

PLATEAU DEVELOPMENT

ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

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APPENDICES

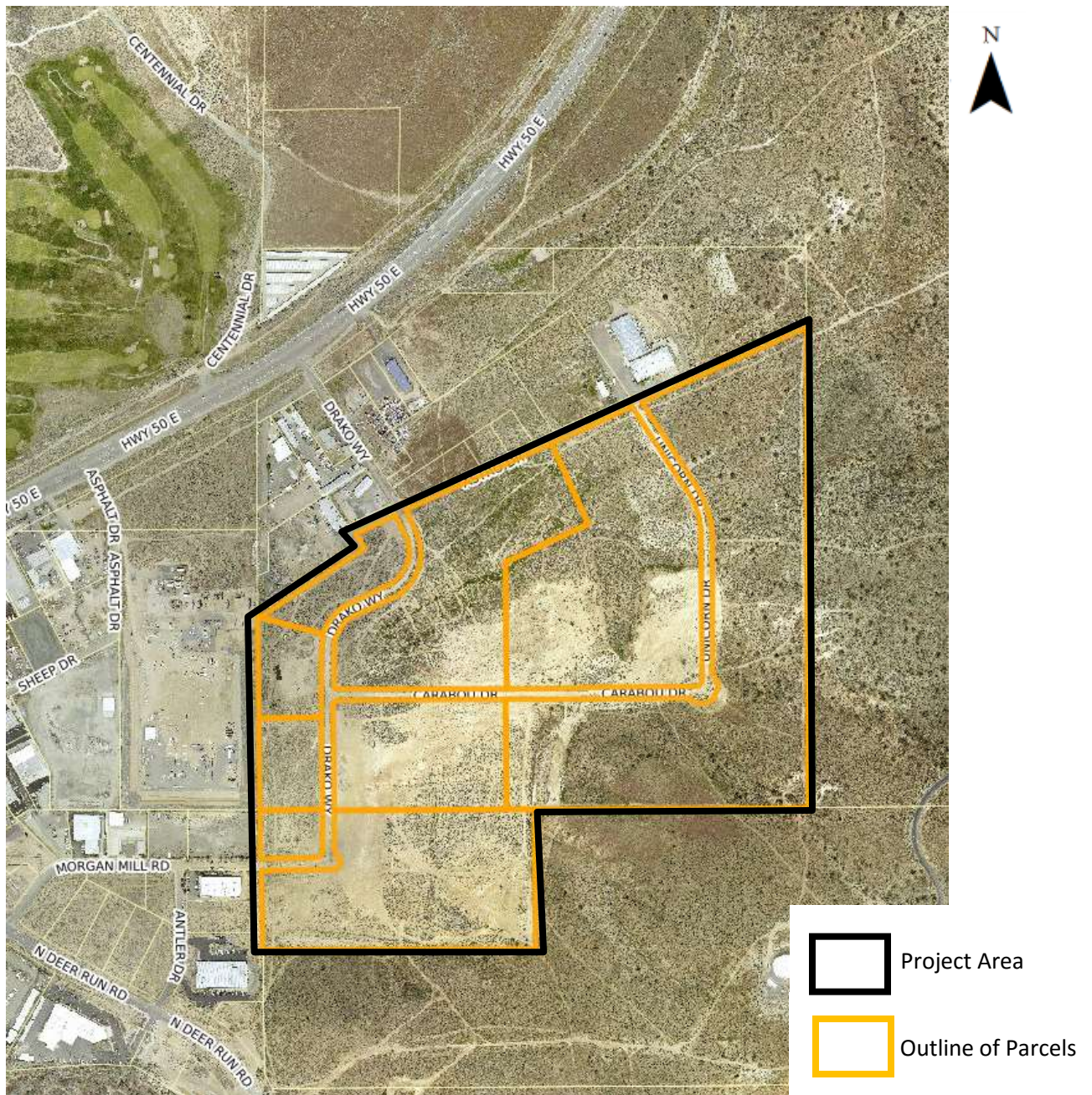
- Application & Supplemental Information
- Master Plan Policy Checklist
- Proposal Questionnaire
- Interim Mixed-Use Evaluation Criteria
- Tentative Map Plan Set
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PROJECT LOCATION

The project site encompasses 9 parcels (APNs 008-521-54, -55, -89, -90, 005-522-16, -17, -18, 008-531-59, -60) totaling +/- 112.69 acres; the total project area is 119.1 acres because it includes the existing rights-of way of Drako Way, Carabou Drive, and Unicorn Drive. The site is located southeast of US Highway 50 and northeast of Deer Run Road, within the V&T Specific Plan Area. The project site is accessed by Drako Way and Morgan Mill Road.

Figure 1: Project Location



EXISTING CONDITIONS

The +/- 119.1 acre project area is undeveloped and is the site of the Old Carson City Landfill. The site is surrounded by a mix of commercial and industrial uses to the north and west, and open space to the east and south.

Figure 2: Surrounding Property Designations

Direction	Current Zoning	Master Plan	Current Land Use
North	General Industrial	Mixed-Use Commercial	Mix of commercial and industrial uses
East	Public Regional	Open Space	Open Space
South	Public Regional	Public/Quasi-Public	Open Space
West	General Industrial	Public/Quasi-Public Industrial	Mix of commercial and industrial uses Public Facility

Conditions in the Previous Five-Year Time Period

Regional connectivity near the project area has increased in the previous five-year time period. US Highway 50 now connects to USA Parkway to the east (opened in September 2017), providing enhanced access to industrial development such as the Tahoe Reno Industrial Center (TRIC) and Tesla Gigafactory. US Highway 50 also continues to Lake Tahoe to the west and connects to Interstate 580, which leads to Reno to the north. This increase in nearby job opportunities and increased regional connectivity will continue to lead to increased demand for housing development in the region.

Additionally, the opening of US Highway 50 West and Interstate 580, approximately 8.4 miles southwest of the project, represents a significant change in Carson City and will encourage commercial development and job opportunities. The last leg of Interstate 580 opened in August 2017.

The site has been zoned industrial for many years but has remained vacant because there has not been market demand for industrial land. Instead, housing opportunities represent the highest and best use of the site. This is further demonstrated by the shift in the Master Plan designation from Industrial to Mixed-Use Residential. Also, as detailed in the Carson City Master Plan, a mix of residential use types are needed to supply the housing demand. This project has the opportunity to supply a mix of residential use types, along with adjacent commercial land uses to provide for residents' day-to-day needs, and enhanced pedestrian access to adjacent open space.



Figure 3: Site Photographs



Figure 3: Site Photographs (continued)



Facing east from corner of Drako Way and Morgan Mill Road



Figure 4: Existing Master Plan Designation

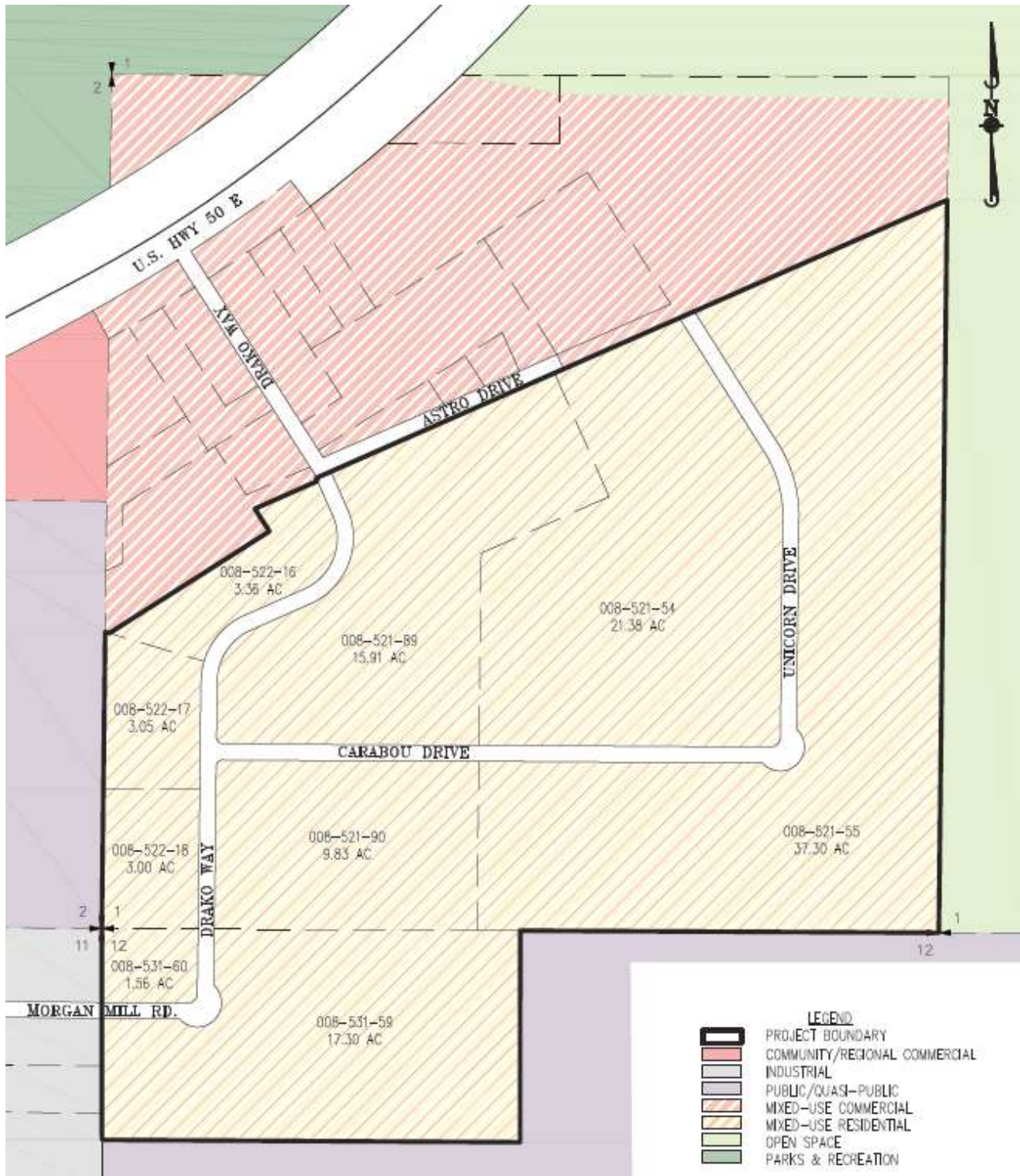
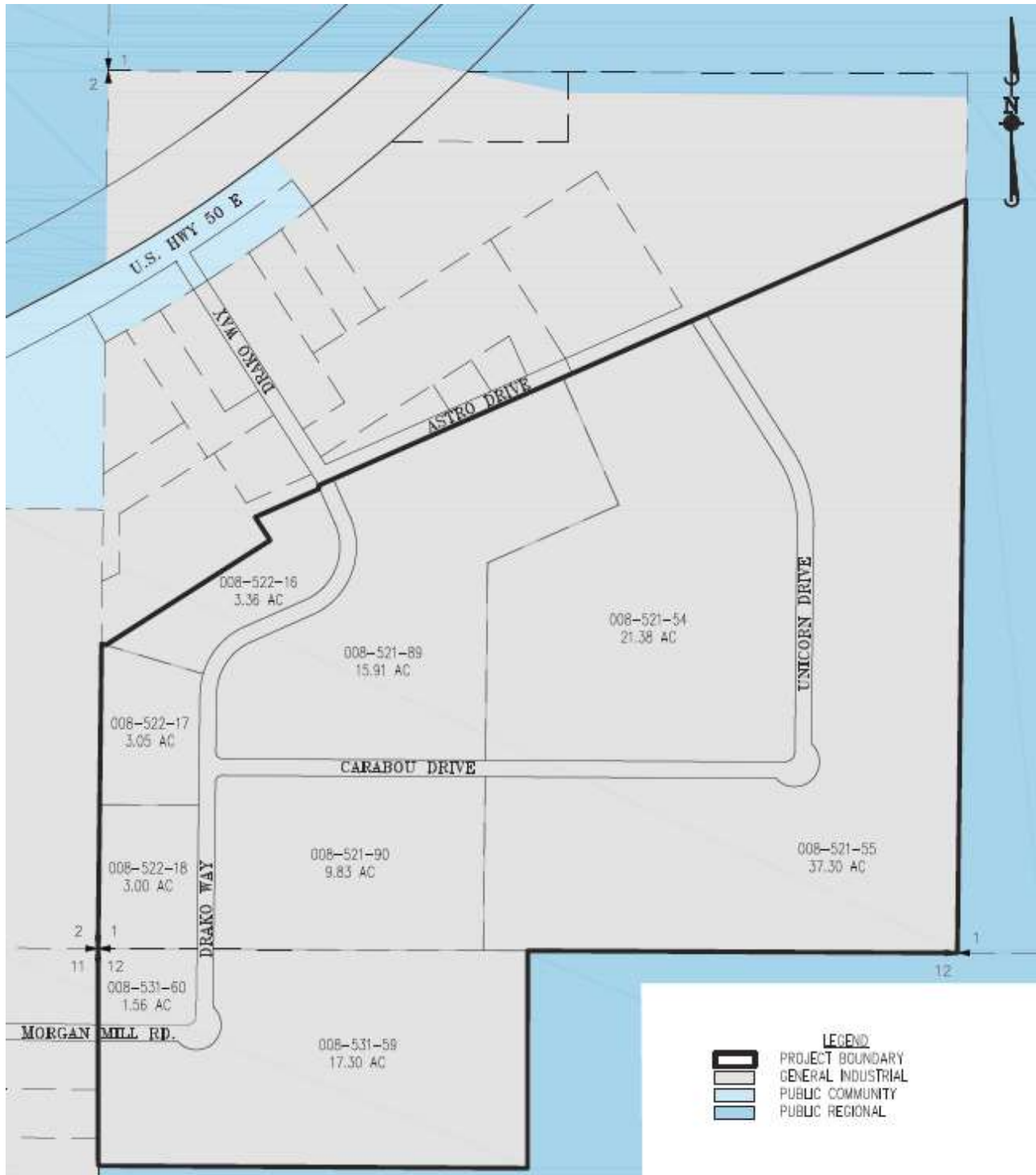


Figure 5: Existing Zoning Designation



APPLICATION REQUEST

The enclosed application is a request for:

ZONING MAP AMENDMENT from General Industrial to Single-family 6,000 (SF6, +/- 68.3 acres), Multifamily Apartment (MFA, +/- 18.0 acres), General Commercial (GC, +/- 13.9 acres), and Public Regional (PR, +/- 18.9 acres)

TENTATIVE SUBDIVISION MAP to create 270 single family residential lots, 9 common area parcels, 3 remainder parcels, and +/- 13.36 acres of right-of-way within a +/- 119.1 acre project area.

PROJECT DESCRIPTION AND JUSTIFICATION

The Plateau mixed-use development is proposed to include 270 single family residential parcels on 68.3 acres (SF6), 18.0 acres of MFA, 13.9 acres of GC, and 18.9 acres of PR use. The ultimate mixed-use development will be in compliance with the Carson City Municipal Code.

The proposed zoning designations of SF6, MFA, GC, and PR (see Figure 8: Proposed Zoning Designation) will allow for a mixed-use development in accordance with the Mixed-use Residential (MUR) Master Plan designation and meets the Interim Mixed-Use Evaluation Criteria. The development will ultimately provide a cohesive mix of housing types, expanded recreational opportunities, commercial services, and employment opportunities so that residents can meet their day-to-day needs within a close proximity.

The residential density is 3.95 units/acre (270 units/68.3 acres of residential development area). Single family residential lots range in size from 6,000 sq. ft. to 17,950 sq. ft. with an average lot size of 8,104 sq. ft. Home designs are not available, however, all future development will comply with the requirements of the Carson City Municipal Code.

The proposed development provides for enhanced recreational opportunity, with +/- 18.9 acres proposed to be designated PR and developed with recreational trails. Additional pedestrian access will be provided from the proposed development to the adjacent Carson City open space through Common Area parcels A through I, as shown on the Tentative Map, and between the different uses within the site.

Wildland fire access will be provided from the southeast corner of the development, along a 20' wide fire access road. The access point will be gated and will be available for fire access in the event of an emergency.

The Common Area parcels are proposed to be maintained by a Landscape Maintenance District (LMD) or similar entity as approved by Carson City. The LMD or similar entity will provide for weed abatement, trail maintenance, and maintenance of landscaping installed in the common area and right-of-way. Carson City will not be responsible for maintaining the common areas.

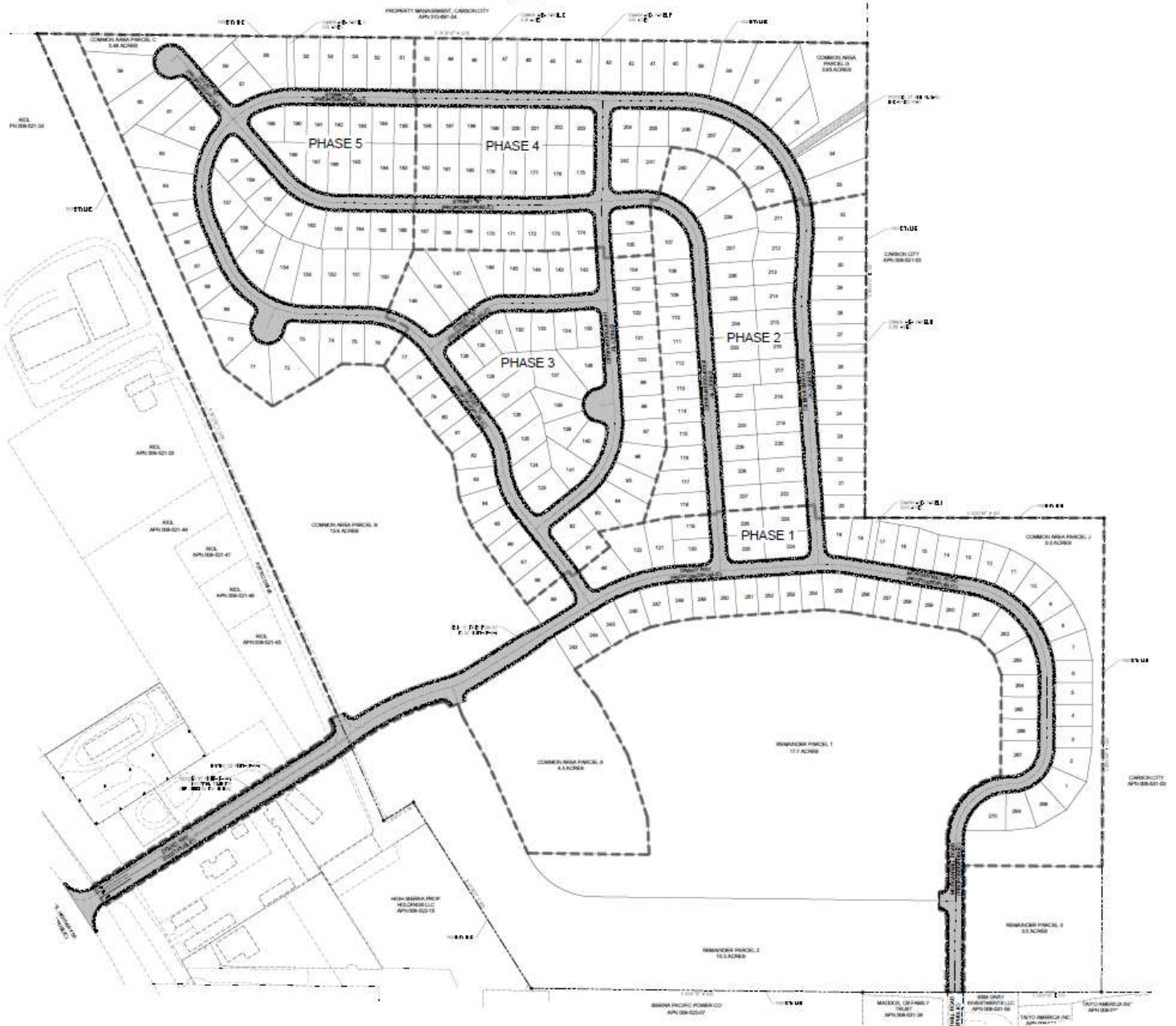


Figure 6: Project Summary

Project Summary	
Total Project Area	119.1 acres
- SF6 Proposed Acres	68.3 acres (270 units); 57%
- MFA Proposed Acres	18.0 acres; 15%
- GC Proposed Acres	13.9 acres; 12%
- PR Proposed Acres	18.9 acres; 16%
Residential Lot Area	50.69 acres
Remainder Parcels	31.0 acres (GC and MFA parcels)
Total Common Area	22.98 acres (PR and common area parcels)
Right-of-Way Area	14.36 acres (not including off-site access road)
Total Number of Residential Lots	270
Smallest Lot	6,000 sq. ft.
Largest Lot	17,950 sq. ft.
Average Lot Size	8,104 sq. ft.
Overall Gross Density	3.95 (270 units/68.3 acres)



Figure 7: Site Plan



PROPOSED ZONING DESIGNATION

This application proposes to amend the zoning designations from GI to a mix of SF6, MFA, GC, and PR to accomplish a mixed-use development in accordance with the MUR Master Plan designation and the proposed use described in the V&T SPA, which indicates that:

“the land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property (V&T SPA Policy 1.5).”

Consistency with the Carson City Master Plan and V&T Specific Plan

The Carson City Master Plan was adopted in 2006 and includes policies related to mixed-use land use categories. The mixed-use policies were established to:

- facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development;
- allow for the incorporation of a variety of housing as a part of a broader mix of uses;
- allow for projects to be designed with an interconnected network of streets between uses;
- promote a more compact, pedestrian-friendly environment; and
- incorporate recreational features.

The project area has a Mixed-Use Residential (MUR) Master Plan designation, however the existing GI zoning is not in conformance with the existing MUR land use designation. The proposed mix of SF6, MFA, GC, and PR is consistent with the MUR Master Plan designation and reflects the City’s desire to establish a more diverse mix of uses within the community and to encourage a more efficient use of the City’s limited developable land by encouraging the development of commercial services, employment opportunities, a diversity of housing, and an array of services within a close proximity (General Mixed-Use goal, Carson City Master Plan, Chapter 3, page 3-31).

The proposed zoning for a mixed-use development accomplishes the V&T SPA goals:

- To provide for a cohesive development within the area
- To encourage public/private cooperation in creating public access, trails, and recreational opportunities

The proposed zoning is consistent with the MUR Master Plan designation. Future development will meet the general Mixed-Use Policies and MUR policies contained in the General Plan, including density range, location and scale, mix of uses, mix of housing types, relationship to surrounding development, and parks, open space, and pathways.



Figure 8: Proposed Zoning Designation

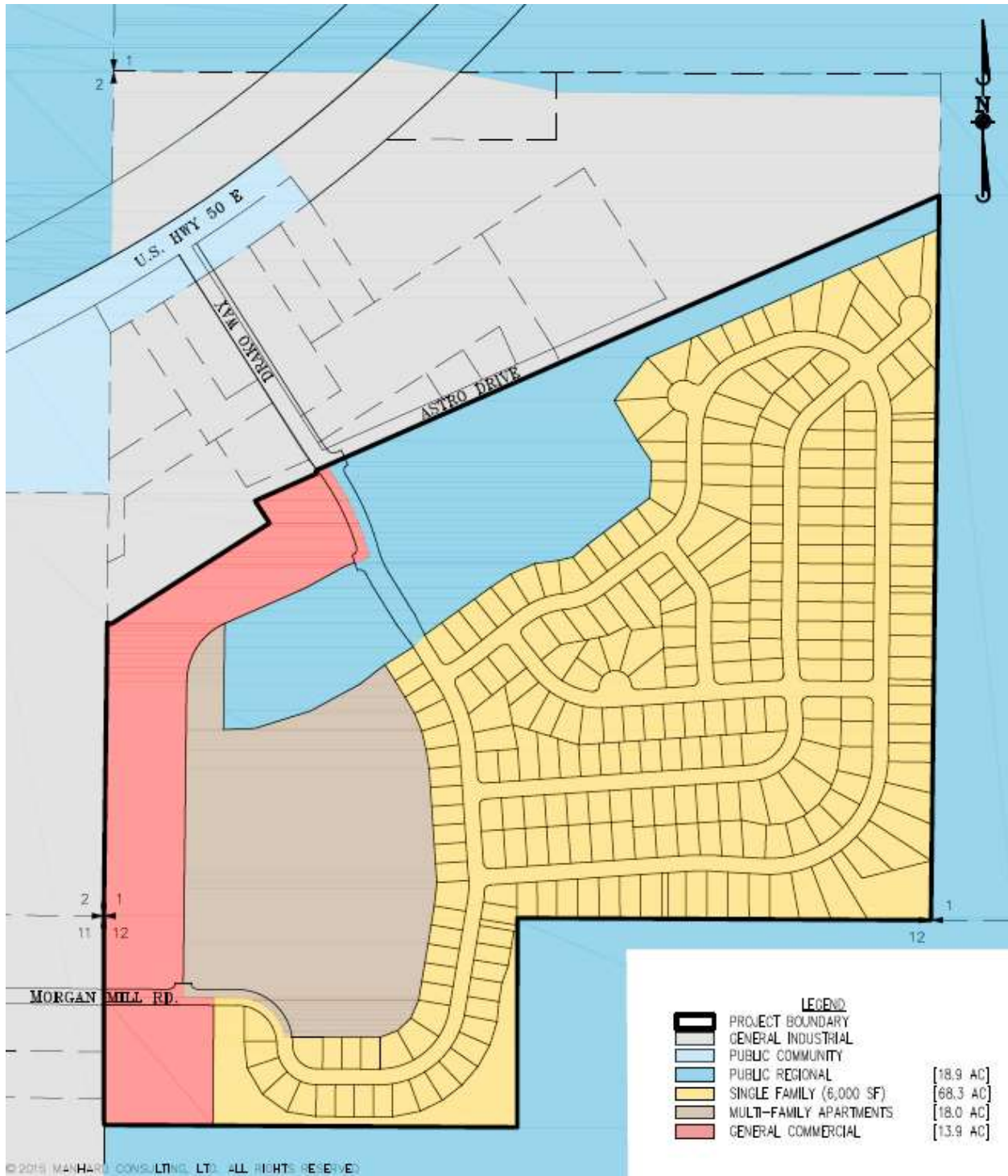


Figure 9: Existing and Proposed Zoning Acreage

ZONING CATEGORY	EXISTING ZONING (+/- ACRES)	PROPOSED ZONING (+/- ACRES)
General Industrial	119.1	0
Single-family 6,000	0	68.3
General Commercial	0	13.9
Multi-Family Apartment	0	18.0
Public Regional	0	18.9
TOTAL ACREAGE	119.1	119.1

TENTATIVE MAP REVIEW

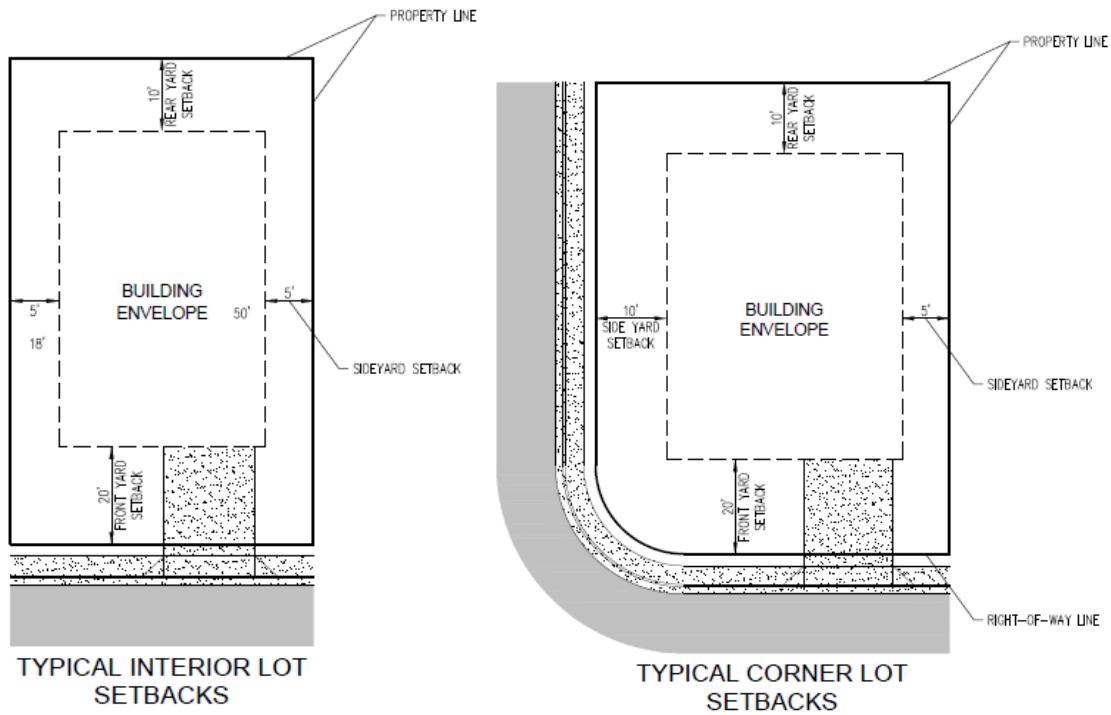
The Tentative Map includes 270 residential lots, totaling +/-50.68 acres. Three remainder parcels are included on the Tentative Map; one is proposed for multi-family development and zoned MFA (1 parcel = 17.7 acres) and two are proposed for general commercial development and zoned GC (2 parcels = 13.3 acres). There is no specific development associated with the remainder parcels. However, to analyze project impacts, proposed uses have been identified to include 250 multi-family residential units, 12,000 sq. ft. of office space, 12,000 sq. ft. of retail space, and 300 self-storage units. The remainder parcels will be developed in accordance with the Carson City Master Plan and Municipal Code.

Site Development Standards

The proposed residential lots are designed in accordance with SF6 site development standards, including parcel size, density, height, and setbacks, as detailed in CCMC Section 18.04.190. The minimum lot width is 60' and the maximum height is 26'. Setbacks are 20' front yard, 5' side yard, 10' street side yard, and 10' rear yard.



Figure 10: Typical Lot Setbacks



Off-street parking will be provided as follows in accordance with CCMC Division 2, Section 2.2:

- A minimum of two (2) off street parking spaces for each single family unit

Specific floorplans are not available at this time, however it is expected that each single family unit will have at least a two car garage and a driveway with two off-street parking spaces.

Figure 11: Parking Calculations

Zoning	# of Units	Spaces Required per Unit	Total Required Spaces	Total Spaces Proposed
SF6	270	2	540	Minimum: 540*

** This does not include any on-street parking or driveway, or any units that may contain a 3-car garage.*

Hillside Development

As shown in Figure 10: Slope Map, the project site does not meet the requirements for hillside development, since the development site does not average 15% slope. The average slope of the site is 3.94%. Specific parcels that average 15% slope or more are identified on the Tentative Map plan set.



Figure 12: Slope Map



Vehicle and Pedestrian Access

The site is accessed by US Highway 50 with access from Drako Way and from N. Deer Run Road to Morgan Mill Road. Cross sections of a typical local street (50’ ROW) and industrial street (65’ ROW) are included below. All lots will be accessed by public streets.

Drako Way is the project entrance road and will be landscaped to provide an appealing entrance to the project. Landscaping will be maintained by a LMD or similar entity as approved by Carson City. The entrance road is off-site and the proposed 65’ right-of-way and improvements will meet industrial street standards. As detailed on the cross section below, Drako Way will include 5’ sidewalks on each side of the



road and bike lanes in accordance with Carson City standards. Drako Way will maintain the existing westerly right-of-way.

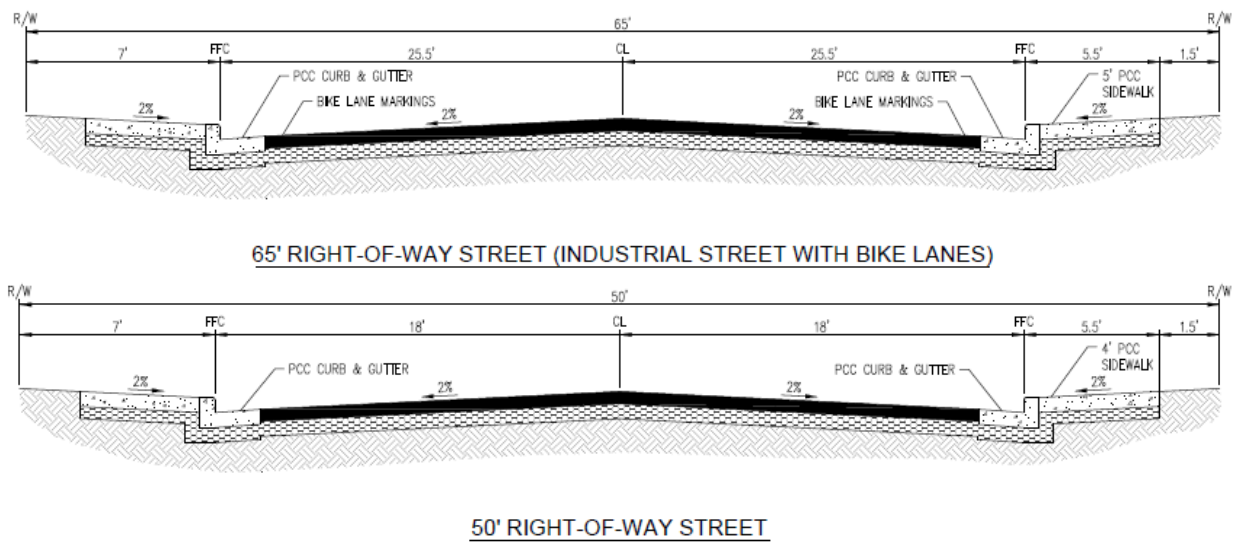
Internal project circulation will be provided by local streets (50' ROW). The proposed street layout is intended to replace the existing rights-of-way (Drako Way, Carabou Drive, Unicorn Drive). It appears that Drako Way, Carabou Drive, and Unicorn Drive were offered for dedication at some point but were not accepted. A Merger and Resubdivision will be offered with the Final Map, to eliminate the previously proposed ROW.

To provide for pedestrian access and connectivity, sidewalks will be provided throughout the development in accordance with the approved Tentative Map. There will be 4' wide sidewalks on both sides of the streets and a 5' wide sidewalk on both sides of Drako Way (project entrance). Sidewalks will be located within the ROW, providing safe pedestrian access throughout the development.

The street network has been designed to provide pedestrian connectivity between the proposed single family residential development and the commercial and multi-family zoned properties. Sidewalks, recreation trails, and open space will be easily accessible from all areas of the development.

The project has been designed to meet Wildland Urban Interface (WUI) standards to prevent wildfire spreading from vegetation to a building. Fire access is provided to the adjacent open space at the southeast corner of the project along a 20' fire access road.

Figure 13: Street Cross Sections



Traffic Improvements

A Traffic Impact Study (attached) has been prepared to evaluate the potential traffic impacts associated with the proposed development. A traffic signal at US Highway 50 and Drako Way is necessary to alleviate existing access management concerns. The intersection currently operates at Level of Service E during the PM peak hour. The existing volumes on US Highway 50 are high enough to effectively prohibit northbound left-turns from the project unless improvements are made. A signalized intersection would improve operations to acceptable levels of service (LOS A) during the AM and PM peak hours. Improvements will be addressed in coordination with the Nevada Department of Transportation (NDOT) and will meet the requirements of Carson City and NDOT. Other intersections, US Highway 50 and Deer Run Road and Deer Run Road and Morgan Mill Road, are expected to operate at acceptable levels of service with the project.

Phasing Plan

The project phasing plan includes 5 phases, as detailed below.

- Phase 1 will consist of +/- 57 SF6 residential lots, local streets as necessary, off-site infrastructure improvements, including Drako Way and Morgan Mill Road, as needed for the development, and other associated infrastructure improvements. Phase 1 will also include remediation of the Old Carson City Landfill (PR development area), and associated recreation improvements.
- Phase 2 will consist of +/- 51 SF6 residential lots, local streets as necessary, and associated infrastructure improvements.
- Phase 3 will consist of +/- 53 SF6 residential lots, local streets as necessary, and associated infrastructure improvements.
- Phase 4 will consist of +/- 53 SF6 residential lots, local streets as necessary, and associated infrastructure improvements.
- Phase 5 will consist of +/- 56 SF6 residential lots, local streets as necessary, and associated infrastructure improvements.

With approval of the Planning Department, the phasing plan may be modified to accommodate site or market conditions.

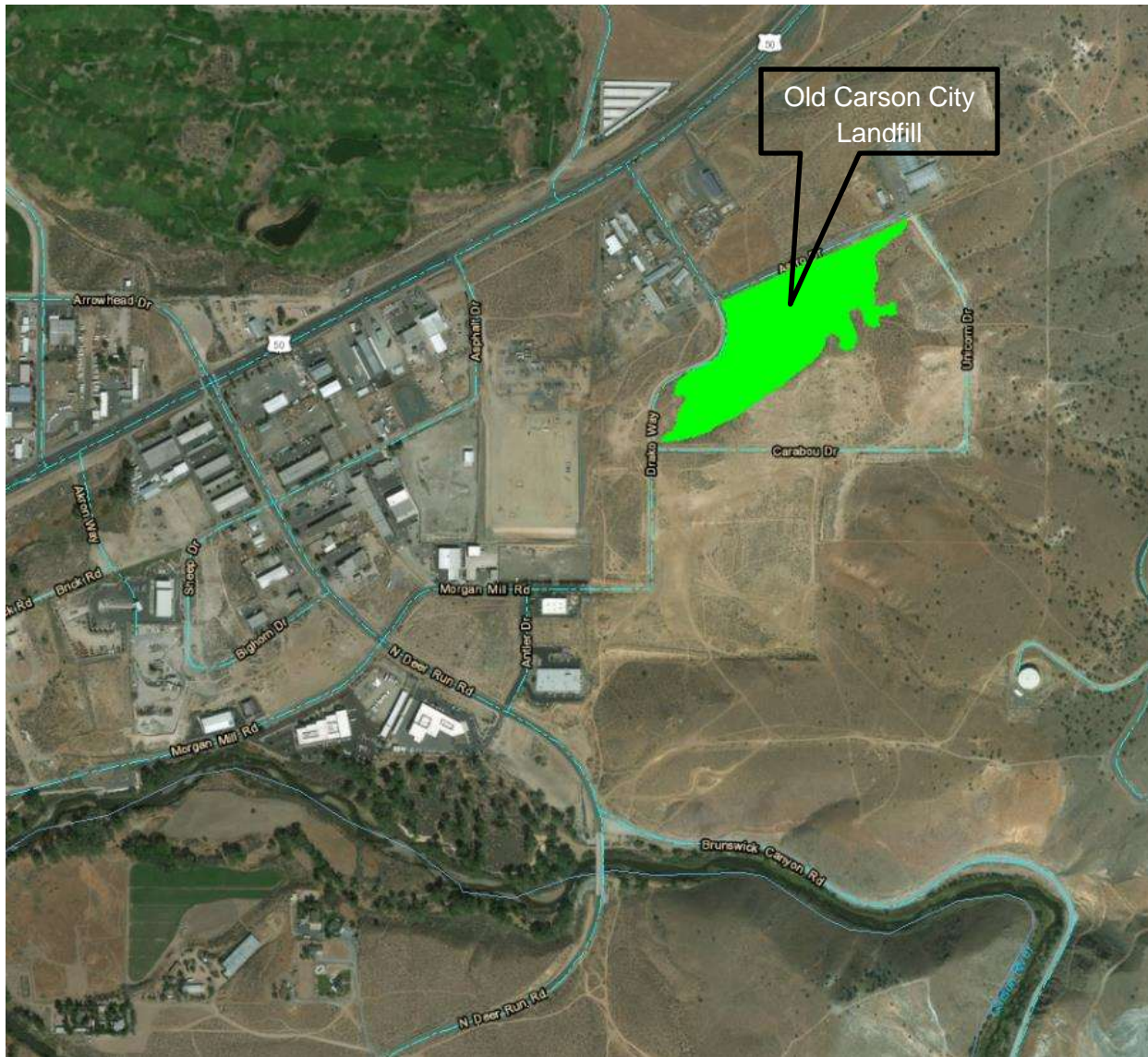
The phasing plan meets the Carson City Land Use requirements and NRS 278.360 regarding presentation of final maps. All final maps will be recorded in accordance with NRS 278.



April 2018, which was deemed to meet NDEP’s requirements. The Final SWMP will be submitted following Tentative Map approval. Remediation will consist of constructing a road within the landfill site, removing any exposed landfill waste and contaminated soil, and capping the entire extents of the landfill with a soil cap. After remediation, the area will be revegetated with native vegetation and recreational trails will be installed. These improvements are proposed to be included with Phase 1 as shown on Figure 14.

The proposed project will leave the old landfill site undisturbed, except for the proposed recreational trails and roadway, in accordance with the Draft SWMP.

Figure 15: Old Carson City Landfill General Location



PROJECT IMPACTS

Project impacts are based on a proposed layout that includes a mix of single family residential, multi-family residential, general commercial, and open space uses. Project impacts related to drainage, sanitary sewer, water, traffic, education, and public safety are detailed below.

Drainage

The subject site consists of 119.1 acres of land and has a Master Plan designation of Mixed-Use Residential and an existing zoning designation of General Industrial. To determine project impacts related to the Zoning Map Amendment, a conceptual land plan has been used that includes a mix of single family residential, multi-family residential, commercial, and common open space.

- 270 Single Family Residential lots on 68.6 acres
- 18.0 acres Multi-Family
- 13.9 acres General Commercial
- 22.98 acres of Common Open Space
 - 18.9 acres is zoned Public Regional for the remediated Old Carson City Landfill

The project is in eastern Carson City, south of U.S. Highway 50 in the area of Drako Way, located in Township 15 North, Range 20 East in portions of Sections 1 and 12. The site is not located in a FEMA flood zone. Drainage to, and through, the site is from a 262-acre catchment that is roughly bounded by Rifle Range Road to the east and Astro Drive to the north. Drainage flows westerly to and through the proposed SFR site to a location just south of the intersection of Morgan Mill Road and Drako Way. Downgradient drainage then continues ~1,000 feet to the Carson River near the intersection of North Deer Run Road and Brunswick Canyon Road. Existing conditions at the site include ~85 acres of previously mass graded site with slopes ranging from 2.5 to 4.5 percent and land cover consisting of bare earth with areas of sagebrush and grass understory in fair to good condition. There is a fair amount of land disturbance from off highway vehicle use on the property site. The subject site includes the Old Carson City Landfill (Facility ID # A-000050). The old landfill has been previously capped and NDEP has required that a stormwater management plan (SWMP) be developed for the old landfill site, which will be developed as parkland under the proposed conditions. A draft SWMP is currently on file with NDEP with a final SWMP due after acceptance of a tentative map.

Onsite and offsite undisturbed areas consist of sagebrush with grass understory in good condition with sparse Pinyon Pine-Juniper on the upper catchment areas. Slopes range from 5 to 20 percent in the upper offsite catchment. Offsite and onsite soils are classified as very high runoff potential with hydrologic soil group type D soils.

Any future development of the subject site will conform to Carson City Municipal Code for stormwater drainage and will incorporate the conditions of the SWMP for the old landfill site park. Increases in peak flow and runoff volume will be mitigated with detention basins designed to the 10-year storm event. In general, the conceptual mix of residential, multi-family commercial, and common open space will decrease the average impervious area from the current zoning for general industrial. The conceptual mix



of uses results in an estimated average impervious area percentage of 39 percent as opposed to the average impervious area percentage of 72 percent for a general industrial area, resulting in a decrease of 45 percent impervious area from the current zoning.

A Conceptual Drainage Report is included with this application.

Sanitary Sewer

Sanitary sewer infrastructure does not currently exist at the subject site. The nearest sanitary sewer is a 15-inch sewer main at the end of the Morgan Mill Road improvements that connects to the Morgan Mill sewer lift station. Sanitary sewer improvements for the Plateau project will conform to Carson City Municipal Code. The following table presents the sanitary sewage loading for the existing general industrial zoning and the conceptual uses of residential, multi-family, commercial, and common open space. Sewage loading is estimated based on the 2017 Sewer System Master Plan Update.

The proposed conditions include the following land uses that constitute the sewershed:

- 270 Single Family Residential lots on 68.3 acres
- 18.0 acres Multi-Family
- 13.9 acres General Commercial

A complete Sewer Report is included with this application.

Figure 16: Sewage Loading Estimates

Sewage Loading Estimates (gpd)				
Zoning	Existing		Proposed	
	Ave. Day	Peak Hour ¹	Ave. Day	Peak Hour ¹
General Industrial	21,298	31,948	N/A	N/A
Single-family (SF6)			39,812	59,718
Multi-Family (MFA)			30,790	46,125
General Commercial (GC)			6,029	9,044
Public Regional			0	0
Total	21,298	31,948	76,631	114,887

¹ estimated for peaking factor of 1.5 per 2017 Sewer Master Plan Update

Water

Water infrastructure does not exist at the subject site. The nearest water line is a 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. The project is shown as being in the 4880/Basin pressure zone. The East Valley pressure zone directly adjacent to the site. The *2010 Integrated Water Supply and Facility Plan* shows the subject site served from the 4880/Basin pressure zone with a looped 12-inch water main following the layout of Drako Way, Astro, Carabou, and Unicorn Drives and connecting to the existing 8-inch PVC at the intersection of Centennial Drive and Highway 50. It is anticipated that water infrastructure for the



conceptual conditions will mimic that layout. A conceptual water design indicates that a booster station will be required to serve domestic and fire flow to the Plateau Development from the 4880/Basin pressure zone. If a booster station is required, it is expected to be located within the single family portion of the project area, on one of the SF6 lots.

Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. The below table summarizes the water demand estimate for the existing and conceptual uses. It is anticipated that demands will increase with a change from industrial to a residential/commercial mix.

A complete Water Report is included with this application.

Figure 17: Water Demand Estimates

Water Demand Estimates						
ZONING	Existing			Proposed		
	ADD Ac-ft/yr	ADD (gpd)	PDD ¹ (gpd)	ADD Ac-ft/yr	ADD (gpd)	MDD ¹ (gpd)
General Industrial	119	106,326	206,236			
Single-family Residential 6,000				161	144,089	295,382
Apartments				75	66,956	137,259
Commercial				14	12,150	24,908
Park/Open Space				0	0	0
Total	119	106,326	206,236	250	223,195	457,549

¹ estimated for peaking factor of 2.05 Average Daily Demand (ADD) : Maximum Daily Demand (MDD)

Traffic

The Traffic Impact Study shows that the project is anticipated to generate 5,002 daily trips, including 344 AM peak hour trips and 473 PM peak hour trips. The following table analyzes the potential traffic impact if the site was built out with the existing General Industrial zoning designation to the proposed SF6/MFA/GC zoning configuration. The Trip Generation shows a 14.2% decrease in trips from 5,833 to 5,002 average daily trips. Trip Generation is based on the 10th Edition Institute of Transportation Engineers Trip Generation Manual.

A complete Traffic Impact Report is included with this application.



Figure 18: Trip Generation Estimates

Land Use	Units	Daily Trip Gen. Rate	Total Daily Trips	AM Trip Gen. Rate	AM Peak Hour	PM Trip Gen. Rate	PM Peak Hour
EXISTING LAND USE							
General Light Industrial 110	112.61 acres	51.80/ac.	5,833	-	-	-	-
CONCEPTUAL LAND USES							
Single Family Housing 210	270	9.44/du	2,549	.74/du	200	.99/du	267
Multi-Family Housing 220	250	7.32/du	1,830	.46/du	115	.56/du	140
General Office Building 710	12,000	9.74/ksf	116	1.16/ksf	14	1.15/ksf	14
Shopping Center 820	12,000	37.75/ksf	453	.94/ksf	11	3.81/ksf	46
Mini-Warehouse 151	300	17.96/100 units	54	1.39/100 units	4	1.95/100 units	6
TOTAL			5,002		344		473

Educational Services

Carson City School District provides educational services for Carson City. The current zoned schools for the project area are Fremont Elementary School, Eagle Valley Middle School, and Carson High School. An expansion is currently underway at Fremont Elementary School to accommodate an increase in student population.

Based on the addition of 520 single family and multi-family dwelling units, it is expected that ultimate development of the project will add 145 elementary students (.279 per unit), 28 middle school students (.054 per unit), and 67 high school students (.129 per unit). A \$15 million capital improvement school bond was recently passed to replace portable classrooms with permanent brick and mortar classrooms and to expand capacity. Carson City School District will also receive additional tax revenue from real property taxes and per student as the project area develops.

Public Safety

The Carson City Sheriff’s Office currently provides public safety services to this area and will continue to provide services. The Sheriff’s overall average response time City-wide is 4.34 minutes (December 2017). The closest fire station to the project site is located at 2400 East College Parkway (Station 52), approximately 3.3 miles west of the project site, and has a +/-6 minute response time. The project will be required to provide adequate means of access for emergency vehicles to serve the site and adequate circulation within the site. It is expected that the proposed amendment to SF6, MFA, GC and PF, adding 520 dwelling units, will have a greater impact to public safety than development of the site under the



existing GI zoning. Carson City will receive additional revenue (from property taxes, licenses and permit, intergovernmental, charges for services, fines and forfeits, and miscellaneous, etc.) as the project area develops to fund public safety.

Flood Zone

The project area is not located in a FEMA flood zone. Relevant FEMA flood maps define the area as outside the 0.2% annual chance of flood (Panel 32031C3475G).

Compatibility with Adjacent Land Uses

The proposed Zoning Map Amendment to SF6, MFA, GC, and PR promotes the desired pattern for mixed-use development located in the V&T Specific Plan Area.

The proposed development has been designed to be a cohesive development, so that adjacent land uses are compatible, both internally and externally. There is an existing mix of commercial and industrial uses north of the project site and west of the project site. There is vast open space to the south and west of the project area. Internally, uses have been integrated so that residents have the ability to meet many of their day-to-day needs within close proximity of their home.

Commercial uses are planned to be adjacent to the project boundaries where there are existing commercial and industrial uses so that potential conflicts with residential uses, such as visual and noise impacts, are minimized. Multi-family development is planned to be a transition area between the commercial and single family uses. The single family residential lots are adjacent to the open space, with pedestrian connections to the surrounding area.

To further ensure compatibility, standards established in the Carson City Municipal Code will be applied to single family residential, multi-family residential, and general commercial development. Future development will be designed in accordance with Carson City requirements and the Mixed-Use criteria and evaluation factors required by Carson City and will allow for more efficient development and provide for the least amount of natural resource impairment.

MASTER PLAN POLICY CHECKLIST

The purpose of the Master Plan Policy Checklist is to provide a list of answers that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to this project. The Master Plan Policy Checklist provided with the application is also attached separately. This project complies with the Master Plan and accomplishes the following objectives:

Chapter 3: A Balanced Land Use Pattern

1. The proposed development is located within an area that is served by community water and wastewater facilities, however, water infrastructure does not exist at the subject site. The nearest water line is a



- 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. (1.1b)
2. The builder, where feasible, will encourage the use of sustainable building materials and construction techniques to promote energy efficient, sustainable buildings. (1.1e)
 3. The project site is not located near Downtown. (1.2a)
 4. The proposed development maintains existing access to surrounding public lands from Astro Drive and Rifle Range Road, and provides enhanced pedestrian access from within the development. (1.4a)
 5. The proposed development has been designed to minimize disturbances to existing site features by providing approximately 18.9 acres of undisturbed open space. (1.4c)
 6. The project site is not adjacent to county boundaries (1.5a)
 7. The project site is not adjacent to State or Federal lands. (1.5b)
 8. The project area can be adequately served by city services including fire and sheriff services, the school district, Sierra Pacific Power and Southwest Gas. (1.5d)
 9. The proposed single-family development, and zoning designations for multi-family and commercial development within the project promote a range of mixed-use, residential, commercial and employment uses at a variety of scales and intensities. (2.1a)
 10. The proposed MUR Master Plan designation will promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria. (2.1b, 2.2b, 2.3b, Land Use Districts)
 11. The proposed development is located within the Virginia & Truckee Railroad Gateway Specific Plan Area. (2.1c)
 12. The proposed ZMA includes appropriate zoning designations so that there are not incompatible uses. Commercial is adjacent to the existing industrial uses, multi-family is adjacent to commercial and single family is adjacent to multi-family and open space. Friction zones are not created. (2.1d)
 13. The proposed development encourages a mix of housing densities by providing a variety of lot sizes throughout the project and both single family and multi-family housing opportunities. (2.2a)
 14. The builder, where feasible, will encourage energy conservation and minimize the impacts of light pollution within the urban interface. (3.2b)
 15. Development will be consistent with the policies contained in the V&T Railroad Gateway Specific Plan chapter of the Carson City Master Plan. (3.2e)
 16. The proposed development is designed to minimize the impacts of potential natural disasters by providing multiple access points, including a tertiary emergency vehicle only gated access at the north easterly corner of the project. Homes and outbuildings will be constructed to Carson City Development Code. (3.3b)
 17. The proposed development is not within the 100-year floodplain or other hazardous areas and is away from geologic hazards areas. (3.3d, e)
 18. Does not create land use conflicts; the proposed MUR designation is anticipated in the V&T SPA and is adjacent to the MUC designation and open space. (Land Use descriptions)
 19. The proposed MUR designation is located within the V&T SPA and implements the applicable policies of that SPA. (Land Use Map, Chapter 8).



Chapter 4: Equitable Distribution of Recreational Opportunities

1. The proposed MUR designation allows for the expansion of park and recreation opportunities. (4.2a)
2. Any future development will be consistent with the Open Space Master Plan and Carson River Master Plan. (4.3a)

Chapter 5: Economic Vitality

1. The proposed zoning will help maintain and enhance the primary job base. (5.1)
2. The proposed project provides 13.9 acres of land zoned for General Commercial development. (5.1i)
3. The proposed development provides single family housing models with designated space set aside for multi-family housing to cater to different populations within the City. (5.1j)
4. The project site is not in an area that would be used as a regional retail center. (5.2a)
5. The site is undeveloped so there is no opportunity to reuse or redevelop underused retail spaces. (5.2b)
6. It is not expected that the proposed zoning designation will support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol. (5.4a)
7. The proposed project encourages the protection of natural resources and environmental quality by providing approximately 18.9 acres of undisturbed open space. (5.5f)

Chapter 6: Livable Neighborhoods and Activity Centers

1. The builder, where feasible, will utilize durable, long-lasting building materials. (6.1a)
2. The proposed project aims to promote variety and visual interest in its design through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City's Development Standards. (6.1c)
3. The proposed project will provide appropriate height, density, and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects in accordance with the Carson City Municipal Code. (6.2a, 9.3b, 9.4a)
4. The project is not spot zoned. The proposed zoning designations are compatible with the MUR Master Plan designation and adjacent uses and existing development (9.4b)

Chapter 7: A Connected City

1. The proposed project will promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density), however the project site is not along a major travel corridor to facilitate future transit. (11.2b)
2. It is not expected that the proposed project will promote enhanced roadway connections and networks consistent with the Transportation Master Plan as it is in an area with existing circulation. (11.2c)
3. The proposed project provides for appropriate pathways through the development and to surrounding public lands, consistent with the Unified Pathways Master Plan and the proposed use and density. (12.1a,c)

Chapter 8: Specific Plan Areas

1. The proposed project will be developed in accordance with the V&T-SPA design standards, in accordance with the Carson City Master Plan. (1.1)



2. The proposed ZMA aims to rezone a 13.9 acre area to General Commercial. (1.2)
3. The project site is within the V&T SPA and implements policy V&T SPA-1.5, "The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property." The NDEP approval letter is attached that includes approved engineering controls for development of the property. (1.5)
4. The proposed development encourages use of trail facilities in the area by providing multiple pedestrian access points from the single-family portion of the project to the public land on the south and east borders of the project. (2.1)

TENTATIVE SUBDIVISION MAP FINDINGS

In accordance with Carson City Municipal Code Section 17.07.005, this project has been designed to consider the following:

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.**

All environmental health laws and regulations regarding water, air pollution, and waste disposal are incorporated into the proposed project.

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

Water is available to the site, with infrastructure improvements. It will be provided by Carson City and conform to the applicable health standards and fulfill quantity requirements for residences.

3. **The availability and accessibility of utilities.**

Public utilities are currently available to serve the proposed project. Complete water and sewer reports are included with the application that detail existing and proposed service and improvements.

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

Carson City School District provides educational services for Carson City. The current zoned schools for the project area are Fremont Elementary School, Eagle Valley Middle School, and Carson High School. An expansion is currently underway at Fremont Elementary School to accommodate an increase in student population.

Based on the addition of 520 single family and multi-family dwelling units, it is expected that ultimate development of the project will add 145 elementary students (.279 per unit), 28 middle school students (.054 per unit), and 67 high school students (.129 per unit). A \$15 million capital improvement school bond was recently passed to replace portable classrooms with permanent



brick and mortar classrooms and to expand capacity. Carson City School District will also receive additional tax revenue from real property taxes and per student as the project area develops.

The Carson City Sheriff's Office currently provides public safety services to this area and will continue to provide services. The Sheriff's overall average response time City-wide is 4.34 minutes (December 2017). The closest fire station to the project site is located at 2400 East College Parkway (Station 52), approximately 3.3 miles west of the project site, and has a +/-6 minute response time. The project will be required to provide adequate means of access for emergency vehicles to serve the site and adequate circulation within the site. It is expected that the proposed amendment to SF6, MFA, GC and PF, adding 520 dwelling units, will have a greater impact to public safety than development of the site under the existing GI zoning. Carson City will receive additional revenue (from property taxes, licenses and permit, intergovernmental, charges for services, fines and forfeits, and miscellaneous, etc.) as the project area develops to fund public safety.

The Regional Transportation Commission is responsible for transportation in and around the project area.

Carson City Parks Department will provide recreational and parks services. Enhanced recreational opportunities are provided with this project through the addition of trails and access to adjacent public land.

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 project site is adjacent to public lands on the south and east. Pedestrian access has been incorporated at multiple locations throughout the project site.

6. Conformity with the zoning ordinance and land use element of the city's master plan.

The proposed project is in conformance with the MUR Master Plan designation and the Interim Mixed-Use Evaluation Criteria and has been designed to be in conformance with the proposed zoning designations of SF6, MFA, GC, and PR.

7. General conformity with the city's master plan for streets and highways.

The proposed project is in conformance with the Carson City streets and highways master plan. In addition the project is providing off-site improvements at Drako Way.

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



A Traffic Impact Study (attached) has been prepared to evaluate the potential traffic impacts associated with the proposed development. A traffic signal at US Highway 50 and Drako Way is necessary to alleviate existing access management concerns. The intersection currently operates at Level of Service E during the PM peak hour. The existing volumes on US Highway 50 are high enough to effectively prohibit northbound left-turns from the project unless improvements are made. A signalized intersection would improve operations to acceptable levels of service (LOS A) during the AM and PM peak hours. Improvements will be addressed in coordination with the Nevada Department of Transportation (NDOT) and will meet the requirements of Carson City and NDOT. Other intersections, US Highway 50 and Deer Run Road and Deer Run Road and Morgan Mill Road, are expected to operate at acceptable levels of service with the project.

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

The site does not trigger hillside requirements (3.94% average slope). The parcel is designated by FEMA as Zone X, Area of Minimal Flood Hazard. The site has been designed to accommodate peak flow events. A complete geotechnical investigation is also included as part of this request.

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

All recommendations and comments provided during the review of this project will be incorporated where 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 availability and accessibility of fire protection to the proposed residential units will be in compliance with Carson City Fire Department recommendations.

12. Recreation and trail easements.

Trails are provided throughout the Old Carson City Landfill property and will be maintained by a LMD or similar entity as approved by Carson City.



ZONING MAP AMENDMENT FINDINGS

In accordance with Carson City Municipal Code Section 18.02.070(10), this project has been designed to meet the following findings:

- a. **Before a zoning map amendment map be recommended for approval, the applicant shall provide evidence to the commission and board concerning the physical use of land and zoning currently existing in the general vicinity, and which have occurred in the previous five (5) year time period and describe:**

1. **How the proposal will impact the immediate vicinity;**

The proposed Zoning Map Amendment will allow the project area to be in conformance with the MUR Master Plan designation and the V&T Specific Plan, by providing for a mixed-use project that includes SF6, MFA, GC, and PR. In comparison to the existing General Industrial zoning, there will be greater water and sewer impact and impact to the existing roadway. As further described in the project description, improvements are incorporated into the design to minimize impact.

2. **How the proposal supports the goals, objectives, and recommendations of the master plan concerning land use and related policies for the neighborhood where the subject project is situated;**

As demonstrated in the Master Plan Policy Checklist that is included with this application package, the proposed amendment is in substantial compliance with the following goals, policies, and action programs of the Master Plan:

Chapter 3: A Balanced Land Use Pattern

1. The proposed development is located within an area that is served by community water and wastewater facilities, however, water infrastructure does not exist at the subject site. The nearest water line is a 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. (1.1b)
2. The builder, where feasible, will encourage the use of sustainable building materials and construction techniques to promote energy efficient, sustainable buildings. (1.1e)
3. The project site is not located near Downtown. (1.2a)
4. The proposed development maintains existing access to surrounding public lands from Astro Drive and Rifle Range Road, and provides enhanced pedestrian access from within the development. (1.4a)
5. The proposed development has been designed to minimize disturbances to existing site features by providing approximately 18.9 acres of undisturbed open space. (1.4c)
6. The project site is not adjacent to county boundaries (1.5a)
7. The project site is not adjacent to State or Federal lands. (1.5b)
8. The project area can be adequately served by city services including fire and sheriff services, the school district, Sierra Pacific Power and Southwest Gas. (1.5d)



9. The proposed single-family development, and zoning designations for multi-family and commercial development within the project promote a range of mixed-use, residential, commercial and employment uses at a variety of scales and intensities. (2.1a)
10. The proposed MUR Master Plan designation will promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria. (2.1b, 2.2b, 2.3b, Land Use Districts)
11. The proposed development is located within the Virginia & Truckee Railroad Gateway Specific Plan Area. (2.1c)
12. The proposed ZMA includes appropriate zoning designations so that there are not incompatible uses. Commercial is adjacent to the existing industrial uses, multi-family is adjacent to commercial and single family is adjacent to multi-family and open space. Friction zones are not created. (2.1d)
13. The proposed development encourages a mix of housing densities by providing a variety of lot sizes throughout the project and both single family and multi-family housing opportunities. (2.2a)
14. The builder, where feasible, will encourage energy conservation and minimize the impacts of light pollution within the urban interface. (3.2b)
15. Development will be consistent with the policies contained in the V&T Railroad Gateway Specific Plan chapter of the Carson City Master Plan. (3.2e)
16. The proposed development is designed to minimize the impacts of potential natural disasters by providing multiple access points, including a tertiary emergency vehicle only gated access at the north easterly corner of the project. Homes and outbuildings will be constructed to Carson City Development Code. (3.3b)
17. The proposed development is not within the 100-year floodplain or other hazardous areas and is away from geologic hazards areas. (3.3d, e)
18. Does not create land use conflicts; the proposed MUR designation is anticipated in the V&T SPA and is adjacent to the MUC designation and open space. (Land Use descriptions)
19. The proposed MUR designation is located within the V&T SPA and implements the applicable policies of that SPA. (Land Use Map, Chapter 8).

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1. The proposed MUR designation allows for the expansion of park and recreation opportunities. (4.2a)
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1. The proposed zoning will help maintain and enhance the primary job base. (5.1)
2. The proposed project provides 13.9 acres of land zoned for General Commercial development. (5.1i)
3. The proposed development provides single family housing models with designated space set aside for multi-family housing to cater to different populations within the City. (5.1j)
4. The project site is not in an area that would be used as a regional retail center. (5.2a)
5. The site is undeveloped so there is no opportunity to reuse or redevelop underused retail spaces. (5.2b)
6. It is not expected that the proposed zoning designation will support heritage tourism activities,



particularly those associated with historic resources, cultural institutions and the State Capitol. (5.4a)

7. The proposed project encourages the protection of natural resources and environmental quality by providing approximately 18.9 acres of undisturbed open space. (5.5f)

Chapter 6: Livable Neighborhoods and Activity Centers

1. The builder, where feasible, will utilize durable, long-lasting building materials. (6.1a)
2. The proposed project aims to promote variety and visual interest in its design through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City's Development Standards. (6.1c)
3. The proposed project will provide appropriate height, density, and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects in accordance with the Carson City Municipal Code. (6.2a, 9.3b, 9.4a)
4. The project is not spot zoned. The proposed zoning designations are compatible with the MUR Master Plan designation and adjacent uses and existing development (9.4b)

Chapter 7: A Connected City

1. The proposed project will promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density), however the project site is not along a major travel corridor to facilitate future transit. (11.2b)
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4. The proposed development encourages use of trail facilities in the area by providing multiple pedestrian access points from the single-family portion of the project to the public land on the south and east borders of the project. (2.1)

3. If the proposed amendment will impact properties within that use districts;



The proposed amendment will not impact any other properties zoned SF6, MFA, GC, or PR. This amendment will only amend the zoning map for the project area (9 parcels) included in this application.

4. Any impacts on public services and facilities.

Complete water, sewer, and hydrology reports are included with this application that detail impacts on public services and proposed improvements.

A Traffic Impact Study (attached) has been prepared to evaluate the potential traffic impacts associated with the proposed development. A traffic signal at US Highway 50 and Drako Way is necessary to alleviate existing access management concerns. Other intersections, US Highway 50 and Deer Run Road and Deer Run Road and Morgan Mill Road, are expected to operate at acceptable levels of service with the project.

Carson City School District provides educational services for Carson City. The current zoned schools for the project area are Fremont Elementary School, Eagle Valley Middle School, and Carson High School. An expansion is currently underway at Fremont Elementary School to accommodate an increase in student population.

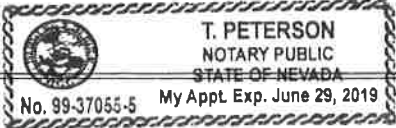
Based on the addition of 520 single family and multi-family dwelling units, it is expected that ultimate development of the project will add 145 elementary students (.279 per unit), 28 middle school students (.054 per unit), and 67 high school students (.129 per unit). A \$15 million capital improvement school bond was recently passed to replace portable classrooms with permanent brick and mortar classrooms and to expand capacity. Carson City School District will also receive additional tax revenue from real property taxes and per student as the project area develops.

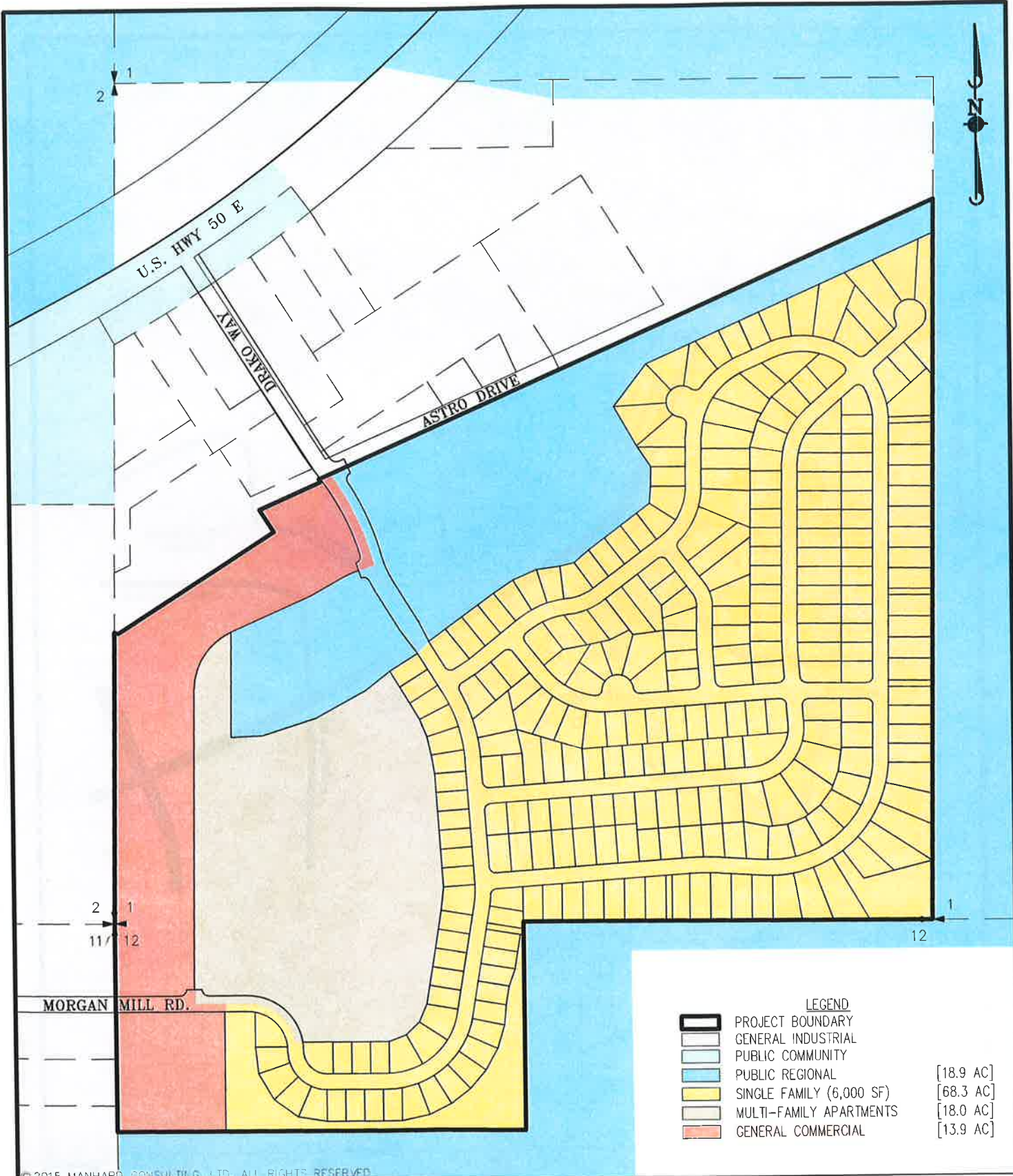
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The Regional Transportation Commission is responsible for transportation in and around the project area.

Carson City Parks Department will provide recreational and parks services. Enhanced recreational opportunities are provided with this project through the addition of trails and access to adjacent public land.



Carson City Planning Division 108 E. Proctor Street- Carson City NV 89701 Phone: (775) 887-2180 • E-mail: planning@carson.org		FOR OFFICE USE ONLY: ZONING MAP AMENDMENT FEE: \$2,450.00 + noticing fee SUBMITTAL PACKET Application Form Written Project Description Site Plan Proposal Questionnaire With Both Questions and Answers Given, Supporting Documentation Applicant's Acknowledgment Statement 6 Completed Application Packets (1 Original + 5 Copies) Documentation of Taxes Paid-to-Date (1 copy) Project Impact Reports (Engineering-4 copies) CD containing application data (all to be submitted once application is deemed complete by staff)	
FILE # ZMA – 18 -		Application Reviewed and Received By: <hr/>	
APPLICANT Keith Serpa	PHONE #	Submittal Deadline: See attached PC application submittal schedule. Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional Information may be required.	
MAILING ADDRESS, CITY, STATE, ZIP P.O.Box 1724 Carson City, NV 89702			
EMAIL ADDRESS kserpa@sbcglobal.net			
PROPERTY OWNER Tahoe IV LLC [Keith Serpa]	PHONE #		
MAILING ADDRESS, CITY, STATE, ZIP PO Box 1724 Carson City, NV 89702			
EMAIL ADDRESS kserpa@sbcglobal.net			
APPLICANT AGENT/REPRESENTATIVE Manhard Consulting [Karen Downs]	PHONE # 775-321-6538		
MAILING ADDRESS, CITY, STATE, ZIP 241 Ridge Street Ste.400 Reno, NV 89501			
EMAIL ADDRESS kdowns@manhard.com			
<u>Project's Assessor Parcel Number(s)</u> 008-521-54 & 55; 008-521-89 & 90 008-522-16 17 & 18, 008-531-59 & 60	<u>Street Address</u>	<u>ZIP Code</u>	
<u>Project's Master Plan Designation</u> Mixed-Use Residential	<u>Project's Current Zoning</u> GI	<u>Nearest Major Cross Street(s)</u> Carabou Drive & Unicorn Drive	
Briefly describe the components of the proposed project: in accordance with Carson City Municipal Code (CCMC), Section 18.02.075. In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal.			
Zoning Map Amendment from General Industrial to Single-Family 6,000 (SF6, 67.89 acres), Public Regional (PR, 18.9 acres), Multifamily Apartment (MFA, 18.53 acres), and General Commercial (GC, 13.81 acres).			
PROPERTY OWNER'S AFFIDAVIT I, <u>KEITH SERPA</u> , being duly deposed, do hereby affirm that I am <u>the record owner</u> of the subject property, and that I have knowledge of, and I agree to, the filing of this application.			
<u>Signature</u>		<u>PO Box 1724 CARSON CITY NV</u> <u>Address</u>	<u>10/12/18</u> <u>Date</u>
Use additional page(s) if necessary for other names.			
On <u>OCTOBER 12</u> , 2018, <u>KEITH SERPA</u> , personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.			
<u>T. Peterson</u> Notary Public			



LEGEND

	PROJECT BOUNDARY	
	GENERAL INDUSTRIAL	
	PUBLIC COMMUNITY	
	PUBLIC REGIONAL	[18.9 AC]
	SINGLE FAMILY (6,000 SF)	[68.3 AC]
	MULTI-FAMILY APARTMENTS	[18.0 AC]
	GENERAL COMMERCIAL	[13.9 AC]

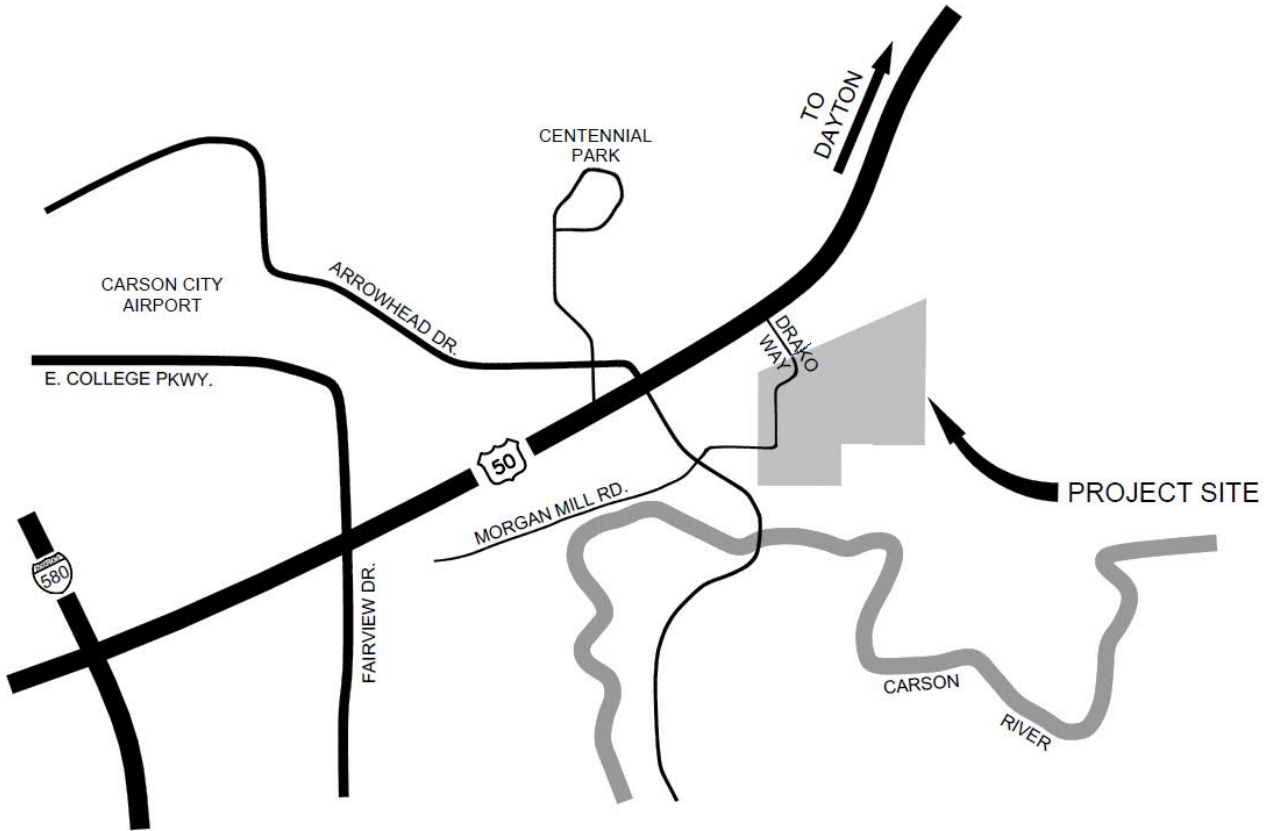
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 Civil Engineers • Surveyors • Water Resources Engineers • Water & Wastewater Engineers
 Construction Managers • Environmental Scientists • Landscape Architects • Planners

PLATEAU	
CARSON CITY, NEVADA	
PROPOSED ZONING DESIGNATION	
PROJ. MGR.: <u>CMB</u>	SHEET
DRAWN BY: <u>SDF</u>	EXHIBIT 1
DATE: <u>OCT 2018</u>	TIV.CCNV01
SCALE: <u>1"=400'</u>	

1/21/18 11:58 AM C:\Users\Manhard\OneDrive\Manhard\Projects\Plateau\Plateau\TIV.CCNV01.dwg 10/26/18 11:58 AM



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 Civil Engineers - Surveyors - Water Resources Engineers - Water & Wastewater Engineers
 Construction Managers - Environmental Scientists - Landscape Architects - Planners

PLATEAU DEVELOPMENT

CARSON CITY, NEVADA

VICINITY MAP

PROJ. MGR.: KCK
 DRAWN BY: SDF
 DATE: OCT 2018
 SCALE: N.T.S.

SHEET
1 OF **1**
 TIV.CCNV01

PLATEAU ZONING MAP AMENDMENT APPLICATION

SUBMITTED OCTOBER 18, 2018

APPLICATION QUESTIONNAIRE

Please type or print in black ink on separate sheets. Attach to your application. List each question, then respond in your own words.

GENERAL REVIEW OF PERMITS

Source: CCMC 18.02.050 (Review) and 18.02.075 (ZMA). The Board of Supervisors and the Planning Commission in reviewing and judging the merit of a proposal for a variance, special use permit, or a zoning map amendment, shall direct its considerations to, and find that in addition to other standards in this title, the following conditions and standards are met:

1. That the proposed amendment is in substantial compliance with and supports the goals and policies of the Master Plan.

A. In reviewing the attached Carson City Master Plan Policy Checklist, determine which Policies are applicable to the proposal. Explain what features of the proposed development support your selection of Goals and Policies concerning land use and related policies for the neighborhood where the subject project is located.

Chapter 3: A Balanced Land Use Pattern

1. The proposed development is located within an area that is served by community water and wastewater facilities, however, water infrastructure does not exist at the subject site. The nearest water line is a 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. (1.1b)
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2. The proposed project provides 13.9 acres of land zoned for General Commercial development. (5.1i)
3. The proposed development provides single family housing models with designated space set aside for multi-family housing to cater to different populations within the City. (5.1j)
4. The project site is not in an area that would be used as a regional retail center. (5.2a)
5. The site is undeveloped so there is no opportunity to reuse or redevelop underused retail spaces. (5.2b)

6. It is not expected that the proposed zoning designation will support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol. (5.4a)
7. The proposed project encourages the protection of natural resources and environmental quality by providing approximately 18.9 acres of undisturbed open space, proposed to be zoned PR. (5.5f)

Chapter 6: Livable Neighborhoods and Activity Centers

1. The builder, where feasible, will utilize durable, long-lasting building materials. (6.1a)
2. The proposed project aims to promote variety and visual interest in its design through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping, and other features as consistent with the City's Development Standards. (6.1c)
3. The proposed project will provide appropriate height, density, and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects in accordance with the Carson City Municipal Code. (6.2a, 9.3b, 9.4a)
4. The project is not spot zoned. The proposed zoning designations are compatible with the MUR Master Plan designation and adjacent uses and existing development (9.4b)

Chapter 7: A Connected City

1. The proposed project will promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density), however the project site is not along a major travel corridor to facilitate future transit. (11.2b)
2. It is not expected that the proposed project will promote enhanced roadway connections and networks consistent with the Transportation Master Plan as it is in an area with existing circulation. (11.2c)
3. The proposed project provides for appropriate pathways through the development and to surrounding public lands, consistent with the Unified Pathways Master Plan and the proposed use and density. (12.1a,c)

Chapter 8: Specific Plan Areas

1. The proposed project will be developed in accordance with the V&T-SPA design standards, in accordance with the Carson City Master Plan. (1.1)
2. The proposed ZMA aims to rezone a 13.9 acre area to General Commercial. (1.2)
3. The project site is within the V&T SPA and implements policy V&T SPA-1.5, "The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property." The NDEP approval letter is attached that includes approved engineering controls for development of the property. (1.5)
4. The proposed development encourages use of trail facilities in the area by providing multiple pedestrian access points from the single-family portion of the project to the public land on the south and east borders of the project. (2.1)

2. That the proposed amendment will provide for land uses compatible with existing adjacent land uses and will not have detrimental impacts to other properties in the vicinity.

A. Describe the land uses and zoning adjoining your property (for example: North: two houses, Single-Family One Acre zoning; East: restaurant, Retail Commercial zoning, etc.), and how your zoning will be compatible with those uses and not cause detrimental impacts.

North: A mix of Commercial, Industrial and Vacant uses with General Industrial zoning

South: Vacant with Public Regional zoning

East: Vacant with Public Regional zoning

West: A mix of Commercial and Industrial uses with General Industrial zoning

B. Describe land use and zoning changes in the general vicinity which have occurred in the previous five-year period.

Regional connectivity near the project area has increased in the previous five-year time period. US Highway 50 now connects to USA Parkway to the east (opened in September 2017), providing enhanced access to industrial development such as the Tahoe Reno Industrial Center (TRIC) and Tesla Gigafactory. US Highway 50 also continues to Lake Tahoe to the west and connects to Interstate 580, which leads to Reno to the north. This increase in nearby job opportunities and increased regional connectivity will continue to lead to increased demand for housing development in the region.

Additionally, the opening of US Highway 50 West and Interstate 580, approximately 8.4 miles southwest of the project, represents a significant change in Carson City and will encourage commercial development and job opportunities. The last leg of Interstate 580 opened in August 2017.

The site has been zoned industrial for many years but has remained vacant because there has not been market demand for industrial land. Instead, housing opportunities represent the highest and best use of the site. This is further demonstrated by the shift in the Master Plan designation from Industrial to Mixed-Use Residential. Also, as detailed in the Carson City Master Plan, a mix of residential use types are needed to supply the housing demand. This project has the opportunity to supply a mix of residential use types, along with adjacent commercial land uses to provide for residents' day-to-day needs, and enhanced pedestrian access to adjacent open space.

3. That the proposed amendment will not negatively impact existing or planned public services or facilities and will not adversely impact the public health, safety and welfare.

The proposed zone change will impact existing services as shown below in 4A, B, C, D, and E.

5. That sufficient consideration has been exercised by the applicant in adapting the project to existing improvements in the area. Be sure to indicate the source of the information that you are providing (private engineer, development engineering, title report, or other sources). Describe how your proposed Zoning Map Amendment will not adversely impact drainage, sewer, water, traffic, schools, emergency services, roadways and other city services.

A. Is drainage adequate in the area to support the density that may occur with the rezoning? How will drainage be accommodated? How have you arrived at this conclusion?

The subject site includes the Old Carson City Landfill (Facility ID # A-000050). The old landfill has been previously capped and NDEP has required that a stormwater management plan (SWMP) be developed for the old landfill site, which will be developed as parkland under the proposed conditions. A draft SWMP is currently on file with NDEP with a final SWMP due after acceptance of a tentative map.

Any future development of the subject site will conform to Carson City Municipal Code for stormwater drainage and will incorporate the conditions of the SWMP for the old landfill site park. Increases in peak flow and runoff volume will be mitigated with detention basins designed to the 10-year storm event. In general, the conceptual mix of residential, multi-family commercial, and common open space will decrease the average impervious area from the current zoning for general industrial. The conceptual mix of uses results in an estimated average impervious area percentage of 39 percent as opposed to the average impervious area percentage of 72 percent for a general industrial area, resulting in a decrease of 45 percent impervious area from the current zoning.

B. Are the water supplies in the area of your project adequate to meet your needs without degrading supply and quality to others? Is there adequate water pressure? Are the lines in need of replacement? Talk to the Utilities Department for the required information.

Water infrastructure does not exist at the subject site. The nearest water line is a 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. The project is shown as being in the 4880/Basin pressure zone. The East Valley pressure zone directly adjacent to the site. The 2010 Integrated Water Supply and Facility Plan shows the subject site served from the 4880/Basin pressure zone with a looped 12-inch water main following the layout of Drako Way, Astro, Carabou, and Unicorn Drives and connecting to the existing 8-inch PVC at the intersection of Centennial Drive and Highway 50. It is anticipated that water infrastructure for the conceptual conditions will mimic that layout. A conceptual water design indicates that a booster station will be required to serve domestic and fire flow to the Plateau Development from the 4880/Basin pressure zone.

Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. The below table summarizes the water demand estimate for the existing and conceptual uses. It is anticipated that demands will increase with a change from industrial to a residential/commercial mix.

C. Are roadways sufficient in the area to serve the density that may occur from the rezoning? How have you arrived at this conclusion?

A Traffic Impact Study (attached) has been prepared to evaluate the potential traffic impacts associated with the proposed development. A traffic signal at US Highway 50 and Drako Way is necessary to alleviate existing access management concerns. The intersection currently operates at Level of Service E during the PM peak hour. The existing volumes on US Highway 50 are high enough to effectively prohibit northbound left-turns from the project unless improvements are made. A signalized intersection would improve operations to acceptable levels of service (LOS A) during the AM and PM peak hours. Improvements will be addressed in coordination with the Nevada Department of Transportation (NDOT) and will meet the requirements of Carson City and NDOT. Other intersections, US Highway 50 and Deer Run Road and Deer Run Road and Morgan Mill Road, are expected to operate at acceptable levels of service with the project.

The Traffic Impact Study shows that the project is anticipated to generate 5,002 daily trips, including 344 AM peak hour trips and 473 PM peak hour trips. The following table analyzes the potential traffic impact if

the site was built out with the existing General Industrial zoning designation to the proposed SF6/MFA/GC zoning configuration. The Trip Generation shows a 14.2% decrease in trips from 5,833 to 5,002 average daily trips. Trip Generation is based on the 10th Edition Institute of Transportation Engineers Trip Generation Manual.

D. Will the school district be able to serve the student population that may occur from the rezoning? How have you arrived at this conclusion?

Carson City School District provides educational services for Carson City. The current zoned schools for the project area are Fremont Elementary School, Eagle Valley Middle School, and Carson High School. An expansion is currently underway at Fremont Elementary School to accommodate an increase in student population.

Based on the addition of 520 single family and multi-family dwelling units, it is expected that ultimate development of the project will add 145 elementary students (.279 per unit), 28 middle school students (.054 per unit), and 67 high school students (.129 per unit). A \$15 million capital improvement school bond was recently passed to replace portable classrooms with permanent brick and mortar classrooms and to expand capacity. Carson City School District will also receive additional tax revenue from real property taxes and per student as the project area develops.

E. Are adequate means of access available for emergency vehicles to serve the site? What is the approximate response time for emergency vehicles? If your application is approved to rezone the property, will additional means of access be required for increased density? Or will existing access ways be adequate? How have you arrived at this conclusion?

The Carson City Sheriff's Office currently provides public safety services to this area and will continue to provide services. The Sheriff's overall average response time City-wide is 4.34 minutes (December 2017). The closest fire station to the project site is located at 2400 East College Parkway (Station 52), approximately 3.3 miles west of the project site, and has a +/-6 minute response time. The project will be required to provide adequate means of access for emergency vehicles to serve the site and adequate circulation within the site. It is expected that the proposed amendment to SF6, MFA, GC and PF, adding 519 dwelling units, will have a greater impact to public safety than development of the site under the existing GI zoning. Carson City will receive additional revenue (from property taxes, licenses and permit, intergovernmental, charges for services, fines and forfeits, and miscellaneous, etc.) as the project area develops to fund public safety.

ACKNOWLEDGMENT OF APPLICATION

Please type the following signed statement at the end of your application questionnaire:

I certify that the foregoing statements are true and correct to the best of my knowledge and belief.

 _____
Applicant

KEITH SERPA _____
Print Name

10/12/18 _____
Date

Appendix C: Interim Mixed-Use Evaluation Criteria

PURPOSE:

The implementation of numerous policies contained within the Master Plan hinges on the creation of three mixed-use zoning districts to align with the Mixed-Use Commercial (MUC), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land use categories. Recognizing that mixed-use development proposals have already been and will continue to be submitted within these areas prior to the completion and adoption of the future mixed-use zoning districts, a set of Interim Mixed-Use Evaluation Criteria have been developed to:

- Facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development, but where mixed-use zoning is not currently in place;
- Encourage the incremental transition of existing uses in locations designated on the Land Use Plan for mixed-use development, recognizing that in some locations, mixed-use development may be perceived as incompatible with existing adjacent uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Ensure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as with specific MUC, MUE, and MUR policies, as applicable.

The Interim Mixed-Use Evaluation Criteria will continue to be used as a tool to review mixed-use development proposals until mixed-use zone districts can be established.

MIXED-USE EVALUATION CRITERIA:

APPLICABILITY

The following Interim Mixed-Use Evaluation Criteria shall apply to all development proposed within the Mixed-Use Residential (MUR), Mixed-Use Commercial (MUC), and Mixed-Use Employment (MUE) land use categories. The application of these Criteria shall be triggered in one of the following ways:

- *Existing Zoning/Special Use Permit*—Development is proposed within a mixed-use land use category where the underlying zoning may permit the types and mix of uses proposed using

the Special Use Permit process as outlined in Section 18.02.80 of the City's Municipal Code. The Interim Mixed-Use Evaluation Criteria are applied in addition to the standard list of Findings outlined in the Code.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for General Commercial, the residential portion of the project would be considered using the Special Use Permit process under the existing Code. Once the Master Plan is adopted, the project would also be subject to the Interim Mixed-Use Evaluation Criteria as part of the Special Use Permit Process.

- **Re-Zoning/Special Use Permit**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. In this instance, the subject property would need to be re-zoned to the most appropriate zoning district and then followed for the project and combined with a Special Use Permit or Planned Unit Development request to allow the mix of uses desired and to trigger the application of the Interim Mixed-Use Evaluation Criteria.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for Light Industrial, the residential portion of the project would not be eligible for consideration using the Special Use Permit process under the existing Code. Therefore, the subject property would need to be rezoned to General Commercial prior to beginning the Special Use Permit Process that would allow the residential portion of the project to be considered under the Interim Mixed-Use Evaluation Criteria.

- **Planned Unit Development (PUD)**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. As an alternative to the Re-Zoning/Special Use Permit process outlined above, a Planned Unit Development request could be submitted for the subject property, within which it could be re-zoned to the most appropriate zoning district(s) for the project. As part of the PUD process, the Interim Mixed-Use Evaluation Criteria would be applicable all other conditions of approval outlined in the City's Municipal Code.

GENERAL INTENT

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.

MIX OF USES

Background and Intent:

Mixed-use developments should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically (“stacked”), but may also be integrated horizontally. Recommended types and proportions of uses vary by mixed-use land use category and will also vary according to a project’s location, size, and the surrounding development context. For example, a MUC development located on an individual parcel away from a primary street frontage may reasonably contain a higher percentage of residential development than one that is located with direct access and visibility from the primary street frontage. On some smaller parcels, integrating multiple uses may not be feasible at all, therefore, the consolidation of properties to create larger, mixed-use activity centers is encouraged. These factors should be considered and weighed in conjunction with the evaluation criteria listed below.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
1. Are the types of uses and percentages of different uses consistent with the relevant Master Plan policies listed below? (MUC 1.6, MUR 1.5, MUE 1.5)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The percentage of different uses is consistent with MUR1.5. The percentages are as follows: SF6 +/- 53% MFA +/- 15% GC +/- 11%
2. Are activity generating uses (e.g., retail/commercial) concentrated along primary street frontages and in other locations where they may be easily accessed and may be readily served by transit in the future?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Access is provided to commercial uses from Drako Way & Morgan Mill Rd, approximately .2 miles south of Highway 50. The area can be readily served by transit if needed.
3. Are large activity generating uses (e.g., retail/commercial) located so as to minimize impacts of loading areas and other facilities on existing neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	Any development will meet the mixed-use criteria. There are no commercial development plans associated with this application.
4. Are residential uses well-integrated with non-residential uses (either horizontally or vertically) and the surrounding development context?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed ZMA provides for well-integrated uses with Genreal Commercial adjacent to existing industrial, MFA adjacent to GC, and SF6 adjacent to MFA and Open Space.

5. Do the proposed housing types and densities promote activity and support non-residential uses in the development or in close proximity to the development, as applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The proposed development provides access to recreational trails, as well as general commercial zoning in close proximity to the single family and multifamily zoning.
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Relevant Master Plan Policies:

- Chapter 3: 2.1b, 2.3b, GMU 1.1, GMU 1.2, MUC 1.56, MUR 1.5, MUE 1.5
- Chapter 6: 7.2a, 7.2b

MIX OF HOUSING TYPES

Background and Intent:

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and it's more urban context. Given the range of scenarios that may emerge, the evaluation criteria listed below are intentionally broad to allow for maximum flexibility.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
6. Does the development contain a mix of housing types that is compatible with the surrounding neighborhood and planned land use in terms of its scale and intensity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	In terms of scale and intensity, the proposed development contains a mix of housing types that is compatible with a mixed-use residential neighborhood. The policy states that no one housing type should occupy more than 60% of the total land area. The proposed percentages are as follows: SF6 +/- 53% MFA +/- 15%
7. Does the development contain a mix of housing types that is appropriate to its scale, location, and land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	The proposed development provides a mix of single-family and multi-family housing types which are appropriate for the scale, location and land use of the area. The proposed percentages are as follows: SF6 +/- 53% MFA +/- 15%

Relevant Master Plan Policies:

- Chapter 3: 2.2a, 2.2b
- Chapter 6: 8.1a

DENSITY RANGE

Background and Intent:

Average densities within mixed-use developments are generally expected to be higher than those typically found within the City today. Recognizing the many factors that influence the ultimate density of a mixed-use development (e.g., location, type), the Master Plan provides a suggested range of floor area ratios (FAR) and dwelling units/acre for each of the mixed-use land use categories. For the purposes of the evaluation criteria listed below, densities that fall below the low end of a density range for a particular land use category will be strongly discouraged in order to promote the Plan’s objective of creating a more compact pattern of development. The Plan also acknowledges that there may be instances where densities that exceed the suggested range are appropriate in some locations, such as within a mixed-use activity center, provided other land use policies are followed. These instances will be evaluated on a project-by-project basis.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
8. Does the development achieve at least the minimum density range for the applicable land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	For the SF portion, the minimum density required is per MUR 1.3 is 3 dwelling units per acre, and the proposed density is 3.97 du/acre. For the MFA portion, the minimum density required is 3 dwelling units per acre, and the conceptual density is 14.1 du/acre.
9. Does the development exceed the maximum density range for the applicable land use category?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	For the SF portion, the maximum permitted density per MUR 1.3 is 36 dwelling units per acre, and the proposed density is 3.97 du/acre. For the MFA portion, the maximum permitted density per MUR 1.3 is 36 dwelling units per acre, and the proposed density is 14.1 du/acre. Maximum permitted density in SF6 is 7.26 dwelling units per acre, and the proposed density is 3.97 du/acre. Maximum permitted density in MFA is 36 dwelling units per acre, and the proposed density is 3.97 dwelling units per acre.
10. If yes to #9 above, is the development located within a designated mixed-use activity center?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	
11. If yes to #9 above, is the largest concentration of density concentrated away from primary street frontages and surrounding neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	

Relevant Master Plan Policies:

- Chapter 3: MUC 1.3, MURI.3, MUE 1.3

CIRCULATION AND ACCESS

Background and Intent:

Mixed-use developments should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
12. Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	The street network has been designed to provide pedestrian connectivity between the proposed single family residential development and the commercial and multi-family areas. Sidewalks, recreation trails, and open space will be easily accessible from all areas of the development.
13. Does the hierarchy of perimeter and internal streets disperse development generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods and provide neighborhood access to on site uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Access is provided from Drako Way, Morgan Mill Rd. and new local roads that are proposed with the development.
14. If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.

Relevant Master Plan Policies:

Chapter 3: GMU 1.3, MUC 1.8
 Chapter 7: 10.2b, 11.1a, 11.1c

PARKING LOCATION AND DESIGN

Background and Intent:

The visual and physical barriers created by surface parking areas should be minimized within mixed-use developments. To promote a more compact, pedestrian-friendly environment, off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages. The use of on-street parking or shared parking to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to make the most efficient use of each development site. In addition, structured parking is encouraged where viable, provided it is integrated into the design of the overall development.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
15. Is surface parking distributed between the side and rear of primary buildings and away from primary street frontages?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.
16. Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscape buffers as dividers?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.
17. Is surface parking screened from surrounding neighborhoods and pedestrian walkways?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.
18. Is structured parking integrated with adjacent structures in terms of its design and architectural character?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.
19. Are structured parking facilities "wrapped" with retail or residential uses at the street level to provide a more inviting pedestrian environment?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.

Relevant Master Plan Policies:

- Chapter 3: GMU 1.4, MUC 1.8

RELATIONSHIP TO SURROUNDING DEVELOPMENT

Background and Intent:

Many of the areas designated for mixed-use development are located within established areas of the City. As a result, much of the mixed-use development that occurs will occur through a combination of infill and redevelopment. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
20. Are transitions in building massing and height provided to relate to surrounding development patterns?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No development is proposed relevant to this criteria.
21. Is the new development well-integrated into the surrounding neighborhood, rather than “walled off”, consistent with the mixed-use policies contained in the Master Plan?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Individual pods of development are not walled off, and the proposed development is integrated through the proposed circulation and access to adjacent undeveloped land. The proposed development includes appropriate zoning designations between uses by providing well-integrated uses with Genreal Commercial adjacent to existing industrial, MFA adjacent to GC, and SF6 adjacent to MFA and Open Space.
22. If applicable, are lower intensity uses (e.g., residential) located along the periphery of the site were it adjoins an existing residential neighborhood to provide a more gradual transition in scale and mass and to minimize potential impacts of non-residential uses (e.g., loading areas, surface parking)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	The proposed development is not adjacent to or adjoining an existing residential neighborhood.

Relevant Master Plan Policies:

- Chapter 3: MUC 1.7, MUR 1.7, MUE 1.6
- Chapter 6: 8.3b

PUBLIC SPACES, PARKS, OPEN SPACE, AND PATHWAYS

Background and Intent:

Mixed-use developments should be organized around a central gathering space or series of spaces, such as small urban plazas, pocket parks, or active open space areas. These types of public spaces

serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity. Larger mixed-use developments, particularly within the MUR and MUE categories, may also need to incorporate more traditional recreational features, such as parks and trails, depending upon their size and location.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
23. Does the development provide public spaces to serve residents and the larger community?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Public spaces to serve residents are incorporated with the undisturbed open space accessible by residents. Development of the GC and MFA portions will be in conformance with the mixed use policies.
24. Are public spaces appropriate in terms of their size and active vs. passive features provided given the scale and location of the proposed development?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Public spaces to serve residents are incorporated with the undisturbed open space accessible by residents. Development of the GC and MFA portions will be in conformance with the mixed use policies.
25. Are public spaces easily accessible to pedestrians and the surrounding community, if applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Public spaces to serve residents are incorporated with the undisturbed open space accessible by residents. Development of the GC and MFA portions will be in conformance with the mixed use policies.
26. Are parks and trails provided consistent with the Parks, Recreation, and Unified Pathways Master Plan?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	The project area was not included in the 2006 Carson City Parks and Recreation master plan's Neighborhood Park Analysis because the property was zoned industrial at the time. The Parks and Recreation Commission plans to review the project and provide an opportunity for public input regarding recreational needs, opportunities, and use characteristics for any parks and recreation components.

Relevant Master Plan Policies:

- Chapter 3: MUC 1.6, MUR 1.8, MUE 1.7



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Secured Tax Inquiry Detail for Parcel # 008-521-54

Property Location: CARABOU DR & UNICORN DR
 Billed to: TAHOE IV LLC
 P O BOX 1724
 CARSON CITY, NV 89702-0000

Tax Year: 2018-19
 Roll #: 017521
 District: 2.1
 Tax Service:
 Land Use Code: 150

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/20/18	23.75		23.75	23.75	.00
10/01/18					
01/07/19					
03/04/19					

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

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount			.21	.26	1.07



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Secured Tax Inquiry Detail for Parcel # 008-521-55

Property Location: UNICORN DR
 Billed to: TAHOE IV LLC
 P O BOX 1724
 CARSON CITY, NV 89702-0000

Tax Year: 2018-19
 Roll #: 017522
 District: 2.1
 Tax Service:
 Land Use Code: 150

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
Current Year					No Taxes Owing
08/20/18	35.00		35.00	35.00	.00
10/01/18					
01/07/19					
03/04/19					

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

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount			.24	.31	1.51



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Secured Tax Inquiry Detail for Parcel # 008-521-89

Property Location: [DRAKO WY](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017523](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/20/18	23.03		23.03	23.03	.00
10/01/18					
01/07/19					
03/04/19					

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

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	1.07	1.91	2.11	2.16	2.91



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Secured Tax Inquiry Detail for Parcel # 008-521-90

Property Location: [DRAKO WY / CARABOU DR](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017524](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
Current Year					
08/20/18	13.91		13.91	13.91	.00
10/01/18					
01/07/19					
03/04/19					

[Code Table](#)**No Taxes Owing**[Payment Cart](#)[History](#)

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	9.84	10.35	10.37	10.38	10.86



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Secured Tax Inquiry Detail for Parcel # 008-522-16

Property Location: [DRAKO WY](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017525](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/20/18	18.50		18.50	18.50	.00
10/01/18					
01/07/19					
03/04/19					

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

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0



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Secured Tax Inquiry Detail for Parcel # 008-522-17

Property Location: [DRAKO WY](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017526](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/20/18	18.50		18.50	18.50	.00
10/01/18					
01/07/19					
03/04/19					

[Payment Cart](#)
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Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0



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Secured Tax Inquiry Detail for Parcel # 008-522-18

Property Location: [DRAKO WY](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017527](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
<u>Current Year</u>					No Taxes Owing
08/20/18	18.15		18.15	18.15	.00
10/01/18					
01/07/19					
03/04/19					

[Payment Cart](#)

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Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0



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Secured Tax Inquiry Detail for Parcel # 008-531-59

Property Location: [MORGAN MILL RD / DRAKO WY](#) Tax Year: [2018-19](#)
 Billed to: [TAHOE IV LLC](#) Roll #: [017528](#)
[P O BOX 1724](#) District: [2.1](#)
[CARSON CITY, NV 89702-0000](#) Tax Service:
 Land Use Code: [150](#) [Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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Current Year

08/20/18	16.25		16.25	16.25	.00
10/01/18					
01/07/19					
03/04/19					

No Taxes Owing

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

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0



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Secured Tax Inquiry Detail for Parcel # 008-531-60

Property Location: [MORGAN MILL RD / DRAKO WY](#)
 Billed to: [TAHOE IV LLC](#)
[P O BOX 1724](#)
[CARSON CITY, NV 89702-0000](#)

Tax Year: [2018-19](#)
 Roll #: [017529](#)
 District: [2.1](#)
 Tax Service:
 Land Use Code: [150](#)

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
Current Year					
08/20/18	16.25		16.25	16.25	.00
10/01/18					
01/07/19					
03/04/19					

No Taxes Owing

[Payment Cart](#)
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Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0

PROJECT IMPACT REPORT PLATEAU Tentative Map & Zoning Map Amendment October 2018

1 STORM DRAINAGE

1.1 SUMMARY

The subject site consists of 119.1 acres of land and has a Master Plan designation of Mixed-use Residential and a zoning designation of General Industrial. To determine project impacts related to this Zoning Map Amendment, a conceptual land plan has been used that includes a mix of single family residential, multi-family, commercial, and common open space.

- 270 Single Family Residential lots on 68.3 acres
- 18.0 acres Multi-Family
- 13.9 acres General Commercial
- 22.98 acres of Common Open Space
 - 18.9 acres is Common Open Space for the remediated Old Carson Landfill

The project is in eastern Carson City, south of U.S. Highway 50 in the area of Drako Way, located in Township 15 North, Range 20 East in portions of Sections 1 and 12. The site is not located in a FEMA flood zone. Drainage to, and through, the site is from a 262-acre catchment that is roughly bounded by Rifle Range Road to the east and Astro Drive to the north. Drainage flows westerly to and through the proposed SFR site to a location just south of the intersection of Morgan Mill Road and Drako Way. Downgradient drainage then continues ~1,000 feet to the Carson River near the intersection of North Deer Run Road and Brunswick Canyon Road. Existing conditions at the site include ~85 acres of previously mass graded site with slopes ranging from 2.5 to 4.5 percent and land cover consisting of bare earth with areas of sagebrush and grass understory in fair to good condition. There is a fair amount of land disturbance from off highway vehicle use



on the property site. The subject site includes the Old Carson City Landfill (Facility ID # A-000050). The old landfill has been previously capped and NDEP has required that a stormwater management plan (SWMP) be developed for the old landfill site, which will be developed as parkland under the proposed conditions. A draft SWMP is currently on file with NDEP with a final SWMP due after acceptance of a tentative map.

Onsite and offsite undisturbed areas consist of sagebrush with grass understory in good condition with sparse Pinyon Pine-Juniper on the upper catchment areas. Slopes range from 5 to 20 percent in the upper offsite catchment. Offsite and onsite soils are classified as very high runoff potential with hydrologic soil group type D soils.

Any future development of the subject site will conform to Carson City Municipal Code for stormwater drainage and will incorporate the conditions of the SWMP for the old landfill site park. Increases in peak flow and runoff volume will be mitigated with detention basins designed to the 10-year storm event. In general, the conceptual mix of residential, multi-family commercial, and common open space will decrease the average impervious area from the current zoning for general industrial. The conceptual mix of uses results in an estimated average impervious area percentage of 39 percent as opposed to the average impervious area percentage of 72 percent for a general industrial area, resulting in a decrease of 45 percent impervious area from the current zoning.

A Conceptual Drainage Report is included with the tentative map application.

2 SANITARY SEWER

Sanitary sewer infrastructure does not currently exist at the subject site. The nearest sanitary sewer is a 15-inch sewer main at the end of the Morgan Mill Road improvements that connects to the Morgan Mill sewer lift station. Sanitary sewer improvements for the Plateau project will conform to Carson City Municipal Code. The following table presents the sanitary sewage loading for the existing general industrial zoning and the conceptual uses of residential, multi-family, commercial, and common open space. Sewage loading is estimated based on the 2017 Sewer System Sewer Master Plan Update¹.

The proposed conditions include the following land uses that constitute the sewershed:

- 270 Single Family Residential lots on 67.89 acres
- 18.0 acres Multi-Family
- 13.9 acres General Commercial

¹ ATKINS. (2017). *Sewer Master Plan Update Final Report*. Job No. 100052963. Reno, NV: Brian Janes, P.E.



Zoning	Sewage Loading Estimates (gpd)			
	Existing		Proposed	
	Ave. Day	Peak Hourly ¹	Ave. Day	Peak Day ¹
General Industrial	21,298	31,948	N/A	N/A
Single Family (SF6)			39,812	59,718
Multi-Family			30,790	46,125
General Commercial			6,029	9,044
Park/Open Space			0	0
Total	21,298	31,948	76,631	114,887

¹ estimated for peaking factor of 1.5 per 2017 Sewer Master Plan Update Final Report

3 WATER USAGE

Water infrastructure does not exist at the subject site. The nearest water line is a 12-inch PVC at the end of the Morgan Mill Road improvements that connects to a 12-inch PVC line in Antler Road in the 4880/Basin pressure zone. The project is shown as being in the 4880/Basin pressure zone. The East Valley pressure zone directly adjacent to the site. The 2010 Integrated Water Supply and Facility Plan shows the subject site served from the 4880/Basin pressure zone with a looped 12-inch water main following the layout of Drako Way, Astro, Carabou, and Unicorn Drives and connecting to the existing 8-inch PVC at the intersection of Centennial Drive and Highway 50. It is anticipated that water infrastructure for the conceptual conditions will mimic that layout. A conceptual water design indicates that a booster station will be required to serve domestic and fire flow to the Plateau Development from the 4880/Basin pressure zone.

Water improvements for the subject site will conform to Carson City Municipal Code and NAC 445A.65505 through .6731. The below table summarizes the water demand estimate for the existing and conceptual uses. It is anticipated that demands will increase with a change from industrial to a residential/commercial mix.

Zoning	Water Demand Estimates					
	Existing			Proposed		
	ADD (Ac-ft/yr)	ADD (gpd)	PDD ¹ (gpd)	ADD (Ac-ft/yr)	ADD (gpd)	MDD ¹ (gpd)
General Industrial	119	106,326	206,236			
Single Family Res.				161	144,089	295,382
Multi-Family				75	66,956	137,259
Commercial				14	12,150	24,908
Park/Open Space				0	0	0
Total	119	106,326	206,236	250	223,195	457,549

¹ estimated for peaking factor of 2.05 ADD:MDD



4 TRAFFIC

The following table analyzes the potential traffic impact if the site was built with the conceptual land uses, based on the proposed SF6, MFA, GC, and PR zoning designations as follows:

- 270 single family residential units (Tentative Map, proposed SF6 zoning)
- 250 multi-family residential units (Remainder Parcel, proposed MFA zoning)
- 12,000 sq. ft. of office space (Remainder Parcel, proposed GC zoning)
- 12,000 sq. ft. of retail space (Remainder Parcel, proposed GC zoning)
- 300 self-storage units (Remainder Parcel, proposed GC zoning)
- 18.9 acres of Public Regional space (PR zoning)

The Traffic Impact Study shows that the project is anticipated to generate 5,002 daily trips, including 344 AM peak hour trips and 473 PM peak hour trips. The following table analyzes the potential traffic impact if the site was built out with the existing General Industrial zoning designation to the proposed SF6/MFA/GC zoning configuration. The Trip Generation shows a 14.2% decrease in trips from 5,833 to 5,002 average daily trips. Trip Generation is based on the 10th Edition Institute of Transportation Engineers Trip Generation Manual.

A complete Traffic Impact Report is included with this application.

Land Use	Units	Daily Trip Gen. Rate	Total Daily Trips	AM Trip Gen. Rate	AM Peak Hour	PM Trip Gen. Rate	PM Peak Hour
EXISTING LAND USE							
General Light Industrial 110	112.61 acres	51.80/a c.	5,833				
CONCEPTUAL LAND USES							
Single Family Housing 210	270	9.44/du	2,549	.74/du	200	.99/du	267
Multi-Family Housing 220	250	7.32/du	1,830	.46/du	115	.56/du	140
General Office Building 710	12,000	9.74/ksf	116	1.16/ksf	14	1.15/ksf	14
Shopping Center 820	12,000	37.75/k sf	453	.94/ksf	11	3.81/ksf	46
Mini-Warehouse 151	300	17.96/100 units	54	1.39/100 units	4	1.95/100 units	6
TOTAL			5,002		344		473

