDED =	77,923 SF (35.2% OF SITE)
AREA OF REQUIRED PARKING SPACES (STALLS & DRIVE ISLES) =	78,782 SF (1.78 AC)
MF REQUIRED PASSIVE/ACTIVE USABLE OPEN SPACE =	55,329 SF (25% OF SITE)
AREA LANDSCAPED WITH PERVIOUS SURFACES =	74,140 SF (33.5% OF SITE)

RECREATIONAL AMENITIES PROVIDED:
CLUB HOUSE & PATIO AREA, BEACH VOLLEYBALL COURT, WALKING PATHS, BARBECUE AREA(S), PICNIC SHELTER(S), TOT-LOT WITH PLAY EQUIPMENT, GATHERING AREA(S), AS SHOWN.

RECREATIONAL AMENITY UNIT COUNT:
- PHASE 1: 5
- PHASE 2: 3
- TOTAL: 8 AMENITIES, MINIMUM

PARCEL AREA =	221,429 SF (5.08 Ac)
25% OF GROSS PROJECT SITE REQUIRED FOR USABLE O.S. =	55,357 SF (1.27 Ac)
RIGHTS OF WAY (PRIVATE ACCESS) =	-41,836 SF (0.96 Ac)
VEHICLE PARKING AREAS =	-35,146 SF (0.81 Ac)
ADJACENT/BETWEEN AREAS OF BUILDING < 15 FT. APART =	- 2,566 SF (0.06 Ac)
SETBACKS =	-21,207 SF (.49 Ac)
PRIVATE PATIOS/YARDS, *INCLUDED IN STRUCTURE COUNT =	-50,493 SF (1.16 Ac)
SLOPES GREATER THAN 8% (1:12) =	- 325 SF (0.01 Ac)
SUB-TOTAL EXCLUSIONS =	- 151,395 SF (3.48 Ac)
NET TOTAL OPEN SPACE AREA PROVIDED =	+ 70,033 SF (1.61 Ac) O.S. 32% OF PARCEL IN O.S. 128% OF REQUIRED O.S.

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08/15/2018

Residence 1861

A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.	1456.01
DATE	08.15.2018
REVISIONS	

NOT FOR CONSTRUCTION

CONCEPTUAL
OPENS PACE PLAN

L1.3

62-4

Best Water! Best Service!

Gardnerville WATER COMPANY

YOUR WATER COMPANY

ATTACHMENT 5

1579 Virginia Ranch Road
Gardnerville, NV 89410
775-782-2339
Fax: 775-782-2491
www.gardnervillewater.org

May 9, 2018

Allen D. Sapp
Allen/Day III, LLC
850 Sheridan Lane
Gardnerville, NV 89460
Allen.day.iii@gmail.com

Re: Water Service for Residence 1861-81 MR UNITS
Conditional Intent to Serve APN 1220-036-301-002

Dear Mr. Sapp:

The Gardnerville Water Company shall provide water service to the Residence 1861, APN 1220-03-301-002 consisting of 81 Multifamily Residential Units (hereby referenced as the Project) contingent on the following:

1. The Project and owners shall comply with all federal, state, and local rules and regulations, engineer's requirements, tariffs, and other applicable restrictions and design standards in effect at the time the project is submitted for service.

2. The owners of the Project shall be required to pay all applicable fees including but not limited to connection fees, domestic water impact fees, fire impact fees, and user charges, as applicable, as well as utilities legal and engineering fees. Impact and connection fees paid shall reflect current fee structure adopted by the Gardnerville Water Company at the time of each connection.

3. If service is provided, the owner and subsequent owners shall pay for water usage as metered.

4. The owner of the project will be responsible for securing all necessary easements and rights of way for the installation of equipment to serve the Project, and may be required to dedicate said easements and rights of way to GWC.

5. The owners of the Project shall offer for dedication all approved water infrastructure necessary for the project to the Gardnerville Water Company.

If you have any questions relating to this matter, please contact me.

Sincerely,

Mark V. Gonzales

Mark V. Gonzales, P.E.
Manager/Engineer

MGSD
Minden Gardnerville
Sanitation District

May 7, 2018

Allan Day Sapp
850 Sheridan Lane
Gardnerville, NV 89460

SUBJECT: Will Serve Letter for Residence 1861
Gardnerville, NV
APN 1220-03-301-002

Dear Mr. Sapp:

In regards to the above referenced project, the situation is as follows:

1. **Annexation and Eligibility for Service**

   The subject property is currently located within the District's boundaries. An Annexation Agreement was recorded on June 16, 2000 as Document No. 0494255 of the Douglas County Recorder's Office. Any proposed development on this property is eligible for sewer service from MGSD, subject to the terms and conditions set forth below and in the Annexation Agreement, as well as all provisions of the MGSD Code for the purchase of capacity and for the initiation and continuation of service.

2. **Sewer Capacity**

   No sewer capacity has been allocated to the project as of the date of this letter. MGSD currently has sewer capacity available to serve this project. However, capacity is granted on a first-come, first-served basis, and MGSD does not guarantee that capacity will be available at the time it is requested or the price of such capacity. Any capacity purchased shall be subject to the Annexation Agreement and all provisions of the MGSD Code, including potential forfeiture for nonuse or non-payment without reimbursement of costs and fees for purchased capacity.

6-26

3. **Plan Approval and Connection Permits**

No improvement plans have been submitted. Improvement plans showing all existing and proposed sewer mains and laterals will need to be submitted to the District for review and approval.

The District will not issue any connection permits related to the proposed project until civil engineering improvement plans are submitted to and approved by MGSD, sewer capacity is allocated, all associated fees are paid to the District, and all other conditions required by MGSD are met including all provisions of the MGSD Code relating to the purchase, use and potential forfeiture of capacity.

Please do not hesitate to call me with any questions you may have concerning the above information.

Sincerely,

Frank T. Johnson
District Manager

FTJ:ab

MGSD

1790 Hwy. 395 • Minden, Nevada 89423 • 775-782-3546 • 775-782-4915 fax

frontier
1520 Church St.
Gardnerville, Nevada 89410

May 8, 2018

Allan/Day III, LLC
Allan Day
850 Sheridan In.
Gardnerville, NV 89460

Re: APN's 1220-03-301-002

Dear Mr. Day

We have reviewed the above referenced proposed parcel plans. Frontier service can be provided if all applicable rates, rules and regulations of the Nevada Public Service Commission, governing new line extensions to and within new developments are applied for and paid by applicant. There are existing telephone facilities adjacent to this property that can be extended, as telephone facilities are required.

If you should have any further question or concerns please feel free to contact Corey Bolton at 775 782-0969.

Sincerely,

Corey Bolton
Network Engineer OSP
Frontier Communications
1520 Church St.
Gardnerville, NV 89410

6-28

NVEnergy

May 8, 2018

Allan/Day III LLC
Allan D. Sapp
850 Sheridan Lane
Gardnerville, NV 89460

Subject: APN 1220-03-301-002
Crestmore Drive, Gardnerville, NV 89410
Residence 1861 (Project Name) to become 81 units
Douglas County, Nevada

To Whom It May Concern:

This letter is to inform you that the property mentioned above lies within NV Energy's electric service territory boundaries. Provided all necessary fees and contracts are negotiated in a proper and timely manner, in accordance with our filed rules and tariffs, we will provide electric service to your proposed project.

The necessary utility extensions and services will be made from the nearest source of adequate capacity in accordance with our Rules and Regulations on file and approved by the Public Utilities Commission of Nevada.

Sincerely,

Aaron Schaar
Supervisor, Distribution Design

6-29

SOUTHWEST GAS CORPORATION

May 17, 2018

Allan D. Sapp
850 Sheridan Lane
Gardnerville, Nevada 89460
USA
Cell: (775) 781-9676

Re: Natural gas availability for apn# 1221-03-301-001

Dear Mr. Sapp:

This "will serve" letter confirms that natural gas service can be made available to the above referenced property. Arrangements for the design or installation of gas facilities must be made according to the rules and regulations set forth by the Nevada Public Utilities Commission.

Southwest Gas requires legal description, site and utility plans along with owner and contact information.

If the property is located outside of our current certified area, Southwest Gas is required to file with the Public Utilities Commission to extend our service area. This filing may take up to 180 days to complete.

If you have any questions, please call me at (775) 887-2723.

Sincerely,

Shon Nelson
Energy Analyst/Energy Solutions

6-30

SOLAEGUI
ENGINEERS, LTD

ATTACHMENT 6

RESIDENCE 1861
TRAFFIC ANALYSIS

MAY 2018

REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
PAUL W. SOLAEGUI
CIVIL
No. 7163

5-25-18
EXP 6-30-18

Prepared by:
Solaegui Engineers, Ltd.
715 H Street
Sparks, Nevada 89431
(775) 358-1004

TABLE OF CONTENTS

LIST OF FIGURES

RESIDENCE 1861

TRAFFIC ANALYSIS

INTRODUCTION AND SUMMARY

Purpose of Report and Study Objectives

The purpose of this traffic study is to address the impacts of developing the proposed Residence 1861 development on the adjacent street network. The result of this traffic analysis is to provide recommendations to mitigate project traffic impacts.

Executive Summary

The proposed Residence 1861 development will be located in Douglas County, Nevada. The project site is generally located east of US-395 and south of Stodick Parkway. The project site is currently undeveloped land. The purpose of this study is to address the project's impact upon the adjacent street network. The Stodick Parkway/Crestmore Drive intersection has been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2038 base, and 2038 base plus project scenarios. The US-395/Stodick Parkway intersection has been identified for traffic crash review.

The proposed Residence 1861 development will consist of the construction of an apartment complex containing 81 dwelling units. The project is anticipated to generate 539 average daily trips with 41 trips occurring during the AM peak hour and 50 trips occurring during the PM peak hour. The project site was previously studied as part of a 72 unit residential development that included the existing senior family facility to the north. The May 2007 traffic study was entitled Stone Creek Subdivision. This project generated 578 average daily trips, 45 AM peak hour trips, and 59 PM peak hour trips which is more than Residence 1861.

Traffic generated by the proposed Residence 1861 subdivision will have little impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Douglas County requirements.

It is recommended that the project accesses, internal streets, and on-site parking areas be designed per Douglas County standards.

PROPOSED DEVELOPMENT

Summary of Development

The proposed Residence 1861 development will be located in Douglas County, Nevada. The project site is generally located east of US-395 and south of Stodick Parkway. The approximate location of the project site is shown on Figure 1. The proposed Residence 1861 subdivision will consist of the construction of an apartment complex containing 81 dwelling units.

Area Conditions

The project site is currently undeveloped land. Adjacent properties generally include a senior apartment facility to the north, residential development to the east and west, and commercial development to the south.

Site Accessibility

Primary access to the site will be provided from two street connections to the existing senior housing development located directly north of the project site. Project traffic will travel through the senior housing street to access Crestmore Drive and Stodick Parkway. Secondary access will be provided from a street at the project's southeast corner which will connect to the existing residential development to the east.

The key study area roadways and intersections analyzed in this traffic report are described below.

Stodick Parkway is a two-lane, east/west roadway with one through lane in each direction in the vicinity of the site. The speed limit is posted for 35 miles per hour. Roadway improvements include curb, gutter, sidewalk, and a bike lane on both sides of the street and a raised center median with median openings and left turn pockets at intersections.

Crestmore Drive is a two-lane, north/south roadway with one through lane in each direction south of Stodick Parkway. The speed limit is posted for 15 miles per hour. Roadway improvements include curb, gutter and sidewalks on both sides of the street. An access to an apartment complex exists on the north side of Stodick Parkway opposite Crestmore Drive.

The Stodick Parkway/Crestmore Drive intersection is an unsignalized four-leg intersection with stop sign control at the north and south approaches. The east and west approaches each contain one left turn lane and one shared through-right turn lane. The north and south approaches each contain one shared left turn-through-right turn lane.

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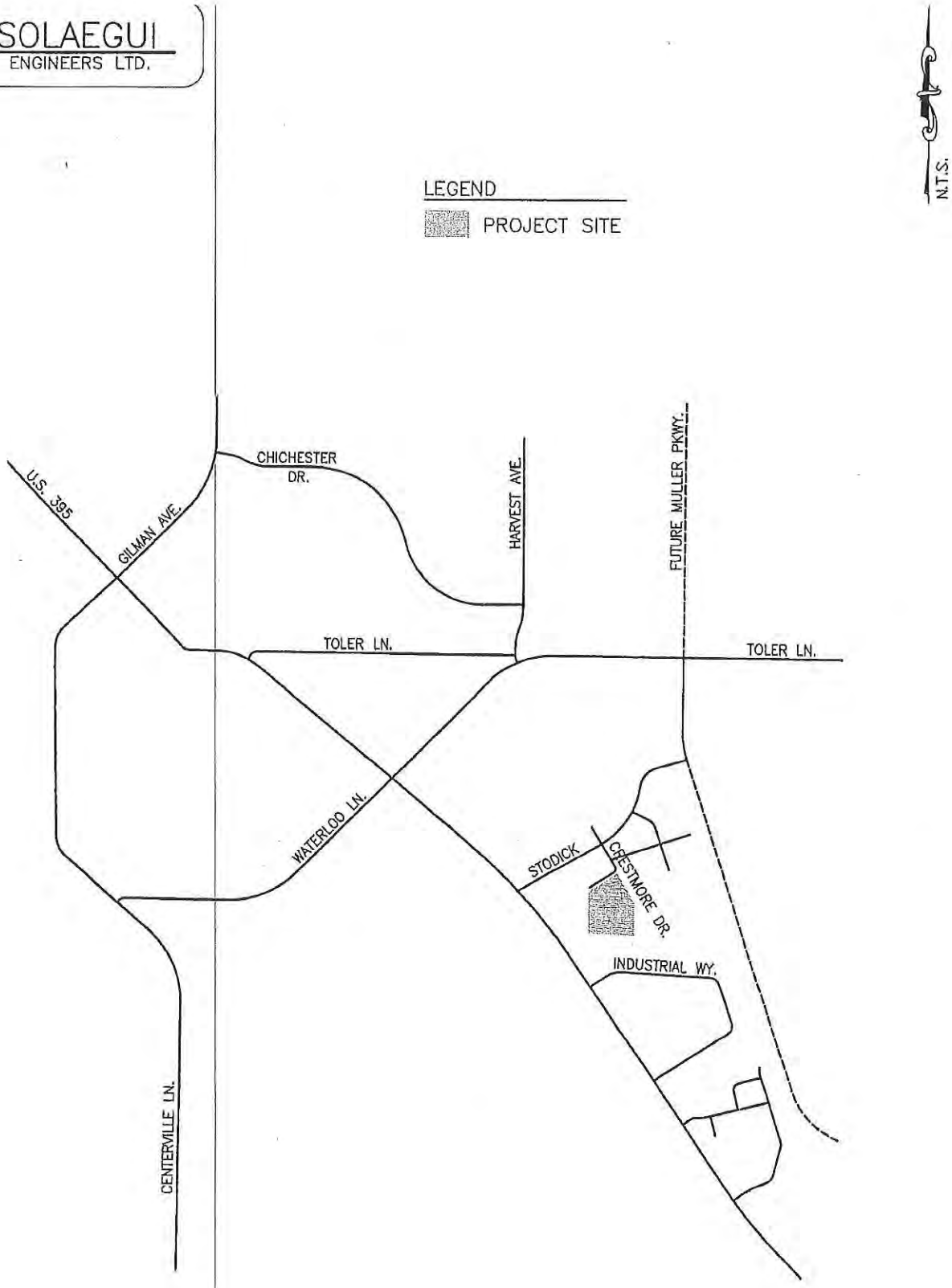

RESIDENCE 1861
VICINITY MAP
FIGURE 1

6-35

EXISTING AND PROJECTED TRAFFIC

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes at the Stodick Parkway/Crestmore Drive intersection were obtained from weekday traffic counts conducted in May of 2018. Figure 2 shows the existing AM and PM peak hour traffic volumes at the key intersection.

Trip Generation

In order to assess the magnitude of traffic impacts of the proposed development on the key intersection, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Ninth Edition of *ITE Trip Generation* (2012) for Land Use 220: Apartments. The project will include 81 dwelling units. Trip generation was calculated for the peak hours occurring between 7:00 and 9:00 AM and 4:00 and 6:00 PM which correspond to the peak hours of adjacent street traffic. Table 1 shows a summary of the average daily (ADT) and peak hour traffic volumes generated by the project. The trip generation worksheet is included in the Appendix.

TABLE 1
TRIP GENERATION

LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Apartments (81 Dwelling Units)	539	8	33	41	33	17	50

Trip Distribution and Assignment

The distribution of the new project trips to the key intersection was estimated based on existing peak hour traffic patterns and the locations of attractions and productions in the area. Figure 3 shows the anticipated trip distribution. The project trips shown in Table 1 were subsequently assigned to the key intersection based on the trip distribution. Figure 4 shows the trip assignment at the key intersection during the AM and PM peak hours.

Projected Traffic Volumes

Figure 5 shows the existing plus project traffic volumes at the key intersection during the AM and PM peak hours. Figure 6 shows the 2038 base traffic volumes at the key intersection during the AM and PM peak hours. The 2038 base traffic volumes were estimated by applying a 1.2% average annual growth rate to the existing through volumes on Stodick Parkway. The growth rate was derived from 20-year historic traffic count data obtained from NDOT's Annual Traffic Reports for count stations on US-395, Waterloo Lane, and Toler Avenue in the vicinity of the site. Figure 7 shows the 2038 base plus project traffic volumes at the key intersection during the AM and PM peak hours.

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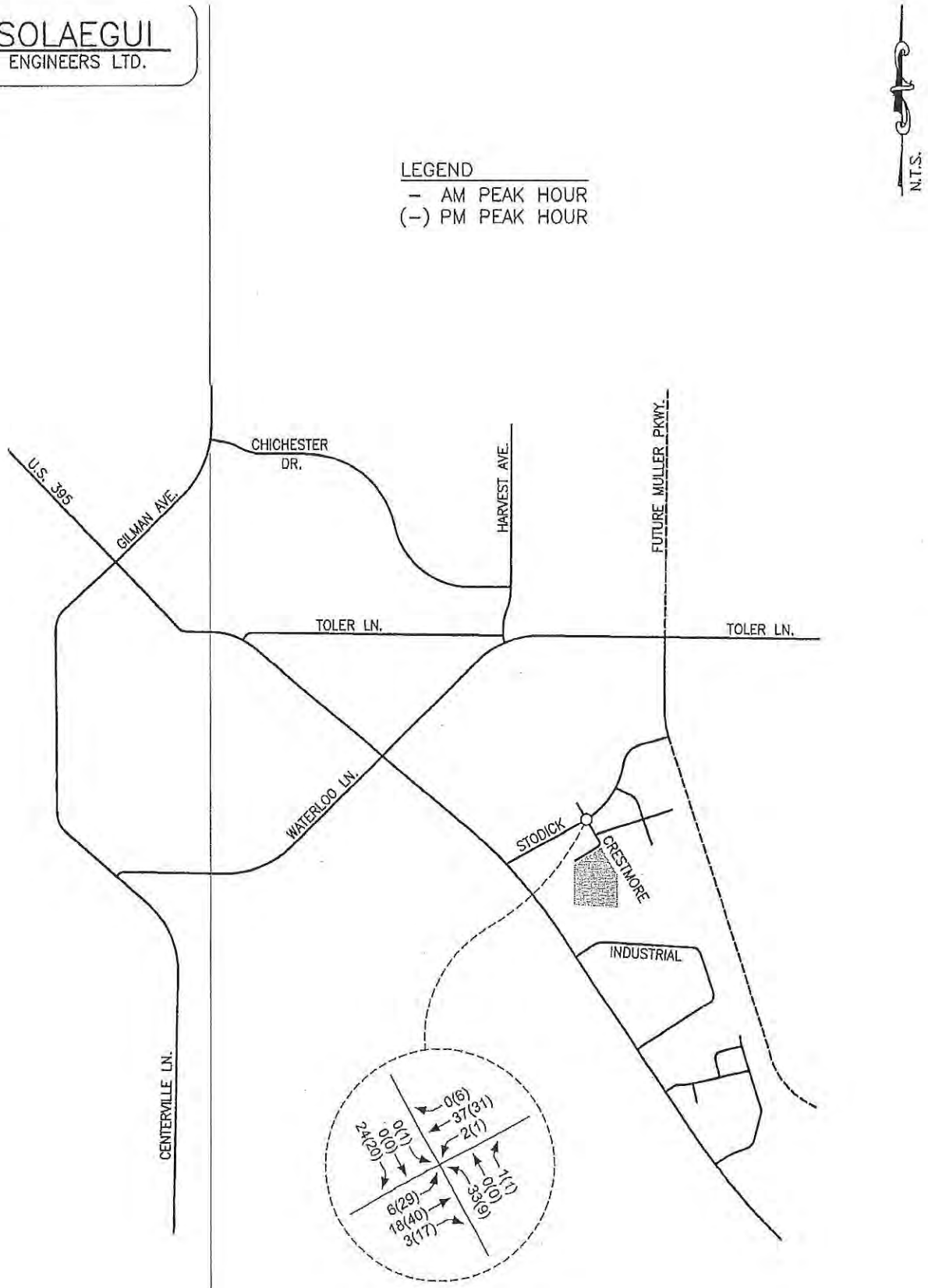

RESIDENCE 1861

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EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 2

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RESIDENCE 1861
TRIP DISTRIBUTION
FIGURE 3

6-38

SOLAEGUI
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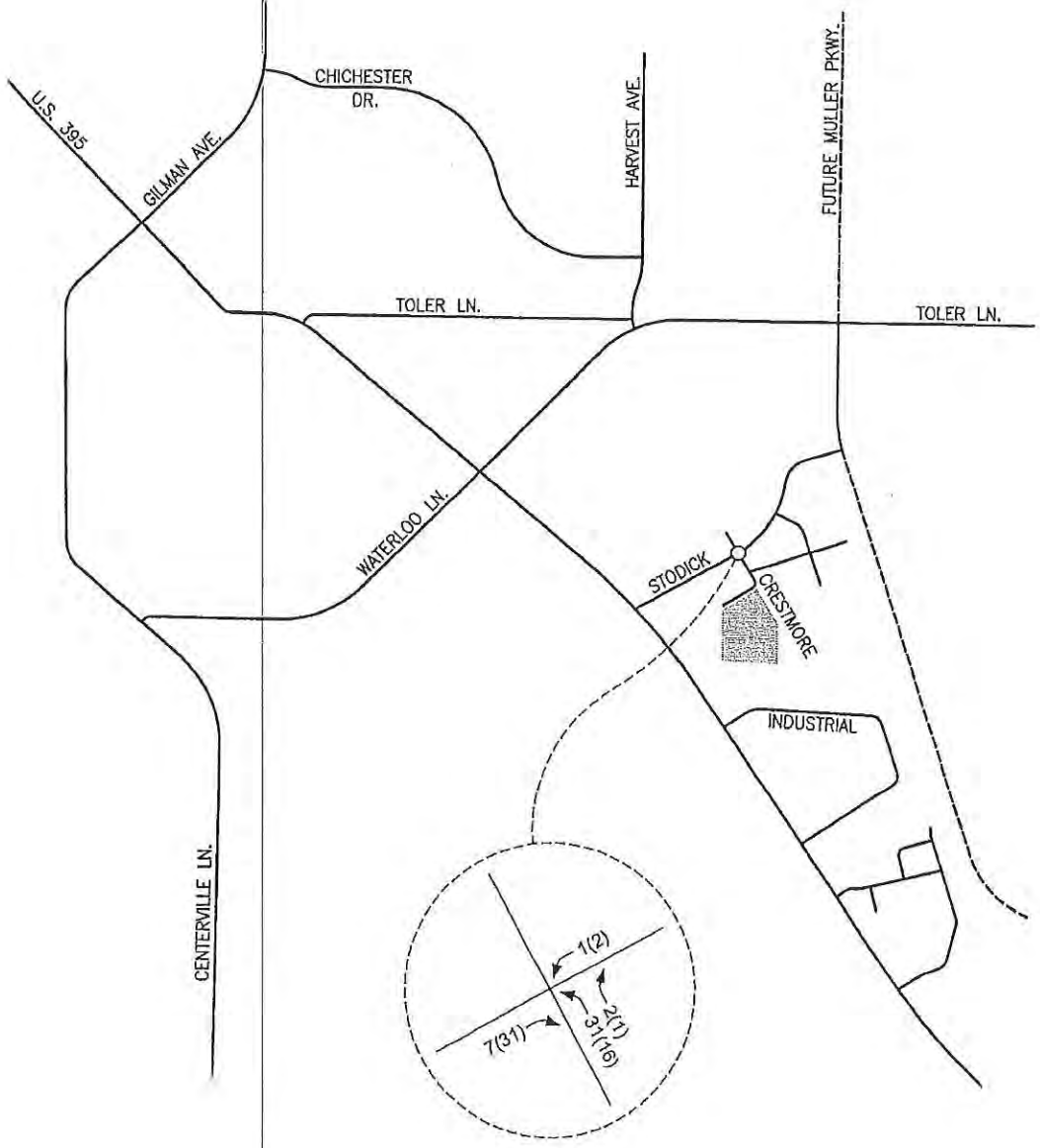
N.T.S.

LEGEND
– AM PEAK HOUR
(–) PM PEAK HOUR



RESIDENCE 1861
TRIP ASSIGNMENT
FIGURE 4

6-39

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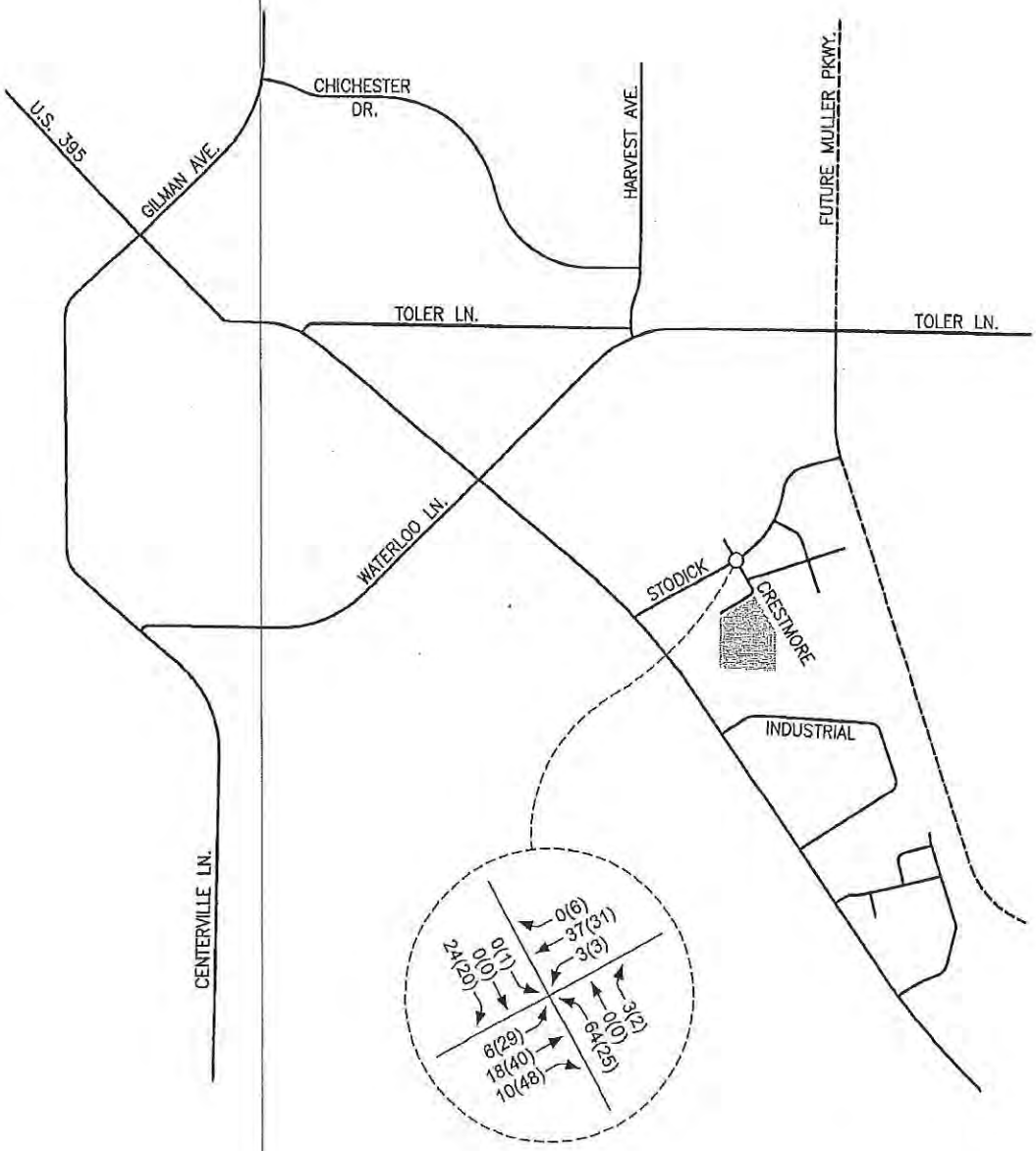
N.T.S.

LEGEND
– AM PEAK HOUR
(–) PM PEAK HOUR



RESIDENCE 1861

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EXISTING PLUS PROJECT TRAFFIC VOLUMES
FIGURE 5

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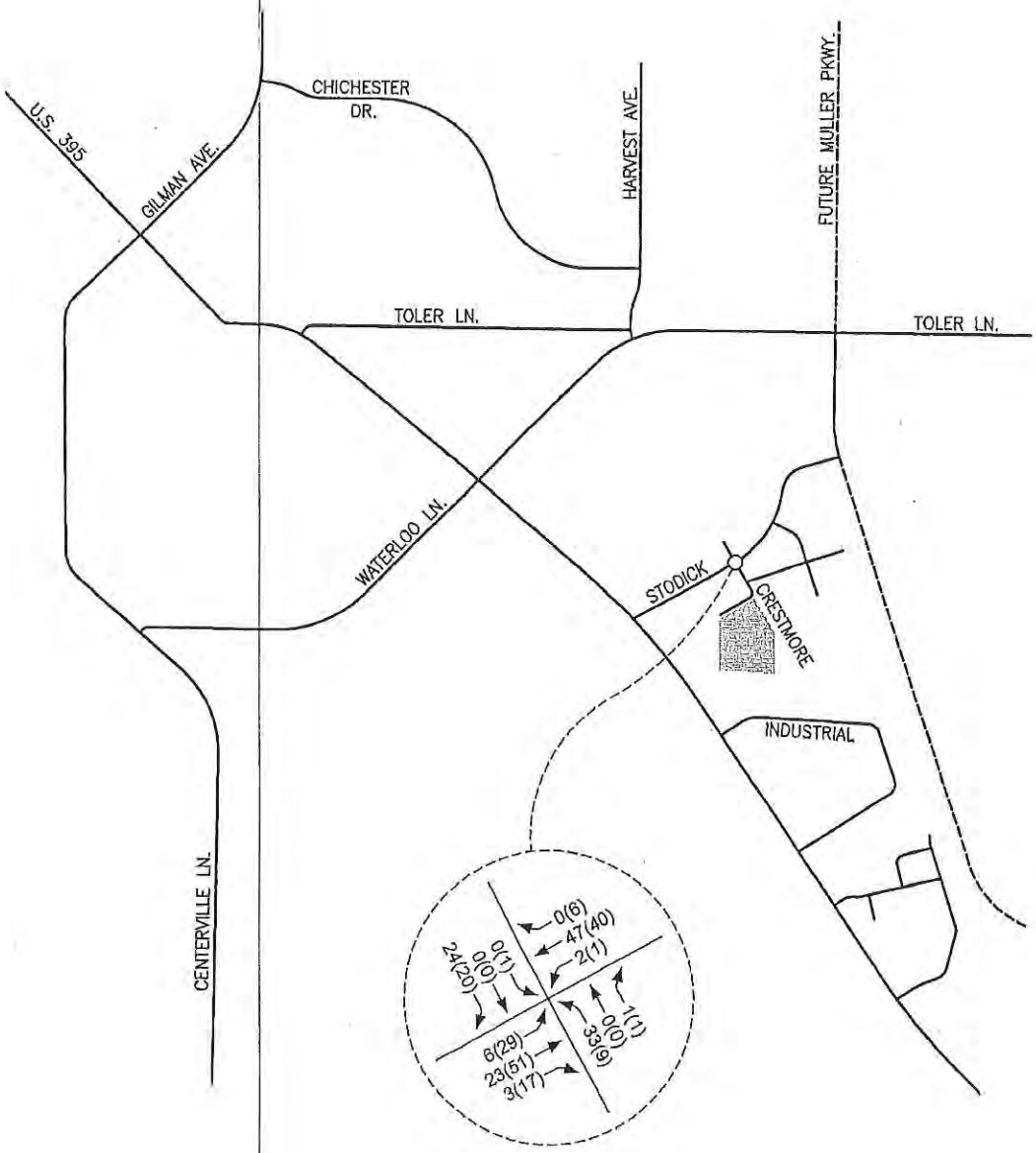
N.T.S.

LEGEND
– AM PEAK HOUR
(–) PM PEAK HOUR



RESIDENCE 1861

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2038 BASE TRAFFIC VOLUMES
FIGURE 6

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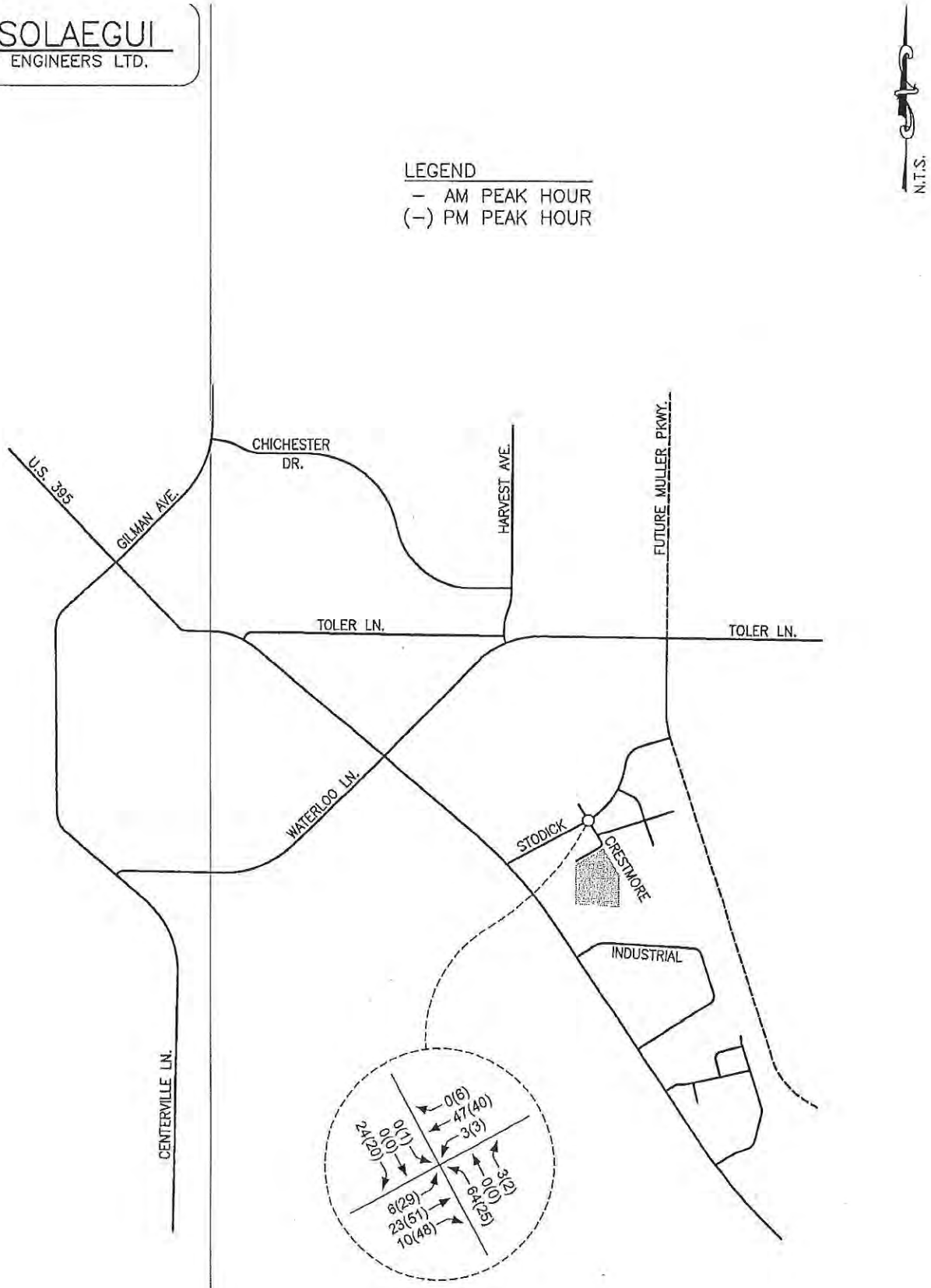

RESIDENCE 1861

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2038 BASE PLUS PROJECT TRAFFIC VOLUMES
FIGURE 7

TRAFFIC ANALYSIS

Intersection Capacity and Level of Service

The Stodick Parkway/Crestmore Drive intersection was analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized intersections using the latest version of the Highway Capacity software.

The result of capacity analysis is a level of service (LOS) rating for each minor movement at a two-way stop controlled intersection. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for two-way stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

TABLE 2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

LOS C is the policy level of service threshold for intersections and roadways maintained by Douglas County.

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Table 3 shows a summary of the AM and PM peak hour level of service and delay results at the Stodick Parkway/Crestmore Drive intersection for the existing, existing plus project, 2038 base, and 2038 base plus project scenarios. The intersection capacity worksheets are included in the Appendix.

TABLE 3
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

INTERSECTION	EXISTING		EXISTING + PROJECT		2038 BASE		2038 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Stodick Parkway/Crestmore Drive (Stop at North & South Legs)								
Eastbound Left	A7.3	A7.4	A7.3	A7.4	A7.3	A7.4	A7.3	A7.4
Westbound Left	A7.3	A7.4	A7.3	A7.4	A7.3	A7.4	A7.3	A7.4
Northbound Left-Thru-Right	A9.3	A9.6	A9.6	A10.0	A9.4	A9.8	A9.7	B10.1
Southbound Left-Thru-Right	A8.6	A8.6	A8.6	A8.6	A8.6	A8.7	A8.6	A8.7

The Stodick Parkway/Crestmore Drive intersection was analyzed as an unsignalized four-leg intersection with stop control at the north and south approaches for all scenarios. The intersection minor movements currently operate at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. For the 2038 base traffic volumes the intersection minor movements are anticipated to operate at LOS A during the AM and PM peak hours. For the 2038 base plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The Stodick Parkway/Crestmore Drive intersection will meet Douglas County policy LOS C or better standards for all scenarios.

Site Access and Circulation

A copy of the site plan for Residence 1861 is included with this submittal. The site plan indicates that primary access will be provided from two street connections to the existing senior housing development located directly north of the project site. Project traffic will travel through the senior housing site to access Crestmore Drive and Stodick Parkway. The site plan indicates that secondary access will be provided from a street at the project's southeast corner which will connect to the existing residential development to the east. The access roadways will connect to the project's on-site perimeter roadway and parking areas. The proposed access roads, interior streets, and parking areas are anticipated to provide good access and on-site circulation. It is recommended that the project accesses, internal streets, and on-site parking areas be designed per Douglas County standards.

IMPROVEMENT ANALYSIS

The Stodick Parkway/Crestmore Drive intersection currently operates at a very good level of service and is expected to continue to do so with the addition of project traffic volumes. The intersection are also expected to operate at a good level of service for the 2038 base and 203 base plus project traffic volumes. No improvements are recommended at the Stodick Parkway/ Crestmore Drive intersection.

TRAFFIC CRASH REVIEW

The US-395/Stodick Parkway was reviewed for traffic crashes based on the requirement of Nevada Department of Transportation staff. Traffic crash data was obtained from NDOT Traffic Safety Engineering for the study period from September 1, 2014 to September 1, 2017. The crash data is included in the Appendix. The data indicates that two crashes occurred at the intersection during the three-year study period with no fatalities reported. One crash was a rear end collision and one crash was a non-collision. The rear end crash was due to driving too fast for conditions and the non-collision involved a deer.

RECOMMENDATIONS

Traffic generated by the proposed Residence 1861 subdivision will have little impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Douglas County requirements.

It is recommended that the project accesses, internal streets, and on-site parking areas be designed per Douglas County standards.

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ATTACHMENT 7

PROJECT DESCRIPTION

PROJECT SUMMARY

APN Numbers: 1220-03-3010-02

Request: This is a request for:

1) Master Plan Amendment from Receiving Area to Multi-Family Residential.
2) Zoning Map Amendment from MFR/PD (expired) to MFR PD to allow for an 81-unit multi-family development.

Location: The ±5.08-acre site is located in Gardnerville, east of Highway 395, south of Stodick Parkway and west of Crestmore Drive.

Existing Zoning: Multi-Family Residential/Planned Development (MFR/PD)

Existing Master Plan: Receiving Area – Minden/Gardnerville Community Plan (Carson Valley Regional Plan)

PROJECT BACKGROUND

Prior to 1998 and the approval of the Oakwood Specific Plan and Planned Development, the property was zoned SFR-1 and SFR-12. When the Oakwood Planned Development was approved in 1998, the parcel was rezoned to SFR-12 and SFR-1 with the Planned Development (PD) Overlay. In 2007, the parcel was rezoned again (Ordinance No. 2007-1196) to MFR (Multi-family Residential, 9,000 square foot minimum net parcel size) and PD Overlay. In 2012, a development was approved to allow a senior housing development (Parkway Vista PD 12-001) that has since been built on the northern adjacent parcel. That request confirmed the MFR zoning on the then entire 8.24-acre site, acknowledging that the remainder parcel (i.e. subject site) would be developed at a later date. This application includes a request for the MFR/PD zoning to allow for the development of the remainder 5.08-acre parcel to be developed into an 81 unit market-rate apartment project.

LAND USE COMPATIBILITY

The ±5.08-acre property is currently a vacant and undeveloped parcel. The site is located east of Highway 395, south of Stodick Parkway and west of Crestmore Drive. The property has a zoning designation of Multi-Family Residential/Planned Development (MFR/PD) (though the PD designation has since expired) and is located within the Minden-Gardnerville Community Plan, with a master plan designation of Receiving Area.

The parcel is surrounded by Neighborhood Commercial (NC) zoning to the west, Multi-Family Residential/Planned Development (MFR/PD) to the north, Single Family Residential (SFR-1) zoning to the east and Service Industrial (SI) zoning to the south. Land uses surrounding the property consist of single family housing to the east and west, multi-family development to the north, and various commercial/service establishments (such as a hardware store, auto repair, etc.) to the south.

Multi-family development in this location is consistent and compatible with the proposed MFR zoning, and is not anticipated to create any land use conflicts that will constitute a nuisance. The proposed Planned Development provides for an 80 unit apartment project, plus one manager's unit and a clubhouse, for a total of 81 residential units. The units will be a mix of 28 1-bedroom units, 32 two-bedroom units and 20 3-bedroom units. Units range in size from ±631 square feet up to ±1,204

square feet. The proposed development will assist in filling a significant gap in the local housing market that is currently underserved. While housing prices are on the rise, many employees making middle income salaries are getting priced out of the market and can't afford to live in close proximity to where they work. This includes teachers, nurses, government employees, and single income households. Market rate apartments are in huge demand right now and this parcel is ideal because it is in an infill location with services and infrastructure already in place. Building quality apartments close to restaurants and shopping will help to provide housing to those who want to live and work within close proximity.

This application includes a request to vary from County Code related to RV parking and to allow tandem parking in front of the garage doors. The Code requires a minimum of ten RV parking stalls. The five designated RV spaces measure 12' x 30' and have direct access to a driveway with a minimum paved width of 25'. The projects target demographic is intended for young professionals. It is anticipated that few, if any, tenants will own recreational vehicles. The Parkway Vista project, located to the north, received a waiver from the RV parking stalls based on there being adequate RV storage in the industrial area immediately south of the project. The proposed market rate apartments are not expected to target tenants with RV's, thereby reducing the necessity for RV parking at all. RV ownership is typically made up of people with disposable income. Most young professionals living in a multi-family development are living there because they have limited disposable income or are individuals who do not want to deal with home ownership and the cost and time involved in maintaining a home and yard. More often, RV owners will own a single family residence or condo/townhome type of housing product, because they have the disposable income that allows the comforts of both home ownership and the ability to travel with an RV. The request to reduce the required number of RV parking stalls is based on the lack of need for RV parking in a multi-family development that is targeting young professionals. The average RV owner is over 48 years old and has an income greater than $75,000, both significantly higher than the projects target demographic. However, if any tenants do have RV's, they will have access to the five parking stalls.

A deviation from Code is also being requested to allow tandem parking to be located in the front of the garage doors on the 20 units that have enclosed garages. Tandem parking is specifically permitted in mobile home parks, but no other location. The request provides for a better use of land because it allows residents to park closer to their units, allows for additional parking stalls to fit on-site, provides better security for residents walking to their vehicle, and reduces the size of the overall parking lot needs. A greater number of parking stalls can fit on the site and the site plan feels more like a single family residential development because residents are able to park in a driveway located in front of their garage unit. Tandem parking also reduces the overall visual impact to adjacent properties by leaving more open space in the development and preserving adjacent property owner's views. The proposed tandem units are only proposed on the 20 units with garages. This accounts for approximately 12% of the overall number of parking spaces in the development.

Figure 1 - Vicinity Map

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PARKING & LOADING

Douglas County Code requires two parking spaces per unit, one of which must be covered, for multi-family dwellings. Additionally, one guest space per four dwelling units is required. The proposed 81-unit project includes plans for 182 total parking spaces. The parking is comprised of 101 uncovered parking stalls, 61 covered parking stalls and 20 fully enclosed parking stalls within garages. The proposed development meets/exceeds the County's minimum parking requirement for multi-family dwellings.

County Code also requires that off-street parking spaces for multi-family residential developments must be located within 150 feet from the dwelling unit (front or rear door) for which the parking space is provided. The parking has been provide on the exterior perimeter of the buildings and allows for convenient access to each unit.

Designated bicycle parking facilities are also required per Douglas County Code for multi-family developments containing 10 or more automobile parking spaces (multi-family residential projects shall provide one bike space for each five residential units). The proposed development includes plans for 16 bike spaces, meeting/exceeding the County's minimum bike parking requirement for multi-family dwellings.

This application includes a request to vary from County Code related to RV parking and to allow tandem parking in front of the garage doors. The Code requires a minimum of ten RV parking stalls. The project includes five RV parking stalls. The Parkway Vista project, located to the north, received a waiver from the enclosed RV parking stalls based on there being adequate RV storage in the industrial area immediately south of the project. The proposed market rate apartments are not expected to target tenants with RV's, thereby reducing the necessity for RV parking at all. However, if any tenants do have RV's, they will have access to the five RV parking stalls.

A deviation from Code is also being requested to allow tandem parking to be located in the front of the garage doors on the 20 units that have enclosed garages. The Planned Development zoning district allows for flexibility and the proposed request will make for a better project by eliminating the need for parking lot parking and providing residents with the ability to park closer to their unit. The tandem spaces are limited to the 20 units with enclosed garages and will not impact the entire development. This request to vary from the standard allows for the project to be better designed, provides a safer parking option for residents that want the ability to park close to their unit, and allows for views from adjacent properties to be less impacted.

LANDSCAPING & OPEN SPACE

Douglas County Code requires that 25 percent of a multi-family housing project site and/or a Planned Development must be provided for landscaped areas and open space. The proposed 81 unit project meets this requirement as shown on the conceptual landscape plan. The landscape plan identifies approximately 93 trees and ±35% site landscaping. A ten foot landscape strip buffers the proposed project from the adjacent residential development to the east.

ADDITIONAL STANDARDS AND REQUIREMENTS

Specific to Multi-family development

- Each dwelling unit must have a private, walled patio or balcony.

The proposed development meets this requirement, as each dwelling unit is designed with a private, walled balcony/patio.

- All multi-family developments must provide recreational amenities within the site which may include a swimming pool, spa, club house, tot lot with play equipment, picnic shelter or barbecue area, court game facilities such as tennis, basketball or racquetball, improved softball or baseball fields, or day care facilities (51-100 units = 2 amenities required).

The proposed 81 unit development exceeds the required number of amenities. The planned amenities include a club house with outdoor patio area, beach volleyball court, walking paths, BBQ area, picnic shelters and horse shoe pit. The community amenities are located on the interior area, so they are physically separated and buffered from the surrounding residential development.

- Each dwelling unit must be provided a minimum of 150 cubic feet of private enclosed storage space within the garage, carport, or immediately adjacent to the dwelling unit.

The applicant is proposing storage units, which will be attached to each unit either on the terrace or attached on the interior of the building, per the floor plans. Some of the storage units will be detached from the units and located within close proximity within the parking area.

- Driveway approaches within multiple family developments of 12 or more units must be delineated with interlocking pavers, rough-textured concrete, or stamped concrete and landscaped median.

The proposed project meets this requirement, which is shown on the site plan.

- All parts of all structures must be within 150 feet of paved access for single story and 50 feet for multi-story.

The proposed project meets this requirement, as is shown on the site plan. All paved access to the building is within 50 feet.

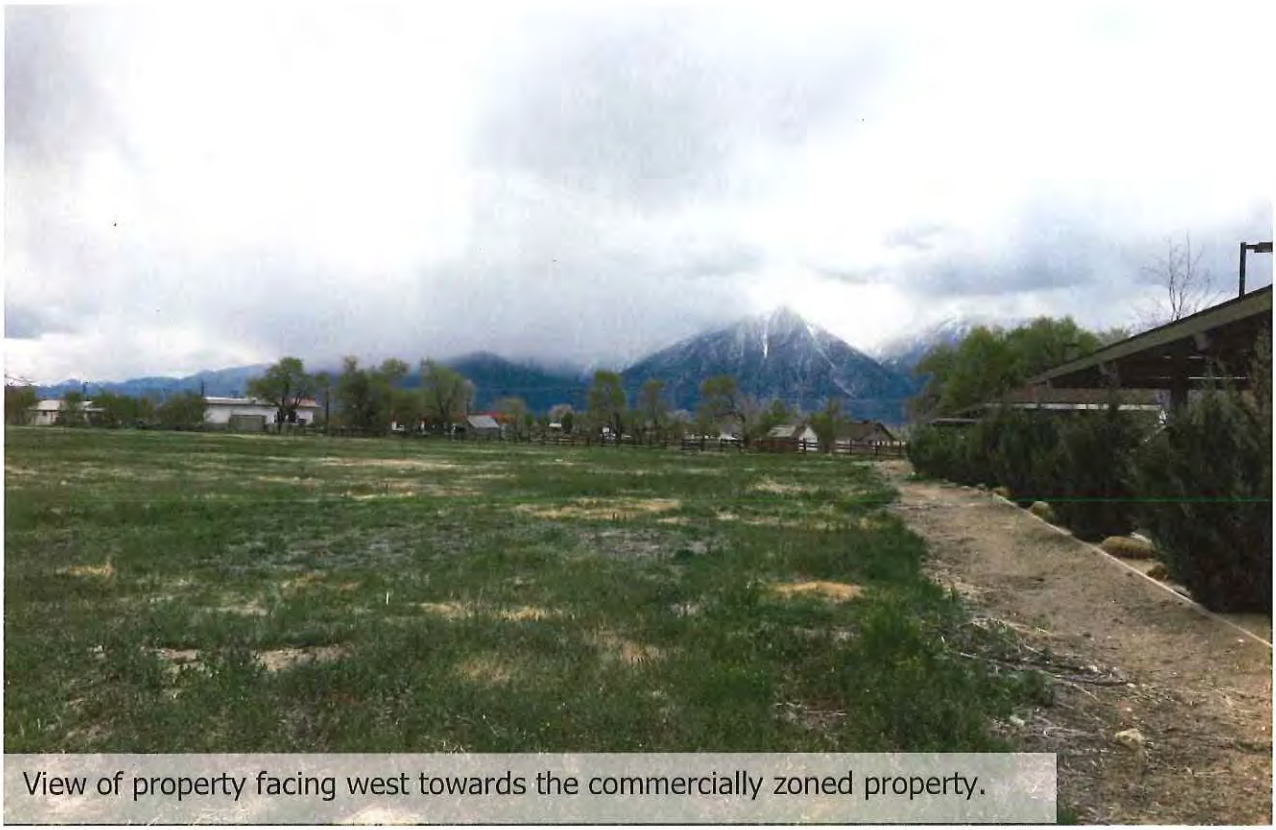
- Common laundry facilities of sufficient number and accessibility consistent with the number of living units and the current County building code must be provided.

The subject development proposes individual washer and dryers within each unit.

Specific to Planned Development

- **Density** The proposed development includes 81 units of multi-family housing on the 5.08-acre parcel, at a density of 16 units per acre. The project does not exceed the maximum density of 16 units. Additionally, the development will meet all setback requirements in the MFR zoning district.

- **Open Space** To meet the required 25 percent passive and active usable space on the project site, open space will include 35 percent site landscaping, per the landscape plan. The project provides for approximately 32 percent open space, which excludes the landscaped setback areas, slopes greater than 8% and private patios/yards.



View of property facing west towards the commercially zoned property.

View of adjacent detention pond to the north.

View of adjacent single family residential property facing east.

View of adjacent multi-family senior housing facing north.

Figure 2 – Site Photos

FINDINGS

As the approving body, the Planning Commission and County Commission must make the following findings:

MASTER PLAN AMENDMENT

The planning commission and the board shall, in approving an amendment to the master plan land use map or text, make the following findings:

A. The proposed amendment is consistent with the policies embodied in the adopted master plan and the applicant has demonstrated the amendment promotes the overall goals and objectives of the master plan and has demonstrated a change in circumstances since the adoption of the plan that makes it appropriate to reconsider one or more of the goals and objectives of land use designations.

Response: The proposed amendment promotes the following goals and objectives of the Minden/Gardnerville (MG) Community Plan:

- *MG Policy 1.8 Douglas County shall plan for a wide variety of housing types and densities, including without limitation, Mixed-use Commercial zoning districts, in the Minden-Gardnerville community.*

Response: The proposed project introduces a market-rate multi-family housing product, which promotes the policy by expanding the variety of housing options in the immediate vicinity. According to the Douglas County Assessor, there are 24,663 housing units in Douglas County. Approximately 74 percent of the current housing stock is single-family detached units and 6 percent of the total is multi-family residential units. The amount of vacant acreage available for multi-family development including parcels that are zoned either MFR (Multi-Family Residential) or MUC (Mixed-Use Commercial) totals 60.37 acres of vacant land (outside of the Tahoe Basin). Douglas County estimates that approximately 71% of the housing units are owner occupied, resulting in approximately 6,044 units being non-owner or renter occupied, which includes duplexes, triplexes, single-family attached and detached units. In 2016, there were approximately 1,497 total multi-family units, including condominiums at the Lake. Assuming 50% of those multi-family units are rental apartments, only 13% of the County's rental stock is apartments. This does not provide for a well-balanced variety of housing.

Based on Table 10 in the Draft 2016 Master Plan Update - Housing Element, the overall number of affordable housing units in Douglas County totals 442 units, of which 224 units are located in Gardnerville. Out of those 224 units, 188 units are located within the boundaries of the previously approved Oakwood Specific Plan. The proposed parcel was previously included in the Oakwood Specific Plan, which is now fully built out, with the exception of this remaining parcel. This means that over 42 percent of the entire County's affordable housing stock is located in the adjacent surrounding parcels. Adding additional

affordable housing units to this area will create a concentration in one area, which makes for poor community planning.

Table 10
Renter and Owner-Occupied Affordable Housing in Douglas County, 2016

Name of Development	Number of Units	Population	Income Target	Location
Renter-Occupied Units				
Aspen Grove	39	Families	N/A	Stateline
Crestmore Village-Phase I*	40	Families	45%, 50%	Gardnerville
Crestmore Village-Phase II	40	Families	30%, 45%	Gardnerville
Kingsbury Manor	36	Families	N/A	Minden
Lake Vista 1*	24	Families	60%	Kingsbury
Lake Vista II*	40	Families	60%	Kingsbury
Mahogany Court	21	Families	N/A	Minden
Meadow Brook	30	Families	N/A	Stateline
Parkway Vista	30	Seniors	40%, 50%	Gardnerville
Rancho Vista	36	Families	N/A	Gardnerville
Summit Crest*	28	Families	45%	Indian Hills
Owner-Occupied Units				
Arbor Gardens*	78	Families	110%	Gardnerville
TOTAL	442			

Aspen Grove, Lake Vista, and Meadow Brook are TRPA Mitigation Projects
**Developments with Douglas County Affordable Housing Agreements*

The multi-family housing stock in Douglas County has remained almost unchanged since 2010. Douglas County Housing policies encourage more housing diversity, as well as more affordable renter-occupied residential development. The proposed request helps to provide a balanced housing stock and provides a rental rate that is affordable at the market rate price. The proposed master plan amendment to remove this parcel from the TDR designation, will allow for multi-family to be developed in a manner that won't create a concentration of affordable housing in one area, but will provide for greater housing options that the market can afford.

- *MG Policy 1.10 Growth areas shall be planned with distinct neighborhoods in mind. Neighborhoods shall contain a mix of residential homes and, where appropriate Mixed-use Commercial zoning.*

Response: The Master Plan identifies the need for a mix of housing types, at appropriate locations. This location, in particular, is well suited for a market rate multi-family development and provides a buffer between the industrial and commercial development to the south and west with the single family development to the east.

- *MG Policy 1.11 Multi-family residential projects proposed within or adjacent to existing single-family residential neighborhoods shall be designed in a manner which creates a compatible living environment in terms of building height, bulk, and site design. An over-concentration of multifamily projects within existing neighborhoods shall be discouraged.*

Response: There are very few market rate multi-family developments in the Gardnerville or Minden area. It's important to locate this housing type in locations that will not negatively impact the existing neighborhoods. The single family development to the east is designed so that the back of garage units will face the site, leaving the front of the houses facing the opposite direction. The proposed units will be designed with a ten foot wide landscape buffer adjacent to the residential development.

- *MG Policy 1.12 Multi-family residential projects shall be located within the urban service and receiving areas of Minden and Gardnerville. Multi-family residential projects shall be located within a reasonable proximity to major roadways, commercial centers, emergency services, schools, pedestrian trails, and other urban services.*

Response: The proposed project is situated in an ideal location for both infill and for multi-family development. The parcel is located with immediate access to utilities and roads. The Stodick/Crestmore intersection will continue to operate at acceptable levels of service after construction of the project.

- *MG Policy 1.13 The County shall encourage the intermixing of multi-family residential projects within existing single-family residential neighborhoods. Whenever possible, multi-family projects, including without limitation Mixed-use Commercial zoning, where appropriate, shall be sited and designed to act as a buffer between commercial and higher density single-family residential land uses.*

Response: The proposed zoning of MFR/PD provides for a buffer between the commercial and industrial development to the south and west and the single-family residential land uses to the east. The market rate multi-family development will also help to support the County's goal of providing a diverse housing product and not concentrating affordable housing developments in one area. With the existing affordable senior housing development to the north, the proposed market rate apartment project provides for a better housing product that is greatly underserved in the community.

- *Housing Element – H Goal 1: To increase housing opportunities in Douglas County by removing regulatory barriers.*

  Response: This Master Plan goal speaks directly to the request being sought as part of this project application. The allowance for tandem parking and reduction in required RV parking stalls would greatly increase the viability and the project's ability to get quickly to market. This goal can be achieved through the approval of the projects Variance request and also by

approving the master plan amendment request to remove the parcel from the Receiving Area designation.

The requirement for TDR's within Receiving Areas has a long history of challenges and creating barriers to development. Receiving Areas were initially designed to help manage growth away from the central core. However, over the past 20 years, this part of town has grown and this parcel is now next to the central core. This parcel is also one of the only residentially zoned parcels located directly adjacent to U.S. 395. Having the parcel within the Receiving Area is in direct conflict with the original intent. The Master Plan encourages the County to implement policies that remove barriers to development. The Receiving Area designation and requirement for TDR's works against this recommendation and actually creates barriers to residential development through increased costs.

The Douglas County Master Plan also has multiple references to the lack of affordable housing and the need for additional incentives and flexibility in the Development Code to create more multi-family housing options at various price levels. It is clear that the Master Plan is supportive of increasing the number of multi-family units and in providing affordable housing products. Some of the specific references are listed below:

- Chapter 4, page 7 – "The limited availability of land zoned for high density residential development or mixed-use development continues to be an issue in Douglas County."
- Chapter 4, page 8 – "Additional workforce housing is needed to maintain the permanent population."
- Chapter 4, page 8 – "Affordable and workforce housing regulations although well intended function as penalty of development or redevelopment because the requirements cannot be easily implemented."

B. The proposed amendment is based on a demonstrated need for additional land to be used for the proposed use, and that the demand cannot be reasonably accommodated within the current boundaries of the area.

Response: With the recession ending and the job market picking up, there is a need to provide more housing and a variety of housing products, other than single family homes. There are areas within Gardnerville and Minden's central core that call for the need for reasonably priced rentals. The location of this property and proximity to services ranging from gasoline to groceries and farmers markets to pharmacies, makes it ideal for a multi-family development. In addition, the property is located close to the county's largest park, the community and senior center, and restaurants, which make it an attractive location for both seniors and young adults. And it is young adults who supply the labor force the Carson Valley needs to keep its wheels turning. Whether it's serving meals to residents living in more outlying areas, teachers, hospitality staff, healthcare workers, retail/commercial employees or government employees, those residents require places they can afford to live. We know there is a need to provide market rate multi-family housing and

this property provides an ideal location, being nested in between industrial development to the south, commercial development to the west, and senior affordable housing to the north.

In regards to the request to change the master plan from Receiving Area to Multi-family Residential, it's important to understand the background of the transfer development rights. The purpose of the transfer development rights program was to help create additional incentives in preserving agricultural lands and to mitigate hillside and floodplain development from environmentally sensitive lots to land better suited for development. This parcel has been identified as high density, multi-family for more than 20 years. Requiring the purchase of TDR's would not change where units would be built, but, more likely, preclude further development at the site for the foreseeable future. According to the Douglas County Master Plan Housing Element, the multi-family housing stock has remained almost unchanged since 2010. Moreover, between 2010 and 2016, only 1 duplex has been permitted and only 55 multi-family units have been constructed (including 30 units for Parkway Vista Senior Apartments), which has not kept up with the demand for these types of housing units. The lack of market rate affordable housing options makes it difficult to recruit new public and private sector employees. As a result, the lack of housing that is considered affordable is also impacting economic development strategies. As Douglas County is looking for opportunities to encourage more housing diversity, rising construction costs are making it difficult for developers to actually bring new housing product to the market. In a survey from September 2016 by the Critical Issues Conference Douglas Business Group, participants were asked if there was sufficient housing stock to serve their employees and the response was 87% "No".

Similarly, the cost of purchasing TDRs is creating a barrier, and pushing quality housing opportunities out of the market. Given that Douglas County is in need of more housing diversity, including market rate apartments, the additional cost of purchasing TRD's is creating a disincentive rather than encouraging development when and where it's needed the most.

Although hard data is difficult to come by, the current market rate for TDR's is estimated to be in the $5,000-$6,000/unit range. (The applicant has not yet been able to find a willing seller of TDR's.) This project would need approximately 74 TDR's, resulting in additional costs of $370,000-$440,000 to the project. These additional costs would necessarily be passed on to tenants in the form of higher rents, thereby hurting the population that needs this housing the most. The additional cost of TDRs is discouraging development and negatively impacting development in infill areas, where we need it most.

In 2017, an Affordable Housing Task Force was formed to assist Douglas County in its efforts to develop quality affordable housing opportunities. Part of the Board of County Commissioners Strategic Plan includes evaluating the potential of offering affordable housing development incentives through the update of the Housing Element of the Master Plan.

Both the adopted Douglas County Master Plan and the draft Master Plan Update documents discuss challenges with the County's lack of affordable housing and the need for additional incentives and policy direction to encourage affordable housing and alternative housing products, other than

single-family. While the term "affordable housing" takes on multiple definitions, there is an overall lack of housing options priced to meet market demands. This is negatively impacting the County's ability to pursue economic development strategies, such as being able to recruit new public and private sector employees, based on lack of attainable housing. The cost of purchasing TDR's is similarly discouraging housing and negatively impacting development within the infill areas, where it is needed the most. While the County is working to create new policy that encourages affordable housing and diversity in housing types, TDR's are having the opposite effect by creating barriers to development and adding unnecessary costs.

The County's TDR program has successfully preserved almost 4,000 acres of agricultural lands in the Carson Valley portion of Douglas County. Since there have been no new TDRs certified since 2009, the draft Master Plan Growth Management Element acknowledges that it may be time to re-examine the effectiveness of the entire program.

C. The proposed amendment would not materially affect the availability, adequacy, or level of service of any public improvement serving people outside of the applicant's property and will not be inconsistent with the adequate public facilities policies contained in chapter 20.100 of this title;

Response: Going as far back as 1998, this property has been planned for multi-family development. The property is located in an infill area, where adequate public facilities, services and infrastructure is readily available. The proposed request to amend the master plan land use from Receiving Area to Multi-family Residential is an acceptable modification, based on the need for more diverse priced housing that is available to people working in the area, but not making enough to support living in a single family home. This will help to give workers, such as teachers, nurses and government employees, an opportunity to live close to work and not have to commute from outside of the area.

D. The proposed amendment is compatible with the actual and master planned use of the adjacent properties and reflects a logical change to the boundaries of the area in that it allows infrastructure to be extended in efficient increments and patterns, it creates a perceivable community edge as strong as the one it replaces, and it maintains relatively compact development patterns. (Ord. 1001, 2002; Ord. 763, 1996)

Response: The proposed request is consistent with maintaining a compact development pattern. The property is located in an area surrounded by development and does not require an extension of services or infrastructure because they are already in place. The proposed density of 81 units over 5.08 acres is consistent with the surrounding development and the site has been designed to protect the adjacent residential development to the north and east with landscape buffers.

PLANNED DEVELOPMENT

1. The plan is consistent with the statement of objectives of a planned development contained in the master plan and in this chapter.

Response: The Planned Development overlay is intended to provide a method of comprehensive planning for smaller, less complex development projects. The Residence 1861 Apartments will meet the housing needs of the community while creating a project that meets code requirements and is a desired infill project. The project serves as a buffer between commercial and industrial development to the south and west and the single family development to the east. The proximity to shopping, restaurants, employment and existing services meet the goals, actions and policies of the Douglas County Master Plan.

2. The extent of the plan departs from zoning and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, are deemed to be in the public interest.

Response: The proposed project does not depart from the zoning regulations and is consistent with the Multi-family Residential master plan, neighborhood development and within the allowed density for MFR zoning. The proposed density of 16 du/acre is within the allowed maximum density of 16 du/acre.

3. The ratio of residential to non-residential use in the planned development is consistent with the master plan.

Response: This finding is not applicable to this particular application.

4. The purpose, location and amount of the common open space in the planned development, the reliability of the proposals for maintenance and conservation of the common open spaces are adequate as related to the proposed density and type of residential development.

Response: The proposed development provides for 35% site landscaping that includes ±93 trees. The common open space and landscaping will be maintained by the apartment management. The landscaping has been designed to provide perimeter landscape buffers adjacent to the existing residential development.

5. The physical design of the plan and the manner in which the design of the planned development makes provisions for adequate public facilities, as required by this code.

Response: The planned development meets all public facility requirements for water, sewer, roads, drainage and utilities. This is an infill area with utilities and public services readily available. A utility plan has been included with the civil design drawings.

6. The proposed development is compatible with and preserves the character and integrity of adjacent development and neighborhoods.

Response: The location of the apartment project is a compatible use in the existing neighborhood. The design is compatible with the Parkway Vista Apartments to the north and the Arbor Gardens subdivision to the east. The building architecture will complement both the senior housing to the

north, the single family development to the east and the industrial/commercial development to the south and west. The buildings have been designed with only two floors of living space to keep the mass of the buildings well below the 35' maximum height allowance. Roofs have been designed with relatively low-slope angles to mimic the historic shed roofs found in the valley. This also helps to minimize the visual impact of the buildings and preserve, as much as possible, the neighbor's views of the surrounding mountains. The primary building colors of browns and tans, reflect the neighboring properties, while the accents of corrugated metal (coated in a non-reflective, solid-color finish) and barn red fascia boards give a nod to 'old Nevada'.

7. Any development-related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods, are mitigated by improvements or modifications either on-site or within the public right-of-way.

Response: Based on trip generation, the proposed planned development will create minimal traffic impact in the surrounding community. The 81 unit apartment complex is anticipated to generate 539 average daily trips (ADT's), 41 AM peak hour trips and 50 PM peak hour trips. This property has been planned for multi-family development for the past decade and is not anticipated to create any adverse impacts to the surrounding neighborhood. The site plan has been designed so that the outdoor community amenities are internal to the overall site plan, which will protect the adjacent neighbors from noise.

8. Where a development plan proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the interests of the public, residents and owners of the planned development and the integrity of the plan and, where the plan provides for phases, the period in which the application for each phase must be filed.

Response: This proposed project is planned to be completed within two phases, and will not harm the interest of the public or affect the integrity of the planned development.

9. That each individual unit or phase of the development, if built in stages, as well as the total development, can exist independently and be capable of creating a good environment in the locality and be as desirable and stable in any phase as in the total development.

Response: This proposed project is planned to be completed within two phases, and will exist independently as a desirable and stable environment. Each phase will be developed independently and will provide adequate parking, secondary access, trash enclosures and community amenities.

10. The uses proposed will not be a detriment to the present and proposed surrounding land uses, but will enhance the desirability of the area and have a beneficial effect.

Response: The need for market-rate housing and the proximity of this parcel to existing infrastructure meets the needs of the community and the goals and policies as stated in the Minden-Gardnerville Community Plan, specifically:

- *MG Goal 1 To preserve and enhance the existing character of the Minden-Gardnerville community*

- *MG Policy 1.12 Multi-family residential projects shall be located within the urban service and receiving areas of Minden and Gardnerville. Multi-family residential projects shall be located within a reasonable proximity to major roadways, commercial centers, emergency services, schools, pedestrian trails, and other urban services.*

- *MG Policy 1.13 The County shall encourage the intermixing of multi-family residential projects within existing single-family residential neighborhoods. Whenever possible, multi-family projects, including without limitation Mixed-use Commercial zoning, where appropriate, shall be sited and designed to act as a buffer between commercial and higher density single-family residential land uses.*

- *MG Policy 17.3 New development should reflect the pedestrian scale, orientation and character of Gardnerville's traditional commercial, residential, and mixed-use buildings.*

The proposed project introduces a market-rate multi-family housing product, which promotes the policy by expanding the variety of housing options in the immediate vicinity. According to the Douglas County Assessor, there are 24,663 housing units in Douglas County. Approximately 74 percent of the current housing stock is single-family detached units and 6 percent of the total is multi-family residential units. The amount of vacant acreage available for multi-family development including parcels that are zoned either MFR (Multi-Family Residential) or MUC (Mixed-Use Commercial) totals 60.37 acres of vacant land (outside of the Tahoe Basin).

Douglas County estimates that approximately 71% of the housing units are owner occupied, resulting in approximately 6,044 units being non-owner or renter occupied, which includes duplexes, triplexes, single-family attached and detached units. In 2016, there were approximately 1,497 total multi-family units, including condominiums at the Lake. Assuming 50% of those multi-family units are rental apartments, only 13% of the County's rental stock is apartments. This does not provide for a well-balanced variety of housing.

The multi-family housing stock has remained almost unchanged since 2010. Douglas County Housing policies encourage more housing diversity, as well as more affordable renter-occupied residential development. The proposed request helps to provide a balanced housing stock and provides a rental rate that is affordable at the market rate price.

11. Any deviation from the standard ordinance requirements is warranted by the design and additional amenities incorporated in the development plan which offers certain usual redeeming features to compensate for any deviations that may be permitted.

Response: This application includes a request to vary from County Code related to RV parking and to allow tandem parking in front of the garage doors. The Code requires a minimum of ten RV parking stalls. The project includes five RV parking stalls. The Parkway Vista project, located to the

north, received a waiver from the RV parking stalls based on there being adequate RV storage in the industrial area immediately south of the project. The proposed market rate apartments are not expected to target tenants with RV's, thereby reducing the necessity for RV parking at all. However, if any tenants do have RV's, they will have access to the five open parking stalls.

The proposed request includes a zone change to a Planned Development, which allows for the project to have specific design characteristics that are unique to the project, including minimum RV parking requirements. The benefit of utilizing the Planned Development zoning, is that projects can be designed based on their specific target user group. In this case, the target user group is the young professional looking for a place to live in Douglas County that's close to work and with reasonable rental rates. The median home value in Douglas County is approximately $470,000. The overall lack of rental housing in Douglas County has created a gap in the market that has priced out many people that work in Douglas County, but can't afford to live there. As an example, based on the most widely used websites of Zillow.com, Apartments.com and Craigslist, the lack of available housing has created a community wide hardship. On any given day, a search of those web resources shows no more than one or two multi-family units available in the Carson Valley at rents less than $1,500/month. Additional rental housing stock is needed to facilitate reasonably priced apartment units targeted towards young professionals. This lack of supply in the market has created a unique circumstance that justifies the request.

A deviation from Code is also being requested to allow tandem parking to be located in the front of the garage doors on the 20 units that have enclosed garages. Only the units with garages have tandem parking. The benefits of tandem parking include increased parking capacity, security for the resident who can park closer to their unit and a simplified parking experience for the user. The purpose is to create a better development for the resident that will not negatively impact adjacent property owners. By providing tandem parking stalls, less parking has to be provided in the perimeter parking lot. The proposed tandem units are only proposed on the 20 units with garages. This accounts for approximately 12% of the overall number of parking spaces in the development. This proposed design has no negative impact to the surrounding properties and creates a significant benefit to the project by creating a safer parking design where residents can park close to their units and they look and feel like a single family driveway where owners park both in the garage and in the driveway.

The PD zoning district allows for flexibility in site design to make for a better overall project. The request to allow tandem parking will benefit both the users and the adjacent property owners, by protecting their views and offering parking spaces close to the units. The site has been designed so that project amenities and open space can be the focus of the development, rather than unnecessary pavement and asphalt, associated with parking lots. Those same outdoor amenities are also designed within the interior of the development, so as to not negatively impact adjacent neighbors with noise when residents are outdoors. The trade-off to allowing the tandem parking on the 20 units with enclosed garages is that more land can be used for open space, landscaping and project amenities. The tandem parking spaces provide a more efficient use of the site, while also meeting the minimum number of parking spaces.

12. The planned development will not result in material prejudice or diminution in value of surrounding properties, and will not endanger the health, safety and welfare of the community.

Response: This development is a positive infill project and complements the surrounding community. Multi-family development has been planned for this site for many years and the community is in need for market rate apartments. The site is located in an area with existing sidewalks for pedestrian connectivity and within close proximity to shopping and restaurants.

The multi-family housing stock has remained almost unchanged since 2010. Douglas County Housing policies encourage more housing diversity, as well as more affordable renter-occupied residential development. The proposed request helps to provide a balanced housing stock and provides a rental rate that is affordable at the market rate price.

This request will have no negative impacts on the public or surrounding properties. The buildings have been designed with only two floors of living space to keep the mass of the buildings well below the 35' maximum height allowance. Roofs have been designed with relatively low-slope angles to mimic the historic shed roofs found in the valley. This also helps to minimize the visual impact of the buildings and preserve, as much as possible, the neighbor's views of the surrounding mountains.

The neighboring properties will benefit by having fewer RV parking because less of their views will be blocked by large RV's. Neighboring homes won't want to look out their window, only to have their view corridor blocked by large RV's.

Through the tandem parking design, the project is able to provide the required number of parking stalls, without using up additional open space square footage. It will provide for a better project and help protect the adjacent property owner's views through the site. No one is negatively impacted by this request, nor does it impair natural resources. It actually is a benefit because less square footage is being used in the parking lot and more square footage is going towards open space.

13. The subdivision of land proposed in the planned development meets the requirements of the Nevada Revised Statutes and this code.

Response: This apartment project does not include a subdivision of land and will be developed on one parcel.

14. The subdivision of land proposed in the planned development conforms to the density requirements, lot dimension standards and other regulations applicable to planned developments.

Response: The proposed project (including requests for a Master Plan Amendment and PD Zoning) will conform to the density requirements, lot dimension standards and other regulations applicable to planned developments. The project meets the maximum density of 16 dwelling units per acre, minimum open space of 25% and minimum site development requirements.

15. The subdivision of land proposed in the planned development conforms to the improvement and design standards contained in the development code and adopted design criteria and improvement standards.

Response: This application does not include a subdivision of land. The building permit and site improvement plans will conform to the Douglas County Design Criteria and Improvement Standards and the Douglas County Development Code. The building architecture will complement both the senior housing to the north, the single family development to the east and the industrial/commercial development to the south and west. The buildings have been designed with only two floors of living space to keep the mass of the buildings well below the 35' maximum height allowance. Roofs have been designed with relatively low-slope angles to mimic the historic shed roofs found in the valley. This also helps to minimize the visual impact of the buildings and preserve, as much as possible, the neighbor's views of the surrounding mountains. The primary building colors of browns and tans, reflect the neighboring properties, while the accents of corrugated metal (coated in a non-reflective, solid-color finish) and barn red fascia boards give a nod to 'old Nevada'.

16. Where applicable, adequate transfer development rights have been established consistent with the number of proposed units within the planned development.

Response: The 2011 Master Plan contains conflicting comments, as to whether or not this parcel is obligated to acquire further TDR's (Refer to Figure 6.6, which shows that no TDR's are required for this site). The purpose of the transfer development rights program was to help create additional incentives in preserving agricultural lands and to mitigate hillside and floodplain development from environmentally sensitive lots to land better suited for development. This parcel has been identified as high density, multi-family for more than 20 years. Requiring the purchase of TDR's would not change where units would be built, but, more likely, preclude further development at the site for the foreseeable future.

Figure 6.6
Carson Valley TDRs Needed to Support Approved Projects

Project/Owner Name	APNs	GIS Acres (Not Surveyed Acreage)	TDRs Needed to Complete Project (Estimate)
Clear Creek, LLC (PD 03-004)	Multiple	1,576	301
Wal-Mart	Multiple	15	0
Ashland Park (PD 05-013)	1320-34-002-001	33	291
Kit Carson PD (PD 05-003)	Multiple	18	0
Rocky Terrace	Multiple	37	0
A Eleven, LLC (Sunshine and Rainbows Daycare)	1220-09-302-004	1	0
Aloha/Rain Shadow Ranch (PD 05-012)	Multiple	36	26
Cedar Creek	Multiple	16	0
Montana/Summit Ridge (PD 05-012)	Multiple	144	71
North Fork Trails Subdivision	Multiple	33	0
Gardnerville Town Water Co.	1220-10-501-005	6	0
Stodick Estates	Multiple	29	0
Nevada Northwest Specific Plan (includes La Costa PD 02-004)	Multiple	54	407
Monterra (Park Place) PD 05-005	Multiple	92	152
The Ranch at Gardnerville (PD 04-008)	Multiple	164	600
Oakwood Companies Specific Plan (includes Arbor Gardens and Crestmore Village Apartments)	Multiple	33	0
Virginia Ranch (Sierra Nevada SW Ent.)	1220-03-000-039 & -034	212	1,009
Total		**2,499**	**2,857**

Note: In some instances, TDRs have been purchased, but have not been transferred to a project.

According to the Douglas County Master Plan Housing Element, the multi-family housing stock has remained almost unchanged since 2010. Moreover, between 2010 and 2016, only 1 duplex has been permitted and only 55 multi-family units have been constructed (including 30 units for Parkway Vista Senior Apartments), which has not kept up with the demand for these types of housing units. The lack of market rate affordable housing options makes it difficult to recruit new public and private sector employees. As a result, the lack of housing that is considered affordable is also impacting economic development strategies. As Douglas County is looking for opportunities to encourage more housing diversity, rising construction costs are making it difficult for developers to

actually bring new housing product to the market. In a survey from September 2016 by the Critical Issues Conference Douglas Business Group, participants were asked if there was sufficient housing stock to serve their employees and the response was 87% "No".

Similarly, the cost of purchasing TDRs is creating a barrier, and pushing quality housing opportunities out of the market. Given that Douglas County is in need of more housing diversity, including market rate apartments, the additional cost of purchasing TRD's is creating a disincentive rather than encouraging development when and where it's needed the most.

Although hard data is difficult to come by, the current market rate for TDR's is estimated to be in the $5,000-$6,000/unit range. (The applicant has not yet been able to find a willing seller of TDR's.) This project would need approximately 74 TDR's, resulting in additional costs of $370,000-$440,000 to the project. These additional costs would necessarily be passed on to tenants in the form of higher rents. The additional cost of TDRs is discouraging development and negatively impacting development in infill areas, where we need it most.

Based on Table 10 in the Draft 2016 Master Plan - Housing Element, the overall number of affordable housing units in Douglas County totals 442 units, of which 224 units are located in Gardnerville. Out of those 224 units, 188 units are located within the boundaries of the previously approved Oakwood Specific Plan. The proposed parcel was previously included in the Oakwood Specific Plan, which is now fully built out, with the exception of this remaining parcel. This means that over 42 percent of the entire County's affordable housing stock is located in the adjacent surrounding parcels. Adding additional affordable housing units to this area will create a concentration in one area, which makes for poor community planning.

Table 10
Renter and Owner-Occupied Affordable Housing in Douglas County, 2016

Name of Development	Number of Units	Population	Income Target	Location
Renter-Occupied Units				
Aspen Grove	39	Families	N/A	Stateline
Crestmore Village-Phase I*	40	Families	45%, 50%	Gardnerville
Crestmore Village-Phase II	40	Families	30%, 45%	Gardnerville
Kingsbury Manor	36	Families	N/A	Minden
Lake Vista 1*	24	Families	60%	Kingsbury
Lake Vista II*	40	Families	60%	Kingsbury
Mahogany Court	21	Families	N/A	Minden
Meadow Brook	30	Families	N/A	Stateline
Parkway Vista	30	Seniors	40%, 50%	Gardnerville
Rancho Vista	36	Families	N/A	Gardnerville
Summit Crest*	28	Families	45%	Indian Hills
Owner-Occupied Units				
Arbor Gardens*	78	Families	110%	Gardnerville
TOTAL	442			

Aspen Grove, Lake Vista, and Meadow Brook are TRPA Mitigation Projects
**Developments with Douglas County Affordable Housing Agreements*

In 2017, an Affordable Housing Task Force was formed to assist Douglas County in its efforts to develop quality affordable housing opportunities. Part of the Board of County Commissioners Strategic Plan includes evaluating the potential of offering affordable housing development incentives through the update of the Housing Element of the Master Plan.

Both the adopted Douglas County Master Plan and the draft Master Plan Update documents discuss challenges with the County's lack of affordable housing and the need for additional incentives and policy direction to encourage affordable housing and alternative housing products, other than single-family. While the term "affordable housing" takes on multiple definitions, there is an overall lack of housing options priced to meet market demands. This is negatively impacting the County's ability to pursue economic development strategies, such as being able to recruit new public and private sector employees, based on lack of attainable housing. The cost of purchasing TDR's is similarly discouraging housing and negatively impacting development within the infill areas, where it is needed the most. While the County is working to create new policy that encourages affordable housing and diversity in housing types, TDR's are having the opposite effect by creating barriers to development and adding unnecessary costs.

The County's TDR program has successfully preserved almost 4,000 acres of agricultural lands in the Carson Valley portion of Douglas County. Since there have been no new TDRs certified since 2009, the draft Master Plan Growth Management Element acknowledges that it may be time to re-examine the effectiveness of the entire program. This application includes a Master Plan

Amendment to remove this parcel from the Receiving Area designation, which is aligned with the County's initiatives to encourage affordable (even market rate) housing opportunities.

17. The planned development has a beneficial relationship to the neighborhood in which it is proposed to be established.

Response: The proposed development will benefit the community by fulfilling a need for market-rate housing in Douglas County. As an infill site, the proposed project completes development in the area and fits in well with the existing subdivision and senior apartments on adjacent parcels. The site is located with close proximity to transportation, shopping, recreation and community facilities. The proposed development will provide a buffer between the industrial/commercial development and the adjacent single-family development. Multi-family development has been planned for this area for many years and, now more than ever, the community needs to see quality market rate apartments move forward to help fill the housing gap for employees that want to live and work in the area.

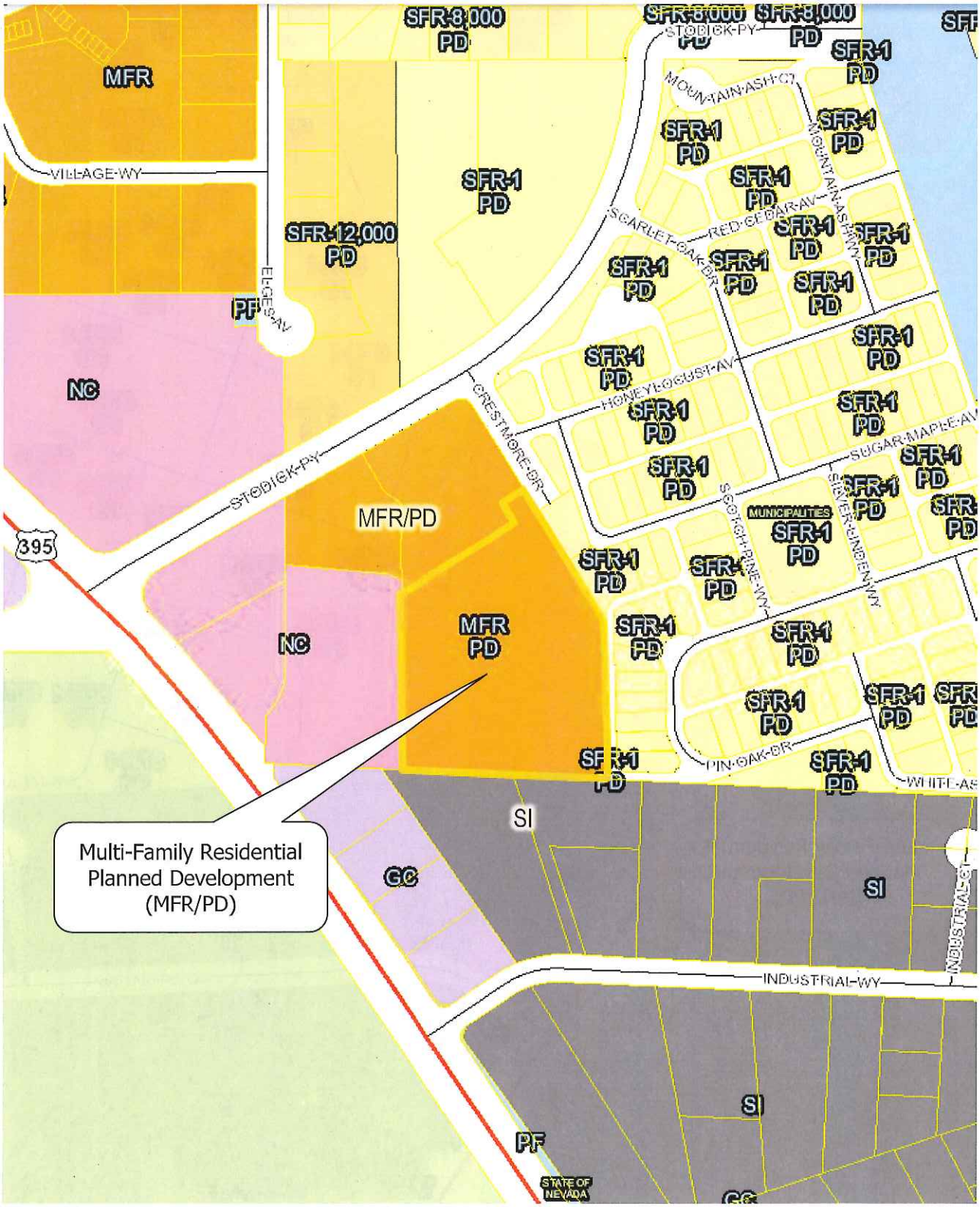


Figure 3 – Existing Zoning

6-69

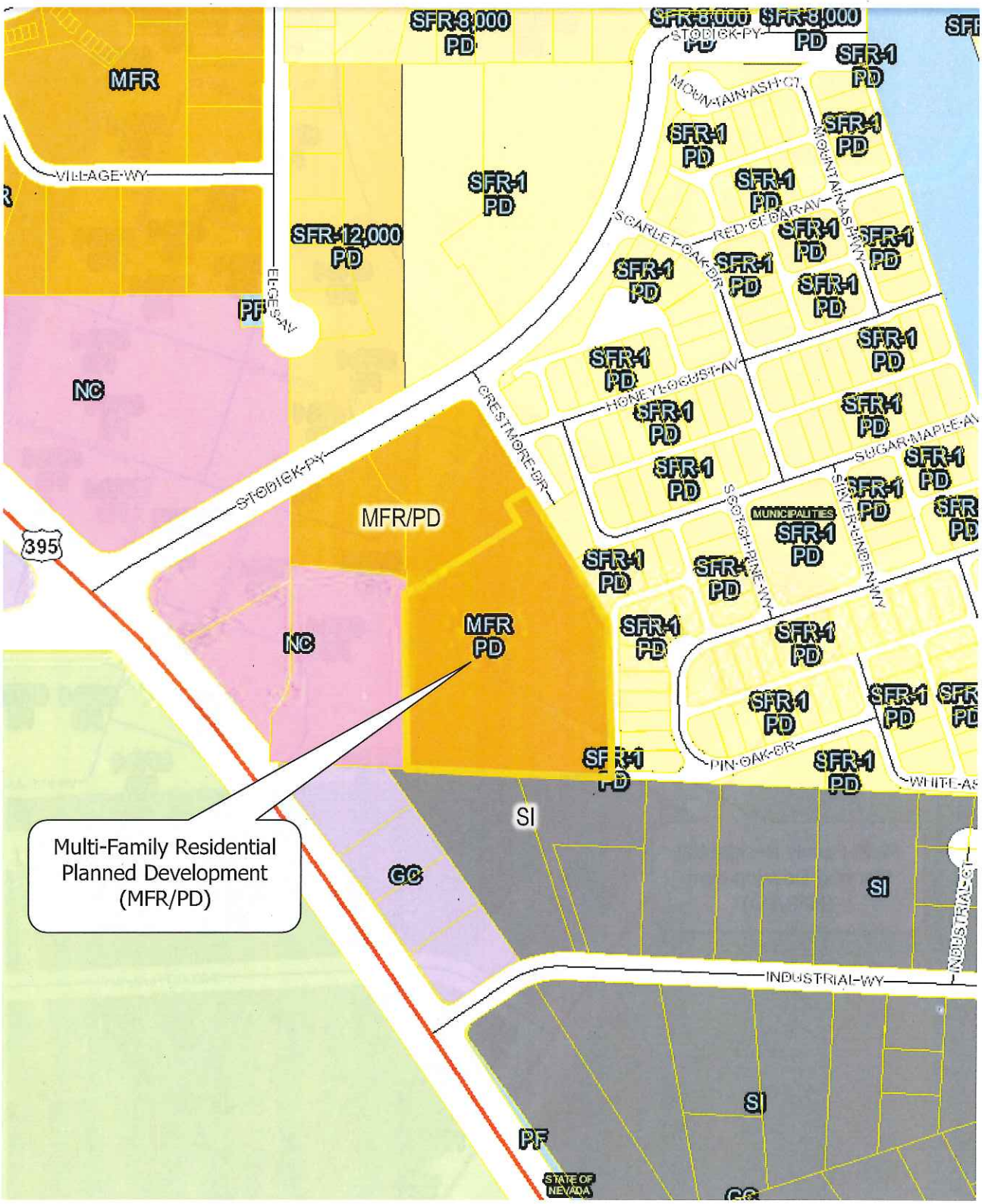


Figure 4 – Proposed Zoning

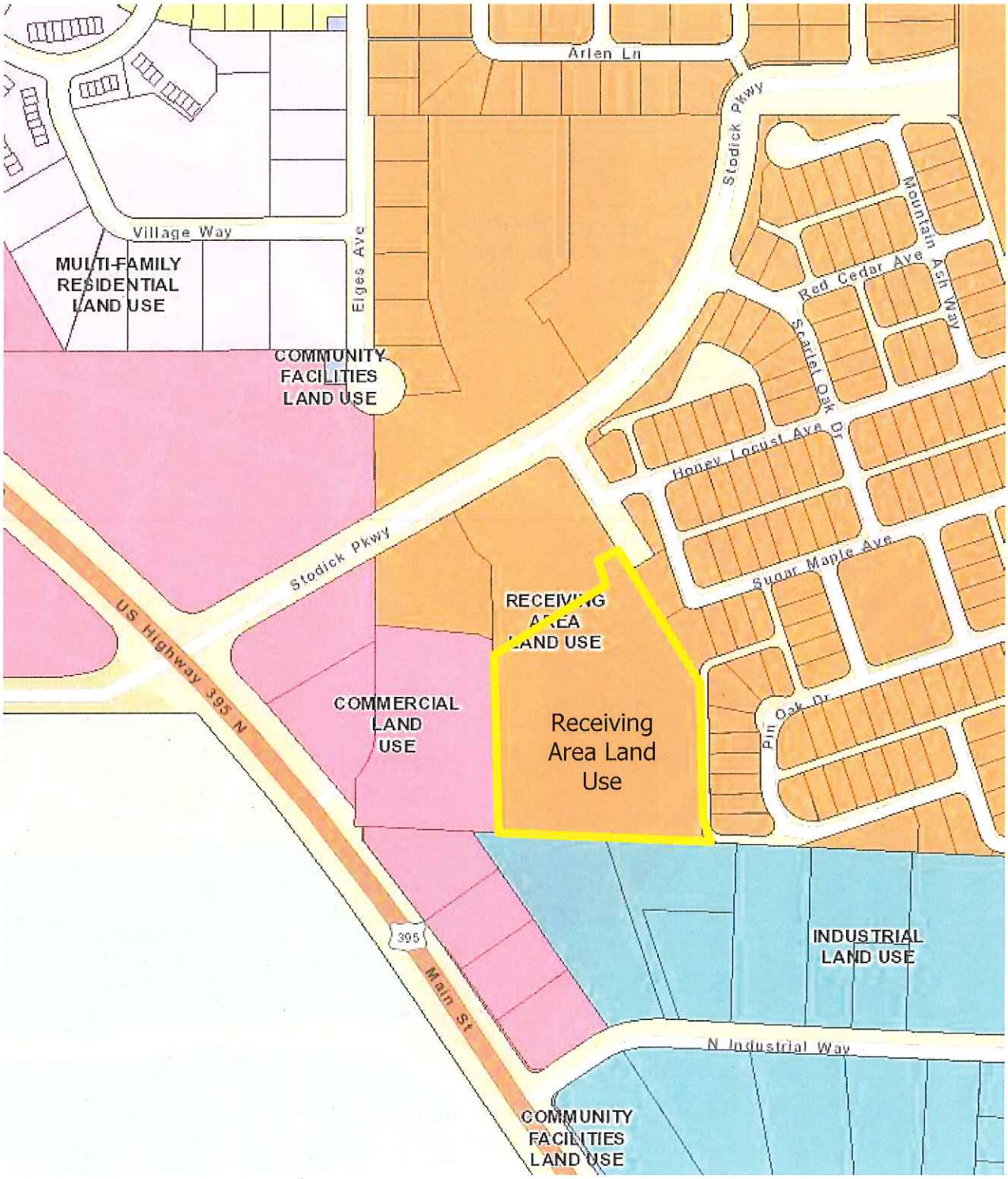


Figure 5 – Existing Master Plan

6-71

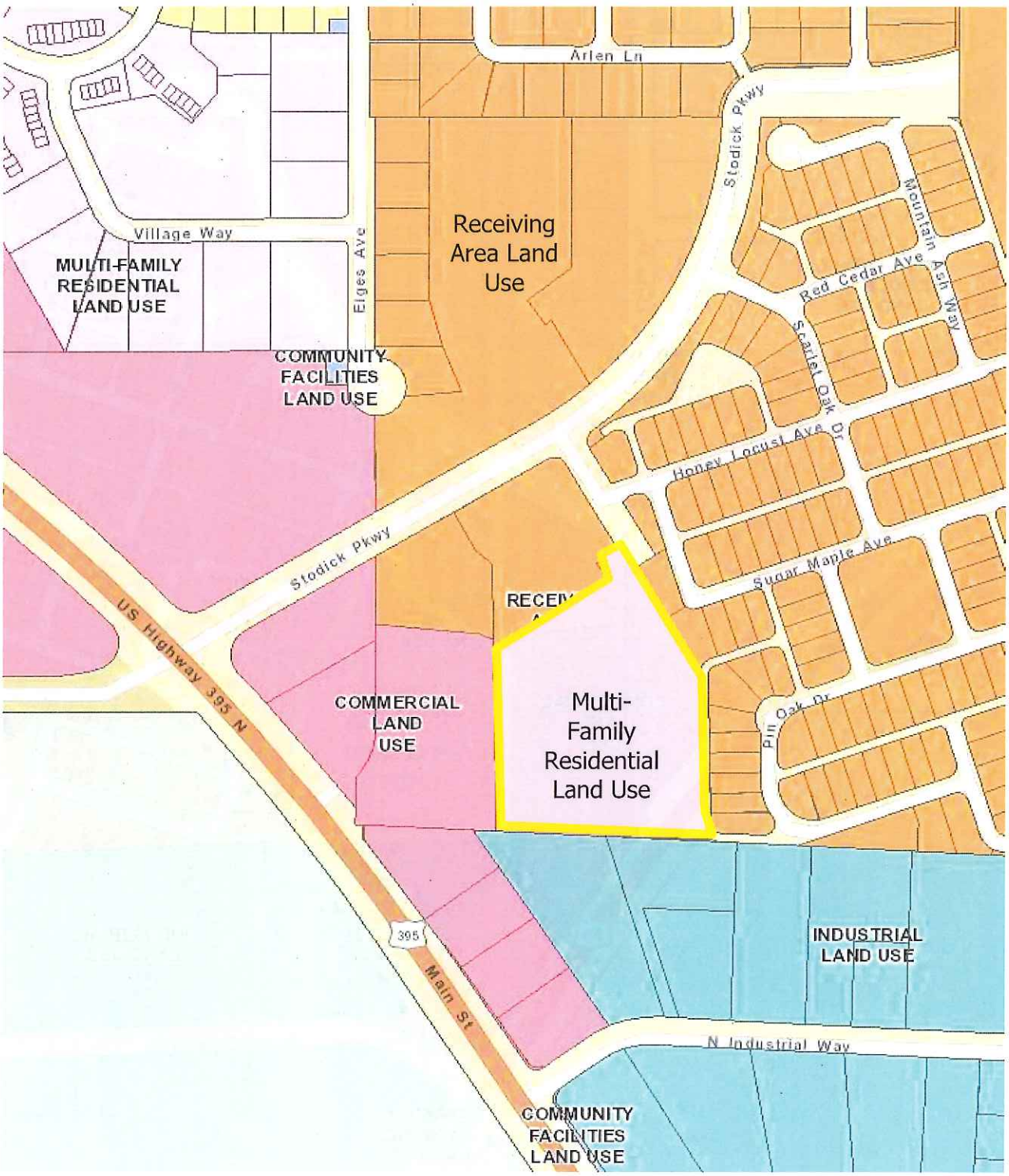


Figure 6 – Proposed Master Plan

ATTACHMENT 8

Tandem Parking

20.606.050 Findings for Variances

B. The planning commission must not approve a major variance unless it finds that:

1. By reason of exceptional narrowness, shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of that title would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant;

Response: Tandem parking provides a benefit to the parking space user, as well as to the adjacent property owners who have views across the site. When considering the option of either providing more parking lots or less parking lots and more open space and landscaping, the residents and adjacent property owners would be much better off with less asphalt parking lot. The Douglas County Code requires that 25 percent of a multi-family project site be used for landscaping and open space. With very restricted access options for this infill location, this open space requirement causes the site to have to be designed in a ring formation, with landscaping along the project perimeter and a ring of parking around the multi-family units.

The benefit of providing tandem parking is that it allows for one car to be parked in the garage and a second to be parked in the driveway, which is no different than actual usage in typical single-family residential developments. Tenants are able to park closer to their units, which gives them security and ease when loading or unloading the vehicle. It also provides for more of a single family "feel" because it functions like an individual driveway, rather than sharing a large parking lot. Strict application of the Code's tandem parking regulations creates a negative visual impact on adjacent properties by forcing parking into larger, paved parking areas. The adjacent properties would benefit because they would not be looking at a larger parking lot.

Since there are only 20 units proposed to include tandem parking, the request to vary from the code is fairly small in scope and allows for more flexibility in site design, and allows for the addition of more open space. Out of the 20 units requesting tandem parking, between four and eight of those spaces could be assigned to 1-bedroom units. The residents of 1-bedroom units typically have one car, and would not be needing to actually park in the tandem parking stall.

It should also be noted that in the 2011 Douglas County Master Plan, Volume II, Chapter 4 details an analysis that looked at barriers to affordable housing and strategies to help provide lower housing costs. The analysis determined that failure to provide opportunities for multi-family development as one of the four leading regulatory causes of increased housing costs. Suggestions for overcoming these barriers include lowering parking standards for multi-family housing and creating incentives for development. With the use of tandem parking, the project is able to accommodate all of the required spaces without requesting a reduced parking standard as suggested by the 2011 Master Plan. The hardship created by the restricted access of the infill location is mitigated by granting this variance. The proposed request is aligned with the County's Master Plan, which encourages reduced parking standards and providing flexibility in development that brings forward multi-family housing.

2. The circumstances or conditions do not apply generally to other properties in the same land use district; and

Response: The PD zoning district allows for flexibility in site design to make for a better overall project. The request to allow tandem parking at this infill location will benefit both the users and the adjacent property owners, by protecting their views and offering parking spaces close to the units. The site has been designed so that project amenities and open space can be the focus of the development, rather than unnecessary pavement and asphalt, associated with parking lots. Those same outdoor amenities are also designed within the interior of the development, so as to not negatively impact adjacent neighbors with noise when residents are outdoors. The trade-off to allowing the tandem parking on the 20 units with enclosed garages is that more land can be used for open space, landscaping and project amenities. The tandem parking spaces provide a more efficient use of the site, while also meeting the minimum number of parking spaces. Volume II, Chapter 4 of the Douglas County Master Plan describes strategies for reducing barriers to multi-family housing development. One of those barriers includes reducing overall parking requirements. While the proposed site plan meets the overall parking requirement, it does so through the use of tandem parking spaces. This design allows for the site to be adequately parked and supports the Master Plan direction for encouraging flexibility in the code when it is applied to supporting development of multi-family housing.

In addition, the overall lack of rental housing in Douglas County has created a gap in the market that has priced out many people that work in Douglas County, but can't afford to live here. As an example, based on the most widely used websites of Zillow.com, Apartments.com and Craigslist, the lack of available housing has created a community wide hardship. On any given day, a search of those web resources shows ***no more than*** one or two multi-family units available in the Carson Valley at rents less than $1,500/month. Additional rental housing stock is needed to facilitate reasonably priced apartment units targeted towards young professionals. This lack of supply in the market has created a unique circumstance that justifies the request to allow the project with the proposed variance. Bringing additional multi-family housing product to the market will benefit the community. This can't be accomplished without flexibility in site design, as is proposed with this variance request, and leads to better use of the land.

3. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

Response: Granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare. This request will have no negative impacts on the public or surrounding properties. The project is able to provide the required number of parking stalls, without using up additional open space square footage. It will provide for a better project and help protect the adjacent property owner's views through the site. No one is negatively impacted by this variance request, nor does it impair natural resources. It actually is a benefit because less square footage is being used in the parking lot and more square footage is going towards open space. The site has been designed so that project amenities and open space can be the focus of the development, rather than unnecessary pavement and asphalt, associated with parking lots. Those same outdoor amenities are also designed within the

interior of the development, so as to not negatively impact adjacent neighbors with noise when residents are outdoors. The trade-off to allowing the tandem parking on the 20 units with enclosed garages is that more land can be used for open space, landscaping and project amenities.

The tandem parking spaces provide a more efficient use of the site, while also meeting the minimum number of parking space requirements. Chapter 4 of the Douglas County Master Plan describes strategies for reducing barriers to multi-family housing development, which includes reducing overall parking requirements. While the proposed site plan meets the overall parking requirement, it does so through the use of tandem parking spaces. This design allows for the site to be adequately parked (meets Code requirements) and supports the Master Plan policy direction for encouraging flexibility in the code when it is applied to supporting development of multi-family housing. Rather than requesting a variance to reduce the number of parking stalls, the site plan has been designed with tandem parking, and conforms to the parking code requirements.

RV Parking

20.606.050 Findings for Variances

B. The planning commission must not approve a major variance unless it finds that:

1. By reason of exceptional narrowness, shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of that title would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant;

Response: The reason for this request is associated with the exceptional situation and uniqueness of the use. Multi-family developments generally target different tenant types, based on the project location, size of units and overall amenities. The proposed multi-family project is located in an infill location, close to shopping, employment and with easy access to major streets. The planned amenities include a club house with outdoor patio area, beach volleyball court, walking paths, BBQ area, picnic shelters and horse shoe pit, which are conducive to a younger tenant demographic. Given that the units are targeting a younger and less wealthy demographic tenant base, it is not likely that many, if any, tenants will be needing RV parking spaces.

The site provides for five RV parking stalls, which is more than enough to serve the 81 unit development. The requirement of 10 RV parking spaces assumes 16% of the tenant base will have a need for RV parking; a figure almost twice as high as the average U.S. household RV ownership rate of 8.5%. The Code requirement to provide ten RV parking stalls is creating an undue hardship on the project, because it's requiring the site to be designed for a use that will never be utilized. Based on national research, the typical RV owner is over 50 years old, married, and has an above average annual household income. RV owners are also more likely to own their home and spend an average of 3-4 weeks annually using their RV. This type of tenant is not likely to be living at the Residence 1861 Apartments. By requiring the ten RV parking stalls, the site has to be designed with less open space. Considering that there is no evidence to support that the additional RV parking spaces will ever be used, the Code

requirement, as written, creates a hardship and misuse of space that will be asphalt and unsightly to look at versus developing the site as proposed.

2. The circumstances or conditions do not apply generally to other properties in the same land use district; and

Response: The proposed request includes a zone change to a Planned Development, which allows for the project to have specific design characteristics that are unique to the project, including minimum RV parking requirements. The benefit of utilizing the Planned Development zoning, is that projects can be designed based on their specific target user group. In this case, the target user group is the young professional looking for a place to live in Douglas County that's close to work and with reasonable rental rates. There are very few apartments within Douglas County that fit this same demographic and profile. There is a definite need for more multi-family residential development in the area and by reducing the minimum number of required RV spaces from ten to five, the project is better designed and still supports the intent of the Code.

The Parkway Vista project, located to the north, received a waiver from the RV parking stalls based on there being adequate RV storage in the industrial area immediately south of the project. The proposed market rate apartments are not expected to target tenants with RV's, thereby reducing the necessity for RV parking at all. Most young professionals living in a multi-family development are living there because they have limited disposable income or are individuals who do not want to deal with home ownership and the cost and time involved in maintaining a home and yard. The request to reduce the required number of RV parking stalls is based on the lack of need for RV parking in a multi-family development that is targeting young professionals.

3. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

Response: Granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare. This request will have no negative impacts on the public or surrounding properties. Neighboring homes and project tenants won't want to look out their window, only to have their view corridor blocked by large RV's or by large vacant asphalt parking stalls. Allowing for the reduction in RV parking from ten to five spaces, still provides for RV parking, but also allows for flexibility in the site design and is based on how the residents are expected to spend their disposable income, which does not include traveling in an RV. Approval of the requested variance will have a positive impact on the surrounding properties because they won't have to look at large paved areas that go unused.

Attachment 9 Building Elevations and Site plan

Building Type B - No Garages - North
1/8" = 1'-0"

1

Building Type B - No Garages - East
1/8" = 1'-0"

2

6-76

Building Type B - No Garages - South

1/8" = 1'-0"

3

Building Type B - No Garages - West

1/8" = 1'-0"

4

6-77

Building Type A - No Garages - North

1/8" = 1'-0"

1

Building Type A - No Garages - East

1/8" = 1'-0"

2

Building Type A - No Garages - West

1/8" = 1'-0"

4

6-78

Building Type A - No Garages - South

1/8" = 1'-0"

3

Building Type A - With Garages - East

1/8" = 1'-0"

1

Building Type A - With Garages - South

1/8" = 1'-0"

4

Building Type A - With Garages - North

1/8" = 1'-0"

2

Building Type A - With Garages - West

1/8" = 1'-0"

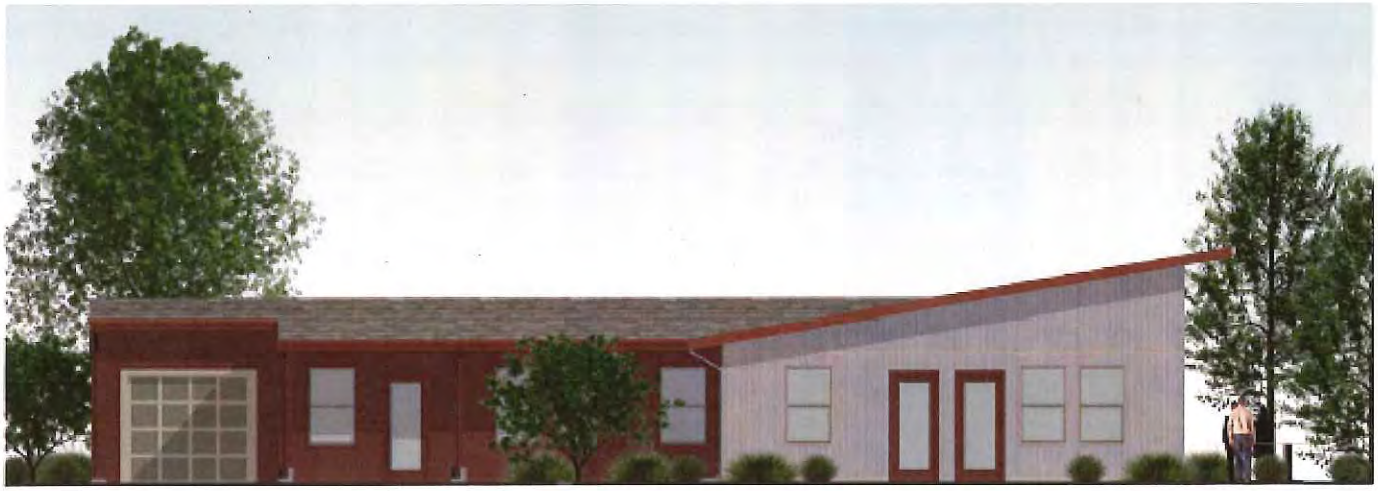
3

6-79

Building Type C - Clubhouse - North

1/8" = 1'-0"

4



Building Type C - Clubhouse - South

1/8" = 1'-0"

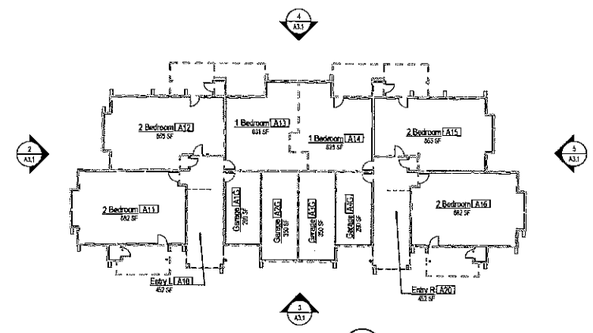
2

6-80

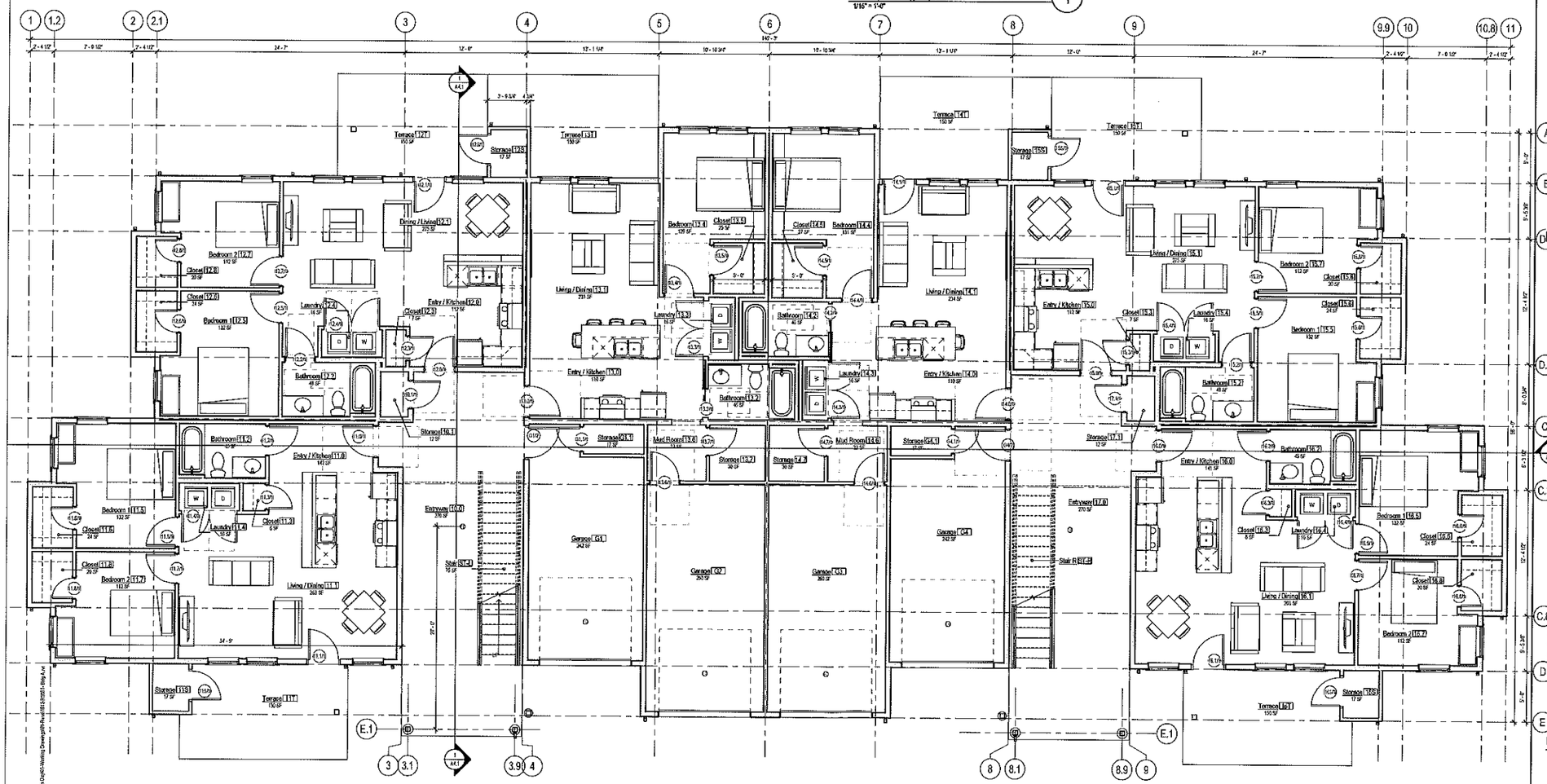
GENERAL SHEET NOTES

1. SEE GENERAL NOTES APPLICABLE TO ENTIRE PROJECT IN THE A0 SERIES OF DRAWINGS AT THE FRONT OF THIS SET.
2. DO NOT SCALE DRAWINGS. DIMENSIONS TAKE PRECEDENCE, AND LARGER SCALE DETAILS TAKE PRECEDENCE OVER SMALLER SCALE DETAILS.
3. SEE SHEET A0.4 FOR ALL INTERIOR WALL TYPES.
4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
5. NOTES ARE TYPICAL. NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

SHEET KEYNOTES



Lvl 1, Garages, Reference Plan (1)
1/16" = 1'-0"



Lower Level Floor Plan (2)
1/4" = 1'-0"

Lvl 1, 1 BR Units	
Area Type	Area
1 Bedroom	636 SF
1 Bedroom	636 SF
1 BR Count: 2	1,272 SF

Lvl 1, 2 BR Units	
Area Type	Area
2 Bedroom	862 SF
2 Bedroom	862 SF
2 Bedroom	862 SF
2 Bedroom	862 SF
2 BR Count: 4	3,448 SF

Lvl 1, Covered Parking	
Area Type	Area
Garage	350 SF
Garage	350 SF
Garage	350 SF
Garage	250 SF
Garage Count: 4	1,300 SF

Lvl 1, Entryway	
Area Type	Area
Entry L	430 SF
Entry R	430 SF
Entryway Count: 2	860 SF

Lvl 1, Terraces	
Area Type	Area
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace Count: 6	900 SF

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

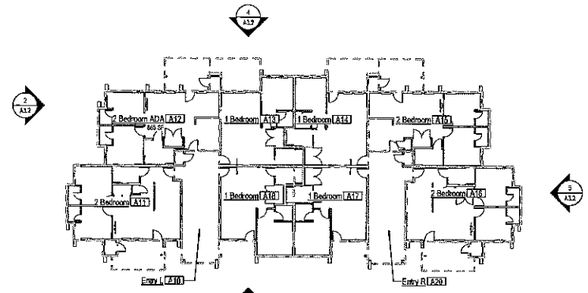
JOB NO.: 201812
DATE: June 01, 2018
REVISIONS:

PROGRESS SET

Bldng A1 Lvl 1 Floor Plan

A2.1-A1

6-81



Lvl 1 Reference Plan
1/16" = 1'-0"
1

GENERAL SHEET NOTES

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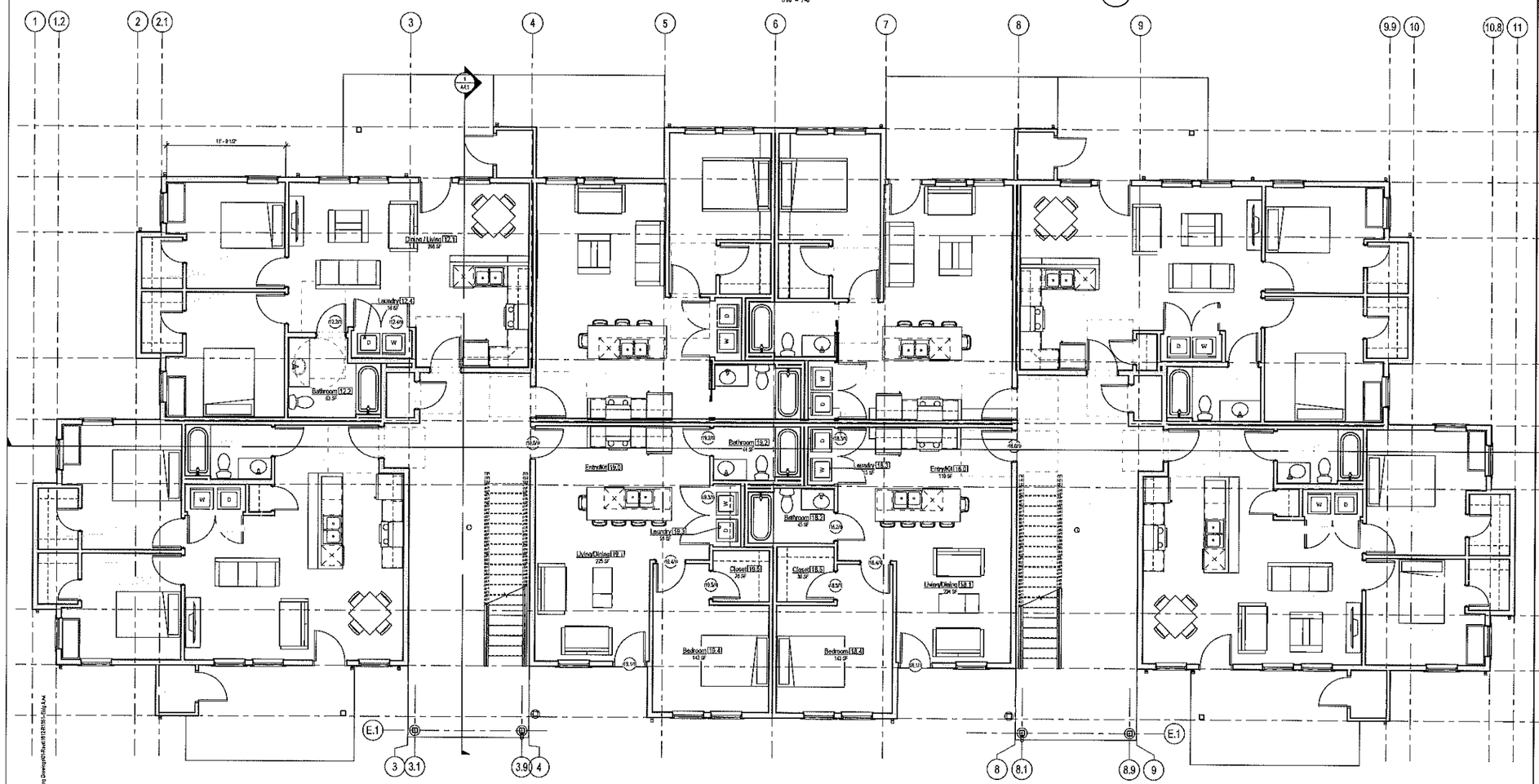
4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
5. NOTES ARE TYPICAL, NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

SHEET KEYNOTES



Lvl 1 Floor Plan, Bldng A2
1/4" = 1'-0"
2

Lvl 1, 1 BR Units, All	
Name	Area
1 Bedroom	631 SF
1 Bedroom	636 SF
1 Bedroom	640 SF
1 Bedroom	640 SF
1 BR Count, All: 4	

Lvl 1, 2 BR Units	
Area Type	Area
2 Bedroom	842 SF
2 Bedroom	865 SF
2 Bedroom	865 SF
2 Bedroom	865 SF
2 BR Count: 4	3,437 SF

Lvl 1, Covered Parking, All	
Name	Area

Lvl 1, Entryway	
Area Type	Area
Entry L	450 SF
Entry R	450 SF
Entryway Count: 2	900 SF

Lvl 1, Terraces	
Area Type	Area
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace	150 SF
Terrace Count: 6	900 SF

6-82

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.: 201812
DATE: June 21, 2018
REVISIONS:

PROGRESS SET

Bldng A2 Lvl 1 Floor Plan

A2.1-A2

GENERAL SHEET NOTES

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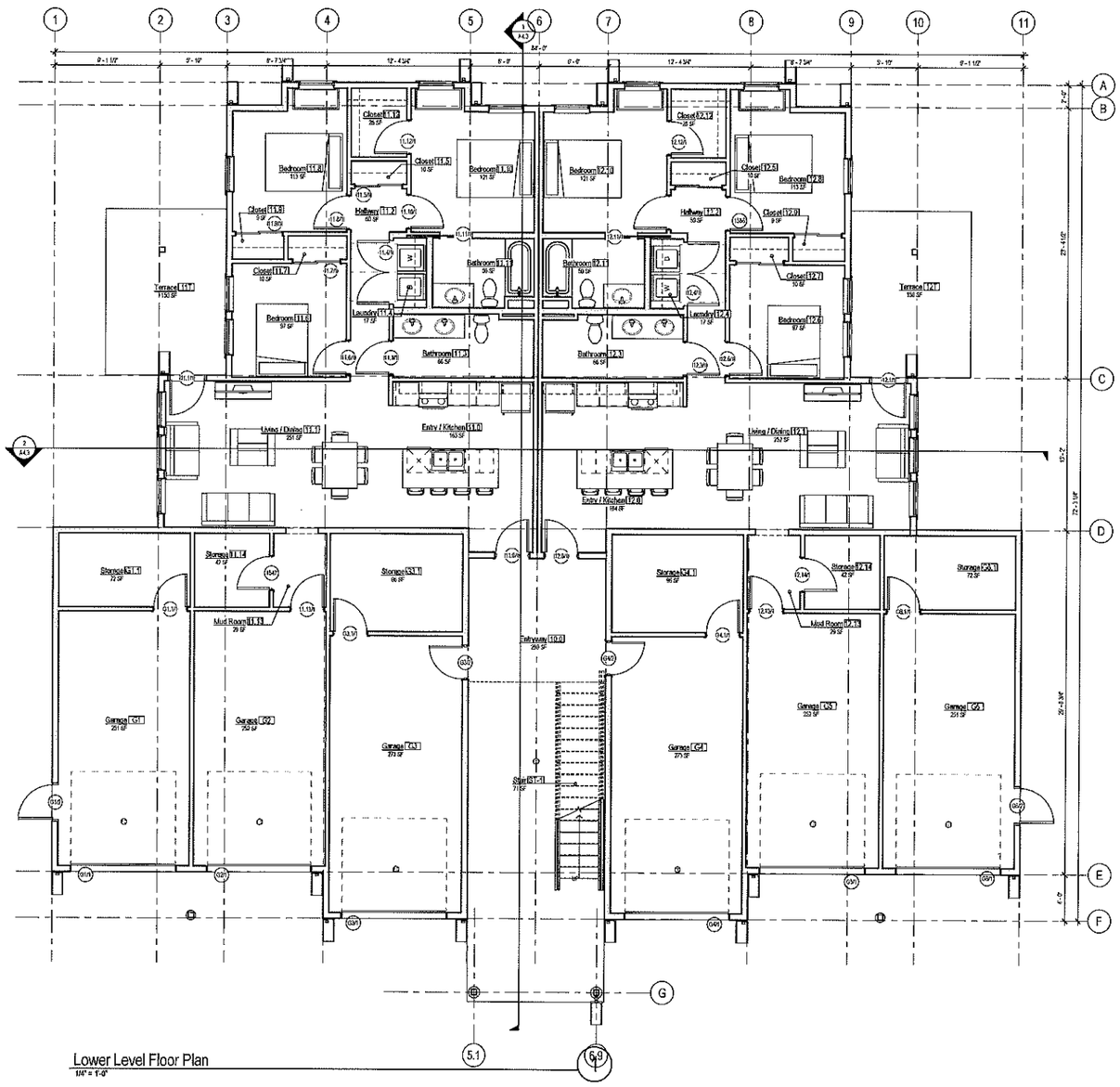
3. SEE SHEET A0.4 FOR ALL INTERIOR WALL TYPES.
4. ALL INTERIOR WALLS TO EXTEND TO WINDERSIDE OF STRUCTURE ABOVE N.U.O.
5. NOTES ARE TYPICAL. NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

SHEET KEYNOTES



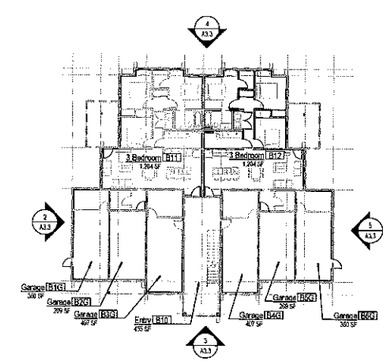
Lower Level Floor Plan
1/4" = 1'-0"

First Floor Areas, Entryway	
Area Type	Area
Entry	435 SF
Entryway Count: 1	435 SF

First Floor Areas, 3 BR	
Area Type	Area
3 Bedroom	1,204 SF
3 Bedroom	1,204 SF
3 BR Count: 2	2,407 SF

First Floor Areas, Garage	
Level	Area
FIRST FLOOR F.F.	300 SF
FIRST FLOOR F.F.	270 SF
FIRST FLOOR F.F.	405 SF
FIRST FLOOR F.F.	405 SF
FIRST FLOOR F.F.	270 SF
FIRST FLOOR F.F.	300 SF
Garage Count: 6	2,955 SF

First Floor Areas, Terrace	
Area Type	Area
Terrace	155 SF
Terrace	150 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace Count: 6	605 SF



Lower Level Reference Plan 2
1/16" = 1'-0"

6-83

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.: 201812
DATE: May 10, 2018
REVISIONS:

Schematic Design

Bldng B Lvl 1 Floor Plan

A2.1-B1

GENERAL SHEET NOTES

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2. DO NOT SCALE DRAWINGS. DIMENSIONS TAKE PRECEDENCE, AND LARGER SCALE DETAILS TAKE PRECEDENCE OVER SMALLER SCALE DETAILS.
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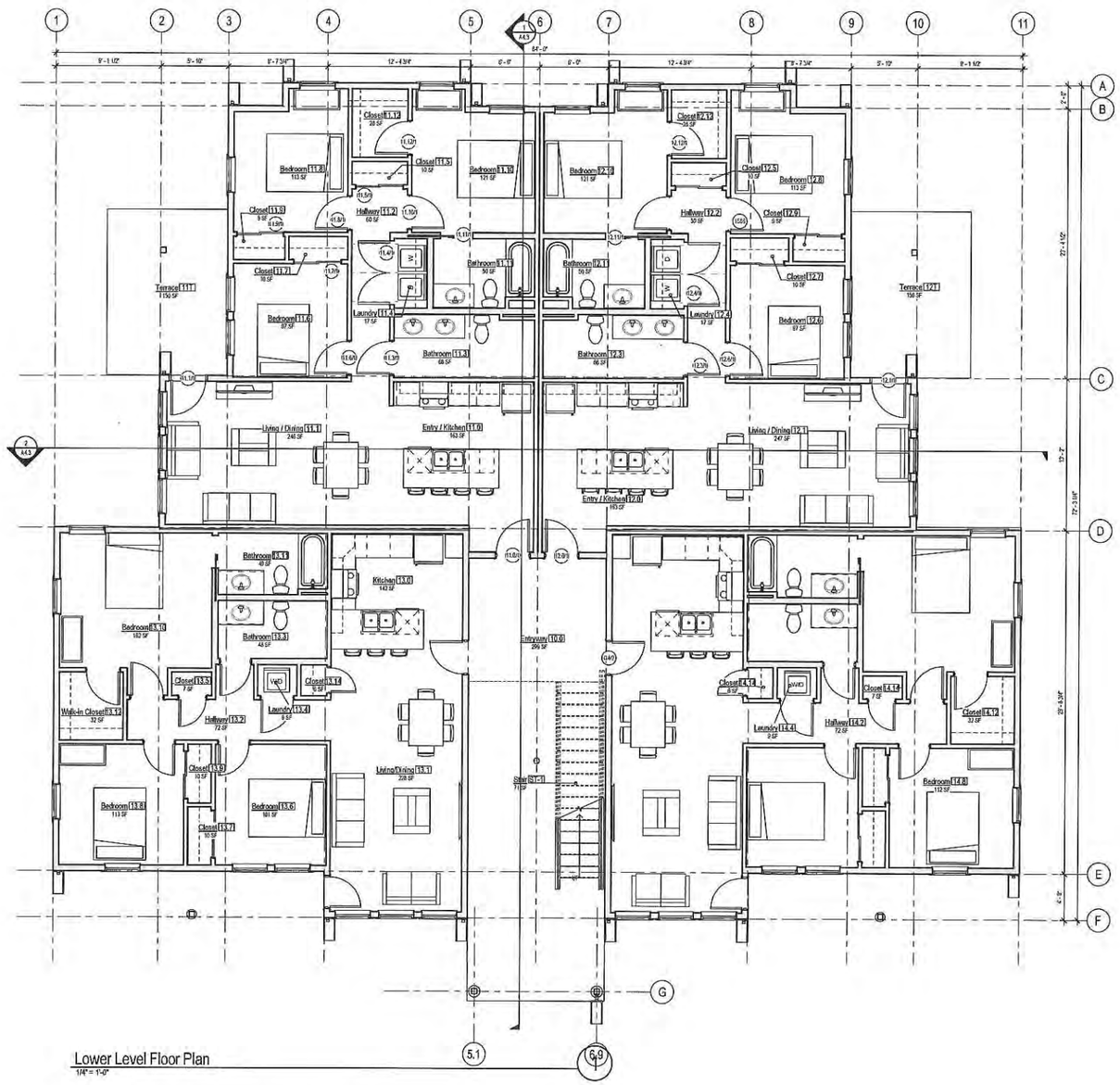
4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
5. NOTES ARE TYPICAL. NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

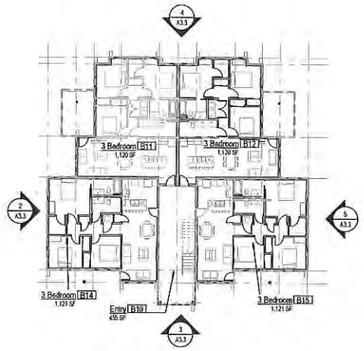
SHEET KEYNOTES



First Floor Areas, Entryway	
Area Type	Area
Entry	435 SF
Entryway Count: 1	435 SF

First Floor Areas, 3 BR	
Area Type	Area
3 Bedroom	1,120 SF
3 Bedroom	1,120 SF
3 Bedroom	1,121 SF
3 Bedroom	1,121 SF
3 BR Count: 4	4,482 SF

First Floor Areas, Terrace	
Area Type	Area
Terrace	100 SF
Terrace	100 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace Count: 6	618 SF



Lower Level Reference Plan (2)
1/16" = 1'-0"

6-84

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

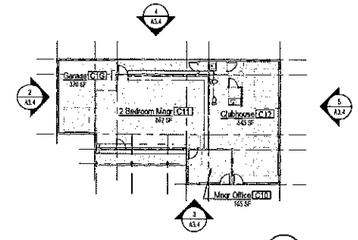
A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.:	201612
DATE:	May 10, 2018
REVISIONS:	

Schematic Design

Bldng B1 Lvl 1 Floor Plan

A2.1-B2



FIRST FLOOR 1
1/16" = 1'-0"

GENERAL SHEET NOTES

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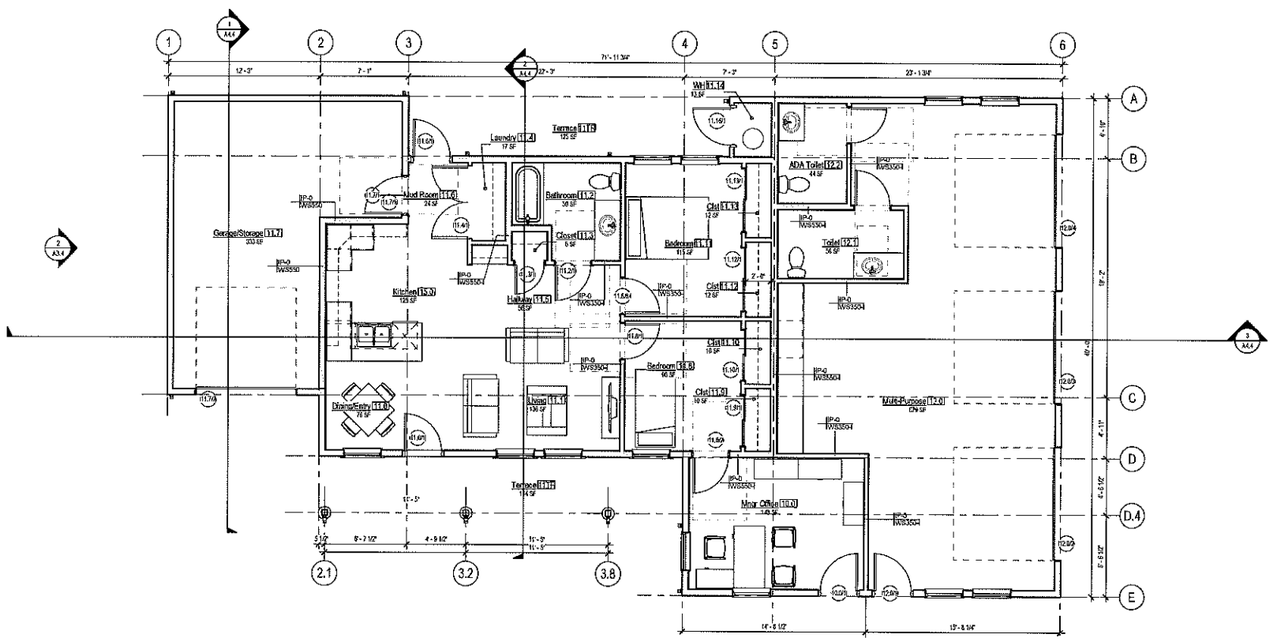
4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
5. NOTES ARE TYPICAL. NOT ALL ELEMENTS IN DRAWINGS ARE NOTED.

SHEET KEYNOTES



FIRST FLOOR 2
1/4" = 1'-0"

First Floor Areas, 2 BR	
Area Type	Area
2 Bedroom Mstr	863 SF
2 BR Count: 1	863 SF

First Floor Areas, Garage	
Area Type	Area
Garage	370 SF
Garage Count: 1	370 SF

First Floor Areas, Office	
Area Type	Area
Mstr Office	165 SF
Employee Count: 1	165 SF

First Floor Areas, Terrace	
Area Type	Area
Terrace	125 SF
Terrace	145 SF
Terrace Count: 2	270 SF

First Floor Areas, Clubhouse	
Area Type	Area
Clubhouse	640 SF
Terrace Count: 1	640 SF

6-85

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.: 201612
DATE: April 30, 2018
REVISIONS

PROGRESS SET

Bldng C Floor Plan

A2.1-C

GENERAL SHEET NOTES

1. SEE GENERAL NOTES APPLICABLE TO ENTIRE PROJECT IN THE A0 SERIES OF DRAWINGS AT THE FRONT OF THIS SET.
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4. ALL INTERIOR WALLS TO EXTEND TO UNDERSIDE OF STRUCTURE ABOVE U.N.O.
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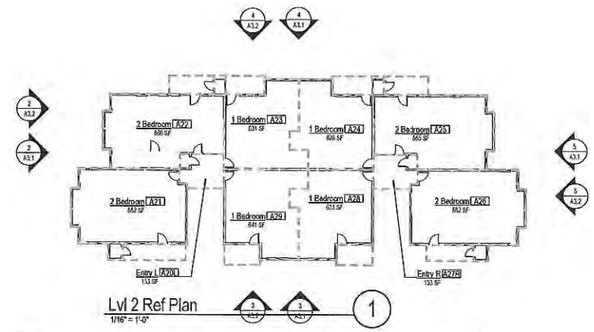
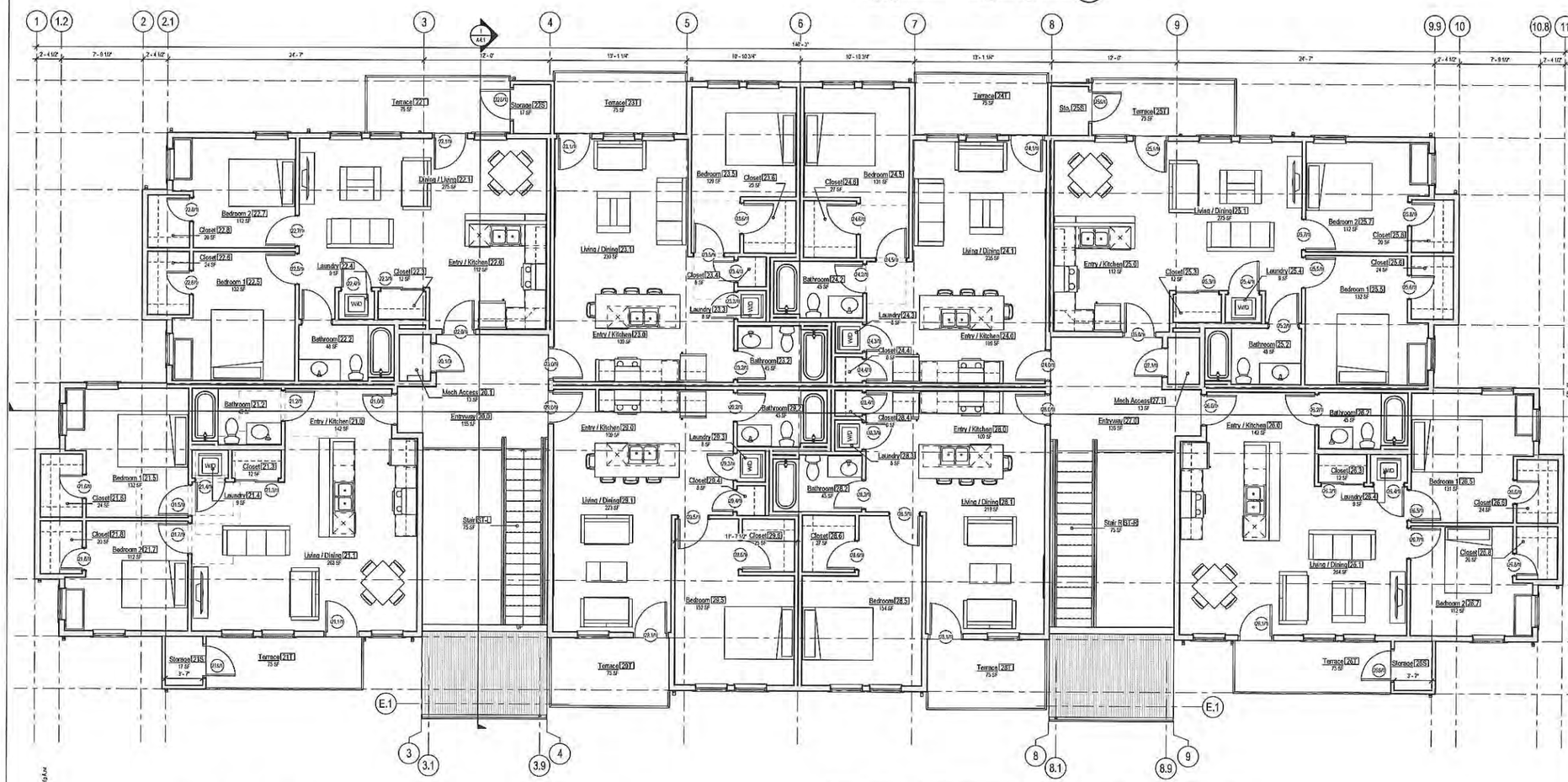
SHEET KEYNOTES



Lvl 2 Ref Plan
1/16" = 1'-0"



Upper Level Floor Plan
1/4" = 1'-0"

Second Floor Areas, 1 BR	
Area Type	Area
1 Bedroom	631 SF
1 Bedroom	641 SF
1 Bedroom	606 SF
1 Bedroom	633 SF
1 BR Count: 4	2,518 SF

Second Floor Areas, 2 BR	
Area Type	Area
2 Bedroom	606 SF
2 Bedroom	663 SF
2 Bedroom	663 SF
2 Bedroom	662 SF
2 BR Count: 4	2,494 SF

Second Floor Areas, Entryway	
Area Type	Area
Entry L	133 SF
Entry R	133 SF
Entryway Count: 2	266 SF

Second Floor Areas, Terrace	
Area Type	Area
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace	63 SF
Terrace	105 SF
Terrace	80 SF
Terrace	63 SF
Terrace Count: 8	606 SF

COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

A.P.N. 1220-03-301-001
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO.: 201612
DATE: June 31, 2018
REVISIONS

PROGRESS SET

Bldg A Lvl 2 Floor Plan

A2.2-A

6-86

GENERAL SHEET NOTES

1. SEE GENERAL NOTES APPLICABLE TO ENTIRE PROJECT IN THE A.0 SERIES OF DRAWINGS AT THE FRONT OF THIS SET
2. DO NOT SCALE DRAWINGS. DIMENSIONS TAKE PRECEDENCE, AND LARGER SCALE DETAILS TAKE PRECEDENCE OVER SMALLER SCALE DETAILS.
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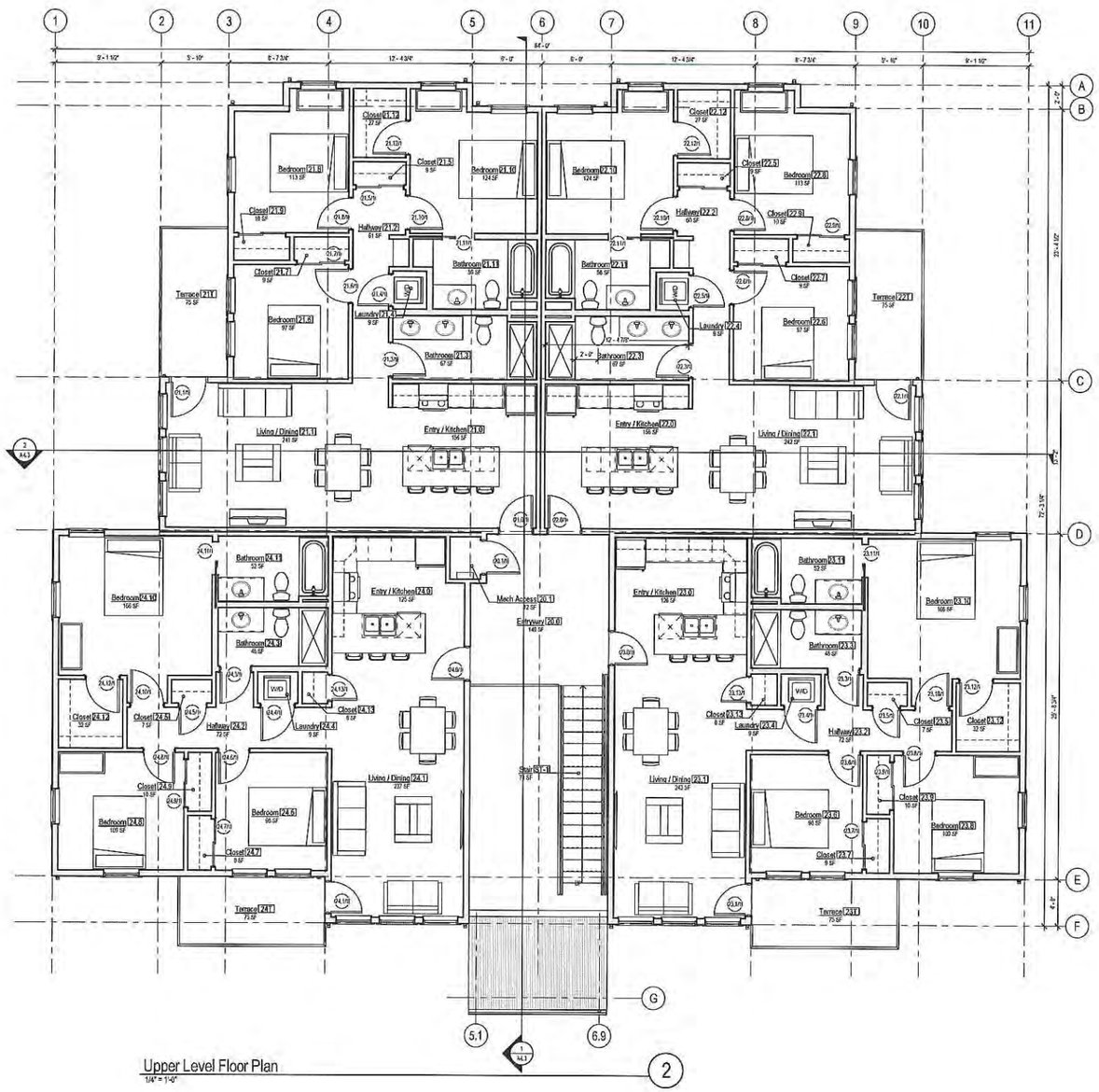
SHEET KEYNOTES

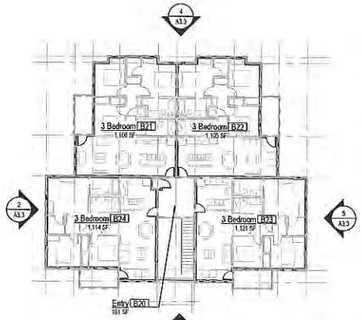


Upper Level Floor Plan
1/4" = 1'-0"
2

Second Floor Areas, Entryway	
Area Type	Area
Entry	180 SF
Entryway Count: 1	180 SF

Second Floor Areas, 1 BR	
Area Type	Area
3 Bedroom	1,204 SF
3 Bedroom	1,204 SF
3 Bedroom	1,156 SF
3 Bedroom	1,125 SF
1 BR Count: 4	4,689 SF

Second Floor Areas, Terrace	
Area Type	Area
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace	75 SF
Terrace Count: 4	305 SF



Upper Level Reference Plan
1/16" = 1'-0"
1

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COLLABORATIVE DESIGN STUDIO

NOT FOR CONSTRUCTION

Residence 1861

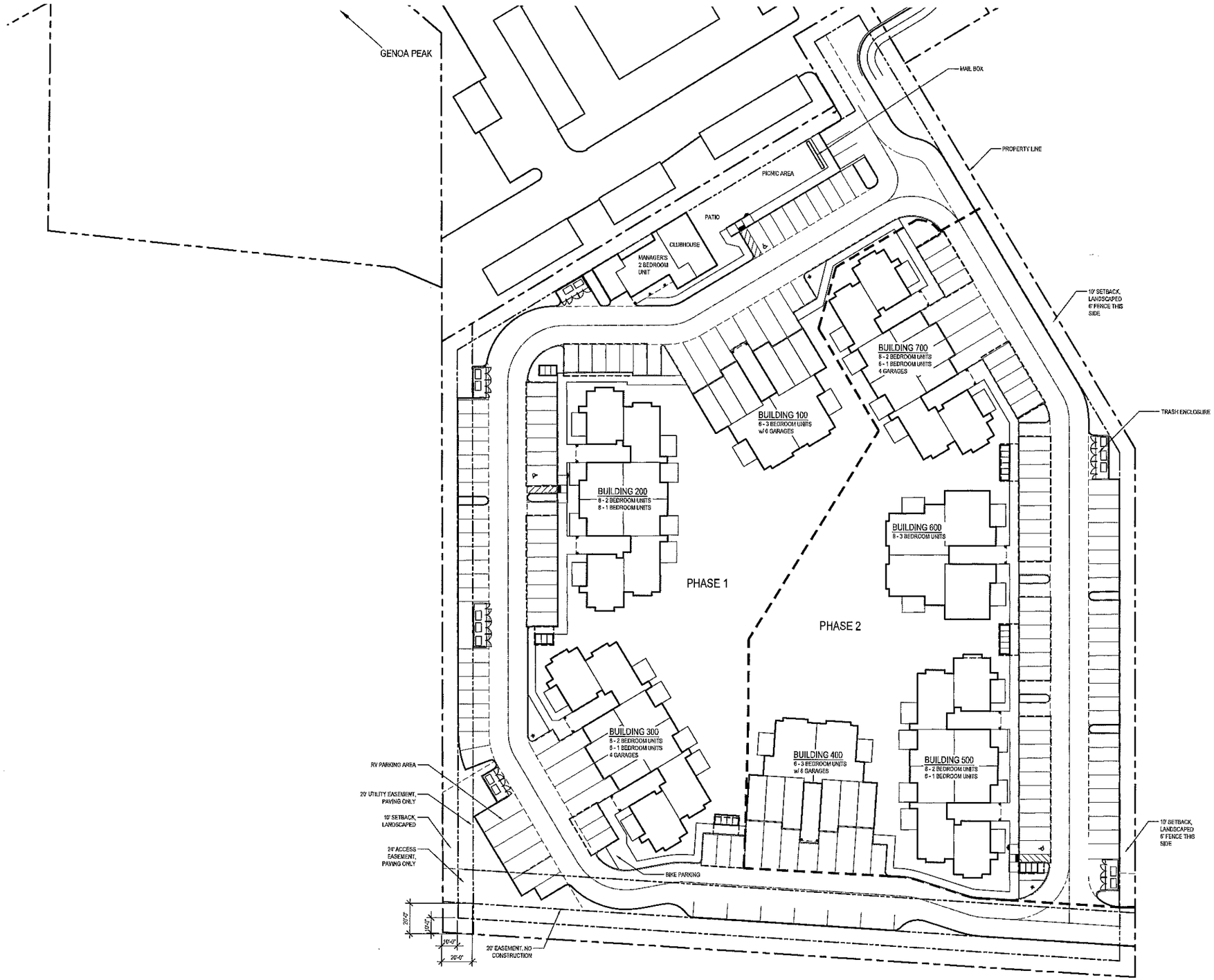
A.P.N. 1220-03-301-002
Crestmore Drive
Gardnerville, NV 89410
Douglas County

JOB NO: 201613
DATE: May 10, 2018
REVISIONS:

Schematic Design

Bldng B Lvl 2 Floor Plan

A2.2-B



PARKING SUMMARY

PARKING REQUIRED:
81 UNITS @ 2 SPACES PER UNIT = 162
GUEST SPACES @ 1 PER 4 UNITS = 20
TOTAL REQUIRED = 182

PARKING PROVIDED:
UNCOVERED = 101
COVERED (CAR PORTS) = 61
FULLY ENCLOSED (GARAGES) = 20
TOTAL PROVIDED = 182

BUILDING SUMMARY

AMENITIES:
CLUBHOUSE - 845 SF + 960 SF PATIO
MANAGER'S UNIT - 1,400 SF
PICNIC AREA - 1,720 SF

BUILDINGS:
2 - 8 - 1 BEDROOM UNITS
8 - 2 BEDROOM UNITS
2 - 6 - 1 BEDROOM UNITS
8 - 2 BEDROOM UNITS
4 - GARAGES
1 - 8 - 3 BEDROOM UNITS
2 - 6 - 3 BEDROOM UNITS

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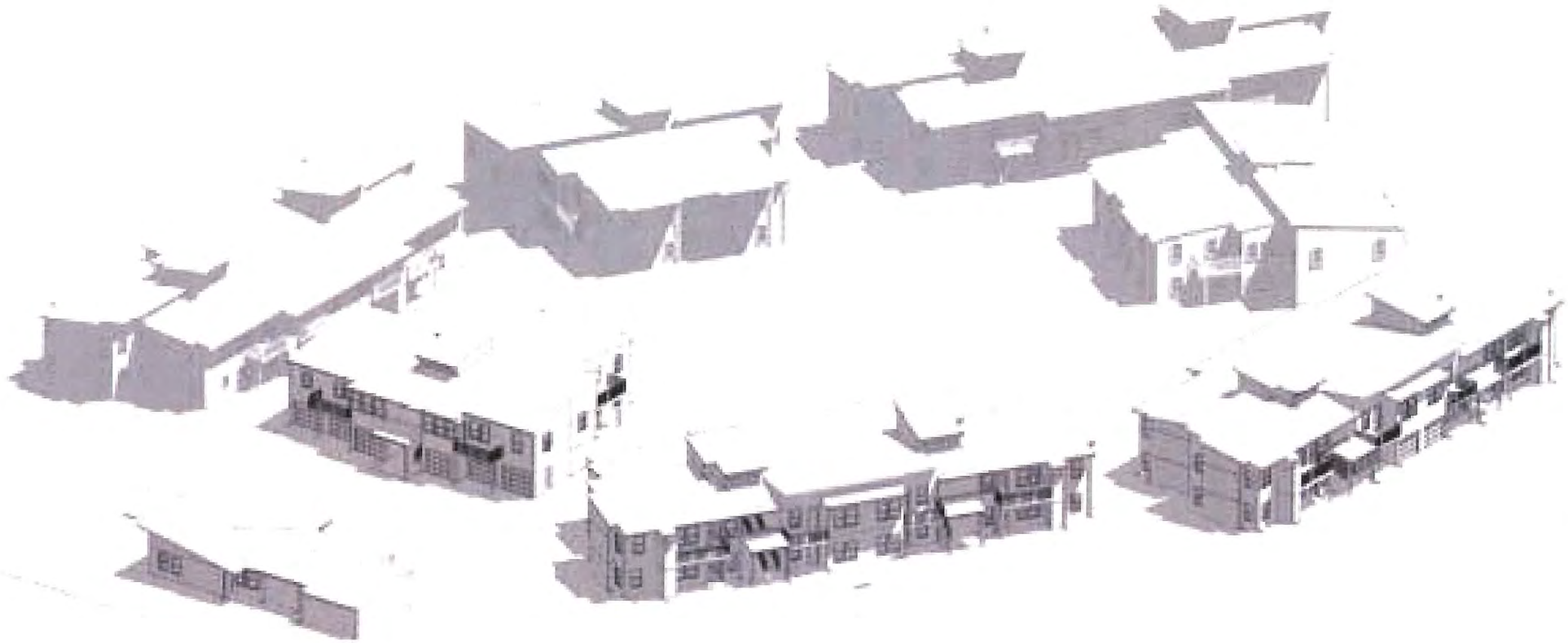
'orking Drawings\02-C401\1812 A1.1_Planning.dwg, A1.1, 6/29/2018 11:48:07 AM, kevfinn



Site Axon 2

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Attachment 10

Douglas County Planning Commission
Resolution Number 2018-04

A resolution approving a Master Plan Map Amendment (ref. DP 18-0067) for Allan/Day III, LLC, changing the land use designation for a 5.08 acre parcel generally located east of US Hwy 395 and south west of Stodick Parkway at the terminus of Crestmore Drive in Gardnerville from Receiving Area to MFR (Multi Family Residential) (APN 1220-03-301-002).

WHEREAS, Nevada Revised Statutes, Section 278.210 provides the procedure for the adoption and amendment of the master plan; and

WHEREAS, Allan/Day III, LLC, property owners in Douglas County's Minden/Gardnerville Community Plan, has submitted an application to change the land use designation of a 5.08 acre parcel (identified in Exhibit A); and

WHEREAS, Allan/Day III, LLC have requested that the 2016 Douglas County Master Plan, Minden/Gardnerville Community Plan Area, be amended by changing the current land use designation on a portion of the described property from Receiving Area to MFR (Multi Family Residential); and

WHEREAS, on September 11, 2018 the Douglas County Planning Commission held a public hearing and took public comment on DA 18-0067; and

WHEREAS, the Planning Commission has determined that findings necessary to amend the Master Plan (Assessor Parcel Number: 1220-03-301-002) within the Minden/Gardnerville Community Plan, changing the land use designation from Receiving Area to MFR (Multi Family Residential) can be made, as set forth, below:

NOW THEREFORE LET IT BE RESOLVED that the Planning Commission makes the following findings, pursuant to Douglas County Code Section 20.608.040:

Douglas County Code Section 20.608.040 establishes the findings that must be considered in the decision on a Master Plan Map Amendment. All findings must be made in the affirmative in order to approve the amendment.

A. The proposed amendment is consistent with the policies embodied in the adopted master plan and the applicant has demonstrated the amendment promotes the overall goals and objectives of the master plan and has demonstrated a change in circumstances since the adoption of the plan that makes it appropriate to reconsider one or more of the goals and objectives of land use designations.

Staff Response: The site's current land use of Receiving Area was ascribed in 1996 before adjacent development was constructed with affordable housing agreements and income restrictions. The intent of the Receiving Area, to concentrate development in areas where public facilities are located, has been met in the project vicinity with the subject parcel representing the last undeveloped piece of the expired Oakwood Specific Plan. The Douglas County Master Plan is supportive of increasing the number of multi-family units and notes the need for additional incentives and

flexibility in the Development Code to create more multi-family housing options at various price levels, but not necessarily income restricted or affordable housing agreements.

The proposed amendment meets the following land use goals and policies from the Master Plan and the Minden/Gardnerville Community Plan.

Master Plan Goals and Policies

LU Policy 3.3	Douglas County shall revise its zoning districts and other development regulations as appropriate and on a continuing basis to allow development compatible with the Master Plan land use designations.
Housing Goal 1:	To increase housing opportunities in Douglas County by removing regulatory barriers.

Minden/Gardnerville (MG) Community Plan Goals, Policies, and Actions

MG Policy 1.8:	To Douglas County shall plan for a wide variety of housing types and densities, including without limitation, Mixed-use Commercial zoning districts, in the Minden-Gardnerville community.
MG Policy 1.11	Multi-family residential projects proposed within or adjacent to existing single-family residential neighborhoods shall be designed in a manner which creates a compatible living environment in terms of building height, bulk, and site design. An over-concentration of multifamily projects within existing neighborhoods shall be discouraged.
MG Policy 1.12	Multi-family residential projects shall be located within the urban service and receiving areas of Minden and Gardnerville. Multi-family residential projects shall be located within a reasonable proximity to major roadways, commercial centers, emergency services, schools, pedestrian trails, and other urban services.
MG Policy 1.13	The County shall encourage the intermixing of multi-family residential projects within existing single-family residential neighborhoods. Whenever possible, multi-family projects, including without limitation Mixed-use Commercial zoning, where appropriate, shall be sited and designed to act as a buffer between commercial and higher density single-family residential land uses.

The Master Plan encourages the County to implement policies that remove barriers to development and adapt accordingly. The Receiving Area designation requires the use of Transfer Development Rights (TDRs) in order to propose MFR density. Alternatively, the applicant has the option of using affordable housing agreements or income restrictions for 50% of the density of the development, which would allow one to forego the requirement to use TDRs (ref. 20.676.100.1.a). The Receiving Area and requirement for TDR's creates barriers to residential development through increased costs to property owners, who must consider affordable housing agreements as an

option. According to the applicant who conducted independent research in a survey from September 2016 by the Critical Issues Conference Douglas Business Group, participants were asked if there was sufficient housing stock to serve their employees and the response was 87% "No". Regarding costs of TDRs, the applicant states:

> "Although hard data is difficult to come by, the current market rate for TDR's is estimated to be in the $5,000-$6,000/unit range. (The applicant [owner] has not yet been able to find a willing seller of TDR's.) ..... The additional cost of TDRs is discouraging development and negatively impacting development in infill areas, where we need it most."

The cost of purchasing TDRs is creating a barrier, and pushing quality housing opportunities out of the market. Given that Douglas County is in need of more housing diversity including market rate apartments, the additional cost of purchasing TRD's is creating a disincentive rather than encouraging development when and where it's needed the most. One of the goals of the Oakwood Specific Plan was to create an area with direct access to Hwy 395 that would provide multiple housing products (with affordable housing agreements). That goal has been met and now the last piece of undeveloped land requires this proposed Master Plan amendment in order to construct market-rate apartments that are accessible to average and middle income residents.

B. The proposed amendment is based on a demonstrated need for additional land to be used for the proposed use, and that the demand cannot be reasonably accommodated within the current boundaries of the area.

Staff Response: Considering the pick-up of the job market, there is a need to provide more housing and a variety of housing products, other than single family homes. There are areas within Gardnerville and Minden's central core that call for the need for reasonably priced rentals. The location of this property and proximity to services ranging from gasoline to groceries and farmers markets to pharmacies makes it ideal for a multi-family development. In addition, the property is located close to the County's largest park, the community and senior center, and restaurants, which make it an attractive location for retirees, single professionals, and young adults. This parcel has been planned for high density, multi-family development for more than 20 years, but requiring the purchase of TDR's would not change where units would be built, but, more likely, preclude further development at the site for the foreseeable future unless more affordable housing is constructed.

Both the adopted Douglas County Master Plan and the draft Master Plan Update discuss challenges with the County's lack of affordable housing and the need for additional incentives and policy direction to encourage affordable housing and alternative housing products, other than single-family. While the term "affordable housing" takes on multiple definitions, there is an overall lack of housing options priced to meet market demands. This is negatively impacting the County's ability to pursue economic development strategies, such as being able to recruit new high-quality public and private sector employees, based on lack of attainable housing. The cost of purchasing TDR's is similarly discouraging housing and negatively impacting development within the infill areas, where it is needed the most. While the County is working to create new policy that encourages affordable housing and diversity in

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housing types, TDR's are having the opposite effect by creating barriers to development and adding unnecessary costs.

The County's TDR program has successfully preserved almost 4,000 acres of agricultural lands in the Carson Valley portion of Douglas County. Since there have been no new TDRs certified since 2009, the draft Master Plan Growth Management Element acknowledges that it may be time to re-examine the effectiveness of the entire program.

C. The proposed amendment would not materially affect the availability, adequacy, or level of service of any public improvement serving people outside of the applicant's property and will not be inconsistent with the adequate public facilities policies contained in chapter 20.100 of this title.

Staff Response: Going as far back as 1998, this property has been planned for multi-family development. The property is located in an infill area, where adequate public facilities, services and infrastructure is readily available. The proposed request to amend the master plan land use from Receiving Area to Multi-family Residential is an acceptable modification. This will help to give workers, such as teachers, nurses and government employees, an opportunity to live close to work and not have to commute from outside of the area.

D. The proposed amendment is compatible with the actual and master planned use of the adjacent properties and reflects a logical change to the boundaries of the area in that it allows infrastructure to be extended in efficient increments and patterns, it creates a perceivable community edge as strong as the one it replaces, and it maintains relatively compact development patterns.

Staff Response: The proposed request is consistent with maintaining a compact development pattern. The property is located in an area surrounded by development and does not require an extension of services or infrastructure because they are already in place. The proposed density of 81 units over 5.08 acres is consistent with the surrounding development and the site has been designed to protect the adjacent residential development to the north and east with landscape buffers.

NOW THEREFORE BE IT RESOLVED, that the Douglas County Board of County Commissioners approves the change in land use from Receiving Area to MFR (Multi Family Residential) as set forth in attached Exhibit A.

Adopted the eleventh day of September, 2018, by the following vote:

AYES: _____

_____

_____

_____

_____

_____

_____

NAYS: _____

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_____

ABSENT:_____

ABSTAIN:_____

_____
Anje de Kinjf
Chair of the Douglas County Planning Commission

BY: _____
Kathy Lewis, Douglas County Clerk

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EXHIBIT A

LAND DESCRIPTION

All that certain real property situate in the West One-Half (1/2) of Section 3, Township 12 North, Range 20 East, Mount Diablo Meridian, Douglas County Nevada and being more particularly described as follows:

Parcel 3B as said Parcel is shown and so designated on that certain Parcel Map filed for record on January 4, 2013 in Book 0113 at Page 999, Document No. 0815737 of the Official Records of Douglas County and described as follows:

Beginning at the most northerly corner of said Parcel 3B, being a point situate on the southwesterly right-of-way line of Crestmore Drive as shown and delineated on the aforementioned Parcel Map;

Thence from said **Point of Beginning**, along said right-of-way line, South 31°08'54" East a distance of 52.55 feet;

Thence leaving said right-of-way line, the following seven (7) courses and distances:

1. South 31°08'54" East, 293.27 feet;
2. South 00°23'56" East, 346.14 feet;
3. North 86°36'53" West, 455.58 feet;
4. North 00°23'56" West, 422.11 feet;
5. North 58°51'06" East, 300.48 feet;
6. North 31°08'54" West, 52.55 feet; and
7. North 58°51'06" East, 54.00 feet to the Point of Beginning and containing 5.08 acres of land, more or less.

See Exhibit A-1, plat to accompany description, attached hereto and made a part hereof.

PROFESSIONAL LAND SURVEYOR
CARL R.
C. de BACA
EXP. 12/31/18
No.7633
STATE OF NEVADA

6/5/18

Prepared by:
Lumos & Associates, Inc.
Carl R. C.de Baca, PLS 7633
9222 Prototype Drive
Reno, NV 89521

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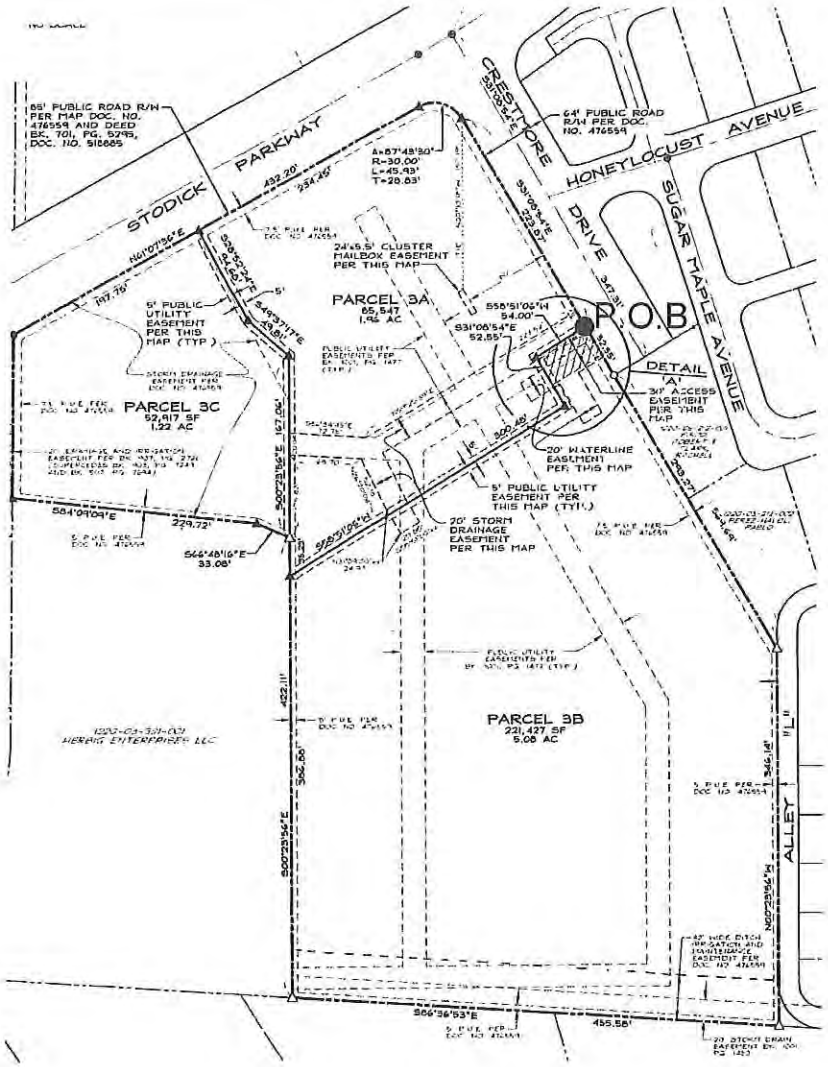

N

LEGEND
P.O.B. - POINT OF BEGINNING

NOTE:
THIS PLAT BEING FOR ILLUSTRATIVE PURPOSES ONLY, IS A PORTION OF THE PARCEL MAP RECORDED IN BOOK 0113 AT PAGE 999, DOC. NO. 0815737 DOUGLAS COUNTY OFFICIAL RECORDS. PREPARER TAKES NO RESPONSIBILITY FOR THE CONTENT OF SAID PARCEL MAP.

PROFESSIONAL LAND SURVEYOR STATE OF NEVADA
CARL R. C.de BACA
No.7633
EXPIRES 12/31/18

6/5/18

LUMOS & ASSOCIATES 9222 PROTOTYPE DRIVE RENO, NEVADA 89521 PH. (775) 827-6111 FAX (775) 827-6122	EXHIBIT A-1 PLAT TO ACCOMPANY DESCRIPTION PORTION OF SEC. 3, T12N, R20E, MDM DOUGLAS COUNTY NEVADA	Date: JUNE 2018 Scale: N.T.S. Job No: 9402.000

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