



## STAFF REPORT

**Report To:** Board of Supervisors                      **Meeting Date:** February 20, 2020

**Staff Contact:** Heather Ferris, Associate Planner

**Agenda Title:** For Possible Action: Discussion and possible action regarding a Tentative Subdivision Map known as the Emerson Cottages to create 37 single family lots on a 5.5 acre parcel zoned neighborhood Business (NB), on property located on Emerson Drive, north of College Parkway (APN 002-751-07). (Heather Ferris, hferris@carson.org)

Staff Summary: The applicant is requesting a Tentative Subdivision Map (2019-00000165) to subdivide 5.5 acres into 37 single family lots with a minimum lot size of 2,933 square feet and an average lot size of 3,811 square feet. The project will also include 0.9 acres of common area and an internal roadway. At its meeting of January 29, 2020, the Planning Commission reviewed the request and voted 5-1 (1 vacant) to recommend approval. The Board of Supervisors is authorized to approve a Tentative Subdivision Map.

**Agenda Action:** Formal Action / Motion                      **Time Requested:** 20 Minutes

### **Proposed Motion**

I move to approve the Tentative Subdivision Map based on the ability to make the required findings in the affirmative and subject to the conditions of approval recommended by the Planning Commission, with the additional condition related to setbacks recommended by staff.

### **Board's Strategic Goal**

Quality of Life

### **Previous Action**

January 29, 2020: The Planning Commission recommended approval by a vote of 5 - 1, 1 vacant.

### **Background/Issues & Analysis**

At its meeting of January 29, 2020, the Planning Commission voted 5-1 (1 vacant) to recommend approval subject to the conditions of approval included in the staff report.

Staff is recommending the addition of a condition requiring the setbacks to be noted on the Final Subdivision Map. Staff recommends the following:

#28. The required internal setbacks shall be a front setback of 10 feet to the house and 20 feet to the garage; side setback of 0 feet on one side and 5 feet on the other side; and a rear setback of 5 feet. Lots 14 through 22 shall have a rear yard setback of no less than 20 feet. These setbacks shall be stated on the final map as well as the CC&Rs.

Please see the attached staff report to the Planning Commission with attachments for more detailed information regarding the proposed tentative map.

**Applicable Statute, Code, Policy, Rule or Regulation**

CCMC 17.07 (Findings) and 17.05 (Tentative Maps); NRS 278.330.

**Financial Information**

**Is there a fiscal impact?** No

**If yes, account name/number:**

**Is it currently budgeted?** No

**Explanation of Fiscal Impact:**

**Alternatives**

1. Approve the request subject to alternative conditions of approval.
2. Deny the request.

**Attachments:**

[TSM-2019-00000165 Planning Commission Report with Attachments.pdf](#)

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

**STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF JANUARY 29, 2020**

**FILE NO: TSM-19-165; SUP-19-166;  
VAR-2019-0003; & LU-2019-0080**

**AGENDA ITEM: E.1, E.2, E.3 & E.4**

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

**AGENDA TITLE:**

**SUP-2019-00000166:** For Possible Action: Discussion and possible action regarding a request for a Special Use Permit for a 37-unit single family residential development on property zoned Neighborhood Business (NB), located on Emerson Drive, north of College Parkway, APN 002-751-07.

**TSM-2019-00000165:** For Possible Action: Discussion and possible action regarding a request for a Tentative Subdivision Map to create 37 single family lots on a 5.5-acre parcel zoned Neighborhood Business (NB) known as Emerson Townhomes, located on Emerson Drive, north of College Parkway, APN 002-751-07.

**VAR-2019-0003:** For Possible Action: Discussion and possible action regarding a request for a Variance to reduce the rear yard setback for the homes abutting the south property line on property zoned Neighborhood Business (NB), located at Emerson Drive, APN 002-751-07.

**LU-2019-0080:** For Possible Action: Discussion and possible action regarding a request for a Special Use Permit for tandem parking on property zoned Neighborhood Business (NB), located at Emerson Drive, APN 002-751-07.

Summary: Carson City Municipal Code (CCMC) 18.04.120 allows a residential use in the Neighborhood Business zoning district as a conditional use. As it is a conditional use, it may only be established upon approval of a Special Use Permit by the Planning Commission. The applicant is also requesting a Tentative Subdivision Map (2019-00000165) to subdivide 5.5 acres into 37 single family lots with a minimum lot size 2,933 square feet and an average lot size of 3,811 square feet; a Special Use Permit (LU-2019-0080) to allow for tandem parking (2-car garage, single car width) for each of the 37 units; and a variance (VAR-2019-0003) to allow for reduced setback from 30 feet to 20 feet along the southern-most property line (adjacent to the Jehovah's Witness Church property). The Planning Commission has the authority to approve the Special Use Permits and Variance. The Board of Supervisors is authorized to approve a Tentative Subdivision Map, following recommendation from the Planning Commission.

**RECOMMENDED MOTION SUP-2019-00000166:**

"I move to approve Special Use Permit 2019-00000166 based on the ability to make the required findings and subject to the conditions of approval."

**RECOMMENDED MOTION TSM-2019-00000165:**

"I move to recommend, to the Board of Supervisors, approval of Tentative Subdivision Map 2019-00000165 based on the ability to make the required findings and subject to the conditions of approval."

**RECOMMENDED MOTION VAR-2019-0003:**

“I move to approve VAR-2019-0003 based on the ability to make the required findings and subject to the conditions of approval.”

**RECOMMENDED MOTION LU-2019-0080:**

“I move to approve LU-2019-0080 based on the ability to make the required findings and subject to the conditions of approval.”

**VICINITY MAP:**



**RECOMMENDED CONDITIONS OF APPROVAL: Tentative Map**

The following are conditions of approval required per CCMC 18.02.105.5:

1. All final maps shall be in substantial accord with the approved tentative map.
2. Prior to submittal of any final map, the development engineering department shall approve all on-site and off-site improvements. The applicant shall provide construction plans to the development engineering department for all required on-site and off-site improvements, prior to any submittals for approval of a final map. The plan must adhere to the recommendations contained in the project soils and geotechnical report.
3. Lots not planned for immediate development shall be left undisturbed and mass grading and clearing of natural vegetation shall not be allowed. Any and all grading shall comply with city standards. A grading permit from the Nevada Division of Environmental Protection shall be obtained prior to any grading. Noncompliance with this provision shall cause a cease and desist order to halt all grading work.
4. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any parcel map or preferably final map.
5. With the submittal of any parcel map or preferably final maps, the applicant shall provide evidence to the planning and community development department from the health and fire departments indicating the agencies' concerns or requirements have been satisfied. Said correspondence shall be included in the submittal package for any final maps, and shall include approval by the fire department of all hydrant locations.

6. The following note shall be placed on all final maps stating:  
*"These parcels are subject to Carson City's growth management ordinance and all property owners shall comply with provisions of said ordinance."*
7. Placement of all utilities, including AT&T Cablevision, shall be underground within the subdivision. Any existing overhead facilities shall be relocated prior to the submittal of final maps.
8. The applicant must sign and return the notice of decision for conditions for approval within 10 days of receipt of notification after the board of supervisors meeting. If the notice of decision is not signed and returned within 10 days, then the item will be rescheduled for the next planning commission meeting for further consideration.
9. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City building department will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
10. The applicant shall adhere to all city standards and requirements for water and sewer systems, grading and drainage, and street improvements.
11. The applicant shall obtain a dust control permit from the Nevada Division of Environmental Protection. The site grading must incorporate proper dust control and erosion control measures.
12. A detailed storm drainage analysis, water system analysis, and sewer system analysis shall be submitted to the development engineering department prior to approval of a final map.
13. Prior to the recordation of the final map for any phase of the project, the improvements associated with the project must either be constructed and approved by Carson City, or the specific performance of said work secured, by providing the city with a proper surety in the amount of 150 percent of the engineer's estimate. In either case, upon acceptance of the improvements by the city, the developer shall provide the city with a proper surety in the amount of 10% of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within 1 year of acceptance by the city.
14. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
15. The district attorney shall approve any CC&R's prior to recordation of the first final map.

**Other Conditions of Approval:**

16. The water main must be looped to Retail Court. The water main must be in a minimum 20' wide easement, centered on the main, with additional width as necessary per Carson City Development Standards. No trees, structures, or parking will be permitted within the water main easement.
17. A water sampling tap must be installed on the new water main in a common area.

18. The Carson City Unified Pathways Master Plan calls for on-street bike lanes on Emerson Drive. The project must stripe bike lanes from the College Parkway to the northern boundary of the project, and transition into the multi-use path adjacent to the freeway.
19. The partial abandonment of the NV Energy easement located in the northern and eastern portions of the site must be completed prior to issuing a site improvement permit. The abandonment shall result in an easement width satisfactory to NV Energy. No portion of the resulting easement shall be located within any of the residential lots.
20. The project must meet Carson City Municipal Code and Development Standards including, but not limited to the following:
  - Half-street improvements are required along the project frontage per CCMC 11.12.081, including sidewalk, curb, gutter, striping, and paving from the existing edge of pavement to the proposed gutter. The resultant street section must match the width of the Emerson Drive just north of the project at the underpass.
21. As part of the site improvement permit, the applicant must provide a landscape plan demonstrating compliance with the Development Standards in Division 3.
22. Carson City is a nationally recognized Bee City USA. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscaping on the project site. A recommended tree and shrub species list has been provided. Any remaining landscape plant material selection must be consistent with the City's approved tree species list or other tree species, as approved by the City.
23. An exhibit demonstrating compliance with the open space requirements (Carson City Development Standards 1.18.6) shall be included in the application for site improvement permit.
24. The applicant is required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project as needed.
25. The applicant shall provide the Community Development Department with a deed restriction for recordation at the time the final map is submitted for recordation. The document shall state the following:
  - Variance (VAR-2019-0003) has been approved placing the homes along the southern boundary of the project site 10 feet closer to the existing church on APN 002-751-06, than is required by Carson City Development Standards 1.18. There may be inconvenience or discomfort, including but not limited to noise, glare, or physical activity, associated with the proximity to such a commercial use.
26. At the time of recordation of the final map, a private Home Owner's Association (HOA) or similar entity must be formed to provide maintenance for all of the following areas in perpetuity:
  - a. Internal streets must be privately owned and maintained, and the maintenance must be described in the CC&R's. Maintenance will include snow removal, repair, reconstruction, parking enforcement etc. The roads must have public access easements for residents and public utility easements for sewer, water, and storm drain improvements.



4. The applicant must sign and return the notice of decision within 10 days of receipt of notification. If the notice of decision is not signed and returned within 10 days, then the item will be rescheduled for the next planning commission meeting for further consideration.

**LEGAL REQUIREMENTS:** CCMC 17.05 (Tentative Maps); CCMC 17.07 (Findings); CCMC 18.02.080 (Special Use Permit); 18.04.120.3 (Neighborhood Business); (Development Standards 1.18 (Residential development standards in non-residential districts); NRS 278.330

**MASTER PLAN DESIGNATION:** Community/Regional Commercial  
**ZONING DISTRICT:** Neighborhood Business

**KEY ISSUES:** Will the Special Use Permits meet the required findings and will the proposed residential use and tandem parking be compatible with the surrounding neighborhood and in keeping with the standards of CCMC? Is the Tentative Map consistent with the required findings? Does the proposal meet the Tentative Map requirements and other applicable requirements? Can the proposed reduced setbacks be supported by the required findings?

**SURROUNDING ZONING AND LAND USE INFORMATION**

NORTH: Single Family 6,000 /I-580

SOUTH: Single Family 6,000 and Tourist Commercial/Church and Veterinary Hospital

WEST: Single Family 6,000/Single Family Residences

EAST: Single Family 6,000 and Tourist Commercial/Energy substation and hotel under construction.

**ENVIRONMENTAL INFORMATION:**

FLOOD ZONE: Zone X (Area of minimal flooding)

SLOPE/DRAINAGE: Generally flat draining to the southeast.

SEISMIC ZONE: Zone II (moderate)

FAULT: Beyond 500 feet

**SITE DEVELOPMENT INFORMATION:**

SUBJECT SITE AREA: 5.5 acres

EXISTING LAND USE: Vacant

**SITE HISTORY:**

MPR-04-011: Major Project Review for a Self-storage facility

MPR-05-236: Major Project Review for a Self-storage facility

ZMA-15-178: Zoning Map Amendment from Single Family-6000 to Neighborhood Business

CSM-19-115: Conceptual Subdivision Map for 40 lot single family attached development

**DISCUSSION:**

The subject property is 5.5 acres in size and zoned Neighborhood Business. The property is surrounded by both commercial and residential uses. The applicant is seeking approval of a Tentative Subdivision Map to subdivide the 5.5 acre parcel into 37 lots for the single family detached development and a 0.9 acre common area lot for the on-site detention basin and existing trail easement, a portion of which is located on-site. Two points of access are proposed to connect to Emerson Drive via a proposed roadway serving the development. The project proposes the abandonment of a portion of the existing NV Energy easement; therefore, the



tentative map will also include an easement for a maintenance road for the NV Energy substation.

Per Carson City Municipal Code (CCMC) 18.04.120.3, a residential use is a conditional use in the Neighborhood Business zoning district and therefore requires a Special Use Permit, subject to the supplemental standards outlined in Division 1.18 of the Development Standards (Residential Development Standards in Non-Residential Districts). Carson City Development Standards (CCDS) Division 1.18.4(a) requires a minimum setback of 20 feet when adjacent to a residential zoning district, with an additional 10 feet for each story above 1 story. This would result in a required 30 foot setback along the southern-most property line of the development; however, the applicant is requesting a variance to allow for a 20-foot setback along the southern-most property line (adjacent to Jehovah's Witness Church property).

There is no maximum density within non-residential zoning districts subject to meeting the height, setback, parking, and open space requirements. The overall design concept is single family detached with the average lot size being 3,811square feet. The largest lot is 6,189 square feet and the smallest lot size is 2,933 square feet. The applicant proposes one floor plan with several elevations. Each unit will be two-story, approximately 1,826 square feet in size. Private open space in excess of 250 square feet is provided for each lot. Proposed setbacks are as follows:

- Front Yard- 10 feet to the house and 20 feet to the garage
- Side Yard- 0 feet on one side and 5 feet on the other side
- Rear Yard- 5 feet minimum (Note: most have a larger setback)

Parking is proposed to be provided with a two car tandem garage and driveway for each unit. Additionally, on-street parking is provided within the development as well as adjacent to the development on Emerson Drive, providing for additional parking for guests. Pursuant to a newly adopted ordinance, tandem parking is allowed in a single family residential development subject to first obtaining approval of a special use permit and meeting the requirements for on-street parking, size of tandem parking spaces, driveway length, and covered parking.

The Planning Commission is authorized to approve a Special Use Permit and Variance upon making the seven required findings of fact. 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 on January 10, 2020 to 64 property owners within 600 feet of the subject site pursuant to the provisions of NRS and CCMC for the Tentative Subdivision Map application, Special Use Permit applications, and Variance application. As of the completion of this staff report, no public comments have been received. Any written comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting on January 29, 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. Comments have been incorporated into the recommended conditions of approval, where applicable.

**Engineering Division:**

Engineering Comments for **LU-2019-0080:**

The Engineering Division has no preference or objection to the special use request and

offers no conditions of approval.

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses. The Engineering Division offers the following discussion:

**C.C.M.C. 18.02.080 (5a) - Master Plan**

The request is not in conflict with any Engineering Master Plans.

**C.C.M.C. 18.02.080 (5b) – Use, Peaceful Enjoyment, Economic Value, Compatibility**

Development Engineering has no comment on this finding.

**C.C.M.C. 18.02.080 (5c) - Traffic/Pedestrians**

The project has approximately 1150 linear feet of curb not counting the space for each driveway. This comes to about 63 parking spaces at 18 feet per space. The road section meets the City Standard Detail for on street parking.

**C.C.M.C. 18.02.080 (5d) - Public Services**

The tandem parking request has no effect on sewer, water, or storm drain services, and the street section is designed to accommodate parking.

**C.C.M.C. 18.02.080 (5e) – Title 18 Standards**

Development Engineering has no comment on this finding.

**C.C.M.C. 18.02.080 (5f) – Public health, Safety, Convenience, and Welfare**

The project meets engineering standards for health and safety.

**C.C.M.C. 18.02.080 (5g) – Material Damage or Prejudice to Other Property**

Development Engineering has no comment on this finding.

**C.C.M.C. 18.02.080 (5h) – Adequate Information**

The plans and reports provided were adequate for this analysis.

Engineering Comments for **VAR-2019-0003**: Yard Setback Variance at Emerson Townhome Subdivision.

Development Engineering has no objection to the variance request and offers no conditions of approval.

Development Engineering has reviewed the request within our areas of purview relative to adopted standards and practices and to the provisions of C.C.M.C. 18.02.085, Variances:

**C.C.M.C. 18.02.085 (2a) - Adequate Plans**

The information submitted by the applicant is adequate for this analysis.

**C.C.M.C. 18.02.085 (5a) – Site Constraints**

There are no utility easements outside of the 20 setback, no known fault lines, and no FEMA flood zone.

**C.C.M.C. 18.02.085 (5b) – Preservation and Enjoyment of Property Rights**

Development Engineering has no comment on this finding.

**C.C.M.C. 18.02.085 (5c) - Adverse Affects to the Public**

Development Engineering has no comment on this finding.

Engineering Comments for **2019-0165 and 2019-0166** Tentative Map and Special Use Permit for Emerson Drive Project:

The Engineering Division has no preference or objection to the tentative map request provided that the following conditions of approval are met:

- The water main must be looped to Retail Court. The water main must be in a minimum 20' wide easement, centered on the main, with additional width as necessary per Carson City Development Standards. No trees, structures, or parking will be permitted within the water main easement.
- A water sampling tap must be installed on the new water main in a common area.
- The Carson City Unified Pathways Master Plan calls for on-street bike lanes on Emerson. The project must stripe bike lanes from the College Parkway to the northern boundary of the project, and transition into the multi-use path adjacent to the freeway.
- Confirmation of NV Energy's acceptance of the design must be provided prior to issuing a site improvement permit.
- The internal streets serve only the subdivision, so the City will not accept these as right-of-way. These must be privately owned and maintained, and the maintenance must be described in the CC&R's. Maintenance will include snow removal, repair, reconstruction, parking enforcement etc. The roads must have access easements for residents and public utility easements for sewer, water, and storm drain improvements.
- The project must meet Carson City Municipal Code and Development Standards including, but not limited to the following:
  - Half-street improvements are required along the project frontage per CCMC 11.12.081, including sidewalk, curb, gutter, striping, and paving from the existing edge of pavement to the proposed gutter. The resultant street section must match the width of the Emerson Drive just north of the project at the underpass.

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 and 18.02.080. 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. The water main must be looped to meet Carson City Development Standards to create redundancy.
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.

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

Development engineering has no comment on this finding.

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

Development engineering has no comment on this finding.

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

The development is in conformance with the city's engineering master plans for streets and highways, water, sewer, and storm drain.

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

The transportation department has no concerns about the adjacent signalized intersection and the project does not meet the threshold to require a traffic impact study.

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

There are no known earthquake faults near the site and the site is not in a FEMA flood zone that requires special flood damage prevention considerations.

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.*

Development engineering has no comment on this finding.

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.

### **Fire Department**

1. Project must comply with the currently adopted edition of the International Fire Code and northern Nevada fire code amendments as adopted by Carson City.
2. Alternative means and methods request date 1-3-2020 is approved.

3. Structures can't be constructed in the utility easement beneath high voltage transmission lines.

### **School District**

For every 100 new homes, we expect 30 new students. With most of the schools now at capacity and limited capital funding for new facilities, we are concerned as we cannot rezone our way out of the problem. We are doing our utmost to prepare for growth within our means.

### **Parks**

1. The project is subject to the collection of Residential Construction Tax (RCT), compliant with NRS Chapter 278 and Carson City Municipal Code (CCMC 15.60).
2. The applicant is required to incorporate “best management practices” into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project as needed.
3. Carson City is a nationally recognized Bee City USA. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscaping on the project site. A recommended tree and shrub species list has been provided. Also, any remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.
4. A private homeowners association or similar entity shall be formed to provide 100% funding and maintenance for all common areas, open space, amenities, fences and vegetative screening. The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City District Attorney and Community Development Director. A separate development agreement regarding maintenance of these facilities shall be entered into between the association and the City. A recorded covenant or deed restriction shall be placed on all properties included in the development agreement to ensure maintenance of these amenities are funded in perpetuity. The restrictions will provide that should the homeowners association ever cease to exist or becomes inactive; an assessment will then be implemented by the City via a Landscape Maintenance District (LMD) per the Carson City Municipal Code at the time of initiation to provide for 100% of the maintenance.

### **NV Energy**

NV Energy has reviewed the tentative map for Emerson Drive Cottages and has found it to be satisfactory to continue through the entitlement process. NV Energy has underground utilities within the existing easement to be modified. Prior to partial relinquishment of the easement, it must be verified that the utilities are not located within the proposed relinquishment area.

**SPECIAL USE PERMIT FINDINGS:** Staff recommends approval of the Special Use Permit based on the findings below and in the information contained in the attached reports and documents, pursuant to CCMC 18.02.080.5 (Findings), subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. In making findings for approval, the Planning Commission must consider:

**1. Will be consistent with the objectives of the Master Plan elements;**

SUP 2019-00000166 (Residential development in non-residential district): The requested development is consistent with the concept of a Compact and Efficient Pattern of Growth (Guiding Principle 1). Carson City is committed to a compact pattern that makes efficient use of land area and water resources available for urban growth, and that fosters the provisions of infrastructure and services in a cost effective manner. The subject property can be served by water and sewer.

Guiding Principle 7 discusses compact, mixed use activity centers, stating “Carson City will encourage the creation of compact, mixed-use activity centers in easily accessible and highly visible locations of the community. The activity centers will promote the efficient use of available commercial lands and concentrate retail services in pedestrian and transit-oriented development nodes that may be easily accessed from and serve surrounding neighborhoods. Activity centers will vary in size and composition depending upon their location, context, and level of priority.

Staff finds that the proposed development is consistent with the concepts of compact development, placing people near economic centers to encourage mixed use activity centers.

LU-2019-0080 (Tandem Parking): Master Plan Policy 2.2a encourages a mix of housing models and densities. The policy encourages a mix of housing models and densities for projects within urbanized areas based on their size, location, surrounding neighborhood context, and applicable land use policies. Allowing for tandem parking in this single family residential development provides the developer with flexibility in design.

Master Plan Policies 6.1b and 6.1c discuss neighborhood design and visual interest. These policies encourage a variety and visual interest when designing new neighborhoods. Tandem parking will help to reduce the garage and driveway domination along the streetscape providing for a home and landscape dominated streetscape which adds to the visual interest.

Staff finds that the proposed tandem parking for this development is consistent with the concepts of providing a mix of housing models and densities and providing variety and visual interest in new neighborhoods.

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity;**

SUP 2019-00000166 (Residential development in non-residential district): The subject property is adjacent to existing single family residential development on the west (across Emerson Drive), the interstate to the north, and an existing church and veterinary hospital to the south. A hotel is under construction immediately east of the subject property as well as an NV Energy substation. The proposed use will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood. The proposed use is consistent with the existing neighborhood to the west. While the applicant is also seeking a variance from the 30 foot setback along the southern portion of the development, the proposed single family residential use is compatible with the church which borders the majority of the southern portion of the property. The church itself is approximately 74 feet from the common property line with the subject parcel and existing landscaping and parking area

provides for additional buffering between the proposed development and the church building. Buffering from the hotel under construction to the east will be achieved with the location of the existing substation and NV Energy easement, as well as landscaping. NV Energy has reviewed the project in relation to their existing easement along the north and east of the subject property. A portion of the NV Energy easement will need to be abandoned. Additionally, prior to partial abandonment of the easement, it must be verified that the utilities are not located within the proposed relinquishment area. Therefore, staff is recommending a condition of approval requiring the applicant to complete the partial abandonment of the easement prior to issuing a sit improvement permit. The abandonment must result in an easement width satisfactory to NV Energy and no portion of the easement shall be located within any of the residential lots.

LU-2019-0080 (Tandem Parking): Tandem parking will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood. Per Division 2.2 of the Development Standards parking must be provided at a ratio of 2 spaces per dwelling unit. Additionally, in developments where internal or abutting public streets are reduced to less than the standard width thereby prohibiting on-street parking, 1 additional parking space must be provided on-site for every 2 dwelling units for guest parking. The applicant proposes tandem parking for each of the 37 lots. Pursuant to a recently adopted ordinance, tandem parking is allowed in single family residential developments subject to first obtaining approval of a Special Use Permit and meeting the supplemental standards outlined in 2.2.6(a) of the Development Standards. Each of the 37 units will have a tandem 2 car garage as well as a minimum 20 foot driveway. Parking will be allowed on both sides of the internal streets as well as Emerson Drive which will provide parking for guests. As proposed, sufficient parking will be provided within the development and will not result in impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity different from a single family development proposing side-by-side parking.

**3. Will have little or no detrimental effect on vehicular or pedestrian traffic;**

SUP 2019-00000166 (Residential development in non-residential district): As proposed and conditioned, the project will have little or no detrimental effect on vehicular or pedestrian traffic. The applicant has provided a traffic memo outlining the estimated trips, based on the ITE Trip Generation Manual (9<sup>th</sup> edition). The proposed single family residential project will generate approximately 352 daily trips with an AM peak of 28 trips and a PM peak of 37 trips. This is below the threshold for a full traffic analysis. The transportation department has reviewed the project and determined there will be no adverse impacts to the adjacent signalized intersection. The project will include improvements such as sidewalks, curb, gutter, striping and half-street paving along Emerson Drive. These sidewalks will complete a connection on the east side of Emerson Drive between College Parkway and the multi-use path located along the northern boundary of the project. Additionally, the Carson City Unified Pathways Master Plan calls for on-street bike lanes on Emerson Drive; therefore, the applicant will be required to stripe bike lanes from College Parkway to the northern boundary of the project, and transition into the multi-use path adjacent to the freeway.

LU-2019-0080 (Tandem Parking): Pursuant to a newly adopted ordinance, tandem parking can be counted toward the minimum required parking in a single family residential development if the applicant first obtains approval of a Special Use Permit and meets all of the supplemental standards outlined in the new ordinance, which include the following:

- *Internal and abutting public streets provide parking on both sides of the street(s); or in a case where on-street parking is not provided, guest parking is provided, within the boundaries of the project, at an increased ratio of 1 space for each unit;*

Parking will be provided on both sides of the projects internal roadways as well as along Emerson Drive. The project has approximately 1150 linear feet of curb, not counting the space for each driveway. This provides for approximately 63 on-street parking spaces at 18 feet per space. The road section meets the City Standard Detail for on-street parking.

- *The tandem spaces are provided on individual lots for the exclusive use of each individual lot;*

Parking will be provided on each proposed lot via a 2 car tandem garage. Additionally, a 20 foot driveway is proposed which can serve as additional parking for the residence.

- *Tandem spaces must have a minimum dimension of 10 feet wide by 20 feet in length, excluding the width of the sidewalk;*

The proposed garages will be 41 feet in length and a minimum of 10 feet in width. Additionally, the driveway, which could serve as additional parking, will meet the required minimum dimension and will not include the sidewalk.

- *Covered parking must be provided for at least one of the two spaces;*

Parking will be provided on each proposed lot via a 2 car tandem garage. Additionally, a 20 foot driveway is proposed which can serve as additional parking for the residence.

- *The driveway must have a depth of 20 feet exclusive of the sidewalk;*

The driveways will each be a minimum of 20 feet in depth, exclusive on the sidewalk.

As proposed, tandem parking will have little or no detrimental effect on vehicular and pedestrian traffic. The applicant has demonstrated, as outlined above, that the project will meet all of the supplemental standards which are intended to mitigate potential impacts to on-street parking within the neighborhood that may result from tandem parking.

**4. *Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public improvements;***

SUP 2019-00000166 (Residential development in non-residential district): The project is located adjacent to existing single family and commercial developments which are served by the existing public services including schools, sheriff, transportation facilities, and parks. The School District remains concerned about capacity and has advised that for every 100 new homes it expects about 30 new students. With most of the schools now at capacity, and limited capital funding for new facilities, it is concerned as it cannot “rezone” its way out of the problem. The school district has advised that it is doing its utmost to prepare for growth, within its means. The proposed development will not overburden police protection. Development Engineering has reviewed the development for impacts to water, sewer, storm drainage, and roadway systems. The existing infrastructure has been found to be sufficient to supply water and sanitary sewer and the City has capacity to meet the demand. The Fire Department has also reviewed the development. As proposed, sufficient access is provided. As noted in the Fire



Department comments, the project must comply with the currently adopted edition of the International Fire Code and the Northern Nevada Fire Code Amendments as adopted by Carson City.

LU-2019-0080 (Tandem Parking): The request for tandem parking has no effect on public services. The impacts to public services will be the same as if parking was provided with the more typical side-by-side parking.

**5. *Meets the definition and specific standards set forth elsewhere in this Title for such particular use and meets the purpose statement of that district;***

SUP 2019-00000166 (Residential development in non-residential district): The project meets the definition and specific standards set forth in Title 18. The subject property is zoned Neighborhood Business. Single family dwellings are a conditional use in this zoning district. Development Standards 1.18 provides standards for residential development in non-residential zoning districts, as well as supplemental findings. Compliance with the provisions of 1.18- Residential Development Standards in non-residential districts is outlined below:

The following standards are intended to establish minimum standards and Special Use Permit review criteria for residential development within the Neighborhood Business (NB), Retail Commercial (RC), General Commercial (GC), Residential Office (RO) and General Office (GO) zoning districts.

*Permitted uses. Residential uses are only allowed as permitted by Chapter 18.04, Use Districts, as a primary or conditional use in the applicable zoning districts.*

The subject property is located in the Neighborhood Business zoning district and therefore residential uses are allowed subject to first obtaining approval of a Special Use Permit.

*Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of this chapter.*

The density for the project is 6.72 units per acre. The proposed development will comply with the height, setback, parking, and open space requirements.

*Maximum building height shall be the maximum height established by the zoning district in which the project is located.*

The Neighborhood Business zoning allows for a maximum height of 26 feet. The applicant proposes two-story single family detached units with a maximum height of 26 feet measured to the peak.

*Setbacks. Minimum setbacks shall be those established by the zoning district in which the project is located, subject to the following:*

- a. *In the NB, RC, GC and GO zoning districts, a minimum setback of twenty (20) feet is required adjacent to a residential zoning district, with an additional ten (10) feet for each story above one (1) story if adjacent to a single-family zoning district.*

The Neighborhood Business zoning district calls for a setback of 0 feet but additional

setbacks are required when a residential development is proposed in a non-residential district adjacent to a single-family zoning district. As noted above, the applicant proposes two-story units; therefore, a 30 foot setback would be required along the southern-most property line. As proposed, this setback is not met. The applicant is requesting a variance to allow for a 20-foot setback along this property line (variance findings addressed separately). Therefore, this Special Use Permit is conditioned on the applicant obtaining approval of the variance.

- b. *A minimum setback of ten (10) feet is required from the right-of-way of an arterial street as identified in the adopted Transportation Master Plan, excluding the Downtown Mixed-Use area.*

The project does not front an arterial. Emerson Drive is considered a local road. Only 4 lots are proposed to access directly on Emerson Drive. As proposed, the units will be a minimum of 10 feet from the right-of-way.

Required parking: *Two (2) spaces per dwelling unit; and in compliance with the Development Standards Division 2, Parking and Loading.*

Two parking spaces are required for each unit. The applicant is proposing to provide tandem parking. Pursuant to a recently adopted ordinance, tandem parking is allowed in single family residential developments subject to first obtaining approval of a Special Use Permit and meeting the supplemental standards outlined in 2.2.6(a) of the Development Standards. Each of the 37 units will have a tandem 2 car garage as well as a minimum 20 foot driveway. Parking will be allowed on both sides of the internal streets as well as Emerson Drive which will provide parking for guests. As proposed, sufficient parking will be provided that the Special Use Permit for tandem parking is approved.

Open Space.

- a. *For Multi-Family Residential development, a minimum of 150 square feet per dwelling unit of common open space must be provided. For projects of 10 or more units, areas of common open space may only include contiguous landscaped areas with no dimension less than 15 feet, and a minimum of 100 square feet per unit of the common open space area must be designed for recreation, which may include but not be limited to picnic areas, sports courts, a softscape surface covered with turf, sand or similar materials acceptable for use by young children, including play equipment and trees, with no dimension less than 25 feet.*

This requirement does not apply. The proposed use is for a 37 lot single family residential development.

- b. *For Multi-Family Residential development, a minimum of 100 square feet of additional open space must be provided for each unit either as private open space or common open space.*

This requirement does not apply. The proposed use is for a 37 lot single family residential development.

- c. *For Single-Family Residential development or Two-Family Residential development, a minimum of 250 square feet of open space must be provided for each unit either as private open space or common open*

space.

Per the application, on average, 1,600 square feet of open space per lot is provided. The smallest lots will have 743 square feet of open space. Additionally, while it does not count towards the open space calculations, each lot will have additional front and side yard area. The applicant must demonstrate compliance prior to recording the final subdivision map.

- d. *Front and street side yard setback areas may not be included toward meeting the open space requirements.*

The front and street side yard setback areas are not included in the open space calculations. The applicant must demonstrate compliance prior to recording the final subdivision map.

Landscaping. *Landscaping shall comply with the Carson City Development Standards Division 3, Landscaping.*

The applicant has identified areas for landscaping, but not a detailed landscape plan. A detailed landscape plan that demonstrates compliance with Development Standards Division 3 is required to be submitted with construction plans. Staff has included this as a condition of approval.

Special Use Permit review standards. *Where a residential use is a conditional use within a given zoning district, the Planning Commission shall make two (2) of the following findings in the affirmative in the review of the Special Use Permit in addition to the required findings of Section 18.02.080 of the Carson City Municipal Code.*

- a. *The development is not situated on a primary commercial arterial street frontage.*

This finding is met. The proposed development front Emerson Drive which is a local road.

- b. *The development is integrated into a mixed-use development that includes commercial development.*

Although the subject property is intended to develop as solely residential, it is adjacent to and in proximity to commercial and residential uses alike, thus creating a mixed use area.

LU-2019-0080 (Tandem Parking): Pursuant to a newly adopted ordinance, tandem parking can be counted toward the minimum required parking in a single family residential development if the applicant first obtains approval of a Special Use Permit and meets all of the supplemental standards outlined in the new ordinance, which include the following:

- *Internal and abutting public streets provide parking on both sides of the street(s); or in a case where on-street parking is not provided, guest parking is provided, within the boundaries of the project, at an increased ratio of 1 space for each unit;*

Parking will be provided on both sides of the projects internal roadways as well as along Emerson Drive. The project has approximately 1150 linear feet of curb, not counting the space for each driveway. This

provides for approximately 63 on-street parking spaces at 18 feet per space. The road section meets the City Standard Detail for on-street parking.

- *The tandem spaces are provided on individual lots for the exclusive use of each individual lot;*

Parking will be provided on each proposed lot via a 2 car tandem garage. Additionally, a 20 foot driveway is proposed which can serve as additional parking for the residence.

- *Tandem spaces must have a minimum dimension of 10 feet wide by 20 feet in length, excluding the width of the sidewalk;*

The proposed garages will be 41 feet in length and a minimum of 10 feet in width. Additionally, the driveway, which could serve as additional parking, will meet the required minimum dimension and will not include the sidewalk.

- *Covered parking must be provided for at least one of the two spaces;*

Parking will be provided on each proposed lot via a 2 car tandem garage. Additionally, a 20 foot driveway is proposed which can serve as additional parking for the residence.

- *The driveway must have a depth of 20 feet exclusive of the sidewalk;*

The driveways will each be a minimum of 20 feet in depth, exclusive on the sidewalk.

As outlined above, the proposed Special Use Permit for tandem parking meets all of the supplemental requirements for tandem parking.

**6. *Will not be detrimental to the public health, safety, convenience and welfare; and***

SUP 2019-00000166 (Residential development in non-residential district): Staff finds that the proposed single family residential development will not be detrimental to the public health, safety, convenience, and welfare. The use is an allowed use, consistent with the Master Plan, and will meet all City standards.

LU-2019-0080 (Tandem Parking): Staff finds the proposed tandem parking will not be detrimental to the public health, safety, convenience, and welfare. The use is allowed subject to approval of a Special Use Permit and will meet all applicable City standards.

**7. *Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.***

SUP 2019-00000166 (Residential development in non-residential district): Staff finds the single family residential development will not result in material damage or prejudice to other property in the vicinity. Single family residential development is located to the west and a mix of commercial and residential uses is located in the vicinity of the site.

LU-2019-0080 (Tandem Parking): Staff finds the tandem parking will not result in material damage or prejudice to other property in the vicinity. The use is allowed subject

to approval of a Special Use Permit and will meet all applicable City standards for tandem parking.

**VARIANCE FINDINGS:** Staff recommends approval of the Variance based on the findings below pursuant to CCMC 18.02.085.5 (Findings), subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. In making findings for approval, the Planning Commission must consider:

- a. *That because of special circumstances applicable to the subject property, including shape, size, topography or location of surroundings, the strict application of the zoning ordinance would deprive the subject property of privileges enjoyed by other properties in the vicinity or under identical zone classification;***

Carson City Development Standards (CCDS) Division 1.18.4(a) requires a minimum setback of 20 feet when adjacent to a residential zoning district, with an additional 10 feet for each story above 1 story. The property to the south is zoned Single-Family 6,000 but it is developed with a church, not a residential use. Because the applicant proposes two-story houses, this would result in a required 30 foot setback along the southern-most property line of the development. The applicant is requesting a variance to allow for a 20-foot setback along the southern-most property line (adjacent to Jehovah's Witness Church property) due to physical constraints on the property and the location of the surrounding uses (adjacent church).

The site is constrained by the large existing NV Energy easement which runs along the north and east of the project site. While NV Energy has agreed to a partial abandonment of this easement, the entire easement cannot be abandoned. This results in the need to shift the entire project south, thus reducing the setback from the southern-most property line.

The intent of CCDS 1.18.4(a) is to protect adjacent residential uses; however, the actual adjacent use is a church parking lot. The church is setback approximately 77 feet from the common property line, making the setback between the proposed homes and the existing church approximately 97 feet. The church is also buffered from the proposed site by existing landscaping and a parking lot. The existing buffer, in combination with the requested 20 foot setback will provide sufficient space between the proposed single family development and the existing church. In order to further protect the existing church, staff has recommended a condition of approval for the Tentative Subdivision Map requiring the applicant to record a deed restriction at the time the final map is submitted for recordation. The deed restriction will disclose the project's proximity to the existing church facility and the inconvenience or discomfort including but not limited to noise, glare, or physical activity that could result from living in close proximity to such a commercial use.

- b. *That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant;***

The granting of the Variance is necessary for the preservation and enjoyment of substantial property rights of the applicant. The granting of the Variance can be supported because the property is constrained by NV Energy easement in the north and east of the property. This easement greatly reduces the amount of buildable area. Additionally, the existing church south of the subject property is buffered from the proposed development with a substantial 77 foot setback, existing landscaping, and parking lot. With the proposed 20 foot setback for each unit, the distance between the

back of each home and the church building would be a minimum of 97 feet which exceeds the minimum setbacks.

- c. ***That the granting of the application will not, under the circumstances of the particular case, adversely affect to a material degree the health or safety of persons residing or working in the neighborhood of the subject property and will not be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property.***

The granting of the variance will not, under the circumstances of this particular case, adversely affect to a material degree the health or safety of persons residing or working in the neighborhood of the subject property and will not be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property. The subject property is bounded to the west by single family residences on the west side of Emerson Drive, I-580 to north, the existing church to the south, and the substation to the east. The impact property that would be most impacted by this request is the church property immediately south of the proposed project. The existing church is buffered by a substantial 77 foot setback, existing landscaping and parking. Additionally, the homes will be setback 20 feet from the common property line for a total of 97 feet between the homes and the existing church.

**TENTATIVE MAP FINDINGS:** Staff recommends approval of the Tentative Subdivision Map based on the findings below and the information contained in the attached reports and documents, 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. The Public Works Department has advised of adequate capacity to meet water and sewer demand. The utility design will need to meet all applicable development standards related to water and sewer design.

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

Water supplied to the development will meet applicable health standards. The City has sufficient system capacity and water rights to meet the required water allocation for the subdivision.

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

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

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

The project is located adjacent to existing single family and commercial developments which are served by the existing public services including schools, sheriff, transportation facilities, and parks. The School District remains concerned about capacity and has advised that for every 100 new homes it expects about 30 new students. With most of the schools now at capacity, and limited capital funding for new facilities, it is concerned as it cannot “rezone” its way out of the problem. The school district has advised that it is doing its utmost to prepare for growth, within its means. The proposed development will not overburden police protection. Development Engineering has reviewed the development for impacts to water, sewer, storm drainage, and roadway systems. The existing infrastructure has been found to be sufficient to supply water and sanitary sewer and the City has capacity to meet the demand. The Fire Department has also reviewed the development. As proposed, sufficient access is provided with approval of alternative means and methods for the remoteness standards for separation of the two points of access into the development. As noted in the Fire Department comments, the project must comply with the currently adopted edition of the International Fire Code and the Northern Nevada Fire Code Amendments as adopted by Carson City.

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

The proposed subdivision is adjacent to a multi-use trail, located along the northern property boundary. Residents will be able to access the trail via the sidewalk system along Emerson Drive.

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

The Master Plan land use designation is Community/Regional Commercial. This designation is described as providing a mix of retail service in a concentrated setting that serves the local community, but may also include larger retail centers with unique stores or characteristics that provide a regional draw. The requested development is consistent with the concept of a Compact and Efficient Pattern of Growth (Guiding Principle 1). Carson City is committed to a compact pattern that makes efficient use of the limited land area and water resources it has available for urban growth, and that fosters the provision of infrastructure and services in a cost effective manner.

Guiding Principal 7 discusses compact, mixed use activity centers, stating “Carson City will encourage the creation of compact, mixed-use activity centers in easily accessible and highly visible locations of the community. The activity centers will promote the efficient use of available commercial lands and concentrate retail services in pedestrian and transit-oriented development nodes that may be easily accessed from and serve surrounding neighborhoods. Activity centers will vary in size and composition depending upon their location, context and level of priority.”

Given the existing surrounding neighborhood context, staff finds this proposal to be consistent with the master plan.

The zoning designation is Neighborhood Business. Residential uses are permitted in this zoning district subject to first obtaining approval of a Special Use Permit for residential uses in a commercial zoning district. The applicant has concurrently applied

for a Special Use Permit (2019-00000166) and the Tentative Subdivision Map is reliant upon approval of the SUP. The Tentative Subdivision Map is also dependent upon the approval of the concurrent applications for a Special Use Permit for tandem parking (LU-2019-0080) and a Variance from the required 30 foot setback along the southern-most property line (VAR-2019-0003). Staff finds the proposed subdivision is consistent with the Master Plan land use designation, and as conditioned is consistent with the zoning ordinance.

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

The proposed subdivision is in conformance with the City’s master plan for streets and highways. Emerson Drive is a local road. The recommended conditions of approval include improvements consistent with local road standards.

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

As proposed and conditioned, the project will have little or no detrimental effect on vehicular or pedestrian traffic. The applicant has provided a traffic memo outlining the estimated trips, based on the ITE Trip Generation Manual (9<sup>th</sup> edition). The proposed single family residential project will generate approximately 352 daily trips with an AM peak of 28 trips and a PM peak of 37 trips. This is below the threshold for a full traffic analysis. The transportation department has reviewed the project and has no concerns regarding adjacent signalized intersection. The project will include improvements such as sidewalks, curb, gutter, striping and half-street paving along Emerson Drive. These sidewalks will complete a connection on the east side of Emerson Drive between College Parkway and the multi-use path located along the northern boundary of the project. Additionally, the Carson City Unified Pathways Master Plan calls for on-street bike lanes on Emerson Drive; therefore, the applicant will be required to stripe bike lanes from College Parkway to the northern boundary of the project, and transition into the multi-use path adjacent to the freeway.

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

The site is relatively flat, and there are no faults near the site. The property is not located in a FEMA flood zone that requires special flood damage prevention considerations.

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

The proposed tentative map has been routed to the Nevada Department of Environmental Protection (NDEP) and the Nevada Division of Water Resources. Public Works has indicated sufficient water and sewer capacity to meet the demands of this project.

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

The Public Works Department has reviewed the project in conjunction with the Fire Department. There is sufficient secondary access and sufficient fire flows to serve the project. The subdivision proposes two connections to Emerson Drive in accordance with



City design standards. The Fire Department has reviewed and approved the applicant's request for Alternative Means and Methods related to the remoteness requirement for the access road.

**12. Recreation and trail easements.**

The project abuts an existing multi-use path. The applicant will be required to construct curb, gutter, and sidewalk which will complete the connection between the trail and College Parkway on the east side of Emerson Drive.

Attachments

Applications:

2019-00000166

2019-00000165

1-3-2020 Alternative Means & Methods Request

LU-2019-0080

VAR-2019-0003

# Emerson Drive Cottages

Application to City of Carson City for a:

## *Tentative Subdivision Map Special Use Permit*

Prepared by:



John F. Krmpotic, AICP  
KLS Planning & Design Group  
1 East 1<sup>st</sup> Street, Suite 1400  
Reno, Nevada 89501

Michael Vicks, P.E.  
775.636.7905  
[mike@montevistaconsulting.com](mailto:mike@montevistaconsulting.com)  
575 E. Plumb Lane, Suite 101  
Reno, NV 89502



Prepared for:

Jean M Rottman Trust  
Attn: Troy Browning  
265 Brunswick Mill Road  
Reno, NV 89511

**Revision Package - submitted on December 24, 2019**

**Table of Contents**

Project Request .....1  
Figure 1 - Vicinity Map .....1  
Zoning & Land Uses .....2  
Figure 2 - Existing Carson City Zoning Map .....2  
Figure 3 - Development Plan .....3  
Project Description .....4  
Architectural Floor Plans.....4  
Architectural Elevations .....5  
CC Development Standards 1.18 – Res development in non-residential districts.....5  
Special Use Permit Findings .....8  
Tentative Map Findings .....12

**Appendix**

**Application Materials**

- Tentative Map Application Form
- Special Use Permit Application
- Master Plan Policy Checklist for a Tentative Map
- Trip Generation Letter
- Sewer Impact Letter
- Conceptual Drainage Study

**Civil Plan Set (6 sheets)**

- C1.0 - Title Sheet
- C2.0 - Site Plan
- C3.0 - Site & Utility Plan
- C4.0 - Grading Plan
- C5.0 - Drainage & Erosion Control Plan

Project Request

This application is a request for Tentative Subdivision Map and Special Use Permit to include 37 SF detached lots in the NB zone. This is a 5.5-acre site on one parcel located on Emerson Drive just north of College Parkway. See Figure 1 – Vicinity Map below.



Figure 1 – Vicinity Map

Zoning & Land Uses

The site is adjacent to SF-6 zoning in all directions and has an established SF neighborhood abutting to the west. (See Figure 2 – Zoning Map below). Actual uses in those zones are the NVE Transformer Station to the east, church to the south, and the I-580 freeway to the north.

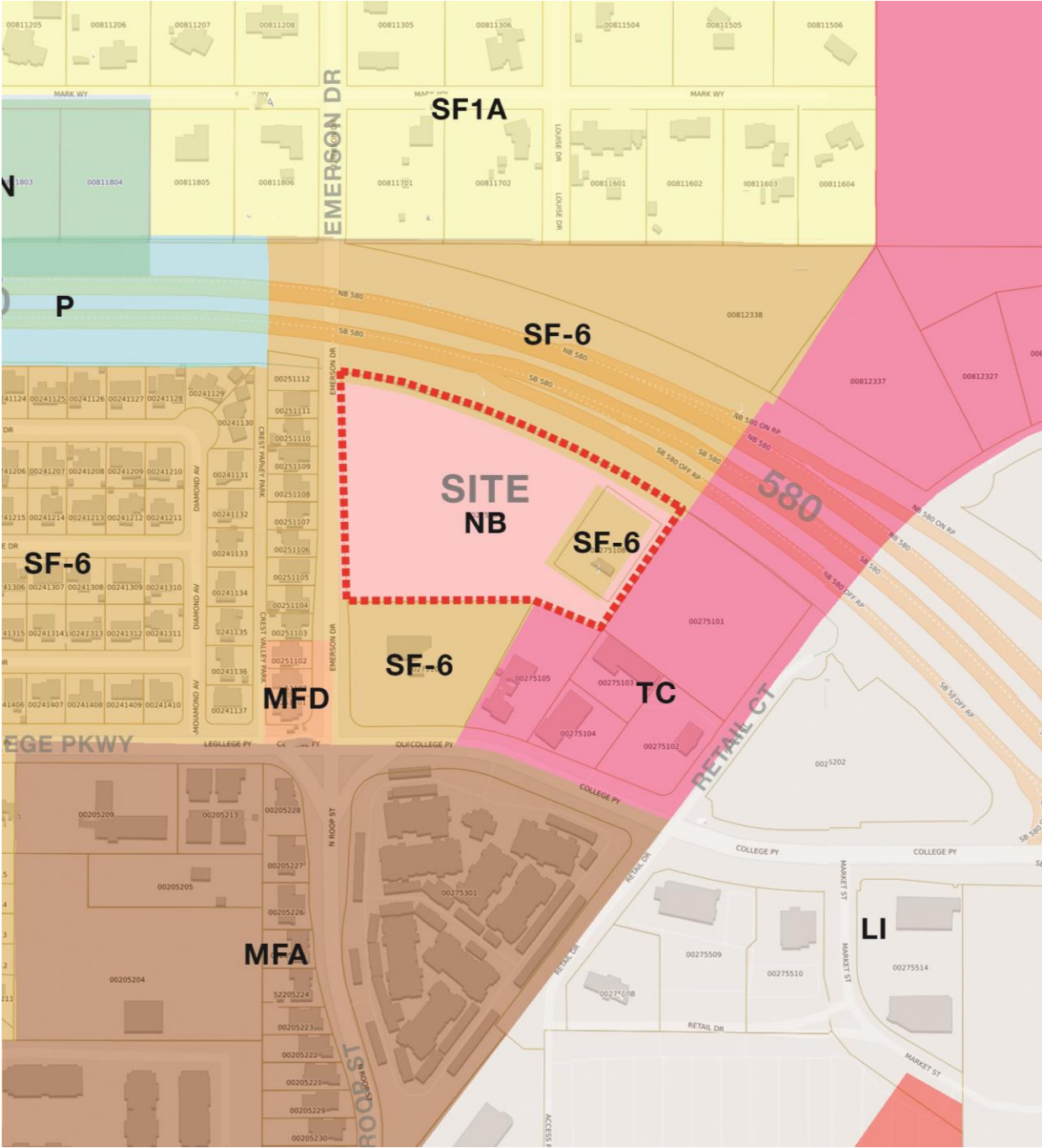


Figure 2 – Existing Zoning Map



Figure 3 – Development Plan

**Project Description**

- This is a 37 lot SF detached project.
- These are 2-story homes with a maximum height of 26' (per code).
- Conceptual unit sizes are 1,826 sf, all with 3-bedroom units
- All units will have a 2-car tandem garage and 1 driveway space for parking
- The prototype lot size is 41' x 72' and an average lot size of 3,811 sf. There are a few exceptions internal to the project where the minimum lot size is 2,933 sf.
- Average lot size is 3,811 sf and the largest lot is 6,189 sf
- Street width is 36' face-to-face and right of way width is 43'
- Parking is proposed on both sides of the city street with sidewalk on one side.

Setbacks are:

Front Yard = 10' to the house and 20' to the garage

Side yard = 0' on one side and 5' on the other side

Rear yard = 5' minimum depth in the rear yard (most are greater). Note: a few lots have the reduced rear yards at a single point due to lot geometry

**Architectural Floor Plans**

Below is the floor plan that will offer several elevations proposed for the project:

**2<sup>nd</sup> Story Floor Plan**



**1<sup>st</sup> story Floor Plan**



Architectural Elevations



Carson City Development Standards – Title 18 Appendix

1.18 - Residential development standards in non-residential districts.

The following standards are intended to establish minimum standards and Special Use Permit review criteria for residential development within the Neighborhood Business (NB) zoning district. In this case, the request is for SF detached homes in the NB zone.

1. Permitted uses. Residential uses are only allowed as permitted by [Chapter 18.04](#), Use Districts, as a primary or conditional use in the applicable zoning districts.

*Per 10.04.120 section 3: Conditional uses which require approval of a SUP are:*

*Single family, two-family, and multifamily dwellings*

2. Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of this chapter.

*The project is 6.7 du per acres which meets the development standard that does not have a density limit.*

3. Maximum building height shall be the maximum height established by the zoning district in which the project is located.

*The proposed height is 26'. The applicant is proposing a 2-story single family unit that will meet the 26' maximum height standard. (see elevation with building height above).*



Setbacks. Minimum setbacks shall be those established by the zoning district in which the project is located, subject to the following:

- a. In the NB, RC, GC and GO zoning districts, a minimum setback of twenty (20) feet is required adjacent to a residential zoning district, with an additional ten (10) feet for each story above one (1) story if adjacent to a single-family zoning district.

*This standard requires a 30' adjacent to the SF-6 residential zoning district on the south and the east. That is based on 20' setback plus 10' for the 2<sup>nd</sup> story request. We have included a Variance request to vary this standard to allow a 20' adjacent to the south property line where the intent of the extra setback is for a different type of land use, i.e. not SF next to a SF zone.*

- b. A minimum setback of ten (10) feet is required from the right-of-way of an arterial street as identified in the adopted Transportation Master Plan, excluding the Downtown Mixed-Use area.

*This is not applicable to this project.*

4. Required parking: Two (2) spaces per dwelling unit; and in compliance with the Development Standards [Division 2](#), Parking and Loading.

*As a practical matter there are 3 parking spaces per unit (2 garage spaces and 1 driveway space per unit). In addition, there is on-street parking on both sides of the street that includes a total of 37 street spaces or 1 per house guest parking is a valid way of looking at this.*

5. Open Space.

- ~~a. For Multi-Family Residential development, a minimum of 150 square feet per dwelling unit of common open space must be provided. For projects of 10 or more units, areas of common open space may only include contiguous landscaped areas with no dimension less than 15 feet, and a minimum of 100 square feet per unit of the common open space area must be designed for recreation, which may include but not be limited to picnic areas, sports courts, a softscape surface covered with turf, sand or similar materials acceptable for use by young children, including play equipment and trees, with no dimension less than 25 feet.~~
- ~~b. For Multi-Family Residential development, a minimum of 100 square feet of additional open space must be provided for each unit either as private open space or common open space.~~
- c. For Single-Family Residential development or Two-Family Residential development, a minimum of 250 square feet of open space must be provided for each unit either as private open space or common open space.

*There is 1,600 SF of open space provided as the average for all lots and 743 SF for the smallest lot. Additional yard area and open space is provided in the side yard and front yard that is not credited in the calculation. This standard is met as designed. Front and street side yard setback areas are not included toward meeting the open space requirements.*

*The front yard and side yard areas are excluded from the open space calculations noted in d. above.*

6. Landscaping. Landscaping shall comply with the Carson City Development Standards [Division 3](#), Landscaping.

*A preliminary landscape plan was included in the application but not required. We believe we meet and exceed the Division 3 landscaping code. We are aware that plant material selection must be on the Pollinator Friendly plant list.*

7. Special Use Permit review standards. Where a residential use is a conditional use within a given zoning district, the Planning Commission shall make two (2) of the following findings in the affirmative in the review of the Special Use Permit in addition to the required findings of [Section 18.02.080](#) of the Carson City Municipal Code.

- a. The development is not situated on a primary commercial arterial street frontage.

*Emerson Drive is a local street classification, not a Collector street or an Arterial Street. This finding has been met.*

- b. The development is integrated into a mixed-use development that includes commercial development

*This is a single use development type that does not include a mix of uses so this finding is not satisfied.*

- c. The applicant has provided evidence that the site is not a viable location for commercial uses.

*The property owner sought a zone change in late 2015 with an approval decision granted in March of 2016. The property has been marketed for commercial use for about 3.5 years with no interest in the site. The following summary of findings have occurred during the marketing period for a commercial use:*

- 1) *The site is too isolated for commercial activity. It is surrounded by SF residential and a church. It is a very quiet area and does not draw commercial interest.*
- 2) *The primary access is from a local street with traffic volumes that are too low for any viable commercial use*
- 3) *There is a major commercial activity “around the corner: on College Parkway and South on Roop street.*

*There is clear evidence that this site is not functional for commercial use and this finding is satisfied.*

- d. The site is designated Mixed-Use Commercial, Mixed-Use Residential or Mixed-Use Employment on the Master Plan Land Use Map and the project meets all applicable mixed-use criteria and standards.

*The site is designated Community/Regional Commercial so this finding is not satisfied.*

## SPECIAL USE PERMIT FINDINGS

State law requires that the Planning Commission consider and support the statements below with facts in the record. These are called “FINDINGS”. Since staff’s recommendation is based on the adequacy of your findings, you need to complete and attach the required findings with as much detail as possible to ensure that there is adequate information supporting your proposal.

**THE FINDINGS BELOW ARE PROVIDED IN THE EXACT LANGUAGE FOUND IN THE CARSON CITY MUNICIPAL CODE (CCMC), FOLLOWED BY EXPLANATIONS TO GUIDE YOU IN YOUR RESPONSE. ON A SEPARATE SHEET TO BE INCLUDED WITH YOUR COMPLETE APPLICATION, LIST EACH FINDING AND PROVIDE A RESPONSE IN YOUR OWN WORDS. ANSWER THE QUESTIONS AS COMPLETELY AS POSSIBLE TO PROVIDE THE PLANNING COMMISSION WITH THE DETAILS NECESSARY TO CONSIDER YOUR PROJECT. IF A FINDING DOES NOT APPLY TO YOUR SITUATION, EXPLAIN WHY.**

**CCMC 18.02.080(5) FINDINGS.** Findings from a preponderance of evidence must indicate that the proposed use:

**1. Will be consistent with the objectives of the Master Plan elements.**

Explanation: Explain how your project will further and be in keeping with, and not contrary to, the goals of the Master Plan elements. Turn to the Master Plan Policy Checklist included with this application. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews addresses five items that appear in the Carson City Master Plan. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. Address each theme; a check indicates that the proposed development meets the applicable Master Plan Policy. Provide written support of the policy statement in your own words as a part of these findings. For additional guidance, please refer to the Carson City Master Plan document on our website at [www.carson.org/planning](http://www.carson.org/planning) or you may contact the Planning Division to review the document in our office or request a copy.

*This proposal is consistent with every single objective that applies to this proposal in the city Master Plan elements. We would ask staff to comment and if there are any deficiencies or disagreements to this consistency statement noted, we will address those for staff and public review.*

**2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.**

Explanation: A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: grocery store, Retail Commercial zoning)

*The adjacent land uses and zoning appear to be highly compatible with this use. SF-6 zoning is adjacent on three sides of the site with TC zoning to the east. While*

*zoning is more conceptual with a potential broad list of uses, actual uses are a better measure of compatibility.*

- B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners. Have other properties in your area obtained approval of a similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.

*Our proposal is a single-family use surrounded by mostly single-family zones and uses. Evaluating uses in all directions, there is single family across the street on Emerson Drive, the church to the south is an excellent land use relationship, the freeway to the north with a sound wall, and the proposed hotel further east of the NVE transformer station. The most sensitive adjacent land use issues on the surface are the transformer station and the freeway. Both are about visual impacts which are simply managed with landscape screening as proposed.*

- C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.

*Considering the lack of intensity for this proposal, the 2-story height cap, and the setbacks and low traffic generation, this is highly sensitive to the neighborhood and will not be detrimental in any fashion.*

- D. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.

*We will only use dark sky light standards for street lighting if approved or required by the city. This are inherently shielded and will not affect adjoining properties.*

- E. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscape shown on the plan which complies with City ordinance requirements.

*Please see the attached Preliminary Landscape Plan. it specifically accomplishes screening adjacent to the most sensitive surroundings and adds street trees for street character on the public street.*

- F. Explain any short-range and long-range benefit to the people of Carson City that will occur if your project is approved.

*Short range is filling a housing need and housing product type that is highly desired in the market with an attainable price point. Longer range benefit is the resourceful use of land, and additional tax base to benefit the city.*

**3. Will have little or no detrimental effect on vehicular or pedestrian traffic.**

Explanation: Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have to pedestrian and vehicular traffic when it is successfully operating? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? State how you have arrived at your conclusions.

*There is no detriment on vehicle or pedestrian traffic. Just the opposite is true. This makes a pedestrian link for improved connectivity. It connects directly to the multi-purpose path which is a quality of life issue for this location, the low traffic generation fits well with the functional operation of the abutting local street.*

**4. Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public improvements.**

Explanation: A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population?

*Yes, it will add a prorata share of student population for the number and type of students that can be forecasted for the single-family product type.*

B. How will your project affect police and fire protection?

*Yes, it will add a prorata demand for police and fire services. The benefit is that it falls within an established service radius for both police and fire services.*

C. Is the water supply serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well?

*Yes, there is adequate water supply and pressure to serve the site. please see the civil utility plan that includes a water system loop as directed by the city engineering department*

D. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated?

*Drainage has been studied and design with a detention basin to address the increase in runoff as a result of the impervious surface that is being created.*

- E. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system?

*Sewage disposal is being gravity routed to the main trunk line in Emerson Road with excess capacity that has been provided by the engineering department.*

- F. What kind of road improvements are proposed or needed to accommodate your project?

*A single local street designed and to be built to city design standards has been proposed. this again was address with the city engineering staff.*

- G. Indicate the source of the information that you are providing to support your conclusions and statements made in this application (private engineer, Development Engineering, Public Works, Transportation, title report or other sources).

*The source is a private civil engineer for the subdivision design and a civil engineer for the geotechnical investigation.*

**5. Meets the definition and specific standards set forth elsewhere in Carson City Municipal Code, Title 18 for such particular use and meets the purpose statement of that district.**

Explanation: Explain how your project meets the purpose statement of the zoning district in which it is located and how it meets the specific standards that are set forth in that zoning district. In CCMC Section 18.04, Use Districts, find the zoning district where your property is located. Refer to the purpose statement at the beginning of the zoning district section and explain how your project meets the purpose statement of that district. In addition, find the specific Intensity and Dimensional Standards for your zoning district in either CCMC Section 18.04.190 (Residential) or CCMC Section 18.04.195 (Non-Residential) and explain how your project meets these specific standards. To access the Carson City Municipal Code, visit our website at [www.carson.org/planning](http://www.carson.org/planning).

**18.04.120 - Neighborhood business (NB).**

The purpose of the NB District is to provide services for the larger neighborhood, within walking or bicycling distance, and limited primarily to offices and retail sale of new merchandise. Unless expressly permitted otherwise by this section, all uses within the NB District shall be conducted with a building with no outside storage. Temporary outdoor display and sale of merchandise for a period not to exceed thirty (30) days within a calendar year may be authorized by the Director subject to Title 18.02.115.8 (Outdoor Sales and Activities).

1.

The Primary Permitted Uses in the NB District are this list plus other uses of a similar nature and those uses allowed in [Section 18.04.115](#) General Office, except those uses appearing in Section 18.04.120.3 Neighborhood Business as Conditional uses which require a Special Use Permit:

3. The Conditional Uses in the NB District which require approval of a Special Use Permit are:

*Single-family, two-family and multi-family dwelling;*

*This is a single-family detached use being proposed that can be reasonably argued as a more appropriate use even though it requires a SUP because of the surrounding conditions and high level of compatibility it offers to the neighborhood. In addition, it completes some missing public infrastructure for city wide benefit and will generate minimal disruption to the neighborhood.*

**6. Will not be detrimental to the public health, safety, convenience and welfare.**

Explanation: Provide a statement explaining how your project will not be detrimental to the public health, safety, convenience and welfare. If applicable, provide information on any benefits that your project will provide to the general public.

*There is no conceivable detriment to the public health, safety, and welfare of any citizens. We would suggest there is clear and convincing public benefit to the citizens of the project and the general public by having direct access to the pedestrian and bike facilities abutting the project, the commercial services nearby, and the public park within walking distance of the site.*

*Our proposal is a single-family use surrounded by mostly single-family zones and uses. Evaluating uses in all directions, there is single family across the street on Emerson Drive, the church to the south is an excellent land use relationship, the freeway to the north with a sound wall, and the proposed hotel further east of the NVE transformer station. The most sensitive adjacent land use issues on the surface are the transformer station and the freeway. Both are about visual impacts which are simply managed effectively with landscape screening as proposed.*

**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

Explanation: Provide a statement explaining how your project will not result in material damage or prejudice to other property in the vicinity.

*Given all of the prior explanations of compatibility in all directions with respect to adjacent land uses and zoning, there is no material damage or prejudice to other properties in the vicinity.*

**Tentative Map Findings - 17.07.005**

In considering parcel maps, planned unit developments and tentative subdivision maps the director shall consider the following:

1. Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.

*Yes, the project does connect to community water and sewer utilities owned by Carson City. Also, the solid waste service will be provided by Waste Management.*

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

*Water is connected to the project via a main in Emerson Drive and looped for a connection to the main in Retail Court which is required in the PW design manual and the Carson City engineering staff.*

3. The availability and accessibility of utilities.

*All utilities are located adjacent to the site in Emerson Drive. Connections are made to those utilities as needed to serve the project.*

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

*Given an infill location in an Urban setting, there is reasonable access to schools in the area. Police services are already provided to this part of the city. There is ready access to the Wilson Memorial Park located about ¼ of a mile from the site and directly adjacent to the Carson City Parks multi-purpose path with a direct connection to that path.*

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.

*This is not applicable as the site is not adjacent to any public lands.*

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

*The project does conform with the NB zoning ordinance as proposed which allows for the use with a SUP and related development standards which are address in title 1.18 attached. Similarly, the Master Plan policy checklist shows conformance with the Master Plan for those applicable goals & policies.*

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

*Yes, the project generates only 37 PM peak hour trips which is well below the 80 p.m. peak hour trips threshold (less than 46%) for further study and consistent with the local street classification of Emerson Drive and its capacity restrictions.*

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 subdivision traffic is routinely managed on the existing public streets without necessary mitigation. There is one new local street being created to serve the project named Crimson Circle.*

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



*The physical characteristics of the land are ideally suited for the project. There are no environmental constraints, no topographic constraints, no flood plains, no earthquake faults to restrict development of this nature. Also, the soil conditions are such that it is quite favorable for storm drain infiltration.*

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

*This is not applicable at the time of this application submittal.*

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

*Fire protection services will be provided by the Station located on College Parkway about 1.2 miles from the site. The applicant understands this is about a 3-minute response time (travel time only) from that station. Also, there are fire hydrants located on Emerson Drive in the immediate vicinity of the site.*

12. Recreation and trail easements.

*There is a recreation trail abutting the site shown on the Carson City GIS system as a multi-purpose path with a paved bike path to be shared with pedestrian as well.*

# Appendix A

## **Application Materials**

Tentative Map Application Form  
Special Use Permit Application  
Master Plan Policy Checklist for a Tentative Map  
Trip Generation Letter  
Sewer Impact Letter  
Conceptual Drainage Study

## **Civil Plan Set (5 sheets)**

C1.0 - Title Sheet  
C2.0 - Site Plan  
C3.0 - Site & Utility Plan  
C4.0 - Grading Plan  
C5.0 - Drainage & Erosion Control Plan

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

**FOR OFFICE USE ONLY:**

CCMC 17.06 and 17.07

**FILE # TSM - -**

## TENTATIVE SUBDIVISION MAP

APPLICANT PHONE #

**FEE\*: \$3,500.00 + noticing fee**

\*Due after application is deemed complete by staff

MAILING ADDRESS, CITY, STATE, ZIP

EMAIL

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

Application Form including Applicant's Acknowledgment

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

PROPERTY OWNER PHONE #

MAILING ADDRESS, CITY, STATE, ZIP

EMAIL

**CD or USB DRIVE with complete application in PDF**

**STATE AGENCY SUBMITTAL including:**

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

APPLICANT AGENT/REPRESENTATIVE PHONE #

MAILING ADDRESS, CITY, STATE, ZIP

EMAIL

**Application Reviewed and Received By:**

---

Project's Assessor Parcel Number(s)

**Submittal Deadline: Refer to the Planning Commission application submittal [schedule](#).**

Project's Street Address

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

Nearest Major Cross Street(s)

Project's Master Plan Designation

Project's Current Zoning

Project Name

Total Project Area

Number of Lots

Smallest Parcel Size

Please provide a brief description of your proposed project below. Provide additional pages to describe your request in more detail.

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

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

Applicant's Signature \_\_\_\_\_

Date \_\_\_\_\_

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

FOR OFFICE USE ONLY:

CCMC 18.02.080

## SPECIAL USE PERMIT

**FEE\*:** \$2,450.00 MAJOR  
 \$2,200.00 MINOR (Residential zoning districts)

**+ noticing fee**

\*Due after application is deemed complete by staff

**SUBMITTAL PACKET – 4 Complete Packets (1 Unbound Original and 3 Copies) including:**

- Application Form
- Detailed Written Project Description
- Site Plan
- Building Elevation Drawings and Floor Plans
- Special Use Permit Findings
- Master Plan Policy Checklist
- Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports (Engineering)

**CD or USB DRIVE with complete application in PDF**

**Application Received and Reviewed By:** \_\_\_\_\_

**Submission Deadline:** Planning Commission application submittal [schedule](#).

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

**FILE # SUP - -**

APPLICANT \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY, STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

PROPERTY OWNER \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY, STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

APPLICANT AGENT/REPRESENTATIVE \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

Project's Assessor Parcel Number(s): \_\_\_\_\_ Street Address \_\_\_\_\_

Project's Master Plan Designation \_\_\_\_\_ Project's Current Zoning \_\_\_\_\_ Nearest Major Cross Street(s) \_\_\_\_\_

Please provide a brief description of your proposed project and/or proposed use below. Provide additional pages to describe your request in more detail.

### PROPERTY OWNER'S AFFIDAVIT

I, \_\_\_\_\_, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature \_\_\_\_\_ Address \_\_\_\_\_ Date \_\_\_\_\_

Use additional page(s) if necessary for additional owners.

STATE OF NEVADA )  
 COUNTY )

On \_\_\_\_\_, 2\_\_\_\_\_, \_\_\_\_\_, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public \_\_\_\_\_

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



# Master Plan Policy Checklist

## Conceptual & Tentative Subdivisions, PUD's & Parcel Maps

### PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to subdivisions of property. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: \_\_\_\_\_

Reviewed By: \_\_\_\_\_

Date of Review: \_\_\_\_\_

### DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

#### CHAPTER 3: A BALANCED LAND USE PATTERN



The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

#### Is or does the proposed development:

- Consistent with the Master Plan Land Use Map in location and density?
- Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?
- Encourage the use of sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?
- Located in a priority infill development area (1.2a)?
- Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

- Encourage cluster development techniques, particularly at the urban interface with surrounding public lands, as appropriate, and protect distinctive site features (1.4b, c, 3.2a)?
- At adjacent county boundaries, coordinated with adjacent existing or planned development with regards to compatibility, access and amenities (1.5a)?
- Located to be adequately served by city services including fire and sheriff services, and coordinated with the School District to ensure the adequate provision of schools (1.5d)?
- In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- Provide a variety of housing models and densities within the urbanized area appropriate to the development size, location and surrounding neighborhood context (2.2a, 9.1a)?
- Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- If at the urban interface, provide multiple access points, maintain defensible space (for fires) and are constructed of fire resistant materials (3.3b)?
- Sited outside the primary floodplain and away from geologic hazard areas or follow the required setbacks or other mitigation measures (3.3d, e)?
- Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

## CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES



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

### Is or does the proposed development:

- Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b, c)?
- Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

## CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

### Is or does the proposed development:

- Incorporating public facilities and amenities that will improve residents' quality of life (5.5e)?
- Promote revitalization of the Downtown core (5.6a)?
- Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

## CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

### Is or does the proposed development:

- Promote variety and visual interest through the incorporation of varied lot sizes, building styles and colors, garage orientation and other features (6.1b)?
- Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
- Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- If located Downtown:
  - Integrate an appropriate mix and density of uses (8.1a, e)?
  - Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
  - Incorporate appropriate public spaces, plazas and other amenities (8.1d)?

## CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

### Is or does the proposed development:

- Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?





Carson City  
Community Development Department  
108 E. Proctor Street  
Carson City, NV 89701

December 19, 2019

**RE: Emerson Drive Cottages – Tentative Subdivision Map – Trip Generation Letter**

The Emerson Drive Cottages Subdivision is located on Emerson Drive, north of College Parkway (APN: 002-751-07). Emerson Drive is under Carson City jurisdiction and is classified as a local street in the vicinity of the project. The site is currently undeveloped. The proposed subdivision will include 37 new single-family homes and a single looped street, Crimson Circle, which will be offered for dedication to Carson City. Based on the ITE Trip Generation Manual (9<sup>th</sup> Edition) the proposed subdivision (Single Family Homes 210) will generate approximately 352 daily trips with an AM peak of 28 trips and a PM peak of 37 trips. No additional traffic study or analysis has been completed.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,  
Monte Vista Consulting



Michael Vicks, P.E.  
Principal

12.18.19



Carson City  
Community Development Department  
108 E. Proctor Street  
Carson City, NV 89701

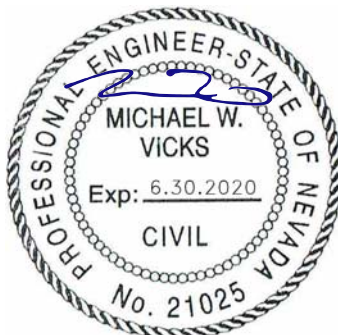
December 19, 2019

**RE: Emerson Drive Cottages – Tentative Subdivision Map – Sanitary Sewer Impact Letter**

The Emerson Drive Cottages Subdivision is located on Emerson Drive, north of College Parkway (APN: 002-751-07). Emerson Drive is under Carson City jurisdiction and is classified as a local street in the vicinity of the project. The site is currently undeveloped. The proposed subdivision will include 37 new single-family homes and a single looped street, Crimson Circle, which will be offered for dedication to Carson City. There is currently an existing public sanitary sewer main adjacent to the site in Emerson Drive. The Carson City Municipal Code states, "Sewer equivalent residential customer (SERC)" is the average daily sewer system contribution for a residential unit at a discharge of two hundred fifty (250) gallons per day. Using this rate, the anticipated impact to the existing sanitary sewer system is 9,250 gallons per day (0.014 cfs). Based on previous correspondence with Darren Anderson of the Carson City Public works department, the existing main in Emerson Drive is at 12% of capacity with a maximum of 24% at full buildout. It is safe to say the impact of this project on the existing system will not push the flow in the existing sanitary sewer main in Emerson Drive beyond 50%, which is the maximum flow allowed by Carson City Municipal Code. Additionally, the proposed public sanitary sewer improvements will only serve the proposed subdivision with no possibility of future expansion. No analysis of the existing offsite sanitary sewer system has been completed.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,  
Monte Vista Consulting



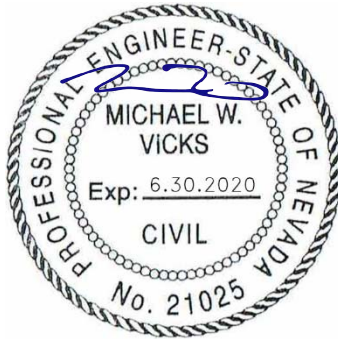
Michael Vicks, P.E.  
Principal

12.18.19

# CONCEPTUAL DRAINAGE STUDY

FOR

## Emerson Drive Cottages



12.18.19

**Prepared For:**

Jean M Rottman Trust  
Attn: Troy Browning  
265 Brunswick Mill Rd.  
Reno, NV 89511

**Prepared By:**



575 E. Plumb Lane, Suite 101  
Reno, NV 89502  
775.636.7905

**December 2019**

19.023

---

## **Table of Contents**

---

- Conceptual Drainage Study
- Conceptual Drainage Calculations
- Appendix
  - FEMA FIRM Map
  - NOAA Atlas 14 Point Precipitation Frequency Estimates
  - TMRDM Rational Method Runoff Coefficients (Table 701)
  - Historical Drainage Exhibit provided by Carson City

### References

- Truckee Meadows Regional Drainage Manual (TMRDM)

---

## **Conceptual Drainage Study**

---

Project: Emerson Drive Cottages

Date: December 2019

Description: The project will consist of a ±37 unit residential subdivision.

Location: Emerson Drive, Carson City Nevada

APN: 002-751-07

Site Area: 5.5 ac

Developed Area: 3.3 ac

Disturbance: 4.0 ac

Flood Zone: X (Unshaded)

Firm: 3200010084F

Restrictions: None

---

### **Pre-Development Discussion**

---

#### Existing Development & Drainage Facilities:

The site is currently undeveloped for the most part consisting of minimal improvements and landscaping associated with the electric sub-station encompassed by the site. There is moderate vegetation consisting of native grasses and bushes. Historically, an irrigation ditch flowed through the site and was captured by the public storm drain system in Retail court to the east. When the NV Energy sub-station was installed, this ditch was routed around the improvements utilizing an underground storm drain which then discharged back into the ditch on the adjacent property. With the construction of I-580 directly north of the subject site a majority of flow was ultimately cut off to the irrigation ditch, however, flow generated onsite still contributes to the remaining historical infrastructure. The site generally slopes to the southeast at slopes of less than one percent. A small portion of the development area flows directly to Emerson Drive as well as the NDOT Right-of-Way to the north. A majority of onsite flow drains to the southeast corner where there are two storm drain manholes. From there flow is directed through the adjacent site to the east and captured by the public storm drain system in Retail Court. Onsite flow ultimately contributes to the Carson River. (Ref. C5.0 of the Tentative Map plan set for delineation of existing onsite basins)

#### Surrounding Properties:

- North: I-580
- South: Commercial Development
- East: Electrical Sub-Station & Commercial Development
- West: Emerson Drive & Single-Family Residential

Offsite Contributing Flow: N/A

Previous Analysis: N/A

---

## **Post-Development Discussion**

---

### **Proposed Drainage Improvements:**

The developed site will maintain existing drainage patterns. A small portion of the site adjacent to Emerson Drive will drain directly to public right of way. Curb and gutter improvements will be installed along Emerson Drive. A majority of the site will be graded to collect storm flows in the southeast corner of the development where a detention pond will be located. Flow generated on the individual lots will be directed to the proposed streets which will be the primary collection point. Storm drain inlets will be installed as necessary in order to maintain safe emergency access and the proposed storm drain network will discharge directly into the detention pond. The pond is sized to have a 3.0 factor of safety in the 5-year 24-hour storm event without taking into account infiltration. It will have a controlled discharge to the existing storm drain which will allow for the perpetuation of existing storm flows while detaining the increased flow from the developed condition. (Ref. C5.0 of the Tentative Map plan set for delineation of proposed onsite basins)

### **Low Impact Development Features:**

This site will utilize a bio-retention pond (TC-30) to promote sedimentation and infiltration addressing LID requirements.

### **Conclusions:**

The proposed development will be constructed in accordance with Carson City Design Standards. Peak flow from the site will be limited to pre-development conditions and the proposed bio-retention basin will address the post construction stormwater quality requirements.

## Onsite Drainage Calculations - Rational Method

Project: Emerson Drive Cottages

### Hydrology Methodology

Rational Method Analysis is used for all calculations in this report. Peak runoff is determined using equation 708 of the TMRDM:

$$Q = CiA$$

Q = Peak Flow (cfs)  
C = Runoff Coefficient

The runoff coefficient is determined by land use type and surface type. For typical surfaces standard runoff coefficients can be determined utilizing Table 701 of the TMRDM. For this analysis, a composite runoff coefficient can be determined utilizing weighted averaging of the individual surface runoff coefficients.

i = Rainfall Intensity (in/hr)

Rainfall intensity is determined utilizing the NOAA Atlas Point Precipitation Frequency Estimates which give rainfall intensities based on average recurrence intervals and duration. The duration of a storm is also known as the time of concentration. For small urbanized paved areas shall be 5 minutes & 10 minutes for vegetated landscape areas.

A = Basin Area (acres)

#### Site Runoff Coefficients & Rainfall Intensities

5-Year	C <sub>Undeveloped</sub> = 0.2	C <sub>Residential</sub> = 0.6	C <sub>Landscape</sub> = 0.2
100-Year	C <sub>Undeveloped</sub> = 0.5	C <sub>Residential</sub> = 0.78	C <sub>Landscape</sub> = 0.5
10 min	i <sub>2</sub> = 1.122	i <sub>5</sub> = 1.5	i <sub>100</sub> = 3.618
24 hr	i <sub>5</sub> (24 hr)= 0.078		

### Pre-Development Condition

#### 1.1 Composite Runoff Coefficient

Basin	Area (s.f.)	Impervious Area (s.f.)	Undeveloped Area (s.f.)	C <sub>5</sub>	C <sub>100</sub>
X1	138967	0	138967	0.20	0.50
X2	34974	0	34974	0.20	0.50
X3	65420	0	65420	0.20	0.50
<b>Totals</b>	<b>239361</b>	<b>0</b>	<b>239361</b>	<b>0.20</b>	<b>0.50</b>

#### 1.2 Rational Flow Calculations

Basin	Area (ac)	i <sub>2</sub> (in/hr)	i <sub>5</sub> (in/hr)	i <sub>100</sub> (in/hr)	Q <sub>2</sub> (cfs)	Q <sub>5</sub> (cfs)	Q <sub>100</sub> (cfs)	Q <sub>5</sub> (24hr) (cfs)	Target
X1	3.19	1.122	1.5	3.618	0.716	0.957	5.771	0.125	Culvert
X2	0.80	1.122	1.5	3.618	0.180	0.241	1.452	0.031	Street
X3	1.50	1.122	1.5	3.618	0.337	0.451	2.717	0.059	Offsite
<b>Totals</b>	<b>5.49</b>				<b>1.233</b>	<b>1.648</b>	<b>9.940</b>	<b>0.215</b>	

## Post-Development Condition

### 2.1 Composite Runoff Coefficient

Basin	Area (s.f.)	Impervious Area (s.f.)	Landscape Area (s.f.)	C <sub>5</sub>	C <sub>100</sub>
1	112988	47870	65118	0.37	0.62
2	60937	33600	27337	0.42	0.65
3	21841	9610	12231	0.38	0.62
4	43605	0	43605	0.20	0.50
<b>Totals</b>	<b>239371</b>	<b>91080</b>	<b>148291</b>	<b>0.35</b>	<b>0.61</b>

### 2.2 Rational Flow Calculations

Basin	Area (ac)	i <sub>2</sub> (in/hr)	i <sub>5</sub> (in/hr)	i <sub>100</sub> (in/hr)	Q <sub>2</sub> (cfs)	Q <sub>5</sub> (cfs)	Q <sub>100</sub> (cfs)	Q <sub>5</sub> (24hr) (cfs)	Target Inlet
1	2.59	1.122	1.5	3.618	1.075	1.438	5.806	0.126	CB#1
2	1.40	1.122	1.5	3.618	0.660	0.882	3.312	0.072	CB#2
3	0.50	1.122	1.5	3.618	0.212	0.283	1.131	0.024	Street
4	1.00	1.122	1.5	3.618	0.225	0.300	1.811	0.039	Offsite
<b>Totals</b>	<b>5.50</b>				<b>2.172</b>	<b>2.903</b>	<b>12.059</b>	<b>0.261</b>	

### 2.3 Inlet Calculations

Inlet	Type	Condition	head (ft)	Q <sub>Cap</sub> (cfs)	Q <sub>5</sub> (cfs)	Q <sub>100</sub> (cfs)	Q <sub>Carryover</sub> (cfs)	Q <sub>Total</sub> (cfs)	Q <sub>Bypassed</sub> (cfs)	Bypass Target
CB#1	4R	SUMP	2	11.18	1.44	5.81	0	5.81	0.00	N/A
CB#2	4R	SUMP	2	11.18	0.88	3.31	0	3.31	0.00	N/A

Allowable Storm Inlet Capacity Factors Per TMRDM Equation 918, Table 902 & Table 905

### 2.4 Non-Pressurized Lateral & Pipe Calculations

Pipe	Size (in)	Type	Length (ft)	S (ft/ft)	"n"	Q <sub>Cap</sub> (cfs)	Q <sub>5</sub> (cfs)	Q <sub>100</sub> (cfs)	Target
L-1	12	PVC	16	0.031	0.010	8.18	1.44	5.81	P-1
L-2	12	PVC	42	0.012	0.010	5.09	0.88	3.31	P-1
P-1	15	PVC	71	0.012	0.010	9.22	2.32	9.12	P-2
P-2	15	PVC	62	0.015	0.010	10.31	2.32	9.12	Pond

Mannings Equation:  $Q = (1.49/n)AR^{2/3}S^{1/2}$

Mannings "n" per TMRDM Table 901

### 2.5 Detention Calculations

	Pre-Dev Q <sub>5</sub> (cfs)	Post-Dev Q <sub>5</sub> (cfs)	Required Detention (cfs)	Required Detention (ft <sup>3</sup> )
10 Min	1.65	2.90	1.255	753
24 Hr	0.22	0.26	0.046	3963

Pond	Area (ft <sup>2</sup> )	Volume (ft <sup>3</sup> )	Infiltration Rate (in/hr)	Volume Capacity (cfs)	Infiltration Capacity (cfs)	Total Capacity (cfs)	Q <sub>5</sub> (24hr) (cfs)	Bypassed Flow (cfs)	Target	Factor of Safety
1	4,800	11,800	0	0.137	0.000	0.14	0.197	0.0608	Culvert	3.0

Infiltration Rate TBD



---

## **Appendix**

---

# National Flood Hazard Layer FIRMette



39° 11'44.80"N



119° 45'54.56"W

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D

OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

OTHER FEATURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
OTHER FEATURES		Profile Baseline
		Hydrographic Feature

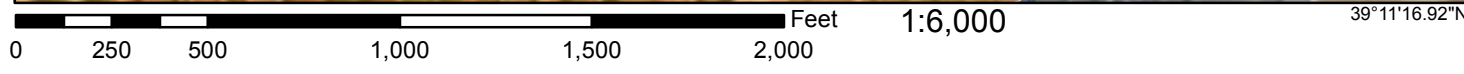
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **6/5/2019 at 6:35:56 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



USGS The National Map: Orthoimagery. Data refreshed April, 2019.



**NOAA Atlas 14, Volume 1, Version 5**  
**Location name: Carson City, Nevada, USA\***  
**Latitude: 39.1922°, Longitude: -119.7601°**  
**Elevation: 4711.81 ft\*\***



\* source: ESRI Maps  
 \*\* source: USGS

**POINT PRECIPITATION FREQUENCY ESTIMATES**

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

NOAA, National Weather Service, Silver Spring, Maryland

[PF\\_tabular](#) | [PF\\_graphical](#) | [Maps\\_&\\_aerials](#)

**PF tabular**

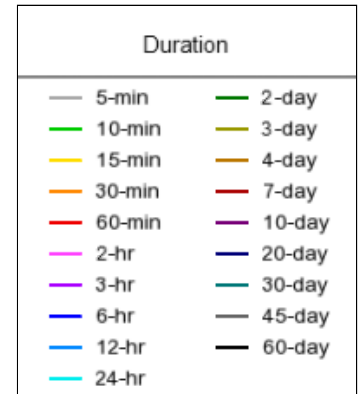
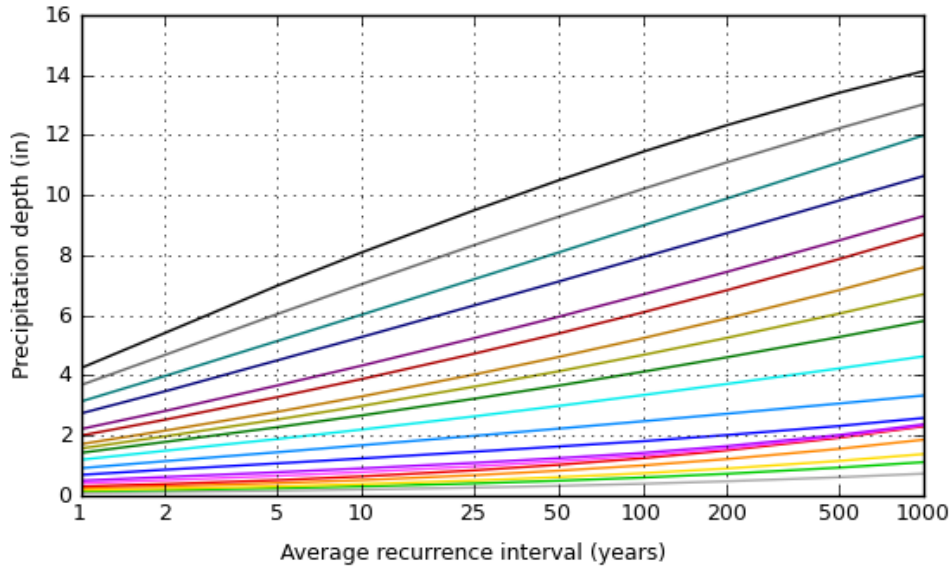
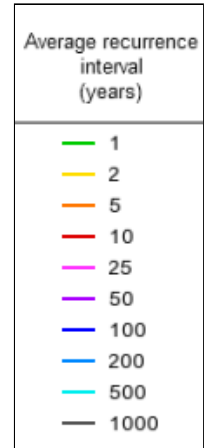
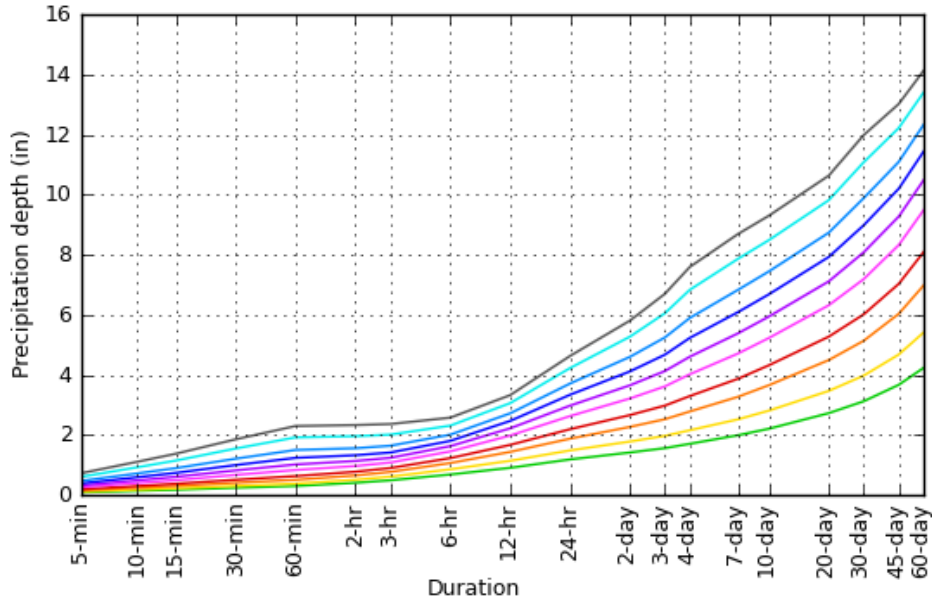
<b>PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)<sup>1</sup></b>										
<b>Duration</b>	<b>Average recurrence interval (years)</b>									
	<b>1</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>25</b>	<b>50</b>	<b>100</b>	<b>200</b>	<b>500</b>	<b>1000</b>
<b>5-min</b>	<b>0.099</b> (0.086-0.117)	<b>0.123</b> (0.107-0.146)	<b>0.164</b> (0.141-0.195)	<b>0.203</b> (0.173-0.241)	<b>0.268</b> (0.221-0.318)	<b>0.327</b> (0.260-0.390)	<b>0.396</b> (0.306-0.478)	<b>0.480</b> (0.355-0.589)	<b>0.613</b> (0.428-0.768)	<b>0.733</b> (0.488-0.937)
<b>10-min</b>	<b>0.151</b> (0.130-0.178)	<b>0.187</b> (0.162-0.222)	<b>0.250</b> (0.214-0.297)	<b>0.310</b> (0.263-0.367)	<b>0.408</b> (0.336-0.483)	<b>0.497</b> (0.397-0.593)	<b>0.603</b> (0.466-0.728)	<b>0.730</b> (0.542-0.896)	<b>0.933</b> (0.652-1.17)	<b>1.12</b> (0.743-1.43)
<b>15-min</b>	<b>0.186</b> (0.161-0.220)	<b>0.232</b> (0.201-0.275)	<b>0.310</b> (0.266-0.368)	<b>0.384</b> (0.327-0.455)	<b>0.505</b> (0.417-0.599)	<b>0.616</b> (0.492-0.735)	<b>0.748</b> (0.578-0.902)	<b>0.905</b> (0.671-1.11)	<b>1.16</b> (0.808-1.45)	<b>1.38</b> (0.921-1.77)
<b>30-min</b>	<b>0.251</b> (0.216-0.297)	<b>0.313</b> (0.271-0.371)	<b>0.417</b> (0.358-0.495)	<b>0.518</b> (0.440-0.612)	<b>0.680</b> (0.561-0.807)	<b>0.830</b> (0.663-0.990)	<b>1.01</b> (0.778-1.22)	<b>1.22</b> (0.904-1.50)	<b>1.56</b> (1.09-1.95)	<b>1.86</b> (1.24-2.38)
<b>60-min</b>	<b>0.311</b> (0.268-0.367)	<b>0.387</b> (0.335-0.459)	<b>0.517</b> (0.443-0.613)	<b>0.641</b> (0.544-0.758)	<b>0.842</b> (0.694-0.999)	<b>1.03</b> (0.820-1.23)	<b>1.25</b> (0.963-1.50)	<b>1.51</b> (1.12-1.85)	<b>1.93</b> (1.35-2.42)	<b>2.31</b> (1.54-2.95)
<b>2-hr</b>	<b>0.417</b> (0.371-0.478)	<b>0.518</b> (0.459-0.593)	<b>0.660</b> (0.581-0.754)	<b>0.785</b> (0.684-0.896)	<b>0.975</b> (0.827-1.12)	<b>1.14</b> (0.949-1.33)	<b>1.33</b> (1.08-1.57)	<b>1.57</b> (1.22-1.86)	<b>1.97</b> (1.47-2.44)	<b>2.34</b> (1.69-2.98)
<b>3-hr</b>	<b>0.500</b> (0.447-0.562)	<b>0.622</b> (0.560-0.703)	<b>0.780</b> (0.696-0.879)	<b>0.909</b> (0.805-1.02)	<b>1.09</b> (0.950-1.24)	<b>1.25</b> (1.07-1.43)	<b>1.42</b> (1.19-1.64)	<b>1.65</b> (1.35-1.93)	<b>2.02</b> (1.61-2.47)	<b>2.37</b> (1.84-3.01)
<b>6-hr</b>	<b>0.693</b> (0.622-0.774)	<b>0.865</b> (0.777-0.970)	<b>1.07</b> (0.959-1.20)	<b>1.24</b> (1.10-1.39)	<b>1.46</b> (1.28-1.64)	<b>1.64</b> (1.41-1.85)	<b>1.81</b> (1.54-2.07)	<b>2.02</b> (1.68-2.34)	<b>2.32</b> (1.88-2.73)	<b>2.58</b> (2.05-3.09)
<b>12-hr</b>	<b>0.915</b> (0.815-1.03)	<b>1.15</b> (1.02-1.29)	<b>1.45</b> (1.28-1.63)	<b>1.68</b> (1.48-1.89)	<b>1.99</b> (1.74-2.25)	<b>2.23</b> (1.92-2.54)	<b>2.48</b> (2.10-2.85)	<b>2.73</b> (2.27-3.18)	<b>3.07</b> (2.48-3.65)	<b>3.33</b> (2.64-4.02)
<b>24-hr</b>	<b>1.20</b> (1.08-1.32)	<b>1.49</b> (1.36-1.66)	<b>1.88</b> (1.71-2.09)	<b>2.20</b> (1.99-2.43)	<b>2.64</b> (2.37-2.92)	<b>2.98</b> (2.66-3.30)	<b>3.35</b> (2.96-3.72)	<b>3.72</b> (3.26-4.16)	<b>4.23</b> (3.65-4.77)	<b>4.64</b> (3.95-5.27)
<b>2-day</b>	<b>1.43</b> (1.28-1.60)	<b>1.79</b> (1.61-2.01)	<b>2.28</b> (2.04-2.56)	<b>2.67</b> (2.38-3.00)	<b>3.22</b> (2.85-3.64)	<b>3.66</b> (3.22-4.14)	<b>4.12</b> (3.60-4.69)	<b>4.61</b> (3.98-5.28)	<b>5.28</b> (4.48-6.11)	<b>5.81</b> (4.86-6.81)
<b>3-day</b>	<b>1.57</b> (1.40-1.77)	<b>1.98</b> (1.77-2.23)	<b>2.53</b> (2.26-2.86)	<b>2.99</b> (2.65-3.37)	<b>3.62</b> (3.19-4.10)	<b>4.13</b> (3.62-4.69)	<b>4.68</b> (4.06-5.33)	<b>5.25</b> (4.50-6.02)	<b>6.06</b> (5.10-7.01)	<b>6.70</b> (5.56-7.84)
<b>4-day</b>	<b>1.71</b> (1.53-1.94)	<b>2.17</b> (1.93-2.45)	<b>2.79</b> (2.48-3.16)	<b>3.30</b> (2.92-3.74)	<b>4.03</b> (3.53-4.57)	<b>4.61</b> (4.02-5.25)	<b>5.24</b> (4.51-5.98)	<b>5.90</b> (5.03-6.76)	<b>6.83</b> (5.72-7.91)	<b>7.59</b> (6.25-8.88)
<b>7-day</b>	<b>2.00</b> (1.78-2.26)	<b>2.53</b> (2.25-2.86)	<b>3.28</b> (2.91-3.71)	<b>3.88</b> (3.43-4.39)	<b>4.72</b> (4.15-5.36)	<b>5.39</b> (4.71-6.13)	<b>6.10</b> (5.27-6.96)	<b>6.84</b> (5.86-7.84)	<b>7.87</b> (6.64-9.12)	<b>8.69</b> (7.23-10.2)
<b>10-day</b>	<b>2.22</b> (1.97-2.50)	<b>2.82</b> (2.50-3.19)	<b>3.66</b> (3.24-4.14)	<b>4.33</b> (3.82-4.89)	<b>5.23</b> (4.59-5.92)	<b>5.95</b> (5.18-6.74)	<b>6.69</b> (5.78-7.60)	<b>7.45</b> (6.38-8.50)	<b>8.49</b> (7.18-9.80)	<b>9.30</b> (7.78-10.8)
<b>20-day</b>	<b>2.73</b> (2.44-3.06)	<b>3.47</b> (3.11-3.90)	<b>4.50</b> (4.02-5.03)	<b>5.28</b> (4.70-5.90)	<b>6.32</b> (5.60-7.07)	<b>7.12</b> (6.27-7.98)	<b>7.93</b> (6.93-8.93)	<b>8.74</b> (7.59-9.88)	<b>9.82</b> (8.43-11.2)	<b>10.6</b> (9.03-12.2)
<b>30-day</b>	<b>3.13</b> (2.80-3.50)	<b>3.98</b> (3.57-4.45)	<b>5.14</b> (4.60-5.74)	<b>6.02</b> (5.37-6.71)	<b>7.19</b> (6.38-8.02)	<b>8.08</b> (7.12-9.04)	<b>8.99</b> (7.86-10.1)	<b>9.89</b> (8.58-11.2)	<b>11.1</b> (9.51-12.6)	<b>12.0</b> (10.2-13.8)
<b>45-day</b>	<b>3.68</b> (3.30-4.09)	<b>4.68</b> (4.20-5.20)	<b>6.04</b> (5.42-6.69)	<b>7.04</b> (6.30-7.79)	<b>8.33</b> (7.42-9.23)	<b>9.27</b> (8.24-10.3)	<b>10.2</b> (9.02-11.4)	<b>11.1</b> (9.77-12.4)	<b>12.2</b> (10.7-13.8)	<b>13.0</b> (11.3-14.8)
<b>60-day</b>	<b>4.24</b> (3.79-4.72)	<b>5.42</b> (4.85-6.03)	<b>6.98</b> (6.24-7.76)	<b>8.09</b> (7.23-8.98)	<b>9.49</b> (8.45-10.5)	<b>10.5</b> (9.31-11.7)	<b>11.4</b> (10.1-12.8)	<b>12.3</b> (10.9-13.8)	<b>13.4</b> (11.8-15.1)	<b>14.1</b> (12.3-16.0)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

**PF graphical**

PDS-based depth-duration-frequency (DDF) curves  
 Latitude: 39.1922°, Longitude: -119.7601°



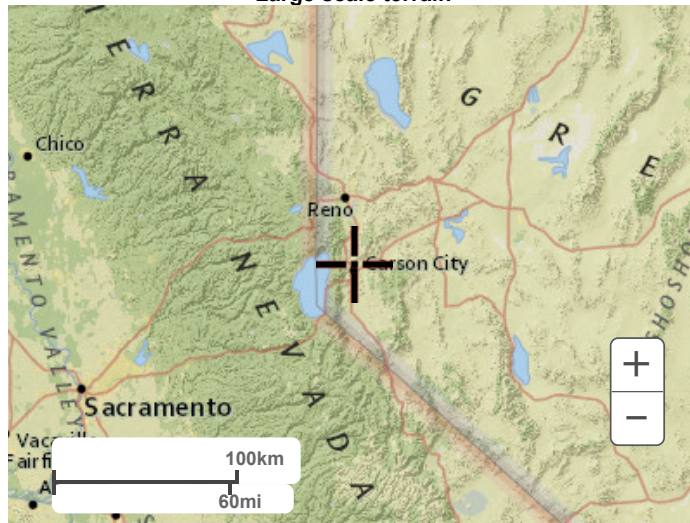
[Back to Top](#)

**Maps & arials**

**Small scale terrain**



Large scale terrain



Large scale map



Large scale aerial



[Back to Top](#)

---

[US Department of Commerce](#)  
[National Oceanic and Atmospheric Administration](#)  
[National Weather Service](#)  
[National Water Center](#)  
1325 East West Highway  
Silver Spring, MD 20910  
Questions?: [HDSC.Questions@noaa.gov](mailto:HDSC.Questions@noaa.gov)

[Disclaimer](#)

**RATIONAL FORMULA METHOD  
RUNOFF COEFFICIENTS**

Land Use or Surface Characteristics	Aver. % Impervious Area	Runoff Coefficients	
		5-Year (C <sub>5</sub> )	100-Year (C <sub>100</sub> )
<u>Business/Commercial:</u>			
Downtown Areas	85	.82	.85
Neighborhood Areas	70	.65	.80
<u>Residential:</u> (Average Lot Size)			
1/8 Acre or Less (Multi-Unit)	65	.60	.78
1/4 Acre	38	.50	.65
1/8 Acre	30	.45	.60
1/2 Acre	25	.40	.55
1 Acre	20	.35	.50
<u>Industrial:</u>	72	.68	.82
<u>Open Space:</u> (Lawns, Parks, Golf Courses)			
	5	.05	.30
<u>Undeveloped Areas:</u>			
Range	0	.20	.50
Forest	0	.05	.30
<u>Streets/Roads:</u>			
Paved	100	.88	.93
Gravel	20	.25	.50
<u>Drives/Walks:</u>	95	.87	.90
<u>Roof:</u>	90	.85	.87

Notes:

1. Composite runoff coefficients shown for Residential, Industrial, and Business/Commercial Areas assume irrigated grass landscaping for all pervious areas. For development with landscaping other than irrigated grass, the designer must develop project specific composite runoff coefficients from the surface characteristics presented in this table.

VERSION: April 30, 2009

REFERENCE:

USDCM, DROCOG, 1969  
(with modifications)

TABLE  
701

WRC ENGINEERING, INC.



**Property Information**  
**Property ID** 00852190  
**Location** DRAKO WY / CARABOU DR  
**Owner** TAHOE IV LLC  
**Acres** 9.83



**MAP FOR REFERENCE ONLY  
 NOT A LEGAL DOCUMENT**

Carson City , NV makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 11/17/2018  
 Data updated 11/17/2018

Google AppGeo

1" = 141 ft





Carson City  
Community Development Department  
108 E. Proctor Street  
Carson City, NV 89701

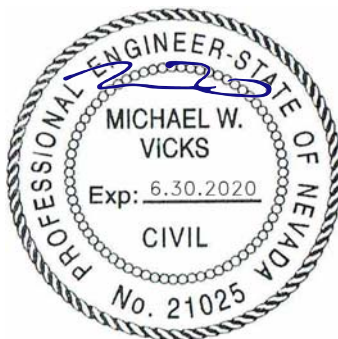
January 3, 2020

**RE: Emerson Drive Cottages – Alternate Means & Methods of Fire Protection Request**

The Emerson Drive Cottages Subdivision is located on Emerson Drive, north of College Parkway (APN: 002-751-07). Emerson Drive is under Carson City jurisdiction and is classified as a local street in the vicinity of the project. The site is currently undeveloped. The proposed subdivision will include 37 new single-family homes and a single looped street, Crimson Circle, which will be offered for dedication to Carson City. The subdivision proposes two connections to Emerson Drive in accordance with Carson City Design requirements, however, based on the geometric configuration of the lot, it is not possible to locate these access roads in accordance with the 2018 International Fire Code remoteness requirements. Strict conformance with the code would require 307 feet of separation between the two access roads. The proposed design provides 248 feet between the centerlines of the two proposed access roads. As an alternate means and methods of protection we propose to install additional fire hydrants throughout the development. The attached exhibit identifies the approximate location of (4) proposed fire hydrants to serve the proposed development, two of which will be on Emerson Drive and available to serve adjacent development as well. Final locations will be confirmed in association with the Final Subdivision Map and Site Improvement Plans. Thank you in advance for your consideration and we would like to formally request approval of this proposal as alternate means and methods of fire protection for this proposed subdivision.

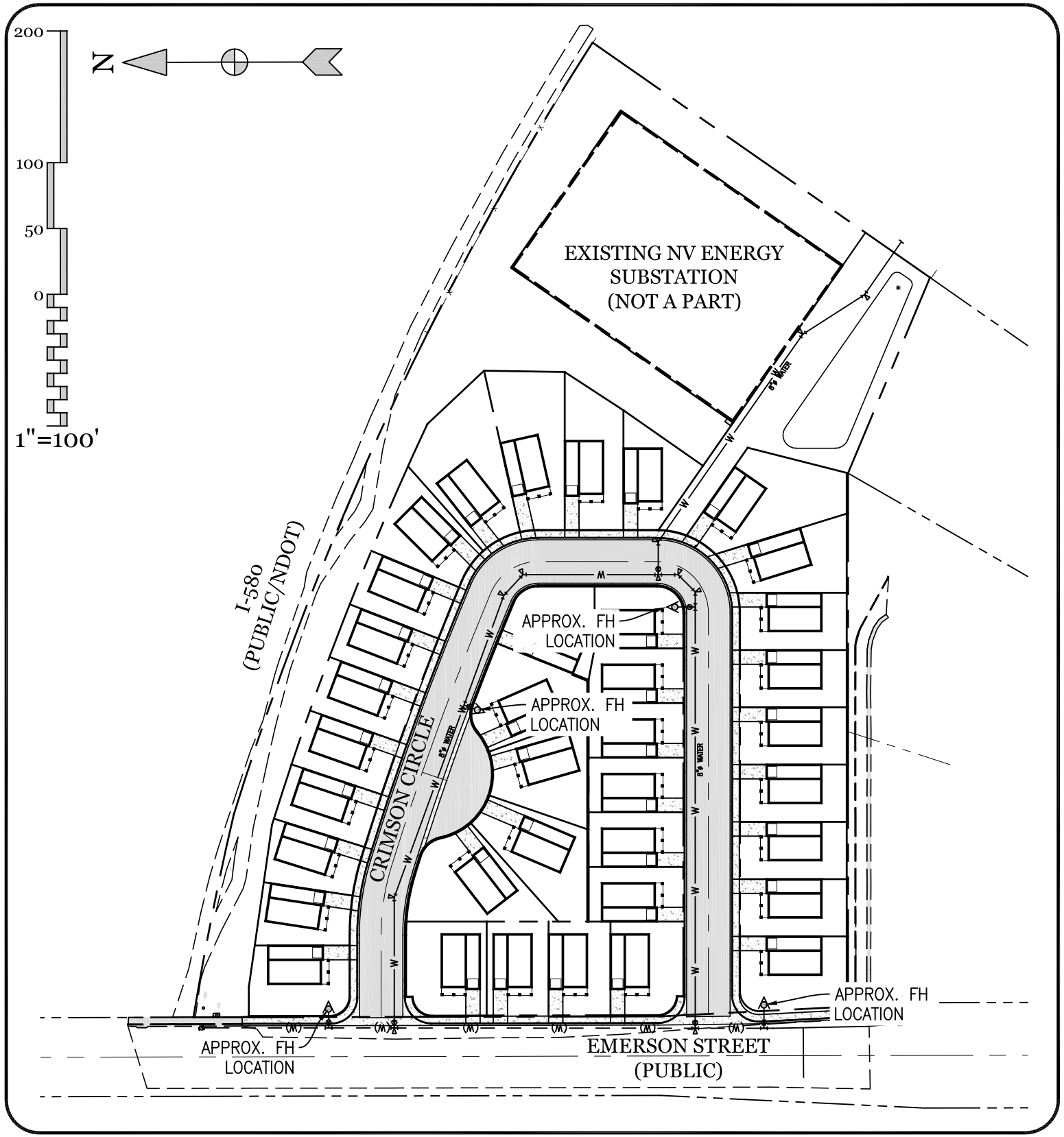
Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,  
Monte Vista Consulting



Michael Vicks, P.E.  
Principal

1.3.2020



Emerson Drive Cottages

Tentative Subdivision Map

APN: 002-751-07

Carson City, Nevada

# Fire Hydrant Exhibit



575 E. Plumb Lane, Suite 101, Reno, NV 89502  
775.636.7905 montevistaconsulting.com

# Emerson Drive Cottages

Application to City of Carson City for a:

## *Special Use Permit & Variance*

Prepared by:



John F. Krmpotic, AICP  
KLS Planning & Design Group  
1 East 1<sup>st</sup> Street, Suite 1400  
Reno, Nevada 89501

Michael Vicks, P.E.  
775.636.7905  
[mike@montevistaconsulting.com](mailto:mike@montevistaconsulting.com)  
720 Tahoe Street, Suite 1  
Reno, NV 89509



Prepared for:

Jean M Rottman Trust  
Attn: Troy Browning  
265 Brunswick Mill Road  
Reno, NV 89511

Submitted on December 24, 2019

**Table of Contents**

Project Request .....1

Figure 1 - Vicinity Map .....1

Zoning & Land Uses .....2

Figure 2 - Existing Carson City Zoning Map .....2

Figure 3 - Development Plan .....3

Project Description .....4

NVE Easement .....4

Architectural Floor Plans.....4

SUP description for Tandem Garages in Single Family Homes .....5

Architectural Elevation .....6

18.020.085 Variance Findings .....6

Special Use Permit Findings .....8

**Appendix A**

**Application Materials**

- Special Use Permit Application
- Variance Application
- Master Plan Policy Checklist for a Tentative Map

Project Request

This application is a request for a **Special Use Permit** to allow Tandem Parking (2 car garage, single car width in a tandem fashion) for a 37-lot project. Also, a **Variance** is requested to allow a 20' rear yard setback along the south property line (adjacent to Jehovah's Witness Church) This is a 5.5-acre site on one parcel located on Emerson Drive just north of College Parkway. See Figure 1 – Vicinity Map below and Figure 3 showing the 20' setback area.



Figure 1 – Vicinity Map

Zoning & Land Uses

The site is adjacent to SF-6 zoning in all directions and has an established SF neighborhood abutting to the west. (See Figure 2 – Zoning Map below). Actual uses in those zones are the NVE Transformer Station to the east, church to the south, and the I-580 freeway to the north.

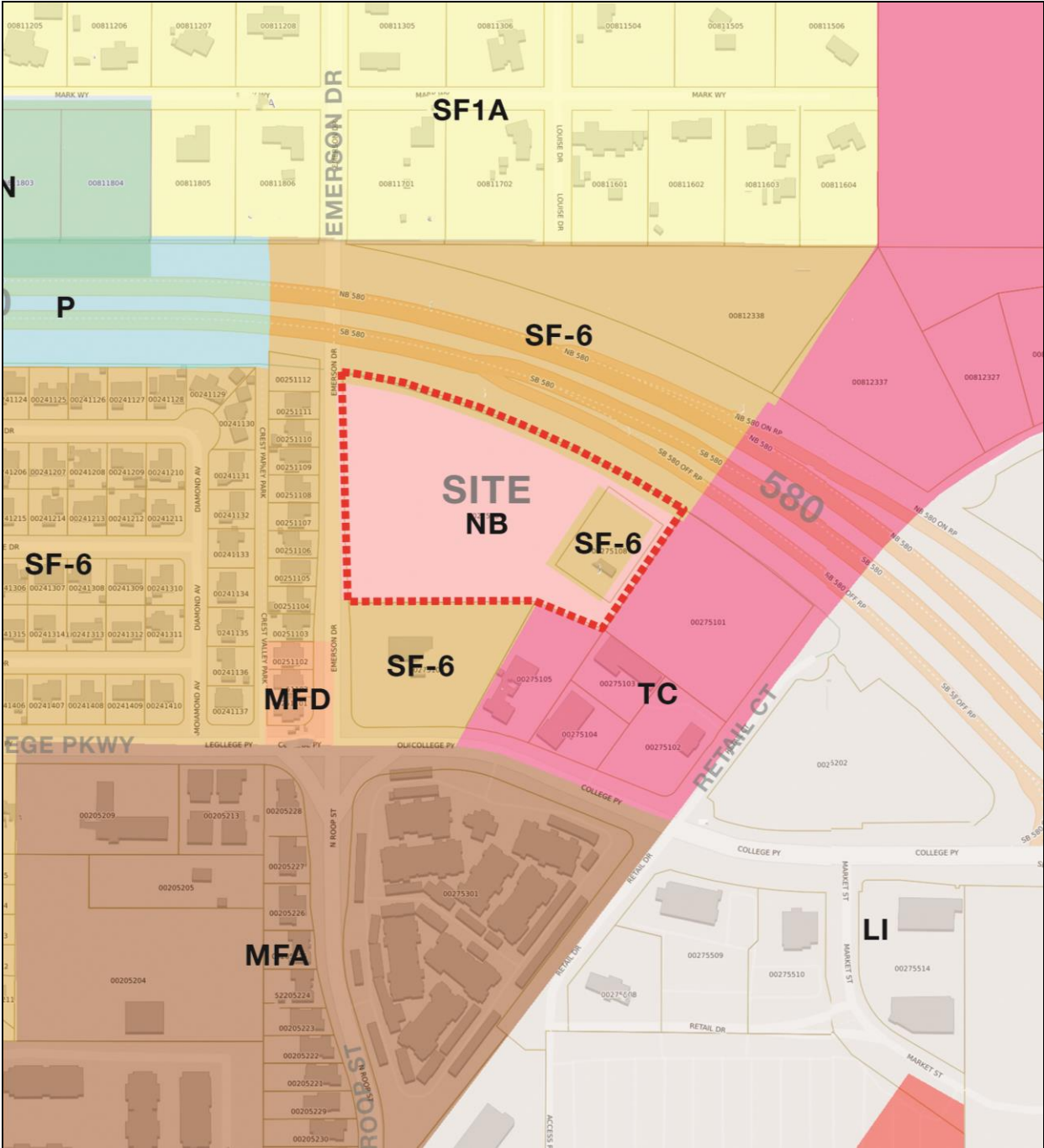


Figure 2 – Existing Zoning Map



Figure 3 – Development Plan

**Project Description**

This is a 37 lot SF detached project with a 2-car garage designed in a tandem fashion with a single car driveway of 20' depth. In addition, there is parking on both sides of the city street with sidewalk on one side. An average of 1 guest space per home (assuming the street spaces are viewed as guest parking). Currently, Carson City code counts the 3 spaces provided (2 in the garage & 1 in the driveway as one parking space. Code parking for SF residential lots requires 2 spaces per home.

**NVE Easement.** Key to the project design is the easement along the homes on north and east part of the site. The applicant has worked out a revised access easement that meets the setback requirement for NVE powerline and provides them access to the transformer station. This results in a shifting of the development foot print to the south and the 20' setback along the south boundary of the project boundary. This easement does not affect the public trail adjacent to the site along the NDOT right-of-way. We are waiting for a written response from NVE showing agreement to the adjusted easement and the project as designed.

**Architectural Floor Plans**

Below is the floor plan that shows the tandem garage proposed for the project:

**2nd Story Floor Plan**



**1st story Floor Plan**



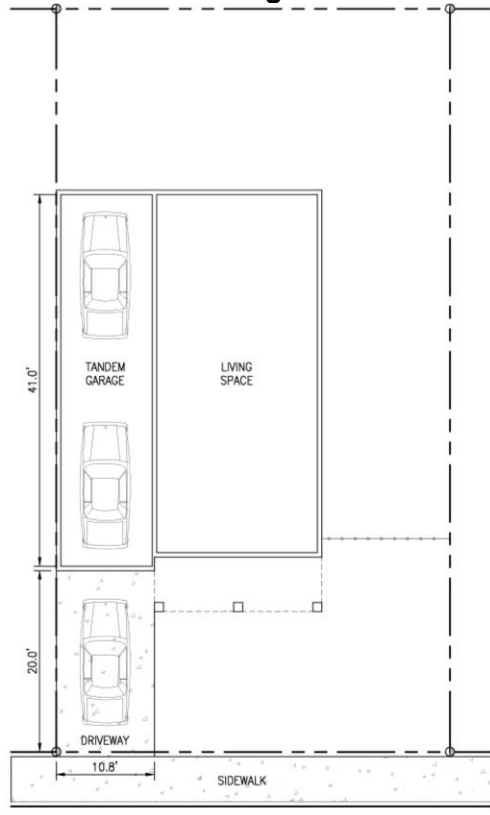


**SUP description for Tandem Garages in Single Family Homes**

Many builders are building 2 and 3 car tandem garages in production homes in our region today. There are several reasons for doing so. Our findings show the following reasons in support of tandem garages:

- Affordability for the homebuyer is key. It allows the builder to design the home and provide 2 or 3 car garages without adding more width. In design terms, roughly 11' is added to the width of the house when side-by-side garage is added. The better use of space allows the builder to reduce costs and pricing.
- Most homebuyers of homes with tandem garages typically have fewer cars due to affordability and smaller homes in the case of single tandem garages.
- The furthest in space can be used as flex space for storage when the household has fewer cars.
- The concept of tandem garages is well accepted by homebuyers and used as flex space.
- There is less garage door dominance in the neighborhood with a single car tandem or a 2-car tandem. This generally makes for a more pleasant neighborhood design and street scene.
- Tandem space offers more flexibility in design and how we allocated space to the side yards and/or rear yards when laying out a neighborhood design and lots.

**Tandem Garage Exhibit**



**Architectural Elevation (with single width tandem garage)**



**18.02.085 – Variance Findings (for 20’ Rear Yard Setback)**

Findings.

- a. That because of special circumstances applicable to the subject property, including shape, size, topography or location of surroundings, the strict application of the zoning ordinance would deprive the subject property of privileges enjoyed by other properties in the vicinity or under identical zone classification;

*Yes, there special and exceptional circumstances applicable to the subject property, including shape, size, topography and location of surroundings. The strict application of the zoning ordinance would deprive the subject property of privileges enjoyed by properties directly across the street from the subject site.*

*The NVE easement for the transformer station runs the entire length of the north property line and is a significant constraint on this site. The applicant team has worked out a solution with NVE staff that renders a portion of the site not usable which created a constraint for designing the site. We lost 12’ in depth for the lots adjacent to that easement. That shifted the entire project footprint (site plan) 10’ to the south which is now a 20’ house setback from the south property line. That 20’ setback well exceeds the minimum for the project and some of the deepest rear yard setbacks for the project.*

*The rationale for a 30’ setback as required for a Neighborhood Business (NB) use adjacent to a residential district is a concern about compatibility so an added measure to enhance compatibility. A common scenario is a commercial use (given the NB zone) next to a residential*

zone. So, more separation to enhance compatibility of unlike uses (commercial next to residential) is the intent.

*In this case, single family is allowed in the NB zone and the adjacent zoning is SF-6. The SF-6 zone is developed and occupied with a church. Code does not consider (nor should it consider) the actual developed condition which is based on a catch-all planning scenario where a long list of potential commercial and residential uses are allowed in the NB zone next to SF residential. That is a unique condition that is best dealt with in a Variance request.*

*Also, height as proposed meets the code restriction of 26'. It is important to the finding because the height to setback ratio as a general planning principle is reasonable and the proposed project is conservative with respect to this standard. A maximum height of 26' for a SF home is 97' from the adjacent single-story structure.*

*Theoretical condition is:*

*Increased setback to protect existing residential next to a proposed commercial use. However, if the church were razed and redeveloped, the result would be a SF project next to a SF-6 zone.*

*Proposed condition is:*

*SF residential next to a church with a setback of 77' in the SF-6 zone and a 20' setback on the SF residential side. The separation is 97' between structures.*

*If the worst-case setback requirement is applied to any zoning designation that allows for a church next to SF residential in Carson City by right or by SUP, the maximum required separation would be 45' between the structures. So, the existing setback is 200% more separation than the code requirement of any two zones.*

- b. That the granting of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant;

*The granting of the request makes for a better project for the citizens living in the proposed project (by allowing us to design and deliver SFD product) while posing no adverse impacts to those homes along the subject property line or the adjacent church property. So, the preservation of substantial property rights is attained thru the Variance by supporting an allowed use with a SUP that is not feasible without the Variance. In other words, the SUP and Variance go hand-in-hand to make for a viable project.*

*Also, a PUD would be a way to vary this standard but it is a misuse of a planning tool to create a custom zoning document for a project that conforms almost entirely the Development Code as exists with one exception. Granting the Variance should consider the certainty of an actual project versus one that protects against general scenarios for two vacant parcels with the subject zoning districts. A planning concept has been replaced with two specific uses, offers excess separation between the uses, and a high degree of compatibility and livability.*

- c. That the granting of the application will not, under the circumstances of the particular case, adversely affect to a material degree the health or safety of persons residing or working in the neighborhood of the subject property and will not be materially detrimental to the public welfare or materially injurious to property or improvements in the neighborhood of the subject property.

*The Neighborhood Business (NB) zoning is essentially bounded on all 4 sides by SF-6 considering the sub-station is still SF-6. We are proposing a project slightly more intense than the SF-6 designation but still SF homes next to SF zoning. The unnecessary hardship is extra setback for an "island" zoning to develop a project that would otherwise be allowed without that setback if it were a commercial use.*

*Granting of the request will not have any adverse effect on the health or persons residing or working in the neighborhood or those that would be living in the proposed SF neighborhood. If there were any impact, it would be to those buying homes along the property line. However, those people are choosing to buy there which is implied support for the scenario.*

## **SPECIAL USE PERMIT FINDINGS**

State law requires that the Planning Commission consider and support the statements below with facts in the record. These are called "FINDINGS". Since staff's recommendation is based on the adequacy of your findings, you need to complete and attach the required findings with as much detail as possible to ensure that there is adequate information supporting your proposal.

**THE FINDINGS BELOW ARE PROVIDED IN THE EXACT LANGUAGE FOUND IN THE CARSON CITY MUNICIPAL CODE (CCMC), FOLLOWED BY EXPLANATIONS TO GUIDE YOU IN YOUR RESPONSE. ON A SEPARATE SHEET TO BE INCLUDED WITH YOUR COMPLETE APPLICATION, LIST EACH FINDING AND PROVIDE A RESPONSE IN YOUR OWN WORDS. ANSWER THE QUESTIONS AS COMPLETELY AS POSSIBLE TO PROVIDE THE PLANNING COMMISSION WITH THE DETAILS NECESSARY TO CONSIDER YOUR PROJECT. IF A FINDING DOES NOT APPLY TO YOUR SITUATION, EXPLAIN WHY.**

**CCMC 18.02.080(5) FINDINGS.** Findings from a preponderance of evidence must indicate that the proposed use:

### **1. Will be consistent with the objectives of the Master Plan elements.**

Explanation: Explain how your project will further and be in keeping with, and not contrary to, the goals of the Master Plan elements. Turn to the Master Plan Policy Checklist included with this application. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews addresses five items that appear in the Carson City Master Plan. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. Address each theme; a check indicates that the proposed development meets the applicable Master Plan Policy. Provide written support of the policy statement in your own words as a part of these findings. For additional guidance, please refer to the Carson City Master

Plan document on our website at [www.carson.org/planning](http://www.carson.org/planning) or you may contact the Planning Division to review the document in our office or request a copy.

*This proposal is consistent with every single objective that applies to this proposal in the city Master Plan elements. We would ask staff to comment and if there are any deficiencies or disagreements to this consistency statement noted, we will address those for staff and public review.*

- 2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.**

Explanation: A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: grocery store, Retail Commercial zoning)

*The adjacent land uses and zoning appear to be highly compatible with this use. SF-6 zoning is adjacent on three sides of the site with TC zoning to the east. While zoning is more conceptual with a potential broad list of uses, actual uses are a better measure of compatibility.*

- B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners. Have other properties in your area obtained approval of a similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.

*Our proposal is a single-family with tandem parking for the homes. It is not conceivable to think how this would adversely affect single-family zones and uses in the area. Evaluating uses in all directions, there is single family across the street on Emerson Drive, the church to the south is an excellent land use relationship, the freeway to the north with a sound wall, and the proposed hotel further east of the NVE transformer station. The most sensitive adjacent land use issues on the surface are the transformer station and the freeway. Both are about visual impacts which are simply managed with landscape screening as proposed.*

- C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.

*Considering the lack of intensity for this proposal, the 2-story height cap, the setbacks and low traffic generation, this is highly sensitive to the neighborhood and will not be detrimental in any fashion.*

- D. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.

*We will only use dark sky light standards for street lighting if approved or required by the city. This are inherently shielded and will not affect adjoining properties.*

- E. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscape shown on the plan which complies with City ordinance requirements.

*Please see the conceptual Landscape Plan. We intend to screen adjacent to the most sensitive surroundings and add street trees for street character on the public street.*

- F. Explain any short-range and long-range benefit to the people of Carson City that will occur if your project is approved.

*Short range is filling a housing need and housing product type that is highly desired in the market with an attainable price point. Longer range benefit is the resourceful use of land, and additional tax base to benefit the city.*

**3. Will have little or no detrimental effect on vehicular or pedestrian traffic.**

Explanation: Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have to pedestrian and vehicular traffic when it is successfully operating? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? State how you have arrived at your conclusions.

*There is no detriment on vehicle or pedestrian traffic. Just the opposite is true. This makes a pedestrian link for improved connectivity. It connects directly to the multi-purpose path which is a quality of life issue for this location, the low traffic generation fits well with the functional operation of the abutting local street.*

**4. Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public improvements.**

Explanation: A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population?

*Yes, it will add a prorata share of student population for the number and type of students that can be forecasted for the single-family product type.*

B. How will your project affect police and fire protection?

*Yes, it will add a prorata demand for police and fire services. The benefit is that it falls within an established service radius for both police and fire services.*

- C. Is the water supply serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well?

*Yes, there is adequate water supply and pressure to serve the site. please see the civil utility plan that includes a water system loop as directed by the city engineering department*

- D. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated?

*Drainage has been studied and design with a detention basin to address the increase in runoff as a result of the impervious surface that is being created.*

- E. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system?

*Sewage disposal is being gravity routed to the main trunk line in Emerson Road with excess capacity that has been provided by the engineering department.*

- F. What kind of road improvements are proposed or needed to accommodate your project?

*A single local street designed and to be built to city design standards has been proposed. This again was address with the city engineering staff.*

- G. Indicate the source of the information that you are providing to support your conclusions and statements made in this application (private engineer, Development Engineering, Public Works, Transportation, title report or other sources).

*The source is a private civil engineer for the subdivision design and a civil engineer for the geotechnical investigation.*

**5. Meets the definition and specific standards set forth elsewhere in Carson City Municipal Code, Title 18 for such particular use and meets the purpose statement of that district.**

Explanation: Explain how your project meets the purpose statement of the zoning district in which it is located and how it meets the specific standards that are set forth in that zoning district. In CCMC Section 18.04, Use Districts, find the zoning district where your property is located. Refer to the purpose statement at the beginning of the zoning district section and explain how your project meets the purpose statement of that district. In addition, find the specific Intensity and Dimensional Standards for your zoning district in either CCMC Section 18.04.190 (Residential) or CCMC

Section 18.04.195 (Non-Residential) and explain how your project meets these specific standards. To access the Carson City Municipal Code, visit our website at [www.carson.org/planning](http://www.carson.org/planning).

**18.04.120 - Neighborhood business (NB).**

The purpose of the NB District is to provide services for the larger neighborhood, within walking or bicycling distance, and limited primarily to offices and retail sale of new merchandise. Unless expressly permitted otherwise by this section, all uses within the NB District shall be conducted with a building with no outside storage. Temporary outdoor display and sale of merchandise for a period not to exceed thirty (30) days within a calendar year may be authorized by the Director subject to Title 18.02.115.8 (Outdoor Sales and Activities).

1. The Primary Permitted Uses in the NB District are this list plus other uses of a similar nature and those uses allowed in [Section 18.04.115](#) General Office, except those uses appearing in Section 18.04.120.3 Neighborhood Business as Conditional uses which require a Special Use Permit:

3. The Conditional Uses in the NB District which require approval of a Special Use Permit are:

*Single-family, two-family and multi-family dwelling;*

*This is a single-family detached use being proposed that can be reasonably argued as a more appropriate use even though it requires a SUP because of the surrounding conditions and high level of compatibility it offers to the neighborhood. In addition, it completes some missing public infrastructure for city wide benefit and will generate minimal disruption to the neighborhood.*

**6. Will not be detrimental to the public health, safety, convenience and welfare.**

Explanation: Provide a statement explaining how your project will not be detrimental to the public health, safety, convenience and welfare. If applicable, provide information on any benefits that your project will provide to the general public.

*There is no conceivable detriment to the public health, safety, and welfare of any citizens. We would suggest there is clear and convincing public benefit to the citizens of the project and the general public by having direct access to the pedestrian and bike facilities abutting the project, the commercial services nearby, and the public park within walking distance of the site.*

*Our proposal is a single-family use Tandem Garages surrounded by mostly single-family zones and uses. Evaluating uses in all directions, there is single family across the street on Emerson Drive, the church to the south is an excellent land use relationship, the freeway to the north with a sound wall, and the proposed hotel further east of the NVE transformer station. The most sensitive adjacent land use issues on the surface are the transformer station and the freeway. Both are about visual impacts which are simply managed effectively with landscape screening as proposed.*



**7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.**

Explanation: Provide a statement explaining how your project will not result in material damage or prejudice to other property in the vicinity.

*Given all of the prior explanations of compatibility in all directions with respect to adjacent land uses and zoning, there is no material damage or prejudice to other properties in the vicinity.*

# Appendix

## **Application Materials**

Special Use Permit Application

Variance Application Form

Master Plan Policy Checklist for a Tentative Map

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

FOR OFFICE USE ONLY:

CCMC 18.02.080

## SPECIAL USE PERMIT

**FEE\*:** \$2,450.00 MAJOR  
 \$2,200.00 MINOR (Residential zoning districts)

**+ noticing fee**

\*Due after application is deemed complete by staff

**SUBMITTAL PACKET – 4 Complete Packets (1 Unbound Original and 3 Copies) including:**

- Application Form
- Detailed Written Project Description
- Site Plan
- Building Elevation Drawings and Floor Plans
- Special Use Permit Findings
- Master Plan Policy Checklist
- Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports (Engineering)

**CD or USB DRIVE with complete application in PDF**

**Application Received and Reviewed By:** \_\_\_\_\_

**Submission Deadline:** Planning Commission application submittal [schedule](#).

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

**FILE # SUP - -**

APPLICANT \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY, STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

PROPERTY OWNER \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY, STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

APPLICANT AGENT/REPRESENTATIVE \_\_\_\_\_ PHONE # \_\_\_\_\_

MAILING ADDRESS, CITY STATE, ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

Project's Assessor Parcel Number(s): \_\_\_\_\_ Street Address \_\_\_\_\_

Project's Master Plan Designation \_\_\_\_\_ Project's Current Zoning \_\_\_\_\_ Nearest Major Cross Street(s) \_\_\_\_\_

Please provide a brief description of your proposed project and/or proposed use below. Provide additional pages to describe your request in more detail.

### PROPERTY OWNER'S AFFIDAVIT

I, \_\_\_\_\_, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature \_\_\_\_\_ Address \_\_\_\_\_ Date \_\_\_\_\_

Use additional page(s) if necessary for additional owners.

STATE OF NEVADA )  
 COUNTY )

On \_\_\_\_\_, 2\_\_\_\_\_, \_\_\_\_\_, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public \_\_\_\_\_

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



**ACKNOWLEDGMENT OF APPLICANT**

I certify that the foregoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one year of the date of the Planning Commission approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City Code requirements.

*john kempotic*

\_\_\_\_\_  
Applicant's Signature

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Date



# Master Plan Policy Checklist

## Conceptual & Tentative Subdivisions, PUD's & Parcel Maps

### PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to subdivisions of property. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: \_\_\_\_\_

Reviewed By: \_\_\_\_\_

Date of Review: \_\_\_\_\_

### DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

#### CHAPTER 3: A BALANCED LAND USE PATTERN



The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

##### Is or does the proposed development:

- Consistent with the Master Plan Land Use Map in location and density?
- Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?
- Encourage the use of sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?
- Located in a priority infill development area (1.2a)?
- Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

- Encourage cluster development techniques, particularly at the urban interface with surrounding public lands, as appropriate, and protect distinctive site features (1.4b, c, 3.2a)?
- At adjacent county boundaries, coordinated with adjacent existing or planned development with regards to compatibility, access and amenities (1.5a)?
- Located to be adequately served by city services including fire and sheriff services, and coordinated with the School District to ensure the adequate provision of schools (1.5d)?
- In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- Provide a variety of housing models and densities within the urbanized area appropriate to the development size, location and surrounding neighborhood context (2.2a, 9.1a)?
- Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- If at the urban interface, provide multiple access points, maintain defensible space (for fires) and are constructed of fire resistant materials (3.3b)?
- Sited outside the primary floodplain and away from geologic hazard areas or follow the required setbacks or other mitigation measures (3.3d, e)?
- Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

## CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES



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

### Is or does the proposed development:

- Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b, c)?
- Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

## CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

### Is or does the proposed development:

- Incorporating public facilities and amenities that will improve residents' quality of life (5.5e)?
- Promote revitalization of the Downtown core (5.6a)?
- Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

## CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

### Is or does the proposed development:

- Promote variety and visual interest through the incorporation of varied lot sizes, building styles and colors, garage orientation and other features (6.1b)?
- Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
- Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- If located Downtown:
  - Integrate an appropriate mix and density of uses (8.1a, e)?
  - Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
  - Incorporate appropriate public spaces, plazas and other amenities (8.1d)?



## CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

### Is or does the proposed development:

- Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?