

## STAFF REPORT FOR PLANNING COMMISSION MEETING OF OCTOBER 25, 2023

FILE: MPA-2023-0363

AGENDA ITEM: 6.E

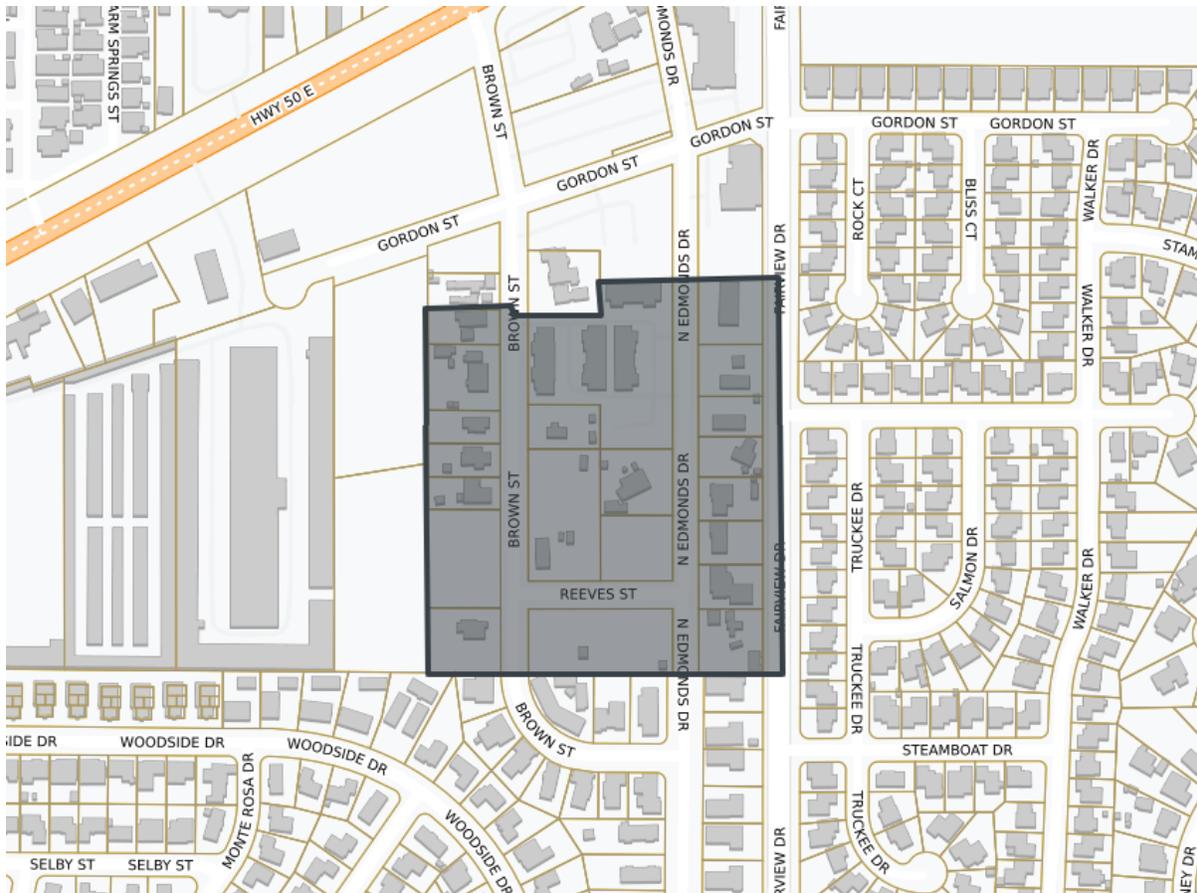
**STAFF CONTACT:** Heather Ferris, Planning Manager

**AGENDA TITLE:** For Possible Action: Discussion and possible action regarding a request from Carson City (“Applicant”) for the adoption of a resolution approving a Master Plan amendment and recommending to the Board of Supervisors (“Board”) amendment of the Master Plan to eliminate the Brown Street Specific Plan Area encompassing the 14+/- acre area generally located on Brown Street and North Edmonds Drive between Gordon Street and Reeves Street, Assessor’s Parcel Numbers (“APNs”) 008-303-29; 008-303-10; 008-303-30; 008-303-31; 008-303-42 (portion of); 008-303-07; 008-307-17; 008-307-11; 008-307-05; 008-307-06; 008-307-07; 008-306-09; 008-306-11; 008-306-15; 008-306-16; 008-306-07; 008-306-08; 008-306-05; 008-306-06; and 008-308-01. (Heather Ferris, [hferris@carson.org](mailto:hferris@carson.org))

Staff Summary: Through the annual review of the Master Plan, the Board and staff have identified the Brown Street Specific Plan Area as appropriate for consideration of modifications or elimination. The Planning Commission adopts a resolution and makes a recommendation to the Board of Supervisors regarding a Master Plan amendment.

**MASTER PLAN AMENDMENT RECOMMENDED MOTION:** “I move to adopt resolution number 2023-PC-R-4.”

### VICINITY MAP:



**LEGAL REQUIREMENTS:** Carson City Municipal Code (“CCMC”) 18.02.050 (Review); CCMC 18.02.070 (Master Plan).

**MASTER PLAN DESIGNATION:** Mixed- Use Residential

**EXISTING ZONING:** Multi-Family Apartment (MFA)

**SURROUNDING ZONING AND LAND USE INFORMATION:**

**NORTH:** General Commercial / casino, parking lot, daycare center, & single-family residence

**SOUTH:** Multi-Family Apartment / duplexes and multi-family apartments

**EAST:** General Commercial Planned Unit Development & Single-Family 21,000 Planned Unit Development/ single family residences

**WEST:** General Commercial / multi-family apartments currently under construction

**BACKGROUND AND DISCUSSION:**

Specific Plan Areas (“SPA”), upon adoption, become part of the Master Plan. Per CCMC 18.02.070(7)(b), an SPA is intended to “allow for more precise implementation of the master plan by requiring or permitting review of large-scale planning issues in order to protect the natural environment... and ensure that roads and other infrastructure are or will be adequate to serve new development.” An SPA may include certain modifications to zoning standards, including specific setbacks, height, design features, etc.

The Brown Street SPA was adopted by the Board on July 21, 2005. At the same meeting, the Board also approved a zoning map amendment, changing the zoning for all properties located within the SPA to Multi-Family Apartment. The intent of the Brown Street SPA was to establish policies that reinforce and stabilize the SPA as a cohesive residential neighborhood and to encourage redevelopment of the area in a manner that is compatible with existing uses while providing needed housing opportunities for Carson City. The Brown Street SPA includes policies that:

- Encourage a broad variety of housing types.
- Encourage a mix of commercial and residential uses as a transition between existing and future commercial and residential uses.
- Require roadway connections to accommodate transportation for vehicles, bicycles, and pedestrians.
- Promote varied streetscapes through building orientation, visual transitions such as step downs, parking location and design, garage placement, varied housing styles, and street trees; and
- Require extension or upgrades of public utilities such as water and sewer and upgrades to drainage facilities to serve future development.

In 2021, the Board directed staff to work with the Planning Commission to review Brown Street SPA; however, the review did not occur and was carried over to the following year. On December 20, 2022, the Planning Commission was provided with an update on the Master Plan implementation activities, reviewed and made recommendations to the Board on the Master Plan Action Plan and other Master Plan related matters. At its meeting of January 19, 2023, the Board accepted the 2022 Master Plan report from the Planning Commission and identified the Brown Street SPA as appropriate for consideration of modifications or elimination.

Staff has reviewed the Brown Street SPA to determine whether there is still merit to the Brown Street SPA or if there is sufficient regulations and standards in the CCMC to achieve the same or similar goals. Staff has analyzed the policies below:

BS-SPA 1.1—Master Plan and Zoning Designation: All properties located within the BS-SPA shall be designated Mixed-Use Residential (3 to 36 dwelling units per acre) on the Master Plan Land Use Map. If development occurs prior to the adoption of a Mixed-Use Residential zone district, all properties shall be zoned Multi-family Apartments (MFA) on the official zoning map of Carson City to encourage the incorporation of a broader mix of housing types.

*Staff Response: All properties located within the Brown Street SPA were rezoned to MFA on July 21, 2005. Additionally, with the adoption of the 2006 Master Plan, all parcels within the SPA have been assigned a master plan designation of Mixed-Use Residential.*

BS-SPA 1.2—Development Context Diagram: Any infill or redevelopment proposed within the BS-SPA (whether on a single existing parcel or a larger parcel comprised of multiple lots) shall provide a Development Context Diagram to illustrate how the proposed development relates to adjacent uses in terms of its housing types, orientation, organization of uses (including parking), and how it relates in compatibility and transition to adjacent neighborhoods.

*Staff Response: The intent of this requirement is met by the current requirements of CCMC and the Carson City Development Standards (“CCDS”). Development context is reviewed through a special use permit or tentative map application. Additionally, there are development standards in place that are required of all residential development within the MFA zoning district that address setbacks from single family residential districts, open space areas, landscaping and parking standards.*

BS-SPA 1.3—Variety of Housing Types: The incorporation of a broader variety of housing types is encouraged within the BS-SPA.

*Staff Response: The 2006 Master Plan encourages a mix of housing types, particularly in the higher density residential areas. Moreover, the MFA zoning district allows for a variety of housing types including single-family, two-family and multi-family residential. Therefore, the intent of this requirement is met by the current Master Plan and CCMC.*

BS-SPA 1.4—Commercial Land Uses: If Sweetwater Drive is extended from Graves Lane to Edmonds Drive to provide additional access to the area and limit access through the existing residential neighborhood to the south, the parcels north of the Sweetwater Drive extension and east of Edmonds Drive may be designated Commercial on the Master Plan Land Use Map and zoned Neighborhood Business (NB) on the official zoning map upon completion of the street extension. Any commercial development shall be consistent and compatible with the community design standards of this document.

*Staff Response: This extension Sweetwater Drive has never been presented for evaluation. If a future project proposes such an extension, the proposal will be evaluated at that time.*

BS-SPA 1.5—Mixed-Use Development: Mixed use (commercial-residential) shall be encouraged as a transition between existing and future commercial areas and residential uses. Parcels in these transition areas may be designated for mixed use upon adoption of any applicable mixed-use ordinance.

*Staff Response: A mixed-use ordinance has not been adopted. However, the parcels within the Brown Street SPA have all been assigned a master plan designation of Mixed-Use Residential.*

BS-SPA 2.1—Roadway Connections: All proposed roadway connections shall support and build upon the BS-SPA's existing system of interconnected streets to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Existing street widths may be adjusted as part of an overall development proposal.

*Staff Response: The intent of this requirement is met by current requirements in the CCMC and CCDS. Street widths, circulation and multiple modes of transportation are all subject to review with special use permit and tentative map applications, as well as through traffic impact studies.*

BS-SPA 2.2—Pedestrian and Bicycle Connections: A system of pedestrian and bicycle connections shall be provided to establish visual and physical connections to and between the following:

- any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development.
- adjacent neighborhoods; and
- existing bike path along Highway 50.

*Staff Response: The intent of this requirement is met by the requirement of CCMC and CCDS. Pedestrian and bicycle connections are subject to review with special use permit and tentative map applications, as well as through traffic impact studies.*

BS-SPA-2.3—Urban Roadway Standards: Existing streets shall be upgraded to meet Carson City standards for width and construction for an urban roadway section with on-street parking.

*Staff Response: The intent of this requirement is met by the requirements of CCMC and CCDS. Development standards already exist requiring projects to install half-street improvements including sidewalk.*

BS-SPA 3.1—Building Orientation: The primary entrance of all residential uses shall be oriented towards Edmonds or Brown Streets to maintain a pedestrian-oriented street frontage and to maintain the privacy and quality of life of existing residents within the BS-SPA.

*Staff Response: The intent of this requirement is met by the requirements of CCMC and CCDS. Development standards already exist that require primary entries and/or facades of building to be oriented towards the street or main parking area and further encourage the buildings to provide for pedestrian plazas, courts or patio areas.*

BS-SPA 3.2—Relationship to Surrounding Development: To encourage a cohesive pattern of development and to enhance the compatibility of future infill and redevelopment with existing, adjacent residences, the following design standards shall apply:

- Infill and redevelopment that is of a greater intensity and height shall provide a visual transition and compatibility by “stepping down” its height to meet the height of the existing use; and

- Proposed land uses shall be organized in a manner that is compatible with existing uses and should use less intense uses (in terms of height and mass) to provide a transition between “pods” of existing homes within the BS-SPA and future uses that may be of a higher intensity.

*Staff Response: The intent of this requirement is met by the current requirements of CCMC and CCDS. Development context is reviewed through a special use permit or tentative map application. Additionally, there are development standards in place that are required of all residential development within the MFA zoning district that address setbacks from single family residential districts, open space areas and landscaping and parking standards.*

**BS-SPA 3.3—Parking Location and Design:** To minimize the visual presence of off-street parking within the BS-SPA, the following design standards shall apply:

- To the extent feasible, surface parking required to serve higher-intensity residential uses should be located behind the primary structure, away from the street frontage.
- Larger lots shall be broken into a series of smaller blocks of parking areas not to exceed 20 spaces each.
- If site constraints or other factors warrant the location of parking along the street frontage, a landscape buffer and/or decorative wall shall be provided to screen parked cars from the sidewalk and street.

*Staff Response: The intent of this requirement is met by the current requirements of CCMC and CCDS. There are current standards in place that require parking to be located at the side and rear of a project site where feasible. Additionally, large parking lots are required to be separated into a series of smaller parking lots. There are also requirements for landscaping along all street frontages.*

**BS-SPA 3.4—Garage Placement and Design:** The use of a variety of garage configurations (i.e., front-loaded (street-oriented) garages, side-loaded garages, or alley-loaded garages) shall be required to promote more pedestrian-friendly residential streetscapes. In addition, the following standards shall apply:

- Front-loading garage doors shall be limited to 20 feet (2 bays) or 35% of the front façade of the dwelling structure, whichever is less.
- Front-loading garages shall be recessed a minimum of four feet behind the front façade of the dwelling portion of the structure, or a front porch that is a minimum of five feet deep by eight feet long or recessed a minimum of two feet beneath the second-floor bay.

*Staff Response: There are requirements in place in the CCDS that may help to encourage similar requirements in a multi-family development; however, there are no existing development standards for single family residential development that would require varied garage configurations.*

**BS-SPA 3.5—Varied Streetscapes:** To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. For the purposes of satisfying the above standard, each home or building elevation shall distinctly differ from other home model elevations in a minimum of four of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.

- Substantial variation in the location and/or proportion of garages and garage doors.
- The width of the front façade elevation must differ more than two feet.
- Variation in the location and proportion of front porches.
- Substantial variations in rooflines and/or in the angle of roof runs.
- Use of roof dormers.
- A variation of building types, i.e., ranch, two-story, and split level.
- Window shapes that are substantially different.
- Other distinct design variations approved by the City.

*Staff Response: The 2006 Master Plan encourages a mix of housing types, particularly in the higher density residential areas. There are requirements in place in the CCDS that may help to encourage similar requirements in a multi-family development, but there are no existing development standards for single family residential development that would require varied building elevations as outlined above.*

BS-SPA 3.6—Parking Amount: On street-parking spaces may be credited towards up to 10 percent of the total off-street parking requirement for residential uses.

*Staff Response: The intent of this requirement is met with the current requirements of CCMC and CCDS. Parking is addressed in Division 2 of the Development Standards. Parking for a residential use is required to be provided at a ratio of 2 spaces per dwelling unit. Additional guest parking is required if on-street parking is not available on abutting or internal streets. In the event parking standards cannot be met, the developer can request an alternative parking standard for review and approval by the Community Development Director.*

BS-SPA-3.7—Street Trees: Street trees shall be provided along all public rights of way, spaced at 40' intervals. Provisions shall be made as part of any development for the private maintenance of any street frontage landscaping, right-of-way landscaping and common landscape areas.

*Staff Response: The intent of this requirement is met with the current requirements of CCMC and CCDS. Landscaping is required within the right-of-way and in common areas. Street frontages are also required to be landscaped, including street trees. The property owner is also required to sign a document acknowledging the required maintenance for the required landscaping.*

BS-SPA 4.1—Extension of Public Utilities: Municipal water and sewer facilities shall be upgraded as needed to serve future development.

*Staff Response: The intent of this requirement is met with the current requirements of CCMC and CCDS. Utilities are required to be extended and/or upgraded at the time of development.*

BS-SPA 4.2—Improvement of Drainage Facilities: Drainage facilities, including downstream facilities, to serve the SPA area shall be upgraded as needed to serve future development.

*Staff Response: This policy is a result of a regional drainage issue just downstream of the SPA. This downstream drainage issue has a tributary area extending far beyond the SPA. For one of the four projects approved since the SPA was adopted, this requirement*

*was met by requiring pro rata share contributions from developments; however due to the size of the tributary area, pro rata contributions are relatively small compared to the cost of the needed project. Regardless of the presence of the SPA, the City will have to rely on the Storm Water fund, which was created for regional drainage projects and individual projects will continue to mitigate their increased runoff using detention basins. Continued pro rata contributions from the SPA area could help fund the needed improvements to fix drainage issues; however, the amount of funds that could be provided through pro-rata shares is small in comparison, and relying on the City-wide fund to pay for these improvements is more equitable to the citizens of Carson City.*

BS-SPA 4.3—Right-of-Way Review: Road right-of-way may be reviewed and adjusted to free up developable land and to provide minimum standard widths. Any abandonments shall be accomplished comprehensively for the neighborhood.

*Staff Response: The intent of this requirement is met with the current requirements of CCMC and CCDS. This is a standard requirement of right-of-way abandonments.*

BS-SPA 4.4—Roadway Names North Edmonds Drive shall be renamed as a part of the renaming of Graves Lane to Fairview Drive as directed by the Board of Supervisors. Carson City shall initiate the name change process.

*Staff Response: Streets in this area have already been renamed.*

As outlined above, staff has determined that there are sufficient requirements in the CCMC and CCDS to achieve the same or similar intent of the policies included in the Brown Street SPA and is therefore recommending elimination of the Brown Street SPA from the Master Plan document. The Planning Commission adopts the master plan amendment and makes a recommendation to the Board of Supervisors by resolution.

**PUBLIC COMMENTS:** On October 13, 2023, public hearing notices were mailed to 240 property owners located within 600 feet of the boundaries of the Brown Street SPA in accordance with the provisions of NRS and CCMC 18.02.045. At the time of the writing of this report staff has not received any public comment. Any comments that are received after this report is published will be provided to the Planning Commission either prior to or at the October 25, 2023 meeting depending on their submittal date to the Planning Division.

#### **OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS:**

The request was routed to other departments for review and comment. Comments received from departments are included below.

#### Development Engineering:

The Development Engineering Division of the Carson City Public Works Department (“Development Engineering”) has no preference or objection to the suggested change to the master plan. Below is a list of engineering related requirements of the SPA, and a discussion of each:

- BS-SPA 2.1—Roadway Connections: All proposed roadway connections shall support and build upon the BS-SPA’s existing system of interconnected streets to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Existing street widths may be adjusted as part of an overall development proposal.

- Street widths, circulation and multiple modes of transportation are all subject to review through special use permit findings, tentative map findings and through traffic impact studies. The intent of this requirement is met by the current development standards and code.
- BS-SPA 2.2—Pedestrian and Bicycle Connections: A system of pedestrian and bicycle connections shall be provided to establish visual and physical connections to and between the following: any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development; adjacent neighborhoods; and existing bike path along Highway 50.
  - Pedestrian and bicycle connections are subject to review through special use permit findings, tentative map findings and through traffic impact studies. The intent of this requirement is met by the current development standards and code.
- BS-SPA-2.3—Urban Roadway Standards: Existing streets shall be upgraded to meet Carson City standards for width and construction for an urban roadway section with on-street parking.
  - Development standards already require projects to install half-street improvements including sidewalk. The intent of this requirement is met by the current development standards and code.
- BS-SPA 4.1—Extension of Public Utilities: Municipal water and sewer facilities shall be upgraded as needed to serve future development.
  - Utilities are already required to be extended and/or upgraded with development. The intent of this requirement is met by the current development standards and code.
- BS-SPA 4.2—Improvement of Drainage Facilities: Drainage facilities, including downstream facilities, to serve the SPA area shall be upgraded as needed to serve future development.
  - This requirement is a result of a regional drainage issue just downstream of the SPA area. This downstream drainage issue has a tributary area extending far beyond the SPA area. In the past this requirement has been met by requiring pro rata share contributions from developments, however due to the size of the tributary area, pro rata contributions are relatively small compared to the cost of the needed project. Regardless of the presence of the SPA, the City will have to rely on the Storm Water fund, which was created for regional drainage projects like this, and individual projects will continue to mitigate their increased runoff using detention basins. Continued pro rata contributions from the SPA area would help fund the needed improvements to fix drainage issues, however, relying on the City-wide fund to pay for these improvements rather than a small portion of the tributary area would be more equitable to the citizens of Carson City.
- BS-SPA 4.3—Right-of-Way Review: Road right-of-way may be reviewed and adjusted to free up developable land and to provide minimum standard widths. Any abandonments shall be accomplished comprehensively for the neighborhood.
  - This is a standard requirement of right-of-way abandonments. The intent of this requirement is met with current development standards and code.
- BS-SPA 4.4—Roadway Names: North Edmonds Drive shall be renamed as a part of the renaming of Graves Lane to Fairview Drive as directed by the Board of Supervisors. Carson City shall initiate the name change process.
  - Streets in this area were renamed in 2004. The intent of this requirement was previously met.

Development Engineering has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.070, Master Plan. Development Engineering offers the following discussion:

CCMC 18.02.070(10)(a&e) – Consistency with Present Elements of the Master Plan

The master plan amendment is not in conflict with the intent of master plan elements for water, sewer, transportation, or storm water.

CCMC 18.02.070(10)(b-d) – Consistency with Master Plan, Compatible Land Use, Response to Changed Conditions, Desired Pattern of Growth

Development Engineering has no comment on these findings.

**FINDINGS:** Staff recommends the following findings for approval of the Master Plan Amendment pursuant to CCMC 18.02.070 Master Plan.

Master Plan Amendment Findings:

**1. The proposed amendment is in substantial compliance with the goals, policies and action programs of the Master Plan.**

The proposed amendment is in substantial compliance with the goals, policies, and action programs of the Master Plan. The proposed amendment will result in the elimination of the Brown Street SPA. The intent of the Brown Street SPA was to establish policies that reinforce and stabilize the SPA as a cohesive residential neighborhood and to encourage redevelopment of the area in a manner that is compatible with existing uses while providing needed housing opportunities for Carson City. The 2006 Master Plan was adopted after the Brown Street SPA and encourages a mix of housing types, particularly in the higher density residential areas. Moreover, the MFA zoning district allows for a variety of housing types including single-family, two-family, and multi-family residential. Therefore, the intent of Brown Street SPA is met by the current Master Plan and CCMC.

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

The proposed amendment will not have a detrimental impact to properties in the vicinity. The proposed amendment will eliminate the Brown Street SPA and associated policies but there are no proposed changes to the Master Plan designation or zoning district applied to the parcels within the area. Staff has determined that there are sufficient requirements in the CCMC and CCDS to achieve the same or similar intent of the policies included in the Brown Street SPA.

**3. The proposed amendment is in response to changed conditions that have occurred since the plan was adopted and the requested amendment represents a more desirable use of land.**

In 2021, the Board directed staff to work with the Planning Commission to review Brown Street SPA; however, the review did not occur and was carried over to the following year. On December 20, 2022, the Planning Commission was provided with an update on the Master Plan implementation activities, reviewed and made recommendation to the Board of Supervisors on the Master Plan Action Plan and other Master Plan related matters. At its meeting of January 19, 2023, the Board of Supervisors accepted the 2022 Master Plan report from the Planning Commission and identified the Brown Street SPA as appropriate for consideration of modifications or elimination. The Brown Street SPA was adopted in 2005 before the adoption and

implementation of the 2006 Master Plan and amendments to the CCMC and CCDS. The intent of the policies in the Brown Street SPA are met with the application of the requirements of the CCMC and CCDS.

- 4. The requested amendment will promote the desired pattern of orderly physical growth and guides development based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.**

The proposed amendment will provide the desired pattern of orderly growth. The proposed amendment will eliminate the Brown Street Specific Plan Area and associated policies but there are no proposed changes to the Master Plan designation or zoning district applied to the parcels within the area. Staff has determined that there are sufficient requirements in the CCMC and CCDS to achieve the same or similar intent of the policies included in the Brown Street SPA. The existing requirements of the CCMC and CCDS will still provide for the desired pattern of growth and development and will not impact natural resources or the efficient expenditure of funds for public services.

Attachments:

Resolution

Brown Street Specific Plan Area document

**RESOLUTION 2023-PC-R-4**

A RESOLUTION ADOPTING AND RECOMMENDING TO THE BOARD OF SUPERVISORS ADOPTION OF MPA-2023-0363, A MASTER PLAN AMENDMENT TO ELIMINATE THE BROWN STREET SPECIFIC PLAN AREA ENCOMPASSING THE 14+/- ACRE AREA GENERALLY LOCATED ON BROWN STREET AND NORTH EDMONDS DRIVE BETWEEN GORDON STREET AND REEVES STREET, ASSESSOR'S PARCEL NUMBERS ("APNS") 008-303-29; 008-303-10; 008-303-30; 008-303-31; 008-303-42 (PORTION OF); 008-303-07; 008-307-17; 008-307-11; 008-307-05; 008-307-06; 008-307-07; 008-306-09; 008-306-11; 008-306-15; 008-306-16; 008-306-07; 008-306-08; 008-306-05; 008-306-06; AND 008-308-01.

WHEREAS, section 278.210 of the Nevada Revised Statutes ("NRS") requires that any adoption of a master plan amendment shall be by resolution of the Carson City Planning Commission; and

WHEREAS, the Planning Commission has given proper notice of the proposed amendment in accordance with the provisions of NRS and Carson City Municipal Code ("CCMC") 18.02.070, and is in conformance with City and State legal requirements; and

WHEREAS, on October 25, 2023, the Planning Commission obtained public testimony and duly considered recommendations and findings for the proposed master plan amendment and recommended approval of master plan amendment MPA-2023-0363 by an affirmative vote of a two-thirds majority of the Commission, at least five members of the seven-member Commission, pursuant to NRS 278.210, based on four findings of fact; and

WHEREAS, the Planning Commission has determined there are sufficient requirements in the Carson City Municipal Code and Carson City Development Standards to achieve the same or similar intent of the policies included in the Brown Street Specific Plan;

NOW, THEREFORE, the Carson City Planning Commission hereby adopts, and recommends to the Carson City Board of Supervisors adoption of the master plan amendment to eliminate the Brown Street Specific Plan Area and all associated policies effecting APNs 008-303-29; 008-303-10; 008-303-30; 008-303-31; 008-303-42 (portion of); 008-303-07; 008-307-17; 008-307-11; 008-307-05; 008-307-06; 008-307-07; 008-306-09; 008-306-11; 008-306-15; 008-306-16; 008-306-07; 008-306-08; 008-306-05; 008-306-06; and 008-308-01 as illustrated in the attached Exhibit A.

ADOPTED this 25<sup>th</sup> day of October 2023

VOTE: AYES:

NAYS:

ABSENT:

\_\_\_\_\_  
Teri Preston, Planning Commission Chair

ATTEST: \_\_\_\_\_  
Hope Sullivan, AICP, Community Development Director

Exhibit A



## BROWN STREET SPECIFIC PLAN AREA (BS-SPA)

*The intent of the Brown Street Specific Plan Area (BS-SPA) is to establish policies that reinforce and stabilize the BS-SPA as a cohesive residential neighborhood by:*

- *accommodating residential and neighborhood-serving commercial infill and redevelopment that is compatible with existing, occupied homes and adjacent neighborhoods and that facilitates the transition of the BS-SPA to higher intensity residential uses over time;*
- *preventing isolated “piece meal” development that occurs without an overall concept for the area that expresses a clear long-range vision;*
- *buffering residential uses from adjacent commercial development; and*
- *ensuring that future development provides a distinct benefit to and protects the quality of life for existing and future residents in the area.*

### LOCATION AND APPLICABILITY



The Brown Street Specific Plan Area is located southwest of the Highway 50 East/Graves Lane (Fairview) intersection, as defined on the map above. The policies and guidelines contained herein shall

**Plan Areas 8-13**

be applicable to all properties contained within the Specific Plan Area boundary.

## DEVELOPMENT CONTEXT

Properties north of the BS-SPA are commercial in nature and include the Slot World Casino and Silver Dollar Casinos and associated surface parking lots. To the east and south are stable neighborhoods that include a variety of residential uses, single-family detached homes, duplexes, and multi-family apartments. Vacant parcels to the west (zoned General Commercial, GC) currently provide a buffer between the BS-SPA and nearby industrial warehouse uses.

Primary access to the site is from Highway 50, via Graves Lane and Gordon Street on the north and Graves Lane, via Edmonds Drive on the south.

Targeted infill and redevelopment within the BS-SPA is strongly encouraged to promote the stabilization, transition, compatibility and enhancement of the area; however, it is encouraged to occur in a unified manner and may only occur if certain conditions are met, as enumerated in the policies below.

## BS-SPA LAND USE POLICIES

### BS-SPA 1.1—Master Plan and Zoning Designation

All properties located within the BS-SPA shall be designated Mixed-Use Residential (3 to 36 dwelling units per acre) on the Master Plan Land Use Map. If development occurs prior to the adoption of a Mixed-Use Residential zone district, all properties shall be zoned Multi-family Apartments (MFA) on the official zoning map of Carson City to encourage the incorporation of a broader mix of housing types.

### BS-SPA 1.2—Development Context Diagram

Any infill or redevelopment proposed within the BS-SPA (whether on a single existing parcel or a larger parcel comprised of multiple lots) shall provide a Development Context Diagram to illustrate how the proposed development relates to adjacent uses in terms of its housing types, orientation, organization of uses (including parking), and how it relates in compatibility and transition to adjacent neighborhoods.

**BS-SPA 1.3—Variety of Housing Types**

The incorporation of a broader variety of housing types is encouraged within the BS-SPA.

**BS-SPA 1.4—Commercial Land Uses**

If Sweetwater Drive is extended from Graves Lane to Edmonds Drive to provide additional access to the area and limit access through the existing residential neighborhood to the south, the parcels north of the Sweetwater Drive extension and east of Edmonds Drive may be designated Commercial on the Master Plan Land Use Map and zoned Neighborhood Business (NB) on the official zoning map upon completion of the street extension. Any commercial development shall be consistent and compatible with the community design standards of this document.

**BS-SPA 1.5—Mixed-Use Development**

Mixed use (commercial-residential) shall be encouraged as a transition between existing and future commercial areas and residential uses. Parcels in these transition areas may be designated for mixed use upon adoption of any applicable mixed-use ordinance.

**BS-SPA CIRCULATION AND ACCESS POLICIES****BS-SPA 2.1—Roadway Connections**

All proposed roadway connections shall support and build upon the BS-SPA's existing system of interconnected streets to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Existing street widths may be adjusted as part of an overall development proposal.

**BS-SPA 2.2—Pedestrian and Bicycle Connections**

A system of pedestrian and bicycle connections shall be provided to establish visual and physical connections to and between the following:

- any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development;
- adjacent neighborhoods; and
- existing bike path along Highway 50.

**BS-SPA-2.3—Urban Roadway Standards**

Existing streets shall be upgraded to meet Carson City standards for width and construction for an urban roadway section with on-street parking.

**BS-SPA COMMUNITY CHARACTER AND DESIGN POLICIES**

**BS-SPA 3.1—Building Orientation**

The primary entrance of all residential uses shall be oriented towards Edmonds or Brown Streets to maintain a pedestrian-oriented street frontage and to maintain the privacy and quality of life of existing residents within the BS-SPA.

**BS-SPA 3.2—Relationship to Surrounding Development**

To encourage a cohesive pattern of development and to enhance the compatibility of future infill and redevelopment with existing, adjacent residences, the following design standards shall apply:

- Infill and redevelopment that is of a greater intensity and height shall provide a visual transition and compatibility by “stepping down” its height to meet the height of the existing use; and
- Proposed land uses shall be organized in a manner that is compatible with existing uses and should use less intense uses (in terms of height and mass) to provide a transition between “pods” of existing homes within the BS-SPA and future uses that may be of a higher intensity.

**BS-SPA 3.3—Parking Location and Design**

To minimize the visual presence of off-street parking within the BS-SPA, the following design standards shall apply:

- To the extent feasible, surface parking required to serve higher-intensity residential uses should be located behind the primary structure, away from the street frontage;
- Larger lots shall be broken into a series of smaller blocks of parking areas not to exceed 20 spaces each;
- If site constraints or other factors warrant the location of parking along the street frontage, a landscape buffer and/or decorative wall shall be provided to screen parked cars from the sidewalk and street.

**BS-SPA 3.4—Garage Placement and Design**

The use of a variety of garage configurations (i.e., front-loaded (street-oriented) garages, side-loaded garages, or alley-loaded

garages) shall be required to promote more pedestrian-friendly residential streetscapes. In addition, the following standards shall apply:

- Front-loading garage doors shall be limited to 20 feet (2 bays) or 35% of the front façade of the dwelling structure, whichever is less.
- Front-loading garages shall be recessed a minimum of four feet behind the front façade of the dwelling portion of the structure, or a front porch that is a minimum of five feet deep by eight feet long, or recessed a minimum of two feet beneath the second floor bay.

### **BS-SPA 3.5—Varied Streetscapes**

To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. For the purposes of satisfying the above standard, each home or building elevation shall distinctly differ from other home model elevations in a minimum of four of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.
- Substantial variation in the location and/or proportion of garages and garage doors.
- The width of the front façade elevation must differ more than two feet.
- Variation in the location and proportion of front porches.
- Substantial variations in roof-lines and/or in the angle of roof runs.
- Use of roof dormers.
- A variation of building types, i.e., ranch, two-story, and split level.
- Window shapes that are substantially different.
- Other distinct design variations approved by the City.

### **BS-SPA 3.6—Parking Amount**

On street-parking spaces may be credited towards up to 10 percent of the total off-street parking requirement for residential uses.

### **BS-SPA-3.7—Street Trees**

Street trees shall be provided along all public rights of way, spaced at 40' intervals. Provisions shall be made as part of any development for the private maintenance of any street frontage

**Plan Areas 8-17**

landscaping, right-of-way landscaping and common landscape areas.

## **BS-SPA INFRASTRUCTURE, SERVICES, AND FACILITIES POLICIES**

### **BS-SPA 4.1—Extension of Public Utilities**

Municipal water and sewer facilities shall be upgraded as needed to serve future development.

### **BS-SPA 4.2—Improvement of Drainage Facilities**

Drainage facilities, including downstream facilities, to serve the SPA area shall be upgraded as needed to serve future development.

### **BS-SPA 4.3—Right-of-Way Review**

Road right-of-way may be reviewed and adjusted to free up developable land and to provide minimum standard widths. Any abandonments shall be accomplished comprehensively for the neighborhood.

### **BS-SPA 4.4—Roadway Names**

North Edmonds Drive shall be renamed as a part of the renaming of Graves Lane to Fairview Drive as directed by the Board of Supervisors. Carson City shall initiate the name change process.

