



STAFF REPORT

Report To: Board of Supervisors

Meeting Date: February 7, 2019

Staff Contact: Hope Sullivan

Agenda Title: For Possible Action: To consider a request for a Tentative Planned Unit Development that would create 137 single family home lots and allocate 13.54 acres to a multifamily development. The multifamily development will be on land zoned Multi-Family Apartment (MFA), and the single family homes will be on land zoned Single Family 6,000 (SF6). The subject property is east of Interstate 580, west of Airport Road, and at the south end of Lompa Lane, APN 010-041-75. (Hope Sullivan, hsullivan@carson.org)

Staff Summary: The Board of Supervisors is authorized to approve a Tentative Planned Unit Development subject to the provisions of Carson City Municipal Code (CCMC) 17.09. The applicant is seeking a residential subdivision on a 41.6 acre site that is currently vacant. The north portion of the site is zoned Multi-Family Apartment, and southern portion is zoned Single Family 6000. The smallest lot size in the single family development will be 3,373 square feet. Open space, including a 3 acre park, and roads are proposed to be incorporated into the development.

Agenda Action: Formal Action / Motion

Time Requested: 30 minutes

Proposed Motion

I move to approve TPUD-18-010, a Tentative Planned Unit Development known as Lompa Ranch East, based on the ability to make the required findings in the affirmative and subject to the conditions of approval recommended by the Planning Commission, and with a modification to Condition #1 to state "The Tentative Planned Unit Development may not utilize land identified as APN 010-542-01 and 010-036-05.

Board's Strategic Goal

Quality of Life

Previous Action

At its meeting of January 15, 2019, the Planning Commission voted 4-2, 1 absent to recommend approval of the subject application based on the ability to make the required findings in the affirmative and subject to conditions of approval, with a modification to Condition 65 that the term "landscape maintenance district" be replaced with "landscape maintenance association."

Background/Issues & Analysis

The Board of Supervisors is authorized to approve Tentative Planned Unit Developments. The Planning Commission makes a recommendation to the Board.

Of note, during the Planning Commission public hearing, four area residents and property owners expressed concerns regarding displacement of ground water and surface water adversely impacting their property, dust during construction, hours of operation, impact on wildlife, and traffic.

Since the Planning Commission meeting, the applicant has advised that the project will not need to utilize City owned parcels APNs 010-036-05 and 010-542-01, although there may be a later request when the three acre park is being designed to utilize a portion of 010-036-05. Note that per the Development Agreement, the park will be dedicated to the City.

Applicable Statute, Code, Policy, Rule or Regulation

CCMC 17.09 (Planned Unit Development), CCMC 17.07 (Findings); NRS 278.330 (Tentative Map); NRS 278A (Planned Development)

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

1. Modify the recommended conditions of approval for the request. 2. Deny the application. 3. Refer the application back to the Planning Commission for further consideration.

Attachments:

[TPUD-18-010 East Lompa \(2.7.19\).pdf](#)

Board Action Taken:

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JANUARY 15, 2019

FILE NO: TPUD-18-010

AGENDA ITEM: E-5

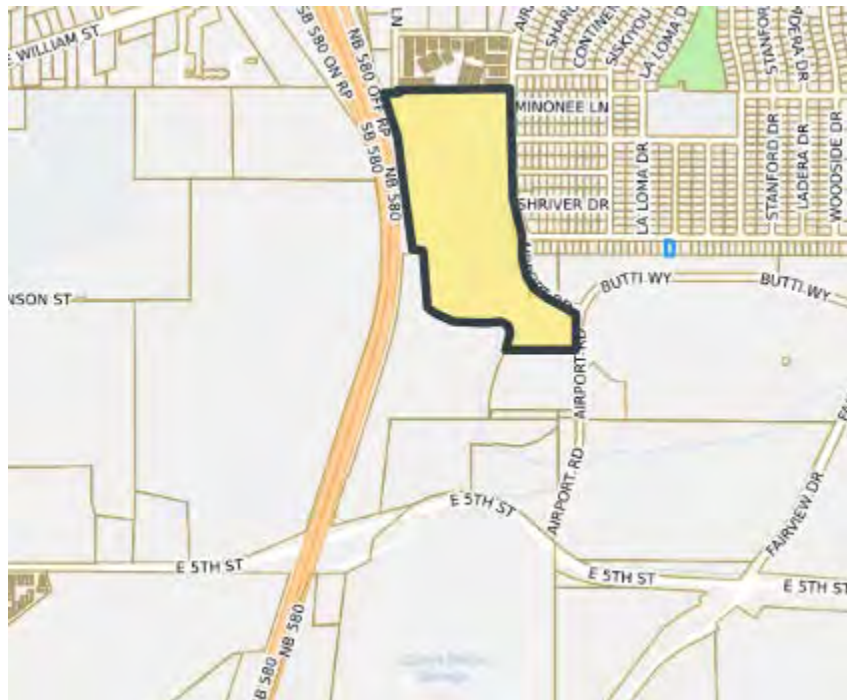
STAFF CONTACT: Hope Sullivan, AICP, Planning Manager

AGENDA TITLE: For Possible Action: To consider a request for a tentative planned unit development that would create 156 multi-family units consisting of three four-plexes and 18 eight-plexes as well as 137 single family home lots. The multifamily development will be on land zoned Multi-Family Apartment (MFA), and the single family homes will be on land zoned Single Family 6,000 (SF6). The subject property is east of Interstate 580, west of Airport Road, and at the south end of Lompa Lane, APN 010-041-75, 010-036-05, and 010-542-01. (Hope Sullivan, hsullivan@carson.org)

STAFF SUMMARY: The applicant is seeking a residential subdivision on a 41.6 acre site that is currently vacant. The north portion of the site is zoned Multi-Family Apartment, the southern portion is zoned Single Family 6,000, and a small strip along Airport Road is zoned Public Community (PC). The smallest lot size in the single family development will be 3,373 square feet. Open space, including a 3 acre park, and roads are proposed to be incorporated into the development.

PROPOSED MOTION: "I move to recommend to the Board of Supervisors approval of Tentative Planned Unit Development TPUD-18-010 based on the ability to make the required findings and subject to the conditions of approval as noted in the staff's report to the Planning Commission.

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL

1. The Tentative Planned Unit Development may not be considered by the Board of Supervisors until the property owner of APNs 010-036-05 and 010-542-01 has formally agreed to inclusion of the land in the TPUD.
2. The approval of the Tentative Planned Unit Development does not include an entitlement for the multifamily development. The detailed multifamily development plan will be subject to a Major Project Review to determine compliance with the Specific Plan, and all applicable City regulations. The multifamily development must include the connection to Airport Road at Gordonia, and the connection to North Lompa Lane.
3. All terms of the Development Agreement adopted as Ordinance Number 2017-25 apply to this development.

The following are general conditions of approval:

The following are conditions of approval required per CCMC 18.02.105.6:

4. All final maps shall be in substantial accord with the approved tentative map.
5. Prior to submittal of any final map, the Development Engineering Department shall approve all on-site and off-site improvements. The applicant shall provide construction plans to the Development Engineering Department for all required on-site and off-site improvements, prior to any submittals for approval of a final map. The plan must adhere to the recommendations contained in the project soils and geotechnical report.
6. Lots not planned for immediate development shall be left undisturbed and mass grading and clearing of natural vegetation shall not be allowed. Any and all grading shall comply with City standards. A grading permit from the Nevada Division of Environmental Protection shall be obtained prior to any grading. Noncompliance with this provision shall cause a cease and desist order to halt all grading work.
7. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any final map.
8. With the submittal of any final maps, the applicant shall provide evidence to the Planning and Community Development Department from the Health and Fire Departments indicating the agencies' concerns or requirements have been satisfied. Said correspondence shall be included in the submittal package for any final maps and shall include approval by the Fire Department of all hydrant locations.
9. The following note shall be placed on all final maps stating:

"These parcels are subject to Carson City's Growth Management Ordinance and all property owners shall comply with provisions of said ordinance."
10. Placement of all utilities, including AT&T Cablevision, shall be underground within the subdivision. Any existing overhead facilities shall be relocated prior to the submittal of a parcel map or preferably final maps.

11. The applicant must sign and return the Notice of Decision for conditions for approval within ten (10) days of receipt of notification after the Board of Supervisors meeting. If the Notice of Decision is not signed and returned within ten (10) days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
12. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City Building Department will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
13. The applicant shall adhere to all City standards and requirements for water and sewer systems, grading and drainage, and street improvements.
14. The applicant shall obtain a dust control permit from the Nevada Division of Environmental Protection. The site grading must incorporate proper dust control and erosion control measures.
15. A detailed storm drainage analysis, water system analysis, and sewer system analysis shall be submitted to the Development Engineering Department prior to approval of a final map.
16. Prior to the recordation of the final map for any phase of the project, the improvements associated with the project must either be constructed and approved by Carson City, or the specific performance of said work secured, by providing the City with a proper surety in the amount of one hundred fifty percent (150%) of the engineer's estimate. In either case, upon acceptance of the improvements by the City, the developer shall provide the City with a proper surety in the amount of ten percent (10%) of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within one (1) year of acceptance by the City. Improvements associated with the Conditional Letter of Map Revision must be constructed and may not be secured for in lieu of construction.
17. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
18. The District Attorney shall approve any CC&R's prior to recordation of the first final map.
19. All lot areas and lot widths shall meet the zoning requirements approved as part of this planned unit development with the submittal of any final map.
20. The applicant shall preserve as many trees as practicable within the common open space areas. Mature trees damaged by fire and others in poor health shall be removed only after approval of the planning and community development department.
21. The homeowners association shall maintain all common open space areas including the area devoted to the guest parking.

Specific Conditions to be included in the Design of the Improvement Plans, to be met prior to approval of construction permit:

22. As part of the site improvement plans, the applicant shall submit of an open space

exhibit demonstrating 12.48 acres and compliance with the Planned Unit Development Open Space Requirements stated in CCMC 17.09.100.

23. If the development is phased, construction of North Lompa Lane must be incorporated into the first phase of development.
24. Low Impact Design (LID) measures will be required to be implemented as part of the development storm drainage system.
25. The Conditional Letter of Map Revision (CLOMR) must be approved by FEMA prior to approval of any construction permits. All improvements associated with the CLOMR must be included in the improvement plans.
26. The CC&R's must clearly state that a Landscape Maintenance Association (LMA), a Home Owners Association (HOA) or similar entity is responsible for maintaining private storm drain infrastructure including any mains, basins, and LID infrastructure.
27. Landscaping plans for the construction permit must include site distance triangles showing that sight distance is not inhibited.
28. Landscaping plans for the construction permit must show distances to existing and proposed water, sewer and storm drain mains to ensure a minimum of 10 foot spacing from trees.
29. Street names must be approved by the City Engineer prior to issuance of the site improvement permit.
30. The utility plans for the construction permit must indicate precast manholes and bases. Cast in place manholes will not be allowed, regardless of depth of new sewer mains. Riser depths must meet Carson City Standard Details.
31. A geotechnical report will be required for the subdivision prior to approval of any construction permits.

Water and Sewer Comments:

32. The sewer main easement through the multifamily project must be widened to 35 feet due to the depth and size of the main.
33. The existing sewer and water mains must be completely within City right-of-way in the single family portions of the project, including where they pass between lots 63 and 64, 82 and 83, and lots 134 and 135. Between these lots the right-of-way or City owned property must be at least 35 feet wide, centered on the main, due to the size and depth of the mains.
34. Parking spaces may not be placed within 10 feet of a water main or sewer main.
35. The sewer main analysis for the site improvement permit(s) must analyze the capacity of the main prior to the lift station at the wastewater treatment plant and recommend remediation if necessary. Remediation may include pro-rata cost sharing to upgrade the lift station.
36. The developer will be required to enter into a developer's agreement with the City to

deepen the sewer main at the corner of N Lompa Ln and Menlo Dr.

37. A water sampling tap is required in a common area near one of the entrances. The sampling tap must be Kupferle Eclipse #88 or approved equal.
38. Per Carson City Development Standards and State Code, reduced pressure principle assembly backflow preventers will be required for the water lines to the multifamily site at each entry point. There must be at least two entry points to provide looping. If a separate fire line is utilized a double check valve assembly will be required where the fire line enters the property. These backflow preventers must be above ground in hot boxes, and must be located as close to the property line as possible.
39. The existing sewer manholes within the project limits will need to be removed and replaced or rehabilitated to the satisfaction of the City.
40. The existing sewer lines within the project limits will need to be assessed and may need to be removed and replaced or rehabilitated depending on the condition of the pipe. The final determination will be made by the City.
41. Dead end water mains will not be allowed to be constructed during the phased construction of the project. Phasing shall incorporate the looping of water mains to avoid water quality issues.
42. The Multi-Family Apartments will be master metered. Both the 8" and 3" main will be the responsibility of the HOA for maintenance unless a different layout is approved.

Transportation Comments:

43. All streets must have a minimum asphalt thickness of 4 inches or per the geotechnical engineer's recommendations, whichever is thicker.
44. The area over the sewer and storm drain mains between the multifamily project and lots 10 and 11 must allow for pedestrian connectivity, but not vehicle connectivity.
45. Based on the roundabout benefit analysis and the predicted levels of service in the transportation analysis, roundabouts will be required at Desatoya Dr/Airport Rd, at Butti Wy/Airport Rd, and at 5th St/Airport Rd.
46. The Cost Participation calculations provided in the traffic study will not apply to this project. The cost of any improvements required for the traffic study will be borne by the development.
47. Airport Rd must have "No Parking" signs posted along the frontage of the project on the west side of the street only, to allow existing residences to continue to utilize parking. Airport Rd must meet the City Standard Detail for an urban collector with bike lanes and parking on one side. Airport Rd must be widened anywhere that the street does not meet the minimum width for the number of lanes per the Standard Details.
48. A waiver for CCMC Title 18 Division 12.4 (Access), as discussed in the traffic study, will not be granted. However, the City's interpretation of this requirement allows for utilizing the same street for one of the access points required for the MFH and SFH portions of the subdivision. Driveway 1 can function as an access point for both portions of the project, however this access point must be aligned like a typical 4-way intersection with A St as one of the legs, the unlabeled street off of N Lompa Ln as one of the legs, and

the two entrances to the MFH portion of the project as two of the legs.

49. The drive isles of the MFH project will be a private parking lot and not City right-of-way as shown.
50. The minimum recommended left and right turn storage lengths given in Tables 8 and 9 of the traffic study must be provided with the site improvements for intersection legs within the project and along the project frontage. Storage lengths for the remaining legs must be provided if sufficient right-of-way exists.
51. If security gates are utilized on private streets, the gates must be placed to meet the *minimum recommended* queuing storage lengths provided in table 11 of the traffic study, not the *minimum required* queuing storage lengths.
52. The street section shown for N Lompa Ln must be wide enough to include an open channel for drainage where necessary in the opinion of the City Engineer. It is likely that a channel will be needed to perpetuate drainage along N Lompa Lane. In these areas the street section must be widened to include the drainage channel. It should also be noted that the existing multi-use path is on City owned property and will not be part of the right-of-way in question.
53. Per CCDS, the curve in N Lompa Lane must have a superelevation of 4%. The site improvement plans must include a separate street section detail for this segment of the street, and the transition from the standard crown to the superelevation must be designed with a smooth transition.
54. Landscaped medians in N Lompa Ln must be maintained by the HOA.
55. A 10' wide off-street, PCC paved, shared path must be extended from the existing path on Airport Rd up to the proposed park, as shown.
56. The pavement section on N Lompa Ln, north of the project, must be widened to meet the minimum width for an urban local street with two travel lanes and bike lanes. This section of roadway must also be signed and striped for a bike lane, and signed "No Parking".

Flood and Storm Drain Comments:

57. The site improvement drainage study must demonstrate the ability of downstream drainage facilities to handle increased runoff if detention is not used.
58. A statement must be provided from the Army Corp, as to what mitigation is necessary for the small patch of wetlands that is shown in the delineation report, and Army Corp approval must be obtained if necessary.
59. The Technical Drainage Study for the site improvement plans must include an analysis of proposed culverts and existing downstream culverts to determine sufficient capacity.
60. The Lompa Ranch East Subdivision shall mitigate their impact to the floodplain volume by following the Floodplain Management Mitigation plan as presented in the November 30, 2018 letter from House Moran Consulting, Inc. to Robert D. Fellows, Carson City's Floodplain Manager.
61. Low impact development (LID) practices are required as part of the storm drain design.

62. Access must be provided to the basin adjacent to Airport Rd to allow for HOA maintenance.
63. Underground storm drain systems that connect to flood conveyance channels shall do so completely above the base flood elevation of the channel.
64. A CLOMR must be approved by FEMA prior to approval of any construction permits.
65. The CC&R's must clearly state that a Landscape Maintenance District (LMD) or a Home Owners Association (HOA) is responsible for maintaining private storm drain infrastructure including any mains, basins, and LID infrastructure.

Other Comments:

66. New water, sewer, storm water, and transportation impact reports must be completed for the site improvement plans of each phase of the PUD unless the current impact reports are deemed sufficient by Carson City Development Engineering. Note that drainage studies shall demonstrate compliance with Floodplain Storage Capacity Protection requirements of CCMC 12.09.080 (9) and shall provide emergency flow paths for a one hundred (100) year peak storm in accordance with Development Standards.
67. For the site improvement permit(s), the plans and technical reports must meet Carson City Development Standards and Standard Details and State Code. If the PUD is constructed in phases, each phase must be able to stand alone in meeting city and state standards.
68. USGS shows a historic fault line on the subject parcel. A final geotechnical investigation must be submitted with recommendations for construction methods and any setbacks if necessary.
69. The Unified Pathways Master Plan (UPMP) identifies a non-motorized multi-use path adjacent to the subject property. This path has been recently completed by the city on the west and south side of the proposed development. The applicant shall design and construct to City standards the following to provide connectivity to the City's path system and neighborhood park. The applicant shall provide the following:
 - A. Two neighborhood access corridors shall be provided from the proposed development to the city's multi-use path system. These two corridors shall be approximately 30' wide and have 10' wide concrete multi-use paths located in them. A non-motorized public access easement or a similar legal instrument will be provided by the applicant granting public access in perpetuity for these two corridors.
 - B. The first access corridor shall be a multi-use path connection from the City's freeway multi-use path to the three acre neighborhood park and connect through the park to the Airport Road's multi-use path and the park's parking lot. Keeping the multi-use path in the same location, reduce the size of Lot 137 to provide for a 15' landscape buffer between the path's north edge and the lot's property line.
 - C. The second access corridor shall connect the City's Airport Road multi-use path to the neighborhood park; it shall extend through the center of the development (along the North Lompa Lane extension) connecting to the proposed bus stops and the City's freeway multi-use path.

70. The UPMP identifies on-street bike lanes on Airport Road. Also, bike lanes are identified on North Lompa Lane. As a result, bike lanes shall be included with the development's North Lompa Lane extension. These bicycle facilities shall be incorporated into the development's design for full street frontage road improvements.
71. UPMP Chapter 7 provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development and between the project site and the City's existing sidewalk/path systems. The design for the project's internal sidewalk system, including pedestrian cross walks, connections to the adjacent residential neighborhoods, and connections to the city's non-motorized path system and neighborhood park are subject to review and approval by Development Engineering and the Parks, Recreation & Open Space Department.
72. The Carson City Parks and Recreation Master Plan; Neighborhood #21 and the approved Lompa Ranch North Specific Plan Area, are planning documents that identify the requirement for a neighborhood park. The applicant shall provide the following:
 - A. Three acres of developable property near the intersection of Butti Way and Airport Road for use as a public park. The park will be constructed and dedicated to the City prior to the development of the adjacent residential properties (Lots 130 - 137).
 - B. The park property will not include storm water detention basins, flood control facilities, or existing wetlands.
 - C. The park's design will accommodate off-street parking (20-25 stall parking lot) and be designed as a dog park. During the park's design process, the applicant's design team shall collaborate with the Parks, Recreation & Open Space Department and the Nevada Humane Society/Carson City Animal Shelter regarding the dog park's layout/site elements, spearhead the project's public outreach effort, and present the park's design concepts to the Parks and Recreation Commission and Board of Supervisors for consideration.
 - D. The applicant will provide a 6' tall site obscuring fence along the park's property line adjacent to the proposed residential lots (Lots 130 - 137). The fence will be installed as a part of the park's construction and the development's private Homeowners Association will be responsible for fence maintenance, including any graffiti removal.
73. The applicant shall use a pollinator friendly plant material for any landscape open space/common areas within the development. The Parks, Recreation & Open Space Department is willing to provide the applicant with a tree and shrub species list for the project.
74. The applicant shall incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation, and Open Space Department is willing to assist the applicant with this aspect of their project.
75. The 60' road right-of-way dedication for the North Lompa Lane extension cannot include City property. The property was purchased by the Carson City Open Space Division using funds from Question 18 (Quality of Life Initiative). As a result, the property is deed-restricted for open space uses only. Relocate the road alignment to the east and provide an additional 15' in the right-of-way dedication (75' total) to include an area for a storm water drainage facility along the west side of the North Lompa Lane extension.

76. All references to a Landscape Maintenance District (LMD) shall be removed from the applicant's report and plan sheets.

Conditions to be Addressed with the Final Map

77. Note number 40 on page C1 must be removed from the plan set.
78. A disclosure stating the following shall be recorded at the time of final map recordation:
Water quality issues that provide habitat for Mosquitoes:
Carson City Health and Human Services conducts insect surveillance and treatment activity including using a helicopter to apply biological larvacides to where mosquitoes begin their life cycle – in the standing bodies of water within the channels located nearby. Larvaciding prevents mosquitoes from emerging as adults, from biting individuals and from transmitting diseases such as West Nile Virus to people. This is the best method to control this insect.
79. The applicant will provide a disclosure at the time of final map to be recorded at the time of final map recordation acknowledging the pre-existence of the City's Corporate Yard, Public Dog Park, Waste Water Treatment Plant, Animal Shelter, and Nevada State Prison for the entire development.

General Conditions of Approval

80. A maintenance plan for all common area shall be created and implemented by the Homeowner's Association or a similar entity. This plan will seek to eliminate standing water that could serve as habitat for insects, and will include removal of vegetation, debris and blockages in the low flow channel on an annual basis.
81. Compliance with the design standards of the Specific Plan for single family residential development, including fencing standards, landscaping, lighting, architectural elements, materials and colors, and massing and form will be reviewed at the time development applications for the individual lots are submitted.

LEGAL REQUIREMENTS: CCMC 17.09 (Planned Unit Development); CCMC 17.07 (Findings); NRS 278.330 (Tentative Map); NRS 278A (Planned Development)

MASTER PLAN DESIGNATION: Lompa Ranch North Specific Plan; High Density Residential (HDR), and Medium Density Residential (MDR)

ZONING DISTRICT: Multi-Family Apartment (MFA) and Single Family-6000 square feet (SF6)

KEY ISSUES: Is the Tentative Planned Unit Development consistent with the Specific Plan? Does the proposal meet the Tentative Map requirements and other applicable requirements? Will the City or public be materially injured by the approval of the associated abandonment?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: Multi-Family Apartments (MFA) / Multi-family Residential Development
SOUTH: Agricultural and General Commercial / Vacant
WEST: Highway 580
EAST: Single Family 6000 (SF6000) / Single Family Residential

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone AE
SLOPE/DRAINAGE: Generally flat
SEISMIC ZONE: Zone I (Severe) Fault Zone on-site

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 41.56 Acres
ZONING: SF6000, MFA, PC
EXISTING LAND USE: Vacant Land
TOTAL RESIDENTIAL LOTS: 137 single family lots
PROPOSED LOT SIZES: Minimum Lot Size 3,350 square feet
PROPOSED SETBACKS: Front: 15 feet
Rear: 10 feet
Side: 5 feet
Street side: 10 feet
PARKING REQUIRED: Two spaces per dwelling unit
PROJECT PHASING: No phasing is proposed

SITE HISTORY:

MPA-15-162: (March 17, 2016) Adoption of the Lompa Ranch North Specific Plan.

ZMA-15-163: (April 7, 2016) Adoption of a Zoning Map Amendment with an effective date of the date of a change of ownership.

BACKGROUND:

Consistent with Chapter 8 of the Master Plan, Lompa Ranch is one of four areas of the City that is subject to a Specific Plan designation. The Specific Plan designation requires development proposals within the area to be reviewed in a comprehensive manner. The policies contained in the specific plan provide a framework for development in the area.

The Lompa Ranch North Specific Plan, which encompasses 251.33 acres, was adopted on March 17, 2016. From a land use perspective, the Specific Plan includes residential areas of various densities, as well as commercial areas, areas for park land, and a ten acre area for a school and/or a fire station. The Specific Plan also addresses design standards, Parks, Open Space and Trails, Sanitary Sewer, Water Service, Storm Water Management, Utility Services, Roadways and Traffic, Fire Protection, Police Protection, and Schools. The Specific Plan includes a phasing plan that addresses storm water and drainage, traffic and roadways, water, and sanitary sewer planning for the entire 251 acre area.

The Specific Plan addresses parks, open space, and trail amenities, as well as fire mitigation. Per the Specific Plan, these improvements will be constructed by the developer and maintained via a homeowner's association or similar instrument. The three acre park on the east side of Interstate 580 is to be constructed prior to the 250 residential unit east of Interstate 580. Conditions regarding milestones to be met prior to completion of construction, including submittal of a parks conceptual plan at the time of the 100 residential unit to the east of

Interstate 580, are intended to ensure the required improvements do not result in a construction delay, but rather are being planned concurrent with other construction activities.

The property is also subject to a development agreement adopted on November 16, 2017. This agreement includes provisions for a \$1000 per dwelling unit fee to address impacts to the City services, the reservation of a 10 acre school site, a school donation fee of \$1000 per dwelling, provisions for dedication of land for parks in lieu of the residential construction tax, and provisions for park improvements and maintenance.

Proposed Lompa Ranch East consists of 41.6 acres located at the south end of North Lompa Lane, bounded to the west by Highway 580, and to the east by Airport Road. The northern portion of the property is zoned Multi-Family Apartment, and the southern portion of the property is zoned Single Family 6000. The proposed planned unit development includes two parcels owned by Carson City. APN 010-036-05 is a .72 acre parcel that runs along Airport Road, and APN 010-036-01 is a .13 acre parcel fronting Airport Road. The City Engineer has authorized these parcels to be included in the application for Tentative Map considered by the Planning Commission. However, the Tentative Map may not be considered by the Board of Supervisors until formal authorization for inclusion of these parcels in the Tentative Map is obtained.

Access to the site is from North Lompa Lane, with three points of access along Airport Road: Gordonia Drive, Desatoya Drive, and a third location on Airport Road. The proposed three acre park will be accessed from Airport Road across from Butti Way. Based on the traffic analysis report, staff is recommending roundabouts at the following intersections: Desatoya Drive/Airport Road, Butti Way/Airport Road, and 5th Street/Airport Road.

The applicant proposes 137 single family lots, with the minimum lot size being 3350 square feet. Compliance with the design standards of the Specific Plan for single family residential development, including fencing standards, landscaping, lighting, architectural elements, materials and colors, and massing and form will be reviewed at the time development applications for the individual lots are submitted.

As the property is proposed to be developed as a Planned Unit Development, 30 percent open space is required. The applicant proposes 8.8 acres of open space with a 3.1 acre park. It is anticipated that the park will be programmed as a dog park. The development also includes a trail system that will create connectivity between existing City trails as well as connectivity to the park. As part of the site improvement plans, staff recommends submittal of an open space exhibit demonstrating 12.48 acres of open space and compliance with the Planned Unit Development standards.

The northern portion of the site is proposed to be developed in the Multi-Family Apartment zoning as a multi-family development. Given the lack of specificity related to this development, including the absence of detail to determine compliance with Section 2.3 of the Specific Plan, which provided development guidelines for the multi-family development, staff recommends that the multi-family development NOT receive an entitlement as part of the review of the Tentative Planned Unit Development. It is appropriate that the multi-family development is included in the Planned Unit Development so that associated infrastructure impacts can be considered, including traffic impacts, utility impacts, and storm water impacts. The roadway connections included as part of the multifamily development, including the connection to North Lompa Road to the north, and the connection to Gordonia Drive on the east are important components of the transportation plan. In order to receive an entitlement, the multi-family development will need to be considered in a Major Project Review meeting. After the Major Project Review, the applicant may apply for building permits.

The subject property is located in the 100 year floodplain. Per the Specific Plan, a Letter of Map Revision must be approved by Carson City and submitted to the Federal Emergency Management Agency (FEMA) prior to submittal of the first construction permit. Prior to any construction permit being issued, the development must have a Conditional Letter of Map Revision (CLOMR) approved by Carson City and FEMA. Per the proposed conditions of approval, improvements identified in the CLOMR must be included with the improvement plans for the subject tentative map, and executed with the same. Bonding of improvements associated with the CLOMR will not be allowed.

PUBLIC COMMENTS: Public notices were mailed to 364 property owners within 900 feet of the subject site pursuant to the provisions of NRS and CCMC for the Tentative Planned Unit Development Map application. As of the completion of this staff report, one letter expressing concerns with density and drainage has been received. Any additional written comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting depending upon their submittal date to the Planning Division.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS: The following comments were received from City departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Engineering Division:

The Engineering Division has no preference or objection to the tentative planned unit development request.

CONDITIONS OF APPROVAL:

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 17.07.005. The Engineering Division offers the following condition of approval:

Water and Sewer Comments:

- The sewer main easement through the multifamily project must be widened to 35 feet due to the depth and size of the main.
- The existing sewer and water mains must be completely within City right-of-way in the single family portions of the project, including where they pass between lots 63 and 64, 82 and 83, and lots 134 and 135. Between these lots the right-of-way or City owned property must be at least 35 feet wide, centered on the main, due to the size and depth of the mains.
- Parking spaces may not be placed within 10 feet of a water main or sewer main.
- The sewer main analysis for the site improvement permit(s) must analyze the capacity of the main prior to the lift station at the wastewater treatment plant and recommend remediation if necessary. Remediation may include pro-rata cost sharing to upgrade the lift station.
- The developer will be required to enter into a developer's agreement with the City to deepen the sewer main at the corner of N Lompa Ln and Menlo Dr.
- A water sampling tap is required in a common area near one of the entrances. The sampling tap must be Kupferle Eclipse #88 or approved equal.
- Per CCDS and State Code, reduced pressure principle assembly backflow preventers will be required for the water lines to the multifamily site at each entry point. There must be at least two entry points to provide looping. If a separate fire line is utilized a double

check valve assembly will be required where the fire line enters the property. These backflow preventers must be above ground in hot boxes, and must be located as close to the property line as possible.

- The existing sewer manholes within the project limits will need to be removed and replaced or rehabilitated to the satisfaction of the City.
- The existing sewer lines within the project limits will need to be assessed and may need to be removed and replaced or rehabilitated depending on the condition of the pipe. The final determination will be made by the City.
- Dead end water mains will not be allowed to be constructed during the phased construction of the project. Phasing shall incorporate the looping of water mains to avoid water quality issues.
- The Multi-Family Apartments will be master metered. Both the 8" and 3" main will be the responsibility of the HOA for maintenance unless a different layout is approved.

Transportation Comments:

- All streets must have a minimum asphalt thickness of 4 inches or per the geotechnical engineer's recommendations, whichever is thicker.
- The area over the sewer and storm drain mains between the multifamily project and lots 10 and 11 must allow for pedestrian connectivity, but not vehicle connectivity.
- Based on the roundabout benefit analysis and the predicted levels of service in the transportation analysis, roundabouts will be required at Desatoya Dr/Airport Rd, at Butti Wy/Airport Rd, and at 5th St/Airport Rd.
- The Cost Participation calculations provided in the traffic study will not apply to this project. The cost of any improvements required for the traffic study will be borne by the development.
- Airport Rd must have "No Parking" signs posted along the frontage of the project on the west side of the street only, to allow existing residences to continue to utilize parking. Airport Rd must meet the City Standard Detail for an urban collector with bike lanes and parking on one side. Airport Rd must be widened anywhere that the street does not meet the minimum width for the number of lanes per the Standard Details.
- A waiver for CCMC Title 18 Division 12.4 (Access), as discussed in the traffic study, will not be granted. However, the City's interpretation of this requirement allows for utilizing the same street for one of the access points required for the MFH and SFH portions of the subdivision. Driveway 1 can function as an access point for both portions of the project, however this access point must be aligned like a typical 4-way intersection with A St as one of the legs, the unlabeled street off of N Lompa Ln as one of the legs, and the two entrances to the MFH portion of the project as two of the legs.
- The drive isles of the MFH project will be a private parking lot and not City right-of-way as shown.
- The minimum recommended left and right turn storage lengths given in Tables 8 and 9 of the traffic study must be provided with the site improvements for intersection legs within the project and along the project frontage. Storage lengths for the remaining legs must be provided if sufficient right-of-way exists.
- If security gates are utilized on private streets, the gates must be placed to meet the *minimum recommended* queuing storage lengths provided in table 11 of the traffic study, not the *minimum required* queuing storage lengths.
- The street section shown for N Lompa Ln is not wide enough to include an open channel for drainage. It is likely that a channel will be needed to perpetuate drainage along N Lompa Lane. In these areas the street section must be widened to include the drainage channel. It should also be noted that the existing multi-use path is on City owned property and will not be part of the right-of-way in question.
- Per CCDS, the curve in N Lompa Lane must have a superelevation of 4%. The site

improvement plans must include a separate street section detail for this segment of the street, and the transition from the standard crown to the superelevation must be designed with a smooth transition.

- Landscaped medians in N Lompa Ln must be maintained by the HOA.
- A 10' wide off-street, PCC paved, shared path must be extended from the existing path on Airport Rd up to the proposed park, as shown.
- The pavement section on N Lompa Ln, north of the project, must be widened to meet the minimum width for an urban local street with two travel lanes and bike lanes. This section of roadway must also be signed and striped for a bike lane, and signed "No Parking".

Flood and Storm Drain Comments:

- The site improvement drainage study must demonstrate the ability of downstream drainage facilities to handle increased runoff if detention is not used.
- A statement must be provided from the Army Corp, as to what mitigation is necessary for the small patch of wetlands that is shown in the delineation report, and Army Corp approval must be obtained if necessary.
- The Technical Drainage Study for the site improvement plans must include an analysis of proposed culverts and existing downstream culverts to determine sufficient capacity.
- The Lompa Ranch East Subdivision shall mitigate their impact to the floodplain volume by following the Floodplain Management Mitigation plan as presented in the November 30, 2018 letter from House Moran Consulting, Inc. to Robert D. Fellows, Carson City's Floodplain Manager.
- Low impact development (LID) practices are required as part of the storm drain design.
- Access must be provided to the basin adjacent to Airport Rd to allow for HOA maintenance.
- Underground storm drain systems that connect to flood conveyance channels shall do so completely above the base flood elevation of the channel.
- A conditional Letter of Map Revision (CLOMR) must be approved by FEMA prior to approval of any construction permits.
- The CC&R's must clearly state that a Landscape Maintenance District (LMD) or a Home Owners Association (HOA) is responsible for maintaining private storm drain infrastructure including any mains, basins, and LID infrastructure.

Other Comments:

- New water, sewer, storm water, and transportation impact reports must be completed for the site improvement plans of each phase of the PUD unless the current impact reports are deemed sufficient by Carson City Development Engineering. Note that drainage studies shall demonstrate compliance with Floodplain Storage Capacity Protection requirements of CCMC 12.09.080 (9) and shall provide emergency flow paths for a one hundred (100) year peak storm in accordance with Development Standards.
- For the site improvement permit(s), the plans and technical reports must meet Carson City Development Standards and Standard Details and State Code. If the PUD is constructed in phases, each phase must be able to stand alone in meeting city and state standards.
- USGS shows a historic fault line on the subject parcel. A final geotechnical investigation must be submitted with recommendations for construction methods and any setbacks if necessary.

These comments are based on the tentative map plans and reports submitted. All applicable code requirements will apply whether mentioned in this letter or not.

Parks and Recreation

1. The Unified Pathways Master Plan (UPMP) identifies a non-motorized multi-use path adjacent to the subject property. This path has been recently completed by the city on the west and south side of the proposed development. The applicant shall design and construct to City standards the following to provide connectivity to the City's path system and neighborhood park. The applicant shall provide the following:
 - A. Two neighborhood access corridors shall be provided from the proposed development to the city's multi-use path system. These two corridors shall be approximately 30' wide and have 10' wide concrete multi-use paths located in them. A non-motorized public access easement or a similar legal instrument will be provided by the applicant granting public access in perpetuity for these two corridors.
 - B. The first access corridor shall be a multi-use path connection from the City's freeway multi-use path to the three acre neighborhood park and connect through the park to the Airport Road's multi-use path and the park's parking lot. Keeping the multi-use path in the same location, reduce the size of Lot 137 to provide for a 15' landscape buffer between the path's north edge and the lot's property line.
 - C. The second access corridor shall connect the City's Airport Road multi-use path to the neighborhood park; it shall extend through the center of the development (along the North Lompa Lane extension) connecting to the proposed bus stops and the City's freeway multi-use path.
2. The UPMP identifies on-street bike lanes on Airport Road. Also, bike lanes are identified on North Lompa Lane. As a result, bike lanes shall be included with the development's North Lompa Lane extension. These bicycle facilities shall be incorporated into the development's design for full street frontage road improvements.
3. UPMP Chapter 7 provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development and between the project site and the City's existing sidewalk/path systems. The design for the project's internal sidewalk system, including pedestrian cross walks, connections to the adjacent residential neighborhoods, and connections to the city's non-motorized path system and neighborhood park are subject to review and approval by Development Engineering and the Parks, Recreation & Open Space Department.
4. The Carson City Parks and Recreation Master Plan; Neighborhood #21 and the approved Lompa Ranch North Specific Plan Area, are planning documents that identify the requirement for a neighborhood park. The applicant shall provide the following:
 - A. Three acres of developable property near the intersection of Butti Way and Airport Road for use as a public park. The park will be constructed and dedicated to the City prior to the development of the adjacent residential properties (Lots 130 - 137).
 - B. The park property will not include storm water detention basins, flood control facilities, or existing wetlands.
 - C. The park's design will accommodate off-street parking (20-25 stall parking lot) and be designed as a dog park. During the park's design process, the applicant's design team shall collaborate with the Parks, Recreation & Open Space Department and the Nevada Humane Society/Carson City Animal Shelter regarding the dog park's layout/site elements, spearhead the project's public outreach effort, and present the park's design concepts to the Parks and Recreation Commission and Board of Supervisors for consideration.
 - D. The applicant will provide a 6' tall site obscuring fence along the park's property line adjacent to the proposed residential lots (Lots 130 - 137). The fence will be installed as

a part of the park's construction and the development's private Home Owners Association will be responsible for fence maintenance, including any graffiti removal.

5. The applicant will provide a disclosure at the time of final map to be recorded at the time of final map recordation acknowledging the pre-existence of the City's Corporate Yard, Public Dog Park, Waste Water Treatment Plant, Animal Shelter, and Nevada State Prison for the entire development.
- 6.. The applicant shall use a pollinator friendly plant material for any landscape open space/ common areas within the development. The Parks, Recreation & Open Space Department is willing to provide the applicant with a tree and shrub species list for the project.
6. The applicant shall incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation, and Open Space Department is willing to assist the applicant with this aspect of their project.
7. The 60' road right-of-way dedication for the North Lompa Lane extension cannot include City property. The property was purchased by the Carson City Open Space Division using funds from Question 18 (Quality of Life Initiative). As a result, the property is deed-restricted for open space uses only. Relocate the road alignment to the east and provide an additional 15' in the right-of-way dedication (75' total) to include an area for a storm water drainage facility along the west side of the North Lompa Lane extension.
8. All references to a Landscape Maintenance District (LMD) shall be removed from the applicant's report and plan sheets.

Building Division: No comments.

Fire Department:

1. Project must comply with the currently adopted edition of the International Fire Code and northern Nevada fire code amendments.

Health Department:

1. Note number 40 on page C1 of the plan set must be removed from the plan set.
2. A disclosure stating the following shall be recorded at the time of final map recordation:

Water quality issues that provide habitat for Mosquitoes:

Carson City Health and Human Services conducts insect surveillance and treatment activity including using a helicopter to apply biological larvacides to where mosquitoes begin their life cycle – in the standing bodies of water within the channels located nearby. Larvaciding prevents mosquitoes from emerging as adults, from biting individuals and from transmitting diseases such as West Nile Virus to people. This is the best method to control this insect.

3. A maintenance plan for all common area shall be created and implemented by the Homeowner's Association or a similar entity. This plan will seek to eliminate standing water that could serve as habitat for insects, and will include removal of vegetation, debris and blockages in the low flow channel on an annual basis.

Assessor's Department

4. Street names must be proposed at the time of site improvement permit, and approved by the City Engineer prior to site improvement approval.

TENTATIVE PLANNED UNIT DEVELOPMENT

DISCUSSION:

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

In general, a Planned Unit Development (PUD) is similar to an overlay zone. The allowable uses are limited to those uses allowed in the underlying zoning district, and may be further limited. The allowable density is limited to the density allowed in the underlying zoning per the provisions of CCMC Section 17.09.025. The dimensional criteria, including lots sizes and setback, can be modified in a PUD to something less restrictive than the underlying zoning would require. The general concept is that the balance of the land can be used as open space and recreational amenities. Per the provisions of CCMC Section 17.09.100, 30 percent of the gross area of the site must be set aside for open space. The "zoning ordinance" for the PUD is housed in the PUD Development Standards Handbook.

The applicant is not seeking to modify any allowable land use, and proposes to utilize the Lompa Ranch North Specific Plan to dictate design standards related to architecture, landscaping, trails, buffering, and parks. The applicant is seeking to vary from the dimensional criteria, specifically requesting the following dimensional criteria.

Minimum Lot Size:	3350 square feet
Front Setback:	15 feet
Rear Setback:	10 feet
Interior Side Setback:	5 feet
Street Side Setback:	10 feet

Per the provisions of CCMC Section 17.09.045, the Planning Commission reviews requests for TPUDs, and makes a recommendation to the Board of Supervisors based on the ability to make the findings of fact identified in CCMC Section 17.07 in the affirmative.

Development Requirements of a Planned Unit Development (PUD)

Timing of Development (CCMC 17.09.020)

The applicant has not proposed a specific phasing plan. Per the provisions of CCMC Section 17.09.020, the construction and development of all approved amenities, including open space and support facilities shall occur no later than the construction or development of 25 percent of

the dwelling units. Twenty five percent will be determined at the time the multifamily development receives its entitlement. Staff would note that the conceptual plan for the park must be completed prior to the Certificate of Occupancy for the 100th dwelling unit, and the park construction and acceptance must be complete by the 250th dwelling unit. Also, the construction on North Lompa Road must be completed with whichever portion of the development occurs first.

Density of Land (CCMC 17.09.025)

CCMC 17.09.025 identifies the maximum density allowed based on the underlying zoning classification. Utilizing the applicable formula, the Single Family 6000 zoning district may have 8 units per acre. The applicant is proposing 137 single family residential lots on 25.5 acres, thus realizing a density of 5.48 units per acre.

Specific Design Standards (CCMC 17.09.095)

The minimum site area for a PUD may not be less than five acres. The subject property is 41.6 acres.

The minimum number of units in the PUD shall not be less than five dwelling units. The applicant proposes 137 single family residential lots plus a multi-family development.

The code does not dictate a lot area, width, height, size or setback requirements for the single family 6000 zoning district.

Except fences, no structure may be located within 20 feet of the periphery boundary of the PUD. This will be enforced in the development review process.

The height of buildings in a PUD is as allowed in the underlying zoning district.

Parking standards are required as articulated in Division 2 of the Development Standards. Each home is required to provide two on-site parking spaces.

Sidewalks are required on all public and private streets. Each street has either a sidewalk, or the existing multi-use path serves as a sidewalk.

Underground utilities (water, sewer, gas, electricity, telephone, cable television) shall be required in all PUDs, prior to any street paving. Staff recommends that this be made a condition of approval.

Landscaping is required to meet the City's standards. A preliminary landscaping plan has been submitted. A detailed landscape plan demonstrating compliance with the provisions of Division 3 of the Development Standards and CCMC 17.09 shall be required a part of the improvement plans.

Bike paths consistent with the Unified Pathways Plan are required. The applicant has proposed various pathways to create connectivity with existing and proposed paths, as well as to create connectivity with the 3 acre park, consistent with the Unified Pathways Plan.

Drainage on the internal private and public streets shall be as required by the Development Engineering Department. The Engineering Department has recommended a condition of approval requiring a full technical drainage study. Engineering has also recommended a condition of approval that all common space drainage, storm drains and basins are to be privately maintained by the Homeowner's Association.

Fire hydrants shall be provided and installed as required by the Fire Department. This will be enforced at the time of construction plan.

Open Space (CCMC 17.09.100)

All PUDs shall set aside a minimum of 30 percent of the gross area of the site for open space. Therefore, 12.48 acres must be retained as open space. Open space in residential PUDs shall not include sidewalks adjacent to streets, or areas in front or side setbacks with a dimension of less than 20 feet. Open space may include clubhouses and pools. No more than 25 percent of the open space may be private, meaning used exclusively for the use of the occupants such as a backyard or a patio. To ensure compliance with this requirement, the staff recommends that an open space exhibit be submitted at the time of site improvement permit.

The developer shall provide for and establish an organization for ownership and maintenance for any and all common open space and other common property consistent with the requirements of CCMC 17.09.105.

FINDINGS

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

Section 17.07.005 (Findings):

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

The development is required to comply with all applicable environmental and health laws concerning water and air pollution and disposal of solid waste.

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

Water supplied to the development will meet applicable health standards. Carson City's water supply will not be exceeded by final approval of this development.

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

All utilities are available in the area to serve this development.

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

The project is located within an existing neighborhood that is served by existing schools, sheriff protection, transportation facilities and parks. The proposed subdivision will not overburden police protection. As part of the area Specific Plan, parks and recreation facilities are required to be constructed and dedicated to the City so as to meet increased demands. Provided the conditions of approval, specifically those associated with roadway improvements, are met, the transportation system will be adequate. The

subject planned unit development is subject to a development agreement addressing the timing of construction and maintenance of parks, open space, and trails in Lompa Ranch. The development agreement also speaks to a monetary donation to the school district and to the City. The Lompa Ranch Specific Plan includes a ten acre land reservation for a school to meet future enrollment needs.

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

The proposed planned unit development proposes a trail network to provide access to other public trails and the proposed 3 acre park.

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

The proposed planned unit development, as conditioned, is consistent with the Master Plan and the Lompa Ranch Specific Plan, as well as in compliance with the applicable sections of the Municipal Code.

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

Subject to compliance with the proposed conditions of approval, the proposed subdivision conforms to the City's master plan for streets. Note that the extension of North Lompa Lane is necessary to make this finding.

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

The proposed planned unit development includes an extension of North Lompa Lane from where it ends to the north of the subject property to Airport Road. This is consistent with the City's Functional Classification plan. Additionally, to ensure the functionality of existing roads, as discussed in the project traffic impact study, three roundabouts are incorporated on Airport Road to maintain safety and functionality of the roadway system servicing this project.

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

Except as conditioned through the proposed conditions of approval, the physical characteristics of the site currently do preclude the development as proposed. Per the specific plan, prior to the first construction permit, the development must have a CLOMR approved by Carson City and FEMA. The improvements associated with the approved CLOMR, per the proposed conditions of approval, must be constructed with the improvement plans associated with the subject project.

There is a fault on the subject property. The geotechnical engineer must analyze the fault to determine what design requirements must be incorporated into the development.

There is a wetland area on the site. The applicant must consult to the Army Corp of Engineers to determine what the appropriate treatment or mitigation of the wetland area would be acceptable.

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

The proposed tentative map has been routed to the Nevada Department of Environmental Protection and the Nevada Division of Water Resources. Will Serve letters from Carson City Public Works and a final mylar map of the proposed project be presented to the State Engineer for approval and signed through his office prior to development.

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.*

As noted in the Specific Plan, the development of Lompa Ranch will negatively impact the Fire Department's level of service. As part of the development agreement, a payment to address impact on City services will be made at the time of building permit. It will be up to the Board of Supervisors how to allocate that revenue.

12. *Recreation and trail easements.*

The Lompa Ranch Specific Plan specifically addresses Parks, Open Space, and Trails. The trail system is required to conform with the standards and policies of the Unified Pathways Master Plan. The Parks and Recreation staff has reviewed the tentative map for compliance with the requirements of the Specific Plan and finds, subject to the incorporation of the conditions of approval, the proposed tentative map will be in compliance.

The Specific Plan includes a requirement for the completion and dedication of a three acre park at the time of the 250 dwelling unit on the east side of Interstate 580. The Specific Plan also obligates a homeowners association or a landscape maintenance association be formed for purposes of maintaining landscaped areas, open space, trails, and parks and recreation facilities. The development agreement includes various milestones to ensure progress is being made on the park planning so as to avoid disrupting development of the site.

Per the terms of the development agreement, the residential construction tax will not be required as the land will be dedicated and improved for a park and other recreational amenities.

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

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

The proposed plan is consistent with the statement of objectives of the Planned Unit Development ordinance. The proposed Lompa Ranch East project has been designed to meet all requirements of the Planned Unit Development Ordinance, and will provide beneficial recreational amenities and transportation linkages, while being designed to be sensitive to neighboring uses.

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

The proposed plan does not depart from the PUD regulations. Within the parameters of the PUD regulations, the applicant is proposing to utilize a lot size and setbacks that are smaller than that required in the underlying zoning district. The result is 30 percent open space with both private and public recreational amenities. The departure from the base zoning regulations is in the public interest.

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

The purpose, location and amount of open space in the PUD is appropriate for the project, and consistent with the requirements. The open space will include a 3 acre park as well as a trail system. The maintenance responsibility will be assigned to a HOA or similar entity.

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

As detailed in the Engineering Division comments, the physical design of the plan does make adequate provisions for public services and does provide adequate control over vehicular traffic as conditioned. Adequate on-site parking will be provided.

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

The proposed PUD is an infill project that will provide a collector in extending North Lompa Lane, thus improving circulation. The PUD will provide pathways and a neighborhood park that will be beneficial to the neighborhood.

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

The applicant has not provided a phasing plan. Staff has recommended a condition of approval that the extension of North Lompa Lane must occur with the first site improvement permit. Additionally, per the development agreement, the park must be constructed and accepted at the 250 residential unit certificate of occupancy. With incorporation of the conditions of approval, staff finds that the interest of the public and the residents of the Planned Unit Development will be benefitted.

Attachments

Lompa Ranch East TPUD Updated December 28, 2018
Email Dated January 3, 2019 from Marianne Greeson
Plan Set of TPUD-18-010

Planning Department

From: Planning Department
Sent: Thursday, January 03, 2019 4:54 PM
To: Hope Sullivan
Subject: FW: tentative planned unit development

From: Marianna Greeson [<mailto:greesond@att.net>]
Sent: Thursday, January 03, 2019 4:44 PM
To: Planning Department
Subject: tentative planned unit development

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

In regards to the development proposed between I580, Airport Rd and Lompa Lane.

I understand we need more housing in the area. But a potential 1100 persons in that space? 293 units in an area about the size of the neighborhood just across the street and I counted about 100 homes on google map in that neighborhood. (Airport Rd. east to Siskiyou and north/south several streets.)

There is the developed wetland area in close proximity to the proposed development. What is to become of that? No extra "open space" around that for our wildlife (birds of prey, waterfowl, turtles, coyote, even deer and an occasional bear) that use the water? (a 3 acre park in the middle of the area?)

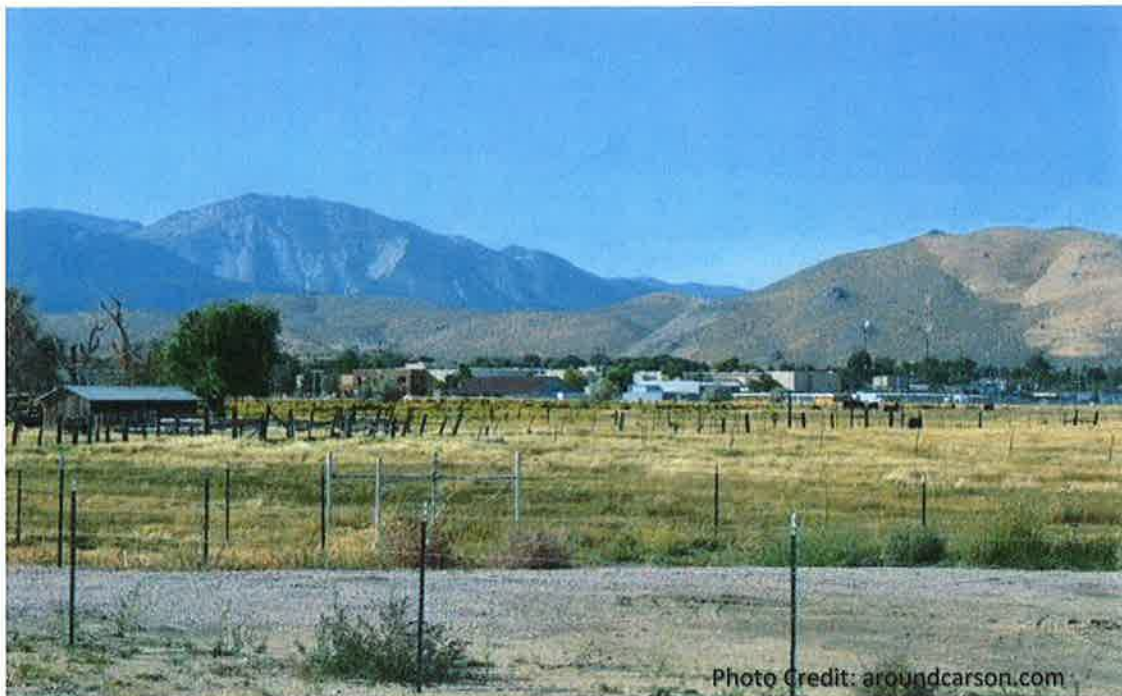
What about insurance needed for the homes there? Isn't it a floodplain? Aren't they going to need "flood" insurance? ..FEMA insurance / more development in susceptible areas.

Sound walls?? The noise has increased from the new freeway into our neighborhood on the east side of Airport Road considerably since it opened. I can only imagine how noisy it will be for those folks!

Regards,
Marianna Greeson
3183 Florentine Dr.
Carson City, Nv

Lompa Ranch East

TENTATIVE PLANNED UNIT DEVELOPMENT



Prepared by:



Updated; December 28, 2018



LOMPA RANCH EAST TENTATIVE PLANNED UNIT DEVELOPMENT APPLICATION

Prepared by:

Rubicon Design Group, LLC

1610 Montclair Avenue, Suite B

Reno, Nevada 89509

(775) 425-4800

UPDATED: DECEMBER 28, 2018

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Related Reports (Attached or Previously Submitted):

Conceptual Drainage Study
Sanitary Sewer Feasibility Study
Water Feasibility Study
Traffic Study
Preliminary Geotechnical Investigation
Aquatic Resources Delineation Report

Full-Size Plan Sheets (Attached):

Preliminary Civil Improvement Plans

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

Existing Conditions

The site is currently vacant and is accessed via Airport Road on the east and Lompa Lane from the north. A wetlands delineation was completed with the Lompa Ranch North SPA and identifies areas of wetlands that are generally located along the eastern and southern portions of the parcel, with some limited areas along the west, adjacent to Interstate 580.

Surrounding uses include multi-family residential to the north, single-family residential and public facilities to the east, vacant land to the south, and Interstate 580 to the west. The northern portion of the site (approximately 15 acres) is currently zoned MFA with the southern portion designated as SF6. A small portion of the property (southeast corner) is designated as PR. Figure 2 (below) depicts the existing project site zoning.

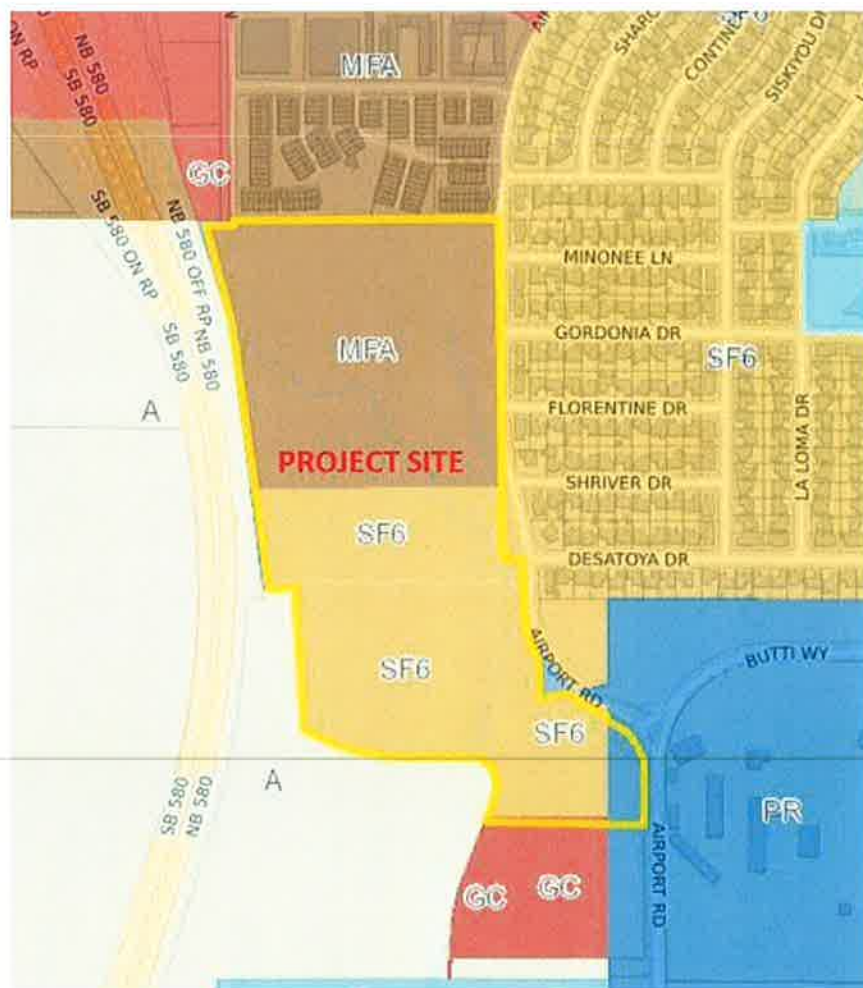


Figure 2 – Existing Zoning

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

Figures 3 (below) and 4 (following page) depict the existing onsite conditions.



Figure 3 – Existing Conditions

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

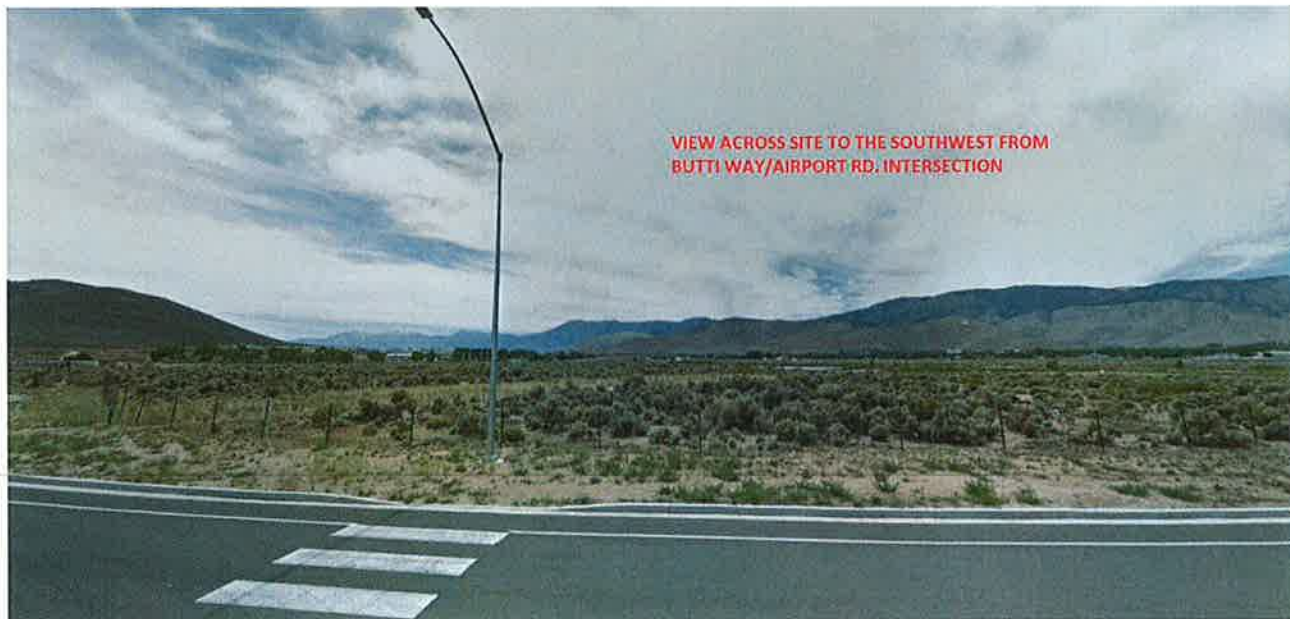
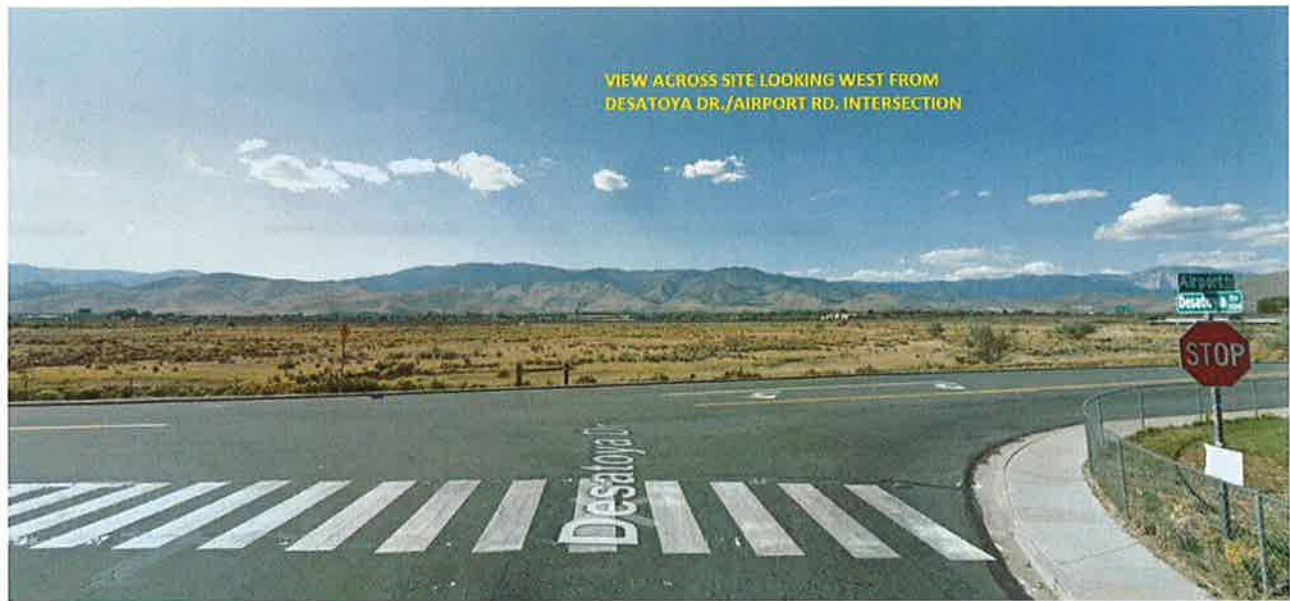


Figure 4 – Existing Conditions

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

Project Description

The Lompa Ranch East project is proposed as a Planned Unit Development (PUD). As a part of the PUD, clustering of the units is proposed to provide open space and protect wetland areas. Additionally, as required by the Lompa Ranch North Specific Plan (SPA), a 3.0± acre park is proposed at the southeast portion of the PUD area.

The northern portion of the PUD is proposed to contain fourplexes and eightplexes which will include a total of 156 units. A total of 3 fourplex buildings are proposed along with 18 eightplex buildings. The fourplexes and eightplex multi-family units are consistent with the underlying MFA zoning and provide uses that are compatible with the existing multi-family units to the north.

The fourplex and eightplex apartment uses will occupy approximately 13.5± acres for an overall density within the MFA area of 11.55 dwelling units per acre. The fourplex and eightplex units are located to ensure a proper transition between higher densities at the north end of the site and single-family densities to the south.

The mid and southern portion of the site is proposed for single family residential units on lot sizes averaging 4,432 square feet. This area consists of approximately 25.6± acres and is proposed to include 137 homes, resulting in an overall density of 5.35 dwelling units per acre. The proposed density is consistent with the existing SF6 zoning which would allow up to 7.26 units per acre. However, unlike conventional SF6 zoning, it is proposed to reduce the minimum lot size from 6,000 square feet to 3,350 square feet. This will provide for a single-family product type fairly unique to the Carson City market and also allows for the preservation of open space and protection of wetland areas along Airport Road.

The Lompa Ranch North SPA calls for a 3-acre park site to be located east of Interstate 580. The plan included with this application provides for a park located at the southeastern portion of the project boundary, near the Lompa Lane/Butti Way intersection. The park location/layout has been closely coordinated with the Carson City Department of Parks and Recreation and will include dog park facilities. The development and timing of the park shall be consistent with the standards/requirements of the Lompa Ranch North SPA and will be coordinated with the Department of Parks and Recreation as well as the Carson City Parks and Recreation Commission. Per the adopted SPA, pedestrian trails will be located within open space areas in order to provide existing and future residents with connections to the park.

Figure 5 (following page) depicts the proposed layout for Lompa Ranch East. A full-size copy of the plan is also attached for reference.



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The following table provides an overall summary of the development proposed within the Lompa Ranch East PUD:

Table 1: Development Summary

Total Project Area	41.6 acres
Total Single Family Units	137
Total Multi-Family Units	156
Total Units Overall	293
Single Family Density	5.36 du/ac
Multi-Family Density	11.55 du/ac
Overall Project Density	7.04 du/ac
Minimum Lot Size (Single Family)	3,350 sq. ft.
Common Open Space Area ¹	11.9± acres
Park Area	3.0± acres
Total Lot Area	26.9± acres
Right of Way Area	2.8± acres

1 – Includes open space areas within fourplex, multi-family, single family and park areas.

It is important to note that the residential uses and densities proposed are consistent with those adopted in the Lompa Ranch North SPA. All future development within Lompa Ranch East must conform with the design standards included in the SPA. Additionally, provisions for common area maintenance, homeowner's associations, impact fees, improvement triggers, etc. will remain as adopted.

In terms of impacts, Lompa Ranch East is compatible with the surrounding area and will not unduly burden existing public services and infrastructure. Access to the proposed Lompa Ranch East PUD will occur from the north and along Airport Road. Specifically, an extension of Lompa Lane is proposed at the northwest corner of the PUD boundary, connecting to Desatoya Lane. This extension is a direct result of negotiations with Carson City staff and provides an overall regional benefit. Additionally, two new access points are proposed along Airport Road; one at Gordon Drive, and one north of Butti Way. The proposed access points allow for efficient ingress and egress as well as proper internal circulation patterns. A comprehensive traffic impact analysis completed by The Red Ltd. has included as an attachment to this report. Based on typical Institute of Transportation Engineers (ITE) estimates, Lompa Ranch East will generate approximately 3,876 average daily trips (ADT) with 290 AM peak hour trips and 374 PM peak hour trips. The traffic analysis describes all necessary mitigation measures and/or improvements that will be made to ensure appropriate levels of service are maintained.

The applicant is currently working with Carson City and the Federal Emergency Management Agency (FEMA) on a Conditional Letter of Map Revision (CLOMR) to remove all portions of the property from the floodway, as applicable. The plans associated with this CLOMR have been approved by Carson City and are pending FEMA approval. A conceptual drainage analysis is included as an attachment to this report and identifies necessary storm water improvements for the project and for floodway modification. Where feasible, low impact development standards have been implemented as shown in the drainage analysis and in the tentative map plan set.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

As required by staff, a wetland delineation has been included with this report (previously submitted). This delineation indicates that the only area of wetlands on the project site is on the northern portion as identified as AR-1a on the Aquatic Resource Delineation exhibit and is approximately 0.0076 acres in size. It is described as palustrine, emergent, persistent, seasonally flooded/saturated wetland (PEM1E).

Planned Unit Development (PUD)

The Carson City Municipal Code allows for certain development standards to be modified within a PUD. The proposed Lompa Ranch East PUD is somewhat unique in that it will be a PUD within a SPA. The Lompa Ranch North SPA includes design standards related to architecture, landscaping, trails, buffering, parks, schools, etc. The proposed PUD will be consistent with the standards included in the SPA. However, some minor deviations from standard code are proposed to provide for unique housing opportunities.

The first proposed deviation is for lot area within the SF6 zone. As noted previously, a minimum lot size of 3,350 square feet is being proposed, reduced from 6,000 square feet. This will allow for a single-family product that has proven to be highly desirable in other northern Nevada markets and includes many neotraditional planning concepts. The smaller lots help to reduce impacts related to water demand and appeal to a wide range of residents including young professionals, families, retirees, etc.

Second, modifications to setback standards located within the Carson City Municipal Code are proposed. The following table provides for a summary of proposed setbacks within Lompa Ranch East:

Table 2: Proposed Setbacks

Area	Required Setback
Front	15-20 feet (varies)
Rear	10 feet
Interior Side	5 feet
Exterior Side (adjacent to street)	10 feet

Carson City's PUD standards require a minimum of 30 percent of the gross project area to be reserved as open space. This can be a combination of public and private open space, subject to the specific standards outlined in the Carson City Municipal Code. As proposed (and depicted on the attached plans), Lompa Ranch East provides approximately 12 acres of open space, serving to fulfill this requirement.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

Master Plan Policy Checklist

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

PURPOSE

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

Development Name:

Reviewed By:

Date of Review:

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed Master Plan or Zoning Map Amendment can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed amendment meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN

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

Is or does the proposed amendment:

- ✓ Consistent with the Master Plan Land Use Map in location and density?

The Lompa Ranch East project is consistent with the Master Plan Land Use map in that it does not exceed the residential density allowed under the current master plan and zoning designations. The proposed density directly complements other housing in the area and will not change the overall development style of the neighborhood.

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

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

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

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

New homes within Lompa Ranch East will incorporate the use of energy efficient building materials and HVAC systems. Additionally, reduction in lot size reduces overall water consumption while the reduced right-of-way width reduces the amount of impervious area within the project.

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

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

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

Per the Lompa Ranch North SPA, project will provide a comprehensive trail network, including connections to the neighborhood park and overall Lompa Ranch trail system.

- ✓ Encourage cluster development techniques, particularly at the urban interface with surrounding public lands, as appropriate, and protect distinctive site features (1.4b and c, 3.2a)?

The project clusters development and retains significant open space. This open space then serves as an access point to trails and the neighborhood park.

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

The site is not located along a county boundary.

- ✓ Located to be adequately served by City services including fire and sheriff services, and coordinated with the School District to ensure the adequate provision of schools (1.5d)?

As an infill parcel, the site is almost entirely surrounded by existing development and is within existing service boundaries. City and area services are already occurring within the area and can be provided to this site as well.

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

The site is not within an identified mixed-use area. However, the varied density along with future commercial use to the south (per the SPA) will serve to create a mixed-use neighborhood.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

- ✓ Provide a variety of housing models and densities within the urbanized area appropriate to the development size, location and surrounding neighborhood context (2.2a, 9.1a)?

The project will provide additional housing choices, including triplexes and single family residential, that are complementary to existing multi and single-family uses within the neighborhood.

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

Identified wetland areas are protected within dedicated open space areas.

If at the urban interface, provide multiple access points, maintain defensible space (for fires) and are constructed of fire resistant materials 3.3b)?

The site is not within an urban/wildlife interface area.

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

Drainage improvements occurring within the Lompa Ranch North SPA serve to address floodplain concerns. Additionally, a detailed drainage study is included as an attachment to this report.

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

The project proposes to provide levels of service consistent with what is seen in the area now. As an infill site, it is possible to coordinate the project design with development that adjoins the site. Roads, sidewalks, and utilities will therefore be commensurate with what the neighborhood enjoys now. Trail connections and open space will be improved.

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

The project meets or exceeds all requirements adopted as part of the Lompa Ranch North SPA.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

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

Is or does the proposed amendment:

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

The project will provide substantial open space area that will benefit the neighborhood. Additionally, a neighborhood park (including dog park facilities) will be constructed per the SPA standards/requirements which will benefit all residents in the area.

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

This project advances the goals of the Open Space Master Plan through its use of an infill site and through the provision of park/open space areas and trails. The project does not extend development into wildland areas.

CHAPTER 5: ECONOMIC VITALITY

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

Is or does the proposed amendment:

- ✓ Incorporating public facilities and amenities that will improve residents' quality of life (5.5e)?

As detailed above, the project will provide public amenities in the form of park space and enhanced trails.

Promote revitalization of the Downtown core (5.6a)?

The site is outside the downtown core.

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

Not applicable.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

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

Is or does the proposed amendment:

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

The Lompa Ranch North SPA includes specific design requirements to ensure this policy is met. Lompa Ranch East will meet and/or exceed all of these standards.

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

Building styles will be varied and will present an appealing streetscape through the use of architectural details. Pedestrian pathways and entrances will be obvious and well marked.

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

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

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

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

If located Downtown:

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

Not applicable.

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

Not applicable.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

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

Not applicable.

CHAPTER 7: A CONNECTED CITY

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

Is or does the proposed amendment:

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

The project is located along existing streets and transit routes (Airport Road).

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

The project will provide connectivity with the surrounding area through an extension of Lompa Lane and logical access points along Airport Road.

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

Lompa Ranch East will incorporate paths and trails per the adopted SPA and will provide connectivity to the neighborhood park and overall trail network.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

Tentative Map Findings

Section 17.07.005 of the Carson City Municipal Code establishes findings that the Planning Commission and/or Board of Supervisors must make in approving a PUD. These findings are listed below and are addressed in **bold face type**.

In considering parcel maps, planned unit developments and tentative subdivision maps the director shall 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.*

The project is an infill site within an established neighborhood. All necessary infrastructure and municipal services necessary to serve the project are in place or can easily be extended (at the expense of the developer). The project will be served by municipal water and sewer, solid waste disposal, NV Energy, Southwest Gas, cable television, etc. in accordance with Carson City and State of Nevada standards.

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

The project will be served by the existing municipal water system and it will be demonstrated by the project applicant that sufficient water rights have been dedicated/acquired to serve the project.

3. *The availability and accessibility of utilities.*

As an infill development, all necessary utilities are in place or can be easily extended to serve the project.

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

All City services and infrastructure already serve the area around the site. Per the Lompa Ranch North SPA and associated Development Agreement, provisions for schools, fire impact fees, and park construction are already memorialized and will be implemented by Lompa Ranch East.

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.*

Although the project is not adjacent to public lands, public access and trails will be provided throughout the project area in order to provide connectivity with the neighborhood park and overall trail network.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

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

The project is in direct compliance with the existing Master Plan and zoning housing density limits. The project promotes the Master Plan policies of providing an enhanced housing mix and of locating new development and mixed uses close to existing development and in areas of existing services and infrastructure.

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

The project uses existing streets for overall access and will comply with recommendations of an approved traffic impact analysis.

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

No new offsite streets or highways are needed to serve the project. Streets internal to the site will provide additional connections for the neighborhood. Traffic leaving the site can easily access collector streets without travelling through neighborhoods.

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

The project design is respectful of all natural constraints and includes the preservation of wetland areas within permanent open space.

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

Any applications related to the project will be sent to reviewing agencies per the requirements of the Carson City Municipal Code and Nevada Revised Statutes. Once comments are received, they can be incorporated into the final design of the project or included as conditions of approval.

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.*

Fire protection is in place around the site and similar measures will be included in the design of this site. All development will occur in conjunction with review by the Carson City Fire and Engineering Departments. Additionally, new development within Lompa Ranch East will be required to contribute \$1,000 per unit as a fire mitigation fee, per the SPA requirements.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

12. Recreation and trail easements.

The project includes substantial open space and a neighborhood park and will provide trail connections per the SPA standards.

PUD Findings

Carson City Municipal Code section 17.09.050 - *Approval or denial of application*, includes the following items that must be considered in approving a PUD. Responses are provided in **bold type**.

1. *In what respects the plan is or is not consistent with the statement of objectives of the planned unit development ordinance;*

The plan is consistent with the PUD ordinance in that it provides coordinated development, conforms to the housing density standards of the existing Master Plan, zoning and SPA, and provides for public amenities such as a neighborhood park, open space, and trails.

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

Deviations from code are minor and will result in a project that is more aesthetically pleasing and appeals to a wider range of future residents. Additionally, it will allow for proper density transitions between the built environment and new units within Lompa Ranch East.

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

As noted in the application, the project includes substantial open space. This space will be maintained by the project, through an HOA.

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

The plan is designed consistent with the existing zoning densities and SPA standards/requirements. The project will ultimately enhance recreation opportunities within the neighborhood with the provisions of a new park and trail network.

LOMPA RANCH EAST – TENTATIVE PLANNED UNIT DEVELOPMENT

5. *The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed to be established;*

The proposed project will integrate into the existing neighborhood without conflict. Residential design and density is comparable to what exists in the area now. The open space and trail connections provided by the project will serve as amenities for the area.

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

The project will post any required bonds with the City, for example, to ensure restoration of any disturbed areas that may be left undeveloped. In general, the project will perform the same as any housing development or PUD that is completed over time in that it will establish maintenance agreements and will adhere to state and local development regulations.

CARSON CITY, NEVADA

PAGE NO.	SHEET NO.	SHEET NAME
1	C0	TITLE SHEET
2	C1	GENERAL NOTES
3	CS	OVERALL CONCEPT PLAN
4	CS0	OVERALL SITE PLAN
5	C51	SITE PLAN (1 OF 4)
6	C52	SITE PLAN (2 OF 4)
7	C53	SITE PLAN (3 OF 4)
8	C54	SITE PLAN (4 OF 4)
9	C01	GRADING PLAN (1 OF 4)
10	G02	GRADING PLAN (2 OF 4)
11	G03	GRADING PLAN (3 OF 4)
12	G04	GRADING PLAN (4 OF 4)
13	CX0	CROSS SECTIONS / DETAILS
14	CU0	OVERALL UTILITY PLAN
15	CU1	UTILITY PLAN (1 OF 4)
16	CU2	UTILITY PLAN (2 OF 4)
17	CU3	UTILITY PLAN (3 OF 4)
18	CU4	UTILITY PLAN (4 OF 4)
19	CED	EROSION CONTROL PLAN
20	F00	FLOODZONE DESIGNATION
	L-1	TENTATIVE LANDSCAPE PLAN
	L-2	TENTATIVE LANDSCAPE PLAN

The map shows the following streets and landmarks:

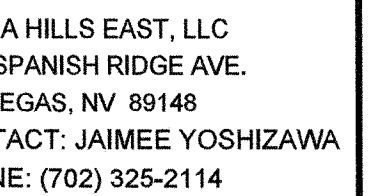
- Streets:** W College Pkwy, E College Pkwy, US 395, W Winnie Ln, Mountain St, N Carson St, N Rook St, N Stewart St, N Rook St, N Salzman Rd, E William St, E Robinson St, E 5th St, W 5th St, S Carson St, S Carson St (US 50 & 395), Fairview Dr, S Edmonds Dr, N Lomfa Ln, Airport Rd, Modoc Ct, Butte Way.
- Landmarks:** A shaded area labeled "SITE" is located on the east side of N Lomfa Ln, south of E Robinson St and north of E 5th St.
- Orientation:** A north arrow is located in the top right corner, pointing towards the top of the page.

EDGAR LEON, PE

PE#21493

A PORTION OF SECTION 16, TOWNSHIP 15 NORTH, RANGE 20 EAST, M.D.M.

PROJECT DATA	PROPOSED PARCEL "A"	PROPOSED PARCEL "B"	PROPOSED PARCEL "C"					
ASSESSOR PARCEL NUMBER(S) MASTER PLAN DESIGNATION CURRENT ZONING PROPOSED/APPROVED ZONING	A PORTION OF 010-41-73 (13.54+/- ACRES) HIGH DENSITY RESIDENTIAL MFA (MULTIFAMILY APARTMENT) MFA (MULTIFAMILY APARTMENT), PUD	A PORTION OF 010-41-73 (9.02+/- ACRES) LOW DENSITY RESIDENTIAL SF6 (SINGLE FAMILY 6000) SF6 (SINGLE FAMILY 6000)	A PORTION OF 010-41-73 (16.55+/- ACRES) LOW DENSITY RESIDENTIAL SF6 (SINGLE FAMILY 6000) SF6 (SINGLE FAMILY 6000)					
<u>LOT DATA</u> TOTAL LOTS AND SIZE ALLOWABLE DENSITY PROPOSED DENSITY	8-PLEX (03 BLDGS 24 DU) 16-PLEX (18 BLDGS 288 DU) UP TO 32 DU/ACRE UP TO 24 DU/ACRE (RESTRICTED W/PUD. OVERALL 41.6 ACRE DENSITY, NOT INCREASED.)	57 LOTS (AVG. 4,050 SF LOTS, W/ PUD) MIN 3396 SF - MAX 6413 SF 3 - 8 DU/ACRE 6,32 DU/ACRE (W/PUD. OVERALL 41.6 ACRE DENSITY NOT INCREASED.)	80 LOTS (AVG. 4,050 SF LOTS, W/ PUD) MIN 3373 SF - MAX 15881 SF 3 - 8 DU/ACRE 4,83 DU/ACRE (W/PUD. OVERALL 41.6 ACRE DENSITY NOT INCREASED.)					
<u>SUMMATION OF GROSS AND NET LAND AREA</u>								
TOTAL GROSS AREA	41.6 ACRES	(MFA, 13.54+/- ACRES SF6, 25.57+/- ACRES *PARK, 3+/- ACRES)						
"PROPOSED SITE" GROSS AREA	41.6 ACRES	(*3 ACRE PARK IS INCLUDED IN THE 25.57+/- ACRES (SF6))						
TOTAL LOT AREA	26.9 ACRES							
PROPOSED RIGHT-OF-WAY (PUBLIC)	2.8 ACRES							
OPEN SPACE REQUIRED (30.0%)	11.6 ACRES	(REFERENCE HANDBOOK PREPARED BY RUBICON DESIGN GROUP FOR OPEN SPACE CALCULATIONS)						
OPEN SPACE PROPOSED (30.7%)	11.9 ACRES	(8.8 ACRES OPEN SPACE + 3.1 ACRE PARK)						
<u>FLOOD_ZONE DESIGNATION</u>								
FEMA FLOOD HAZARD_ZONE (EXISTING AND PROPOSED)	: REFERENCE SHEET CPO, "FLOODZONE DESIGNATION"							
<u>MULTIFAMILY (PARCEL "A") PARKING REQUIREMENTS:</u>								
TWO BEDROOM UNITS: 234-UNITS = 468 PARKING REQUIRED ONE BEDROOM UNITS: 78-UNITS = 78 PARKING REQUIRED								
TOTAL REQUIRED PARKING: 546 PARKING REQUIRED TOTAL PROVIDED PARKING: 546 AVAILABLE PARKING								



1111

LUMPA RANCH EAST

NEVADA

CARHSON CITY

EN138-301

DESIGNED BY
EJ /JY/MS

DRAWN BY

EL/JY/MS

CHECKED BY
EJ / N/MS

DATE _____ LL/OT/MO _____

2018 12 26

HT

of 20

20

GENERAL NOTES

1. CONSISTENT WITH THE SPECIFIC PLAN, GARAGES SHOULD NOT BE THE DOMINANT FEATURE OF THE BUILDING, AND SHOULD BE OFF-SET.
2. PROJECT TO COMPLY WITH THE 2012 INTERNATIONAL FIRE CODE AND NORTHERN NEVADA FIRE CODE AMENDMENTS AS ADOPTED BY CARSON CITY.
3. THE DEVELOPER SHALL INCORPORATE LANGUAGE IN CONSTRUCTION DOCUMENTS AND SPECIFICATIONS THAT REQUIRE BEST MANAGEMENT PRACTICES TO REDUCE THE SPREAD OF NOXIOUS WEEDS. THE PARKS, RECREATION AND OPEN SPACE DEPARTMENT WILL ASSIST THE DEVELOPER WITH THIS CONDITION.
4. COMMON OPEN SPACE, LANDSCAPE, AND IRRIGATION SYSTEM MAINTENANCE MUST BE PROVIDED BY A HOA.
5. FOUNDATION STYLE OF THE HOUSES SHALL BE SLAB-ON-GRADE.
6. MAINTENANCE OF PRIVATE STORM DRAINAGE MUST BE DONE BY A HOA.
7. ALL CONSTRUCTION WORK MUST BE TO CARSON CITY DEVELOPMENT STANDARDS (CCDS) AND MEET THE REQUIREMENTS OF THE CARSON CITY STANDARD DETAILS.
8. FRESH WATER MUST BE USED FOR DUST CONTROL. CONTACT RIT PALMER AT PUBLIC WORKS AT 283-7382 FOR MORE INFORMATION.
9. A PRIVATE TESTING AGREEMENT WILL BE NECESSARY FOR THE COMPACTION AND MATERIAL TESTING IN THE STREET RIGHT OF WAY. THE FORM CAN BE OBTAINED THROUGH CARSON CITY PERMIT ENGINEERING.
10. ANY IRRIGATION SERVICE WILL NEED A REDUCED PRESSURE BACKFLOW PREVENTER IF A VACUUM BREAKER SYSTEM CANNOT BE DESIGNED TO OPERATE PROPERLY.
11. NEW ELECTRICAL SERVICE MUST BE UNDERGROUND.
12. A STORMWATER POLLUTION PREVENTION PERMIT (SWPPP) FROM THE NEVADA DIVISION OF ENVIRONMENTAL PROTECTION (NDEP) WILL BE REQUIRED FOR THE CONSTRUCTION OF THIS PROJECT.
13. A DUST CONTROL PERMIT FROM NDEP WILL BE REQUIRED FOR ANY PROJECT 5 ACRES OR GREATER.
14. A SEWER AND WATER CONNECTION FEE FORM MUST BE INCLUDED IN THE FIRST SUBMITTAL CONSTRUCTION PERMIT SUBMITTAL.
15. NV ENERGY TO PROVIDE/DESIGN SERVICE TO ALL ELECTRICAL NEEDS ASSOCIATED WITH THIS PROJECT. THE NEW SERVICE AND THE RESOLUTION OF ANY CONFLICTS WILL BE ACCOMPLISHED PURSUANT TO THE NEVADA PUBLIC UTILITY COMMISSION'S RULES AND REGULATIONS.
16. ASPHALT CONCRETE (AC) & PORTLAND CONCRETE CEMENT (PCC) PAVEMENT SECTIONS TO COMPLY WITH THE PRELIMINARY GEOTECHNICAL INVESTIGATION REPORT FOR THE LOMPA RANCH EAST PROJECT, CARSON CITY, NEVADA DATED DECEMBER 2017 AS PREPARED BY RESOURCE CONCEPTS, INC (RCI).
17. ALL FENCING ABUTTING OPEN SPACE SHALL BE OPEN.
18. ANY WORK PERFORMED IN THE STREET RIGHT OF WAY WILL REQUIRE A TRAFFIC CONTROL PLAN AND A TIME LINE TYPE SCHEDULE TO BE SUBMITTED BEFORE THE WORK CAN BEGIN. A MINIMUM OF ONE WEEK NOTICE MUST BE GIVEN BEFORE ANY WORK CAN BEGIN IN THE STREET RIGHT OF WAY.
19. THESE PARCELS ARE SUBJECT TO CARSON CITY'S GROWTH MANAGEMENT ORDINANCE AND ALL PROPERTY OWNERS SHALL COMPLY WITH PROVISIONS OF SAID ORDINANCE.
20. DRIVEWAYS MUST BE A MINIMUM OF 18'-6" LONG FROM THE BACK OF SIDEWALK, OR ALLOW FOR PARKING OF AN 18'-6" LONG VEHICLE.
21. ALL LANDSCAPING AND IRRIGATION LOCATED ALONG AIRPORT ROAD WILL BE DESIGNED AND INSTALLED TO INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) AND CARSON CITY STANDARDS AS TO NOT CONFLICT WITH OR DAMAGE THE BICYCLE LANES AND/OR THE MULTI-USE PATH. NO NUT OR FRUIT BEARING TREES SHALL BE ALLOWED IN THE DESIGN. SHRUB SELECTION SHALL TAKE INTO CONSIDERATION THE AUTOMOBILE'S VISUAL TRIANGLE AT INTERSECTIONS AND SAFETY AT PEDESTRIAN CROSSINGS.
22. ALL DECIDUOUS AND EVERGREEN TREE SIZES WILL CONFORM TO CMC DEVELOPMENT STANDARDS IN TITLE 18.3.5 LANDSCAPE DESIGN STANDARDS. THESE STANDARDS REQUIRE ALL DECIDUOUS TREES TO BE A 2" CALIPER (MINIMUM) AND ALL EVERGREEN TREES TO BE 6' TALL (MINIMUM).
23. A KUPFERLE ECLIPSE #88 OR APPROVED EQUAL SAMPLING TAP SHALL BE INCLUDED IN A COMMON AREA OF THE PROJECT NEAR ONE OF THE ENTRANCES.
24. THE GRADING PLANS INDICATE LOWEST FLOOR ELEVATIONS BASED ON THE OVERALL PHASING DRAINAGE REPORT.
25. TREES MUST BE AT LEAST 10 FEET FROM WATER AND SEWER MAINS AND MUST NOT OBSTRUCT TURNING SIGHT DISTANCE.
26. AIRPORT ROAD SHALL BE IMPROVED TO COLLECTOR ROADWAY STANDARDS WITH BIKE LANES.
27. A CONNECTION SHALL BE PROVIDED TO AIRPORT ROAD AND CARSON CITY'S FREEWAY MULTI-USE PATHS TO THE 3-ACRE PARK.
28. LOCAL ROADS SHALL HAVE A MINIMUM ACC PAVEMENT THICKNESS OF 4".
29. EXTRA CARE WILL BE TAKEN WITH RESPECT TO LIQUEFACTION DUE TO HIGH GROUNDWATER IN THE AREA.
30. ALL ENGINEERING WORK DONE ON THIS PROJECT MUST BE WET STAMPED AND SIGNED BY AN ENGINEER LICENSED IN NEVADA. THIS WILL INCLUDE SITE, GRADING, UTILITY, AND EROSION CONTROL PLANS AS WELL AS STANDARD DETAILS.
31. THIS PROJECT SHALL ADHERE TO THE LOMPA RANCH NORTH SPECIFIC PHASING PLAN AS APPROVED BY THE BOARD OF SUPERVISORS.
32. LOT ACCESS IS NOT PERMITTED FROM THE SIDE(S) OR REAR OF LOTS.
33. A PRIVATE HOME OWNER'S ASSOCIATION (HOA) WILL BE ESTABLISHED FOR THE LOMPA RANCH NORTH SPECIFIC PLAN AREA TO PROVIDE FOR THE OPERATIONS AND MAINTENANCE OF ALL PARK, RECREATION AND PATH FACILITIES. OPERATION AND MAINTENANCE STANDARDS FOR THESE FACILITIES WILL BE ESTABLISHED BY CARSON CITY.
34. A PRIVATE HOME OWNER'S ASSOCIATION (HOA) WILL BE FORMED TO PROVIDE 100% FUNDING AND MAINTENANCE FOR ALL THE FOLLOWING AREAS IN PERPETUITY: COMMON LANDSCAPE AND OPEN SPACE AREAS, BUFFER AREAS BETWEEN THE DEVELOPMENT AND NEIGHBORHOODS, LANDSCAPING ASSOCIATED WITH THE DEVELOPMENT'S PATH SYSTEM, LANDSCAPE MEDIANS, STREET CORRIDORS, NON-PUBLIC RECREATION FACILITIES/AMENITIES, DETENTION BASINS, AND DRAINAGE CHANNELS. THE MAINTENANCE AND FUNDING SHALL BE ADDRESSED IN THE DEVELOPER AGREEMENT TO THE SATISFACTION OF THE BOARD OF SUPERVISORS. COMMON AREA MAINTENANCE SHALL INCLUDE AT A MINIMUM, BUT NOT LIMITED TO THE FOLLOWING:

I DEBRIS, WEED, AND LITTER REMOVAL

II NOXIOUS AND INVASIVE WEED MANAGEMENT, INCLUDING FIRE PREVENTION

III CARE AND REPLACEMENT OF PLANT MATERIAL

IV PLANT MATERIAL IRRIGATION AND IRRIGATION SYSTEM REPAIR
35. A CONSTRUCTION STORMWATER PERMIT FROM NDEP WILL BE REQUIRED FOR THE CONSTRUCTION OF PROJECTS 1 ACRE OR GREATER.
36. A KNOX BOX KEY SWITCH WILL BE REQUIRED ON ANY ELECTRIC GATE.
37. NO HOUSES MAY FRONT NORTH LOMPA LANE.
38. NO MORE THAN 15 UNITS MAY BE SERVED BY A WATER MAIN WITHOUT LOOPING.
39. EXISTING SEWER MANHOLES WITHIN THE PROJECT LIMITS TO BE REMOVED AND/OR REPLACED. EXISTING SEWER LINES WITHIN THE PROJECT LIMITS MAY NEED TO BE REPLACED DEPENDING ON THE CONDITION OF THE PIPE AND BY THE DIRECTION OF CARSON CITY.
40. CARSON CITY SHALL TAKE MEASURES TO CONTROL ANY MOSQUITO HABITAT THAT MAY BE CREATED BY THIS PROJECT.



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CLIENT:

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8894 SPANISH RIDGE AVE.
LAS VEGAS, NV 89148
CONTACT: JAIMEE YOSHIKAWA
PHONE: (702) 325-2114

DATE	NO.	REVISIONS	APPROVED

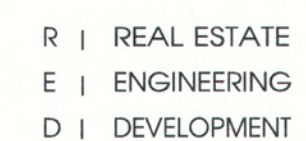
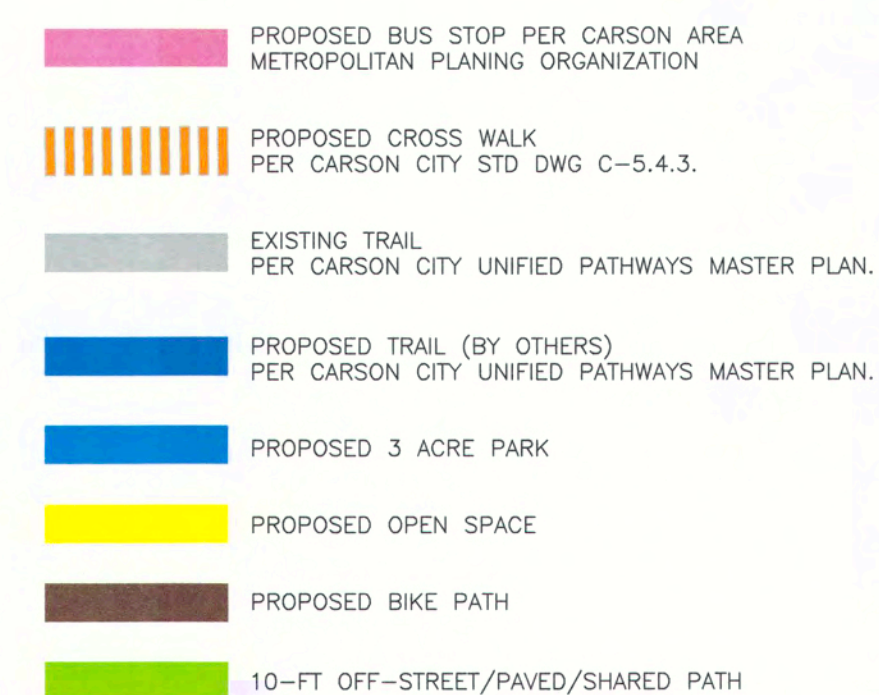
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LOMPA RANCH EAST		CARSON CITY

PG JOB NO.	EN08-301
DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
DATE	2018 12 26

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2 of 20

C1



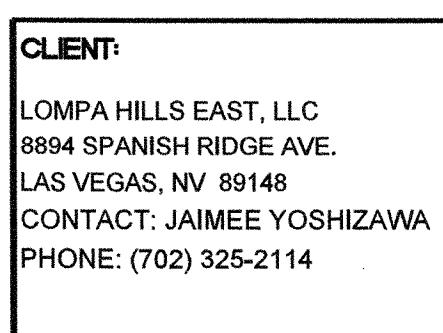
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8894 SPANISH RIDGE AVE.
LAS VEGAS, NV 89148
CONTACT: JAIMEE YOSHIKAWA
PHONE: (702) 325-2114

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OVERALL CONCEPT PLAN	<div> </div>
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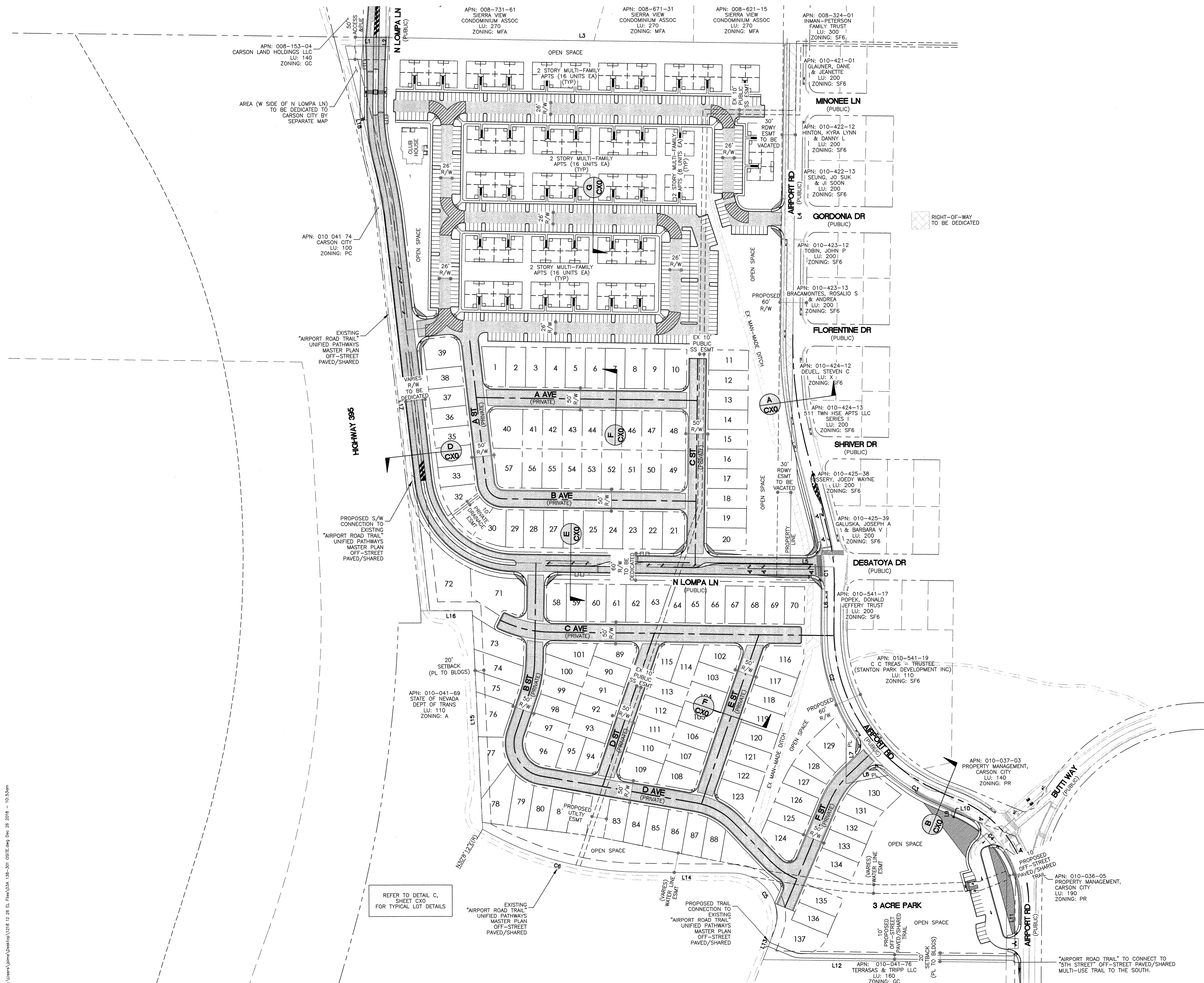
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DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
DATE	2018 12 26

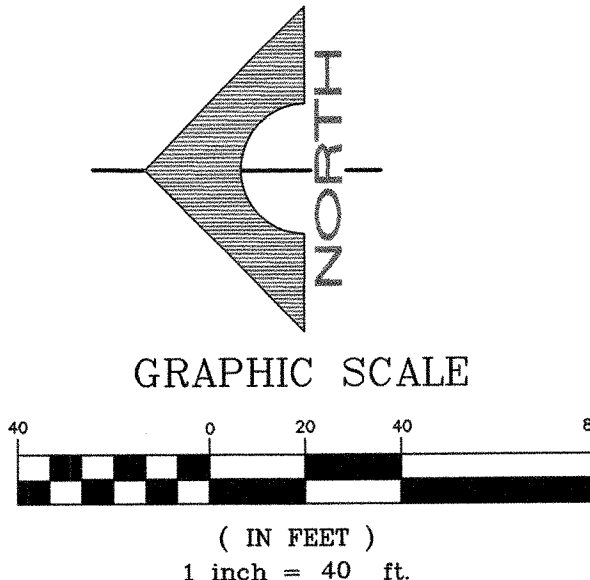
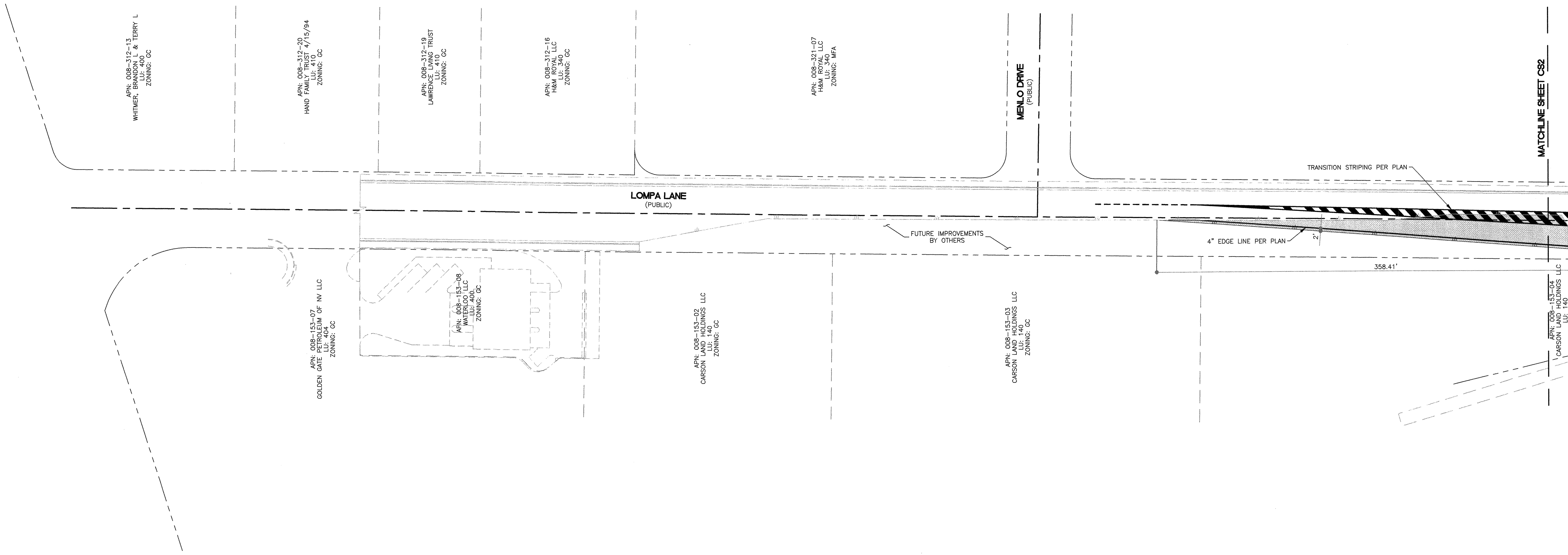
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3 of 20

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OVERALL SITE PLAN	
LOMPA RANCH EAST	CARSON CITY NEVADA

PCI JOB NO.	ENT39-301
DESIGNED BY	EL/JY/MS
DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
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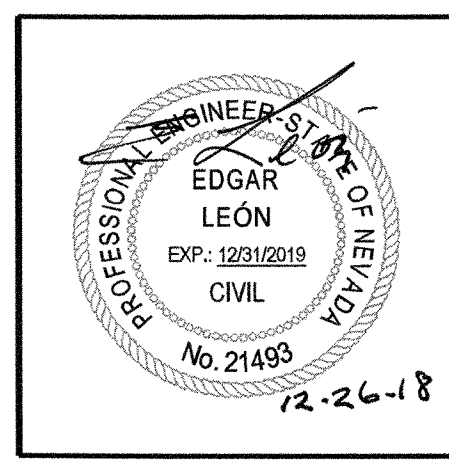






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SITE PLAN (1 OF 4)

LOMPA RANCH EAST

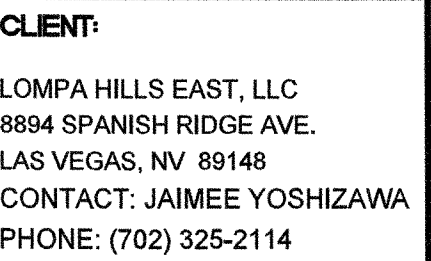
CARBON CITY NEVADA

PROJECT NO.	EN08-001
DESIGNED BY	ELJY/MS
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CHECKED BY	ELJY/MS
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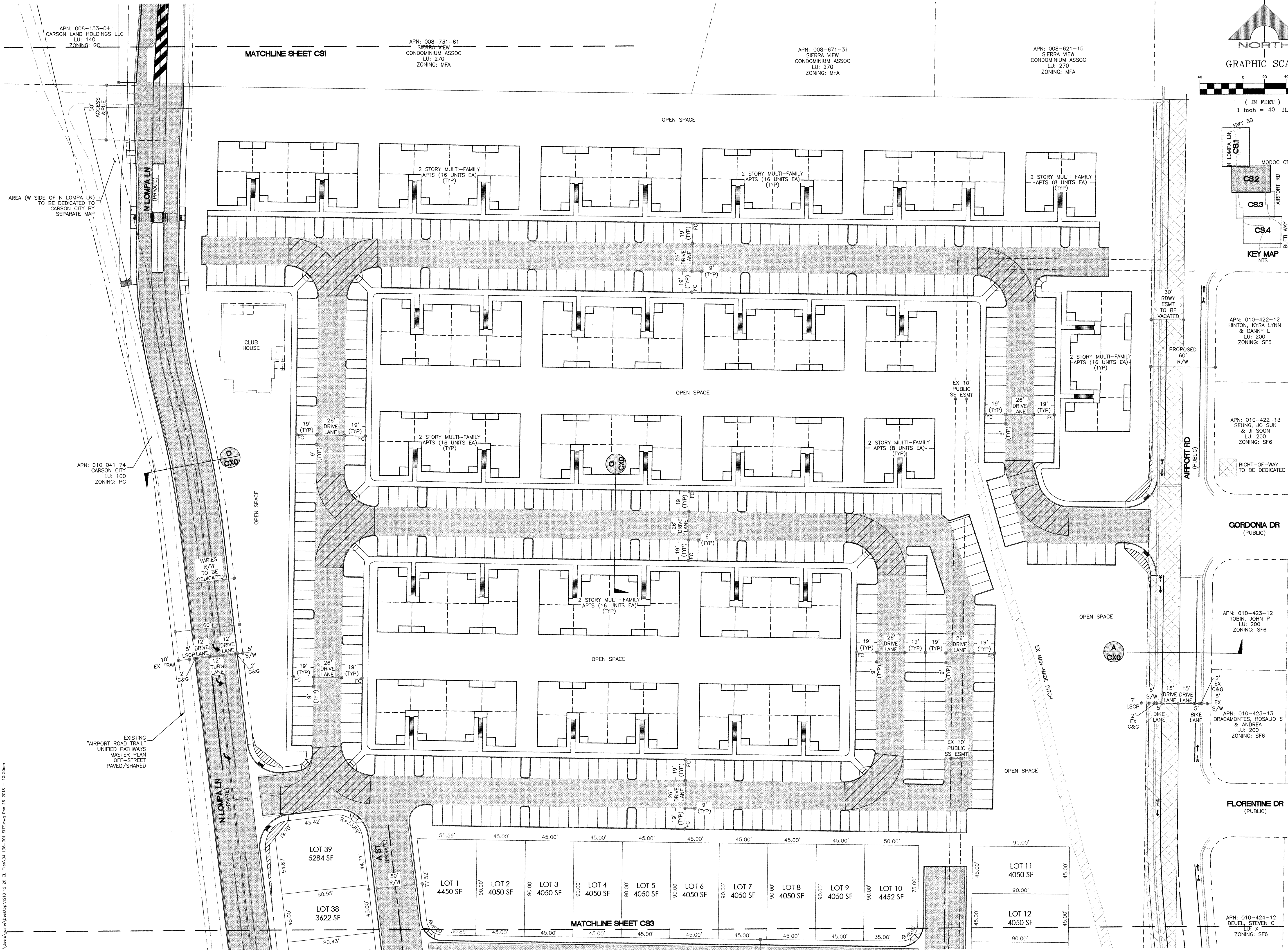
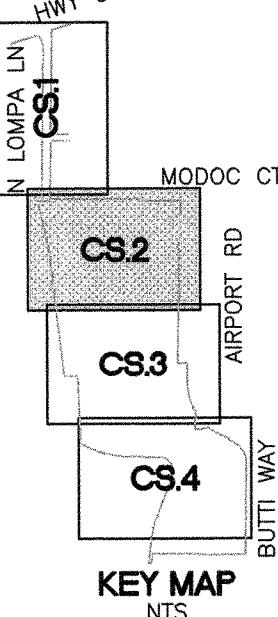
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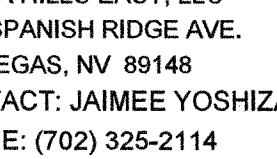
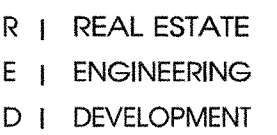
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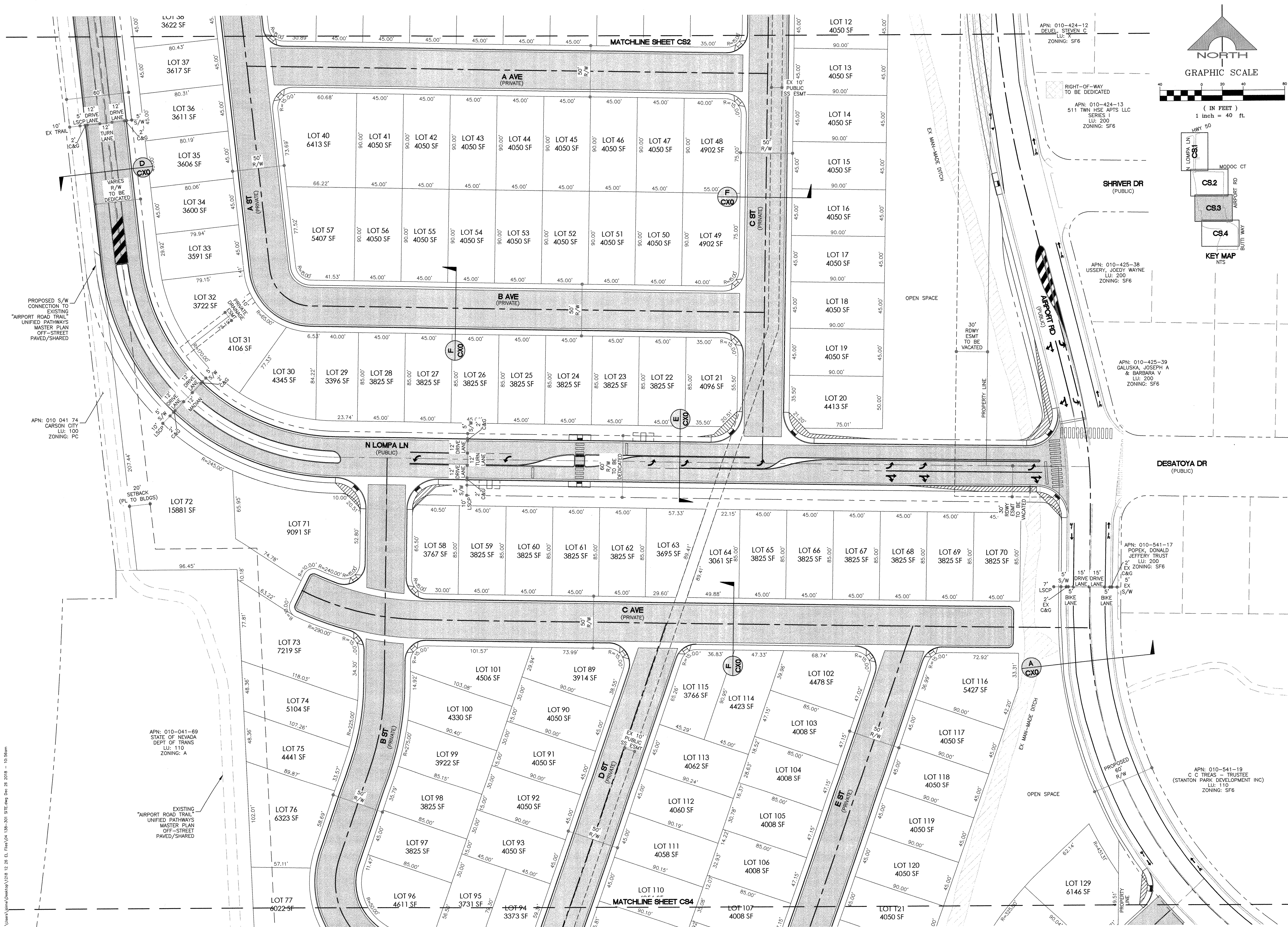
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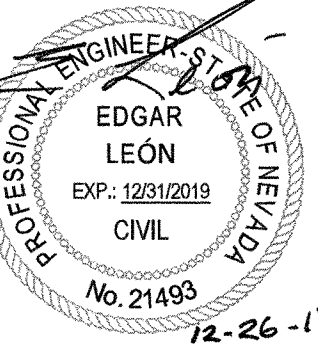
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DATE	2018 12 26

SHT 7 of 20
CS3



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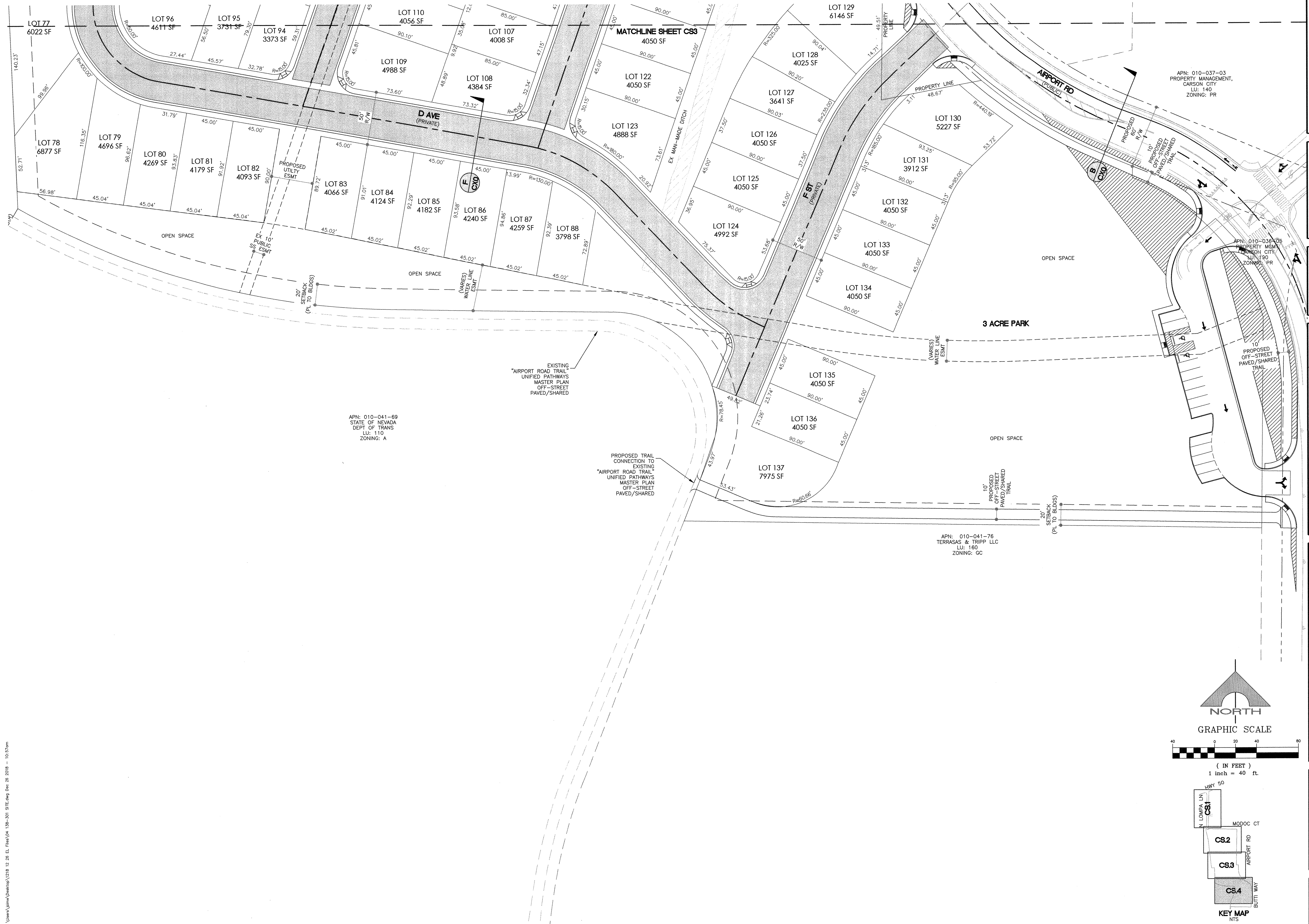
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EGAS, NV 89148
FACT: JAIMEE YOSHIZAW
IE: (702) 325-2114

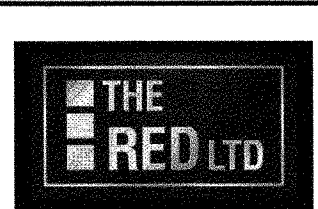
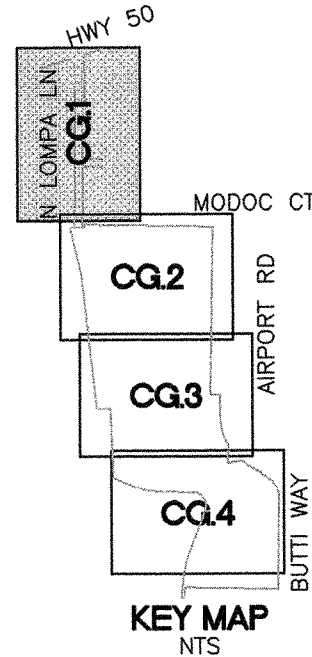
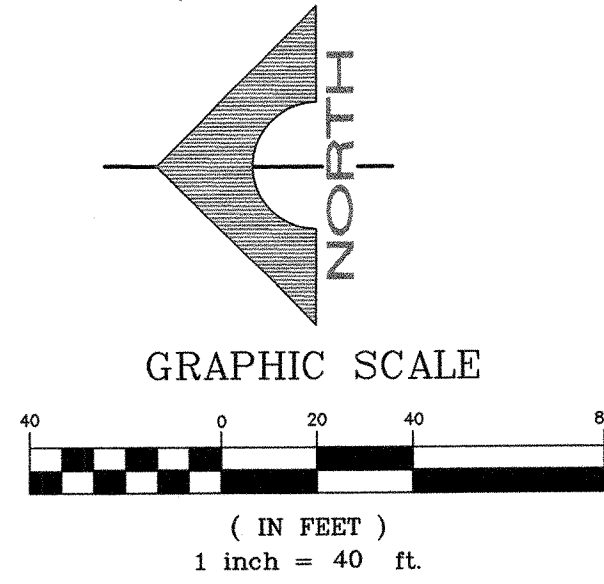
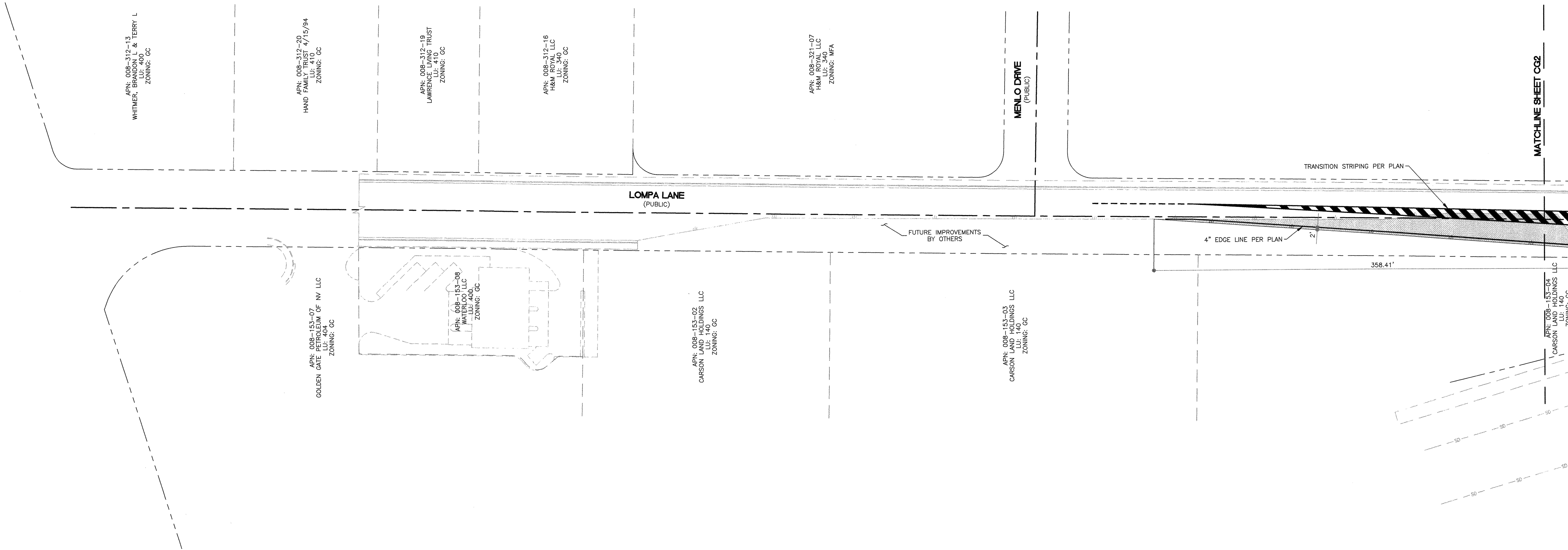
SITE PLAN (4 OF 4)

LOMPA RANCH EAST

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	DRAWN BY	EL/JY/MS
	CHECKED BY	EL/JY/MS
	DATE	0000.00.00

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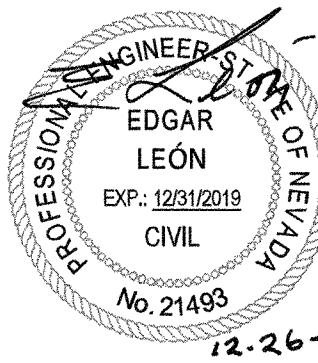




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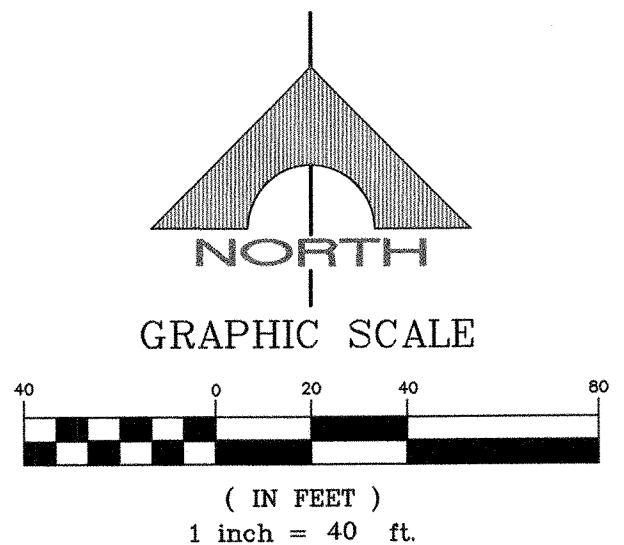
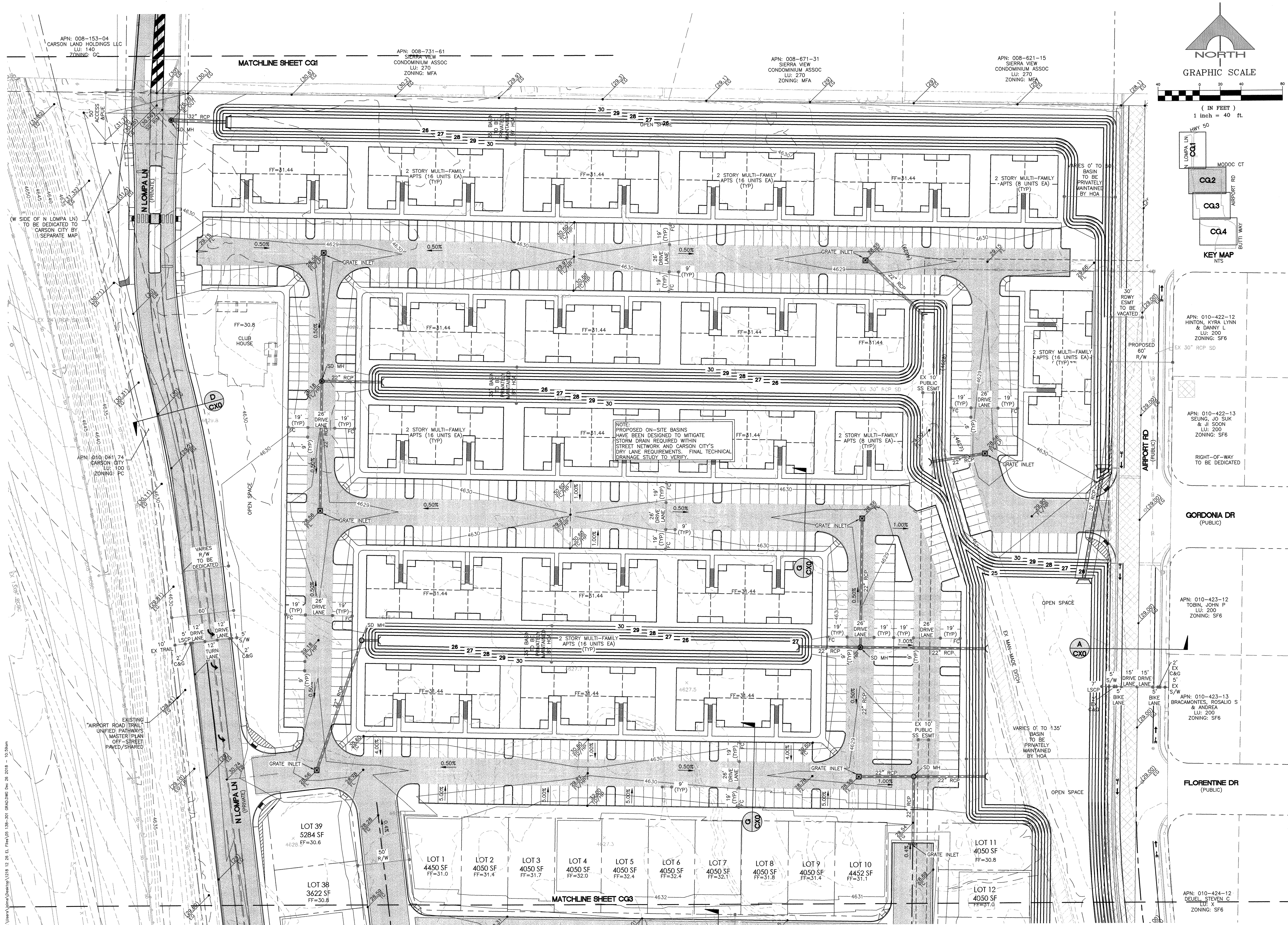
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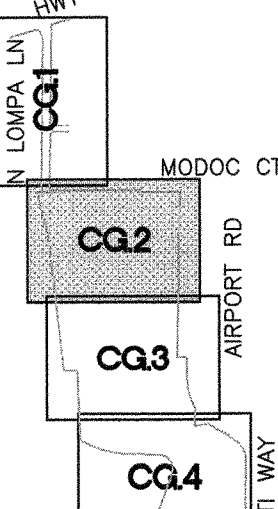
DATE	NO.	REVISIONS	APPROVED

GRADING PLAN (1 OF 4)	NEVADA
LOMPA RANCH EAST	CARBON CITY

PROJECT NO.	EN08-001
DESIGNED BY	EL/JY/MS
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CHECKED BY	EL/JY/MS
DATE	2018 12 26



(IN FEET)
1 inch = 40 ft.

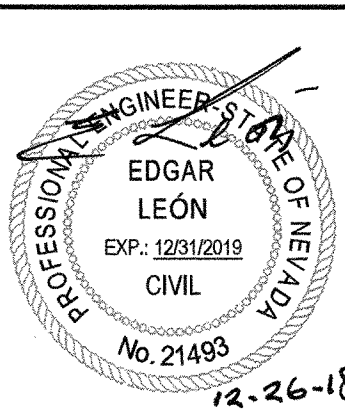


KEY MAP



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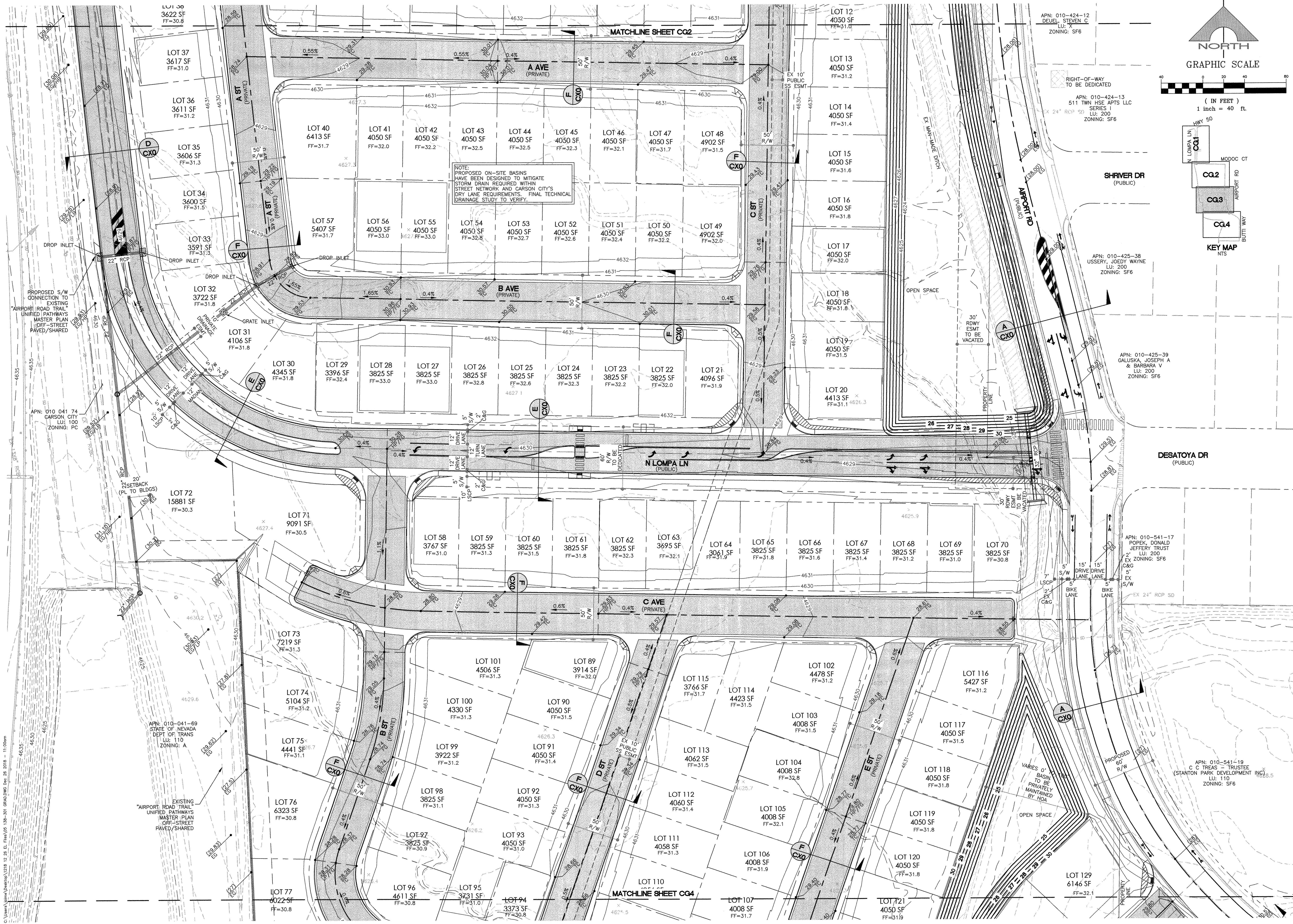
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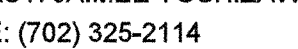
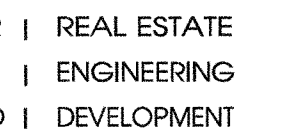
APPROVED	REVISIONS	NO.	DATE

GRADING PLAN (2 OF 4)
LOMPA RANCH EAST
CARSON CITY, NEVADA

PC JOB NO.	ENRSP-301
DESIGNED BY	EL/JY/MS
DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
DATE	2018 12 26

SHT 10 of 20
CG2



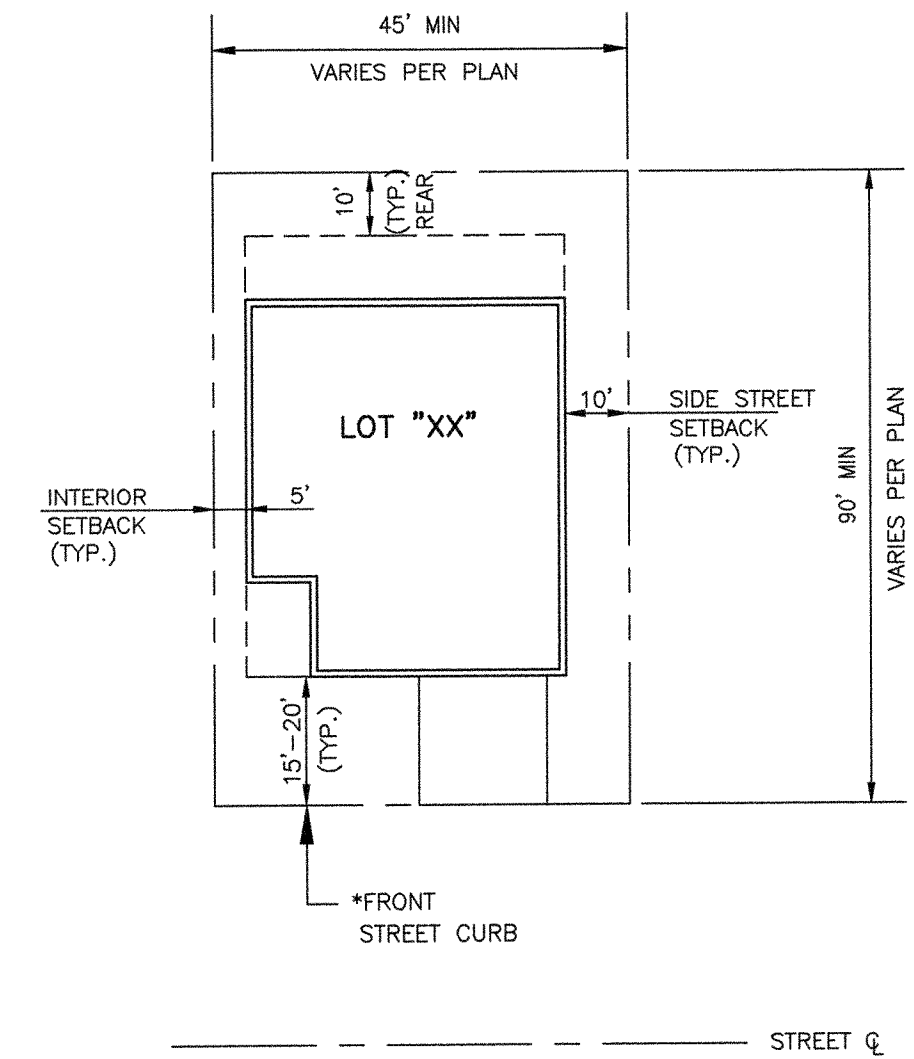
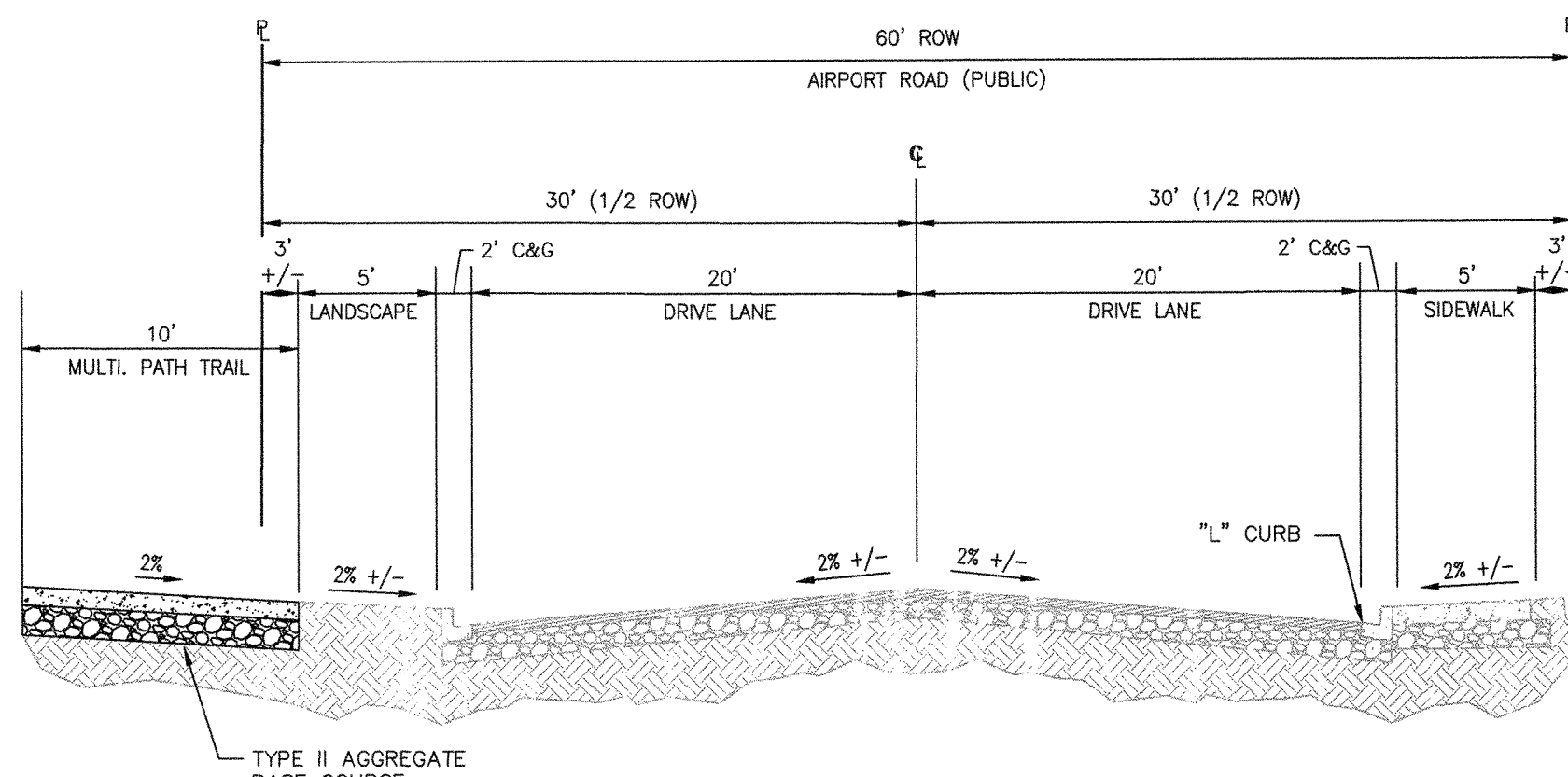
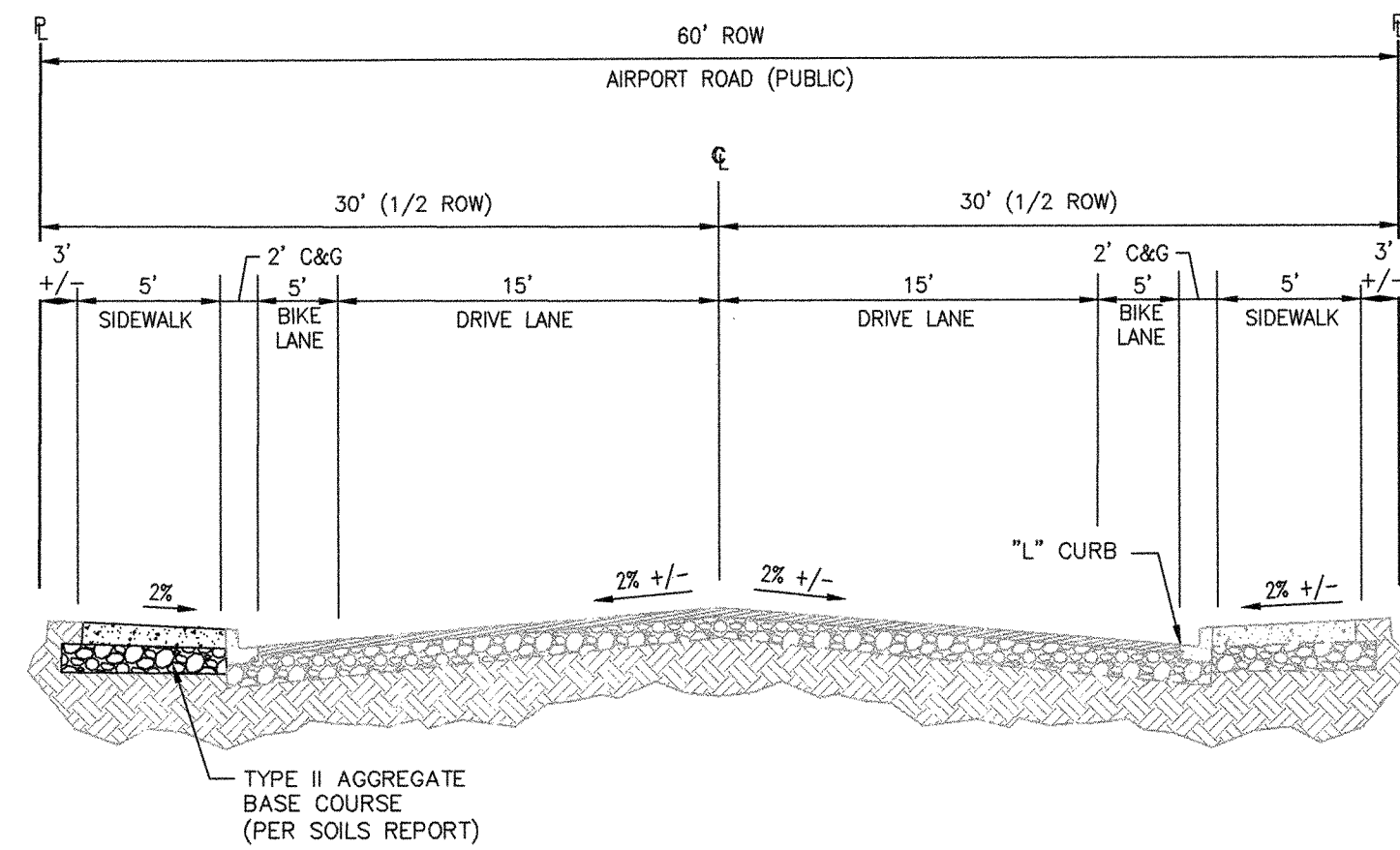
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CARSON CITY

PO JOB NO.	EN338-301
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DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
DATE	2018 12 26

CG4





- *NOTES:
1. FRONT SETBACK MAY BE REDUCED BY 5' TO PROVIDE SETBACK PURSUANT TO LOMPA RANCH SPECIFIC PLAN ADOPTED MARCH 17, 2016.
 2. MINIMUM 10' REAR SETBACK IS THE STANDARD SHOWN.

A AIRPORT ROAD CROSS SECTION - 60' ROW - W/ PROPOSED SIDEWALK (PUBLIC)

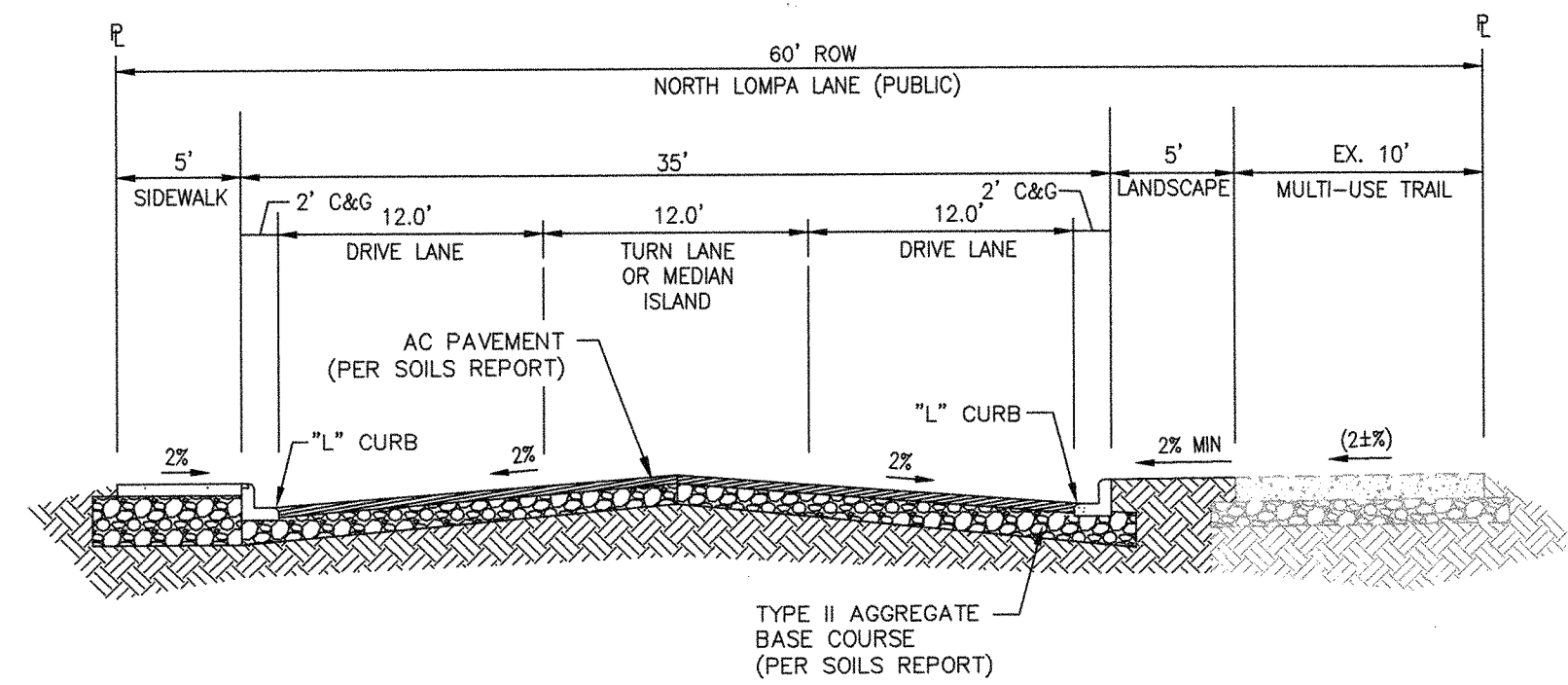
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B AIRPORT ROAD CROSS SECTION - 60' ROW - W/ PROPOSED TRAIL (PUBLIC)

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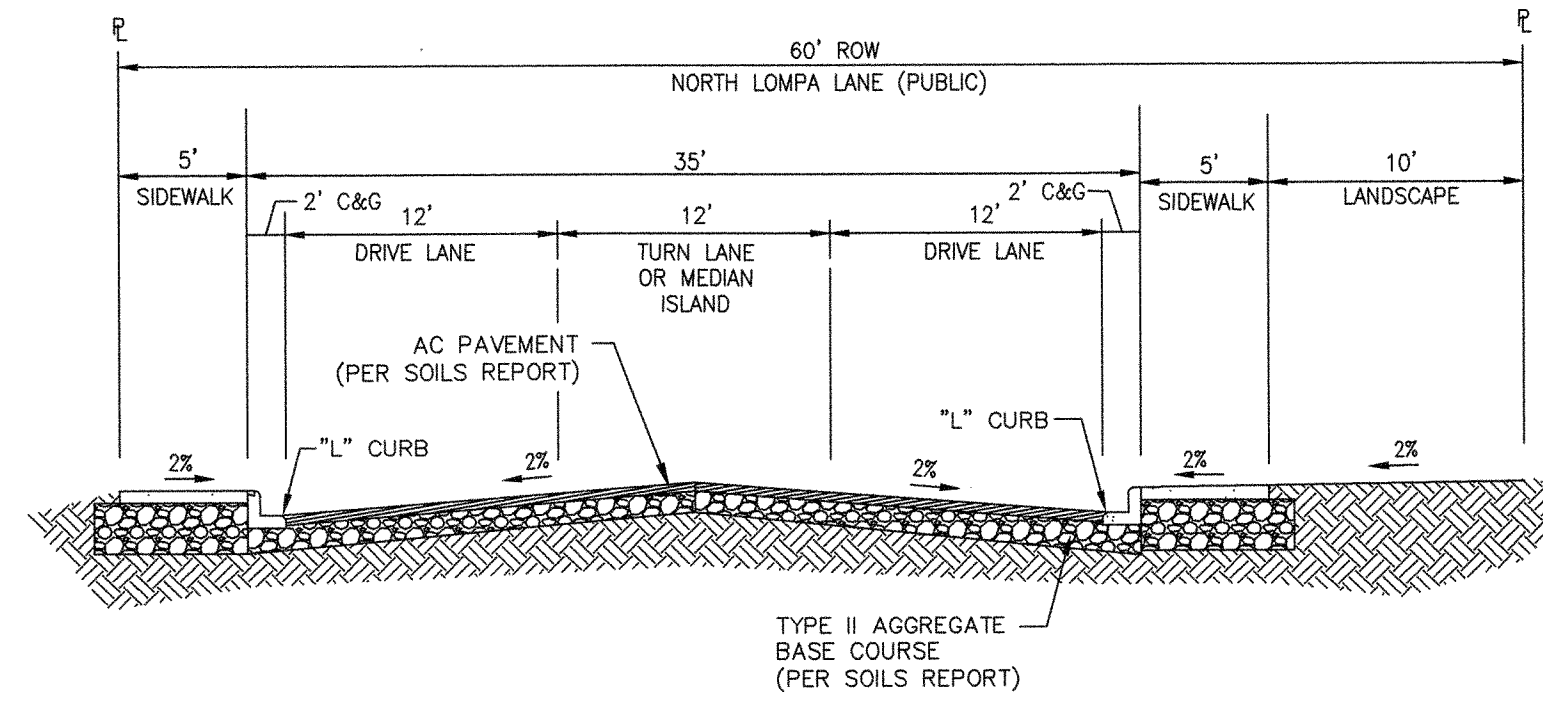
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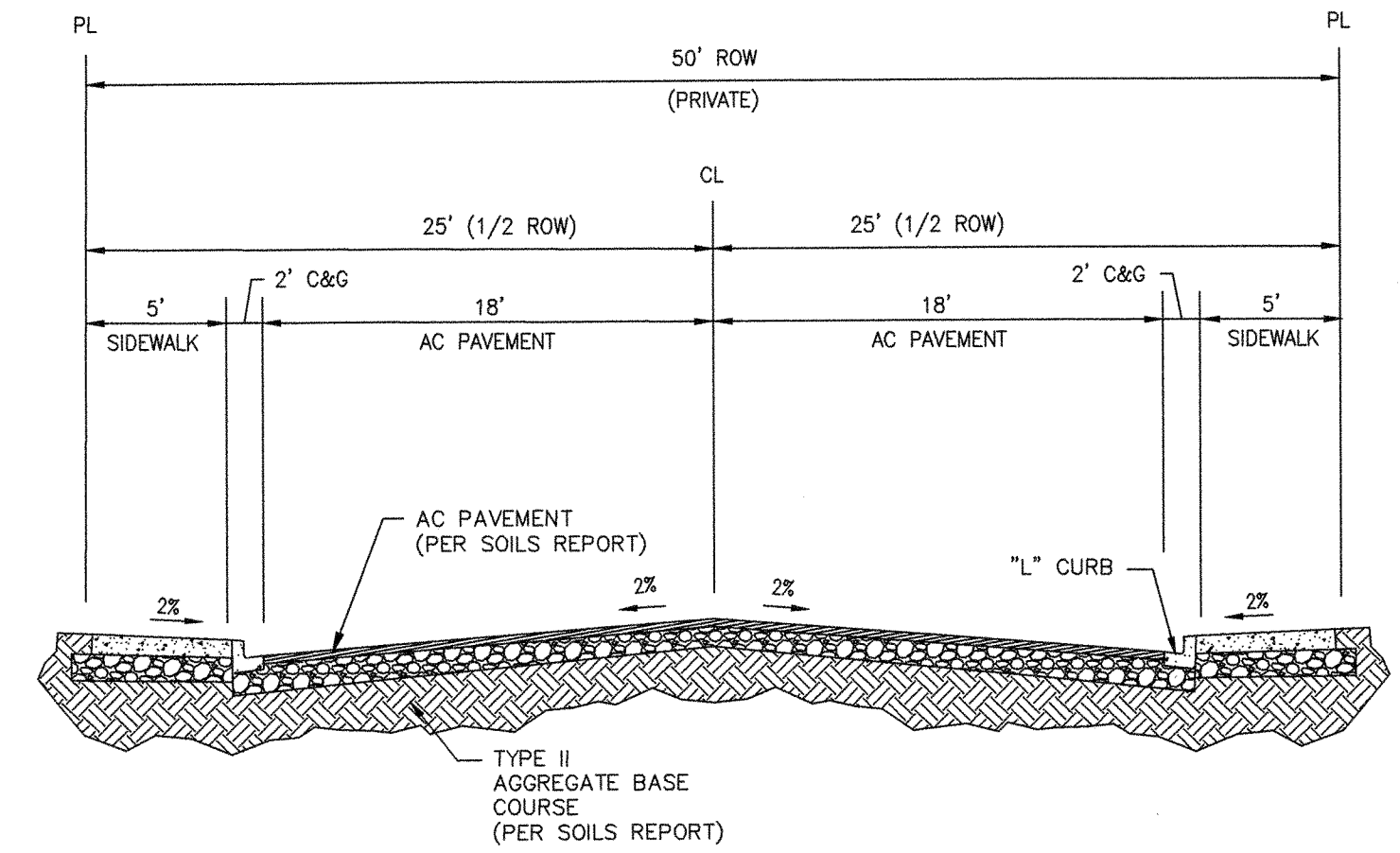
D LOMPA LANE W/MULTI TRAIL CROSS SECTION - 60' ROW (PUBLIC)

NOT TO SCALE



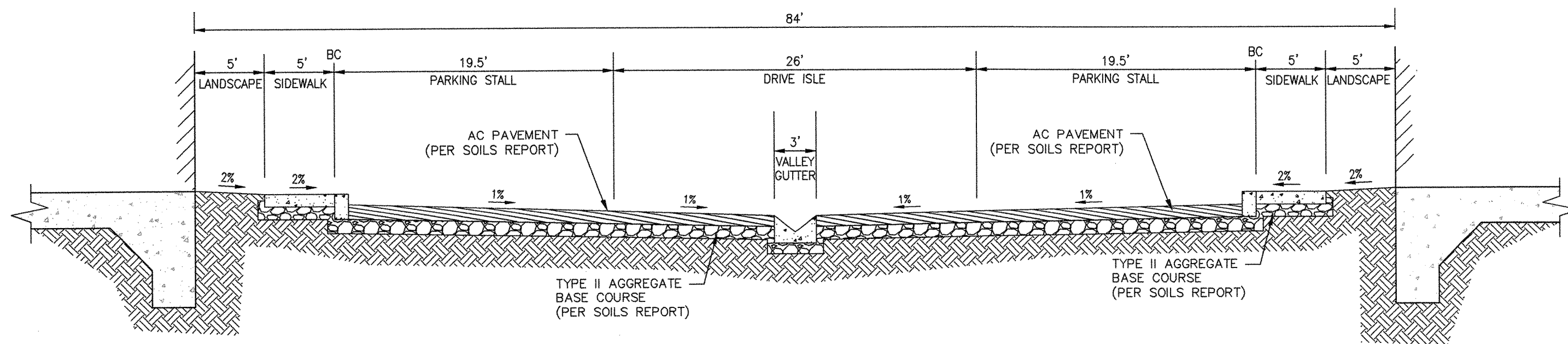
E LOMPA LANE CROSS SECTION - 60' ROW (PUBLIC)

NOT TO SCALE



F INTERIOR ROADWAY CROSS SECTION - 50' ROW (PRIVATE & P.U.E.)

NOT TO SCALE



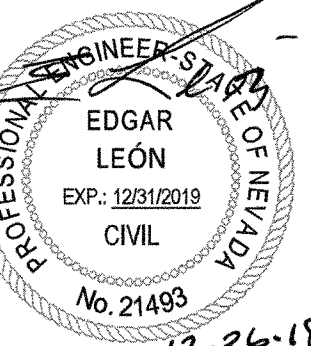
G TYPICAL MULTI-FAMILY ONSITE DRIVE AISLE

NOT TO SCALE



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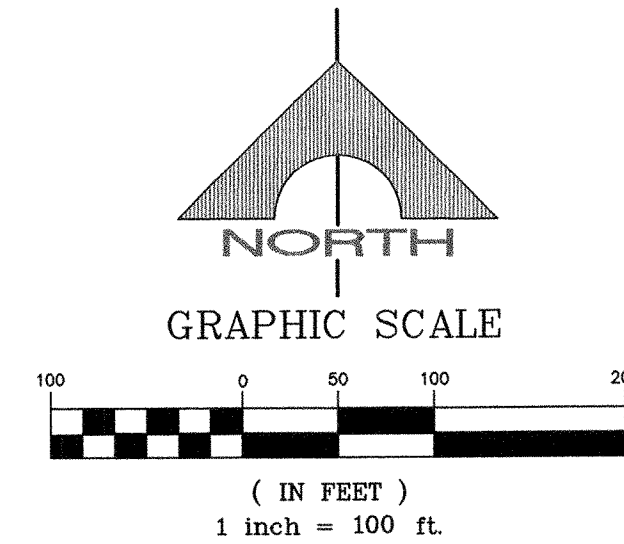
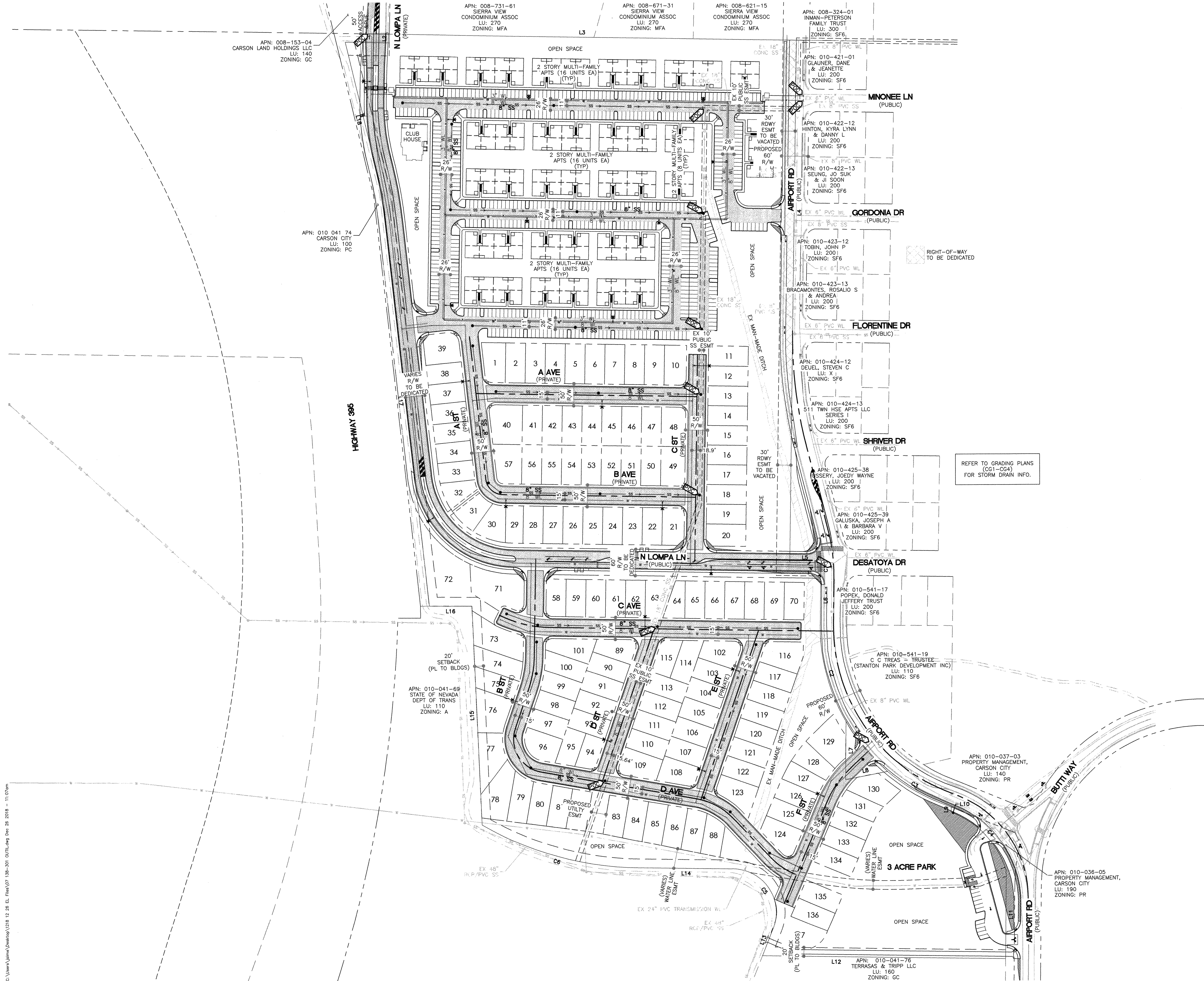
DATE	NO.	REVISIONS	APPROVED

CROSS SECTIONS / DETAILS

LOMPA RANCH EAST

CARSON CITY NEVADA

PG. JOB NO.	ENR08-001
DESIGNED BY	ELJ/J/MS
DRAWN BY	ELJ/J/MS
CHECKED BY	ELJ/J/MS
DATE	2018 12 26



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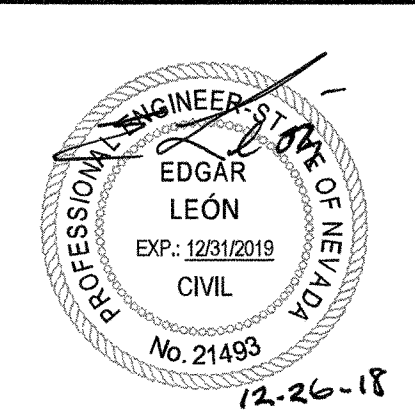


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DATE	NO.	REVISIONS	APPROVED

OVERALL UTILITY PLAN	NEVADA
LOMPA RANCH EAST	CARSON CITY

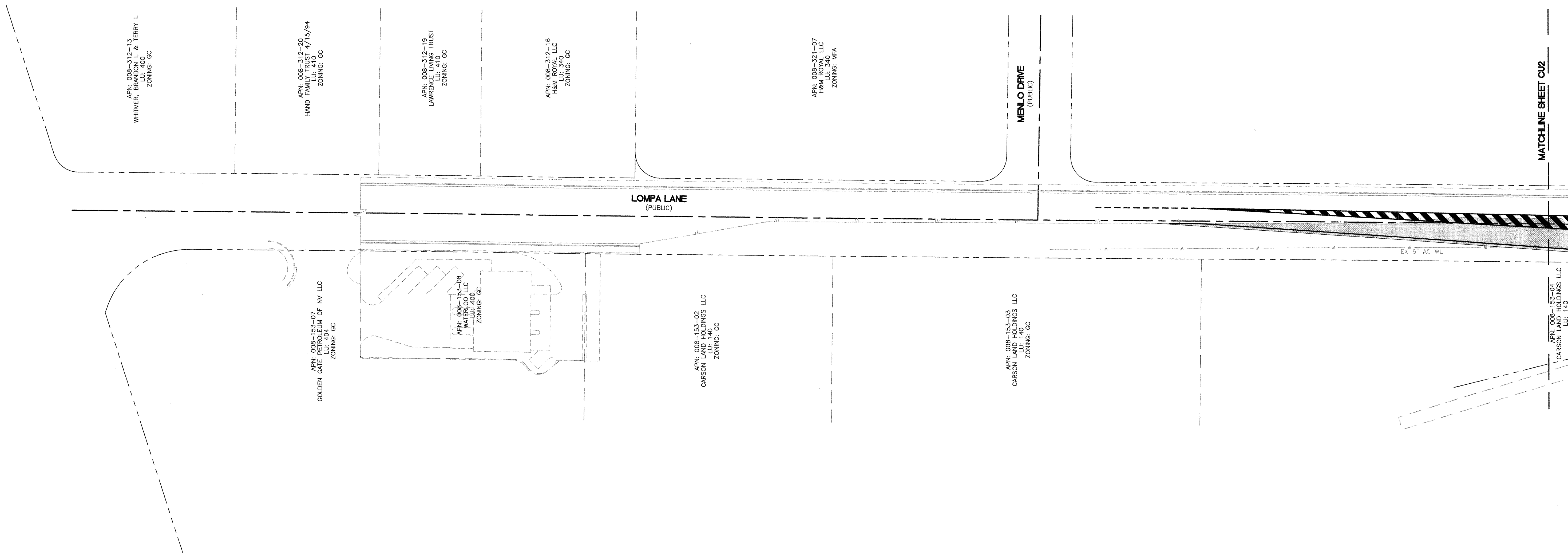
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DATE	2018 12 26

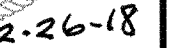
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<p>UTILITY PLAN (1 OF 4)</p>	<p>LOMPA RANCH EAST</p>
	<p>CARSON CITY NEVADA</p>

PCI JOB NO.	EN138-301
DESIGNED BY	EL/JY/MS
DRAWN BY	EL/JY/MS
CHECKED BY	EL/JY/MS
DATE	2018 12 26

SHT 15 of 20
CU 1



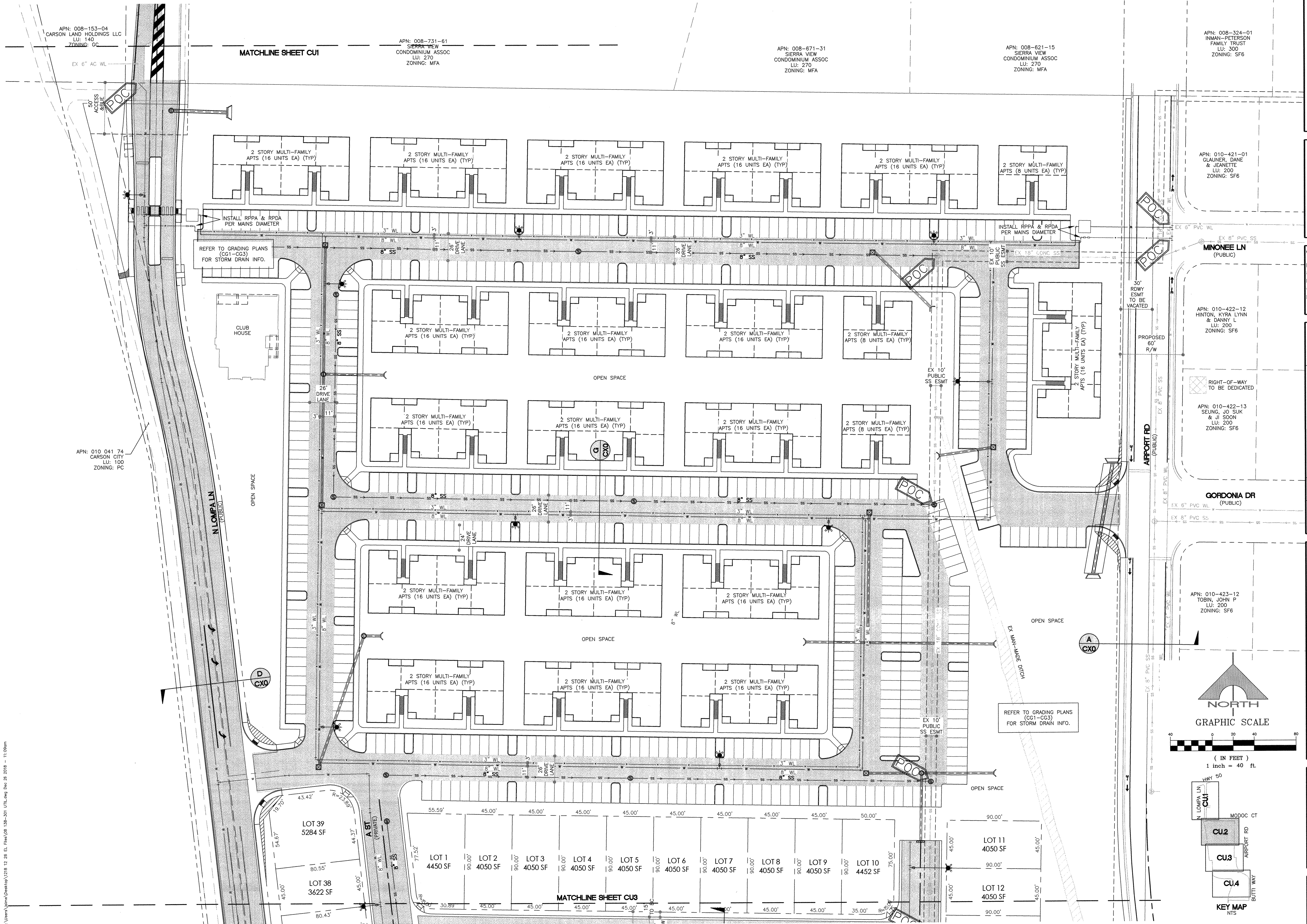


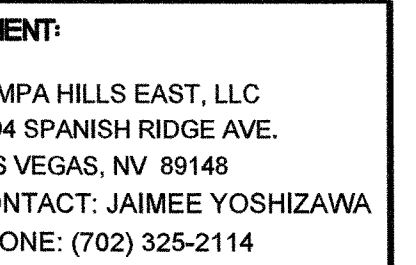
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CONTACT: JAIMEE YOSHIZAWA
PHONE: (702) 325-2114

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CARLSON CITY

CU2



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UTILITY PLAN (4 OF 4)

LOMPA RANCH EAST

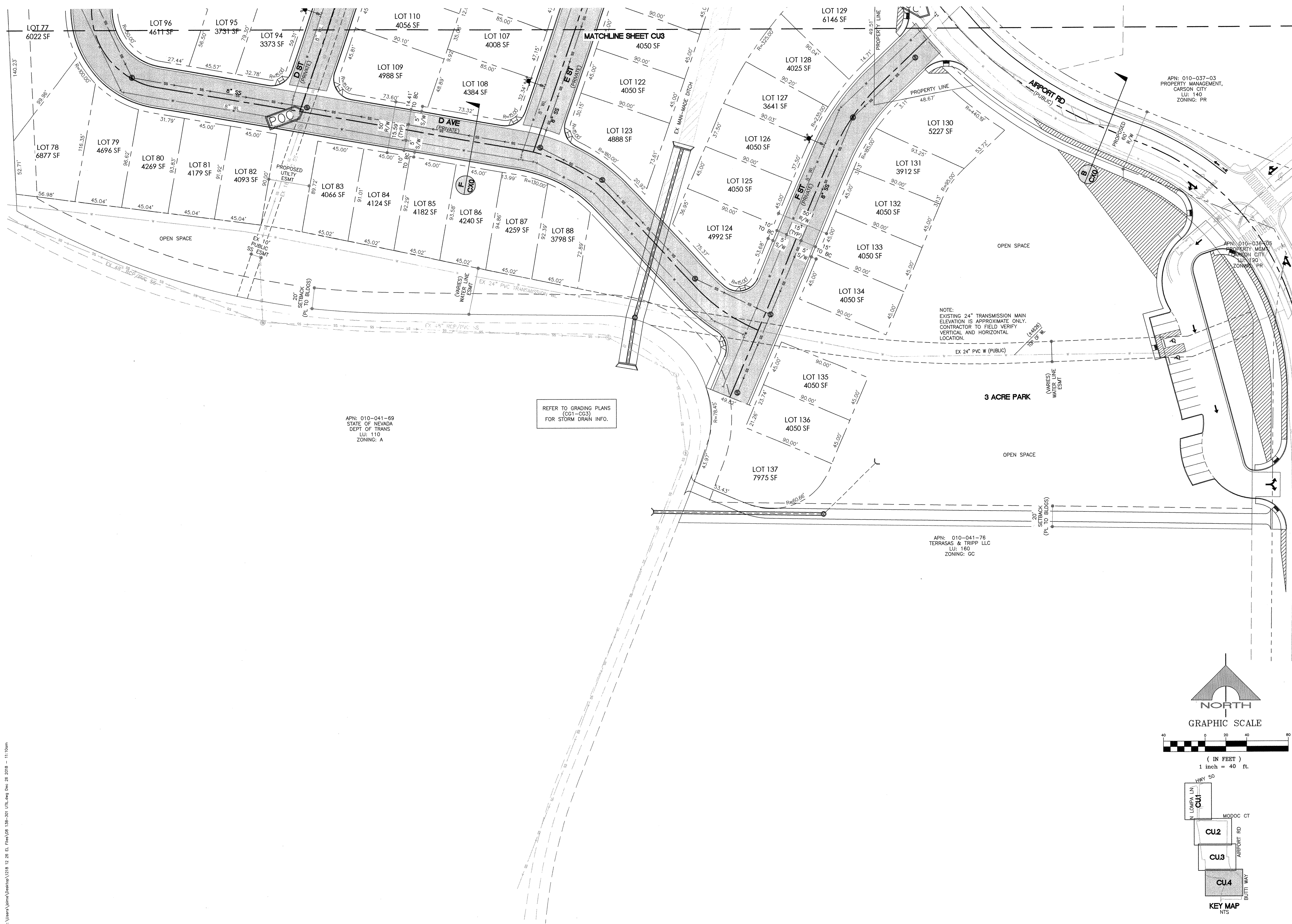
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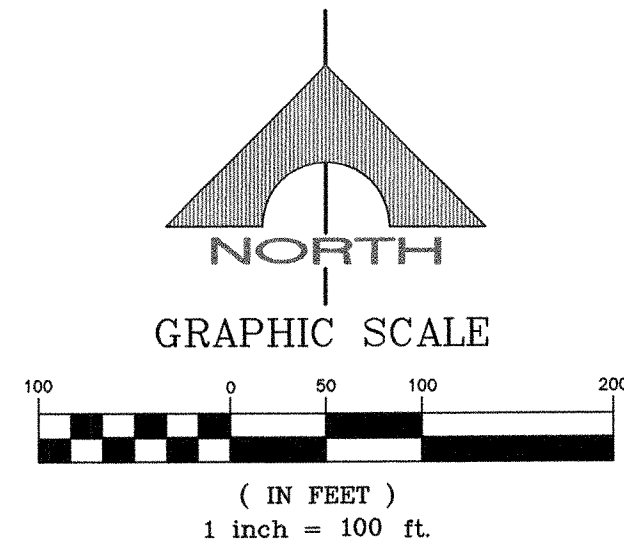
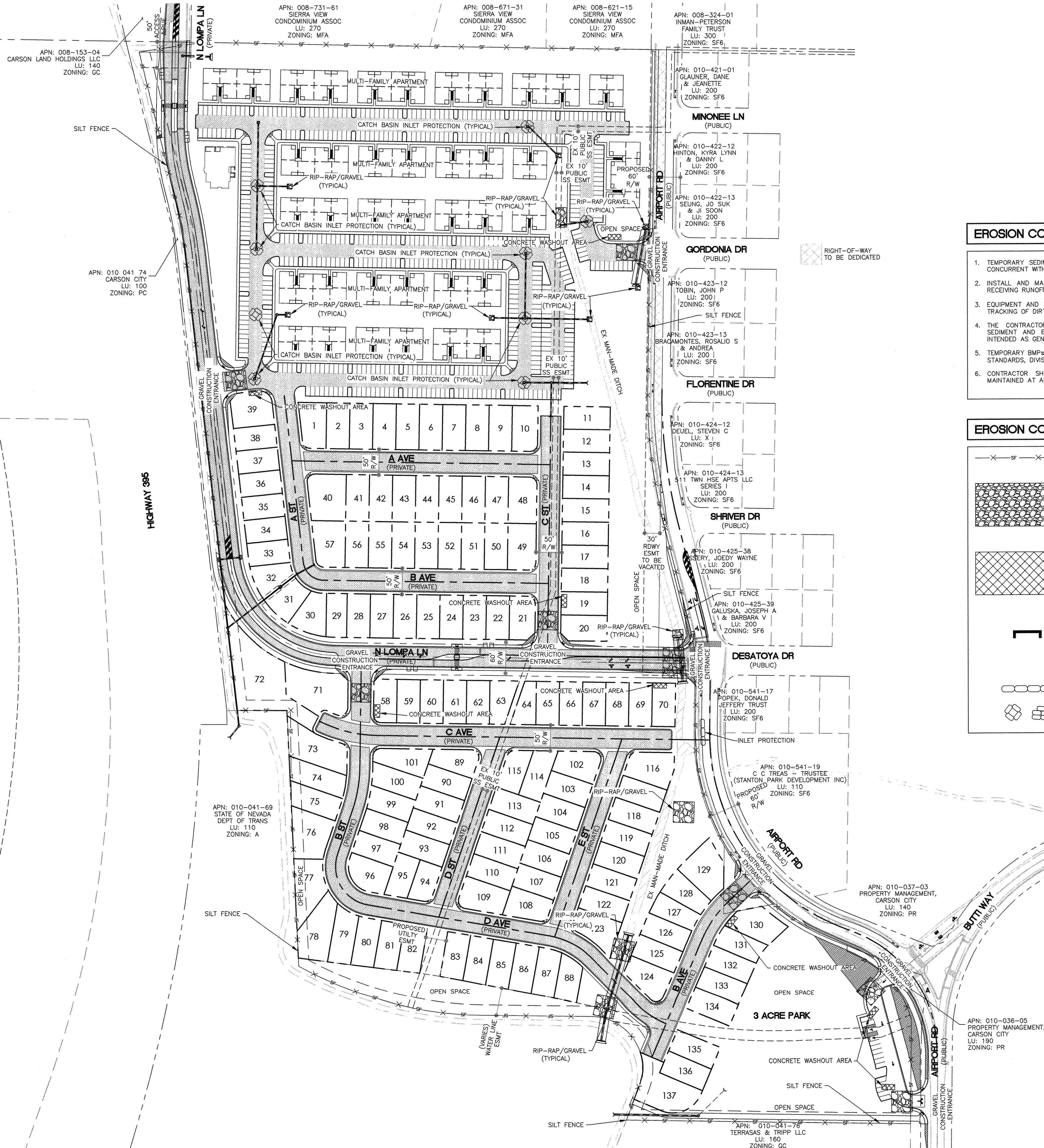
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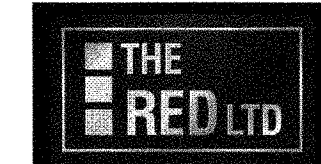
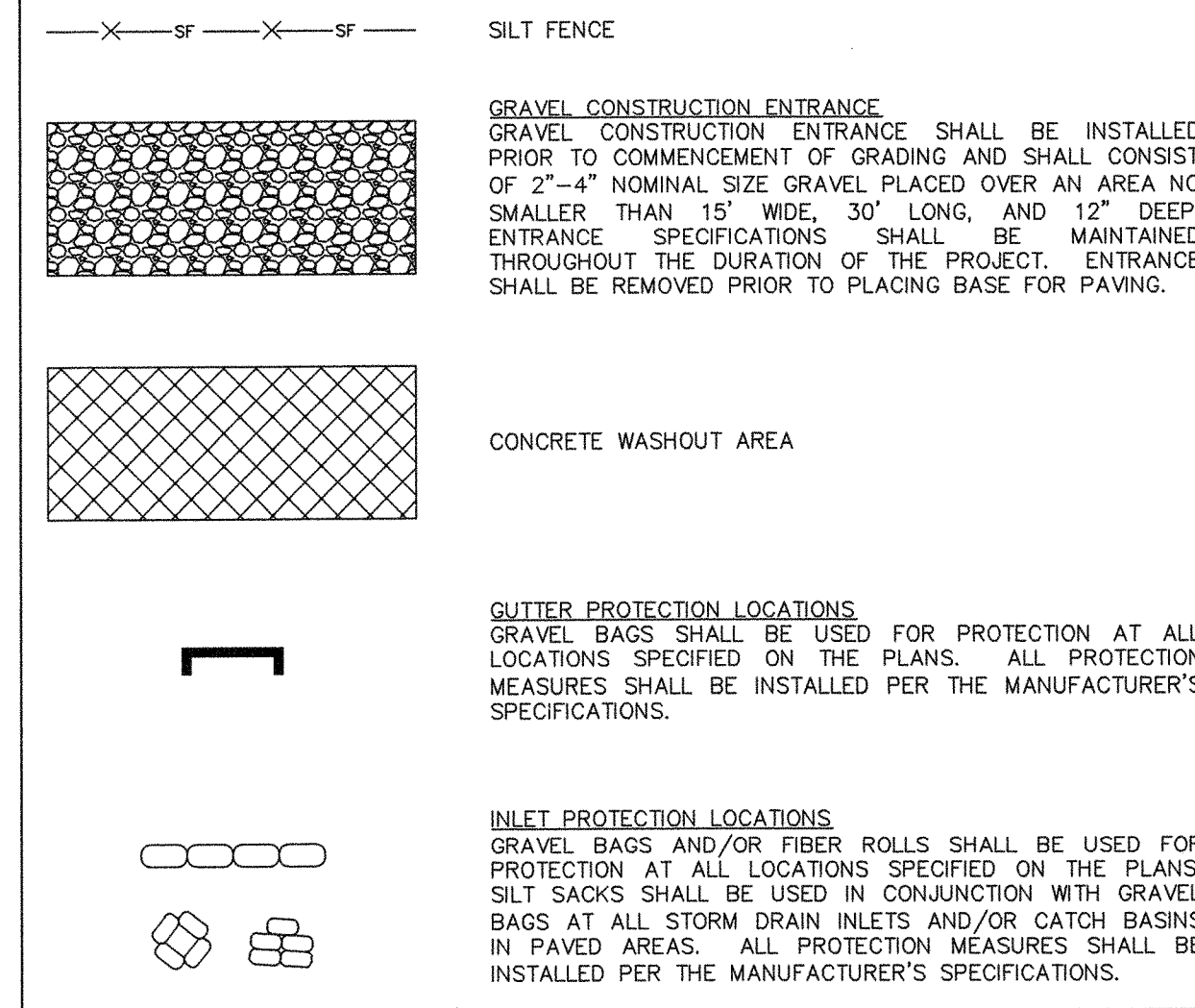
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EROSION CONTROL NOTES

1. TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES TO BE CONSTRUCTED PRIOR TO OR CONCURRENT WITH ANY GRADING ACTIVITY.
2. INSTALL AND MAINTAIN TEMPORARY SILT CONTROL STRUCTURES AT EXISTING STORM INLETS RECEIVING RUNOFF FROM THE CONSTRUCTION SITE.
3. EQUIPMENT AND VEHICLES SHALL NOT TRAVEL BEYOND THE LIMITS OF GRADING TO PREVENT TRACKING OF DIRT INTO TRAVELWAY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATE PLACEMENT OF TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES. THE LAYOUT SHOWN ON THESE PLANS ARE INTENDED AS GENERAL GUIDELINES ONLY.
5. TEMPORARY BMPs SHALL COMPLY WITH TITLE 18 - CARSON CITY DEVELOPMENT STANDARDS, DIVISION 13 - EROSION & SEDIMENT CONTROL.
6. CONTRACTOR SHALL ENSURE THAT ACCESS TO AREAS NOT UNDER CONSTRUCTION IS MAINTAINED AT ALL TIMES.

EROSION CONTROL LEGEND



8894 Spanish Ridge Ave
Las Vegas, NV 89148

(702) 528-7804 office
www.theredltd.com

R | REAL ESTATE
E | ENGINEERING
D | DEVELOPMENT



CLIENT:

LOMPA HILLS EAST, LLC
8894 SPANISH RIDGE AVE.
LAS VEGAS, NV 89148
CONTACT: JAIMEE YOSHIKAWA
PHONE: (702) 325-2114

APPROVED	REVISIONS	NO.	DATE

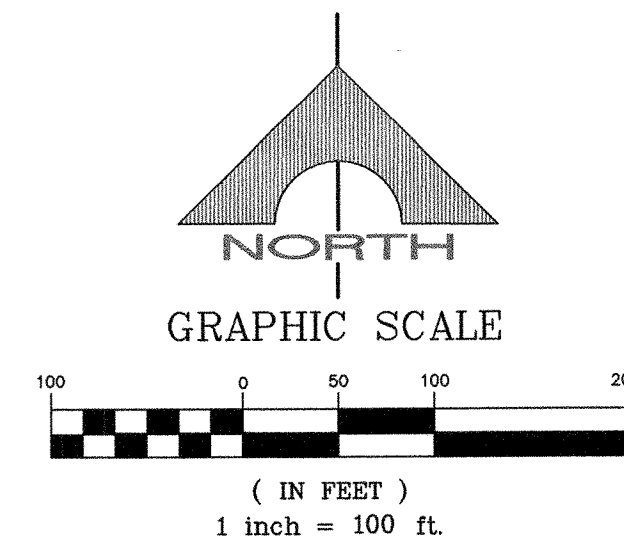
EROSION CONTROL PLAN

LOMPA RANCH EAST

NEVADA
CARSON CITY

PC JOB NO.	ENR08-301
DESIGNED BY	ELJ/MS
DRAWN BY	ELJ/MS
CHECKED BY	ELJ/MS
DATE	2018 12 26

SHT 19 of 20
CEO



FLOOD ZONE NOTES

FLOODWAY
THE CHANNEL OR A RIVER OR OTHER WATERCOURSE AND THE ADJACENT LAND AREA THAT MUST BE RESERVED IN ORDER TO DISCHARGE THE BASE FLOOD WITHOUT CUMULATIVELY INCREASING THE WATER SURFACE ELEVATION MORE THAN 0.99 FOOT.

ZONE X (SHADED)
AREAS OF 500-YEAR FLOOD; AREAS SUBJECT TO THE ONE HUNDRED-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN ONE (1) FOOT OR WITH CONTRIBUTING DRAINAGE AREA LESS THAN ONE (1) SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM THE BASE FLOOD.

ZONE X (UNSHADED)
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

ZONE AE
SPECIAL FLOOD HAZARD AREAS INUNDATED BY THE ONE HUNDRED-YEAR FLOOD; BASE FLOOD ELEVATIONS ARE DETERMINED.

ZONE AO
SPECIAL FLOOD HAZARD AREAS INUNDATED BY THE ONE HUNDRED-YEAR FLOOD; WITH FLOOD DEPTHS OF ONE (1) TO THREE (3) FEET (USUALLY SHEET FLOW ON SLOPING TERRAIN); AVERAGE DEPTHS ARE DETERMINED, FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ARE ALSO DETERMINED.

FLOOD ZONE LEGEND

- EXISTING FLOODWAY
- EXISTING ZONE X (SHADED)
- EXISTING ZONE X (UNSHADED)
- EXISTING ZONE AE
- EXISTING ZONE AO

THE RED LTD

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Las Vegas, NV 89148

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www.theredltd.com

R | REAL ESTATE
E | ENGINEERING
D | DEVELOPMENT

EDGAR LEON
PROFESSIONAL ENGINEER
EXP. 12612019
CIVIL
No. 21493
12-26-18

CLIENT:

LOMPA-HILLS EAST, LLC
8894 SPANISH RIDGE AVE.
LAS VEGAS, NV 89148
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APPROVED	REVISIONS	NO.	DATE

FLOODZONE DESIGNATION	NEVADA
LOMPA RANCH EAST	CARSON CITY

PC JOB NO.	ENR08-301
DRAWN BY	EL/JT/MS
CHECKED BY	EL/JT/MS
DATE	2018 12 26

Planning Department

From: Joedy <madmaxwolf1969@gmail.com>
Sent: Monday, January 14, 2019 10:46 PM
To: Planning Department
Subject: File No. TPUD-18-010

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

14JAN2019

Re: File No. TPUD-18-010

For Your Consideration:

I live at 971 Airport Road and received your letter about the planned development that would be built between Airport Road and Highway 395. I do not support this plan as I have numerous issues with this plan.

The first part is the safety of this plan. The Lompa Ranch is part of the flood plain per FEMA's maps. Based off the plan, this land would need to be filled in and leveled to make connections to water, sewer, and Airport Road feasible. As such, the flood plain would be affected possibly making floods more likely and damages from flooding more expensive. Currently, my house is in a 1 in a 1000 year flood plain and I don't know how this plan would alter that. I also do not know how the planning commission plans on mitigating this issue. Associated with this is the butterfly habitat connected with the Lompa Ranch wetlands that is noted in some of the area maps I have viewed. Has this been addressed?

The second is the safety of the children in this area with the increased traffic on Airport. I read the estimate of an increase of 2755 cars per day upon completion of the project. The children who live here now and those in the proposed housing project, I think, would be in danger by the added traffic in the area. Particularly during the school year. Kids transiting to Empire Elementary and Eagle Valley Middle School would have to cross Airport Road creating traffic versus pedestrian issues on Airport, especially in the morning.

The third safety issue is the fact that the Lompa Ranch is part of the migration path of coyotes. Again, there is a danger to the new residents and their pets due to predatory wild life. The additional food source of added trash is another draw for them. Currently, the coyotes tend to stay in the field.

The fourth safety issue deals with the fireworks from Mills park. Aren't these launched with the Lompa Ranch as the "landing area"? And if so, where are these fireworks going to be pointed when there are homes here? Also has the fire district and Sheriff's department weighed in on increased service needs for the new housing?

Something else to consider is the noise from the high school during outdoor games. I can hear the loudspeakers from my front yard easily enough now with the bypass in use, sometimes till 10pm. I hear some traffic noise from the bypass as well. What are those new homes going to have to do to deal with the noise from the high school and the bypass as they will be much closer? Associated with the noise would be the light contamination. Where I am at, it's not much of a problem from night games but if you live closer to the high school?

Another issue is the water supply. Do we have enough water for all these new homes? Not to mention the use of water in the initial construction of the properties? I also saw that a park is planned. More water, yes? I get notices now and then of switching wells in the municipal supply due to low levels in the current well. I cannot imagine this would get any better with more homes in the area. This also leads me to sewer usage. Is there enough availability in the sewage plant for all these proposed homes? Will we need another plant or additional plant expansion to accommodate the increase need? When would that be addressed?

Then I saw in the proposed plan another elementary school is planned for the area as well. Has this school bond been approved by the voters? What about the fact that the new school will be within a mile of an existing school. I know that Empire Elementary is pretty full now, and another school would alleviate that but what about the other schools in town. Are they at capacity, versus building another school within a mile of Empire Elementary School? Then there is the increase to Eagle Valley Middle School. A few years ago, when my son attended, they seemed to be at capacity if not a little over. Is there anything in the plan to address this? As there are only 2 middle schools in town I would think they are both at capacity. As mentioned earlier, there is a planned park for the new development. There is currently a park next to Empire Elementary as well.

The next issue I have with this project is the impact on property values. What are the expected impacts on those of us property owners on valuation when a multi-unit project goes in? Will my value drop or, at the very least, be maintained? And if my

property value decreases, what does the Commission plan to do about that? Will they compensate me for the difference in prices?

When I purchased my house in 2002 I knew about the high school issues, the bypass going in, the sewer plant nearby, and the other easements. This project was nowhere on this list.

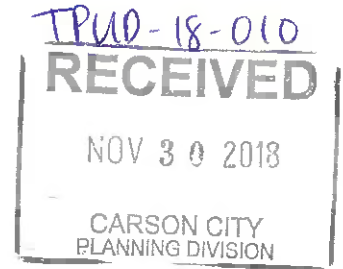
Finally, will I loose my scenic views of the mountain range to the west? I hope that you rethink this project with some of my concerns in mind. Or at least address my issues to this proposed project. I wish I could be there in person. Thank you for your time.

Joedy Ussery

971 Airport Rd.



House Moran Consulting, Inc.
Water Resources and Environmental Engineering



November 30, 2018

Robert D. Fellows, P.E.
 Chief Stormwater Engineer
 CRS, Floodplain & NPDES Manager
 Carson City Public Works
 3505 Butti Way
 Carson City, NV 89701

**RE: Floodplain Management Mitigation Plan
 Lompa Ranch East – Carson City, Nevada**

Dear Mr. Fellows:

This letter provides a summary of the floodplain mitigation plan for the Lompa Ranch East project. This plan is intended to demonstrate that the proposed development will meet the city's floodplain management requirements. The plan relies on previous studies/plans (e.g. FEMA LOMR of Kings Canyon Creek, NDOT US 395 drainage improvements, Lompa Ranch North SPA Drainage Master Plan) and our review of these studies/plans. Further hydrologic and hydraulic analysis will be required to during the technical/final design phase of the project to demonstrate that the final design meets all the requirements in the city's flood damage prevention ordinance and the Lompa Ranch North Specific Plan Area. These requirements include no increase in base flood elevations (i.e. "No-Rise"), mitigation for floodplain storage reductions at a 1:1 ratio, and minimizing increases to base flood velocities.

Existing Floodplain

The Lompa Ranch East development is located north of Kings Canyon Creek and east of Goni Canyon Creek (see **Figure 1**). Goni Canyon Creek was recently modified by the Nevada DOT during the construction of US 395 and is now contained within a large box culvert within the NDOT Right-of-Way. The box culvert outfalls at the southwest corner of the Lompa Ranch East development. Although outflow from the Goni Canyon Creek culvert contributes runoff to the floodplain, the 1% annual chance flood elevations (i.e. Base Flood Elevations (BFE)) are controlled by the King's Canyon Creek floodplain. The BFE is 4628.7 at the upstream end of the property (US 395) and 4628.5 at the downstream end of the property (Airport Road). The proposed fill is also outside of the regulated floodway on King's Canyon Creek.



No-Rise Analysis

The effective FEMA hydraulic model for the site is the LOMR that was completed in 2017 for King's Canyon Creek. The LOMR model (HEC-RAS version 4.1) was updated with detailed topography from the site. This update did not change the BFEs for existing conditions. A proposed conditions scenario was created by modifying the HEC-RAS cross sections to reflect the proposed grading in the left overbank of King's Canyon Creek. The base flood elevations were not increased between existing and proposed conditions due to the proposed fill being located within the fringe area of the floodplain that is modeled as ineffective flow. The ineffective portion of the floodplain are shown in **Figure 2** and the attached HEC-RAS cross sections. Our review of the effective, existing, and proposed conditions HEC-RAS models concludes that they accurately model the flood elevations in each of these scenarios due to the following explanation.

The proposed fill for the development is located within a “conveyance shadow” of the Kings Canyon Creek floodplain. The “conveyance shadow” is created by the floodplain construction at the US 395 bridge upstream of the site and the natural ground elevation just upstream of Airport road. The floodplain flow is expanding downstream of the US 395 bridge and contracting upstream of Airport Road as shown in Figure 1. Therefore, all of the current floodplain on the property is classified as “ineffective flow area” in the FEMA hydraulic model (HEC-RAS). Ineffective flow areas do not provide active conveyance as they are in a backwater condition that has a net velocity of close to zero feet per second. Fill within an ineffective flow area will increase the base flood elevations in the HEC-RAS models.

Floodplain Storage Mitigation

The City's flood damage prevention ordinance also requires no loss of flood storage volume. The latest grading plan prepared by RED Ltd proposes fill of the shallow floodplain for most of the site but maximizes available open space for use as flood storage volume. Some additional modifications to further increase the flood storage volume on-site will be evaluated further in the technical design phase, including:

- Replace the existing culvert under the maintenance road and replace at a lower invert elevation of to provide more storage volume on-site. The existing culvert is the entrance and exit from the development for flood water from the King's Canyon Creek floodplain.
- Some floodplain storage could be provided in the streets within the development. Some roads could have a couple of inches above the crown of the road in the base flood. A dry lane is required on some roads so that there is an exit for all homes. Lowest floor elevations need to be 2 feet above BFE but open space could be below the BFE.

Additional off-site flood storage mitigation has been investigated and several opportunities are available. The developer's engineer will evaluate the following potential options for increasing



the flood storage capacity off-site, along King's Canyon Creek. The developer will work with City staff to identify a mutually agreeable floodplain mitigation area, which may include:

- Construction of the Channel Restoration Project between Kings Canyon Creek, Butti Way, and the Carson City Public Works building. Carson City has completed the design. The city estimates approximately 40,000 cubic yards of cut from this project that is currently within the FEMA Zone AE floodplain. The dirt will need to be screened and construction debris taken to land fill. The Channel Restoration Project includes grading of new flood control channel in the northern overbank of King's Canyon Creek. It is outside of the creek and should not require U.S. Army Corps of Engineer's permitting. Project components include: flood control channel, stabilized maintenance access road, 24" CMP culvert, revegetation (seeding), perimeter fencing/gate, erosion control BMPs, clean obstructions to 2' below final grade, and haul construction debris to C&D landfill (or recycle). City may waive tip fees. No easement required for construction as project is located completely on city-owned property. The haul route from the site to the Lompa Ranch East site will need further evaluation to minimize impacts to existing roads and pavement.
- Improvements to the stream crossing at Airport Road. Additional capacity, such as an added pipe culvert may reduce flood elevations upstream and reduce the flood storage volume that needs to be mitigated by the proposed development. This option requires additional floodplain/hydraulic analysis.
- Provide additional floodplain storage through excavation of the NDOT property south of the maintenance road and west of Airport Road.
- Provide additional flood storage in the upstream watershed by dredging Linear Ditch, which is located west of US 395 and south of 5th Street.

Off-Site Drainage/Flood Runoff

The future technical drainage study will evaluate drainage from the existing neighborhood to the northeast of the site as identified in the Lompa Ranch North SPA Drainage Master Plan. Stormwater runoff from the upstream neighborhood currently causes flooding issues along Airport Road. The upstream drainage area will be analyzed to quantify the peak flows for storm events up to the 100-year event. The onsite drainage system will be designed to convey this off-site runoff along with on-site runoff through the proposed development so that flood levels are not increased and existing off-site flooding issues are improved.

Conclusion

This floodplain mitigation plan includes the analysis of the existing and proposed floodplain for the Lompa Ranch East development. An important fact for the proposed site is that all of the proposed fill is located in an ineffective flow area. This location within the overall floodplain results in no loss of flood conveyance capacity and no increase in base flood elevations (i.e.



BFEs) between existing and proposed conditions. The proposed project will improve the flooding issues along Airport Road that are currently caused by runoff from the upstream neighborhood. The plan will also add additional floodplain storage within the effective floodplain along King's Canyon Creek.

If you have any questions, please contact Jeff House at 775-293-4000 or Todd Cochran at 404-569-1695.

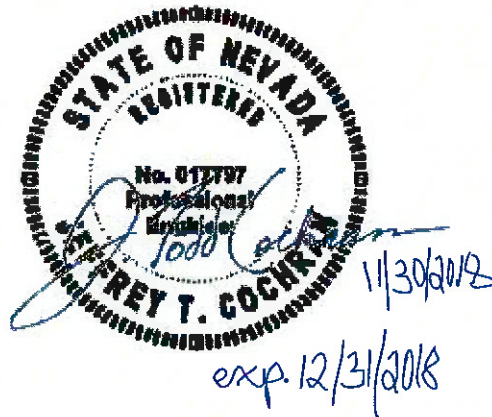
Sincerely,

HOUSE MORAN CONSULTING, INC.

Nevada PE Firm No. 23484


J. Todd Cochran, PE, CFM

Senior Vice President



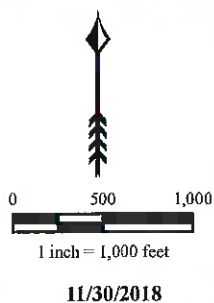




Figure 1. Location Map

Legend:

-  Property Boundary
-  Profile Baselines

Prepared For:**Prepared By:**

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10399 Double R Boulevard Suite 110
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