

**STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 28, 2022**

**FILE NO: SUB-2022-0374**

**AGENDA ITEM: 6.E**

**STAFF CONTACT:** Heather Manzo, Associate Planner

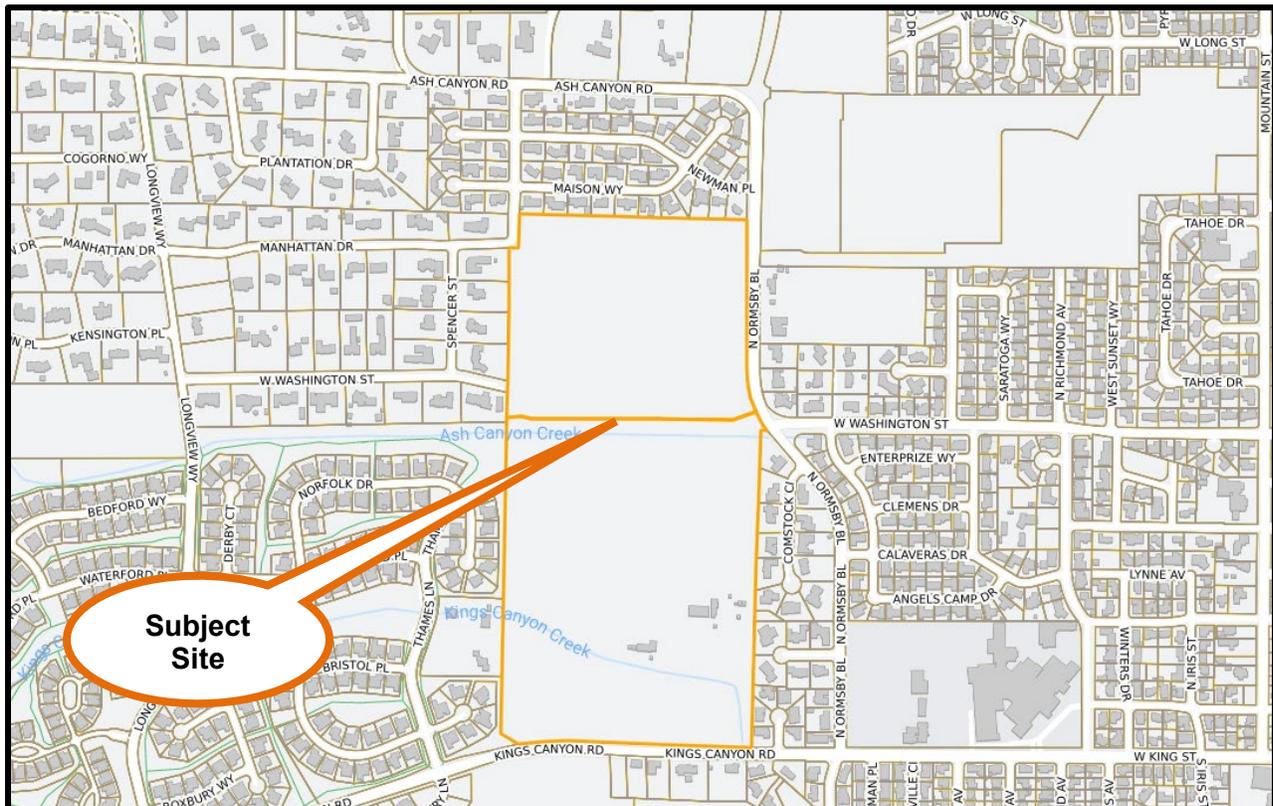
**AGENDA TITLE:** For Possible Action: Discussion and possible action regarding a request from Andersen-Colard Ranch Enterprises, LLC (“Applicant”) for a recommendation to the Board of Supervisors (“Board”) concerning a Tentative Subdivision Map (SUB-2022-0374) known as Andersen Ranch West, to create 61 single family residential lots and a 50.33-acre remainder parcel with an existing residence on an ±80.53 acre site zoned Single Family 1 Acre (“SF1A”) and Single Family 12,000 Square Feet (“SF12”), located west of Ormsby Boulevard and north of Kings Canyon Road, Assessor’s Parcel Numbers (“APNs”) 009-012-20 and -21. (Heather Manzo, [hmanzo@carson.org](mailto:hmanzo@carson.org))

Summary: The Applicant is requesting to subdivide an ±80.53-acre site consisting of 2 parcels into 61 single family residential lots with a minimum lot size of ±14,380 square feet, 3.82 acres of common open space, and a 50.33-acre remainder parcel with an existing residence, using the provisions of Carson City Municipal Code (“CCMC”) Chapter 17.10 - Common Open Space Development. The Board is authorized to approve a Tentative Subdivision Map. The Planning Commission makes a recommendation to the Board.

**RECOMMENDED MOTIONS:**

“I move to recommend approval of tentative subdivision map SUB-2022-0374 to the Board of Supervisors based on the ability to make the required findings and subject to the conditions of approval included in the staff report.”

**VICINITY MAP:**



## RECOMMENDED CONDITIONS OF APPROVAL:

### The following are Tentative Map 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 parcel map or preferably final map.
5. With the submittal of any parcel map or preferably 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 final maps.
8. The applicant must sign and return the notice of decision for conditions for approval within 10 days of receipt of notification after the board of supervisors meeting. If the notice of decision is not signed and returned within 10 days, then the item will 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 150 percent of the engineer's estimate. In either case, upon acceptance of the improvements by the city, the developer shall provide the city with a proper surety in the amount of 10% of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within 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 shall approve any 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. Prior to the approval of the first site improvement plan, the applicant shall have plans approved demonstrating that screening is provided through a mix of evergreen and deciduous trees within the common open space area and solid rear-yard fences for all lots which abut common open space.

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. Prior to the approval of any site improvement permit or final subdivision map, the applicant shall demonstrate that a deed restriction has been recorded limiting the density of the remainder parcel. Based on the current allowable density of the overall subject site, as determined by the zoning districts, the maximum allowable remaining density for the ±50.33 acre remainder parcel shall be limited to 71 residential units. This limitation and associated deed restriction shall be noted on the final map.
21. The minimum lot size shall be 14,380 square feet and the minimum setbacks shall be noted on the final map and shall be as follows:

Front	20 feet
Side	10 feet
Street Side	15 feet
Rear	20 feet
22. With the site improvement permit application, the applicant shall provide the following:
  - a. A landscape and irrigation plan demonstrating compliance with the applicable sections of the Development Standards in Division 3 for the common area parcel and any other common area landscaping.
  - b. An open space exhibit demonstrating both quantitatively and qualitatively, compliance with the requirements of CCMC 17.10.046.
23. Prior to the issuance of a site improvement permit, the applicant shall obtain a Federal Emergency Management Agency (FEMA) conditional letter of map revision (CLOMR). Prior to the issuance of the first building permit for vertical construction, the applicant shall demonstrate that a Letter of Map Revision (LOMR) has been issued for the project.
24. Prior to the issuance of a site improvement permit, the traffic impact study shall be updated to adjust the trip distribution analysis to the approval of the City Engineer. Based on the updated trip distribution, a pro-rata share contribution shall be calculated for the future North Ormsby Boulevard extension. Prior to the recordation of a final map, the applicant shall submit the pro-rata contribution.
25. Prior to the issuance of a site improvement permit, the water, sewer and traffic impact study analyses shall be updated to include all entitlements approved within 3 months of the approval of this tentative map. If updated studies recommend additional project mitigations, the applicant shall incorporate the recommended mitigations, to the approval of the City Engineer.
26. Prior to the issuance of the site improvement permit and prior to the recordation of the final map, the applicant shall demonstrate that all internal streets will be constructed to meet the roadway section urban standard detail (C-5.1.8), including 5-foot-wide sidewalks on both sides of the street.
27. Prior to the issuance of a site improvement permit, the applicant shall demonstrate that plans include the construction of a multi-use path, sidewalks, and bike lanes that are in

compliance with the Unified Pathways Master Plan (UPMP). The plans shall provide a connection of the multi-use path into sidewalks with a crosswalk at the intersection of Mulberry Way and North Ormsby Boulevard. A rectangular rapid flashing beacon (RRFB) shall be installed at the crosswalk. Prior to the recordation of the final map, the applicant shall demonstrate that the multi-use pathways and sidewalks within the project site have been constructed or bonded for and shall have a public access easement.

28. Prior to the issuance of a site improvement permit, the applicant shall have plans approved which include a water sampling tap is located within a common area parcel near one of the project entrances. The sampling tap must be a Kupferle Eclipse #88 or approved equivalent. Prior to the final inspection for the site improvement permit, the water sampling tap must be installed.
29. Prior to the issuance of a site improvement permit, the applicant shall evaluate the condition of the existing sewer manhole located at Mulberry Way and North Ormsby Boulevard. The applicant will be required to replace the manhole if condition warrants replacement as determined by the City Engineer.
30. The City will not be responsible for any landscape or irrigation system maintenance on the project. All landscaping and landscape maintenance in the right of way will be the sole responsibility of the owner. The developer is required to maintain all common landscape and open space areas within the development including any landscaping in the rights of way in perpetuity.
31. Carson City is a Bee City, USA. As a result, the developer shall use approximately 50% pollinator friendly plant material for any required landscaping on the project site. 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. The Carson City pollinator plant list and other plant selection resources can be found at [www.carson.org/beecityusa](http://www.carson.org/beecityusa).
32. The developer shall incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The spread of invasive and noxious weeds is a significant issue in construction projects that involve land disturbance. Earth moving activities contribute to the spread of weeds, as does the use of contaminated construction fill, seed, or erosion-control products. Experience has demonstrated that prevention is the least expensive and most effective way to halt the spread of noxious and invasive weeds. Preventing the establishment or spread of weeds relies upon:
  - Educating workers about the importance of managing weeds on an ongoing basis;
  - Properly identifying weed species to determine most appropriate treatment strategies;
  - Avoiding or treating existing weed populations; and
  - Incorporating measures into projects that prevent weed seeds or other plant parts from establishing new or bigger populations such as certification of weed-free products.

For more information on "best management practices" please contact The Carson City Parks, Recreation and Open Space Department.

33. Where possible, deciduous trees must be planted a minimum of 5 feet from any city/public street, sidewalk or pathway and evergreen trees must be planted a minimum of 10 feet from any city/public street, sidewalk or pathway. Fruit bearing, "non-fruiting" flowering or

any other trees that drop debris such as seed pods shall be prohibited near or placed where they will eventually hang over public sidewalks or pathways.

34. Prior to the issuance of a site improvement permit, the Applicant shall have plans approved to construct a multi-use path for public use. The applicant shall provide a 30 foot wide (minimum) easement for the path where the path does not abut the public right of way. The easement shall be for non-motorized public access. The easement document shall indicate that maintenance of the easement shall be the responsibility of the HOA in perpetuity. The multi-use path (off street/paved/shared) shall be at least 10 feet wide and designed to meet AASHTO standards for a concrete path with an adjacent 3 foot 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 Long Ranch Pathway system on the northeast corner of APN 007-392-39 to North Ormsby Boulevard.

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

**SITE DEVELOPMENT INFORMATION:**

SUBJECT SITE AREA: 80.53 acres

EXISTING LAND USE: Single family with ranch and pasture

**MASTER PLAN DESIGNATION:** Medium Density Residential and Low Density Residential

**ZONING:** SF6 and SF12

**KEY ISSUES:** Is the Tentative Map consistent with the required findings? Does the proposal meet the Tentative Map requirements and other applicable requirements? Can the proposed reduced setbacks be supported by the required findings?

**SURROUNDING ZONING AND LAND USE INFORMATION**

**NORTH:** SF12 / Single family residences

**SOUTH:** SF12 & Public Community ("PC") / residential and public open space

**EAST:** Single Family 12,000 / Single family residences & vacant land

**WEST:** Single Family 1 Acre and PC / single family residential and Carson City trails

**ENVIRONMENTAL INFORMATION:**

FLOOD ZONE: Zone X (shaded) and Zone AE

SEISMIC ZONE: Zone I (Greatest Severity) and II (Moderate Severity)

FAULT: Beyond 500 feet

**DISCUSSION:**

The project site is located on the west side of North Ormsby Boulevard ±660 feet south of its intersection with Ash Canyon Road. The site consists of two parcels totaling ±80.53 acres in size and is zoned SF1A and SF12. The site is currently developed with a single-family home, barns, and pasture.

The Applicant is seeking approval of a tentative subdivision map to subdivide the northern portion of the project site into 61 single family residential units as a common open space development utilizing the standards set forth in CCMC 17.10. A remainder parcel will encompass the existing ranch house and remaining agricultural land not proposed for further subdivision at this time.

The project proposes two points of access into the development from Ormsby Boulevard that will provide east to west connections through the project to Manhattan Drive and West Washington Street to the west. The continuation of the multi-use and pedestrian trail network that has been established by adjacent developments is proposed with this project. Connections will be made to existing pathways to the west and future connections to the east. Additionally, pedestrian improvements are proposed on Kings Canyon Road which will provide for safe pedestrian movement along the project frontage. To ensure pedestrian safety with the project, a condition is recommended to require the applicant to install a crosswalk with a rapid flashing beacon that will help to ensure safe movement of pedestrians across North Ormsby Boulevard.

The subject site consists of ±60.74 acres zoned SF1A and ±19.79 acres zoned SF12. Based on the zoning for the gross site area of the project, the site can be developed with a maximum of 132 single family dwelling units. CCMC 17.10 allows for modification to lot and yard standards through a common open space development, however the residential density shall not exceed the total number of dwelling units allowed by the underlying zoning districts. This proposal includes the development of 61 residential units and a remainder parcel that could be developed in the future with a total of 71 dwelling units. Staff has recommended a condition to require the applicant to place a note on the map and to record a deed restriction limiting the number of units that could be developed on the remainder parcel based on the current zoning.

CCMC 17.10 requires common open space development lots within the SF1A to meet a minimum lot size of 14,374.8 square feet and have minimum setbacks of: Front and Rear = 20 feet, Side = 10 feet, Street Side = 15 feet. CCMC 17.10 allows for modifications to lot dimensions and setbacks as described in Section 17.10.030. The overall design concept is single family detached with a minimum lot size of 14,380 square feet in compliance with the minimum lot standards.

The project proposes setbacks as follows:

Front Yard-	20 feet
Street Side Yard-	10 feet
Side Yard	15 feet
Rear Yard-	20 feet

The proposal includes approximately 3.82 acres of common open space throughout the project site. The project proposes landscaping and multi-use pathways along the project periphery that is a minimum 30 feet wide where the project abuts residences or areas that may be developed with residences. A minimum 20-foot project buffer is proposed along the North Ormsby Boulevard frontage. The common open space areas will include landscaping and trail connections that will be open to the public. Per the standard conditions for a Common Open Space Development, the project must provide for adequate screening and buffering of existing and potential development adjoining the proposed development. The proposal does not address proposed screening; therefore, staff has included a condition of approval requiring a privacy fence or wall to be installed along the rear yards of the project which abut the common open space areas.

Parking will be provided for each lot. There is on-street parking so guest parking is not required.

The Planning Commission conducts a public hearing and advises the Board if the proposed tentative map is consistent with the provisions of the CCMC and NRS 278.320.

**PUBLIC COMMENTS:** Public notices were mailed on September 15, 2022 to 300 property owners within 900 feet of the subject site pursuant to the provisions of NRS and CCMC for the Tentative Subdivision Map application. As of the completion of this staff report no public comments have been received. Any written comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting on September 28, 2022 depending upon their submittal date to the Planning Division.

**OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS:** The following comments were received from City departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable. These comments are based on the tentative map plans and reports submitted. All applicable code requirements will apply whether mentioned in this report or not.

#### Development Engineering

The Carson City Public Works Department Development Engineering Group (“Development Engineering”) has no preference or objection to the tentative map request and offers the following conditions of approval:

- The project must obtain a Federal Emergency Management Agency (“FEMA”) conditional letter of map revision (“CLOMR”), prior to issuance of the site improvement permit and funds must be provided to complete the letter of map revision (“LOMR”) prior to building permit.
- A revised Traffic Impact Study shall be submitted with an updated trip distribution analysis amended to the satisfaction of the City Engineer and a Pro Rata share contribution for the North Ormsby Boulevard extension will be required prior to issuance of the site improvement permit based on the trip distribution.
- All analyses (water, sewer, and transportation) are to be updated to include all projects that have been entitled up to 3 months after this project has been entitled at the time of the site improvement permit. In the event that the updated reports show that mitigation is required to meet development standards, the project must provide mitigation to the satisfaction of the City Engineer.
- The site improvement permit, and final map shall demonstrate that all internal streets are within compliance with the Roadway Section Urban Standard detail (C-5.1.8) including 5-foot-wide sidewalks on both sides of the street.
- A multi-use path shall connect into existing sidewalks with a crosswalk at the intersection of Mulberry Way and North Ormsby Blvd. The multi-use path, sidewalks, and on-street bike lanes shall comply with the standards outlined in the Unified Pathways Master Plan (“UPMP”). The Rectangular Rapid Flashing Beacon (“RRFB”) will need to be tied into at the most northern intersection on Ormsby Blvd. The public trail from Ormsby to the multi-use path must have a public access easement.

- A water 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 existing sewer manhole at Mulberry Way and North Ormsby Blvd that the development will be connecting to must be evaluated for replacement.
- A new geotechnical report will be required with the site improvement permit addressing the high groundwater table, possible corrosive soil, and liquefaction. In the event that the new report shows that mitigation is required to meet development standards, the project must provide mitigation to the satisfaction of the City Engineer.

The project must meet all Carson City Development Standards and Standard Details including but not limited to the following:

- 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 along the frontage.
- Half-street improvements must be installed on Kings Canyon Road 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.
- A multi-use path separated from the public right of way shall be installed along the north side of Kings Canyon Road per the Safe Routes to School (“SRTS”) Master Plan and the Carson Area Metropolitan Planning Organization (“CAMPO”) 2050 Regional Transportation Plan.
- All internal streets must meet the roadway section urban standard detail (C-5.1.8) including 5-foot-wide sidewalks on both sides of the street.
- The interior streets must have a minimum asphalt thickness of 4 inches, or per the geotechnical engineer’s recommendations, whichever is thicker.
- ROW limits that connect to Washington Street and Manhattan Drive show a 43 foot width. The minimum acceptable ROW width is 50 feet for local streets per Division 12.6 Table 12.1 or to the City Engineers satisfaction.
- All intersections must meet MUTCD standards.

#### FINDINGS:

Development Engineering 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 Development Engineering 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.*

Water: The existing water main is 12-inch steel to the east (North Ormsby Blvd) and 6-inch asbestos concrete to the northwest (Manhattan Dr). This development will be looping the water

while connecting a higher-pressure zone with a lower pressure zone. This will allow the city to access water, if needed, between the two zones. This will allow the city to access water, if needed, between the two zones. The city has capacity to supply the required water and this development will help the overall system by connecting the two zones. There is sufficient water capacity to serve this subdivision.

Sewer: The existing sewer main is 8-inch asbestos concrete to the east (North Ormsby Blvd). This main is approximately 45% full (depth/diameter). A condition is recommended to require an evaluation of the existing sewer manhole the project will connect to determine if replacement is necessary to support the project. After construction, this main is expected to be approximately 49% full (depth/diameter). No additional mitigations have been identified and services are in place or will be constructed to serve the project.

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 system capacity and water rights to meet the required water allocation for the subdivision.

3. *The availability and accessibility of utilities.*

Water 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. According to the traffic impact study, the surrounding intersections are anticipated to operate at an acceptable level of service.

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.*

There are public lands adjacent to this project. These lands are accessible via Kings Canyon Road and the proposed trails.

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.*

As proposed and with recommended conditions of approval, the development is in conformance with the city's master plan for streets and highways.

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

The project is anticipated to generate approximately 576 average daily trips (ADT) with ±43 a.m. peak hour trips (PHT) and ±58 p.m. PHT. Primary access to the project will be via North Ormsby Boulevard. The project will provide roadway connections between North Ormsby Boulevard and Manhattan Drive and West Washington Street to the west. North Ormsby Boulevard is a minor collector street while Manhattan Drive and West Washington Streets are classified as local

roadways. According to the traffic impact study, the surrounding intersections are anticipated to operate at an acceptable level of serve of a C or better.

It is recommended that the project contribute a pro-rata share toward the future North Ormsby Boulevard extension based upon anticipated trip distribution. The total estimated cost for the extension project is \$1,380,000. The traffic study identifies a trip distribution breakdown that appears to need further evaluation. A condition is recommended to require the applicant to work with the City Engineer in determining an accepted project trip distribution. However, changes to the trip distribution will not result in a level of service change to a failing service.

There will be on-street parking on the internal streets. There is no on-street parking on North Ormsby Boulevard, West Washington Street, and Manhattan Drive.

The proposed rectangular rapid flashing beacon (RRFB) system and crosswalk has been provided by the Anderson Ranch project located to the east of the subject site across North Ormsby Boulevard. The RRFB will need to be tied into the North Ormsby Boulevard and Mulberry Way intersection with the construction of this development in order to provide safe connectivity of the Carson City multi-use pathway system.

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

Earthquake faults: The closest earthquake fault is over 500 feet away with a slip rate of less than 0.2 mm/yr.

FEMA flood zones: The current FEMA flood zone is Zone X (shaded) and Zone AE. House Moran has been in coordination with the Carson City Floodplain Manager on the Conditional Letter of Map Revision (CLOMR) and the City agrees with the preliminary flood design. A condition is recommended to ensure the CLOMR and Letter of Map Revision (LOMR) are completed at the appropriate time in the development process.

Site slope: The existing site slope is between 0 to 2 percent.

Soils: The soil is primarily coarse sandy loam with the depth to the water table between 10 to 12 inches. In the event that groundwater is encountered, construction must meet standard practices for mitigating groundwater. The geotechnical report did identify the liquefaction possibility but did not provide specific recommendations. The geotechnical report provided did not identify corrosive soils, however other projects near the subject site have identified corrosive soils within proximity to the project. If corrosive soils are identified, this condition is easily mitigated through geotechnical engineer recommendations. It is recommended that an updated geotechnical report be provided at the time of site improvement to ensure any necessary mitigations are in place with this development.

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.*

Recreational trails are proposed with the project which include connections to existing and planned multi-use pathways. A condition is recommended to ensure the proposed multi-use pathways within the project will include public easements.

#### Carson City Fire Department

1. The project shall meet or exceed the adopted International Fire Code and the International Fire Code Amendments.
2. Two means of access and egress from the subdivision shall meet the adopted International Fire Code and northern Nevada Fire Code amendments.

#### Carson City Assessor

The subject parcels are currently Agricultural Deferred parcels. Deferred taxes will need to be calculated. Please allowing 7-10 business days for the Assessor's Office to calculate the amounts. Request for Deferred tax amounts are required in writing.

#### Carson City Parks, Recreation and Open Space Department

1. The City will not be responsible for any landscape or irrigation system maintenance on the project. All landscaping and landscape maintenance in the right of way will be the sole responsibility of the owner. The developer is required to maintain all common landscape and open space areas within the development including any landscaping in the street(s) right of ways in perpetuity.
2. Carson City is a Bee City, USA. As a result, the developer shall use approximately 50% pollinator friendly plant material for any required landscaping 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. The Carson City Pollinator Plant list and other plant selection resources can be found at [www.carson.org/beecityusa](http://www.carson.org/beecityusa)
3. The developer is required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The spread of invasive and noxious weeds is a significant issue in construction projects that involve land disturbance. Earth moving activities contribute to the spread of weeds, as does the use of contaminated construction fill, seed, or erosion-control products. Experience has demonstrated that prevention is the least expensive and most effective way to halt the spread of noxious and invasive weeds. Preventing the establishment or spread of weeds relies upon:
  - Educating workers about the importance of managing weeds on an ongoing basis;
  - Properly identifying weed species to determine most appropriate treatment strategies;
  - Avoiding or treating existing weed populations; and
  - Incorporating measures into projects that prevent weed seeds or other plant parts from establishing new or bigger populations such as certification of weed-free products.

For more information on “best management practices” please contact The Carson City Parks, Recreation and Open Space Department.

4. Deciduous trees must be planted a minimum of 5' from any city/public street, sidewalk or pathway. Evergreen trees must be planted a minimum of 10' from any city/public street, sidewalk or pathway. Fruit bearing, “non-fruiting” flowering or any other trees that drop debris such as seed pods will not be permitted near or placed where they will eventually hang over city/public sidewalks or pathways.
5. Carson City Municipal Code: Title 18, Division 3 should be reviewed by any/all parties involved in the proposed landscape design prior to landscape plans being submitted to the city for final approval of a building or site improvement permit. Note: Special care and consideration should be taken in the protection of existing trees on-site. [https://library.municode.com/nv/carson\\_city/codes/code\\_of\\_ordinances?nodeId=TIT18\\_APP\\_ENDIXCADEST\\_DIV3LA](https://library.municode.com/nv/carson_city/codes/code_of_ordinances?nodeId=TIT18_APP_ENDIXCADEST_DIV3LA)
6. The project is subject to the collection of Residential Construction Tax (“RCT”), compliant with NRS Chapter 278 and Carson City Municipal Code (CCMC 15.60).
7. The applicant will construct a multi-use path for public use. 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. 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 Long Ranch Pathway system on the northwest corner of APN 00739239 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 & Open Space Departments to ensure pedestrian safety. This trail must be constructed or bonded for prior to Board consideration of the first final map.
8. 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.
9. A multi-use path shall be constructed in the buffer area on all sides of the property to create a looped trail system. All 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.
10. 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.

**TENTATIVE MAP FINDINGS:** Staff recommends approval of the Tentative Subdivision Map based on the findings below and the information contained in the attached reports and documents, subject to the recommended conditions of approval, and further substantiated by the applicant's written justification pursuant to CCMC Chapters 17.05 (Tentative Maps); 17.07 (Findings) and NRS 278.349. 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. The Public Works Department has advised of adequate capacity to meet water and sewer demand, subject to the recommended conditions of approval. The utility design will need to meet all applicable development standards related to 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 system capacity and water rights to meet the required water allocation for the subdivision.

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

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

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

The project is located adjacent to existing single-family developments which are served by the existing public services including schools, sheriff, transportation facilities, and parks. As noted in the June 29, 2022 annual report to the Growth Management Commission, the School District has indicated that they do not have any concerns with the number of children resulting from the new construction. Development Engineering has reviewed the development for impacts to water, sewer, storm drainage, and roadway systems. As conditioned, the existing infrastructure has been found to be sufficient to supply water and sanitary sewer and the City has capacity to meet the demand. Based on the findings of the traffic study, the road network will be adequate to serve the project. The project will tie into existing public multi-use trails providing for recreational opportunities. Additionally, parks and public lands are within proximity to the proposed development. The Carson City Fire Department has also reviewed the development. As proposed, sufficient access is provided. As noted in the Fire Department comments, the project must comply with the currently adopted edition of the International Fire Code and the Northern Nevada Fire Code Amendments as adopted by Carson City.

- 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 provide for a connection between planned multi-use pathways to the east and existing pathways and public lands to the west of the project site. Frontage improvements will be completed along North Ormsby Boulevard and Kings Canyon Road frontages which include sidewalks. A condition of approval is recommended to install a rapid flashing beacon across

North Ormsby Boulevard to ensure safe pedestrian and bicycle access to the broader public trail system in the area.

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

The project has utilized standards contained in CCMC 17.10 to demonstrate the project complies with the allowable density for the site. The proposed common open space development must comply with the allowable density of the zoning district, but may have flexibility on lot size, lot width, and setbacks. Based on ±60.74 acres zoned SF1A and ±19.79 acres zoned SF12, the gross site area is limited to 132 residential units. The remainder parcel will have a deed restriction that ensures the project will comply with the density limitations for the site.

Per Division 2 of the Development Standards, the applicant must provide two parking spaces per dwelling unit provided the internal or abutting streets provide for on-street parking. The internal streets will provide for parking on both sides of the street and each lot will provide for a minimum of two parking spaces, typically via a two-car garage.

The periphery boundary adjacent to residences or residentially zoned property is separated from proposed residential lots by a 30-foot-wide common open space area. Where the periphery boundary abuts a right of way, a minimum 20-foot-wide common open space area is proposed. A condition is recommended to ensure that adequate screening for the project is provided through a combination of lot fencing and common open space landscaping.

The Master Plan land use designations for the project are Low Density Residential and Medium Density Residential. Both Master Plan land use designations are intended for primarily single family residential development. The Low Density Residential designation allows a range of densities between 0.2 and 3 dwelling units per acre (du/ac) while Medium Density Residential is densities are between 3 and 8 du/ac. While density is determined by the zoning districts, the allowable overall density of the site is 132 units which is equivalent to ±1.65 du/ac.

The proposed subdivision is compatible with the surrounding neighborhood and as proposed and with recommended conditions, the project conforms with CCMC and the land use element of the Master Plan.

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

The project will provide east to west street grid and multi-use pathway connectivity. As proposed and with recommended conditions of approval, the proposed subdivision is in conformance with the City's master plan for streets and highways.

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

As proposed and conditioned, the project will have little or no detrimental effect on vehicular or pedestrian traffic. The traffic study estimates the project will generate approximately 576 ADT with ±43 a.m. and ±58 PHT. The project will be required to install half street improvements along the Kings Canyon Road and North Ormsby Boulevard frontages. Sidewalk connections and a pedestrian safety beacon will be installed with the project. The proposal includes connectivity of the roadway and pedestrian network from east to west. Additionally, a condition is recommended to require the Applicant to make a pro-rata contribution toward the planned future extension of North Ormsby Boulevard.

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

Earthquake faults: The closest earthquake fault is over 500 feet away with a slip rate of less than 0.2 mm/yr.

FEMA flood zones: The current FEMA flood zone is Zone X (shaded) and Zone AE. House Moran has been in coordination with the Carson City Floodplain Manager on the Conditional Letter of Map Revision (CLOMR) and the City agrees with the preliminary flood design. A condition is recommended to ensure the CLOMR and Letter of Map Revision (LOMR) are completed at the appropriate time in the development process.

Site slope: The existing site slope is between 0 to 2 percent.

Soils: The soil is primarily coarse sandy loam with the depth to the water table between 10 to 12 inches. In the event that groundwater is encountered, construction must meet standard practices for mitigating groundwater. The geotechnical report did identify the liquefaction possibility but did not provide specific recommendations. The geotechnical report provided did not identify corrosive soils, however other projects near the subject site have identified corrosive soils within proximity to the project. If corrosive soils are identified, this condition is easily mitigated through geotechnical engineer recommendations. It is recommended that an updated geotechnical report be provided at the time of site improvement to ensure any necessary mitigations are in place with this development.

**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. Public Works has indicated sufficient water and sewer capacity to meet the demands of this project, subject to the condition of approval requiring the developer to enter into a pro-rata share agreement for the future extension of Ormsby Boulevard.

**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 Public Works Department has reviewed the project in conjunction with the Fire Department. The subdivision has sufficient access, including connections into existing roadways to better connect the street grid. There are sufficient fire water flows to serve the development. The Fire Department will review the site improvement permit for compliance with the International Fire Code and Northern Nevada Fire Code amendments as adopted by Carson City.

**12. Recreation and trail easements.**

Recreational trails are proposed with the project which include connections to existing and planned multi-use pathways. A condition is recommended to ensure the proposed multi-use pathways within the project will include public easements.

Attachments

Application- SUB-2022-0374