

Blackstone Ranch Specific Plan Design Guidelines



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May 10, 2018

BLACKSTONE RANCH SPECIFIC PLAN

DESIGN STANDARDS

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Blackstone Ranch Specific Plan Design Standards

TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION	1-1
1.1 Location	1-1
1.2 Purpose	1-1
1.3 Vision	1-2
1.3.1 Land Use Pattern.....	1-2
1.3.2 Sense of Place and Community.....	1-3
1.3.3 Diverse Housing Mix	1-3
1.3.4 Implementation	1-3
1.4 Allowed Uses	1-4
1.4.1 General Standards.....	1-5
CHAPTER 2 – DESIGN STANDARDS AND GUIDELINES	2-1
2.1 Single Family Residential Areas	2-1
2.1.1 Neighborhood Diversity	2-1
2.1.2 Single Family Neighborhood Design	2-2
2.1.3 Single Family Grading.....	2-3
2.1.4 Single Family Landscaping.....	2-3
2.1.5 Single Family Lighting.....	2-4
2.1.6 Single Family Walls and Fencing	2-4
2.2 Architecture Standards and Guidelines	2-5
2.2.1 Architectural Theme.....	2-5
2.2.2 Residential Architectural Elements	2-5
2.2.3 Single Family Residential Architecture.....	2-6
2.2.4 Single Family Building Mass and Form.....	2-6
2.2.5 Single Family Roof Form.....	2-6
2.2.6 Single Family Materials and Colors	2-7
2.2.7 Single Family Garages	2-7
CHAPTER 3 – PUBLIC SERVICES AND INFRASTRUCTURE	3-1
3.1 Parks, Open Space, and Trails.....	3-1
3.1.1 General Standards.....	3-1
3.1.2 Trails and Pathways	3-1
3.1.3 Open Space	3-2
3.1.4 Parks – General Standards	3-2
3.2 Sanitary Sewer	3-2
3.3 Water Service.....	3-3

Blackstone Ranch Specific Plan Design Standards

3.4	Storm Water Management.....	3-3
3.5	Utility Services	3-4
3.6	Roadways	3-4
3.7	Traffic Impacts	3-4
3.8	Schools	3-5
3.9	Phasing	3-5

Blackstone Ranch Specific Plan Design Standards

1. Introduction

1.1 Location

The Blackstone Ranch Specific Plan Area encompasses $26.89\pm$ acres located west of Interstate 580, north of Fairview Drive, at the east end of Railroad Drive. Figure 1 (below) depicts the Lompa Ranch in context with the surrounding area.



Figure 1 – Blackstone Ranch Specific Plan Area

1.2 Purpose

The purpose of this Development Handbook is to provide for the orderly development of the Blackstone Ranch Specific Plan Area (SPA) as envisioned, while assuring that the stated desired level of quality is achieved. With the implementation of public and private improvements, the standards and guidelines contained herein establish a common framework to guide improvement plans. The development of the property is controlled and restricted by these development requirements as well as by all applicable

Blackstone Ranch Specific Plan Design Standards

government codes and regulations. This Development Handbook is not intended to limit creativity or prevent variation necessary to respond to unique site conditions, but rather to generate consistency and quality throughout the SPA.

This SPA is for the Blackstone Ranch property specifically identified with this document. Future development of the remaining Lompa Ranch properties as identified in the 2006 Carson City Master Plan shall be required to receive approval of a new SPA for those areas prior to development.

1.3 Vision

The Blackstone Ranch SPA is intended to provide for a sustainable community that includes a range of land uses that complement not only each other but those that currently exist outside of the SPA boundaries. The vision is to provide for a viable community that promotes a variety of housing types which will be supported by well-balanced commercial, recreational, and educational opportunities in the surrounding community.

Complementing the neighborhood within Blackstone Ranch will be a network of sidewalks and pathways throughout the community, providing non-vehicular connectivity to the regional components of the area. Throughout Blackstone Ranch, consistent design themes, entries, and landscape treatments will establish a sense of place/community and recall the property's ranching roots.

1.3.1 Land Use Pattern

The land uses within Blackstone Ranch provides for compatible densities and intensities to the surrounding areas. This will result in a synergy that attracts both residents to the neighborhood and businesses to the surrounding area, supports walkability within the community to commercial, recreational, employment, and public activities, and minimizes the consumption of land associated with traditional suburban development by encouraging and creating a more compact development pattern that is efficient for infrastructure, public services, and maintenance.

Blackstone Ranch Specific Plan Design Standards

1.3.2 Sense of Place and Community

Creating a sense of place is one of the key components in creating a vibrant and balanced community. A sense of place is fostered within Blackstone Ranch by creating human-scale environments in which the individual can feel both comfortable and safe. This includes provisions for walking paths and common design themes. Furthermore, the Blackstone Ranch SPA promotes and provides for connectivity between various neighborhoods and uses that are integrated through the design standards included within this handbook.



1.3.3 Diverse Housing Mix



The Blackstone Ranch SPA provides for neighborhood diversity by allowing for a mix of product types to support a wide range of resident interests and needs. The density included in the SPA will also support and complement planned commercial uses within the surrounding area. Furthermore, this diversity in housing types serves to break up the monotony of traditional residential development by reinforcing the dynamics of character and identity within the neighborhood.



1.3.4 Implementation

This handbook will be used by the Carson City Community Development Department as a guide for reviewing future projects within the boundaries of the Blackstone Ranch SPA.

Blackstone Ranch Specific Plan Design Standards

1.4 Allowed Uses

Allowed uses within the Blackstone Ranch SPA shall be determined based on the underlying zoning categories, as included in the Carson City Municipal Code Title 18. The zoning districts included within Blackstone Ranch are depicted below:

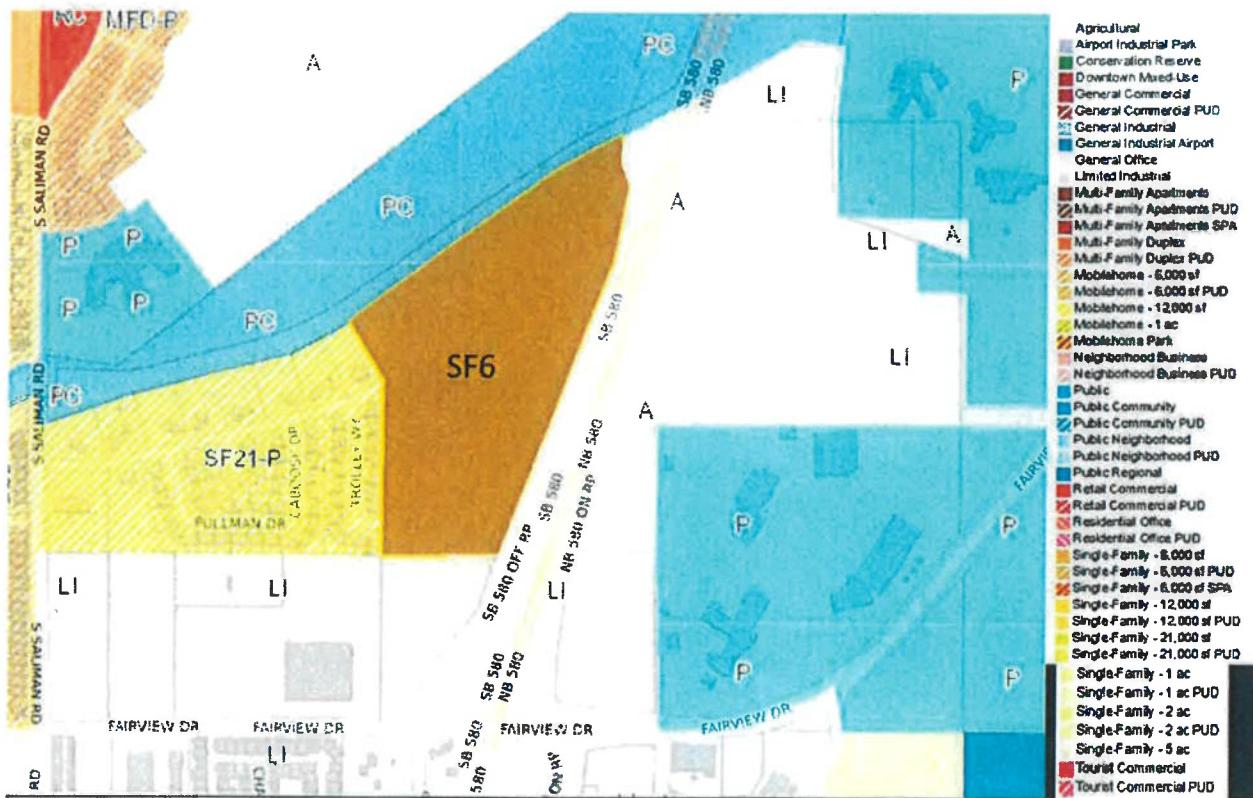
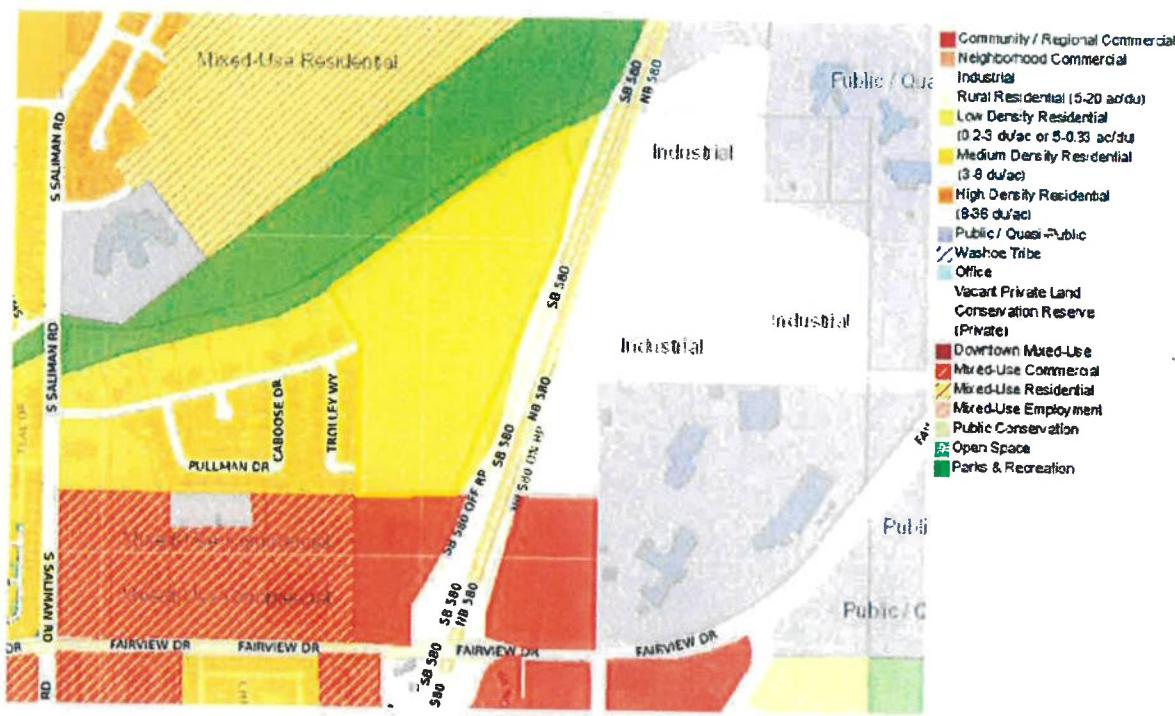


Figure 2 – Blackstone Ranch Zoning

Blackstone Ranch Specific Plan Design Standards

Master Plan land use designations for the Lompa Ranch SPA are included below:



1.4.1 General Standards

- a) The Blackstone Ranch SPA is envisioned to include single-family residential uses on lots consisting of a minimum of 6,000 square feet.
- b) Land use is determined based on zoning. Zoning adopted with this Specific Plan shall be reviewed and approved by the Carson City Planning Commission and Board of Supervisors and deemed to be appropriate for the site(s).
- c) Uses within Blackstone Ranch shall conform to the underlying zoning district(s) assigned to the individual parcels as outlined in Title 18 of the Carson City Municipal Code
- d) Supplemental review required for specific uses within zoning categories such as Special Use Permits shall remain in effect per the Carson City Municipal Code (refer to allowed uses within individual zoning categories).

Blackstone Ranch Specific Plan Design Standards

- e) This Specific Plan shall not grant any special privileges or waivers in terms of public review or entitlements otherwise required under the Carson City Municipal code in terms of allowed uses or supplemental review.

Blackstone Ranch Specific Plan Design Standards

2 Design Standards and Guidelines

The site planning standards and guidelines address general provisions of site development which include building orientation, grading and drainage, parking areas, landscape, lighting, signs, walls and fences, and service areas. Site planning controls the proper placement of buildings and internal roads that service and access the community. It addresses the linkages and land use relationships at a human-scale, in order to create a stimulating and visually pleasant community. The goal is to promote pedestrian activity and safety, create visual compatibility with surrounding neighborhoods and minimize negative impacts on the natural environment.

2.1 Single Family Residential Areas

2.1.1 Neighborhood Diversity

Single family areas within the Blackstone Ranch SPA will include varied housing types in order to create visual interest within the project. This can be accomplished through the use of varied housing types, distinct architectural styles and elements, etc.

- a) Densities within single family areas will average approximately 4-7 dwelling units per acre.
- b) Neighborhood density shall properly relate to adjoining developed areas and provide for transition between neighborhood types. Proper transitions can include feathering of density/lot size, landscape buffers, or walls/fences that serve to identify community boundaries.
- c) The Blackstone Ranch SPA boundary may create its own sense of identity through the use of entry features that include distinctive signage, entry treatments, landscape improvements, water features, etc.
- d) The density found within the Blackstone Ranch SPA can encourage varied product types including single family detached homes, patio homes, clustered houses, etc. Additionally, new urbanism design principles such as house-forward designs with residential alleyways are permitted within the SPA.
- e) A single architectural style is encouraged throughout the SPA in order to provide a cohesive neighborhood identity to the Blackstone Ranch.

Blackstone Ranch Specific Plan Design Standards

2.1.2 Single Family Neighborhood Design

The neighborhood within Blackstone Ranch will promote quality development that is complementary to the existing built environment, while establishing its own sense of identity through uniform and innovative design standards.

- a) To the extent possible, "forward" architecture shall be used in the design of homes. This is accomplished by placing entries, windows, front porches, and living areas towards the street on most plan variations.
- b) With the exception of zero lot line lots, plans should be reversed and plotted so that garages and entries are adjacent to each other. This creates an undulating sense of setback. Occasionally this pattern should be broken so that it will not become overly repetitious or reflected by the massing across the street.
- c) The garage shall not be the dominant feature of the building facade facing the street and should be offset through architectural detailing for garage forward elevations.
- d) So as not to contribute to a repetitious and monotonous appearance along the street, the use of varying building setbacks from the street right-of-way is encouraged.
- e) The neighborhood shall provide connections into the surrounding community trail system as outlined in Section 3.1.2 of this document.
- g) In order to avoid a "walled-in" feel, homes backing to parks, open space, or drainage corridors may include open rear fencing. This includes the use of split rail or iron fencing. See example to right.
- h) Setbacks for single family residential areas shall comply with the underlying zoning district for which the subdivision is located. In order to provide for visual interest within the streetscape, front setbacks may be reduced up to 5 feet in order to achieve a non-monotonous/repetitive streetscape pattern.



Blackstone Ranch Specific Plan Design Standards

2.1.3 Single Family Grading

- a) The design of residential neighborhoods shall be sensitive to the natural terrain, and structures shall be located in such a manner so as to preserve natural site features and drainage ways. Any grading of the site terrain shall blend with the natural topography of the site.
- b) Graded slopes shall be rounded resulting in smooth, harmonious transitions between the man-made terrain and the natural terrain.
- c) All graded slopes shall be revegetated prior to building occupancy. If climatic conditions or other circumstances prevent planting at the time of occupancy a bond shall be provided for landscaping during the subsequent growing season or other arrangements made for revegetation, subject to the approval of the administrator. Drought tolerant plant species shall be utilized to help minimize erosion.

2.1.4 Single Family Landscaping

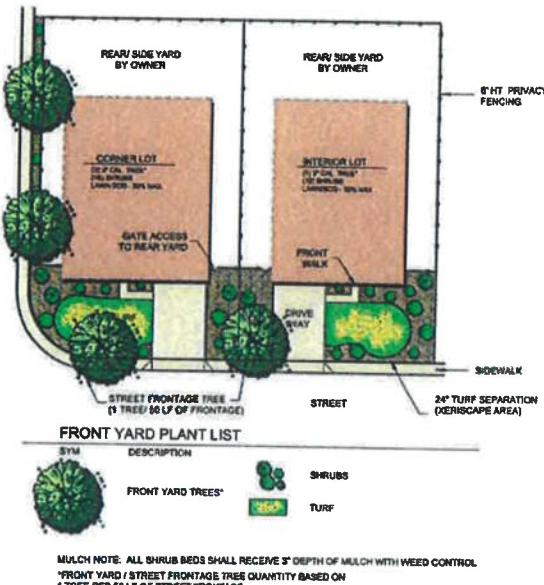
- a) Front yard landscaping shall be installed by the builder prior to the occupancy of the individual home. See example to right.

- b) Front yard landscape packages shall provide for a minimum of 1 tree per 50 lineal feet of street frontage as well as a minimum of 12 shrubs. Trees shall be a minimum of 1-inch caliper for deciduous and 6 feet for evergreens. Shrubs shall be a minimum of 2 gallon.

- c) Xeriscape options for front yards shall be permitted. Xeriscape packages must include the required trees and shrubs outlined under the previous standard.

- d) Front yard landscaping is required for all homes and will be reviewed and approved with the tentative map establishing installation timing.

- e) Front yard landscape packages shall include an automatic irrigation system.



TYPICAL FRONT YARD PLAN

Blackstone Ranch Specific Plan Design Standards

2.1.5 Single Family Lighting

- a) Lighting shall be designed to emphasize community amenities, provide continuity along street corridors, and ensure the safety of residents and users.
- b) Exterior lighting shall be shielded from projection offsite and designed to be compatible with the architectural and landscape design of the home.

2.1.6 Single Family Walls and Fencing

- a) Walls may be used where necessary to provide privacy and security for residential neighborhoods when adjacent to arterial or collector roadways, or when adjoining non-residential uses.
- b) Walls within the community shall not become the dominant visual element and walls where needed shall blend into the overall landscape.
- c) Walls within Blackstone Ranch shall not exceed 6 feet in height. Acceptable materials include stone, stone veneer, split face/precision block, slump stone, and stuccoed CMU.
- d) Open fencing may be used where the rear of individual lots are adjacent to open space. See examples below.
- e) Open fences at rear yards may include landscaping with trees and shrubs to screen views of private yards from adjacent properties, common areas, and/or roadways.
- f) Acceptable open fencing materials include wood or vinyl split-rail or wrought iron. See examples below.



Blackstone Ranch Specific Plan Design Standards

- g) Single family residential lots may include solid privacy fences. Acceptable materials include wood and vinyl. Privacy fencing shall not exceed 6 feet in height.
- h) Chain link fencing is prohibited within residential areas.

2.2 ARCHITECTURE STANDARDS AND GUIDELINES

2.2.1 Architectural Theme

It is the intent of the Blackstone Ranch SPA to promote a high-quality development that incorporates an architectural style that reflects the historical ranching aspect of the area. Therefore, a ranch and craftsman architectural theme is adopted with the Blackstone Ranch SPA.

Variations on the ranch/craftsman style are encouraged in order to promote creative design, innovative features, and high-quality elevations. Variations may include the introduction of southwestern elements such as barrel tile roofs or Victorian elements such as wrap-around porches. These deviations will be complementary to the overall theme and can add visual interest within the community.

2.2.2 Residential Architectural Elements

- a) New structures within Blackstone Ranch shall, at a minimum, incorporate a minimum of two of the following elements:
 - Gable roofs with deep overhangs.
 - Exposed rafters, brackets, columns, etc.
 - Decorative doors and windows
 - A mixture of 2 (at a minimum) exterior elements including stucco, wood siding or shingles, brick, or stone
 - Exterior porches or courtyards
- b) Acceptable roofing materials include concrete or clay tile, slate, or architectural grade (30+ year) composition asphalt shingles. Metal roofing may be used as an architectural element in conjunction with the previously listed materials.
- c) Flat roofs are prohibited in residential areas.

Blackstone Ranch Specific Plan Design Standards

- d) Metal buildings, other than accessory sheds not to exceed 250 square feet, are prohibited.
- e) Modular homes are not permitted within the Blackstone Ranch SPA.
- f) Building articulation shall include a minimum of 4 separate roof planes incorporated on front/primary elevations. Front/primary elevations shall contain a minimum of 2 wall planes offset by a minimum of 3 feet.
- g) Building colors shall utilize an earth tone pallet such as browns, tans, whites, greens, deep reds and oranges, pale yellows, etc. The use of bright or vibrant colors is prohibited with the exception of highlighting architectural elements.

2.2.3 Single Family Residential Architecture

Architectural standards for residential areas promote an upscale development concept that reflects a western and ranching heritage while providing for modern features. Although neighborhoods may include distinctive architectural designs, common elements serve to create a cohesive community that creates a sense of place.

2.2.4 Single Family Building Mass and Form

- a) Home facades shall incorporate the architectural style and materials outlined in section 2.2.2.
- b) A minimum of 3 distinctive floor plans shall be used within the subdivision.
- c) Architectural details and stylings used on the front of the home shall be carried over to all elevations.
- d) A minimum of 3 distinctive front elevations shall be included for each model within the subdivision. Matching elevations shall not be allowed to repeat next to each other.
- e) Varied setbacks, floorplans, and elevation packages shall be used within the subdivision to create a visually interesting streetscape.

2.2.5 Single Family Roof Form

- a) Roof planes are required to vary through the use of architectural features such as dormers, gables, hipped roofs, and variations in pitch appropriate to the home's chosen architectural style.

Blackstone Ranch Specific Plan Design Standards

2.2.6 Single Family Materials and Colors

- a) As mandated within other provisions of this handbook, single family homes shall incorporate an earth tone color palette. The use of bright and vibrant colors is prohibited with the exception of enhancing key architectural elements and features.
- b) Conflicting architectural styles within a single subdivision shall be prohibited.
- c) Building materials and elements shall be consistent with those outlined under previous standards.

2.2.7 Single Family Garages

- a) Garages shall include a minimum of 5 feet offset from inhabitable areas. Front elevations should provide focus on living areas and not garages.
- b) Home plans shall incorporate one of the garage designs listed below and the subdivision shall incorporate both of these techniques to reduce the emphasis of the garage on the street (see examples below).



- Recessing garage back a minimum of five (5) feet in relationship to the front of the house.



- Incorporation of a side-load garage that eliminates the continuous view of garage doors from the street.

Blackstone Ranch Specific Plan Design Standards

- c) Garage forward plans shall be permitted when offsets (5 feet minimum) exist for the garage in order to provide visual distinction between the garage and residence. See examples below.



Blackstone Ranch Specific Plan Design Standards

3 Public Services and Infrastructure

3.1 Parks, Open Space, and Trails

The Blackstone Ranch SPA envisions a community that is linked by pedestrian connectivity within the development and between the project site and the City's existing sidewalk/path system per Chapter 7 in the UPMP. The intent of these standards is to implement the provisions of the Unified Pathways Master Plan, Parks and Recreation Master Plan, and Open Space Master Plan adopted by Carson City.

3.1.1 General Standards

- a) A Homeowners Association (HOA) shall be formed by the Master Developer to provide for the maintenance and upkeep of any open space, landscaping, trails, and amenities. The HOA shall be in place prior to the issuance of the first certificate of occupancy.
- b) Design of any open space areas shall follow the standards and policies of the Carson City Open Space Master Plan, adopted by Carson City in June 2000.
- c) Sidewalks and pathways, unless otherwise described in this document, shall conform to the standards and policies of the Unified Pathways Master Plan adopted by Carson City on April 6, 2016 (as revised March 15, 2007).

3.1.2 Trails and Pathways

- a) Trails, pathways, and sidewalks not specifically called out within this section shall conform to the standards outlined in Section 6 of the Carson City Unified Pathways Master Plan (Pathway Types).
- b) Pathways shall be constructed as identified in the Unified Pathways Master Plan. The developer shall provide path connectivity to the linear park multi-use path to the north and to the future multi-use path along the east side of Interstate 580 subject to review and approval both Development Engineering and the Parks, Recreation, and Open Space Department. An access agreement or similar legal instrument is required to be in place prior to the issuance of the first building permit to provide access to these multi-use pathways in perpetuity.

Blackstone Ranch Specific Plan Design Standards

- c) The developer shall be required to demonstrate that trail connectivity between parks, trails, and the overall open space network is being provided prior to tentative map approval. This shall be to the satisfaction of the Community Development and Parks and Recreation Departments.

3.1.3 Open Space

- a) Drainage channels shall be incorporated into any private open space areas.
- b) Open space areas shall be maintained through a private homeowners' association (HOA).
- c) Landscape medians, parkways, corridors, etc. included within common or open space areas shall be maintained by a private homeowners' association (HOA).
- d) Any open space areas that remain private shall not include public access (if privately owned) and shall be maintained by a private homeowners' association (HOA).

3.1.4 Parks – General Standards

- a) No public parks will be located within the Blackstone Ranch neighborhood.
- b) Development of the Blackstone Ranch neighborhood is subject to collection of Residential Construction Tax compliant with Carson City Municipal Code Section 15.60.
- c) Best management practices are required to be included in construction documents along with specification to reduce the spread of noxious weeds onto Carson City property.
- d) Small private parks or pocket parks may be permitted within individual subdivisions but shall be maintained by an HOA.

3.2 Sanitary Sewer

- a) All new development within the Blackstone Ranch SPA shall be required to connect to municipal sanitary sewer service.
- b) A final sewer report demonstrating capacity to serve the development shall be submitted with each individual project within the SPA boundary.
- c) The site has no known constraints which would impact the ability to be served by a gravity fed extension of the public sewer.

Blackstone Ranch Specific Plan Design Standards

3.3 Water Service

- a) All new development within the Lompa Ranch SPA shall be required to connect to municipal water service in a looped fashion acceptable to the City of Carson City.
- b) The sizing of water lines is to be sufficient to accommodate ultimate buildout with a trunk line running in Railroad Drive.
- c) All new development shall be required to pay applicable water connection fees and demonstrate that adequate water supply is available to serve the project and dedicated for use.
- d) Separate irrigation meters will be employed in accordance with the guidelines present at the time of connection.

3.4 Storm Water Management

- a) Drainage channels shall be designed to contain the existing off-site watershed discharges as well as the existing discharges from the SPA area.
- b) Existing drainage patterns shall be maintained.
- c) The linear park to the north of the property shall not be used for detention. However, a drainage easement may be requested to convey storm water flows to the linear ditch.
- d) A comprehensive drainage impact analysis for the overall Blackstone Ranch SPA shall be reviewed and approved with the final map and/or permit request. The analysis shall provide estimates of project impacts at buildout along with required upgrades, improvements, etc. as well as with triggers for when these improvements are required.
- e) Prior to the recordation of the final map, a Conditional Letter of Map Revision (CLOMR) must be approved with design recommendations for the channel to accommodate one-hundred-year peak flows.
- f) Low Impact Development (LID) practices and Best Management Practices (BMP) shall be implemented to identify storm water mitigation measures intended to control erosion and storm water pollution as close to the source as possible. Potential sources of pollution shall be infiltrated, evapotranspiration, captured and used, and/or treated through LID measures to mitigate adverse impact to downstream and adjacent properties.
- g) The northern extension of Railroad Drive across the ditch/linear park shall be designed in such a way to avoid flooding from storm water to the satisfaction of the City of Carson City as part of the final map design.

Blackstone Ranch Specific Plan Design Standards

h) A wetland delineation is currently planned for Spring of 2018. The completion deadline is June 30, 2018. No development shall occur within the Blackstone Ranch SPA until the wetland delineation has been completed.

3.5 Utility Service

- a) All utility services within the Blackstone Ranch SPA shall be undergrounded. Overhead power lines shall be prohibited.
- b) Plans for electrical, natural gas, telephone, and cable service shall be reviewed and approved by the applicable purveyor (i.e. NV Energy, Southwest Gas, ATT, etc) prior to the issuance of a building permit.

3.6 Roadways

- a) All roadways within the Blackstone Ranch SPA shall comply with the standards and requirements included within the Carson City Municipal Code.
- b) Railroad Street will be extended as a collector street to the northern boundary of the Linear Park. All development plans, including construction plan will reflect this improvement and the road will be constructed at the time of site improvement. Consistent with the Lompa Ranch SPA the intent of the collector street is to connect Railroad Street to 5th Street.
- c) An additional point of access that does not rely on Railroad Street must be improved in advance of any final subdivision map approval with a use anticipated to generate more than 39 trips per day. Provided the intersection of Saliman and Railroad meets the City standards of Level of Service (LOS), the additional point of access may provide for emergency access only.

3.7 Traffic Impacts

- a) A comprehensive traffic impact analysis for the overall Blackstone Ranch SPA shall be reviewed and approved with the tentative map. The analysis shall provide estimates of the project impacts at buildout along with required upgrades, improvements, etc. along with triggers for when these improvements are required. This traffic study shall focus on vehicular access management to and from the proposed Blackstone Ranch SPA community and discuss the the location of the north/south collector connection and the location and provision of the project's local road network along with potential improvements in the vicinity of the project.
- b) Updates to the master traffic impact analysis shall be provided for any project generating more than 80 peak hour trips to determine if roadway upgrades/improvements are triggered.

Blackstone Ranch Specific Plan Design Standards

3.8 Schools

The following standards have been developed in conjunction with the Carson City School District:

- a) All residential development within the Blackstone Ranch SPA shall be required to provide estimated student enrollment projections to the Carson City School District for review.

3.9 Phasing

The Blackstone Ranch will be developed in one phase, with all improvements, infrastructure, and construction being done together.

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JUNE 26, 2019

FILE NO: TSM-19-054

AGENDA ITEM: G-4

STAFF CONTACT: Hope Sullivan, AICP, Planning Manager

AGENDA TITLE: For Possible Action: Discussion and possible action regarding a Tentative Subdivision Map to create a 103 lot single family residential subdivision within the Lompa Ranch Specific Plan Area, and within the Blackstone Ranch Specific Plan Area, zoned Single Family 6,000 and located at the east end Railroad Drive and Saliman Road, APN 010-051-44.

STAFF SUMMARY: The applicant is proposing to subdivide a 26.89 acre property to create 103 residential lots, a roadway system, open space, and trails. Lot sizes are proposed to range from 6,000 square feet to 15,803 square feet, with an overall average lot size of approximately 7,712 square feet. Road access is proposed to be from Railroad Drive and from 5th Street. The Board of Supervisors is authorized to approval a Tentative Map. The Planning Commission makes a recommendation to the Board.

RECOMMENDED MOTION: I move to recommend approval of Tentative Subdivision Map TSM-19-054 based on the ability to make the required findings and subject to the conditions of approval.

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL

The following are general conditions of approval:

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. Improvements associated with the Conditional Letter of Map Revision (CLOMR) must be constructed and may not be secured for in lieu of construction.
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.

Other Conditions of Approval

16. Construction plans shall demonstrate compliance with the Design Standards and Guidelines of the Specific Plan, including but not limited to guidelines for architecture, grading, landscaping, lighting, and walls and fencing.
17. The extension of Railroad Drive north of the City's linear park can be initially constructed to the City's roadway section for rural roads provided construction includes a minimum four inch asphalt section on eight inch base (collector roadway). This portion of roadway must be improved to the City's standard for urban roads, with a minimum four inch asphalt section on eight inch base (collector roadway), at seventy five percent buildout. Bonding in lieu of the improvements is permissible provided that the improvements are completed prior to full buildout.
18. All construction and improvements must meet the requirements of Carson City Standard Details and Development Standards (CCDS) including the following:
 - The proposed 50 foot right-of-way will only accommodate the standard section for a street with parking on only one side. No Parking signs and red curb paint must be installed along one side of these streets.
 - The site design must incorporate storm water detention, so that post development runoff will not exceed pre-development runoff leaving the site, per CCDS 14.4.1, or must provide calculations to justify a lack of detention.
 - Onsite drainage basins and LID facilities must be labeled as private on the improvement plans, must be accessible for maintenance, and must be privately maintained.
 - A final version of the geotechnical report including site investigation must be provided with the application for site improvements, and the design requirements

and recommendations of that report must be met.

19. The applicant shall be responsible to enter into an improvement agreement to pay for 3.53% of the cost required to install a traffic control device at the intersection of E 5th Street and Railroad Drive in an amount not to exceed \$35,300. The surety for this agreement must be in the form of cash, must be paid prior to recording the first final map, shall be held by the City and shall be used by a subsequent developer to pay for the construction of a traffic control device at E 5th Street and Railroad Drive, or held for a period of no less than 10 years. If the funds are not utilized for said traffic control device within 10 years, the cash shall be released back to the parties that paid the surety. In the event that 3.53% of the cost of the traffic control device is less than \$35,300, the remainder of the surety shall be released back to the parties that paid the surety.
20. The extension of Railroad Drive to 5th Street must be constructed at least to a rural street section standard prior to recording any Final Map for a phase of the subdivision. This section of road must be upgraded to a full urban street section prior to recording any Final Map for a phase of the subdivision that would result in a total number of residential lots equal to 78 or more including a “remainder” parcel.
21. The extension of Railroad Drive to 5th Street must be built to collector roadway dimensions with a minimum asphalt thickness of 4 inches, or per the geotechnical report recommendations, whichever is greater.
22. There is a low spot proposed at the connection of the existing Railroad Drive to the proposed improvements on Railroad Drive. If the project shall require an open channel to divert flows, the channel must be on a parcel to be dedicated to the City. The parcel width must be equivalent to the width of the channel plus 15 feet for access maintenance. There is also an existing storm drain and an existing sewer main adjacent to this location. The required open channel parcel must extend at least 15 feet east of these mains. If an open channel is not utilized for drainage at this location, an exclusive 15 foot storm drain and sewer main easement must be granted, and a fence built at the edge of the easement with the site improvement plans. In either case a 12 foot wide 4 inch thick compacted aggregate base access road must be installed for maintenance of these features with the first site improvement permit.
23. The site improvement plans must incorporate 12 foot wide 4 inch thick compacted aggregate base access roads along the south side of the linear ditch and over the existing reclaimed water main south of the linear ditch. The easements for these features must meet the minimum width prescribed by the Carson City Development Standards.
24. Applicant shall provide special construction details for all utilities crossing the linear ditch for the construction permit.
25. A water sampling tap is required in a common area near one of the entrances. The sampling tap must be Kupferle Eclipse #88 or approved equivalent.
26. A CLOMR for the proposed extension of Railroad Drive and a CLOMR-F for the subdivision must be approved by FEMA prior to approval of any construction permits which depend on that approval.
27. The CC&R's must clearly state that a Home Owners Association (HOA) or similar entity

- is responsible for maintaining private storm drain infrastructure including any basins and LID infrastructure.
28. Low impact development (LID) practices are required as part of the storm drain design.
 29. All streets must have a minimum asphalt thickness of 4 inches or per the geotechnical engineer's recommendations, whichever is thicker.
 30. Lots adjacent to FEMA AH, AE, or AO flood zones will need to meet the 2 feet freeboard requirement.
 31. The linear ditch trail crossing must be perpendicular to the road center line.
 32. The existing easement across the linear ditch property must be moved to align with the proposed extension of Railroad Drive.
 33. The Unified Pathways Master Plan identifies an existing off-street/paved/multi-use path on the City's Linear Park property and a proposed off-street/shared/paved path in NDOT's freeway right-of-way east of the proposed development. Any damage to the existing Linear Park path outside the 60' road easement or the future NDOT right-of way path will be the responsibility of the applicant to repair to the City's satisfaction. The path connection to the proposed NDOT's freeway paved will require a permanent public access easement on the development's final map.
 34. Bike lanes and sidewalks shall be incorporated into the Spine Road's alignment to match the urban design cross section on the City's Linear Park property.
 35. The applicant shall provide civil engineering plans and details for the path's road crossing at the intersection of the Spine Road and Linear Park path. The road's path crossing shall be designed to meet MUTCD standards and shall be approved by Development Engineering and Parks, Recreation & Open Space Department.
 36. Chapter 7 in the Unified Pathway Master Plan provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development, to the two trail systems, and to the City's sidewalk system from the development. The design for the development's sidewalk system must be approved by the Parks, Recreation & Open Space Department and Development Engineering.
 37. The development will be subject to the collection of Residential Construction Tax (RCT), compliant with Nevada Revised Statutes and Carson City Municipal Code.
 38. No site grading, soil storage/stock pile areas, construction parking or any construction activities, shall occur on City property except within the easement. The applicant shall survey the easement's boundaries and install fencing to identify the limits of construction. The fencing material shall be approved by the City.
 39. The applicant will be required to maintain all common landscape/open space areas and the drainage channel buffer within the development through an HOA or similar legal entity in perpetuity.
 40. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds onto

adjacent City property. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project

41. The property in question is situated adjacent to Carson City property and there are various State of Nevada listed noxious weeds on the project site. These weeds include but are not limited to musk thistle (*Carduus nutans*), perennial pepperweed (*Lepidium latifolium*), and hoary cress (*Cardaria draba*). As a result, the applicant will be required to do the following:
 - a. Carson City Municipal Code 8.08.060, 8.08.070 and Nevada Revised Statutes 555.150 requires that land owners treat noxious weeds on their property. Without treatment, development activities during construction may contribute to the spread of noxious weeds onto City or neighboring properties.
 - b. A noxious weed management plan will be developed addressing the extent of the noxious weed infestations and proposed treatment methods. This plan needs to be approved by the Parks, Recreation, and Open Space Department prior to the beginning of construction activities.
 - c. The applicant will develop two revegetation seed mixes (dryland & aquatic) that reflects the native species within the project area. These seed mixes will be applied to disturbed areas within the road easement on City property and the drainage channel/buffer on the project site. The applicant shall work with Carson City Parks, Recreation, & Open Space Department's Senior Natural Resource Specialist to develop an approved seed mix for these areas as well as recommended site preparation and application methods.
42. The applicant has three years post-application of the revegetation seed mixes to demonstrate an overall plant density of 0.3-2.0 plants per square foot of desirable vegetation has been established (Guidelines for Determining Stand Establishment on Pasture, Range and Conservation Seedings, USDA Technical Note Plant Materials No. 12). If less than 0.3 plants per square foot have established after three years, the applicant shall apply the seed mixtures a second time. Colonization of noxious weeds is not desirable and will therefore not be an acceptable form of revegetation. Should noxious weeds establish, applicant is required to eradicate such weeds as per NRS 555.150 working in accordance with the noxious weed management plan developed by applicant. Applicant shall work with the City's Senior Natural Resource Specialist to determine the effectiveness of seeding the disturbed areas.
43. The plan relies on the relocation of an existing easement across the City's linear park. The road must be designed so that the area allocated to the new roadway easement is not larger in area than the .6 acres allocated to the existing easement, and is subject to review and approval by the Director of Parks, Recreation and Open Space.
44. Carson City is now a Bee City, USA City. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. The Parks, Recreation & Open Space Department is willing to provide the applicant's design team with a recommended tree and shrub species list. Also, the project's 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.
45. Prior to recordation of the final map, the applicant shall provide the School District with enrollment estimates.

46. Prior to recordation of the final map, a HOA or similar entity shall be formed so that open space can be dedicated to the HOA, and covenants recorded obligating the homeowners association to the maintenance of all common areas. The final map shall identify areas that are subject to maintenance by the HOA, and the CC&R's shall further identify the responsibility of the HOA to maintain private common areas.
47. As part of the final map, access ways to the City's linear path and to the future path on the eastside of the subject property shall be recorded as public access easements.
48. As part of the construction plans, the applicant must demonstrate that the portion of road crossing the linear park property will not flood from storm water, to the satisfaction of the City Engineer.

LEGAL REQUIREMENTS: CCMC 17.05 (Tentative Maps); CCMC 17.07 (Findings); NRS 278.330

MASTER PLAN DESIGNATION: Blackstone Ranch Specific Plan; Medium Density Residential (MDR)

ZONING DISTRICT: Single Family-6000 square feet (SF6)

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

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: Public Community (PC) / Linear Park

SOUTH: Limited Industrial / Vacant

WEST: Single Family 21,000 square feet Planned Unit Development (SF-21 P) / Single Family homes

EAST: Agriculture / Interstate 580

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone X (area of minimal flooding) and AH (100 year flood plain)

SLOPE/DRAINAGE: Generally flat

SEISMIC ZONE: Zone II (Moderate)

FAULT: within 500 feet

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 26.89 Acres

EXISTING LAND USE: Vacant

SITE HISTORY:

MPA-17-185 (September 20, 2018): Adoption of the Blackstone Ranch Specific Plan

ZMA-17-186 (October 4, 2018): Adoption of Ordinance 2018-14 amending the zoning map to Single Family 6000.

BACKGROUND / DISCUSSION:

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

The Blackstone Ranch Specific Plan, which encompasses 26.89 acres, was adopted on September 20, 2018. From a land use perspective, the Specific Plan is exclusively medium density residential. The Specific Plan addresses design standards including grading, landscaping, lighting, walls and fencing, and architectural standards and guidelines. The Specific Plan also addresses public services including Parks, Open Space and Trails, Sanitary Sewer, Water Service, Storm Water Management, Utility Services, Roadways and Traffic, and Schools.

An area of focus during the Specific Plan adoption was transportation and vehicular traffic. In response to these concerns, the adopted Specific Plan requires “an additional access that does not rely on the portion of Railroad Street from Saliman Road to the western boundary of the Blackstone Specific Plan area must be improved in advance of any final subdivision map approval. The additional access can be initially constructed to the City’s roadway section for rural roads provided construction includes a minimum four inch asphalt section on six inch base (local roadway) or minimum four inch asphalt section on eight inch base (collector roadway). The additional access must be improved to the City’s standard for urban roads, with a minimum four inch asphalt section on six inch base (local roadway) or minimum four inch asphalt section on eight inch base (collector roadway), at seventy five percent buildout. Bonding in lieu of the improvements is permissible provided that the improvements are completed prior to full buildout.”

The proposed plans include 103 residential lots, and, consistent with the Specific Plan, extends Railroad as a collector roadway from the western boundary of the subject property to Fifth Street, where it will intersect with the “spine road” that is part of Lompa north. The plan also includes trail access to the City’s linear park, and trail access to the future trail that will run along the west side of US 395. A 100 foot wide drainage buffer is proposed along the northern property line between the rear property line of the lots and the linear park.

The extension of Railroad Drive will cross the linear park. There is currently an “easement” on the linear part to allow for vehicular traffic from the subject property to the property to the north. However, the location of this “easement” does not meet the Fire Code requirements for separation of points of access. Therefore, the location of this “easement” is proposed to be moved in an easterly direction. Staff has consulted with both Nevada State Parks staff and United States National Park Service staff and been advised orally that as long as the easement does not grow in size, the relocation will be acceptable. Given that sign off from these agencies will be required, staff is recommending a condition of approval that states “The plan relies on the relocation of an existing easement across the City’s linear park. The road must be designed so that the area allocated to the new roadway easement is not larger in area than the .6 acres allocated to the existing easement, and is subject to review and approval by the Director of Parks, Recreation and Open Space.” The Parks and Recreation Director will consult with State Parks and National Park Service upon receipt of construction drawings to obtain official approval.

Per CCMC 17.05, 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: Public notices were mailed to 48 property owners within 600 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, three 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 June 26, 2019 depending upon their submittal date to the Planning Division.

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

Engineering Division:

The Engineering Division has no preference or objection to the tentative map request.

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

- All construction and improvements must meet the requirements of Carson City Standard Details and Development Standards including the following:
 - The proposed 50 foot right-of-way will only accommodate the standard section for a street with parking on only one side. No Parking signs and red curb paint must be installed along one side of these streets.
 - The site design must incorporate storm water detention, so that post development runoff will not exceed pre-development runoff leaving the site, per CCDS 14.4.1, or must provide calculations to justify a lack of detention.
 - Onsite drainage basins and LID facilities must be labeled as private on the improvement plans, must be accessible for maintenance, and must be privately maintained.
 - A final version of the geotechnical report including site investigation must be provided with the application for site improvements, and the design requirements and recommendations of that report must be met.
- The applicant shall be responsible to enter into an improvement agreement to pay for 3.53% of the cost required to install a traffic control device at the intersection of E 5th Street and Railroad Drive in an amount not to exceed \$35,300. The surety for this agreement must be in the form of cash, must be paid prior to recording the first final map, shall be held by the City, and shall be used by a subsequent developer to pay for the construction of a traffic control device at E 5th Street and Railroad Drive, or held for a period of no less than 10 years. If the funds are not utilized for said traffic control device within 10 years, the cash shall be released back to the parties that paid the surety. In the event that 3.53% of the cost of the traffic control device is less than \$35,300, the remainder of the surety shall be released back to the parties that paid the surety.
- The extension of Railroad Drive to 5th Street must be constructed at least to a rural street section standard prior to recording any Final Map for a phase of the subdivision. This section of road must be upgraded to a full urban street section prior to recording any Final Map for a phase of the subdivision that would result in a total number of residential lots equal to 78 or more including a "remainder" parcel.
- The extension of Railroad Drive to 5th Street must be built to collector roadway dimensions with a minimum asphalt thickness of 4 inches, or per the geotechnical report recommendations, whichever is greater.
- There is a low spot proposed at the connection of the existing Railroad Drive to the proposed improvements on Railroad Drive. If the project shall require an open channel to divert flows, the channel must be on a parcel to be dedicated to the City. The parcel width must be equivalent to the width of the channel plus 15 feet for access maintenance. There is also an existing storm drain and an existing sewer main

adjacent to this location. The required parcel must extend at least 15 feet east of these mains. If an open channel is not utilized for drainage at this location an exclusive storm drain and sewer main easement must be granted to within 15 feet of the storm drain and sewer mains, and a fence built at the edge of the easement with the site improvement plans. In either case a 12 foot wide 4 inch thick compacted aggregate base access road must be installed for maintenance of these features with the first site improvement permit.

- The site improvement plans must incorporate 12 foot wide 4 inch thick compacted aggregate base access roads along the south side of the linear ditch and over the existing reclaimed water main south of the linear ditch. The easements for these features must meet the minimum width prescribed by the Carson City Development Standards.
- Applicant shall provide special construction details for all utilities crossing the linear ditch for the construction permit.
- A water sampling tap is required in a common area near one of the entrances. The sampling tap must be Kupferle Eclipse #88 or approved equal.
- A Conditional Letter of Map Revision (CLOMR) for the proposed extension of Railroad Drive, and a CLOMR-F for the subdivision must be approved by FEMA prior to approval of any construction permits which depend on that approval.
- The CC&R's must clearly state that a Home Owners Association (HOA) or similar entity is responsible for maintaining private storm drain infrastructure including any basins and LID infrastructure.
- Low impact development (LID) practices are required as part of the storm drain design.
- All streets must have a minimum asphalt thickness of 4 inches or per the geotechnical engineer's recommendations, whichever is thicker.
- Lots adjacent to FEMA AH, AE, or AO flood zones will need to meet the 2 feet freeboard requirement.
- The linear ditch trail crossing must be perpendicular to the road center line.
- The existing easement across the linear ditch property must be moved to align with the proposed extension of Railroad Drive.

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 existing infrastructure has been found sufficient to supply the water and sanitary sewer needs of the subdivision, and the City has the capacity to meet the water and sewer demand.
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. New roads will be constructed with the subdivision. Please see finding 8 for a discussion on streets and intersections.

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.*
A public access easement and trail connector is proposed to provide access to the future freeway trail.
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 engineering related master plans.
8. *The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.*
The intersection of E 5th Street and Railroad Drive will have a passing level of service with current background traffic volumes. With increase in population the intersection level of service will eventually fail by an average delay of about 10 seconds. The side street volumes, however, are not anticipated to meet the warrant thresholds given by the Manual on Uniform Traffic Control Devices (MUTCD) for installing traffic signals. The MUTCD states that a traffic control signal should not be installed unless one or more of the warrants of chapter 4C is met. None of the warrants are met with this project, therefore a signal is not required with this project. However, a pro rata contribution to a future signal is required per the proposed conditions of approval. The estimated cost of the traffic control device at this location was taken to be \$1 Million, which differs from the amount proposed by the Traffic Impact Study that was provided.

The existing infrastructure is sufficient to meet the additional demand imposed by the subdivision if conditions of approval are met.
9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*
The site is near an active earthquake fault; recommendations of a final geotechnical report must be met. There is also a FEMA flood zone that will be adjusted through the CLOMR process.
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.*
An easement is proposed to connect to the future freeway path.

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. The Unified Pathways Master Plan identifies an existing off-street/paved/multi-use path on the City's Linear Park property and a proposed off-street/shared/paved path in NDOT's freeway right-of-way east of the proposed development. Any damage to the existing Linear Park path outside the 60' road easement or the future NDOT right-of way path will be the responsibility of the applicant to repair to the City's satisfaction. The path connection to the proposed NDOT's freeway paved will require a permanent public access easement on the development's final map.
2. Bike lanes and sidewalks shall be incorporated into the Spine Road's alignment to match the urban design cross section on the City's Linear Park property.
3. The applicant shall provide civil engineering plans and details for the path's road crossing at the intersection of the Spine Road and Linear Park path. The road's path crossing shall be designed to meet MUTCD standards and shall be approved by Development Engineering and Parks, Recreation & Open Space Department.
4. Chapter 7 in the Unified Pathway Master Plan provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development, to the two trail systems, and to the City's sidewalk system from the development. The design for the development's sidewalk system must be approved by the Parks, Recreation & Open Space Department and Development Engineering.
5. The development will be subject to the collection of Residential Construction Tax (RCT), compliant with Nevada Revised Statutes and Carson City Municipal Code.
6. No site grading, soil storage/stock pile areas, construction parking or any construction activities, shall occur on City property except within the easement. The applicant shall survey the easement's boundaries and install fencing to identify the limits of construction. The fencing material shall be approved by the City.
7. The applicant will be required to maintain all common landscape/open space areas and the drainage channel buffer within the development through a HOA or similar legal entity in perpetuity.
8. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds onto adjacent City property. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project
9. The property in question is situated adjacent to Carson City property and there are various State of Nevada listed noxious weeds on the project site. These weeds include but are not limited to musk thistle (*Carduus nutans*), perennial pepperweed (*Lepidium latifolium*), and hoary cress (*Cardaria draba*). As a result, the applicant will be required to do the following:
 - a. Carson City Municipal Code 8.08.060, 8.08.070 and Nevada Revised Statutes 555.150 requires that land owners treat noxious weeds on their property. Without treatment, development activities during construction may contribute to the spread of noxious weeds onto City or neighboring properties.
 - b. A noxious weed management plan will be developed addressing the extent of the noxious weed infestations and proposed treatment methods. This plan needs to be approved by the Parks, Recreation, and Open Space Department prior to the beginning of construction activities.
 - c. The applicant will develop two revegetation seed mixes (dryland & aquatic) that reflects the native species within the project area. These seed mixes will be applied to disturbed areas within the road easement on City property and the drainage channel/ buffer on the project site. The applicant shall work with Carson City Parks, Recreation, & Open Space Department's Senior Natural Resource Specialist to develop an approved seed mix for these areas as well as recommended site preparation and application methods.

10. The applicant has three years post-application of the revegetation seed mixes to demonstrate an overall plant density of 0.3-2.0 plants per square foot of desirable vegetation has been established (Guidelines for Determining Stand Establishment on Pasture, Range and Conservation Seedings, USDA Technical Note Plant Materials No. 12). If less than 0.3 plants per square foot have established after three years, the applicant shall apply the seed mixtures a second time. Colonization of noxious weeds is not desirable and will therefore not be an acceptable form of revegetation. Should noxious weeds establish, applicant is required to eradicate such weeds as per NRS 555.150 working in accordance with the noxious weed management plan developed by applicant. Applicant shall work with the City's Senior Natural Resource Specialist to determine the effectiveness of seeding the disturbed areas.

11. The plan relies on the relocation of an existing easement across the City's linear park. The road must be designed so that the area allocated to the new roadway easement is not larger in area than the .6 acres allocated to the existing easement, and is subject to review and approval by the Director of Parks, Recreation and Open Space."

12. Carson City is now a Bee City, USA City. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. The Parks, Recreation & Open Space Department is willing to provide the applicant's design team with a recommended tree and shrub species list. Also, the project's 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.

Fire Department

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

School District

The School district is in constant concern mode these days with continued development and our current inability to raise enough funds to build schools. The majority of our schools are currently at capacity and rezoning would be the next option to address overcrowding of schools. We don't see this project affecting capacity for a few years and we are hopeful that we will have a solution by then. We are very pleased that Firebox Road will not be immediately effected and that the Spine Road to 5th Street will be the first option.

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 on April 19, 2019. No comments from either agency have been provided.

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

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

3. *The availability and accessibility of utilities.*

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

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

The project is located within an existing neighborhood that is served by parks and recreation. The staff is not recommending additional facilities, but rather is requesting collection of the Residential Construction Tax at the time of building permit. The School District has advised "The School district is in constant concern mode these days with continued development and our current inability to raise enough funds to build schools. The majority of our schools are currently at capacity and rezoning would be the next option to address overcrowding of schools. We don't see this project effecting capacity for a few years and we are hopeful that we will have a solution by then. We are very pleased that Firebox Rd will not be immediately effected and that the Spine road to 5th street will be the first option."

The applicant has analyzed the traffic impacts. The City's standard requires that all intersections function at a level of service D or better. Based on the analysis, the intersection of Railroad Drive and Fifth Street will drop to the level of service E when modeled for buildout of the subject property, the Lompa property north of the linear park, and property to the north of Fifth Street. To address this, staff is recommending that the applicant pay its pro-rata share towards traffic improvement at this intersection. All other analyzed intersections will function at a level of service D or better.

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 tentative map includes pedestrian / bike access to the City's linear park, and pedestrian / bike access to the future City's trail east of property's boundary.

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

The proposed subdivision creates lots that meet the required dimensional criteria of the Single Family 6000 zoning district. The subject property is part of the Blackstone Ranch Specific Plan area. Per that Specific Plan, the following standards must be met.

1.4.1.a *The Blackstone Ranch SPA is envisioned to include single-family residential uses on lots consisting of a minimum of 6,000 square feet.*

The proposed tentative map is for single family residential use, and consists of lots that are at least 6000 square feet.

1.4.1.b Land use is determined based on zoning. Zoning adopted with this Specific Plan shall be reviewed and approved by the Carson City Planning Commission and Board of Supervisors and deemed to be appropriate for the site.

The zoning map was amended to Single Family 6000 on October 4, 2018.

1.4.1.c Uses within Blackstone Ranch shall conform to the underlying zoning district assigned to the individual parcels as outlined in Title 18 of the Carson City Municipal Code.

The proposed single family residential use is an allowed use in the Single Family 6000 zoning district.

1.4.1.d Supplemental review required for specific use within zoning categories such as Special Use Permits shall remain in effect per the Carson city Municipal code.

No uses requiring special use permits are currently contemplated.

1.4.1.e The Specific Plan shall not grant any special privileges or waivers in terms of public review or entitlements otherwise required under the Carson City Municipal code in terms of allowed uses or supplemental review.

The proposed plan is being reviewed as required under the Carson City Municipal Code, and no special privileges or waivers are being considered.

2.1.1.a Densities within single family areas will average approximately 4 – 7 dwelling units per acre.

The proposed density is 3.83 units per acre.

2.1.1.b Neighborhood density shall properly relate to adjoining developed areas and provide for transition between neighborhood types. Proper transitions can include feathering of density / lot size, landscape buffers, or walls/ fences that serve to identify community boundaries.

Lots bordering Railroad Drive, Trolley Way, and Jacques Way all exceed 6000 square feet, thus allowing for a transition between neighborhoods.

2.1.1.c The Blackstone Ranch SPA boundary may create its own sense of identity through the use of entry features that include distinctive signage, entry treatments, landscape improvements, water features, etc.

No entryway features are proposed with the tentative map.

2.1.1.d The density found within the Blackstone Ranch SPA can encourage varied product types including single family detached homes, patio homes, clustered houses, etc. Additionally, new urbanism design principles such as house forward designs with residential alleyways are permitted within the SPA.

The tentative map will accommodate single family detached homes.

2.1.1.e A single architectural style is encouraged throughout the SPA in order to provide a cohesive neighborhood identity to the Blackstone Ranch.

Architectural design is not proposed as part of the tentative map.

3.1.2.a Trails, pathways, and sidewalks not specifically called out within this section shall conform to the standards outlined in Section 6 of the Carson City Unified Pathways Master Plan.

Trails, pathways, and sidewalks shall comply with Section 6 of the Carson City Unified Pathways Master Plan.

3.1.2.b The Unified Pathways Master Plan (UPMP) identifies two non-motorized path systems adjacent to the subject property. Future development plans will provide for path connectivity from the proposed development to the City's Linear Park multi-use path along the west side of the Carson City Freeway. These two neighborhood access corridors shall be approximately 30 feet wide and have ten foot wide multi-use paths located in them. A public access easement or similar legal instrument will be utilized to grant public access in perpetuity for these two neighborhood access corridors. The applicant will prepare the legal documents and record with final map.

The tentative map shows path connectivity between the proposed subdivision and the linear park multi-use path to the north, and to the future multi-use path along the east side of Interstate 580. As part of the final map, these access ways will be dedicated as public access easements.

3.1.2.c Chapter 7 in the UPMP provides the City's sidewalk policies and implementation strategies for pedestrian connectivity with development and between project sites and the City's existing sidewalk / path systems. The design of the sidewalk system, including pedestrian crosswalks, connections to the adjacent residential neighborhood, and connections to the City's non-motorized path system will be reviewed for consistency with the UPMP at the time development is proposed.

The proposed tentative map has been reviewed for compliance with Chapter 7 of the UPMP, and conditions of approval are recommended to ensure compliance with the City's strategies for pedestrian connectivity.

3.1.3.a Drainage channels shall be incorporated into any private open space areas.

A 100 foot wide drainage buffer is located to the north of the site.

3.1.3.b Open space areas shall be maintained through a private homeowners' association (HOA).

A condition of approval is recommended that prior to recordation of the final map, a homeowners association must be formed so that open space can be dedicated to the homeowners association, and covenants must be recorded obligating the homeowners association to maintenance of the open space.

3.1.3.c Landscape medians, parkways, corridors, etc. included within common or open space areas shall be maintained by a private homeowner's association (HOA).

A condition of approval is recommended to require that the final map reflect this maintenance responsibility, and that the covenants, certificates, and restrictions (CC&Rs) also reflect this responsibility.

3.1.3.d Any open space areas that remain private shall not include public access (if privately owned) and shall be maintained by a private homeowner's association (HOA).

A condition of approval is recommended to require this information to appear on the final map as well as in the CC&Rs.

3.1.4.a No public parks will be located within the Blackstone Ranch neighborhood.

A public park is not proposed.

3.1.4.b Development of the Blackstone Ranch neighborhood is subject to collection of Residential Construction Tax compliant with Carson City Municipal Code Section 15.60.

The Residential Construction Tax will be collected at the time of building permit.

3.1.4.c Best management practices are required to be included in construction documents along with specification to reduce the spread of noxious weeds onto Carson City property.

Conditions of approval are recommended requiring weed treatment, a weed management plan, and re-seeding of disturbed areas.

3.1.4.d Small private parks or pocket parks may be permitted within individual subdivisions but shall be maintained by an HOA.

No private parks or pocket parks are proposed.

3.2.a All new development within the Blackstone Ranch SPA shall be required to connect to municipal sanitary sewer service.

The proposed development will connect to municipal sanitary sewer.

3.2.b A final sewer report demonstrating capacity to serve the development shall be submitted with each individual project within the SPA boundary.

As part of the application for tentative map, the applicant submitted a sewer report demonstrating capacity to serve the development.

3.2.c The site has no known constraints which would impact the ability to be served by a gravity fed extension of the public sewer.

The proposed plans do not indicate pumping for public sewer.

3.3.a All new development within the Lompa Ranch SPA shall be required to connect to municipal water service in a looped fashion acceptable to the City of Carson City.

The proposed development will connect to municipal water and the system will be looped.

3.3.b The sizing of water lines is to be sufficient to accommodate ultimate buildout without a trunk line running in Railroad Drive.

At the time of site improvement review, staff will verify that water lines are sufficiently sized. Water lines in Railroad Drive will accommodate looping.

3.3.c All new development shall be required to pay applicable water connection fees and demonstrate that adequate water supply is available to serve the project and dedicated for use.

The applicant has demonstrated that adequate water supply is available to serve the project. Water connection fees will be collected at the time of construction permit.

3.3.d Separate irrigation meters will be employed in accordance with the guidelines present at the time of connection.

Separate irrigation meters will be required at the time of construction permit as applicable.

3.4.a Drainage channels shall be designed to contain the existing off-site watershed discharges as well as the existing discharges from the SPA area.

The preliminary drainage plan demonstrates the design contains the off-site watershed discharges as well as the existing discharges.

3.4.b Existing drainage patterns shall be maintained.

The preliminary drainage plan demonstrated that existing drainage patterns are maintained.

3.4.c The linear park to the north of the property shall not be used for detention. However, a drainage easement may be requested to convey storm water flows to the linear ditch.

The preliminary drainage plan does not use the linear park for detention. A condition of approval requires a drainage easement to convey storm water to the drainage facility south of the linear ditch.

3.4.d A comprehensive drainage impact analysis for the overall Blackstone Ranch SPA shall be reviewed and approved with the final map and/or permit request. The analysis shall provide estimates of project impacts at buildout along with required upgrades, improvements, etc. as well as with triggers for when these improvements are required.

A preliminary drainage plan for all of Blackstone Ranch SPA has been prepared and accepted by the City Engineer. As appropriate, conditions of approval are recommended clarifying the drainage improvements and timing of improvements.

3.4.e Prior to the recordation of the final map, a Conditional Letter of Map Revision (CLOMR) must be approved with design recommendations for the channel to accommodate one-hundred-year peak flows.

A condition of approval is recommended requiring a CLOMR for the proposed extension of Railroad Drive, and a CLOMR-F for the subdivision. The map revision must be approved by FEMA prior to approval of any construction permits which depend on that approval.

3.4.f Low Impact Development (LID) practices and Best Management Practices (BMP) shall be implemented to identify storm water mitigation measures intended to control erosion and storm water pollution as close to the source as possible. Potential sources of pollution shall be infiltrated, evapotranspiration, captured and used, and/or treated through LID measures to mitigate adverse impact to downstream and adjacent properties.

A condition of approval is recommended to require low impact development practices as part of the storm drain design.

3.4.g The northern extension of Railroad Drive across the ditch/linear park shall be designed in such a way to avoid flooding from storm water to the satisfaction of the City of Carson City as part of the final map design.

As part of the construction plan review of the extension of Railroad Drive, the applicant must demonstrate that the road is designed to avoid flooding from storm water to the satisfaction of the City Engineer.

3.4.h A wetland delineation is currently planned for Spring of 2018. The completion deadline is June 30, 2018. No development shall occur within the Blackstone Ranch SPA until the wetland delineation has been completed.

A wetland delineation has been completed.

3.5.a All utility services within the Blackstone Ranch SPA shall be underground. Overhead power lines shall be prohibited.

All utility services within the Blackstone Ranch SPA shall be underground.

3.5.b Plans for electrical, natural gas, telephone, and cable service shall be reviewed and approved by the applicable purveyor (i.e. NV Energy, Southwest Gas, ATT, etc.) prior to the issuance of a building permit.

As part of the construction plan review, the applicant will provide utility providers the proposed plans for review and approval.

3.6.a All roadways within the Blackstone Ranch SPA shall comply with the standards and requirements included within the Carson City Municipal Code.

Conditions of approval are included which address the base and asphalt depths of the roadway. In addition, as part of the construction plan review, staff will verify that all roads are designed to meet City standards.

3.6.b Railroad Street will be extended as a collector street to the northern boundary of the Linear Park. All development plans, including construction plans will reflect this improvement and the road will be constructed at the time of site improvement.

Consistent with the Lompa Ranch SPA the intent of the collector street is to connect Railroad Street to 5th Street.

The proposed tentative map extends Railroad Drive through the linear park to 5th Street as a collection.

3.6.c An additional access that does not rely on the portion of Railroad Street from Saliman Road to the western boundary of the Blackstone Specific Plan area must be improved in advance of any final subdivision map approval. The additional access can be initially constructed to the City's roadway section for rural roads provided construction includes a minimum four inch asphalt section on six inch base (local roadway) or minimum four inch asphalt section on eight inch base (collector roadway). The additional access must be improved to the City's standard for urban roads, with a minimum four inch asphalt section on six inch base (local roadway) or minimum four inch asphalt section on eight inch base (collector roadway) at seventy five percent buildout. Bonding in lieu of improvements is permissible provided that improvements are completed prior to full buildout.

The proposed tentative map extends Railroad Drive through the linear park to 5th Street as a collection, thus providing a secondary access. Roadway construction details will be reviewed as part of the construction plan review of the site improvements.

3.7.a A comprehensive traffic impact analysis for the overall Blackstone Ranch SPA shall be reviewed and approved with the tentative map. The analysis shall provide estimates of the project impacts at buildout along with the required upgrades, improvements, etc. along with triggers for when these improvements are required. This traffic study shall focus on vehicular access management to and from the proposed Blackstone Ranch SPA community and discuss the location of the north/south collector connection and the location and provision of the project's local road network along with potential improvements in the vicinity of the project.

A comprehensive traffic impact analysis was reviewed as part of the tentative map. Due to anticipated impacts at the intersection of Railroad Drive and Fifth Street, the applicant shall pay its pro-rata share towards traffic improvements prior to final map recordation.

3.7.b Updates to the master traffic impact analysis shall be provided for any project generating more than 80 peak hour trips to determine if roadway upgrades/improvements are triggered.

A comprehensive traffic impact analysis was prepared as part of the tentative map application. Improvements based on the analysis will need to be incorporated into the construction plans for site improvements.

3.8 All residential development within the Blackstone Ranch SPA shall be required to provide estimated student enrollment projections to the Carson City School District for review.

City staff has advised the school district of the tentative map and obtained comment. Prior to approval of a final map, the applicant shall formally advise the school district of the estimated student enrollment. Note it is not anticipated that the applicant for the tentative map will be the home builder.

3.9 The Blackstone Ranch will be developed in one phase, with all improvements, infrastructure, and construction being done together.

The tentative map does not include any phasing, thus the development will occur in a single phase.

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

Subject to compliance with the proposed conditions of approval, the proposed subdivision conforms to the City's master plan for streets.

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 tentative map will take extend Railroad Drive to Fifth Street. This will be a new street section that is necessary to ensure compliance with both City code and Fire code. The applicant will be responsible for construction of the extension of Railroad Drive from its existing terminus to Fifth Street as a collector road. The proposed development will increase trips on existing Railroad Drive. However, the extension of Railroad Drive will disperse the trips.

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

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

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

The proposed tentative map has been routed to the Nevada Department of Environmental Protection and the Nevada Division of Water Resources. No comments have been received from either agency.

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 proposed tentative map includes secondary access. There are sufficient fire water flows.

12. Recreation and trail easements.

Public access easements will be incorporated to provide access to the City's Linear Path and to the future City trail located to the east of the subject property.

City Comments
Public Comments
Tentative Map Application (TSM-19-054)