LATE MATERIAL ITEM

5.A

PUBLIC COMMENT

Feedback on Chapter 6 and 10 of Revised Master Plan and Title 18 (chapter 6.7 and 6.8)
Bepsy Strasburg
Carson City Resident

Downtown Mixed Use Land use category consists of Main Street Mixed Use (Pink), Urban Mixed Use (blue) and Neighborhood Transition (orange) in the Regulation Plan Map attached.

The boundary of the Downtown Mixed Use is extended from the attached map. It will extend from Division Street from the West, Winnie Street in the North, Roop Street in the East and Little Lane in the South. Consultant is working on the redrawing of the blue boundary line, seen as

Main Street Mixed Use (Pink Section)

Although current character between John Street and 8th Street comprises of historic storefront and public buildings of modest scale (generally 2-3 storey), on street parking and pedestrian-oriented streetscape. Title 18, chapter 6.7 shows multi storey block type buildings along different segments of Carson Street

Carson Street: East Side to Plaza Street	**8 storey or 95 feet**
Carson Street West Side (except 3rd and 8th)	**5 storey or 60 feet**
Carson Street between 3rd and 8th street	**9 storey or 101 feet**
All East and West Streets	**60 feet to 101 feet (5 to 9 storeys)**

We need to have Title 18, Chapter 6.7 revised to conform to what exists today. Implementing different height multi story buildings along different sections of Carson Street and intersecting east and west streets will create a non-coherent Main Street look and visual nightmare. Rehabilitation and adaptive reuse versus reconstruction should be the main focus through facade improvements consistent with traditional "main street" character.

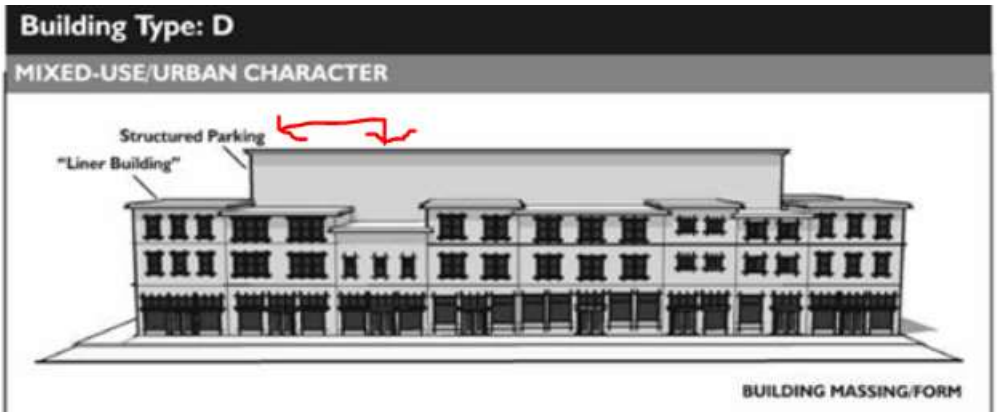
There is not Building type designated to Main Street Mixed Use in chapter 6.8 of Title 18. This need to corrected so there is a "rule" for both residents and developers for this area. See below.

B. Building Type

BUILDING TYPE	*APPLICABLE CHARACTER AREA*
A: Single Unit/Residential Character	Neighborhood Transition
B: Two or more units/Residential Character	Downtown Mixed-Use; Urban Mixed-Use; Neighborhood Transition
C: Multi-Unit/Urban Residential Character	Downtown Mixed-Use; Urban Mixed-Use
D: Mixed-Use Urban Character	Downtown Mixed-Use; Urban Mixed-Use

We cannot have block buildings such as this in Main Street Mixed Use area. Uncharacteristic of existing buildings and does not fit rural small town character desired by current residents. Residents

from other towns came to Carson City to escape similar destruction of the towns where they resided before.



Urban Mixed Use (Blue Section)
"Urban" description does fit a rural city. Vacant or underutilized parcels primarily on east of Carson Street and north and south of the Capitol Complex is still an integral part of the Main Street character. The Master Plan states opportunities exists for high density, multi story (upto 8 storys), block like buildings to accommodate convention space, hotels, casinos and multi story family residential units. This is contrary to the prime objective shared with the consultants by current residents which was to to retain the rural small town character of Carson City. Most of the residents who made this observation where high rise buildings, uncharacteristic of small towns, have destroyed the beauty and nature of a tight-knot community.

The CEO of the major landowner in the downtown area, Mae Adams Foundation, is on the record from the January 31st Planning workshop to "urbanize" downtown. Although we respect development, it needs to be consistent with the character of Carson City. We urgently urge the City Planners, Planning Commission and Board of Supervisors to reduce the height limitations of the Urban Mixed Use to be consistent with Main Street Mixed Use and respect the feedback from multiple listening sessions which is to retain the rural, small town character of Carson City.

Neighborhood Transition (Orange Section)
Characterized by small-scale retail and complementary residential use buildings with heights no more than 3 story currently exist, particularly in the west side of Carson Street. The adaptive reuse of existing buildings helping small businesses with lower cost occupancy should be retained and encouraged with redevelopment funds. Any infill opportunities should match the current skyscape.

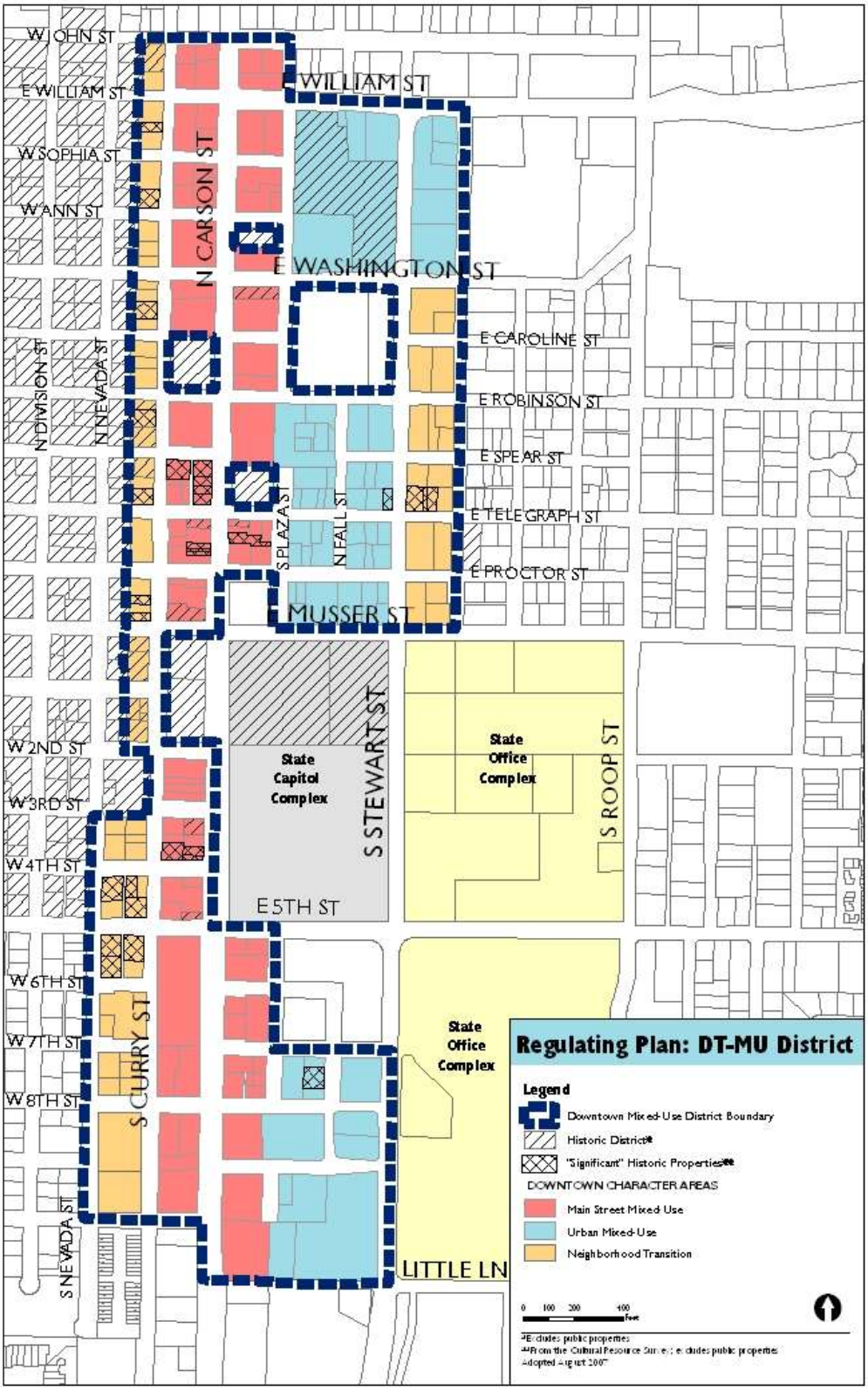
Chapter 6.7 of Title 18 should be revised to conform with this requirement by reducing from 4 story to 3 story building builds.

Capitol Complex
The buildings and grounds of the Capitol Complex is a defining feature of Carson City, a favorite of visitors and residents alike. No other structure around the Complex should retract or reduce its prominence

Lastly, **structured standalone parking deck** with street frontage entry does not fit the rural Main Street downtown. Wraparound parking structure should not extend higher than height restrictions of buildings within the Downtown Mixed Use Land Use sections above. Adaptive reuse of the multi-deck structure behind Ormsby House should be incorporated into the policy of **shared parking for mixed-use development. (page 69 of revised Master Plan).** Parking structures as a primary site use should never be allowed by Special Use Permit.

I respectfully submit these alternations to the chapter 6.7 and 6.8 to conform to resident wishes to retain the rural small town character of Carson City.

Thank you.
Bepsy Strasburg


W JOHN ST
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E TELEGRAPH ST
E PROCTOR ST
E MUSSER ST
S STEWART ST
State Capitol Complex
State Office Complex
S ROOP ST
W 2ND ST
W 3RD ST
W 4TH ST
E 5TH ST
W 6TH ST
W 7TH ST
W 8TH ST
S CURRY ST
State Office Complex
S NEVADA ST
LITTLE LN
Regulating Plan: DT-MU District
Legend
Downtown Mixed-Use District Boundary
Historic District*
"Significant" Historic Properties**
DOWNTOWN CHARACTER AREAS
Main Street Mixed-Use
Urban Mixed-Use
Neighborhood Transition
0 100 200 400 Feet
*Excludes public properties
**From the Cultural Resource Survey; excludes public properties
Adopted August 2007

Cecilia Rice

From: Kitty Borde <kittyborde@gmail.com>
Sent: Friday, September 13, 2024 7:18 PM
To: Planning Department
Subject: proposed multi-story parking structure

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

My family and I are totally and completely opposed to the proposed parking structure. There are not nearly enough cars to justify such an eyesore. It does not fit in with the current 1-2 story buildings already in existence. It will be nothing but an unutilized eyesore. If the commission wants to destroy the small town, friendly feel of Carson, this is the way to do it.
How could such a project even come up for discussion? It's beyond ridiculous, unless the commission members are benefiting personally from once again favoring the builders over the people who live, work and recreat here. No, No, No to this "proposal!. Carson does not need it by any stretch of the imagination.

Cecilia Rice

From: Paul Weaver <pnlweaver@sbcglobal.net>
Sent: Friday, September 13, 2024 9:28 PM
To: Planning Department
Subject: plan to build multistory parking structure in Carson.

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

We do not need a big multi story parking structure/other uses in Carson City. We already have the Ormsby House which no one seems to want to buy and use. It's far more important that we keep the history alive here.

Paul Weaver

Cecilia Rice

From: Kitty Borde <kittyborde@gmail.com>
Sent: Saturday, September 14, 2024 9:28 AM
To: Planning Department
Subject: mixed use building

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Please don't allow the proposed multi-purpose/parking garage building to proceed. Carson doesn't need it at all and it would ruin the feel of this town. There's plenty of parking already and businesses are closing, not opening. It's bad enough that we're being flooded with new housing. The new housing and this proposed parking garage/mixed use building will only ensure that this town continues down the road to becoming South Reno. We moved here to get away from all that. Why can't Carson remain small and charming?
This "progress" is *not* in the communities best interest.

Cecilia Rice

From: Monica Marcinko <ccpolkadots@gmail.com>
Sent: Saturday, September 14, 2024 10:12 AM
To: Planning Department
Subject: Large Parking garage

Follow Up Flag: Follow up
Flag Status: Flagged

Hello I just wanted to put my opinion in on the large parking garage proposal. I feel our city is too small and would lose the quaint feeling if we start building these type of structures. Parking lots are all we need not parking garages.

Thank you for your time.

Monica Marcinko

Cecilia Rice

From: Martha Simonian <marty4649@me.com>
Sent: Saturday, September 14, 2024 1:08 PM
To: Planning Department
Subject: Parking structure

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Please do not go forward with this plan. It is too unsightly for our town.

Sent from my iPhone

Cecilia Rice

From: akaspuds@charter.net
Sent: Saturday, September 14, 2024 2:09 PM
To: Planning Department
Subject: Title 18 comments

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Planning Commission: Here are my comments concerning Title 18.

There does not seem to be building types for Main Street Mixed Use. Heights vary all along Carson Street around the Capitol Complex creating a mis match combination as you drive down Carson Street. Without some kind of common building design guidelines downtown is going to look bad.

8-10 story large Block buildings in the intense "urban" layer behind Main Street aka Carson Street. Layers of large buildings with alleyways to get to buildings behind the 1st layer of block buildings.

Facades right up to street frontage similar to the legislature building now. Not like the NDOT building with an extended setback with the parking lot in front.

Parking for these large multi-story buildings comprised of casinos, convention center, apartment complex (ala San Jose, San Francisco) are multi-story parking deck structures with a wraparound of retail shops to hide the ugly large parking structures.

Tahoe does not have large parking buildings like downtown San Francisco. If you want hundreds of parked cars, it should be underground but that is expensive to build.

Just imagine blocks of square buildings in a row just one building behind from Carson Street.

I think we need to put a little more thought into what we want our downtown Carson City to look like.

Glenn Conant
Carson City resident
775-430-6455

Cecilia Rice

From: Kathy Lee <ldygemni@icloud.com>
Sent: Saturday, September 14, 2024 5:17 PM
To: Planning Department
Subject: I don't want this new building

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Why is there a proposal for such an eyesore. It takes away from our small town feel to have such a large building in our area. We are not Reno. I see this getting built and then not being used. It's a waste of time and money to do this project. It also takes away from our vision of the mountains. It blocks all views Sent from my iPhone

Cecilia Rice

From: chularose61 <chularose61@yahoo.com>
Sent: Saturday, September 14, 2024 5:33 PM
To: Planning Department
Subject: Building height and type for the new master plan along Carson Street

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

It appears there are no height or type restrictions on buildings to be built along the downtown/mainstreet area if Carson City.

This just cannot be!

We have a lovely and unique town like no other state capital. We need to keep this charm. Destroying it with the same tall, blocky buildings that now crowd every other downtown would be a crime against our unique character and lifestyle.

Why have these directions and restrictions been removed from the proposed Master Plan???

We must not leave this to case-by-case, nor trust the developer proposals to have our interests at heart over their profit interests.

We do not wish to look like Southern California!!!

Please do not send a proposed Master Plan that does not require new buildings to fit our roots. We need to slow down and write a plan for the ages, not the developers.

Thank you,
Rose Krueger
Citizen resident of Carson City

Sent from my Galaxy

Cecilia Rice

From: Joe Pernice <ppd_writer@icloud.com>
Sent: Saturday, September 14, 2024 6:32 PM
To: Planning Department
Subject: Parking structures

Follow Up Flag: Follow up
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This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

To whom it may concern:
I am a former resident of Orange County California. If you allow this proposed abortion in this city, it will be a giant eyesore.
The developers can't wait to destroy whatever little bit of charm the city currently has. You the planning commission should never let this happen. We should be thinking more on the lines of letting less cars into the city instead of more cars and a gigantic, ugly parking complex.
Sure we need planning, but we also need common sense.

Sent from my iPad

Mackenzi Ray

From: Beverly Guyton <bjguyton5@gmail.com>
Sent: Saturday, September 14, 2024 7:56 PM
To: Planning Department

Follow Up Flag: Follow up
Flag Status: Flagged

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I don't think an 8-10 storý mixed facility fits in, a 4 story at the most. I am a resident of Carson City.

Cecilia Rice

From: Pamela Fisher <pamfisher@att.net>
Sent: Sunday, September 15, 2024 12:19 AM
To: Planning Department
Subject: No, on Parking garage

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Sent from my iPhone

Cecilia Rice

From: Ss97droptp <ss97droptp@aol.com>
Sent: Sunday, September 15, 2024 8:08 AM
To: Planning Department
Subject: Future plans for Carson City Growth

Follow Up Flag: Follow up
Flag Status: Flagged

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To planning commission members.

As a property owners of Carson City for 30+ years we are very disappointed in the direction of city growth, especially in the number of multi-story apartments and mixed use buildings. We currently have plenty of unused large buildings and eyesores throughout town, we do not need anymore buildings exceeding 5 stories in Carson City.
Also, we believe it is time for the city to actually poll the citizens of Carson to get an a larger representation of what the people want for our city instead of limited representation from the few people that have time to go to commission meetings and or have a monetary stake in rapid growth.
Regards, Wayne & Cindy Myers

Sent from the all new AOL app for iOS

Cecilia Rice

From: Shellie <sh_shannon@yahoo.com>
Sent: Sunday, September 15, 2024 8:30 AM
To: Planning Department
Subject: Parking garage

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

This is to voice my opinion that we do not need a large parking garage anywhere in Carson City. An exception being if it's built into the facility, like the Ormsby house or the Fandango. But those are aesthetically integrated into the main building.

A standalone parking garage does not fit our small town character, and should be rejected.

Thank you,

Shellie Shannon
Carson City

Sent from my iPhone

Cecilia Rice

From: Robert Thornton <gilupe@yahoo.com>
Sent: Sunday, September 15, 2024 9:17 AM
To: Planning Department
Subject: Parking Garage

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

We don’t need a multi story parking garage.

Cecilia Rice

From: Sue Braumiller <sue.braumiller@gmail.com>
Sent: Sunday, September 15, 2024 10:23 AM
To: Planning Department
Subject: TERRIBIE TERRIBLE IDEA to build a multi-story parking garage in our beautiful little City

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Dear Planning Commission,

You will ruin our beautiful little city. You've got to be kidding - DON'T EVEN THiNK ABOUT. We would be Carson City anymore. Nothing higher than the existing structure downtown, and I don't mean the height of steeples and towers on the historic buildings and I don't mean any part of the Capital, Legislature, or Supreme Court Building — but more than that, no such structure should be constructed in the downtown area, PERIOD:-!! What were you thinking??!!!! I am going to find out if members of the planning commission are elected and I'm going to find out whose terrible idea this was and - you can bet - I'm going to make sure and help vote you off the commission. This stupid idea is counter to every improvement made in our wonderful and unique little State Capital City in the last 10 or 15 years. - Very Concerned Citizen and longtime Resident - Sue Braumiller 775-846-2301

Sent from my iPhone

Cecilia Rice

From: Jackson <jacks4@aol.com>
Sent: Sunday, September 15, 2024 11:58 AM
To: Planning Department
Subject: Statement for 16 Sep 24 Planning Commission Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

John Robert Jackson and Janice Rae Jackson of Carson City, Nevada would like to make the following statements to the Carson City Planning Commission regarding constructing multistory buildings within the city limits. We are opposed to the construction of any building above three stories. Any building about three stories will destroy the rural character of Carson City. We believe this should be stated in the new master plan that replaces the 2006 master plan.

Sincerely,

John and Jan Jackson

Cecilia Rice

From: Mike D <thepovertybuster@gmail.com>
Sent: Sunday, September 15, 2024 12:32 PM
To: Planning Department
Subject: re: Large Parking Garage

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Hello,

There are some people posting information about more large buildings (including a massive parking garage) seeking authorization for permits in Carson City. Over three stories are considered "large buildings" in Carson City. I am vehemently opposed to this continued process of turning Carson City into another city like Reno, Sparks and other large merto-plexes in Southern Nevada (and most of California). There is no reasonable nor legitimate reason to continue with the hugely undesirable building up and destroying Carson City's natural and historical charm.

For well over twenty years I have been a homeowner in Carson City. The many fine reasons I moved here have been buried under concrete. There is no end in sight to this unsavory lust for turning Carson City into just another concrete jungle. Most undesirable things are fueled by greed and a lust for power and control. Is this what has taken control of Carson City?

Michael Deeb

--
There is danger from all men. The only maxim of a free government ought to be to trust no man living with power to endanger the public liberty.

~John Adams

Mackenzi Ray

From: Ellen Rogers <ellenrogers05@yahoo.com>
Sent: Sunday, September 15, 2024 1:33 PM
To: Planning Department
Subject: vote on Carson City parking structure

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

To Those on the planning commission,

Im writing to you about the proposed parking structure in Carson City, planning commissions agenda item on page 193, section 6.5.3.

What an eye sore this structure would be anywhere in Carson City. We do not need extra parking now or in the future. I am in downtown Carson City often and do not have any problem finding a place to park. I have not heard of anyone complaining about not being able to find a parking spot in Carson City. There has been an increase in residents of Carson City in the last 8 years and there is still plenty of parking. Where are all the cars that this structure is too accommodate? I would like to see Carson City keep its charm and not look like Reno. We enjoy our visits to Reno when we want to visit a big city (with huge structures), and we are happy to come home to our charming Carson City. Who would benefit monetarily from this very large and tall parking structure being built? Not the citizens of Carson City.

Thank you,
Carson Valley Resident,
E. Rogers

Mackenzi Ray

From: Sheryl Bryant <sherylnevada@yahoo.com>
Sent: Sunday, September 15, 2024 2:12 PM
To: Planning Department
Subject: Downtown development

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

I oppose the conversion of many blocks in downtown area to multiuse, with buildings as high as 3-4 stories.
Sheryl Bryant
Sent from my iPhone

Mackenzi Ray

From: Tom Grundy <tom@tomgrundy.com>
Sent: Sunday, September 15, 2024 2:32 PM
To: Planning Department
Subject: September Planning Commission Workshop

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Please include the following as public comment (primarily related to water) on the proposed revisions to Title 18 Appendix of the Carson City Municipal Code ("CCMC"), the Carson City Development Standards ("CCDS").

A number of references to Carson standard details were noted as inaccurate. Checking of all standard detail references may be appropriate.

Page 1 "General"
I believe historically there has been a perception among some people that the Development Standards are "suggestions" rather than mandatory like the rest of the CCMC. I wonder if language such as in 18.04.55 – Applicability "Design-oriented standards are contained in the development standards handbook, which is parallel in authority to this section" may be appropriate at the beginning of Title 18 Appendix.

15.1.1 (e) Laterals

I have some concerns regarding this addition changing the City standard of extending laterals through the Public Utility Easement (PUE) to stopping at the property line. Previously, the requirement to extend the lateral through the PUE was noted on the Sewer Lateral Detail.

As background, Public Utility Easements (PUEs) are required along the property lines on all parcels. The PUE's are strips of land (typically 10' wide) parallel to the property line on the private side where a number of utilities including cable tv/internet, electrical and telephone/internet are run down the streets. Currently, City standards require water and sewer laterals to be run across the PUE. By extending the lateral across the PUE, conflicts with other utilities are prevented for future connection to the lateral. My concern is that changing the standard to stop at the property line may not be the best approach. Following are three circumstances to consider:

The first circumstance is when a developer builds a subdivision to sell lots for future development. The subdivision including all utilities is generally designed and constructed at one time. During construction, all utilities and laterals are installed, so construction of the 10 additional feet of utility lateral is less of an issue than trying to thread the sewer or water lateral through the existing utilities in the easement after they are installed (typically, water and sewer laterals go below the other utilities in the easement and are installed first). Additionally for water laterals, an extra valve may be required if the lateral is stopped at the property line, creating additional failure points in the section of the lateral the City is responsible for maintaining. Lastly, the ends of the laterals may be difficult to locate years later if there is no water pit setter/meter box or sewer cleanout to mark the end of the lateral.

The second circumstance arises when the City does a mandatory sewer or water project. If the laterals are stopped at the property lines, then each individual homeowner is required to cross the PUE with their lateral. This changes the project for each homeowner from something they may be able to do on their own or have done by a plumber (possibly with a walk behind trencher) to a project done by a general contractor with a backhoe and multiple skilled personnel experienced in digging around utilities. This is likely to add far more to the homeowner's cost than the

additional cost to the City for the extra 10' of utility lateral when those experienced personnel are already onsite constructing the utility mains. Under the best of circumstances, even given the incentives provided by the City, connection via a mandatory program may be a significant financial strain for some people when their well and septic systems are working just fine; adding to that burden may not be the best thing to do. I think if the City is going to build a water or sewer main and require people to connect to it, they should make it convenient. I believe every single mandatory sewer project completed to date has included a detail which required the laterals be run to the far side of the PUE.

The third circumstance is related to the requirement of this section that water and sewer laterals must be installed when someone is forced to extend a water or sewer main due to a failed well or septic system. I wonder if it is fair to force that person to pay for the water and sewer laterals for their neighbors when they are already paying tens of thousands of dollars (or more) for the utility main-even if a reimbursement agreement is utilized.

It is acknowledged that the proposed language allows the City Engineer to waive the requirements of this section, but it is my opinion that the language of the code should cover most cases, and leave the discretion to the unusual cases, reducing the difficult decisions the City Engineer must make fairly and minimizing the potential for setting of precedent contrary to the code.

I suggest considering changing the language to require that laterals be extended through the PUE and that mains installed at a property owners' expense due to a main extension necessitated by a failed well or septic system are not required to install laterals other than their own.

15.1.1 (a) Bonding Improvements (includes other references):

Section 15.1.1 (a) on page 417changes the party responsible for doing cost estimates for bonding improvements to the Engineering Division. This is concerning because it seems outside the purview of the Engineering Division. Cost estimating in today's construction climate is difficult and putting the responsibility (and potential liability) of cost estimating on the Development Engineering Department may be unwise. I believe if bonding is allowed, the responsibility for developing the cost estimate should not be with the Development Engineering Department.

Additionally, the language in 15.1.1 is not consistent with Section 20.3.2 on page 464 of the draft document, which requires an engineer's estimate or "the average of the bids of 3 properly licensed contractors to complete the improvements".

Section 20.3.2. also requires the work to be complete within 18 months, something I did not see in Section 15.1.1. I believe all subdividers bonds should have a definite time limit for completion of improvements.

I believe the requirements for subdividers bonds should be consistent across all types of subdivisions whether it be a parcel map or larger subdivision and development of the cost estimates should not be done by the of the Engineering Division.

15.1.1 (b) Main Extensions

This proposed revision adds "…it is a single-family home construction located on a parcel not included within a subdivision, planned unit development or parcel map development and is currently served by an existing main". I would suggest considering changing the language to "it is a**n existing** single-family home ~~construction~~ located on a parcel ~~not included within a subdivision, planned unit development or parcel map development and is~~ currently served by an existing main,".

I believe the intent of that language is to accommodate existing homes with failed wells or septic systems where the appropriate mains have been extended since the home was built. I wonder if it should matter whether or not the parcel was part of a subdivision, planned unit development or parcel map development.

I believe the next part of this paragraph is to accommodate parcels with an existing single-family home not currently served by a main where a well or septic system has failed. Given that the cost of a main extension can run into six figures, I believe giving the City Engineer the authority to make a fair decision in these unique cases is an excellent approach.

Consideration of making the last sentence of this paragraph its own section may be appropriate given that it applies to new construction, not existing construction. I believe similar consideration to whether or not including language whether or not it is a parcel which is "included within a subdivision, a planned unit development or parcel map development" may be appropriate.

15.1.1 (c) Insufficient Capacity

I am concerned that the statement "The developer [shall be] is responsible for main extensions when the design capacity of existing mains is less than that required to serve a development" may cause confusion. In areas of insufficient capacity, main extensions are frequently not the best solution for insufficient capacity, other options such as upsizing existing mains may be a better approach. A more general requirement such as making the developer responsible for sufficiently increasing capacity may be a better approach.

15.1.4 Private water and sewer mains

This added language states "Private water mains must be separated from any public main by a backflow preventer." While this may be appropriate for some types of water mains, it may not be for others. For example a private fire line only requires a check valve, not a backflow preventer. I am concerned this will cause confusion. Additionally, for metered water mains, point separating public and private mains is the water meter. Lastly, NAC 445A has a very specific definition of water mains which may not apply to private water lines.

15.3.1 (b) Main Size and Material

Section B requires "AWWA rated PVC 900 SDR18". The acronym "SDR" is not used in AWWA's PVC water pipe spec, it uses "DR" instead. The correct name of the standard is "C900". I am concerned this may cause confusion. Consideration of changing the added text to "AWWA C900 DR 18 PC 235" may be worthwhile.

15.3.1 (e) Services

It appears that an effort has been made to change instances of "utilities department" to "Carson City Department of Public Works" That change has not been made in this instance (and possibly others).

15.3.1 (f) Valves

I believe the concept of placing valves at the end of mains is an excellent idea. This can, when done properly, eliminate the need to depressurize in service mains when the main is extended. That said, putting a valve a minimum of 20' from the end of the main may not prevent the need to depressurize a main with services in order to connect. Additionally, it may not eliminate the need to shut down the main due to the pressure in the upstream pipes and resulting thrust. Further, the closer the valve is to the end of the main, the easier it is to perform the required disinfection of the main prior to putting it into service. Consideration of adding language requiring sufficient thrust restraint to allow exposure of the last 10 feet of the end of the main and requiring a restrained valve at the end of the existing main may be justified.

15.3.1 (g) Fire Hydrants

Requiring fire hydrants instead of flush assemblies on dead end mains is an excellent idea.

15.3.1 (i) Check Valves

This section states "Check-valves shall be installed on all private fire hydrant lines". Larger commercial developments tend to have private fire lines supplying both fire hydrants and fire services. I believe this section is for when the single check valve installed at the point where the fire line becomes private. I wonder if this should be changed to state "Check-valves shall be installed on all private fire ~~hydrant~~ lines at the edge of the PUE.

This section references the standard detail titled "check-valve detail." The name of the standard detail for single check valves on fire lines is "Single Check Valve".

The second paragraph of this section may be improperly indented.

15.3.1 (k). Tapping sleeves

This section states "See standard detail titled "tapping sleeve detail."" I believe this is referring to the standard detail "Tapping Sleeve".

This section states "The water utility division shall tap all existing water mains when the tap size is greater than two (2) inches (four (4) inches, six (6) inches, ten (10) inches, or twelve (12) inches)." Listing the pipe sizes 4" and above may be redundant.

I wonder if the second paragraph of this section is properly indented.

15.3.1 (o) Air-gap separation

This section references a detail "Installation for Air-Gap Separation." I was unable to locate an air gap detail on the city's list of standard details.

15.3.1 (q) Thrust [blocks.] and restrained joints.

This section states "The length of pipe required to be restrained must be properly calculated using the appropriate AWWA standard". I am unaware of any AWWA standard for calculating lengths of pipe required to be restrained. AWWA C605 "Underground Installation of Polyvinyl Chloride Pipe…." states that the size and shape of thrust blocks as well as length of restrained joint piping "shall be as required in the project contract documents". I am concerned the change, as written, will cause confusion. Requiring that the restraint methods and lengths be shown on the plans may be appropriate.

15.4.2 Backflow prevention assemblies.

It was noted that Table 1 giving the types of backflow prevention assemblies required was replaced with a reference to NAC 445A. I think this is a great idea, since it will prevent future conflict with NAC.

15.4.2 (c) (1) Backflow prevention assembly testing and maintenance.

This section states "….shall have the assemblies tested by a person who has demonstrated their competency in testing of these assemblies to the city." NAC 445A.6569 defines "Certified backflow prevention assembly tester". Changing this language to "….shall have the assemblies tested by a ~~person who has demonstrated their competency in testing of these assemblies to the city~~ certified backflow prevention assembly tester per NAC 445A.6569" may clarify what is required.

15.4.2 (a)(2) Backflow prevention assemblies.

This section states "The city shall provide upon request, to any affected customer, a list of approved prevention assemblies." It may be difficult to provide a complete list. NAC 445A defines backflow prevention assemblies and gives AWWA references; it may be better to reference those sources.

15.4.2 (a)(3) Backflow prevention assemblies.

This section states "Upon request the city shall test a water user's backflow prevention assembly to fulfill the requirements of this division….." Removal of this section may be appropriate unless the City has a desire to test and repair backflow devices and put the charges on the customers water bill.

19.6.4 (c) Record Drawings.

This section states "Record drawings shall be prepared and signed by a Nevada registered engineer or surveyor…..". This may be in conflict with state regulations.

NAC 625.610 (12) indicates "A licensee is not required to stamp the following documents (a) An engineering as-built plan or record plan;……..."

Tom Grundy

Mackenzi Ray

From: Tom Grundy <tom@tomgrundy.com>
Sent: Sunday, September 15, 2024 2:49 PM
To: Planning Department
Subject: Comments for September Planning Commission Workshop

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Please include the following as public on the proposed revisions to Title 18 Appendix of the Carson City Municipal Code ("CCMC"), the Carson City Development Standards ("CCDS").

I am concerned about a number of changes to Division 18 removing the requirement ADU's may not be rented and wonder if the requirement that the property owners live on site will be enforceable.

I certainly recognize the need for more low-cost housing in Carson City. I also wonder if allowing people to rent out ADU's will make a meaningful impact the issue and whether the downsides to our community are worth what positive impact they have on the housing cost problem in our community.

I think a wonderful purpose for accessory dwelling units is to have a place for family members to live independently. I have observed a trend that aging parents are more frequently living with their children and children are living with their parents longer (or returning home). Another use of ADU's is to provide a place for guests to stay. I question whether rental of an accessory dwelling unit to an unrelated party a good use of an ADU is, and if that is within the intent of single-family zoning districts.

I did see the added language "An accessory dwelling unit may only be used as a dwelling if the owner of record resides on the property. Before a certificate of occupancy may be issued for an accessory dwelling unit, a deed restriction containing the occupancy requirement set forth in this section must be recorded against the property." I wonder if this is enforceable; what happens if a property owner ignores that requirement and the deed restriction? There doesn't appear to be any penalties listed; I wonder if an enforcement mechanism, including a penalty should be included in the code. I have noted that other municipalities require that the property owner file a statement that they are living on the subject parcel annually, this will at least keep the issue "on the radar".

One concern I have is that accessory dwelling units will be used for transient occupancy through platforms like Airbnb. As of 9/14/24, there were over 80 units listed on Airbnb in Carson City. I would assume that none of these units are paying any of the traditional taxes like sales tax and hotel tax. I saw one "complex" which had 4 units on one site, others with two or three and some are managed by property rental companies. I wonder if this is fair to the neighbors of these units as well as the hotel operators trying to have a successful hotel business with more requirements and expenses. Further, a number of these units were offering amenities such as hot tubs and spas. Typically public hot tubs are regulated through the health department due to the obvious health risks. One person is renting out what appears to be a garden shed, another person is renting out a camping trailer.

Again, I understand the need for more low cost housing in Carson City, I just wonder if allowing rental of ADU's is the way to meet that need.

Tom Grundy

Mackenzi Ray

From: Paula Peters <ppeterscpa@hotmail.com>
Sent: Sunday, September 15, 2024 3:39 PM
To: Planning Department
Subject: Re: 9/16/24 Planning Commission Meeting - Public Comment: Agenda item 5.A

Follow Up Flag: Follow up
Flag Status: Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Hi,
After I submitted this I noticed a typo.
Could you please change "constaints" to "constraints"

Thank you.
Regards,
Paula

From: Paula Peters <ppeterscpa@hotmail.com>
Sent: Sunday, September 15, 2024 2:54 PM
To: planning@carson.org <planning@carson.org>
Subject: 9/16/24 Planning Commission Meeting - Public Comment: Agenda item 5.A

I attended the Joint Planning Commission and Board of Supervisor Meeting on 1/31/24. I was interested in Community Development agenda item 5.a "For Possible Action: Discussion and possible action regarding the Master Plan Update Assessment."

Prior to the meeting I had reviewed the focus panel selected. I presented my public comments at the beginning of the meeting. My public comments were summarized and included in the minutes. "Paula Peters was surprised that a special category for retired senior citizens had not been included in the focus groups. She believed that developers on panels would be self-serving."

My comments now relate to the 9/16/24 meeting, agenda item 5.A **For Possible Action: Discussion and possible action regarding proposed amendments to Title 18 Appendix of the Carson City Municipal Code ("CCMC"), the Carson City Development Standards ("CCDS").**

I have to admit I was overwhelmed by the work that would be needed to update the master plan. Like a lot of residents, I have had a lot going on, and didn't attend any of the workshops. I was hoping that the Board of Supervisors and the professional consultants would update the plan, keeping in mind that results of the Master Plan Listening Tour Summary, Fall 2023-Spring 2024. When asked the question, "What are your favorite things about Carson City?". The number one item listed was, "Small-town atmosphere/sense of community".

However, I was wrong. It appears that the updated Master Plan will give developers free range to build multi-story buildings, including 8-10 story urban mixed-use buildings on some blocks in our downtown historic area. There is NO building type rule for Main Street Mixed Use, so the developer would have few (if any) constaints. Apparently, our City staff was unaware of this. Shouldn't the private consultants have noticed this? I have to admit, I am very concerned.

There are more informed residents who will speak at the meeting and identify needed changes to prevent a free-for-all for developers.

I think once the community learns the direction of the Master Plan update, more residents will make the time to get involved. I recommend that you host numerous workshops, so we can make sure that we develop a Master Plan update that will represent what the residents of Carson City want. This also begs the question, why we need new high rise commercial buildings, when we have Ormsby, Washington Street hotel and many other buildings still vacant in our City?

Paula L. Peters

Resident of Carson City

From: Paula Peters <ppeterscpa@hotmail.com>
Sent: Sunday, September 15, 2024 2:54 PM
To: planning@carson.org <planning@carson.org>
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Paula L. Peters

Resident of Carson City

Late Material
Public Comment
Item 4
P.C Workshop 9/16/24

Comments on draft CCMC Title 18 Appendix. Sept 16, 2024

Richard Perry
5002 Reds Grade
Carson City, NV 89703

I. In Accessory Dwelling Units:

1.4.1 *A site plan that is submitted pursuant to this section must contain the following information:*

- replace the current e. with the following e. and f.:

e. A copy of the covenants, conditions and restrictions (CC&R's) of the subdivision or written documentation of their nonexistence. (* borrowed from language in 8.3. of manufactured homes, see below)

f. A statement attesting that the proposed use and site plan do not conflict with any private restrictions on the property, or a statement from the subdivision HOA or POA attesting the proposed use and site plan are consistent with CCR's on the property.

II. Not sure where this belongs, in Title 17 or 18, but a suggestion:

Areas within planned detention systems or erosion control facilities can not be used in open-space calculations for subdivisions or PUD's.

- [8.] **3.** The placement [complies] **of a manufactured home must comply** with all covenants, conditions and restrictions [(CC&R's)] of the subdivision where the manufactured home is proposed to be placed. The [owner/owner's agent shall] **owner of the manufactured home must** provide **to the Department** a copy of the [CC&R's] **covenants, conditions and restrictions** or **, in the absence of such covenants, conditions and restrictions,** written documentation of [the non-existence of CC&R's within the subject area.] **their nonexistence.**

Late Material
Public Comment
Item 4
P.C. Workshop
9/16/24

Planning Commission Meeting, September 16. 2024

Here are a number of suggestions we'd like to see the planning commission implement to lower our carbon footprint as we grow.

Site Development:

1. Move toward more multi family complexes with services provided nearby so people don't have to drive everywhere. An 8 - 12 story apartment/condominium complex at the old V&T site seems brilliant, especially including a JAC stop.
2. Encourage new developments to follow a similar format – multi story units with shared open space, access to services and to JAC

3. Adopt LEED Neighborhood Development Guidelines.

4. Require Low Impact Development. The City's drainage manual encourages LID, landscape planning and infiltration of roof and impervious surface runoff, but as far as I can see does not require it. We'd like to see it required in code.
   a. Require native and drought resistant trees and plants.
   b. Plant deciduous shade trees to the west of houses and buildings to provide shade from the hot summer sun in the afternoons.
   c. Encourage the use of permeable surfaces that allow water to reenter the aquafer and require the use of downspout infiltration systems such as trench or drywell designs.

5. Require light colored building materials for roofs and siding which will reflect the sun's heat rather than absorb it.

6. Use "cool pavement" technology for streets and paths wherever feasible.

7. Encourage subdivision and building layouts that maximize opportunities for Passive Solar Design and orientation.
   a. Face larger windows toward the south to capture warmth in winter (when sun is low in the sky.)
   b. Provide adequate roof overhangs on the south side to protect against the sun's heat in the summer when the sun is higher in the sky.
   c. Place thermal mass inside the south-facing windows to absorb the sun's heat and to radiate that heat back into the living space in the evenings.

8. Require solar panels on rooftops wherever feasible. At a minimum require wiring in new homes to be solar compatible.

9. Increase the required share of EV capable parking spots at new buildings and current multi-family housing.

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Buildings:

-

1. Adopt the IECC (International Energy Conservation Code) https://climateaction.nv.gov/policies/energy-codes/
2. Require LED lights in new homes.
3. Require a minimum 200-amp electrical panel to accommodate EV charging.
4. Require high-efficiency electric appliances rather than gas in new homes. (induction stove tops, etc.)
5. Use heat pump systems rather than traditional gas furnaces and air conditioning.
6. Increase the minimum building insulation requirement for roofs, exterior walls and windows

These practices for new developments and retrofits/remodels will increase home and building values for minimal cost and reduce heating and cooling bills.

Midge Breeden Jim Breeden, M.D.
Carson City
775 720-2754

We hope that all building projects will use environmentally friendly practices. We need our city to stay cool and comfortable and beautiful.

Sincerely,

Midge Breeden, James Breeden, M.D.

Members, Citizens' Climate Education