

# Chapter 8: Specific Plan Areas

## INTRODUCTION

Carson City adopted an ordinance effective July 17, 1995 permitting the use of Specific Plan Areas (SPAs) within the City's Master Plan. Based on this ordinance, contained in Chapter 18.02.070, of the City's Municipal Code, four Specific Plan Areas have been identified on the Land Use Map. They include the following:

- Schulz Ranch Specific Plan Area (SR-SPA);
- Brown Street Specific Plan Area (BS-SPA);
- Lompa Ranch Specific Plan Area (LR-SPA); and
- Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area (V&T-SPA).

A Specific Plan Area designation requires development proposals within the area to be reviewed in a comprehensive manner, based on a set of adopted policies. Policies address planning issues or objectives specific to the Specific Plan Area, and typically relate to topics such as land use; community character and design; circulation and access; parks and open space; infrastructure, services, and facilities; and cultural and environmental resources.

The policies are not intended to be all encompassing; rather, they are intended to provide a framework for the development of an overall master plan for the area which must be prepared prior to development. Upon adoption of a Specific Plan Area application, the Land Use Map will be updated and the revised policies incorporated into this chapter.

## SCHULZ RANCH SPECIFIC PLAN AREA (SR-SPA)

*The intent of the Schulz Ranch Specific Plan Area (SR-SPA) is to establish policies that provide a framework for the incorporation of additional housing in the area following the closure of the Race Track in a manner that:*

- ensures the compatibility of future development with an established suburban neighborhood in the area and future development on adjacent property in Douglas County;
- protects the natural features of the site and of surrounding lands;
- provides a distinct benefit to and protects the quality of life for existing and future residents in the area; and
- ensures that appropriate public facilities and services will be provided to serve the area.

## LOCATION AND APPLICABILITY



The SR-SPA is located south of the City's existing urbanized area between Bigelow Drive and Center Street, as identified on the map on the map above.

## DEVELOPMENT CONTEXT

The SR-SPA abuts the North Douglas County Specific Plan Area on the west, much of which is currently vacant, but is planned for a range of commercial (adjacent to Highway 395, approximately 160 acres), public facilities, single-family residential uses (8,000-12,000 square foot lots on approximately 158 acres), and open space. The area abuts property owned by the Washoe Tribe to the north, between

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Clear Creek and the Plan area. The Stewart Facility, owned by the State, is located north of Clear Creek and used for a variety of purposes, including State offices and training facilities. On the south lie additional vacant lands within Douglas County which are not included in the North Douglas County Specific Plan Area. The State Prison Farm is located to the east, across Bigelow Drive.

## SR-SPA LAND USE POLICIES

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

Parcel A shall be designated Medium Density Residential (4 to 10 dwelling units per acre) on the Master Plan Land Use Map. Parcel A shall be zoned Single Family 6000 (SF6) on the official zoning map of Carson City only upon approval of a tentative map for the property on which the race track facilities are located. Development of Parcel A will be by subdivision, planned unit development, or common open space subdivision encouraging a development with varying lot sizes.

### SR-SPA 1.2—Variety of Lot Sizes and Setbacks

A variety of lot sizes shall be provided to allow for a gradual transition in density between existing 1-acre lots and the more urban development pattern permitted and to encourage a diversity of housing types. To accomplish this, the following standards shall apply:

- Lots may range from 2,500 square feet to 1-acre in size;
- Subdivisions within Parcel A shall provide a minimum of three distinctly different neighborhoods with different lot sizes;
- Smaller lots shall generally be located in the northwest portion of Area A to provide a transition to larger lots adjacent to existing one-acre residential lots.
- A variety of setbacks is encouraged.
  - Where larger buffer lots are required on the perimeter of Parcel A, setbacks from parcels in Area B shall be a minimum of 30 feet, whether front or rear yards. Opposite yards from those facing Area B may be a minimum of 20 feet. Side yards on such lots shall be a minimum of 10 feet.
  - Where lots are 4,500 square feet or larger, minimum setbacks are as follows: Front and rear yards: 15 feet; side yards: 5 feet. A 20 foot driveway shall be provided from the property line to the face of the garage.

- Where lots are smaller than 4,500 square feet, setbacks may either conform to the standards for lots 4,500 square feet or larger or alternative setbacks may be determined with the tentative map submittal.
- Corner lots shall be larger, as necessary, to allow adequate vehicle and pedestrian sight distance. Driveways, fences and on-street parking shall not interfere with vehicle and pedestrian sight distances.

For the purposes of satisfying the above standards, a distinctly different lot size shall vary by a minimum of 500 square feet from other lot sizes provided. Larger lots may be used around the perimeter as a transition.

### **SR-SPA 1.3—Phasing of Development**

A phasing plan for Parcel A shall be submitted for review and approval with any development application for that area. For any subdivision of property on Parcel A to lots of less than one acre in size, the property on which the race track facilities are located shall be identified and developed as part of the overall development plan. Prior to the issuance of the first certificate of occupancy within Parcel A, the racetrack shall cease all operations.

### **SR-SPA 1.4—Disclosure of Adjacent Uses**

The sale of homes within Area A shall include a disclosure that properties in the vicinity are permitted to keep horses and other livestock and the property may be impacted by odors, dust, noise and other affects associated with the keeping of livestock.

### **V&T SPA—1.5 Drako Way Vicinity Land Use Change**

The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property.

## **SR-SPA CIRCULATION AND ACCESS POLICIES**

### **SR-SPA 2.1—Interconnected Street Network**

An interconnected system of streets shall be established to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor

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vehicles, bicycles, and pedestrians. Developing isolated neighborhood street networks that only serve small segments of a particular development or the SPA is strongly discouraged. All local residential streets shall provide both sides on-street parking.

**SR-SPA 2.2—Topsy Lane Connection**

Right-of-way for the extension of Topsy Lane, through Parcel A, from Center Drive to Schulz Drive shall be provided (at a minimum) to collector street standards. The street section shall include a bicycle lane on both sides of the street. A non-standard sidewalk/pathway, 8 feet in width, separated from the roadway with a minimum landscape buffer of 5 feet, shall be provided on one side of the street. The Topsy Lane extension, including linear park and multi-use trail facilities, may be constructed in one or two phases, provided that the first phases of development are served by at least two paved accesses per Carson City standards. If the extension is constructed in two phases, the final improvement plans that complete the connection shall be submitted with the final map containing the 251<sup>st</sup> lot.

**SR-SPA 2.3—Pedestrian and Bicycle Connections**

A system of pedestrian and bicycle connections shall be provided as specified on the City's adopted Unified Pathways Master Plan to establish visual and physical connections to and between the following:

- Any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development;
- Any adjacent public park, open space, or civic use including but not limited to schools and public recreation facilities;
- Edmonds Sports Complex;
- Stewart Facility;
- Clear Creek Corridor;
- Bigelow Drive and Center Drive;
- Future City Recreation Center;
- V&T right-of-way along the Carson River; and
- North Douglas County Specific Plan open space areas.

**SR-SPA 2.4—Traffic Analysis**

An evaluation of the condition of Bigelow Drive and Center Drive shall be conducted in conjunction with a traffic analysis upon review of the development plan for Parcel A to determine the impacts and adequacy of the existing roads to accommodate additional traffic. Developer participation in any necessary

upgrades to the roadways to accommodate the additional traffic generated from the development may be considered based on the results of the road evaluation and traffic study.

## SR-SPA COMMUNITY CHARACTER AND DESIGN POLICIES

### SR-SPA 3.1—Varied Streetscapes

To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. To accomplish this, the following standards shall apply:

- Subdivisions with 150 or more units shall provide a minimum of four distinctly different home models.
- Subdivisions with less than 150 units shall provide a minimum of 3 distinctly different home models.

For the purposes of satisfying the above standard, each model home elevation shall distinctly differ from other home elevations in a minimum of three of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.
- Substantial variation in the location and/or proportion of garages and garage doors.
  - The width of the front façade elevation must differ more than two feet.
  - Variation in the location and proportion of front porches.
  - Substantial variations in roof-lines and/or in the angle of roof runs.
  - Use of roof dormers.
  - A variation of building types, i.e., ranch, two-story, and split level.
  - Window shapes that are substantially different.
  - Use of different roof materials.
  - Other distinct design variations approved by the City.
- Additionally, new residential structures on lots 70 feet or wider shall use a minimum of three of the following techniques and new residential structures on lots narrower than 70 feet shall use a minimum of two of the following techniques to reduce the prominence of garages, promote pedestrian activity and create visual diversity in the neighborhood:

**Plan Areas 8-7**

- **House forward** – Living areas that extend a minimum of five feet in front of the garage face.
- **Front porches** – A 60 square foot or larger covered front porch that extends a minimum of 6 feet in front of the living area.
- **Courtyards** – A 60 square foot or larger front yard courtyard with a hard finished floor surface (concrete, wood, brick, pavers, etc.) and walls not exceeding three feet in height, extending a minimum of three feet in front of the garage face.
- **Varied front setback** – Front setbacks of adjacent homes on the same side of the street vary by a minimum of three feet.
- **Garage orientation** – Garage doors that do not face the street (i.e. provide side loaded garages) with front elevations of garages that are architecturally consistent with the living area front elevation.
- **Reduced garage width** – Garages that do not exceed 40% of the front elevation.
- **Enhanced landscaping** – On lots narrower than 70 feet, a minimum of one additional 2-inch caliper tree is provided in the front yard. On lots 70 feet or wider, a minimum of two additional 2-inch caliper trees are provided in the front yard. In addition, the entire front yard area is landscaped and irrigated. A maximum 10% of the front yard landscaping may consist of empty shrub beds with landscape fabric and irrigation to provide homebuyers with landscape options. Bare dirt shall be prohibited in front yards.
- **Front door path** – A three foot or wider path that is physically separated from the driveway is provided from the sidewalk to the front door.
- **Structure articulation** – A minimum of four separate roof planes are incorporated within the front elevation and the front elevation contains a minimum of two wall planes that are offset by a minimum of three feet.

**SR-SPA 3.2—Building Orientation**

Homes shall be oriented so as to not back (rear yards) onto streets, excluding Topsy Lane and Center Drive. Individual driveway access onto Topsy Lane/Race Track Road and Center Drive is prohibited.

**SR-SPA 3.3—Development Compatibility**

A transition in development intensity shall be provided between urban residential uses and rural residential uses. Transitions may



be accomplished through the use of open space buffers, larger lot sizes, or a combination of these methods.

#### **SR-SPA 3.4—Street Trees**

Street trees shall be provided along the Race Track Road/Topsy Lane connection between Schulz Drive and Center Drive, spaced on average at 40-foot intervals. Species grouping and diversity is encouraged.

#### **SR-SPA 3.5—Front Yard Landscaping**

Front yard landscaping and irrigation shall be provided by the developer(s) of each subdivision. Landscaping shall include a minimum of two trees (1-1/2 inch caliper deciduous or five foot high evergreen) and 12 five gallon mix of evergreen and deciduous shrubs. Evergreen trees shall be planted a minimum of 20 feet from back of sidewalks. Turf and/or groundcover areas shall also be provided in the landscape alternatives. A minimum of three typical landscape schemes for each neighborhood shall be provided with development approval.

#### **SR-SPA 3.6—Buffer Lots**

Lots abutting existing residential parcels at the perimeter of Area A shall be created as generally depicted in the conceptual plan identified with this document and shall be limited to the development of one-story homes.

### **SR-SPA PARKS AND OPEN SPACE POLICIES**

#### **SR-SPA 4.1—Regional Open Space Network**

Open space within the SR-SPA should serve as an extension of open space designated within the North Douglas County Specific Plan, creating a unified system that serves both Carson City and Douglas County residents in the future. A Linear Park connection adjacent to Topsy Lane/Race Track Road will be provided to a centrally located neighborhood park within Parcel A.

#### **SR-SPA 4.2—Neighborhood Parks**

A 3-1/2 to 5 acre neighborhood park shall be centrally located within the Parcel A development area. The park will be integrated into the overall layout and design of the surrounding neighborhoods and function as a central component of a linear park/pathway system that provides east-west and north-south connectivity to Parks detention areas and adjacent properties.



**SR-SPA 4.3—Parks Detention Basin/Natural Areas**

Detention basin facilities will be required in the northern and southern areas of Parcel A. The Parks and Recreation Department is interested in these sites as park facilities integrated into the neighborhood design and connected to the neighborhood park via the linear park/pathway system. A natural passive setting is anticipated at the site adjacent to Clear Creek in the northern portion of Parcel A and a developed passive setting is anticipated for the southerly site.

**SR-SPA 4.4—Linear Park/Pathway System**

An east-west linear park/pathway system will be provided adjacent to Topsy Lane/Racetrack Road. This will provide connectivity for bicycle circulation via 5 foot on street bike lanes and pedestrian connectivity via an 8 foot pathway on the south side of the roadway section. The 8 foot pathway will be provided within a 30-foot area to allow for a landscaped linear park. The 30-foot width may be reduced near intersections where additional lane width is required. A 10-foot wide landscaped area will be provided on the north side of the roadway to provide landscape continuity.

North-south circulation between the neighborhood park and the detention basin parks will be provided adjacent to neighborhood streets with a 10-foot landscaped parkway and 6 foot sidewalk which will be incorporated into the parks system to provide linear connectivity and continuity.

**SR-SPA 4.5—Clear Creek Corridor**

The Clear Creek corridor represents a valuable natural resource and amenity for Carson City, the Stewart Facility, and this development area. As a result, direct public access to the Clear Creek corridor is important to the City. Incorporation of a detention basin park in this area provides a creek crossing point for future access to the Stewart Facility.

**SR-SPA-4.6—Design Approval**

Conceptual site designs for the neighborhood park, the linear parks, and the detention basin parks will be presented to the Parks and Recreation Commission, the Planning Commission, and the Board of Supervisors for final approval.

## SR-SPA INFRASTRUCTURE, SERVICES, AND FACILITIES POLICIES

### SR-SPA 5.1—Extension of Public Utilities

Municipal water and sewer facilities, as well as natural gas, electric, and cable television services shall be extended to serve the development.

### SR-SPA 5.2—Connection of Existing Residences to Community Water and Sewer Facilities

Existing residences on individual wells and/or septic systems shall not be required to connect to the municipal water and wastewater facility as a result of the proposed development within Areas A or B, except as may be required by the State of Nevada or other Carson City ordinances or regulations.

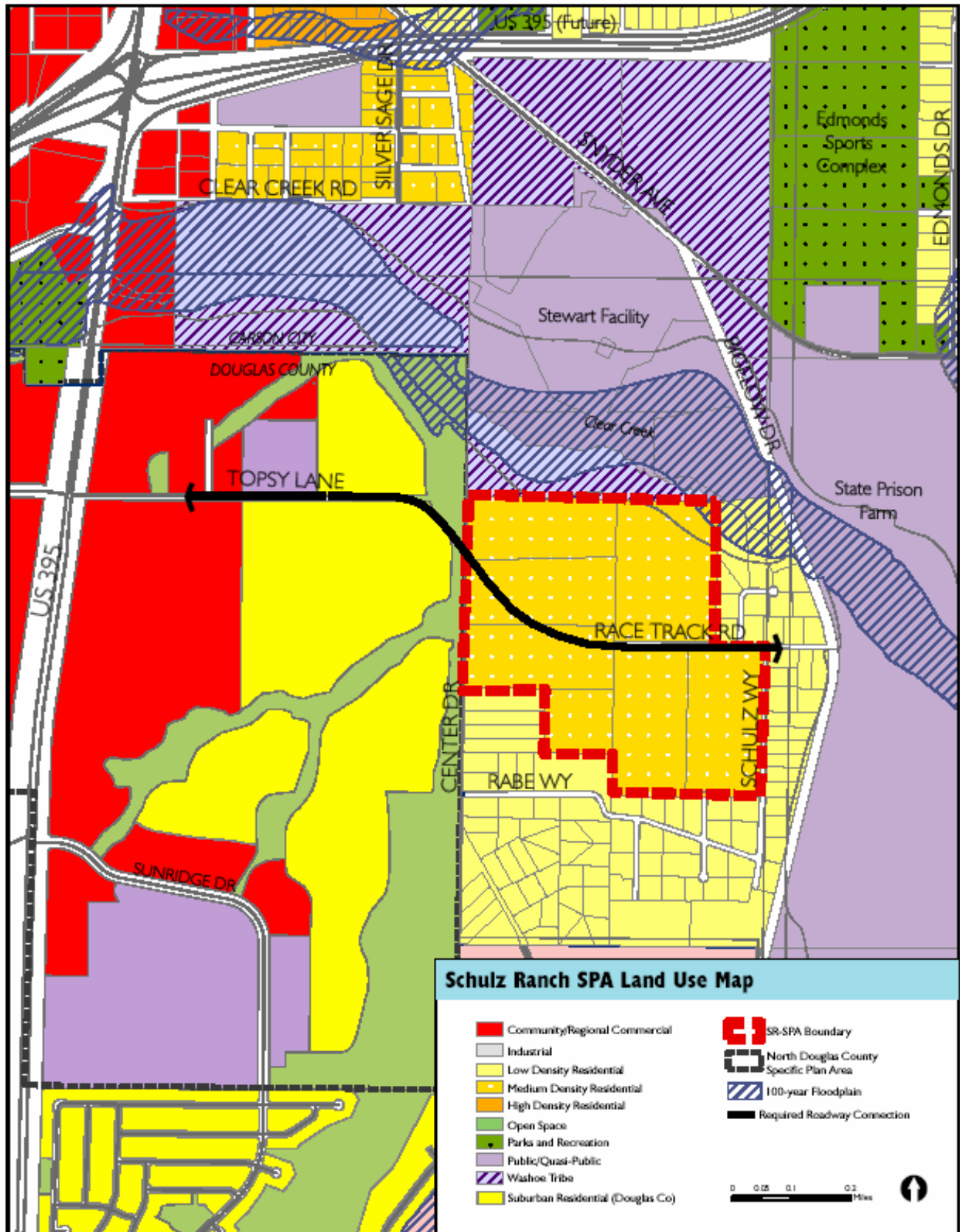
## SR-SPA CULTURAL AND ENVIRONMENTAL RESOURCES POLICIES

### SR-SPA 6.1—Clear Creek

The Clear Creek floodplain in the northeast portion of Area A shall be retained in open space as part of the development, and may be incorporated into the project stormwater and water quality control facilities. The development shall meet all local, state and federal requirements for drainage, stormwater maintenance access and water quality control.

### SR-SPA 6.2—Race Track Demolition

The developer shall be responsible for meeting all applicable local, state and federal environmental laws in the removal of the race track facilities.



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

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

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

### LOCATION AND APPLICABILITY



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

*Plan Areas 8-13*

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

## DEVELOPMENT CONTEXT

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

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

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

## BS-SPA LAND USE POLICIES

### **BS-SPA I.1—Master Plan and Zoning Designation**

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

### **BS-SPA I.2—Development Context Diagram**

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

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

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

**BS-SPA 1.4—Commercial Land Uses**

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

**BS-SPA 1.5—Mixed-Use Development**

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

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

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

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

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

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

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

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

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

**BS-SPA 3.1—Building Orientation**

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

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

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

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

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

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

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

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

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



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

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

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

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

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

### **BS-SPA 3.6—Parking Amount**

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

### **BS-SPA-3.7—Street Trees**

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

*Plan Areas 8-17*

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

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

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

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

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

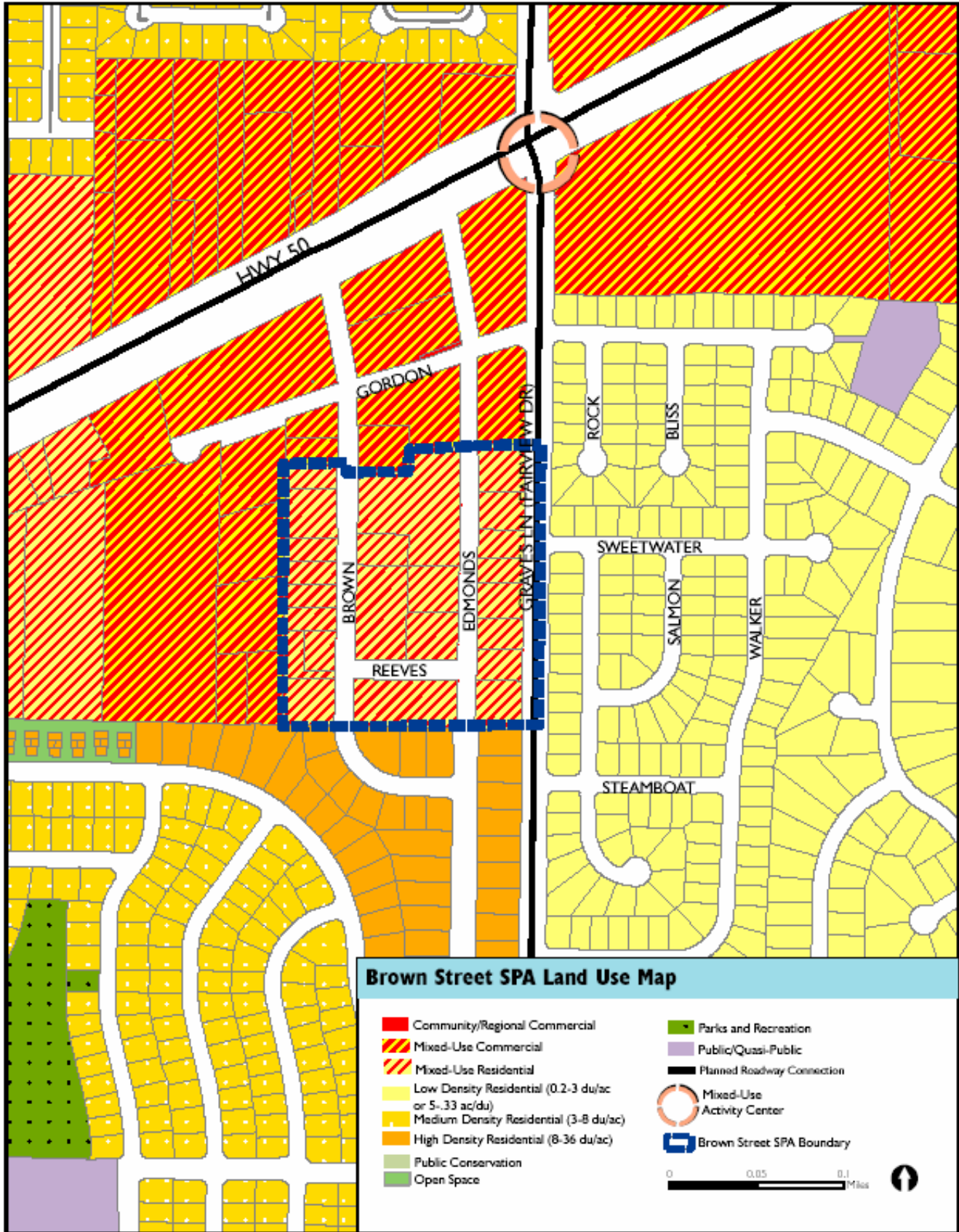
Drainage facilities, including downstream facilities, to serve the SPA area shall be upgraded as needed to serve future development.

**BS-SPA 4.3—Right-of-Way Review**

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

**BS-SPA 4.4—Roadway Names**

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



# LOMPA RANCH SPECIFIC PLAN AREA (LR-SPA)

*The intent of the Lompa Ranch Specific Plan Area (LR-SPA) is to establish policies that provide a framework for the future development of the area in a manner that:*

- *provides for a comprehensive development plan for a balanced mix of land uses and a variety of housing options;*
- *ensures the creation of cohesive neighborhoods within the SPA;*
- *ensure adequate vehicular and non-motorized circulation throughout the SPA;*
- *ensures the compatibility of future development with established neighborhoods in the area;*
- *ensures that adequate public facilities and services will be provided to serve the area;*
- *will not adversely impact the public health, safety, and welfare.*

## LOCATION AND APPLICABILITY



The Lompa Ranch Specific Plan Area is located south of Highway 50 and north of Fairview Drive, as defined on the map above. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.

## LR-SPA POLICIES

Development of lands within this Special Planning Area may occur pursuant to the policies below. Adoption of a new SPA and rezoning of these areas will be required. The applicant shall have the burden of proof to provide facts supporting the proposed SPA and Zoning Map Amendment. For purposes of legal clarity, this shall include the burden of going forward with the evidence and the burden of persuasion on all questions of fact which are to be determined by the Planning Commission and the Board of Supervisors. Additionally, the applicant shall provide adequate information in the application to support a positive finding with regard to compliance with the following policies. The Commission and Board shall determine if the information presented is adequate to support their decisions with regard to compliance.

## LR-SPA LAND USE POLICIES

### LR-SPA 1.1—Specific Plan Area Requirement

The Master Plan Land Use Map identifies a mix of uses for the property but is merely intended as a guide for future development of the property. Prior to any development occurring on the property, a new Specific Plan Area (SPA) must be approved to more specifically establish land uses, densities, design standards, and other standards pursuant to the general policies of this SPA. The SPA shall modify the Land Use Map, as appropriate, to identify land use areas, parks, open space, drainage facilities, etc. Appropriate zoning of the property may be included as part of the SPA process.

### LR-SPA 1.2—Mix of Land Uses

The SPA encourages a mix of land uses, including a variety of residential densities, employment/office uses and commercial uses to serve the local neighborhood as well as the region. The incorporation of higher density housing within the mixed-use commercial area to compliment retail and employment uses is encouraged. The final SPA shall establish guidelines for the mix of uses desired within the Activity Center and the appropriate configuration (i.e. vertical or “stacked” mixed-use, or horizontal or “side-by-side” mixed-use) of uses within it.

### LR-SPA 1.3—Development of Activity Center

The Master Plan Land Use Map identifies an “Activity Center” in the vicinity of the freeway and Highway 50 East. In the Mixed-Use

*Plan Areas 8-21*

Commercial portion of the property, an Activity Center should be integrated into the surrounding neighborhood and should incorporate a mix of complementary uses (including residential), increased densities, clear pedestrian connectivity and other transit supportive features.

**LR-SPA 1.4—Mix of Housing Types**

A range of housing types shall be included in the SPA, including single-family detached, single-family attached, duplexes, multi-family residential units and housing included as part of the mixed-use development to meet varying functional and pricing needs. Single family neighborhoods shall provide a range of lot sizes.

**LR-SPA 1.5—Compatibility with Existing Neighborhoods**

Land use patterns and development intensity shall be designed to provide for compatibility with existing, surrounding neighborhoods, including consideration of lot sizes and development intensities adjacent to existing residential neighborhoods.

**LR-SPA CIRCULATION AND ACCESS POLICIES**

**LR-SPA 2.1—Roadway Linkages**

The general vehicular circulation network shall be established with the final SPA to connect neighborhood within the SPA and surrounding neighborhood and shall include, at a minimum:

- a north-south collector between Highway 50 East and Fifth Street;
- connection of the north-south collector to Robinson Street;
- a collector from Fifth Street to Railroad Street across the Linear Park; and
- other roadways and connections as required by a traffic study.

**LR-SPA 2.2—Traffic Study Requirement**

A traffic study shall be required for review with the final SPA. The traffic analysis shall meet the requirements of the Carson City Development Standards and shall be conducted for the buildout of the entire SPA.

**LR-SPA 2.3—Pedestrian and Bicycle Connections**

Pedestrian and bicycle connections shall be provided to link all internal neighborhoods to each other and all areas of the development to:

- the linear park south of Fifth Street and along Fifth Street;
- any commercial, mixed use or employment areas with the SPA;
- the Highway 50 East multi-use path;
- the high school;
- Saliman Street;
- any internal trails, open space and parks provided as part of the SPA development.

## LR-SPA ENVIRONMENTAL POLICIES

### LR-SPA 3.1—Floodplain and Drainage

- The existing floodplain shall be identified based on FEMA mapping with post-freeway drainage improvements for development of the final SPA. In order to develop the property, drainage improvements will be required to mitigate the 100-year floodplain on the property. This may also require amending the FEMA mapping through a letter map amendment process. Once the new floodplain is determined, designated land use intensities shall be developed outside this floodplain area.
- An overall storm water management plan shall be developed with the final SPA to ensure adequate drainage facilities to serve the entire SPA area.
- A detailed wetlands delineation shall be provided with the final SPA identifying any areas that meet the Federal 404 definition of wetlands. Following wetland identification, designated land use intensities shall be developed outside the wetlands.

## LR-SPA COMMUNITY CHARACTER AND DESIGN POLICIES

### LR-SPA 4.1—Quality Design

- The final SPA shall promote a variety and visual interest in the design of new residential neighborhoods through the incorporation of varied lot sizes, building styles and colors, garage orientation and other features.
- The final SPA shall promote variety and visual interest in the design of new commercial centers through the incorporation of well-articulated building facades, clearly defined entrances and pedestrian connections, landscaping and other features.



**LR-SPA PARKS AND OPEN SPACE POLICIES**

**LR-SPA 5.1—Provision of Park, Multi-Use Paths and Open Space Facilities**

Parks shall be provided commensurate with demand created by the SPA development consistent with the City’s adopted Parks and Recreation Master Plan standards. Drainage and flood control areas may be used as part of the parks and multi-use trail system. Parks shall be connected to existing multi-use trail facilities. Parks, open space and multi-use path areas shall be generally depicted on the final SPA Land Use Plan.

**LR-SPA PUBLIC UTILITIES, SERVICES, AND FACILITIES POLICIES**

**LR-SPA 6.1—Extension of Public Utilities**

Water, sewer, storm drainage, gas, electric, telephone and cable television utilities shall be extended to serve the entire SPA and shall be coordinated with the applicable providers to ensure such facilities can be provided for the proposed development.

**LR-SPA 6.2—Undergrounding of Utilities**

All utilities, including electric, shall be extended underground from their present locations to serve the development.

**LR-SPA 6.3—School Facilities**

The applicant shall work with the Carson City School District to establish adequate school sites and facilities, as necessary, to provide for adequate levels of service for the proposed development.

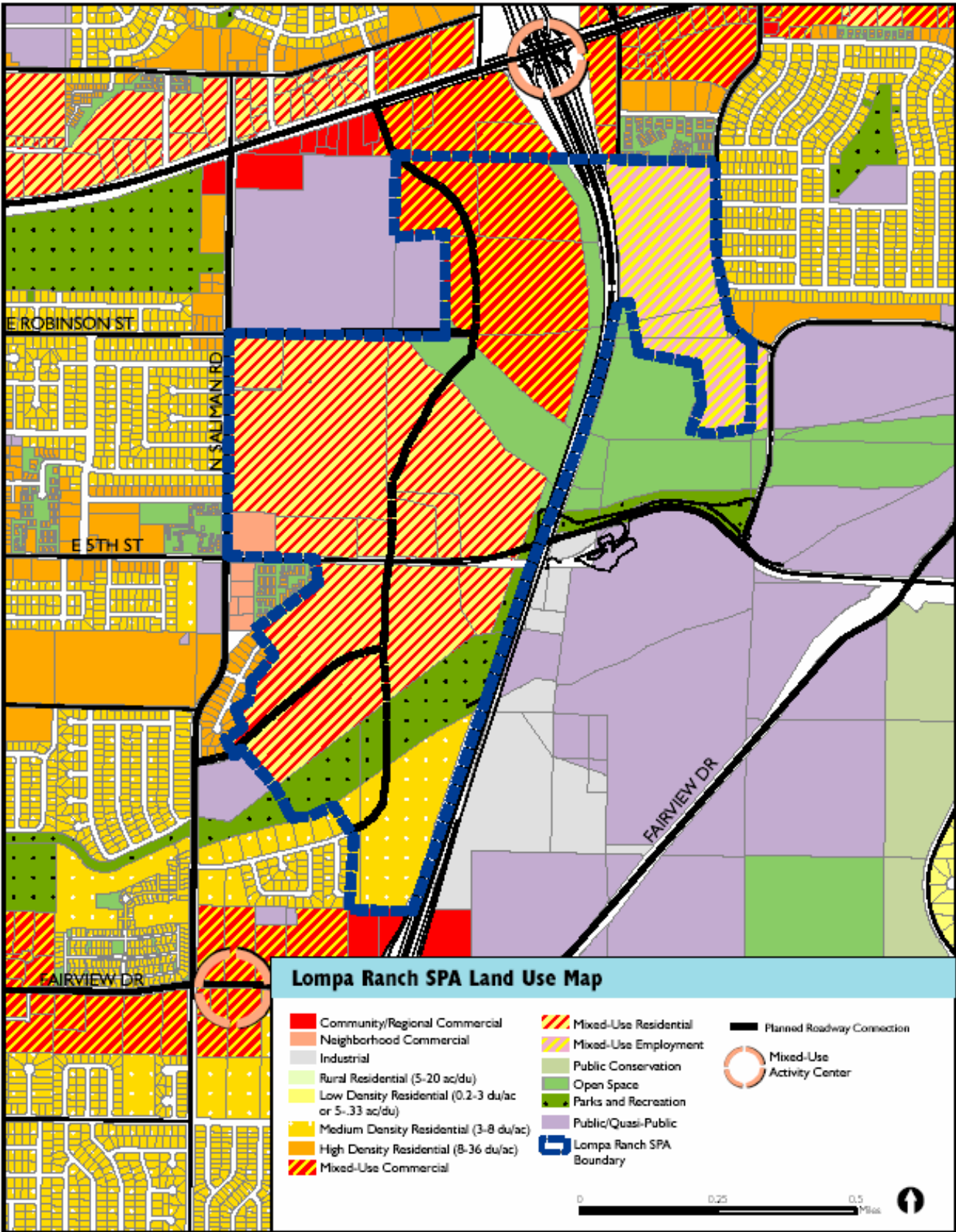
**LR-SPA FIRE AND POLICE PROTECTION POLICIES**

**LR-SPA 7.1—Adequate Public Safety Facilities**

Adequate police and fire protection needs to be established within the SPA. Police and fire protection at an urban level of service needs to be demonstrated. Any additional services or facilities necessary to provide this level of service should be established on a prorated basis to serve the entire SPA.

**LR-SPA 7.2—Fire Station Location**

The applicant shall work with the Carson City Fire Department to identify potential fire station locations, including off-site locations in the vicinity, to adequately serve the proposed SPA development area.

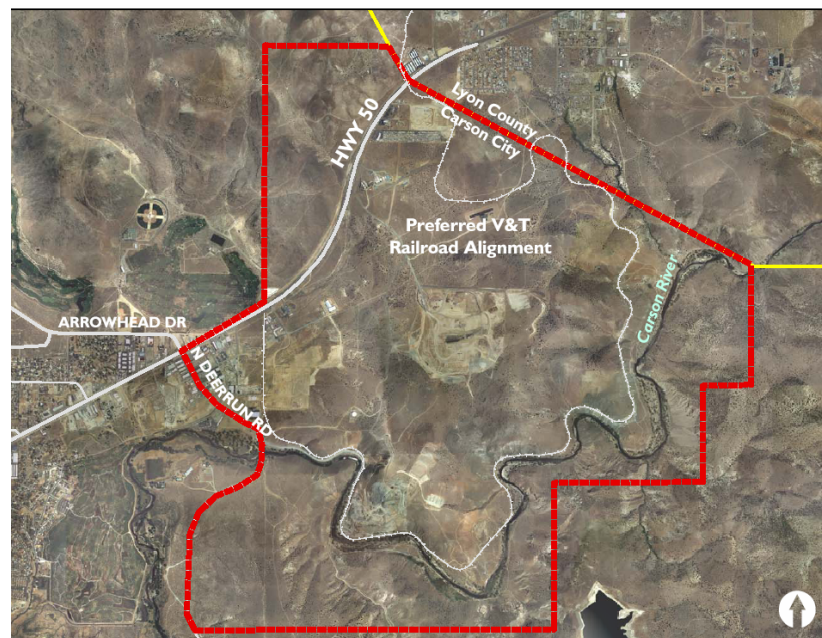


## EASTERN PORTAL—VIRGINIA & TRUCKEE RAILROAD GATEWAY SPECIFIC PLAN AREA (V&T-SPA)

*The purpose of the Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area (V&T-SPA) is:*

- *To provide for cohesive development within the area.*
- *To create a “gateway” into Carson City.*
- *To protect economic development opportunities along the highway corridor, particularly in conjunction with development of the V&T Railroad.*
- *To protect visual resources associated with the V&T Railroad route and terminal location.*
- *To encourage public/private partnerships to facilitate economic development and public purpose uses.*
- *To encourage public/private cooperation in creating public access, trails and recreational opportunities.*

### LOCATION AND APPLICABILITY



The Eastern Portal—Virginia & Truckee Railroad Gateway Specific Plan Area is located along Highway 50 east at the Lyon County line, as

*Plan Areas 8-27*

defined on the map above. The policies and guidelines contained herein shall be applicable to all properties contained within the Specific Plan Area boundary.

## BACKGROUND

The V&T Railroad is planned for construction from Virginia City, crossing Highway 50 East and entering Carson City at the Lyon County border, past private lands and BLM lands on the south side of Highway 50 East, and continuing along the Carson River corridor to the Deer Run Road vicinity. Plans are presently under way to finalize the right-of-way acquisition for the route into Carson City and to find a location for a train depot.

The V&T Railroad is anticipated to be a tourist attraction and a benefit to the local economy. The visual experience of the train ride will be a key element in the success of the V&T. The Carson River corridor within Carson City is arguably the most dramatic visual experience along the entire V&T route. The vistas overlooking Carson City from the Eastern Portal gateway into Carson City also offers magnificent views of Carson City and the Sierra Nevada mountains beyond.

The route will also interface with private lands near the Lyon County-Carson City border and in the Carson River-Deer Run Road vicinity. The private lands at the Lyon County border are mostly undeveloped, primarily due to the lack of public water and sewer infrastructure to the area at the present time. However, water has recently been made available to serve the area with the construction of a water tank south of Highway 50 East, and plans are being developed by the City for the extension of sewer lines to serve the area. The provision of water and sewer to the area will quickly make it more attractive for development.

Therefore, Carson City finds it important to protect the visual resources—and the V&T riders' experience—along the V&T Railroad corridor. The following policies are recommended to facilitate this protection and to maximize the long-term economic benefits of the V&T Railroad to Carson City and the region.

## (V&T-SPA) LAND USE POLICIES

### V&T SPA—I.1 Development Quality

Protect the scenic quality of the V&T experience with consideration given for the views from the train route as well as the terminal location by developing and adopting specific design standards for commercial development and public-use development within the V&T-SPA to protect the scenic quality of the V&T route.

**V&T SPA—1.2 Zoning**

Rezone the private lands in Carson City along Highway 50 East from General Industrial to a commercial designation consistent with the Master Plan Land Use Map.

**V&T SPA—1.3 View Corridors**

Identify critical views of the landfill area from V&T route and adjacent commercial areas and mitigate visual impacts by plantings, screening or other methods around the landfill.

**V&T SPA—1.4 Compatibility with Adjacent Uses**

- Prohibit new uses on public lands within the V&T-SPA that would conflict with the V&T and related commercial-tourism in the vicinity, such as uses that generate excessive noise, dust or odors, excluding the continued operation of the landfill; and
- Consider limiting the use of public lands as part of any proposed disposal of the BLM property into Carson City ownership through a federal lands bill.

**V&T SPA—1.5 Drako Way Vicinity Land Use Change**

The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property.

**(V&T-SPA) PARKS AND OPEN SPACE POLICIES****V&T SPA—2.1 Trail Facilities**

The Parks and Recreation will continue to work with the V&T Commission and V&T consultants in locating appropriate trail facilities along the Carson River corridor consistent with the V&T operation plans and the Unified Pathways Master Plan.

## **(V&T-SPA) CULTURAL AND ENVIRONMENTAL RESOURCES POLICIES**

### **V&T SPA—3.1 Carson River Corridor**

Encourage continued cleanup and patrol of the Carson River corridor to protect the scenic resource through partnerships with public and private agencies.

## **(V&T-SPA) COORDINATION POLICIES**

### **V&T SPA—4.1 Coordination**

Encourage continued collaboration with Lyon County and Storey County to minimize land use conflicts along the V&T corridor.



