



STAFF REPORT

Report To: Board of Supervisors **Meeting Date:** January 16, 2020

Staff Contact: Hope Sullivan, AICP, Planning Manager

Agenda Title: For Possible Action: Discussion and possible action regarding a Tentative Subdivision Map known as Andersen Ranch to create 203 single family lots on 48.2 acres zoned Single Family 6000 (SF6) and Single Family 12,000 (SF12), on property located at 1450 Mountain Street, generally east of Ormsby Boulevard, west of Mountain Street, north of Washington Street, and south of Long Street, APNs 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 5,000 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 Board of Supervisors has the authority to approve a Tentative Subdivision Map.

Agenda Action: Formal Action / Motion **Time Requested:** 60 Minutes

Proposed Motion

I move to approve the tentative subdivision map, based on the ability to make the required findings in the affirmative and subject to the conditions of approval recommended by the Planning Commission with the staff's modification to Condition 39 as it is stated in the Planning Manager's memo of January 3, 2020.

Board's Strategic Goal

Quality of Life

Previous Action

December 17, 2019: The Planning Commission recommended approval by a vote of 4 - 2, 1 absent, 0 abstention.

Background/Issues & Analysis

Please see the attached January 3, 2020 memo from the Planning Manager, the December 30, 2019 memo from the Parks and Recreation Director, and the December 17, 2019 staff report to the Planning Commission.

Applicable Statute, Code, Policy, Rule or Regulation

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

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Approve the tentative map with conditions different than those recommended by the Planning Commission.

Deny the tentative map, noting the reasons for denial.

Attachments:

[Memo Dated January 3, 2020 from the Planning Manager.pdf](#)

[Memo Dated December 30, 2019 from the Parks and Recreation Director.pdf](#)

[December 17, 2019 staff report to the Planning Commission with attachments.pdf](#)

[CONTINUED - December 17, 2019 staff report to the Planning Commission with attachments.pdf](#)

[Planning Commission late material.pdf](#)

[Correspondence submitted during the Planning Commission meeting.pdf](#)

[Correspondence received since the Planning Commission meeting.pdf](#)

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)



Carson City Planning Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180 – Hearing Impaired: 711
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MEMORANDUM

BOARD OF SUPERVISORS MEETING OF JANUARY 16, 2020

TO: Board of Supervisors

FROM: Hope Sullivan, AICP
Planning Manager

DATE: January 3, 2020

SUBJECT: SUB-2019-0022: Andersen Ranch Tentative Map

At its meeting of December 17, 2019, the Planning Commission conducted a public hearing on the above referenced application, and voted 4 – 2, 1 absent, to recommend approval of the tentative map subject to the following conditions of approval. Note the base conditions are as recommended by the staff. Additional language recommended by the Planning Commission appears in bold and underlined. Language recommended for deletion by the Planning Commission appears in bold and a strikethrough.

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 homeowners 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 Homeowner'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 or bonded for 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 or bonded for 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.
- 45. Architecture styles shall be limited to traditional, craftsman, or farmhouse architectural styles. No Spanish or Mediterranean architecture shall be utilized.**
- 46. Each home must include two of the following:**
 - Brick or masonry products;
 - Stained, painted, or weathered wood siding or shingles, or cementitious product.
 - Tinted or textured stucco.
 - Natural stone.
 - Non-reflective metal accents.
- 47. Along the northern perimeter, homes adjacent to single story homes will be limited to a single story.**
- 48. Conditions 45 – 47 will be included in the CC&R's and enforced by the HOA.**

In the interest of clarity, the staff recommends that Condition #39 be revised to state (Base language is as proposed by the Planning Commission. Additional language proposed by staff is in bold and underlined. Language proposed to be deleted by staff is in bold and appears with a strikethrough.):

39. Neighborhood Park improvements shall be incorporated into the existing Mountain Street Trailhead. The applicant developer, at its sole expense, shall design and construct park improvements. A design plan shall be determined through a public input process and approved by the Parks and Recreation Commission. Park improvements shall include, but are and, at its expense design modifications to the trailhead, including but not limited to a picnic shelter and signage, , and a A 10 foot wide concrete multi-use path with an adjacent 3 foot wide decomposed granite path, built to City standards, shall connect connecting to the trailhead. It is expected The

identified trailhead improvements shall be constructed or bonded for prior to Board of Supervisors consideration of the first final map.

During the Planning Commission public hearing, twenty-one citizens spoke. Public comments addressed the following topics.

- The width of buffers;
- Impact on privacy, security, and property values;
- Height of houses;
- Impact on schools;
- Impact of traffic on Richmond Avenue;
- Aircraft accidents;
- The need to re-evaluate the zoning;
- Public roads vs. private roads;
- Density;
- Timing of the proposal, a rush?
- Green space will be decomposed granite with trees and shrubs, not lush lawns;
- Fire hazard due to eave overhangs;
- Lots are not compatible with adjacent development;
- Architecture is not addressed;
- Sidewalks are needed on Ormsby Boulevard;
- Traffic;
- Drainage;
- Impact on sheriff and fire budgets;
- Lack of medical services;
- Consistent with community vision?
- Will open space be accessible year round?
- Lack of emergency access;
- Need to build Ormsby Boulevard to Winnie Lane;
- Public outreach

The Commissioners who voted no expressed concerns that the lots were less than 6,000 square feet, FEMA approval is outstanding, there is high groundwater, the project will result in increased traffic, there is insufficient access to health care, the schools are at capacity, and there is a need for affordable housing.



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITOL

To: Hope Sullivan, Planning Manager
From: Jennifer Budge, CPRP, Parks and Recreation Director
Subject: SUB-2019-0022 Anderson Ranch
Date: December 30, 2019

Thank you for the opportunity to provide a response and clarification regarding the Planning Commission's action regarding SUB-2019-0022 [Anderson Ranch] at their December 17, 2019 meeting, as it relates to parks and recreation improvements. I certainly appreciate the Planning Commission's due diligence in an effort to be considerate and responsive to Carson City residents. In the interest of full transparency, I would like to clarify a couple items to ensure citizens get the best project possible for the benefit of the community.

Neighborhood Park Improvements

The Mountain Street Trailhead, adjacent to the subject project, is owned by Carson City and was acquired partially with federal dollars from the Land and Water Conservation Fund. The focus of this fund is to provide public outdoor recreation opportunities. It is envisioned that this property will serve as a regional trailhead, consistent with Carson City's Unified Pathways Master Plan, with future trail connectivity that will lead all the way through the west side of Carson City, through Long Ranch, Kings Canyon, US Forest Service Lands, and ultimately to Lake Tahoe. The trail connectivity through the subject project is critical to our mission, and condition #39 contemplates dual use of the property for public neighborhood park improvements and amenities to support trail users. A Residential Construction Tax credit should only be considered if sufficient neighborhood park amenities and a sustainable funding source for maintenance be considered as part of this project.

While restrooms are not typical in the City's neighborhood parks, they are at regional trailheads. There are no public park restrooms at all on the west side, with the closest proposed restroom being at Kings Canyon Trailhead, located 3.5 miles away, which is why the restroom was originally proposed. *I appreciate the citizen and Commissioner comments regarding concerns related to a restroom and do not oppose the removal of that amenity from condition #39.*



Parking Lot Infrastructure Preservation/Maintenance

Considering the limited staff and financial resources in the Parks, Recreation and Open Space Department, especially since the recession, it has been our policy to not add any new park facilities to the City's inventory without a sustainable funding source for long term maintenance. With recent developments approved in Schulz Ranch and Lompa Ranch as examples, park construction is accommodated by a Residential Construction Tax credit, compliant with NRS, and maintenance is either funded through a Homeowner's Association or a Landscape Maintenance District in perpetuity. Improvements and sustained maintenance to the Mountain Street Trailhead along with its neighborhood park amenities would be a benefit not only for Anderson Ranch residents, but for the community as a whole. Without the proposed improvements accompanied with a sustainable source of funding for maintenance, the Residential Construction Tax credit should not be considered as part of the project. *It is recommended to keep the trailhead infrastructure and maintenance as part of the project as proposed, with only the exception of the restroom as previously noted.*

Thank you again for the opportunity to provide comment. Please let me know if you require additional information or have any questions.

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

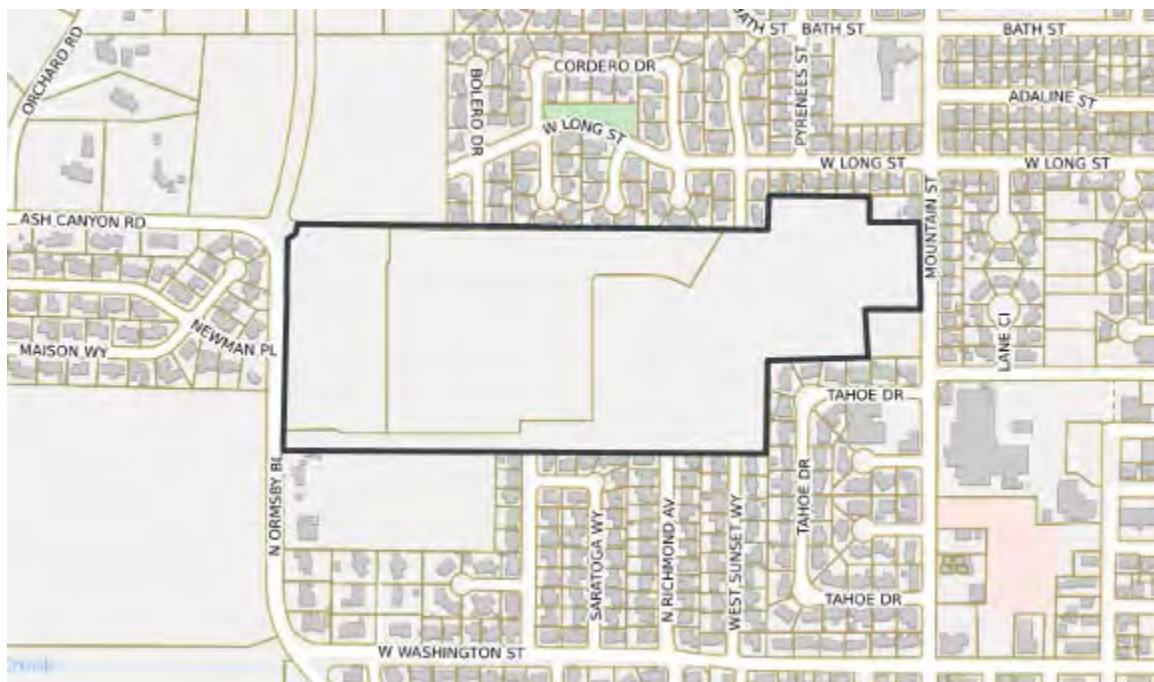
AGENDA TITLE: For Possible Action: Discussion and possible action regarding a request for a Tentative Subdivision Map known as Andersen Ranch to create 203 single family lots on 48.2 acres zoned Single Family 6,000 (SF6) and Single Family 12,000 (SF12), located at 1450 Mountain Street, APN's 007-573-09,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

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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 baring 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 baring 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 an 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 those 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.

RECEIVED

NOV 18 2019

CARSON CITY
PLANNING DIVISION

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

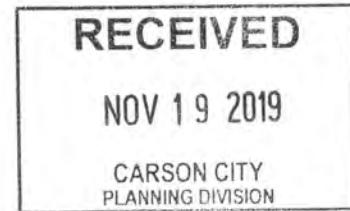
Sierra Club Toiyabe Chapter

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,



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 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 whats 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.

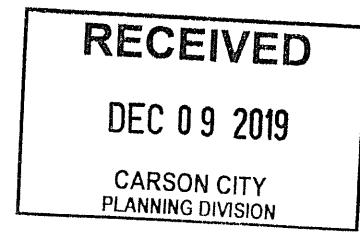
Before approval of this poorly designed plan consider:

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

RECEIVED

44

DEC 10 2019

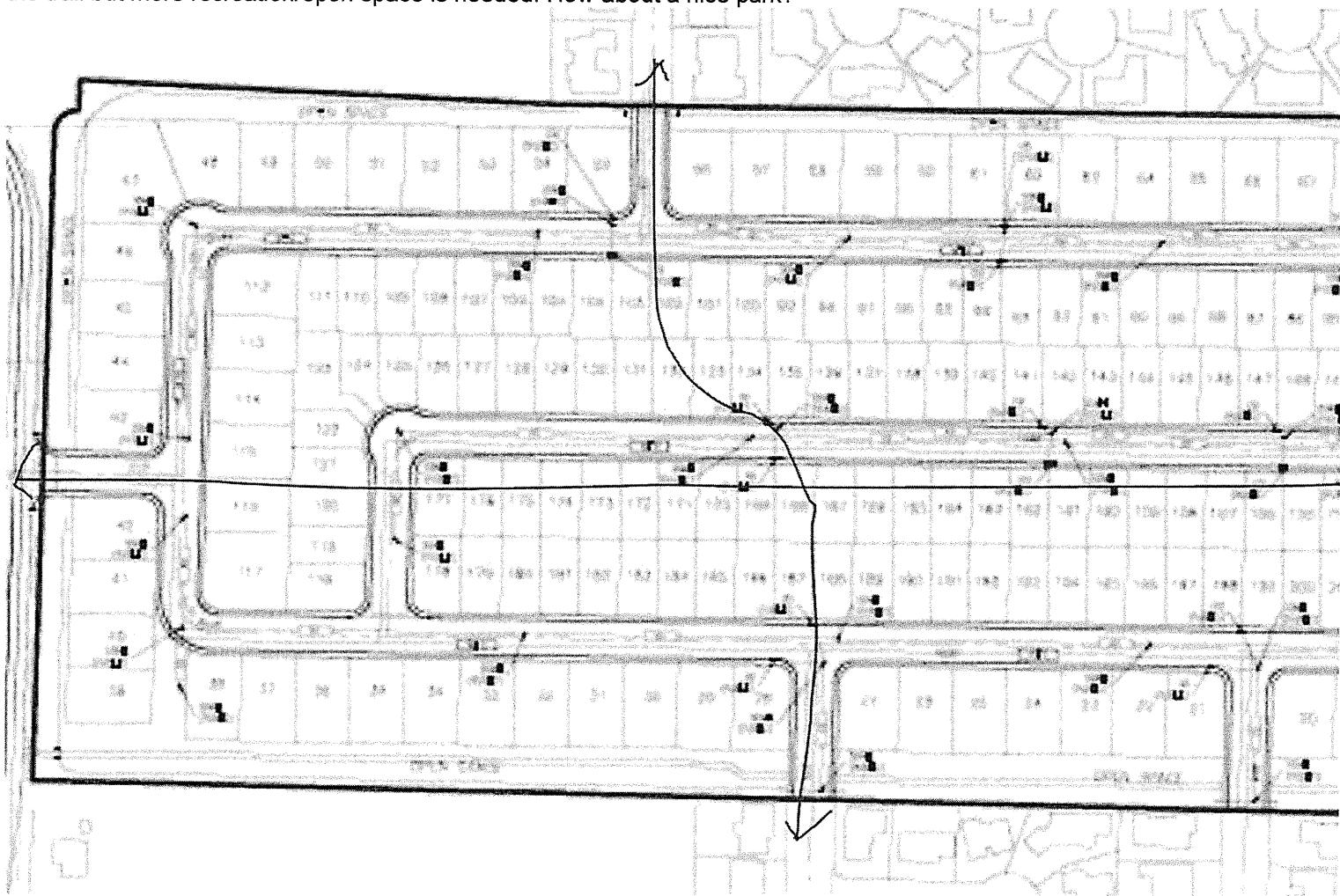
CARSON CITY

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.

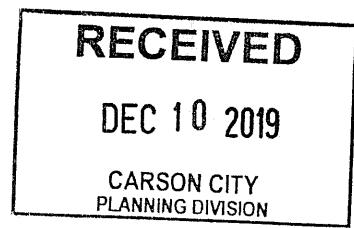
I like the idea of the development, however I think there are some missed opportunities with the site plan. The layout of the streets creates an exclusive community. Residents would reach their homes by driving through existing neighborhoods but no existing residents would drive through this neighborhood 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.

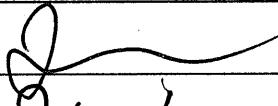
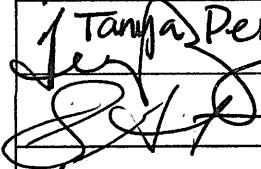
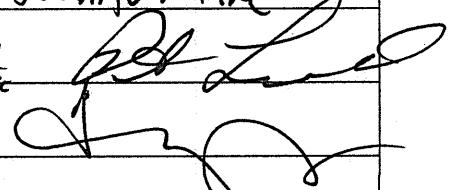
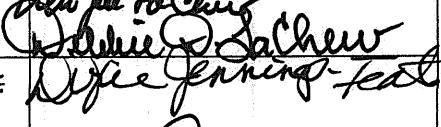
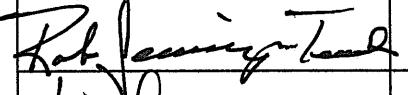
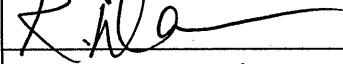
- **Hospital and medical care.** We currently have a great shortage of professional staff in town and its surrounding satellite clinics. The inpatient stats are off the wall. Waiting times to get in to see a Dr are unacceptable causing our current residents to have to travel to Reno or further to get 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 M. Jacky	904 Saratoga Way, 89703 900 Saratoga Way, 89703	J. Lewis M. Jacky
Kim ARNOLD " "	840 SARATOGA WAY	Kim Arnold " "
	804 Saratoga Way	Jennifer Makar
Peter Leonard Tanya Perez 	1143 W. Washington St. 909 Saratoga Way	Peter Leonard 
	1005 Saratoga Way	Sylvia Antonucci
Milani MCKINLEY	1009 SARATOGA WAY	Milani M. McKinley
MADELEINE DELATORRE	1205 POTOMAC PL.	Madeleine Delatorre
Debbie & Joe LaChew 	1104 LEXINGTON AVE 1004 LEXINGTON AVE	Debbie & Joe LaChew 
	1004 Lexington Ave	Rob Jennings-Taylor
	902 Lexington Ave	Kathryn Dargott
Erik Kultosa, II	908 Lexington Ave	

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

RECEIVED

DEC 10 2019

CARSON CITY
PLANNING DIVISION

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.

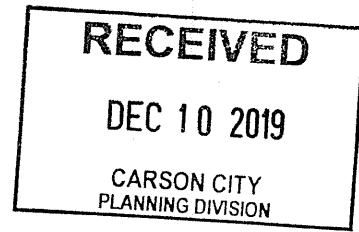
Cordially,



Paul and Maxine Liebendorfer



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



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

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

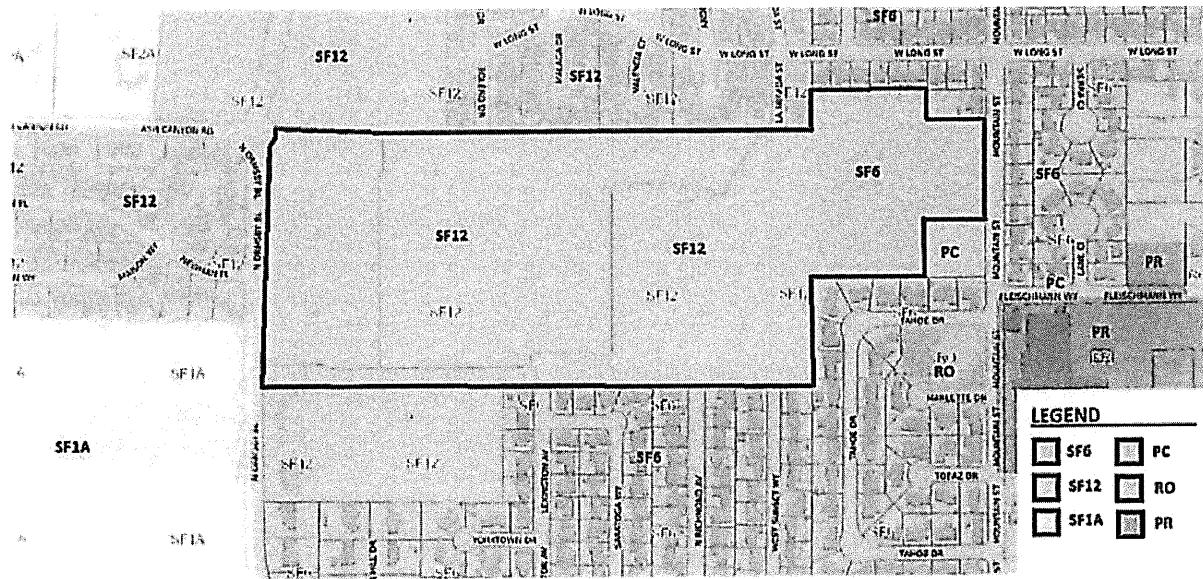
Dear Planning Commissioners:

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.

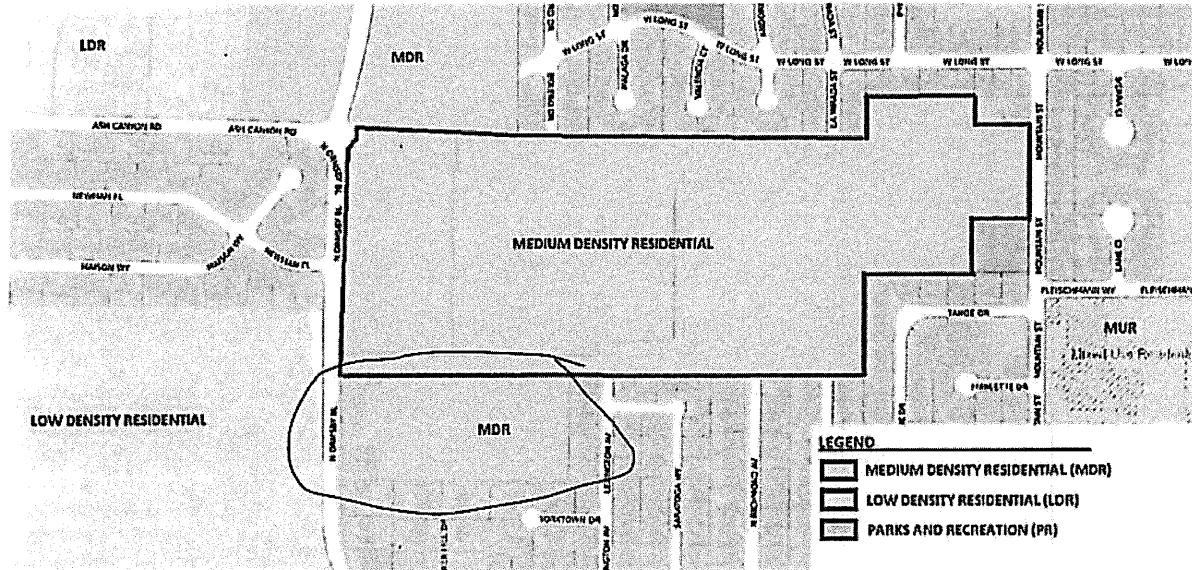
The neighbors had insufficient time to prepare for this meeting. The first meeting with the Developer was on December 5th last week.

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 generatd 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), innacted 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.

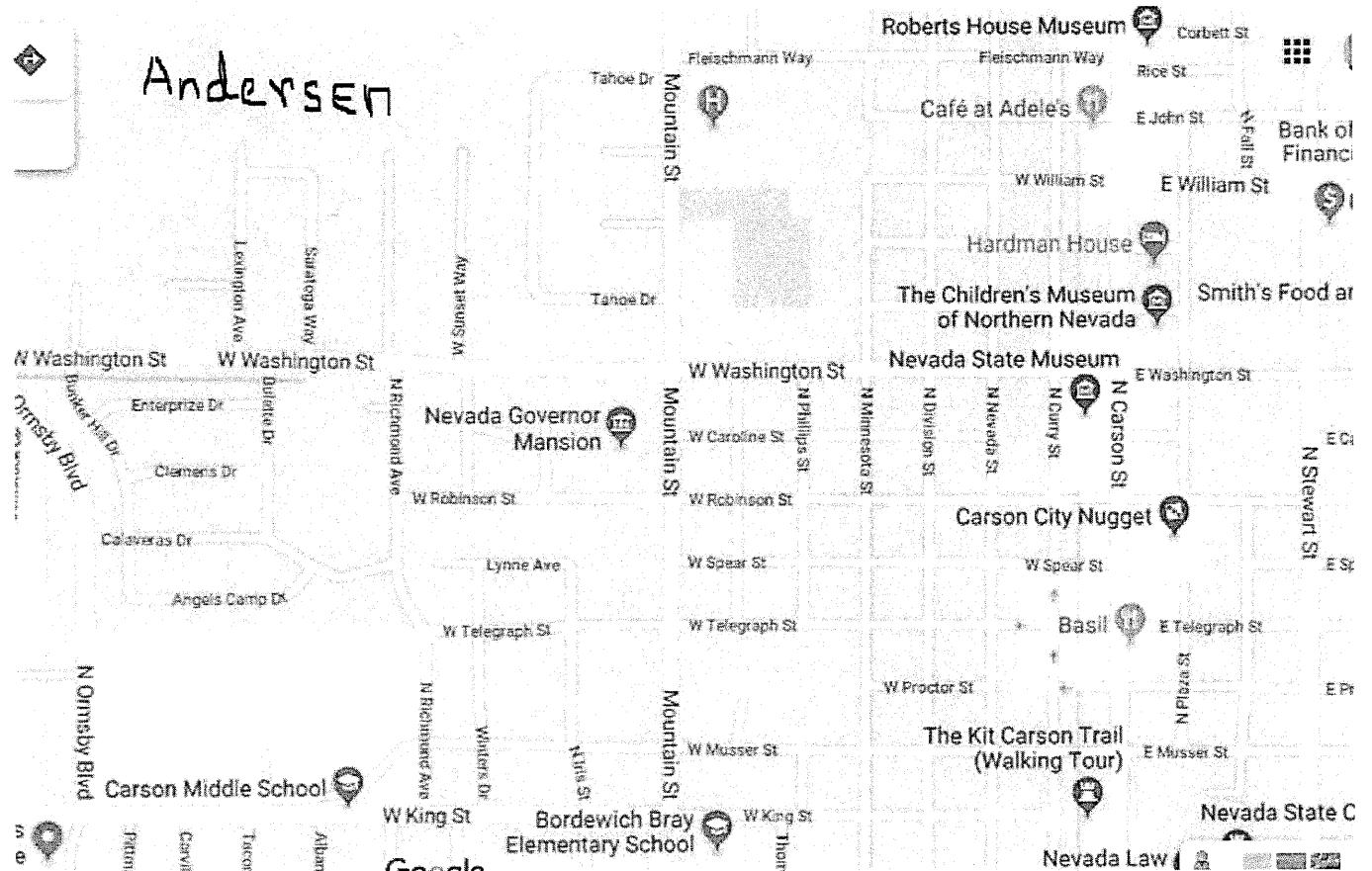
How is this Development complementary per the Application?

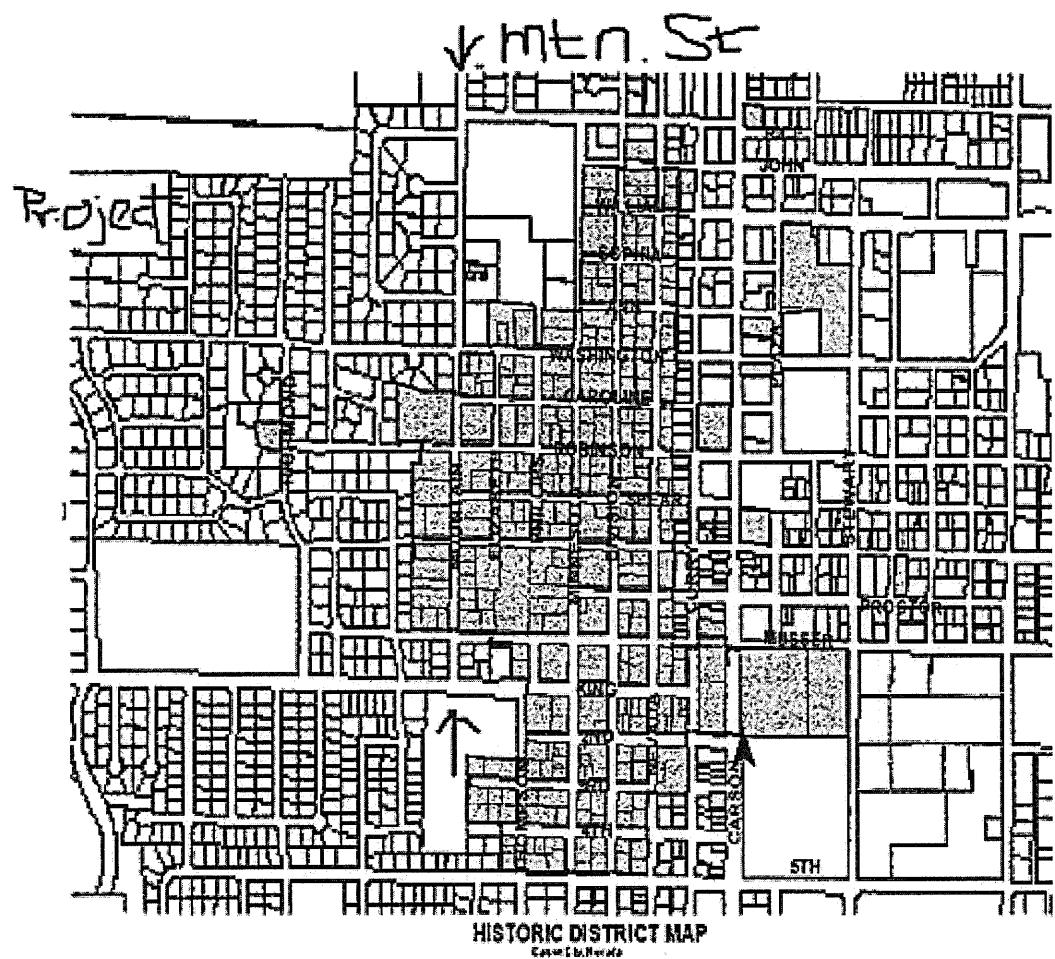
The majority of the homes in the project will be multi-storey 3,000 sq ft oversized back-to-back homes on 5,000 sq ft lots. The Developer told the neighbors at the December 5th meeting that heights will be 24-34 feet (134 lots in the middle), 18-24 sq ft single storey on the perimeter homes. There is 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 whch 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.***





5. Extracted from the Application on Page 8

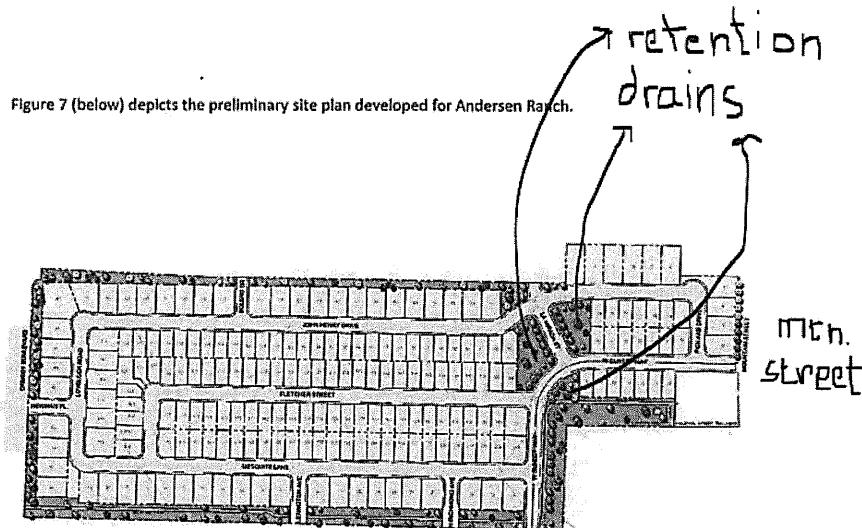
The development plan envisions smaller homesites (5,000 square feet minimum) to be located within the interior portions of the site while larger lots, 7,700± square feet and larger, are located around the exterior project boundaries, adjacent to open space buffers. As noted previously, the project implements 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.



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	175982 4 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:

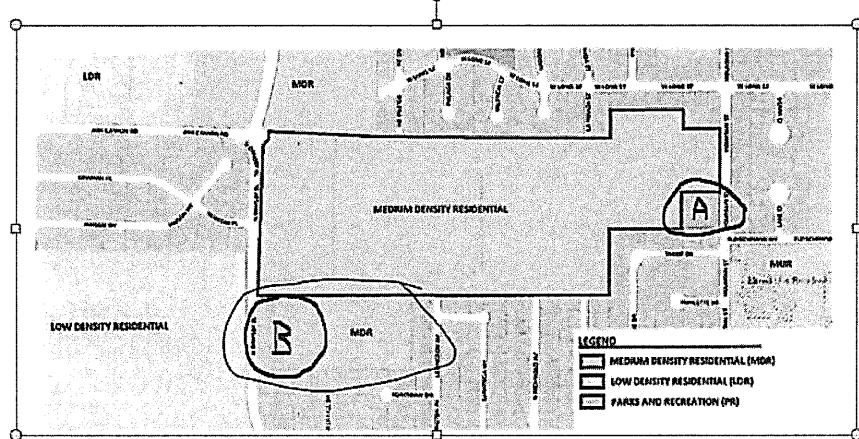
- Whether they want to give up their view of the hills and transfer their home values to the new houses in exchange for a trailhead that they have not experienced to-date. **Carson City has over 8000 acres of open space and parks – who cares if none are added on the east side and north side of Andersen 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 contiguous).

Representing that this proposed application is the only way to fullfil 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

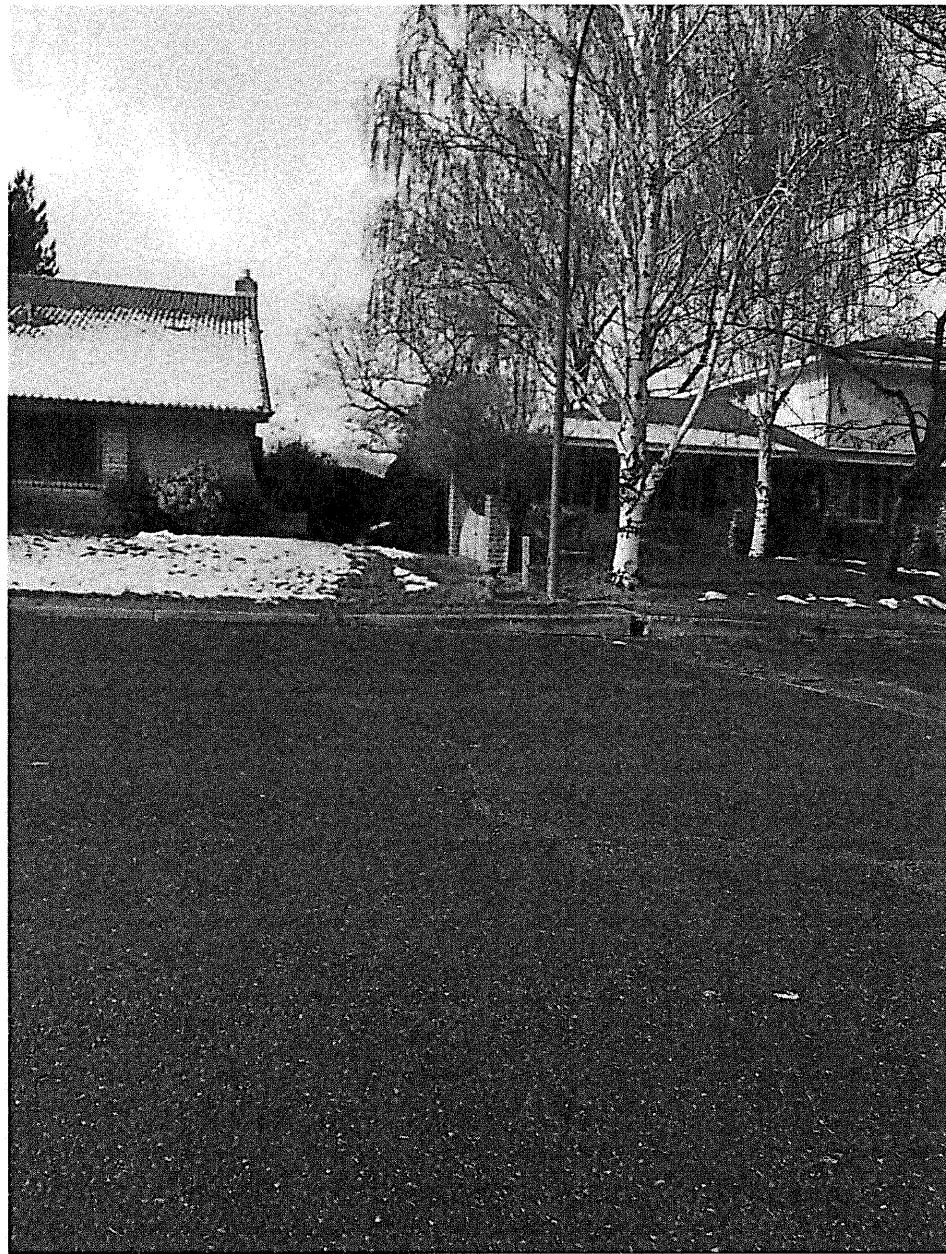
The reported 7.96 acres to open land is misleading to a casual reader of the application – *most of the 7.96 acres is needed for culverts, ditches, storm water retention tanks. The applicant does the separate the open space needed for the “buffer” versus FEMA mandated improvements versus stormwater retention 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 photoes 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 completing 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

(775) 502-8552

November 7, 2019

ANDERSEN RANCH ESTATES

Table of Contents

Introduction	1
Project Location	1
Existing Conditions.....	2
Project History	6
Project Description	8
Site Analysis	12
Tentative Map Findings	17
Master Plan Policy Checklist	19

List of Figures:

Figure 1 – Vicinity Map	1
Figure 2 – Existing Zoning	2
Figure 3 – Existing Master Plan Designations	3
Figure 4 – Aerial View	4
Figure 5 – Existing Conditions.....	5
Figure 6 – Vintage Development Plan	7
Figure 7 – Preliminary Site Plan	9
Figure 8 – Opportunities and Constraints.....	14
Figure 9 – Flood Zone Map	15
Figure 10 – Open Space Exhibit	16

Appendices:

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

ANDERSEN RANCH ESTATES

Attachments:

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

ANDERSEN RANCH ESTATES

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.

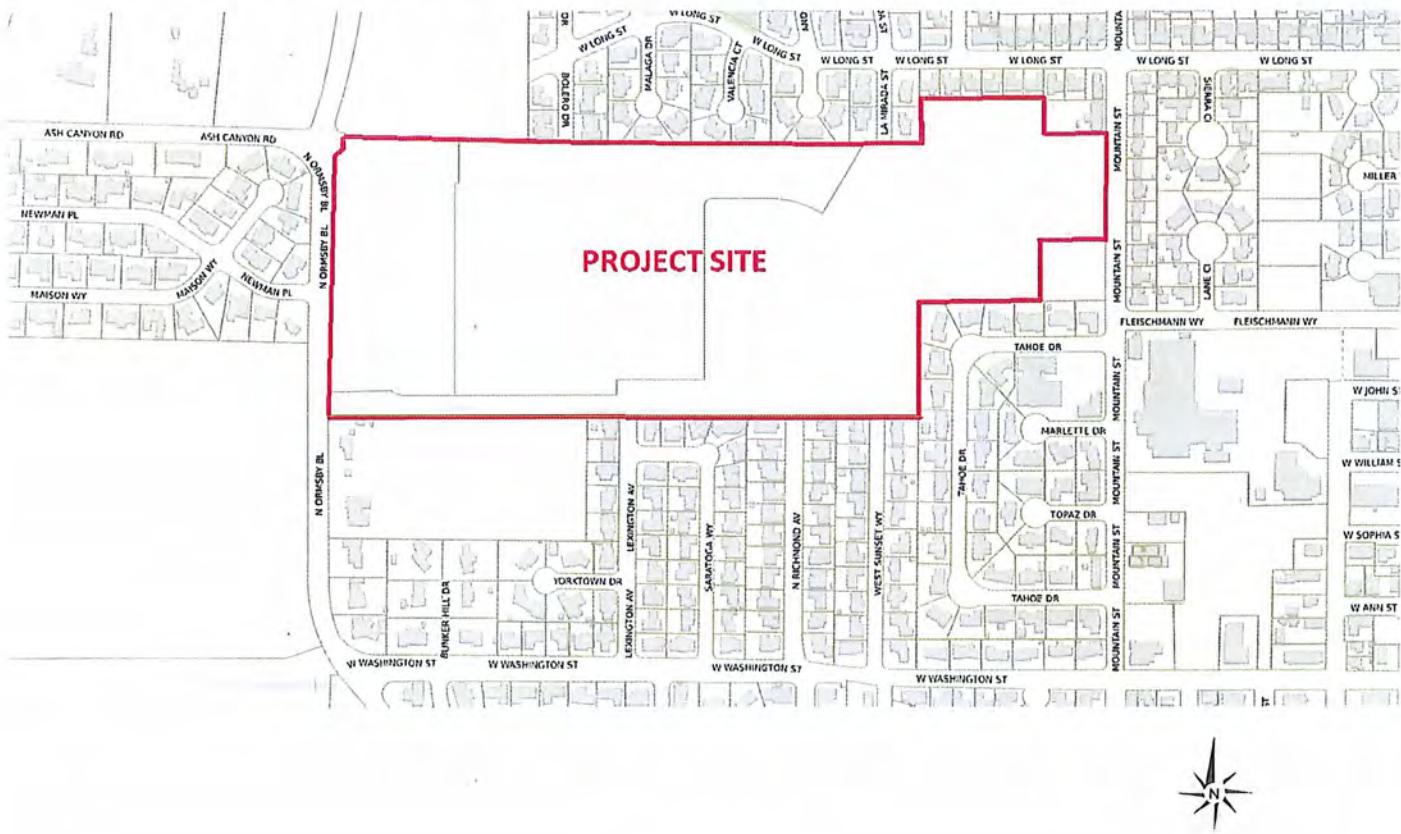


Figure 1 – Vicinity Map

ANDERSEN RANCH ESTATES

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.

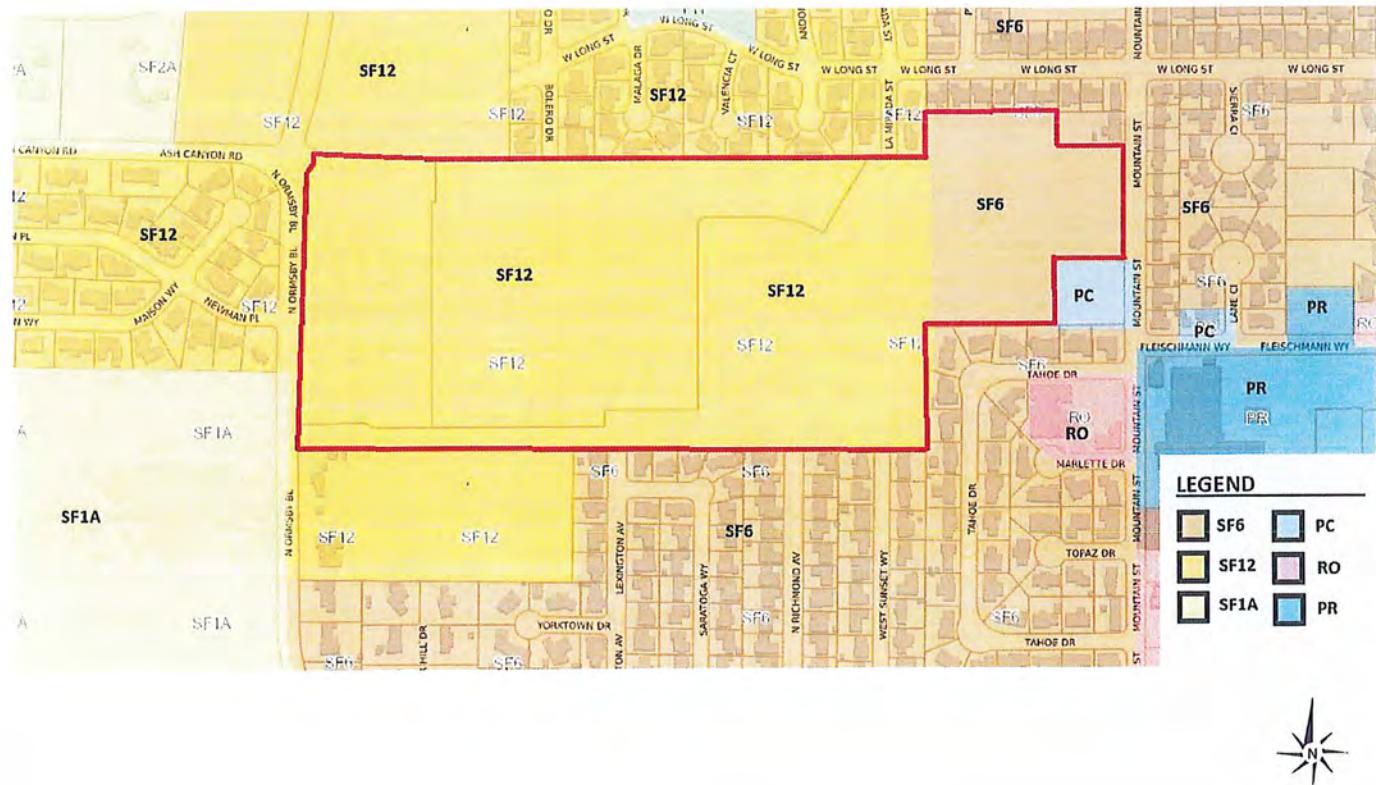


Figure 2 – Existing Zoning

ANDERSEN RANCH ESTATES

As Figure 3 (below) depicts, the entire 48.2± acres sis 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).

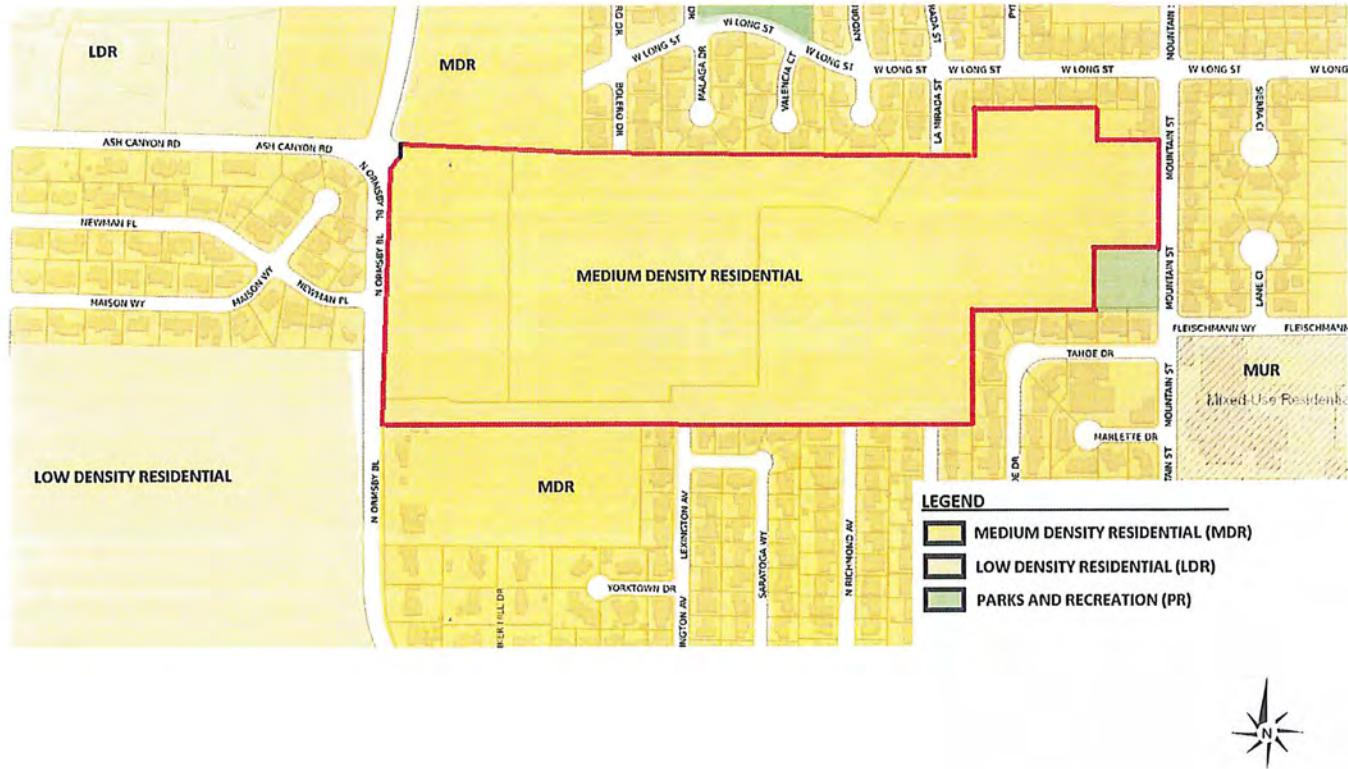


Figure 3 – Existing Master Plan Designations

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 $1,675\pm$ 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

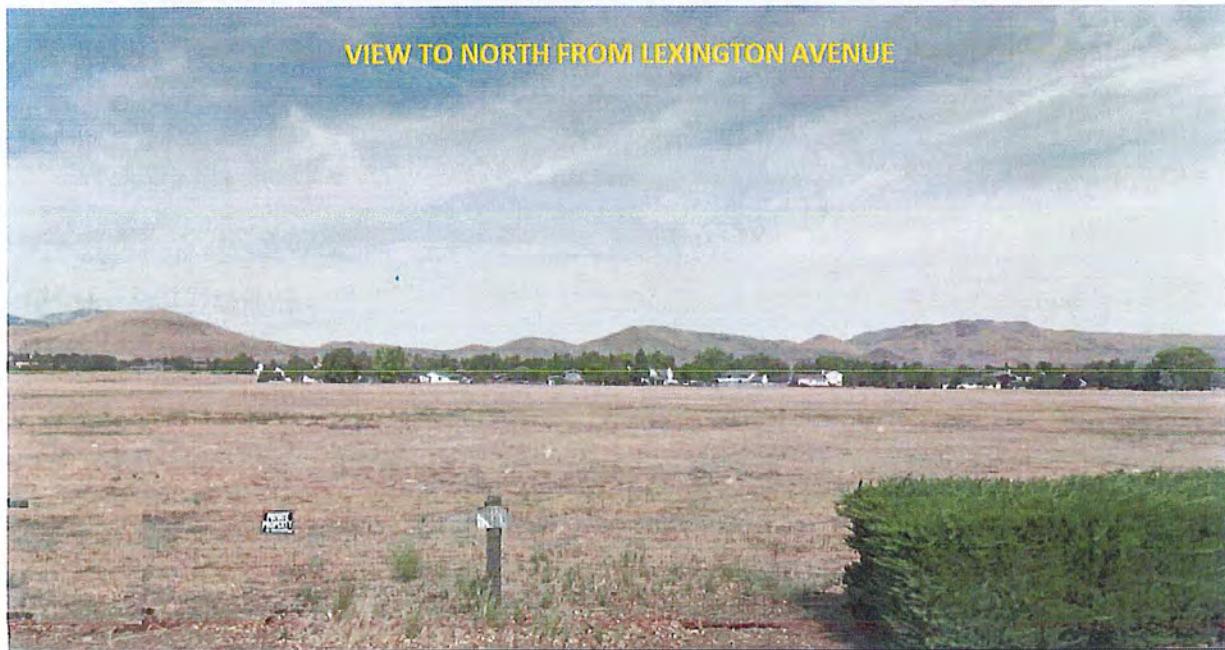
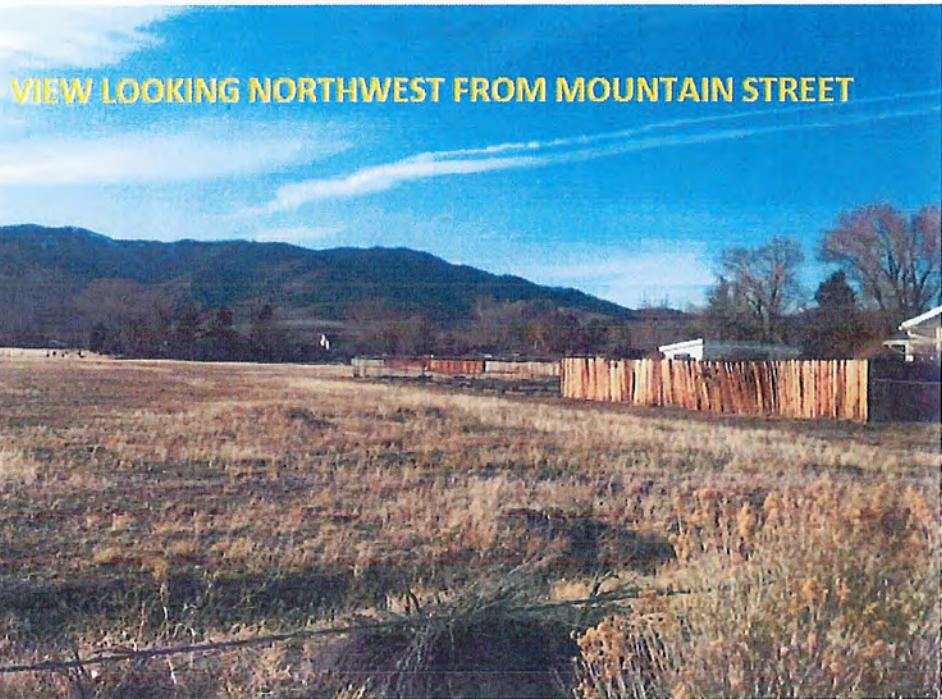


Figure 5 – Existing Conditions

ANDERSEN RANCH ESTATES

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.

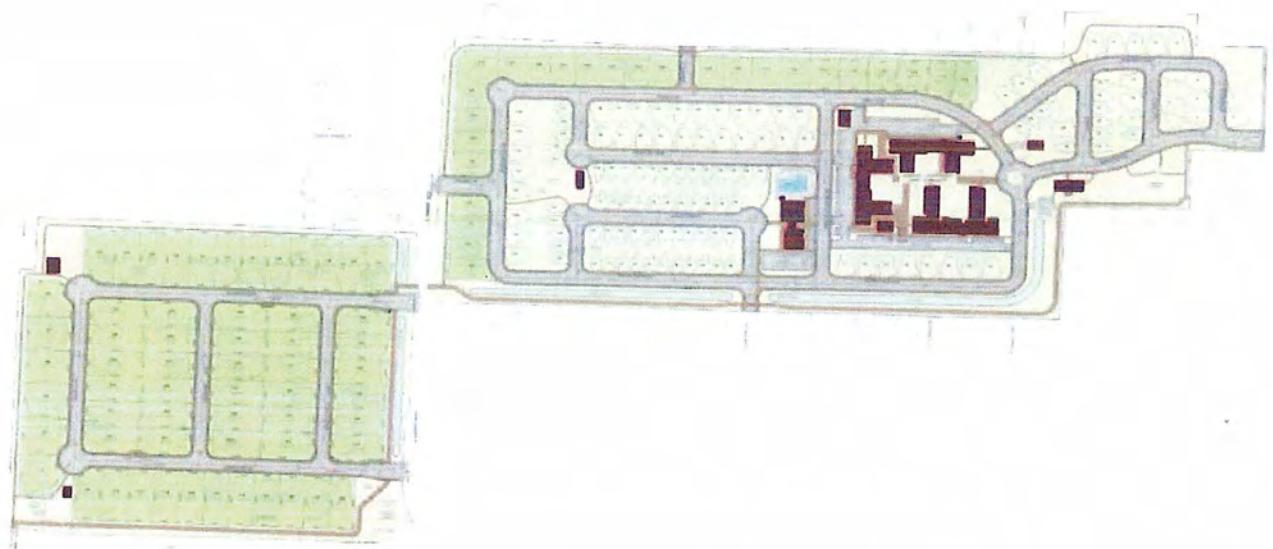
The Vintage project was envisioned as a 55 and over age-restricted community. The PUD approach allowed for clustering of units on lots as small as 1,690 square feet. Various community amenities were included in the plan such as gated access with security center, clubhouse, community gardens, etc. Although 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.

ANDERSEN RANCH ESTATES



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

Figure 6 – Vintage Development Plan

ANDERSEN RANCH ESTATES

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

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



Figure 7 – Preliminary Site Plan

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 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.

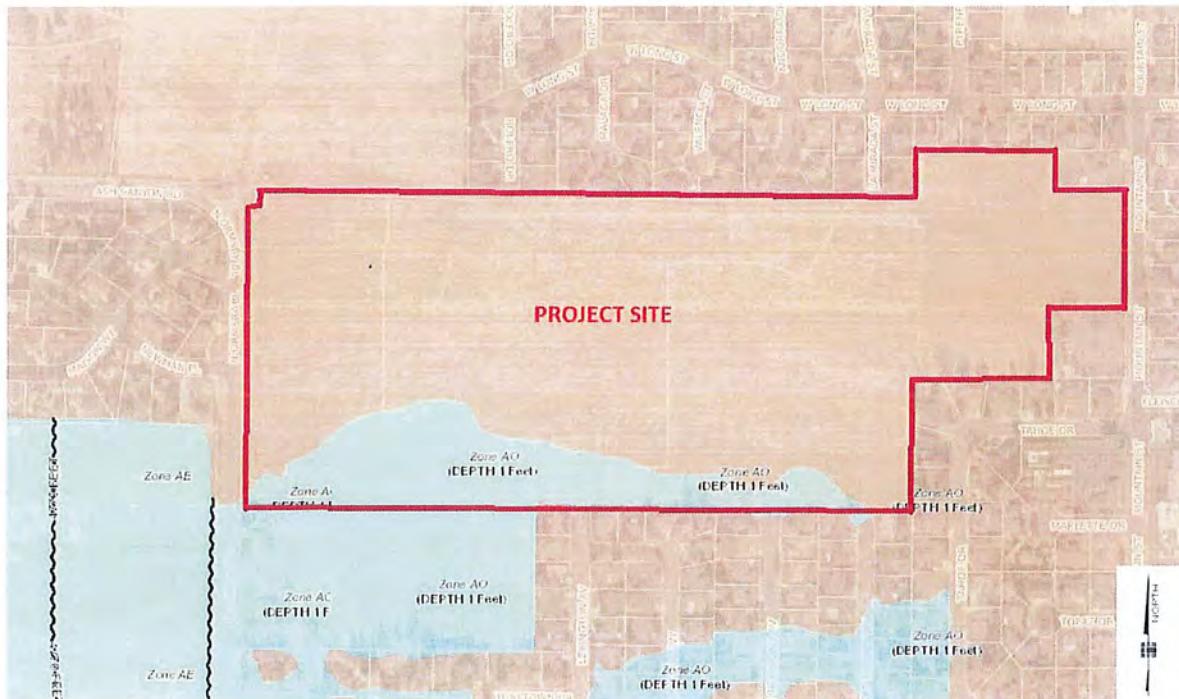


Figure 9 – Flood Zone Map

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.

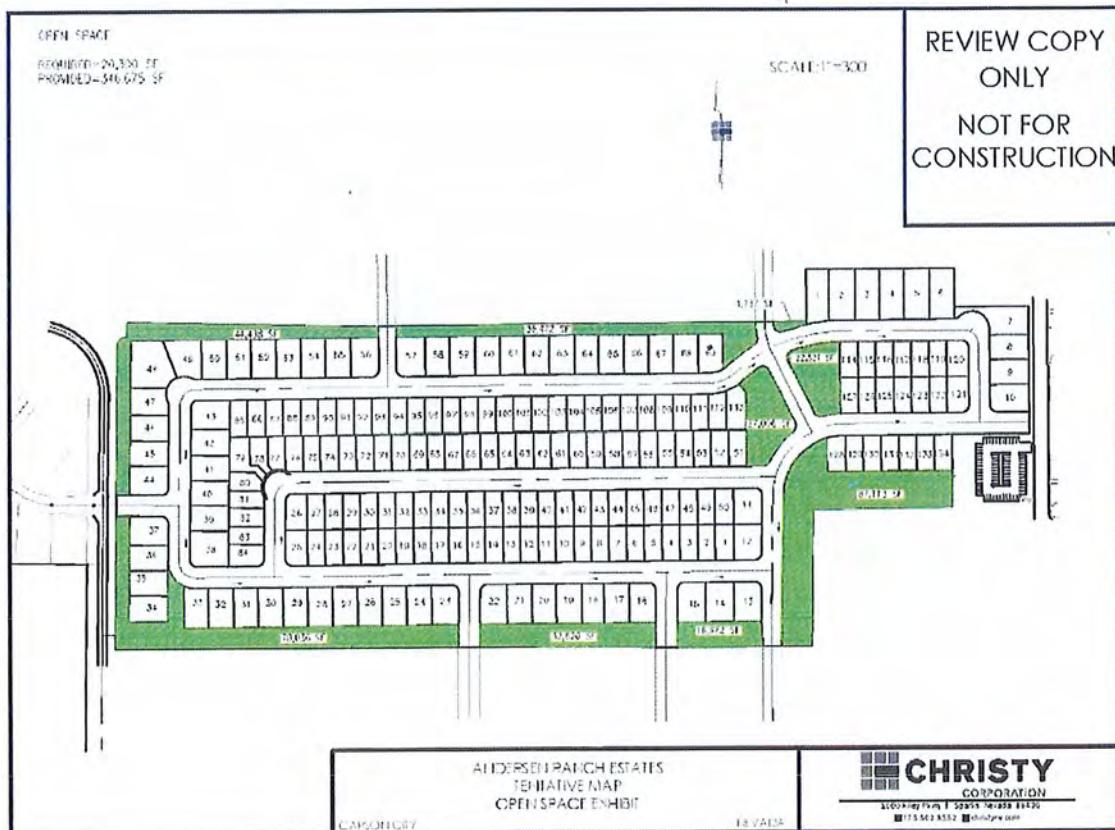


Figure 10 – Open Space Exhibit

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 to 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

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EMAIL	
megkalley@pacbell.net	
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	
Project's Assessor Parcel Number(s)	
007-573-09, 10, and 11	
Project's Street Address	
1450 Mountain Street	
Nearest Major Cross Street(s)	
Mountain Street/Long Street	
Project's Master Plan Designation	
Medium Density Residential	
Project's Current Zoning	
SF6 and SF12	

Project Name
Andersen Ranch Estates

Total Project Area	Number of Lots	Smallest Parcel Size
48.2 acres	203	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

FOR OFFICE USE ONLY:

CCMC 17.06 and 17.07

TENTATIVE SUBDIVISION MAP

FEE*: \$3,500.00 + noticing fee

*Due after application is deemed complete by staff

- 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
- 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

Application Reviewed and Received By:

Submittal Deadline: Planning Commission application submittal schedule.

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

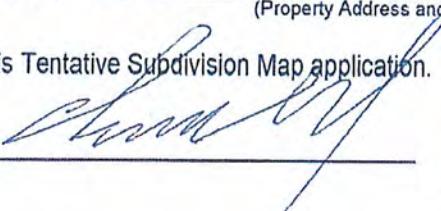
11/7/19

Date

PROPERTY OWNER'S AFFIDAVIT

I, Dennis Colard, being duly deposed, do hereby affirm that I am the record owner of the 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 filing of this Tentative Subdivision Map application.

Signature


1800 Kings Canyon Road
Carson City, NV 89702

10/31/2019
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 subscribed to the foregoing document and who acknowledged to me that 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.

14. The multi-use path will include landscaping with a variety of trees (either evergreen or deciduous) that will be planted at a rate of 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 6 shrubs per tree.
15. ~~To allow for safe pedestrian and bicycle use along Kings Canyon Read, the applicant shall install a sidewalk and bike lane improvements consistent with the standard collector street section, or an alternative design subject to review and approval by the Public Works Director. Design of this improvement is to be submitted to the Public Works Director prior to the issuance of any improvement or construction permits. Improvement or construction permits shall only be issued upon the Public Works Director's finding that the proposed transportation improvements are consistent with the collector street standard or, if an alternative design is proposed, consistent with the intent of providing for safe pedestrian and bicycle use along Kings Canyon Read. The design approved by the Public Works Director must be installed as part of the Phase 1 improvements. If the area of the transportation improvements is intended to be separated from the remainder of the parcel via a parcel map, the owner's certificate on the parcel map shall be modified to include language obligating the owner to the terms of this condition.~~
16. 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.
17. 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.
18. 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.
19. 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.
20. Carson City is a Bee Friendly USA City. 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.

ENGINEERING AND UTILITIES – Contact Stephen Pottey, Project Manager

Based on our review, the following comments are offered:

1. Carson City's Chief Stormwater Engineer must approve the conceptual flood conveyance design prior to tentative map review by the Planning Commission.
2. A wetland delineation report must be submitted with the tentative map application.
3. A geotechnical report must be submitted with the tentative map application. This report may be a preliminary report but must give the estimated groundwater level.
4. In addition to the street connections shown, N Richmond Av must also connect to the project.
5. Street asphalt thickness must be 4 inches on local streets, or per the geotechnical engineer's recommendations, whichever is thicker. This must be called out in the tentative map.
6. All interior streets must meet Carson City Standard Detail C-5.1.8.
7. For the site improvements if soils are to be exported or imported to the site, the haul route must be approved by the transportation manager prior to issuing a site improvement permit.
8. Water mains must connect through all new street connections.
9. Half street improvements are required along the frontage of the development to increase the width of N Ormsby Bl to meet the standard for an urban collector with bike lanes.
10. Mountain Street must be striped with bike lanes on each side, along the frontage of the project, with parking on the east side of the street, and "No Parking Bike Lane" signs on the west side of the street.
11. A sealed conceptual drainage study meeting the requirements of section 14 of the Carson City Development Standards must be submitted with the tentative map.
12. A sealed traffic impact study must be provided, meeting the requirements of CCDS 12.13. Please contact Dirk Goering for traffic impact study scoping at 775-283-7431.
13. A sealed water main analysis must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. Please contact Tom Grundy, P.E. at (775) 283-7081 for fire flow test data.
14. A sealed sewer main analysis must be submitted that includes addressing the effect of flows on the existing City system. See section 15.3.2 of CCDS.
15. A sampling tap is requested to be included in a common area of the project near one of the entrances. Our standard for sampling taps is the Kupferle Eclipse #88 or approved equal.
16. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.

17. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.
18. Addresses for units will be provided during the building permit review process.
19. Fresh water must be used for Dust control. Contact Rit Palmer at Public Works at 283-7382 for more information.
20. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.
21. The irrigation service will need a reduced pressure backflow preventer if a vacuum breaker system cannot be designed to operate properly.
22. An erosion control plan meeting section 13 of CCDS will be required in the plan set.
23. New electrical service must be underground.
24. Please show gas and electric connections for this project.
25. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.
26. A Construction Stormwater Permit from the Nevada Division of Environmental Protection (NDEP) will be required for construction.
27. A Dust Control Permit from NDEP will also be required.

These comments are based on a very general site plan and do not indicate a complete review. All pertinent requirements of Nevada State Law, Carson City Code, and Carson City Development Standards will still apply whether mentioned in this letter or not.

Thank you for the opportunity to comment on your project. Please be advised that the comments presented in this letter may not include all the requirements or conditions which may be placed on the project at the time of final review by the Planning Commission and Board of Supervisors.

You may also note comments provided by various city staff at the conceptual review meeting that may not have been included in any written comments. If you have any questions, please feel free to contact this office at 775-283-7922.

Sincerely,

Hope Sullivan
Planning Manager



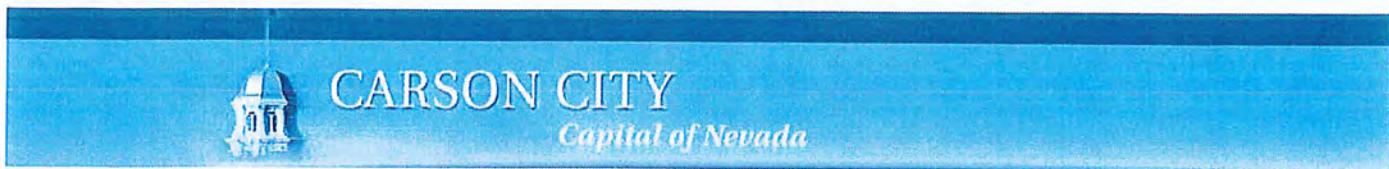
Carson City Planning Division

108 E. Proctor St.
Carson City, Nevada 89701
(775) 887-2180
Planning@carson.org
www.carson.org

Carson City Road Name Reservation/Approval Application

Request Date: November 7, 2019	Requested By: Christy Corporation
Phone Number: (775) 502-8552	Email: mike@christynv.com
Total Number of Roads: 5	Subdivision Name: Andersen Ranch Estates

This application is not complete without the road layout map with the proposed street names shown.



[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-09

Property Location: N ORMSBY BLVD
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000535
 District: 2.4
 Tax Service:
 Land Use Code: 600 [Code Table](#)

Outstanding Taxes:

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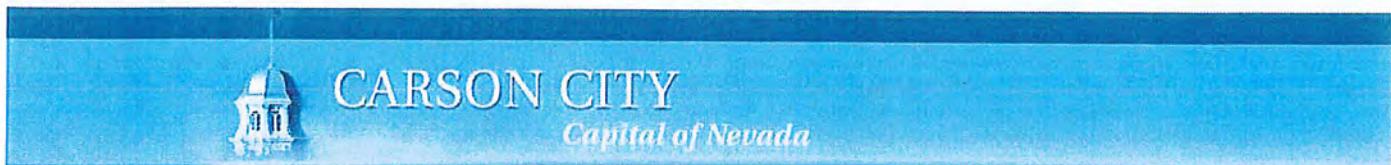
Current Year

08/19/19	26.73	1.07	27.80	27.80	.00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abatement Amount			.58	.02	18.92



[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-10

Property Location: N ORMSBY BLVD
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000536
 District: 2.4
 Tax Service:
 Land Use Code: 600 [Code Table](#)

Outstanding Taxes:

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

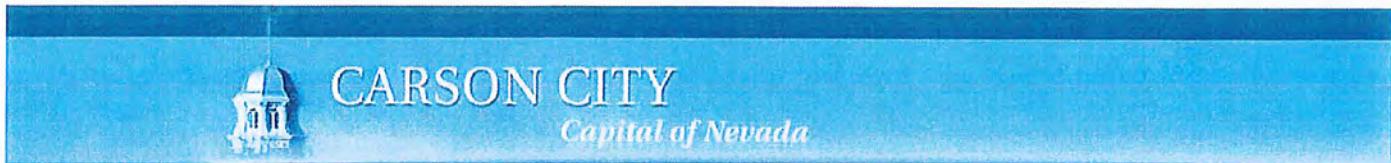
Current Year

08/19/19	43.34	1.73	45.07	45.07	No Taxes Owing .00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abatement Amount	17.16	19.27	17.57	15.90	28.24



[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-11

Property Location: 1450 MOUNTAIN ST
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000537
 District: 1.0
 Tax Service:
 Land Use Code: 695 [Code Table](#)

Outstanding Taxes:

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

Current Year

08/19/19	14.38	.58	14.96	14.96	.00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abatement Amount	100.85	100.74	93.06	89.37	44.24

ANDERSEN RANCH

CONCEPTUAL DRAINAGE STUDY

PREPARED FOR:

Christy Corporation, LTD
1000 Kiley Parkway
Sparks, NV 89436

PREPARED BY:



House Moran Consulting, Inc.
Water Resources and Environmental Engineering

10399 Double R Boulevard, Suite 110
Reno, NV 89521
775-293-4000

November 7, 2019





TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Description of Project.....	1
1.2	Existing Site Conditions.....	1
1.3	Previous Studies	1
2	Existing and Proposed Hydrology	1
2.2	Drainage Basins.....	2
2.3	Storm Flow Calculations	3
2.4	Existing Drainage Problems.....	5
2.5	Onsite and Downstream Drainage.....	5
2.6	Floodplains	5
3	Proposed Drainage Facilities	5
3.1	Proposed Drainage Facility Routing	5
3.2	Proposed Mitigation Measures.....	6
3.3	Proposed Floodplain Modifications	6
4	CONCLUSIONS.....	6

APPENDICES

- Appendix A – Exhibits
- Appendix B – Runoff Calculations
- Appendix C – SWMM5 Model Input/Output
- Appendix D – HEC-RAS Model Figures

TABLES

- Table 1. Off-Site Peak Flows
- Table 2. On-Site Model Input Parameters
- Table 3. Summary of Peak Flows (cfs) from On-Site
- Table 4. Summary of Routed Peak Flows (cfs) from On-Site and Off-Site

FIGURES\EXHIBITS

- Exhibit 1 – General Location Map
- Exhibit 2 - Watershed Map
- Exhibit 3 – Proposed Drainage Facilities
- Exhibit 4 – FEMA Flood Insurance Rate Map



1 INTRODUCTION

1.1 DESCRIPTION OF PROJECT

The Andersen Ranch development is a single-family home development located between North Ormsby Boulevard to the West and Mountain Street to the East in Carson City, Nevada. Exhibit 1 (Location Map) shows the location of the project within the Carson City. The proposed development includes the APNs 007-573-09 (7.64 ac), 007-573-10 (17.42 ac), and 007-573-11 (23.14 ac). The proposed development will include 203 single-family homes, open space, stormwater conveyance channels and stormwater detention ponds.

1.2 EXISTING SITE CONDITIONS

The existing site has been used as agricultural land with no existing structures or impervious areas. Small irrigation ditches exist on the site and will be removed as part of the development. The site receives runoff from the north, west, and south during large stormwater runoff events. The site slopes from West to East and discharges onto Mountain Street. Runoff from the Vicee Canyon Creek watershed enters the site from the north as shallow flow from the undeveloped property to the Northwest side of the site and from street flow and storm drain outfalls from the existing subdivision to the north. Stormwater runoff from the Ash Canyon Creek watershed that spreads out to the north of the Ash Canyon Creek channel flows onto the property from the West after overtopping North Ormsby Boulevard and from North Richmond Avenue on the south side of the property. In the 100-year storm event, flow across the site is generally shallow with most of the flow less than 1-foot deep.

1.3 PREVIOUS STUDIES

The following studies have included hydrologic and hydraulic analyses of the site.

- Southwest Carson Flood Study, Kimley-Horn and Associates, Inc. 2014
- FEMA Flood Insurance Study Report, FEMA 2009
- US395 Bypass Freeway Study, WRC 1997

2 Existing and Proposed Hydrology

A hydrologic analysis was performed for the proposed site using the EPA Stormwater Management Model (SWMM version 5 (SWMM5). The PCSWMM program was used to facilitate the development of the SWMM5 model. The effective FEMA hydrologic study was used as inflow for a new 2D HEC-RAS model of the upstream watersheds. The 2D HEC-RAS model was developed to more accurately route the stormwater flows from King's, Ash, and Vicee Canyons. The revised hydraulic model of the watershed is used to estimate the off-site flows that enter the Andersen Ranch site. Screen captures of various points of interest/detailed study are included at the end of the Appendix E – HEC-RAS Model Figures. The on-site existing and proposed conditions are simulated using the SWMM5 model.

2.2 DRAINAGE BASINS

The drainage basins for both existing and proposed conditions were delineated using the 2016 USGS LiDAR data and the proposed grading plan by Christy Corporation. The existing



Figure 1 Existing Conditions On-Site Drainage Basin

conditions drainage basin was delineated as one basin with flow draining from west to east. Figure 1 shows the existing conditions drainage basin.

The grading plan was used to delineate three drainage basins. Basin PR1 includes the northern portion of the site that drains to the channel along the western and northern property lines and three of the detention ponds. Basin PR2 includes the drainage area for the southern portion of the site that drains to the proposed channel on the west and south side of the site and the fourth detention pond. Basin PR3 includes the eastern portion of the site and discharges directly to Mountain Street.



Figure 2 Proposed Conditions On-Site Drainage Basins

2.3 STORM FLOW CALCULATIONS

The SWWM5 model was used to estimate peak flows for existing and proposed conditions. The SCS Method was used to estimate the stormwater runoff for the on-site drainage basins. This is the same methodology used in the HEC-1 hydrology model for the effective FEMA Flood Insurance Study. The 2D HEC-RAS model developed for this project uses the effective FEMA hydrology as input and routes the flows from the Vicee, Ash, and Kings Canyon watersheds through the downstream floodplain. The inflows to the site are taken from this 2D HEC-RAS model. Table 1 summarizes the calculated peak flows from off-site.

Table 1. Off-Site Peak Flows

Inflow ID	100-Year Peak Flow (cfs)
AR-N01	10.5
AR-N02	49.3
AR-S02	65.5
N_Ormsby01a	14.1
N_Ormsby02a	3.3

Runoff Curve Numbers (CN) for the SCS method were estimated for both existing and proposed conditions using a combination of the soil's hydrologic soil group and the land cover. The CN calculations are shown in Appendix B along with the SSURGO soils report for the site that was



used to determine the hydrologic soil group. The hydrologic soil groups for the soils in the project area were A/C and C/D. Hydrologic soil group D was used as a conservative estimate. NOAA Atlas 14 precipitation was estimated for the site using the Precipitation Frequency Data Server. The Depth-Duration-Frequency estimates for the site are also included in Appendix B. The SCS Type II storm distribution was used to apply the rainfall totals in the model. Table 2 summarizes input parameters for the on-site model.

Table 2. On-Site Model Input Parameters

Basin ID	Drainage Area (ac)	CN	Time of Concentration(min)
EX	48.922	80	10
PR1	20.052	10.5	5
PR2	21.814	49.3	5
PR3	7.057	65.5	5

The calculated peak flows for the on-site basins are summarized in Table 3.

Table 3. Summary of Peak Flows (cfs) from On-Site

Basin ID	5-Year, 24-Hour	100-Year, 24-Hour
EX	30.7	99.5
PR1	37.5	73.9
PR2	40.8	80.2
PR3	11.8	24.2

The runoff from the on-site drainage basin PR1 and the off-site flows N_Ormsby_01a, AR_N01, and AR_N02 are routed through the northern proposed channel into the detention ponds adjacent La Mirada Street. Proposed drainage basin PR2 and the off-site inflows N_Ormsby_02a and AR_S03 are routed through the southern proposed channel into the L-shaped detention pond on the east side of West Sunset Way. The first detention pond is routed into the West Sunset Way detention pond. The outlet of the detention pond is a 24-inch RCP and is connected to the existing pipe on the south side of the existing parking lot on Mountain Street and north of Tahoe Drive. Stormwater runoff from proposed basin PR3 flows through the streets and exists the site onto Mountain Street. Table 4 summarizes the routed flows for the proposed drainage system.

Table 4. Summary of Routed Peak Flows (cfs) from On-Site and Off-Site

Basin ID	Description	5-Year, 24-Hour	100-Year, 24-Hour
EX	Discharges to Mountain St via surface flow	30.7	99.5
PR3	Discharges to Mountain St via street/gutter flow	11.8	24.2



Basin ID	Description	5-Year, 24-Hour	100-Year, 24-Hour
Outlet 2a	Discharge into existing 24" storm drain on Mountain St	15.1	35.8
Outlet 2b	Discharge to Mountain St via overland flow	0.0	59.8
Outlet Combined	Combined Outlet for Proposed Conditions (PR3 + Outlet 2a + Outlet 2b)	26.1	95.6

2.4 EXISTING DRAINAGE PROBLEMS

There are no known drainage problems on the site.

2.5 ONSITE AND DOWNSTREAM DRAINAGE

The downstream storm drains are not sized to contain runoff from the 100-year storm. The streets are used to convey the runoff that is not contained in the storm drain system. In existing conditions, runoff from the site flows into Mountain Street and enters an existing 24-inch RCP. The proposed drainage plan includes a 24-inch RCP from the detention pond connecting to the City's drainage infrastructure.

2.6 FLOODPLAINS

The site is located in a Zone AO (Depth 1 Foot) and shaded Zone X on the effective FEMA effective Flood Insurance Rate Map (FIRM) as shown in Exhibit 4 in Appendix A. Zone AO (Depth 1 Foot) is an area of shallow flooding with average depths of 1 foot. A shaded Zone X is an area flooded by the 500-year storm and areas flooded by the 100-year storm with depths less than 1 foot.

The results of the 2D HEC-RAS model developed for this project show the 100-year flood depths to be reduced. The model results show the maximum depths from the 100-year storm on the site to all be less than 1 foot. A Letter of Map Revision (LOMR) application is being prepared to revise the FEMA flood zones and remove the Zone AO from the site. The shaded X zone will remain on the site. The proposed drainage improvements have been designed to convey all of the off-site flows from the 100-year including the shallow flow with depths less than 1 foot.

3 PROPOSED DRAINAGE FACILITIES

3.1 PROPOSED DRAINAGE FACILITY ROUTING

The proposed drainage system is designed to convey and detain both on-site and off-site flows from the 5-year design storm and the 100-year, 24-hour storm events. Two channels have been designed to intercept runoff entering the site from the West, North, and South property lines. The northern channel flows into a detention pond that is connected

The Proposed Drainage Facilities are shown in Exhibit 3.



3.2 PROPOSED MITIGATION MEASURES

The proposed channels and detention ponds are designed to mitigate the regrading/fill within the shallowing flooding areas in the 100-year storm.

3.3 PROPOSED FLOODPLAIN MODIFICATIONS

A LOMR application is being prepared to revise the FEMA FIRM and remove the Zone AO flood zone from the property. The site will still have a shaded Zone X that included 100-year flood depths of less than 1 foot. The 100-year flood flows from off-site will be contained in the proposed channels and detention ponds and discharged to Mountain Street through the existing 24-inch storm drain and as overland flow into the street.

4 CONCLUSIONS

The proposed project is in compliance with CCMC and Carson City Development Standards, as well as all FEMA regulations.

The hydrologic and hydraulic analysis of on-site and off-site flows from the 5-year, 24-hour and 100-year, 24-hour design storms show that the proposed development does not increase peak flows or flood elevations downstream of the project site.

The proposed drainage improvements include channels to capture off-site and on-site runoff and convey the flow to the proposed detention ponds. The outlet structure from the detention pond will control the outflow from the site and connect to the existing storm drain on Mountain Street.



Appendix A – Exhibits

Exhibit 1 – General Location Map

Exhibit 2 - Watershed Map

Exhibit 3 – Proposed Drainage Facilities

Exhibit 4 – FEMA Flood Insurance Rate Map



Appendix B – Runoff Calculations

Curve Number Calculations

NOAA Atlas 14 Precipitation Depth-Duration-Frequency Estimates

SSURGO Soils Map and Report

CURVE NUMBER CALCULATION

Project Name: Andersen Ranch	Prepared By: BJ	Date: 11/6/2019
	Checked By: JTC	Date: 11/6/2019

Subbasin	Land Cover	HSG	CN	Acres	CN*Acres
EX	Pasteure Land, grassland, or range, Good Condition	D	80	48.920	3913.60
	Total			48.920	3913.60
				Weighted CN	80.0
PR1	Pasteure Land, grassland, or range, Good Condition	D	80	3.358	268.64
	1/3 acre Residential	D	86	0.000	0.03
	1/4 acre Residential	D	87	0.083	7.21
	1/8 acre or less Residential	D	92	18.346	1,687.85
	Impervious	D	98	0.027	2.61
	Total			21.814	1,966.34
PR2	Pasteure Land, grassland, or range, Good Condition	D	80	4.913	393.04
	1 acre Residential	D	84	0.015	1.23
	1/3 acre Residential	D	86	0.037	3.17
	1/8 acre or less Residential	D	92	14.978	1,378.01
	Impervious	D	98	0.109	10.64
	Total			20.051	1,786.09
PR3	Pasteure Land, grassland, or range, Good Condition	D	86	0.289	24.89
	1/3 acre Residential	D	87	0.034	2.92
	1/4 acre Residential	D	92	2.930	269.52
	1/8 acre or less Residential	D	80	3.804	304.32
	Total			7.057	601.65
				Weighted CN	85.3



NOAA Atlas 14, Volume 1, Version 5

Location name: Carson City, Nevada, USA*

Latitude: 39.1722°, Longitude: -119.7778°

Elevation: 4741.73 ft**

* source: ESRI Maps

** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps & aerials](#)

PF tabular

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.098 (0.084-0.115)	0.122 (0.106-0.144)	0.162 (0.139-0.193)	0.202 (0.171-0.239)	0.265 (0.219-0.315)	0.324 (0.259-0.386)	0.393 (0.303-0.474)	0.476 (0.353-0.584)	0.609 (0.425-0.763)	0.729 (0.485-0.930)
10-min	0.149 (0.128-0.176)	0.185 (0.161-0.220)	0.247 (0.212-0.293)	0.307 (0.261-0.363)	0.403 (0.333-0.479)	0.493 (0.393-0.588)	0.598 (0.462-0.722)	0.725 (0.537-0.890)	0.926 (0.648-1.16)	1.11 (0.738-1.42)
15-min	0.185 (0.159-0.218)	0.229 (0.199-0.272)	0.307 (0.263-0.364)	0.380 (0.323-0.450)	0.500 (0.413-0.594)	0.611 (0.488-0.729)	0.742 (0.573-0.895)	0.899 (0.666-1.10)	1.15 (0.803-1.44)	1.38 (0.915-1.76)
30-min	0.248 (0.214-0.293)	0.309 (0.268-0.367)	0.413 (0.354-0.490)	0.512 (0.435-0.606)	0.674 (0.556-0.800)	0.822 (0.657-0.982)	0.999 (0.771-1.21)	1.21 (0.897-1.49)	1.55 (1.08-1.94)	1.85 (1.23-2.36)
60-min	0.308 (0.265-0.363)	0.383 (0.332-0.454)	0.511 (0.438-0.606)	0.634 (0.539-0.750)	0.834 (0.688-0.990)	1.02 (0.813-1.22)	1.24 (0.955-1.49)	1.50 (1.11-1.84)	1.91 (1.34-2.40)	2.29 (1.53-2.93)
2-hr	0.416 (0.371-0.477)	0.517 (0.459-0.591)	0.658 (0.581-0.752)	0.783 (0.684-0.894)	0.972 (0.826-1.12)	1.14 (0.948-1.32)	1.33 (1.08-1.56)	1.56 (1.22-1.86)	1.96 (1.47-2.42)	2.33 (1.69-2.96)
3-hr	0.500 (0.447-0.562)	0.621 (0.560-0.701)	0.779 (0.695-0.877)	0.907 (0.804-1.02)	1.09 (0.950-1.23)	1.25 (1.07-1.42)	1.42 (1.19-1.64)	1.65 (1.35-1.93)	2.02 (1.60-2.45)	2.37 (1.83-2.99)
6-hr	0.697 (0.626-0.778)	0.869 (0.782-0.974)	1.08 (0.965-1.20)	1.24 (1.11-1.39)	1.47 (1.29-1.65)	1.64 (1.42-1.86)	1.82 (1.55-2.08)	2.02 (1.69-2.34)	2.32 (1.89-2.73)	2.59 (2.06-3.10)
12-hr	0.924 (0.824-1.04)	1.16 (1.03-1.31)	1.46 (1.30-1.64)	1.69 (1.50-1.90)	2.01 (1.75-2.27)	2.25 (1.94-2.56)	2.50 (2.12-2.88)	2.75 (2.29-3.20)	3.09 (2.51-3.67)	3.36 (2.67-4.05)
24-hr	1.22 (1.11-1.35)	1.53 (1.39-1.69)	1.93 (1.75-2.13)	2.25 (2.04-2.49)	2.70 (2.43-2.99)	3.06 (2.73-3.38)	3.43 (3.04-3.81)	3.82 (3.35-4.25)	4.35 (3.76-4.87)	4.76 (4.06-5.39)
2-day	1.47 (1.32-1.65)	1.84 (1.65-2.07)	2.35 (2.10-2.64)	2.76 (2.46-3.10)	3.33 (2.95-3.76)	3.79 (3.33-4.28)	4.27 (3.73-4.85)	4.78 (4.12-5.47)	5.48 (4.65-6.33)	6.04 (5.05-7.06)
3-day	1.62 (1.44-1.83)	2.04 (1.82-2.30)	2.62 (2.33-2.96)	3.09 (2.74-3.49)	3.75 (3.30-4.25)	4.28 (3.74-4.86)	4.85 (4.20-5.53)	5.45 (4.66-6.24)	6.28 (5.29-7.27)	6.96 (5.77-8.13)
4-day	1.77 (1.57-2.00)	2.24 (1.99-2.53)	2.88 (2.56-3.27)	3.42 (3.02-3.87)	4.17 (3.65-4.74)	4.78 (4.15-5.44)	5.43 (4.67-6.20)	6.11 (5.20-7.01)	7.09 (5.92-8.20)	7.87 (6.48-9.20)
7-day	2.06 (1.83-2.33)	2.61 (2.32-2.95)	3.39 (3.00-3.84)	4.01 (3.55-4.54)	4.88 (4.29-5.54)	5.58 (4.87-6.35)	6.31 (5.46-7.21)	7.09 (6.07-8.12)	8.16 (6.89-9.45)	9.03 (7.51-10.5)
10-day	2.28 (2.03-2.58)	2.90 (2.58-3.28)	3.78 (3.34-4.27)	4.46 (3.94-5.04)	5.40 (4.73-6.11)	6.14 (5.35-6.96)	6.90 (5.97-7.84)	7.69 (6.59-8.77)	8.77 (7.42-10.1)	9.62 (8.04-11.2)
20-day	2.82 (2.52-3.16)	3.58 (3.20-4.02)	4.64 (4.14-5.19)	5.44 (4.84-6.09)	6.52 (5.77-7.30)	7.33 (6.46-8.23)	8.17 (7.14-9.20)	9.00 (7.82-10.2)	10.1 (8.68-11.5)	11.0 (9.30-12.6)
30-day	3.22 (2.89-3.60)	4.10 (3.67-4.58)	5.29 (4.74-5.91)	6.19 (5.53-6.90)	7.40 (6.57-8.25)	8.31 (7.33-9.29)	9.24 (8.09-10.4)	10.2 (8.83-11.5)	11.4 (9.79-13.0)	12.3 (10.5-14.2)
45-day	3.80 (3.41-4.23)	4.84 (4.34-5.38)	6.24 (5.60-6.92)	7.27 (6.52-8.07)	8.62 (7.68-9.57)	9.60 (8.53-10.7)	10.6 (9.35-11.8)	11.5 (10.1-12.9)	12.7 (11.1-14.4)	13.6 (11.8-15.4)
60-day	4.37 (3.91-4.87)	5.58 (5.00-6.21)	7.19 (6.44-7.99)	8.33 (7.45-9.26)	9.77 (8.71-10.9)	10.8 (9.61-12.0)	11.8 (10.4-13.2)	12.7 (11.2-14.2)	13.8 (12.2-15.6)	14.6 (12.8-16.6)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

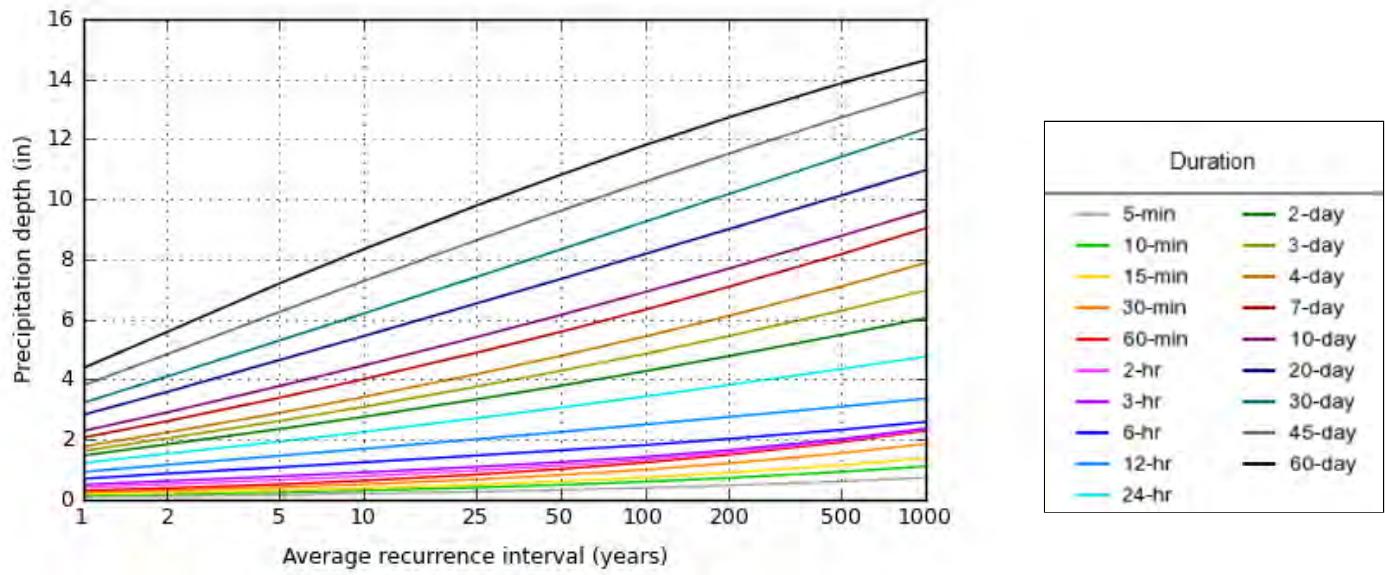
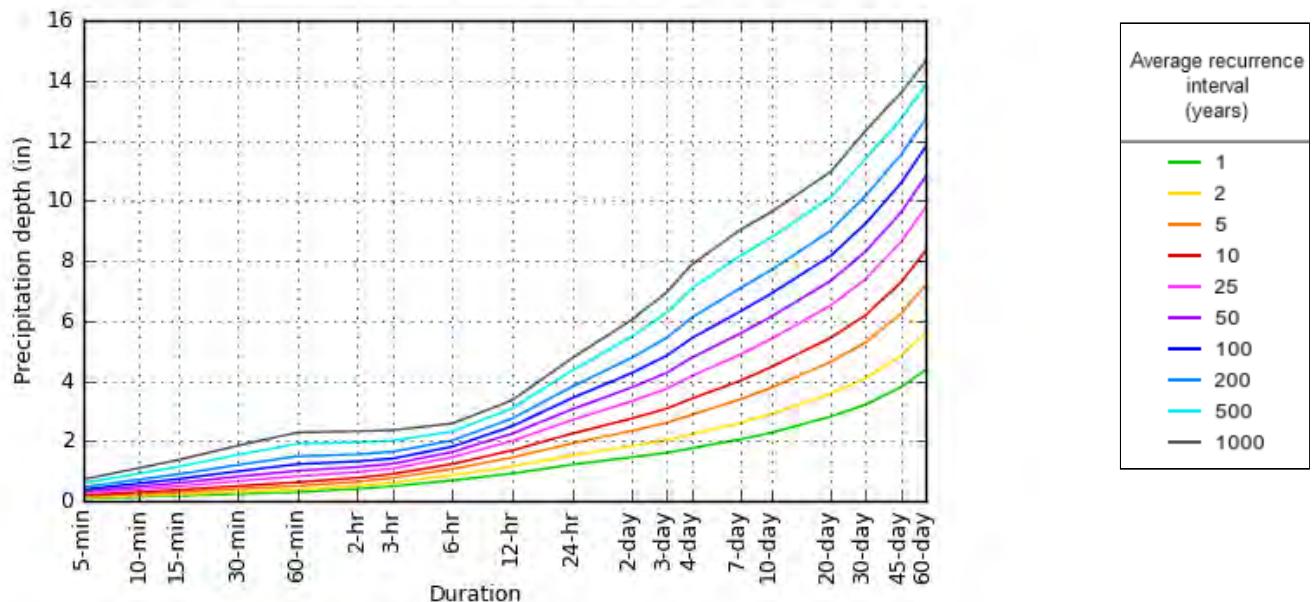
Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical

PDS-based depth-duration-frequency (DDF) curves
Latitude: 39.1722°, Longitude: -119.7778°



Maps & aerials

[Small scale terrain](#)



Large scale terrain



Large scale map



Large scale aerial



[Back to Top](#)

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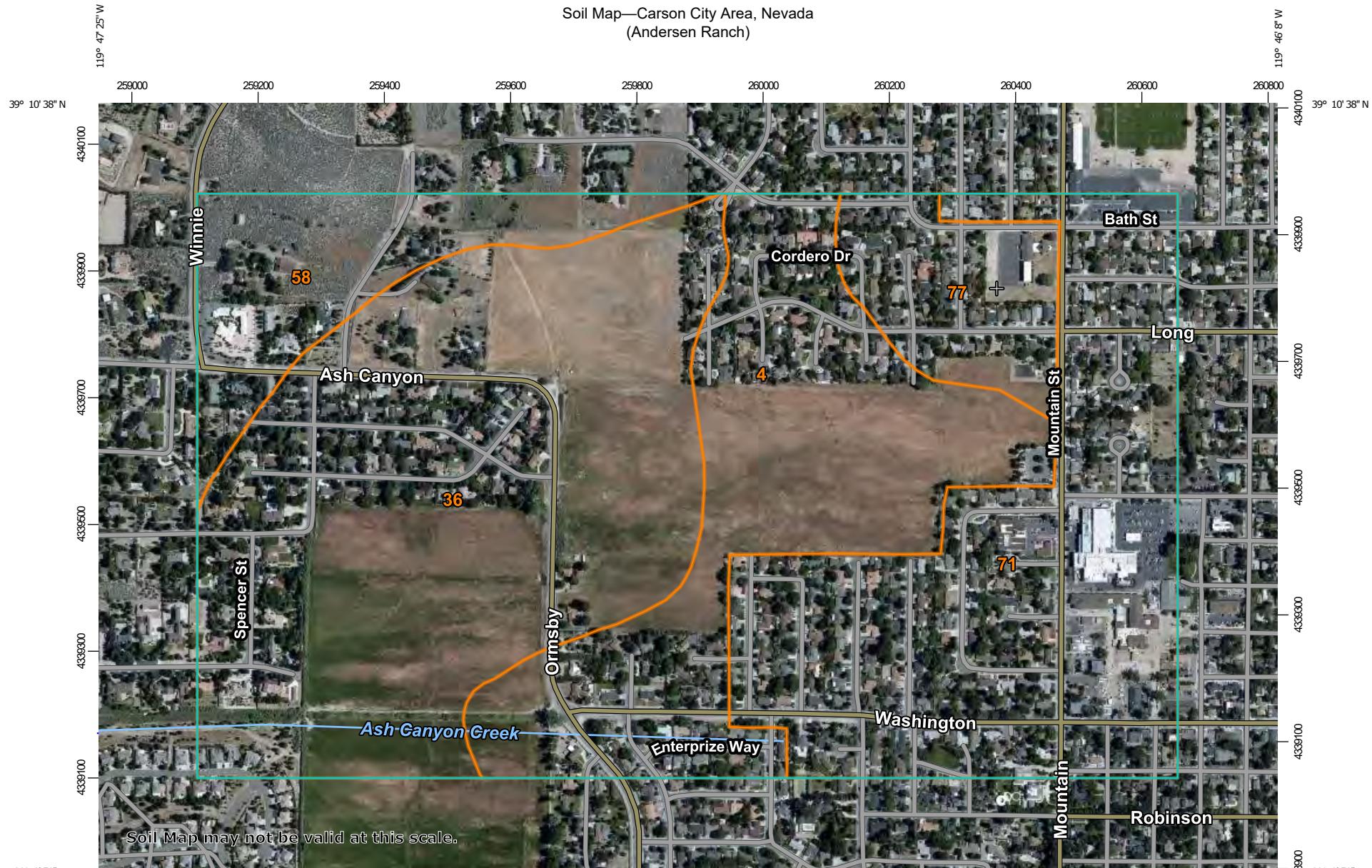
[National Water Center](#)

1325 East West Highway
Silver Spring, MD 20910

Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

Soil Map—Carson City Area, Nevada (Andersen Ranch)



Map Scale: 1:8,540 if printed on A landscape (11" x 8.5") sheet.

0 100 200 300 400 500 Meters

0 100 200 400 600 Feet
0 400 800 1600 2400
Map projection: Web Mercator. Corner coordinates: WGS84. Edge ticks: UTM Zone 11N WGS84

123



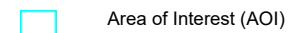
Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

11/6/2019
Page 1 of 3

MAP LEGEND

Area of Interest (AOI)



Area of Interest (AOI)

Soils



Soil Map Unit Polygons



Soil Map Unit Lines



Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Carson City Area, Nevada

Survey Area Data: Version 13, Sep 17, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 1, 2018—Jun 30, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
4	Bishop loam, saline	76.0	21.4%
36	Jubilee coarse sandy loam, 0 to 2 percent slopes	132.0	37.1%
58	Surpass coarse sandy loam, 2 to 4 percent slopes MLRA 26	31.2	8.8%
71	Urban land	94.2	26.5%
77	Voltaire silty clay loam, saline	21.9	6.2%
Totals for Area of Interest		355.3	100.0%

Engineering Properties

This table gives the engineering classifications and the range of engineering properties for the layers of each soil in the survey area.

Hydrologic soil group is a group of soils having similar runoff potential under similar storm and cover conditions. The criteria for determining Hydrologic soil group is found in the National Engineering Handbook, Chapter 7 issued May 2007(<http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba>). Listing HSGs by soil map unit component and not by soil series is a new concept for the engineers. Past engineering references contained lists of HSGs by soil series. Soil series are continually being defined and redefined, and the list of soil series names changes so frequently as to make the task of maintaining a single national list virtually impossible. Therefore, the criteria is now used to calculate the HSG using the component soil properties and no such national series lists will be maintained. All such references are obsolete and their use should be discontinued. Soil properties that influence runoff potential are those that influence the minimum rate of infiltration for a bare soil after prolonged wetting and when not frozen. These properties are depth to a seasonal high water table, saturated hydraulic conductivity after prolonged wetting, and depth to a layer with a very slow water transmission rate. Changes in soil properties caused by land management or climate changes also cause the hydrologic soil group to change. The influence of ground cover is treated independently. There are four hydrologic soil groups, A, B, C, and D, and three dual groups, A/D, B/D, and C/D. In the dual groups, the first letter is for drained areas and the second letter is for undrained areas.

The four hydrologic soil groups are described in the following paragraphs:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Depth to the upper and lower boundaries of each layer is indicated.

Texture is given in the standard terms used by the U.S. Department of Agriculture. These terms are defined according to percentages of sand, silt, and clay in the fraction of the soil that is less than 2 millimeters in diameter. "Loam," for example, is soil that is 7 to 27 percent clay, 28 to 50 percent silt, and less than 52 percent sand. If the content of particles coarser than sand is 15 percent or more, an appropriate modifier is added, for example, "gravelly."

Classification of the soils is determined according to the Unified soil classification system (ASTM, 2005) and the system adopted by the American Association of State Highway and Transportation Officials (AASHTO, 2004).

The Unified system classifies soils according to properties that affect their use as construction material. Soils are classified according to particle-size distribution of the fraction less than 3 inches in diameter and according to plasticity index, liquid limit, and organic matter content. Sandy and gravelly soils are identified as GW, GP, GM, GC, SW, SP, SM, and SC; silty and clayey soils as ML, CL, OL, MH, CH, and OH; and highly organic soils as PT. Soils exhibiting engineering properties of two groups can have a dual classification, for example, CL-ML.

The AASHTO system classifies soils according to those properties that affect roadway construction and maintenance. In this system, the fraction of a mineral soil that is less than 3 inches in diameter is classified in one of seven groups from A-1 through A-7 on the basis of particle-size distribution, liquid limit, and plasticity index. Soils in group A-1 are coarse grained and low in content of fines (silt and clay). At the other extreme, soils in group A-7 are fine grained. Highly organic soils are classified in group A-8 on the basis of visual inspection.

If laboratory data are available, the A-1, A-2, and A-7 groups are further classified as A-1-a, A-1-b, A-2-4, A-2-5, A-2-6, A-2-7, A-7-5, or A-7-6. As an additional refinement, the suitability of a soil as subgrade material can be indicated by a group index number. Group index numbers range from 0 for the best subgrade material to 20 or higher for the poorest.

Percentage of rock fragments larger than 10 inches in diameter and 3 to 10 inches in diameter are indicated as a percentage of the total soil on a dry-weight basis. The percentages are estimates determined mainly by converting volume percentage in the field to weight percentage. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Percentage (of soil particles) passing designated sieves is the percentage of the soil fraction less than 3 inches in diameter based on an oven-dry weight. The sieves, numbers 4, 10, 40, and 200 (USA Standard Series), have openings of 4.76, 2.00, 0.420, and 0.074 millimeters, respectively. Estimates are based on laboratory tests of soils sampled in the survey area and in nearby areas and on estimates made in the field. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Liquid limit and *plasticity index* (Atterberg limits) indicate the plasticity characteristics of a soil. The estimates are based on test data from the survey area or from nearby areas and on field examination. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

References:

American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.

American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.



Report—Engineering Properties

Absence of an entry indicates that the data were not estimated. The asterisk '*' denotes the representative texture; other possible textures follow the dash. The criteria for determining the hydrologic soil group for individual soil components is found in the National Engineering Handbook, Chapter 7 issued May 2007(<http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba>). Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Engineering Properties—Carson City Area, Nevada														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			<i>In</i>				<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>
4—Bishop loam, saline														
Bishop	95	C/D	0-28	Loam	CL	A-6	0- 0- 0	0- 0- 0	100-100 -100	95-98-1 00	65-75- 85	50-60- 70	35-41- 47	13-16-1 9
			28-60	Stratified sandy loam to clay loam	CL, ML, SC-SM	A-4, A-6	0- 0- 0	0- 8- 15	95-98-1 00	85-93-1 00	60-65- 70	45-53- 60	23-32- 40	6-12-19
Voltaire	5	C/D	0-18	Silty clay loam	CL	A-6	0- 0- 0	0- 0- 0	100-100 -100	100-100 -100	95-98-1 00	85-90- 95	39-45- 51	19-22-2 5
			18-60	Stratified loamy sand to silty clay loam	CL	A-6	0- 0- 0	0- 0- 0	100-100 -100	100-100 -100	90-95-1 00	75-80- 85	38-44- 49	19-22-2 5
36—Jubilee coarse sandy loam, 0 to 2 percent slopes														
Jubilee	100	A/D	0-20	Coarse sandy loam	SM	A-2	0- 0- 0	0- 0- 0	95-98-1 00	85-93-1 00	50-55- 60	25-30- 35	23-29- 35	2-6-10
			20-60	Stratified coarse sand to sandy loam	SM	A-1	0- 0- 0	0- 0- 0	95-98-1 00	85-93-1 00	40-45- 50	10-15- 20	17-25- 33	2-6-10



Engineering Properties—Carson City Area, Nevada														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			<i>In</i>				<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>
58—Surpass coarse sandy loam, 2 to 4 percent slopes MLRA 26														
Surpass	85	A	0-14	Coarse sandy loam	SC-SM	A-2-4	0- 0- 0	0- 0- 0	84-92-100	78-87-100	45-54-69	24-31-43	0-23-32	NP-6-9
			14-26	Gravelly sandy loam	SC	A-2-4	0- 0- 0	0- 0- 6	85-93-93	56-70-77	41-54-62	20-28-33	21-27-30	5-10-12
			26-66	Gravelly loamy sand, gravelly sandy loam	SM	A-2-4	0- 0- 3	0- 0- 5	79-86-86	59-71-78	43-58-67	9-16-21	0-0-29	NP-0-12
Holbrook	5	A	0-4	Cobbly loamy sand	SM	A-2-4	0- 1- 6	7-14- 14	74-79-83	65-74-83	51-60-70	14-18-23	0-0-29	NP-0-7
			4-15	Cobbly loam	SC	A-6	0- 1- 7	8-21- 21	76-77-82	70-71-82	52-63-77	35-46-57	18-34-41	1-12-17
			15-60	Very gravelly sandy loam, stony sand, extremely gravelly loam, extremely gravelly loamy sand	SC	A-2-4	0- 2- 5	6- 6- 11	56-65-71	35-44-56	23-34-45	10-17-23	0-24-27	NP-8-9
Koontz	4	D	0-2	Very stony loam	SC	A-2-6	0-14- 14	0-12- 12	57-66-77	27-40-58	21-36-57	13-26-42	24-31-38	7-11-15
			2-9	Very gravelly loam	GC, GM	A-2-6	0- 0- 0	0- 7- 11	58-62-69	32-48-69	27-42-65	19-30-48	24-31-38	7-11-15
			9-14	Very gravelly loam, very gravelly clay loam	GC	A-2-6, A-6	0- 0- 0	0- 7- 11	59-63-71	33-49-71	28-44-70	21-34-55	31-38-48	13-18-24

Engineering Properties—Carson City Area, Nevada														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				L-R-H	L-R-H	L-R-H	L-R-H	L-R-H	L-R-H	L-R-H	L-R-H
			14-42	Bedrock	—	—	—	—	—	—	—	—	—	—
Greenbrae	3	C	0-2	Sandy loam	SC-SM	A-2-4	0- 0- 0	0- 0- 0	92-95-1 00	76-87-1 00	53-67- 83	24-34- 45	17-25- 32	1-7 -12
			2-10	Sandy loam	SC-SM	A-2-4	0- 0- 0	0- 0- 0	92-92-1 00	77-84- 92	57-65- 75	28-33- 39	0-21 -25	NP-6 -7
			10-41	Clay loam, sandy clay loam, sandy clay, loam	SC	A-6	0- 0- 0	0- 0- 0	92-92-1 00	76-84- 92	64-72- 89	36-41- 55	31-35 -46	14-17-2 5
			41-60	Gravelly loamy sand, loam, gravelly coarse sand, gravelly sandy loam	SC	A-2-4	0- 0- 0	0- 0- 0	86-92- 93	52-77- 80	36-60- 66	17-31- 36	0-21 -26	NP-8 -10
Mottsville	2	A	0-5	Loamy coarse sand	SM	A-1-b	0- 0- 0	0- 0- 0	87-94- 97	53-83- 92	31-50- 56	13-22- 26	0-0 -0	NP
			5-18	Loamy sand, loamy coarse sand, gravelly loamy coarse sand, coarse sand, gravelly coarse sand	SM	A-1-b	0- 0- 0	0- 0- 0	87-91- 97	53-71- 92	28-38- 55	10-14- 23	0-0 -0	NP
			18-60	Gravelly coarse sand, gravelly loamy coarse sand, coarse sand, loamy coarse sand	SP-SM	A-1-b	0- 0- 0	0- 0- 0	87-92- 97	55-72- 92	26-35- 50	5- 8- 15	0-0 -0	NP
Incy	1	A	0-4	Sand	SP-SM	A-3	0- 0- 0	0- 0- 0	100-100 -100	79-91-1 00	59-70- 79	4- 7- 11	0-0 -18	NP-0 -2
			4-60	Fine sand	SP-SM	A-3	0- 0- 0	0- 0- 0	100-100 -100	80-90-1 00	50-65- 80	5-10- 15	0-0 -17	NP-0 -2

Engineering Properties—Carson City Area, Nevada														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			<i>In</i>				<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>	<i>L-R-H</i>
77—Voltaire silty clay loam, saline														
Voltaire	100	C/D	0-18	Silty clay loam	CL	A-6	0- 0- 0	0- 0- 0	100-100 -100	100-100 -100	95-98-1 00	85-90- 95	39-45 -51	19-22-2 5
			18-60	Stratified loamy sand to silty clay loam	CL	A-6	0- 0- 0	0- 0- 0	100-100 -100	100-100 -100	90-95-1 00	75-80- 85	38-44 -49	19-22-2 5

Data Source Information

Soil Survey Area: Carson City Area, Nevada

Survey Area Data: Version 13, Sep 17, 2019



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

11/6/2019
Page 7 of 7



Appendix C – SWMM5 Model Input/Output

SWMM Model Input/Output

PCSWMM Report

AndersenRanch

November 7, 2019

Table of Contents

Summaries

Summary 1: Options	3
Summary 2: Model inventory	5
Summary 3: Inflows	5
Summary 4: Flow routing continuity	6

Graphs

Figure 1: Hydro	7
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Summary 1: Options

Name	AR_100YR	AR_005YR	AR_005YR_EX	AR_100YR_EX
Flow Units	CFS	CFS	CFS	CFS
Infiltration method	Curve Number	Curve Number	Curve Number	Curve Number
Flow routing method	Dynamic Wave	Dynamic Wave	Dynamic Wave	Dynamic Wave
Link offsets defined by	Depth	Depth	Depth	Depth
Allow ponding	Yes	Yes	No	No
Skip steady flow periods	No	No	No	No
Inertial dampening	Partial	Partial	Partial	Partial
Define supercritical flow by	Both	Both	Both	Both
Force Main Equation	H-W	H-W	H-W	H-W
Variable time step	On	On	On	On
Adjustment factor (%)	75	75	75	75
Conduit lengthening (s)	0	0	0	0
Minimum surface area (ft ²)	0	0	0	0
Starting date	Sep-25-2019 12:00:00 AM	Sep-25-2019 12:00:00 AM	Nov-6-2019 12:00:00 AM	Nov-6-2019 12:00:00 AM
Ending date	Sep-26-2019 03:32:00 AM	Sep-26-2019 03:32:00 AM	Nov-7-2019 12:00:00 AM	Nov-7-2019 12:00:00 AM
Duration of simulation (hours)	27.53333333333333	27.53333333333333	24	24
Antecedent dry days (days)	0	0	0	0
Rain interval (h:mm)	n/a	n/a	n/a	n/a
Report time step (h:mm:ss)	00:01:00	00:01:00	00:01:00	00:01:00
Wet time step (h:mm:ss)	00:05:00	00:05:00	00:05:00	00:05:00
Dry time step (h:mm:ss)	00:05:00	00:05:00	00:05:00	00:05:00
Routing time step (s)	1	1	5	5
Minimum time step used (s)	0.5	0.5	n/a	n/a
Average time step used (s)	1	1	n/a	n/a
Minimum conduit slope	0	0	0	0
Ignore rainfall/runoff	No	No	No	No
Ignore snow melt	No	No	No	No
Ignore groundwater	No	No	No	No

Summary 1: Options (continued...)

Name	AR_100YR	AR_005YR	AR_005YR_EX	AR_100YR_EX
Ignore flow routing	No	No	No	No
Ignore water quality	No	No	No	No
Report average results	No	No	No	No

Summary 2: Model inventory

Name	AR_100YR	AR_005YR	AR_005YR_EX	AR_100YR_EX
Raingages	2	2	2	2
Subcatchments	0	0	0	0
Aquifers	0	0	0	0
Snowpacks	0	0	0	0
RDII hydrographs	0	0	0	0
Junction nodes	9	9	0	0
Outfall nodes	1	1	1	1
Flow divider nodes	0	0	0	0
Storage unit nodes	2	2	0	0
Conduit links	12	12	0	0
Pump links	0	0	0	0
Orifice links	0	0	0	0
Weir links	0	0	0	0
Outlet links	0	0	0	0
Treatment units	0	0	0	0
Transects	2	2	0	0
Control rules	0	0	0	0
Pollutants	0	0	0	0
Land Uses	0	0	0	0
Control Curves	0	0	0	0
Diversion Curves	0	0	0	0
Pump Curves	0	0	0	0
Rating Curves	0	0	0	0
Shape Curves	0	0	0	0
Storage Curves	2	2	0	0
Tidal Curves	0	0	0	0
Weir Curves	0	0	0	0
Time Series	9	9	4	4
Time Patterns	0	0	0	0

Summary 3: Inflows

Name	AR_100YR	AR_005YR	AR_005YR_EX	AR_100YR_EX
Time series inflows	5	0	0	0
Dry weather	0	0	0	0
Groundwater	0	0	0	0
RDII inflows	0	0	0	0

Summary 4: Flow routing continuity

Name	AR_100YR	AR_005YR	AR_005YR_EX	AR_100YR_EX
Dry weather inflow (MG)	0.000	0.000	n/a	0.000
Wet weather inflow (MG)	0.000	0.000	n/a	0.000
Groundwater inflow (MG)	0.000	0.000	n/a	0.000
RDII inflow (MG)	0.000	0.000	n/a	0.000
External inflow (MG)	27.777	1.969	n/a	2.081
External outflow (MG)	11.507	1.716	n/a	2.081
Flooding loss (MG)	13.695	0.000	n/a	0.000
Evaporation loss (MG)	0.000	0.000	n/a	0.000
Exfiltration loss (MG)	0.000	0.000	n/a	0.000
Initial stored volume (MG)	0.000	0.000	n/a	0.000
Final stored volume (MG)	2.681	0.284	n/a	0.000
Continuity error (%)	-0.383	-1.562	n/a	0.000

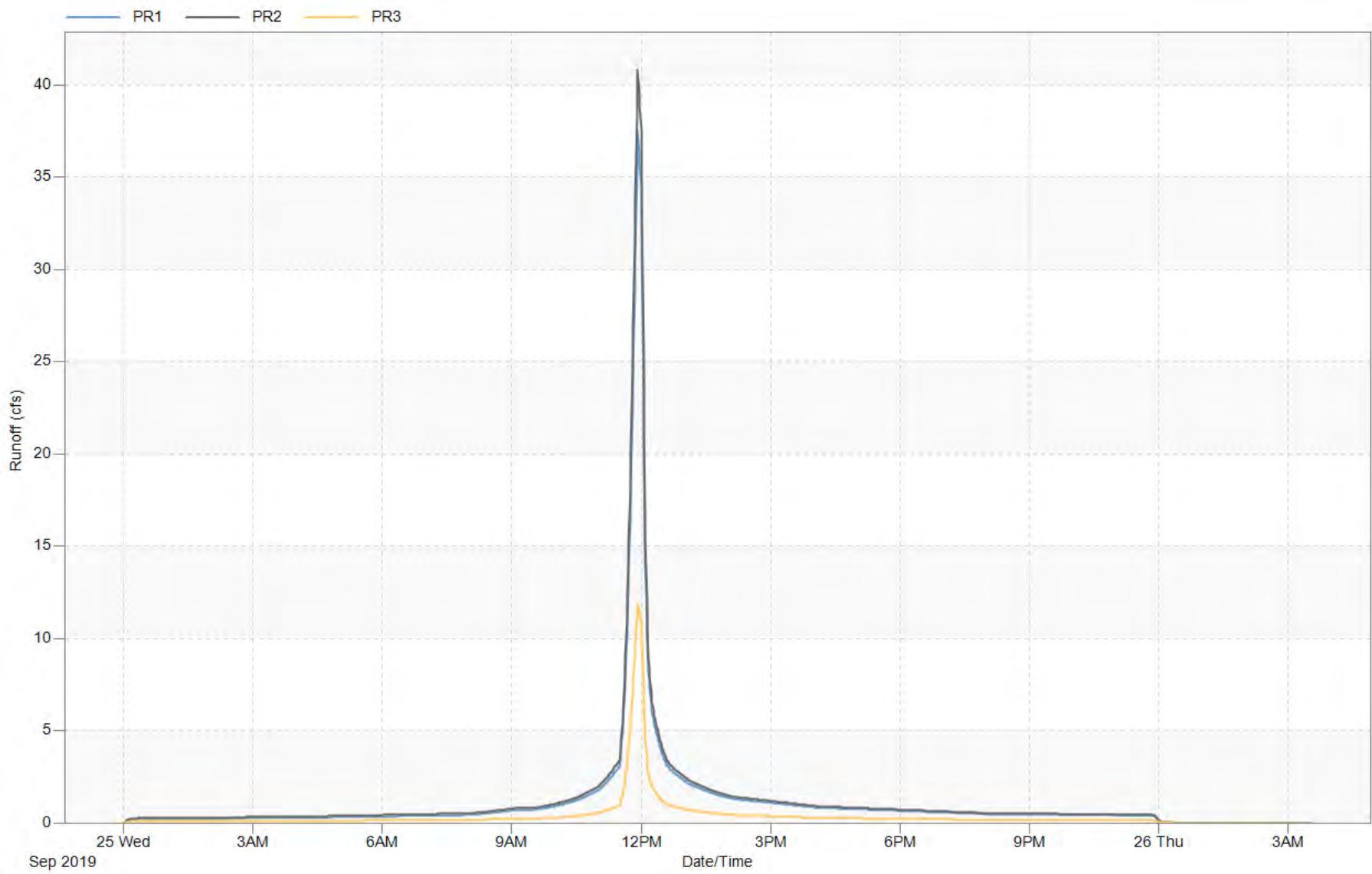


Figure 1: Hydro

ALTERNATIVE RUNOFF METHOD (ARM) - PCSWMM BETA VERSION 7.2.2785

This is a *BETA* version of ARM - your feedback and suggestions are solicited. Create a ticket, post on the PCSWMM feature request forum, or email us directly!

Simulation start time: 11/06/2019 00:00:00
Simulation end time: 11/07/2019 00:00:00
Runoff wet weather time steps: 300 seconds
Report time steps: 60 seconds
Number of data points: 1441

Unit Hydrographs Runoff Method

Subcatchment	Runoff Method	Raingage	Area (ac)	Time of Concentration (min)
EX	Dimensionless UH (483.4)	5Year_SCS_Type_II_1.93in	48.922	10

ARM Runoff Summary

Subcatchment	Total Precip (in)	Total Losses (in)	Total Runoff (in)	Total Runoff 10^6 gal	Peak Runoff CFS	Runoff Coeff (fraction)
EX	1.928	1.409	0.515	0.685	30.678	0.267

WARNING ARM01: Computed UH depth for ARM subcatchment EX is not unity. Consider reducing wet we

EPA STORM WATER MANAGEMENT MODEL - VERSION 5.1 (Build 5.1.013)

Element Count

Number of rain gages 2
Number of subcatchments ... 0
Number of nodes 1
Number of links 0
Number of pollutants 0
Number of land uses 0

Raingage Summary

Name	Data Source	Data Type	Recording Interval
100Year_SCS_Type_II_3.43in	100Year_SCS_Type_II_3.43in	INTENSITY	6 min.

5Year_SCS_Type_II_1.93in 5Year_SCS_Type_II_1.93in INTENSITY 6 min.

Node Summary

Name	Type	Invert Elev.	Max. Depth	Ponded Area	External Inflow
J-EX	OUTFALL	4720.72	0.00	0.0	

ERROR 351: cannot open routing interface file D:\Projects\AndersenRanch\Models\PCSWMM\Existing_

NOTE: The summary statistics displayed in this report are based on results found at every computational time step, not just on results from each reporting time step.

Analysis Options

Flow Units CFS

Process Models:

Rainfall/Runoff YES

RDII NO

Snowmelt NO

Groundwater NO

Flow Routing NO

Water Quality NO

Surcharge Method EXTRAN

Starting Date 11/06/2019 00:00:00

Ending Date 11/07/2019 00:00:00

Antecedent Dry Days 0.0

Report Time Step 00:01:00

Analysis begun on: Thu Nov 7 11:19:35 2019

Analysis ended on: Thu Nov 7 11:19:35 2019

Total elapsed time: < 1 sec

ALTERNATIVE RUNOFF METHOD (ARM) - PCSWMM BETA VERSION 7.2.2785

This is a *BETA* version of ARM - your feedback and suggestions are solicited.
Create a ticket, post on the PCSWMM feature request forum, or email us directly!

Simulation start time: 09/25/2019 00:00:00
Simulation end time: 09/26/2019 03:32:00
Runoff wet weather time steps: 300 seconds
Report time steps: 60 seconds
Number of data points: 1653

Unit Hydrographs Runoff Method

Subcatchment	Runoff Method	Raingage	Area (ac)	Time of Concentration (min)
PR1	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	20.052	5
PR2	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	21.814	5
PR3	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	7.057	5

ARM Runoff Summary

Subcatchment	Total Precip (in)	Total Losses (in)	Total Runoff (in)	Total Runoff 10^6 gal	Peak Runoff CFS	Runoff Coeff (fraction)
PR1	1.928	0.45	1.492	0.812	37.515	0.774
PR2	1.928	0.431	1.51	0.895	40.833	0.783
PR3	1.928	0.575	1.366	0.262	11.819	0.708

WARNING ARM01: Computed UH depth for ARM subcatchment PR1 is not unity. Consider reducing wet weight
WARNING ARM01: Computed UH depth for ARM subcatchment PR2 is not unity. Consider reducing wet weight
WARNING ARM01: Computed UH depth for ARM subcatchment PR3 is not unity. Consider reducing wet weight

EPA STORM WATER MANAGEMENT MODEL - VERSION 5.1 (Build 5.1.013)

WARNING 08: elevation drop exceeds length for Conduit C8

Element Count

Number of rain gages 2
Number of subcatchments ... 0
Number of nodes 12
Number of links 12
Number of pollutants 0
Number of land uses 0

Raingage Summary

Name	Data Source	Data Type	Recording Interval
100-YR_SCS_Type_II_3.43in	SCS_Type_II_3.43in	INTENSITY	6 min.
5-YR_SCS_Type_II_1.93in	SCS_Type_II_1.93in	INTENSITY	6 min.

Node Summary

Name	Type	Invert Elev.	Max. Depth	Ponded Area	External Inflow
J1	JUNCTION	4718.19	4.00	0.0	
J2	JUNCTION	4713.60	4.00	0.0	
J3	JUNCTION	4713.50	4.27	0.0	
J-AR_N01	JUNCTION	4739.88	5.00	0.0	
J-AR_N02	JUNCTION	4742.12	5.00	0.0	
J-AR_S02	JUNCTION	4725.93	5.00	0.0	
JN_Ormsby01a	JUNCTION	4758.00	6.09	0.0	
JN_Ormsby02a	JUNCTION	4758.07	5.00	0.0	
OF1	JUNCTION	4718.38	2.00	0.0	
J4	OUTFALL	0.00	2.00	0.0	
CombinedStorage	STORAGE	4719.50	12.50	0.0	
SU2	STORAGE	4721.50	5.00	0.0	

Link Summary

Name	From Node	To Node	Type	Length	%Slope	Roughness
C1	J-AR_N02	J-AR_N01	CONDUIT	67.5	3.3240	0.0300
C10	SU2	J2	CONDUIT	382.8	3.1624	0.0300
C11	CombinedStorage	SU2	CONDUIT	115.0	-1.7394	0.0130
C12	OF1	J2	CONDUIT	268.8	1.7787	0.0140
C2	J-AR_N01	CombinedStorage	CONDUIT	1080.0	1.8870	0.0300
C3	JN_Ormsby01a	J-AR_N02	CONDUIT	1118.6	1.4200	0.0300
C4	JN_Ormsby02a	J-AR_S02	CONDUIT	1771.9	1.8142	0.0300
C5	J-AR_S02	SU2	CONDUIT	400.0	1.1083	0.0300
C6	J1	J2	CONDUIT	838.3	0.5475	0.0130
C7	J2	J3	CONDUIT	54.9	0.1822	0.0130
C8	J3	J4	CONDUIT	1117.7	421.6980	0.0130
C9	SU2	J2	CONDUIT	364.2	2.1694	0.0130

Cross Section Summary

Conduit	Shape	Full Depth	Full Area	Hyd. Rad.	Max. Width	No. of Barrels	Full Flow
C1	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	1212.24
C10	Overflow_to_MountainSt	1.76	178.24	0.76	150.79	1	1311.63
C11	CIRCULAR	2.50	4.91	0.63	2.50	1	54.10
C12	Street	0.75	12.56	0.46	32.50	1	105.24
C2	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	913.36
C3	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	792.31
C4	TRAPEZOIDAL	3.00	39.00	1.70	22.00	1	370.28
C5	TRAPEZOIDAL	3.00	39.00	1.70	22.00	1	289.41
C6	CIRCULAR	2.00	3.14	0.50	2.00	1	16.74

C7	CIRCULAR	2.00	3.14	0.50	2.00	1	9.66
C8	CIRCULAR	2.00	3.14	0.50	2.00	1	464.56
C9	CIRCULAR	1.50	1.77	0.38	1.50	1	15.47

Transect Summary

Transect Overflow_to_MountainSt

Area:

0.0003	0.0010	0.0020	0.0037	0.0060
0.0090	0.0127	0.0173	0.0226	0.0286
0.0356	0.0453	0.0599	0.0772	0.0966
0.1171	0.1381	0.1595	0.1813	0.2035
0.2261	0.2491	0.2726	0.2966	0.3210
0.3459	0.3712	0.3966	0.4222	0.4478
0.4736	0.4996	0.5258	0.5522	0.5788
0.6055	0.6323	0.6593	0.6864	0.7137
0.7412	0.7691	0.7974	0.8258	0.8544
0.8832	0.9121	0.9412	0.9705	1.0000

Hrad:

0.0153	0.0333	0.0478	0.0581	0.0729
0.0874	0.0985	0.1108	0.1305	0.1487
0.1542	0.1593	0.1275	0.1421	0.1602
0.1682	0.1940	0.2199	0.2457	0.2707
0.2962	0.3197	0.3430	0.3664	0.3911
0.4079	0.4354	0.4634	0.4912	0.5186
0.5442	0.5701	0.5949	0.6200	0.6468
0.6734	0.6998	0.7261	0.7510	0.7757
0.7971	0.8134	0.8377	0.8611	0.8867
0.9120	0.9352	0.9608	0.9821	1.0000

Width:

0.0175	0.0292	0.0426	0.0667	0.0906
0.1108	0.1379	0.1667	0.1913	0.2103
0.2600	0.4051	0.5523	0.6150	0.6772
0.6971	0.7125	0.7257	0.7385	0.7525
0.7642	0.7810	0.7981	0.8144	0.8261
0.8482	0.8527	0.8562	0.8597	0.8637
0.8704	0.8765	0.8840	0.8908	0.8950
0.8992	0.9036	0.9079	0.9139	0.9201
0.9299	0.9455	0.9519	0.9590	0.9636
0.9684	0.9752	0.9796	0.9881	1.0000

Transect Street

Area:

0.0004	0.0018	0.0040	0.0072	0.0112
0.0161	0.0219	0.0287	0.0363	0.0448
0.0542	0.0645	0.0757	0.0878	0.1007
0.1146	0.1294	0.1451	0.1616	0.1791
0.1975	0.2167	0.2369	0.2579	0.2799
0.3027	0.3264	0.3502	0.3741	0.3980
0.4219	0.4458	0.4697	0.4937	0.5187
0.5445	0.5712	0.5988	0.6273	0.6567
0.6870	0.7182	0.7503	0.7833	0.8172
0.8519	0.8876	0.9242	0.9616	1.0000

Hrad:

0.0161	0.0322	0.0482	0.0643	0.0804
0.0965	0.1126	0.1287	0.1447	0.1608
0.1769	0.1930	0.2091	0.2252	0.2412
0.2573	0.2734	0.2895	0.3056	0.3217
0.3377	0.3538	0.3699	0.3860	0.4021
0.4181	0.4394	0.4708	0.5022	0.5335

0.5647	0.5957	0.6267	0.6576	0.6870
0.7150	0.7415	0.7668	0.7909	0.8140
0.8360	0.8571	0.8774	0.8968	0.9155
0.9336	0.9510	0.9679	0.9842	1.0000
Width:				
0.0231	0.0462	0.0692	0.0923	0.1154
0.1385	0.1615	0.1846	0.2077	0.2308
0.2538	0.2769	0.3000	0.3231	0.3462
0.3692	0.3923	0.4154	0.4385	0.4615
0.4846	0.5077	0.5308	0.5538	0.5769
0.6000	0.6154	0.6154	0.6154	0.6154
0.6154	0.6154	0.6154	0.6308	0.6538
0.6769	0.7000	0.7231	0.7462	0.7692
0.7923	0.8154	0.8385	0.8615	0.8846
0.9077	0.9308	0.9538	0.9769	1.0000

 NOTE: The summary statistics displayed in this report are
 based on results found at every computational time step,
 not just on results from each reporting time step.

 Analysis Options

Flow Units CFS

Process Models:

Rainfall/Runoff	YES
RDII	NO
Snowmelt	NO
Groundwater	NO
Flow Routing	YES
Ponding Allowed	YES
Water Quality	NO
Flow Routing Method	DYNWAVE
Surcharge Method	EXTRAN
Starting Date	09/25/2019 00:00:00
Ending Date	09/26/2019 03:32:00
Antecedent Dry Days	0.0
Report Time Step	00:01:00
Routing Time Step	1.00 sec
Variable Time Step	YES
Maximum Trials	8
Number of Threads	1
Head Tolerance	0.001500 ft

*****	Volume	Volume
Flow Routing Continuity	acre-feet	10^6 gal
*****	-----	-----
Dry Weather Inflow	0.000	0.000
Wet Weather Inflow	0.000	0.000
Groundwater Inflow	0.000	0.000
RDII Inflow	0.000	0.000
External Inflow	6.041	1.969
External Outflow	5.265	1.716
Flooding Loss	0.000	0.000
Evaporation Loss	0.000	0.000
Exfiltration Loss	0.000	0.000
Initial Stored Volume	0.000	0.000
Final Stored Volume	0.871	0.284
Continuity Error (%)	-1.562	

Highest Continuity Errors

Node CombinedStorage (6.99%)
Node J3 (-1.23%)

Time-Step Critical Elements

None

Highest Flow Instability Indexes

All links are stable.

Routing Time Step Summary

Minimum Time Step : 0.50 sec
Average Time Step : 1.00 sec
Maximum Time Step : 1.00 sec
Percent in Steady State : 0.00
Average Iterations per Step : 2.00
Percent Not Converging : 0.00

Node Depth Summary

Node	Type	Average Depth Feet	Maximum Depth Feet	Maximum HGL Feet	Time of Max Occurrence days hr:min	Reported Max Depth Feet
J1	JUNCTION	0.00	0.00	4718.19	0 00:00	0.00
J2	JUNCTION	0.51	1.72	4715.32	0 13:13	1.72
J3	JUNCTION	0.08	0.23	4713.73	0 13:13	0.23
J-AR_N01	JUNCTION	0.00	0.00	4739.88	0 00:00	0.00
J-AR_N02	JUNCTION	0.00	0.00	4742.12	0 00:00	0.00
J-AR_S02	JUNCTION	0.00	0.00	4725.93	0 00:00	0.00
JN_Ormsby01a	JUNCTION	0.00	0.00	4758.00	0 00:00	0.00
JN_Ormsby02a	JUNCTION	0.00	0.00	4758.07	0 00:00	0.00
OF1	JUNCTION	0.07	0.33	4718.71	0 11:55	0.33
J4	OUTFALL	0.08	0.24	0.24	0 13:13	0.24
CombinedStorage	STORAGE	1.70	3.78	4723.28	0 12:11	3.78
SU2	STORAGE	0.30	1.72	4723.22	0 12:12	1.72

Node Inflow Summary

Node	Type	Maximum Lateral Inflow CFS	Maximum Total Inflow CFS	Time of Max Occurrence days hr:min	Lateral Inflow Volume 10^6 gal	Total Inflow Volume 10^6 gal	Fl Bal Err Perce
------	------	----------------------------------	--------------------------------	--	---	---------------------------------------	---------------------------

J1	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
J2	JUNCTION	0.00	26.08	0	11:59	0	1.7	0.2
J3	JUNCTION	0.00	14.53	0	13:13	0	1.69	-1.2
J-AR_N01	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
J-AR_N02	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
J-AR_S02	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
JN_Ormsby01a	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
JN_Ormsby02a	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
OF1	JUNCTION	11.82	11.82	0	11:55	0.262	0.262	-0.2
J4	OUTFALL	0.00	14.92	0	13:13	0	1.72	0.0
CombinedStorage	STORAGE	37.51	37.51	0	11:55	0.812	0.906	7.5
SU2	STORAGE	40.83	47.16	0	11:55	0.895	1.55	0.0

 Node Surcharge Summary

No nodes were surcharged.

 Node Flooding Summary

No nodes were flooded.

 Storage Volume Summary

Storage Unit	Average Volume 1000 ft ³	Avg Pcnt	Evap Pcnt	Exfil Pcnt	Maximum Volume 1000 ft ³	Max Pcnt	Time of Max Occurrence	Max Outf
CombinedStorage	20.287	7	0	0	49.934	17	0 12:11	9
SU2	6.661	4	0	0	41.439	27	0 12:12	15

 Outfall Loading Summary

Outfall Node	Flow Freq Pcnt	Avg Flow CFS	Max Flow CFS	Total Volume 10 ⁶ gal
J4	99.32	2.33	14.92	1.716
System	99.32	2.33	14.92	1.716

 Link Flow Summary

Link	Type	Maximum Flow CFS	Time of Max Occurrence days hr:min	Maximum Veloc ft/sec	Max/ Full Flow	Max/ Full Depth
------	------	--------------------	------------------------------------	------------------------	----------------	-----------------

C1	CONDUIT	0.00	0	00:00	0.00	0.00	0.00	0.00
C10	CHANNEL	0.00	0	00:00	0.00	0.00	0.49	
C11	CONDUIT	9.08	0	12:01	2.15	0.17	0.84	
C12	CHANNEL	11.69	0	11:55	2.04	0.11	0.72	
C2	CONDUIT	0.00	0	00:00	0.00	0.00	0.38	
C3	CONDUIT	0.00	0	00:00	0.00	0.00	0.00	
C4	CONDUIT	0.00	0	00:00	0.00	0.00	0.00	
C5	CONDUIT	0.00	0	00:00	0.00	0.00	0.29	
C6	CONDUIT	0.00	0	00:00	0.00	0.00	0.43	
C7	CONDUIT	14.53	0	13:13	9.53	1.51	0.49	
C8	CONDUIT	14.92	0	13:13	>50.00	0.03	0.12	
C9	CONDUIT	15.10	0	12:57	9.54	0.98	1.00	

 Flow Classification Summary

Conduit	Adjusted /Actual Length	Fraction of Time in Flow Class									
		Up Dry	Down Dry	Sub Dry	Sup Crit	Up Crit	Down Crit	Norm Crit	Ltd	Inlet Ctrl	
C1	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C10	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C11	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.42	
C12	1.00	0.00	0.00	0.00	0.99	0.01	0.00	0.00	0.00	0.99	
C2	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C3	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C4	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C5	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C6	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C7	1.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	0.00	
C8	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.35	0.00	
C9	1.00	0.00	0.00	0.00	0.65	0.35	0.00	0.00	0.93	0.00	

 Conduit Surcharge Summary

Conduit	Hours				Hours	
	Both Ends	Hours Upstream	Full Dnstream	Above Normal Flow	Capacity Limited	
C11	0.01	0.01	3.64	0.01	0.01	
C12	0.01	0.01	4.71	0.01	0.01	
C7	0.01	0.01	0.01	2.33	0.01	
C9	0.49	0.76	1.74	0.01	0.28	

Analysis begun on: Thu Nov 7 11:37:28 2019
 Analysis ended on: Thu Nov 7 11:37:29 2019
 Total elapsed time: 00:00:01

ALTERNATIVE RUNOFF METHOD (ARM) - PCSWMM BETA VERSION 7.2.2785

This is a *BETA* version of ARM - your feedback and suggestions are solicited. Create a ticket, post on the PCSWMM feature request forum, or email us directly!

Simulation start time: 11/06/2019 00:00:00
Simulation end time: 11/07/2019 00:00:00
Runoff wet weather time steps: 300 seconds
Report time steps: 60 seconds
Number of data points: 1441

Unit Hydrographs Runoff Method

Subcatchment	Runoff Method	Raingage	Area (ac)	Time of Concentration (min)
EX	Dimensionless UH (483.4)	100Year_SCS_Type_II_3.43in	48.922	10

ARM Runoff Summary

Subcatchment	Total Precip (in)	Total Losses (in)	Total Runoff (in)	Total Runoff 10^6 gal	Peak Runoff CFS	Runoff Coeff (fraction)
EX	3.426	1.848	1.567	2.082	99.527	0.457

WARNING ARM01: Computed UH depth for ARM subcatchment EX is not unity. Consider reducing wet we

EPA STORM WATER MANAGEMENT MODEL - VERSION 5.1 (Build 5.1.013)

Element Count

Number of rain gages 2
Number of subcatchments ... 0
Number of nodes 1
Number of links 0
Number of pollutants 0
Number of land uses 0

Raingage Summary

Name	Data Source	Data Type	Recording Interval	
100Year_SCS_Type_II_3.43in	100Year_SCS_Type_II_3.43in	INTENSITY	6 min.	150

5Year_SCS_Type_II_1.93in 5Year_SCS_Type_II_1.93in INTENSITY 6 min.

Node Summary

Name	Type	Invert Elev.	Max. Depth	Ponded Area	External Inflow
J-EX	OUTFALL	4720.72	0.00	0.0	

NOTE: The summary statistics displayed in this report are based on results found at every computational time step, not just on results from each reporting time step.

Analysis Options

Flow Units CFS
Process Models:
Rainfall/Runoff YES
RDII NO
Snowmelt NO
Groundwater NO
Flow Routing NO
Water Quality NO
Surcharge Method EXTRAN
Starting Date 11/06/2019 00:00:00
Ending Date 11/07/2019 00:00:00
Antecedent Dry Days 0.0
Report Time Step 00:01:00

Flow Routing Continuity	Volume acre-feet	Volume 10^6 gal
Dry Weather Inflow	0.000	0.000
Wet Weather Inflow	0.000	0.000
Groundwater Inflow	0.000	0.000
RDII Inflow	0.000	0.000
External Inflow	6.386	2.081
External Outflow	6.386	2.081
Flooding Loss	0.000	0.000
Evaporation Loss	0.000	0.000
Exfiltration Loss	0.000	0.000
Initial Stored Volume	0.000	0.000
Final Stored Volume	0.000	0.000
Continuity Error (%)	0.000	

Analysis begun on: Thu Nov 7 11:23:46 2019
Analysis ended on: Thu Nov 7 11:23:46 2019
Total elapsed time: < 1 sec

ALTERNATIVE RUNOFF METHOD (ARM) - PCSWMM BETA VERSION 7.2.2785

This is a *BETA* version of ARM - your feedback and suggestions are solicited.
Create a ticket, post on the PCSWMM feature request forum, or email us directly!

Simulation start time: 09/25/2019 00:00:00
Simulation end time: 09/26/2019 03:32:00
Runoff wet weather time steps: 300 seconds
Report time steps: 60 seconds
Number of data points: 1653

Unit Hydrographs Runoff Method

Subcatchment	Runoff Method	Raingage	Area (ac)	Time of Concentration (min)
PR1	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	20.052	5
PR2	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	21.814	5
PR3	Dimensionless UH (483.4)	5-YR_SCS_Type_II_1.93in	7.057	5

ARM Runoff Summary

Subcatchment	Total Precip (in)	Total Losses (in)	Total Runoff (in)	Total Runoff 10^6 gal	Peak Runoff CFS	Runoff Coeff (fraction)
PR1	1.928	0.45	1.492	0.812	37.515	0.774
PR2	1.928	0.431	1.51	0.895	40.833	0.783
PR3	1.928	0.575	1.366	0.262	11.819	0.708

WARNING ARM01: Computed UH depth for ARM subcatchment PR1 is not unity. Consider reducing wet weight
WARNING ARM01: Computed UH depth for ARM subcatchment PR2 is not unity. Consider reducing wet weight
WARNING ARM01: Computed UH depth for ARM subcatchment PR3 is not unity. Consider reducing wet weight

EPA STORM WATER MANAGEMENT MODEL - VERSION 5.1 (Build 5.1.013)

WARNING 08: elevation drop exceeds length for Conduit C8

Element Count

Number of rain gages 2
Number of subcatchments ... 0
Number of nodes 12
Number of links 12
Number of pollutants 0
Number of land uses 0

Raingage Summary

Name	Data Source	Data Type	Recording Interval
100-YR_SCS_Type_II_3.43in	SCS_Type_II_3.43in	INTENSITY	6 min.
5-YR_SCS_Type_II_1.93in	SCS_Type_II_1.93in	INTENSITY	6 min.

Node Summary

Name	Type	Invert Elev.	Max. Depth	Ponded Area	External Inflow
J1	JUNCTION	4718.19	4.00	0.0	
J2	JUNCTION	4713.60	4.00	0.0	
J3	JUNCTION	4713.50	4.27	0.0	
J-AR_N01	JUNCTION	4739.88	5.00	0.0	Yes
J-AR_N02	JUNCTION	4742.12	5.00	0.0	Yes
J-AR_S02	JUNCTION	4725.93	5.00	0.0	Yes
JN_Ormsby01a	JUNCTION	4758.00	6.09	0.0	Yes
JN_Ormsby02a	JUNCTION	4758.07	5.00	0.0	Yes
OF1	JUNCTION	4718.38	2.00	0.0	
J4	OUTFALL	0.00	2.00	0.0	
CombinedStorage	STORAGE	4719.50	12.50	0.0	
SU2	STORAGE	4721.50	5.00	0.0	

Link Summary

Name	From Node	To Node	Type	Length	%Slope	Roughness
C1	J-AR_N02	J-AR_N01	CONDUIT	67.5	3.3240	0.0300
C10	SU2	J2	CONDUIT	382.8	3.1624	0.0300
C11	CombinedStorage	SU2	CONDUIT	115.0	-1.7394	0.0130
C12	OF1	J2	CONDUIT	268.8	1.7787	0.0140
C2	J-AR_N01	CombinedStorage	CONDUIT	1080.0	1.8870	0.0300
C3	JN_Ormsby01a	J-AR_N02	CONDUIT	1118.6	1.4200	0.0300
C4	JN_Ormsby02a	J-AR_S02	CONDUIT	1771.9	1.8142	0.0300
C5	J-AR_S02	SU2	CONDUIT	400.0	1.1083	0.0300
C6	J1	J2	CONDUIT	838.3	0.5475	0.0130
C7	J2	J3	CONDUIT	54.9	0.1822	0.0130
C8	J3	J4	CONDUIT	1117.7	421.6980	0.0130
C9	SU2	J2	CONDUIT	364.2	2.1694	0.0130

Cross Section Summary

Conduit	Shape	Full Depth	Full Area	Hyd. Rad.	Max. Width	No. of Barrels	Full Flow
C1	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	1212.24
C10	Overflow_to_MountainSt	1.76	178.24	0.76	150.79	1	1311.63
C11	CIRCULAR	2.50	4.91	0.63	2.50	1	54.10
C12	Street	0.75	12.56	0.46	32.50	1	105.24
C2	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	913.36
C3	TRAPEZOIDAL	5.00	70.00	2.66	24.00	1	792.31
C4	TRAPEZOIDAL	3.00	39.00	1.70	22.00	1	370.28
C5	TRAPEZOIDAL	3.00	39.00	1.70	22.00	1	289.41
C6	CIRCULAR	2.00	3.14	0.50	2.00	1	16.74

C7	CIRCULAR	2.00	3.14	0.50	2.00	1	9.66
C8	CIRCULAR	2.00	3.14	0.50	2.00	1	464.56
C9	CIRCULAR	2.00	3.14	0.50	2.00	1	33.32

Transect Summary

Transect Overflow_to_MountainSt

Area:

0.0003	0.0010	0.0020	0.0037	0.0060
0.0090	0.0127	0.0173	0.0226	0.0286
0.0356	0.0453	0.0599	0.0772	0.0966
0.1171	0.1381	0.1595	0.1813	0.2035
0.2261	0.2491	0.2726	0.2966	0.3210
0.3459	0.3712	0.3966	0.4222	0.4478
0.4736	0.4996	0.5258	0.5522	0.5788
0.6055	0.6323	0.6593	0.6864	0.7137
0.7412	0.7691	0.7974	0.8258	0.8544
0.8832	0.9121	0.9412	0.9705	1.0000

Hrad:

0.0153	0.0333	0.0478	0.0581	0.0729
0.0874	0.0985	0.1108	0.1305	0.1487
0.1542	0.1593	0.1275	0.1421	0.1602
0.1682	0.1940	0.2199	0.2457	0.2707
0.2962	0.3197	0.3430	0.3664	0.3911
0.4079	0.4354	0.4634	0.4912	0.5186
0.5442	0.5701	0.5949	0.6200	0.6468
0.6734	0.6998	0.7261	0.7510	0.7757
0.7971	0.8134	0.8377	0.8611	0.8867
0.9120	0.9352	0.9608	0.9821	1.0000

Width:

0.0175	0.0292	0.0426	0.0667	0.0906
0.1108	0.1379	0.1667	0.1913	0.2103
0.2600	0.4051	0.5523	0.6150	0.6772
0.6971	0.7125	0.7257	0.7385	0.7525
0.7642	0.7810	0.7981	0.8144	0.8261
0.8482	0.8527	0.8562	0.8597	0.8637
0.8704	0.8765	0.8840	0.8908	0.8950
0.8992	0.9036	0.9079	0.9139	0.9201
0.9299	0.9455	0.9519	0.9590	0.9636
0.9684	0.9752	0.9796	0.9881	1.0000

Transect Street

Area:

0.0004	0.0018	0.0040	0.0072	0.0112
0.0161	0.0219	0.0287	0.0363	0.0448
0.0542	0.0645	0.0757	0.0878	0.1007
0.1146	0.1294	0.1451	0.1616	0.1791
0.1975	0.2167	0.2369	0.2579	0.2799
0.3027	0.3264	0.3502	0.3741	0.3980
0.4219	0.4458	0.4697	0.4937	0.5187
0.5445	0.5712	0.5988	0.6273	0.6567
0.6870	0.7182	0.7503	0.7833	0.8172
0.8519	0.8876	0.9242	0.9616	1.0000

Hrad:

0.0161	0.0322	0.0482	0.0643	0.0804
0.0965	0.1126	0.1287	0.1447	0.1608
0.1769	0.1930	0.2091	0.2252	0.2412
0.2573	0.2734	0.2895	0.3056	0.3217
0.3377	0.3538	0.3699	0.3860	0.4021
0.4181	0.4394	0.4708	0.5022	0.5335

0.5647	0.5957	0.6267	0.6576	0.6870
0.7150	0.7415	0.7668	0.7909	0.8140
0.8360	0.8571	0.8774	0.8968	0.9155
0.9336	0.9510	0.9679	0.9842	1.0000
Width:				
0.0231	0.0462	0.0692	0.0923	0.1154
0.1385	0.1615	0.1846	0.2077	0.2308
0.2538	0.2769	0.3000	0.3231	0.3462
0.3692	0.3923	0.4154	0.4385	0.4615
0.4846	0.5077	0.5308	0.5538	0.5769
0.6000	0.6154	0.6154	0.6154	0.6154
0.6154	0.6154	0.6154	0.6308	0.6538
0.6769	0.7000	0.7231	0.7462	0.7692
0.7923	0.8154	0.8385	0.8615	0.8846
0.9077	0.9308	0.9538	0.9769	1.0000

 NOTE: The summary statistics displayed in this report are
 based on results found at every computational time step,
 not just on results from each reporting time step.

 Analysis Options

 Flow Units CFS
 Process Models:
 Rainfall/Runoff YES
 RDII NO
 Snowmelt NO
 Groundwater NO
 Flow Routing YES
 Ponding Allowed YES
 Water Quality NO
 Flow Routing Method DYNWAVE
 Surcharge Method EXTRAN
 Starting Date 09/25/2019 00:00:00
 Ending Date 09/26/2019 03:32:00
 Antecedent Dry Days 0.0
 Report Time Step 00:01:00
 Routing Time Step 1.00 sec
 Variable Time Step YES
 Maximum Trials 8
 Number of Threads 1
 Head Tolerance 0.001500 ft

*****	Volume	Volume
Flow Routing Continuity	acre-feet	10^6 gal
*****	-----	-----
Dry Weather Inflow	0.000	0.000
Wet Weather Inflow	0.000	0.000
Groundwater Inflow	0.000	0.000
RDII Inflow	0.000	0.000
External Inflow	85.240	27.777
External Outflow	35.312	11.507
Flooding Loss	42.028	13.695
Evaporation Loss	0.000	0.000
Exfiltration Loss	0.000	0.000
Initial Stored Volume	0.000	0.000
Final Stored Volume	8.226	2.681
Continuity Error (%)	-0.383	

Highest Continuity Errors

Node CombinedStorage (5.19%)
Node J3 (-2.49%)
Node J2 (1.30%)

Time-Step Critical Elements

None

Highest Flow Instability Indexes

Link C8 (55)
Link C7 (54)

Routing Time Step Summary

Minimum Time Step : 0.50 sec
Average Time Step : 1.00 sec
Maximum Time Step : 1.00 sec
Percent in Steady State : -0.00
Average Iterations per Step : 2.03
Percent Not Converging : 0.15

Node Depth Summary

Node	Type	Average Depth Feet	Maximum Depth Feet	Maximum HGL Feet	Time of Max Occurrence days hr:min	Reported Max Depth Feet
J1	JUNCTION	0.00	0.00	4718.19	0 00:00	0.00
J2	JUNCTION	2.32	4.00	4717.60	0 12:21	4.00
J3	JUNCTION	0.19	0.32	4713.82	0 12:57	0.32
J-AR_N01	JUNCTION	0.36	1.32	4741.20	0 13:11	1.32
J-AR_N02	JUNCTION	0.29	1.09	4743.21	0 13:10	1.09
J-AR_S02	JUNCTION	0.71	1.53	4727.46	0 14:25	1.53
JN_Ormsby01a	JUNCTION	0.20	0.68	4758.68	0 13:34	0.68
JN_Ormsby02a	JUNCTION	0.10	0.26	4758.33	0 13:37	0.26
OF1	JUNCTION	0.07	0.33	4718.71	0 11:55	0.33
J4	OUTFALL	0.20	0.34	0.34	0 12:57	0.33
CombinedStorage	STORAGE	4.00	7.01	4726.51	0 14:37	7.01
SU2	STORAGE	2.53	4.77	4726.27	0 14:32	4.77

Node Inflow Summary

	Maximum Lateral Inflow	Maximum Total Inflow	Time of Max Occurrence	Lateral Inflow Volume	Total Inflow Volume	Total Balanc Err	Fl
156							

Node	Type	CFS	CFS	days	hr:min	10^6 gal	10^6 gal	Perce
J1	JUNCTION	0.00	0.00	0	00:00	0	0	0.0
J2	JUNCTION	0.00	85.54	0	14:32	0	25.3	1.3
J3	JUNCTION	0.00	27.00	0	12:57	0	11.2	-2.4
J-AR_N01	JUNCTION	10.47	58.73	0	13:10	0.471	6.11	0.0
J-AR_N02	JUNCTION	49.28	53.75	0	13:10	3.67	5.64	0.0
J-AR_S02	JUNCTION	64.08	66.62	0	14:19	18.9	19.7	0.2
JN_Ormsby01a	JUNCTION	14.12	14.12	0	13:34	1.97	1.97	0.1
JN_Ormsby02a	JUNCTION	3.25	3.25	0	13:34	0.756	0.756	0.7
OF1	JUNCTION	11.82	11.82	0	11:55	0.262	0.262	-0.3
J4	OUTFALL	0.00	30.03	0	12:57	0	11.5	0.0
CombinedStorage	STORAGE	37.51	57.06	0	13:11	0.812	6.99	5.4
SU2	STORAGE	40.83	85.40	0	14:28	0.895	26.2	0.4

Node Surcharge Summary

Surcharging occurs when water rises above the top of the highest conduit.

Node	Type	Hours Surcharged	Max. Height Above Crown	Min. Depth Below Rim
J2	JUNCTION	15.23	2.000	0.000

Node Flooding Summary

Flooding refers to all water that overflows a node, whether it ponds or not.

Node	Hours Flooded	Maximum Rate CFS	Time of Max Occurrence	Total Flood Volume 10^6 gal	Maximum Ponded Depth Feet
J2	14.58	58.63	0 14:32	13.694	0.000

Storage Volume Summary

Storage Unit	Average Volume 1000 ft ³	Avg Pcnt	Evap Pcnt	Exfil Pcnt	Maximum Volume 1000 ft ³	Max Pcnt	Time of Max Occurrence	Max Outf
CombinedStorage	81.462	28	0	0	152.032	51	0 14:37	22
SU2	73.865	49	0	0	142.228	94	0 14:32	85

Outfall Loading Summary

Outfall Node	Flow Freq Pcnt	Avg Flow CFS	Max Flow CFS	Total Volume 10^6 gal

J4	99.32	15.63	30.03	11.506
System	99.32	15.63	30.03	11.506

Link Flow Summary

Link	Type	Maximum Flow CFS	Time of Max Occurrence days	Max hr:min	Maximum Veloc ft/sec	Max/ Full Flow	Max/ Full Depth
C1	CONDUIT	50.96	0	13:10	6.68	0.04	0.24
C10	CHANNEL	50.24	0	14:32	0.53	0.04	0.66
C11	CONDUIT	22.75	0	12:51	5.85	0.42	1.00
C12	CHANNEL	11.69	0	11:55	2.04	0.11	0.72
C2	CONDUIT	55.03	0	13:11	1.94	0.06	0.63
C3	CONDUIT	14.01	0	13:34	3.12	0.02	0.17
C4	CONDUIT	2.95	0	13:37	0.61	0.01	0.29
C5	CONDUIT	66.50	0	14:25	3.27	0.23	0.75
C6	CONDUIT	0.00	0	00:00	0.00	0.00	0.50
C7	CONDUIT	27.00	0	12:57	14.31	2.80	0.58
C8	CONDUIT	30.03	0	12:57	>50.00	0.06	0.17
C9	CONDUIT	34.91	0	14:32	11.84	1.05	1.00

Flow Classification Summary

Conduit	Adjusted /Actual Length	Fraction of Time in Flow Class									
		Up Dry	Down Dry	Sub Dry	Sup Crit	Up Crit	Down Crit	Norm Crit	Ltd	Inlet Ctrl	
C1	1.00	0.35	0.00	0.00	0.11	0.55	0.00	0.00	0.62	0.00	
C10	1.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.00	
C11	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.42	0.00	
C12	1.00	0.00	0.00	0.00	0.99	0.01	0.00	0.00	0.99	0.00	
C2	1.00	0.00	0.35	0.00	0.65	0.00	0.00	0.00	0.65	0.00	
C3	1.00	0.35	0.12	0.00	0.53	0.00	0.00	0.00	0.53	0.00	
C4	1.00	0.46	0.00	0.00	0.54	0.00	0.00	0.00	0.54	0.00	
C5	1.00	0.00	0.46	0.00	0.54	0.00	0.00	0.00	0.54	0.00	
C6	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
C7	1.00	0.00	0.00	0.00	0.01	0.99	0.00	0.00	0.00	0.00	
C8	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.39	0.00	
C9	1.00	0.00	0.00	0.00	0.94	0.06	0.00	0.00	0.45	0.00	

Conduit Surcharge Summary

Conduit	Hours Full			Hours	Hours
	Both Ends	Upstream	Dnstream	Above Full	Capacity
C10	0.01	0.01	13.70	0.01	0.01
C11	14.31	14.31	15.82	0.01	0.01
C12	0.01	0.01	15.73	0.01	0.01

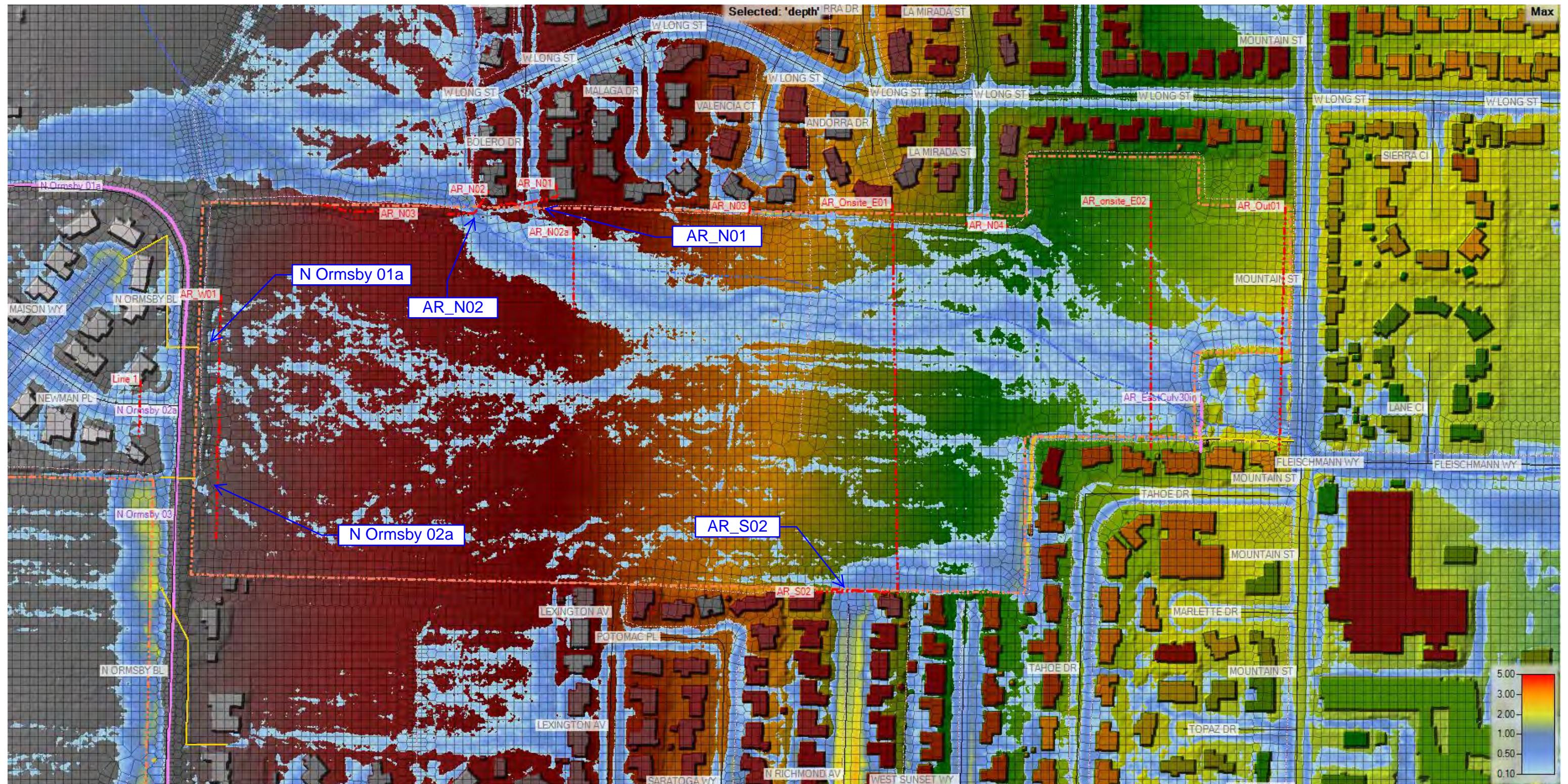
C2	0.01	0.01	14.20	0.01	0.01
C5	0.01	0.01	14.16	0.01	0.01
C7	0.01	15.23	0.01	15.53	0.01
C9	14.44	14.44	15.23	13.79	13.79

Analysis begun on: Thu Nov 7 11:29:17 2019
Analysis ended on: Thu Nov 7 11:29:18 2019
Total elapsed time: 00:00:01

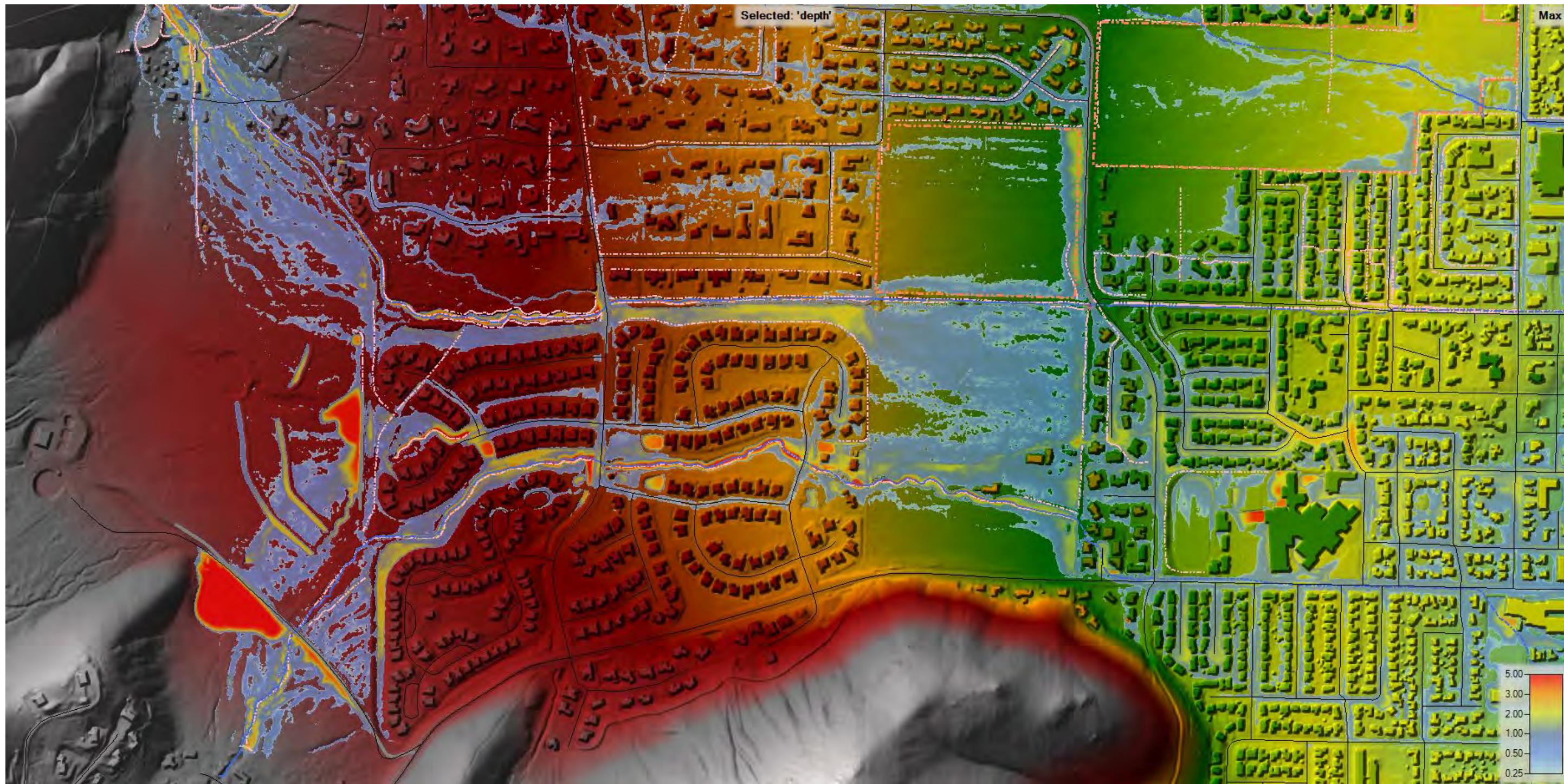


Appendix D – HEC-RAS Model
Figures

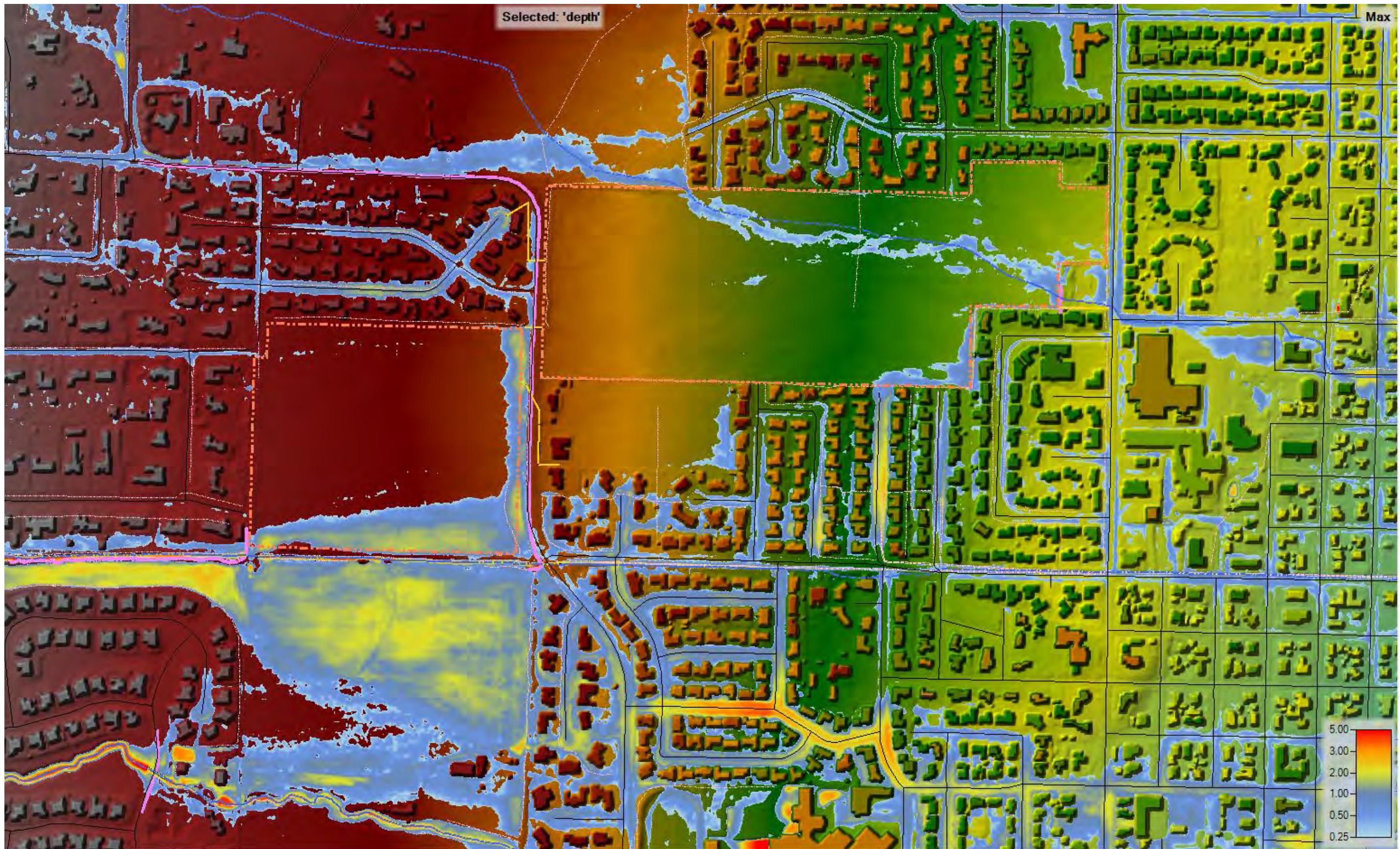
Andersen Ranch Existing Conditions – Inflow Locations



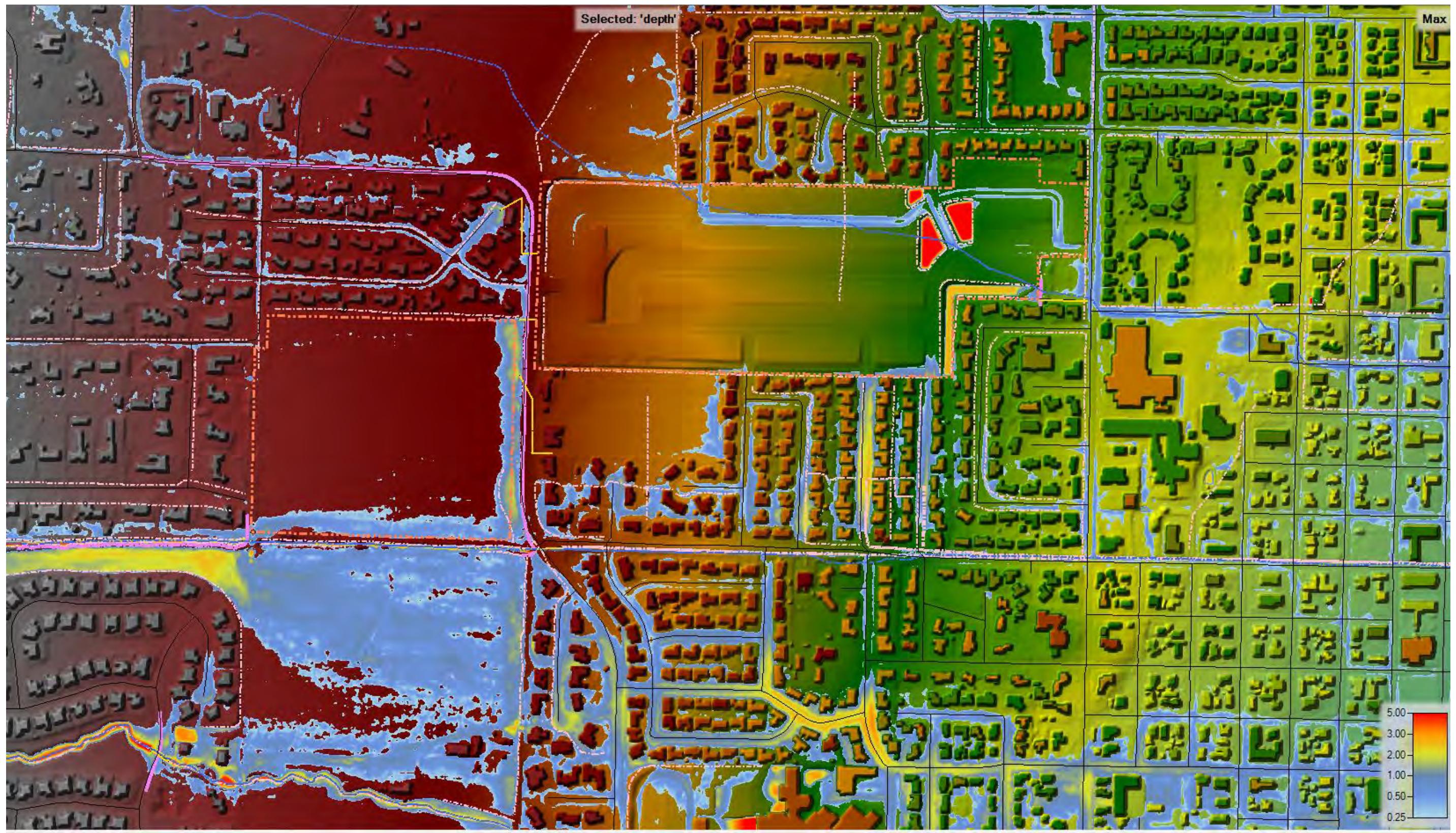
Extent of RAS 2D Model Analysis – Depth Map



Andersen Ranch Existing Conditions – Depth Map



Andersen Ranch Proposed Grading – Depth Map





November 6, 2019

Carson City Community Development
108 E. Proctor Street
Carson City, NV 89703

**RE: Andersen Ranch Estates- Tentative Map
Preliminary Water and Sewer Impact**

To whom it may concern,

Per the requirements set forth by Carson City, The Christy Corporation, LTD (CC) has prepared the following preliminary sewer and water impact report for the proposed Andersen Ranch Estates Tentative Map submittal.

The proposed tentative map consists of 203 single family lots on approximately 48.2 acres located on existing vacant land bounded by N. Ormsby Blvd and Mountain Street in Carson City (Ref. Vicinity Map).

In 2016, a PUD was approved on the subject property (The Vintage at Kings Canyon) with 212 single family lots and 96 assisted living units. The proposed tentative map application will replace the previously approved PUD with a tentative map that is conformant to the underlying zoning. This will result in a reduction of the previously approved lots/units.

WATER

The proposed Andersen Ranch Estates Tentative Map consists of 203 single family lots ranging in size from 5,000-14,900 SF, with an average lot size of 6,140 SF. In addition, the project proposes approximately 7.96 AC of common open space that will be landscaped and irrigated. The estimated resulting project water demand is +100 gpm. This represents a reduction from the previously approved PUD.

Per the previously approved Vintage at Kings Canyon project, the existing water system has the capacity to serve the proposed development. Internal water mains will be looped through all new street connections, where available.

The developer intends to engage Carson City for the preparation of the final water design report during the final map stage of the project.

FIRE FLOW

The fire flow analysis from the existing PUD application is attached. Fire hydrant testing on N. Ormsby Blvd determined an available fire flow of 4,800 gpm. Fire hydrant testing on Mountain Street determined an available fire flow of 4,300 gpm.

Per the previously approved Vintage at Kings Canyon project, the proposed project will have no appreciable impact on the performance of the water system.

SANITARY SEWER

The proposed Andersen Ranch Estates project will gravity sewer to the east, connecting to the existing 8" PVC main located in N. Mountain Street.

Per the previously approved Vintage at Kings Canyon project: "the main that runs north to south on Mountain Street turns east and connects to the existing main located in Fleischman St. Field investigations during peak flow hours on the southernmost section of main before turning down Fleischman determined that the peak flow in the pipe was approximately 0.07 cfs, 5.4% of capacity".

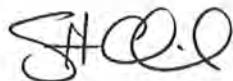
Using the recommended standards for wastewater facilities, the proposed 203 lot development will add 121,800 gpd, or 0.19 cfs peak flow to the system. The increased flow expected in the Mountain Street pipe will result in the pipe flowing at approximately 20% of capacity.

Per the above, and consistent with the previously approved Vintage at Kings Canyon project, the existing sewer system has the capacity to serve the proposed development.

The developer will provide a final sanitary sewer hydraulic report during the final map stage of the project.

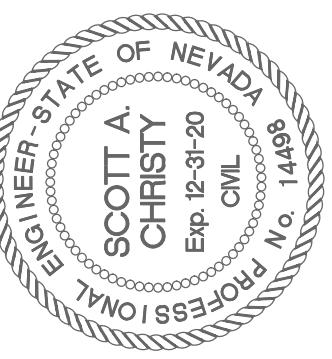
Should you have any questions or require additional information, please don't hesitate to call me 775-502-8552.

Sincerely,
Christy Corporation, LTD



Scott A. Christy, P.E.
President





ANDERSEN RANCH ESTATES

CARSON CITY, NEVADA

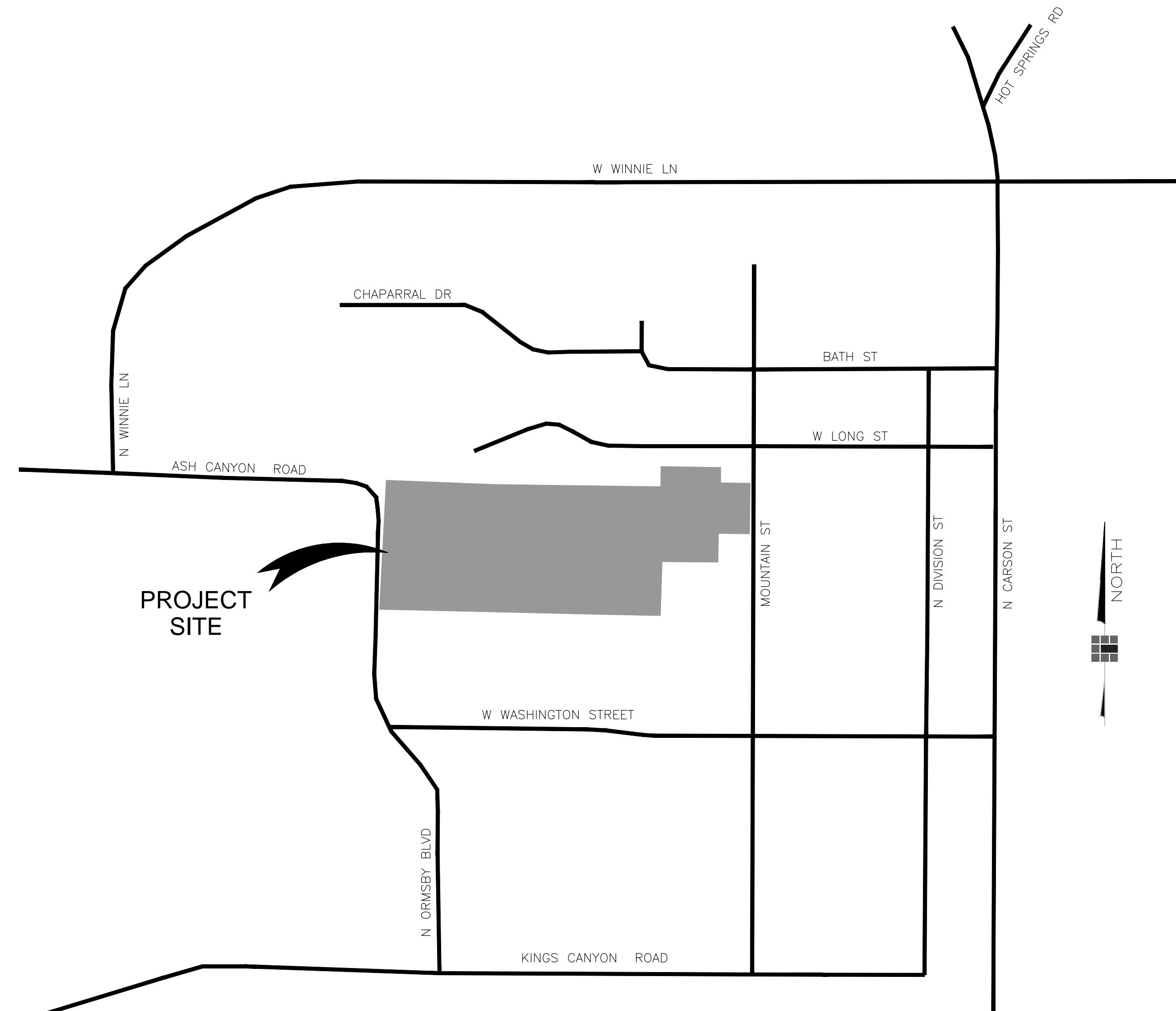
NOVEMBER 7, 2019

OWNER
ANDERSEN FAMILY ASSOCIATES
PO BOX 1746
CARSON CITY, NEVADA 89702

CIVIL ENGINEER
SCOTT CHRISTY, P.E.
CHRISTY CORPORATION
1000 KILEY PARKWAY
SPARKS, NV 89436
(775) 502-8552

DEVELOPER
CHRISTY CORPORATION
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SPARKS, NV 89436
(775) 502-8552

APPLICANT
CHRISTY CORPORATION
1000 KILEY PARKWAY
SPARKS, NV 89436
(775) 502-8552



SITE INFORMATION
ASSESSOR'S PARCEL NUMBERS 007-573-09, 007-573-10, AND 007-573-11
TOTAL PARCEL AREA = 48.2 AC

TOTAL LOTS = 203
MINIMUM LOT SIZE = 5,000 SF
MAXIMUM LOT SIZE = 14,930 SF
AVERAGE LOT SIZE = 6,140 SF
MINIMUM ALLOWABLE LOT SIZE = 5,000 SF

LOT AREA = 28.62± AC
OPEN SPACE AREA = 7.96± AC
RIGHT OF WAY AREA = 11.63± AC

SHEET INDEX

SHT NO.	DRAWING DESCRIPTION
1	TITLE SHEET
2	PRELIMINARY SITE PLAN
3	PRELIMINARY LOT & BLOCK PLAN
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY UTILITY PLAN
6	PRELIMINARY LANDSCAPING PLAN

**TENTATIVE MAP
ANDERSEN RANCH ESTATES
TITLE SHEET**

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Date: 11/7/19
Designed by: SAC
Checked by: SAC
Job No. 1582.001

DRAWING

T-1

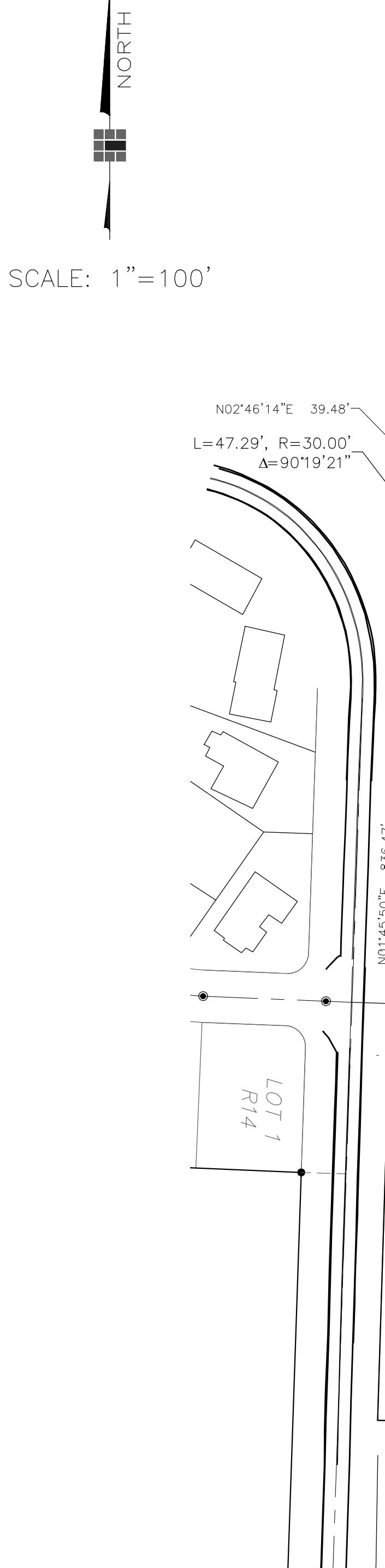
SHEET 1 OF 6

CHRISTY
CORPORATION

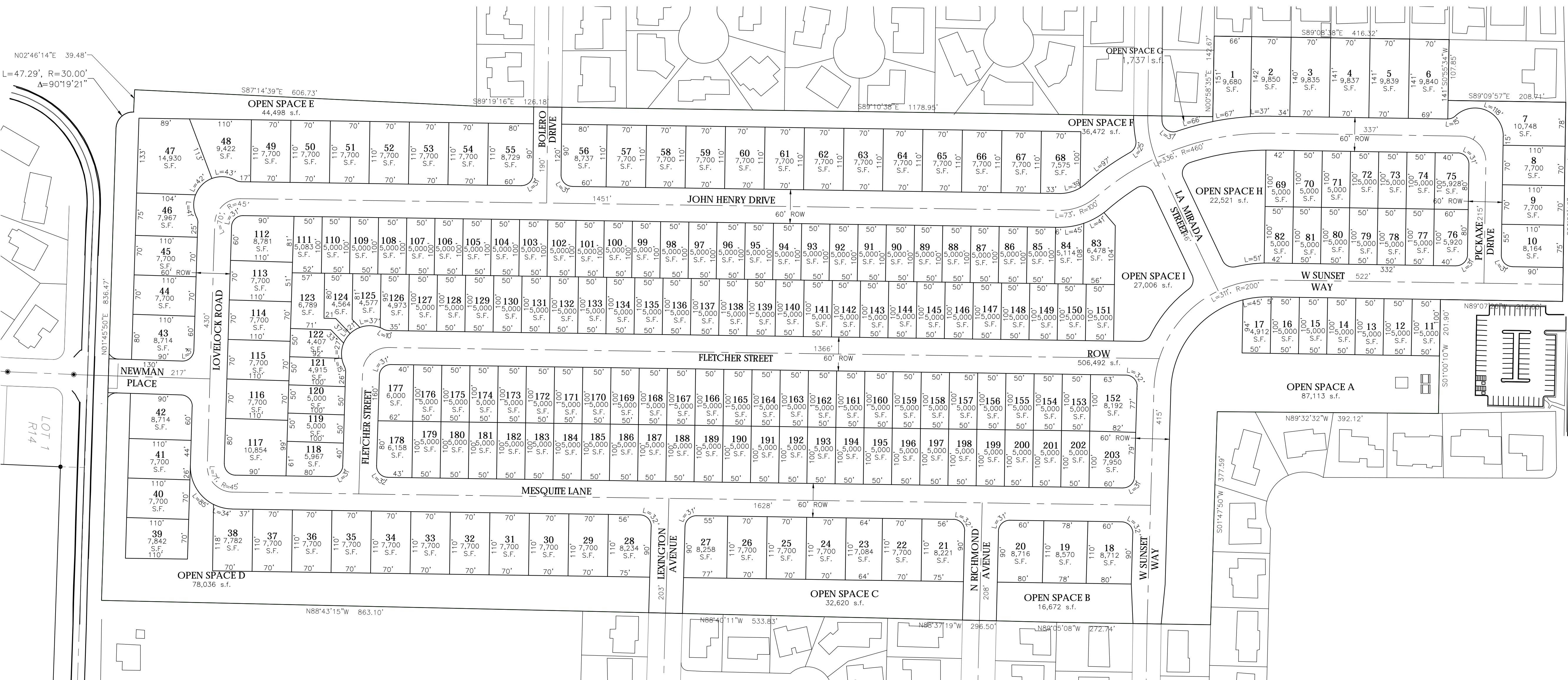
1000 Kiley Parkway | Sparks Nevada 89436
(775) 502-8552 christyinc.com

REV.	DATE	DESCRIPTION

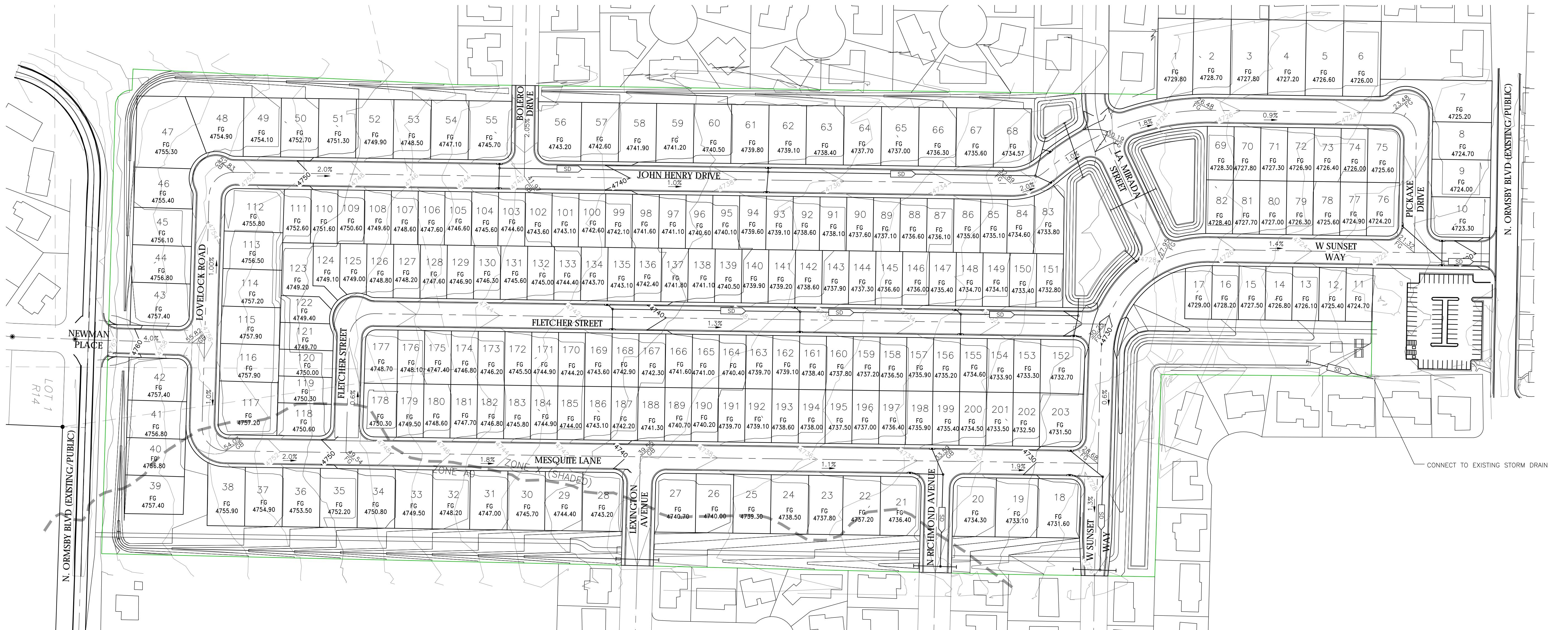
CARSON CITY, NEVADA



SCALE: 1"=100'



SCALE: 1"=100'



**TENTATIVE MAP
ANDERSEN RANCH ESTATES
GRADING PLAN**

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Date: 11/7/19
Designed by: SAC
Checked by: SAC
Job No. 1582.001

DRAWING

G-1



LANDSCAPE LEGEND - SPECIFIC SELECTIONS/SPECIES TO BE DETERMINED UPON FINAL DESIGN

SYM.	QNT.	BOTANICAL NAME/COMMON NAME	MIN. SIZE	GENERAL NOTE:
		DECIDUOUS TREES		
		ACER RUBRUM/KARPICK MAPLE MALUS SP. STYPHNOCLIBUM JAPONICUM/JAPANESE PAGODA TREE	2-12" CAL.	1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
		TLILIA CORDATA X MONGOLICA 'HARVEST GOLD'/HARVEST GOLD LINDEN		2. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICRO-CLIMATE, SOIL, AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1).
		EVERGREEN TREES (40% OF TOTAL TREES)	10' MIN. HT.	3. ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED UNLESS NOTED OTHERWISE ON THE PLAN. TURF GRASS WILL BE IRRIGATED USING LOW ANGLE SPRAY, ROTARY, AND/OR IMPACT HEADS TO REDUCE WIND DRIFT. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTOR WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
		CALEOCEDRUS DEODORENSIS/INCENSE CEDAR PIGEA PUNGENS/BLUE SPRUCE PINUS NIGRA/AUSTRIAN PINE SEQUOIA DENDRON GIGANTEUM/GIANT SEQUOIA		
		ALL TREE SELECTIONS FROM CARSON CITY'S TREE LIST FOR COMMERCIAL PROJECTS DECIDUOUS TREES FROM CARSON CITY'S POLLINATOR FRIENDLY PLANT LIST		
		COMMON AREA LANDSCAPE PROVIDE SHRUBS & MULCH OR TURF (50% SHRUBS TO BE POLLINATOR FRIENDLY)	5 GAL. MIN.	
		MULCH NOTE: ALL NEW LANDSCAPE AREAS TO RECEIVE 3" DEPTH OF MULCH WITH WEED CONTROL.		
		SUGGESTED MULCH TYPES: • FRACUTED ROCK • LAVA ROCK • RIVER ROCK		

LANDSCAPE DATA:

PER CARSON CITY DEVELOPMENT CODE DIVISION 3 & CARSON CITY PLANNING DIVISION COMMENTS FROM THE CONCEPTUAL MAP REVIEW MEETING OF JUNE 18, 2019

DEVELOPMENT AREA SUBJECT TO LANDSCAPE;
PROVIDED COMMON AREA = 7.04 ACRES (343,878 SQ FT)

REQUIRED LANDSCAPE AREA: 20,300 SQ FT (.466 ACRES)
100 SQ FT OF COMMON AREA PER UNIT (203 UNITS X 100 SQ FT)

TREES REQUIRED: 175
COMMON AREA TREES

77 = 1 PER EVERY 50 LN FT OF COMMON AREA (MINUS FRONTAGE TREES)
FRONTAGE TREES

- (1 TREE PER 30 LF OF STREET FRONTAGE)
- 10 = MOUNTAIN STREET (300 LN FT)
- 39 = ORMSBY BOULEVARD (846 LN FT)
- 39 = LA MIRADA STREET (862 LN FT ALL SIDES)
- 21 = WEST SUNSET WAY (619 LN FT)

TREES PROVIDED: 175

SHRUBS REQUIRED = 1,050 MIN.
& SHRUBS PER TREE

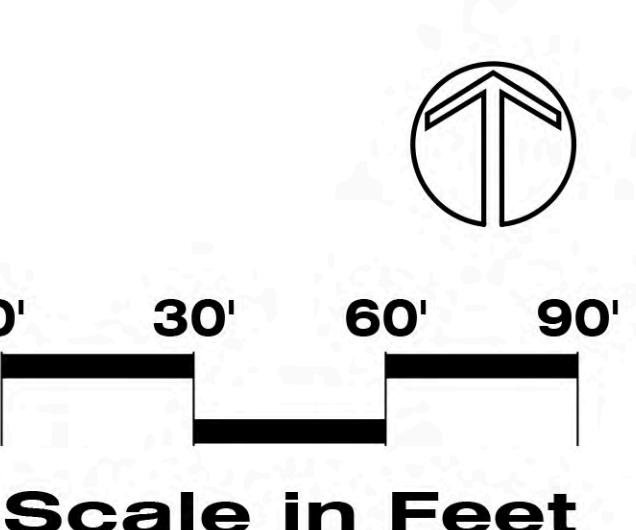
ANDERSEN RANCH ESTATES Christy Corporation, LTD

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NV RLA 4440
www.lastudinevada.com
Sparks, NV 89431 (775) 323-2223
1552 C Street
Nevada

No.	Revision Date

LA No: 518-534-10-19
Designed: KRD
Drawn: KRD
Checked: RWD
Date: 11/6/19

Sheet
L1
of
1



0' 30' 60' 90'

Scale in Feet

RECEIVED

1
DEC 11 2019

CARSON CITY
PLANNING DIVISION

December 10, 2019

Dear Community Development and Carson City Planning Commissioners:

First, I'd like to introduce myself as an involved community member and native Carson City resident with roots back to my many great-grandfather John B. Mankins who is the namesake for the Silver Oak Park. I do not personally live right next to the proposed Andersen Ranch Development; however, I do live in the area and have been deeply involved in the planning of the Andersen Ranch since the Vintage PUD proposal. My main concern is to preserve Carson City to have family friendly, charming, old fashioned neighborhoods that encourage community. I was very glad when I learned the Vintage project was no longer going to be built.

Although I am glad to see that the new proposal from the Christy Corporation is planning to build single-family homes in a neighborhood setting, there are still a few concerns I would like to voice in hopes that the city and the developers will listen to community input and make needed changes. I have to say I am very frustrated with the timing of this application and city planning meeting scheduled for Dec. 17- the busiest Holiday time of the year. The first I heard that a new proposal was submitted was mid-November, and I have since attended every meeting along with gathering as much information as possible. I spoke to the lady representative of the Andersen family at one of the recent meetings, and she informed me that the Christy Corp had been working back and forth with the city to get a solid proposal since February. What? And this is the first the community has learned of it? This is disheartening and feels a little purposeful to have it come to the city planning meeting at the closest meeting date to Christmas. This is shocking, especially since the developer's representatives were part of the Vintage proposal and knew first hand how controversial and difficult the development of this land is. I can't help but feel the community has been left out until the last minute, and coincidentally (??) it happens to be one week before Christmas. In my opinion, community input has been minimized because of this timing. I think rushing this through is an injustice.

Second, I still have overall concerns with some details of the development of this land. Of course, I believe most people would love to see this land preserved, but at this point, we have not been able to make an agreement with the Andersen family. Additionally, I do believe this land has a few overshadowing challenges that should be addressed such as trails connectivity, drainage, a safe off-street walking/biking path on the west side along Ormsby Blvd. near the blind curve, etc. Some of these issues have been addressed, but others still need to be added to the developer's requirements. In addition to these concerns, my biggest objection is the lot sizes proposed in Christy Corp's application.

Studying the Christy Corp's proposal, I can't help but compare the new plan with the established 12000 SF and 6000 SF zoning. My calculations show that originally 84% of the proposed 48.2 acre area is currently zoned for 12000 SF (146 lots) and 16% are 6000 SF (56 lots); however, in the new proposal, quantities of small lot sizes dominate: (134 lot) at 5000 sqft min. and (69 lots) at 7700 sqft min. In their design, there are actually only **3 total lots** above 10,000 sqft. Here is a tabulation of their proposed lot sizes from their application.

Lot SqFt	Qty
<5000	6
5000	119
5001-5200	2
5900-6000	4
6100-6800	3
7000-7600	2
7700	40
7701-8000	4
8100-8300	5
8500-8800	8
9400-9900	7
10700-10900	2
14930	1
<hr/>	
Total:	203

Christy Corp has informed me they are going to shift lot lines to ensure no lots will be less than 5000 sq ft.

During the Vintage project, I had researched city parcel maps, and the smallest lot I could find in the entire neighboring area was 7300 sqft. The appearance of "hiding" the undesirable lots of 5000 sqft in the middle of the project is a telltale sign. This is not an equitable and consistent neighborhood, nor does it match the existing neighborhoods' lots and established zoning. Cramming fairly large homes (2000-3000 sqft we are told) on 50 foot wide lots is definitely going to feel very dense, especially since many of these are slated to be 2-story homes. Christy's own drawing shows a typical lot would have side yard set backs of 5 ft. That is measured to the foundation I believe, not the roof overhang. Most house eaves are about 2 ft which makes the roofs about 6 ft apart. A person could practically jump from roof to roof, not to mention, fire spreading, blocking almost all views, and lowering property values. The overall esthetics of the neighborhood would be severely diminished.

I understand "clustering homes" in new developments allow for larger amounts of open space and tend to be the new desired way to build. I agree with this concept similar to Longview Estates; however, I don't agree when the interior lots become ridiculously small and all of the lots are severely reduced from existing zoning. The developer should have to absorb some of this area to accommodate for the land's unique needed open space for retention basins, pathway connectivity, streets, etc. This needed space should not be passed on to us to the detriment of lot sizes, the community, and neighboring residents. Just because it has been allowed in the past isn't a good enough reason to continue to allow it. There are many examples in Carson of planning practices that were previously allowed, but it has been decided to change to new and better ideas for our community. Let's enhance this priceless piece of land to be a gem in our neighborhoods.

Thank you for your time and consideration,

LeAnn Mankins Saarem *Dave M. Saarem*
 LeAnn Mankins Saarem and Dave M. Saarem
 2188 Alfred Way, Carson City, NV 89703
 saarem@sbcglobal.net

From: beauregard kl <honeyeyes95010@yahoo.com>
To: planning@carsoncity.org <planning@carsoncity.org>
Sent: Tuesday, December 10, 2019, 11:28:09 AM PST
Subject: anderson project

Dear board,

How will this project benefit the community?

1. There was meeting last month about over crowding of the middle school ,some class sizes are 37 students to one teacher.
2. We were in a drought from 2002-2017, All the money in the world is not going to make it rain or snow.so where is the water going to come from to supply this project if there is a drought again?
3. The average wage for Carson city is \$10.00-19.00 an hour. please tell me how the residence can afford to buy a house in this development..
4. Traffic survey was conducted the last week of school ,when attendance is lower, also there is construction on Washington and drivers are using alternative routes, there is a bottle neck of traffic at the corner of Washington and ,North Richmond under normal circumstances ..going to work and going to the middle school.
Please consider keeping North Richmond closed to through traffic and install an emergency fire gate.
5. What's the hurry about this project???? This city ,the Capital of Nevada is one of the prettiest places to live, please keep our open space or give us sometime to fund raise and grand writing to try and purchase this land.

I know hard you all work,
thank you, for taking the time to read this letter of concern.

Kathy Beauregard

RECEIVED
DEC 12 2019
CARSON CITY
PLANNING DIVISION

RECEIVED

DEC 11 2019

CARSON CITY
PLANNING DIVISION

Subject:Anderson Ranch Housing Proposal
Date:Tue, 10 Dec 2019 15:54:53 -0800
From:ryan nylander <ryboj@san.rr.com>
To:planning@carsoncity.org
CC:'Tara R Avila' <taraavila@sbcglobal.net>, ryan.nylander@gmail.com

Dear Board of Supervisors and Carson City Planning Commission (responsible for the Anderson Ranch Property future):

To quickly introduce ourselves, my name is Ryan Nylander, along with my Wife Tara, and we've lived @ 904 Lexington Ave for just over a month now, after having bought into gorgeous West Carson. We could have moved nearly anywhere in the US with a major airport nearby, and after careful consideration over a two-year period, we made the decision to invest in West Carson and appreciate what so many others do. We could list that off, however we're certain you know what these attributes and characteristics are. It's hard to have so many fine features all in one small general locality, yet Carson does!

While others have lived here for generations and never left (this place is amazing, why would you), which describes many of my fine neighbors, along with some who are relatively new to the area, we're all the same, in that we want to continue to emphasize and preserve the reason West Carson is West Carson and that it shouldn't be heavily modified from its existing character and then lack the congruence to suit the surrounding areas, just to fill the coffers of the investment and development firms who are drooling to build this out to the absolute fullest extent possible, well beyond what's truly acceptable. So, here we are, we are new, but we can certainly appreciate why these residents of this community are extremely concerned over the future of any larger like developments within the community, especially those with direct impact from every perspective and consideration, meaning those who physically border this long-standing Ranch property that a family now wants to cash in on.

Like some places in the US, there are housing shortages, no mis-understanding there. Yet, without careful planning and consideration to all variables both now and later, there is no mistake about it, these are serious decisions that have long standing implications and impacts, so as you listen and meditate carefully to those voicing their concerns and opinions, it's best to see the value in many of these voices, as they are those that made West Carson the great place that it is, yes?

With that, for the very purpose of your existence in your compensations and principled positions, this is your only concern just as it is ours, especially for any on this Commission or Board whom live in these same areas too, and want to see the best possible balance, even if that means LESS, and doesn't totally suit an investor or developer to their satisfaction. It's not worth the sacrifice.

Here are some concerns, as others have plainly stated and will do our best to voice and represent the facts here:

Traffic: The first few nights I slept here after purchasing 904 Lexington, I can honestly say there was one night where NO cars came down the road, again, you heard right, NONE. At our previous address, I lived high up on a mountain, on a private dead-end street with only 3 neighbors. This is all roughly the same amount of traffic as we had there, another reason we loved this street when buying on Lexington. At most here on Lexington, we would have 1-3 cars go by from later evening through the following morning. Day traffic consists mostly of FedEx, Amazon, and UPS drivers to be honest with a few neighbors coming and going, very few. Needless to say, there are VERY few cars traveling down this road. Opening this road up to any housing division will vastly change that, even if there have been mention from the planning side of things to try and entice drivers within the housing division to somehow route elsewhere to main exits instead (maybe the West and East), not on Lexington and other sensitive side streets. Contrary to what others might believe, not all of my neighbors are up in age. We have a number of children who play outside and on the street, and one right there where the entrance to the division would be. If this street went through on Lexington, it's safe to say (no pun intended), the kids would not be allowed to play on the street anymore in that area. Second, being a longer straight street, there would be some heavier acceleration and speeding too, which is not being accounted for I'm sure, other than just basic traffic flow estimated calculations, which I heard were not done during proper times of day and season, therefore inaccurate and inadmissible to the current understanding. This should all be re-calculated, especially on any potential street that would be opened to this division. Reduce the need to open up these special and quiet side streets to this division, it will forever change the noise and disruption, let alone safety around us on Lexington.

Density: To be fully blunt, the amount of homes proposed to be built in this division does not in any way belong. The high % density is not compatible with West Carson. This amount of homes should have never even been proposed to begin with. Now, if this was a development in an area with no or very few surrounding homes and in a new development and open space on the edges of town, sure, it could be possible. However, this is square in the center of West Carson really. In today's age, most new homes are not bought by single or married with no kid families. Most new homes are purchased by couples with children and multiple family generations at times. There is nothing wrong with that. However, this just means there is a higher number of people living under one roof. More people, more cars, more traffic, more needs within the community, more everything, including crime, as there's simply just more people and some % of people do commit crime and that crime will spill directly onto our properties and community. Suggestion, fewer homes. Use larger lots instead, and people who want to be in West Carson will pay the premium for the larger lot, and that might attract a different buyer set too, so you have all kinds of interested parties who want to live in this new division that one day will be there.

Fire concerns: We moved from an area where fire was nearly always a concern, living in an actual fire zone and paying a hefty insurance premium because of it. Another factor in moving to Carson, was to move away from the constant looming threat of fire. With the proposed density of homes and close proximity to each other, and to the already existing neighboring

community homes, this risk will go up significantly, yes? Without the proper density and spacing, fire dangers increase and this is unacceptable. Hopefully this has been carefully studied and given proper attention, since again, the proposed density appears too insensitive to fire dangers.

Parking: As said earlier in the paragraph outlining density, the proposed number of houses with without a doubt have a substantial increase in street parking, and other parking lots in the immediate areas that service West Carson. If you haven't already noticed, many parking lots are nearly full during the business day and even early evening hours, meaning, when visiting your local eatery, store, etc, you'll just be parking even further away, or possibly even on the street outside the establishment. Not just that, but the parking in the division will be heavy. Many today do not use their garages for parking, they park in the driveways and street. Not to mention, those with friends and other family members visiting and those with homes having a number of people living in the same house, means more and more cars that need to be parked, let alone driven, of course.

Water: There isn't plenty of water, we all know this. Even next to the Sierras. The water bills are tolerable now, but if further dry years or any drought creep in, our rates will go up, and that's because we're now trying to supply all these homes, a lot more homes than really what should be there.

AirB-N-B variable: Another thing in new divisions, AirBNB rentals, for the entire property or special sections of the home. This is common now-a-days. Needless to say, no one has ever wanted an AirBNB in their "backyard" so to speak. Privacy is reduced. Property incidents raise. Noise pollution and more traffic. So, again, there is already an "expected" amount of traffic with the purchase and dwelling of a home. What about all the potential AirBNB traffic too that a density of that many homes could produce? Definitely not ok. Again, another reason density of homes has to be in check and really in line with what West Carson is already like. The more Carson becomes an attractive place to live, the more odds are that people will end up renting these homes out a profit and again, reducing the pride of ownership and quality of life around Carson. This is likely unavoidable, yet, with reduced density and larger lots and open spaces, the likelihood of this diminishes by some % then what it would be with high density, lower priced lots.

Storm runoff: Now, having seen a disclosure report on the property we're living in now, at one time, the Goni ranch just behind us, beside the Anderson Ranch, had flooded at one point, since their drainage was blocked, thus flooding out some of the undercarriage of our home, which had to be remediated obviously. Now, with urban planning in a relatively flat area, flooding sensitivities should be closely examined and it's understand this has been studied. Again, higher density areas, that are devoid of earth, have a much higher probability of flooding if not all steps

are taken to design and engineer proper runoff from within and surrounding the division, otherwise, neighboring properties like ours, will suffer and have greater risk of flooding. We don't need this. Again, these surveys and studies should be updated and reflective in the design proposals with no need for any concern, meaning all aspects are cared for and built into the project.

Medical Care: Now, from what I understand, there is already a small shortage of medical availability in the area. I know, when I first moved here, I tried to sign up for a primary doctor here in West Carson at one of the more well-known organizations, and the entire facility wasn't even accepting new patients. Wow. Needless to say, if there is any truth to this, more homes will only exacerbate this and should be carefully studied. The aging population will only increase these needs, again, nothing new, but apparently there is already a need for more capacity here.

Schools: Can't speak too much to this, since my knowledge here is limited, but from what I understand, the school system is near peak, with some room for growth, but very little. So, again, the amount of density will not be tolerated with the given school capacity. This just won't work from what I've been told and understand. Not sure how this will be addressed. School might make more overall with more student populations from the state and Fed government, but from a teacher to student ratio and quality of education, well, it goes downhill from there, doesn't it? Plus, teachers stretched thin, it's no good for anyone. Not just that, but the parking and traffic at peak times will be awful, so quality of life and safety during such times will be drastically impacted. It will far outpace the capacity of Carson.

Character and charm of West Carson: The proposal simply doesn't meet up with West Carson's unique charm and warmth. Last we checked; this isn't Reno! Carson isn't trying to compete with cramming as many houses into their last large plots of land, or are we? Even if they do Craftsmen and Ranch style homes, the proposed density and smaller lots of majority, by default will in a sense void Carson of this charm to some degree, no matter if we like it or not. The mentality around Carson is keep Carson Carson. In some ways, this can't happen and there will have to be some sacrifice here. But keep the negative impact to a minimum and artfully engineer it so that it can still maintain that high value West Carson is known for and for many of the reason we moved here. There should be given further thought to having larger lots and less homes, with roughly the square footage overall of the homes themselves, so we don't drive up more cars and family sizes.

We moved here because Carson has what many other places don't. By doing a higher density housing plan, Carson will be taking one or two steps away from that and will reduce the warm and fuzzy a town like this brings. Why not take the opportunity and put the community first and not the investors and developers? Right? You live among the community, you don't live among the investors and developers. Happy community equals a lot less issues and problems. Set this up right and be rewarded, by being mindful and considerate of what this town is, not how many extra homes we can crowbar in.

Thank you for your attention on this, as I only had an hour to write this, since I didn't know about these deadlines until just recently on the submission of concerns.

With kind regards, your neighbor and concerned citizen of West Carson,

Ryan & Tara Nylander

904 Lexington Ave.

Carson City, NV 89703

858.216.5885

From: Dixie Jennings-Teats <jenningsteats1@icloud.com>
Date: December 10, 2019 at 3:55:08 PM PST
To: planning@carsoncity.org
Subject: Anderson Ranch development plans

RECEIVED

DEC 11 2019

CARSON CITY
PLANNING DIVISION

As a resident on Lexington Ave. near the Anderson Ranch, I just want to emphasize the zoning could still be built less dense than this proposed plan and more in keeping with the surrounding neighborhood. I get the sense that it is something one who drives only on Mountain by the old hospital who would in any way think this “fits” with the adjoining neighborhoods.

Why are bigger lots still in the future for the west of Ormsby and not even on the table now? Could it have anything to do with a more “influential” neighborhood? Please take our responses into consideration for, as one person put it, “less density, fewer angry villagers”.

Our street has changed, by the way, with 80 year old residents being replaced by families, and we now have children on Lexington Avenue who will be effected by the increased traffic.

A concerned resident,

Dixie Jennings-Teats
1004 Lexington Avenue

Sent from my iPhone

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DEC 11 2019

CARSON CITY
PLANNING DIVISION

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

From: HOWARD INGERSOLL <footingersoll@comcast.net>
To: www.planning@carson.org
Date: December 11, 2019 at 10:20 AM
Subject: Comments for 17 Dec 2018 Public Hearing

Dear Sir or Madam,

I am the property owner at 1407 Mountain Street. I have lived at that house since approximately 1959.

I am responding to your Official Notice Of Public Hearing.

Wish the Anderson family had not decided to break up their ranch and sell, but I realize we can't have open space forever. Too bad the younger generation does not have the sense of tradition as the older generation.

I will not be able to be at the hearing, but I would like my comments to be taken into account and read into the record:

1. Please make the minimum lot size 10,000 square feet instead of 5,000 square feet. Houses on 5,000 square feet will be tiny band-boxes and lower the property values all around.
2. Make the open space along Mountain Street at least 500 feet wide so that the mountain views of existing houses are still available and not encroached.

Thank you for your attention. Please reply.

Howard J. Ingersoll
Brigadier General, USAF (Ret)

RECEIVED

DEC 11 2019

CARSON CITY
PLANNING DIVISION

From: Richard Long <richardlongmd@gmail.com>
Date: December 11, 2019 at 10:47:01 AM PST
To: <hsullivan@carson.org>
Cc: Richard Long <richardlongmd@gmail.com>
Subject: Andersen Ranch Zoning

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

Carson City Planning Commision, 12/11/2019

I am concerned about the Anderson Ranch zoning change to be discussed at your next meeting.

I disagree with the proposed zone change to downsize the Andersen lot size. The current zoned lot size: 6,000-12,000 square feet.

Change proposal: 111 lots; size 4,410 square feet.

This proposal will change the character and complexity of the neighborhood!

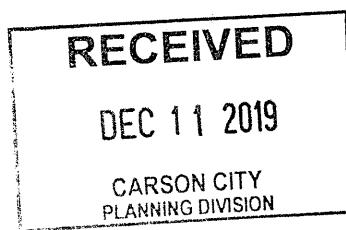
DO NOT ACCEPT THIS PROPOSAL AND KEEP THE CURRENT ZONING!

Sincerely,

Richard D Long
1819 Brush Dr
Carson City. NV, 89703

Ph. 775-882-2661

From: M Monto <mncricket@hotmail.com>
Sent: Wednesday, December 11, 2019 1:31 PM
To: planning@carsoncity.org <planning@carsoncity.org>
Subject: Andersen Ranch Estates



To Carson City Planning Board;

I am writing to express my concern around the Andersen Ranch Proposal. When I purchased my home on North Richmond Ave two years ago, I did so because it was a quiet dead-end street. It was not planned to open to through traffic according to the vintage plan.

I know things change but the amount of traffic that will be directed through our little neighborhood will make it feel more like Mountain or Division street. I did not purchase a home on a busy street for this very reason.

The Traffic studies were conducted during the last week of school when traffic would not reflect the busy time of the school year. My once quiet little street of N Richmond will become a heavy traffic street similar to Mountain or Division because it will be a direct line to the middle school. Traffic entering mountain will be impacted and the current design will push drivers to use N. Richmond more because it is a straight line to the middle school and king street. If we limit the access to N Richmond then my hope will be for drivers to use a larger road such as N. Ormsby Boulevard. That road has the double yellow line and wider for heavier traffic.

The project's is trying to create multiple access points to effectively "distribute traffic" to the roadway network and avoid concentration of new traffic at any one location. Having the middle school and a direct point through to King street will most likely create a large impact to N. Richmond. Our little residential road will become a "Minor Collector" as classified in the traffic study.

Long Street is a two-lane, east-west Minor Collector

Washington Street is a two-lane, east-west Minor Collector

N. Ormsby Boulevard is a two-lane, north-south roadway that is classified as a Minor Collector.

Mountain Street is classified as a Minor Collector

N.Richmond north-south, residential roadway.

I moved to this west side residential area because of the charm and quiet neighborhood. Please do not impact this part of town with another throughway.

Sincerely

Michelle Monto

808 N Richmond Ave.

Carson City, NV 89703



December 12, 2019

Mike Railey
 Christy Corporation, Ltd.
 1000 Kiley Parkway
 Sparks, NV 89436

Traffic Impact Study Supplement for Andersen Ranch – Washington Street/N. Richmond Avenue

Dear Mr. Railey,

This letter report summarizes traffic analyses conducted for the Andersen Ranch project assuming an additional access connection to Richmond Avenue. The *Traffic Impact Study for Andersen Ranch* (Headway Transportation, July 11, 2019) was performed based on a previous site plan that included six access connections to:

- ▶ Bolero Drive
- ▶ La Mirada Street
- ▶ Lexington Avenue
- ▶ W. Sunset Way
- ▶ N. Ormsby Boulevard
- ▶ Mountain Street

Figure 1, attached, shows the current project site plan with seven access connections, now including Richmond Avenue.

AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hour intersection level of service analysis was performed for the Washington Street/Richmond Avenue intersection and is included in this supplement.

PROJECT CONDITIONS

Trip Distribution

The distribution of project trips to the surrounding roadway network would change with an additional access connection. Project traffic would be spread among all seven access connections, resulting in less traffic at the six access connections originally analyzed in the July traffic study.

It was assumed that approximately 15 percent of project traffic would use Richmond Avenue to access the surrounding roadway network, with approximately 10 percent of trips ultimately travelling to/from the south on Richmond Avenue.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Peak hour intersection level of service analysis was performed for the Washington Street/Richmond Avenue intersection for the following scenarios:

- ▶ Existing Conditions
- ▶ Existing Plus Project Conditions
- ▶ 2040 Background Conditions
- ▶ 2040 Background Plus Project Conditions

Existing AM (7:00 AM to 8:00 AM), Afternoon (2:00 PM to 3:00 PM – when school is dismissed), and PM (4:15 PM to 5:15 PM) peak hour traffic volumes were collected at the Washington Street/Richmond Avenue intersection on December 9 and 10, 2019 with school in regular session. Construction was underway on Washington Street when the counts were collected, therefore the volumes were adjusted upward and balanced between intersections to ensure peak volumes were analyzed. Additionally, the traffic volumes were compared to NDOT data at nearby locations to again ensure peak data was analyzed.

Table 1 shows the Existing and Existing Plus Project conditions intersection level of service results for the Washington Street/Richmond Avenue intersection. The AM and PM peak hour traffic volumes are shown on **Figure 2**. The Afternoon (2:00 PM to 3:00 PM) peak hour was found to have lower traffic volumes than the AM and PM peak periods and therefore was not analyzed.

Table 1: Existing Plus Project Intersection Level of Service

Intersection	Control	Existing				Existing Plus Project			
		AM		PM		AM		PM	
		Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
Washington St/N. Richmond Ave	Side Street Stop								
		10.3	B	9.2	A	10.9	B	9.9	A
		16.9	C	10.9	B	18.2	C	11.5	B
		7.5	A	7.5	A	7.5	A	7.5	A
		8.0	A	7.5	A	8.0	A	7.5	A

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections, and for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2019

As shown in the table, the minor street approaches currently operate at LOS C or better during the AM and PM peak hours, and would continue to do so with the project.

Future year (2040) traffic volumes were developed for the Washington Street/Richmond Avenue intersection using a growth rate of approximately 3 percent per year for a period of 21 years (2019 to 2040), consistent with the July traffic study. **Table 2** shows the 2040 and 2040 Plus Project conditions intersection level of service results. The peak hour traffic volumes are shown on **Figure 2**.



Table 2: 2040 Plus Project Intersection Level of Service

Intersection	Control	2040 No Project				2040 Plus Project			
		AM		PM		AM		PM	
		Delay ¹	LOS						
Washington St/N. Richmond Ave	Side Street Stop								
		12.2	B	9.8	A	13.0	B	11.0	B
		28.1	D	12.8	B	32.1	D	14.2	B
		7.6	A	7.6	A	7.6	A	7.7	A
		8.7	A	7.7	A	8.6	A	7.7	A

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections, and for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2019

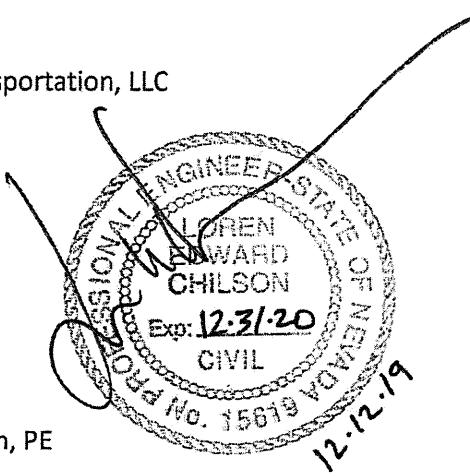
As shown in the table, the minor street approaches are expected to operate at acceptable LOS D or better with or without the proposed project traffic.

CONCLUSIONS

As demonstrated by the analysis, the Washington Street/N. Richmond Avenue intersection is expected to operate acceptably, per City standards, with the addition of the project traffic. Additionally, the other study intersections, analyzed in the *Traffic Impact Study for Andersen Ranch*, July 2019, would operate better than originally reported since the project traffic would be dispersed among more access connections yielding lower volumes and less delay.

Sincerely,
 Headway Transportation, LLC

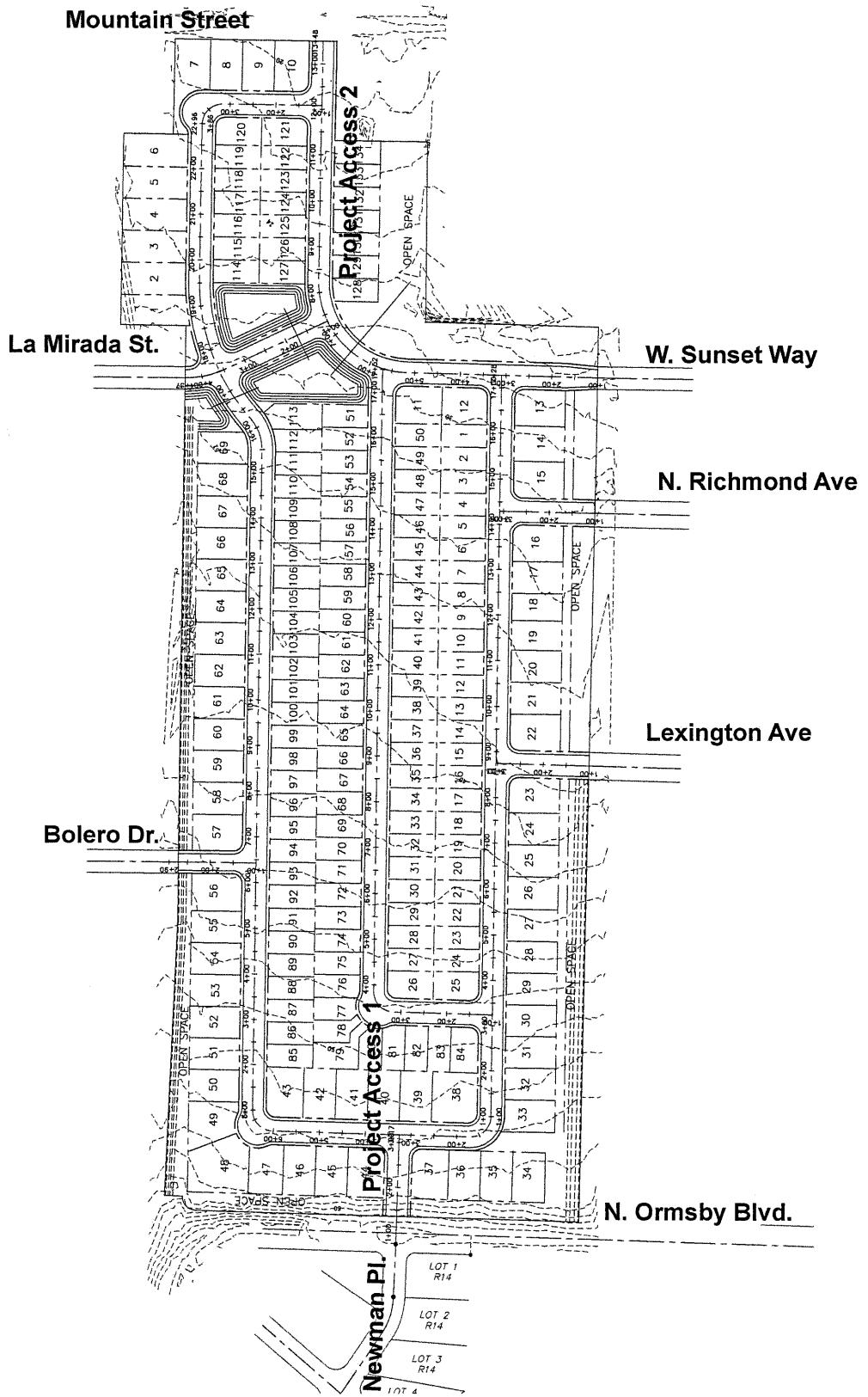
Loren E. Chilson, PE
 Principal



Attachments:

Figure 1 – Site Plan
 Figure 2 – Washington Street/Richmond Avenue Volumes





69 - 70'x110' LOTS
134 - 50'x100' LOTS
TOTAL = 203 LOTS
SEPTEMBER 2019

**ANDERSEN RANCH
TRAFFIC IMPACT STUDY SUPPLEMENT**



Figure 188

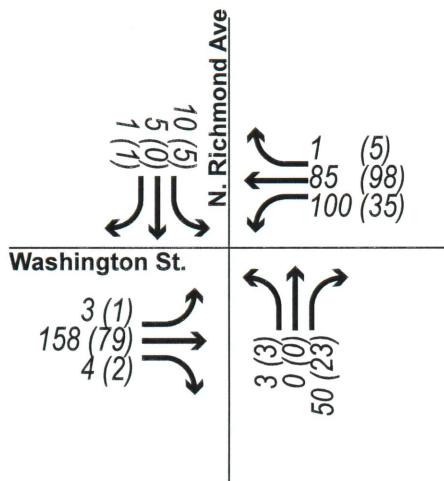
ANDERSEN RANCH

DY SUPPLEMENT

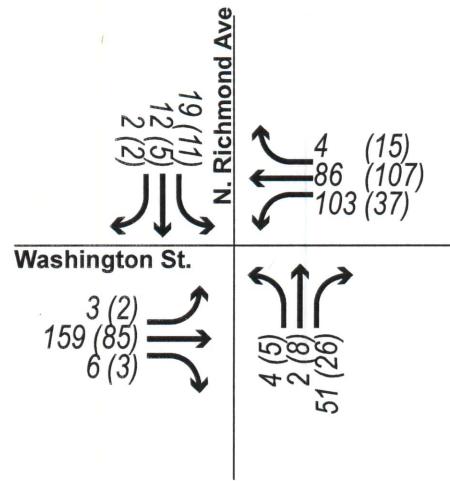
Site Plan



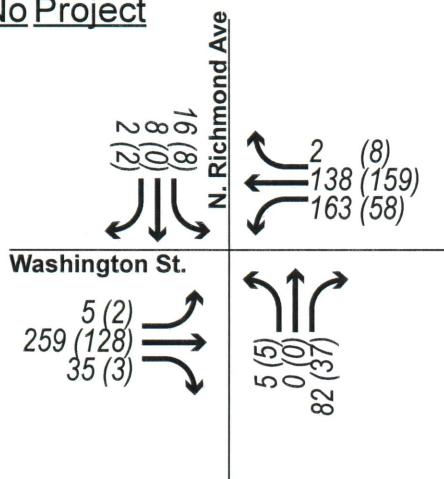
Existing



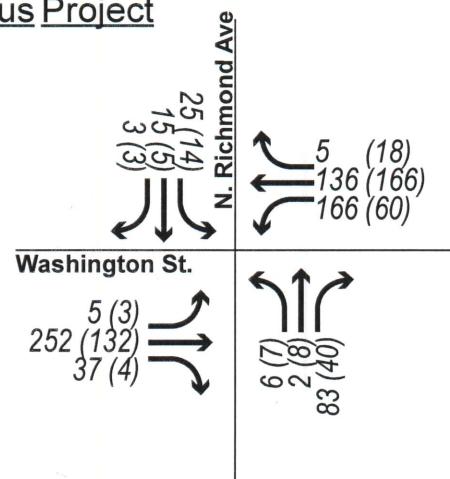
Existing Plus Project



2040 No Project



2040 Plus Project



LEGEND

AM(PM) - Peak Hour Traffic Volumes

Planning Department

From: Sarah Lemire <mslemire@gmail.com>
Sent: Monday, December 16, 2019 2:14 PM
To: Planning Department
Subject: Fwd: Anderson Ranch Traffic

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

Hope, here is my letter. I do have an addition/clarification in the second line. It should say "Oddly this traffic study company" is the same.....

----- Forwarded message -----

From: **Sarah Lemire** <mslemire@gmail.com>
Date: Mon, Dec 16, 2019 at 2:10 PM
Subject: Re: Anderson Ranch Traffic
To: Sarah Lemire <mslemire@gmail.com>

On Tue, Dec 10, 2019 at 4:31 PM Sarah Lemire <mslemire@gmail.com> wrote:

This is a very large project with 203 homes and probably 406 cars with possibly RV's and Trailers.

It complies in density with the zoning regulations but the Traffic Plan they submitted is very faulty. Oddly enough this company is the same company that was involved in the Vintage project. Headway should have known these neighborhoods and it's streets very well. That they left off the widest street Richmond which connects directly to the Junior High and a grade school on King St plus barely acknowledging the school traffic shocks me.

Ideally we all wish this project had just 2 streets (East/West) in and out - Ormsby and Mountain. The adjoining property to the North of this project has only Long St and Winnie. The adjoining property to the South has 3 streets that dead end or 2 others that are not through streets. There are many neighborhoods and projects in Carson City with only 2 entrances. The Fire Department does not seem to have issues with these neighborhoods and many of the newer ones.

All the existing neighborhoods would love to have Lexington, Richmond, W. Sunset Way, Bolaro and Mirada as dead ends with passage for walking, strollers, bikes and emergency vehicles only.

If you do decide to have all 5 of these streets go through then make them straight through so both of these existing communities to the north and south can use them if we want to go to the 2 parks to the north or to Winnie or Long and south to the Junior High through Richmond and the Governor's Mansion and the small park from W. Sunset Way and to King St and Ormsby from Lexington.

As it is now configured we all have to suffer from the huge influx of traffic from these 203 homes and we have ZERO BENEFIT. Not fair.

W. Sunset Way is very narrow (38ft 6inches). It was built in 1963. It does not comply with your 40' minimum. The speed on these streets should be no faster than 15mph. There are sightline issues at the intersection of W. Sunset Way and Washington because the East corner extends southward into Washington St and the West corner is set back. There is considerable foot traffic to the heavily used small children's playground and to the Governor's Mansion.

Richmond is a very wide street and though it has a turn around at the north end it was definitely intended as a pass through to Mirada to the North. Because of the School Buses and all the children using Washington and Richmond I very very strongly think you must put in a 4 way stop at that intersection. Adults and school children walk/ run /bike on Washington St and not on the sidewalks but in the street. Washington is a major thoroughfare with heavy trucking at all hours of the day. No one obeys the speed limit of 25mph between Mountain St and Ormsby St. I fear for the children and the increase of children with these 203 new homes. Please put in a 4 way stop NOW. Next week they will have finished the repavement on Washington and it will be a speedway for sure.

I wish 50 McMansions were going in the Anderson Ranch property as a gated community with only Ormsby and Mountain as the streets. Everyone would be happy. Even more I wish it was an open playground/field that the Parks Department only had to mow with a small playground and building to hold soccer nets and perhaps bathrooms and extended parking at Mountain St.

Please try to make all of us happy in this very walkable/bikeable community. Your master plan wants Carson City to be a walkable/bikeable town. Don't let vehicles rule. And be fair if you make ALL 5 of the north and south streets as through streets - let us all use them and have them connect straight through.

Sarah Lemire
801 W. Sunset Way
435-729-9317

Planning Department

From: Elizabeth Haase <ehaase@me.com>
Sent: Tuesday, December 17, 2019 10:29 AM
To: Planning Department
Subject: Anderson ranch discussion today

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

Dear Planning Commission,

I am writing to express opposition to the proposed Anderson Ranch development on Mountain St.. WE CANNOT GET BACK THIS OPEN SPACE. Not only will this large number of tiny homes create a great deal of traffic, it will do little to help what Carson actually needs, which is smaller apartments to enrich the amount of human life contributing to the downtown area and increase the vibrancy of our civic life. People are not having kids, they are aging - we need more small homes.

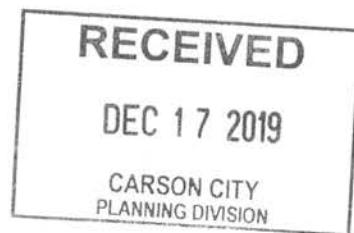
Please, please, protect this gorgeous meadow, the only one remaining on the West side of town.

I am sorry not to attend but I have a mandatory hospital training.

And for God's sake - Adele's a parking lot? NO!

Yours,

Dr. Elizabeth Haase



SB-2019-0022

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DEC 17 2019

CARSON CITY
PLANNING DIVISION

Shelly N. Aldean
504 W. Fifth Street
Carson City, NV 89703

December 17, 2019

MS. HOPE SULLIVAN
COMMUNITY DEVELOPMENT DEPARTMENT
108 E. PROCTOR STREET
CARSON CITY NV 89701

RE: Andersen Ranch Development

Dear Hope:

As a former member of the Carson City Regional Transportation Commission I am well aware of the challenge the City faces with respect to maintaining its current system of roads in a condition that is acceptable to its residents. Supervisors Bagwell and Bonkowski, in an article they co-authored in June of this year, lamented the condition of our 676 miles of existing paved roads, the estimated \$100 million required to elevate the system to an acceptable condition (70% of new) and the estimated \$15 million required for adequate annual upkeep.

Given our limited resources and the diminishment of revenues that have been traditionally used for road maintenance (fuel tax, etc.), I strongly advise the City to require that the developer of the Andersen Ranch property assign the responsibility of maintaining the subdivision's internal roads to the homeowners association especially since the streets within the development are nearly exclusively designed to accommodate the internal travel needs of the residents who will be occupying the new homes. The City should advise the developer that it will not be accepting dedication of these newly constructed roads to avoid further exacerbating an already challenging situation.

As a general rule we should never accept the ownership of something we cannot properly maintain.

Respectfully,


Shelly Aldean

RECEIVED

DEC 17 2019

CARSON CITY
PLANNING DIVISION

ANDERSEN RANCH ESTATES

TENTATIVE SUBDIVISION MAP

Annotated by Maxine Nietz 11/19/19

Prepared by:

Christy Corporation, Ltd.

1000 Kiley Parkway

Sparks, Nevada 89436

(775) 502-8552

Mike Bailey
250-3455
mike@christyNV.
com

November 7, 2019

ANDERSEN RANCH ESTATES

Table of Contents

Introduction	1
Project Location	1
Existing Conditions	2
Project History	6
Project Description	8
Site Analysis	12
Tentative Map Findings	17
Master Plan Policy Checklist	19

List of Figures:

Figure 1 – Vicinity Map	1
Figure 2 – Existing Zoning	2
Figure 3 – Existing Master Plan Designations	3
Figure 4 – Aerial View	4
Figure 5 – Existing Conditions	5
Figure 6 – Vintage Development Plan	7
Figure 7 – Preliminary Site Plan	9
Figure 8 – Opportunities and Constraints	14
Figure 9 – Flood Zone Map	15
Figure 10 – Open Space Exhibit	16

Appendices:

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

ANDERSEN RANCH ESTATES

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.

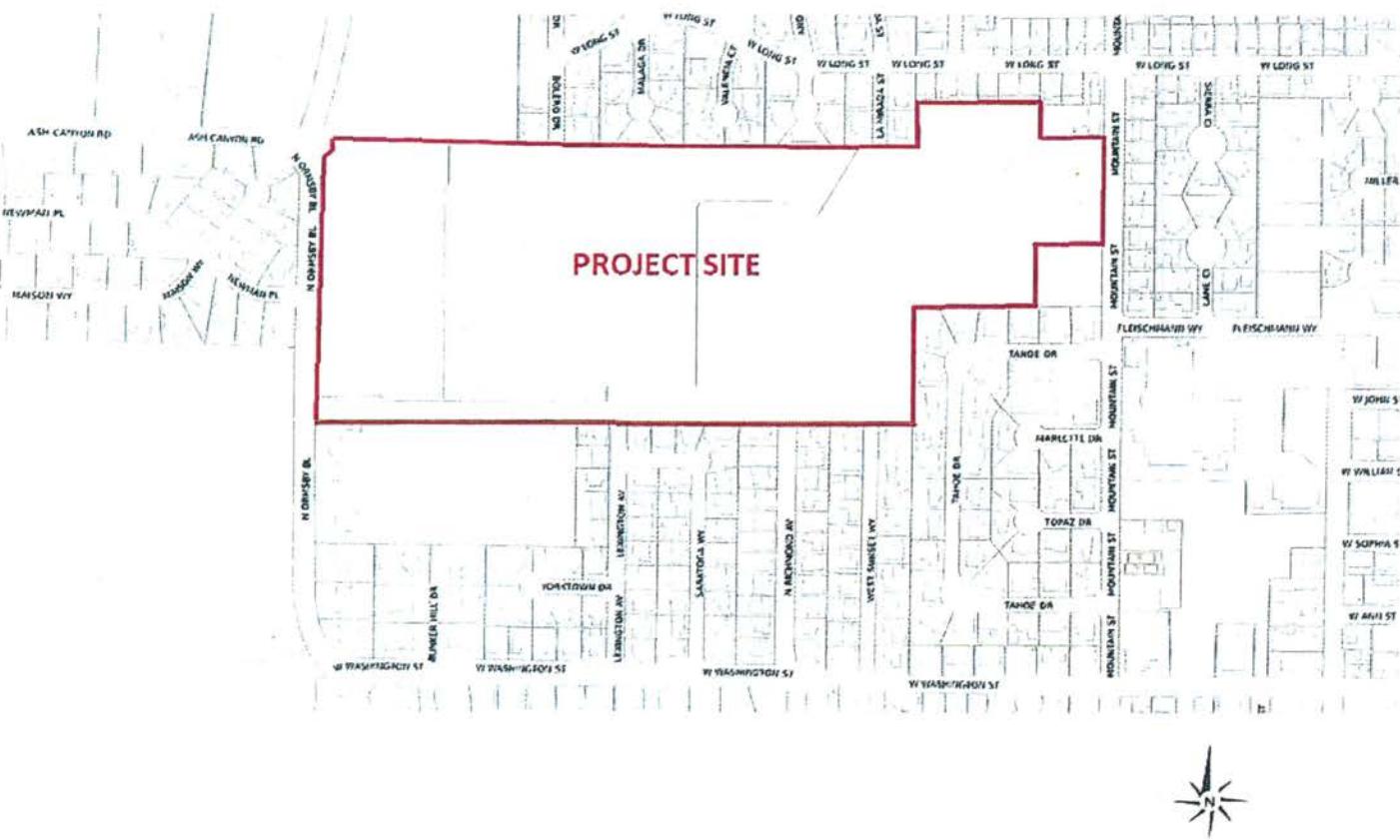


Figure 1 – Vicinity Map

ANDERSEN RANCH ESTATES

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. 7.8 ac of CEC - SF

7.8 ac of SF6 = 56
40.4 ac of SF12 = 146
Total should be 202

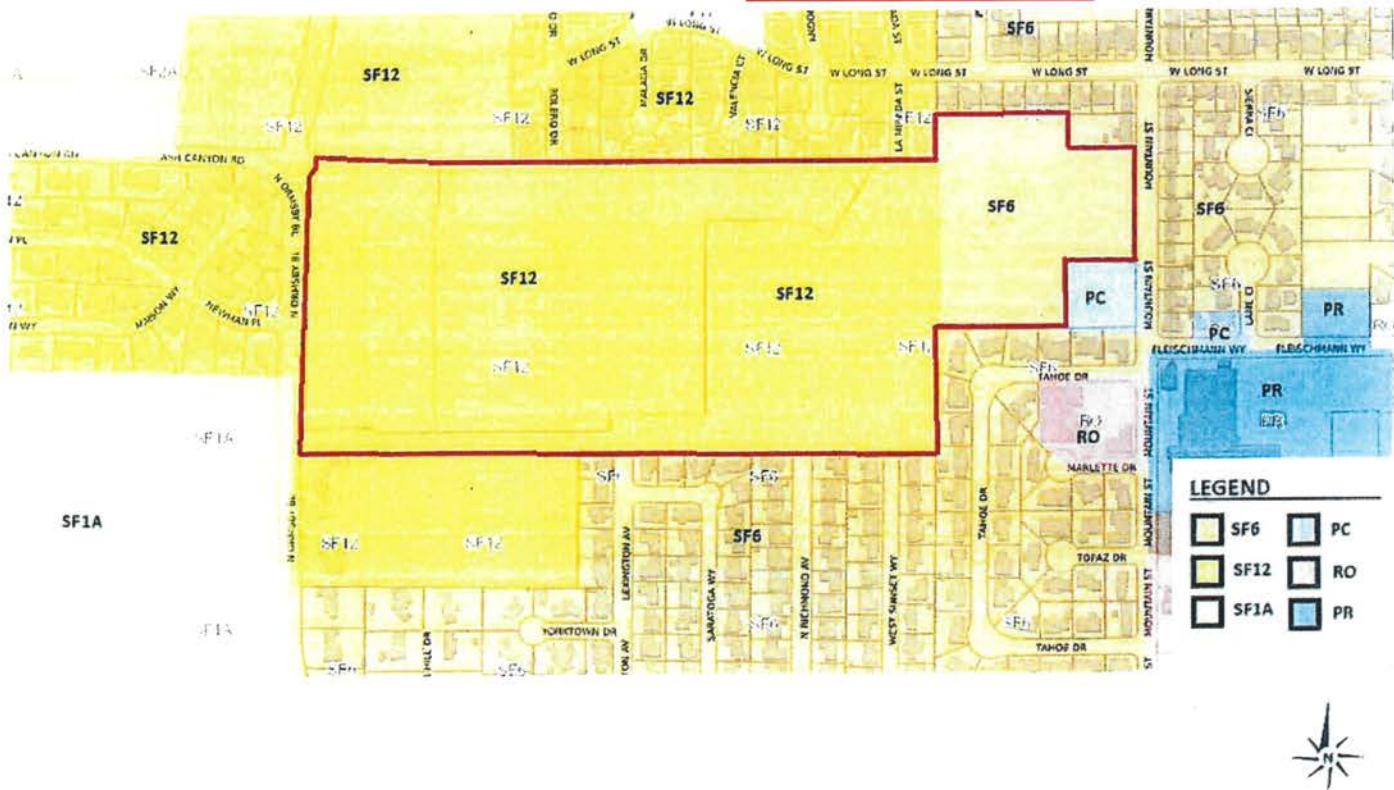


Figure 2 – Existing Zoning

ANDERSEN RANCH ESTATES

As Figure 3 (below) depicts, the entire 48.2± acres sis 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).

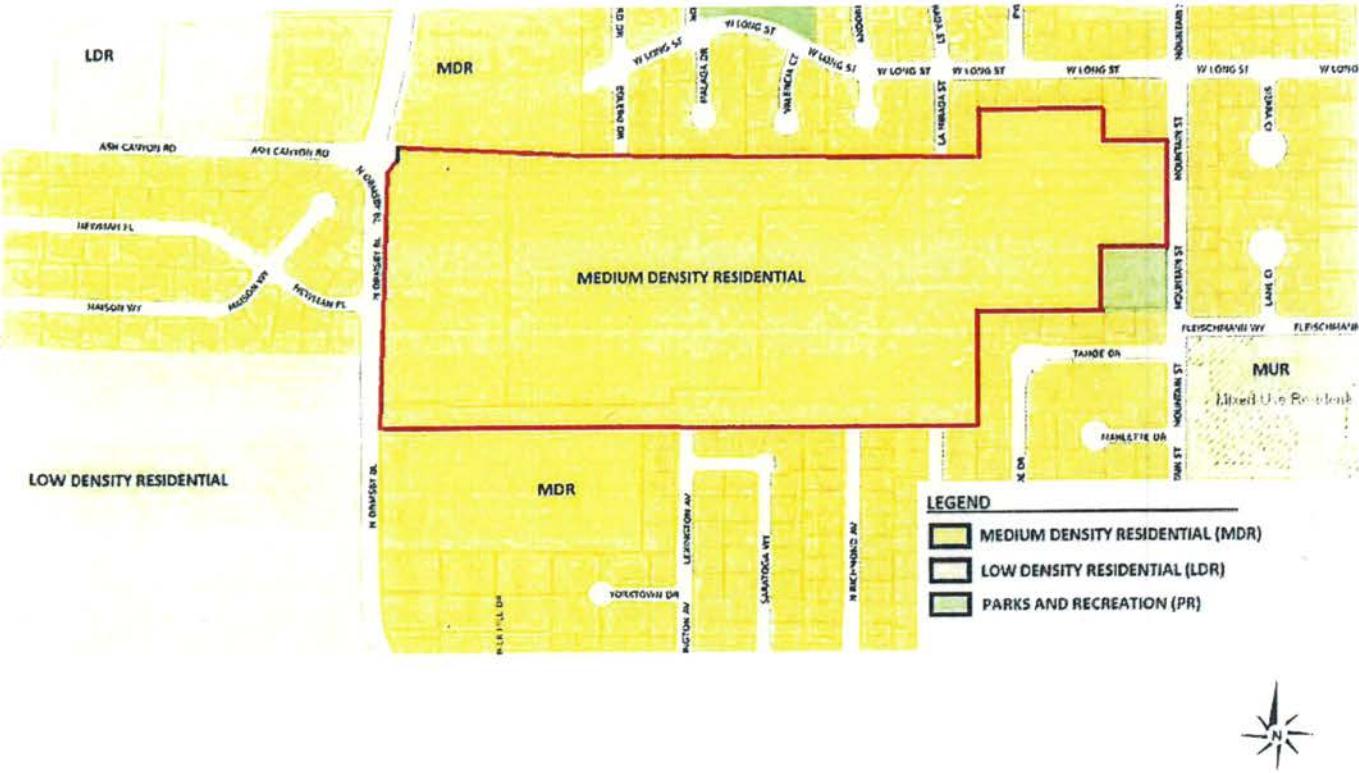


Figure 3 – Existing Master Plan Designations

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 $1,675\pm$ 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.

Just how are you going to do that??

Figure 4 (below) provides an aerial view of the site and surrounding conditions (original). Figure 5 (following page) provides photographs of the existing onsite conditions.

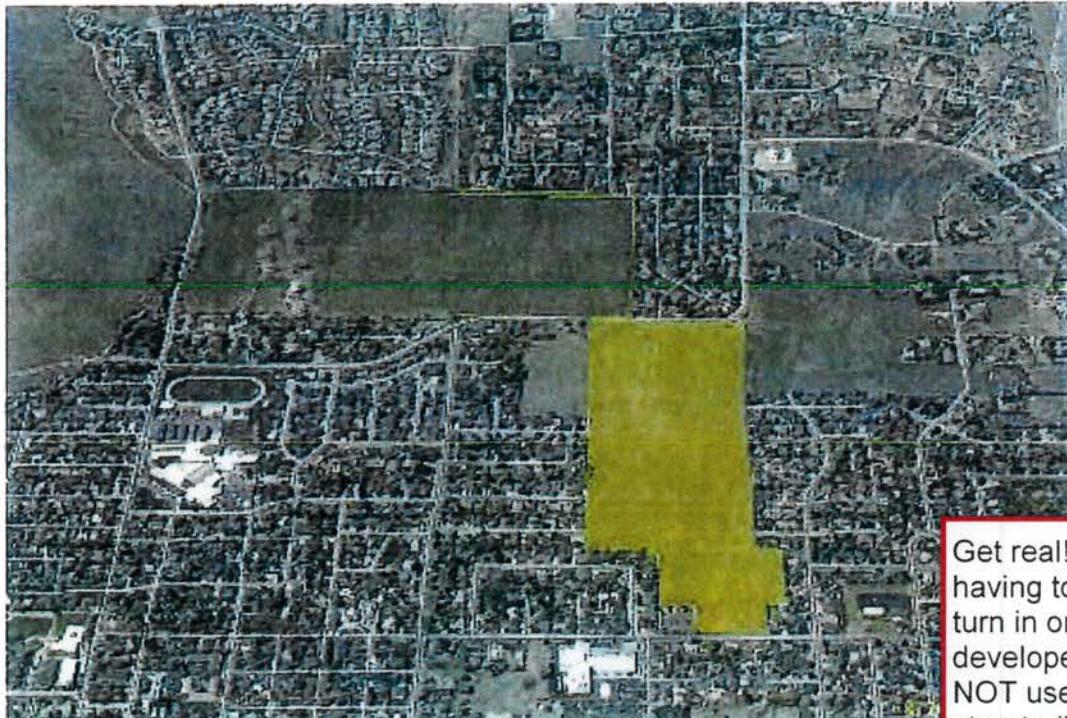


Figure 4 – Aerial View

Get real!!! Anyone having to make a LEFT turn in or out of the development WILL NOT use the main streets (Mountain and Ormsby). They will cut thru the neighborhoods.

ANDERSEN RANCH ESTATES

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.

But taxed as Agricultural!

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.

So why didn't you??

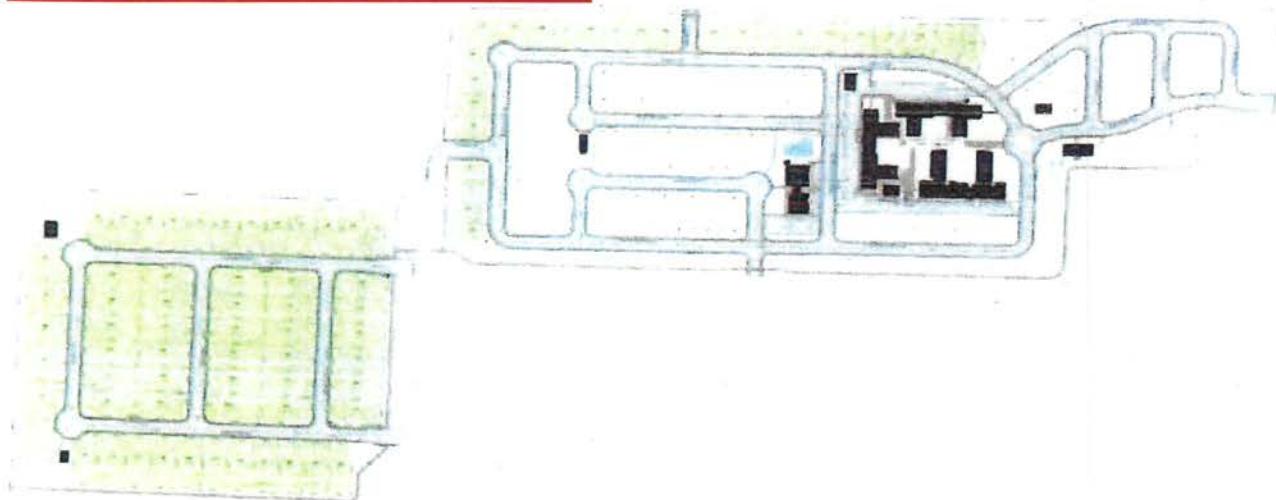
As detailed in the following section, this application does not include a PUD development approach and intends to provide single family lots without amendments to the SF6 or SF12 zoning that exists today. It is also important to note that the Andersen Ranch Estates project is not affiliated with the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

That's good because some of the Vintage developers were under District Attorney investigation.

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.

ANDERSEN RANCH ESTATES

If the highly commercialized Vintage only needed one north and one south new connections, why does a peaceful single-family development need 2 on each side?



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

Figure 6 – Vintage Development Plan

ANDERSEN RANCH ESTATES

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 wide? Why not on the north?

I don't see any clustering on your map!

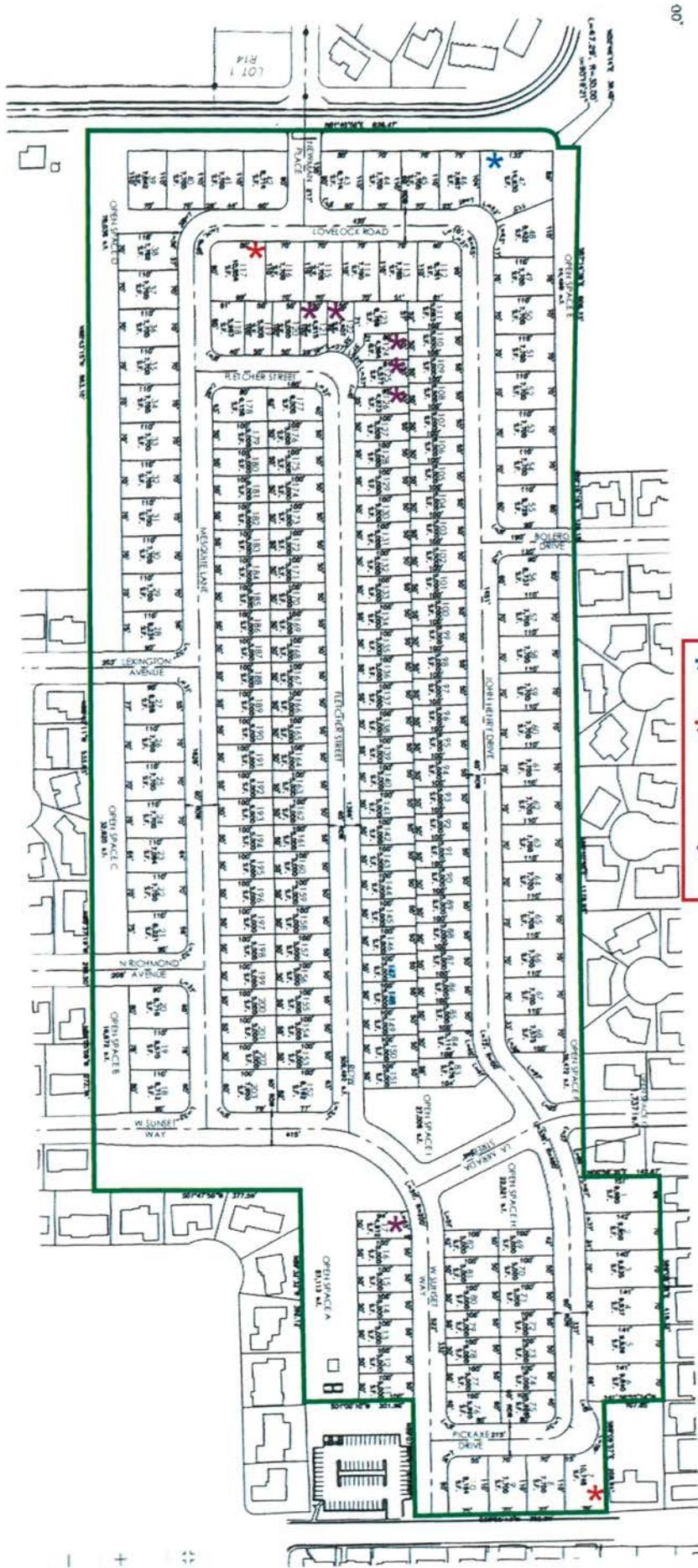
Primary access to and from the Andersen Ranch will be via a new connection to Mountain Street on the east and Ormsby Boulevard on the west. Based on comments received from Carson City Engineering staff during the Conceptual Map review, the plan provides for connections to Bolero Drive and La Mirada Street 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.

What buffering on the north side???

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.



- * 1 lot larger than 12K SF
- * 2 lots larger than 10K SF
- 120 lots smaller than 6 K SF
- * 5 lots smaller than 5K SF

ANDERSEN RANCH ESTATES

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

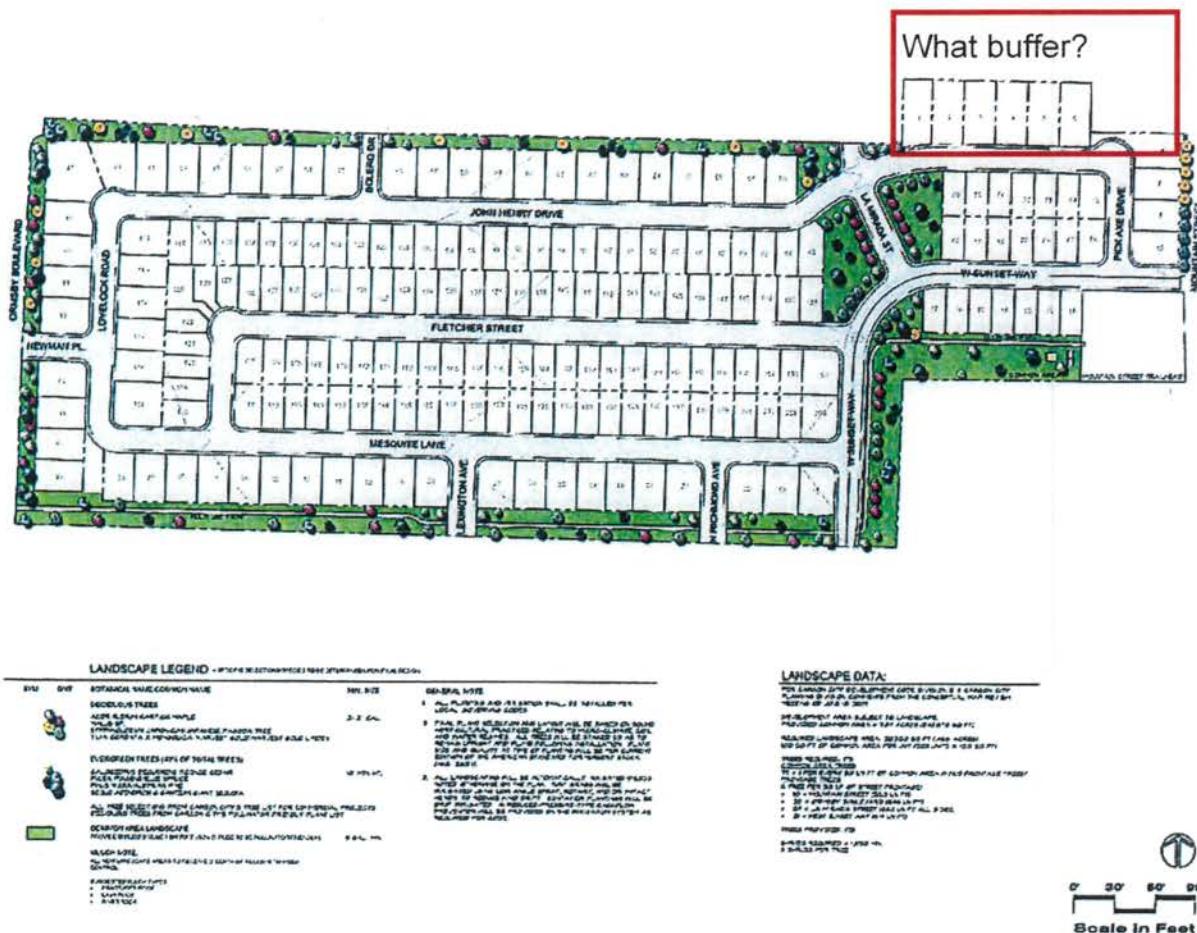


Figure 7 – Preliminary Site Plan

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:

What is .6 of a unit?

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

As you can see, zoning calls for 146 lots at SF12,
not 69 at 7K sf???

And 56 lots at SF6,
not 134 at 5K sf????

There are NO SF5 or SF7 zones!

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 <i>7 per acre</i>
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.

Are you going to pay for the stop sign at Mountain and Fleischmann?

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.

What crystal ball did that come from?

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.*

There are known ones, though!

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).

Really !?!

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 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.

There are known ones, though!

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.

If the highly commercialized Vintage only needed one north and one south new connections, why does a peaceful single-family development need 2 on each side?



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.

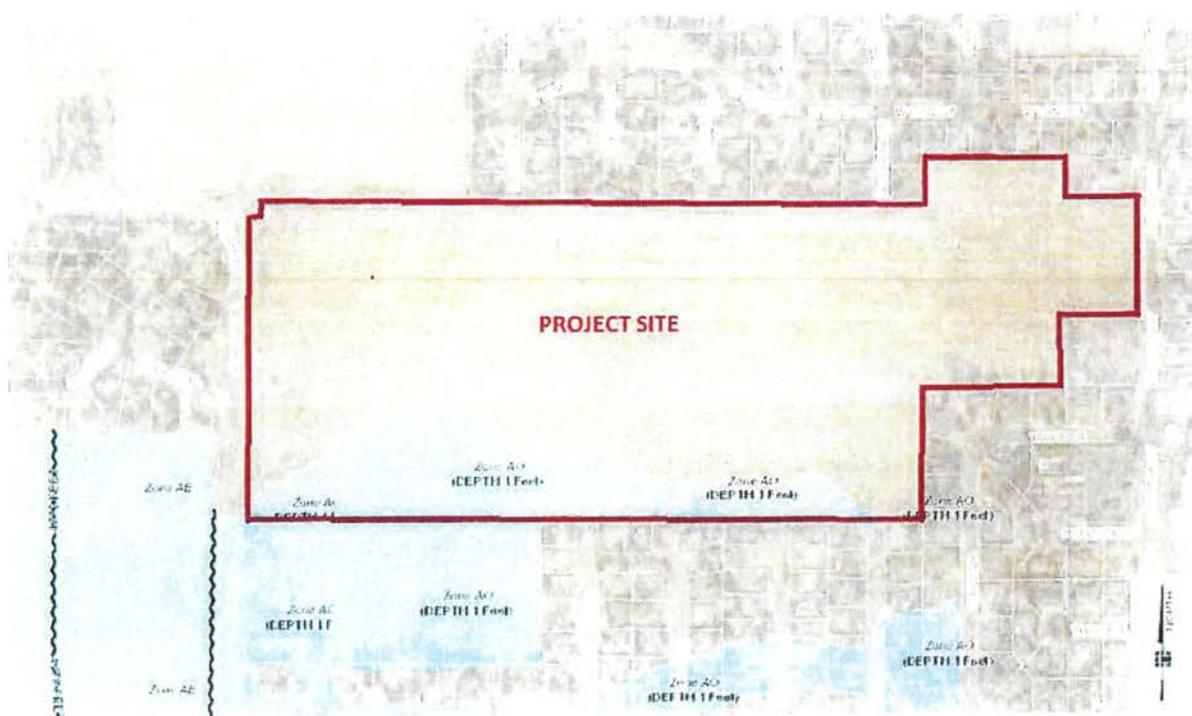


Figure 9 – Flood Zone Map

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.

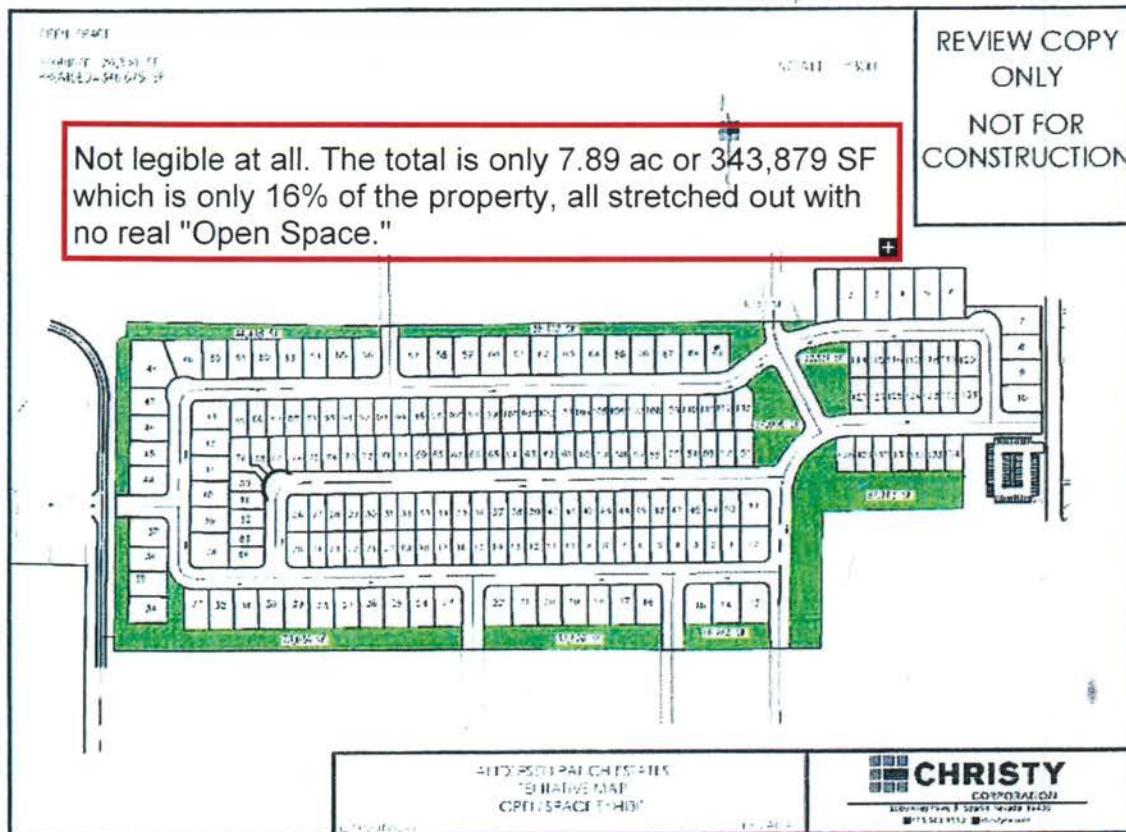


Figure 10 – Open Space Exhibit

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. **Not with CCMC Chapter 18.**

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.**

The BOS says there is NO money for Street Maintenance.

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. Not on any map I've seen!

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. We have seen NO sample homes. 1 or 2 storey? 3 car garages? McMansions?

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.

By whose judgement do you make this statement?

- ✓ 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.

By whose judgement do you make this statement?

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.

Does this mean 2 or 3 storey homes?

- ✓ 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.

Does this mean 2 or 3 storey homes?

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.

APPENDICES

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. Not with CCMC Chapter 18.

- 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.

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

FILE # TSM - -

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

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

EMAIL
mike@christynv.com

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

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

Project's Assessor Parcel Number(s)

007-573-09, 10, and 11

Project's Street Address
1450 Mountain Street

Nearest Major Cross Street(s)

Mountain Street/Long Street

Project's Master Plan Designation

Medium Density Residential

Project's Current Zoning

SF6 and SF12

Project Name

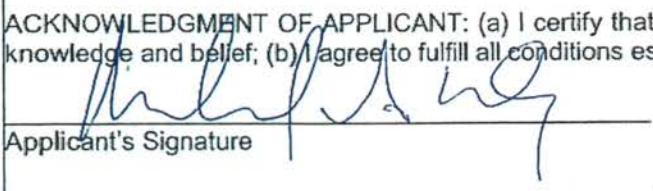
Andersen Ranch Estates

Total Project Area	Number of Lots	Smallest Parcel Size
48.2 acres	203	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

FOR OFFICE USE ONLY:

CCMC 17.06 and 17.07

TENTATIVE SUBDIVISION MAP

FEE*: \$3,500.00 + noticing fee

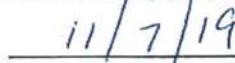
*Due after application is deemed complete by staff

- SUBMITTAL PACKET – 5 Complete Packets (1 Unbound Original and 4 Copies) including:**
 - Application Form including Applicant's Acknowledgment
 - Properly 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
- 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

Application Reviewed and Received By:

Submittal Deadline: Planning Commission application submittal schedule.

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

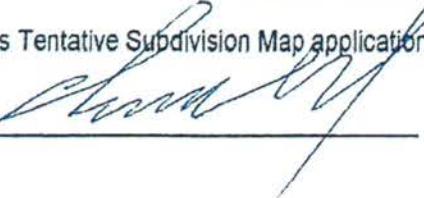

Date

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.

Signature


1800 Kings Canyon Road
Carson City, NV 89702

Address

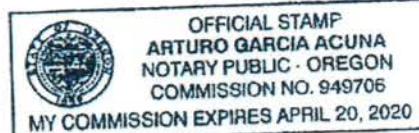
10/31/2019
Date

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,
ARTURO GARCIA ACUNA, personally known (or proved) to me to be the person whose name is
subscribed to the foregoing document and who acknowledged to me that
he/she executed the foregoing document.


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.

14. The multi-use path will include landscaping with a variety of trees (either evergreen or deciduous) that will be planted at a rate of 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 6 shrubs per tree.
15. ~~To allow for safe pedestrian and bicycle use along Kings Canyon Road, the applicant shall install a sidewalk and bike lane improvements consistent with the standard collector street section, or an alternative design subject to review and approval by the Public Works Director. Design of this improvement is to be submitted to the Public Works Director prior to the issuance of any improvement or construction permits. Improvement or construction permits shall only be issued upon the Public Works Director's finding that the proposed transportation improvements are consistent with the collector street standard or, if an alternative design is proposed, consistent with the intent of providing for safe pedestrian and bicycle use along Kings Canyon Road. The design approved by the Public Works Director must be installed as part of the Phase 1 improvements. If the area of the transportation improvements is intended to be separated from the remainder of the parcel via a parcel map, the owner's certificate on the parcel map shall be modified to include language obligating the owner to the terms of this condition.~~
16. 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.
17. 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.
18. 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.
19. 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.
20. Carson City is a Bee Friendly USA City. 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.

ENGINEERING AND UTILITIES – Contact Stephen Pottey, Project Manager

Based on our review, the following comments are offered:

1. Carson City's Chief Stormwater Engineer must approve the conceptual flood conveyance design prior to tentative map review by the Planning Commission.
2. A wetland delineation report must be submitted with the tentative map application.
3. A geotechnical report must be submitted with the tentative map application. This report may be a preliminary report but must give the estimated groundwater level.
4. In addition to the street connections shown, N Richmond Av must also connect to the project. Why??
5. Street asphalt thickness must be 4 inches on local streets, or per the geotechnical engineer's recommendations, whichever is thicker. This must be called out in the tentative map.
6. All interior streets must meet Carson City Standard Detail C-5.1.8.
7. For the site improvements if soils are to be exported or imported to the site, the haul route must be approved by the transportation manager prior to issuing a site improvement permit.
8. Water mains must connect through all new street connections.
9. Half street improvements are required along the frontage of the development to increase the width of N Ormsby Bl to meet the standard for an urban collector with bike lanes.
10. Mountain Street must be striped with bike lanes on each side, along the frontage of the project, with parking on the east side of the street, and "No Parking Bike Lane" signs on the west side of the street. Why??
11. A sealed conceptual drainage study meeting the requirements of section 14 of the Carson City Development Standards must be submitted with the tentative map.
12. A sealed traffic impact study must be provided, meeting the requirements of CCDS 12.13. Please contact Dirk Goering for traffic impact study scoping at 775-283-7431.
13. A sealed water main analysis must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. Please contact Tom Grundy, P.E. at (775) 283-7081 for fire flow test data.
14. A sealed sewer main analysis must be submitted that includes addressing the effect of flows on the existing City system. See section 15.3.2 of CCDS.
15. A sampling tap is requested to be included in a common area of the project near one of the entrances. Our standard for sampling taps is the Kupferle Eclipse #88 or approved equal.
16. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.

Currently the site is below the grade of surrounding homes. We need to know what elevation you will be building at? Will you fill the property up to our elevations?

17. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.
18. Addresses for units will be provided during the building permit review process.
19. Fresh water must be used for Dust control. Contact Rit Palmer at Public Works at 283-7382 for more information.
20. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.
21. The irrigation service will need a reduced pressure backflow preventer if a vacuum breaker system cannot be designed to operate properly.
22. An erosion control plan meeting section 13 of CCDS will be required in the plan set.
23. New electrical service must be underground.
24. Please show gas and electric connections for this project.
25. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.
26. A Construction Stormwater Permit from the Nevada Division of Environmental Protection (NDEP) will be required for construction.
27. A Dust Control Permit from NDEP will also be required.

These comments are based on a very general site plan and do not indicate a complete review. All pertinent requirements of Nevada State Law, Carson City Code, and Carson City Development Standards will still apply whether mentioned in this letter or not.

Thank you for the opportunity to comment on your project. Please be advised that the comments presented in this letter may not include all the requirements or conditions which may be placed on the project at the time of final review by the Planning Commission and Board of Supervisors.

You may also note comments provided by various city staff at the conceptual review meeting that may not have been included in any written comments. If you have any questions, please feel free to contact this office at 775-283-7922.

Sincerely,

Hope Sullivan
Planning Manager



Carson City Planning Division

108 E. Proctor St.
Carson City, Nevada 89701
(775) 887-2180
Planning@carson.org
www.carson.org

Carson City Road Name Reservation/Approval Application

Request Date: November 7, 2019	Requested By: Christy Corporation
Phone Number: (775) 502-8552	Email: mike@christynv.com
Total Number of Roads: 5	Subdivision Name: Andersen Ranch Estates

This application is not complete without the road layout map with the proposed street names shown.



CARSON CITY

Capital of Nevada

[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-09

Property Location: N ORMSBY BLVD
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000535
 District: 2.4
 Tax Service:
 Land Use Code: 600

[Code Table](#)

Outstanding Taxes:

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

Current Year

08/19/19	26.73	1.07	27.80	27.80	.00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abatement Amount			.58	.02	18.92

They are still taxed at Agricultural rates. How much do you think they owe the city in back taxes???



CARSON CITY

Capital of Nevada

[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-10

Property Location: N ORMSBY BLVD
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000536
 District: 2.4
 Tax Service:
 Land Use Code: 600

[Code Table](#)

Outstanding Taxes:

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

Current Year

08/19/19	43.34	1.73	45.07	45.07	.00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abatement Amount	17.16	19.27	17.57	15.90	28.24

They are still taxed at Agricultural rates. How much do you think they owe the city in back taxes???



CARSON CITY

Capital of Nevada

[Treasurer Home](#) [Assessor Data Inquiry](#) [Back to Last Page](#)

Secured Tax Inquiry Detail for Parcel # 007-573-11

Property Location: 1450 MOUNTAIN ST
 Billed to: ANDERSEN FAMILY ASSOCIATES
 P O BOX 1746
 CARSON CITY, NV 89702-0000

Tax Year: 2019-20
 Roll #: 000537
 District: 1.0
 Tax Service:
 Land Use Code: 695

[Code Table](#)

Outstanding Taxes:

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

Current Year

08/19/19	14.38	.58	14.96	14.96	.00
10/07/19					
01/06/20					
03/02/20					

[History](#)

Additional Information

	2019-20	2018-19	2017-18	2016-17	2015-16
Tax Rate	3.5700	3.5700	3.5700	3.5200	3.5200
Tax Cap Percent	4.8	4.2	2.6	.2	3.2
Abalement Amount	100.85	100.74	93.06	89.37	44.24

They are still taxed at Agricultural rates. How much do you think they owe the city in back taxes???

Andersen Ranch Estates

My name is James Pincock and I live adjacent to the Andersen property. I have a few comments regarding the most recent application.

First, I would briefly like to object to the applicant's glib, unsupported, and in some cases, false assertions made in various parts of the submission. Statements like:

- A. "The proposed density complements existing housing in the area and will not change the overall development style of the neighborhood"; "The project will be complementary to surrounding development in terms of height, [and] setbacks"; "The project is designed to be consistent with adjoining neighborhoods"; "Proposed density is comparable to the existing neighborhoods". To my knowledge there are no 5000 sq ft lots in the area, nor are there existing homes with 5 ft setbacks from the sidewalk. Assertions made in the project summary table on page 11 are also somewhat disingenuous. The top of the table notes the size of the site, and amount of acreage dedicated to lot area, right of way, and common space. They then state that the "project density" is 4.21 dwellings per acre. While technically true if considering the **total** acreage of the site, the number of homes per acre on the cited "total lot area" is actually greater than 7. This is in no way consistent with surrounding areas, where larger lot sizes are maintained and open space, such as parks, is still (mystically) present.
- B. "on numerous occasions ...area residents preferred an approach to development of the site [that] would be...". On numerous occasions area residents preferred NO development on the site.
- C. "it is intended to develop the site without altering traffic patterns in the surrounding area"; "secondary access 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". This is purely conjecture and denies existing traffic patterns and common sense.
- D. "The project will greatly enhance neighborhood connectivity and will benefit both pedestrians and emergency response times". Huh?
- E. "The project will improve access to public land through a connection to the existing Mountain Street trailhead that currently connects to nothing"; "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"; "provide a long-needed link to the Mountain Street trailhead". I am uncertain what public land, facilities and trails are being referenced here.

Although I am not an attorney, collectively these statements amount to what is called "puffing", that is, something just shy of misrepresentation. Those non-lawyers among us will recognize it as boloney.

Secondly, I would like to address the "open space". The developer is attempting to justify their small lot size and resultant high densities on the basis that they are only building the maximum number of homes that are allowed with current zoning, and are allowing 7.9 acres for common Open Space. It is depicted

in Figure 7 of the submission as a nice green line along the periphery of the development and an area on the northeast side that looks like a park.

The much-touted trail will be built as per city recommendations on a 30 ft easement. The trail will be a 10 ft wide concrete path with 3 ft of DG on either side and landscaped with one tree every 50 ft and six shrubs. We can only surmise what the remaining ground will look like. Probably not the "green belt" suggested by the map submission, and most likely, gravel or the same rip-rap that will line the hole in the ground detention basin.

The area at the eastern end of the project is (apparently) doing double duty as park and flood control/detention basin. I am uncertain how these uses are consistently compatible throughout the year in Carson City. There is still water in some detention basins from last winter's run-off.

Accordingly, any concession on lot size for the sake of common open space needs to include the proviso that the open space actually be usable, and usable year-round. If open space is used for surface water run off control, rendering it even seasonally useless as recreational open space, other provisions need to be made. It may be necessary for developers to allocate other areas of the site, currently designated as residential lots, for flood control measures, assuring the common open space can actually be used. Yes, this could mean less than the maximum number of homesites built on the property.

I would recommend, at a minimum, the following:

- A. Open space areas be usable and available to the public year-round.
- B. All open space areas be landscaped as an actual green belt and irrigated with reclaimed water. This would include attractive grading and contouring (that would not interfere with flood control measures), trees and shrubs in far greater numbers than suggested by the city, with grass and other ground covers, and a minimum of xeroscaping.

Lastly, and perhaps most importantly, point no. 16 in the Parks and Recreation response states: **"This property is identified in the Open Space Plan as a high priority area for protection... The current owners have not initiated discussions with the City regarding acquisition."** Has the city attempted since 2006 to seriously discuss acquisition? If not, why not?

LATE MATERIAL
PRESENTED AT PC

SUB-2019.0022

To: Carson City Planning Commission

From: Jason and Melissa Kuchnicki

1500 Valencia Ct, Carson City, NV 89703

Subject: Andersen Ranch Estates Proposed Development

Date: December 17, 2019

Dear Commissioners,

My wife and I have been Carson City residents since 2001. Our home is located directly adjacent to the subject development, along the northern boundary. Thus, the development has the real potential to directly impact our existing qualities of life and property value. We would like to interject the following concerns regarding the proposed development that relate primarily to safety, privacy, and the preservation of views and associated property values.

My wife and I are typically advocates for of public pathways around the perimeter of developments. Close and connected trails are what people need to live a healthy lifestyle in today's world where time is all too short.

However, in this case there are some issues with the proposed width along the northern boundary. The corner of our house is literally ten feet from the fence, a three-foot high fence. The proposed 30 ft buffer width along the north property line is much too skinny, raising concerns related to safety and privacy. We have measured the buffer width of trails in Long Ranch Estates at 75 ft, which is reasonable to address these concerns. Unless the buffer are widened to a similar width, we do not support a trail along the northern property boundary.

So, are there any reasonable ways to accommodate buffer expansion? Yes: below are some workable solutions...

The interior open space (mid-project, close to Mountain St) is proposed to be used for a detention basin. We are not aware if this is an allowable use under the Planned Unit Development (PUD) ordinance, but regardless, it certainly goes against the spirit of it. Detention basins do not benefit the public from an access and use perspective. They are literally wasted space. Other PUDs such as Long Ranch Estates and Silver Oaks contain trails and park facilities that are available for use to the public. It would make much more sense to eliminate the use for detention basins and instead widen the buffer along the north property line.

Another observation is that, the buffer is very wide along the south property line in comparison to the north property line. I understand the rationale for this is to accommodate the proposed trail. However, it does not appear necessary to be that wide given the trail will connect a primarily commercial overflow parking lot to a road (Ormsby Blvd – which is not a destination) where no parking is available. This in itself does not provide much public benefit. Instead, consistency in buffer widths between the north and south property lines makes sense, particularly since the trail network around the entire periphery will be accessed primarily by local residents.

One of the main attractions for people living along the property boundary are the spectacular views of the surrounding Carson Range and C-Hill. At a community meeting, the developer stated the development would include some two-story designs, placed adjacent to existing two-story residences in the surrounding neighborhood. This basically means that two-story houses would be built along the entire north property boundary, which would completely destroy the views from the existing homes, along with the improved property values associated with these views. To preserve existing views and associated property values, we suggest a condition be placed that allows only single-story homes to be built along the north property line.

Furthermore, we request that a condition be placed that roof height be measured from existing grade to the highest point on the roof. The developer stated that single-story houses could be as high as 24 feet. However, it should be noted that our two story home is roughly this height. Therefore, we would favor a condition limiting heights to 20 ft.

Thank you for hearing and considering our comments.

Sincerely,

Jason Kuchnicki
Melissa a Kuchnicki

12/17/19

From: Abigail Johnson
1983 Maison Way
Carson City, NV 89703

RE: Andersen Ranch Estates Tentative Subdivision Map

To: Carson City Planning Commission and staff:

Please consider the following points and information.

1. The **traffic study** was done on June 4 when, according to the Carson City School District, it was a minimum day for the middle schools and high school. **It likely did not capture the traffic patterns of a typical day when school is in session all day.** In addition, the traffic study did not acknowledge or account for the major multi-month construction project on Washington Street which definitely changed routine traffic patterns for locals seeking to avoid the delays, disruption and dirt.
2. The traffic study as shown in the appendix detected no pedestrians on Ormsby Blvd. That lack of foot traffic is projected forward to make assumptions about the absence of pedestrian traffic after the project is built. **What other projections have been made using deficient or incomplete information?**
3. The application asserts that “primary access to Andersen Ranch will be from Mountain Street and Ormsby Blvd.” Whether subdivision access is primarily Mountain and Ormsby or possible additional streets will be opened to the south and north (the application is vague on this), the project will dump a lot of traffic on Ormsby just south of the blind curve where Ash Canyon and Ormsby meet. Left turns in and out of the subdivision at Ormsby (and Mountain) will be especially problematic. **The Planning Commission and City staff should consider the safety aspects of this and ask the developer to participate or pay for traffic calming mitigation to assure the safety of traffic turning onto Ormsby** from the Andersen Ranch Estates development and from Newman.

4. A process issue: In the late packet materials is a December 10 letter from Mr. and Mrs. Saarem. They very articulately stated many of the concerns that I share. One that needs additional amplification is that City staff members have apparently been working with the developer since February, nearly a year. **As part of the citizens group that has been active and asking questions about the Anderson Ranch properties, it is just wrong that the City has not involved residents until this required hearing.** It was only the outreach by our group that started a dialog with the developer's representative. Staff should not just work with and for the developer. They should also be involving identified citizens who have expressed interest over several years rather than blindsiding them.
5. Finally, while it may be "business as usual" for Carson City to schedule hearings on controversial developments during the holidays, it presents the appearance that the City does not want to encourage public involvement. The "holiday surprise" is a familiar technique used by governmental agencies to shove projects through while the public is distracted. Prove us wrong please and take the time needed to respond to the public's concerns and get this project right.
6. I am attaching an article I wrote for the Nevada Appeal to raise awareness about the project, for your consideration.

I urge the Planning Commission not to act hastily on this project. Clearly there are loose ends and many questions remain. Please take the time you and your staff need to get the information you need and consult with affected members of the community.

Thank you for considering my points of view.



Abigail Johnson

*Formal letter from School District –
Should be in the record*

Abby Johnson: Residents being left out of Andersen Ranch proposal

Opinion | December 4, 2019

At noon on Thanksgiving, the Andersen Ranch pasture on the west side of Carson City rested under a blanket of fresh snow, except for tawny tufts of brittle autumn grasses, too tall to be hidden. Two coyotes and a pup headed across the field, ears cocked, listening for life beneath the snow — their next meal.

This is the setting for the latest proposal from the owners of the Andersen Ranch to fill their fields with houses. For now, the focus is only on the land between Mountain Street and Ormsby. That's the same land that was targeted for the Vintage senior care center — and the controversial vineyards.

The new developer, Sparks-based Christy Corp., says that's all in the past. They are hustling to get the Carson City Planning Commission OK on Dec. 17 and Board of Supervisors approval by the end of January.

The newest proposal is for 203 single-family homes of one and two stories, allowed within current zoning of the property. Christy Corp., is choosing to develop under the city's "open space" option to build subdivision homes closer together and on smaller lots in order to create open space and public access. The current plan shows a path around the perimeter of the development. The alternative is lots that conform to existing zoning but do not include open space or a trail from the Mountain Street trailhead through the property. No age restrictions are proposed but a homeowners association is expected to be responsible for some upkeep, although the roads would be maintained by the city.

At an informal, overflow meeting on Nov. 22 initiated by residents, neighbors asked the developer's representative a multitude of questions about vehicle access and traffic, flooding and flood plain, and the compatibility of the proposed development with the surrounding neighborhood. The application asserts that most development residents will come and go onto Mountain and Ormsby. But with all the north-south streets punched through, it is unclear whether that assumption is valid. If it is, that brings a lot of traffic onto Ormsby, dangerously close to the Ormsby-Ash Canyon blind curve. Additionally, while the traffic study recorded no pedestrians on Ormsby, as a neighbor I know that runners and walkers frequent that stretch of road.

It's troubling that both the city and the developer were comfortable with seeking Planning Commission approval without a meeting with area residents, who've been vocal since the Vintage was proposed and whose Save Open Space group has remained vigilant and involved. Now the developer has organized an evening meeting for Thursday at the Nugget. It's an opportunity for the public to meet the development team, learn more about the project and consider the project's compatibility with surrounding neighborhoods, prior to the Planning Commission meeting.

Time and again in Carson City, it feels as though the city and developer are working together and leaving those directly affected out of the loop. A Planning Commission meeting scheduled during the busy and demanding holiday season has the appearance of trying to circumvent meaningful public scrutiny. Public agencies often use the "holiday surprise" strategy to push proposals through while the public is distracted. Hopefully the developer's meeting Thursday will provide information and answers. Let's make sure this project is fully vetted with all questions answered and commitments clear before the Planning Commission considers it.

To recap: 5 to 6:30 p.m. Thursday at the Carson Nugget: Meeting with Christy Corp., representatives on the Andersen Ranch Estates proposal. Dec. 17, Planning Commission meeting, time TBA; check the city's website for agenda and more information. Happy holidays.

Abby Johnson is a resident of Carson City and a part-time resident of Baker, Nev. She consults on community development and nuclear waste issues. Her opinions are her own and do not necessarily reflect those of her clients.

December 17, 2019

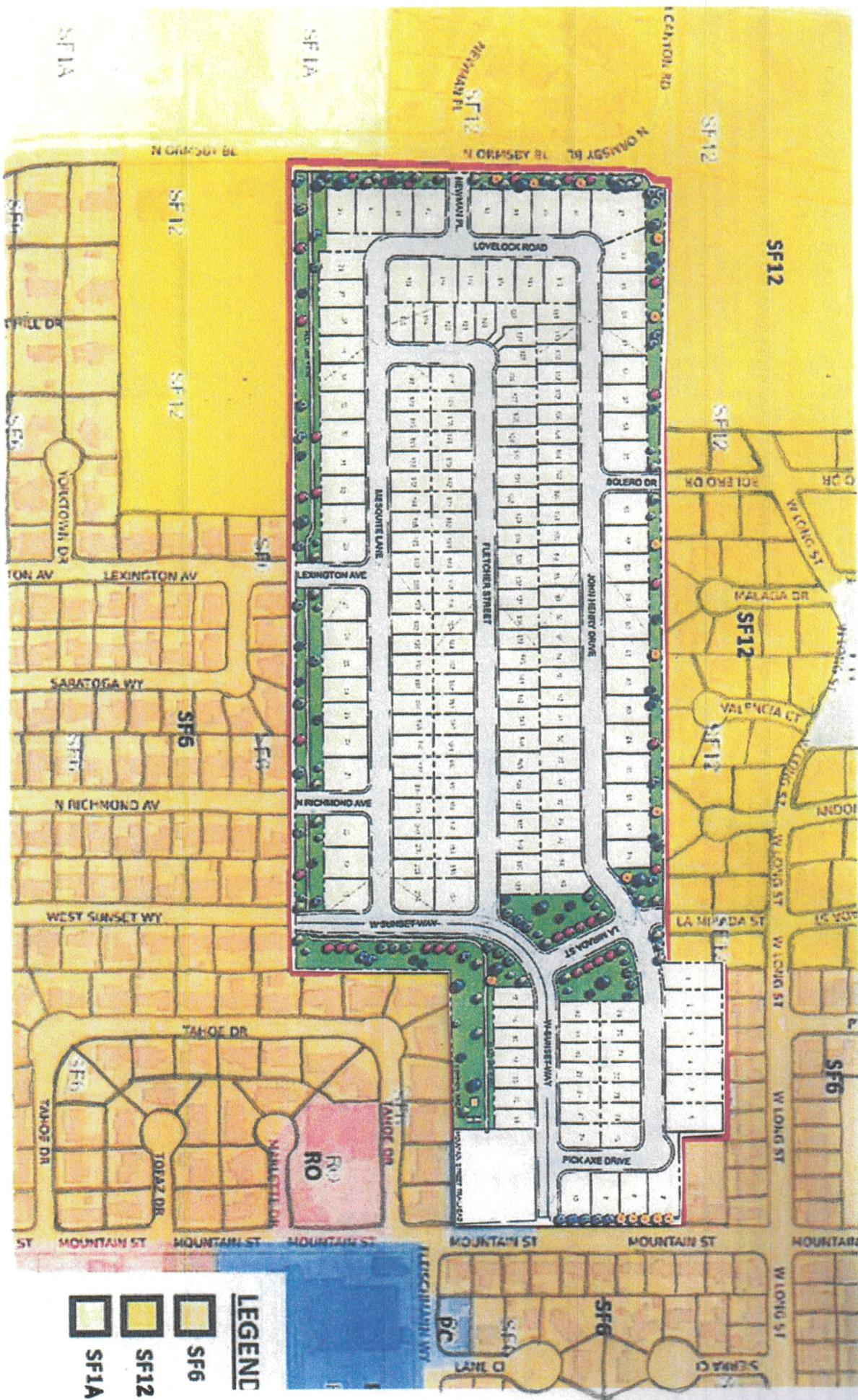
Dear Commissioners:

We request that the following be made part of your motion re: Andersen Ranch Estates, as conditions of approval:

- 1) All homes will be built at existing grade.
- 2) All homes will be only 1 story high, or
- 3) All homes around the periphery will be only 1 story high with a review by the community of the architecture and height.
- 4) The Ormsby "trail" will be at least as wide as the trailhead on the south.
- 5) All perimeter "trails" will be a minimum of 25 feet wide.
- 6) No 3 car garages.
- 7) 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.
- 8) The developer will reimburse the city the cost of the stop sign at Mountain and Fleischmann.
- 9) The developer will pay for any traffic signals required at Washington and Richmond (or anywhere else).
- 10) All homes on the periphery will be sited as far to the FRONT of the lot as possible.
- 11) No lots to be smaller than 5,000 SF.

Maxine Nietz
Chair, SaveOpenSpace – Carson City

LATE MATERIAL
FROM LEANN S



January 2, 2020

Carson City Board of Supervisors
c/o Hope Sullivan
108 E. Proctor Street
Carson City, NV 89701

RE: Proposed Anderson Ranch Development

Dear Board of Supervisors:

I live adjacent to the proposed Anderson Ranch Development. I attended the Planning Commission meeting on December 17th, and I would like to offer a few observations and requests regarding the proposed development.

Observation: At the Planning Commission meeting on December 17, one of the PC Board members suggested that the Homeowners Association maintain the roads in the subdivision, as opposed to the City accepting maintenance responsibilities for the roads, because of impacts to the City's budget. Furthermore, a member of the public read into the record a letter from former CC Supervisor Shelly Aldean that also suggests that the HOA maintain the new roads. The letter notes a one-time shortfall in City funding of \$100 million for road maintenance and an annual shortfall of \$15 million. Additionally, the letter references an opinion letter written by City Supervisors Brad Bonkowski and Lori Bagwell that confirms the shortfall. Both letters are attached.

Request: Should the BOS decide to approve the subdivision, the Notice of Decision should include a condition that the roads within the subdivision be maintained by the Homeowners Association so that the development does not negatively impact the City's road maintenance budget.

Observation: The proposed approximately 60-70 foot open space along the south side of the project provides an adequate buffer to the adjacent neighborhood, but the lesser buffer along the north side does not seem adequate.

Request: Should the BOS decide to approve the subdivision, the Notice of Decision should include a condition to increase the open space area along the north side of the project to a width equal to that on the south side of the development.

Observation: The developer stated at the PC meeting on December 17th that homes along the perimeter of the project would be restricted to single-story structures where adjacent to existing single-story house. This is a step in the right direction toward lessening the impact of the development on the view shed of the surrounding homes; however, I request that only single-story homes be constructed along the development perimeter. There is a precedent for this request at this location. Condition 24.b of the Notice of Decision for the Vintage P.U.D., approved by the Board of Supervisors on December 1, 2016 reads, in part: "*All buildings are limited to a single story, with no multi-story buildings allowed.*" Given that the perimeter lots are the among the largest lots in the proposed subdivision, construction of single-story homes on these lots should not present a problem. Again, this restriction would apply only to the perimeter parcels, not across the entire development, as was mandated by the BOS for the Vintage PUD.

Request: Should the BOS decide to approve the subdivision, the Notice of Decision should include a condition that all homes along the perimeter of the subdivision shall be single story homes.

Thank you for your consideration of this request.

Yours truly,



Jeff Foltz
1701 Newman Place
Carson City, NV 89701

Shelly N. Aldean
504 W. Fifth Street
CARSON CITY, NV 89703

December 17, 2019

MS. HOPE SULLIVAN
COMMUNITY DEVELOPMENT DEPARTMENT
108 E. PROCTOR STREET
CARSON CITY NV 89701

RE: Andersen Ranch Development

Dear Hope:

As a former member of the Carson City Regional Transportation Commission I am well aware of the challenge the City faces with respect to maintaining its current system of roads in a condition that is acceptable to its residents. Supervisors Bagwell and Bonkowski, in an article they co-authored in June of this year, lamented the condition of our 676 miles of existing paved roads, the estimated \$100 million required to elevate the system to an acceptable condition (70% of new) and the estimated \$15 million required for adequate annual upkeep.

Given our limited resources and the diminishment of revenues that have been traditionally used for road maintenance (fuel tax, etc.), I strongly advise the City to require that the developer of the Andersen Ranch property assign the responsibility of maintaining the subdivision's internal roads to the homeowners association especially since the streets within the development are nearly exclusively designed to accommodate the internal travel needs of the residents who will be occupying the new homes. The City should advise the developer that it will not be accepting dedication of these newly constructed roads to avoid further exacerbating an already challenging situation.

As a general rule we should never accept the ownership of something we cannot properly maintain.

Respectfully,


Shelly Aldean

Brad Bonkowski and Lori Bagwell: How much for better roads in Carson City?

Opinion | June 17, 2019

Brad Bonkowski and Lori Bagwell



If you drive, cycle or even walk in Carson City, you know that our roads need help. Potholes, "alligatoring," and plain old failing asphalt are common throughout the city. Roads are the issue both staff and your elected officials hear about most often from the public. This community has 676 miles of paved roads, most of them in need of some level of maintenance.

It would take an estimated \$100 million today to bring our entire road system to a condition that would be equivalent to 70% of new, which is the condition that is best for proper maintenance to get the longest lifespan from the asphalt. If we could get our roads to that 70% condition level, it would then take an additional \$15 million annually to keep up with the appropriate maintenance needs.

Unfortunately, Carson City does not have \$100 million to bring our roads to that condition, nor do we generate enough revenue annually to cover the necessary maintenance needs. It would take about 70 cents of every dollar collected for road maintenance alone. That would leave little funding for law enforcement, emergency services, health, parks, or anything else. This is an impossible answer anyhow, as most of the funds are "specific intent funds," which you'll be happy to hear your local government cannot just redirect as they wish. Funds are collected through certain ways for specific purposes only, and are subject to many rules and laws.

We receive calls and emails continually from citizens asking why we don't fix the roads. The answer, as explained above, is not enough money.

Carson City's actual annual road maintenance budget is around \$6.9 million total from local gas tax, federal grant funding, and when possible, we try to find some surplus in the General Fund that we can use. These numbers can also vary from year to year depending on the grant opportunities we are able to secure.

The current gas tax in Carson City is \$0.52/gallon, of which \$0.14/gallon is the share that comes to us, the local entity (the rest goes to the state or federal government). The portion of diesel tax for Carson City is ZERO. The gas tax paid on a gallon of tax in Washoe County is \$0.80/gallon, which is why gas is so much cheaper here in Carson City. Washoe County put themselves on a Fuel Tax Index Plan that provides additional revenue for their roads.

This is a not a simple issue.

Over time, the costs of construction and maintenance have risen but the tax has not increased since the \$0.05 tax was levied to build the Carson City I-580 Freeway Extension in April 1997. As you are aware, that is still not completed. The state has already begun repairing sections that are deteriorating on the completed portions of I-580. Roads are susceptible to weather, overweight vehicles, road base failure, and other issues. Like anything else, they are expected to fail over time, but their lifespan can be extended with proper, regular maintenance. Another complication is flex-fuel, hybrid, propane fuel and electric vehicles. Do those vehicles pay less tax or no tax at all? Our road tax funds will continue to diminish as more and more of these types of vehicles are sold. Yet, these vehicles still need roads to drive on, but under the current system, they don't pay their share of maintenance.

At the local level, the options we are looking at are to allocate the limited funds available in our general budget, and to encourage a tax measure through the Legislature that would likely require a vote of the people. You may recall this very issue was on the last ballot in 2016. It was defeated by 65%, which presents a quandary. The issue our constituents call us about most frequently is the issue our constituents do not want to pay more for. Until the public decides they are willing to pay more for better roads, it is unlikely that the street in front of your home will be fixed.

Meanwhile, our Transportation Division staff has done an excellent job finding grant funding opportunities to stretch our limited resources, including a \$7 million federal grant to help pay for the South Carson Street Complete Streets Project that will improve business access, complete the city's core communications infrastructure, replace and improve water, sewer and storm drain infrastructure, increase street lighting and add multi-use paths along Carson Street for bikes and pedestrians. The downside of grant funding are the strings that are attached to any particular grant opportunity, which may dictate that the grant funds can only be used in a low-income area, or that much of the funding must be used for upgrading the ADA access adjacent to the roadway. It is not an ideal way to work, but it does help us to stretch our limited resources as far as possible.

The question we, as the Board of Supervisors and the Regional Transportation Commission, are asking you is what level of road construction and maintenance do you want and are you willing to pay more to have a better road system?

Carson City Supervisor from Ward 2 Brad Bonkowski is chairperson of the Regional Transportation Commission. Ward 3 Supervisor Lori Bagwell is a member of the Regional Transportation Commission.

Hope Sullivan

From: CCEO
Sent: Thursday, December 26, 2019 9:26 AM
Cc: Lee Plemel; Hope Sullivan
Subject: FW: Proposed Andersen Ranch Estates

Follow Up Flag: Follow up
Flag Status: Flagged

Please see email below.

From: Jan Doescher [mailto:trvldschr@sbcglobal.net]
Sent: Tuesday, December 24, 2019 9:26 PM
To: CCEO
Subject: Proposed Andersen Ranch Estates

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

Since I will be unable to attend the meeting in January, I would like to support the requests promoted by some of my neighbors and would appreciate your forwarding my concerns to every member of the Board.

The following conditions be added to the tentative map approval by the Planning Commission:

1. Archaeologist(s) be on-site when digging/drilling begins to safeguard any relics, remains, or other evidence of past Native American presence or any local or natural history phenomenon.
2. Construction and related activities limited to the hours of 8 AM to 7 PM, Monday to Friday.
3. All homes will be built at existing grade.
4. All homes will be only 1 story high, or
5. All homes around the periphery will be only 1 story high with a review by the community of the architecture and height.
6. The Ormsby and north side "trails" will be at least as wide as the "trail" from the trail-head on the south.
7. All perimeter "trails" will be a minimum of 30 feet wide.
8. No 3 car garages.
9. 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.

10. The developer will reimburse the city the cost of the stop sign at Mountain and Fleischmann.
11. The developer will pay for any traffic signals required at Washington and Richmond (or anywhere else).
12. All homes on the periphery will be sited as far to the FRONT of the lot as possible.
13. No lots to be smaller than 5,000 SF.

Additionally, as a homeowner on the periphery of the property, I am greatly concerned with possible flooding. As we know, that property has absorbed water runoff from many many storms and I am unconvinced their culvert and basin plans are adequate to take care of high rain years.

Janet Doescher
1500 Malaga Dr

RECEIVED

JAN 06 2020

CARSON CITY
PLANNING DIVISION

From: nancy bailey [mailto:nmbailey95@gmail.com]
Sent: Friday, January 3, 2020 8:52 PM
To: CCEO
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.

I wish to register my objection to the A.R.homes project primarily on the basis of density, namely too many houses in too little space which will result in traffic congestion, school overcrowding, & strain on water supply and other services, among other problems.

In addition to requiring the developer to reduce the number of houses, I urge the Board to consider seriously the conditions suggested by the community SOS committee. Please share this email with all of the Board members. Respectfully, Nancy M. Bailey
572 Chelsea Place, Carson City