

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 30, 2015

FILE NO.: SUP-15-077

AGENDA ITEM: F-6

STAFF AUTHOR: Susan Dorr Pansky, AICP
Planning Manager

REQUEST: To consider a request from Jeff Frame (property owners: Mark Turner and Sean Richards) for a Special Use Permit to allow multi-family apartments in a Retail Commercial (RC) zoning district on property zoned Retail Commercial – Planned Unit Development (RC-P).

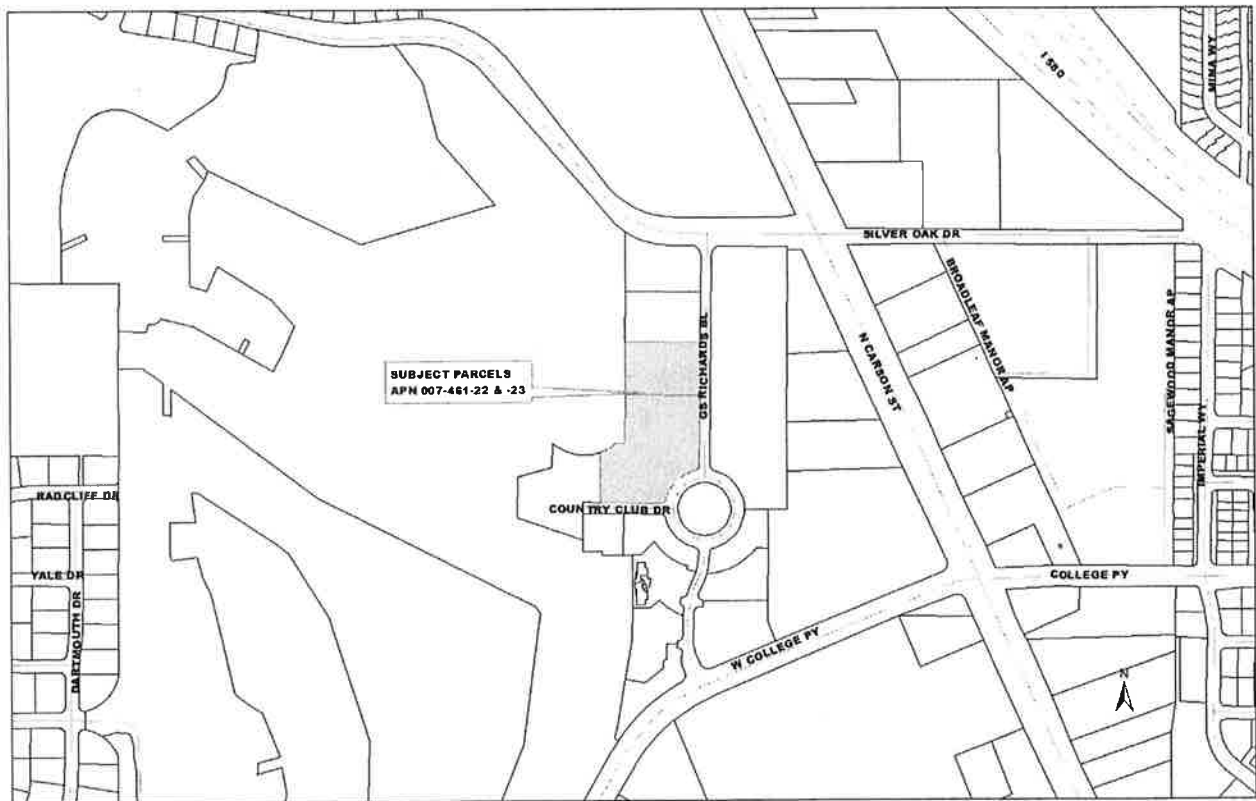
APPLICANT: Jeff Frame, Frame Architecture

OWNER: Mark Turner and Sean Richards

LOCATION: GS Richards Blvd.

APNs: 007-461-22 and 007-461-23

RECOMMENDED MOTION: "I move to approve SUP-15-077, a Special Use Permit request to allow multi-family apartments in a Retail Commercial zoning district on property zoned Retail Commercial – Planned Unit Development, located on GS Richards Blvd., APNs 007-461-22 and -23 based on the findings and subject to the conditions of approval contained in the staff report."



RECOMMENDED CONDITIONS OF APPROVAL:

The following shall be completed prior to commencement of the use:

1. The applicant must sign and return the Notice of Decision for conditions for approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements shall conform to City standards and requirements.
4. The use for which this permit is approved shall commence within 24 months of the date of final approval. A single, one year extension of time may be requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated (obtain a Building Permit) within one year and no extension granted, the permit shall become null and void.
5. The applicant shall provide landscaping for the property in compliance with Carson City Development Standards, Division 3 – Landscaping.
6. A minimum of six feet of landscaping along GS Richards Blvd. and Country Club Drive is required. Along GS Richards Blvd., staff will accept a cumulative width of six feet on either side of the 10 foot sidewalk.
7. The applicant shall place the proposed site obscuring fence a minimum of 30 feet away from the back-of-curb along the adjacent streets and shall provide landscape screening including trees adjacent to the fence to the satisfaction of the Planning Division.
8. The applicant shall enter into and record an agreement with the adjacent Silver Oak Golf Course property owners that allows the snow removal storage for the proposed development to occur on the golf course property.
9. The project requires application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
10. The applicant shall submit proposed signage to the Planning Division for review and approval prior to installation. A Sign Permit will be required for the monument sign proposed on the site plan. All signage shall conform to Division 1.20 and Division 4 of the Carson City Development Standards, where applicable.
11. The applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any Building Permit application.
12. The applicant shall submit information on any new exterior lighting that is proposed for installation with this facility. Exterior lighting shall comply with Carson City Development

Standards, Division 1.3.

13. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 623 and 624 and Carson City Municipal Code (CCMC) 15.05.020.
14. All repairs, replacements and alterations must comply with International Building Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, Adopted International Energy Conservation Code, and Northern Nevada Amendments.
15. All contractors are required to carry State and local licenses.
16. The project must comply with the 2012 IFC and Northern Nevada Fire Code Amendments.
17. Additional hydrants will be required on the site. Spacing must meet IFC Appendix C.
18. Fire sprinkler FDC and PIV locations are to be approved by the CCFD.
19. Knox boxes will be required on sprinklered buildings with the final location to be approved by the CCFD.
20. Electric gates must have knox key switches.
21. If gates are installed, they should be set back enough to not cause fire engines to stack on the roadway.
22. The sidewalk along the GS Richards Blvd. frontage must be maintained at 10 feet wide. The location of the fire hydrant and utility boxes must be addressed if the sidewalk is moved.
23. A study will need to be completed to show that the golf course has the capacity to accept all site drainage.
24. A formal recorded agreement will be required between the golf course and the proposed development, stating that the golf course will be accepting drainage from the site in perpetuity.
25. Plans must be submitted to the Carson City Building Department for review for applicable health codes.
26. The pool must be designed in accordance with Nevada Revised Statutes and Nevada Administrative Code 444.
27. The apartments will be subject to the collection of the Residential Construction Tax based on the formula for this type of dwelling.

LEGAL REQUIREMENTS: CCMC 18.02.080 (Special Use Permits), CCMC 18.04.130 Retail Commercial (RC), CCMC DS 1.18 Residential Development Standards in Non-Residential Districts

MASTER PLAN DESIGNATION: Mixed-Use Commercial (MUC)

PRESENT ZONING: Retail Commercial-Planned Unit Development (RC-P)

KEY ISSUES: Will the proposed Multi-Family Apartments be compatible with the surrounding neighborhood and be in keeping with the standards of the Carson City Municipal Code and Silver Oak PUD?

SURROUNDING ZONING AND LAND USE INFORMATION:

- EAST: Retail Commercial-Planned Unit Development/Vacant Land
- WEST: Tourist Commercial-Planned Unit Development/Golf Course Clubhouse
- NORTH: Retail Commercial-Planned Unit Development/Offices
- SOUTH: Retail Commercial-Planned Unit Development/Vacant Land then Office/Residential Mixed-Use Building

ENVIRONMENTAL INFORMATION:

- FLOOD ZONE: X Zone (areas of minimal flooding)
- EARTHQUAKE FAULT: Zone I (severe earthquake potential)
- SLOPE/DRAINAGE: Site is primarily flat

SITE DEVELOPMENT INFORMATION:

- LOT SIZE: 4.08 acres
- PROPOSED STRUCTURE SIZE: Five three-story buildings at 27,276 square feet each for a total of 136,380 square feet (50 two-bedroom units and 40 one-bedroom units) and one 2,400 square foot office/clubhouse
- PROPOSED PARKING: 181 spaces – 60 spaces in enclosed garages within the building and 121 surface spaces. Required parking is 180 spaces.
- SETBACKS:

	Front	Side	Street Side	Rear
Required	0 feet*	0 feet	0 feet*	40 feet**
Proposed	20 feet	20 feet	20 feet	30 feet

*Six feet of landscaping is required adjacent to GS Richards Blvd. and Country Club Drive per the Carson City Development Standards, Section 3.9 – Streetscape.

**The rear is assumed to be the west property line adjacent to the Single-Family 12,000-PUD zoning district. A setback of 20 feet plus 10 feet for each story above is required adjacent to a residential zoning district per the Carson City Development Standards, Section 1.18 – Residential Development in Non-Residential Zoning Districts. Per the Community Development Director, 40 feet is not necessary in this instance because the Silver Oak Golf Course occupies the residential district at this location. The proposal for 30 feet is adequate.

- VARIANCES REQUESTED: None

PREVIOUS REVIEWS:

- MPR-15-029 – Major Project Review for 90 Apartments

HISTORY:

The applicant participated in a Major Project Review (MPR-15-029) with City staff for this project on April 7, 2015 to identify any design concerns and to determine specific requirements for the Special Use Permit application. The Major Project Review letter is attached to this staff report for reference.

DISCUSSION:

The applicant is proposing to develop a multi-family apartment project in the Retail Commercial zoning district within the Silver Oak Planned Unit Development (PUD). The project will consist of 90 residential units including 50 two-bedroom units and 40 one-bedroom units, an office/clubhouse, pool, playground and landscaped common areas. According to discussions with the applicant, the target demographic will be business and medical professionals that work in general vicinity of the proposed project.

Staff has determined that the appropriate mechanism to process the request for multi-family dwellings in the Retail Commercial zoning district within the Silver Oak PUD is by Special Use Permit.

A Special Use Permit is required per the Carson City Municipal Code, Section 18.04.130 – Retail Commercial, which states that multi-family dwellings are allowed as a conditional use with the approval of a Special Use Permit. The Silver Oak Development Agreement approved as Ordinance No. 1994-1 and Bill No. 167 on October 16, 1993 further supports this requirement through Section I – Project Characteristics, which states the following:

The PROJECT (Silver Oak) is a planned unit development project within the SF 12000-PUD, RC-PUD, TC-PUD, RO-PUD, NB-PUD zoning designations together with all of the uses accessory to and customarily incidental to the above-referenced zones.

Arguments from property owners in the vicinity have been presented to staff that the Silver Oak PUD did not intend residential uses in the Retail Commercial portion of the project and that an amendment to the PUD is required for the proposed multi-family use. Conversely, the applicant states in the application that multi-family uses were always intended for this area as a part of the Silver Oak PUD and are an approved use for the Retail Commercial area.

In response to the first argument that residential units were not intended in this area, staff recognizes and agrees that a PUD does have the ability to limit the uses within its boundaries. However, there is nothing in the City's records of the various approvals of the Silver Oak PUD that would preclude uses customarily allowed with a Special Use Permit in any of the associated zoning districts. This is further demonstrated through four Special Use Permits previously approved by the City for uses within Silver Oak that were not allowed by right in their applicable zoning districts, but were allowed as conditional uses with a Special Use Permit. These Special Use Permits are as follows:

- U-93/94-6 – Special Use Permit for K-Mart Super Center to allow a retail use in excess of 50,000 square feet in size in the Retail Commercial-Planned Unit Development (RC-P) zoning district
- U-96/97-15 – Special Use Permit for Sierra Place to allow a congregate care facility in the Neighborhood Business-Planned Unit Development (NB-P) zoning district
- U-99/00-5 – Special Use Permit for the shopping center attached to the K-Mart Super Center

to allow a retail shopping center in excess of 50,000 square feet in size in the Retail Commercial-Planned Unit Development (RC-P) zoning district

- SUP-03-124 – Special Use Permit to allow two multi-family residential units as the third story of a building with the first two floors as medical and professional offices in the Retail Commercial-Planned Unit Development (RC-P) zoning district

In response to the second argument that multi-family was always intended in this area, staff again found nothing in the City's records of the various Silver Oak PUD approvals that indicates multi-family uses were specifically intended for this area, and does not agree with the statement made by the applicant that the project is automatically allowed per the Silver Oak PUD, as multi-family was always intended for this area. Staff believes that the proposed use should be evaluated on its merits based on the underlying zoning district and applicable review standards.

Staff would also like to point out that the purpose of a PUD is to allow flexibility within the boundary of the plan. This flexibility has been utilized within the Silver Oak PUD in the past, as demonstrated by the fact that the area in the vicinity of GS Richards Blvd. and Country Club Drive has developed primarily as offices (a use allowed in the Retail Commercial zoning district by right), rather than the more traditional retail commercial and hotel/casino uses that were originally envisioned there. Because the PUD documents did not further limit the uses allowed in the Retail Commercial zoning district in the Carson City Municipal Code to ensure the original vision was realized, uses have developed over the years based on what the market has demanded.

Architecture and Landscaping

The applicant proposes five separate apartment buildings that are each three-stories high and a clubhouse/office, all with variations in wall planes, roof lines and directions consistent with the Carson City Development Standards, Section 1.1 – Architectural Design. The exterior walls of the proposed buildings are a combination of stucco and horizontal siding in muted browns, greens and yellows, and the roof is proposed to be metallic silver metal. The applicant provided a color/material board for the proposed finishes that has been photographed and included in this staff report. Staff will also make the board available at the Planning Commission meeting for further inspection. According to the applicant, mechanical equipment such as air conditioners and heating units will be located on the roof and will be screened consistent with the Carson City Development Standards requirements.

The various standards outlined in the Architectural Design section of the Carson City Development Standards are required to be met for multi-family buildings. It appears from staff's initial review of the buildings that the standards outlined in this section have been met. Property owners in the vicinity have expressed concerns about the architecture proposed for the project, indicating that they do not feel it is compatible with the architecture of the existing buildings. Staff notes that there is a variety of architectural types in the area of the proposed project, and the City's Silver Oak PUD approvals are silent on architectural requirements for the commercial properties. Planning staff had originally proposed a condition in the Silver Oak PUD approval in 1993 that stated the following:

All future development on the office and commercial zoned parcels must receive approval of color and design in order to assure compatibility.

The Silver Oak PUD applicants proposed deletion of this condition, which Planning staff did not support because staff felt that the PUD ordinance encourages City review of all design and

architectural aspects of a PUD. This condition was ultimately deleted in the final approval of the PUD. However, staff would like to point out Carson City Development Standards, Section 1.1.1 which states the following:

- 1.1.1 *The architectural style, massing and proportion of a building should be compatible with and compliment its surroundings and environmental characteristics of the community.*

Should the Planning Commission feel that the architecture is not compatible with the architecture of the existing buildings in the vicinity, the Commission could cite this section of the Development Standards and require that the applicant provide architecture that the Commission feels is more appropriate.

The applicant proposes to provide landscaping throughout the site including along the frontages of Country Club Drive and GS Richards Blvd. The site plan shows conceptual landscape areas only but the project will be required to comply with the Carson City Development Standards, Division 3 – Landscaping for the project. A condition of approval has been recommended by staff to address this requirement. Additionally, staff would like to point out that the applicant proposes a combination of live and artificial turf areas for the project. According to the site plan provided by the applicant, the artificial turf areas will be around the clubhouse, pool and playground, which is also screened from Country Club Drive, GS Richards Blvd. and Ivy Baldwin Circle with a six-foot fence, as well as the area northwest of Building 5. Artificial turf is not prohibited in the City's landscaping standards, and staff expects that this type of landscaping will become more common in the future in an effort to conserve water.

As stated above, the applicant proposes a six-foot fence to screen the pool, playground and clubhouse/office from the adjacent right-of-way. The fence is proposed to be sight-obscuring, painted horizontal siding with stucco columns and stone caps. A detail of this fencing has been provided on the conceptual landscaping plan. Staff notes that the fence is proposed approximately 10 feet from the back-of-curb on Country Club Drive and approximately 28 feet from the back-of-curb on Ivy Baldwin Circle. Staff is concerned about the distance of this site-obscuring fence from the right-of-way, as it could create a sight distance issue as well as create an impression of a narrow visual corridor in the traffic circle and along the Country Club Drive. As a part of the Special Use Permit approval for this project, staff recommends that the fence be placed at least 30 feet away from the back-of-curb to maintain a more open feel along the existing roadway. In addition, to avoid a long expanse of wall near what is considered the front and street-side of the project, staff recommends that the fence be heavily screened with landscaping including trees, where appropriate. This recommendation has also been proposed as a condition of approval.

Staff notes that there is a 10-foot wide meandering sidewalk along GS Richards Blvd. The applicant currently shows xeriscape landscape areas of varying widths proposed only on the west side of the sidewalk. Per the landscape standards, a six-foot wide landscape area is required along the street frontages. Staff will accept a cumulative width of six feet on both sides of the meandering sidewalk, rather than a continuous width of six feet of landscaping to meet this requirement. Landscaping of the areas on the east side of the meandering sidewalk within the right-of-way will also be required as a part of this project.

The applicant has indicated that they will use the adjacent Silver Oak Golf Course for snow storage, rather than on-site. Staff does not have a concern about this, but will require a recorded agreement between the golf course and the subject property confirming this arrangement. Staff

recognizes that both properties are currently owned by essentially the same parties, but if one or both of the properties is sold in the future, staff would like assurances that this agreement will still be acceptable.

Access, Parking and Traffic

The proposed project will be accessed with driveways from both Country Club Drive and GS Richards Blvd. The applicant had initially proposed that the project be accessed by a new driveway off of the traffic circle. However, during the Major Project Review, Transportation staff stated concerns about this proposal which led the applicant to propose access points onto GS Richards Blvd. and Country Club Drive.

Per the Carson City Development Standards, Section 2.2 – Number of Parking Space Required, multi-family residential dwellings require two spaces per unit. Based on 90 units, the applicant is required to provide 180 parking spaces. The applicant's site plan states that 180 spaces are provided in the surface lot, with another 60 spaces provided in private garages within the buildings. Staff believes this is an error, as the count on the site plan indicates that 121 spaces are proposed in the surface lot and 60 spaces are proposed in the garages, for a total of 181 spaces. Regardless, the proposal meets the minimum parking requirements.

As a part of the Major Project Review, the applicant provided a traffic study for staff's review. This study indicated that an average of 599 trips per day will be generated with the proposed multi-family use. This includes peak hour trips estimated at 46 trips in the AM peak hour and 56 trips estimated in the PM peak hour. While 599 average trips per day is an increase over what is generated by the current uses, it is not higher than the traffic that would be generated for traditional retail uses that would also be allowed by right. The streets have been designed and constructed to accommodate the increased traffic and no additional improvements to GS Richards Blvd. or Country Club Drive are recommended. Engineering and Transportation staff reviewed the traffic study with the Major Project Review and did not have concerns. The traffic study is attached to this report for reference.

Residential Development Standards in Non-Residential Districts

Residential uses proposed in a commercial zoning district are subject to specific criteria outlined in the Carson City Development Standards, Section 1.18 – Residential Development Standards in Non-Residential Districts. The development standards and how the proposed project meets them are addressed below.

1.18 Residential Development Standards in Non-Residential Districts.

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

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

The proposed multi-family use is a conditional use allowed with the approval of a Special Use Permit in the Retail Commercial (RC) zoning district as discussed at the beginning of this staff report.

2. *Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of Chapter 18.04.*

The project's proposed residential density is approximately 22 dwelling units per acre. The Master Plan designation for the subject property and all of the parcels along GS Richards Blvd. and Country Club Drive is Mixed-Use Commercial. This designation encourages up to 25 percent higher density residential uses but also does not specify a maximum permitted density. For reference, the High Density Residential designation in the Master Plan allows up to 36 dwelling units per acre. As will be demonstrated in upcoming sections, the project meets the height, setback and open space requirements of Chapter 18.04 and these Development Standards.

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

The maximum building height in the Retail Commercial (RC) zoning district is 45 feet. The proposed project's building height is just over 41 feet, which is under the maximum building height allowed in the Retail Commercial zoning district.

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

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

The project is adjacent to the Single Family 12,000 – Planned Unit Development (SF12-P) zoning district on a portion of the west side property boundary. Under normal circumstances, a setback of 40 feet from the single family zoning district would be required for a three-story building. However, as the single family zoning district is occupied by the Silver Oak Golf Course in this location, the Community Development Director has determined that 40 feet is not necessary as the intent of this requirement is to ensure adequate setback from residences located in adjacent residential districts. This approach has been applied to other projects abutting the golf course in the past as well. The proposal for 30 feet from the residential district is adequate. The north, south and east required setbacks are zero in the case of the subject property, with the exception of a six foot landscape area required along the street frontages. The proposed setbacks on these three sides are in excess of 20 feet. The project meets the minimum setback requirements for both the Retail Commercial zoning district and the Development Standards, where applicable.

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

The proposed project is not located on an arterial street as identified in the Transportation Master Plan. However, the applicant has provided more than a 10-foot setback from the adjacent street regardless.

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

The project requires 180 parking spaces for 90 multi-family residential units based on two parking spaces per unit. The applicant has provided 121 surface parking spaces and 60 private garage parking spaces for a total of 181 spaces. The proposed parking meets the minimum parking requirement.

6. *Open Space.*

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

Based on 90 units, a total of 13,500 square feet of common open space is required under this standard, with a minimum of 9,000 square feet of that total being designated for recreation. The applicant has submitted a site plan that contains 23,967 square feet of common open space that fits this requirement, which is 10,467 square feet more than the minimum requirement. This includes a playground area, clubhouse and pool as recreational amenities. The common open space provided equates to approximately 266 square feet per unit.

- b. *A minimum of 100 square feet of additional open space must be provided for each unit either as private open space or common open space.*

In addition to the common open space described in the section above, the applicant has provided private balconies in each unit at approximately 120 square feet each, for a total of 10,810 square feet. This additional private open space is not required in this case. The applicant meets the common open space requirement under this section with the additional 10,967 square feet of common open space outlined in the previous section. However, the addition of these private balconies is a welcome amenity for this project as they create a more desirable living space.

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

The front and street side setbacks have not been included in the common open space calculation to meet the requirements.

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

The applicant has not provided a comprehensive landscape plan as a part of this application. Staff has recommended a condition of approval at the project comply with the

Carson City Development Standards, Division 3 Landscaping.

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

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

GS Richards Blvd. and Country Club Drive are not considered primary commercial streets. The Carson City Roadway Functional Classification map identifies these streets as local streets. The project meets the finding of not being situated on a commercial arterial street frontage.

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

Staff's interpretation of this finding in the past has been that a project does not necessarily need to provide a mix of uses on site to meet this requirement, especially if the project is proposed in a land use area designated for mixed uses. The proposed project is located in an area with a land use designation of Mixed-Use Commercial. The incorporation of a residential site within an area that includes office and retail uses would also be considered mixed use development. Staff believes the project meets this finding.

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

The applicant has not provided evidence that the site is not a viable location for commercial uses. Staff does not believe the project meets this finding.

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

The site is located within an area designated as Mixed-Use Commercial and the project meets the applicable mixed-use criteria outlined in the Interim Mixed Use Criteria worksheet included with this staff report. Staff believes that project meets this finding.

Staff finds that the proposed project meets the applicable development standards required. With the recommended conditions of approval and findings provided by the applicant, staff is in support of this Special Use Permit application. Staff recommends that the Planning Commission approve SUP-15-077 based on the required findings as noted on the following pages.

PUBLIC COMMENTS: Public notices were mailed to 33 adjacent property owners within 300 feet of the subject site on September 11, 2015. As of the writing of this report, four letters from property owners in the vicinity of the proposed project have been received in opposition. Two letters of support have also been received for the project, as well as a letter that is neutral. These letters are attached to this staff report. Any additional comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on

September 30, 2015, depending on the date of submission of the comments to the Planning Division.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS: The following comments were received by various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Building Division:

1. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 623 and 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All repairs, replacements and alterations must comply with International Building Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, Adopted International Energy Conservation Code, and Northern Nevada Amendments.
3. All contractors are required to carry State and local licenses.

Fire Department:

1. The project must comply with the 2012 IFC and Northern Nevada Fire Code Amendments.
2. Additional hydrants will be required on the site. Spacing must meet IFC Appendix C.
3. Fire sprinkler FDC and PIV locations are to be approved by the CCFD.
4. Knox boxes will be required on sprinklered buildings with the final location to be approved by the CCFD.
5. Electric gates must have knox key switches.
6. If gates are installed, they should be set back enough to not cause fire engines to stack on the roadway.

Engineering Division:

1. The sidewalk along the GS Richards Blvd. frontage must be maintained at 10 feet wide. The location of the fire hydrant and utility boxes must be addressed if the sidewalk is moved.
2. A study will need to be completed to show that the golf course has the capacity to accept all site drainage.
3. A formal recorded agreement will be required between the golf course and the proposed development, stating that the golf course will be accepting drainage from the site in perpetuity.

Health and Human Services:

1. Plans must be submitted to the Carson City Building Department for review for applicable health codes.
2. The pool must be designed in accordance with Nevada Revised Statutes and Nevada Administrative Code 444.

Environmental Control Authority:

No comments.

Parks and Recreation Department:

1. The apartments will be subject to the collection of the Residential Construction Tax based on the formula for this type of dwelling.

School District:

Major impacts to the school district regarding this project are not foreseen. However, considering the district is reaching full capacity, if 20 percent of the 2-bedroom units had one child it would be a minor impact, but we would welcome it. The development is very close to a current bus route and really looks to be a young profession type development, if you will. The elevations are attractive and fit the area.

FINDINGS: Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. ***Will be consistent with the master plan elements.***

Chapter 3: A Balanced Land Use Pattern, Goal 2.2a – Variety of Housing Types

The proposed project provides high density, multi-family attached housing which does not currently exist within this portion of the Mixed-Use Commercial land use area designated by the Master Plan.

Chapter 3: A Balanced Land Use Pattern, Goal 2.2b – Mixed-Use Development

The proposed project encourages the incorporation of complementary attached housing types in conjunction with employment and commercial uses. The project provides multi-family residential dwellings within the Silver Oak Retail Commercial area, which also has office, retail commercial and residential uses. The project is located in the Mixed-Use Commercial land use area, which encourages up to 25 percent of the Mixed-Use Commercial area to be higher density residential.

2. ***Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and will cause no objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.***

The proposed project is not anticipated to be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood. It is a multi-family residential project that is intended for medical and business professionals that are looking for an area that is in close proximity to employment and retail opportunities. Multi-family adjacent to, or in close proximity of, office and retail uses is a common mixed-use practice that is successful in many communities throughout the country. The project is not expected to cause objectionable noise, vibrations, fumes, odors, dust, glare or physical activity that would be greater or more impactful than the what would be expected with a retail or office use in this location. Noise, vibrations, fumes, dust and physical activity will be higher than normal during construction of the new buildings and associated improvements, but this activity will be temporary in nature and is associated with normal construction activities.

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

The proposed project will generate an increase in both vehicular and pedestrian traffic. The traffic study submitted for this project indicates an anticipated average daily trip count of 599 trips. This increase is not excessive for the vicinity, however, as the streets and zoning anticipated more intense retail commercial and office uses. Traffic on GS Richards Blvd. is minimal now as several of the adjacent lots are still vacant. As development continues to occur, traffic will increase in the area. The roadway network is adequate to handle the existing and proposed traffic without additional roadway improvements. Pedestrian traffic is also anticipated to increase as this project is located in an area intended for a mix of uses. Residents will likely be attracted to this area to take advantage of the walkability to nearby retail, offices, medical services and the adjacent golf course.

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

The project is not anticipated to overburden existing public services and facilities. The water, sanitary sewer, public roads and storm drainage in the vicinity is adequate to serve the proposed development. The school district has provided comments that they do not feel the project will have a negative impact on their operations. It is also not anticipated that the addition of this project will overburden police or fire protection services.

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

Multi-family residential development is a conditional use in accordance with Title 18.04.130 Retail Commercial Conditional Uses and requires a Special Use Permit. With the approval of this Special Use Permit and recommended conditions of approval, the project will meet the definition and specific standards required to support this use in the Retail Commercial zoning district.

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

The proposed project is for multi-family dwellings within the Retail Commercial zoning district. This multi-family apartment housing will function in the same manner as other multi-family residential uses in the area. It is not anticipated to be detrimental to the public health, safety, convenience and welfare.

7. *Will not result in material damage or prejudice to other property in the vicinity.*

The proposed project is a multi-family residential development within the Mixed-Use Commercial land use area, and within the Silver Oak Retail Commercial area. Adding high-density residential to the existing mix of retail and offices uses is appropriate for the area and should provide a benefit by allowing an opportunity for employees of the nearby professional offices, medical offices and hospital to live in close proximity to their jobs as well as existing and future retail services. Staff does not anticipate the addition of this project resulting in the material damage or prejudice to other property in the vicinity.

Attachments:

- Site Photos
- City Department Comments
- Major Project Review Letter (MPR-15-029)
- Updated Site Plan showing adequate turning radii
- Color and Material Samples
- Traffic Study
- Interim Mixed-Use Criteria Worksheet
- Opposition and Support Letters (7)
- Application (SUP-15-077)



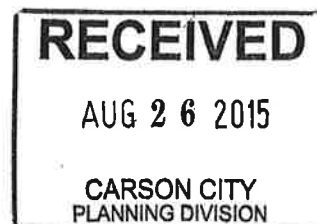






August 26, 2015

SUP-15-077:



1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All Repairs, Replacement, and Alterations must have proper building permits and comply with International Building Codes, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical code, Fuel Gas Code, Electrical Code, Adopted International Energy Conservation Code, and Northern Nevada Amendments.
3. All Contractors are required to carry State and local license.

Thanks.

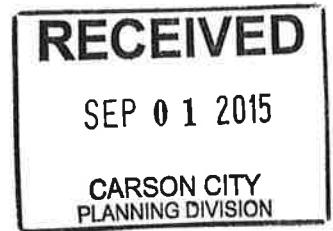
Shawn Keating
Chief Building Official
Carson City Community Development
108 E. Proctor Street
Carson City, NV 89701

Main 775-887-2310
FAX 775-887-2202

Shawn Keating CBO
Building Official
Carson City Community Development Department
Web page <http://www.carson.org/index.aspx?page=172>
skeating@carson.org
Office 775-887-2310
Fax 775-887-2202
Cell 775-230-6623

September 1, 2015

SUP 15-077:



1. Project must comply with the 2012 IFC and Northern Nevada Fire Code Amendments
2. Additional hydrants will be required on the site. Spacing must meet IFC Appendix C.
3. Fire sprinkler FDC and PIV locations to be approved by CCFD.
4. Knox boxes will be required on sprinklered buildings with the final location to be approved by CCFD.
5. Electric gates must have knox key switches.
6. If gates are installed, they should be set back enough to not cause fire engines to stack on the road way.

Dave Ruben

Fire Marshal

Carson City Fire Department

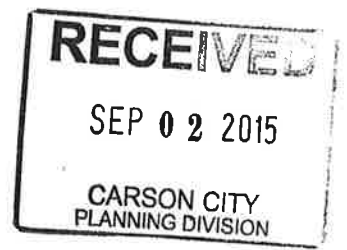
777 S. Stewart Street

Carson City, NV 89701

Direct 775-283-7153

Main 775-887-2210

FAX 775-887-2209



September 2, 2015

Major Project Review Committee

Re: # SUP – 15 - 077

Dear Kathe,

After initial plan review the Carson City Environmental Control Authority (ECA), a Division of Carson City Public Works Department (CCPW), has the following requirements per the Carson City Municipal Code (CCMC) and the Uniform Plumbing Code (UPC) for the approval of SUP – 15 – 077 multi-family complex review:

1. ECA has no comments concerning this request.

Please notify Mark Irwin if you have any questions regarding these comments, I can be reached at 775-283-7380.

Sincerely;

Mark Irwin
Environmental Control Officer 3

c: Kelly Hale, Environmental Control Supervisor

**Engineering Division Planning
Commission Report File
Number SUP 15-077**

TO: Planning Commission

FROM Rory Hogen, E.I.

DATE: September 1, 2015 **MEETING DATE:** September 30, 2015

SUBJECT TITLE:

Action to consider a special use permit for 90-Unit apartment complex at GS Richards Blvd, apr 007-461-22 and 007-461-23.

RECOMMENDATION:

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

DISCUSSION:

The Engineering Division has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses.

CCMC 18.02.080 (2a) - Adequate Plans

- The Sidewalk along the GS Richards Blvd frontage must be maintained at 10 feet wide. The location of the fire hydrant and utility boxes must be addressed if the sidewalk is moved.
- A study will need to be completed to show that the golf course has the capacity to accept all site drainage.
- A formal agreement may be needed between the golf course and the proposed development, stating that the golf course will be accepting drainage from the site in perpetuity.
- Building Permit/Construction drawings must also include:
 - Grading & Drainage Plans
 - Utility Plans
 - Standard Details

CCMC 18.02.080 (5a) - Master Plan

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

CCMC 18.02.080 (5c)- Traffic/Pedestrians

The request is not in conflict with pedestrian or traffic movements.

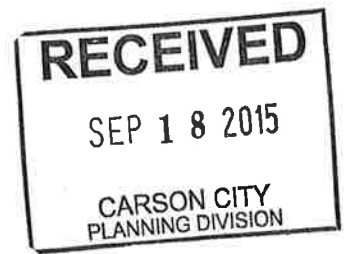
CCMC 18.02.080 (5d) - Public Services

No new City water, sewer or access services will be needed for this project.

September 18, 2015

SUP-15-077

Carson City Health and Human Services



Plans must be submitted to the Carson City Building Depart for Review for applicable Health Codes.

Dustin Boothe, MPH, REHS
Carson City Health and Human Services
900 E. Long St.
Carson City, NV 89706
(775) 887-2190 ext. 7220

dboothe@carson.org

September 12, 2015

Hello Susan,

I don't foresee any major impact on the school district regarding this project. However, considering that we are reaching full capacity, if 20% of the 2-bedroom units had one child it would be a minor impact but we would welcome it. The development is very close to a current bus route and really looks to be a young profession type development, if you will. the elevations are attractive and fits the area.
Thanks for the chance to comment Susan.

Mark Korinek, C.P.M.
Director of Operations
Carson City Schools
775-283-2181



Carson City Planning Division

108 E. Proctor Street

Carson City, Nevada 89701

(775) 887-2180-Hearing Impaired:711

www.carson.org

www.carson.org/planning

April 14, 2015

Mark Turner
2051 Evergreen Dr
Carson City, NV 89703

Major Project Review: MPR-15-029

Project Description: Silver Oak, proposed 90 units MFA, with office and pool on property zoned Retail Commercial- Planned Unit Development

Review Date: April 7, 2015

Major Project Review Comments

The Major Project Review Committee has reviewed the proposed plans for a 90 units Multi-Family Apartment project at 3808 G. S. Richards Blvd. The following requirements and comments are provided for your use in preparing final plans and submittals for the project. Please be advised that the comments presented in this letter are based on the plans submitted with the Major Project Review application and may not include all the requirements or conditions which may be placed on the project at the time of submittal of planning applications for approval (if applicable) or final plans for building permits. It is hoped, however, that this review will expedite the completion of your project.

Some of the requirements noted below may have already been shown or otherwise indicated in the plans and need only be submitted in the final improvement plan form. Final on- and off-site improvement plans shall be submitted to the Building Division, (108 E. Proctor Street). These plans must contain all appropriate requirements of Development Engineering, Health, Utilities, Fire, and Planning Divisions/Departments.

Planning applications (if applicable), such as Master Plan Amendments, Zoning Changes, Special Use Permits, Variances, Lot Line Adjustments, Parcel Maps, etc. shall be submitted to the Planning Division (108 E. Proctor Street) for review and approval.

SITE INFORMATION:

Address: 3808 G. S. Richards Blvd

APN: 007-461-22 and -23

Parcel Size: 1.29 and 2.79 acres for a total of 4.08 acres

Master Plan Designation: Mixed-Use Commercial (MUC)

Zoning: Retail Commercial- Planned Unit Development (RC-P)

PLANNING DIVISION

Contact Kathe Green, Assistant Planner

The proposed use is conditional and is permitted after approval of a Special Use Permit.

Special Use Permit - CCMC 18.02.080

The project requires a Special Use Permit pursuant to Carson City Municipal Code 18.04.130(3) because Multi-Family Apartment is a conditional use in the Retail Commercial zoning district.

Setbacks - CCMC 18.04.195 (Non-residential)

	<u>Front</u>	<u>Rear</u>	<u>Side</u>	<u>Street Side</u>
Required:	6 (landscaping)	40 (adjacent to residential zoning)	0	0 ← s/b 6ft 7/22 KG
Proposed:	54 (south)	40 (north)	31 (east)	58 (west)
Proposed setbacks are in compliance with zoning district requirements.				Removed- adj to RC-P on north. Adj to golf course on west 7/22 per LP

Height - CCMC 18.04.190 (Residential) or CCMC 18.04.195 (Non-residential)

The proposed building overall height of 41 feet 3 inches is in compliance with the maximum height requirement of 45 feet for the Retail Commercial Planned Unit Development zoning district.

Parking- Development Standards Division 2

The required number of parking spaces required for various uses are described in the parking section of CCMC, Division 2.2. of the Carson City Development Standards. The proposed project requires 180 parking spaces based on two parking spaces required per dwelling unit.

Signs - Carson City Development Standards, Division 4.7.2 Multifamily Residential Uses

- Signage permitted for the proposed project includes the following:
 - One sign denoting the name of the multi-family residential use either freestanding or attached, not exceeding 32 square feet in area;
 - One address sign not exceeding four square feet in area for the entire site;
 - One address sign not exceeding two square feet in area for each unit within the complex.
 - The maximum height of a freestanding sign shall be six feet in any residential or office zoning district; 15 feet in any other zoning district;
 - Illumination of signs shall be by indirect lighting only.
 - Sign materials shall be compatible with the primary on-site building.
- A Sign Permit will be required prior to the placement or erection of any sign, or to install or alter any electrical wiring or fixture. See the Planning Division for information and standards. A Sign Permit application may be obtained from the Building Division. (Development Standards, Division 4.4.1)

Landscaping - Carson City Development Standards, Division 3

1. A landscape and irrigation plan shall be filed with the City and approved by the Director prior to the approval of a site plan or issuance of a building permit. The plan shall be prepared by a landscape architect registered in the State of Nevada, or other person permitted to prepare landscape plans pursuant to Chapter 623A of the Nevada Revised Statutes (NRS). Landscaping on all commercial/industrial projects must be installed or supervised by an individual at the job location with at least one of the following credentials: Certified Landscape Technician, Licensed Landscape Contractor, Certified Landscape Professional, ISA Certified Arborist, Registered Landscape Architect, a C10 Qualified Employee as recognized by the State Contractor's Board, or an equivalent certification, approved by the Parks & Recreation Department. (Development Standards, Division 3.3)
2. The plans shall include landscape calculations relevant to the application of the standards of Division 3 of the Development Standards and shall include a plant list in a legend format giving the common and botanical names of each plant with a key number or identifying symbol assigned to each plant, the size of the plant, its spacing and the quantity to be used. (Development Standards, Division 3.3.2)
3. The landscape plans shall include construction details for planting, staking, soil amendments and any special requirements for the project and may be an attachment to the plans. (Development Standards, Division 3.3.3)
4. Identification and description of automatic irrigation components to insure that vegetation is adequately serviced through water conserving features is required. Overhead sprinkler irrigation is only allowed on turf areas or other areas requiring overhead sprinkler irrigation. (Development Standards, Division 3.3.5)
5. All landscaping shall aesthetically enhance and be compatible with the site area. Landscaping shall be installed to enhance the view of the site from public street(s) and adjacent properties. (Development Standards, Division 3.5.1)
6. Where landscape areas abut sidewalks, drive-aisles, parking areas or other hardscape surfaces, a minimum three-foot wide landscape buffer area must be provided between any turf areas and the hard scape to capture irrigation overspray and runoff. The buffer area may be drip-irrigated plant materials or non-living landscape materials. (Development Standards, Division 3.6.3)
7. The minimum number of trees shall be one tree per 400 square feet of landscape area. Additional trees are required if the number of trees for parking areas and along right-of-way areas as described in Development Standards, Division 3.7.1.a and 3.7.1.b exceed this minimum. The Director may modify this standard for public uses such as parks. (Development Standards, Division 3.7.1)
 - Included in the minimum required number of trees, a minimum of one shade tree must be planted for every 10 parking spaces or fraction thereof, and distributed throughout the parking area surface to provide even shading within the parking lot. For example, 18 parking spaces shall require two trees. A minimum of one deciduous tree shall be placed in each standard sized parking island.
 - Included in the minimum required number of trees, at least one tree shall be placed along the right-of-way frontage for every 30 lineal feet of right-of-way at a point not more than 20 feet from the right-of-way. The Director may allow for different spacing or locations of trees for projects with outside display such as automobile sales lots.

8. Where more than 10 deciduous trees are provided as a part of the landscape plan, a minimum of 50% of the trees shall be of a different species to ensure diversity. Additional species may be required on larger projects. (Development Standards, Division 3.7.2)
9. Non-planted, non-living materials such as wood chips, bark, decorative rock, mulch, stone or other non-living materials may be used as groundcover, and shall be distributed throughout the site. All landscape areas shall be covered with materials suitable for reducing dust and evaporation and shall be designed to improve the aesthetic appearance of the area. An attractive mix of organic and non-organic materials is encouraged. Products which appear to be dirt shall not be used. (Development Standards, Division 3.8.2)
10. A ratio of at least six shrubs (five gallon size), is required for each tree placed or retained on the site. If a large quantity of turf is proposed for the site, the required shrub count may be reduced after review and approval of the submitted landscaping plans by the Planning Division. (Development Standards, Division 3.8.3)
11. Tree selection for projects will be guided by the approved Carson City Tree List for Commercial Projects. Trees planted in the City will be installed according to the City's tree planting standards. The approved tree list and standard planting details are located in the Appendix of the Development Standards, Division 3. (Development Standards, Division 3.10.8)
12. Parking and driveway areas shall include concrete curbs or similar improvements as approved by the Director for protection of landscaping. Vehicle overhangs into landscaped areas shall not exceed two feet. Planter areas shall not be less than 72 square feet in size and shall have a minimum width of six feet. (Development Standards, Division 3.11.1)
13. Snow storage should be incorporated within the design of projects and should be oriented for maximum sun exposure for acceleration of melting. Driveways, drive aisles, sidewalks and landscape areas cannot be used for snow storage. Drainage and run-off from snow storage areas shall be considered in the design. (Development Standards, Division 3.11.3)
14. All non-planted landscape areas shall be covered with materials such as mulch. Products which appear to be dirt shall not be used. A weed barrier fabric is required under all rock and cobble mulches and pre-emergent herbicide is recommended. (Development Standards, Division 3.11.5)
15. Conflicts shall be avoided in design of landscape improvements by considering the size and breadth of mature landscaping. Show existing and proposed overhead and underground power lines, utility poles, light standards and utility easements on submitted landscape plans. Fire hydrants, fire connections, water boxes (three feet clearance required), water and sewer service lines (10 feet clearance required for trees), overhead utilities, signs, roof overhangs, light standards etc., shall be taken into consideration in design of landscaping. Show all proposed and existing signage for the site. (Development Standards, Division 3.11.7)
16. All landscape areas must be maintained by the property owners, including using the most current pruning standards accepted by the ANSI International Society of Arboriculture and/or the National Arborist Association. Any damaged or dead plant(s) must be replaced or repaired by the property owners within 30 days following notification

by the Director. If the season of the year makes this repair or replacement within a 30 day period impractical, the person responsible for landscaping shall schedule an appropriate time for the completion of the accomplishment of this work as required and approved by the Director. Property owner shall provide a financial security in a form acceptable to the City, in the amount of 150% of the estimated cost of installation of remaining landscape improvements, which shall be filed with the City guaranteeing installation. The estimated cost of the landscaping improvements not yet completed must be verified by the City. (Development Standards, Division 3.13.1)

17. An acknowledgment by the property owner of the required maintenance for a project must be submitted to the City as a part of landscape and irrigation plan submittals. (Development Standards, Division 3.13.3)
18. Diagrams, text and examples are located in the Appendix of the Development Standards, Division 3 including, but not limited to, general landscape and irrigation notes, irrigation legend detail, typical plant list legend example, tree and shrub planting details, emitter layout and staking, bubbler, tree protection, flushing end cap, drip, spray and coupling valves, rotor/pop-up head, irrigation trench wall section, rock wall, wood and pipe bollards, approved tree, shrub, riparian and Historic District lists, pruning, tree retention/protection, root pruning and excavation adjacent to retained tree details. (Development Standards, Division 3.15)

Architectural Design - Carson City Development Standards, Division 1

1. Proposed structures must meet the architectural standards outlined in the Development Standards, Division 1. (Development Standards, Division 1.1)
2. Variations of building details, form, line, color and materials shall be employed to create visual interest. Variations in wall planes, roof lines and direction are encouraged to prevent monotonous appearance in buildings. Large expanses of walls devoid of any articulation or embellishment shall be avoided. Similarly vertical variation in the roof line is encouraged. Mansard roofs shall wrap around the entire building. (Development Standards, Division 1.1.3)
3. All building elevations shall receive architectural treatment, except in special situations where an elevation is not visible from an adjoining property or street. (Development Standards, Division 1.1.4)
4. Provide color samples of the proposed exterior colors with the required Special use Permit. Exterior building colors should blend with surrounding development and not cause abrupt changes. Primary building surfaces (excluding trim areas) should be muted or earth-tone in color. Bold colors shall be avoided except when used as accent or trim. (Development Standards, Division 1.1.6)
5. Add architectural features to the long sides of the club house shown on page A2.2, and on the ends of the apartment buildings, shown on page A2.1, specifically on the center of the western façades and the entire eastern façades.

Lighting - Carson City Development Standards, Division 1

1. Any lighting facilities shall be so installed as to project light downward and away from adjoining properties and glare to the sky, with the exception of accent lighting, which is limited to a maximum upward angle of 45 degrees. Site lighting trespass onto adjacent locations and the night sky shall be minimized. Covers must be installed on all lighting

- fixtures and lamps must not extend below the bottom of the cover. All light fixtures, except streetlights, shall be located, aimed or shielded so as to minimize stray light trespassing beyond property boundaries. (Development Standards, Division 1.3.3.1)
2. All light fixtures that are required to be shielded shall be installed in such a manner that the shielding is installed as designed. Fixtures which are International Dark Sky Association approved such as Dark Sky Friendly or equivalent with full cutoff lighting for area and wall pack fixtures are recommended. Sag, convex, drop lenses and luminaries with open bulbs are prohibited. (Development Standards, Division 1.3.3.2)
 3. If elevations of buildings are proposed for accent illumination, drawings and a photometric plan shall be provided for all relevant building elevations showing the fixtures, the portions of the elevations to be illuminated, the luminance levels of the elevations and the aiming points. The maximum upward angle is 45 degrees. (Development Standards, Division 1.3.3.3)
 4. Luminaries which have a maximum output of 500 lumen per fixture, (equivalent to one 40-watt incandescent bulb), regardless of number of bulbs, may be left unshielded provided the fixture has an opaque top to keep light from shining directly up. Luminaries which have a maximum output of 850 lumen per fixture, (equal to one 60 watt incandescent light) regardless of number of bulbs, may be partially shielded, provided the bulb is not visible from off-site, no direct glare is produced, and the fixture has an opaque top to keep light from shining directly up. (Development Standards, Division 1.3.5.1)
 5. Parking area lights are encouraged to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height and higher in light level. A photometric plan is required on all projects with building size of 50,000 square feet or larger and may also be required at the direction of the Director. (Development Standards Division 1.3.3.3.)
 6. Exterior lighting installations shall include times, dimmers, sensors or photocell controllers that turn the lights off during daylight hours or when lighting is not needed, which will reduce unnecessary lighting, as practical. Businesses are encouraged to turn lighting down or off when businesses are not open. (Development Standards Division 1.3.3.8)
 7. Luminaries which have a maximum output of 500 lumen per fixture (equivalent to one 40-watt incandescent bulb) regardless of number of bulbs, may be left unshielded provided the fixture has an opaque top to keep light from shining directly up. Luminaries which have a maximum output of 850 lumen per fixture (equal to one 60 watt incandescent bulb), regardless of number of bulbs, may be partially shielded, provided the bulb is not visible from off-site, no direct glare is produced, and the fixture has an opaque top to keep light from shining directly up. (Development Standards Division 1.3.5.1)
 8. Accent lighting. Architectural features may be illuminated by up-lighting or light directed to the building, such as wall washing, provided that the light is effectively aimed to or contained by the structure by such methods as caps, decks, canopies, marquees, signs, etc., the lamps are low intensity to produce a subtle lighting effect, and no light trespass is produced. The angle of up-lighting shall not exceed 45 degrees. Luminaries shall not be installed above the height of the parapet or roof. For national flags, statutes, public art, historic buildings or other objects of interest that cannot be illuminated with down-lighting, upward lighting may be used in the form of narrow-cone spotlighting that

confines the illumination to the object of interest. (Development Standards, Division 1.3.5.2)

9. All luminaries shall be aimed and adjusted to provide illumination levels and distribution as indicated on submitted plans. All fixtures and lighting systems shall be in good working order, cleaned and maintained in a manner that serves the original design intent of the system. (Development Standards, Division 1.3.5.3)
10. Floodlights that are not full cut-off (light emitted above the fixture) may be used if permanently directed downward, not upward, and aimed at no more than a 45 degree angle, so no light is projected above the horizontal plane, and fitted with external shielding for top and side to prevent glare and off-site light trespass. Unshielded floodlights are prohibited. (Development Standards, Division 1.3.5.4)
11. Maintenance. All fixtures shall be maintained in good working order, with aiming, angles, wattage and intensity as originally approved. Replacement bulbs shall be the same or less wattage and intensity as originally approved. Fixtures and reflecting surfaces shall be cleaned on a regular schedule to reduce additional unapproved glare. (Development Standards, Division 1.3.5.10)

Roof-Mounted Equipment - Carson City Development Standards, Division 1

Roof-mounted equipment (HVAC, etc.) must be screened from view from a public right-of-way or adjacent property through the use of architectural means such as parapet walls and equipment wells. The use of a picket fence or chain link slatted screening is prohibited. Show all roof-mounted equipment on the elevation plan. (Development Standards, Division 1.1.7)

Trash Storage - Carson City Development Standards, Division 1

1. Provide detail showing location and construction of trash enclosures for the site.
2. Outdoor areas used for the storage of trash or refuse must be completely enclosed by a solid gate and a six foot masonry block wall and be designed to integrate with the building and site design, including colors and materials. Enclosures shall be screened with appropriate plant materials wherever possible. Provide trash enclosure construction details with the final building permit plans. (Development Standards, Division 1.2.6)
3. Trash enclosures shall be designed to meet or exceed minimum size requirements as determined by the sanitation company and shall be located to provide unobstructed access to refuse vehicles. All trash, refuse or recycled material shall be stored in containers within its walled enclosure. (Development Standards, Division 1.2.6)

Residential Development Standards in Non-Residential Districts – Carson City Development Standards, Division 1.18

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

1. Permitted uses. Residential uses are only allowed as permitted by Chapter 18.04, Use Districts, as a primary or conditional use in the applicable zoning districts. (Development Standards, Division 1.18.1)

2. Maximum permitted density. There is no maximum residential density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements of this chapter. (Development Standards, Division 1.18.2)
3. Maximum building height shall be the maximum height established by the zoning district in which the project is located. (Development Standards, Division 1.18.3)
4. Setbacks. Minimum setbacks shall be those established by the zoning district in which the project is located, subject to the following:
 - a. In the NB, RC, GC and GO zoning districts, a minimum setback of 20 feet is required adjacent to a residential zoning district, with an additional 10 feet for each story above one story if adjacent to a single-family zoning district. (Development Standards, Division 1.18.4)
 - b. A minimum setback of 10 feet is required from the right-of-way of an arterial street as identified in the adopted Transportation Master Plan, excluding the Downtown Mixed-Use area. (Development Standards, Division 1.18.4)
5. Required parking: Two spaces per dwelling unit; and in compliance with the Development Standards Division 2, Parking and Loading. (Development Standards, Division 1.18.5)
6. Open Space (Development Standards, Division 1.18.6):
 - a. A minimum of 150 square feet per dwelling unit of common open space must be provided. For projects of 10 or more units, areas of common open space may include contiguous landscaped areas with no dimension less than 15 feet. A minimum of 100 square feet per unit of the common open space area must be designed for recreation, which may include but not be limited to picnic areas, sports courts, a soft scape surface covered with turf, sand or similar materials acceptable for use by young children, including play equipment and trees, with no dimension less than 25 feet.
 - b. A minimum of 100 square feet of additional open space must be provided for each unit either as private open space or included in the common open space area.
 - c. Front and street side yard setback areas may not be included toward meeting the open space requirements.
 - d. Provide detail showing the total square footage of common and private open space, then separate the common and open space square footage, and also clarify how much private open space is included in the patio and balcony areas, if any.
8. Special Use Permit review standards. Where a residential use is a conditional use within a given zoning district, the Planning Commission shall make two of the following findings in the affirmative in the review of the Special Use Permit in addition to the required findings of Section 18.02.080 of the Carson City Municipal Code.
 - a. The development is not situated on a primary commercial arterial street frontage.
 - b. The development is integrated into a mixed-use development that includes commercial development.

- c. The applicant has provided evidence that the site is not a viable location for commercial uses.
- d. The site is designated Mixed-Use Commercial, Mixed-Use Residential or Mixed-Use Employment on the Master Plan Land Use Map and the project meets all applicable mixed-use criteria and standards.

Growth Management - CCMC 18.12

- Applies to all residential, commercial and industrial property that is required to be served by city water and/or sewer service within the consolidated municipality of Carson City.
- Any development project for which one of the following city approvals has been granted shall qualify for inclusion on the project list: An approved apartment project containing thirty-one (31) or more units. Approval of a project shall be either an approval of a Special Use Permit as required by this Title or by the Director after completing the major project review process.
- The proposed development qualifies for Growth Management as noted above. A Growth Management Development Project Placement Request form must be submitted with the Building Permit request.

General Issues-

1. If the property line is proposed to be deleted to create only one parcel for this project, a lot line deletion will need to be processed. An application for this process is attached.
2. Due to changing conditions of business and requirements for zoning, master plan and development codes of Carson City, this MPR information will expire and will need to be updated with a new MPR if the developer has not applied for a building permit within one year of the date of the MPR meeting.

As discussed at the MPR meeting, a Special Use Permit approval is required and a Growth Management application may be required. Applications for both of these permits are attached. Please provide the following additional information with the Special Use Permit submission:

- Color samples of the proposed exterior colors.
- Site renderings of the proposed project.
- Conceptual landscaping plan. Include detail of proposed artificial turf locations, square footage, etc.
- Provide location, height and detail of any proposed perimeter fencing. Fencing cannot impede sight distance areas.

The applicant shall provide the following with any building permit submittal in relation to the proposed project in addition to the required plans:

1. Copy of this MPR letter packet.
2. Manufacturer's specification sheets for all exterior lighting.
3. Special Use Permit Notice of Decision.

BUILDING DIVISION

Contact Shawn Keating, Chief Building Official

1. This is new commercial construction. The work will be designed under the 2012 International Building Code, the 2011 National Electrical Code, and the 2012 Uniform Plumbing and either the 2012 Uniform Mechanical Code or 2012 International Mechanical Code. The 2012 International Energy Efficient Code will be adopted by state statute later this year, so it may be wise to design everything under the new code. The codes are locked in on the day the application for the building permit is received.
2. No other codes changes are expected till 2018.
3. The club house should remain a B occupancy.
4. Permit fees value will be based upon \$112.65 living and \$43.33 for Utility. This is the ICC current data table from the Building Journal as of February 2015. For example, a 2000 sq ft home. $2000 \times 112.65 + 225300 \times 0.10 = \text{permit fees } 2253$. Forty percent will be required for deposit upon submission.
5. When the first building plans are ready, I believe a meeting with Fire and Building may expedite the process by reviewing the plans egress together before submission.
6. If the developer wants to use a master plan approach. We can record a Master; the first application will be submitted with the options clearly identifying the master and options. All truss and engineering for those options have to be submitted. As I addressed in item 1, the master would have to reflect the 2012 IECC to build out all of them to preventing a resubmission of all new plans. No field changes of options.
7. This project would have to comply with current Accessible Standards
8. All work needs a Nevada Registered Professional, i.e. contractor's license in the work performed by NRS 624 and license to designer (NRS623) the improvement work. No owner builder exemption.

ENGINEERING AND UTILITIES

Contact Rory Hogen, Assistant Engineer

1. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.
2. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.
3. Fresh water must be used for Dust control. Contact Gregg Ruiz at Public Works at 283-7382 for more information.
4. A wet stamped main analysis must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. Please contact Tom Grundy, P.E. at (775) 283-7081 for fire flow test data.
5. A wet stamped sewer analysis must be submitted that includes addressing the effect of flows on the existing City system. See section 15.3.2 of CCDS.

6. If a commercial fire line is required, the system must be designed by an engineer. The double check assembly must be above ground in a hot box, and located as close to the property line (on the private side) as possible. Please see Chapter 445A of Nevada Administrative Code.
7. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.
8. The domestic water service line will need a reduced pressure backflow preventer as shown in Chapter 445A of the Nevada Administrative Code.
9. The irrigation service will need a reduced pressure backflow preventer if a vacuum breaker system cannot be designed to operate properly.
10. An erosion control plan meeting section 13 of CCDS will be required in the plan set.
11. Please show all existing water and sewer utilities, including mains in the street.
12. Any existing water and sewer services not being used must be abandoned at the main.
13. New electrical service must be underground.
14. Please show gas and electric connections for this project.
15. A water and sewer connection fee form will be required. Please submit with the construction permit application. This should include the form, the calculations used, and any back up information.
16. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.
17. The sidewalk along the GS Richards Blvd frontage must be maintained at 10 feet wide. The location of the fire hydrant and utility boxes must be addressed if the sidewalk is moved.
18. The westerly driveway approach needs to be moved outside the Ivy Baldwin Circle, preferably onto Country Club Dr.

These comments are based on a very general site plan and do not indicate a complete review. All pertinent requirements of Nevada State Law, Carson City Code, and Carson City Development Standards will still apply whether mentioned in this letter or not.

FIRE DEPARTMENT

Contact Dave Ruben, Fire Prevention Captain

1. Project must comply with 2012 IFC and Northern Nevada Amendments.
2. All residential (R-2) buildings must have fire sprinklers. The clubhouse as presented does not require fire sprinklers but we would recommend them to ensure future flexibility for use of the space. Sprinklers require a dedicated function fire alarm unit to provide supervision of water flow notification and tamper valves.
3. NAC 477.283 has been revised as of January 2015 to allow NFPA 13R sprinkler systems in R-2 occupancies over 2 stories.
4. FDC and PIV locations must be approved by CCFD.
5. Additional hydrants will be required on the site. Spacing must meet IFC Appendix C.

6. Knox boxes will be required with final locations to be approved by CCFD.
7. Electric gates must have Knox key switches.
8. Gates should allow room for fire engines to not cause stacking on the roadway. We can discuss this further if there are site constraints.
9. A manual fire alarm system may be required depending on final design. We discussed use of the exception in IFC 907.2.9.1 Exception #2 that allows for the elimination of manual pull stations if the building is sprinklered and there are notification devices throughout.
10. The driveway entrances as discussed off Country Club and GS Richards were acceptable.

HEALTH DEPARTMENT

Contact Dustin Boothe, Environmental Health Specialist

1. If the project continues with a pool, this pool must be designed in accordance with Nevada Revised Statutes and Nevada Administrative Code 444. Plans will need to be submitted to the Carson City Building Department.

PARKS AND RECREATION DEPARTMENT

Contact Vern Krahn, Park Planner

1. The apartments will be subject to the collection of Residential Construction Tax based on the formula for this type of dwelling unit.
2. There is an existing 10' wide concrete multi-use path along the west side of GS Richards Blvd. This facility is identified in the Unified Pathways Master Plan as an existing off-street facility. It is an important pedestrian/bicycle connection within the Silver Oak development and is a critical facility within the City's overall multi-use path system. In addition, this facility is identified on the Silver Oak development's approved tentative map and as a result, is required facility within the development.
3. As discussed at the MPR meeting, the apartments will be surrounded by a 6' tall ornamental fence. Having said that --- It is important for the developer to provide a minimum 3' clearance from the edge of multi-use path to the fence for safety and clearance issues.
4. The project's site plan identifies a number of landscape areas within the development. The City will NOT be responsible for maintaining any of these proposed landscape areas. It will be the responsibility of the developer to maintain/irrigate the project's landscaping and keep the plant material in a healthy condition.
5. There are no City Open Space Program requirements or issues of concern related to this project.

PUBLIC WORKS-TRANSPORTATION

Contact Daniel Doenges, Senior Transportation Planner

1. We have a concern with the proposed driveway located right on the traffic circle. The proposed access could degrade the operation of the traffic circle at peak times, present safety issues, and does not meet the City's driveway spacing requirements. We request that they utilize the existing curb cut on Country Club Drive. That way two access points would be available, including the one on G.S. Richards Blvd at the northeast end of the proposed development.

PUBLIC WORKS-ENVIRONMENTAL

Contact Mark Irwin, Environmental Control Officer

1. Environmental Control Authority has no comments

The aforementioned comments are based on the Major Project Review Committee's review. If you have any questions, please feel free to contact the following members of staff, Monday through Friday 8:00 AM to 4:00 PM.

Planning Division –

Kathe Green, Assistant Planner
(775) 283-7071
Email: kgreen@carson.org

Engineering Division –

Rory Hogen, Assistant Engineer
(775) 887-2300
Email: rhogen@carson.org

Building Division –

Shawn Keating, Chief Building Official (775) 887-2310
Email: skeating@carson.org

Fire Prevention –

Dave Ruben, Fire Prevention Captain
(775) 283-7153
Email: druben@carson.org

Health Department –

Dustin Boothe, Environmental Health Specialist
(775) 887-2190
Email: dboothe@carson.org

Parks and Recreation Department –

Vern Krahn, Park Planner
(775) 887-7343
Email: vkrahn@carson.org

Transportation –

Daniel Doenges, Senior Transportation Planner
(775) 887-2355
Email: ddoenges@carson.org

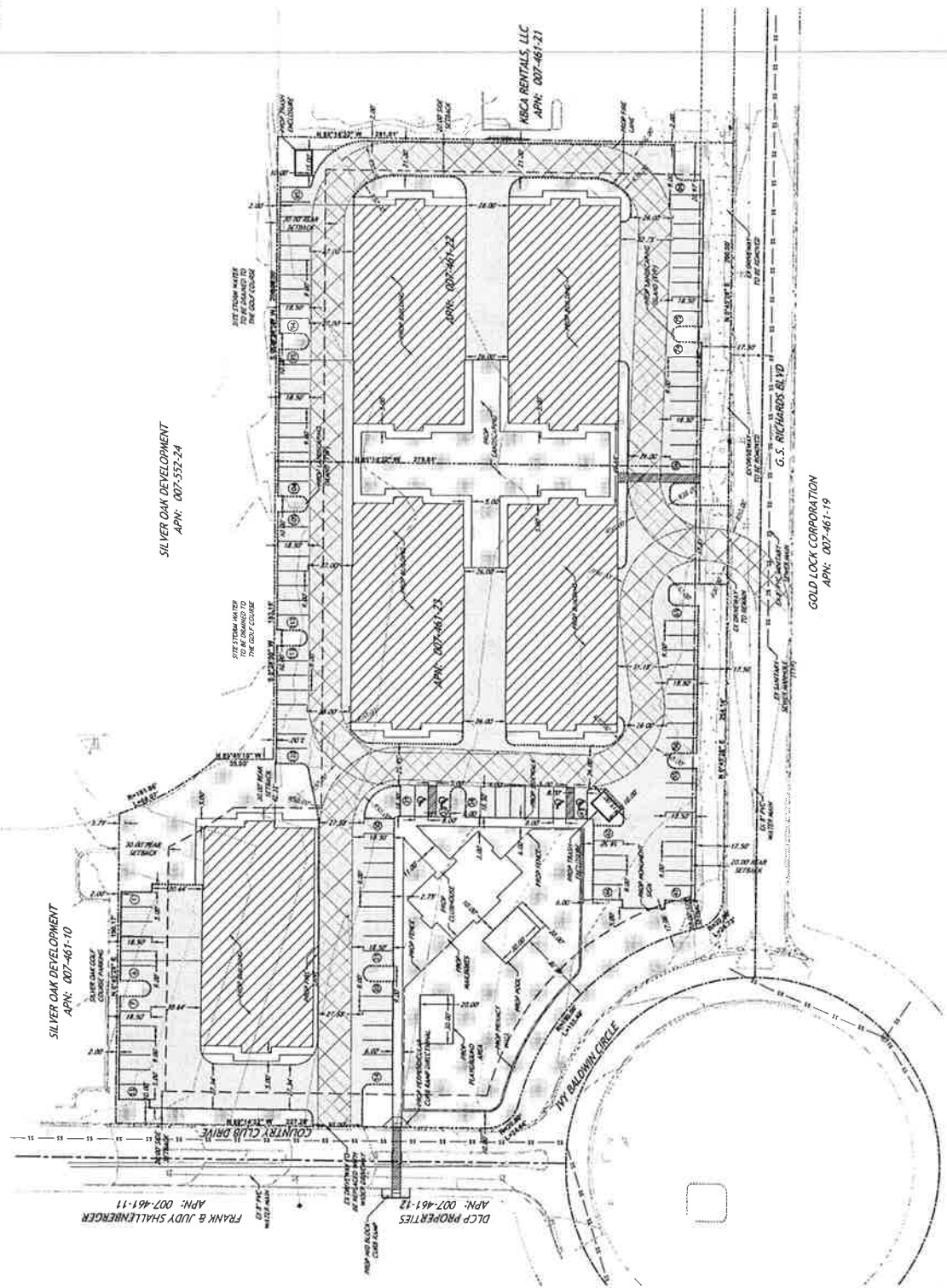
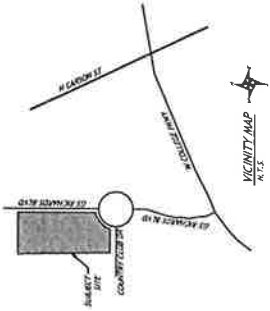
Environmental Control –
Mark Irwin, Environmental Control Officer
(775) 283-7380
Email: mirwin@carson.org

Sincerely,
Community Development Department, Planning Division

Kathe Green

Kathe Green
Assistant Planner

cc: Major Project Review Committee
MPR-15-029





Horizontal Siding Painted "Beach Bum" - KM3964-1



Metal Roof - Cool Metallic Silver



Stucco - Inglenook Olive - KM-HL4294-3



Stucco - Bungalow Maple - KM-HL4291-2



Stucco - Leather Chair - KM-4206-5

GS Richards Apartments
 GS Richards Blvd - Country Club Drive
 apn 00746122, 00746123

Color Board

Project Status

FRAME
 ARCHITECTURE
INC.

8965 Double Diamond Pkwy - Suite B8
 Reno, NV 89521
 775 827 9977 phone
 775 490 0018 fax
frame@framearchitecture.com

CB1

enr0003 2 3-20-09

SILVER OAK APARTMENTS

TRAFFIC STUDY

JANUARY, 2015

Prepared by:
Solaegui Engineers, Ltd.
715 H Street
Sparks, Nevada 89431
(775) 358-1004

APPENDIX

Average Rate Trip Calculations
For 90 Dwelling Units of Apartments(220) - [R]

Project:
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.65	3.07	1.00	599
7-9 AM Peak Hour Enter	0.10	0.00	1.00	9
7-9 AM Peak Hour Exit	0.41	0.00	1.00	37
7-9 AM Peak Hour Total	0.51	0.73	1.00	46
4-6 PM Peak Hour Enter	0.40	0.00	1.00	36
4-6 PM Peak Hour Exit	0.22	0.00	1.00	20
4-6 PM Peak Hour Total	0.62	0.82	1.00	56
Saturday 2-Way Volume	6.39	2.99	1.00	575
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	47

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		35	272			197	33	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		38	302			218	36	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?							No	
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					2		6	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					2		6	
Percent Heavy Vehicles					2		2	
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage					/		No	/
Lanes						0	0	
Configuration						LR		

Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	38						8	
C(m) (vph)	1301						673	
v/c	0.03						0.01	
95% queue length	0.09						0.04	
Control Delay	7.9						10.4	
LOS	A						B	
Approach Delay							10.4	
Approach LOS							B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		7	341			338	4	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		7	378			375	4	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?							No	
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					32		26	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					35		28	
Percent Heavy Vehicles					2		2	
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage					/		No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10
Lane Config	L							11
								12
v (vph)	7							63
C(m) (vph)	1169							452
v/c	0.01							0.14
95% queue length	0.02							0.48
Control Delay	8.1							14.3
LOS	A							B
Approach Delay								14.3
Approach LOS								B

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		36	272			197	38	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		40	302			218	42	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb / 0						
RT Channelized?							No	
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					24		10	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					26		11	
Percent Heavy Vehicles					2		2	
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage					/		No /	
Lanes					0	0		
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	Lane Config	Northbound				Southbound		
		EB 1 L	WB 4 	7 	8 8 9 	10 	11 LR	12
v (vph)		40					37	
C(m) (vph)		1294					510	
v/c		0.03					0.07	
95% queue length		0.10					0.23	
Control Delay		7.9					12.6	
LOS		A					B	
Approach Delay							12.6	
Approach LOS							B	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		10	341			338	26
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		11	378			375	28
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Raised curb				/ 0	
RT Channelized?							No
Lanes		1	1			1	1
Configuration		L	T			T	R
Upstream Signal?			No			No	

Minor Street:	Approach	Northbound				Southbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume					44		28
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					48		31
Percent Heavy Vehicles					2		2
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0	0	
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Config	L						LR
v (vph)	11						79
C(m) (vph)	1146						434
v/c	0.01						0.18
95% queue length	0.03						0.66
Control Delay	8.2						15.1
LOS	A						C
Approach Delay							15.1
Approach LOS							C

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	43	332			241	41	
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR	47	368			267	45	
Percent Heavy Vehicles	2	--	--		--	--	
Median Type/Storage	Raised curb				/ 0		
RT Channelized?						No	
Lanes	1	1			1	1	
Configuration	L	T			T	R	
Upstream Signal?		No			No		

Minor Street: Approach Movement	Northbound				Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R	
Volume				3		8	
Peak Hour Factor, PHF				0.90		0.90	
Hourly Flow Rate, HFR				3		8	
Percent Heavy Vehicles				2		2	
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		No	/
Lanes				0		0	
Configuration					LR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
	L						LR	
v (vph)	47						11	
C(m) (vph)	1238						590	
v/c	0.04						0.02	
95% queue length	0.12						0.06	
Control Delay	8.0						11.2	
LOS	A						B	
Approach Delay							11.2	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	9	416			413	5	
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR	10	462			458	5	
Percent Heavy Vehicles	2	--	--		--	--	
Median Type/Storage	Raised curb				/ 0		
RT Channelized?						No	
Lanes	1	1			1	1	
Configuration	L	T			T	R	
Upstream Signal?		No			No		

Minor Street: Approach Movement	Northbound				Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R	
Volume				39		32	
Peak Hour Factor, PHF				0.90		0.90	
Hourly Flow Rate, HFR				43		35	
Percent Heavy Vehicles				2		2	
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		No	/
Lanes				0		0	
Configuration					LR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
	L						LR	
v (vph)	10						78	
C(m) (vph)	1089						371	
v/c	0.01						0.21	
95% queue length	0.03						0.78	
Control Delay	8.3						17.3	
LOS	A						C	
Approach Delay							17.3	
Approach LOS							C	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		44	332			241	46	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		48	368			267	51	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?							No	
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?			No			No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					25		12	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					27		13	
Percent Heavy Vehicles					2		2	
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage					/		No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			1	4	7	8	9	10
Lane Config	L							
v (vph)	48							40
C(m) (vph)	1232							441
v/c	0.04							0.09
95% queue length	0.12							0.30
Control Delay	8.0							14.0
LOS	A							B
Approach Delay								14.0
Approach LOS								B

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: College & GS Richards
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: College Parkway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound				Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	12	416			413	27	
Peak-Hour Factor, PHF	0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR	13	462			458	30	
Percent Heavy Vehicles	2	--	--		--	--	
Median Type/Storage	Raised curb				/ 0		
RT Channelized?						No	
Lanes	1	1			1	1	
Configuration	L	T			T	R	
Upstream Signal?		No			No		

Minor Street: Approach Movement	Northbound				Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R	
Volume				51		34	
Peak Hour Factor, PHF				0.90		0.90	
Hourly Flow Rate, HFR				56		37	
Percent Heavy Vehicles				2		2	
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage				/		No	/
Lanes				0		0	
Configuration					LR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
	L						LR	
v (vph)	13						93	
C(m) (vph)	1067						355	
v/c	0.01						0.26	
95% queue length	0.04						1.03	
Control Delay	8.4						18.7	
LOS	A						C	
Approach Delay							18.7	
Approach LOS							C	

Phone:
E-Mail:

Fax:

ROUNDBOUT ANALYSIS

Analyst: MSH
Agency/Co.: Solaegui Engineers
Date Performed: 1/14/2015
Analysis Time Period: AM Peak Hour
Intersection: GS Richards & Country Club
Jurisdiction: Carson City
Units: U. S. Customary
Analysis Year: Existing
Project ID: Silver Oak Apartments
East/West Street: Country Club Drive
North/South Street: GS Richards Boulevard

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0		3				2	51			11	1
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	0	0	3	0	0	0	2	58	0	0	12	1
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound						Southbound					
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound			Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound						Southbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	12	60	0	2
Exit. Flow	0	3	58	16

Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	3			14			60			14		
Entry Cap.	1116			0			1130			1127		
Volume (vph)	3						59			14		
Cap. (vph)	1093			0			1107			1105		
v/c Ratio	0.00						0.05			0.01		
Critical Lane	*						*			*		
Lane Delay	3.3						3.7			3.4		
Lane LOS	A			F			A			A		
95 % Queue	0.0						0.2			0.0		
Approach:												
Delay	3.32						3.70			3.36		
LOS	A						A			A		
Intersection Delay	3.62						Intersection LOS	A				

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ROUNDABOUT ANALYSIS

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: GS Richards & Country Club
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: GS Richards Boulevard
 Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1		12				4	13			28	1
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left Right BP			Left Right BP			Left Right BP			Left Right BP		
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	1	0	14	0	0	0	5	15	0	0	32	1
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

Critical and Follow-Up Headway Adjustment

		Eastbound				Westbound				Northbound				Southbound		
Crit. Hdwy	5.1929			5.1929				5.1929				5.1929				5.1929
		Northbound				Southbound				Eastbound				Westbound		
Crit. Hdwy	5.1929			5.1929				5.1929				5.1929				5.1929
		Northbound				Southbound				Eastbound				Westbound		
Flup. Hdwy	3.1858			3.1858				3.1858				3.1858				3.1858
		Northbound				Southbound				Eastbound				Westbound		
Flup. Hdwy	3.1858			3.1858				3.1858				3.1858				3.1858

Flow Computations

	Eastbound			Westbound			Northbound			Southbound		
Circ. Flow	32			21			1			5		
Exit. Flow	0			6			16			45		

Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	15			32			19			33		
Entry Cap.	1095			0			1129			1125		
Volume (vph)	15						19			32		
Cap. (vph)	1073			0			1106			1102		
v/c Ratio	0.01						0.02			0.03		
Critical Lane	*						*			*		
Lane Delay	3.5						3.4			3.5		
Lane LOS	A			F			A			A		
95 % Queue	0.0						0.1			0.1		
Approach:												
Delay	3.47						3.39			3.51		
LOS	A						A			A		
Intersection Delay	3.47						Intersection LOS	A				

HCS 2010 Roundabouts 6.60

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 ROUNDABOUT ANALYSIS

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: GS Richards & Country Club
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: GS Richards Boulevard
 Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3		11				4	55			29	1
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left Right BP			Left Right BP			Left Right BP			Left Right BP		
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	3	0	12	0	0	0	5	62	0	0	33	1
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

 Critical and Follow-Up Headway Adjustment

		Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929			5.1929			5.1929			5.1929			5.1929
		Northbound						Southbound					
Crit. Hdwy	5.1929			5.1929			5.1929			5.1929			5.1929
		Eastbound			Westbound			Northbound			Southbound		
Flup. Hdwy	3.1858			3.1858			3.1858			3.1858			3.1858
		Northbound						Southbound					
Flup. Hdwy	3.1858			3.1858			3.1858			3.1858			3.1858

 Flow Computations

	Eastbound			Westbound			Northbound			Southbound		
Circ. Flow	33			70			3			5		
Exit. Flow	0			6			66			45		

 Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		16			33			67			34	
Entry Cap.		1093			0			1126			1125	
Volume (vph)		16						66			33	
Cap. (vph)		1071			0			1103			1102	
v/c Ratio		0.01						0.06			0.03	
Critical Lane		*						*			*	
Lane Delay		3.5						3.8			3.5	
Lane LOS		A			F			A			A	
95 % Queue		0.0						0.2			0.1	
Approach:												
Delay		3.48						3.77			3.52	
LOS		A						A			A	
Intersection Delay		3.66						Intersection LOS			A	

HCS 2010 Roundabouts 6.60

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ROUNDBOUT ANALYSIS

Analyst: MSH
Agency/Co.: Solaegui Engineers
Date Performed: 1/14/2015
Analysis Time Period: PM Peak Hour
Intersection: GS Richards & Country Club
Jurisdiction: Carson City
Units: U. S. Customary
Analysis Year: Existing + Project
Project ID: Silver Oak Apartments
East/West Street: Country Club Drive
North/South Street:

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3		16				11	31		38		1
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	3	0	18	0	0	0	12	35	0	0	43	1
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound						Southbound					
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound			Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound						Southbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	43	50	3	12
Exit. Flow	0	14	39	61

Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	22			43			48			44		
Entry Cap.	1082			0			1126			1116		
Volume (vph)	22						47			43		
Cap. (vph)	1060			0			1103			1093		
v/c Ratio	0.02						0.04			0.04		
Critical Lane	*						*			*		
Lane Delay	3.6						3.6			3.6		
Lane LOS	A			F			A			A		
95 % Queue	0.1						0.1			0.1		
Approach:												
Delay	3.57						3.62			3.63		
LOS	A						A			A		
Intersection Delay	3.61						Intersection LOS	A				

HCS 2010 Roundabouts 6.60

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 ROUNDABOUT ANALYSIS

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: GS Richards & Country Club
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: GS Richards Boulevard
 Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1		4				3	63			14	2
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	1	0	5	0	0	0	3	71	0	0	16	2
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25 hrs.											

 Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound						Southbound					
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound						Westbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound						Southbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

 Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	16	75	1	3
Exit. Flow	0	6	73	20

 Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	6			18			75			18		
Entry Cap.	1112			0			1129			1126		
Volume (vph)	6						74			18		
Cap. (vph)	1090			0			1106			1103		
v/c Ratio	0.01						0.07			0.02		
Critical Lane	*						*			*		
Lane Delay	3.3						3.8			3.4		
Lane LOS	A			F			A			A		
95 % Queue	0.0						0.2			0.0		
Approach:												
Delay	3.35						3.82			3.40		
LOS	A						A			A		
Intersection Delay	3.71						Intersection LOS	A				

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ROUNDABOUT ANALYSIS

Analyst: MSH
Agency/Co.: Solaegui Engineers
Date Performed: 1/14/2015
Analysis Time Period: PM Peak Hour
Intersection: GS Richards & Country Club
Jurisdiction: Carson City
Units: U. S. Customary
Analysis Year: 2035 Base
Project ID: Silver Oak Apartments
East/West Street: Country Club Drive
North/South Street: GS Richards Boulevard

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	2		15				5	16			35	2
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	2	0	17	0	0	0	6	18	0	0	40	2
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

Critical and Follow-Up Headway Adjustment

		Eastbound		Westbound		Northbound		Southbound	
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
		Northbound		Southbound		Eastbound		Westbound	
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
		Eastbound		Westbound		Northbound		Southbound	
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
		Northbound		Southbound		Eastbound		Westbound	
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	40	26	2	6
Exit. Flow	0	8	20	57

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound
-----------	-----------	------------	------------

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	19			41			24			42		
Entry Cap.	1086			0			1127			1124		
Volume (vph)	19						24			41		
Cap. (vph)	1064			0			1105			1101		
v/c Ratio	0.02						0.02			0.04		
Critical Lane	*						*			*		
Lane Delay	3.5						3.4			3.6		
Lane LOS	A			F			A			A		
95 % Queue	0.1						0.1			0.1		
Approach:												
Delay	3.53						3.44			3.58		
LOS	A						A			A		
Intersection Delay	3.53						Intersection LOS	A				

HCS 2010 Roundabouts 6.60

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 ROUNABOUT ANALYSIS

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: GS Richards & Country Club
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: GS Richards Boulevard

 Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	4		12				5	67		32	2	
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	5	0	14	0	0	0	6	76	0	0	36	2
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

 Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound						Southbound					
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound			Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound						Southbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

 Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	36	87	5	6
Exit. Flow	0	8	80	50

 Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		18			38			82			39	
Entry Cap.		1090			0			1125			1124	
Volume (vph)		18						80			38	
Cap. (vph)		1068			0			1102			1101	
v/c Ratio		0.02						0.07			0.03	
Critical Lane		*						*			*	
Lane Delay		3.5						3.9			3.6	
Lane LOS		A			F			A			A	
95 % Queue		0.1						0.2			0.1	
Approach:												
Delay		3.51						3.89			3.56	
LOS		A						A			A	
Intersection Delay		3.75						Intersection LOS			A	

HCS 2010 Roundabouts 6.60

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 ROUNDBOUT ANALYSIS

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: GS Richards & Country Club
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: GS Richards Boulevard

 Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	4		19				12	34			45	2
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												
	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LR						LT			TR		
RT Bypass	None			None			None			None		
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
%HV	2	2	2	2	2	2	2	2	2	2	2	2
NumPeds	5			0			5			5		
U-Turn PHF	0.90			0.90			0.90			0.90		
U-Turn %HV	2			2			2			2		
Flow Rate	5	0	22	0	0	0	14	39	0	0	51	2
No. Lanes	0	0	0	0	0	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		
Duration, T	0.25	hrs.										

 Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound			Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound						Southbound					
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound						Westbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound						Southbound					
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

 Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	51	58	5	14
Exit. Flow	0	16	43	73

 Capacity and Level of Service

Eastbound Westbound Northbound Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		26			667			52			53	
Entry Cap.		1074			0			1125			1115	
Volume (vph)		25						51			52	
Cap. (vph)		1052			0			1102			1092	
v/c Ratio		0.02						0.05			0.05	
Critical Lane		*						*			*	
Lane Delay		3.6						3.7			3.7	
Lane LOS		A			F			A			A	
95 % Queue		0.1						0.1			0.1	
Approach:												
Delay		3.63						3.66			3.70	
LOS		A						A			A	
Intersection Delay		3.67						Intersection LOS			A	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: GS Richards & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: Project Driveway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound				Southbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		4	54			12	3
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		4	60			13	3
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Raised curb / 0					
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					8		18
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					8		20
Percent Heavy Vehicles					2		2
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	0	
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound				Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	4						28	
C(m) (vph)	1602						1019	
v/c	0.00						0.03	
95% queue length	0.01						0.08	
Control Delay	7.3						8.6	
LOS	A						A	
Approach Delay							8.6	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: GS Richards & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: Project Driveway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Northbound				Southbound	
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		18	16			29	11
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		20	17			32	12
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Raised curb / 0					
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Westbound				Eastbound	
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume					4		10
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					4		11
Percent Heavy Vehicles					2		2
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Config	LT						LR
v (vph)	20						15
C(m) (vph)	1564						992
v/c	0.01						0.02
95% queue length	0.04						0.05
Control Delay	7.3						8.7
LOS	A						A
Approach Delay							8.7
Approach LOS							A

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: GS Richards & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Project Driveway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Northbound				Southbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		4	67			16	3	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		4	74			17	3	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Westbound				Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume					8		18	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					8		20	
Percent Heavy Vehicles					2		2	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage							No	/
Lanes					0		0	
Configuration		LR						

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	4						28	
C(m) (vph)	1596						1008	
v/c	0.00						0.03	
95% queue length	0.01						0.09	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay							8.7	
Approach LOS							A	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
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 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Project Driveway
 North/South Street: GS Richards Boulevard
 Intersection Orientation: NS

Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach	Northbound				Southbound		
	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		18	20			37	11	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		20	22			41	12	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		
Minor Street:	Approach	Westbound				Eastbound		
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume					4		10	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					4		11	
Percent Heavy Vehicles					2		2	
Percent Grade (%)		0				0		
Flared Approach: Exists?/Storage		/				No /		
Lanes					0		0	
Configuration					LR			

Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	20						15	
C(m) (vph)	1553						979	
v/c	0.01						0.02	
95% queue length	0.04						0.05	
Control Delay	7.3						8.7	
LOS	A						A	
Approach Delay							8.7	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Country Club & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: Project Driveway
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	3			3	2
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		0	3			3	2
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Raised curb / 0					
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					11		0
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					12		0
Percent Heavy Vehicles					2		2
Percent Grade (%)		0				0	
Flared Approach: Exists?/Storage					/	No	/
Lanes					0	0	
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 LT	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	0						12	
C(m) (vph)	1616						1014	
v/c	0.00						0.01	
95% queue length	0.00						0.04	
Control Delay	7.2						8.6	
LOS	A						A	
Approach Delay							8.6	
Approach LOS							A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Country Club & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: Project Driveway
 Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		0	13			5	7	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		0	14			5	7	
Percent Heavy Vehicles		2	--	--		--	--	
Median Type/Storage		Raised curb				/ 0		
RT Channelized?								
Lanes		0	1			1	0	
Configuration		LT				TR		
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume					6		0	
Peak Hour Factor, PHF					0.90		0.90	
Hourly Flow Rate, HFR					6		0	
Percent Heavy Vehicles					2		2	
Percent Grade (%)			0			0		
Flared Approach: Exists?/Storage					/		No	/
Lanes					0		0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound				Southbound		
Movement	1	4	7	8	9	10	11	12	
Lane Config	LT						LR		
v (vph)	0						6		
C(m) (vph)	1607						995		
v/c	0.00						0.01		
95% queue length	0.00						0.02		
Control Delay	7.2						8.6		
LOS	A						A		
Approach Delay							8.6		
Approach LOS							A		

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: AM Peak Hour
 Intersection: Country Club & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: Project Driveway
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound	
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	5			5	2
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90
Hourly Flow Rate, HFR		0	5			5	2
Percent Heavy Vehicles		2	--	--		--	--
Median Type/Storage		Raised curb / 0					
RT Channelized?							
Lanes		0	1			1	0
Configuration		LT				TR	
Upstream Signal?		No				No	

Minor Street:	Approach Movement	Northbound				Southbound	
		7 L	8 T	9 R	10 L	11 T	12 R
Volume					11		0
Peak Hour Factor, PHF					0.90		0.90
Hourly Flow Rate, HFR					12		0
Percent Heavy Vehicles					2		2
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		No /
Lanes					0		0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound				Southbound			
Movement	1	4		7	8	9		10	11	12
Lane Config	LT								LR	
<hr/>										
v (vph)	0								12	
C(m) (vph)	1614								1009	
v/c	0.00								0.01	
95% queue length	0.00								0.04	
Control Delay	7.2								8.6	
LOS	A								A	
Approach Delay									8.6	
Approach LOS									A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: MSH
 Agency/Co.: Solaegui Engineers
 Date Performed: 1/14/2015
 Analysis Time Period: PM Peak Hour
 Intersection: Country Club & Driveway
 Jurisdiction: Carson City
 Units: U. S. Customary
 Analysis Year: 2035 Base + Project
 Project ID: Silver Oak Apartments
 East/West Street: Country Club Drive
 North/South Street: Project Driveway
 Intersection Orientation: EW

Study period (hrs): 0.25

		Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound				Westbound			
		1 L	2 T	3 R	4 L	5 T	6 R		
Volume		0	17			7	7		
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90		
Hourly Flow Rate, HFR		0	18			7	7		
Percent Heavy Vehicles		2	--	--		--	--		
Median Type/Storage		Raised curb / 0							
RT Channelized?									
Lanes		0	1			1	0		
Configuration		LT				TR			
Upstream Signal?		No				No			

Minor Street:	Approach Movement	Northbound				Southbound			
		7 L	8 T	9 R	10 L	11 T	12 R		
Volume					6		0		
Peak Hour Factor, PHF					0.90		0.90		
Hourly Flow Rate, HFR					6		0		
Percent Heavy Vehicles					2		2		
Percent Grade (%)			0			0			
Flared Approach: Exists?/Storage					/		No	/	
Lanes					0		0		
Configuration						LR			

		Delay, Queue Length, and Level of Service							
Approach Movement	Lane Config	EB	WB	Northbound				Southbound	
		1	4	7	8	9	10	11	12
		LT						LR	
v (vph)		0						6	
C(m) (vph)		1604						987	
v/c		0.00						0.01	
95% queue length		0.00						0.02	
Control Delay		7.2						8.7	
LOS		A						A	
Approach Delay								8.7	
Approach LOS								A	

Appendix C: Interim Mixed-Use Evaluation Criteria

PURPOSE:

The implementation of numerous policies contained within the Master Plan hinges on the creation of three mixed-use zoning districts to align with the Mixed-Use Commercial (MUC), Mixed-Use Employment (MUE), and Mixed-Use Residential (MUR) land use categories. Recognizing that mixed-use development proposals have already been and will continue to be submitted within these areas prior to the completion and adoption of the future mixed-use zoning districts, a set of Interim Mixed-Use Evaluation Criteria have been developed to:

- Facilitate higher intensity, mixed-use development in locations designated on the Land Use Plan for mixed-use development, but where mixed-use zoning is not currently in place;
- Encourage the incremental transition of existing uses in locations designated on the Land Use Plan for mixed-use development, recognizing that in some locations, mixed-use development may be perceived as incompatible with existing adjacent uses in the short term;
- Establish a consistent method for reviewing mixed-use development projects until mixed-use zone districts can be established; and
- Ensure that mixed-use development is consistent with the General Mixed-Use policies contained in the Master Plan, as well as with specific MUC, MUE, and MUR policies, as applicable.

The Interim Mixed-Use Evaluation Criteria will continue to be used as a tool to review mixed-use development proposals until mixed-use zone districts can be established.

MIXED-USE EVALUATION CRITERIA:

APPLICABILITY

The following Interim Mixed-Use Evaluation Criteria shall apply to all development proposed within the Mixed-Use Residential (MUR), Mixed-Use Commercial (MUC), and Mixed-Use Employment (MUE) land use categories. The application of these Criteria shall be triggered in one of the following ways:

- *Existing Zoning/Special Use Permit*—Development is proposed within a mixed-use land use category where the underlying zoning may permit the types and mix of uses proposed using

the Special Use Permit process as outlined in Section 18.02.80 of the City's Municipal Code. The Interim Mixed-Use Evaluation Criteria are applied in addition to the standard list of Findings outlined in the Code.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for General Commercial, the residential portion of the project would be considered using the Special Use Permit process under the existing Code. Once the Master Plan is adopted, the project would also be subject to the Interim Mixed-Use Evaluation Criteria as part of the Special Use Permit Process.

- **Re-Zoning/Special Use Permit**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. In this instance, the subject property would need to be re-zoned to the most appropriate zoning district and then followed for the project and combined with a Special Use Permit or Planned Unit Development request to allow the mix of uses desired and to trigger the application of the Interim Mixed-Use Evaluation Criteria.

Example: If a mixed-use project (commercial/residential) were proposed within the Mixed-Use Commercial land use category on a property that is currently zoned for Light Industrial, the residential portion of the project would not be eligible for consideration using the Special Use Permit process under the existing Code. Therefore, the subject property would need to be rezoned to General Commercial prior to beginning the Special Use Permit Process that would allow the residential portion of the project to be considered under the Interim Mixed-Use Evaluation Criteria.

- **Planned Unit Development (PUD)**—Development is proposed within a mixed-use land use category where the underlying zoning does not permit the types and mix of uses proposed. As an alternative to the Re-Zoning/Special Use Permit process outlined above, a Planned Unit Development request could be submitted for the subject property, within which it could be re-zoned to the most appropriate zoning district(s) for the project. As part of the PUD process, the Interim Mixed-Use Evaluation Criteria would be applicable all other conditions of approval outlined in the City's Municipal Code.

GENERAL INTENT

The Mixed-Use Evaluation Criteria provide an overview of key mixed-use development features that should be addressed by proposed mixed-use developments occurring to ensure they are consistent with Master Plan policies. They are intended to be used in conjunction with the land use specific review criteria that follow this section based on the applicable mixed-use land use designation.

MIX OF USES

Background and Intent:

Mixed-use developments should incorporate a variety of uses in a compact, pedestrian-friendly environment. Uses are encouraged to be mixed vertically ("stacked"), but may also be integrated horizontally. Recommended types and proportions of uses vary by mixed-use land use category and will also vary according to a project's location, size, and the surrounding development context. For example, a MUC development located on an individual parcel away from a primary street frontage may reasonably contain a higher percentage of residential development than one that is located with direct access and visibility from the primary street frontage. On some smaller parcels, integrating multiple uses may not be feasible at all, therefore, the consolidation of properties to create larger, mixed-use activity centers is encouraged. These factors should be considered and weighed in conjunction with the evaluation criteria listed below.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
1. Are the types of uses and percentages of different uses consistent with the relevant Master Plan policies listed below? (MUC 1.6, MUR 1.5, MUE 1.5)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Horizontally - integrated mixed use in Silver oak commercial area.
2. Are activity generating uses (e.g., retail/commercial) concentrated along primary street frontages and in other locations where they may be easily accessed and may be readily served by transit in the future?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	None proposed with this residential addition.
3. Are large activity generating uses (e.g., retail/commercial) located so as to minimize impacts of loading areas and other facilities on existing neighborhoods?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	None proposed with this residential addition.
4. Are residential uses well-integrated with non-residential uses (either horizontally or vertically) and the surrounding development context?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Horizontally integrated with surrounding office, golf course and residential uses.

5. Do the proposed housing types and densities promote activity and support non-residential uses in the development or in close proximity to the development, as applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Additional residential in close proximity to retail, offices and healthcare.
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------	------------------------------------------------------------------------------

Relevant Master Plan Policies:

- Chapter 3: 2.1b, 2.3b, GMU 1.1, GMU 1.2, MUC 1.56, MUR 1.5, MUE 1.5
- Chapter 6: 7.2a, 7.2b

MIX OF HOUSING TYPES**Background and Intent:**

Each of the mixed-use land use categories allow for the incorporation of a variety of housing as a part of a broader mix of uses. Although a mix of housing types and densities is encouraged within each category, the scale, size, type, and location of each development should play a significant role in determining what makes sense. For example, a 200 acre MUR development on a vacant parcel should generally contain a broader mix of housing types and densities than a 10 acre MUR development working within an established development context. However, the MUR development will likely have higher average densities due to its proximity to a primary street frontage and it's more urban context. Given the range of scenarios that may emerge, the evaluation criteria listed below are intentionally broad to allow for maximum flexibility.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
6. Does the development contain a mix of housing types that is compatible with the surrounding neighborhood and planned land use in terms of its scale and intensity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	High density residential added to existing lower-density residential and assisted living uses within the Silver Oak commercial area.
7. Does the development contain a mix of housing types that is appropriate to its scale, location, and land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	High density residential encouraged as a secondary use in mixed-use commercial.

Relevant Master Plan Policies:

- Chapter 3: 2.2a, 2.2b
- Chapter 6: 8.1a

DENSITY RANGE

Background and Intent:

Average densities within mixed-use developments are generally expected to be higher than those typically found within the City today. Recognizing the many factors that influence the ultimate density of a mixed-use development (e.g., location, type), the Master Plan provides a suggested range of floor area ratios (FAR) and dwelling units/acre for each of the mixed-use land use categories. For the purposes of the evaluation criteria listed below, densities that fall below the low end of a density range for a particular land use category will be strongly discouraged in order to promote the Plan's objective of creating a more compact pattern of development. The Plan also acknowledges that there may be instances where densities that exceed the suggested range are appropriate in some locations, such as within a mixed-use activity center, provided other land use policies are followed. These instances will be evaluated on a project-by-project basis.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
8. Does the development achieve at least the minimum density range for the applicable land use category?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	No specific minimum, but high density residential is encouraged.
9. Does the development exceed the maximum density range for the applicable land use category?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
10. If yes to #9 above, is the development located within a designated mixed-use activity center?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Does not exceed density but is in mixed-use activity center.
11. If yes to #9 above, is the largest concentration of density concentrated away from primary street frontages and surrounding neighborhoods?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	This development is concentrating density away from primary street frontages.

Relevant Master Plan Policies:

- Chapter 3: MUC 1.3, MURI.3, MUE 1.3

CIRCULATION AND ACCESS

Background and Intent:

Mixed-use developments should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
12. Do vehicular and pedestrian ways provide logical and convenient connections between proposed uses and to adjacent existing or proposed uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
13. Does the hierarchy of perimeter and internal streets disperse development generated vehicular traffic to a variety of access points, discourage through traffic in adjacent residential neighborhoods and provide neighborhood access to on site uses?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
14. If the development is located along a primary street frontage, have existing or proposed transit routes and stops been incorporated?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Not on a primary street frontage.

Relevant Master Plan Policies:

Chapter 3: GMU 1.3, MUC 1.8

Chapter 7: 10.2b, 11.1a, 11.1c

PARKING LOCATION AND DESIGN

Background and Intent:

The visual and physical barriers created by surface parking areas should be minimized within mixed-use developments. To promote a more compact, pedestrian-friendly environment, off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages. The use of on-street parking or shared parking to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to make the most efficient use of each development site. In addition, structured parking is encouraged where viable, provided it is integrated into the design of the overall development.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?		COMMENTS
15. Is surface parking distributed between the side and rear of primary buildings and away from primary street frontages?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Parking distributed evenly around proposed residential.
16. Are larger parking lots organized as a series of smaller lots with clear pedestrian connections and landscape buffers as dividers?	Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/>	No <input type="checkbox"/>	Parking is organized as a series of smaller parking areas.
17. Is surface parking screened from surrounding neighborhoods and pedestrian walkways?	Yes <input type="checkbox"/> N/A <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Landscaping at street frontages will be required.
18. Is structured parking integrated with adjacent structures in terms of its design and architectural character?	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
19. Are structured parking facilities "wrapped" with retail or residential uses at the street level to provide a more inviting pedestrian environment?	Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	No <input type="checkbox"/>	

Relevant Master Plan Policies:

- Chapter 3: GMU 1.4, MUC 1.8

RELATIONSHIP TO SURROUNDING DEVELOPMENT

Background and Intent:

Many of the areas designated for mixed-use development are located within established areas of the City. As a result, much of the mixed-use development that occurs will occur through a combination of infill and redevelopment. Therefore, establishing a strong physical and visual relationship to adjacent neighborhoods and the community will be an important consideration.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
20. Are transitions in building massing and height provided to relate to surrounding development patterns?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Building height and massing is compatible with existing buildings in area.
21. Is the new development well-integrated into the surrounding neighborhood, rather than "walled off", consistent with the mixed-use policies contained in the Master Plan?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
22. If applicable, are lower intensity uses (e.g., residential) located along the periphery of the site where it adjoins an existing residential neighborhood to provide a more gradual transition in scale and mass and to minimize potential impacts of non-residential uses (e.g., loading areas, surface parking)?	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/>	

Relevant Master Plan Policies:

- Chapter 3: MUC 1.7, MUR 1.7, MUE 1.6
- Chapter 6: 8.3b

PUBLIC SPACES, PARKS, OPEN SPACE, AND PATHWAYS

Background and Intent:

Mixed-use developments should be organized around a central gathering space or series of spaces, such as small urban plazas, pocket parks, or active open space areas. These types of public spaces

serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without getting in their cars and generally promote increased levels of pedestrian activity. Larger mixed-use developments, particularly within the MUR and MUE categories, may also need to incorporate more traditional recreational features, such as parks and trails, depending upon their size and location.

Evaluation Criteria:

CRITERIA	CRITERIA SATISFIED?	COMMENTS
23. Does the development provide public spaces to serve residents and the larger community?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	As required by the Carson City Development Standards.
24. Are public spaces appropriate in terms of their size and active vs. passive features provided given the scale and location of the proposed development?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
25. Are public spaces easily accessible to pedestrians and the surrounding community, if applicable?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	Typically designated for residents only.
26. Are parks and trails provided consistent with the Parks, Recreation, and Unified Pathways Master Plan?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	10 foot sidewalk on EFS Richards Blvd. is part of the Pathways Master Plan.

Relevant Master Plan Policies:

- Chapter 3: MUC 1.6, MUR 1.8, MUE 1.7

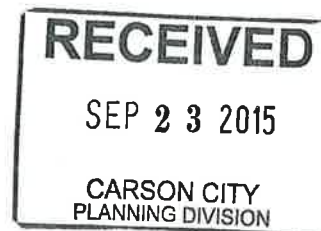


Certified Public Accountants

September 23, 2015

Honorable Members of the
Carson City Planning Commission
Carson City, Nevada

Regarding: Application for Special Use Permit
SUP-15-077



Dear Honorable Members of the Planning Commission,

My name is Roger Williams and I am the managing member of Freeman & Williams Investments, LLC (F&W). F&W is the owner of a professional office building located at 3470 GS Richards Blvd., Carson City, Nevada located within the Silver Oak Commercial Village. We were the first to build within the village and have been practicing public accounting from this location for well over ten years.

There were many factors that went into our decision to invest considerable dollars and build an office building within the Silver Oak Commercial Village. One of the primary factors was the restrictive zoning (retail commercial-RC) put in place by the developer and made a part of the approved planned unit development. We believed this zoning would maintain the commercial integrity of the Silver Oak Village and would protect to the greatest degree possible our investment within the village.

After reviewing the materials for the above referenced Special Use Permit, I have no choice but to voice my opposition to the above application. I believe a 90 unit high density multi-family apartment complex located within the village is totally incompatible with the surrounding businesses. Additionally, this type of use would violate the original purpose/intent/zoning of the commercial village upon which we relied upon before making our investment. I believe this project, if approved, will significantly damage our property value and will discourage future retail/commercial building within the village.

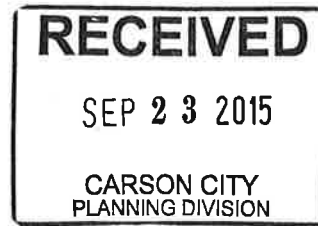
Unfortunately, I will be unable to attend the hearing on September 30th as I will be out of town on business. I appreciate and thank you in advance for taking my concerns into consideration in making your decision.

Sincerely,

Roger L. Williams, CPA

September 21, 2015

Carson City Planning Commissioners
Carson City, NV 89703



Re: Request from Sean Richards and Mark Turner for a special use permit to construct a 90 unit apartment complex in RC Zoning. File No. SUP-15-077

Commissioners,

We are property owners in the vicinity of this proposed project. We are strongly opposed to a special use permit to construct high density multi-family apartments in our area zoned retail commercial (RC). This zoning does not allow this type of usage as the applicants stated in their package. It can be approved with the special use permit but we see no reason that this project constitutes a special circumstance. Some of our issues are:

1. This type of usage is totally incompatible with the surrounding businesses. We all purchased here knowing this would be an area of businesses and with the close proximity to the Regional Medical Center a good location for medical offices. In our opinion the existing businesses and buildings are all compatible.
2. We believe that this high density apartment complex will damage all our property values for which we all paid commercial property prices and were led to believe by the PUD that it was an area for professional offices and retail.
3. This project of 90 homes jammed on to 3+ acres is such a deviation of what is in the area that the applicant should have contacted the surrounding landowners and discussed this project with us. We heard nothing from the applicants. We found out only recently by the city that this was in the works.
4. The design is not compatible with the surrounding neighborhood. It is a series of boxes stacked on top of one another to probably maximize the square footage with no thought to aesthetics.
5. The proposed density is unreasonable. The project has a whole list of design and site issues. One of the biggest concerns is the location of the swimming pool and playground. This is adjacent to the roundabout. Three quarters of the roundabout has additional parking but this portion of the roundabout does not. I have seen cars go round this road at high speeds and go up on and over the curbs. The curbs are damaged in this area from these out of control vehicles. The play area is right in this area. It is no better than placing the children in the street to play. The parking proposed is minimal. No additional spaces for visitors or extra vehicles most households have. The landscaping is minimal. This project is basically 5 boxes and asphalt. We property owners in this area have gone above the landscape requirements and take pride in maintaining the landscape on our jointly owned roundabout center. This is no space for snow removal. Are the air conditioners to be window mounted? The project is not of quality but appears to be a case of pushing the occupancy to the limit.
6. We see no reasons in the application that warrants a special need. There is a large tract of undeveloped property west of the 10th tee that is much more appropriate for higher density development. I believe these applicants either own or are involved in the

development of property to the west of the 10th tee and clubhouse. That certainly appears to be better suited to a higher density of family dwellings. Possibly townhouse row houses on that tract.

Please consider the negative impact this proposed project will have on the area and vote to deny a special use permit.

Thank you,

Richard Wipfli

3480 GS Richards Blvd, #310, Carson City, NV, 89703

Brenda Wipfli
Brenda Wipfli

A handwritten signature in dark ink, appearing to read 'Brenda Wipfli', with a large, stylized flourish extending from the bottom right.

Rea Thompson

From: Robert Bauter <rbauter@me.com>
Sent: Wednesday, September 23, 2015 5:21 PM
To: Planning Department
Subject: Special use premit File No. SUP 15-077



Planning Commission:

As a property owner-3480 GS Richards Blvd, I have reviewed the purposed plan adjacent to my property and am strongly opposed to a development that is so high density and budget looking. This property is zoned to prevent this type of project and not be special use permitted. If the developers want to built this high volume,high density project, there is adjacent or close by land that would serve there needs. This project would impact traffic,parking and all retail such as the golf course and the current retail businesses. Please look at this carefully and vote against this plan, so we may retain our continuity.

Sincerely, Robert W. and Pamela H. Bauter

September 22, 2015

Dear Ms. Pansky,

Re: Special Use Permit located on GS Richards Blvd and Country Club Drive

I am writing to you in regards to the above referenced application for a special use permit. My husband and I own a large medical clinic at 1231 Country Club Drive. We purchased the property and built the clinic 8 years ago, and have well over \$1,500,000.00 dollars invested in this property and much more in the medical business side.

I was shocked to learn of this project, and thankful that one of our commercial business neighbors brought it to our attention. My husband and I are very opposed to this project going forward for a number of reasons.

A 90 unit housing project is totally against the zoning which has been in place for years. This zoning is the reason we chose to purchase land and invest in this location for business and medical purposes. This type of usage is incompatible with all the medical buildings present and surrounding the location in question.

This project will be a great drain on all the surrounding medical buildings and their value. We paid higher commercial prices to begin with, trusting these costs and values would be protected by the planning department and their zoning regulations.

This project will also cause a great deal of traffic congestion, in and around all of the commercial and medical businesses such as ours. In the summer, when the golf course has tournaments, their parking area fails to accommodate the golfers, and there have been times when I have arrived at our building, unable to enter our parking lot or find a parking space, due to the golf course using our adjacent parking as "spill over" parking. I chose to be a good neighbor and not make a fuss, but this "special use" request will only make parking issues worse because the very location in question has been used for parking as well.

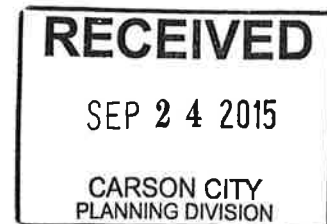
The tranquil, peaceful commercial environment we chose to invest in for aesthetics will be completely changed. This so called "special use" is an unjust request since there are alternatives for the applicants and none for the current business owners, in regards to this project.

Therefore, we see no valid reason for a special need, and urge the City and Planning commission to deny this application.

Respectfully Submitted,

Dr. and Mrs. Frank Shallenberger

1231 Country Club Drive, Carson City, NV, (775-884-3990)



Susan Dorr Pansky

From: Mark Turner <silveroakmark@me.com>
Sent: Thursday, September 24, 2015 3:04 PM
To: Susan Dorr Pansky
Subject: letters of support
Attachments: support letters.pdf

Hi Susan:

Today we visited with some of the businesses on the list of noticed owners as well as businesses that are nearby regarding the apartments. We brought plans, explained the development, and asked if they would sign a letter we drafted (we don't expect small business owners to have the time to write their own letters) and many did. We did not encounter any businesses that were opposed to the project, in fact all were supportive and very interested in seeing things improve on the north end of town.

Enclosed are two letters that were signed on the spot and we will collect and forward more via email between now and the meeting. Some of the businesses have expressed an interest sending a representative to attend and verbally support at the meeting.

Thank you,

Mark B. Turner
Silver Oak Development, LP
3075 College Drive
Carson City, NV 89703
775-745-0881 cell
775-882-6311 fax
silveroakmark@me.com

"Since this is an era when many people are concerned about 'fairness' and 'social justice,' what is your 'fair share' of what someone else has worked for?"

September 24, 2015

Susan Dorr Pansky, AICP
Planning Manager
Carson City Community Development, Planning Division
108 E. Proctor Street
Carson City, NV 89701

SUP 15-077

Dear Ms. Pansky:

I have reviewed the plans for this proposed multifamily project requiring a special use permit along GS Richards Blvd and find nothing objectionable about the development. We support the approval of the special use permit application as we believe it is an attractive development that will add value to the north end of Carson City and enhance our business.

Regards,


Managing Partner
Fitness 1440

September 24, 2015

Susan Dorr Pansky, AICP
Planning Manager
Carson City Community Development, Planning Division
108 E. Proctor Street
Carson City, NV 89701

SUP 15-077

Dear Ms. Pansky:

I have reviewed the plans for this proposed multifamily project requiring a special use permit along GS Richards Blvd and find nothing objectionable about the development. We support the approval of the special use permit application as we believe it is an attractive development that will add value to the north end of Carson City and enhance our business.

Regards,

Mauro R. Pire
BRUGO'S PIZZ Co.
CHEF/MANAGER

KBCA RENTALS, LLC

September 24, 2015

VIA EMAIL: spansky@carson.org

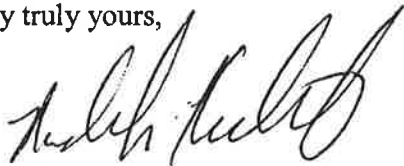
Susan Pansky
Planning Manager
Carson City Community Development Department

Re: SUP15-077

Dear Susan:

We own the commercial office building located at 3860 GS Richards Boulevard in Carson City, which is next door to the proposed project coming before the planning commission reference SUP15-077. At this time, we do not have an opinion regarding the approval or denial of this project. We expect the planning commission and staff to appropriately review the project and make the proper decision based upon the standards that have been developed by the City to make such decisions. If you need additional information from me, please let me know.

Very truly yours,



Randal S. Kuckenmeister

RSK/ek