

CC & R's

**MILLS LANDING
HOMEOWNER'S ASSOCIATION
RULES AND REGULATIONS**

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RULES AND REGULATIONS

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The Board of Directors ("Board") of the Mills Landing Homeowners Association ("Association") shall from time to time adopt such rules and regulations as it may deem advisable to govern the use of the common areas within the Mills Landing Development ("Development") and recreational facilities owned and controlled by the Association, by its members, guests, and others, and covering such additional matters as that the Board may deem appropriate to protect property values, keep the Owners' investments secure, and ensure that residents shall have a pleasant environment in which to live.

The nature of Homeowner Association living requires a higher degree of cooperation and thoughtfulness among residents than is customary in neighborhoods without associations. It should be the desire of all residents to maintain an attractive, congenial, and pleasant living environment. Self-government of the community requires mature acceptance of restraints on our individual desires and lifestyles.

No use of any common or recreational area shall interfere with the usual and expected pleasant, safe, peaceful and quiet enjoyment by an Owner of his Unit or the common or recreational areas. These rules contain sanctions severe enough to discourage any violation of these covenants.

The following RULES AND REGULATIONS are adopted to protect property values, to keep the Owners' investments secure, and to ensure that all members of the Mills Landing Homeowners Association shall have a pleasant environment in which to live.

MILLS LANDING HOMEOWNER'S ASSOCIATION
RULES AND REGULATIONS

RULE 1. OWNER'S RESPONSIBILITIES

1. It is the Owner's responsibility to see that all tenants, guests, and persons inhabiting such Owner's Unit are in compliance with the Rules and Regulations of the Association as adopted in the governing Declaration of Covenants, Conditions, and Restrictions (CC&R's) and as adopted in the following Rules and Regulations.

A. The Owner will be held directly responsible for such persons and for any damage to Association property that they might cause. Damage assessments will be based on cost of repairs or replacement and labor for actual cleaning and/or repair of facilities.

B. The Rules and Regulations set forth below apply to Owners and occupants of the Development.

C. These Rules and Regulations do not supersede the By-Laws and/or CC&R's.

D. Each Owner shall at his own expense keep his Unit and its equipment and appurtenances in good order, condition, and repair and in clean and sanitary state.

RULE 2. BUILDINGS AND GROUNDS

2.1 OCCUPANCY

A. Occupancy use is limited solely to residential purposes and no commercial activity or business of any kind shall be conducted from any portion of the Development, including all residences common areas and community facilities.

B. No Owner shall interfere with the enjoyment, comfort, rights, or convenience of any other Owner and/or occupant, nor annoy any Owner and/or occupant by loud or unreasonable noise or by any nuisance.

C. No overnight, temporary or permanent occupancy within any motor home, recreational vehicle, camper or trailer shall be allowed on any portion of the Development.

D. No garage, shed, tent, trailer or temporary structure of any kind shall be permitted for any purpose except for use related to construction and/or repairs with written approval from the Board and the Architectural and Landscape Control Committee (ALCC).

E. Garage sales or related type sales shall not be permitted.

F. Declarant's sales activities are exempt from this Section.

2.2 BUILDING EXTERIORS

A. The Owner shall be responsible for maintaining the exterior of his Unit, including but not limited to all painted surfaces and the stucco walls between and surrounding the Units in accordance with

the Architectural Design Guidelines. It shall be the responsibility of the Owner to repaint the exterior of the Unit when the ALCC determines, pursuant to Architectural Design Guidelines, that repainting is necessary.

B. Repairs or maintenance necessitated by intentional, negligent, or careless acts of Owner and/or occupant, or guest shall be borne entirely by said Owner. A lien shall be placed on the Unit in question unless paid within sixty (60) days from notice.

C. Any other damage, such as, but not limited to, broken window glass, or garage door shall be repaired within thirty (30) days of occurrence by the Owner and at the expense of the Owner.

2.3 LANDSCAPING AND GROUNDS MAINTENANCE

A. The ALCC shall make all decisions regarding the extent, type, design and general appearance of lawns and landscaping.

B. All front yard landscaping, trees and shrubbery shall be installed by the Declarant and maintained by the Association. If an Owner plants additional shrubbery, trees, etc., he must first obtain written permission from the ALCC. If an Owner fails to receive written permission from the ALCC, the Board and the ALCC may have the unauthorized trees, shrubs, and plants removed, at the expense of the owner.

C. The Association shall maintain all of the common area open space and common area landscaping within the Development. The Association may contract out work.

2.4 MODIFICATION OF BUILDING EXTERIORS AND GROUNDS

A. No alteration, structural improvement, modification, addition or change in the exterior design or finish of any building (including exterior paint color), the landscaping or any common area shall be undertaken by any Owner and/or occupant without express prior written approval of the ALCC.

B. No Owner shall take any action or permit any action to be taken that will impair the structural soundness, integrity or safety of any building, or other structure, or other structure, in the Development, nor impair any easement or right enjoyed by the Development or Members, without written ALCC approval.

C. The Association may not unreasonably restrict, prohibit or withhold approval for an Owner to add an improvement such as ramps or railings that are necessary to improve access to the Unit for any occupant of the Unit who has a disability. Any improvement or alteration made pursuant to this section that is visible from any other portion of the Association must be installed, constructed or added in accordance with the procedures set for by the ALCC and must be selected or designed to the maximum extent practicable to be compatible with the style of the Development. Owners must first obtain written approval by the ALCC prior to installation of such improvements.

D. No solar heating devices or panels of any kind shall be allowed unless first approved in writing by the ALCC. The ALCC may not unreasonably restrict, prohibit, or withhold approval for an Owner to add, to his Unit, additional locks to improve the security of the Unit. Any improvement or alteration made pursuant to this section that is visible from any other portion of the Development must be installed, constructed or added in accordance with the procedures set forth by the ALCC and must be selected or designed to the maximum extent practicable to be compatible with the style of the

Development. Unit's Owners must first obtain written approval by the ALCC prior to installation of such improvement.

E. Any such unauthorized changes or alterations shall be restored to the original condition, common scheme or design at the direction of the Board and the ALCC and at the expense of the Owner.

F. No unsightly article shall be displayed or hung any exterior of any building, fence, shrubs, or trees or remain on any Unit so as to be visible from a neighboring property or public or private thoroughfares, including items seen through view fencing, except signage meeting the requirements of Rule 5.

G. Holiday lighting and decorations are acceptable during the month of December. All holiday decorations must be removed by the fifteenth (15th) of January.

H. The American Flag and/or Nevada State Flag may be displayed:

1. On a flagpole or staff which is located on exterior property within the boundaries of the Unit.

2. Flags must be displayed from either a poll or a staff; they are not to be placed horizontally or vertically against a wall.

3. Flags should only be displayed from sunrise to sunset and taken down during inclement weather. Displaying the American Flag and/or State flag after sunset is considered inappropriate and owners will be so informed.

4. No flag should be displayed when it is in such a condition no longer fitting an emblem for display.

I. Owners may install satellite dishes, providing the satellite dish meets certain guidelines of the ALCC and is approved prior to installation.

J. No radio, television, ham radio or "C. B." antenna of any kind or type shall be permitted upon any residence site, residence building or common areas.

K. No electrical device of any kind or type or nature shall be allowed to operate from or within any residence site or any portion of the common area that produces interference with another Owner and/or occupant's radio or television reception.

L. Feeding animals in the common area is prohibited.

M. Members are expected to promptly report any damage or problems in the common areas. This includes, but is not limited to broken sprinklers. Please report items of this type to the Management Company.

N. The only acceptable window coverings are drapes, curtains, blinds or interior shutters. No other types of window coverings, such as paper, aluminum foil, sheets, etc., can be used. Window coverings within the Unit, visible to the outside must have a white or cream lining in order to provide a uniform appearance to the exterior of the building.

O. No erected fence or wall may be removed, extended, altered or a new fence built without prior written consent of the ALCC.

P. No structure, hot tub, decking, etc., may be erected within the limited common area of any Unit without prior written approval by the ALCC and subsequent approval by Carson City.

RULE 3. STREET AND PARKING AREAS

3.1 STREET USE AND RESTRICTIONS

A. All streets within the Development are private streets subject to the control of the Association.

B. The speed limit on all streets shall be a maximum of 15 miles per hour. All posted signs must be obeyed. Note: Speed bumps may be used in the Development.

C. Streets are not to be used by unlicensed motorcycles or motor operated vehicles or by anyone not licensed to operate a vehicle on a public street.

D. No motorcycle of any kind, inclusive of motorized bicycles, go-carts, or mopeds that are not equipped with appropriate muffling device shall be operated upon any portion of the Development.

E. The movement and operation of any or all vehicles is limited to the paved roadways and respective parking areas of the Association property.

F. No skates, skateboards, scooters, wagons, bicycles or other propelled vehicles of any kind shall enter upon any portion of the landscaped areas or sidewalks. Sprinkler and lawn damage can occur easily.

G. Streets servicing the Association may not be used as a playground area or for the use of skates, skateboards, scooters, wagons, bicycles or other propelled vehicles of any kind.

H. Fire lanes must be kept clear at all times.

3.2 PARKING

A. Parking is reserved for residents and guests only.

B. On street parking is prohibited in the Development.

C. No vehicle shall be parked in any driveway or driveway apron within the Development.

D. No vehicle shall be parked in such a manner as to impede or restrict the normal flow of street traffic.

E. No vehicle shall be parked in such a manner as to impede or prevent ready access to the premises of another Unit.

F. No trailers, ie., house, utility, boat, horse, motor home, and/or pickup trucks with camper shells above cab level and trucks over $\frac{3}{4}$ ton are to be parked on any street within the complex or in any driveway, except recreation vehicles may be parked for a limited period of time, not to exceed twenty-

four (24) hours in a Unit driveway or if too large, in a guest parking space. At the completion of loading and/or unloading, the recreational vehicles must be removed and parked in another off-site location.

G. Garage door must be kept closed at all times except for exit, entry, loading, unloading, and maintenance of building or landscaping.

H. No inoperative or unregistered vehicle of any kind or type shall be allowed to stand on or within any parking area of the Development for more than seventy-two (72) hours. Those vehicles will be tagged, and then towed if in violation. (Exception: vehicles parked within its Owner's garage).

I. No major vehicle or equipment repair will be permitted in any parking area or on any street within the Development. Any damage caused to the asphalt or concrete, including driveways, due to an oil change, engine leak, gas spill, etc., if not promptly repaired by Owner, will be repaired by the Association and the Owner billed accordingly.

J. Any damage to lawn or landscaped areas caused by vehicles parked on the street edge shall be repaired at the expense of the Owner.

K. The Association may and shall use its own discretion as to the removal of any vehicle appearing in violation of the above Rules and Regulations, and may have it towed away at the vehicle owner's expense and shall be held harmless in so doing.

L. When and where applicable, the foregoing shall apply to all tenants, guests, and invitees and to all persons when upon the Association's property.

M. **Vehicle Violation:** The Board may cause prompt and immediate removal of vehicles improperly parked on property, owned or leased by the Association pursuant to NRS 487.038 without going through the notification and hearing process.

RULE 4. PETS

4.1 GENERAL

A. No dog house, kennel or other facility for raising, sheltering or boarding dogs or other animals may be visible from the street or common area. No more than two (2) of each species of household pets shall be raised, or kept on any lot. No animal or fowl of any description shall be raised, housed or kept, within the Development except dogs, less than twenty-five (25) pounds, cats, or other household pets that are of such nature as not to interfere with the safety, comfort, and quiet enjoyment of adjoining owners, provided they are not kept or raised for any commercial purpose.

B. No pet (including cats) shall be permitted outside the occupants Unit on any common area unless secured by leash or suitable restraint. Any pet found running loose will be turned over to Carson City Animal Control. It is not permissible to tie pets on the common areas.

C. Notice will be sent to any pet owner whose pet unreasonably disturbs any Owner and/or occupant by barking or other disturbance and fails to control the animal. In such a close community, it is the obligation of each Owner and/or occupant to respect the privacy and quiet enjoyment of all individuals in the Development.

D. Owners and/or occupants shall clean up after their pets and are liable for any damage done to common areas. Owners and/or occupants neglecting to comply will be billed for the additional maintenance expense.

E. Owners and/or occupants shall indemnify and hold the Association harmless from any and all damage and/or injury incurred by any animal owned by or under the control of the Owner and/or occupant.

RULE 5. SIGNS

5.1 SIGNS

A. No signs, billboards or advertising structures of any kind may be displayed for public view on any Unit except one professional sign not more five (5) square feet advertising the property for sale, or signs used by the builder or Declarant to advertise the Development during the construction and sales period.

RULE 6. REFUSE

6.1 REFUSE CONTROL

A. No garbage, refuse, discards or obnoxious, offensive materials, shall be permitted to accumulate on any portion of the Development, and the Owner and/or occupant thereof shall cause all garbage and other like materials to be disposed of by and in accordance with accepted sanitary practice.

B. Garbage and refuse can be put out for collection the night before the morning that collection is made. All garbage must be in suitable collection containers with secure lids. Cardboard boxes, plastic bags or paper sacks are not permitted. Any garbage that is not suitably contained and is scattered by animals shall be the responsibility of the Owner. Empty containers must be returned to the interior of the garage or behind the fence when empty and shall not remain by the street longer than twelve (12) hours.

C. No Owner shall keep or permit to be kept any unsightly object or objects in and about his/her home, which are visible from the street. The definition of unsightly is at the discretion of the Board.

RULE 7. ASSESSMENTS

7.1 DELINQUENT PROCEDURE

A. Regular Monthly Assessments are due, in advance on the first (1st) day of the month are delinquent if not received in full by the Association, within fifteen (15) days after the due date thereof. Special and Special Individual Assessments are due on the date(s) specified upon imposition and each installment thereof shall be delinquent if not received by the Association within fifteen (15) days after it is due.

B. A late charge of eighteen percent (18%) will be applied to the Owner's account on the sixteenth (16) day after the assessment became due.

C. If an Owner's account has a delinquent and/or rotating balance of any amount for a period of thirty (30) days, and assessments are part of this balance, a Delinquent Notice will be sent to the Owner

with all fees and costs related to the preparation and mailing of said Notice assessed to the Owner's account. These costs shall be collectable as assessments.

D. If an Owner's account has a delinquent and/or rotating balance of any amount for a period of sixty (60) days, and assessments are part of this balance, a Notice of Intent to Lien will be sent to the Owner(s) with all fees and costs related to the preparation and mailing of said Notice assessed to the Owner's account. These costs shall be collectable as assessments.

E. If all such amounts (that received a Notice of Intent to Lien) have not been received within thirty (30) days after the date of the Notice of Intent to Lien, a Notice of Delinquent Assessment Lien will be prepared and mailed to the owner(s) thereof with all resulting collection fees and costs added to the total delinquent amount. Two types of liens may be filed pursuant to NRS 116 restrictions: an assessment lien and other damage lien, which includes fines.

F. All amounts thereafter due to the Association must be paid in full and the Association shall not be required to accept any portion or installment payments. Acceptance of partial or installment payments will not, under any circumstances, release or diminish the effect of Notice to Delinquent Assessment or other encumbrance the Association may have whether that lien or encumbrance be recorded or not.

G. If all such amounts (that received a Notice of Lien) have not been received, in full, within thirty (30) days after the mailing of said Notice of Delinquent Assessment Lien, the Association will, without any further advance notice, proceed to take any and all additional enforcement remedies as provided for by law including, but not limited to, non-judicial foreclosure of the Notice of Delinquent Assessment. All expenses incurred for such action, including, but not limited to attorney's fees, shall be billed to the account of the Owner as an assessment for collections.

H. All payments received by the Association, regardless of the amount paid, will be directed to the oldest assessment balances first, until such time all assessment balances are paid, and then to late charges, interest and costs of collection unless otherwise specified by written agreement.

I. The Association shall charge a minimum Returned Check Charge of \$35.00 for any and all checks returned as Non-Negotiable, Insufficient Funds, or for any other reason.

J. All above referenced notices will be mailed to the record Owner(s) at the last mailing address provided in writing to the Association by said Owner(s).

K. Good Faith Payment Agreements may be accepted by the Association at any time provided that the property has not sold and the amount has not been forwarded to a third party collection agency or attorney, and there is reason to believe the Owner shall honor his agreement. The Good Faith Payment Agreement will be sent to the Owner(s) with all fees and costs related to the preparation and mailing of said agreement and assessed to the Owner(s) account. These costs shall be collectable as assessments.

L. Fines shall be collected in a like manner as delinquent assessments; provided, however, that the Association shall not foreclose on a lien for unpaid fines.

RULE 8. GENERAL

8.1 GENERAL

A. The Board, Declarant, managing agent, and each Owner and/or occupant shall have the right to prevent or stop violation of any of these Rules and Regulations by injunction or other lawful procedure and to recover damages resulting from such violation, including interest thereon.

B. Invalidity of any of the above Rules and Regulations by court judgment or decree shall in no way affect any of the other provisions hereof, and such other provisions shall remain in full force and effect.

C. Each Owner and/or occupant should arrange for insurance coverage for all losses and risks growing out of ownership and/or occupancy of the premises.

D. No Owner shall maintain, cause to be maintained, or permit to be maintained any nuisance in and about the Development. The Board shall, in its sole discretion, determine what shall constitute a nuisance.

E. Persons are not permitted to climb on fences or roof areas and shall not engage in any activity which is possibly harmful or damaging to any building, landscaping or common area. Throwing rocks, etc., on the lawns and in the streets will not be permitted.

F. The common area is for the use and enjoyment of all occupants and is not to be used as a playground area for organized group sports such as football, baseball, and other such game or sports that unreasonably interfere with other use of the areas.

G. Toys, bicycles and other playthings such as gym sets, portable swimming pools, are not to be placed, used or left on any common area. All toys, bicycles, swimming pools, etc. are to be kept within Owner's property. Any of the above items will be removed from the common areas. The items will be stored for a two (2) week period, if not claimed they will be disposed of by the Management Company.

RULE 9. RECREATIONAL FACILITIES

9.1 GOVERNING THE USE OF RECREATIONAL FACILITIES

A. Anyone using the recreational facilities does so at his or her own risk.

B. Collecting litter and repairing damage created by any resident and guests is the sole responsibility and expense of the Owner or lessee.

C. Every household is limited to a total of four (4) guests at any facility. Exceptions may be made under special circumstances

D. Children under twelve (12) may not use any facility unless accompanied by a responsible adult.

E. Loud radios and portable television sets, excessive shouting, rowdy behavior and dangerous horseplay shall not be allowed. Violators will be admonished to correct their behavior and failure to do so may cause the Board to assess a penalty against the Unit and/or bar the resident from the facility for a period of time.

F. Any resident who is delinquent in payment of assessments, fees, and fines may be barred from the use of any facility at the discretion of the Board.

G. Your Board solicits your cooperation in observing the few facility rules, most of which are base on the principle. Please, do not infringe on the rights of others.

RULE 10. COMPLIANCE POLICIES AND PROCEDURES

Pursuant to pertinent Sections of the Mills Landing CC&R's, the Association, acting by and through its Board of Directors is authorized to enforce, in accordance with the sound discretion of the Board, any and all provisions of the CC&R's, the Association Rules and the rules and guidelines of the ALCC.

The establishment of the procedures and policies is to facilitate a smooth and orderly handling of compliance issues, which may occur in the Development.

The Declarant, the Association's officers, the Board, Members, and all persons individually subject to the Association governing documents agree to encourage the amicable resolution of disputes involving the Development without the emotional and financial costs of litigation. Accordingly all grievances or disputes arising from any provisions in the governing documents, including violation of any rules or regulations promulgated by the Board shall be resolved by using the procedures set forth below.

Unless the governing documents specifically state different, all claims arising out of or relating to the interpretation, application, or enforcement of the governing documents, or the rights, obligations, and duties of any member under the governing body documents, shall be subject to the following enforcement procedures and policy.

10.1 COMPLAINT BY A MEMBER

A. **Written Claim:** Any member who is aggrieved (Claimant) by any act committed in violation of the provisions of the governing documents may file a written claim (Claim) dated and signed by the Claimant against any other member (Respondent), (collectively, the "Parties" and individually a "Party") that sets forth in ordinary and concise language the acts or omissions with which the Respondent is charged and a reference to the specific provisions of the governing documents which the Respondent is alleged to have violated. The Claim shall include the following:

1. The name of the Respondent and a description of the acts alleged to constitute a violation;
2. The basis of the Claim, i.e., the specific authority under the governing documents which the Claim arises, if known to the Claimant;
3. Claimant's proposed remedy; and
4. A statement that the Claimant is willing to meet with Respondent or Board to discuss good faith resolution of the Claim.

B. **Filing of Claim:** A Claim must be signed by the Claimant and must be filed with the Board and the Association or the Association manager within a reasonable time after the discovery of the alleged violation.

C. **Initial Notice:** Upon receipt of the Claim, the Board through its manager will provide will provide to the Respondent, written notice (Initial Notice) of the claim. The Initial Notice must:

1. Be mailed by first class, certified, return-receipt mail to the Respondent's address;

2. Include a copy of the Claim that was filed with the Board;
3. Specify in reasonable detail the alleged violation and any requested corrections;
4. Inform the Respondent, of his opportunity to dispute the alleged violation and to have a hearing before the Board;
5. Inform the Respondent that he has 15 days from the date of the Initial Notice to dispute the allegations by filing a written answer (Acknowledgement) with the Board.

D. Acknowledgment: the Respondent shall file a response (Acknowledgement) with the Board within fifteen (15) days after receiving the Initial Notice. The Acknowledgement must be mailed to the Board at the address specified in the Initial Notice; and

1. Contain an admission or denial of the allegations contained in the Claim;
2. Provide a reasonable time period in which the violation may be cured, if the violation is admitted and is of a nature to be cured by Respondent's action.

E. Communication with the Management Company is highly encouraged to resolve the Claim amicably.

10.2 COMPLAINT

A. Upon consideration of the Claim and Acknowledgement, if any, the Board may:

1. Determine that good cause exists to proceed with filing a written complaint (Complaint) against the Respondent (lack of response or unsatisfactory response to the Initial Notice may be considered good cause); or
2. Determine if the Claim is frivolous, false, or that the cause does not exist to proceed with the filing of a Complaint.

B. If in response to a Claim by a Member, or at any time upon its own initiative, the Board determines that there is cause to proceed against the Respondent, the Board will issue a Complaint, which will:

1. Be delivered to the Respondent's last known address by US Mail, certified, return receipt requested;
2. Assess a clerical fee of \$10.00;
3. Inform the Respondent in a reasonable detail of the alleged violation and the remedy sought by the Association, including possible fines and/or penalties and the right to a hearing;
4. Inform the Respondent of his opportunity to dispute the alleged violation, and to have a hearing before the Board;
5. Inform the Respondent that he has 15 days from the date of Complaint is mailed to dispute the allegations by filing a written answer (Notice of Defense) with the Board;

C. The Notice of Defense shall:

1. Admit or deny the allegations contained in the Complaint and disclose any defense upon which the Respondent will rely;
2. Specify a reasonable period of time within which the violation may be cured by the Respondent, if the nature of Complaint is such that a cure is possible.

10.3 HEARING

A. Upon receipt of Notice of Defense or expiration of the time period within which the Notice of Defense must be filed, the Board shall provide to the Respondent a Notice of Hearing.

B. The Notice of Hearing shall specify the date, time and location for the hearing on the Complaint, so that the person against whom the fine will be imposed is provided with a reasonable opportunity to prepare for the hearing and to be present at the hearing. The Notice of Hearing must be mailed at least fifteen (15) days prior to the hearing. No hearing shall be held sooner than thirty (30) days from the date the Complaint was mailed.

C. The Notice of Hearing will specify the amount of fine that may be imposed.

D. The Notice of Hearing will be mailed by first class, certified, return receipt mail to the Respondent's address.

E. While the Respondent shall be entitled to only one Hearing for the alleged violation, the Hearing may be continued at the discretion of the Board, upon written request of the Respondent or for other reasons, for good cause shown.

F. At the Hearing, and within the time limits set by the Board, the Respondent may present any evidence or make any statement relating to the alleged violation, either in person or in writing.

G. The Board shall conduct the hearing on the Complaint in open session, unless the Respondent requests, in writing, that the hearing be conducted in an executive session and the Board finds that good cause exists to hold the hearing in executive session. The Respondent shall be afforded a reasonable opportunity to be heard. Proof of mailing of the Notice of Hearing must be placed in the minutes of the meeting. Such proof is adequate if a copy of the Notice of Hearing, together with a statement of the date and manner of delivery, is entered by the person who mailed or delivered such notice. The notice requirement is satisfied if the Respondent files a Notice of Defense or other written response, which demonstrates receipt of the Notice of Hearing, or the Respondent appears at the meeting.

H. The minutes of the Board shall contain a written statement of the results of the hearing and the sanctions, if any, imposed. Upon request, the Respondent shall be entitled to a copy of the minutes relating to the hearing.

I. Upon hearing all the evidence, the Board may, by an affirmative vote of a majority of the Board:

- i. Find that no violation exists; or
- ii. Find that the Respondent has violated the governing documents; and
- iii. Imposed allowable sanctions

10.4 No fine may be imposed nor shall membership privileges be suspended for violation of rules and regulations of the Association unless all the following criteria has been observed by the Board:

A. Not less than 30 days before the violation, the person against whom the fine will be imposed, the Respondent, had been provided with written notice of the applicable provisions of the governing documents that form the basis of the violation; and

B. Within a reasonable time after the discovery of the violation, the person against whom the fine will be imposed has been provided with:

- i. Written notice specifying the details of the violation;
- ii. The amount of the fine;
- iii. The date, time and location for a hearing on the violation;
- iv. A reasonable opportunity to contest the violation at the hearing;
- v. A finding by a majority of the Board that the violation charged has occurred.

C. The Board must schedule the date, time and location for the hearing on the violation so that the person against whom the fine will be imposed is provided with a reasonable opportunity to prepare for the hearing and to be present at the hearing.

D. The Board must hold a hearing before it may impose the fine, unless the person against whom the fine will be imposed:

- i. Pays the fine; or
- ii. Executes a written waiver of the right to the hearing; or
- iii. Fails to appear at the beginning of the hearing after being provided with proper notice of the hearing.

10.5 FINES AND PENALTIES:

A. If the Board finds that the Respondent has violated the governing documents, the Board may, by a affirmative vote of a majority of the quorum, take anyone or more of the following actions:

i. Suspend or condition for a reasonable time, the Respondent's right to use any recreational facilities or common elements the Association owns, operates or maintains, provided that the Respondent, or the tenant or guest of the Respondent, may continue to use any vehicular or pedestrian ingress or egress to go to or from the Respondent's Unit, including any area used for parking.

a. Any such suspension of membership privileges may not be for a period of more than thirty (30) days for any noncontinuing violation, but in the case of a continuing violation (including non-payment of any fine after the same becomes delinquent) may be imposed for so long as the violation continues.

ii. Direct the Respondent to:

- a. Acquaint himself or herself with the governing documents of the Association;
- b. Refrain from further violation thereof;
- c. Apologize to the Claimant, if appropriate.

iii. Require the Respondent to pay a fine for each violation. The fine must be commensurate with the severity of the violation and shall not exceed \$100 for each violation or a total of \$500, whichever is less. Any additional fine for each continuing violation may be imposed without notice and an opportunity to be heard. Fines levied for a violation must be paid on or before 30-days of notice to the Owner and when not paid in a timely manner, may result in a Notice of Delinquent Assessment being recorded against the Respondent's Unit.

iv. Impose a Special Assessment upon the Respondent (in accordance with NRS 116) until the Board has been notified, in writing, by the Respondent that the situation has been rectified.

v. Suspend the Respondent's voting privileges as a member for a reasonable time.

vi. Enter onto the Respondent's Unit to correct the violation by making necessary repairs, or performing maintenance which, according to the CC&Rs, is the responsibility of the Respondent, subject to the notice requirements set forth in the CC&Rs.

vii. Record a notice of non-compliance encumbering the Respondent's lot.

B. The remedies set forth above and otherwise provided by the governing documents are cumulative and not exclusive.

C. The Board's failure to enforce any provisions of the governing documents does not waive the right to enforce the same thereafter.

10.6 NEGOTIATION

At any *time* prior to or after issuance of a Complaint by the Board, members are encouraged to make reasonable efforts to meet in person and confer for the purpose of resolving a Claim by good faith. If requested in writing by either Party, the Board may appoint a representative to assist the Parties in negotiation

10.7 CONTINUING VIOLATION

A. If a fine is imposed and violation is not cured within 14 days, or a longer period as may be established by the Board, the violation shall be deemed a continuing violation. Thereafter, the Board may impose an additional fine for the violation for each 7 day period or portion thereof that the violation is not cured.

B. A Notice of Continuing Violation will be sent to the Owner. This notice will:

i. Inform the Owner of the amount and frequency of all continuing fines and or penalties being assessed;

ii. Assess a clerical fee of \$10.00;

iii. Be mailed by first class, certified, return-receipt mail to the Unit Owner's address.

C. No further compliance notification will be sent for this continuing violation. Statements and collection activity will be forthcoming in accordance with the collection policy of the Association.

D. All fines and/or penalties will continue until written notice is received by the Association, from the Respondent, that the continuing violation has been cured and such is confirmed by the Board.

Residential Market Study

Market Research Study
STATE STREET
Carson City, Nevada

Presented for
Landmark Homes

Presented by
The Whitney Group
El Dorado Hills, California

February 2006



THE WHITNEY GROUP

March 1, 2006

Mr. Dean Pearson
Landmark Homes
985 Damonte Ranch Parkway, Suite 300
Reno, NV 89521

Re: Market Research Study
State Street; Carson City, Nevada

Dear Dean:

Pursuant to your request, The Whitney Group has conducted a market research study for the State Street site located in Carson City, Nevada. Our report suggests the most appropriate residential product line and provides base-pricing recommendations which we believe will allow Landmark Homes to take advantage of the best marketplace opportunity for this site.

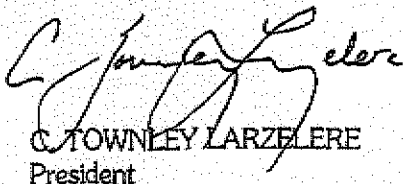
The recommendations contained herein are based upon our analysis and interpretations of research findings of current market conditions in the Carson City CMA. Recommendations dealing with pricing strategies and forecasted monthly absorption rates take into consideration the most recent historical trends in the CMA and the perceived future demand for the site's submarket area.

It is understood that any marketplace is subject to change by many factors including economic and population growth conditions, and supply and demand forces. Constant monitoring of the marketplace will be important to maintain your position in regard to the conclusions and recommendations contained within this study.

As is customary in a study of this nature, no provisions have been made for the possible effect on this project of present or future federal, state or local legislation pertaining to environmental, ecological, or financial factors or interpretations thereof. Since the projections are based on estimates and assumptions which are inherently subject to uncertainty and variation depending upon unforeseen evolving events, we cannot represent or guarantee them as results that will actually be achieved.

Please do not hesitate to contact me should you have any questions or require additional discussions on areas contained herein.

Very truly yours,



C. TOWNLEY LARZELERE
President

3907 Park Drive, Suite 225
El Dorado Hills, California 95762
(916) 939-4040
Fax (916) 939-0444

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Section I
EXECUTIVE SUMMARY

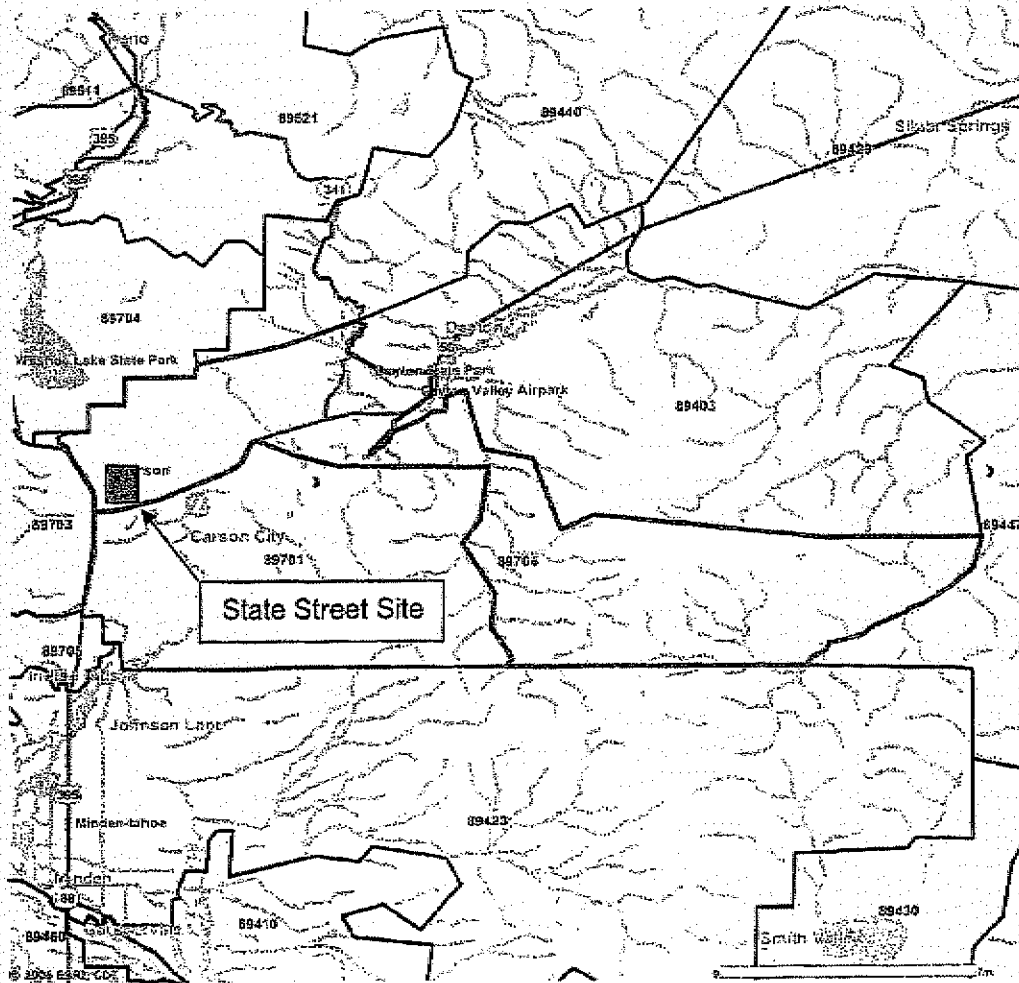
SECTION I: EXECUTIVE SUMMARY

The following recommendations are based upon an analysis of existing resale home trends in the Carson City CMA as of First Quarter 2006. This analysis has focused on continued employment impacts within the greater Northern Nevada Region and future potential housing demand impacts being generated by migrating Californian households seeking less oppressive living environments in which to either retire or seek employment.

STATE STREET SITE

Figure I-1 illustrates the location of the State Street site located north of Highway 50 and east of Highway 395. From a demographic perspective, household income levels have historically been moderately lower in the northeast quadrant of Carson City than the overall Carson City CMA.

Figure I-1. Location of the State Street Site



SOCIOECONOMIC OVERVIEW

Total Population

The Whitney Group has compiled an income and demographic comparison of the State Street area to the overall Carson City CMA.

Population growth in the overall Carson City CMA is expected to average 1,026 new residents per year over the next five (5) years for an annual growth rate of 1.7%. Population growth in the State Street is projected to average 187 new residents per year over the next five (5) years for an average annual growth of 2.2%. Population growth in the Carson City CMA and State Street area is consistent with recent historical growth trends due to constraints caused by the absence of entitled land supplies.

Table I-1 illustrates historical and future estimates of State Street area and the Carson City CMA population and household growth between 2005 and 2010.

Location	1990 Census	2000 Census	2005 Estimate	2010 Projection
Carson City Zip Code 89706 - State Street Site				
Population	14,684	19,177	21,658	24,221
Total Numerical Change		4,493	2,481	2,563
Total Percent Change		30.6%	12.9%	11.8%
Annual # Change		449	620	513
Annual % Change		3.1%	3.2%	2.4%
Households	6,215	7,752	8,607	9,544
Total Numerical Change		1,537	855	937
Total Percent Change		24.7%	11.0%	10.9%
Annual # Change		154	214	187
Annual % Change		2.5%	2.8%	2.2%
Avg Household Size	2.35	2.46	2.50	2.52
Carson City Zip Codes 89703, 89701 and 89706				
Population	41,535	54,823	60,002	65,134
Total Numerical Change		13,288	5,179	5,132
Total Percent Change		32.0%	9.4%	8.6%
Annual # Change		1,329	1,295	1,026
Annual % Change		3.2%	2.4%	1.7%
Households	16,306	21,052	22,909	24,836
Total Numerical Change		4,746	1,857	1,927
Total Percent Change		29.1%	8.8%	8.4%
Annual # Change		475	464	385
Annual % Change		2.9%	2.2%	1.7%
Avg Household Size	2.40	2.45	2.48	2.49

Source: ESRI and The Whitney Group 02/06

Age Distributions

Aging demographic trends in the State Street area and the Carson City CMA are inconsistent with national aging trends with a very uneven distribution of population in most age brackets. On a macro scale including the overall Northern Nevada market area, the largest growth segments by age are the baby boomers between 45 and 64 followed by the GenXers (children of the boomers) between 25 and 34. Due to delayed parenting of the boomer generation, the age bracket of 35 to 44 often displays a negative rate of growth which is consistent with both the State Street area and the Carson City CMA. However, both the State Street area and the Carson City CMA age distribution trends are not consistent with either national or Reno MSA aging trends.

Table I-2 illustrates the age distribution trends in the State Street area which shows the largest growth is in the 55 to 64 age bracket closely followed by the GenXers age bracket 25 to 34. The age bracket of 45 to 54 is normally the second highest cohort of growth in an area and it is forecasted a distant fourth in the State Street area behind the age bracket of 65 to 74. The median age in the State Street area is lower than the overall Carson City CMA which reflects the younger family household cohort in this area.

Age Group	2000 Census		2005 Estimate		2010 Projection	
	Total	% of Total	Total	% of Total	Total	% of Total
Carson City Zip Code 89706 - State Street Site						
0 - 24	6,336	33.0%	7,292	33.7%	7,989	33.0%
25 - 34	2,542	13.3%	2,678	12.4%	3,215	13.3%
35 - 44	2,949	15.4%	2,951	13.6%	2,828	11.7%
45 - 54	2,481	12.9%	2,831	13.1%	3,133	12.9%
55 - 64	1,922	10.0%	2,528	11.7%	3,104	12.8%
65 - 74	1,514	7.9%	1,678	7.7%	2,058	8.5%
75 +	1,431	7.5%	1,700	7.8%	1,894	7.8%
Total	19,175	100.0%	21,658	100.0%	24,221	100.0%
Annual Changes						
0 - 24			956		697	
25 - 34			136		587	
35 - 44			2		-123	
45 - 54			350		302	
55 - 64			606		576	
65 - 74			164		380	
75 +			269		194	
Median Age	37.4		38.1		38.5	

Source: ESRI and The Whitney Group 02/06

Table I-3. Distribution of Population by Age

Age Group	2000 Census		2005 Estimate		2010 Projection	
	Total	% of Total	Total	% of Total	Total	% of Total
Carson City Zip Codes 89703, 89701 and 89706						
0 - 24	17,192	31.4%	19,208	32.0%	20,283	31.1%
25 - 34	7,036	12.8%	7,119	11.9%	8,430	12.9%
35 - 44	8,774	16.0%	8,424	14.0%	7,950	12.2%
45 - 54	8,074	14.7%	8,637	14.4%	9,057	13.9%
55 - 64	5,632	10.3%	7,235	12.1%	8,800	13.5%
65 - 74	4,290	7.8%	4,634	7.7%	5,415	8.3%
75 +	3,823	7.0%	4,745	7.9%	5,199	8.0%
Total	54,821	100.0%	60,002	100.0%	65,134	100.0%
Annual Changes						
0 - 24			2,016		1,075	
25 - 34			83		1,311	
35 - 44			-350		-474	
45 - 54			583		420	
55 - 64			1,603		1,565	
65 - 74			344		781	
75 +			922		454	
Median Age	38.7		39.7		40.2	

Source: ESRI and The Whitney Group 02/06

Income Distribution

According to 2000 estimates, approximately 33.7% of the households in the State Street area had household incomes of more than \$50,000 compared to 40.7% of the households in the overall Carson City CMA. Projections for 2010 indicate that this percentage should increase to 52.2% in the State Street area and about 58.2% in the overall Carson City CMA.

The State Street area average household income in 2000 was estimated at \$45,343 and is projected to grow to about \$66,497 by 2010. This compares to overall Carson City CMA where average household income was \$52,060 in 2000 which is forecasted to increase to \$77,476 in 2010.

Table I-4. Distribution of Households by Income

Income	2000 Census		2005 Estimate		2010 Projection	
	Total	% of Total	Total	% of Total	Total	% of Total
Carson City Zip Code 89706 - State Street Site						
Under \$15,000	1,195	15.3%	1,052	12.2%	957	10.0%
\$15,000 - \$24,999	1,229	15.8%	1,035	12.0%	904	9.5%
\$25,000 - \$34,999	1,112	14.3%	1,194	13.9%	1,061	11.1%
\$35,000 - \$49,999	1,622	20.8%	1,611	18.7%	1,645	17.2%
\$50,000 - \$74,999	1,584	20.3%	1,796	20.9%	2,058	21.6%
\$75,000 - \$99,999	613	7.9%	1,034	12.0%	1,292	13.5%
\$100,000 - \$149,999	314	4.0%	654	7.6%	1,115	11.7%
\$150,000 +	118	1.5%	231	2.7%	512	5.4%
Total	7,787	100.0%	8,607	100.0%	9,544	100.0%
Median Household Income	\$37,529		\$44,471		\$51,767	
Average Household Income	\$45,343		\$55,013		\$66,497	

Source: ESRI and The Whitney Group 02/06

Table I-5. Distribution of Households by Income

Income	2000 Census		2005 Estimate		2010 Projection	
	Total	% of Total	Total	% of Total	Total	% of Total
Carson City Zip Codes 89703, 89701 and 89706						
Under \$15,000	2,933	13.9%	2,530	11.0%	2,225	9.0%
\$15,000 - \$24,999	2,733	12.9%	2,342	10.2%	2,056	8.3%
\$25,000 - \$34,999	2,758	13.1%	2,522	11.0%	2,238	9.0%
\$35,000 - \$49,999	4,108	19.4%	4,078	17.8%	3,856	15.5%
\$50,000 - \$74,999	4,458	21.1%	4,826	21.1%	5,049	20.3%
\$75,000 - \$99,999	2,187	10.4%	3,127	13.6%	3,780	15.2%
\$100,000 - \$149,999	1,333	6.3%	2,394	10.5%	3,545	14.3%
\$150,000 +	611	2.9%	1,090	4.8%	2,087	8.4%
Total	21,121	100.0%	22,909	100.0%	24,836	100.0%
Median Household Income	\$42,093		\$49,927		\$58,716	
Average Household Income	\$52,060		\$63,577		\$77,476	

Source: ESRI and The Whitney Group 02/06

Comparing these income and demographic characteristics, it is clear that the State Street area is one of Carson City's most price sensitive market areas.

STATE STREET HOUSEHOLD INCOME TRENDS BY AGE

From the general age and income demographic trends presented in Tables I-2 and I-3, it is quite apparent that the most significant household growth in the State Street areas between 2005 and 2010 will occur in the age brackets of 55 to 64 followed by 25 to 34. However, we believe that the State Street community will also have appeal to the age bracket of 45 to 54 and some appeal to the age bracket of 35 to 44. These age brackets are expected to generate moderate growth and negative growth, respectively, for this period.

Household income levels play an important role in the success of all residential development activity and understanding the rate of population growth by age and household income will be very important for the developer. Table I-6 illustrates the number of existing households in the

State Street area earning incomes greater than \$50,000 per year in the age brackets of 25-34, 35-44, 45-54 and 55-64 in 2000 with estimates for 2005 and 2010.

Table I-6. Summary of Household Earnings by Age Bracket
Zip Code 89706 - State Street Site

Household Income	Total Household	Age 25-34	Age 35-44	Age 45-54	Age 55-64
2000 Census	7,752				
\$50,000 - \$74,999		276	339	461	270
\$75,000 - \$99,999		105	147	149	112
\$100,000 - \$149,999		57	61	99	58
\$150,000 and Above		0	25	30	27
Total		438	572	739	467
2005 Estimate	8,607				
\$50,000 - \$74,999		299	323	505	392
\$75,000 - \$99,999		163	244	195	246
\$100,000 - \$149,999		140	133	168	123
\$150,000 - \$199,999		5	16	57	38
\$200,000 and Above		4	19	17	10
Total		611	735	942	809
2010 Estimate	9,544				
\$50,000 - \$74,999		379	307	538	470
\$75,000 - \$99,999		210	249	235	298
\$100,000 - \$149,999		240	211	250	241
\$150,000 - \$199,999		27	30	93	70
\$200,000 and Above		8	33	35	36
Total		864	830	1,151	1,115

Source: The Whitney Group 02/06

Table I-6 illustrates there were 2,216 households in the State Street area earning greater than \$50,000 in 2000 in the age brackets of 25 and 64 and is forecasted to grow to be 3,960 households in this area by 2010.

STATE STREET RESALE SUMMARY

Excluding Capital Village by Landmark Homes, there are no current new home subdivisions active in the Carson City CMA and as a consequence, we have been forced to review the 2004, 2005 and First Quarter year-to-date 2006 resale activity from the local multiple listing service (MLS) for the Northeast resale zones. Table I-7 summarizes the resale activity for Carson City MLS zones 242 and 250 for 2004, 2005 and year-to-date 2006.

Value	Northeast - Zones 242 and 250		
	2004	2005	2006
Under \$200,000	37	6	2
\$200,000 - \$249,999	57	22	2
\$250,000 - \$299,999	39	63	1
\$300,000 - \$349,999	25	45	4
\$350,000 - \$399,999	10	23	1
\$400,000 - \$499,999	5	7	1
\$500,000 and Over	5	9	0
Total	178	175	11
Average Value	\$263,608	\$314,419	\$291,354
Price per Sq. Ft.	\$166.00	\$199.00	\$194.00
Median Value	\$246,500	\$299,000	\$301,000

Source: The Whitney Group 02/06

The average resale value year-to-date 2006 in MLS zones 242 and 250 is \$23,065 lower than 2005 with a very small sample of eleven (11) resale transactions. However, the median resale value year-to-date 2006 has increased by \$2,000 over 2005 using the same eleven (11) transactions.

STATE STREET REALES

Tables I-8 through I-10 summarize the resale activity priced between \$200,000 and \$260,000 in MLS zones 242 and 250 in 2004, 2005 and year-to-date 2006 by address, lot size, year built, home size, sales price and price per square feet.

**Table I-8. Resale Activity 2005
Northeast Carson City**

Address	Lot Size	Year Built	Home Size	Sale Price	Principal Sq. Ft.
22 Castle Way	0.06	1978	1,028	\$200,000	\$194.55
6 Leota Circle	0.22	1961	1,166	\$200,000	\$171.53
24 Granite Way	0.07	1979	824	\$210,000	\$254.85
1951 Beverly Drive	0.16	1968	1,092	\$211,000	\$193.22
3604 Imperial	0.07	1988	960	\$215,000	\$223.96
1802 Karin Drive	0.25	1970	1,688	\$218,000	\$129.15
2849 Merrimac	0.50	1959	1,162	\$220,000	\$189.33
3104 Pine Lane	0.15	1970	1,328	\$220,000	\$165.66
204 W Gardengate Wy.	0.19	1987	1,379	\$225,000	\$163.16
2349 Bunch Way	0.29	1957	1,120	\$225,000	\$200.89
4 Granite Way	0.06	1979	1,176	\$225,000	\$191.33
4 Castle Way	0.06	1978	1,709	\$229,000	\$134.00
3601 Imperial Way	0.07	1975	1,176	\$229,900	\$195.49
3209 Noarthgate	0.16	1969	1,040	\$239,900	\$230.67
23 Castle Way	0.16	1975	1,080	\$240,000	\$222.22
1984 Marian	0.17	1970	1,058	\$245,000	\$231.57
123 Dyer Ct	0.26	1980	1,164	\$245,000	\$210.48
301 Sarah	0.14	1988	1,305	\$245,000	\$187.74
6 Bullion Drive	0.19	1978	1,638	\$246,500	\$150.49
162 W Hampton	0.16	1980	1,200	\$249,500	\$207.92
351 Sarah Drive	0.14	1989	1,065	\$249,900	\$234.65
400 Agate Drive	0.20	1977	1,270	\$249,900	\$196.77
225 Pine Lane	0.19	1971	1,308	\$250,000	\$191.13
405 NE Agate Dr	0.21	1977	1,080	\$253,000	\$234.26
408 Agate	0.20	1977	1,208	\$255,000	\$211.09
1516 Humboldt	0.17	1974	1,807	\$255,000	\$141.12
2355 Eastridge	0.13	2001	1,152	\$255,000	\$221.35
1943 Marian	0.17	1970	1,058	\$255,000	\$241.02
1612 Spooner Dr.	0.14	1995	1,440	\$256,000	\$177.78
2537 Ridgecrest Drive	0.12	1999	1,152	\$257,000	\$223.09
2550 Rockbridge Dr.	0.13	1990	1,152	\$257,000	\$223.09
16 Granite	0.06	1979	1,700	\$257,000	\$151.18
2051 Southridge	0.16	1996	1,288	\$259,000	\$201.09
220 E. Hampton	0.17	1972	1,384	\$259,000	\$187.14
409 Agate	0.21	1977	1,694	\$259,500	\$153.19
211 NE Sarah Dr.	0.23	1988	1,305	\$259,900	\$199.16
1774 Bobarly Ct.	0.13	1997	1,152	\$260,000	\$225.69

Source: The Whitney Group 02/06

Table I-9. Resale Activity 2004
Northeast Carson City

Address	Lot Size	Year Built	Home Size	Sale Price	Price Per Sq. Ft.
1856 Belmont	0.18	1987	1,426	\$200,000	\$140.25
191 E Gardengate Way	0.18	1983	1,069	\$200,750	\$187.79
104 Hampton	0.16	1968	1,200	\$205,000	\$170.83
26 Graita Way	0.10	1979	1,709	\$205,000	\$119.95
1270 Northfield	0.12	1999	1,456	\$210,000	\$144.23
4100 Apollo	0.50	1976	1,396	\$210,000	\$150.43
4726 Beckworth Ct.	0.14	1987	1,441	\$211,000	\$146.43
1774 Bobarly Court	0.13	1997	1,152	\$215,000	\$186.63
1609 Hamilton	0.17	1981	1,766	\$217,000	\$122.88
194 E Gardengate Way	0.20	1995	1,190	\$217,000	\$182.35
4083 Ramsey Circle	0.16	1985	1,392	\$217,500	\$156.26
1511 Slide Mountain	0.14	1993	1,440	\$218,500	\$151.74
1927 Marie Dr.	0.21	1970	1,894	\$223,000	\$117.74
2477 Rockbridge	0.12	1998	1,440	\$224,900	\$156.18
1467 Slide Mountain	0.14	1993	1,152	\$225,000	\$195.31
1171 Slide Mountain	0.16	1994	1,152	\$226,000	\$196.18
2421 Carriage Crest	0.17	1996	1,440	\$227,000	\$157.64
1047 Lindsay	0.14	1994	1,440	\$228,000	\$158.33
2551 Ravenshorn	0.13	1999	1,152	\$229,000	\$198.78
2475 Ravenshorn	0.12	1999	1,440	\$230,000	\$159.72
1772 Ridgeway Court	0.13	1996	1,152	\$233,000	\$202.26
1754 Ridgeway Court	0.18	1996	1,440	\$235,000	\$163.19
1763 Spooner Drive	0.13	1997	1,440	\$235,000	\$163.19
2488 Canter	0.12	1996	1,440	\$237,000	\$164.58
2434 Hunterwood Court	0.20	1996	1,760	\$239,000	\$135.80
4148 Mina Way	0.17	1995	1,320	\$239,800	\$181.67
2787 Foxhill	0.14	1999	1,415	\$240,000	\$169.61
2545 Canter Way	0.11	1998	1,440	\$240,000	\$166.67
4753 Blackrock Ct.	0.17	1987	1,441	\$242,000	\$167.94
305 Sandstone Drive	0.20	1977	1,616	\$244,900	\$151.55
2803 Panamint Rd.	0.20	1980	1,471	\$247,000	\$167.91
3802 Alex Way	0.14	1997	1,572	\$251,000	\$159.67

Source: The Whitney Group 02/06

**Table I-10. Resale Activity Year-to-Date 2006
Northeast Carson City**

Address	Lot Size	Year Built	Home Size	Sale Price	Price per Sq. Ft.
29 Castle Street	0.00	1977	824	\$212,000	\$257.28
1951 Beverly	0.16	1966	1,092	\$240,000	\$219.78

Source: The Whitney Group 02/06

PRODUCT AND PRICING RECOMMENDATIONS

Based upon February 15, 2006 resale trends in the State Street area of the Carson City CMA, The Whitney Group recommends the following product line for the State Street site. Landmark Homes may have to design both two three story homes to meet these size specifications recommended.

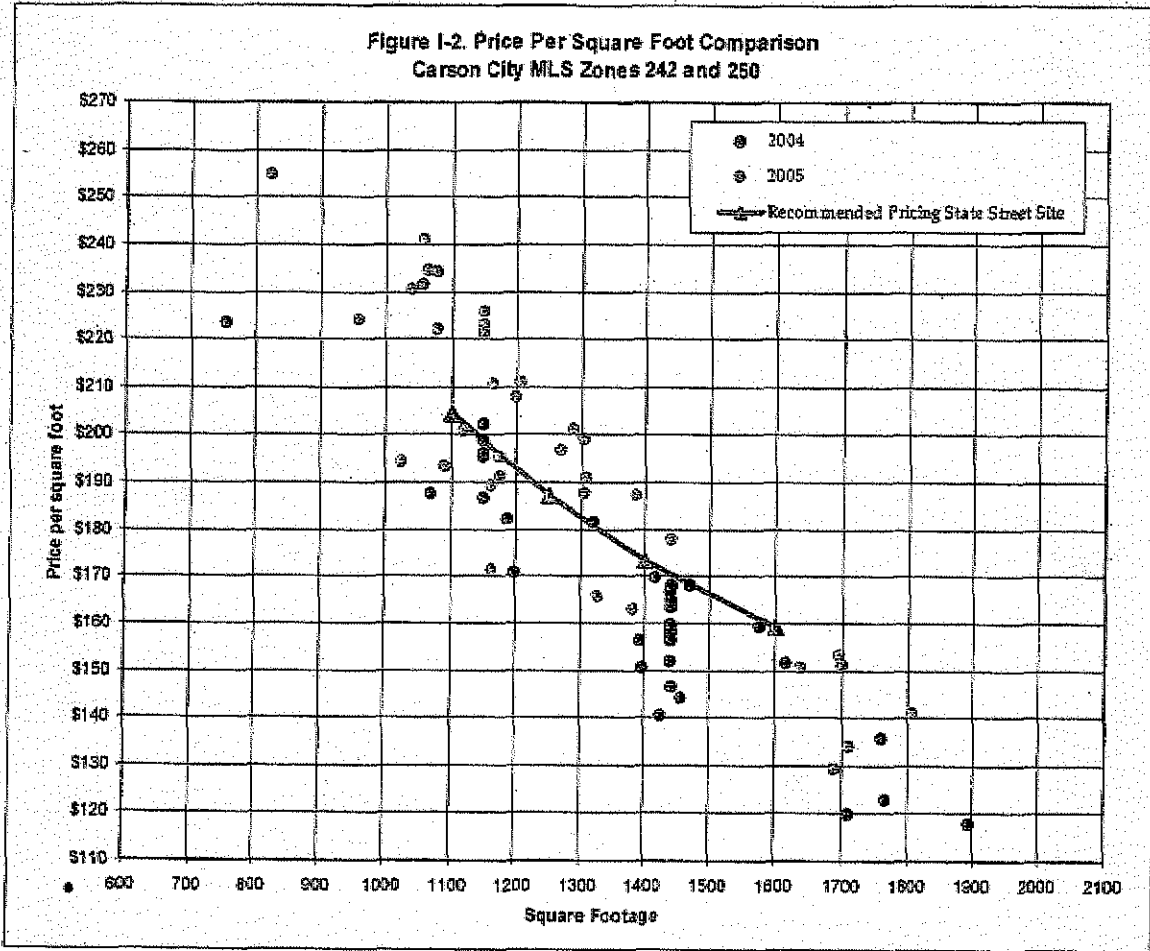
**Table I-11. Recommended Product Line
State Street Site**

Plan	Configuration	Size	Base Pricing	Cost per Sq. Ft.
One	Two-story, 2 bedroom/2.5 bath and Great room	1,100	\$225,000	\$204.55
Two	Two story, 3 bedroom/2.5 bath, Great Room and Breakfast bar	1,250	\$234,000	\$187.20
Three	Two story, 3 bedroom/2.5 bath, great room and nook	1,400	\$243,000	\$173.57
Four	Two or three story, 3 bedroom/2.5 bath, Great room, Nook and Loft.	1,600	\$255,000	\$159.38

Source: The Whitney Group 02/06

MARKET POSITION OF RECOMMENDED PRICING

The following chart illustrates the relative pricing positions for the product line recommended by The Whitney Group for the State Street site as well as resale pricing per square foot for resale homes sold in 2004 and 2005 in the Carson City MLS zones 242 and 250.



ANTICIPATED BUYER PROFILES

Table I-12 describes the anticipated buyer profiles for the product line recommended for the State Street site.

Table I-12. Anticipated Buyer Profiles State Street Site							
Consumer Segment	Share	Age Group	Household Make-Up	Income Level	Dual Incomes	Primary Occupations	Design Preferences
Single professionals	45%	24-30	No children or one child	\$60,000	N/A	Government, education, management, sales	Two or three story with 3 bdms, Great room, Nook, 1 or 2-car garage
Couple professionals	30%	26-34	No children	\$80,000	85%	Semi-professional, business owners, gov't, sales, management	Two or three story with 3 bedrooms, Great room, Nook, 1 or 2-car garage
Young families	15%	25-32	One or two children	\$75,000	70%	Semi-professional, business owners, gov't, sales, management	Two or three story with 3 or 4 bedrooms, Family room, Nook, Loft, 2-car garage
Empty nesters	10%	45-55	No children at home	\$75,000	20%	N/A	Two story with 3 bedrooms, More formal dining, Den option for office/avocation, 1 or 2-car garage
Locational source: 65% Carson City CMA, 15% Reno MSA, 10% Bay Area, 10% out-of-state and other California areas							

Source: The Whitney Group 02/06

RECOMMENDED STANDARD FEATURES

Table I-13 identifies the appropriate standard features for the product line recommended for the State Street site.

Table I-13. Recommended Standard Features State Street Site	
EXTERIOR CONSTRUCTION	
Stucco front elevation with decorative shutter accents / stucco sides and rear; composition tile roof	
One or two car attached garage	
Metal sectional roll-up garage door; Pre-wired for door opener	
Minimum 50-gallon insulated water heater	
INTERIOR	
Fiberglass front entry door 36 inches wide	
Vinyl tile entry; Radius drywall corners	
Nine-foot ceilings in 2 or 3-story plans on all floor levels	
Raised panel hollow core colonist interior doors	
Garage utility room	
Central heating and pre-wired for air conditioning and ceiling fans	
Wood burning fireplace with gas log lighter	
Ample wardrobe storage in master bedrooms	
Sky light or clerestory windows in hallways/stairwells	
Pre-wired phone jacks and cable TV outlets in living area and master bedroom	
Standard door and fixture hardware	
Pre-wired for security alarm system	
KITCHEN	
Whirlpool appliances including self-cleaning oven/range, multi-cycle dishwasher and microwave	
Separate nook area where possible	
Light or medium stained oak cabinets with adjustable shelves	
Double porcelain on steel sink with single lever faucet	
Laminate tile counter tops; Recessed Fluorescent ceiling lighting	
Icemaker bibb	
Pantry/broom closet	
BATHROOMS	
Acrylic oval tub/shower combo in master bath with cultured marble surrounds	
Fiberglass tub & shower combo with faux tile surround in secondaries	
Cultured marble vanities with two lavatory sinks and linen storage in master bathroom	
Stain grade oak cabinets	
Full-width vanity mirror; One mirrored medicine cabinet per bathroom	
Window or sky light in master bath; Arched entry to master bath	
Chrome fixtures in master & secondaries	

Source: The Whitney Group 02/06

FORECASTED SALES ABSORPTION RATE

Table I-15 illustrates the monthly and annual sales absorption rates which should be anticipated at the State Street site based upon the recommended base pricing for the product lines suggested.

**Table I-14. Estimated Absorption
State Street Site**

Product	Number of Units	Monthly Absorption	Annual Absorption
Small Lot Single-Family Detached	100	7.5	90

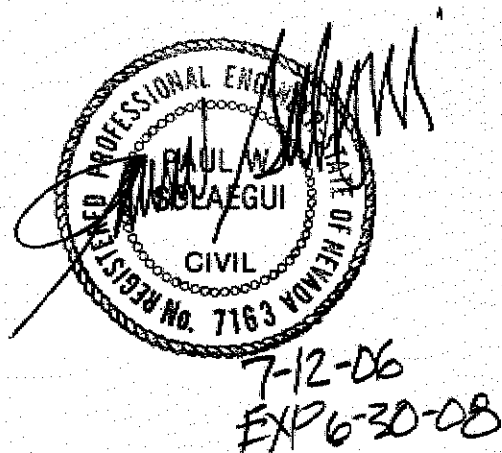
Source: The Whitney Group 02/06

These absorption forecasts assume that the builder will adhere to the initial base pricing recommended. The sales rate forecast also assumes that mortgage interest rates remain stable at less than 8% with only minor fluctuations and that economic conditions and projected population and employment growth for the surrounding area continues to improve as currently forecasted.

Traffic Analysis

STATE STREET
TRAFFIC ANALYSIS

JULY, 2006



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STATE STREET TRAFFIC ANALYSIS

EXECUTIVE SUMMARY

The proposed State Street development will be located in Carson City, Nevada. The project site is located north of US Highway 50, west of State Street and south of Long Street. The project site currently contains undeveloped land and a small office building. The purpose of this study is to address the project's impact upon the adjacent street network. The U.S. 50 intersections with State Street and Saliman Road, and the project driveway intersections with U.S. 50 and State Street have been identified for intersection capacity analysis. The capacity analysis considers the following four scenarios:

1. Existing 2006 traffic volumes during the AM and PM peak hours.
2. Existing plus project traffic volumes during the AM and PM peak hours.
3. 2025 background traffic volumes during the AM and PM peak hours.
4. 2025 background plus project traffic volumes during the AM and PM peak hours.

The proposed State Street development will consist of the construction of a \pm 9,324 square-foot shopping center, \pm 12,164 square-foot office building and approximately 100 single family dwelling units. The project is expected to generate 1,491 average daily trips with 104 trips occurring during AM peak hour and 154 trips occurring during the PM peak hour.

Traffic generated by the proposed State Street development will have some impact on the adjacent roadways. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Carson City and Nevada Department of Transportation requirements.

It is recommended that the project driveway on U.S. 50 contain one ingress lane, one left turn egress lane and one right turn egress lane.

It is recommended that the north and south project driveways on State Street contain one ingress lane and one egress lane.

It is recommended that the project developers provide sidewalks along the project frontages on U.S. 50 and State Street.

INTRODUCTION

STUDY AREA

The proposed State Street development will be located in Carson City, Nevada. The project site is located north of US Highway 50, west of State Street and south of Long Street. The location of the site is shown in Figure 1. The purpose of this study is to address the project's impact upon the adjacent street network. The U.S. 50 intersections with State Street and Saliman Road, and the project driveway intersections with U.S. 50 and State Street have been identified for intersection capacity analysis. The capacity analysis considers the following four scenarios:

5. Existing 2006 traffic volumes during the AM and PM peak hours.
6. Existing plus project traffic volumes during the AM and PM peak hours.
7. 2025 background traffic volumes during the AM and PM peak hours.
8. 2025 background plus project traffic volumes during the AM and PM peak hours.

EXISTING AND PROPOSED LAND USES

The project site currently contains undeveloped land and a small office building. Adjacent development includes commercial developments to the east and west, single family housing to the north and Mills Park to the south. The development will consist of the construction of a \pm 9,324 square-foot shopping center, \pm 12,164 square-foot office building and approximately 100 single family dwelling units.

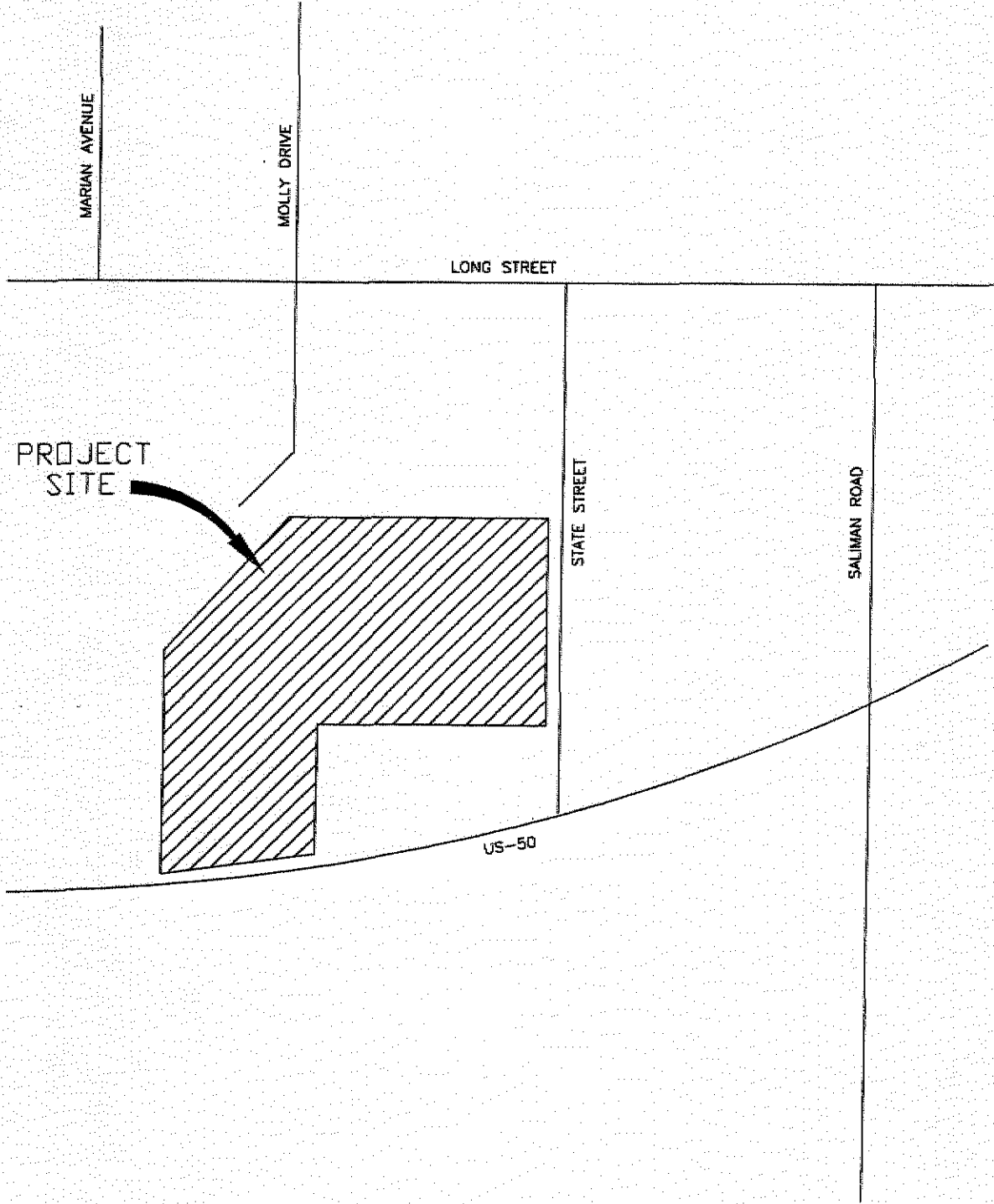
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Project access for the shopping center and office building will be provided from one project driveway on U.S. 50 and project access for the single family dwelling units will be provided from two project driveways (north and south driveways) on State Street.

U.S. 50 is a five-lane roadway with two lanes in each direction and a continuous center two-way left turn lane in the vicinity of the project site. The speed limit is posted for 40 miles per hour on eastbound U.S. 50 and 35 miles per hour on westbound U.S. 50. Roadway improvements generally include curb, gutter and sidewalks.

Saliman Road is a five-lane roadway with two lanes in each direction and a continuous center two-way left turn lane in the vicinity of the project site. The speed limit is posted for 25 miles per hour. Roadway improvements generally include curb, gutter and sidewalks.

State Street is a two-lane roadway with one lane in each direction in the vicinity of the project site. The speed limit is not posted. Roadway improvements generally include curb, gutter and sidewalks.



STATE STREET
VICINITY MAP
FIGURE 1

The U.S. 50/Saliman Road intersection is a traffic signal controlled intersection with protected left turn phasing on the east and west approaches. The U.S. 50 east and west approaches each contains two left turn lanes, two through lanes and one right turn lane. The Saliman Road north and south approaches each contains one left turn lane, one through lane and one shared through-right turn lane.

The U.S. 50/State Street intersection is an unsignalized "T" intersection with stop sign control on the State Street north approach. The U.S. 50 west approach contains one left turn lane and two through lanes. The U.S. 50 east approach contains one through lane and one shared through-right turn lane. The State Street north approach contains one shared left turn-right turn lane.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed development on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were based upon information taken from the Seventh Edition of *ITE Trip Generation* (2003) for Land Use 710: General Office Building, Land Use 820: Shopping Center and Land Use 210: Single Family Detached Housing.

Trips generated by the project were calculated for the peak hours between 7:00 and 9:00 AM and 4:00 and 6:00 PM, which correspond to the peak hours of adjacent street traffic. The trip generation worksheet is included in the appendix. Table 1 shows a summary of the average daily traffic (ADT) volumes and peak hour volumes generated by the project.

TABLE 1
TRIP GENERATION

LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
General Office Building 12,164 Square Feet	134	17	2	19	3	15	18
Shopping Center 9,324 Square Feet	400	6	4	10	17	18	35
Single Family Housing 100 Dwelling Units	957	19	56	75	64	37	101
TOTAL TRIPS	1,491	42	62	104	84	70	154

The project is expected to generate 1,491 average daily trips with 104 trips occurring during AM peak hour and 154 trips occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of the project traffic to the key intersections was based upon existing peak hour traffic patterns and the locations of attractions and productions in the area. The directions of approach are shown in Figure 2. Figure 3 shows the AM and PM peak hour project trip assignment based upon the directions of approach presented in Figure 2.

EXISTING AND PROJECTED TRAFFIC VOLUMES

The existing AM and PM peak hour traffic volumes at the key intersections were obtained from traffic counts taken during February, 2006. The existing AM and PM peak hour traffic volumes at the key intersections are shown in Figure 4. Figure 5 shows the existing plus project traffic volumes at the key intersections for the AM and PM peak hours. The existing plus project traffic volumes were obtained by adding trips generated by the project to the existing traffic volumes.

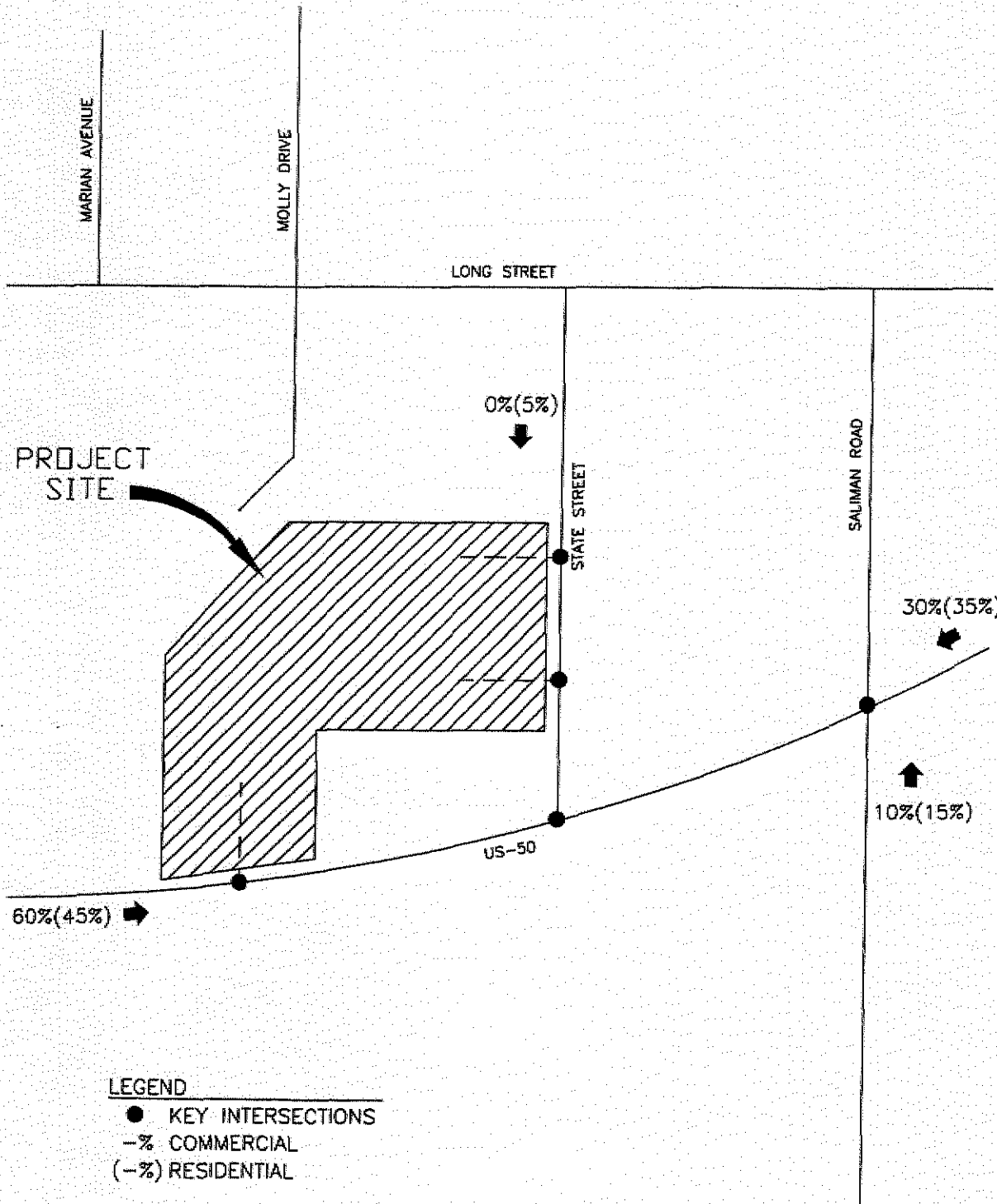
Figure 6 shows the year 2025 background AM and PM peak hour traffic volumes at the key intersections. Figure 7 shows the 2025 background plus project AM and PM peak hour traffic volumes at the key intersections. The 2025 average daily traffic volumes were obtained from the Carson City traffic forecasting model. The Carson City Master Plan did not provide AM and PM peak hour turning traffic volumes at the key intersections so these volumes were estimated by applying an 8-10% AM peak hour factor and 9-11 % PM peak hour factor to the ADT volumes. The Carson City 2025 average daily traffic data sheet is included in the appendix.

INTERSECTION CAPACITY ANALYSIS

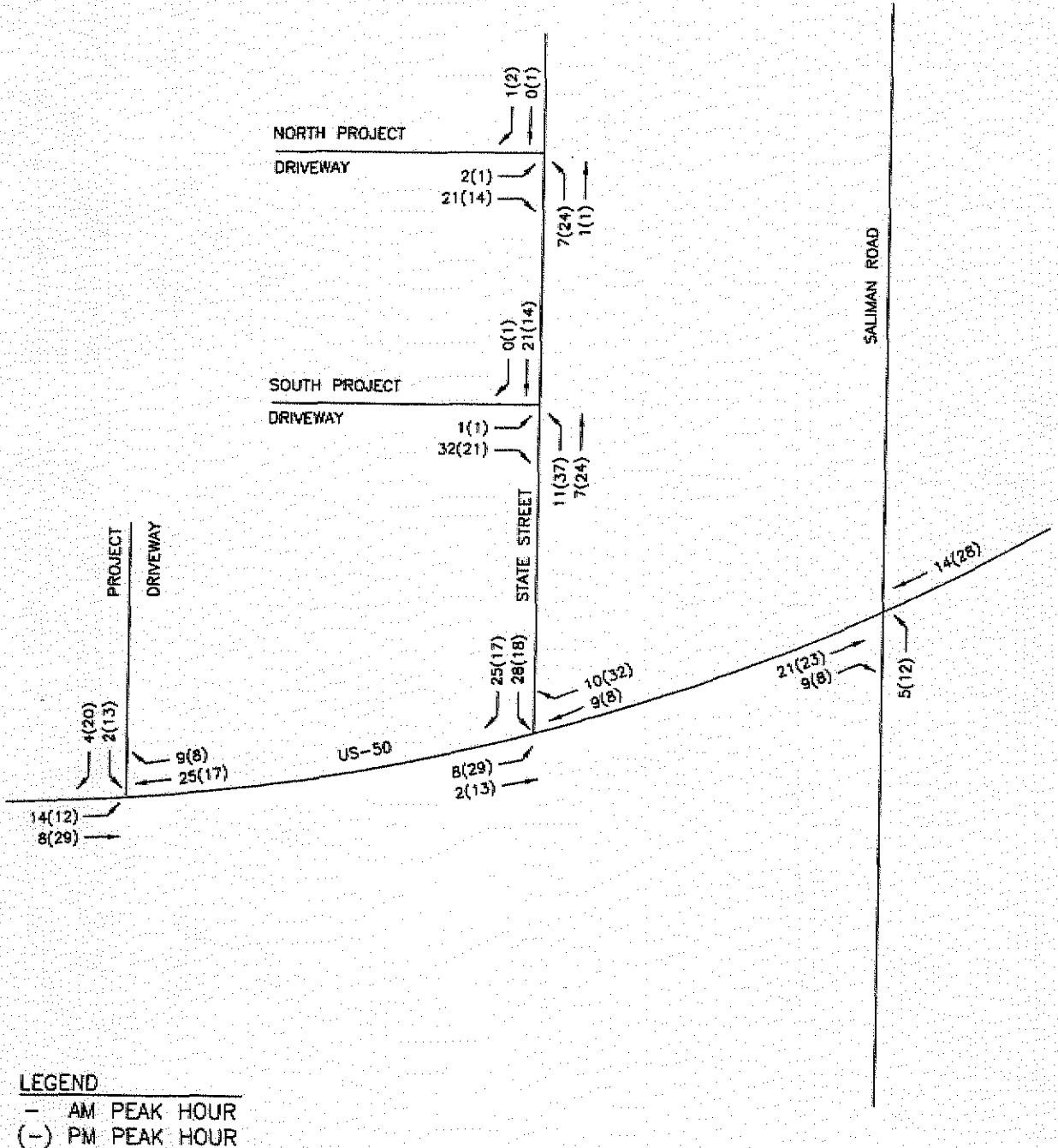
The key intersections were analyzed for capacity based on procedures presented in the 2000 *Highway Capacity Manual*, prepared by the Transportation Research Board, for unsignalized and signalized intersections.

The result of capacity analysis is a "level of service" rating for each signalized intersection and unsignalized intersection minor movement. "Level of service" is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", which corresponds to progressively worsening traffic operation, is assigned to the intersection or movement.

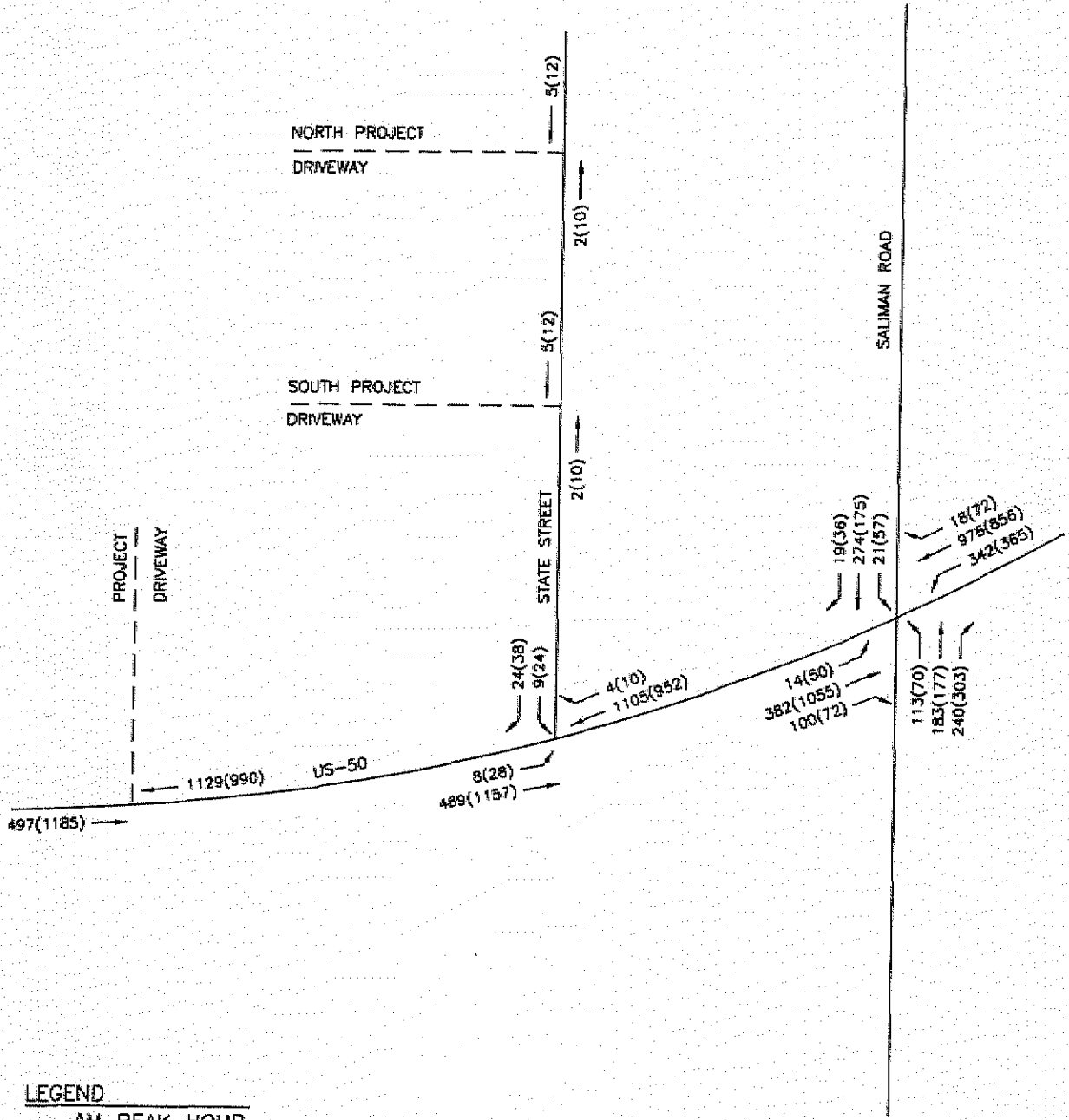
The Highway Capacity Manual defines "level of service" for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The unsignalized intersection "level of service" criteria are shown in Table 2.



STATE STREET
DIRECTIONS OF APPROACH
FIGURE 2

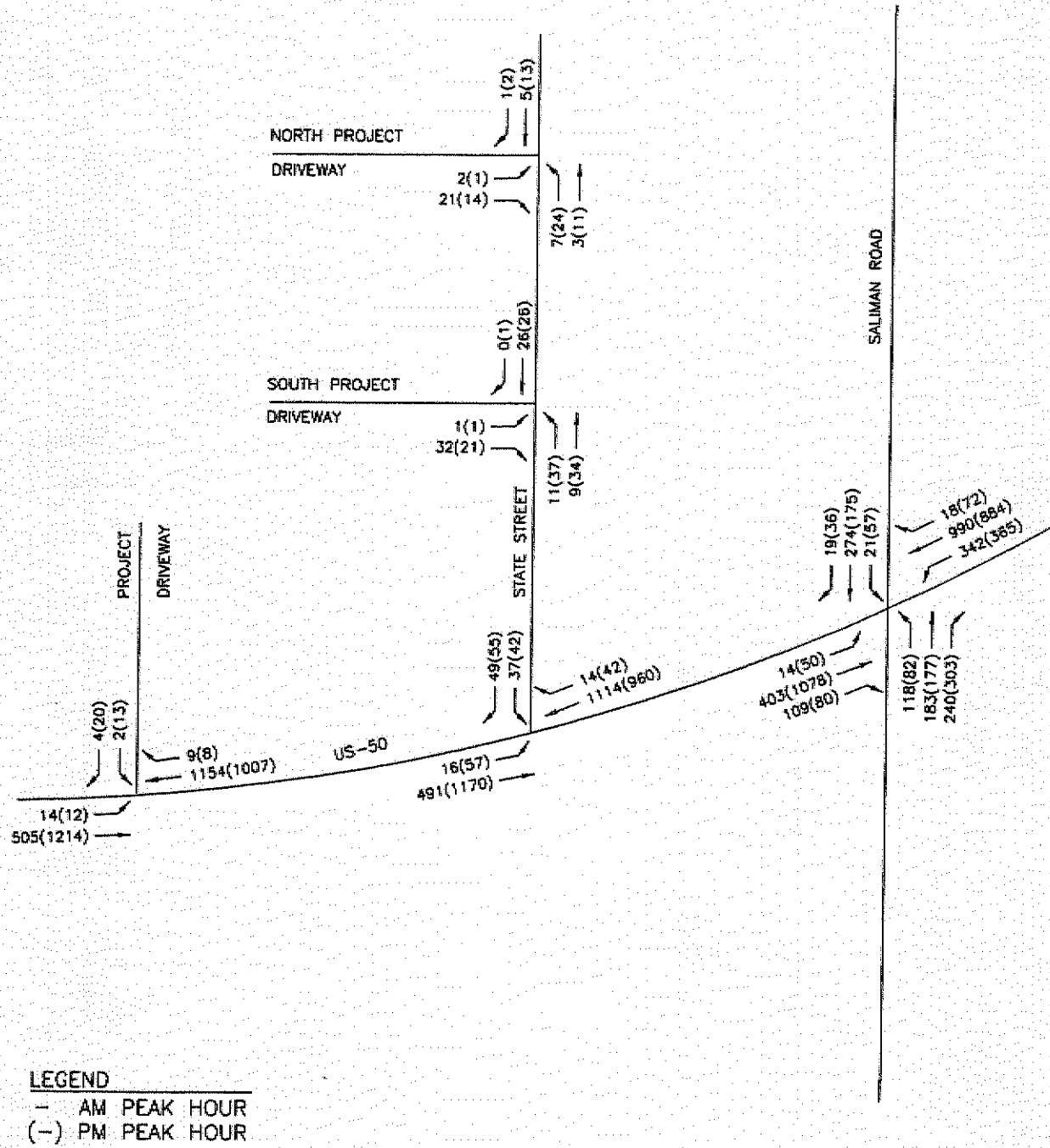


STATE STREET
PEAK HOUR PROJECT TRIP ASSIGNMENT
FIGURE 3

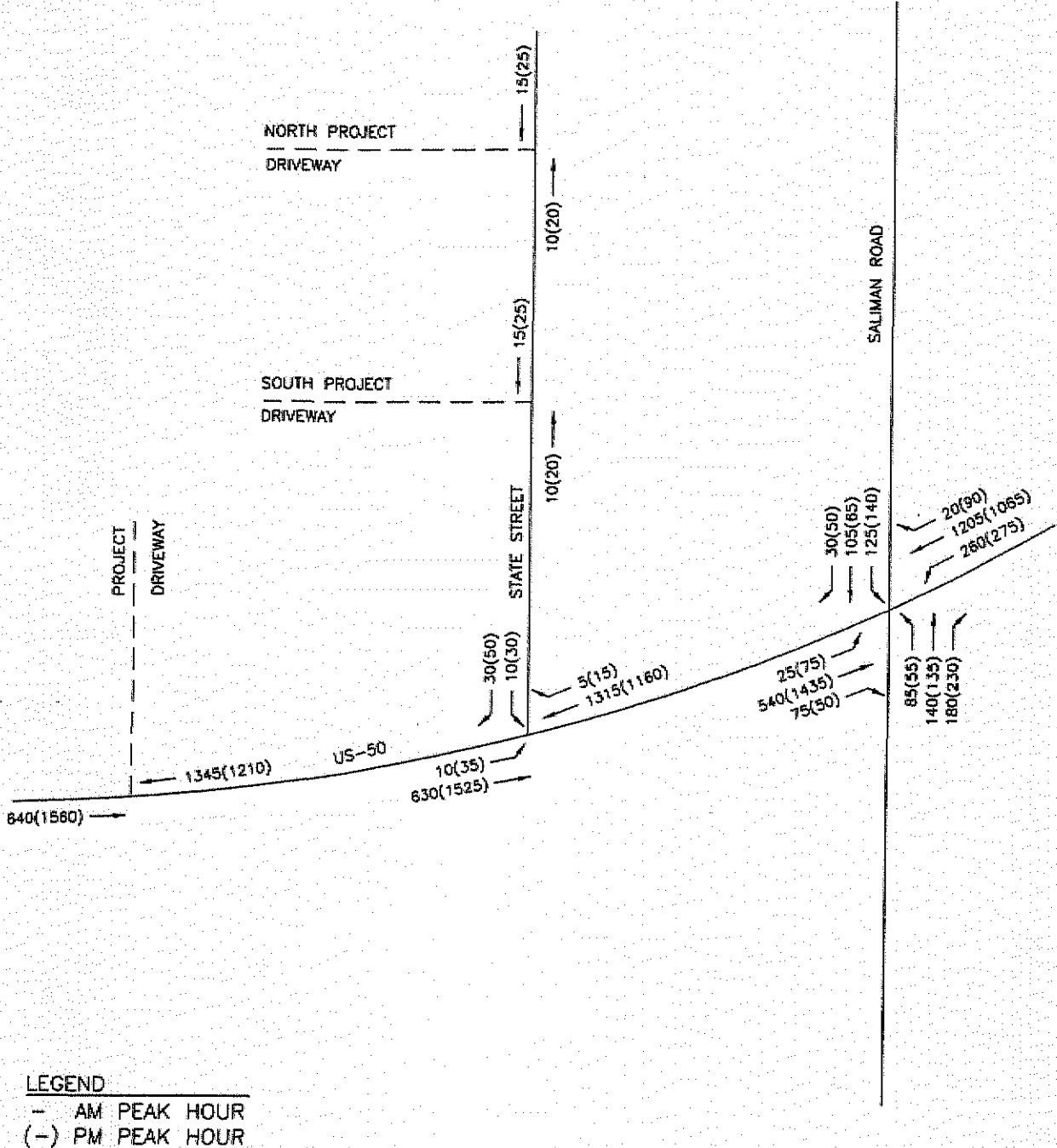


LEGEND
 — AM PEAK HOUR
 (-) PM PEAK HOUR

STATE STREET
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4

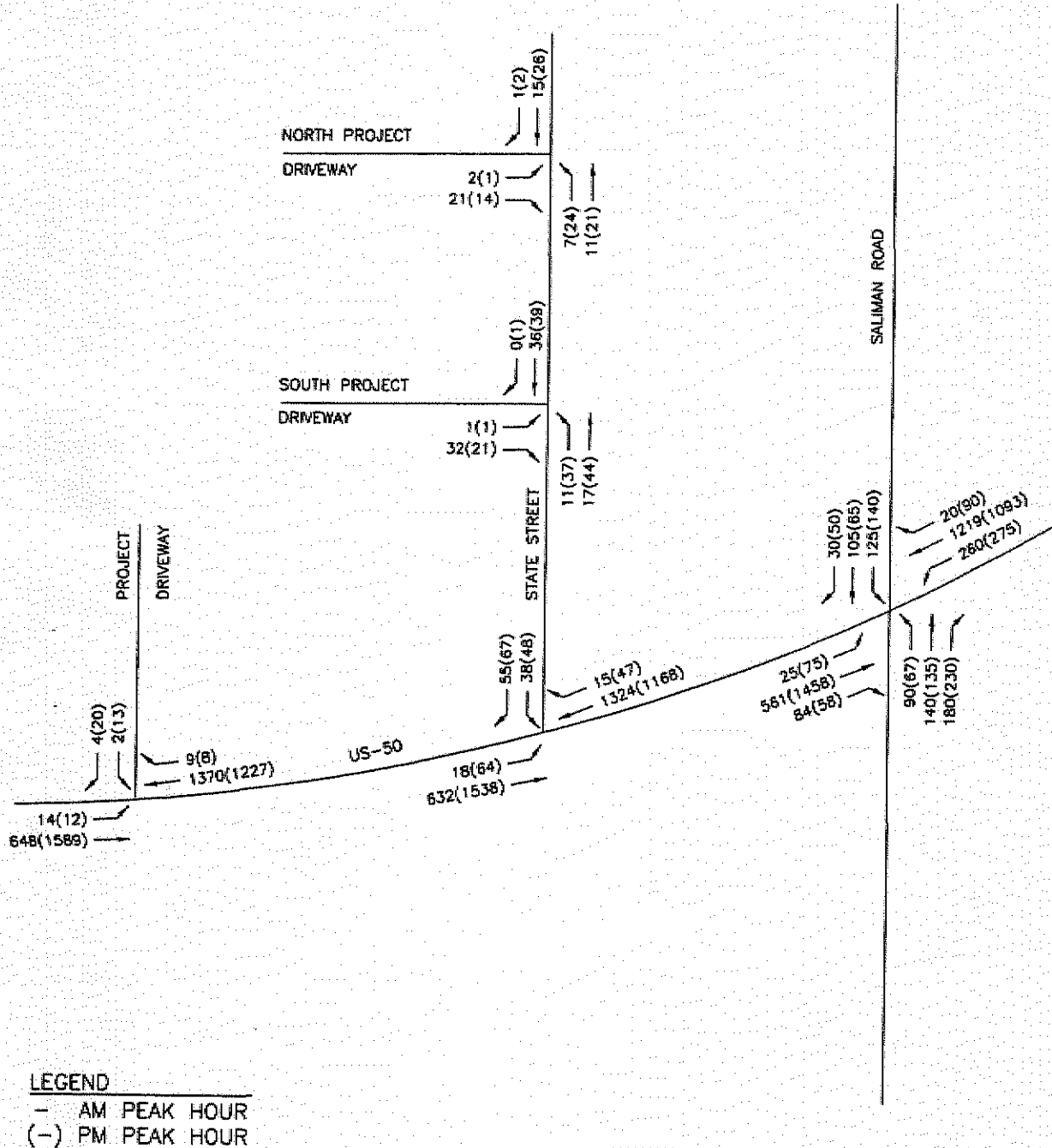


STATE STREET
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES
FIGURE 5



LEGEND
 - AM PEAK HOUR
 (-) PM PEAK HOUR

STATE STREET
2025 BACKGROUND TRAFFIC VOLUMES
FIGURE 6



STATE STREET
2025 BACKGROUND PLUS PROJECT TRAFFIC TRAFFIC
FIGURE 7

TABLE 2
LOS CRITERIA FOR UNSIGNALIZED INTERSECTIONS

<u>LEVEL OF SERVICE</u>	<u>DELAY RANGE (SEC/VEH)</u>
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

The "level of service" for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The signalized intersection "level of service" criteria are shown in Table 3.

TABLE 3
LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

<u>LEVEL OF SERVICE</u>	<u>CONTROL DELAY PER VEHICLE (SEC)</u>
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

A summary of "level of service" (LOS) operation for the key intersections in this study is shown in Table 4.

TABLE 4
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

<u>INTERSECTION</u>	<u>EXISTING</u>		<u>EXISTING + PROJECT</u>		<u>2025 BACKGROUND</u>		<u>2025 BACK. + PROJECT</u>	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
U.S. 50/Saliman Road Signalized	B16.2	B18.3	B16.3	B18.5	C22.8	C26.2	C22.9	C28.6
U.S. 50/State Street Unsignalized								
EB Left	B11.1	B10.5	B11.3	B11.0	B12.5	B11.9	B12.8	B12.6
SB Left/Right	C20.6	E38.4	E36.7	F88.3	D28.6	F139.8	F78.2	F461.3
U.S. 50/Project Driveway Unsignalized								
EB Left	N/A	N/A	B11.5	B10.7	N/A	N/A	B13.0	B12.0
SB Left/Right	N/A	N/A	C22.1	D32.6	N/A	N/A	D30.5	F67.5
State Street/North Project Driveway Unsignalized								
NB Left/Through	N/A	N/A	A7.2	A7.3	N/A	N/A	A7.3	A7.3
EB Left/Right	N/A	N/A	A8.4	A8.5	N/A	N/A	A8.5	A8.5
State Street/South Project Driveway Unsignalized								
NB Left/Through	N/A	N/A	A7.3	A7.3	N/A	N/A	A7.3	A7.4
EB Left/Right	N/A	N/A	A8.6	A8.6	N/A	N/A	A8.6	A8.6

U.S. 50/SALIMAN ROAD

The U.S. 50/Saliman Road intersection was analyzed as a signalized intersection for the existing, existing plus project, 2025 background and 2025 background plus project traffic volumes. The intersection currently operates at level of service B with a delay of 16.2 and 18.3 seconds per vehicle during the AM and PM peak hours, respectively. With the addition of project traffic, the intersection is anticipated to continue to operate at level of service B with intersection delays slightly increasing to 16.3 and 18.5 seconds per vehicle during the AM and PM peak hours, respectively. For the 2025 background traffic volumes, the intersection is anticipated to operate at level of service C with a delay of 22.8 and 26.2 seconds per vehicle during the AM and PM peak hours, respectively. For the 2025 background plus project traffic volumes, the intersection is anticipated to continue to operate at level of service C with intersection delays slightly increasing to 22.9 and 28.6 seconds per vehicle during the AM and PM peak hours, respectively. The intersection was analyzed with the existing approach lanes for all scenarios.

U.S. 50/STATE STREET

The U.S. 50/State Street intersection was analyzed as an unsignalized "T" intersection with stop sign control on the north State Street approach for all scenarios. The intersection critical movements currently operate at level of service C or better during the AM and PM peak hours with the exception of the southbound movements which operate at level of service E during the PM peak hour. With the addition of project traffic, the critical southbound movements operate at level of service E and F during the AM and PM peak hours, respectively, and the eastbound left movement operates at level of service B during the AM and PM peak hours. For the 2025 background traffic volumes, the critical southbound movements operate at level of service D and F during the AM and PM peak hours, respectively, and the eastbound left movement operates at level of service B during the AM and PM peak hours. For the 2025 background plus project traffic volumes, the critical southbound movements operate at level of service F and the eastbound left movement operates at level of service B during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios.

Peak hour traffic signal warrant #3 per the *Manual on Uniform Traffic Control Devices, 2003 Edition* (MUTCD) was subsequently reviewed at the U.S. 50/State Street intersection. The results of the warrant review indicate that the peak hour signal warrant appears to be met for the 2025 background plus project traffic volumes. However, the spacing of the U.S. 50/State Street intersection with the adjacent signalized U.S. 50/Saliman Road intersection does not meet Nevada Department of Transportation spacing requirements for signalized intersections. An alternate route for the State Street southbound left turn movements is provided via State Street and Long Street to the signalized U.S. 50/Saliman Road intersection.

U.S. 50/PROJECT DRIVEWAY

The U.S. 50/project driveway intersection was analyzed as an unsignalized "T" intersection with stop sign control on the north approach for the existing plus project and year 2025 background plus project traffic volumes. For the existing plus project traffic volumes, the critical intersection movements are anticipated to operate at level of service C or better with the exception of the critical southbound movements which operate at level of service D during the PM peak hour. For the year 2025 background plus project traffic volumes, the critical southbound movements are anticipated to operate at level of service D and F during the AM and PM peak hours, respectively, and the critical eastbound left turn movements at level of service B during the AM and PM peak hours. The intersection was analyzed with one left turn lane and two through lanes at the west approach, one through lane and one shared through-right turn lane at the east approach and a single lane from which all movements are made at the north approach. It is recommended that the project driveway contain one ingress lane, one left turn egress lane and one right turn egress lane at the intersection with U.S. 50.

Left turn storage requirements were reviewed at the west leg of the U.S. 50/project driveway intersection based on the unsignalized criteria of storing 3 minutes of waiting vehicles. Based on the

2025 background plus project traffic volumes, approximately 25 feet of storage length is needed at the west leg of the intersection based on a left turn volume of 14 vehicles during the AM peak hour. The west leg currently contains a center two-way left turn lane which is anticipated to serve existing plus project and year 2025 plus project traffic.

STATE STREET/NORTH PROJECT DRIVEWAY

The State Street/north project driveway intersection was analyzed as an unsignalized "T" intersection with stop sign control on the west approach for the existing plus project and year 2025 background plus project traffic volumes. For the existing plus project and 2025 background plus project traffic volumes, the intersection critical movements are anticipated to operate at level of service A during the AM and PM peak hours. The intersection was analyzed with one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach and one shared left turn-right turn lane at the west approach. It is recommended that the project driveway contain one ingress lane and one egress lane at the intersection with State Street.

STATE STREET/SOUTH PROJECT DRIVEWAY

The State Street/south project driveway intersection was analyzed as an unsignalized "T" intersection with stop sign control on the west approach for the existing plus project and year 2025 background plus project traffic volumes. For the existing plus project and 2025 background plus project traffic volumes, the intersection critical movements are anticipated to operate at level of service A during the AM and PM peak hours. The intersection was analyzed with one shared through-right turn lane at the north approach, one shared left turn-through lane at the south approach and one shared left turn-right turn lane at the west approach. It is recommended that the project driveway contain one ingress lane and one egress lane at the intersection with State Street.

TRAFFIC ACCIDENT REVIEW

Traffic accident summaries for the U.S. 50 intersections with Saliman Road and State Street were obtained from the Nevada Department of Transportation. The study for the U.S. 50/Saliman Road intersection was during the period of January, 2004 through December, 2005 and the study for the U.S. 50/State Street intersection was during the period of January, 2003 through December, 2005. The traffic accident data is included in the appendix. The accident summaries for each intersection are presented below:

U.S. 50/SALIMAN ROAD

Fifteen accidents occurred at this intersection during the study period. The accident types by severity were: 5 accidents due to angle collision, 5 accidents due to rear-end collision, 2 accidents due to

pedestrian, 2 accidents due to sideswipe Mtg and 1 accident due to pedal cycle. The contributing factors were: 2 accidents due to following too close, 4 accidents due to failure to yield, 2 accidents due to disregard control device, 2 accidents due to made improper turn and 1 accident due to unsafe lane change.

U.S. 50/STATE STREET

Three accidents occurred at this intersection during the study period. The accident types by severity were 1 accidents due to angle collision and 2 accidents due to left-turn collision. The contributing factors were 1 accident each due to failure to yield, D.U.I alcohol and unsafe lane change.

SITE PLAN REVIEW

A copy of the site plan for the State Street development is included in this submittal. It is anticipated that project access will be provided for the shopping center and office building from one driveway on U.S. 50 and two driveways for the single family dwelling units on State Street.

The proposed driveways on U.S. 50 were subsequently reviewed for spacing based on NDOT access management policy and Carson City intersection spacing policy. The NDOT access management standards indicate that corner clearance for unsignalized intersections shall be a minimum of 250 feet for a speed of 35 miles per hour on westbound U.S. 50. The Carson City intersection spacing policy indicates that driveways on arterial streets shall be spaced a minimum of 150 feet with a desired length of 245 feet for a speed of 35 miles per hour.

Driveways adjacent to the proposed project access on U.S. 50 include a driveway for an office building on the north side of U.S. 50 located ± 20 feet west of the project west boundary and a gated emergency-only driveway for Mills Park on the south side of U.S. 50 located ± 230 feet east of the project west boundary. Since the Mills Park driveway is a gated emergency access, it is not considered a conflicting driveway. The project driveway on U.S. 50 will be located ± 170 feet east of the project west boundary. The proposed project driveway will meet the Carson City intersection spacing policy.

The proposed driveways on State Street were subsequently reviewed for spacing based on Carson City intersection spacing policy. The Carson City intersection spacing policy indicates that driveways on local street shall be spaced a minimum of 50 feet. Driveways adjacent to the proposed project accesses on State Street include a small existing driveway on the east side of State Street located ± 40 feet north of the project south boundary. The project south driveway on State Street will be located ± 75 feet north of the project south boundary and the project north driveway on State Street will be located ± 195 feet north of the project south driveway. Therefore the proposed north project driveway on State Street will meet the Carson City intersection spacing policy and the proposed south project driveway on State Street will not meet the Carson City intersection spacing policy. However, it is anticipated that reasonable ingress and egress will be provided due to the very small traffic volumes at these driveways.

A field review of the existing sidewalk system showed that sidewalks exist along the north side of U.S. 50 except between State Street and the project west boundary. Sidewalks exist along the west side of State Street except between the project south boundary and the project north boundary. It is recommended that the project developers provide sidewalks along the project frontages on U.S. 50 and State Street.

The impact of the construction traffic during development of State Street project was reviewed. The amount of construction traffic cannot be exactly calculated but, based on our past experience, is anticipated to be less than the amount of traffic generated by the project at buildout.

Carson City's FY 05-06 Capital Improvement Plan does not provide any planned improvements for U.S. 50 and State Street in the vicinity of the project site.

RECOMMENDATIONS

Traffic generated by the proposed State Street development will have some impact on the adjacent roadways. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with Carson City and Nevada Department of Transportation requirements.

It is recommended that the project driveway on U.S. 50 contain one ingress lane, one left turn egress lane and one right turn egress lane.

It is recommended that the north and south project driveways on State Street contain one ingress lane and one egress lane.

It is recommended that the project developers provide sidewalks along the project frontages on U.S. 50 and State Street.

APPENDIX

STATE STREET
 Summary of Average Vehicle Trip Generation
 For 12,164 Th.Gr.Sq.Ft. of General Office Building
 June 26, 2006

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	134	17	2	3	15

	24 hour Two-Way Volume	Peak Hour	
		Enter	Exit
Saturday	29	3	2
Sunday	12	1	1

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

STATE STREET
 Summary of Average Vehicle Trip Generation
 For 9,324 T.G.L.A. of Shopping Center
 June 26, 2006

	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	400	6	4	17	18

	24 hour Two-Way Volume	Peak Hour	
		Enter	Exit
Saturday	466	24	22
Sunday	235	14	15

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

State Street
 Summary of Average Vehicle Trip Generation
 For 100 Dwelling Units of Single Family Detached Housing
 June 26, 2006

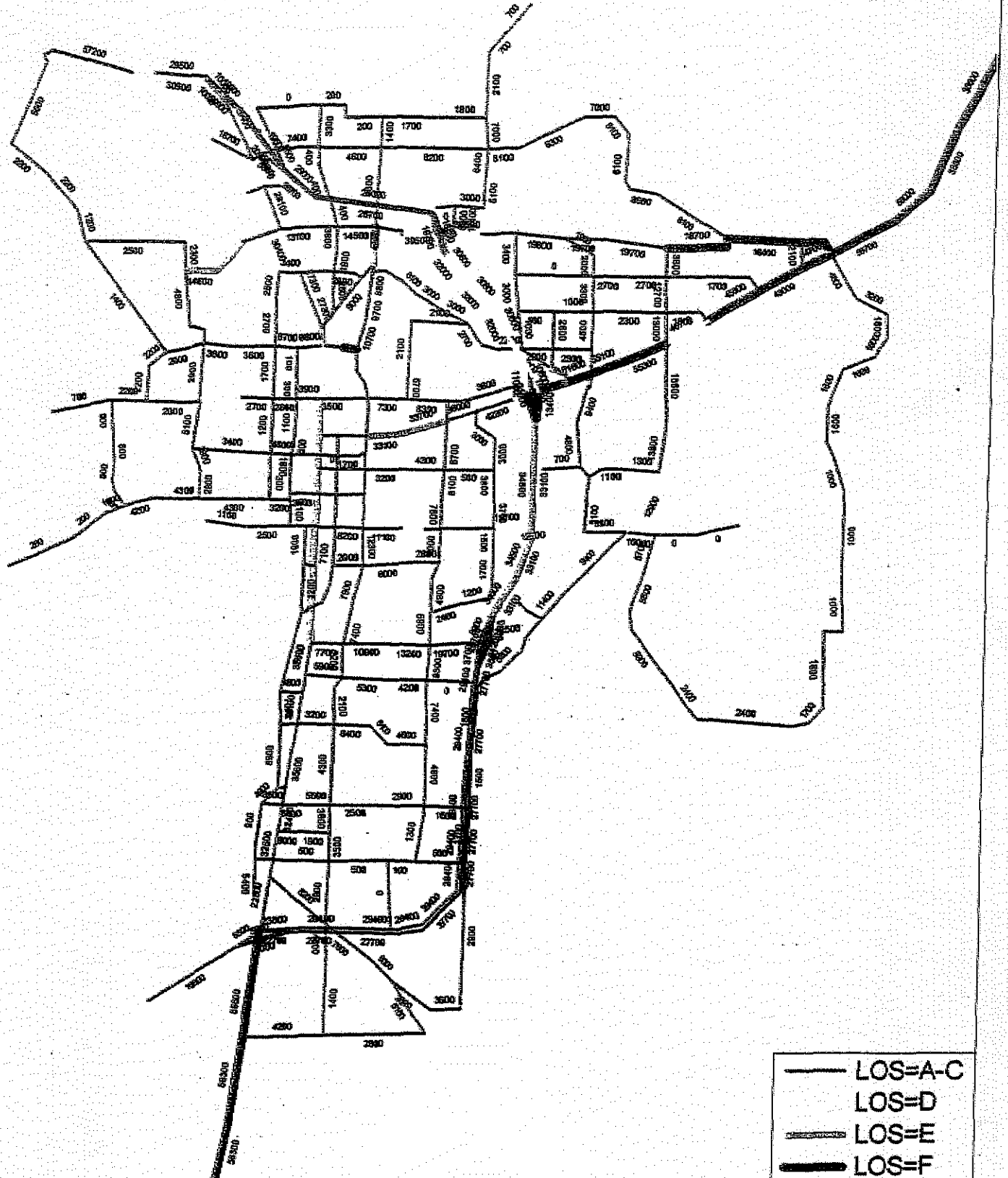
	24 Hour Two-Way Volume	7-9 AM Pk Hour		4-6 PM Pk Hour	
		Enter	Exit	Enter	Exit
Average Weekday	957	19	56	64	37

	24 hour Two-Way Volume	Peak Hour	
		Enter	Exit
Saturday	1010	51	43
Sunday	878	46	40

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Figure 4
2025 Daily Traffic Volumes and Roadway Levels of Service
With Changes in Specific Plan Areas



HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: AM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Existing
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	14	382	100	342	976	18	113	183	240	21	274	19
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			15			3			36			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds			X		Peds	X		
WB Left	A	A			SB Left	A		
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds			X		Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	7.0	23.0			12.0		
Yellow	4.0	0.0	4.0			4.0		
All Red	1.0	0.0	1.0			1.0		

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	172	3437	0.09	0.05	27.4	C		
T	1360	3547	0.30	0.38	13.0	B	13.3	B
R	596	1554	0.15	0.38	12.2	B		
Westbound								
L	859	3437	0.42	0.25	19.2	B		
T	1774	3547	0.58	0.50	11.0	B	13.1	B
R	778	1555	0.02	0.50	7.6	A		
Northbound								
L	210	1050	0.57	0.20	25.2	C		
TR	645	3224	0.63	0.20	24.0	C	24.3	C
Southbound								
L	167	834	0.13	0.20	20.1	C		
TR	702	3512	0.43	0.20	21.5	C	21.4	C

Intersection Delay = 16.2 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: PM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Existing
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	50	1055	72	365	856	72	70	177	303	57	175	36
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			11			11			46			4

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds			X		Peds	X		
WB Left	A	A			SB Left	A		
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds			X		Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	7.0	23.0		12.0			
Yellow	4.0	0.0	4.0		4.0			
All Red	1.0	0.0	1.0		1.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	172	3437	0.31	0.05	28.5	C		
T	1360	3547	0.82	0.38	20.6	C	20.5	C
R	596	1554	0.11	0.38	12.0	B		
Westbound								
L	859	3437	0.45	0.25	19.4	B		
T	1774	3547	0.51	0.50	10.3	B	12.8	B
R	778	1555	0.08	0.50	7.9	A		
Northbound								
L	228	1141	0.32	0.20	21.4	C		
TR	637	3184	0.72	0.20	26.3	C	25.6	C
Southbound								
L	145	727	0.41	0.20	22.8	C		
TR	690	3450	0.32	0.20	20.8	C	21.2	C

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: AM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Existing + Project
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	14	403	109	342	990	18	118	183	240	21	274	19
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			16			3			36			3

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds			X		Peds	X		
WB Left	A	A			SB Left	A		
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds			X		Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	7.0	23.0		12.0			
Yellow	4.0	0.0	4.0		4.0			
All Red	1.0	0.0	1.0		1.0			

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	172	3437	0.09	0.05	27.4	C		
T	1360	3547	0.31	0.38	13.1	B	13.3	B
R	596	1554	0.16	0.38	12.3	B		
Westbound								
L	859	3437	0.42	0.25	19.2	B		
T	1774	3547	0.59	0.50	11.1	B	13.1	B
R	778	1555	0.02	0.50	7.6	A		
Northbound								
L	210	1050	0.59	0.20	26.1	C		
TR	645	3224	0.63	0.20	24.0	C	24.5	C
Southbound								
L	167	834	0.13	0.20	20.1	C		
TR	702	3512	0.43	0.20	21.5	C	21.4	C

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: PM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Existing + Project
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	50	1078	80	365	884	72	82	177	303	57	175	36
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			12			11			46			6

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds			X		Peds	X		
WB Left	A	A			SB Left	A		
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds			X		Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	7.0	23.0			12.0		
Yellow	4.0	0.0	4.0			4.0		
All Red	1.0	0.0	1.0			1.0		

Cycle Length: 60.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	172	3437	0.31	0.05	28.5	C		
T	1360	3547	0.83	0.38	21.4	C	21.2	C
R	596	1554	0.12	0.38	12.1	B		
Westbound								
L	859	3437	0.45	0.25	19.4	B		
T	1774	3547	0.52	0.50	10.5	B	12.8	B
R	778	1555	0.08	0.50	7.9	A		
Northbound								
L	229	1143	0.38	0.20	21.8	C		
TR	637	3184	0.72	0.20	26.3	C	25.6	C
Southbound								
L	145	727	0.41	0.20	22.8	C		
TR	691	3455	0.31	0.20	20.7	C	21.2	C

Intersection Delay = 18.5 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: AM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Year 2025
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	25	540	75	260	1205	20	85	140	180	125	105	30
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			14			4			23			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
WB Left	A	A			SB Left	A	A	
Thru		A	A		Thru	A	A	
Right		A	A		Right	A	A	
Peds			X		Peds		X	
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	3.0	32.0		6.0	1.0	10.0	
Yellow	4.0	0.0	4.0		4.0	0.0	4.0	
All Red	1.0	0.0	1.0		1.0	0.0	1.0	

Cycle Length: 75.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
Eastbound								
L	137	3437	0.19	0.04	35.5	D		
T	1513	3547	0.38	0.43	14.8	B	15.5	B
R	663	1555	0.10	0.43	12.9	B		
Westbound								
L	504	3437	0.54	0.15	30.9	C		
T	1655	3547	0.77	0.47	18.8	B	20.9	C
R	726	1555	0.02	0.47	10.8	B		
Northbound								
L	142	1770	0.63	0.08	41.9	D		
TR	428	3212	0.73	0.13	37.4	D	38.4	D
Southbound								
L	283	1770	0.47	0.16	29.8	C		
TR	502	3426	0.27	0.15	28.7	C	29.3	C

Intersection Delay = 22.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: PM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Year 2025
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	75	1435	50	275	1065	90	55	135	230	140	65	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			12			14			29			8

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
WB Left	A	A			SB Left	A	A	
Thru		A	A		Thru		A	A
Right		A	A		Right		A	A
Peds			X		Peds			X
NB Right					EB Right			
SB Right					WB Right			
Green	4.0	1.0	35.0		4.0	1.0	10.0	
Yellow	4.0	0.0	4.0		4.0	0.0	4.0	
All Red	1.0	0.0	1.0		1.0	0.0	1.0	

Cycle Length: 75.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	183	3437	0.43	0.05	36.0	D		
T	1655	3547	0.91	0.47	26.7	C	26.8	C
R	726	1556	0.06	0.47	11.0	B		
Westbound								
L	458	3437	0.63	0.13	33.6	C		
T	1703	3547	0.66	0.48	15.8	B	18.9	B
R	747	1556	0.11	0.48	10.8	B		
Northbound								
L	94	1770	0.62	0.05	46.4	D		
TR	422	3168	0.84	0.13	45.7	D	45.8	D
Southbound								
L	236	1770	0.62	0.13	35.8	D		
TR	484	3298	0.23	0.15	28.5	C	32.6	C

Intersection Delay = 26.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: AM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Year 2025 + Project
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	25	561	84	260	1219	20	90	140	180	125	105	30
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			13			3			27			5

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
WB Left	A	A			SB Left	A	A	
Thru		A	A		Thru	A	A	
Right		A	A		Right	A	A	
Peds			X		Peds		X	
NB Right					EB Right			
SB Right					WB Right			
Green	3.0	3.0	32.0		6.0	1.0	10.0	
Yellow	4.0	0.0	4.0		4.0	0.0	4.0	
All Red	1.0	0.0	1.0		1.0	0.0	1.0	

Cycle Length: 75.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	137	3437	0.19	0.04	35.5	D		
T	1513	3547	0.39	0.43	15.0	B	15.5	B
R	663	1555	0.11	0.43	13.0	B		
Westbound								
L	504	3437	0.54	0.15	30.9	C		
T	1655	3547	0.78	0.47	19.1	B	21.1	C
R	726	1555	0.02	0.47	10.8	B		
Northbound								
L	142	1770	0.67	0.08	45.0	D		
TR	429	3216	0.72	0.13	36.9	D	38.8	D
Southbound								
L	283	1770	0.47	0.16	29.8	C		
TR	502	3426	0.27	0.15	28.7	C	29.3	C

Intersection Delay = 22.9 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: Thiva
 Agency: Solaegui Engineers
 Date: 6/26/2006
 Period: PM Peak Hour
 Project ID: State Street
 E/W St: U.S. 50

Inter.: U.S. 50/Saliman Road
 Area Type: All other areas
 Jurisd: NDOT/Carson City
 Year : Year 2025 + Project
 N/S St: Saliman Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	0	1	2	0
LGConfig	L	T	R	L	T	R	L	TR		L	TR	
Volume	75	1458	58	275	1093	90	67	135	230	140	65	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			9			14			35			8

Duration 0.25 Area Type: All other areas
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
WB Left	A	A			SB Left	A	A	
Thru		A	A		Thru		A	A
Right		A	A		Right		A	A
Peds			X		Peds			X
NB Right					EB Right			
SB Right					WB Right			
Green	4.0	1.0	34.0		5.0	1.0	10.0	
Yellow	4.0	0.0	4.0		4.0	0.0	4.0	
All Red	1.0	0.0	1.0		1.0	0.0	1.0	

Cycle Length: 75.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	183	3437	0.43	0.05	36.0	D		
T	1608	3547	0.95	0.45	33.0	C	32.5	C
R	705	1555	0.07	0.45	11.6	B		
Westbound								
L	458	3437	0.63	0.13	33.6	C		
T	1655	3547	0.70	0.47	17.1	B	19.9	B
R	726	1555	0.11	0.47	11.3	B		
Northbound								
L	118	1770	0.60	0.07	42.4	D		
TR	423	3173	0.82	0.13	43.8	D	43.5	D
Southbound								
L	260	1770	0.57	0.15	32.6	C		
TR	484	3298	0.23	0.15	28.5	C	30.9	C

Intersection Delay = 28.6 (sec/veh) Intersection LOS = C

TWO-WAY STOP CONTROL SUMMARY

Analyst: Thiva
 Agency/Co.: Solaegui Engineers
 Date Performed: 6/26/2006
 Analysis Time Period: PM Peak Hour
 Intersection: U.S. 50/State Street
 Jurisdiction: NDOT/Carson City
 Units: U. S. Customary
 Analysis Year: 2025 Background
 Project ID: State Street
 East/West Street: U.S. 50
 North/South Street: State Street
 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	1525			1160	15
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	36	1605			1221	15
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	TWLTL				/ 0	
RT Channelized?						
Lanes Configuration	1 L	2 T			2 T	0 TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				30		50
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				31		52
Percent Heavy Vehicles				2		2
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage				/		No /
Lanes Configuration				0	0	LR

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1 L	4	7	8	9	10	11 12 LR
v (vph)	36						83
C(m) (vph)	559						95
v/c	0.06						0.87
95% queue length	0.21						4.88
Control Delay	11.9						139.8
LOS	B						F
Approach Delay							139.8
Approach LOS							F

TWO-WAY STOP CONTROL SUMMARY

Analyst: Thiva
 Agency/Co.: Solaegui Engineers
 Date Performed: 6/26/2006
 Analysis Time Period: AM Peak Hour
 Intersection: U.S. 50/State Street
 Jurisdiction: NDOT/Carson City
 Units: U. S. Customary
 Analysis Year: 2025 Background + Project
 Project ID: State Street
 East/West Street: U.S. 50
 North/South Street: State Street
 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	18	632			1324	15
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	18	665			1393	15
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	TWLTL			/ 0		
RT Channelized?						
Lanes Configuration	1 L	2 T			2 T	0 TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				38		55
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				40		57
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes Configuration				0	0	LR

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1 L	4	7	8	9	10	11 12 LR
v (vph)	18						97
C(m) (vph)	481						137
v/c	0.04						0.71
95% queue length	0.12						4.03
Control Delay	12.8						78.2
LOS	B						F
Approach Delay							78.2
Approach LOS							F

TWO-WAY STOP CONTROL SUMMARY

Analyst: Thiva
 Agency/Co.: Solaegui Engineers
 Date Performed: 6/26/2006
 Analysis Time Period: PM Peak Hour
 Intersection: U.S. 50/Project Driveway
 Jurisdiction: NDOT/Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: State Street
 East/West Street: U.S. 50
 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	12	1214			1007	8
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	12	1277			1060	8
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	TWLTL				/ 0	
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach Movement	Northbound				Southbound	
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				13		20
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				13		21
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	11 12
Lane Config	L						LR
v (vph)	12						34
C(m) (vph)	648						164
v/c	0.02						0.21
95% queue length	0.06						0.75
Control Delay	10.7						32.6
LOS	B						D
Approach Delay							32.6
Approach LOS							D

TWO-WAY STOP CONTROL SUMMARY

Analyst: Thiva
 Agency/Co.: Solaegui Engineers
 Date Performed: 6/26/2006
 Analysis Time Period: AM Peak Hour
 Intersection: State Street/North Driveway
 Jurisdiction: NDOT/Carson City
 Units: U. S. Customary
 Analysis Year: Existing + Project
 Project ID: State Street
 East/West Street: North Project Driveway
 North/South Street: State Street
 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	7	3			5	1
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	7	3			5	1
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage RT Channelized?	Undivided /					
Lanes Configuration	0	1			1	0
Upstream Signal?		LT			No	TR

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				2		21
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				2		22
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/	No	/
Lanes Configuration				0	0	LR

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	Westbound			Eastbound			
	NB 1 LT	SB 4	7	8	9	10 11 LR	12
v (vph)	7					24	
C(m) (vph)	1615					1069	
v/c	0.00					0.02	
95% queue length	0.01					0.07	
Control Delay	7.2					8.4	
LOS	A					A	
Approach Delay						8.4	
Approach LOS						A	

TWO-WAY STOP CONTROL SUMMARY

Analyst: Thiva
 Agency/Co.: Solaegui Engineers
 Date Performed: 6/26/2006
 Analysis Time Period: AM Peak Hour
 Intersection: State Street/North Driveway
 Jurisdiction: NDOT/Carson City
 Units: U. S. Customary
 Analysis Year: 2025 + Project
 Project ID: State Street
 East/West Street: North Project Driveway
 North/South Street: State Street
 Intersection Orientation: NS
 Study period (hrs): 0.25

Major Street: Approach Movement	Vehicle Volumes and Adjustments Northbound				Southbound	
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	7	11			15	1
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	7	11			15	1
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided				/	
RT Channelized?						
Lanes Configuration	0	1			1	0
Upstream Signal?	LT				TR	
	No				No	

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume				2		21
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				2		22
Percent Heavy Vehicles				2		2
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	/			/		
Lanes Configuration				0	0	No /
				LR		

Approach Movement Lane Config	Delay, Queue Length, and Level of Service					
	NB 1 LT	SB 4	Westbound 7 8 9			Eastbound 10 11 12 LR
v (vph)	7					24
C(m) (vph)	1602					1054
v/c	0.00					0.02
95% queue length	0.01					0.07
Control Delay	7.3					8.5
LOS	A					A
Approach Delay						8.5
Approach LOS						A

