

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF DECEMBER 17, 2019

FILE NO: SUB-2019-0022

AGENDA ITEM: E-8

STAFF CONTACT: Hope Sullivan, AICP, Planning Manager

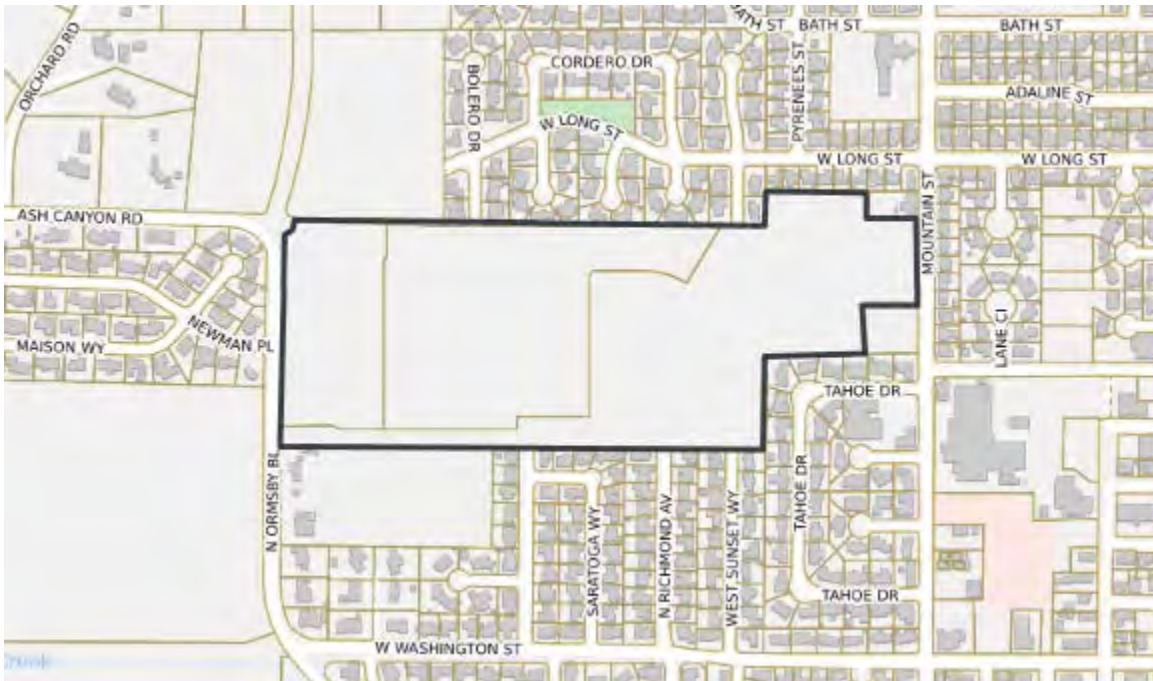
AGENDA TITLE: For Possible Action: Discussion and possible action regarding a request for a Tentative Subdivision Map known as Andersen Ranch to create 203 single family lots on 48.2 acres zoned Single Family 6,000 (SF6) and Single Family 12,000 (SF12), located at 1450 Mountain Street, APN's 007-573-09, -10, and -11. (Hope Sullivan, hsullivan@carson.org)

STAFF SUMMARY The applicant is proposing to create 203 residential lots, with a minimum lot size of 4,407 square feet. Vehicular access will be from Mountain Street, Ormsby Boulevard, West Sunset Way, North Richmond Avenue, Lexington Avenue, La Mirada Street, and Bolero Drive. The plans include a multi-use path along the southern property line, and open space along the Mountain Street trailhead. The Planning Commission makes a recommendation to the Board of Supervisors, and the Board has final authority to approve a Tentative Subdivision Map.

RECOMMENDED MOTIONS:

"I move to recommend approval of Tentative Subdivision Map SUB-2019-0022 based on the ability to make the required findings and subject to the conditions of approval."

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL: Tentative Map

The following are conditions of approval required per CCMC 18.02.105.5:

1. All final maps shall be in substantial accord with the approved tentative map.
2. 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.
3. 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.
4. 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.
5. 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.
6. 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."
7. 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 final map.
8. 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.
9. 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.
10. The applicant shall adhere to all City standards and requirements for water and sewer systems, grading and drainage, and street improvements.

11. 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.
12. 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.
13. 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.
14. 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.
15. The District Attorney's Office shall approve any Covenants, Conditions & Restrictions (CC&R's) prior to recordation of the first final map.

The following conditions are required per CCMC 17.10.050

16. Three-Year Maintenance Plan. Provisions shall be made to monitor and maintain, for a period of three (3) years regardless of ownership, a maintenance plan for the common open space area. The maintenance plan for the common open space area shall, at a minimum, address the following:
 - a. Vegetation management;
 - b. Watershed management;
 - c. Debris and litter removal;
 - d. Fire access and suppression;
 - e. Maintenance of public access and/or maintenance of limitations to public access; and
 - f. Other factors deemed necessary by the commission or the board: vector control and noxious weed control.

The maintenance plan shall be submitted prior to final map recordation, recorded at the time of final map recordation, and referenced on the final map.
17. Permanent Preservation and Maintenance. Provisions shall be made for the permanent preservation and ongoing maintenance of the common open space and other common areas using a legal instrument acceptable to the city. This shall be addressed prior to final map recordation. A home owners association (HOA) or similar entity must be formed for maintenance of common open space and other common areas.
18. Screening and Buffering of Adjoining Development. Provisions shall be made to assure adequate screening and buffering of existing and potential developments adjoining the proposed common open space development. To meet this requirement, landscaping and buffering shall be installed along the rear of Lots 1 – 6, and on the side of Lot 7. A

detailed landscape plan shall be submitted with the site improvement permit application demonstrating compliance with this requirement. The landscaping may be installed with the development of the individual lots, although a deed restriction must be recorded if the landscaping is placed in a buffer easement explaining the function of the buffer easement.

19. Common Open Space Restrictions. Designated common open space shall not include areas devoted to public or private vehicular streets or any land which has been, or is to be, conveyed to a public agency via a purchase agreement for such uses as parks, schools or other public facilities. This shall be demonstrated at the time of final map.

Other Conditions of Approval

20. The required setback shall be minimum front setback of 10 feet to the house, minimum front setback of 20 feet to the garage, minimum rear setback 20 feet, minimum side setback 5 feet, and minimum street side setback 10 feet. These setbacks shall be stated on the final map as well as in the CC&Rs.
21. All lots will front the internal roadway system, resulting in the peripheral setbacks being the rear setback, which is 20 feet. Note that in most cases, open space is located between the rear of the lot and the perimeter.
22. Conceptual design for the trailhead improvements are to be submitted at the time the site improvement permit application is submitted. The improvements will be subject to review and approval by the Parks and Recreation Commission.
23. The minimum lot area shall be 5,000 square feet.
24. The site improvement plans must demonstrate that the project meets Carson City Development Standards and Standard Details including but not limited to:
 - a. The project must obtain FEMA LOMR approval and any necessary flood volume mitigation must be included in the site improvement plans.
 - b. Half-street improvements must be installed on North Ormsby Boulevard along the project frontage. This will include striping, curb, gutter, and paving to meet the City standard detail for a two-lane urban collector with bike lanes. Bike lane striping must be installed on both sides of the street. The final map submittal must include a clear history of the width of this segment of North Ormsby Boulevard, and right-of-way must be dedicated as necessary to contain the required improvements.
 - c. A five foot sidewalk must be installed along the entire Mountain Street frontage.
 - d. Main locations must meet standard detail C-1.2.4.
 - e. Public utility easements must be shown on all parcels and must meet minimum width standards.
 - f. The unified pathways master plan indicates bike lanes on Mountain Street. The street has sufficient width to meet the standard detail for a 2-lane urban collector with bike lanes with parking on one side only. Mountain Street must be striped on both sides with bike lanes. The bike lane must be offset for parking on the east side, and “No Parking” signage installed on the west side.
 - g. A full water main analysis must be submitted with the site improvement permit application, which analyzes the capacity and pressures of the proposed and existing mains. This site is located within two pressure zones. The water design will need to consider accommodating both pressure zones. Pressure reducing station(s) will likely be required.
 - h. Street suffixes of new streets must meet the naming convention provided in the

- Carson City Development Standards.
- i. The following street names conflict with existing or reserved street names and must be changed: Fletcher Street, John Henry and Mesquite Lane.
 - j. The North-South and East-West segments of “Fletcher Street” must have separate names.
25. The City’s Transportation Master Plan includes extending North Ormsby Boulevard to West Winnie Lane. This project must enter into a development agreement with the City to pay for its pro rata share of the cost of these improvements, based on AM and PM peak traffic volumes. This agreement must be fully executed prior to Board approval of the first final map.
 26. The interior streets must have a minimum asphalt thickness of 4” as shown, or per the geotechnical engineer’s recommendations, whichever is thicker.
 27. A site specific geotechnical report must be submitted with the site improvement permit submittal. This report must give construction recommendations for foundations, paving, and utilities, must provide the observed groundwater depth if encountered, and must provide minimum construction requirements for high groundwater if applicable.
 28. Haul route(s) for cut/fill must be approved by the transportation manager and included in the site improvement plans.
 29. A sampling tap must be installed in a common area of the project near one of the entrances. The sampling tap must be a Kupferle Eclipse #88 or approved equal. This improvement must be included on the site improvement plans.
 30. At the time of recordation of the final map, a private Home Owner’s Association (HOA), or similar entity, must be formed to provide maintenance for all the following areas in perpetuity: common area landscapes/medians, open space, buffer areas between the development and neighborhoods, path system, street corridors, recreation facilities/amenities. The HOA will also be responsible for snow removal on path system, trailhead improvements, and snow storage. The maintenance and funding shall be addressed in the development’s CC&R’s to the satisfaction of the Carson City Parks and Recreation Director. Common area maintenance shall include at a minimum, but not limited to the following:
 - Debris, weed, and litter removal
 - Noxious weed management
 - Maintaining firebreaks/defensible space
 - Care and replacement of plant material
 - Plant material: irrigation, system repairs, plant health (pruning, planting and replacement)
 31. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. multi-use path system and trailhead improvements). The maintenance and funding shall be addressed in the development’s CC&R’s to the satisfaction of the Carson City District Attorney and Carson City Parks and Recreation Director. A separate agreement regarding maintenance of these facilities shall be entered into between the HOA and the City at time of recordation of the first final map. A recorded covenant or deed restriction shall be placed on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then

be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for 100% of the maintenance and upkeep of the public recreation amenities, including the trailhead and the multi-use path.

32. The applicant will construct and dedicate to the City the multi-use path, as well as implement recreation improvements to the Mountain Street trailhead. This shall be coordinated through and agreed upon by the Parks, Recreation & Open Space (PROS) Department. The applicant shall provide a 30' wide (minimum) easement for the path. Easement shall be a non-motorized public access trail easement. The easement document shall indicate that maintenance of the easement shall be the responsibility of the HOA in perpetuity. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path, including interpretive/wayfinding signage, pet waste receptacles, trash receptacles, benches and related amenities. The path will be constructed from the City's Mountain Street Trailhead to Ormsby Blvd, and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard. All other street crossings associated with the multi-use path must be reviewed and approved by Carson City Public Works and PROS Departments to ensure pedestrian safety. This trail must be constructed prior to Board consideration of the first final map, and dedicated with the final map.
33. Paths, sidewalks and on-street bike lanes along the street frontage shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan. The Unified Pathways Master Plan (UPMP) identifies on-street bike lanes along the street frontage of the proposed development on North Ormsby Boulevard. This UPMP requirement needs to be coordinated with Development Engineering's requirements for the development's street frontage design and improvements.
34. A multi-use path shall be constructed in the buffer area on the west side of the property, connecting to a five foot paved trail on the north side of the property to create a looped trail system. Both trails will be owned and maintained by the HOA. All street crossings associated with these paths must be reviewed and approved by Carson City Public Works and PROS to ensure pedestrian safety.
35. The developer shall use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure contractors and subcontractors comply. The PROS Department will assist the applicant with this condition.
36. The applicant shall demonstrate connectivity between the trailhead/multi-use path and the development's sidewalk/path system. Sidewalk connections to the trailhead and multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.
37. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.
38. The City and the developer will enter into a development agreement that will waive the Residential Construction Tax in exchange for the construction and dedication of improvements. This agreement should be executed at the time of final map consideration.

39. Neighborhood Park improvements shall be incorporated into the existing Mountain Street Trailhead. The applicant shall design and construct and, at its expense design modifications to the trailhead, including but not limited to a picnic shelter, signage, restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete multi-use path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected identified trailhead improvements shall be constructed prior to Board of Supervisors consideration of the first final map.
40. The multi-use path shall be located outside the project's perimeter fence, if one is installed, for ease of access by the general public. Gate(s)/fence openings providing pedestrian/ADA access for the development's residents to the path will be allowed at locations approved by the Parks, Recreation & Open Space Department.
41. The multi-use path will include landscaping with a variety of non-fruit bearing trees (either evergreen or deciduous) that will be planted to International Society of Arboriculture (ISA) standards at approximately 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 6 shrubs per tree.
42. Carson City is a Bee City USA. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required common landscaping areas/open space on the project site. Also, any remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.
43. The applicant shall construct a multi-use path on the west side of the property, and a 5 foot wide concrete path in the buffer area on the north side of the property to complete a loop trail system surrounding the development. The loop will connect at the multi-use pathway on west side of the property, and connect with the sidewalk on the east side of the development. The path design, construction and alignment shall be to City standards in a manner acceptable to Carson City Public Works and PROS Departments. The trail shall have a non-motorized trail easement dedicated to the City and maintained by the HOA in perpetuity.
44. At the time of application for site improvement permit, the applicant shall provide an open space diagram demonstrating compliance with the provisions of CCMC 17.10.046.

LEGAL REQUIREMENTS: CCMC 17.05 (Tentative Maps); CCMC 17.07 (Findings); CCMC 17.10 (Common Open Space Development); NRS 278.330

MASTER PLAN DESIGNATION: Medium Density Residential (MDR)

ZONING DISTRICT: Single Family 6000 (SF6) and Single Family 12,000 (SF12)

KEY ISSUES: Is the Tentative Map consistent with the required findings? Does the proposal meet the Tentative Map requirements and other applicable requirements?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: Single Family 6,000 and Single Family 12,000 / Single Family Residential
SOUTH: Single Family 6,000 and Single Family 12,000 / Single Family Residential and vacant
WEST: Single Family 12,000 and Single Family 1 Acre / Single Family Residential and vacant
EAST: Single Family 6,000 and Public Community / Trailhead Parking Lot and Single Family Residential

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: AO (100 year flood plain)
SLOPE/DRAINAGE: Generally flat
SEISMIC ZONE: Zone I (Severe)
FAULT: Within 500 feet

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 48.2 acres
EXISTING LAND USE: Vacant

SITE HISTORY:

CSM-19-086: Conceptual Subdivision Map for 204 lots

MPA-16-091: Amendment to the Master Plan Master Plan Land Use Designation of a 5.6 acre area from Medium Density Residential (MDR) to Mixed Use Residential (MUR)

TPUD-16-092: Tentative Map approval to create 212 single family residential lots ranging in size from 1,690 square feet to 17,000 square feet; a Zoning Map Amendment to rezone 5.6 acres of land from Single Family 6,000 (SF6) and Single Family 12,000 (SF12) to Neighborhood Business (NB) zoning; and a Special Use Permit for Congregate Care Housing in the Neighborhood Business (NB) zoning district.

BACKGROUND / DISCUSSION:

The applicant is seeking to utilize the provisions of CCMC 17.10: Common Open Space Development to subdivide 48.2 acres to create 203 single family lots, with 7.96 acres of open space. The property is comprised of three contiguous parcels, that when considered as a whole, have frontage on Mountain Street and Ormsby Boulevard. Lexington Avenue, North Richmond Avenue, West Sunset Way, Bolero Drive, and La Mirada Street all dead end into the subject property. The applicant proposes extending all of these dead end roads into the development for vehicular and pedestrian access, as well as providing for access from Mountain Street and Ormsby Boulevard. Each lot will take access from the internal streets.

The application indicates all lots will be a minimum of 5000 square feet, but the plan itself includes lots that are less than 5000 square feet. Staff has recommended a condition of approval that requires all lots to be a minimum of 5000 square feet. Also, the applicant proposes the following setbacks:

- Front Setback House: 10 feet
- Front Setback Garage: 20 feet
- Side Setback: 5 feet
- Rear Setback: 20 feet

The applicant did not propose a specific setback for the street side. As a 10 foot public utility easement will exist along all roads, to avoid conflict with the easement, staff is recommending a street side setback of 10 feet.

Of note, all lots will front the internal street system. Therefore, the rear setback is the setback that may impact adjacent development. The required rear setback in the SF12 is 20 feet, and in the SF6 is 10 feet for portions of the building less than 20 feet in height, and 20 feet for portions of the building 20 feet or greater in height. Therefore, the future homes will not be any closer to adjacent development than if using the base zoning without the Common Open Space Development provisions.

Open space is proposed along the perimeter of the site, with a multi-use path proposed along the southern portion of the property connecting the City's existing trailhead on Mountain Street to Ormsby Boulevard. Per the standard conditions of approval for a Common Open Space Development, the project must provide for adequate screening and buffering of existing and potential development adjoining the proposed common open space development. The proposal fails to meet this standard with respect to Lots 1 – 7. Therefore, staff has included a condition of approval requiring adequate screening and buffering be included in the site improvement plans, demonstrating compliance with this condition.

The subject property is identified in the Open Space Plan as a high priority area for protection due to its irrigated agricultural lands. The property owners have not initiated discussions with the City regarding acquisition. Therefore, acquisition outside of the pathway system is not proposed at this time.

As noted, the applicant is proposing to subdivide the subject property utilizing the provisions of 17.10: Common Open Space Development. This provision allows for variation of lot size, including density transfer (cluster) subdivisions, in order to preserve or provide open space, protect natural, cultural and scenic resources, achieve a more efficient use of land, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types. The Common Open Space Development may be allowed in any residential zoning district.

The Common Open Space Development does not allow for increased density from the base zoning. The allowable density, or total number of dwelling units, is determined utilizing the base zoning, SF6 and SF12. In this case, the maximum total number of units allowed is 203.

The Common Open Space Development mandates 250 square feet of open space per unit be provided. At least 100 square feet per unit of open space must be designed for recreation. In the case of the proposed development, 1.17 acres of open space is required. The applicant is providing 7.96 acres.

The Board of Supervisors is authorized to approve a tentative map. The Planning Commission conducts a public hearing and advises the Board if the proposed tentative map is consistent with the provisions of the Municipal Code and NRS 278.320.

PUBLIC COMMENTS: On November 26, 2019, public notices were mailed to 424 property owners within 900 feet of the subject site pursuant to the provisions of NRS and CCMC. As of the completion of this staff report, 13 written public comments have 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.

Public comments focused on the timing of the meeting, traffic, flooding, density, buffering, open space preservation, connectivity of Ormsby Boulevard to Winnie Lane, adequacy of water, conflict with the airport, and adequacy of recreational amenities.

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 map request, provided that the following conditions are met:

- The project must meet Carson City Development Standards and Standard Details including but not limited to:
 - The project must obtain FEMA LOMR approval and any necessary flood volume mitigation must be included in the site improvement plans.
 - Half-street improvements must be installed on North Ormsby Boulevard along the project frontage. This will include striping, sidewalk, curb, gutter, and paving to meet the City standard detail for a two-lane urban collector with bike lanes. Bike lane striping must be installed on both sides of the street.
 - Main locations must meet standard detail C-1.2.4
 - Lot public utility easements must meet minimum width standards.
 - The unified pathways master plan indicates bike lanes on Mountain Street. The street has sufficient width to meet the standard detail for a 2-lane urban collector with bike lanes with parking on one side only. Mountain Street must be striped on both sides with bike lanes. The bike lane must be offset for parking on the east side, and “No Parking” signage installed on the west side.
 - A full water main analysis must be submitted with the site improvement permit application, which analyzes the capacity and pressures of the proposed and existing mains. This site is located within two pressure zones. The water design will need to consider accommodating both pressure zones. Pressure reducing station(s) will likely be required.
- The City’s Transportation Master Plan includes extending North Ormsby Boulevard to West Winnie Lane. This project must enter into a development agreement with the City to pay for its pro rata share of the cost of these improvements, based on AM and PM peak traffic volumes,
- The interior streets must have a minimum asphalt thickness of 4” as shown, or per the geotechnical engineer’s recommendations, whichever is thicker.
- A site specific geotechnical report must be submitted with the site improvement permit submittal. This report must give construction recommendations for foundations, paving, and utilities, must provide the observed groundwater depth if encountered, and must provide minimum construction requirements for high groundwater if applicable.
- Haul route(s) for cut/fill must be approved by the transportation manager and included in the site construction plans.
- A sampling tap must be installed in a common area of the project near one of the entrances. The sampling tap must be a Kupferle Eclipse #88 or approved equal.

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 following Tentative Map Findings by the Engineering Division are based on approval of the above conditions of approval:

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 approved subdivision is served by municipal sewer and water. The developer will be required to meet all applicable development standards related to sewer and water design.

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

The City has sufficient water production to meet the needs of this subdivision.

- 3. The availability and accessibility of utilities.*

Water, storm drain and sanitary sewer utilities are available and accessible.

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

The road network necessary for the subdivision is available and accessible. All analyzed intersections are anticipated to operate at acceptable level of services..

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

Development engineering has no comment on this finding.

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

Development engineering has no comment on this finding.

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

The development is in conformance with the city's infrastructure master plans if the above conditions of approval are met.

- 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 and existing infrastructure is sufficient to meet the additional demand imposed by the subdivision.

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

The site includes FEMA AO flood zone. As with the original approval, flood mitigation requirements must be met.

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

Development engineering has no comment on this finding.

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

The subdivision has sufficient secondary access, and sufficient fire water flows.

12. *Recreation and trail easements.*

A trail easement is proposed on the southern portion of the project.

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, Recreation and Open Space (PROS)

1. A private Home Owner's Association (HOA), or similar instrument, will be formed to provide maintenance for all the following areas in perpetuity: common area landscapes/medians, open space, buffer areas between the development and neighborhoods, path system, street corridors, recreation facilities/amenities in perpetuity. The HOA will also be responsible for snow removal on path system, trailhead improvements, and snow storage. The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City Parks and Recreation Director. Common area maintenance shall include at a minimum, but not limited to the following:
 - Debris, weed, and litter removal
 - Noxious weed management
 - Maintaining firebreaks/defensible space
 - Care and replacement of plant material
 - Plant material: irrigation, system repairs, plant health (pruning, planting and replacement)
2. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. multi-use path system and trailhead improvements). The maintenance and funding shall be addressed in the development's CC&R's as well as in the Handbook to the satisfaction of the Carson City District Attorney and Carson City Parks and Recreation Director. A separate agreement regarding maintenance of these facilities shall be entered into between the HOA and the City, and the agreement shall be referenced in the Handbook. A recorded covenant or deed restriction shall be placed on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for 100% of the maintenance and upkeep of the public recreation amenities, including the trailhead and the multi-use path.
3. A multi-use path is required along the southern property. The multi-use path will be designed to conform to the standards and policies of the Carson City Unified Pathways Master Plan adopted April 6, 2006 (as revised March 15, 2018).
4. Paths, sidewalks and on-street bike lanes along the street frontage shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan.
5. Sidewalk connections to the trailhead and multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.
6. As part of the improvement plan, the applicant will construct and dedicate to the City the multi-use path, as well as implement recreation improvements to the Mountain Street trailhead. This shall be coordinated through and agreed upon by the Parks, Recreation & Open Space Department. The applicant shall provide a 30' wide (minimum) easement for the path. Easement shall be a non-motorized public access trail easement. The

- easement document shall indicate that maintenance of the easement shall be the responsibility of the HOA in perpetuity.
7. The developer shall use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure contractors and subcontractors comply. The Parks, Recreation and Open Space Department will assist the applicant with this condition.
 8. The applicant shall demonstrate connectivity between the trailhead/ multi-use path and the development's sidewalk/path system.
 9. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.
 10. The developer, at their expense, will construct and dedicate the land and all agreed upon improvements for the multi-use path to the City upon successful completion, and final project acceptance of said work by the City, through its Parks, Recreation & Open Space Department. As a result, the Residential Construction Tax (RCT) described in CCMC 15.60 - Residential Construction Tax et. seq. will not be collected by Carson City at the time building permits are issued for residential dwelling units in the project area. An RCT agreement, or similar instrument, between the applicant and the City regarding, neighborhood park improvements to the trailhead and trail construction, compliant with Nevada Revised Statutes, will be required for future consideration by the Carson City Board of Supervisors.
 11. Neighborhood Park improvements shall be incorporated into the existing Mountain Street Trailhead. The applicant shall design and construct, at its expense design modifications to the trailhead, including but not limited to a picnic shelter, signage, restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete multi-use path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected identified trailhead improvements shall be constructed during Phase I and at the same time as the trailhead/neighborhood park components.
 12. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path, including interpretive/wayfinding signage, pet waste receptacles, trash receptacles, benches and related amenities. The path will be constructed from the City's Mountain Street Trailhead to Ormsby Blvd, and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard. All other street crossings associated with the multi-use path must be reviewed and approved by Carson City Public Works and Parks, Recreation and Open Space Departments to ensure pedestrian safety.
 13. The multi-use path shall be located outside the proposed project's perimeter fence for ease of access by the general public. Gate(s)/fence openings providing pedestrian/ADA access for the development's residents to the path will be allowed at locations approved by the Parks, Recreation & Open Space Department.
 14. The multi-use path will include landscaping with a variety of non-fruit bearing trees (either evergreen or deciduous) that will be planted to International Society of Arboriculture (ISA) standards at approximately 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 6 shrubs per tree.
 15. The development's Conceptual Subdivision Map is located on property currently owned by Andersen Ranch LLC. This property is identified in the Open Space Plan as a high priority area for protection due to its irrigated agricultural lands. The current owners have not initiated discussions with the City regarding acquisition. Therefore, additional acquisition outside of the multi-use path is not proposed at this time.

16. Revise the proposed development's documents to state all open space references refer to private common areas that are required by the City's development standards and not the City's Open Space Program.
17. The Unified Pathways Master Plan (UPMP) identifies on-street bike lanes along the street frontage of the proposed development on North Ormsby Boulevard. This UPMP requirement needs to be coordinated with Development Engineering's requirements for the development's street frontage design and improvements.
18. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project.
19. Carson City is a Bee City USA. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required common landscaping areas/open space on the project site. Also, any remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.
20. The applicant is recommended to increase the multi-use path system as a loop surrounding the development that could ultimately be a part of the Historic Virginia-Truckee Rail Trail, with regional and neighborhood connectivity (see attached proposed alignment).

Fire Department

1. Project must comply with the currently adopted Carson City Fire Code and Northern Nevada Fire Code Amendments as adopted by Carson City.

School District

That subject development is in the Fritsch Elementary School zone, which currently is nearly at capacity. Carson Middle School (MS) services that zone which is currently over capacity. We plan to rezone for 20-21 school year which will help at the MS level. Any development on the west side will severely impact the School District.

TENTATIVE MAP FINDINGS: Staff recommends approval of the Tentative Subdivision Map based on the findings below and in the information contained in the attached reports and documents, pursuant to CCMC 17.05 (Tentative Maps); 17.07 (Findings) and NRS 278.349, subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. In making findings for approval, the Planning Commission and Board of Supervisors must consider:

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. A copy of the proposed tentative map was submitted to the Nevada Division of Water Resources and the Nevada Division of Environmental Protection (NDEP) on November 7, 2019. The Public Works department has advised of adequate capacity to meet water and sewer demand. The utility design will need to meet all applicable development standards related to the water and sewer design.

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. The City has sufficient water production to meet the needs of this subdivision.

3. *The availability and accessibility of utilities.*

Water, storm drain and sanitary sewer utilities are available and accessible.

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

The School District remains concerned about capacity, and has advised that the subject development is in the Fritsch Elementary School zone, which currently is nearly at capacity. Carson Middle School, which services the subject property, is currently over capacity. The School District plans to rezone for 20-21 school year, which will help at the middle school level. Any development on the west side will severely impact the School District. The School District has not requested any mitigation through conditions of approval.

The road network necessary for the subdivision is available and accessible. All analyzed intersections are anticipated to operate at acceptable level of services.

The Sheriff's Office has advised that it is available to provide police protection.

The applicant proposes to install recreational amenities in the form of multi-use paths on site. Staff is recommending expansion of the multi-use path system as a loop surrounding the development.

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 subdivision is not adjacent to public lands.

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

The Master Plan land use designation is Medium Density Residential. This designation is to provide for medium-density residential neighborhoods that contain a mix of housing types in a neighborhood setting. Neighborhoods should contain connective green spaces that unify the development and provide transitions between other areas and uses. The range of density is 3 – 8 dwelling units per acre.

The proposed subdivision is a medium density residential development that proposes 4.2 dwelling units per acre. Additionally, the proposal utilizes green spaces to provide transitions between other areas and uses. Of note, behind lots 1 – 6, and to the side of lot 7, the green space transition is not incorporated into the design. Staff has included a recommendation that landscaping and buffering be included in the site improvement plans to address the transition relative to these lots.

The applicant is utilizing the provisions of CCMC 17.10 Common Open Space Development. These provisions allow for flexibility in lot size and setbacks, but the total number of allowable dwelling units is set by the base zoning.

As part of the requirements for a Common Open Space Development the applicant must provide for 250 square feet of open space per dwelling unit, which may include private open space and/or common open space. At least 100 square feet per dwelling unit of common open space must be designed for recreational use. This translates to a total open space requirement of 1.17 acres of open space. The applicant proposes 7.96 acres of open space. Staff has recommended a condition of approval that an open space diagram be submitted at the time of application for site improvement permit, demonstrating compliance with the open space requirements.

Per Division 2 of the Development Standards, the applicant must provide two onsite parking spaces per dwelling unit. The applicant must demonstrate compliance with this requirement at the time building permits are sought for the individual lots.

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

Per the City's Functional Classification Plan, both Mountain Street and Ormsby Boulevard are collector roadways. Both roadways seem to have the minimum right-of-way width for a collector roadway. However, given the age of Ormsby Boulevard, staff is requesting a clear history of the width to ensure all improvements will fit within the right-of-way.

Additionally, the City's Transportation Master Plan includes extending North Ormsby Boulevard to West Winnie Lane. Staff is recommending that prior to recordation of the first final map, the developer enter into a development agreement with the City to pay for its pro rata share of the cost of improvements to the North Ormsby Boulevard extension, based on AM and PM peak traffic volumes.

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

The subject property has access from seven public roads: Mountain Street, Ormsby Boulevard, Lexington Avenue, North Richmond Avenue, West Sunset Way, Bolero Drive, and La Mirada Street. The applicant will be extending the local "dead end" roads onto the site, and will also take access from Mountain Street and Ormsby Boulevard, both collectors. Of note, although there is a cul-de-sac "bulb" at the end of North Richmond Avenue, the recorded documents recognize this "bulb" as a "temporary turn around and utility easement." It is not a part of the public roadway.

Staff is aware that there is community opposition to connecting the local roads to the proposed development. Staff finds that these "dead end" roads were intended to extend to serve the subject property. Staff agrees with the traffic report that multiple connections will disperse the project traffic through more intersections, avoiding a concentration of new traffic at any one location, allowing for shorter trips, and providing better emergency response routes throughout the community.

Staff finds that proposed and existing infrastructure is sufficient to meet the additional demand imposed by the subdivision without compromising safety.

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

The site is relatively flat. The site includes areas designated as FEMA zone AO, which is within the 100 year floodplain. A conditional letter of map revision (CLOMR) will be required, and all improvements and mitigations associated with the CLOMR will need to be incorporated into the construction plans.

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 (NDEP) and the Nevada Division of Water Resources. Staff has also solicited comments from the Carson City School Department staff.

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

The subdivision has sufficient secondary access, and there are sufficient fire water flows.

12. *Recreation and trail easements.*

PROS is recommending neighborhood park improvements be incorporated into the existing Mountain Street Trailhead including, but not limited to, a picnic shelter, signage, restroom facility, parking lot infrastructure preservation / maintenance, and a ten foot wide concrete multi-use path with an adjacent 3 foot wide decomposed granite path connecting to the trailhead. These improvements must be completed prior to recordation of the first final map.

Staff further recommends that the multi-use path be extended to be a loop surrounding the development with an on-site multi-use path along the west side of the property, and a five foot paved trail along the north side of the property. This will allow for pedestrians to walk a loop, will improve access to the open space area to the north, and formalize what could alternatively be in informal walking area.

In exchange for the developer building and dedicating the noted improvements, the City will enter into a Development Agreement that will waive the residential construction tax from being collected at the time of building homes in this development.

Attachments
Public Comment
Application

REASONS RICHMOND ST SHOULD BE THE THROUGH STREET NOT SUNSET WAY

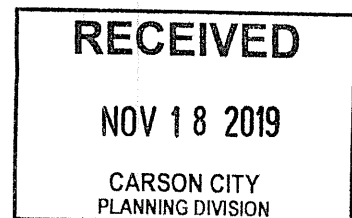
1. The only Junior High School is on King St between Richmond St and Ormsby Blvd.
2. Richmond St north of Washington St is a wide street. W. Sunset Way is a much narrower street
3. The distance between W. Sunset Way and Richmond St is a mere 3 homes.
4. Mountain St is a wide through street with only 2 stop signs between Washington and Winnie Lane.
5. The connection across the Anderson Farm to the north is Miranda St and/or to Bolero St. Both of these connect to Long St and thus into Winnie Lane.
6. To use W Sunset Way as a through street as well as the obvious Richmond St is redundant and unnecessary due to the close proximity of these 2 streets. Mountain St is not far from W Sunset Way.
7. If the Anderson Farm is developed for housing or for a much needed large west side flat park area, a portion of the north end of W. Sunset Way and possibly also Lexington St should have a bulge made into the farm property to be used as a large vehicle turnaround. The planning for these 2 streets was not properly done at the onset. Four homes at the north end of these 2 streets constantly have their driveways used for garbage and other large vehicles. Both of these streets need not be through streets but could be used as bike or pedestrian traffic if this area becomes a park or possible emergency vehicle access if it is for housing.
8. There exist in Carson City many, many convoluted developments with only 2 streets that have access to a larger through street. All of the police, fire and ambulance know how to navigate these areas of Carson City. If you use Richmond to Miranda/Bolero as a north/south entrance and Mountain St to Ormsby as an East/West entrance that give sthose emergency vehicles 4 swift access streets to large through streets except for Long St. Bolero St could be extended directly to Winnie Lane. If this area becomes housing this is certainly more than sufficient for emergency access.
9. There is considerable school traffic turning onto and off Richmond St to the Junior High School during school days. There is considerable construction traffic on Washington St to and from Ormsby Blvd. There is limited visibility turning from the north side part of W. Sunset Way onto Washington St because of the setback of Washington St on that northwest side. There is a dire need for a 4 way stop at the Richmond St and Washington St intersection. Violation of the 25mph speed limit is considerable primarily considering the Junior High Students using this intersection on foot or bicycle. The safety of the public is considerable here and will be more so if this area becomes either housing or the much needed open park.

ANDERSON FARM/RANCH PROPERTY

Need for Parks in Carson City.

1. There are very few large parks in the Carson City. Mills Park is the largest in the city center. It has limited grass use. Mostly it is used for Carnival rides and tented vendor events. No kids field activities.
2. There are only 4 very small parks on west of Carson St. as playground use only. There are NO flat open field areas for mixed use. There are many areas for horse and mountain bike trails to the very west of into the foot hills
3. There are many schools for below HS age children on the West side of Carson St. The Junior High School is on King St bordered by Ormsby Blvd and Richmond St. There is a large grade school is on King St and Mountain St and another on Long St and Mountain St.
4. Once this land is developed there is no going back on ever having another large open park in the entire downtown area of Carson City
5. Would the town consider purchasing a portion of this land or giving a big tax break to the owner of the land to obtain the land between Mountain St to a cross through at Richmond St and the small park to the north connection to Long St and then to Winnie Lane? Or even better a big rectangle from Mountain St to Ormsby Blvd. That still leaves the owner with considerable land to be sold to a developer or to keep as land for the cattle who use it at present. The owner could be offered naming the new park area - Anderson Park.
6. Parking already exists on Mountain St called Mountain Street Trailhead. This could be expanded the width of Mountain St.
7. Parking could be put on both sides of an extended Richmond St to Miranda St or up to Boiero/Long St if the land becomes a large park. There could also be some parking at the top on Ormsby Blvd if a very large park was made.
8. Keep the park as an open grassy area for mixed use as pick up soccer, baseball, softball fields. Have some basketball areas up near Ormsby and perhaps Pickleball too. Children/ Toddler play area down off Mountain Street west of existing parking area. Have more picnic tables in this Child area.
9. Consider a raised Bandstand/Movie Screen area for outdoor events.

From: Anne Macquarie [mailto:annemacquarie@gmail.com]
Sent: Monday, November 18, 2019 11:26 AM
To: Planning Department
Cc: Chas Macquarie >; Randy Gaa
Subject: Multi-use path on proposed Anderson Ranch Estate appears inadequate



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

Dear Planning Department,

I just looked at the plan for Anderson Ranch Estates reproduced in the Nevada Appeal article this morning. (I went to your website and tried to open the more detailed documents but they did not open.)

I notice that in the plan shown in the Nevada Appeal the proposed multi-use path does not continue all the way through to Ormsby Blvd. It does not appear to even connect to the street into the subdivision from Ormsby so bicyclists and walkers could access Ormsby via the street. It appears to dead-end at the property line.

I remind you that the purpose of a multi-use path is to get somewhere - not just to walk to a dead-end and back. I also remind you that the Mountain Street Trailhead was intended to serve an eventual multi-use trail that would connect Mountain Street with Ormsby Blvd and beyond that, Kings Canyon.

The multi-use path that is shown on the plan does not do that .

I ask you to require the developer to continue the multi-use path to Ormsby Blvd, preferably by continuing the path in the landscape strip that forms the eastern edge of the site, but if not, by providing access between the path and the street, and providing sidewalks and bike lanes on the access road into the subdivision from Ormsby.

Thank you,

Anne Macquarie

775-303-2562

--

Anne Macquarie, Chair
Sierra Club Toiyabe Chapter

Visit our website for volunteer opportunities, outings and events, environmental news, and more www.sierraclub.org/toiyabe

775-303-2562

MICHAEL GOLDEEN
804 Lexington Avenue
Carson City, NV 89703-3623

775-297-3688 -- michael@goldeen.com



18 November 2019

Carson City Planning Commission
108 E. Proctor St.
Carson City, Nevada 89701

RE: Anderson Ranch

To persons concerned:

I wouldn't want to live in the proposed Anderson Ranch 'development'. I wouldn't want to raise children in it, but I suppose since it meets existing zoning regulations there's nothing you can do about that. However the exit on Mountain Street should be closed, and West Sunset run straight to La Mirada for access to Long Street. Otherwise you will end up dumping turning traffic onto a most congested section of Mountain Street. Additionally Lexington Avenue could well be run through to Bolero Drive reducing some of the development's internal congestion with the loss of perhaps four properties.

Thank you for your consideration of my suggestions.

Yours truly,

A handwritten signature in black ink that reads "Michael Goldeen". The signature is written in a cursive style with a long horizontal stroke at the end.

Hope Sullivan

From: Planning Department
Sent: Monday, November 25, 2019 10:37 AM
To: Hope Sullivan
Subject: FW: General comment

-----Original Message-----

From: carol a edmund [<mailto:caedmund@yahoo.com>]
Sent: Monday, November 25, 2019 10:24 AM
To: Planning Department
Subject: General comment

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

I live in one of the first parts of Silver Oak. May I say the planned narrow streets do not take to large F150s and such at all.

The part of Silver Oak we live in has common mailboxes, yet the ones east of us have separate mailboxes at the street which further 'enhances', or rather those mailboxes further disrupts the road for moving vehicles - that may have been your intent, but I haven't noticed people making any accommodation for that.

I hope you make a better plan for the upcoming Anderson Ranch complex! Perhaps w/ little parking areas available to keep the street parking down.

Hope Sullivan

From: Planning Department
Sent: Monday, December 02, 2019 9:12 AM
To: Hope Sullivan
Subject: FW: Andersen Ranch Subdivision

From: Gary Stone [<mailto:gmstone@sbcglobal.net>]
Sent: Saturday, November 30, 2019 12:02 PM
To: Planning Department
Subject: Andersen Ranch Subdivision

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

Dear Commissioners:

Concerning traffic created by this subdivision I would suggest that the long planned extension of Ormsby Blvd through to Winnie Ln be included as a requirement. I know this project (Ormsby) got quashed many years ago as a cost saving measure, but I think it's long overdue.

Thank you for your consideration.

Gary Stone
1602 N Division St
Carson City, NV 89703

Hope Sullivan

From: CCEO
Sent: Monday, December 02, 2019 9:49 AM
To: Hope Sullivan
Subject: FW: Andersen property plans

FYI

-----Original Message-----

From: Sue & Chuck [<mailto:csknaus@nvbell.net>]
Sent: Sunday, December 1, 2019 12:36 PM
To: CCEO
Subject: Andersen property plans

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

Good morning,

We are reaching out because we have concerns regarding the developing plan for the Andersen property adjacent to our home on N Richmond Ave. We were turned away from the recent meeting with Christy Corp due to lack of room; we appreciate that a second meeting is scheduled. Beyond the obvious disappointment in losing open space and Carson City becoming more urban, we have multiple concerns. First, we question the traffic study done, drawing from our everyday experience. Studies are important, but they do not give a complete view of reality. Starting with the example when we drive north on Carson Street and stop at the light on the corner of Washington St., oftentimes we cannot turn left within one or two complete light cycles. Our choice is to avoid downtown, which defeats the purpose of trying to draw people to the area. Mountain Street, near the medical facilities, generally has a solid line of parked cars along the street, more since the care center opened. The additional 203 homes planned will affect adjacent streets more than the study suggests. North Richmond is now a dead end street. If extended, it will be a direct drive/walk to Carson Middle School; people will use it to get to Fritsch, or as an alternative to Mountain Street. Richmond Ave. will become a through-way. When we turn left from N. Richmond onto Washington St. there is a slight curve we have to be aware of, and the corner visibility is such we pull out to see. This will not be a safe corner; people walking or driving will be at risk. Second, planned lots include smaller than zoned and congested, (and as yet unknown style) which will create an aesthetic conflict with existing neighborhoods. In addition, the planned recreational pathway built alongside existing homes will affect the security of existing homes. These are a few concerns beyond the obvious subjects that have been discussed in the past, and we ask that this process be slowed down to allow thorough consideration. Finally, we ask you to note homes sold, or for sale in our area, by people who are choosing to leave due to potential Andersen plans. We find this sad, and it is not positive progress for Carson City.

Please forward this message to all members of the board, thank you.

Chuck and Sue Knaus
775-882-7878

Hope Sullivan

From: CCEO
Sent: Monday, December 02, 2019 9:49 AM
To: Hope Sullivan
Subject: FW: Anderson Ranch

FYI

From: Tom Sullivan [<mailto:thomasosully@gmail.com>]
Sent: Friday, November 29, 2019 7:51 AM
To: CCEO; Stacey Giomi
Subject: Anderson Ranch

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

Dear Board of Supervisors,

I am requesting that the Andersen Ranch Estates subdivision Tentative Map Application be pulled from the 17 December Planning Commission meeting.

This will allow adequate time to schedule a wider community meeting with the developer.

Tom Sullivan

Hope Sullivan

From: CCEO
Sent: Monday, December 02, 2019 9:49 AM
To: Hope Sullivan
Subject: FW: Andersen Ranch subdivision

FYI

From: Terry Sullivan [<mailto:sullyman1957@gmail.com>]
Sent: Friday, November 29, 2019 6:26 AM
To: CCEO; Stacey Giomi
Cc: Thomas Sullivan
Subject: Andersen Ranch subdivision

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

Dear Board of Supervisors,

I am requesting that the Andersen Ranch Estates subdivision Tentative Map Application be pulled from the 17 December Planning Commission meeting. This is due to the following reasons:

1. The developer, Christy Corporation, needs to hold additional public meetings to address project concerns by citizens. The 22 November meeting was not adequate to address these concerns.
2. The traffic study appears to be lacking. The additional traffic this project will bring has not been adequately addressed in areas such as traffic safety, parking, and speeding in the surrounding areas.
3. The proposed project appears to exceed existing zoning limitations.
4. The water rights and actual water usage do not appear adequate.

Again, I hereby request that the Andersen Ranch Estates subdivision Tentative Map Application be pulled from the December 17th Planning Commission agenda in order to provide adequate time for a wider community meeting with the developer, to allow for changes to be made that will benefit the entire Carson City community.

Terence P. Sullivan

Hope Sullivan

From: Planning Department
Sent: Monday, December 02, 2019 9:12 AM
To: Hope Sullivan
Subject: FW: Anderson Subdivision

From: J.R. Williams [mailto:jrw-jnw@sbcglobal.net]
Sent: Saturday, November 30, 2019 2:56 PM
To: Planning Department
Subject: Anderson Subdivision

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

To whom it may concern:

As I did concerning the Vintage, I am expressing my concern regarding any housing development on this property. My objections are the same as most of the other residents as far as traffic, congestion, water, fire protection, police etc. are concerned, but I have one other concern that I don't think anyone else has thought about, and that is safety.

I am a retired airline pilot, having served my airline for 31 years. The last ten of which I was the chairman of the company's air safety committee. During this time I was involved in the study of many aircraft accidents both private and commercial so am speaking from experience.

Most laymen don't realize that 90% of all civilian aircraft accidents happen within ten minutes of departure, usually about the time of the first power reduction.

Carson City has a very adequate general aviation airport with adequate off-airport emergency landing sites EXCEPT for aircraft in the SOUTHWEST quadrant where there is nowhere for an emergency aircraft to safely land EXCEPT this property. In actuality it provides an ideal space to land during an emergency as it is long enough for any aircraft operating out of Carson City Airport. It is also flat enough, but could stand to have some slight grading about 100 feet wide for the full length. It would not have to be paved as grass would suffice.

With this in mind, I would like to suggest that the city obtain the property, turn it into a park, with hiking trails, perhaps even small trees and picnic areas - except for the 100-foot wide emergency landing area.

The city already owns sufficient parkland to the southeast by Empire Ranch and I feel that the same size property could be exchanged with the developer in an area that would not have the negative impact that a development on the Anderson Property would.

We may be lucky enough to never need this site for an aircraft emergency, but if it does become necessary it would save many lives.

Thank you. J R Williams, Hawaiian Airlines Capt. - Retired.

Hope Sullivan

From: CCEO
Sent: Monday, December 02, 2019 9:49 AM
To: Hope Sullivan
Subject: FW: Anderson Ranch Estates

FYI

From: ebin577361@aol.com [<mailto:ebin577361@aol.com>]
Sent: Wednesday, November 27, 2019 7:27 PM
To: CCEO
Cc: Stacey Giomi; Brad Bonkowski; Bob Crowell; Lori Bagwell; John Barrette; nevadamax@usa.com
Subject: Anderson Ranch Estates

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

Dear Board of Supervisors,

I am writing to ask you to postpone the up coming Cristy Corp application with the planning commission.

For one I am against the development of our current open space. I understand the Anderson's desire to sell their land and retire, but I can't understand how our board of supervisors and planning commission would allow the proposed development to be built as currently proposed? Looking at the surrounding lot sizes that would back up to this development, I see very few lots in the 7000 s.f. size with most 10,000 s.f. and many larger than that. There must not be any members of the board or the planning commission that live in these neighborhoods? How would they like the amount of increased traffic driving through there neighborhoods? Such as Bolero or La Mirada and Ormsby? These are very upscale West side neighborhoods. Nobody wants to see these tacky small size homes and lot size built in the area.

I can't understand, with the amount of people that oppose this development why it continues to be forced down the people's throat? Why can't the city figure out a way to preserve this open space and develop it the way the community wants it?

Thank You
Ed Binkley

Hope Sullivan

From: CCEO
Sent: Tuesday, December 03, 2019 10:39 AM
To: Hope Sullivan
Subject: FW: Anderson Ranch Development

FYI

From: charles h.smith [mailto:chsmithm2k@yahoo.com]
Sent: Tuesday, December 3, 2019 9:27 AM
To: CCEO
Subject: Anderson Ranch Development

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

I attended the community meeting regarding plans for development of the Anderson Ranch property in early November. A

Representative of Christy Corporation was present to discuss their plan. I was appalled at the lack of compatibility with the current neighborhood layout of the west-side environment reflected in this poorly designed plan. The primary goal of Christy's plan was to jam as many lots and houses on this property as possible. They informed us this was permissible in accordance with zoning. **If this is true then there is something wrong with the zoning**, and BOS should address this before they approve plan.

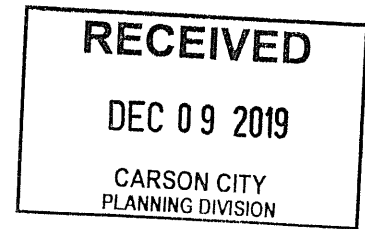
Before approval of this poorly designed plan consider:

1. Whether the density is compatible with the west side neighborhoods environment. It is not.
2. The traffic study was totally inadequate. Richmond St. would become a major exit from the development directly past the school. Christy's solution was to block autos from the Richmond exit from the development with a pedestrian only gate to Richmond. Bad idea.
3. Look at the map. Two solid rows of lots with no ability for pedestrians (school kids/others) to directly access Richmond S. or the so called multi use trail without walking clear around the long blocks in the development. A landscaped pedestrian path through the middle of this would be a much better design.
4. The so called pedestrian pathway along the southeast side of development is laughable. It's a narrow path with very little landscaping right along the back fence of the adjacent houses. Not a good idea for security and privacy.
5. There is no open space within the development such as playground for young children, young mothers and old people to sit and gather. Many of the lots are very small and not conducive to neighborly gathers.

The City should deny approval and begin a complete, comprehensive plan for this west-side area that will show how currently undeveloped land, traffic and open space can be designed for compatibility with the existing neighborhoods.

-----Original Message-----

From: Janet Doescher [mailto:trvldschr@sbcglobal.net]
Sent: Sunday, December 8, 2019 9:46 AM
To: Planning Department
Subject: Andersen Ranch development



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

My property abuts the proposed development and I want to register my opposition to this plan:

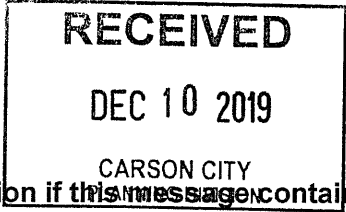
1. I am most concerned about the density of this proposed plan especially in regards to possible flooding of adjacent properties.
2. I am concerned about the density of this proposed plan because I feel it does not fit into the existing home sites of this west side of Carson City.
3. The plan, although as proposed shows a walking path and thus a buffer zone on the south side of the property, shows only a very small buffer on the north side. This means that four to five homes could be built across and close to my property line. This is just too dense!

Many of my other concerns were mentioned at the meeting with the developer on Dec. 5. I echo those concerns.

Because I am unable to attend the Planning Commission meeting scheduled this month just before Christmas, I hope you will consider my comments here.

Janet Doescher
1500 Malaga Dr
Carson City

From: lisa harris [mailto:l_turtle@yahoo.com]
Sent: Tuesday, December 10, 2019 6:42 AM
To: Planning Department
Subject: Andersen Ranch Development Comments

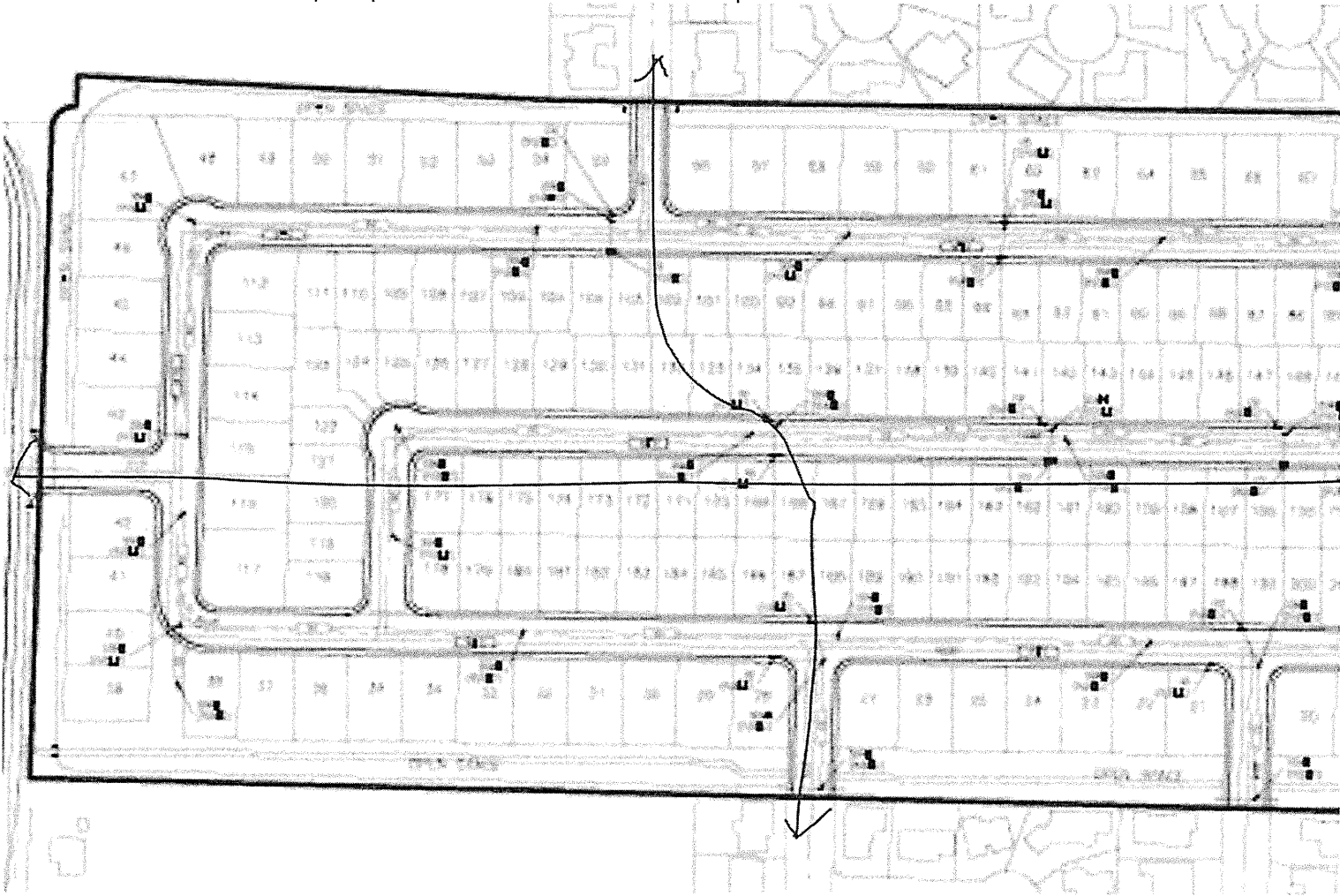


This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Thank you for the opportunity to comment. I couldn't find the assigned planners name so I am sending to the general mail box. Please pass along.

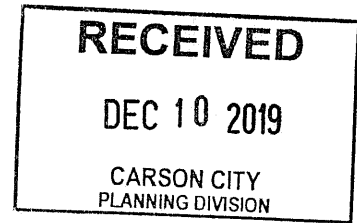
I like the idea of the development, however I think there are some missed opportunities with the site plan. The layout of the streets creates an exclusive community. Residents would reach their homes by driving through existing neighborhoods but no existing residents would drive through this neighborhood to get to their homes. This puts an unfair burden on Carson City Public Works. Better connectivity to the existing "grid" layout network of roads would compliment existing communities instead of segregate them.

Slapping a trail along the boundary is a passive use of open space with the most minimum cost to the developer. I like the trail but more recreation/open space is needed. How about a nice park?



Lot sizes do not conform to the existing character of the community or zoning uses. Lot sizes appear to be smaller than 6000 SQFT even though the zoning is SF6. Higher density development should be closer to the downtown core, not in the middle of an existing neighborhood.

Thank you for your time.
Lisa Harris



LEXINGTON AVENUE AND SARATOGA WAY RESIDENTS

LETTERS OF CONCERN REGARDING THE ANDERSON PROPERTY

TO: STACEY GIOMI, WARD 1 SUPERVISOR

FOR THE

CARSON CITY PLANNING COMMISSION

RECEIVED

DEC 10 2019

CARSON CITY
PLANNING DIVISION

Dear Carson City Planning Commission and Board of Supervisors,

My name is Mikki Reed, my Husband Erick and Son Kameron are residents on Lexington Avenue which adjoins to the Anderson Ranch property. Our neighbors from Lexington, Potomac and Saratoga recently got together to discuss the tentative map and studies done by land planning group, Christi Corp.

While we fully understand that the Anderson Ranch is approved for a development of this type and that the proposed plan meets the existing ordinances and is in alignment with the cities Master Plan, we would like to discuss the following concerns around development of this property as it currently is designed in the plan.

Our neighborhood would like to bring several concerns forward.

Community Impact: Developments like the one Cristi Corp is proposing, is causing negative impact to our community. We would like to know what the City's end goal is. Do we have a maximum population for our community? We are concerned that developments like this and others are causing extensive (explosive) growth. My neighbor, Maxine and Paul 30+ year residents stated, we are becoming Reno, NV if not California. Carson City being our state Capitol, makes it not okay.

Below are some concerns from our neighborhood:

- Maintaining Character of the area West Carson City is known for upscale westside charm with its quant country rural feel within city limits. Many of the locals feel the proposed development is not in keeping of the current west side community and the density and lot sizes are not consistent with the established surrounding neighborhoods which presently are a minimum of 8,000 sq. ft.

Suggestions: Quality over quantity, perhaps larger properties and higher price tags are the way to go. This will allow the developer to make the same profit, but keep the standard of the neighboring properties.
- The traffic study conducted does not realistically reflect the actual traffic.
 - o It was conducted in June on the last day of school (half day schedule). Currently , because of the construction on Washington Street, people are avoided this area as much as possible. Therefore, another study is warranted when conditions are reflective of normal school year traffic conditions.
- On a typical day, Lexington Avenue has maybe 2-3 cars per hour. There are hours that go by where there is no traffics at all. Pedestrian traffic is even lighter. Our neighborhood is concerned about the traffic increase, to a potential 1 car per minute during peak hours and would like to request Lexington not be open to a through street. Giomi says he is going to try to push traffic to Mountain and Ormsby, this is not guaranteed. Once the houses are purchased, if Lexington, Richmond, Sunset, La Mirada and Bolero are open to through streets, the residents can travel in and out of the area through any open street they want.

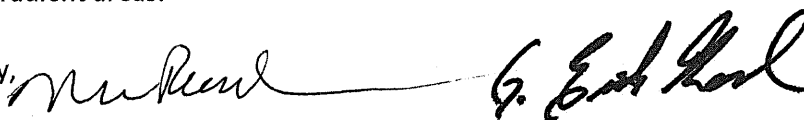
Suggestion: Redo traffic study for all effective roads including new hub roads. Keep hub streets for emergency vehicles only and walking traffic.

- Schools – We are already overcrowded with a great shortage of qualified teachers. It seems the powers that be do not want to build another high school in our city which has contributed to its overcrowded. Close to 2,400 students! Really? The addition of these high-density small homes with their population is going to place an added burden on our school system. Not to mention our elementary and middle schools.

Suggestion: Hold development of this and future projects until adequate schools are finalized to avoid additional overcrowding.

- Hospital and medical care. We currently have a great shortage of professional staff in town and its surrounding satellite clinics. The inpatient stats are off the wall. Waiting times to get in to see a Dr are unacceptable causing our current residents to have to travel to Reno or further to get in to see care.
- Fire safety: Having this many small homes located so close together, we are seriously concerned that fire could take out neighborhoods.
- Homes turning into a renter's development- As has happened after the economy failed in 2008, out of state investors were buying houses left and right for use as rentals. How is that controlled? This proposed development scheme does nothing to limit/prohibit investors buying up these smaller units for purely rental units which is not consistent with the areas present makeup.
- Parking: My understanding is that most of these small homes will be built with 1-car garages. Most families own 2 or more vehicles. The streets will resemble parking lots, and overflow parking will impact not only the proposed development but also adjoining neighborhoods.
- Runoff: I am aware of no proposal for runoff control. This area presently serves primarily as an infiltration area. With this new development, most of the land will be impervious due to the proposed housing density, resulting in significant runoff with potential flooding of down gradient areas.

Respectfully,



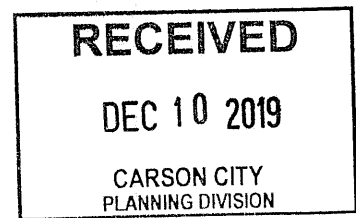
09DEC2019

Lexington Avenue, Potomac Place and Saratoga Residents

Name:	Address:	Signature
Fawn Lewis	904 Saratoga Way, 89703	F. Lewis
M Jacky	900 Saratoga Way 89703	M Jacky
Kim ARNOLD	840 SARATOGA WAY	Kim Arnold
" "	" "	[Signature]
[Signature]	804 Saratoga Way	Jennifer Mahr
Peter Leonard	1143 W. Washington St.	[Signature]
Tanya Perez	909 Saratoga Way	[Signature]
[Signature]	1005 Saratoga Way	Sylvia Antonucci
MILANI MCKINLEY	1009 SARATOGA WAY	Milani G. McKinley
MADELEINE DELATORRE	1205 POTOMAC PL.	Madeline Delatorre
Debbie & Joe LaChew	1104 LEXINGTON AVE	Debbie & Joe LaChew
Diane Jennings-Feal	1004 LEXINGTON AVE	Diane Jennings-Feal
Rob Jennings-Feal	1004 Lexington Ave	[Signature]
K. La	902 Lexington Ave	Kathryn LaChew
Erik Kultese	908 Lexington 21 Ave	[Signature]

PAUL AND MAXINE LIEBENDORFER
908 SARATOGA WAY
CARSON CITY, NEVADA 89703

December 9, 2019



The Carson City Board of Supervisors
Mr. Stacey Giomi
Ward 1, Supervisor
201 N Carson Street, Suite 2
Carson City, NV 89701

SUBJECT: Anderson Ranch Property

Dear Mr. Giomi:

There has been a lot of discussion in our neighborhood about the concerns we have with the information provided by the consultants for the proposed Anderson Ranch property. We would appreciate having these concerns taken seriously and addressed. Paul and I have been residents at 908 Saratoga Way for 30+ years. Carson City became our home while my husband was serving active duty in the U.S. Public Health Service and we have enjoyed the small-town atmosphere that Carson has to offer.

Our way of life, and I think I speak for many Carson City residents, is being negatively impacted by its recent explosive growth. We are becoming Reno, NV if not California. Carson City being our state Capital, makes it not okay. Who decides how large Carson City will be allowed to grow? Below are some concerns we have:

- Lot sizes are not consistent with the established surrounding neighborhoods which presently are a minimum of 8000 sq. ft.
- The traffic study conducted does not realistically reflect the actual traffic.
 - o It was conducted in June on the last day of school (half day schedule). Currently, because of the construction on Washington Street, people are avoiding this area as much as possible. Therefore, another study is warranted when conditions are reflective of normal school year traffic conditions.
- Schools – What can I say about schools? We are already overcrowded with a great shortage of qualified teachers. It seems the powers that be do not want to build another high school in our city which has contributed to its overcrowded conditions.

Close to 4,000 students! Really? The addition of these high density small homes with their population is going to place an added burden on our school system. Not to mention our elementary schools. We as retirees have 3 children in the Carson City school system.

- Hospital and medical care. We currently have a great shortage of professional staff at our RMC and its surrounding satellite clinics. The inpatient stats are off the wall.
-
- Fire safety: Having this many small homes located so close together, I'm seriously concerned that fire could take out neighborhoods. You, as our former fire chief, must have some concerns in this area.
- Homes turning into a renter's development- After the 2008 recession, out of state investors were buying houses left and right for use as rentals. How is that controlled? This proposed development scheme does nothing to limit/prohibit investors buying up these smaller units for purely rental purposes, which is not consistent with the area's present makeup.
- Parking: My understanding is that most of these small homes will be built with 1-car garages. Most families own 2 or more vehicles. The streets will resemble parking lots, and overflow parking will impact not only the proposed development but also adjoining neighborhoods.
- Runoff: I am aware of no proposal for runoff control. This area presently serves primarily as an infiltration area. With this new development, most of the land will be impervious due to the proposed housing density, resulting in significant runoff with potential flooding of down gradient areas.
- Water: Although it is asserted that the city has procured sufficient water rights for growth, water rights do not necessarily equate to the quantity of the resource that actually exists.

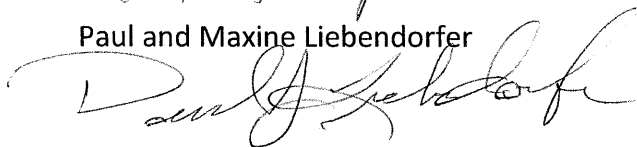
We are planning to attend the December 17th meeting and are hopeful that our Board of Supervisors will take into consideration the needs of the community. The Anderson family has every right to sell their property, but the conversion from agricultural to residential should be accomplished in a manner compatible with the adjacent neighborhoods.

Thank you for your attention to this matter.

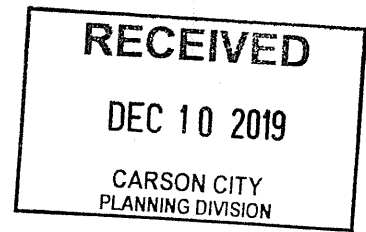
Cordially,



Paul and Maxine Liebenborfer



From: bepsy strasburg [mailto:strasburgbpsy@gmail.com]
Sent: Tuesday, December 10, 2019 2:22 PM
To: Planning Department; Shelby Damron
Subject: Andersen Ranch Subdivision Map



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Hello Shelby,

Please include the attachment as written comments for the Planning Commission meeting on December 17th. It is 2:21pm so I made the 5pm deadline.

Thank you very much for your help.

Bepsy Strasburg

650-387-3118

December 9, 2019

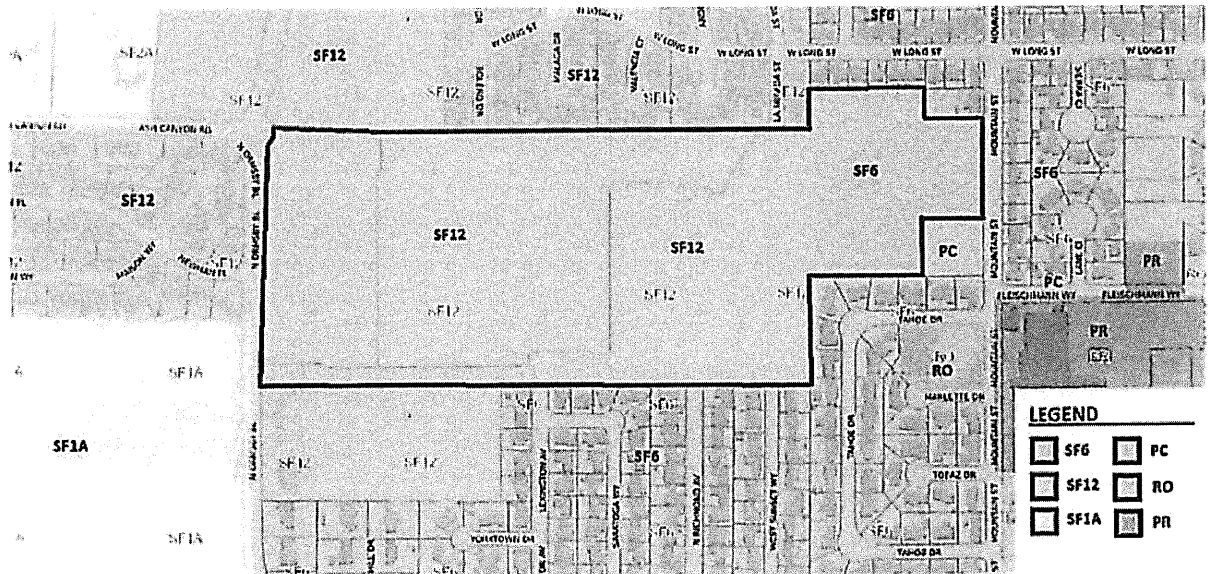
Dear Planning Commissioners:

Thank you for the opportunity to present my concerns as I share a common fence with the Andersen property. We, the neighbors, are deeply troubled by this application which does not preserve the character, architecture of our neighborhood in the West side. The beauty of our neighborhoods directly impacts how neighbors treat each other here and the neighborly attitudes that makes us so proud.

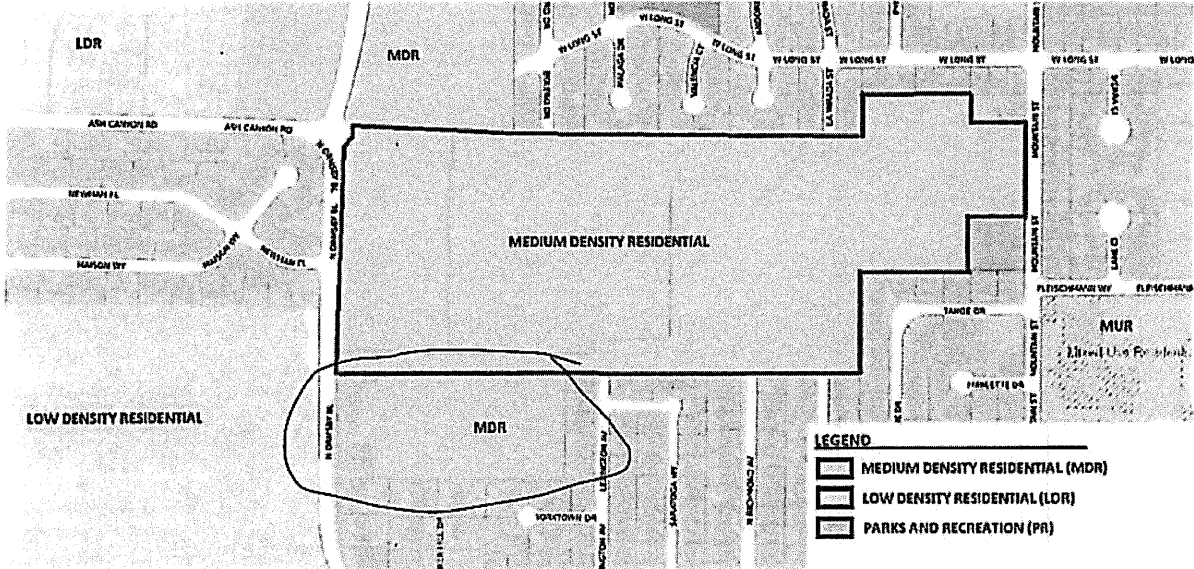
The neighbors had insufficient time to prepare for this meeting. The first meeting with the Developer was on December 5th last week.

Main pretext the Developer is using for this application is rather than building residential homes on 12,000 sq ft lots using existing zoning of SF12, they want to do smaller lots by donating some Open Space to Carson City.

Under current zoning, SF12 would comprise 72% (almost three-quarters of the Andersen Project) of the available 48.2 acres. Instead, Developer wants to build 66% of the available land using SF6 but on 5,000 sq ft lots. Note that SF6, which is a small stretch along the Mountain Street facing the Andersen Ranch, requires lot sizes of 6000 sq ft lots and a very small portion of the available 48.2 acres shown below. The houses on Montain Street under SF6 are 7,000 Sq ft lots with single storey ranch homes.



Single-Family—12,000 square feet	SF12
Single-Family—6,000 square feet	SF6



Note that MDR designation is a medium density residential area for the whole area proposed for development.

There is a MDR south of the Development which is not part of the project (see above). This has a major significance to the fulfillment of the Uniform Trail Map as discussed in section 7 below.

Had this specific implementation of the Uniform Trail Map not be in this application, I do not think it would have generated such neighborhood reaction and anxiety. Note that Title 17 does not require trails to be contiguous.

The Developer is taking advantage of the Open Space Title 17 even though there are alternative ways to implement the Uniform Trail Map as discussed under item 7.

I respectfully request the Planning Commission to send this request back to the Developer and Planning Department to develop an alternative project plan that matches the beauty and environment of the West Side of Carson City and which will make us proud to be residents in this neighborhood.

Betsy Strasburg, 312 Tahoe Drive, Carson City.

Discussion

1. How can the Developer change the dynamics of the current zoning? Over 10 years ago, in an attempt to preserve Open Space in Carson City, the Board of Supervisors (BOD), enacted Title 17. The Developer is donating a portion of the land to the City under Title 17 to create trails originating from the Mountain Trail trailhead. The Trailhead was built by a Federal Grant but

has been used as a parking lot for the medical profession on the old Carson Tahoe Hospital site. No neighbors have used or missed not having the trails originating from this trailhead. The **Board of Supervisors** never envisioned that their Title 17 would be used to create a neighborhood uncharacteristic of its surroundings. This is of paramount importance to us, the neighbors.

2. So why should the neighbors who has purchased their homes, the biggest investment in their lives, on the assumption of exiting zoning of SF12 (12,000 sq ft lots) want to change the character of their neighborhood to produce an Uniform Trail Map. The neighbors did not give input on the Uniform Trail Map and **should not be used** to transfer value from their homes to the Development for this purpose.

Carson City has over 8000 acres of open space and parks currently and no one is going to miss a few extra trails. They want to preserve the beauty of their purchase on the West Side.

This is akin to eminent domain, confiscation of the value and utility of their homes for the production of trails which are not of critical need for public good such as roads. How many people from our neighborhood will use the currently absent Mountain Street trailhead? Our neighbors go to the Kings Canyon Waterfall, C-Hill, Mexican Dam for their recreation. Plenty of opportunities to enjoy trails. We do not need trails at our backyards just to create 2 storey 34 ft tall houses on minature 5,000 lots, right across the street from the HISTORIC DISTRICT.

3. How much land is the Developer contributing? The majority of the **7.92 acres** of the open space is going to be used for culverts, ditches and stormwater retention tanks before the discharge is metered to the City's drainage system. **This is a FEMA requirement as the south end of the property is a flood zone. We could not ascertain from the Developer how much land is solely dedicated to trails and this donation should not include the 20ft vegetation border on the north side. They are doing that to shelter from the Development from the north side neighbors.**

Item 6 of the appendix of the application says a minimum of 30 feet for th trail width.

6. **As part of the improvement plan, the applicant will construct and dedicate to the City the multi-use path, as well as implement the neighborhood park improvements at the Mountain Street trailhead. This shall be coordinated through and agreed upon by the Carson City Parks, Recreation & Open Space Department. The applicant shall provide a 30' wide (min.) easement for the path. Easement shall be a public access trail easement.**

Should the neighbors be forced to capitulate to the use of Title 17 just because it is convenient to the Developer and fits the goal of the Carson City Parks & Recreation. Are there alternatives to satisfy the Uniform Trail Map without sacrificing value of neighboring homes? ***I say yes which I will show in item 7 below.***

4. Extracted from the Application on page 6

Project Description

Andersen Ranch Estates is envisioned as a traditional single family neighborhood that will include a total of 203 units. Lot sizes will range from approximately 5,000 square feet to nearly 15,000± square feet and will include homes that are complementary to adjoining neighborhoods. The proposed development implements the provisions of section 17.10 of the Carson City Municipal Code which allows for clustering within subdivisions with the preservation of open space. The Andersen Ranch Estates plan is essentially "ringed" with an open space buffer that will not only serve to separate new homes from existing residences, but will provide for pedestrian access and trail linkages through the project, including a connection to the existing trailhead and parking lot located on the west side of Mountain Street at the southeastern corner of the project boundary.

How far is the Historic District from the Andersen Ranch Project? See next page.

How is this Development complementary per the Application?

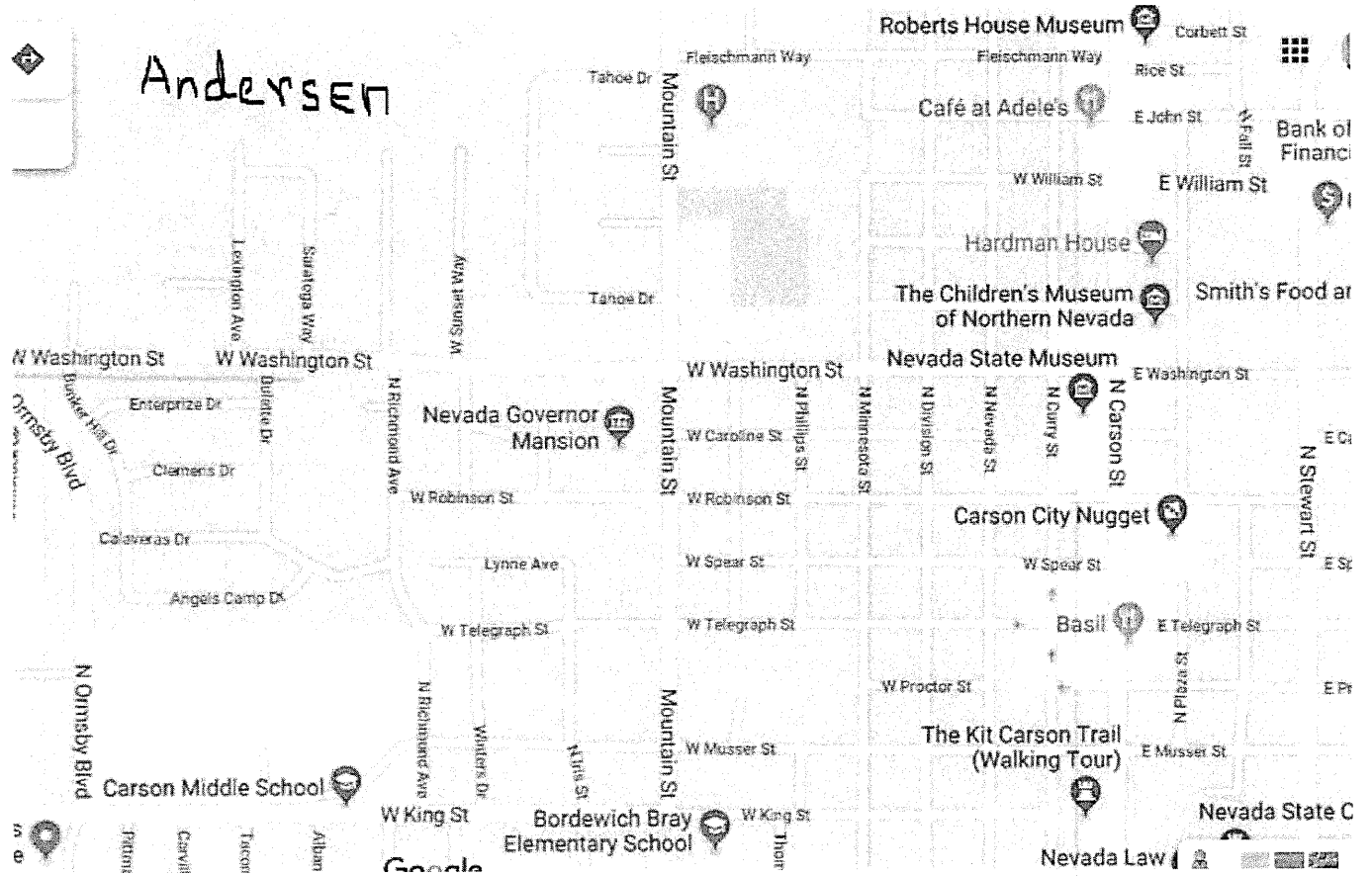
The majority of the homes in the project will be multi-storey 3,000 sq ft oversized back-to-back homes on 5,000 sq ft lots. The Developer told the neighbors at the December 5th meeting that heights will be 24-34 feet (134 lots in the middle), 18-24 sq ft single storey on the perimeter homes. There is no height limitation imposed by the Planning Department.

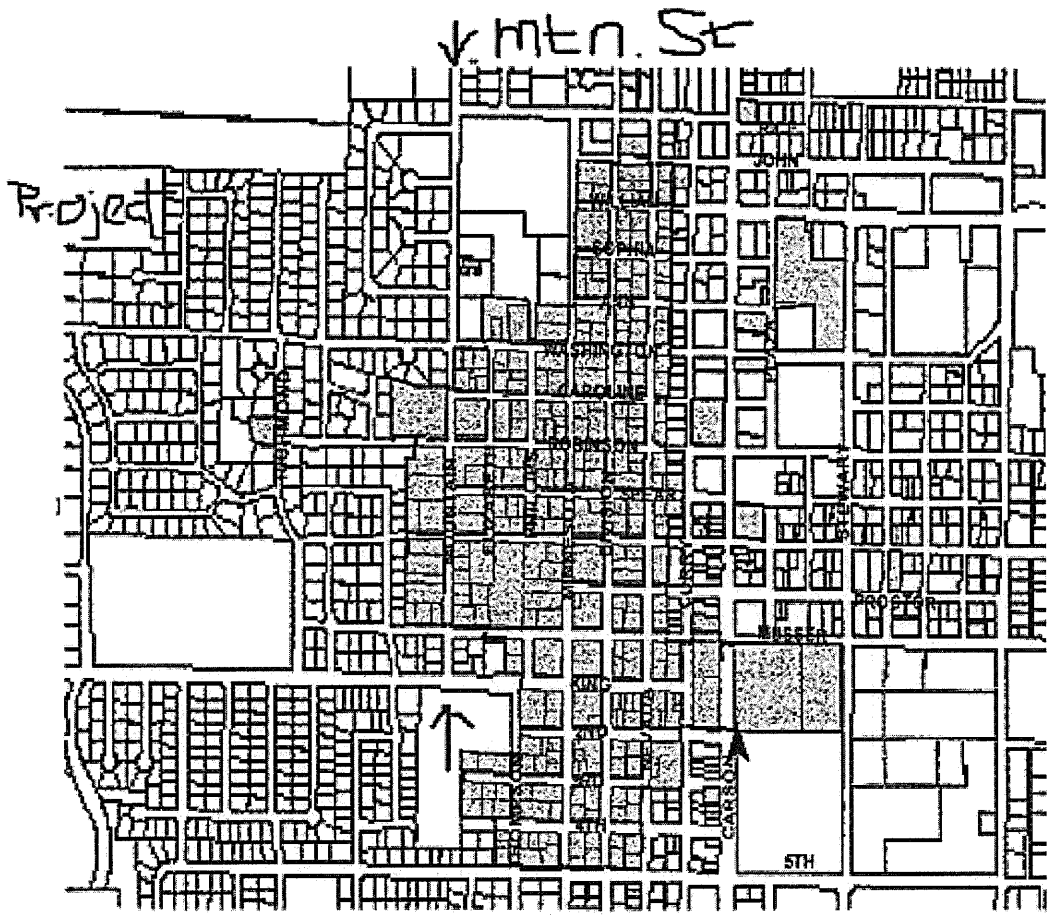
Let us know where in the Historic District we can find similar homes as these monster homes in small lots?

We go out of our way to preseve the character of Carson City. Ala Jack's Bar. Downtown Preservation. Now, we want to build multi-story oversized homes which will tower over the single storey homes on the perimeter and the existing single story ranch type homes on larger lots around Andersen Ranch.

The application is an attempt to hide the inevitable discontinuity of the development with its surroundings or hide the truth until it is too late in the process. Why did Planning Department not insist on computer simulations in this age of technology advancement. ***Will this development make the Planning Commission or the Board of Supervisors or Carson City PROUD? I think not.***

Andersen





HISTORIC DISTRICT MAP
Copyright 1992

5. Extracted from the Application on Page 8

The development plan envisions smaller homesites (5,000 square feet minimum) to be located within the interior portions of the site while larger lots, 7,700± square feet and larger, are located around the exterior project boundaries, adjacent to open space buffers. As noted previously, the project implements a common open space development pattern, as permitted under section 17.10 of the Municipal Code. In the case of the Andersen Ranch Estates project, a common open space approach is highly appropriate as it can serve to implement goals of the Carson City Master Plan as well as benefit existing and future residents. For example, by preserving open space along the southern boundary, a trail connection can occur from the existing trailhead on Mountain Street, providing legal pedestrian access through the Andersen Ranch Estates property, connecting to existing and planned pedestrian trails/routes west of the project. Although the trailhead has existed for quite some time, it has not been able to function to its intended potential since it does not connect with a dedicated public trail. The common open space approach will resolve this issue.

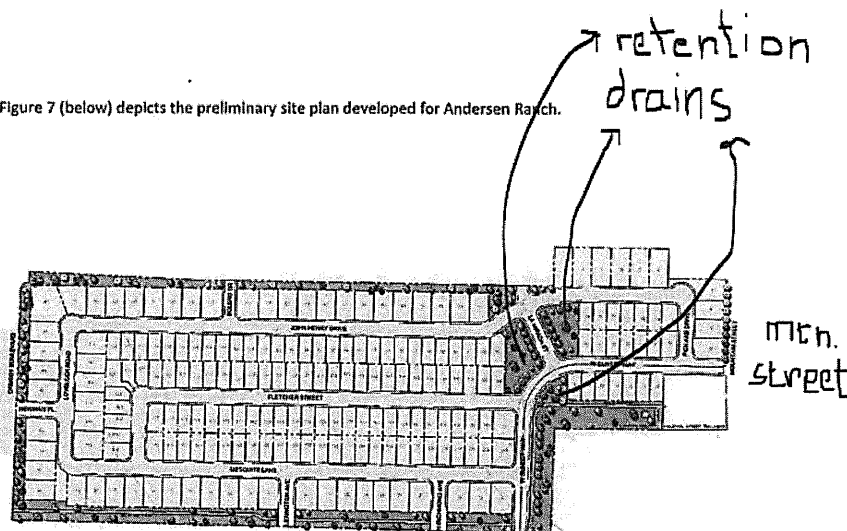
Another benefit of the common open space design is buffering for existing homes to the north and south of the project. Although the project proposes lot sizes and a development pattern that is consistent with the existing neighborhoods, it is recognized that homes to the north and south are in established neighborhoods and have been accustomed to the open ranchland behind them. Provision of an open space buffer will protect the existing open atmosphere and ensure an extra level of privacy for existing homes that border the site.

The common open space planned for Andersen Ranch Estates will also provide area for stormwater detention and drainage improvements that will ensure that no portions of the property are subject to flooding.

Would current neighbors need buffering if the existing zoning of SF12 was implemented?

Stormwater detention and drainage improvements is a FEMA requirement and a benefit required to sell homes on a flood plain. Resident have to pay \$1200 per year for required annual flood insurance without mitigation through extra drainage or raising the topography. Representing this as a benefit to existing neighbors is a misrepresentation of the Developer in the application.

Figure 7 (below) depicts the preliminary site plan developed for Andersen Ranch.



6. Extracted from the Application on page 9

As noted, Andersen Ranch proposes to utilize the existing zoning and its associated single family density. Although the common open space development approach will allow for reduced lot sizes, overall density does not exceed that permitted under the SF6 and SF12 designations. Furthermore, lot sizes proposed are complementary to adjoining neighborhoods and perimeter lotting within Andersen Ranch Estates includes larger homesites.

Current						Proposed			
	Acre	Total Sq Ft	# of units	%	Per Unit	# of Units	%	Per Unit	% Change
SF6	7.8 acres	339768 sq ft	56.63 units	28%	6000 sq ft per Unit	134 Units	66%	5000 Sq Ft Per Unit	38 points increase in smaller lots
SF12	40.4 acres	1759824 sq ft	146.65 units	72%	12000 sq ft Per Unit	69 Units	34%	7700 Sq Ft Per Unit	38 points decrease in larger lots
Total	48.2 acres		203.28 Units	100 %		203 Units	100%		

The 38 points difference in each category is substantial – almost a swap of half of the units. 38 points decrease in the 12,000 lot sizes degrades the zoning designation of a Medium Density Residential (MDR) zone. *Even it is technically within the MDR zone using the 5,000 lot sizes, it violates the conceptual premise of the West Side architecture of Carson City. Will the Planning Commission and Board of Supervisors be proud of implementing this deterioration? It will be a blotch to the skyline in the West Side.*

Has the Planning Department or Planning Commission asked the residents of the neighbors:

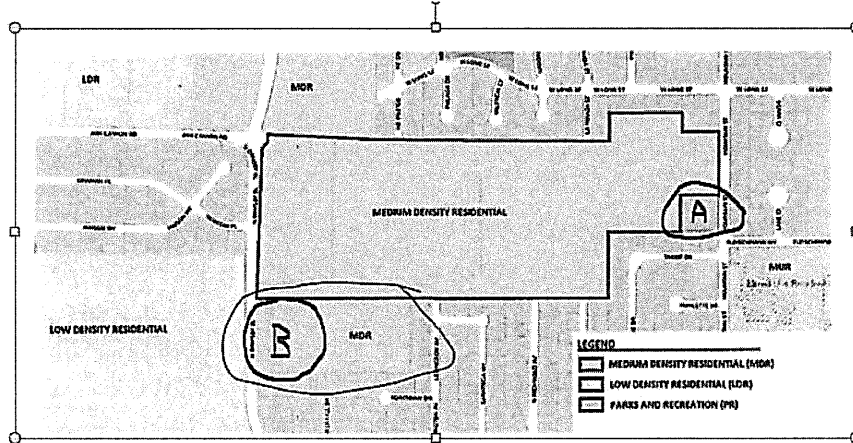
- Whether they want to give up their view of the hills and transfer their home values to the new houses in exchange for a trailhead that they have not experienced to-date. **Carson City has over 8000 acres of open space and parks – who cares if none are added on the east side and north side of Andersen Ranch.**
- Would any resident be devastated if the Mountain Street trailhead did not materialize after so many years AND remained as the parking lot for the businesses and patients coming to the Old Carson Tahoe Hospital site.
- Would the neighbors fault Carson City Parks & Recreation if the objective of Uniform Trail Map is not fulfilled by moving the trail to the portion of the Andersen Property not covered by this project i.e. the south side?

- Has Carson City Parks & Recreation asked the neighbors to contribute? Ask big Companies in the area to donate for a trail naming rights? What about a Go-FUND-Me page? What about Andersen Ranch? How about getting help from the Carson City Sustainability group to assist with Grant writing? I am sure the SOSCARSONCITY.ORG will assist as I will.

7. Are there alternatives to achieving Uniform Trail Map desired by the Carson City Parks and Recreation?

As an example, the City can exchange the current parking lot (Marked A) for equivalent land (Marked B) and connect the Trail on the other side of Ormsby Street. This will be more cost-effective to build the trail continuation closer to the west side and fulfill the Uniform Trail Map. (Title 17 says that trails do not have to be contiguous).

Representing that this proposed application is the only way to fulfill the Uniform Trail Map goal of the Parks & Recreation is disingenuous and a disservice to the existing neighbors.



Let's face it. No one is beating down the door of Parks & Recreation to continue the Mountain Street Trailhead. In fact, the City would earn more money by installing metered parking for the people who visit medical facilities on Mountain Street.

There is more than 1 way to create a trade-off to improve city planning. Here is a golden opportunity to create new ways beneficial to all, and retain the beauty of the Carson City. ***No one gaining any points by simply sticking to a checklist as the Application shows especially when the Master Plan has not been updated since 2006. Much has changed since 2006 with improved City Planning concepts. Is Title 17 unfairly benefiting the Developer at the expense of the neighborhood?***

8. Extracted from the application on page 22

The site is located outside the downtown core but is approximately a 2,000-foot walking distance from North Carson Street. Thus, the project provides housing opportunities within a reasonable walking distance of downtown businesses, services, and employment centers.

The project is designed to be consistent with adjoining neighborhoods but will still provide housing opportunities that are within walking distance of downtown.

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

Proximity to downtown is a plus for all current residents on the West side. *It is a selling point to buyers of houses in the Development but it should not be done by eliminating original zoning assumptions, upon which existing neighbors have purchased their homes over the last 20 years in the West Side.*

The application on page 22 incorrectly states that it is consistent with adjoining neighborhoods where the majority of the lots are SF12 (12000 sq ft lots) with single storey ranch homes. It is changing from a 72:28 SF12 (12000 lots) ratio to a 34:66 ratio, a complete reversal.

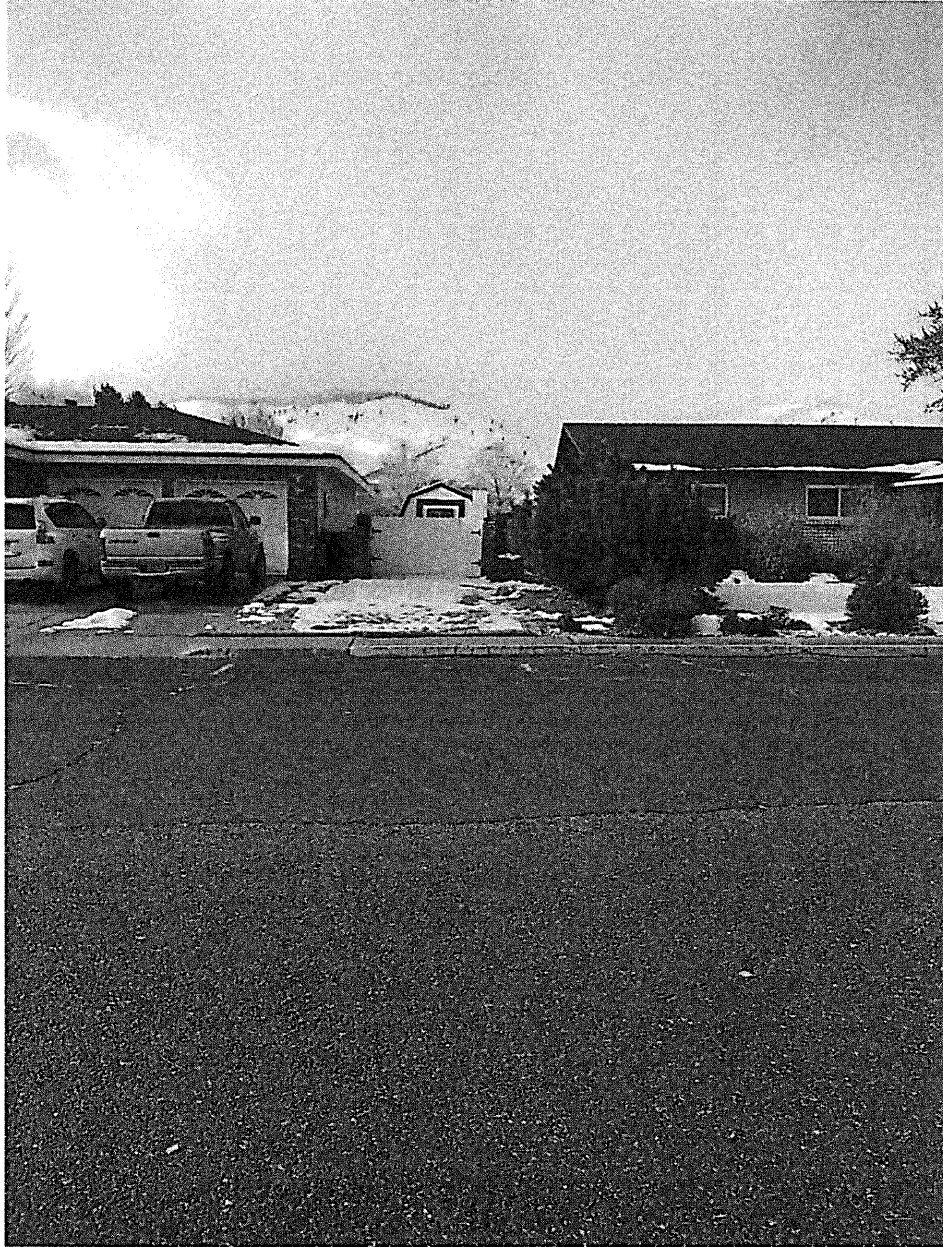
9. Extracted from the Application – page 10.

Andersen Ranch Estates – Overall Development Summary	
Development Standard	Proposed with Tentative Map
Total Project Area	48.2± acres
Total Units	203
Total Lot Area	28.62± acres
Right-of-Way Area	11.63± acres
Common Area/Open Space	7.96± acres
Project Density	4.21 dwelling units per acre
Minimum Lot Size	5,000± square feet
Maximum Lot Size	14,930± square feet
Average Lot Size	6,140± square feet

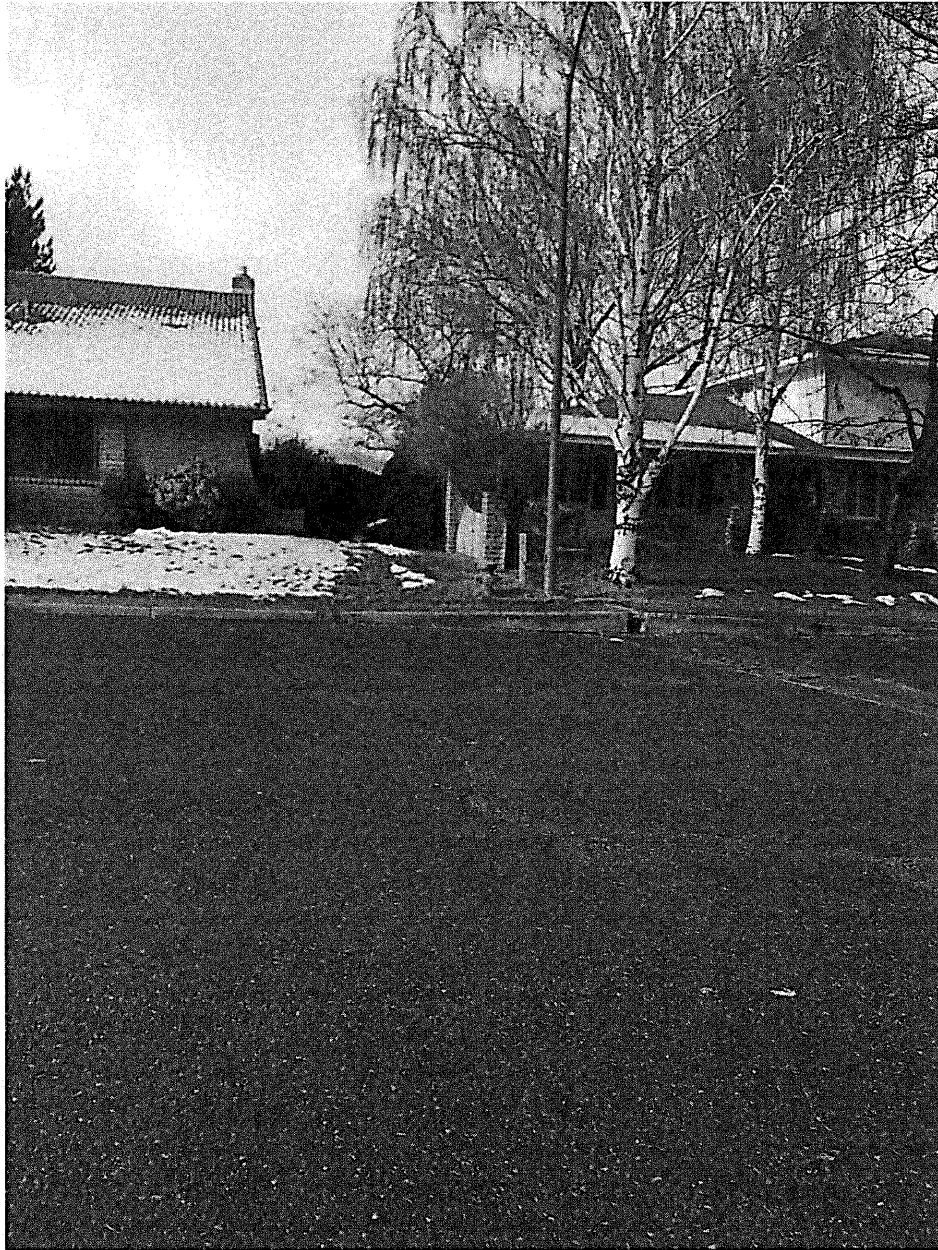
The reported 7.96 acres to open land is misleading to a casual reader of the application – *most of the the 7.96 acres is needed for culverts, ditches, storm water retention trunks. The applicant does the separate the open space needed for the “buffer” versus FEMA mandated improvements versus stormwater retention drains. So what is the net open space donated to the City for which the neighbors are making a monumental sacrifice by:*

- (1) alteration of the existing character of the West Side neighborhood,
- (2) transference of value of their property to the Andersen Ranch Development, and
- (3) seeing back-to-back adjoining oversized 2 storey houses over the rooftops of the single-story along the perimeter of the Development.

Here are some photos around town in the West Side neighborhood.



One-Storey house on Lexington does not obscure view for the neighbor across the 45ft street. Houses close together on a 5,000 sq ft lot will not space between houses as in this photo. Two-storey homes next to each other on 5,000 sq ft lots will completely obscure the view of the existing neighbors along the perimeter of the Andersen Ranch.



Comparison of 1-storey house next to a 2-storey house (only one 2-storey house on Lexington) but not on 5,000 sq ft lots. The view is completely obscured by the 2-storey house if it is not for the gap between the lots. Imagine 134 units 2-storey 3,000 sq ft houses on 5,000 sq ft lots next to each other in the inside of the Development. Is the setbacks sufficient? What would it look like?

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DEC 10 2019

CARSON CITY
PLANNING DIVISION

Dear Planning Commissioners,

Regarding the Andersen Ranch Estates tentative map being reviewed by you on December 17th, the neighbors, homeowners and existing taxpayers of Carson City have many concerns about this subdivision.

This development is being rushed before the commission and board of supervisors without adequate community input. One meeting does not constitute adequate chance to discuss all aspects of this development thoroughly. Our understanding is that this project has been with the city since February; in that time no representative of the city advised the developer that it might be a good idea to meet with the community, given the previous "Vintage" project! We citizens are disappointed in our own representatives! We request that this item be withdrawn from the December 17th agenda by the commission to allow proper time for the community to meet with the sub-divider, not during the holiday season.

In lieu of that, we would like to see a new traffic study, one that is done during the school year and a full school day, one that accounts for bicycle and pedestrian traffic as well as cars.

We have NOT yet seen any architectural drawings of the buildings they propose. Given our experience with the "Vintage" project's idea of a single-story home, we want to see these buildings before any maps are approved.

There is no mention of the construction activities on this property except for their idea of phasing. We would like all construction traffic limited to using Mountain Street for entry and egress. Also, we would like time limits on all construction activities, such as Monday to Friday, 8 AM to 5 PM. We also want some conditions regarding lights, noise and dust so that we can maintain good living conditions for our children and families.

If you do choose to approve this application, we ask that the following conditions be added to the Planning Commission motion:

- *All homes will be built at existing grade.
- *All homes will be only 1 story high with a review by the community of the architecture and height.
- *The Ormsby "trail" will be at least as wide as the trailhead on the south.
- *No 3 car garages.
- *All roads being connected to this development from the north and south will be for bicycle/pedestrian/emergency vehicles ONLY and will be equipped with Fire Department special gates.
- *The developer will reimburse the city the cost of the stop sign at Mountain and Fleischmann.
- *The developer will pay for any traffic signals required at Washington and Richmond (or anywhere else).
- *All homes on the periphery will be sited as far to the FRONT of the lot as possible.
- *No lots to be smaller than 5,000 SF.

I firmly believe that CCMC 17.10 is a detriment to our city by not being conditioned to only properties with constraints, such as shape, slope, etc. Developers are taking advantage of this provision to provide minimal open space (let's face it the trail around the development is not true open space), build small cramped lots, and keep the same density as given in CCMC 18. This is NOT a service to our quality of life!

We all know that residential development does NOT pay for itself in taxes vs services required (schools, roads, police, fire, etc.). Let's not rush into something that may turn out to be a mistake. Please allow the community time to meet with the developer in a proper time-frame.

Thank you for your attention,

Maxine Nietz

Homeowner, citizen, business owner, senior, taxpayer, voter, volunteer and
Chair of SaveOpenSpace-Carson City

775.887.1294

nevadamax@usa.com

ANDERSEN RANCH ESTATES TENTATIVE SUBDIVISION MAP



Photo Credit: Nevada Appeal

PREPARED BY:



NOVEMBER 7, 2019

ANDERSEN RANCH ESTATES

TENTATIVE SUBDIVISION MAP

Prepared by:

Christy Corporation, Ltd.

1000 Kiley Parkway

Sparks, Nevada 89436

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November 7, 2019

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Appendices:

Tentative Subdivision Map Application
Property Owner Affidavit
Conceptual Map Letter
Proposed Street Names
Property Tax Verifications

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Attachments:

Preliminary Engineering Plans
Preliminary Landscape Plan
Sewer and Water Main Analysis
Conceptual Drainage Study (House Moran Consulting)
Traffic Study (Headway Transportation)

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Introduction

This application includes the following request:

- A Tentative Subdivision Map to allow for the creation of 203 single-family lots within the SF6 and SF12 zones.

Project Location

Andersen Ranch Estates is located on the west side of Carson City between Mountain Street and Ormsby Boulevard. The property (APN #'s 007-573-09, 10, and 11) consists of 48.2± acres and includes a mix of SF6 and SF12 zoning. Currently, La Mirada Street and Bolero Drive are stubbed to the project site on the north while Lexington Avenue, Richmond Avenue, and Sunset Way terminate at the south side of the project area. Figure 1 (below) depicts the project location.

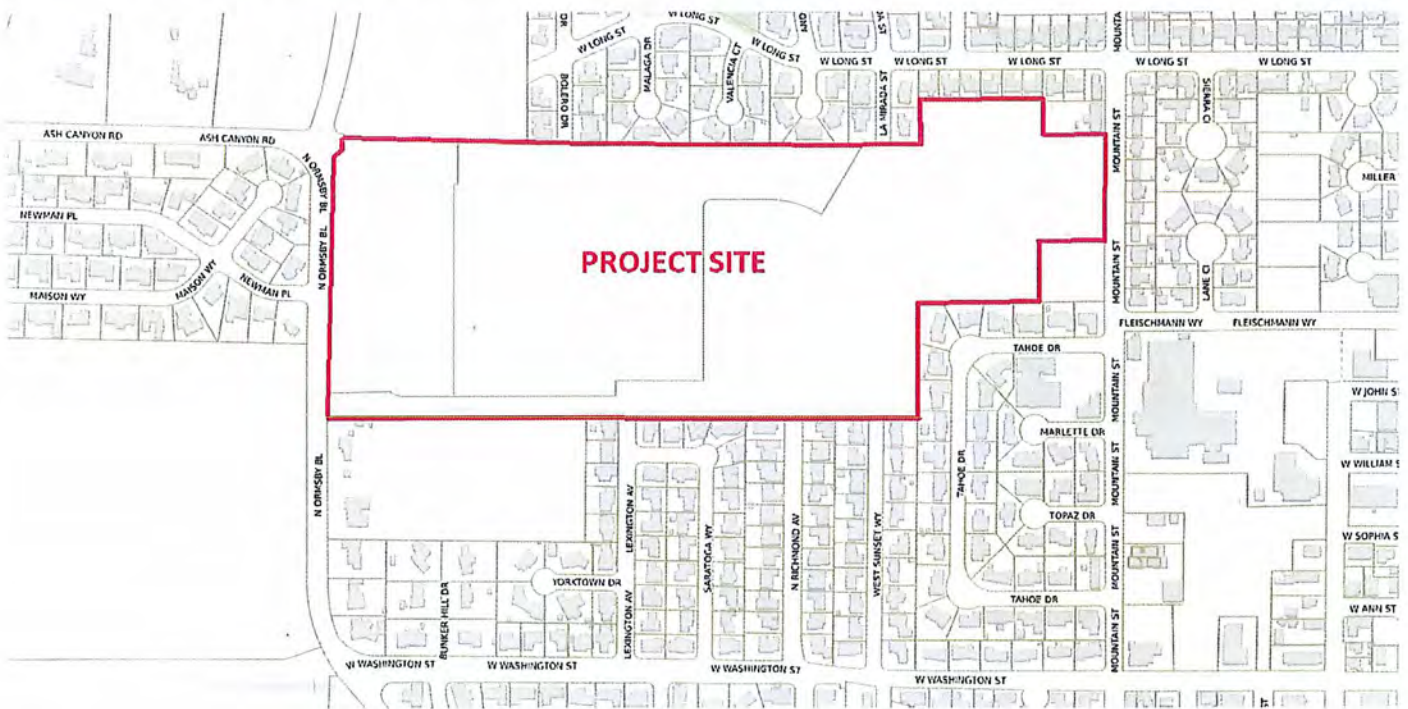


Figure 1 – Vicinity Map

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Existing Conditions

The project site is currently vacant and includes split zoning. The easternmost 7.8±-acres is zoned Single Family 6,000 square foot lots (SF6) while the remainder of the site is zoned Single Family 12,000 square foot lots (SF12). Surrounding zoning includes both SF6 and SF12 to the north and south, SF12 and SF1A to the west, and SF6 to the east. Additionally, PC zoning exists at the southeastern boundary of the site, reflective of the existing trailhead operated by the Carson City Department of Parks, Recreation, and Open Space. Figure 2 (below) provides a map of the existing zoning.

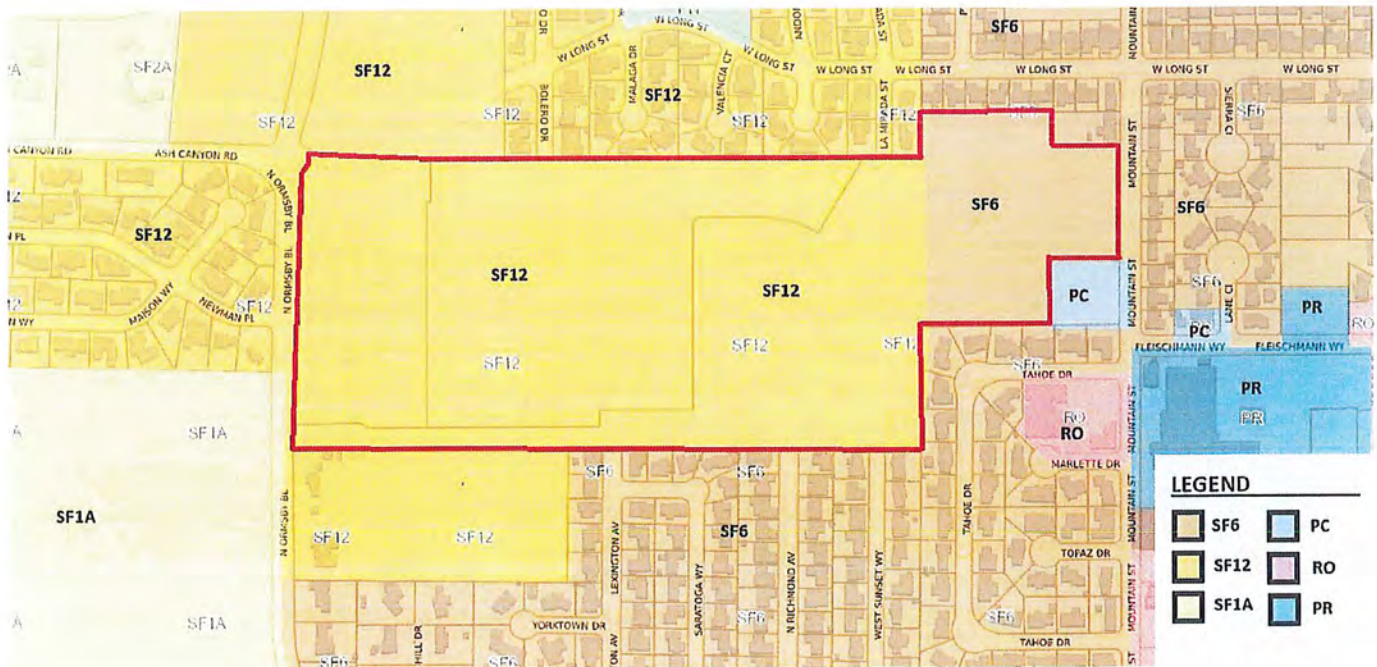


Figure 2 – Existing Zoning

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As Figure 3 (below) depicts, the entire 48.2± acres is designated as Medium Density Residential (MDR) in the Carson City Master Plan, as are properties that surround the site. An area of Low Density Residential (LDR) is located west of the site along with an area of Parks and Recreation (PR) adjacent to the southeast corner of the property (trailhead).

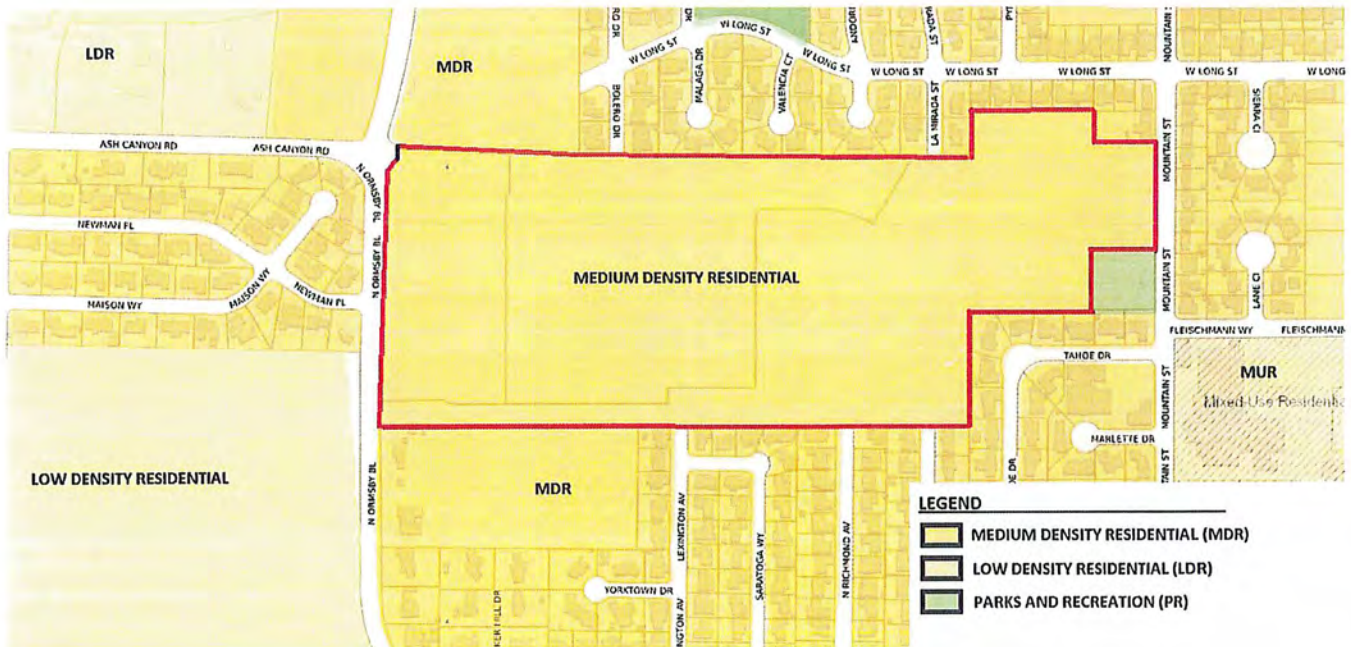


Figure 3 – Existing Master Plan Designations

ANDERSEN RANCH ESTATES

Surrounding land use include single family homes to the north, south, and west, with non-residential uses near the eastern property boundary, including a medical center, limited supporting retail, and medical office space. The remainder of the Andersen Ranch (west of Ormsby Boulevard) is vacant with the exception of the existing ranch house and is not a part of this tentative map request.

The site is well served by the area road network. It is 1,675± feet (straight line distance) west of North Carson Street and can be accessed on its east side via Bath Street, Long Street, Fleischman Way, and Washington Street, which all connect to Mountain Street. The western edge of the property can be accessed via Ormsby Boulevard which becomes Winnie Lane to the east.

It is intended to develop the site without altering traffic patterns in the surrounding area. Although connections to existing stub streets to the north and south are envisioned, primary access to Andersen Ranch will be from Mountain Street and Ormsby Boulevard. As a result, traffic will be directed to the existing collector streets (i.e. Mountain Street, Ormsby Boulevard, Winnie Lane, Long Street, and Washington Street) and not into existing neighborhoods to the north and south.

Figure 4 (below) provides an aerial view of the site and surrounding conditions (oriented east/west), while Figure 5 (following page) provides photographs of the existing onsite conditions.



Figure 4 – Aerial View

ANDERSEN RANCH ESTATES

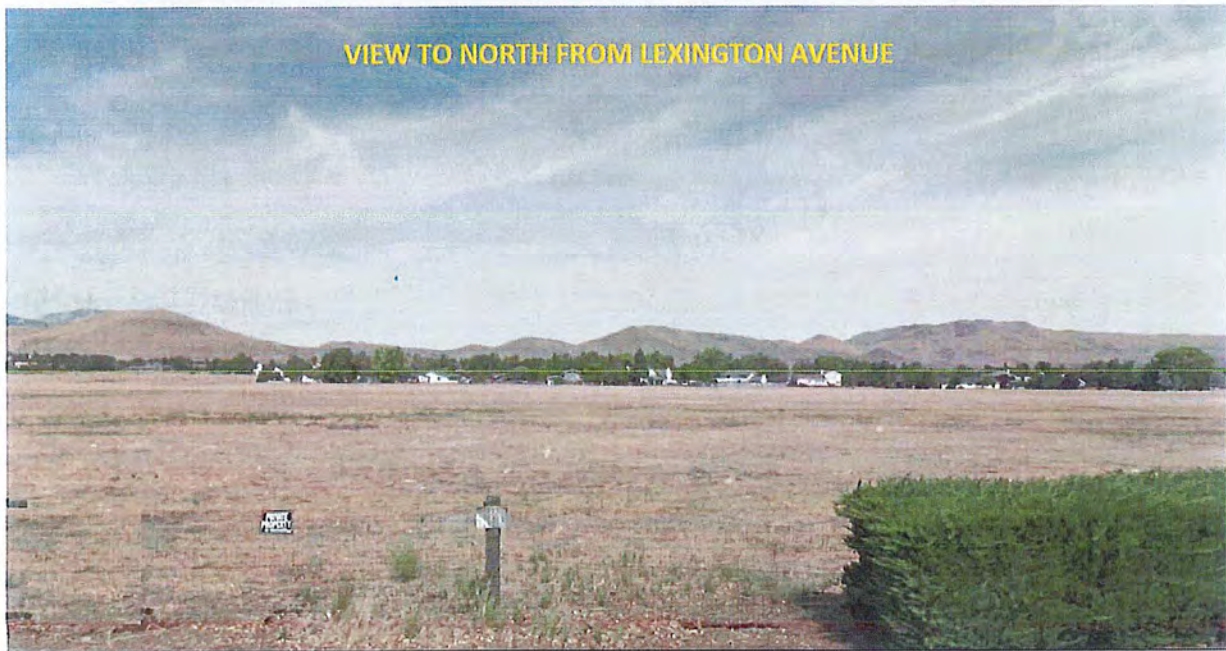
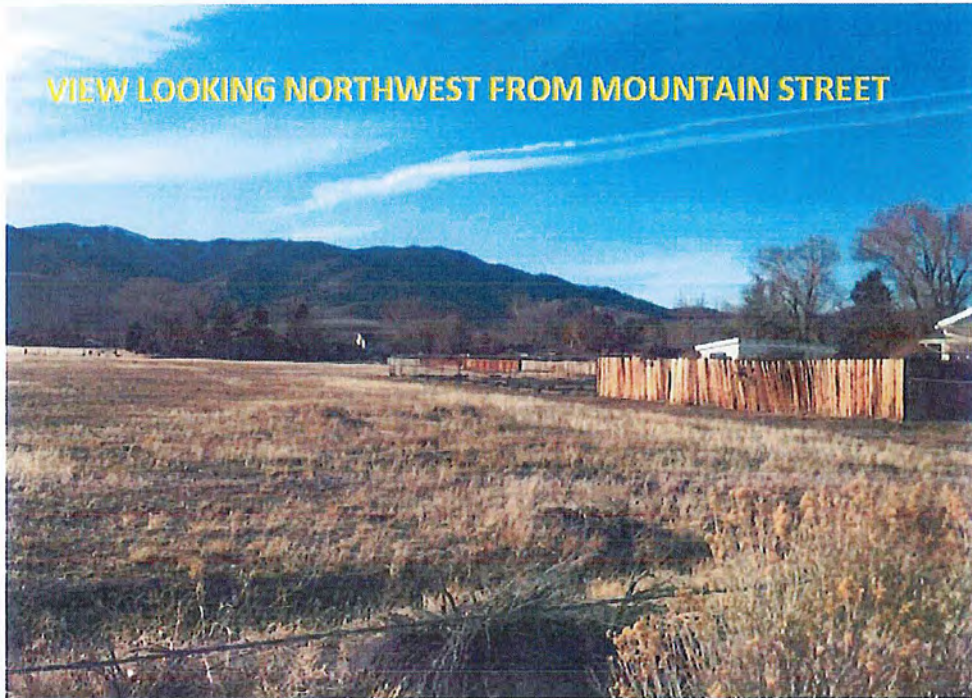


Figure 5 – Existing Conditions

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Project History

The Andersen Ranch Estates property included in this application has long been zoned SF6 and SF12. In 2016, the Vintage project was approved by the Carson City Board of Supervisors and included the subject property along with portions of the Andersen Ranch west of Ormsby Boulevard. At that time, the developer was proposing a Planned Unit Development (PUD) that included a Master Plan Amendment to Mixed Use Residential on 5.6 acres located at the east side of the property, along with a Zoning Map Amendment and Special Use Permit which allowed for 212 single family units and a 96-bed congregate care facility.

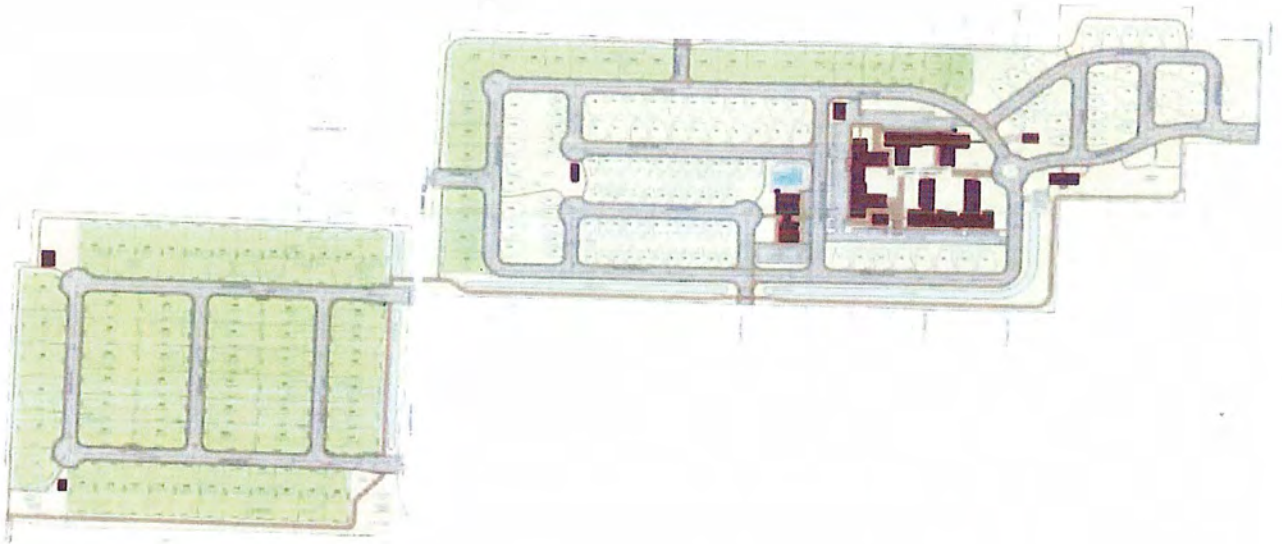
The Vintage project was envisioned as a 55 and over age-restricted community. The PUD approach allowed for clustering of units on lots as small as 1,690 square feet. Various community amenities were included in the plan such as gated access with security center, clubhouse, community gardens, etc. Although the project was approved by the Board of Supervisors, the development plans did not move forward. The conditions of approval for the Vintage project stated that in order for the adopted Master Plan and zoning changes to take effect, the PUD had to be finalized. Since the PUD did not move forward, the Medium Density Residential Master Plan designation and SF6/SF12 zoning remain in place as they have for over two decades.

There was significant public review and comment that occurred during the Vintage entitlement process. The project faced harsh criticism from area residents related to proposed lot sizes, the assisted living/congregate care component, gated access, as well as the proposed age restrictions. The changes proposed by Vintage correlated to a very specific vision for a retirement community and were appropriate for the needs of seniors. However, it was stated on numerous occasions by area residents that a preferred approach to development of the site would be with traditional single family homes under the provisions of the long-time site zoning.

As detailed in the following section, this application does not include a PUD development approach and intends to provide single family lots without amendments to the SF6 or SF12 zoning that exists today. It is also important to note that **the Andersen Ranch Estates project is not affiliated with the Vintage project or the prior developer.**

For comparison purposes, Figure 6 (following page) depicts the previously approved Vintage plan. As noted, the Vintage plan included the portion of the Andersen Ranch located west of Ormsby Boulevard. Areas west of Ormsby are not included with this tentative map request.

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Note: Plan provided from existing public records located at www.carson.org.

Figure 6 – Vintage Development Plan

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Project Description

Andersen Ranch Estates is envisioned as a traditional single family neighborhood that will include a total of 203 units. Lot sizes will range from approximately 5,000 square feet to nearly 15,000± square feet and will include homes that are complementary to adjoining neighborhoods. The proposed development implements the provisions of section 17.10 of the Carson City Municipal Code which allows for clustering within subdivisions with the preservation of open space. The Andersen Ranch Estates plan is essentially “ringed” with an open space buffer that will not only serve to separate new homes from existing residences, but will provide for pedestrian access and trail linkages through the project, including a connection to the existing trailhead and parking lot located on the west side of Mountain Street at the southeastern corner of the project boundary.

Primary access to and from the Andersen Ranch will be via a new connection to Mountain Street on the east and Ormsby Boulevard on the west. Based on comments received from Carson City Engineering staff during the Conceptual Map review, the plan provides for connections to Bolero Drive and La Mirada Street to the north, and Sunset Way, Richmond Avenue, and Lexington Avenue on the south. These roadways currently terminate at the Andersen Ranch Estates boundary and are only anticipated as secondary access to the project. They will also provide for overall neighborhood connectivity which will enhance pedestrian/bicycle access and emergency response within the established neighborhoods to the north and south.

The development plan envisions smaller homesites (5,000 square feet minimum) to be located within the interior portions of the site while larger lots, 7,700± square feet and larger, are located around the exterior project boundaries, adjacent to open space buffers. As noted previously, the project implements a common open space development pattern, as permitted under section 17.10 of the Municipal Code. In the case of the Andersen Ranch Estates project, a common open space approach is highly appropriate as it can serve to implement goals of the Carson City Master Plan as well as benefit existing and future residents. For example, by preserving open space along the southern boundary, a trail connection can occur from the existing trailhead on Mountain Street, providing legal pedestrian access through the Andersen Ranch Estates property, connecting to existing and planned pedestrian trails/routes west of the project. Although the trailhead has existed for quite some time, it has not been able to function to its intended potential since it does not connect with a dedicated public trail. The common open space approach will resolve this issue.

Another benefit of the common open space design is buffering for existing homes to the north and south of the project. Although the project proposes lot sizes and a development pattern that is consistent with the existing neighborhoods, it is recognized that homes to the north and south are in established neighborhoods and have been accustomed to the open ranchland behind them. Provision of an open space buffer will protect the existing open atmosphere and ensure an extra level of privacy for existing homes that border the site.

The common open space planned for Andersen Ranch Estates will also provide area for stormwater detention and drainage improvements that will ensure that no portions of the property are subject to flooding.

ANDERSEN RANCH ESTATES

Open space areas will also include new landscaping which will add aesthetic appeal within the project. All common areas, open space, detention basin, etc. will be maintained by a homeowner's association established in conjunction with the project. Also, the project applicant is working with the Carson City Department of Parks, Recreation, and Open Space to provide improvements to the existing Mountain Street trailhead with park tax fees generated by the project. These improvements will benefit the community as a whole and fill a long-standing need identified in the Unified Pathways Master Plan.

As noted, Andersen Ranch proposes to utilize the existing zoning and its associated single family density. Although the common open space development approach will allow for reduced lot sizes, overall density does not exceed that permitted under the SF6 and SF12 designations. Furthermore, lot sizes proposed are complementary to adjoining neighborhoods and perimeter lotting within Andersen Ranch Estates includes larger homesites.

The following table illustrates how density is calculated for Andersen Ranch:

Andersen Ranch Estates – Allowed Density Summary		
Zoning Designation	Area	Unit Yield
SF6	7.8± acres	56.63 units
SF12	40.4± acres	146.65 units
TOTAL	48.2± acres	203 units

As the above table illustrates, the 203 units proposed are in direct compliance with the density allowed under the current mix of zoning assigned to the parcels included within Andersen Ranch Estates. A mix of lot sizes are proposed to include 5,000 square foot (minimum) along with 7,700 square foot minimum lots. The following table provides a breakdown of lot type proposed with the Conceptual Map:

Andersen Ranch Estates– Conceptual Lotting Summary	
Lot Type	Number of Lots
5,000 square feet minimum (50' x 100')	134 lots
7,700 square feet minimum (70' x 110')	69 lots
TOTAL	203 lots

ANDERSEN RANCH ESTATES

The next table (below) provides an overall project summary, as proposed with this Conceptual Map

Andersen Ranch Estates – Overall Development Summary	
Development Standard	Proposed with Tentative Map
Total Project Area	48.2± acres
Total Units	203
Total Lot Area	28.62± acres
Right-of-Way Area	11.63± acres
Common Area/Open Space	7.96± acres
Project Density	4.21 dwelling units per acre
Minimum Lot Size	5,000± square feet
Maximum Lot Size	14,930± square feet
Average Lot Size	6,140± square feet

A comprehensive traffic impact analysis has been prepared by Headway Transportation and is included as an attachment to this report. As outlined in the traffic study, projected average daily trips (ADT) generated by Andersen Ranch Estates is 1,926 with 151 am peak hour trips and 202 pm peak hour trips. By way of comparison, the previously approved Vintage project included 2,454 ADT, with 181 am peak and 240 pm peak hour trips. The updated plan results in over 20% less projected traffic. The traffic analysis analyzes trip distribution, existing levels of service/capacity, and identifies required improvements/upgrades to the existing roadway network that will be completed as part of the Andersen Ranch Estates project.

As noted previously, primary access to the site is from Mountain and Ormsby Streets. This ensures that traffic patterns within the existing neighborhoods will be far less impacted. Secondary access is provided via connections with existing stub streets to the north and south. However, it is anticipated that these roadways will get little use as they do not provide direct connections to the arterial street system and are less convenient in terms of reaching everyday services and common destinations.

A comprehensive drainage study has been prepared by House Moran Consulting which addresses existing and post-development drainage conditions and identifies the improvements that will be incorporated with the Andersen Ranch Estates project. Recent improvements that have occurred upstream have reduced flood hazard areas within the project site. As detailed in the attached House Moran report, the planned improvements will allow for the processing of a Letter of Map Revision (LOMR) through FEMA that will remove the small portions of the property identified within the AO flood zone. The planned improvements will ensure that all drainage impacts are properly mitigated in accordance with Carson City standards/requirements. There are no identified wetlands located within the project boundary.

ANDERSEN RANCH ESTATES

Site Analysis

Section 17.10.035 of the Carson City Municipal Code requires that a site analysis that analyzes development opportunities and constraints be completed for projects that will incorporate common open space. Each of the site analysis criteria is listed below and addressed in **bold face** type.

1. **Location Map.** A general location map providing context of location and vicinity of site.

A location map is included as Figure 1 of this report and is also included on the attached Tentative Map title sheet.

2. **Land Use and Zoning.** Current and planned land use and adopted zoning on the site and adjacent adopted zoning and current, planned and approved, but unbuilt land uses.

Figures 2 and 3 of this report depict the existing zoning and Master Plan designations for the Andersen Ranch Estates project. Built uses that surround the property are depicted in Figure 4. There are no approved/unbuilt plans for vacant properties to the west and southwest of the project site.

3. **Existing Structures.** A description of the location, physical characteristics, condition and proposed use of any structures.

The project site is vacant and does not contain any existing structures.

4. **Existing vegetation.** A description of existing vegetation, including limits of coverage, and major tree sizes and types. In the instance of heavily wooded sites, typical tree sizes, types and limits of tree coverage may be substituted.

There are no mature trees located on the project site. The property contains native grasses and those commonly associated with irrigated pastureland. This is further depicted on Figure 8 (following page).

5. **Topography.** An analysis of slopes on the site, and adjacent to the site, using a contour interval of 5 feet, or at a contour interval appropriate for the site and agreed to by the director, identifying areas with 15 percent or greater slope, areas with 33 percent greater slope and areas identified as "skyline" on the adopted Carson City skyline map.

The project site is relatively flat and does not contain any slopes in excess of 15 percent. The attached Tentative Map sheets, including the preliminary grading plan depict the existing and proposed onsite topography.

ANDERSEN RANCH ESTATES

6. Soil. An analysis of the soil characteristics of the site using Soil Conservation Service (SCS) information.

A geotechnical investigation was completed by Lumos and Associates, Inc. in May of 2016 with the previously approved Vintage project. This report is part of the public record and indicates that there are no soils onsite that would preclude the type and density of development being proposed with Andersen Ranch Estates.

7. Natural Drainageways. Identification of natural drainageways on and adjacent to the site.

There are no defined drainageways located onsite. The attached drainage and hydrology studies as well as the technical memorandum related to flood zones (prepared by House Moran Consulting) provide in depth detail on existing and proposed drainage patterns associated with the project.

8. Wetlands and Water Bodies. Identification of existing or potential wetlands and water bodies on the site.

There are no identified wetlands or water bodies located within the project boundary.

9. Flood Hazards. Identification of existing and potential flood hazards using Federal Emergency Management Agency (FEMA) information.

As noted previously, there is a small area of AO flood zone identified at the southern portion of the site. This area is fully addressed and proposed improvements are analyzed in the attached drainage/hydrology memorandum prepared by House Moran Consulting. These areas are also depicted in Figure 9 on page 15 of this report.

10. Seismic Hazards. Identification of seismic hazards on and/or near the site, including location of Holocene faults.

As noted previously, public records include a geotechnical investigation prepared by Lumos and Associates, Inc., completed with the previous Vintage project. Although faults do exist in the immediate area of the project site, the Lumos and Associates report states that *"no active Holocene (<12,000 years) age faulting is known to cross the site, nor has any direct evidence of on-site faulting been observed in the field during the current investigation."*

11. Easements. A description of the type and location of any easements, public and/or private on the site.

The attached Tentative Map engineering plans depict all existing easements.

ANDERSEN RANCH ESTATES

12. Utilities. A description of available utilities, and an analysis of appropriate locations for water, power, sanitary sewer and storm water facilities.

The attached Tentative Map engineering plans depict the location of existing and proposed infrastructure, including water, sewer, and storm drain facilities.

13. Appropriate Access Points. An analysis of appropriate access points based upon existing and proposed streets and highways and the site opportunities and constraints.

Access points from Mountain Street and Ormsby Boulevard, as well as existing “stub” streets from adjoining neighborhoods are identified in Figure 8 (below). Access and roadway connectivity are further depicted on the attached Tentative Map plans.



Figure 8 – Opportunities and Constraints

ANDERSEN RANCH ESTATES

Figure 9 (below) depicts the areas of the site identified within the AO flood zone and addressed in the attached memorandum prepared by House Moran Consulting.

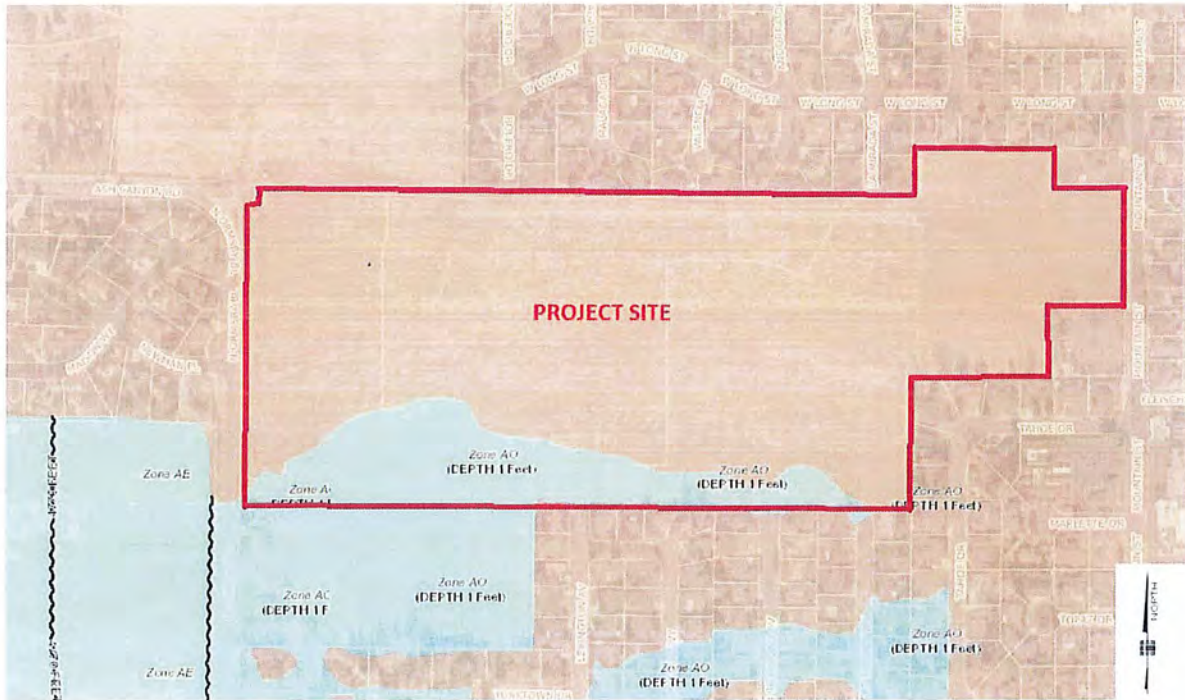


Figure 9 – Flood Zone Map

After consulting with Carson City Engineering Staff, it was determined that a geotechnical investigation is not required as part of this Tentative Map package. This is based on the fact that staff is familiar with the reports and conditions analyzed as part of the previously approved Vintage project. Staff did indicate that groundwater levels be referenced in this report.

The geotechnical investigation prepared by Lumos and Associates, Inc. for the Vintage project in May 2016 included 15 test pits across the project site ranging from 11.5 feet to 41.5 feet. Groundwater was only encountered within in two of the testing sites. These sites were located at the east/east-central portion of the site. Groundwater was encountered at 22 feet and 23 feet respectively.

ANDERSEN RANCH ESTATES

In compliance with Section 17.10.035 of the Carson City Municipal Code as it relates to common open space developments, Figure 10 (below) provides a visual depiction of the proposed open space within Andersen Ranch Estates as well as an overall open space area summary.

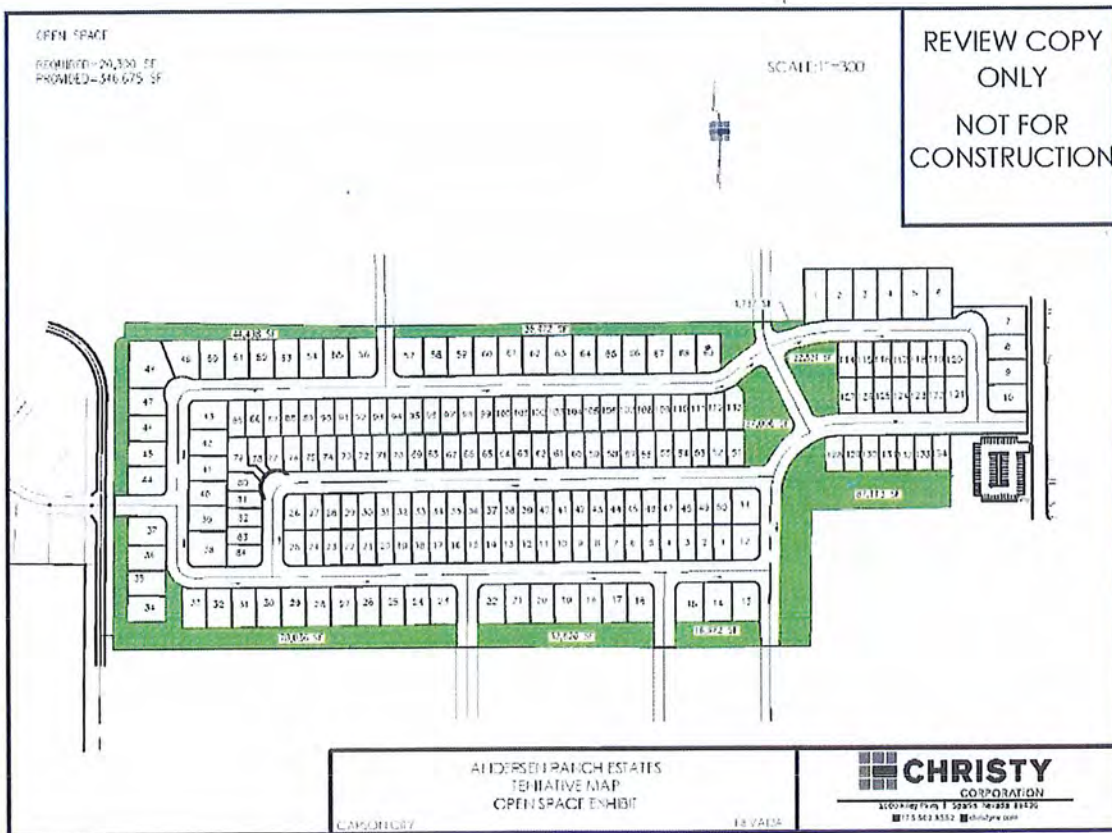


Figure 10 – Open Space Exhibit

ANDERSEN RANCH ESTATES

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 tentative subdivision map. 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. Andersen Ranch Estates will also provide a key trail segment connecting the existing trailhead on Mountain Street with Ormsby Boulevard and beyond.

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

The project will improve access to public land through a connection to the existing Mountain Street trailhead that currently connects to nothing.

ANDERSEN RANCH ESTATES

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, including allowed densities. The project promotes the Master Plan policies of providing an enhanced housing mix and promoting infill development.

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

The project uses existing streets for access and will not result in levels of service that violate Carson City standards.

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 site has a moderate downward slope from west to east. There are no identified faults or soil concerns. The site is partially classified as FEMA zone AO, requiring design and engineering to manage stormwater flow across the site. As detailed in the attached report prepared by House Moran Consulting, recent upstream improvements have benefited the Andersen Ranch Estates site. Additionally, the improvements proposed as part of this tentative map will allow for a LOMR to be processed by FEMA, ensuring all new homes are located within zone X. Developed property that surrounds the site exhibits similar conditions and has proven to function appropriately.

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

This tentative subdivision map request 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.

ANDERSEN RANCH ESTATES

12. Recreation and trail easements.

The project will allow for legal access across the property, connecting the Mountain Street trailhead with trails and facilities west of the Andersen Ranch Estates site.

Master Plan Policy Checklist: Tentative Map

Consistent with Carson City Tentative Subdivision Map application requirements, this section is taken directly from Carson City documents and forms part of the Tentative Map 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 tentative subdivision maps. 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 development 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?

Andersen Ranch Estates 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 complements existing housing in the area and will not change the overall development style of the neighborhood.

ANDERSEN RANCH ESTATES

- ✓ 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, as encouraged in the Master Plan. The project has convenient access to all community services and is appealing to a wide range of potential residents.

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

New construction will incorporate green and energy efficient building materials that are consistent with this goal. Additionally, drought tolerant landscaping and drip irrigation will be included within open space areas and individual lots to reduce water consumption.

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

Although the project site is not in an identified priority area, 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)?

This project can fulfill a long-standing "missing link" in the Unified Pathways Master Plan by providing an east/west connection across the Andersen Ranch Estates site, connecting with the Mountain Street trailhead.

- ✓ 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 in order to provide an open space buffer between new homes and existing neighborhoods to the north and south.

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 project, Anderson Ranch Estates is located in an area already served by City infrastructure and services. The site is within walking distance of existing schools and promotes neighborhood connectivity for pedestrians.

ANDERSEN RANCH ESTATES

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.

✓ 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 new single family residential options that properly relate to the existing neighborhoods that adjoin the site. The project is not proposing any modification to existing zoning or densities and reflects the desire of many residents that voiced concern related to the previously approved Vintage project.

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

There are no identified environmentally sensitive areas on the site.

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. However, irrigated open space buffers will provide for defensible space for both new and existing homes.

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

Carson City GIS data indicates portions of the site are classified as FEMA zone AO. As detailed in the attached House Moran report, these areas will be engineered to function in a way that properly manages stormwater.

✓ 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 adjoining development and infrastructure. Roads, sidewalks, and utilities will therefore be commensurate with what the neighborhood enjoys now. Trail connections and open space will be improved.

ANDERSEN RANCH ESTATES

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

The site is not within a Specific Plan Area.

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

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

Is or does the proposed amendment:

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

The project will provide substantial open space area that will benefit the neighborhood by creating buffer areas and legal access across the property, connecting with the Mountain Street trailhead.

✓ 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 by providing a long-needed link to the Mountain Street trailhead.

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 project:

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

The project will greatly enhance neighborhood connectivity and will benefit both pedestrians and emergency response times. Additionally, the existing Mountain Street trailhead can now be utilized, with legal access across the Andersen Ranch Estates site, connecting with facilities to the west.

Promote revitalization of the Downtown core (5.6a)?

The site is located outside the downtown core but is approximately a 2,000-foot walking distance from North Carson Street. Thus, the project provides housing opportunities within a reasonable walking distance of downtown businesses, services, and employment centers.

ANDERSEN RANCH ESTATES

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

The project is designed to be consistent with adjoining neighborhoods but will still provide housing opportunities that are within walking distance of downtown.

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)?

Final home design will include a variety of elevations and building materials that will provide visual interest. Also, planned landscape improvements and open space enhancements will result in an aesthetically pleasing project.

✓ 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 various architectural detailings.

✓ 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.

ANDERSEN RANCH ESTATES

If located Downtown:

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

Although the project is not within the identified "Downtown Core," it is on the periphery and serves to expand housing options in the area. Proposed density is comparable to existing neighborhoods and is in direct conformance with existing zoning.

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

Not applicable.

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

Not applicable, although the project does include a significant amount of open space that will add aesthetic appeal to the community.

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 project:

- ✓ 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 a short walk from North Carson Street and existing transit stops. This will allow future residents easy access to transit services.

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

The project is accessed by the existing roadway network. It will also fill some existing gaps in the roadway network by providing additional connections with existing neighborhoods.

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

The project will provide a formal trail that crosses the site and provides access to open space to the west. This will serve to implement the Mountain Street trailhead, a key goal of the Unified Pathways Master Plan.

APPENDICES

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

FOR OFFICE USE ONLY:

CCMC 17.06 and 17.07

FILE # TSM - -

TENTATIVE SUBDIVISION MAP

APPLICANT PHONE #
Christy Corporation, Ltd. (775) 502-8552

FEE*: \$3,500.00 + noticing fee

*Due after application is deemed complete by staff

MAILING ADDRESS, CITY, STATE, ZIP
1000 Kiley Pkwy. Sparks, NV 89436

EMAIL
mike@christynv.com

SUBMITTAL PACKET – 5 Complete Packets (1 Unbound Original and 4 Copies) including:

- Application Form including Applicant's Acknowledgment
- Property Owner Affidavit
- Copy of Conceptual Subdivision Map Letter
- Detailed Written Project Description
- Proposed Street Names
- Master Plan Policy Checklist
- Wet Stamped Tentative Map (24" x 36")
- Reduced Tentative Map (11" x 17")
- Conceptual Drainage Study
- Geotechnical Report
- Traffic Study (if applicable)
- Documentation of Taxes Paid to Date

PROPERTY OWNER PHONE #
Andersen Family Associates (775) 721-3712

MAILING ADDRESS, CITY, STATE, ZIP
PO Box 1746 Carson City, NV 89702

EMAIL
megkalley@pacbell.net

CD or USB DRIVE with complete application in PDF

STATE AGENCY SUBMITTAL including:

- 2 Wet-stamped copies of Tentative Map (24" x 36")
- Check made out to NDEP for \$400.00 + \$3/lot
- Check made out to Division of Water Resources for \$180.00 + \$1/lot

APPLICANT AGENT/REPRESENTATIVE PHONE #
Christy Corporation, Ltd. (775) 502-8552

MAILING ADDRESS, CITY, STATE, ZIP
1000 Kiley Pkwy. Sparks, NV 89436

EMAIL
mike@christynv.com

Application Reviewed and Received By:

Project's Assessor Parcel Number(s)
007-573-09, 10, and 11

Project's Street Address
1450 Mountain Street

Submittal Deadline: Planning Commission application submittal schedule.

Nearest Major Cross Street(s)
Mountain Street/Long Street

Project's Master Plan Designation
Medium Density Residential

Project's Current Zoning
SF6 and SF12

Note: Submittals must be of sufficient clarity and detail for all departments to adequately review the request. Additional information may be required.

Project Name
Andersen Ranch Estates

Total Project Area
48.2 acres

Number of Lots
203

Smallest Parcel Size
5,000 square feet

Please provide a brief description of your proposed project below. Provide additional pages to describe your request in more detail. This is a tentative subdivision map to allow for the creation of 203 single family parcels on a 48.2 acre portion of the Andersen Ranch. Please refer to attached report package for a detailed project description.

NOTE: If your project is located within the Historic District or airport area, it may need to be scheduled before the Historic Resources Commission or the Airport Authority in addition to being scheduled for review by the Planning Commission. Planning staff can help you make this determination.

ACKNOWLEDGMENT OF APPLICANT: (a) I certify that the foregoing statements are true and correct to the best of my knowledge and belief; (b) I agree to fulfill all conditions established by the Board of Supervisors.

Applicant's Signature

Date

PROPERTY OWNER'S AFFIDAVIT

I, Dennis Colard, being duly deposed, do hereby affirm that I am the record owner of the
(Print Name)
subject property located at APNs: 007-573-06, 007-573-07, 007-573-08, 009-012-21, and that I have knowledge of, and I agree to, the
(Property Address and APN)
filing of this Tentative Subdivision Map application.

 1800 Kings Canyon Road 10/31/2019
Signature Carson City, NV 89702 Address Date

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

STATE OF NEVADA Oregon)
COUNTY Multnomah)

On OCTOBER 31st, 2019, personally appeared before me, a notary public,
DENNIS COLARD, personally known (or proved) to me to be the person whose name is
he/she executed the foregoing document.


Notary Public





Carson City Planning Division
108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180 – Hearing Impaired: 711
planning@carson.org
www.carson.org/planning

Date: ~~July 15, 2019~~ July 25, 2019 (Revised)

Scott Christy
Christy Corporation
1000 Kiley Pkwy
Sparks, NV 89436

SITE INFORMATION:

Location:	Mountain Street
APN:	007-593-09 -10, and -11
Master Plan Designation:	Medium Density Residential (MDR)
Approved Zoning:	Single Family 6000 and Single Family 12,000
Parcel size:	21.32 acres
Subject:	CSM-19-018

PROJECT DESCRIPTION: A subdivision of land for the creation of 204 lots, with proposed lot sizes ranging from 5,000 square feet to 13,569 square feet, a street network, and 7.58 acres of open space.

The following is a summary of the comments prepared by City staff regarding the proposed project. The Conceptual Map Review meeting was held on June 18, 2019.

PLANNING DIVISION – Contact Hope Sullivan, 775-283-7922

1. The total lot count permitted is 203 rather than the 204 proposed.
2. An open space exhibit demonstrating 100 square feet per unit for recreation uses should be submitted with the tentative map application.
3. On the application for tentative map, call out the building setbacks that are proposed.
4. Consistent with 17.10.035, provide a site analysis with the tentative map application.
5. The street section should accommodate on street parking and a sidewalk on both sides.

FIRE DEPARTMENT – Contact Dave Ruben, Fire Marshall, 283-7153

1. Project must comply with the currently adopted International Fire Code (IFC) and the northern Nevada fire code amendments.

PARKS AND RECREATION- Contact Vern Krahn, Senior Park Planner, 283-7343

1. A private Home Owner's Association (HOA) will be formed to provide maintenance for all the following areas in perpetuity: common area landscape and open space areas, buffer areas between the development and neighborhoods, common area path system, landscape medians, street corridors, recreation facilities/amenities in perpetuity. The HOA will also be responsible for snow removal on path system(s) and snow storage. The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City Parks and Recreation Director. Common area maintenance shall include at a minimum, but not limited to the following:
 - Debris, weed, and litter removal
 - Noxious weed management
 - Care and replacement of plant material
 - Plant material irrigation and irrigation system repair
2. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. multi-use path system and trailhead improvements). The maintenance and funding shall be addressed in the development's CC&R's as well as in the Handbook to the satisfaction of the Carson City District Attorney. A separate development agreement regarding maintenance of these facilities shall be entered into between the HOA and the City, and the development agreement shall be referenced in the Handbook. A recorded covenant or deed restriction is recommended on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for the maintenance and upkeep of the public park/trailhead, recreation amenities, and multi-use path.
3. A multi-use path shall required along the southern property. The multi-use path will be designed to conform to the standards and policies of the Carson City Unified Pathways Master Plan adopted April 6, 2006 (as revised March 15, 2018).
4. Paths and sidewalks shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan.
5. Sidewalk connections to the trailhead/neighborhood park and multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.
6. As part of the improvement plan, the applicant will construct and dedicate to the City the multi-use path, as well as implement the neighborhood park improvements at the Mountain Street trailhead. This shall be coordinated through and agreed upon by the Carson City Parks, Recreation & Open Space Department. The applicant shall provide a 30' wide (min.) easement for the path. Easement shall be a public access trail easement.

7. The developer shall be required to use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure contractors and subcontractors comply. The Parks, Recreation and Open Space Department will assist the applicant with this condition.
8. The applicant shall demonstrate connectivity between the trailhead/ multi-use path and the development's sidewalk/path system. This shall be done to the satisfaction of the Parks, Recreation & Open Space Department.
9. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.
10. The developer, at their expense, will construct and dedicate the land and all agreed upon improvements for the multi-use path to the City upon successful completion, and final project acceptance of said work by the City, through its Parks, Recreation & Open Space Department. As a result, the Residential Construction Tax (RCT) described in CCMC 15.60 - Residential Construction Tax et. seq. will not be collected by Carson City at the time building permits are issued for residential dwelling units in the project area. A development agreement, or similar instrument, between the applicant and the City regarding RCT, neighborhood park improvements to the trailhead and trail construction will be required for consideration of the Carson City Board of Supervisors.
11. The park neighborhood's design shall be incorporated into the existing Mountain Street Trailhead. The applicant shall design and construct, at its expense any design modifications to the trailhead, including but not limited to a picnic shelter, signage, restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete multi-use path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected identified trailhead improvements shall be constructed during Phase I and at the same time as the neighborhood park components.
12. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path, including interpretive /wayfinding signage, pet waste stations, and related amenities . It will be constructed from the City's Mountain Street Trailhead to Ormsby Blvd, and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard.
13. The multi-use path shall be located outside the proposed project's perimeter fence for ease of access by the general public. Gate(s)/fence openings providing pedestrian/ADA access for the development's residents to the path will be allowed at locations approved by the Parks, Recreation & Open Space Department.