

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JUNE 29, 2016

FILE NO: TPUD-16-053

AGENDA ITEM: F-3

STAFF AUTHOR: Hope Sullivan, AICP, Planning Manager

REQUEST: To consider a request from State Street Development LLC (property owner: State Street Development LLC) for a Tentative Planned Unit Development to create 105 single family attached residential parcels, including a request for a reduction in perimeter setbacks, a reduction in the minimum lot size, the use of a modified parking standard, and a Special Use Permit to allow a residential use on property zoned General Commercial (GC), located at State Street, APN 002-441-23.

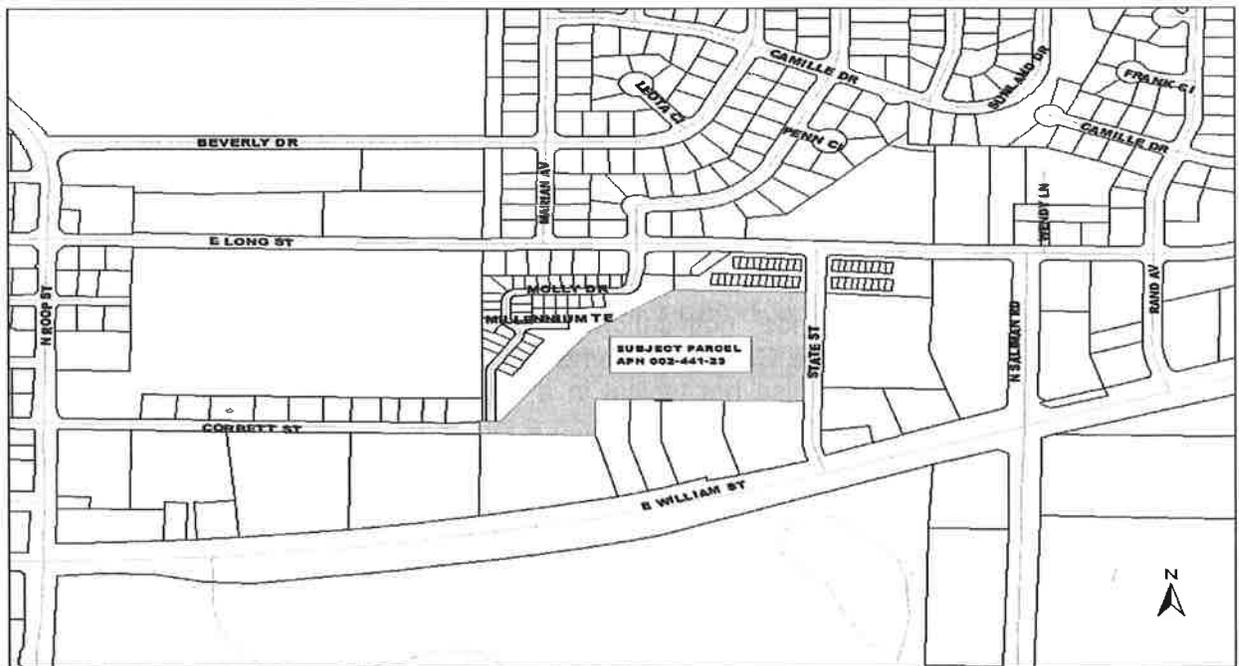
APPLICANT: State Street Development LLC

OWNER: State Street Development LLC

LOCATION: State Street

APN(s): 002-441-23

RECOMMENDED MOTION: “I move to recommend approval of TPUD-16-053, a Tentative Planned Unit Development for 105 single family detached residential lots, to the Board of Supervisors, including approval of a Special Use Permit to allow a residential use on property zoned General Commercial, the use of a modified parking standard, a reduction in the perimeter setbacks along the northern and western property lines, and a reduction in the minimum lot size for property located on the west side of State Street, APN 002-441-23 based on the findings and subject to the recommended conditions of approval in the staff report.”



RECOMMENDED CONDITIONS OF APPROVAL

The following are general conditions of approval:

1. The applicant must sign and return the Notice of Decision including conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, the item may be rescheduled for the next Planning Commission meeting for further consideration.
2. The applicant shall provide construction plans to the Engineering Division for all required on-site and off-site improvements, prior to any submittals for approval of a Final Map.
3. Individual homes will require application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
4. A Site Improvement Permit will be required for all site improvements intended to serve the entire site.
5. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City Building Division will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
6. A Final Map, prepared in accordance with the Tentative Map, must be approved and recorded within four years after the approval of a Tentative Map unless a longer time is provided for in an approved development agreement with the City.
7. Prior to the recordation of the Final Map for any phase of the project, the improvements associated with said phase must either be constructed and approved by the City, or the specific performance of said work secured by providing the City with a proper surety in the amount of 150% of the engineer's estimate. In either case, upon acceptance of the improvements by the City, the developer shall provide the City with a proper surety in the amount of 10% of the engineer's estimate to secure the Developer's obligation to repair defects in workmanship and materials which may appear in the work within one year of acceptance by the City.
8. The applicant shall provide notification to any prospective homebuyer that the development lies within the General Commercial zoning district and may be subject to commercial activity and noise not typical in a standard residential development. The applicant shall require all homebuyers to sign a statement acknowledging the existence of this zoning prior to the purchase of their home. This statement shall be recorded along with applicable purchase documents for the home.
9. The applicant shall submit street light fixtures for review and approval by the Planning Division.
10. The houses within this development will be subject to the collection of Residential Construction Tax.

11. The Parks and Recreation Department will not have maintenance responsibilities for the PUD's common open space, trails, and landscape areas.
12. No on street parking will be allowed based on the proposed design in order to maintain clear width of 20 feet. All on street areas not identified for driveways or parking must have signage meeting Design Engineering and Fire Department requirements saying "No Parking-Fire Lane."

The following shall be included in the design of the Improvement Plans:

13. A detailed landscape plan demonstrating compliance with Division 3 of the Development Standards must be submitted prior to issuance of any improvement plans.
14. A supplement to Page L1 detailing the derivation of all open space provisions and demonstrating compliance with City open space requirements must be submitted prior to issuance of any improvement plans.
15. In accordance with CCDS 12.10 and 12.11.10, pavement sections shall be based on subgrade strength values determined by Resistance (R) Value or California Bearing Ratio (CBR) as shown in the Soils Engineering Report. Refer to CCDS Division 17 for soil report requirements. In no case shall the proposed pavement section be less than the minimum section prescribed in standard drawing C-5.1.9 and C-5.1.9.1.
16. Storm drainage facility improvements shall be designed in accordance with CCDS Division 14. A Technical Drainage Study is required with submittal of Improvement Plans in accordance with CCDS 14.9 through 14.10.
17. The project must comply with 2012 IFC and Northern Nevada Amendments.
18. The detention basin must be shown as private in the final map and any construction plans.
19. The detention basin must be privately maintained. Proof of an enforceable maintenance agreement must be provided prior to issuing a building permit.
20. Streets are shown as having a cross slope. This must be changed to reflect a typical street section with a crown, per Carson City Standard Details in the final map and any construction plans.
21. The water system analysis must address the possibility that the buildings will have fire sprinklers. This must be added to the analysis prior to issuing a building permit.
22. Sewer, Water, and Storm drain mains that are not located in streets must be within 20 foot wide utility easements. This must be shown in the final map and any construction plans.
23. Dead-end water lines can have no more than 15 customers. A loop may be created from the east end of Street E to the intersection of Streets A and B, the water main in the utility easement along the property's south border, or some other location. This must be shown in the final map and any construction plans.
24. The minimum sanitary sewer main slope of 0.4% is undesirable. The slope must be

- increased to maintain self-cleansing velocities if practicable. Connecting to the sewer main in the public utility easement along the property's south border in addition to the main in State Street, may make increasing the slope practicable. This must be reflected in the sanitary sewer main analysis and the final map and any construction plans.
25. Dead end sewer mains on E Street must have at least 0.5% slope, this must be shown on the final map and any construction plans.
 26. Landscape drawings for the building permit must show a clear line of sight triangle, and trees must be at least 10 feet from sewer and water mains.
 27. Applicant must show NV Energy approval for locating drainage facilities adjacent to and below existing power poles prior to issuance of a building permit.
 28. The ADA access ramps must line up with each other in sidewalks, and directional ramps must be used when applicable. This must be shown in the final map and any construction plans.
 29. The drainage report does not consider the entire roughly 32 acre drainage area. It does not indicate a clear 100 year flow path, not impacting any structures for the project or downstream properties. The report also does not address maintenance and access for maintenance of drainage structures. The drainage report must be amended to address these issues prior to issuing a building permit.
 30. Street drainage in front of lot 36 would need either a valley gutter or drop inlet to flow to the east. This must be shown in the final map and any construction plans.
 31. Flows entering the project area from the west near lot 33 must be captured. This must be reflected in the final map and any construction plans.
 32. Access must be provided to drainage facilities located west of the project. This must be shown in the final map and any construction plans.
 33. Street sections must have minimum dimensions per standard detail C-5.1.9.1, this must be shown in the final map and any construction plans.

The following shall be conditions to be completed prior to obtaining a Construction Permit or Final Map:

34. Final improvement plans for the development shall be prepared in accordance with CCDS Division 19 and the Standard Specifications and Details for Public Works Construction, as adopted by Carson City.
35. The project must comply with the adopted 2012 IFC as amended.
36. The applicant shall obtain a dust control and stormwater pollution prevention permit from the Nevada Division of Environmental Protection (NDEP). The site grading must incorporate proper dust control and erosion control measures.

The following must be submitted or included with the Final Map:

37. All Final Maps shall be in substantial conformance with the approved Tentative Map.

38. The following notes shall be added to the Final Map:
 - A. These parcels are subject to Carson City's Growth Management Ordinance and all property owners shall comply with provisions of said ordinance.
 - B. All development shall be in accordance with the Mills Landing Planned Unit Development (TPUD-16-053).
 - C. The parcels created with this Final Map are subject to the Residential Construction Tax payable at the issuance of Building Permits for residential units.
39. A copy of the signed Notice of Decision shall be provided with the submission of any Final Map.
40. The applicant shall provide evidence to the Planning Division indicating the all agencies' concerns or requirements have been satisfied and that all conditions of approval have been met.
41. All streets within the boundary of the subdivision shall be named in accordance with Carson City Development Standards, Division 22 – Street Naming and Address Assignment. Street names shall be reviewed and approved by Carson City GIS and shall be shown on the Final Map.
42. The District Attorney shall review any CC&Rs prior to recordation of the Final Map.
43. All trails shall be non-motorized and dedicated for public use. The applicant shall provide, as part of the final map a document for recordation demonstrating that the trails are non-motorized and available for public use and that there will be no changes to these uses unless approved by the Board of Supervisors.

The following conditions are applicable to Building Permits for the individual homes:

44. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 623 and 624 and Carson City Municipal Code (CCMC) 15.05.020.
45. All repairs, replacements and alterations must have property Building Permits and comply with International Building and Residential Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, National Electrical Code, Adopted International Energy Conservation Code, and Northern Nevada Amendments.
46. All contractors are required to carry State and local license.
47. All designs must comply with the presented ENGEO job number 7217.000.000 dated 4/29/2016.
48. Building Permit fee valuation is based upon the International Code Council Building Journal Index most current February issue.
49. A developer can use a master/standard plan approach for the build out.
50. Depending on the final building design, fire sprinklers may be required.

LEGAL REQUIREMENTS: NRS Chapter 278A (Planned Development), CCMC Section 17.07 (Findings), CCMC Section 17.09 (Planned Unit Development), CCMC Section 18.02.080 (Special Use Permits), CCMC Section 18.04.135 (General Commercial)

MASTER PLAN DESIGNATION: Mixed Use Residential

ZONING DISTRICT: General Commercial (GC)

KEY ISSUES: Does the proposal meet the Planned Unit Development requirements and other applicable requirements? Is the proposed residential use in the General Commercial zoning district appropriate?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: Multi-Family Apartment (MFA) / Multi-Family Residential

SOUTH: General Commercial (GC)/ Commercial and Vacant

WEST: Multi-Family Apartment Planned Unit Development (MFA-P)/ Single Family Detached

EAST: General Commercial (GC)/ Commercial and Vacant

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone X shaded (between 100 – 500 year flood plain)

SLOPE/DRAINAGE: Generally flat

SEISMIC ZONE: Zone II (Moderate)

FAULT: On site

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 7.71 acres

EXISTING LAND USE: Vacant land

TOTAL RESIDENTIAL LOTS: 105 residential lots

PROPOSED LOT SIZES: 1,692 – 2,065 square feet (average 1,731 square feet)

REQUIRED SETBACKS: 20 feet from the periphery

PARKING REQUIRED: Two spaces per dwelling unit, plus one space for every two dwelling units for guest parking – 263 spaces, or an alternative standard as approved by the Director consistent with Section 2.2 of the Development Standards.

SITE HISTORY:

On December 21, 2006, the Board of Supervisors approved a Tentative Planned Unit Development (TPUD-06-202) for 94 residential lots, on the subject property, and commercial development on the neighboring 2.4 acre parcel. The approval expired without being constructed.

On April 12, 2016, City staff reviewed Conceptual Planned Unit Development CPUD-16-025 for 107 residential attached units on the subject property.

BACKGROUND:

On April 12, 2016, the applicant participated with City staff in a Conceptual Planned Unit Development review (CPUD-16-025) for the proposed development per the Planned Unit Development process outlined in Section 17.09 of the Carson City Municipal Code (CCMC).

The purpose of the Conceptual Planned Unit Development review is for City staff to provide comments to the applicant regarding City requirements for the proposed project.

The Conceptual Planned Unit Development proposal consisted of 107 single-family residential lots on a 7.71 acre parcel located on the west side of State Street. As part of the conceptual plan review process, staff advised the applicant that a Planned Unit Development (PUD) review would be necessary, as well as a Special Use Permit to allow a residential use in the General Commercial zoning district.

DISCUSSION:

Per Section 17.09.005 of the CCMC, the purpose of the Planned Unit Development (PUD) is to encourage more efficient use of the land and of public and private services in Carson City; to reflect the changes in technology of land development so the resulting economies benefit Carson City, and to preserve or provide open space, protect natural, cultural and scenic resources, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types. The PUD allows for flexibility of land development regulations, while controlling development in the best interests of the ecology, economy, public health, safety, morals, and general welfare of the citizens.

The Mills Landing PUD is an infill residential development consisting of 105 single-family residential units on a 7.71 acre site located in the General Commercial zoning district directly to the north of property fronting William Street. The property fronting William Street is beginning to experience commercial development with a Credit Union recently opening, and a carwash currently under construction.

The applicant proposes attached single family homes. The homes will be 27 feet tall two story units, with either two or three bedrooms. Each home will include a one car, attached garage as well as a balcony.

Per Section 17.09.15 of the CCMC, permitted uses in a residential PUD may include attached single family homes. However, as the underlying zoning is General Commercial, the residential use may be established in the non-residential zoning district only upon the Planning Commission making the required findings for a Special Use Permit, along with the supplemental findings included in Section 1.18 of the Development Standards. These findings will be reviewed later in the report.

In addition to homes, the applicant proposes to construct a road network, storm water improvements, and open space. In accordance with Section 17.09.020 of the CCMC, the construction and development of all approved amenities, including open space and support facilities, shall occur no later than the construction or development of 25 percent of the dwelling units.

As the zoning of the subject property is non-residential, the residential density is not defined, but is rather the result of meeting other development requirements including the open space, parking, and the like.

Section 17.09.95 of the CCMC identifies specific standards for PUDs. Per the PUD standards, the minimum site area of a PUD shall not be less than five acres, and it shall not have less than five dwelling units. The proposed development meets these standards.

As the subject property is zoned General Commercial, there is no required minimum lot area as part of the PUD requirements. Internal setback requirements are established as part of the

tentative map approval, provided all setbacks meet minimum building and fire code requirements. Ten feet between structures must be maintained. The applicant is proposing an average lot size of 1,731 square feet. The proposed product is attached single family homes, with a ten foot separation between structures. Proposed setbacks are:

Front of Home:	10 feet
Front of Garage:	20 feet
Rear of Home	10 feet

As conditioned, the proposed development will comply with building code and fire code.

Per the PUD standards, the setbacks at the periphery boundary must be 20 feet. The applicant is seeking a perimeter boundary of ten feet along the north and western portions of the property where the lots will be adjacent to existing open space. The applicant is also seeking a reduced setback on the south property line, where additional land is proposed to be acquired to accommodate a ten foot setback.

In PUDS, the height is limited to the height limitation of the underlying zoning. The General Commercial zoning district allows for a height of 45 feet. The applicant proposes a height of 27 feet, thus complies with this requirement.

The parking standards in the PUD are per Division 2 of the Development Standards. Per Division 2, the Director may consider an alternative standard to the parking standards identified in Division 2. The applicant proposes to utilize the parking standards that would be utilized in Sparks and in Reno for similar projects. These standards would result in a requirement for 105 parking spaces and 158 parking spaces respectively. This is the standard utilized in Jackson Village, and is based on the project being an infill development where residents will have less reliance on cars. The proposed plans provide parking spaces for 165 cars per the CCMC standards. Additionally, each driveway will accommodate off street parking for an additional car, thus an additional 105 parking spaces. However, as CCMC prohibits tandem parking, the driveway parking is “de-facto,” but does not contribute to the parking required by Code.

Sidewalks are required on all public and private streets in accordance with city standards. The applicant is proposing sidewalks on one side of the street. The Engineering Division has advised that in high density projects like Mills Landing, traffic speeds are typically slower due to narrow streets, and the frequency of driveways. Due to the narrow street width, the time necessary for a pedestrian to cross a road is shortened. For these reasons, the Engineering Division finds that given the overall project design, a sidewalk on one side of the street is acceptable.

Each dwelling unit will require a separate service as the units will be fee simple ownership, and newly installed utilities will be required to be underground. A preliminary drainage plan has been prepared and reviewed by the City’s Engineering staff. A detailed drainage plan addressing both run off and water quality will be required as part of the improvements plans, and subject to a detailed review by the City’s engineering staff.

PUDS must set aside a minimum of 30 percent of the gross area as open space. This would equate to 2.34 acres of open space, and the application indicates that 2.36 acres of open space is provided consistent with the open space requirement of the CCMC. Page L1 of the plan set depicts the open space areas, noting the amounts allocated to recreational open space, common open space, and private open space.

Planned Unit Development Findings

Per CCMC Section 17.07.005 (Findings) and Section 17.09.050 (Approval or Denial of Application), the approval or denial of a PUD shall be based on the specific findings outlined below. Staff will first address the findings outlined in Section 17.07.005, followed by the findings outlined in Section 17.09.050.

Section 17.07.005 (Findings):

1. *Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.*

The PUD will be required to connect to the City water and sewer system. The proposed PUD will be required to obtain a dust control and stormwater pollution prevention permit from the Nevada Division of Environmental Protection (NDEP), and the site grading must incorporate proper dust control and erosion control measures.

2. *The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.*

The project will connect to the City water system, which has sufficient quantity for the foreseeable needs of the PUD. Sufficient water resources are addressed through the Growth Management building permit allocation system and other ongoing water management efforts.

3. *The availability and accessibility of utilities.*

The project will connect to all available utilities that abut the site and serve the existing neighborhood.

4. *The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.*

The PUD is an infill project in an area that is served by existing schools, sheriff protection, transportation facilities and parks. The proposed development will not overburden these services.

5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*

The proposed PUD is not adjacent to public lands, therefore incorporating access is unnecessary.

6. *Conformity with the zoning ordinance and land use element of the City's Master Plan.*

In the GC zoning district, a residential use is a condition use, thus the findings for a Special Use Permit must be made in the affirmative, and compliance with the provisions of 1.18 of the Development Standards must be demonstrated. Additionally, the applicant is seeking to waive the required 20 foot periphery setback requirement. Therefore, the findings for a variance must be met. In accordance with the provisions of 17.09.030 of

the CCMC, these requests may be applied for under the single application for a Planned Unit Development, and separate applications are not required. Therefore, the applicable findings and standards will be reviewed as part of Finding 6 of the Planned Unit Development.

1.18 Residential Development Standards in Non-Residential Districts.

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

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

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

2. *Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of Chapter 18.04.*

The proposed application complies with the height limitations, parking requirements, and open space requirements. The applicant is seeking a waiver from the perimeter setback requirements. The project's proposed residential density is approximately 14 dwelling units per acre. The Master Plan designation for the subject property is Mixed-Use Residential. This designation allows for densities of 3 – 36 dwelling units per acre.

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

The maximum building height in the General Commercial (GC) zoning district is 45 feet. The proposed building is 27 feet.

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

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

The subject property is adjacent to residential zoning districts to the north and to the west. The applicant is seeking a 10 foot setback in these areas as opposed to the required twenty foot setback as the land use immediately adjacent to the property line is open space. Neither adjacent property to the north or west is zoned for single family residential.

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

State Street is not identified in the Transportation Master Plan as an arterial street.

5. *Required parking. Two spaces per dwelling unit, and in compliance with the Development Standards Division 2, Parking and Loading, or an alternative standard from an accredited source as approved by the Director.*

Per Division 2, two parking spaces are required for each dwelling unit, plus one additional parking space for each two dwelling units since on-street parking cannot be accommodated. The applicant is seeking to utilize a standard that is utilized in Sparks and Reno for infill development, where there is less reliance on cars. This will result in 1.57 parking spaces per unit. Note this standard was utilized in the Jackson Village project that was recently approved in Carson City. Also, each dwelling unit will have a 20 foot long driveway. The driveway will “de facto” provide for an off-street parking space. However, as tandem parking cannot be utilized to meet on-site parking demand, only the parking available in the garage is counted and not the parking that is located on the driveway.

6. *Open Space.*

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

On page L1 of the plan set, the applicant has identified 66,232 square feet of common open space, whereas given 105 units, 15,750 square feet would be required to meet this requirement.

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

On page L1 of the plan set, the applicant has identified 52,593 square feet of private open space, whereas given 105 units, 10,500 square feet would be required to meet this requirement.

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

Given the total open space provided, staff believes that the proposed plan will meet the requirements. However, staff has recommended a condition of approval that the applicant provided a detailed derivation of the open space areas to supplement page L1 to verify compliance will all open space requirements.

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

The applicant has provided a conceptual landscape plan. A detailed landscape plan that demonstrate compliance with Development Standards, Division 3, should be submitted with the construction plans. Staff has included this statement in the conditions of approval.

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

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

This finding can be met. State Street is not a commercial arterial.

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

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

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

The site is designated as Mixed Use Residential. If the findings can be made, the application will meet the applicable mixed-use criteria.

SPECIAL USE PERMIT FINDINGS: CCMC Section 18.02.080.5 (Special Use Permits Findings) identifies the findings that must be met in the affirmative for the Planning Commission to approve a Special Use Permit. These findings are identified below.

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

The subject property is designated Mixed Use Residential. This designation is intended to promote self-supporting neighborhoods which contain medium to high-density housing, but also includes retail, offices or live-work units. This designation further is appropriate adjacent to designated activity centers and along major corridors where infill and redevelopment is encouraged, as well as on larger vacant parcels within the urbanized area where larger scale planning is possible. The residential development on the subject property is consistent with this intent, and places residents near the commercial services on Highway 50.

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

The site is currently vacant. Given the residential uses to the north and to the west, staff finds that the medium density residential use on this site will make for an appropriate transition between the existing residential uses and the commercial uses fronting William Street. The impacts of the proposed residential development will be consistent with the impacts realized at the existing residential areas to the west and the north.

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

The applicant's traffic study finds that there are no impacts to the E. William Street / State Street intersection that will require mitigation, and that no mitigation will be necessary to maintain an acceptable level of service.

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

The proposed infill project will not overburden existing public services. Engineering has comments regarding design details, but not capacity issues.

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

Multi-family residential development is a conditional use in accordance with Title 18.04.135 General Commercial Conditional Uses and requires a Special Use Permit. All relevant standards are being addressed in this report and, with conditions of approval, will be met.

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

As conditioned, the proposed development will not be detrimental to public health, safety, convenience and welfare. The project is an infill project that will provide an appropriate transition between the residential developments to the north and the west, and the commercial development fronting on William Street.

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

As conditioned, the proposed project will not result in material damage to other property in the vicinity.

VARIANCE FINDINGS: Section 18.02.085.5 (Variance Findings) identifies the findings that must be made in the affirmative for the Planning Commission to grant a variance. These findings are identified below. :

a. *That because of special circumstances applicable to the subject property, including shape, size, topography or location of surrounding, the strict application of the zoning ordinance would deprive the subject property of privileges enjoyed by other properties in the vicinity or under identical zone classification;*

The applicant is seeking to reduce the required 20 foot setbacks around the periphery of the PUD to 10 feet along the northern, western, and a portion of the southern property line. The site is an infill area. To the north and west, the site is adjacent to open space areas on neighboring properties. There is also a significant slope differential between the subject property and the Millenium project that creates a visual separation. The request will result in open space adjacent to open space. Staff does not find a special circumstance associated with the request to the south. The subject lots will be adjacent to vacant commercially zoned property. Staff finds that the setbacks are of benefit to both the residents and the business owners when the two uses are adjacent as the space creates opportunity for improvements to mitigate adverse impacts.

b. *That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant;*

The applicant is seeking to develop as an infill residential development. To the north and west, the land immediately adjacent to the site is designated as open space and will result in open space adjacent to open space.

c. That the granting of the application will not, under the circumstances of the particular case, adversely affect to a material degree the health or safety of person residing or working in the neighborhood of the subject property and will not be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property.

The applicant is seeking to develop as an infill residential development. To the north and west, the land immediately adjacent to the site is designated as open space and will result in open space adjacent to open space.

(continuation of 17.07.005: PUD Findings)

7. *General conformity with the City's Master plan for streets and highways.*

The proposed development meets the City's Master plan for streets and highways. As an infill project, this PUD is adding internal streets to the development only.

8. *The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.*

The existing public streets surrounding this infill site are adequate to accommodate the traffic generated by the proposed subdivision, and service levels on existing streets will be minimally impacted. Based on the traffic study submitted and general street capacity standards, the Engineering Division has determined that the additional trips can be accommodated without impacting the level of service at nearby intersections.

9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*

The project site is in the X-Shaded floodplain. There is an earthquake fault on site. The applicant has submitted a report from a geotechnical engineer indicating that residential development should not occur within 25 feet of the fault, and suggesting construction methods to address construction near the fault. The recommendations of the geotechnical engineer are included in the conditions of approval.

10. *The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.*

The recommendations of reviewing departments and other entities have been incorporated into the conditions of approval for the proposed subdivision, as applicable.

11. *The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.*

The project is located adjacent to an existing retail commercial service area that is served by fire protection services in the area. Adequate water is provided in the area to meet fire demand.

12. *Recreation and trail easements.*

The proposed PUD provides pedestrian connections from Molly Drive to East William Street consistent with the Greening East William Street corridor study. This connection facilitates a future pedestrian connection from the adjacent neighborhood to the north and this proposed development to Mills Park.

Section 17.09.050 (Approval or Denial of PUD Application) identifies the findings that must be made with regard to approval of a PUD application, including in what respects the plan would or would not be in the public interest with consideration of the following:

1. *In what respects the plan is or is not consistent with the statement of objectives of the Planned Unit Development ordinance.*

The proposed plan is consistent with the state of objectives of the Planned Unit Development ordinance. The proposed Mills Landing project has been designed to take full advantage of its beneficial infill location and surrounding development while providing a complement to the existing uses in the immediate area.

2. *The extent to which the plan departs from zoning and Planned Unit Development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest.*

The proposed plan does depart from zoning and PUD regulations otherwise applicable to the property, specifically the required perimeter setback requirement for a PUD. To the north and west, the deviation will result in open space backing up to open space. The reasons for these departures can be deemed to be in the public interest because they support a infill property development near commercial services that will provide a walkable, mixed-use neighborhood.

3. *The purpose, location and amount of the open space in the Planned Unit Development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development.*

The purpose, location and amount of open space in the PUD is appropriate for the project, and consistent with the requirements.

4. *A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment.*

As detailed in the Engineering Division comments, the physical design of the plan does make adequate provisions for public services and does provide adequate control over vehicular traffic.

5. *The relationship, beneficial or adverse, of the proposed Planned Unit Development to the neighborhood in which it is proposed to be established.*

The proposed PUD creates a transitional use between the residential development to the north and the west, and the commercial fronting William Street. The PUD will also provide for pedestrian connections through the property for access to commercial properties to the south fronting William Street, and to State Street. The proposed PUD also will result in more residential development near the commercial services on William Street.

6. *In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the Planned Unit Development in the integrity of the plan.*

The applicant has not provided a phasing plan.

With the exception of the reduced setback to the south, with the recommended conditions of approval, the findings to grant approval have been met by the applicant. Therefore, it is recommended that the Planning Commission approve application TPUD-16-053 based on the required findings as noted above, but recognizing the buildings along the southern property line must meet the 20 foot periphery setback required in a PUD.

PUBLIC COMMENTS: Public notices were initially mailed on June 10, 2016 to 82 property owners within 300 feet of the subject site pursuant to the provisions of NRS and CCMC. As of the completion of this staff report, no additional comments have been received regarding the proposed project. Any written comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting on June 29, 2016 depending on their submittal date to the Planning Division.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS: Comments were received from various city departments and are outlined below. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Engineering Division:

RECOMMENDATION:

The Engineering Division has no preference or objection to the TPUD.

CONDITIONS OF APPROVAL:

1. The detention basin must be shown as private in the final map and any construction plans.
2. The detention basin must be privately maintained. Proof of an enforceable maintenance agreement must be provided prior to issuing a building permit.
3. Streets are shown as having a cross slope. This must be changed to reflect a typical street section with a crown, per Carson City Standard Details in the final map and any construction plans.
4. The water system analysis must address the possibility that the buildings will have fire sprinklers. This must be added to the analysis prior to issuing a building permit.
5. Sewer, Water, and Storm drain mains that are not located in streets must be within 20 foot wide utility easements. This must be shown in the final map and any construction plans.
6. Dead-end water lines can have no more than 15 customers. A loop may be created from the east end of Street E to the intersection of Streets A and B, the water main in the utility easement along the property's south border, or some other location. This must be shown in the final map and any construction plans.

7. The minimum sanitary sewer main slope of 0.4% is undesirable. The slope must be increased to maintain self-cleansing velocities if practicable. Connecting to the sewer main in the public utility easement along the property's south border in addition to the main in State Street, may make increasing the slope practicable. This must be reflected in the sanitary sewer main analysis and the final map and any construction plans.
8. Dead end sewer mains on E Street must have at least 0.5% slope, this must be shown on the final map and any construction plans.
9. Landscape drawings for the building permit must show a clear line of sight triangle, and trees must be at least 10 feet from sewer and water mains.
10. Applicant must show NV Energy approval for locating drainage facilities adjacent to and below existing power poles prior to issuance of a building permit.
11. The ADA access ramps must line up with each other in sidewalks, and directional ramps must be used when applicable. This must be shown in the final map and any construction plans.
12. The drainage report does not consider the entire roughly 32 acre drainage area. It does not indicate a clear 100 year flow path, not impacting any structures for the project or downstream properties. The report also does not address maintenance and access for maintenance of drainage structures. The drainage report must be amended to address these issues prior to issuing a building permit.
13. Street drainage in front of lot 36 would need either a valley gutter or drop inlet to flow to the east. This must be shown in the final map and any construction plans.
14. Flows entering the project area from the west near lot 33 must be captured. This must be reflected in the final map and any construction plans.
15. Access must be provided to drainage facilities located west of the project. This must be shown in the final map and any construction plans.
16. Street sections must have minimum dimensions per standard detail C-5.1.9.1, this must be shown in the final map and any construction plans.

DISCUSSION:

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

CCMC 18.02.080 (5a) - Master Plan

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

CCMC 18.02.080 (5b) – Impact to Surrounding Property

Development Engineering does not foresee any detriment to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood as long as the above conditions are met.

CCMC 18.02.080 (5c) - Traffic/Pedestrians

The request is not in conflict with pedestrian or traffic movements.

CCMC 18.02.080 (5d) - Public Services

New City water, sewer, storm drain and access services will be needed for this project. Those that are show in the plans may need to be modified per the conditions of approval above. These modifications, however, are minor and there is sufficient capacity for the project as shown. It is unknown whether the available water supply will be sufficient if the buildings are to have fire sprinklers. This will be addressed as part of condition 4.

CCMC 18.02.080 (5f) – Public Health, Safety, Convenience, and Welfare

Development Engineering does not foresee any negative impact to public health, safety, convenience, and welfare as long as the above conditions of approval are met.

CCMC 18.02.080 (5g) – Damage or Prejudice to Other Property in Vicinity

Development Engineering does not foresee any damage or prejudice to other property in vicinity as long as the above conditions of approval are met.

CCMC 18.02.080 (5h) – Adequate Information and Plans

The information and plans provided were adequate for this review. Additional information will be provided per the conditions of approval.

Building Division:

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All designs must comply with the presented ENGEO job number 7217.000.000 dated 4/29/2016.
3. All Repairs, Replacement, and Alterations must have proper building permits and comply with International Building and Residential Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, International Energy Conservation Code, and Northern Nevada Amendments.
4. Building Permit fee valuation is based upon the International Code Council Building Journal Index most current February issue.
5. A developer can use a master/standard plan approach for the build out.
6. All Contractors are required to carry state and local license.

Fire Department:

1. Project must comply with the adopted 2012 IFC as amended.
2. No on street parking is allowed due to 20' street width. Red curb on all areas that aren't driveways or parking stalls.
3. Depending on final building design, fire sprinklers may be required.

Parks and Recreation Department:

1. This housing development is within the service area of Mills Park. As a result, Parks and Recreation Department staff would like a pedestrian connection from Molly Drive to East William Street. This connection was identified in the Greening East William Street corridor study (Refer to the attached report) and would facilitate a future pedestrian connection from the adjacent neighborhood to the north and this proposed development to Mills Park. This pedestrian connection is important to reduce safety issues associated Park.

2. Our department is pleased with developer's response to staff's concerns related to neighborhood pedestrian connectivity. The design of the off-street trail system provides connectivity to Long Street, Molly Drive, the Millennium housing development (to the northwest) and over to State Street. Also, it strikes a balance between providing neighborhood connectivity without bring the public into the heart of the development. Finally, this trail system's connectivity to State Street will provide another pedestrian connection point to Mills Park at the proposed State Street's Round-about crossing in the Greening East William Street corridor study (Refer to the attached report – Page 18). All trails shall be non-motorized and dedicated for public use. The applicant shall provide, as part of the final map a document for recordation demonstrating that the trails are non-motorized and available for public use and that there will be no changes to these uses unless approved by the Board of Supervisors.
3. In the Parks and Recreation Master Plan, this development is adjacent to Neighborhood 16 . The Master Plan's observations for this neighborhood are as follows, "This core area neighborhood has predominance of single family house types. It is well-served by a variety of small, mostly natural parks as well as Mark Twain Elementary." In the Neighborhood 16's "survey" section, the survey indicates "Moderate support (44%) for another neighborhood park and 44% support for a general increase in neighborhood parks, 65% support for general increase in natural parks. As a result of the Master Plan's observations, no park site will be required as a condition for the approval of the development.
4. This development will be subject to the collection of Residential Construction Tax.
5. The Parks and Recreation Department will NOT be responsible for maintaining any of the development's common landscape areas, natural open space areas, or trail system.

School District:

No comments received.

Environmental Control Division:

1. ECA has no requirements for this request.

Health and Human Services:

No concerns.

Nevada Department of Environmental Protection

1. Carson City is to provide sewage service to said subdivision.

Attachments

Site Photo
City Comments
NDEP Comment
Application (TPUD-15-069)



**Engineering Division
Planning Commission Report
File Number TPUD 16-053**

TO: Hope Sullivan, Planning
FROM: Stephen Pottéy P.E., Development Engineering
DATE: June 13, 2016 **MEETING DATE:** June 25, 2014

SUBJECT TITLE:

Request to recommend to the Board of Supervisors regarding a Planned Unit Development in General Commercial zoning for 105 Single Family Attached Units, with a requested reduction in perimeter setbacks and modification to allow tandem parking.
Title 17.09, 18.04.135.

RECOMMENDATION:

The Engineering Division has no preference or objection to the TPUD.

CONDITIONS OF APPROVAL:

1. The detention basin must be shown as private in the final map and any construction plans.
2. The detention basin must be privately maintained. Proof of an enforceable maintenance agreement must be provided prior to issuing a building permit.
3. Streets are shown as having a cross slope. This must be changed to reflect a typical street section with a crown, per Carson City Standard Details in the final map and any construction plans.
4. The water system analysis must address the possibility that the buildings will have fire sprinklers. This must be added to the analysis prior to issuing a building permit.
5. Sewer, Water, and Storm drain mains that are not located in streets must be within 20 foot wide utility easements. This must be shown in the final map and any construction plans.
6. Dead-end water lines can have no more than 15 customers. A loop may be created from the east end of Street E to the intersection of Streets A and B, the water main in the utility easement along the property's south border, or some other location. This must be shown in the final map and any construction plans.
7. The minimum sanitary sewer main slope of 0.4% is undesirable. The slope must be increased to maintain self-cleansing velocities if practicable. Connecting to the sewer main in the public utility easement along the property's south border in addition to the main in State Street, may make increasing the slope practicable. This must be reflected in the sanitary sewer main analysis and the final map and any construction

TPUD 16-53 Mills Landing State Street apn 002-441-23

project as shown. It is unknown whether the available water supply will be sufficient if the buildings are to have fire sprinklers. This will be addressed as part of condition 4.

CCMC 18.02.080 (5f) – Public Health, Safety, Convenience, and Welfare

Development Engineering does not foresee any negative impact to public health, safety, convenience, and welfare as long as the above conditions of approval are met.

CCMC 18.02.080 (5g) – Damage or Prejudice to Other Property in Vicinity

Development Engineering does not foresee any damage or prejudice to other property in vicinity as long as the above conditions of approval are met.

CCMC 18.02.080 (5h) – Adequate Information and Plans

The information and plans provided were adequate for this review. Additional information will be provided per the conditions of approval.

Hope Sullivan

From: Vern Krahn
Sent: Wednesday, June 15, 2016 4:17 PM
To: Hope Sullivan
Cc: Jennifer Budge; Ann Bollinger
Subject: CPUD-16-025: Mills Landing - P&R Dept. Final Comments
Attachments: 20160503090410041.pdf; 20160615091645298.pdf

Hope.....

Here is our department's final comments on Mills Landing.

- 1) This housing development is within the service area of Mills Park. As a result, Parks and Recreation Department staff would like a pedestrian connection from Molly Drive to East William Street. This connection was identified in the Greening East William Street corridor study (Refer to the attached report) and would facilitate a future pedestrian connection from the adjacent neighborhood to the north and this proposed development to Mills Park. This pedestrian connection is important to reduce safety issues associated with current uncontrolled mid-block pedestrian crossings on East William Street to Mills Park.
- 2) Our department is pleased with developer's response to staff's concerns related to neighborhood pedestrian connectivity. The design of the off-street trail system provides connectivity to Long Street, Molly Drive, the Millennium housing development (to the northwest) and over to State Street. Also, it strikes a balance between providing neighborhood connectivity without bring the public into the heart of the development. Finally, this trail system's connectivity to State Street will provide another pedestrian connection point to Mills Park at the proposed State Street's Round-about crossing in the Greening East William Street corridor study (Refer to the attached report – Page 18). All trails shall be non-motorized and dedicated for public use. The applicant shall provide, as part of the final map a document for recordation demonstrating that the trails are non-motorized and available for public use and that there will be no changes to these uses unless approved by the Board of Supervisors.
- 3) In the Parks and Recreation Master Plan, this development is adjacent to Neighborhood 16 . The Master Plan's observations for this neighborhood are as follows, "This core area neighborhood has predominance of single family house types. It is well-served by a variety of small, mostly natural parks as well as Mark Twain Elementary." In the Neighborhood 16's "survey" section, the survey indicates "Moderate support (44%) for another neighborhood park and 44% support for a general increase in neighborhood parks, 65% support for general increase in natural parks. As a result of the Master Plan's observations, no park site will be required as a condition for the approval of the development.
- 4) This development will be subject to the collection of Residential Construction Tax.
- 5) The Parks and Recreation Department will NOT be responsible for maintaining any of the development's common landscape areas, natural open space areas, or trail system.

If you have any questions about our comments, please feel free to contact me.

VERN

16

PARK:	Sunland Vista (.3 ac.), Fulstone Wetland, Blackwell's Pond (4 ac.), Lone Mountain, Steinhilber Park
TYPE:	Natural
SIZE:	Sunland Vista (.3 ac.), Fulstone Wetland, Blackwell's Pond (4 ac.), Lone Mountain, Steinhilber Park
NOTES:	100% of population within walking distance of Park
SCHOOL:	Mark Twain Elementary School 60% of population within walking distance of School



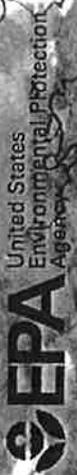
OBSERVATIONS:	This core area neighborhood has a predominance of single family house types. It is well-served by a variety of small, mostly natural parks as well as Mark Twain Elementary.
SURVEY:	Q19: Moderate support (44%) for another Neighborhood park. Q17: 44% support for a general increase in Neighborhood parks, 65% support for general increase in Natural Parks.
IMPLEMENTATION STRATEGIES:	1. Survey residents regarding their level of satisfaction towards their parks. 2. With neighborhood residents, verify expressed desire for Neighborhood park.

17

PARK:	None
TYPE:	N/A
SIZE:	N/A
NOTES:	0% of population within walking distance of Park
SCHOOL:	None

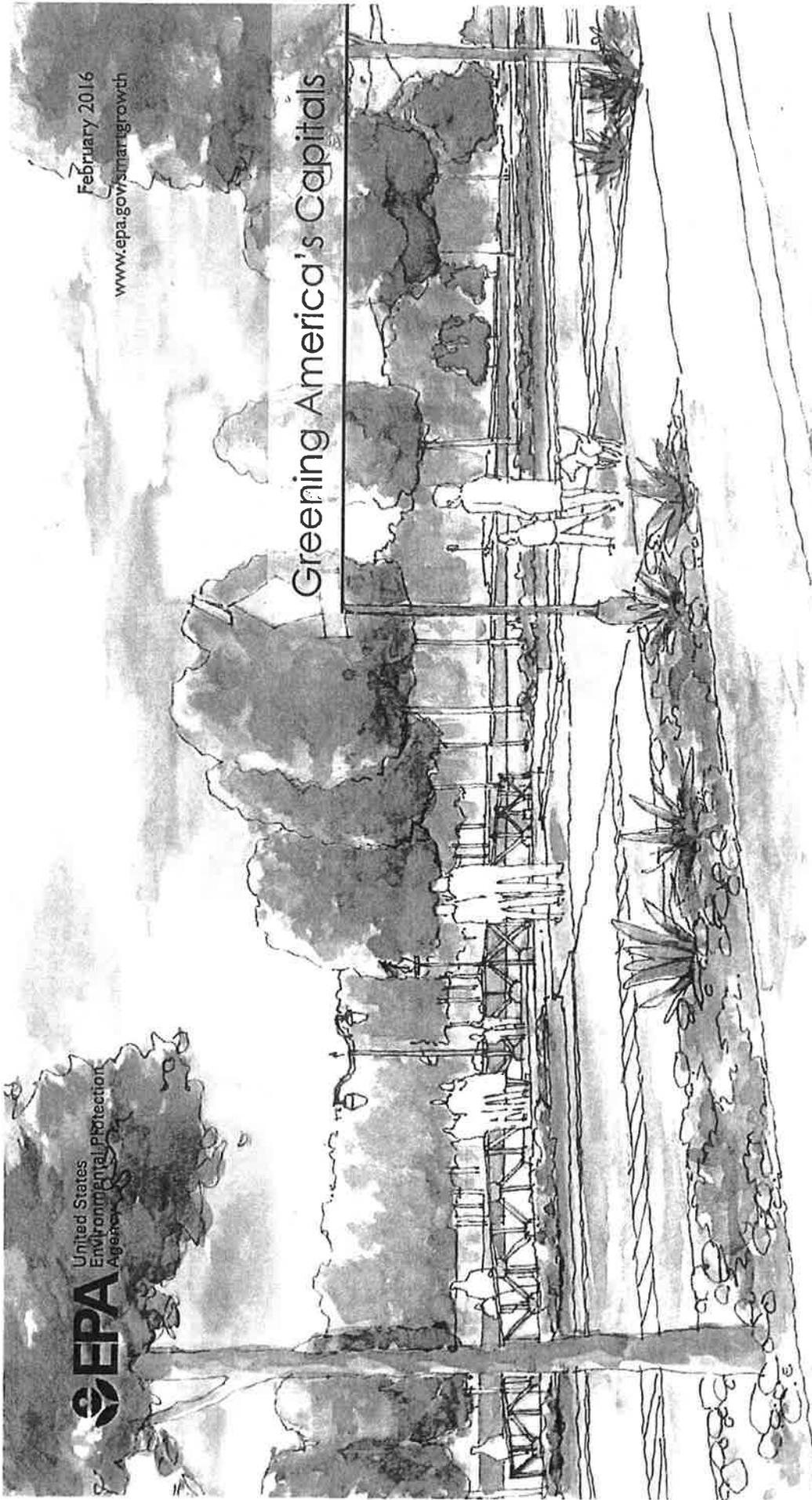


OBSERVATIONS:	This neighborhood includes apartments, duplexes and single-family homes. It is circumscribed, and bisected, by a number of major roads. Freeway development is cutting this neighborhood off from its only park potential—Ronald D. Wilson Memorial Park. There are only a few vacant parcels (in the eastern quadrant of the neighborhood) that could be used for parks, but they have valuable commercial/mixed use potential too.
SURVEY:	Q19: Relatively strong support (53%) for a Neighborhood park in the neighborhood. Q17: 48% support for a general increase in Neighborhood parks, 64% support for an increase in Natural parks.
IMPLEMENTATION STRATEGIES:	The only option for increased recreation opportunities in this neighborhood appear to be to incorporate urban recreation amenities (plazas, sitting areas, a town square) in the future design of the Nye Lane/Hot Springs Road development/redevelopment area or at the mixed-use Activity Center located at US 395 and College Parkway.



February 2016
www.epa.gov/smartgrowth

Greening America's Capitals



Greening East William Street
Carson City, Nevada
Office of Sustainable Communities
Smart Growth Program

Focus Site 4: Mills Park Mid-Block to Roop Street

Existing Condition

A poor pedestrian environment typifies Focus Site 4. Continuing west from Focus Site 3, fast vehicle traffic persists into Focus Site 4. This section of East William Street does not always have a sidewalk, and when there is a sidewalk it can be narrow and full of obstacles, such as utility poles. In places without sidewalks, the area behind the curb may have asphalt that serves as access ways or parking stalls for nearby private properties. These conditions make it difficult and unsafe for pedestrians to walk along the street, especially for people who are sight-impaired. Moreover, pedestrians crossing to and from Mills Park to the south and adjacent neighborhoods to the north have a hard time safely and legally crossing the stretch of East William Street because of the long distance between intersections. Many people park illegally and/or jaywalk across the wide roadway to avoid walking to or from a distant intersection.

Biking in this area is similarly uncomfortable. Bicyclists often use an unmarked shoulder next to a fast paced vehicular roadway, which provides an unsafe and unpleasant condition for experienced and inexperienced riders alike.



Figure 26 Existing view looking south across East William Street towards Mills Park

Design Option

This design option continues the road diet implemented at the State Street intersection, reducing travel lanes from four to two, and narrowing all lane widths. The design option also removes shoulders and uses the full right of way for public street improvements. The design option introduces a landscape median, buffered bike lanes, multi-use trails, landscaped parkways, and additional parking adjacent to Mills Park. Travel lanes would be separated by a generous landscaped median that offers limited left turn pockets to access uses on the other side of the street.

A multi-use pathway could connect neighborhoods from the north to East William Street without causing pedestrians to walk through the parking lot of an intervening office building complex (which is the common path currently taken). This multi-use pathway would align with a direct crossing of East William Street for pedestrians to access Mills Park. The median would permit pedestrians to cross a shorter street width, made up of only one travel lane and a buffered bike lane, at one time. The ability to stop and stand in the median enables pedestrians to look in only one direction of traffic at a time, enhancing safety. The mid-block crossing would also provide an entrance into, and passage through, the expanded Mills Park parking lot.

The increase in parking along Mills Park, potentially doubling the existing number of parking spaces, could reduce the need for people to park illegally across the street and then jaywalk to access the park. As noted in Focus Site 3, the Mills Park entrance could be improved by a roundabout to calm traffic and highlight an important intersection.

Like other focus sites, bicyclists along this segment would be afforded two options for riding. Slower, family-friendly riders could use the wide multi-use pathway, while more experienced riders could use the on-street buffered bikeway. The mixed-use pathway and accompanying running trail, buffered on both sides by landscaping, street trees, public art, and pedestrian and street lighting would offer a comfortable and unique place for people to walk and bike along East William Street.

Stormwater runoff could be managed and treated via stormwater planters along the street, in rain gardens behind the multi-use pathway where more space is possible, and with permeable paving within the median, left turn lanes within the median, and parking stalls within the Mills Park parking lot.

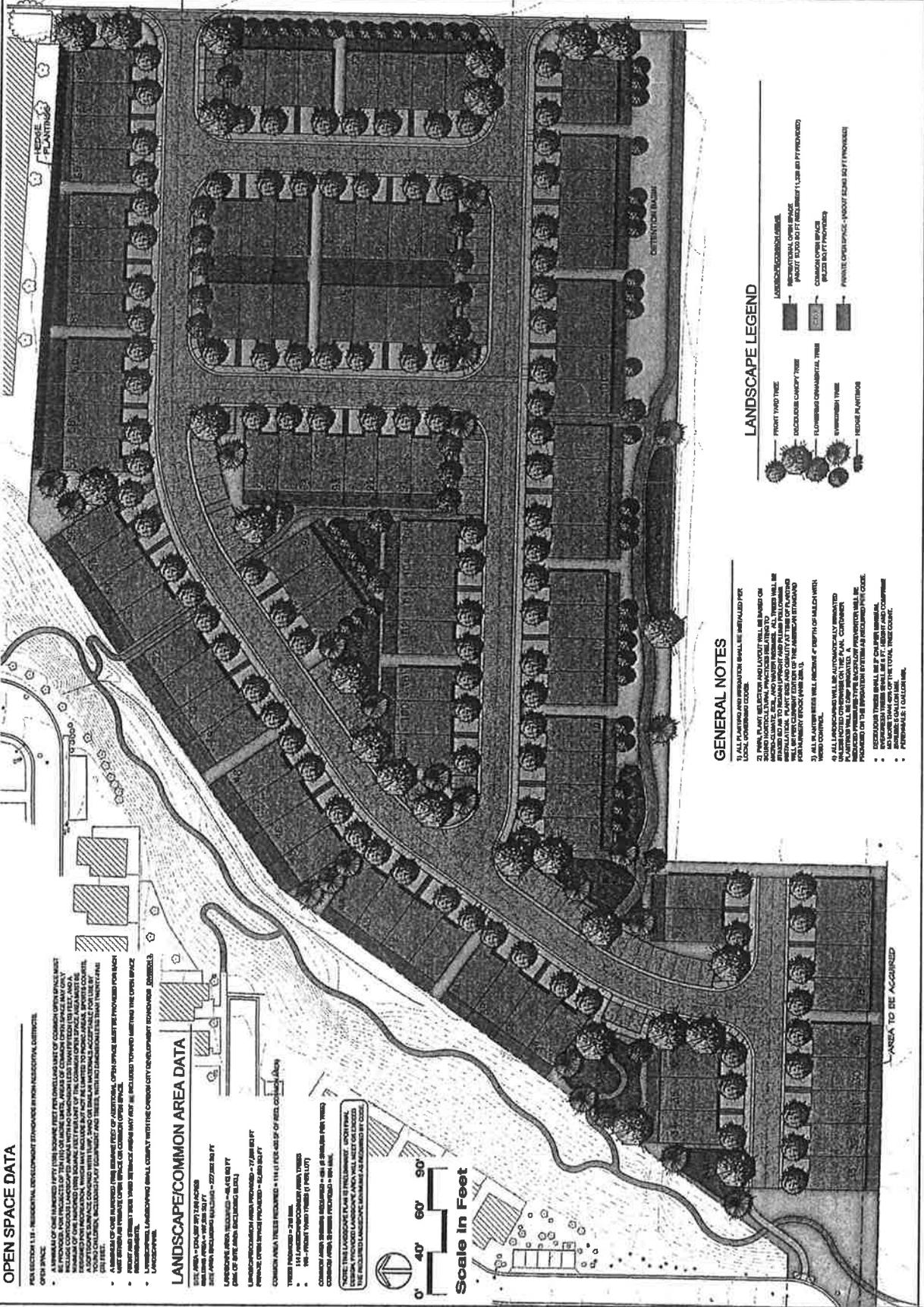
Focus Site 4: Roop St. to Mills Park Mid-block Mills Park Mid-Block Cross Section

- 1 Potential rain garden to treat and infiltrate stormwater runoff.
- 2 Multi-use pathway and jogging trail create family-friendly walking and cycling opportunities for all ages and experiences.
- 3 Where continuous wide driveways exist, narrow and consolidate driveways.
- 4 Trees provide shade to pedestrians and cyclists, and frame the street to improve the street's appearance.
- 5 Storm water planters along the street can capture and treat storm water run-off.
- 6 Buffered bike lanes provide greater separation between cyclists and drivers, increasing rider comfort.

- 7 A median can create a boulevard appearance with more landscaping and public art opportunities. Permeable paving in left turn lane areas extend an attractive appearance, denote places for driver caution, and allow stormwater runoff management and treatment.
- 8 A road diet that reduces 5 lanes to 3 lanes with narrowed lane widths can calm traffic. The right-of-way of East William can be repurposed for other improvements such as parking, new or wider "family-friendly" pedestrian and bicycling facilities, protected on street bike lanes, landscaping and street lighting.
- 9 Adding another row of parking where right-of-way width permits increases needed parking for Mills Park events and activities. Use of permeable materials can help manage and treat stormwater runoff.

Focus Site 4: Roop St. to Mills Park Mid-block Mills Park Mid-Block Crossing Plan

- 1 Mid-block crossing between Roop and State Streets allows visitors and residents access to Mills Park Median allows refuge space for pedestrians to stop and wait to safely cross half a street at a time.
- 2 Public art can add interest and character to passing residents and visitors.
- 3 Stormwater tree planters, rain gardens, and permeable surface treatments such as pavers, decomposed granite and cobbles can capture and treat stormwater runoff.
- 4 Sidewalks and crosswalks can be placed along driveways and access ways to link destinations with East William and create comfortable and convenient pedestrian circulation that is separated from vehicles.
- 5 Multi-use pathway with adjacent running trail allows for safe and convenient walking and biking for all ages and experiences.
- 6 Pathway connecting to northern neighborhoods allows for comfortable and dedicated pedestrian access and connects to mid-block crossing.
- 7 Special paving color and surfacing highlights pedestrian crossings to drivers.
- 8 Continuous height pathway and special paving highlight pedestrian crossing areas to drivers.
- 9 Landscape can screen parking and other uses behind the multi-use pathway.
- 10 Ramps down the grade change can provide access to all users to connect pedestrians from East William to Mills Park.
- 11 Reducing vehicle lanes from 5 to 3 and narrowing travel lane widths allows for placement of buffered bike lanes and a raised median and helps to manage traffic speeds.
- 12 Trees provide shade to pedestrians and cyclists, and frame the street to improve the street's appearance.
- 13 Bike lanes with striping allow for a separation from vehicles and increases cyclist comfort.
- 14 Expanded parking at Mills Park can be provided by dual perpendicular parking bays for park visitors. This can increase pedestrian safety and comfort while providing parking closer to Mills Park.
- 15 Pedestrian walks and crosswalks can provide comfort and alert drivers to crossing pedestrians.



OPEN SPACE DATA

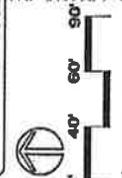
PER SECTION 1.11 - RESIDENTIAL DEVELOPMENT STANDARDS IN NON-RESIDENTIAL DISTRICTS:

- OPEN SPACE: THE OPEN SPACE SHALL BE THE TOTAL AREA OF COMMON OPEN SPACE WITHIN THE DEVELOPMENT SITE. THE OPEN SPACE SHALL BE THE TOTAL AREA OF COMMON OPEN SPACE WITHIN THE DEVELOPMENT SITE. THE OPEN SPACE SHALL BE THE TOTAL AREA OF COMMON OPEN SPACE WITHIN THE DEVELOPMENT SITE.
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LANDSCAPE/Common Area Data

SITE AREA = 120,000 SQ FT
 COMMON AREA = 100,000 SQ FT
 LANDSCAPE AREA = 20,000 SQ FT
 COMMON AREA = 100,000 SQ FT
 LANDSCAPE AREA = 20,000 SQ FT
 COMMON AREA = 100,000 SQ FT
 LANDSCAPE AREA = 20,000 SQ FT

NOTE: THIS LANDSCAPE PLAN IS PRELIMINARY. CHECK FINAL CONTRACT AND SPECIFICATIONS FOR FINAL LANDSCAPE PLAN. THE INCLUDED LANDSCAPE DATA IS AS SHOWN IN THIS PLAN.



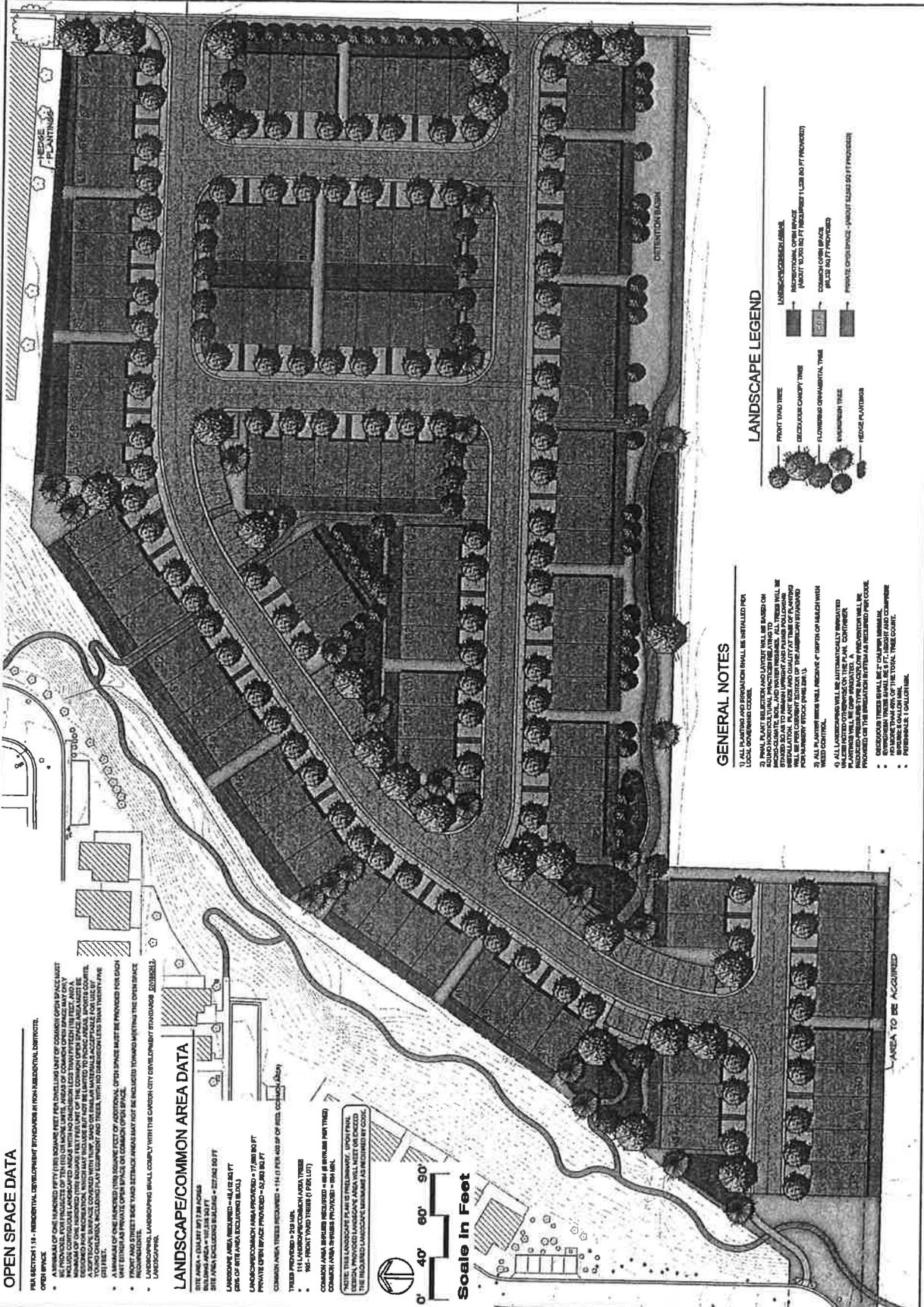
GENERAL NOTES

- 1) ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNMENT CODE.
- 2) PLANT, PLANT SELECTION AND LAYOUT SHALL BE BASED ON LOCAL CLIMATE, SOIL, AND WATER AVAILABILITY. ALL PLANTS SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS.
- 3) ALL PLANTING SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS.
- 4) ALL PLANTING SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS AND SHALL BE INSTALLED AS PER THE SPECIFICATIONS.

LANDSCAPE LEGEND

- FRONT YARD TREE
- DECIDUOUS CANOPY TREE
- FLORIBUND CANOPY TREE
- WINTERBURN TREE
- HOUSE PLANTING
- LANDSCAPE COMMON TREE
- COMMON OPEN SPACE PLANTING
- PRIVATE OPEN SPACE PLANTING

AREA TO BE ACQUIRED



OPEN SPACE DATA

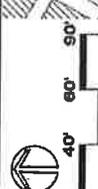
PER SECTION 15 - RESIDENTIAL DEVELOPMENT STANDARDS IN NON-RESIDENTIAL DISTRICTS:

OPEN SPACE

- A MINIMUM OF ONE HUNDRED (100) SQUARE FEET PER UNIT SHALL BE PROVIDED FOR COMMON OPEN SPACE. COMMON OPEN SPACE MAY BE PROVIDED FOR THE USE OF THE COMMON OPEN SPACE MAY ONLY BE PROVIDED FOR THE USE OF THE COMMON OPEN SPACE. COMMON OPEN SPACE SHALL BE PROVIDED FOR THE USE OF THE COMMON OPEN SPACE. COMMON OPEN SPACE SHALL BE PROVIDED FOR THE USE OF THE COMMON OPEN SPACE.
- A MINIMUM OF ONE HUNDRED (100) SQUARE FEET OF ADDITIONAL OPEN SPACE SHALL BE PROVIDED FOR EACH UNIT. ADDITIONAL OPEN SPACE SHALL BE PROVIDED FOR EACH UNIT. ADDITIONAL OPEN SPACE SHALL BE PROVIDED FOR EACH UNIT.
- LANDSCAPING STANDARDS SHALL COMPLY WITH THE CONSON CITY DEVELOPMENT STANDARDS 20080203.

LANDSCAPE/Common Area Data

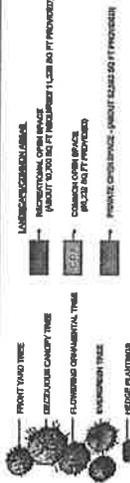
Site Area = 1,041,877.78 ACRES
 Building Area = 1,100,000.00 SF
 Site Area (Including Building) = 2,141,877.78 SF
 Landscape Area Required = 441,152.00 SF
 Private Open Space Provided = 1,100,000.00 SF
 Common Area Spaces Provided = 1,100,000.00 SF
 Private Open Space Provided = 1,100,000.00 SF
 Common Area Spaces Provided = 1,100,000.00 SF



GENERAL NOTES

- 1) ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNMENT CODES.
- 2) FINAL PLANT SELECTION AND PLANTING SHALL BE BASED ON THE LOCAL CLIMATE, SOIL, AND WATER RESOURCES. ALL TREES WILL BE INSTALLED WITH PROPER PLANTING TECHNIQUES AND MAINTAINED THROUGHOUT THE PROJECT. PLANT SIZE AND QUALITY AT TIME OF PLANTING SHALL BE AS SPECIFIED IN THE AMERICAN STANDARD FOR AMERICAN STANDARD TREE SPECIFICATIONS (ASTA).
- 3) ALL PLANTING AREAS SHALL INCLUDE A DEPTH OF MULCH WITH WEED CONTROL.
- 4) ALL LANDSCAPING WILL BE AUTOMATICALLY REPEATED PLANTING SHALL BE DONE PER THE PROJECT SCHEDULE. A MAINTENANCE PLAN SHALL BE PROVIDED TO THE CLIENT.
- 5) SPECIES TO BE USED SHALL BE AS SPECIFIED IN THE CODES.
- 6) EXISTING TREES SHALL BE 6" DBH AND 8' TALL AND COMPARE TO THE SPECIFICATIONS IN THE TREE CODE.
- 7) PREFERABLE 1" GALLOPINE.

LANDSCAPE LEGEND





June 13, 2016

TPUD-16-053:

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All designs must comply with the presented ENGEO job number 7217.000.000 dated 4/29/2016.
3. All Repairs, Replacement, and Alterations must have proper building permits and comply with International Building and Residential Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, International Energy Conservation Code, and Northern Nevada Amendments.
4. Building Permit fee valuation is based upon the International Code Council Building Journal Index most current February issue.
5. A developer can use a master/standard plan approach for the build out.
6. All Contractors are required to carry state and local license.

Shawn Keating CBO

"There's no use talking about the problem unless you talk about the solution"

Building Official

Carson City Community Development Department

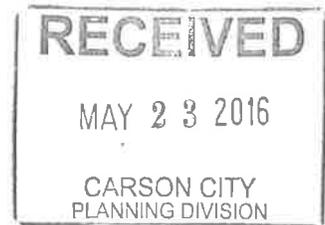
Web page <http://www.carson.org/index.aspx?page=172>

skeating@carson.org

Office 775-887-2310 X 7052

Fax 775-887-2202

Cell 775-230-6623



May 20, 2016

TPUD 16-053

After initial plan review the Carson City Environmental Control Authority (ECA), a Division of Carson City Public Works Department (CCPW), has the following requirements per the Carson City Municipal Code (CCMC) and the Uniform Plumbing Code (UPC) for the TPUD 16-053 on State St. request:

1. ECA has no requirements for this request.

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

Sincerely;

Mark Irwin
Environmental Control Officer 3

c: Kelly Hale, Environmental Control Supervisor

May 24, 2016

SUP-16-051

Health and Human Services

No concerns with the application as submitted.

SUP-16-052

Health and Human Services

No concerns with the application as submitted.

TPUD-16-053

Health and Human Services

No concerns with the application as submitted.

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

dboothe@carson.org

RECEIVED

MAY 26 2016

CARSON CITY
PLANNING DIVISION

May 26, 2016

TPUD-16-053:

1. Project must comply with the adopted 2012 IFC as amended.
2. No on street parking is allowed due to 20' street width. Red curb on all areas that aren't driveways or parking stalls.
3. Depending on final building design, fire sprinklers may be required.

Dave Ruben

Fire Marshal

Carson City Fire Department

777 S. Stewart Street

Carson City, NV 89701

Direct 775-283-7153

Main 775-887-2210

FAX 775-887-2209



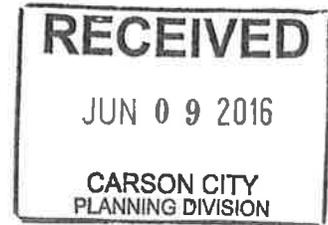
NEVADA DIVISION OF
**ENVIRONMENTAL
PROTECTION**

STATE OF NEVADA
Department of Conservation & Natural Resources

Brian Sandoval, Governor
Leo M. Drozdoff, P.E., Director
David Emme, Administrator

June 7, 2016

LEE PLEMEL
PLANNING DIVISION
108 E. PROCTOR
CARSON CITY NV 89701



**Re: Tentative Map-Mills Landing; APN 002-441-23
105 Lots in Carson City, Nevada**

Dear Mr. PLEMEL:

The Nevada Division of Environmental Protection has reviewed the above referenced subdivision and recommends conditional approval of said subdivision with respect to water pollution and sewage disposal, provided that Carson City commits to provide sewage service to said subdivision.

This conditional approval is contingent upon Carson City issuing "Intent-to-Serve" or "Will-Serve" letters for sewerage to said subdivision, because it is the understanding of the NDEP that Intent-to-Serve letters are not issued until Carson City approves the Tentative Map.

In general, the scope of the NDEP review for said subdivision is limited to the verifying the local entity that will provide community sewage service. It is the responsibility of the owner and/or operator of the proposed facility to properly plan, design, build, and effectively operate and maintain the facility as required under law, regulations, permits, and good management practices. The NDEP is not responsible for increased costs resulting from defects in design, plans and specifications or other pertinent documents.

Please note that if the developer of this subdivision will disturb more than one acre, he/she is required to obtain coverage under NDEP's Construction Stormwater General Permit NVR100000. A Notice of Intent must be filed electronically and submitted with a \$200 fee prior to commencing any earth-disturbing activities at the site. Visit NDEP's Bureau of Water Pollution Control's website at: http://ndep.nv.gov/bwpc/storm_cont03.htm for more information about this permit.

Sincerely,

Pat Mohn, P.E.
Technical Services Branch
Bureau of Water Pollution Control

cc:

Engineer: MANHARD CONSULTING LTD 9850 Double R Blvd Suite 101 Reno, NV 89521
Developer Name: STATE STREET DEVELOPMENT 500 Mountain St Carson City, NV 89703

Control No. 10794