

## STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF MARCH 27, 2019

FILE NO: SUP-18-178

AGENDA ITEM: E-1

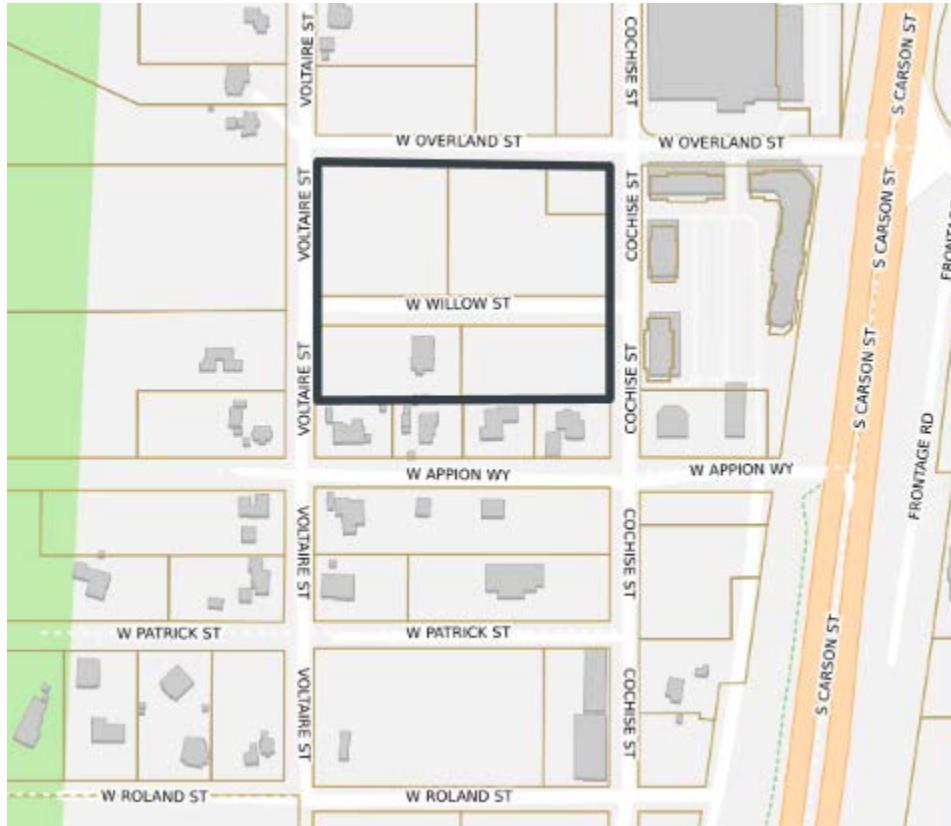
STAFF CONTACT: Hope Sullivan, Planning Manager

**AGENDA TITLE: SUP-18-178** For Possible Action: Discussion and possible action regarding a Special Use Permit for eight apartment buildings with 143 total dwelling units. The subject property is located in the Retail Commercial zoning district at 4530 and 4580 Cochise Street, APN's 009-265-01, -02, -03, 009-287-06 and -07. (Hope Sullivan, hsullivan@carson.org)

**STAFF SUMMARY:** The applicant is seeking approval to construct 143 apartments consisting of 27 one bedroom, 100 two bedroom and 16 three bedroom units. There will be 76 garages and 196 surface parking spaces, a club house and a swimming pool. The Planning Commission has the authority to approve a Special Use Permit.

**RECOMMENDED MOTION:** I move to approve SUP-18-178, based on the ability to make the required findings, and subject to the conditions of approval.

### VICINITY MAP:



**RECOMMENDED CONDITIONS OF APPROVAL:**

1. All development shall be substantially in accordance with the attached site development plan.
2. All on and off-site improvements shall conform to City standards and requirements.
3. The use for which this permit is approved shall commence within twelve (12) months of the date of final approval. A single, one (1) year extension of time must be requested in writing to the Planning and Community Development Department thirty (30) days prior to the one (1) year expiration date. Should this permit not be initiated within one (1) year and no extension granted, the permit shall become null and void.
4. The applicant must sign and return the Notice of Decision for conditions of approval within ten (10) days of receipt of notification. If the Notice of Decision is not signed and returned within ten (10) days, then the item may be rescheduled for the next Planning Commission meeting for further considerations.
5. An exhibit demonstrating compliance with the open space requirements, and an exhibit indicating programming of open space areas shall be included in the application for a site improvement permit. On site programming must be designed to meet the needs of the residents.
6. The club house and swimming pool must be completed prior to the issuance of a Certificate of Occupancy for the second apartment building.
7. As part of the site improvement permit application, the applicant shall submit a detailed landscape plan demonstrating compliance with both Division 3 and Division 7 of the Development Standards. The landscape plan shall include a six foot solid wall and dense landscaping that will reach a maturity height of at least six feet along the southern property line. The landscape plan shall also include the proposed streetscape design along Cochise Street.
8. The wall and landscaping along the southern property line must be installed prior to issuance of a certificate of occupancy on the first building.
9. A photometric survey will be submitted with the site improvement plans demonstrating that lighting is not spilling over onto residential properties or onto Voltaire Street.
10. The Special Use Permit is only approved if the applicant obtains approval from the Board of Supervisors to abandon Willow Street.
11. The public storm drain on the west side of the site that must be perpetuated to the east. This would ideally remain in City right-of-way. City storm mains must be extended to the NDOT channel as is proposed.
12. Half street improvements will be required along the W Overland frontage and Voltaire Street frontage to meet the standard detail for Roadway Section Urban Streets. Street improvements along the Cochise frontage will be required to meet the standard detail for a 3-lane urban collector with center two-way turn lane, bike lanes and no parking.
13. The sewer main must be extended up W Overland St. to Voltaire St.

14. A water main connecting the main in Voltaire St. and Cochise St. will be required in Overland St. This will require a pressure relief valve (PRV) in Overland.
15. Prior to the issuance of a construction permit, the applicant shall enter into an improvement agreement to pay for 7% of the cost required to install a traffic control signal at S. Carson Street/Appion Way, in an amount not to exceed \$84,000. The surety for this agreement must be in the form of cash, and shall be used by the City to pay for the design/construction of a traffic control signal or traffic control device, or held for a period of no less than 15 years. If the funds are not utilized for said traffic control signal within 15 years, the cash shall be released.
16. In accordance with Carson City Development Standards, A water main analysis must be submitted with the construction plans. The capacity of the booster pump station must be analyzed with this submittal.
17. Drive aisles in parking areas must meet Carson City Standard Detail for drive aisle width.
18. Water mains must have an appropriate backflow preventer located at the property line.
19. All retaining walls greater than 4 feet in height must be engineered and meet geotechnical recommendations.
20. The erosion control plan sheet must detail how dust and stormwater erosion will be prevented.
21. Care must be taken to minimize sewer slopes to ensure that maximum velocities are not surpassed.
22. Parking lot stalls are not in compliance with City standards. Parking lot will need to adhere to all City approved details and development standards.
23. The current site layout connects two pressure zones. These pressure zones must remain isolated and the water main analysis must be updated as necessary.
24. Water meters should be located as close to the property line as is practicable.
25. A technical drainage study must be submitted with the site improvement plans. The technical drainage study must give calculations for sizing of all culverts, storm drains and rip rap.
26. The Carson City Unified Pathways Master Plan (UPMP) identifies Cochise Street for on-street bike lanes. The applicant will be required to provide on-street bike lanes in the design for their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Cochise Street.
27. Chapter 7 in the UPMP provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development and between the project site and the City's existing sidewalk system. The design for the project's internal sidewalk system, including pedestrian cross walks must be approved by Development Engineering and the Parks, Recreation & Open Space Department.
28. The Carson City Parks and Recreation Master Plan identifies the need for a park in Neighborhood #9. The applicant will be required to identify what additional outdoor

recreation amenities (besides the clubhouse and pool) that are being provided for the development's residents. These additional amenities (ex. picnic tables, grills, shade structure, benches) will be evaluated during the development of the site implementation plans. The applicant will be required to demonstrate that these outdoor amenities can sufficiently address the development's recreational needs for its resident's demographics. The Parks, Recreation & Open Space Department will evaluate these amenities to confirm that the development will not be increasing the need for additional recreation amenities in the adjacent neighborhood.

29. The development will be subject to the collection of Residential Construction Tax (RCT), compliant with the Nevada Revised Statutes and Carson City Municipal Code (CCMC 15.60).
30. The applicant will be required to maintain the project's proposed clubhouse, pool, and any outdoor recreational amenities in perpetuity.
31. The applicant will be required to maintain all common landscape and open space areas within the development, including any landscaping in the street(s) right-of-ways.
32. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project.
33. Carson City is now Bee Friendly USA City #76. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. The Parks, Recreation & Open Space Department is willing to provide the applicant's design team with a recommended tree and shrub species list. Also, the project's remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.
34. The site improvement plans shall include construction of All-Way Stop controls at the Cochise Street / Appion Way intersection. This improvement must be constructed prior to the first certificate of occupancy.
35. The site improvement plans shall include striping a crosswalk on the south leg of the Cochise Street / Overland intersection to increase pedestrian safety to/from the project. This crosswalk must be completed prior to the first certificate of occupancy.

**LEGAL REQUIREMENTS:** CCMC 18.02.080 (Special Use Permits), CCMC 18.04.130 (Retail Commercial (RC); Development Standards 1.18 (Residential development standards in non-residential districts)

**MASTER PLAN DESIGNATION:** Community Regional Commercial (C/RC)

**PRESENT ZONING:** Retail Commercial (RC)

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

**SURROUNDING ZONING AND LAND USE INFORMATION:**

EAST: General Commercial (GC)/ Commercial Development

WEST: Single Family One Acre (SF1A) / Single Family Residential and Vacant

SOUTH: Single Family One Acre (SF1A) and Retail Commercial (RC) / Single Family Residential and vacant

NORTH: Single Family One Acre and Retail Commercial (approved for Multi-Family Apartment Planned Unit Development) / Vacant

**ENVIRONMENTAL INFORMATION:**

FLOOD ZONE: Zone X (Areas of minimal flooding)

EARTHQUAKE FAULT: Moderate, zone 3

SLOPE/DRAINAGE: Site is not considered Hillside

**SITE DEVELOPMENT INFORMATION:**

LOT SIZE (acres): 6.67 acres

NUMBER OF UNITS: 143 units – 27 one bedroom, 100 two bedroom, 16 three bedroom

PARKING: 272 spaces (1.9 per space)

VARIANCES REQUESTED: None

**PREVIOUS REVIEW:**

ZMA-18-156: Amendment to the zoning map to zone the property Retail Commercial

**DISCUSSION:**

The proposed project is subject to a Special Use Permit because Multi-Family Dwellings are a conditional use in the Retail Commercial zoning district. Note that in addition to meeting the requirements in the Retail Commercial zoning district, the development must also comply with the provisions of 1.19 of the Development Standards (Residential Development Standards in Non-Residential Districts).

The subject property is 6.67 acres, comprised of five lots and a portion of Willow Street. The subject property has frontage on Voltaire Street, West Overland Street, and Cochise Street. There is currently a single family home on the property, which is proposed to be demolished. The development relies on the abandonment of a portion of Willow Street, and the applicant has submitted an application to abandon a portion of Willow Street. Staff has included a condition of approval that the Special Use Permit is not in effect until the applicant obtains Board approval of the abandonment of Willow Street. Due to a topographical change, Willow Street does not connect to Voltaire Street.

The applicant proposes to take access from Cochise Street and West Overland Street. Cochise Street is designated by the Regional Transportation Commission as a collector.

The applicant is proposing landscaping along the Cochise Street frontage that will duplicate the streetscape on the east side by utilizing the same columnar deciduous street tree layout with evergreen trees to frame the driveway access points. Per the applicant, "duplicating this landscape concept will create a uniform street theme along this portion of Cochise Street."

The applicant is proposing a 143 unit apartment complex consisting of 27 one bedroom units, 100 two bedroom units, and 16 three bedroom units. Buildings are proposed to be three stories, with an overall height of 35 feet. Note the RC zoning district allows for a height of 45 feet. In general, the design will include a garage on the first floor, with the living units on the second and third floors. Building materials will be stucco (colors: ivory mist and wild truffle) and six inch horizontal cement fiber siding painted "mulled cider."

There are proposed to be 76 garage parking spaces, and 196 surface spaces, yielding 1.9 spaces per unit. This formula is consistent with the parking requirements for apartments published by the Institute of Transportation Engineers.

The applicant proposes 1.94 acres of open space, where .82 acres is required based on the unit count. The applicant is proposing a swimming pool, a club house, and a recreation area. The site includes an interconnected pathway system to make access to the community facilities convenient.

**PUBLIC COMMENTS:** Public notices were mailed to 36 property owners within 600 feet of the subject site (minimum distance required 600 feet) on March 12, 2019. As of the writing of this report, two letters in opposition have been received. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on March 27, 2019, depending on the date of submission of the comments to the Planning Division.

**OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS:**

Plans were routed to various City agencies, and the following comments were received.

**Fire Department**

1. Project must comply with the 2018 IFC and northern Nevada fire code amendments.
2. Sheet C1.0 and page labeled "preliminary site map" in section 3 conflict. Sheet C1.0 road and drive aisles are compliant but the one labeled "preliminary site plan" is not.
3. The hydrant spacing shown doesn't comply with fire code requirements: spacing on W. Overland is too far apart per IFC Appendix C, hydrant spacing to various buildings doesn't comply with IFC 507.5.1.
4. IFC Appendix C102.2 as amended requires an FDC within 100' of a fire hydrant. Those hydrants are not shown.
5. SUP application has incorrect APN numbers.

**Engineering Department**

The Engineering Division has no preference or objection to the special use request provided that the following conditions are met:

- The applicant must obtain Board approval of abandonment of right way shown in application AB-157.
- There is a public storm drain on the west side of the site that must be perpetuated to the east. This would ideally remain in City right-of-way. City storm mains must be extended to the NDOT channel as is proposed.
- Half street improvements will be required along the W Overland frontage and Voltaire Street frontage to meet the standard detail for Roadway Section Urban Streets. Street improvements along the Cochise frontage will be required to meet the standard detail for a 3-lane urban collector with center two-way turn lane, bike lanes and no parking.
- The sewer main must be extended up W Overland St. to Voltaire St.
- A water main connecting the main in Voltaire St. and Cochise St. will be required in Overland St. This will require a PRV in Overland.

- The applicant shall be responsible to enter into an improvement agreement to pay for 7% of the cost required to install a traffic control signal at S. Carson Street/Appion Way, in an amount not to exceed \$84,000. The surety for this agreement must be in the form of cash, and shall be used by the City to pay for the design/construction of a traffic control signal or traffic control device, or held for a period of no less than 15 years. If the funds are not utilized for said traffic control signal within 15 years, the cash shall be released.
- In accordance with Carson City Development Standards, A water main analysis must be submitted with the construction plans. The capacity of the booster pump station must be analyzed with this submittal.

#### **ENGINEERING DISCUSSION:**

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

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

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

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

Development Engineering has no comment on this finding.

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

The existing infrastructure and proposed drive aisles are sufficient to provide safe access and circulation if conditions are met. Per MUTCD 2009, Section 4c.04 Warrant 3, Peak Hour, the need for a traffic control signal shall be considered if all 3 conditions exist under subsection 3.A. All three conditions are met per the submitted traffic peak volumes for 2040 at the intersection of Carson St and Appion Way. The peak hour impacted traffic by this proposed development as documented in the Traffic Impact Analysis indicates an increase of 7 peak-hour vehicles on the same minor street approach (Appion Way). This represents 7% of the volume warrant given in 4C.04, Figure 4C-4 (<https://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm>). The cost of a traffic signal at this location is currently estimated at \$1,200,000. Prior to issuance of a development permit, the applicant shall be responsible to enter into an improvement agreement to pay for 7% of the cost required to install a traffic control signal or traffic control device at S. Carson Street/Appion Way, in an amount not to exceed \$84,000. The surety for this agreement must be in the form of cash, and shall be used by the City to pay for the design/construction of a traffic control signal or other traffic control device, or held for a period of no less than 15 years. If the funds are not utilized for said traffic control signal within 15 years, the cash shall be released.

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

Existing facilities appear to be adequate for this project. The following should be addressed with the site improvement plan submittal in accordance with the Carson City Development Standards.:

- Drive aisles in parking areas must meet Carson City Standard Detail for drive aisle width.
- Water mains must have an appropriate backflow preventer located at the property line.
- All retaining walls greater than 4 feet in height must be engineered and meet geotechnical recommendations.
- The erosion control plan sheet must detail how dust and stormwater erosion will be

prevented.

- Care must be taken to minimize sewer slopes to ensure that maximum velocities are not surpassed.
- Parking lot stalls are not in compliance with City standards. Parking lot will need to adhere to all City approved details and development standards.
- The current site layout connects two pressure zones. These pressure zones must remain isolated and the water main analysis must be updated as necessary.
- Water meters should be located as close to the property line as is practicable.
- A technical drainage study must be submitted with the site improvement plans. The technical drainage study must give calculations for sizing of all culverts, storm drains and rip rap.

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

Development Engineering has no comment on this finding.

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

The project meets engineering standards for health and safety.

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

Development Engineering has no comment on this finding.

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

The plans and reports provided were adequate for this analysis.

**Parks Department**

1. The Carson City Unified Pathways Master Plan (UPMP) identifies Cochise Street for on-street bike lanes. The applicant will be required to provide on-street bike lanes in the design for their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Cochise Street.
2. Chapter 7 in the UPMP provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development and between the project site and the City's existing sidewalk system. The design for the project's internal sidewalk system, including pedestrian cross walks must be approved by Development Engineering and the Parks, Recreation & Open Space Department.
3. The Carson City Parks and Recreation Master Plan identifies the need for a park in Neighborhood #9. The applicant will be required to identify what additional outdoor recreation amenities (besides the clubhouse and pool) that are being provided for the development's residents. These additional amenities (ex. picnic tables, grills, shade structure, benches) will be evaluated during the development of the site implementation plans. The applicant will be required to demonstrate that these outdoor amenities can sufficiently address the development's recreational needs for its resident's demographics. The Parks, Recreation & Open Space Department will evaluate these amenities to confirm that the development will not be increasing the need for additional recreation amenities in the adjacent neighborhood.
4. The development will be subject to the collection of Residential Construction Tax (RCT),

compliant with the Nevada Revised Statutes and Carson City Municipal Code (CCMC 15.60).

5. The applicant will be required to maintain the project's proposed clubhouse, pool, and any outdoor recreational amenities in perpetuity.
6. The applicant will be required to maintain all common landscape and open space areas within the development, including any landscaping in the street(s) right-of-ways.
7. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project.
8. Carson City is now Bee Friendly USA City #76. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. The Parks, Recreation & Open Space Department is willing to provide the applicant's design team with a recommended tree and shrub species list. Also, the project's remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.

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

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

The requested development is consistent with the concept of a Compact and Efficient Pattern of Growth (Guiding Principle 1.) Carson City is committed to a compact pattern that makes efficient use of the limited land area and water resources it has available for urban growth, and that fosters the provision of infrastructure and services in a cost effective manner. The subject property can be served by water and sewer.

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

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

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

The subject property is adjacent to existing single family residential development on the west

side and on the south side. From a vehicular transportation perspective, the applicant is avoiding these areas by taking access from the north and the west.

To the west, there is a significant slope differential plus a road, thus creating a de facto separation. To the south, four single family homes are adjacent to the subject property. Along this property line, the applicant proposes a six foot screen wall coupled with landscape screening. Staff is proposing a condition of approval that a detailed landscape plan for the southern property line demonstrating a six foot solid wall and dense landscaping that will reach a maturity height of six feet be submitted as part of the site improvement permit. These improvements must be constructed as part of the site improvements, and must be completely installed prior to a certificate of occupancy on the first building.

Additionally, the proposed buildings will have balconies on the east and west elevations. Therefore, the homes to the south will not have neighboring residents looking into their yards.

Per the City's development standards, due to the proximity of residential properties, the overall light height may not exceed 12 feet. Also, per the City's development standards, lighting shall project light downward and away from adjoining properties. To avoid any spill over light, staff recommends a condition of approval that a photometric survey be submitted with the site improvement plans demonstrating that lighting is not spilling over onto residential properties or onto Voltaire Street.

With the noted conditions, staff finds that the use will not be detrimental to the use and peaceful enjoyment of surrounding properties.

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

This finding can be met subject to the conditions of approval. The applicant has provided a Traffic Analysis that anticipates 902 average weekday trips with 56 trips occurring during the AM peak hour and 74 trips occurring during the PM peak hours. Mitigation is recommended in the traffic analysis, specifically:

- Construction of All-Way Stop controls at the Cochise Street / Appion Way intersection prior to the first certificate of occupancy.
- Stripe a crosswalk on the south leg of the Cochise Street / Overland intersection to increase pedestrian safety to/from the project prior to the first certificate of occupancy.

The applicant has incorporated these mitigation measures into the project.

The Traffic Impact Analysis concludes that "the northbound left turn movements across Carson Street at Overland Street and Appion Way are anticipated to degrade to poor levels of service (LOS "E" and "F") under the 2040 Baseline and 20140 Baseline Plus Project scenarios. With the development of the anticipated commercial project on Appion Way, a future signal may be required at the Carson Street / Appion Way intersection to manage existing and new development traffic."

Per the Manual on Uniform Traffic Control Devices (MUTCD) 2009, Section 4c.04 Warrant 3, Peak Hour, the need for a traffic control signal shall be considered if all three conditions exist under subsection 3.A. All three conditions are met per the submitted traffic peak volumes for 2040 at the intersection of Carson Street and Appion Way. The peak hour impacted traffic by this proposed development as documented in the Traffic Impact Analysis indicates an increase of 7 peak hour vehicles on the same minor street approach (Appion Way). This represents

seven percent of the volume warrant given in MUTCD 4C.04, Figure 4C-4. The cost of a traffic signal at this location is currently estimated at \$1,200,000. The applicant shall be responsible for submitting funds equal to seven percent of the cost required to install a traffic control signal at South Carson Street / Appion way, in an amount not to exceed \$84,000. The funds will be used by the City to pay for the construction of a traffic control signal. The details of this payment will be memorialized in an improvement agreement.

With respect to pedestrian traffic, the proposed project will incorporate a sidewalk system to enhance pedestrian movement. Street improvements along Overland Street and Voltaire Street will include sidewalks. Also, improvements along Cochise Street will include a bike lane.

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

As conditioned, the proposed project will not overburden public services or facilities. The development engineering staff finds that existing facilities appear to be adequate.

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

The subject property is zoned Retail Commercial. Multi-family dwellings are a conditional use in this zoning district. Development Standards 1.18 provides standards for residential development in non-residential zoning districts, as well as supplemental findings. Compliance with Development Standards 1.18 is as follows.

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

Multi-family dwellings are a conditional use in the Retail Commercial (RC) zoning district.

**Density:** There is no maximum density within non-residential zoning districts subject to meeting the height, setback, parking and open space requirements.

The proposed development will comply with the height, setback, parking and open space requirements.

**Height:** The maximum height is per the zoning district.

The allowable height in the RC zoning district is 45 feet. The applicant proposes a height of 35 feet.

**Setbacks:** Setbacks shall be per the zoning district subject to a twenty foot setback adjacent to a residential zoning district, with an additional ten feet for each story over one story if adjacent to a single family zoning district. The setback from an arterial is ten feet.

Required setbacks to the north, south, and west are 30 feet. Required setback to the east is zero.

Proposed setbacks to the north, south, and west are 44 feet, 30 feet, and 52 feet respectively.

**Parking:** Parking is two spaces per dwelling, and in compliance with the Development Standards, Division 2, Parking and Loading.

In terms of parking, the applicant is proposing to provide 1.9 spaces per unit. Consistent with the provisions of Section 2.2 of the Development Standards, if an accredited source provides an acceptable alternative to a parking standard, the director may consider an alternative. The Institute of Transportation Engineers (ITE) finds that 1.7 spaces per unit will be adequate. The ITE standard has been applied to other multi-family residential projects in the City.

*Open Space:* *250 square feet of open space per unit is required, of which 100 square feet per unit may be private or open space. 100 square feet per unit must be designed for recreation.*

Given a unit count of 143, the applicant must provide a total of 35,750 square feet of open space. The applicant proposes 84,550 of open space, including a pool and a club house. As part of the site development permit, staff recommends that the applicant include a diagram showing the areas designated as open space so that staff can confirm compliance with this requirement. Additionally, as part of the site improvement permit, staff recommends that the applicant provide a diagram of the programming of the open space to ensure the on-site recreational facilities will meet the needs of the residents. To ensure that the proposed recreational amenities are realized, staff recommends completion of the clubhouse and swimming pool prior to the issuance of a Certificate of Occupancy for the second apartment building.

*Landscaping:* *Landscaping must comply with the Development Standards Division 3*

Staff recommends that a detailed landscaping plan demonstrating compliance with the Development Standards be submitted with the site improvement permit. The design shall include the proposed streetscape design on Cochise Street, and the dense landscaping along the southern property line.

*Supplemental Findings:* *Where a residential use is a conditional use within a given zoning district, the Planning Commission must make two supplemental findings.*

- a. *The development is not situated on a primary commercial arterial street frontage.*  
The subject property does not front an arterial.
- b. *The development is integrated into a mixed –use development that includes commercial development.*  
Although the subject property is intended to develop as solely residential, it is adjacent to and in proximity to commercial uses, thus creating a mixed use area.

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

Staff finds that the proposed project will not be detrimental to public health, safety, convenience and welfare. Once operational, the project will not create objectionable noises, fumes, or similar impacts that would compromise public health.

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

Staff does not find that, as conditioned, the proposed use will result in material damage or prejudice to other property in the vicinity.

Attachments:

Fire Department comments  
Engineering comments  
Parks Department comments  
Public comments  
Application (SUP-18-178)

## **Fire Department Comments**

01/08/2019

### **Comments for SUP 18-178:**

1. Project must comply with the 2018 IFC and northern Nevada fire code amendments.
2. Sheet C1.0 and page labeled "preliminary site map" in section 3 conflict. Sheet C1.0 road and drive aisles are compliant but the one labeled "preliminary site plan" is not.
3. The hydrant spacing shown doesn't comply with fire code requirements: spacing on W. Overland is too far apart per IFC Appendix C, hydrant spacing to various buildings doesn't comply with IFC 507.5.1.
4. IFC Appendix C102.2 as amended requires an FDC within 100' of a fire hydrant. Those hydrants are not shown.
5. SUP application has incorrect APN numbers.

### ***Dave Ruben***

Fire Marshal  
Carson City Fire Department  
777 S. Stewart Street  
Carson City, NV 89701

Direct 775-283-7153  
Main 775-887-2210  
FAX 775-887-2209

**Engineering Division  
Planning Commission Report  
File Number SUP-18-178**

**TO:** Hope Sullivan - Planning Department  
**FROM:** Guillermo Munoz E.I. – Development Engineering Department  
**DATE:** March 20, 2019

**SUBJECT TITLE: 143 MFA Project; 4530/4580 Cochise Street**

**RECOMMENDATION:**

The Engineering Division has no preference or objection to the special use request provided that the following conditions are met:

- Abandonment of right way shown in application AB-157 is abandoned.
- There is a public storm drain on the west side of the site that must be perpetuated to the east. This would ideally remain in City right-of-way. City storm mains must be extended to the NDOT channel as is proposed.
- Half street improvements will be required along the W Overland frontage and Voltaire frontage, and street improvements along the Cochise frontage to meet the standard detail for a 3-lane urban collector with center two-way turn lane, bike lanes and no parking.
- The sewer main must be extended up W Overland St to Voltaire St.
- A water main connecting the main in Voltaire St. and Cochise St. will be required in Overland St. This will require a PRV in Overland.
- The applicant shall be responsible to enter into an improvement agreement to pay for 7% of the cost required to install a traffic control signal at S. Carson Street/Appion Way, in an amount not to exceed \$84,000. The surety for this agreement must be in the form of cash, and shall be used by the City to pay for the design/construction of a traffic control signal, or held for a period of no less than 15 years. If the funds are not utilized for said traffic control signal within 15 years, the cash shall be released.
- In accordance with Carson City Developing Standards, A water main analysis must be submitted with the construction plans. The capacity of the booster pump station must be analyzed with this submittal.

**ENGINEERING DISCUSSION:**

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

Engineering Division  
Planning Commission Report

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

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

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

Development Engineering has no comment on this finding.

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

The existing infrastructure and proposed drive isles are sufficient to provide safe access and circulation if conditions are met. Per MUTCD 2009, Section 4c.04 Warrant 3, Peak Hour, the need for a traffic control signal shall be considered if all 3 conditions exist under subsection 3.A. All three conditions are met per the submitted traffic peak volumes for 2040 at the intersection of Carson St and Appion Way. The peak hour impacted traffic by this proposed development as documented in the TIA indicate an increase of 7 peak-hour vehicles on the same minor street approach (Appion Way). This represents 7% of the volume warrant given in 4C.04, Figure 4C-4

(<https://mutcd.fhwa.dot.gov/htm/2009/part4/part4c.htm>). The cost of a traffic signal at this location is currently estimated at \$1,200,000. The applicant shall be responsible to enter into an improvement agreement to pay for 7% of the cost required to install a traffic control signal at S. Carson Street/Appion Way, in an amount not to exceed \$84,000. The surety for this agreement must be in the form of cash, and shall be used by the City to pay for the design/construction of a traffic control signal, or held for a period of no less than 15 years. If the funds are not utilized for said traffic control signal within 15 years, the cash shall be released.

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

Existing facilities appear to be adequate for this project. The following should be addressed with the site improvement plan submittal in accordance with the Carson City Development Standards.:

- Drive isles in parking areas must meet Carson City Standard Detail for drive isle width.
- Water mains must have an appropriate backflow preventer located at the property line.
- All retaining walls greater than 4 feet in height must be engineered and meet geotechnical recommendations.
- The erosion control plan sheet must detail how dust and stormwater erosion will be prevented.
- Care must be taken to minimize sewer slopes to ensure that maximum velocities are not surpassed.
- Parking lot stalls not in compliance with City standards. Parking lot will need to adhere to all city approved details and development standards.

Engineering Division  
Planning Commission Report

- The current site layout connects two pressure zones. These pressure zones must remain isolated and the water main analysis must be updated as necessary.
- Water meters should be located as close to the property line as is practicable.
- A technical drainage study must be re-submitted with the site improvement plans. The technical drainage study must give calculations for sizing of all culverts, storm drains and rip rap.

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

Development Engineering has no comment on this finding.

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

The project meets engineering standards for health and safety.

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

Development Engineering has no comment on this finding.

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

The plans and reports provided were adequate for this analysis.

## **Parks & Rec Comments**

03/14/2019

SUP-18-178

Hope.....

The Parks, Recreation & Open Space Department has the following comments on the above referenced Special Use Permit application.

1. The Carson City Unified Pathways Master Plan (UPMP) identifies Cochise Street for on-street bike lanes. The applicant will be required to provide on-street bike lanes in the design for their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Cochise Street.
2. Chapter 7 in the UPMP provides the City's sidewalk policies and implementation strategies for pedestrian connectivity within the development and between the project site and the City's existing sidewalk system. The design for the project's internal sidewalk system, including pedestrian cross walks must be approved by Development Engineering and the Parks, Recreation & Open Space Department.
3. The Carson City Parks and Recreation Master Plan identifies the need for a park in Neighborhood #9. The applicant will be required to identify what additional outdoor recreation amenities (besides the clubhouse and pool) that are being provided for the development's residents. These additional amenities (ex. picnic tables, grills, shade structure, benches) will be evaluated during the development of the site implementation plans. The applicant will be required to demonstrate that these outdoor amenities can sufficiently address the development's recreational needs for its resident's demographics. The Parks, Recreation & Open Space Department will evaluate these amenities to confirm that the development will not be increasing the need for additional recreation amenities in the adjacent neighborhood.
4. The development will be subject to the collection of Residential Construction Tax (RCT), compliant with the Nevada Revised Statutes and Carson City Municipal Code (CCMC 15.60).

5. The applicant will be required to maintain the project's proposed clubhouse, pool, and any outdoor recreational amenities in perpetuity.
6. The applicant will be required to maintain all common landscape and open space areas within the development, including any landscaping in the street(s) right-of-ways.
7. The applicant will be required to incorporate "best management practices" into their construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation & Open Space Department is willing to assist the applicant with this aspect of their project.
8. Carson City is now Bee Friendly USA City #76. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. The Parks, Recreation & Open Space Department is willing to provide the applicant's design team with a recommended tree and shrub species list. Also, the project's remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.

Thank you for providing our department with the opportunity to review and comment on this project.

VERN

*Vern L. Krahn*

*Senior Park Planner*

Carson City Parks, Recreation & Open Space Department  
3303 Butti Way, Bldg #9  
Carson City, NV 89701  
Office Phone: (775) 887-2262 x 7343  
Fax: (775) 887-2145  
[vkrahn@carson.org](mailto:vkrahn@carson.org)

March 18, 2019

To: Hope Sullivan and the Planning Commission

From: Carson City Residents, Perry and Darlynn Stoa, 6091 W.Clearview Dr.

RE: The request for approval to construct 143 apartments and 76 garages, pool and club house at 4530 and 4580 Cochise Street.

Both my husband and I are vehemently opposed to the approval of this densely populated area for the following reasons:

- 1) Research of housing and law enforcement has shown dense populations lead to domestic violence, crimes, aggravated assault, etc.
- 2) Law enforcement will be stretched with many more calls
- 3) A confined space for play, parking and entertainment will lead to loud noises, disputes, accidents with vehicles, congestion on our surrounding streets, due to limited parking, lights, and traffic concerns.
- 4) Not sufficient stop signs in the area to regulate traffic
- 5) No crosswalks for children's safety or caution light for buses, etc.
- 6) No dog park area for both old and new residents
- 7) A drastic life style change for existing residents. Ie. Safe, quiet, peaceful, and serene- will no longer exist! There will be sirens, police, yelling, dogs barking, etc. more often.
- 8) Dramatic economic influx in our fiscal investments due to dense populations.
- 9) Apartment housing usually overcrowded, not managed properly, which usually involves more crime
- 10) Our life style and the pursuit of happiness is at stake!

I would like a compromise with lesser units, more land available for trails, parks, dogs, parking, improved lighting on streets, enlarged streets, etc. Please respect the input of the existing residents, who bought in this area for the quiet and peaceful life style. This owner has had this property for years, yet there has been no action, no improvements, and the city continues to allow variances.

Please deny this approval. IMPROVE OUR NEIGHBORHOOD FIRST! PARKS, LIGHTS, SIDEWALKS, AND WIDEN THE STREETS WHEN NEW ASPHALT IS POURED! LESSEN THE APTS.

Appreciatively,

Mr. and Mrs. Stoa

March 18, 2019

I, Jo Anne Marzoline , and my daughter, Marie Flock, boith residents of Carson City, do not wish for the city to grant access of the apartments located on Cochise Street as proposed. We need more open space, a dog park, a park for children in this area, including all other apartments built. We need trails to be developed for safety, and emergency crews, etc. Our streets need street lights, and asphalt to rebuild them. For 40 years, Clearview has not been re-surfaced. Bushes need to be trimmed for clear slight lines, and trees need to be cut from high wires on our street and Voltaire.

We need to improve our existing structures before adding new ones and crowding our neighborhoods.

I do not wish for this approval to go forward.

Sincerely,

JoAnne Marzoline, and Marie Flock, residents of Voltaire and Clearview

# COCHISE STREET MULTI-FAMILY COMMUNITY

Special Use Permit  
Carson City, Nevada



Prepared for:  
**Robert French & Steve Dontcho**

Submittal Date December, 2018  
Job Number 24232-01

Prepared by:

**PLACES** Consulting  
Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SURVEYING

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OF  
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3	MAPPING & TOPOGRAPHY
4	PRELIMINARY DEVELOPMENT PLAN
5	SANITARY SEWER, WATER, STORM DRAINAGE
6	PRELIMINARY ARCHITECTURE
7	TRAFFIC



## PROJECT DESCRIPTION 1

Application

Special Use Permit

Acknowledgement of Application

Documentation of Taxes Paid

**Cochise Street Multi Family Summary Project Description**

**List of APN Numbers**

**General Vicinity Map**

**Location Map**

**Adjacent Land Uses**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018

**PLACES** Consulting Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SERVICES

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

## FILE # SUP - 18 -

APPLICANT	PHONE #
Steve Dontcho	818-590-7716
MAILING ADDRESS, CITY, STATE, ZIP	
P.O. Box 6315, Incline Village, NV 89450	
EMAIL ADDRESS	
sdontcho@gmail.com	
PROPERTY OWNER	PHONE #
Steve Dontcho & Robert French	
MAILING ADDRESS, CITY, STATE, ZIP	
Same	
EMAIL ADDRESS	
Same	
APPLICANT AGENT/REPRESENTATIVE	PHONE #
PLACES CSI Randy Walter	775-745-9094
MAILING ADDRESS, CITY STATE, ZIP	
7225 Lingfield Dr, Reno, NV 89502	
EMAIL ADDRESS	
rwalter@places-csi.com	

Project's Assessor Parcel Number(s): 009-265-01,02,03 009-287-06,07	Street Address 4580 Cochise Street	
Project's Master Plan Designation Community/Regional Commercial	Project's Current Zoning Retail Commercial	Nearest Major Cross Street(s) Carson St. & Appion Way

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

**Refer to Attached Project Description**

### PROPERTY OWNER'S AFFIDAVIT

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

Signature

6315 Incline Village, NV 89450

Address

Date

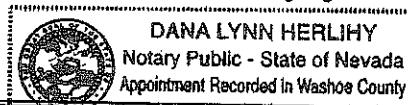
12/14/18

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

STATE OF NEVADA  
COUNTY

On December 14, 2018 Steve Dontcho personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Dana Lynn Herlihy  
Notary Public



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

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

## FILE # SUP - 18 -

APPLICANT	PHONE #
Robert French	818-590-7716
MAILING ADDRESS, CITY, STATE, ZIP	
P.O. Box 6315, Incline Village, NV 89450	
EMAIL ADDRESS	
bfranchconstruction@gmail.com	
PROPERTY OWNER	PHONE #
Steve Dontcho & Robert French	
MAILING ADDRESS, CITY, STATE, ZIP	
Same	
EMAIL ADDRESS	
Same	
APPLICANT AGENT/REPRESENTATIVE	PHONE #
PLACES CSI Randy Walter	775-745-9094
MAILING ADDRESS, CITY STATE, ZIP	
7225 Lingfield Dr, Reno, NV 89502	
EMAIL ADDRESS	
rwalter@places-csi.com	

### FOR OFFICE USE ONLY:

CCMC 18.02.080

## SPECIAL USE PERMIT

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

+ noticing fee

\*Due after application is deemed complete by  
staff

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

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

CD or USB DRIVE with complete application in PDF

Application Received and Reviewed By:

Submittal Deadline: See attached Planning Commission  
application submittal schedule.

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

Project's Assessor Parcel Number(s): 009-265-01,02,03 009-287-06,07	Street Address 4580 Cochise Street	
Project's Master Plan Designation Community/Regional Commercial	Project's Current Zoning Retail Commercial	Nearest Major Cross Street(s) Carson St. & Appion Way

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

Refer to Attached Project Description

### PROPERTY OWNER'S AFFIDAVIT

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

Robert French  
Signature 6315 Incline Village, NV 89450  
Address 12/14/18  
Date

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

STATE OF NEVADA  
COUNTY

On December 14, 2018 Robert French, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public

*Please See Attached BACK*

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

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT****CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On 12/14/2018

Date

before me,

Ruby Mariduena, Notary Public

Here Insert Name and Title of the Officer

personally appeared Robert French

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

**Description of Attached Document**

Title or Type of Document:

Document Date:

Number of Pages:

Signer(s) Other Than Named Above:

**Capacity(ies) Claimed by Signer(s)**

Signer's Name:

 Corporate Officer — Title(s): Partner —  Limited  General Individual  Attorney in Fact Trustee  Guardian or Conservator Other:

Signer Is Representing:

Signer's Name:

 Corporate Officer — Title(s): Partner —  Limited  General Individual  Attorney in Fact Trustee  Guardian or Conservator Other:

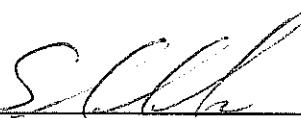
Signer Is Representing:

If there is any additional information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include it in your detailed description.

Please type and sign the statement on the following page at the end of your findings response.

**ACKNOWLEDGMENT OF APPLICANT**

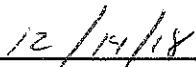
I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning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



Applicant's Signature

Steve Dontcho

Print Name



Date

If there is any additional information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include it in your detailed description.

Please type and sign the statement on the following page at the end of your findings response.

### **ACKNOWLEDGMENT OF APPLICANT**

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



Applicant's Signature

Robert French

Print Name

12/14/18

Date

[Assessor Data Inquiry](#)[Back to Last Page](#)

## Secured Tax Inquiry Detail for Parcel # 009-265-01

Property Location: 4539 VOLTAIRE ST  
 Billed to: FRENCH, ROBERT & DONTCHO, STEVE District: 1.7  
 P O BOX 6315 Tax Service:  
 INCLINE VILLAGE, NV 89450-0000 Land Use Code: 120

[Code Table](#)**Outstanding Taxes:**

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
No Prior Year Taxes					
<b>Current Year</b>					
08/20/18	172.23		172.23	172.23	.00
10/01/18	171.00		171.00	171.00	.00
01/07/19	171.00		171.00	.00	171.00
03/04/19	171.00		171.00	.00	342.00
<b>Totals:</b>	<b>685.23</b>	<b>.00</b>	<b>685.23</b>	<b>343.23</b>	

[Payment Cart](#)[History](#)**Additional Information**

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	514.64	542.26	308.02	192.28	

[Assessor Data Inquiry](#)[Back to Last Page](#)

## Secured Tax Inquiry Detail for Parcel # 009-265-02

Property Location: 4580 COCHISE ST  
 Billed to: FRENCH, ROBERT & DONTCHO, STEVE  
 P O BOX 6315  
 INCLINE VILLAGE, NV 89450-0000

Tax Year: 2018-19  
 Roll #: 006212  
 District: 1.7  
 Tax Service:  
 Land Use Code: 120

[Code Table](#)**Outstanding Taxes:**

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
No Prior Year Taxes					
Current Year					
08/20/18	172.23		172.23		.00
10/01/18	171.00		171.00		.00
01/07/19	171.00		171.00	.00	171.00
03/04/19	171.00		171.00	.00	342.00
<b>Totals:</b>	<b>685.23</b>	<b>.00</b>	<b>685.23</b>	<b>343.23</b>	

[Payment Cart](#)[History](#)

## Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	514.64	542.26	308.02	192.28	

[Assessor Data Inquiry](#)[Back to Last Page](#)

## Secured Tax Inquiry Detail for Parcel # 009-265-03

Property Location: 4530 COCHISE ST  
 Billed to: FRENCH, ROBERT & DONTCHO, STEVE District: 1.7  
 P O BOX 6315 Tax Service:  
 INCLINE VILLAGE, NV 89450-0000 Land Use Code: 140

[Code Table](#)**Outstanding Taxes:**

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
No Prior Year Taxes					
Current Year					
08/20/18	90.57		90.57	90.57	.00
10/01/18	88.00		88.00	88.00	.00
01/07/19	88.00		88.00	.00	88.00
03/04/19	88.00		88.00	.00	176.00
<b>Totals:</b>	<b>354.57</b>	<b>.00</b>	<b>354.57</b>	<b>178.57</b>	

[Payment Cart](#)[History](#)**Additional Information**

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	860.62	874.89	554.16	554.83	570.12

[Assessor Data Inquiry](#)[Back to Last Page](#)

## Secured Tax Inquiry Detail for Parcel # 009-267-06

Property Location: W WILLOW ST / COCHISE ST  
 Billed to: FRENCH, ROBERT & DONTCHO, STEVE  
 P O BOX 6315  
 INCLINE VILLAGE, NV 89450-0000

Tax Year: 2018-19  
 Roll #: 006214  
 District: 1.7  
 Tax Service:  
 Land Use Code: 120

[Code Table](#)**Outstanding Taxes:**

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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No Prior Year Taxes

**Current Year**

08/20/18	158.78		158.78	158.78	.00
10/01/18	158.00		158.00	158.00	.00
01/07/19	158.00		158.00	.00	158.00
03/04/19	158.00		158.00	.00	316.00
<b>Totals:</b>	<b>632.78</b>	<b>.00</b>	<b>632.78</b>	<b>316.78</b>	

[Payment Cart](#)[History](#)
[-->Pay](#)  
[-->Pay](#)
**Additional Information**

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	567.09	592.60	357.09	241.23	47.44

[Assessor Data Inquiry](#)[Back to Last Page](#)

## Secured Tax Inquiry Detail for Parcel # 009-267-07

Property Location: 449 W WILLOW ST Tax Year: 2018-19  
 Billed to: FRENCH, ROBERT & DONTCHO, STEVE Roll #: 006215  
 P O BOX 6315 District: 1.7  
 INCLINE VILLAGE, NV 89450-0000 Tax Service:  
 Land Use Code: 200

[Code Table](#)**Outstanding Taxes:**

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
------------	-----	------------------	-------	-------------	-----------

No Prior Year Taxes

**Current Year**

08/20/18	534.03		534.03	534.03	.00
10/01/18	530.00		530.00	530.00	.00
01/07/19	530.00		530.00	.00	530.00
03/04/19	530.00		530.00	.00	1,060.00
<b>Totals:</b>	<b>2,124.03</b>	<b>.00</b>	<b>2,124.03</b>	<b>1,064.03</b>	

[Payment Cart](#)[History](#)**Additional Information**

	<u>2018-19</u>	<u>2017-18</u>	<u>2016-17</u>	<u>2015-16</u>	<u>2014-15</u>
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	482.03	482.32	311.78	152.67	12.34

# COCHISE STREET MULTI-FAMILY SUMMARY DESCRIPTION

## Market Need

This proposed project is intended to serve the growing need for more affordable work force housing in the Carson City area. It is located in an area with significant employment opportunities within walking distance of the site. (Figure 1A, 1B and 1C) The proposed community also has direct connections to transportation corridors that provide access to employment throughout Carson City, Lake Tahoe, Minden Gardnerville and the larger region.

Based on this need, it is not surprising the property owners have had continued interest from multi-family builders willing to purchasing their property for Multi-family development. This Special Use Permit submittal is the third step by the owners to help address this community need.

## Development Program

This proposal is for 143 Apartment Units, 27 One Bedroom, 100 Two Bedroom and 16 Three Bedroom units. Refer to Section 6 for floor plans. Nine buildings are proposed, stepping up the slope in a hillside adaptive manner, with garages on the lower level and two floors of units above. Refer to elevations in Section 6. There are 76 garages and 196 surface parking spaces proposed, in a stepping, hillside adaptive fashion, up the slope. Refer to Preliminary Site Plan in Section 4 for details.

## Opportunities and Constraints

**Section 2** of this package provides data, analysis and illustrations of how this project's existing Master Plan and Zoning designations can permit the proposed project; refer to Figure 2A, 2B and Section 2, Master Plan Policy Checklist and Application Questionnaire.

**Section 3** of the application illustrates how the site mapping can be modified to provide a single parcel for development, and abandons an existing ROW that would have no purpose after development of the site. Refer to proposed Parcel Map.

## Abandonment Justification Statement

The Abandonment of the W. Willow St. is necessary to allow a well planned development of the adjoining properties at the density proposed and encouraged in the Master Plan. Providing for a density to support affordable by design workforce housing on this site would not be possible without the abandonment of the ROW of W. Willow St.

- From the government perspective, this ROW would not provide any level of vehicular circulation as it is only one block long, with no potential to be extended east (existing development) or west (steep terrain). Only an unimproved storm drain outfall exists as an eroded ditch in the ROW, and the only public utility is an NV Energy electrical pole and line in a portion of the ROW that currently only serves the existing house on the property that will be torn down with development. At the time of development, this easement will be relinquished with demolition of the house.

Section 3 also provides data and analysis of existing site topography and how it is suited to accommodate the proposed project.

**Section 4** contains the Preliminary Site Plan, noting the proposed setbacks, drive isle and parking dimensions, sidewalks, landscaping and open space areas.

**Section 5** contains the Project Impact Report which describes how the site can be served from existing and preliminarily proposed sanitary sewer, water and storm drain. It also provides a preliminary estimate of demand for sewer and water service.

**Section 6** contains the preliminary floor plans, building plans and elevations for the project. It also provides a preliminary description of Building Type and Occupancy, and a concept of what building materials could be used.

**Section 7** is a Detailed Traffic Study that demonstrates the proposed project can be served effectively while maintain a level of service of “A or B” on adjoining streets.

**LIST OF APN NUMBERS**

**APN 09-265-01**

**APN 09-265-02**

**APN 09-265-03**

**APN 09-265-06**

**APN 09-265-07**

**ROW OF W. WILLOW ST.**

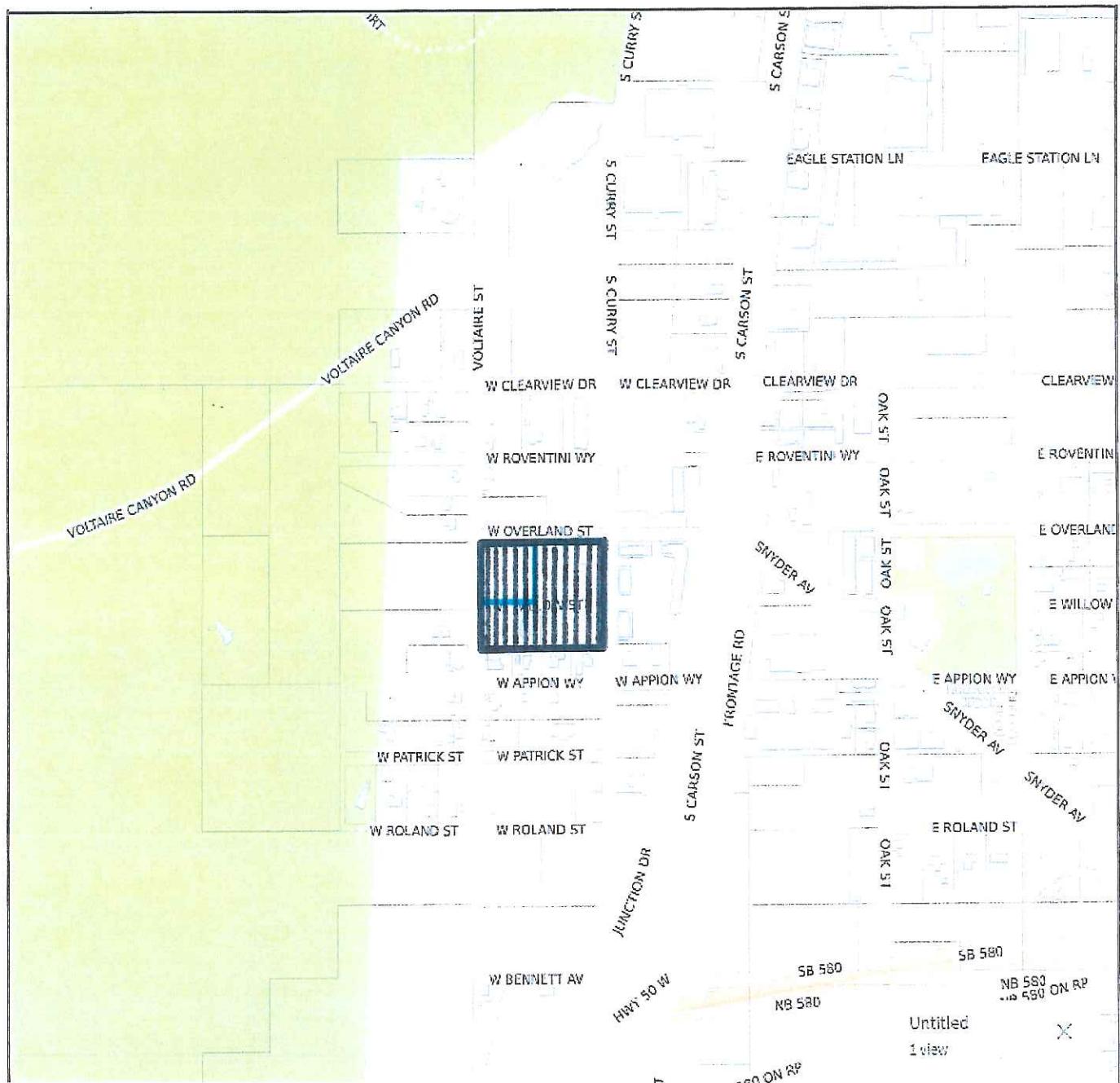


FIGURE 1-A  
GENERAL VICINITY MAP

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



**FIGURE 1-B  
LOCATION MAP**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



**FIGURE 1C**  
**ADJACENT LAND USES**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



## **PLANNING, ZONING, DEVELOPMENT REVIEW 2**

**Existing Master Plan**

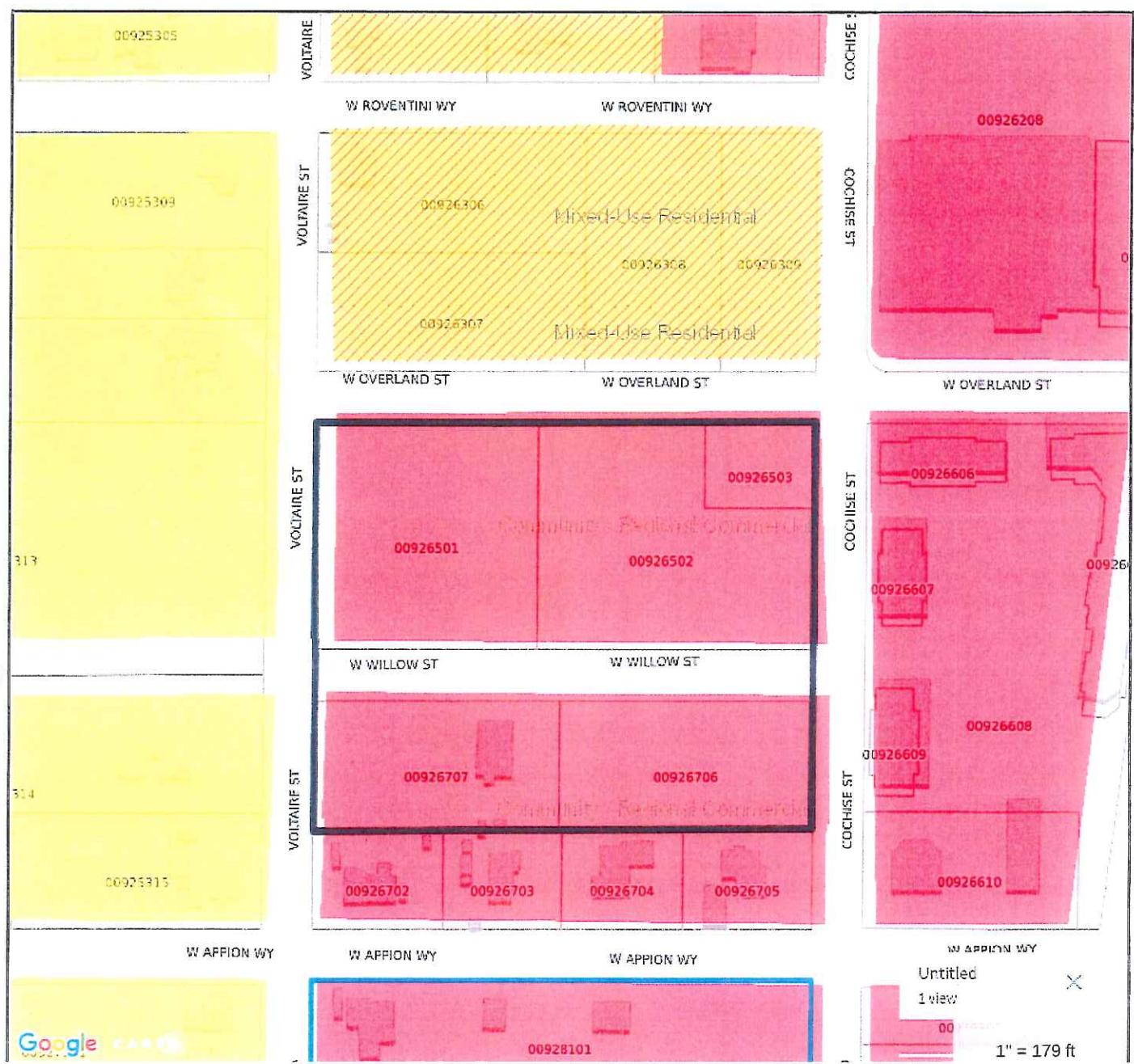
**Existing Zoning**

**Special Use Permit Findings**

**SUP Suggested Conformance with Findings**

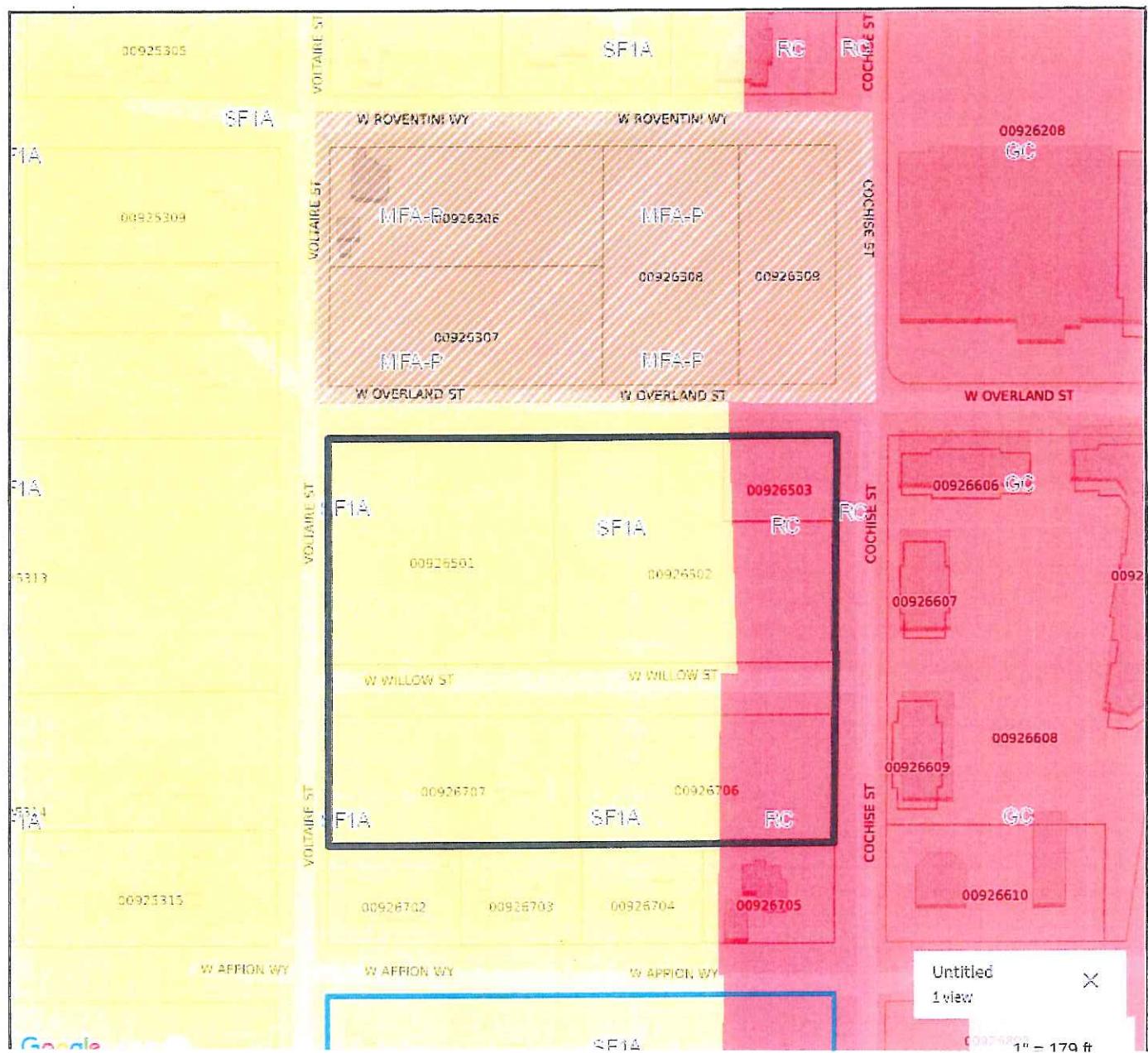
**Master Plan Policy Checklist**

**Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018**



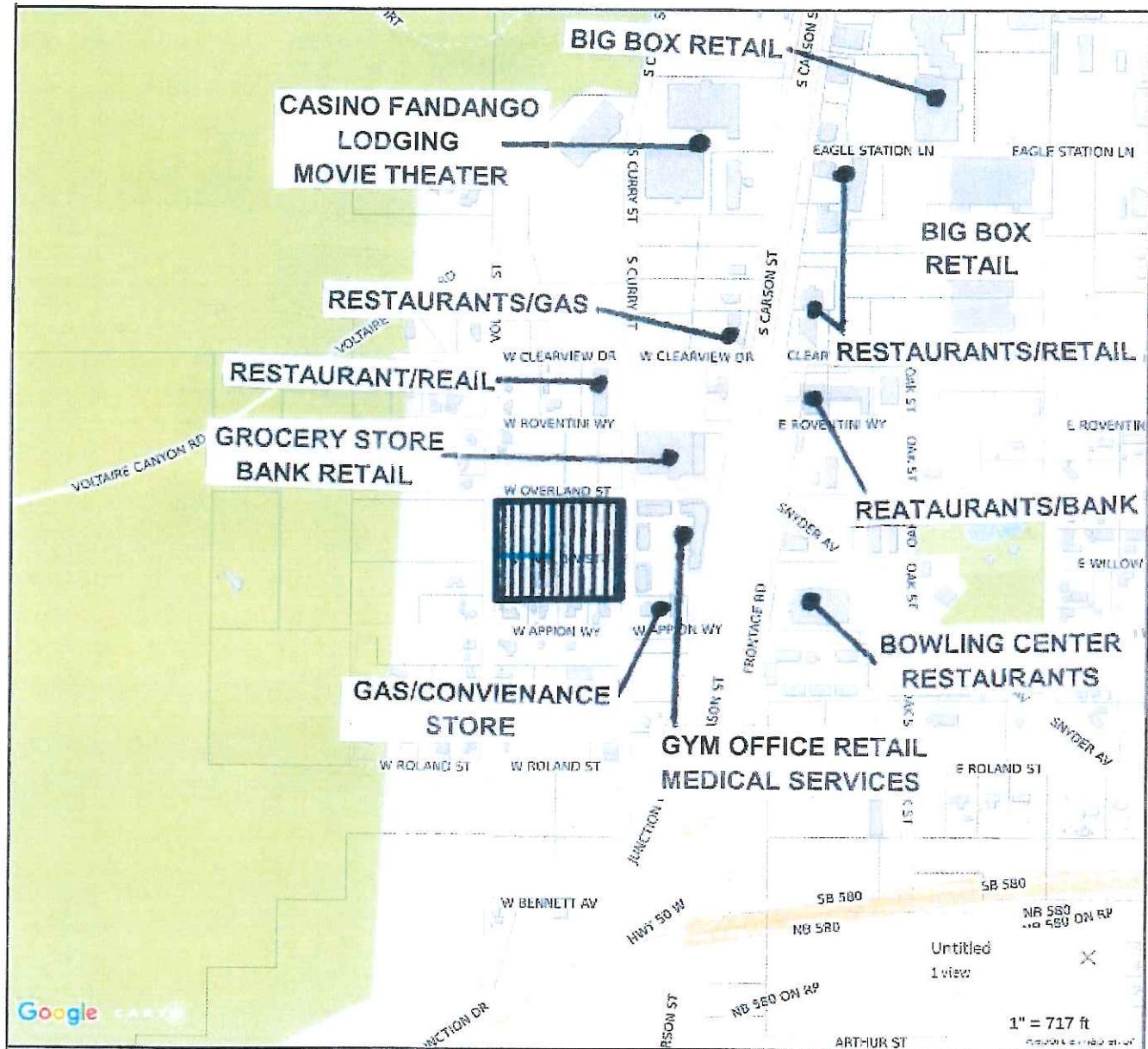
**FIGURE 2-A**  
**EXISTUNG MASTER PLAN**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



**FIGURE 2-B**  
**EXISTING ZONING**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



## FIGURE 2-C POTENTIAL EMPLOYMENT, SERVICES & ENTERTAINMENT

**Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018**

# FINDINGS

## SPECIAL USE PERMIT

### COCHISE STREET - 143 UNIT MULTI-FAMILY PROJECT

#### Findings per CCMC 18.02.080(5) FINDINGS

1. That the proposed project will be consistent with the objectives of the Master Plan.

*The proposed use of the property is consistent with the Retail Commercial (RC) zoning on the property as a permitted use under a Special Use Permit, which is in compliance with the existing Master Plan designation on the property of Community / Regional Commercial (refer to existing Master Plan map Figure 2A). It is compatible with the surrounding zoning of RC on the eastern portion of the property (refer to existing zoning map Figure 2B). It is also compatible with the MFA zoning to the north, GC zoning to the northeast and east, and RC zoning to the east and southeast.*

*The Master Plan Policy Checklist (attached) notes the goals and policies that are addressed by this proposed project. They include:*

- *A Balanced Land Use Pattern by providing a higher density housing opportunity to address the need for work force housing in an area with a variety of employment opportunities within walking distance of the project. Refer to Figure 2C.*
- *Equitable Distribution Of Recreational Opportunities by providing a recreational facility to serve the residents of the project, providing swimming, picnic, playground, walking/jogging facilities, indoor workout area, etc.*
- *Economic Vitality by providing a portion of the housing mix that offers an affordable by design housing option for the workforce of Carson City.*
- *Livable Neighborhoods by providing a compatible land use that provides workforce housing to serve the employment opportunities in the surrounding neighborhood, while at the same time, providing a customer base for the goods and services offered in the neighborhood within walking distance of the project.*

- **Connected City** by providing workforce housing with a density capable of supporting future transit opportunities. Also provides enhanced roadway and sidewalk connections within the project connected to existing vehicular and pedestrian systems in the surrounding neighborhood.)

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

*The proposed Multi-Family project implements the existing Master Plan designation on the properties. It provides a compatible use to the Mixed Use Residential Zoning to the north, Commercial and Retail Commercial to the east and south.*

*The existing Single Family use to the south is Master Planned to be transitioned to Community / Regional Commercial in the future. In the interim, the project proposes a series of mitigations along the southern boundary including additional setbacks, landscape screening, a 6 ft. screen wall and limited uses of the adjacent facilities.*

*The Single Family zoning to the west is vertically separated from the proposed project limiting any negative impacts in the future.*

*The project is in an area of mixed use, with a variety of commercial, retail, office, lodging, entertainment and multi-family uses. Refer to Figure 2-C. The projects proximity to this wide range of commercial uses provides for employment, services and entertainment opportunities that are within walking distance of the project, creating a compatible mix of uses.*

*The roadway improvements adjacent to the project will provide levels of service A or B for traffic in the neighborhood projected to the year 2040.. (Refer to Traffic Impact Report in Section 7). Access and circulation for the project will be segregated away from the existing single family housing and not impact existing access. Proposed buildings will be separated from existing residences by landscaping, setbacks, public roadways and internal driveways.*

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

With the half street improvements and sidewalks being provided on Cochise, Upland and Voltaire, traffic and pedestrian circulation and safety will be improved

for this portion of the neighborhood. The improvements will also expand connectively to existing pedestrian and vehicular facilities. The traffic impact analysis prepared (refer to Section 7) notes that even with a projected 10% increase in traffic per year to 2040, the surrounding intersections and street segments will operate at level of service A or B in all but one segment, which will operate at level of service C, with no off site improvements recommended.

4. **That the proposed project will not overburden existing or planned public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public improvements.**
  - *The proposed project will provide adequate public improvements that will limit potential impacts. The attached Traffic Impact Study (Section 7) notes that with the proposed half street improvements, the project, traffic levels of service will remain at level of service "A" or "B" for all but one roadways in the neighborhood.*
  - *Adequate water, sewer services and capacity exist adjacent to the project, with a water pressure regulating valve (PRV) proposed to be installed by the project. (Refer to Project Impact Report Section 5).*
  - *Existing storm drain facilities will be improved by the project with the extension of the proposed storm drain interceptor from the NDOT drainage facility, up Appion Way to Cochise St.*
  - *Recreational facilities will be provided with the project, including outdoor swimming, picnic, playground, open play areas, indoor workout facilities, meeting, gaming and party facilities. These private recreational opportunities will reduce the demand on existing and proposed public parks and recreation in the neighborhood.*
  - *Emergency access to and within the project has been reviewed with the Fire Dept. to insure adequate emergency access throughout the site, with a fire sprinkler system to be installed throughout the project, to insure adequate fire protection and limit any additional emergency services to serve the project.*
  - *According to Mark Korinek with the Carson City School District, it is difficult to determine how many children and what age will likely live in the proposed apartments. This is also likely to change over time. Currently, the middle school serving this area is at capacity, with plans for future expansions and re-zoning possible to reduce this capacity problem. This will also likely change over time. As the plans for this project are developed over time, the district will review and make recommendations as necessary.*

- sufficient consideration has been exercised by the applicant in adapting the project to existing improvements in the area. *Existing improvements adjacent to the site provide for adequate access, sewer, water and storm drain services to the site. Proposed street improvements are within existing ROW, providing adequate traffic level of service "A and B" with the project in place. The proposed water PRV will connect two existing water pressure zones providing additional system reliability and capacity to serve the surrounding neighborhood as well as the project. The proposed extension of a regional storm drain system from the NDOT drainage system along Carson St. up Appion Way to Cochise St. will provide additional drainage capacity to the surrounding neighborhood as well as the proposed project. Refer to the Project Impact Report in Section 5 and the Traffic Report in Section 7 for additional details.*

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

The Conformance Review section of this application (Section 2) compares the various density/intensity requirements of Title 18 to the proposed project. The project meets or exceeds all the applicable standards as noted in the comparison spreadsheet.

The purpose of the RC District is to preserve a commercial district limited primarily to offices and retail sale of new merchandise. The Primary Permitted Uses in the RC District (include Multi-Family uses) as Conditional uses which require a Special Use Permit. This proposed project is intended to serve the growing need for more affordable work force housing in the Carson City area. It is located in this RC zoned area with significant retail sales, employment opportunities recreational facilities, services and medical facilities, all within walking distance of the site. (Figure 1A, 1B and 1C). This creates a significant mixed use neighborhood that supports the purpose of the RC zoned area and creates a sustainable mix of uses that are self-supporting over time.

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

The proposed project is intended to serve the growing need for more affordable work force housing in the Carson City area. . It is located in an area with significant retail, employment, recreational, services and medical facilities. This creates a significant mixed use neighborhood that creates a sustainable combination of uses that will continue to be self-supporting. The proposed

improvements and mitigations will limit any detrimental effects on the public health and safety.

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

The addition of multi-family housing into the existing mixed use neighborhood will be complimentary to and supportive of the other uses in the neighborhood. This combination of uses will create a balance between the existing jobs in the neighborhood and the housing to support it. This balance will not result in any material damage or prejudice to other properties.

## CONFORMANCE REVIEW WITH SUP FINDINGS

### **Special Use Permit Review Standards – Suggested Conformance With Findings**

The Planning Commission shall make 2 of the following findings in the affirmative in the review of a Special Use Permit in addition to the required findings of Section 18.02.080 of the Carson City Municipal Code.

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

*The property is not located on a primary commercial arterial. It is located on minor streets with only half street improvements currently existing. .*

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

*The property is in an area of mixed use, with a variety of commercial, retail, office, lodging and entertainment uses. Refer to Figure 2-C. Its proximity to this wide range of commercial uses provides for employment, services and entertainment opportunities that are within walking distance of the proposed housing. This proximity provides a convenient live-work opportunity, encouraging alternative modes of travel such as walking and biking.*

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

*The property is situated several hundred feet away from Carson Street, the primary arterial in this area. It sits behind other existing commercial development, prohibiting any visual connection to the traffic on Carson Street. The opening of the bypass has significantly reduced the amount of traffic on this section of Carson Street. The property has no direct visible driveway or street access to Carson Street. Access to Carson Street is circuitous, with limited turning movements, further limiting the viability of the site to be used for commercial purposes.*

*The impact of the above physical constraints can be seen in the lack of leasing activity in the adjacent commercial center to the east with frontage and visibility on Carson Street. This center was built over 10 years ago, and the westerly 2 buildings have been vacant the entire time and remain vacant today, with the exception of a small space rented to an office use. A third westerly building, closer to Carson Street, has just recently been leased to a medical office use.*

**d. The site is designated Mixed Use Commercial, Mixed Use Residential or Mixed Use Employment on the Master Plan Land Use Map**

*The site is not in conformance with this finding. However, the adjacent vacant property to the north is designated Mixed Use Residential, so the Master Plan anticipated this type of use adjacent to this property.*

# Master Plan Policy Checklist

## Special Use Permits & Major Project Reviews & Administrative Permits

### PURPOSE

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

Development Name: Cochise Street Multi-Family

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

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

### DEVELOPMENT CHECKLIST

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

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

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

Is or does the proposed development:

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

- Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?
- At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access and amenities (1.5a, b)?
- In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?
- Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?
- Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

## CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

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

**Is or does the proposed development:**

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

## CHAPTER 5: ECONOMIC VITALITY

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

**Is or does the proposed development:**

- Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)?
  - Encourage the development of regional retail centers (5.2a)
  - Encourage reuse or redevelopment of underused retail spaces (5.2b)?
  - Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?
  - Promote revitalization of the Downtown core (5.6a)?
  - Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

## CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

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

Is or does the proposed development:

- Use durable, long-lasting building materials (6.1a)?
  - Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?
- Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
  - Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
  - If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
  - If located Downtown:
    - Integrate an appropriate mix and density of uses (8.1a, e)?
    - Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
    - Incorporate appropriate public spaces, plazas and other amenities (8.1d)?
- Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

## CHAPTER 7: A CONNECTED CITY

The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational

amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

**Is or does the proposed development:**

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

## CONFORMANCE REVIEW

The assumption made for this review is the re-zoning to RC (Retail Commercial) will occur and this Special Use Permit would be applied for to allow the multi-family project proposed. The RC zone is in conformance with the existing Master Plan designation on the property. The following Planning, Zoning, Development Standards Conformance Review spreadsheet assumes the RC zoning .with a SUP for Multi-Family

### Conformance Summary

- The proposed project is:
- Less dense than the maximum density allowed
- Exceeds the amount of required Open and Recreational Open space
- Meets the required amount of Private Open Space
- Within 2% of meeting the off street parking requirements
- Below the slope threshold for Hillside Development
- Below the maximum building height allowed
- Meets or Exceeds all minimum setbacks required in the RC zone or MFA zone for reference only.

See the attached spreadsheet for details.

# COCHISE STREET MULTI-FAMILY

## PROPOSED SITE PLAN

## PLANNING, ZONING, DEVELOPMENT STANDARDS CONFORMANCE REVIEW

ITEM	UNITS	REQ./ UNIT/ Sq. Ft.	TOTAL REQUIRED	TOTAL PROVIDED
<b>Lot Area</b>				
Lot Area per 1 Bedroom units	27	1,200	32,400	
Lot Area per 2 bedroom or larger units	116	1,500	174,000	
	<b>Total</b>	<b>143</b>	<b>206,400</b>	<b>290,545</b>
				6.67 Acres
<b>Open Space</b>				
General Open Space	143	150	21,450	50,650
Recreational Open Space (Inc. In above)	143	-100	-14,300	-16,750
Private Open Space	143	100	14,300	33,900
<b>Parking</b>	<b>143</b>	<b>2</b>	<b>286</b>	
Garage Patrking Spaces				76
Surface Parking Spaces				196
Per Unit	Total	2	286	272
				Refer to Traffic Report
<b>Slope</b>				
50 Feet of vert. 610 feet Horiz. $50/610 = 8\%$			<15%	8%
<b>Building Height</b>				
RC or MFA Zone			45 ft.	35 ft.
<b>Front Setback</b>				
RC or MFA Zone			0 ft. or 20 ft.	65 ft.
<b>Side Setback</b>				
RC or MFA Zone			0 ft. or 10 ft.	20ft.-30 ft.
<b>Rear Setbck</b>				
RC or MFA Zone			0 ft. or 20 ft.	20 ft.
<b>Streetside Setback</b>				
RC or MFA Zone			0 ft. or 15 ft.	20 ft.-30 ft.
<b>Setback Adjacent to Residential Zone</b>				
RC or MFA Zone			30 ft. or 30 ft.	30 ft.-60 ft.
<b>Setback Between Buildings</b>				
RC or MFA Zone			10 ft. or 10 ft.	30 ft. min.



**Mapping and Topography -3**

**Proposed Parcel Map**

**Granting of ROW to Cochise St., Overland St. and Voltaire St.**

**Abandoning W. Willow St. ROW**

**Topographic and Boundary Survey**

**Slope Map and Slope Analysis**

**Faults**

**Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018**

**PLACES** Consulting Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SERVICES

## MAPPING AND TOPOGRAPHY

### **Proposed Reversion to Acreage**

The attached draft map is intended to accomplish three things:

**Eliminate existing parcel lines** that currently will not allow the proposed development, establishing a single parcel to support the planned project.

**Dedicates ROW to Cochise, Overland and Voltaire Streets.** Document # 2007-373515 noted that the existing parcels of record included roadway right of way to the center line of adjacent Cochise, Overland and Voltaire streets. This Reversion Map is proposed to resolve that discrepancy in Title.

**Abandon the existing ROW for W. Willow St.** This ROW was originally plotted W. Willow Street was granted as public ROW with Parcel Map 610. It has historically been used for access to the home on Parcel B, pm 610. The only other current use of this ROW is an outfall for public storm drainage coming from a catch basin and 12" pipe in Voltaire St. This storm drain pipe will be connected to the future storm drain system for the project. There are no other public utilities within this ROW except the following:

- NV Energy has an electrical pole and line in a portion of the ROW that currently only serves the existing house on the property that will be torn down with development. (refer to NV Energy easement document and exhibits attached) At the time of development, this easement will be relinquished with demolition of the house..

### **Boundary Survey.**

The attached boundary survey identifies the parcel as containing 6.67 net acres of land. It establishes the property lines based on research, field verification and field located property corners, if found.

### **Topographic Survey and Slope Map.**

The topographic survey was performed in the field. It located existing utilities, paving and private improvements as they currently exist. Refer to Section 5 for more details on existing utilities

### **Slope Map and Analysis**

The slope map illustrates that approximately 81% of the site has slopes less than 16%. Only 4% of the site has slopes in excess of 33%, and most of those slopes are from

previous grading of pads for houses or were created by erosion from the outfall of the 12" storm drain pipe from Voltaire St. Calculation of "average slope" across the entire site is approximately 8%.

### **Existing Tree Inventory**

There are approximately 11 trees around the building site in the southwesterly portion of the site. These trees rang in size from 6" to 12" trunk diameter. Most are ornamental, some are fruit barring. Given the grading that needs to done in this area, it is not likely that they can be incorporated into the site and retained. Those that are on the southern edge of the site, may be able to be incorporated into the project landscape. Additional detailed grading analysis will be required.

There are 6 trees, 6' to 12" diameter, along the ROW of Voltaire Street, that are in poor condition and may be within the ROW. The proposed grading in this area will not allow them to be retained.

### **Faults**

There are no identified faults on site. There is one to the west, identified by USGS as a linear fault, approximately 500 to 1000 feet west of the site. see Figure 3-A

## UTILITY COMPANIES CERTIFICATE

THE UTILITY EASEMENTS SHOWN ON THIS PLAT HAVE BEEN REVIEWED, ACCEPTED AND APPROVED BY THE UNDERSIGNED PUBLIC UTILITY AND CABLE TV COMPANIES AND THE CARSON CITY UTILITY DEPARTMENT, AND ALL PUBLIC UTILITY AND PRIVATE DRAINAGE EASEMENTS COMMON TO THE PARCEL LINES BEING REVERTED BY THIS PLAT ARE HEREBY RELINQUISHED.

SIERRA PACIFIC POWER CO. D/B/A NV ENERGY DATE

NAME / TITLE (PRINT)

STATE OF NEVADA )  
COUNTY OF WASHOE )  
SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY  
OF SIERRA PACIFIC POWER CO. D/B/A NV ENERGY.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

MY COMMISSION EXPIRES \_\_\_\_\_

NEVADA BELL TELEPHONE CO. D/B/A/ AT&T NEVADA DATE

NAME / TITLE (PRINT)

STATE OF NEVADA )  
COUNTY OF WASHOE )  
SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY  
OF NEVADA BELL TELEPHONE CO. D/B/A/ AT&T NEVADA.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

MY COMMISSION EXPIRES \_\_\_\_\_

CHARTER COMMUNICATIONS DATE

NAME / TITLE (PRINT)

STATE OF NEVADA )  
COUNTY OF WASHOE )  
SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY  
OF CHARTER COMMUNICATIONS.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

MY COMMISSION EXPIRES \_\_\_\_\_

SOUTHWEST GAS CORPORATION DATE

NAME / TITLE (PRINT)

STATE OF NEVADA )  
CARSON CITY )  
SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY  
OF SOUTHWEST GAS CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

MY COMMISSION EXPIRES \_\_\_\_\_

CARSON CITY UTILITY DEPARTMENT DATE

NAME / TITLE (PRINT)

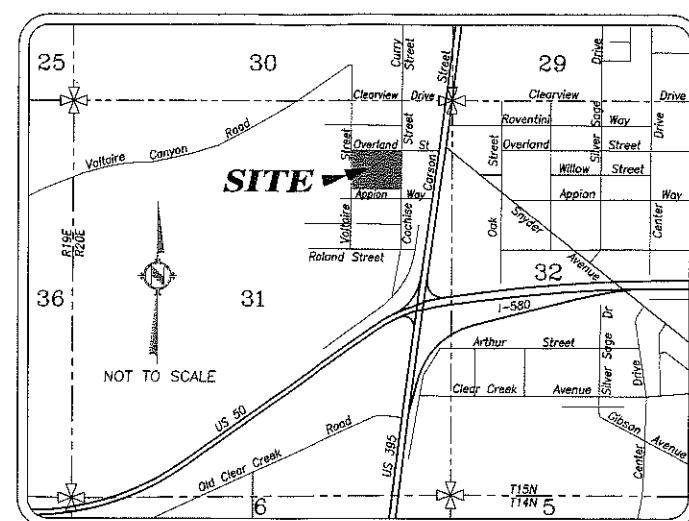
STATE OF NEVADA )  
CARSON CITY )  
SS

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY  
OF CARSON CITY UTILITY DEPARTMENT.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC

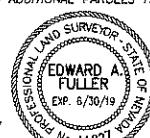
MY COMMISSION EXPIRES \_\_\_\_\_



## VICINITY MAP SURVEYOR'S CERTIFICATE

I, EDWARD A. FULLER, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA, HEREBY CERTIFY THAT:

1. THIS PLAT REPRESENTS THE RESULTS OF A SURVEY CONDUCTED UNDER MY SUPERVISION AT THE INSTANCE OF ROBERT FRENCH AND STEVE DONTCHO.
2. THE LANDS REPRESENTED ON THIS PLAT LIE WITHIN A PORTION OF THE SOUTHWEST QUARTER, OF THE NORTHEAST QUARTER, OF THE NORTHEAST QUARTER, OF SECTION 31, TOWNSHIP 15 NORTH, RANGE 20 EAST, MOUNT DIABLO MERIDIAN, CARSON CITY, STATE OF NEVADA, AND THE SURVEY WAS COMPLETED ON
3. THIS PLAT COMPLIES WITH THE APPLICABLE STATUTES OF THIS STATE AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THE SURVEY WAS COMPLETED, AND THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH CHAPTER 525 OF THE NEVADA ADMINISTRATIVE CODE.
4. THE MONUMENTS DEPICTED ON THIS PLAT ARE OF THE CHARACTER SHOWN, OCCUPY THE POSITIONS INDICATED, AND ARE OF SUFFICIENT DURABILITY.
5. THIS PLAT IS NOT IN CONFLICT WITH THE PROVISIONS OF NRS 278.010 THROUGH NRS 278.630 INCLUSIVE, AND NO ADDITIONAL PARCELS HAVE BEEN CREATED.



## CITY ENGINEER'S CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT HE IS THE DULY APPOINTED CARSON CITY ENGINEER AND THAT HE HAS EXAMINED THE REVERSION TO ACREAGE PARCEL MAP SHOWN HEREON AND FINDS THAT ALL PROVISIONS OF THE LAWS OF THE STATE OF NEVADA AND CARSON CITY PERTAINING TO PARCEL MAP PROCEDURES HAVE BEEN COMPLIED WITH AND IS SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

DANIEL STUCKY, PE, CITY ENGINEER DATE

## PARCEL MAP REVIEW COMMITTEE

THIS REVERSION TO ACREAGE PARCEL MAP CONFORMS TO THE TENTATIVE REVERSION TO ACREAGE PARCEL MAP REVIEWED AND CONDITIONALLY APPROVED ON \_\_\_\_\_, 2017 AND ALL CONDITIONS IMPOSED ON SUCH APPROVAL HAVE BEEN SATISFIED.

LEE PLEMEL, AICP DATE  
COMMUNITY DEVELOPMENT DIRECTOR

## TREASURER'S CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT ALL PROPERTY TAXES ON THE LAND FOR FISCAL YEAR 2018 HAVE BEEN PAID AND THAT THE FULL AMOUNT OF ANY DEFERRED PROPERTY TAXES FOR THE CONVERSION OF THE PROPERTY FROM AGRICULTURAL USE HAVE BEEN PAID PURSUANT TO N.R.S. 361A.265. APN'S 09-265-01, 02, 03 & 09-267-06, 07.

TREASURER DATE

## OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT THE UNDERSIGNED, ROBERT FRENCH, AN UNMARRIED MAN, AND STEVE DONTCHO, A MARRIED MAN AS HIS SOLE AND SEPERATE PROPERTY, TOGETHER AS JOINT TENANTS ARE THE OWNERS OF THE TRACT OF LAND REPRESENTED ON THIS PLAT AND HAVE CONSENTED TO THE PREPARATION AND RECORDATION OF THIS REVERSION TO ACREAGE PARCEL MAP, AND THAT THE SAME IS EXECUTED IN COMPLIANCE WITH AND SUBJECT TO THE PROVISIONS OF N.R.S. CHAPTER 278, AND THAT THOSE PORTIONS OF VOLTAIRE STREET, WEST OVERLAND STREET AND COCHISE STREET DEPICTED HEREON INCLUDING ALL APPURTENANCES THERETO ARE HEREBY DEDICATED TO CARSON CITY AS PUBLIC THOROUGHFARES FOREVER; AND HEREBY GRANTS TO ALL PUBLIC UTILITIES AND CARSON CITY THOSE PERMANENT EASEMENTS SHOWN HEREON FOR THE CONSTRUCTION AND MAINTENANCE OF DRAINAGE AND UTILITY SYSTEMS TOGETHER WITH THE RIGHT OF ACCESS THERETO FOREVER.

ROBERT FRENCH DATE

STEVE DONTCHO DATE

## NOTARY'S CERTIFICATE

STATE OF \_\_\_\_\_ SS  
COUNTY OF \_\_\_\_\_

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY ROBERT FRENCH.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC  
MY COMMISSION EXPIRES \_\_\_\_\_

## NOTARY'S CERTIFICATE

STATE OF \_\_\_\_\_ SS  
COUNTY OF \_\_\_\_\_

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON \_\_\_\_\_ BY ROBERT FRENCH.

WITNESS MY HAND AND OFFICIAL SEAL:

NOTARY PUBLIC  
MY COMMISSION EXPIRES \_\_\_\_\_

## TITLE COMPANY CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS REVERSION TO ACREAGE PARCEL MAP HAS BEEN EXAMINED AND THAT ROBERT FRENCH, AN UNMARRIED MAN, AND STEVE DONTCHO, A MARRIED MAN AS HIS SOLE AND SEPERATE PROPERTY, ARE THE LAST TITLE HOLDERS OF RECORD FOR ALL THE LANDS DELINEATED HEREON AND THAT NO ONE HOLDS OF RECORD A SECURITY INTEREST IN THE LANDS AND THAT THERE ARE NO LIENS OF RECORD AGAINST THE OWNERS FOR DELINQUENT STATE, COUNTY, MUNICIPAL, FEDERAL OR LOCAL TAXES COLLECTED AS TAXES OR SPECIAL ASSESSMENTS, EXCEPT:

FIRST AMERICAN TITLE INSURACNE COMPANY, A NEBRASKA CORPORATION.

BY: VICKIE A. TAYLOR, COMMERCIAL TITLE OFFICER DATE

## NOTES:

1. DOC. NO. 2007-373515 PARCEL IIIA INCLUDES PARCEL III AND THOSE PORTIONS OF PARCELS IV & V LYING NORTHERNLY OF THE NORTH LINE OF PARCEL IIIA TO THE CENTERLINES OF VOLTAIRE, OVERLAND AND COCHISE STREETS, EXCEPTING THOSE PORTIONS OF VOLTAIRE AND COCHISE STREETS & WILLOW STREET DEDICATED PER PARCEL MAP 610.
2. PARCEL IIB EXCLUDES THOSE PORTIONS OF VOLTAIRE STREET AND COCHISE STREET DEDICATED PER PARCEL MAP 610.
3. ALL PUBLIC UTILITY EASEMENTS GRANTED HEREON INCLUDE CABLE TV.
4. PUBLIC UTILITY AND DRAINAGE EASEMENTS ARE HEREBY GRANTED 10 FEET IN WIDTH ADJACENT TO THOSE STREET RIGHTS-OF-WAY DEDICATED HEREON.
5. THE REVERTED PARCEL SHOWN HEREON IS SUBJECT TO CARSON CITY'S GROWTH MANAGEMENT ORDINANCE AND ALL PROPERTY OWNERS SHALL COMPLY WITH THE PROVISIONS OF SAID ORDINANCE.

## BASIS OF BEARINGS

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD 83/94 (HARN), PER OBSERVED 2010 CARSON CITY CONTROL NETWORK GPS MONUMENTS SHOWN HEREON. THE COORDINATES AND SURVEY DIMENSIONS SHOWN HEREON ARE GROUND VALUES, TO OBTAIN GRID VALUES DIVIDE GROUND VALUES BY A COMBINED FACTOR OF 1.000200001.

TOTAL AREA = 7.47± ACRES GROSS - 6.67± ACRES NET

## COUNTY RECORDER'S CERTIFICATE

FILE NO. \_\_\_\_\_

FILED FOR RECORD AT THE REQUEST OF \_\_\_\_\_

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018, AT \_\_\_\_\_

MINUTES PAST \_\_\_\_\_ O'CLOCK, \_\_\_\_\_ M

OFFICIAL RECORDS OF CARSON CITY, NV

SUSAN MERRIWETHER

CARSON CITY CLERK - RECORDER

BY: \_\_\_\_\_ DEPUTY

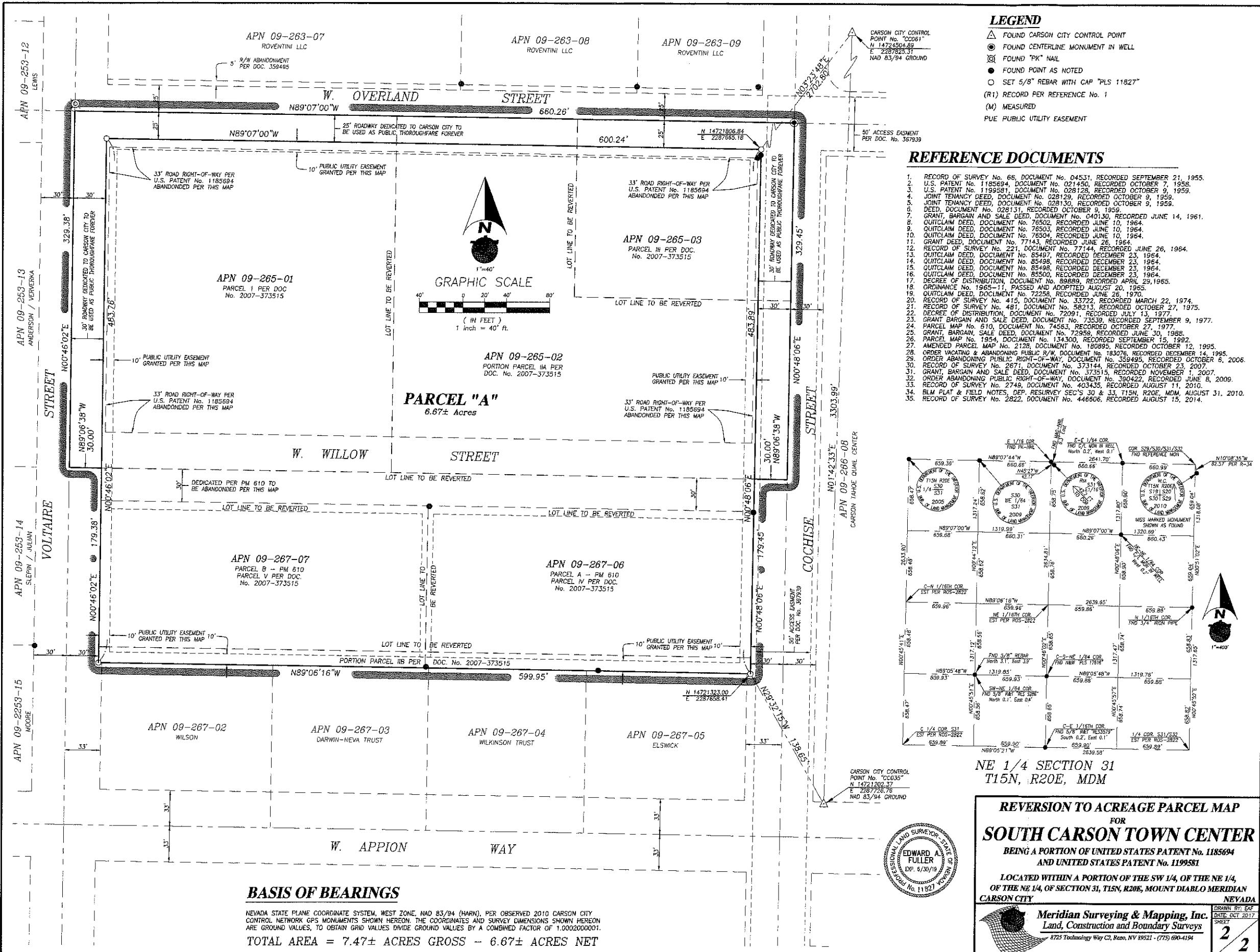
## REVERSION TO ACREAGE PARCEL MAP

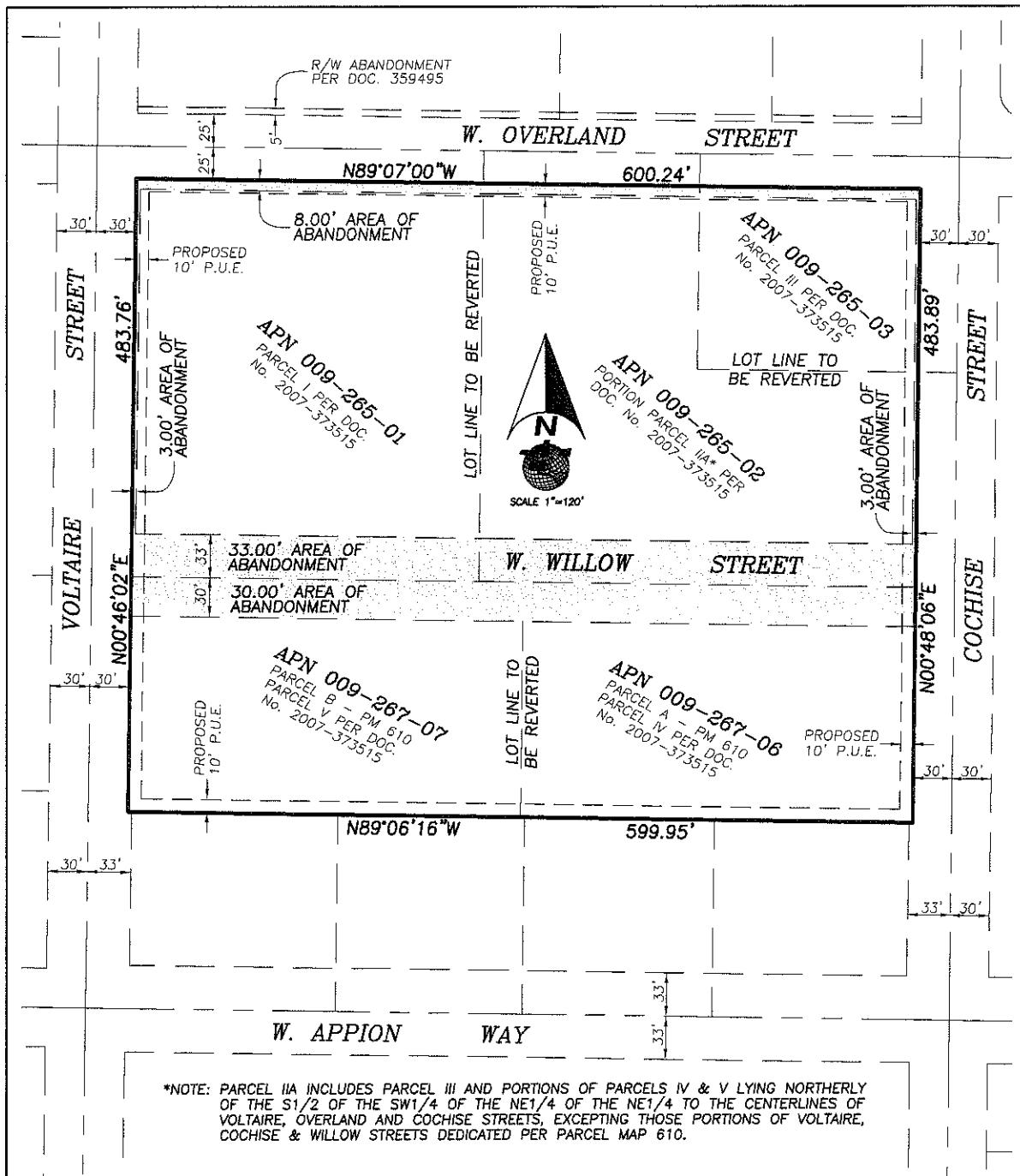
### FOR SOUTH CARSON TOWN CENTER

BEING A PORTION OF UNITED STATES PATENT No. 1185694  
AND UNITED STATES PATENT No. 1199581

LOCATED WITHIN A PORTION OF THE SW 1/4, OF THE NE 1/4,  
OF THE NE 1/4, OF SECTION 31, T15N, R20E, MOUNT DIABLO MERIDIAN  
CARSON CITY NEVADA

Meridian Surveying & Mapping, Inc.  
Land, Construction and Boundary Surveys  
8725 Technology Way C2, Reno, NV 89521 - (775) 690-4194  
DRAWN BY: EAF  
DATE: OCT 2017  
SHEET 1  
OF SHEETS 2





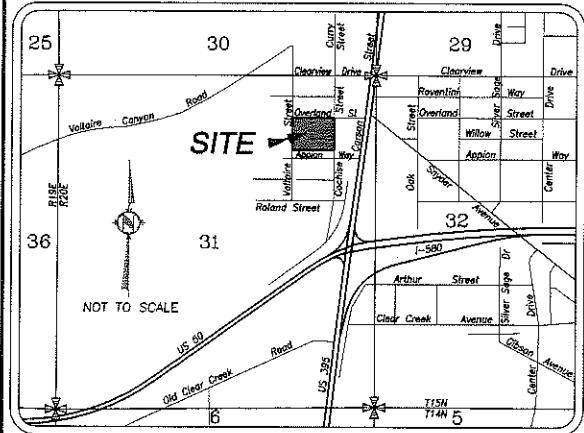
**RIGHT-OF-WAY ABANDONMENT**  
**PORTIONS OF VOLTAIRE STREET, WEST OVERLAND STREET,**  
**COCHISE STREET AND WEST WILLOW STREET**  
**AREA OF ABANDONMENT = 44,187± SQUARE FEET TOTAL**

APN: 009-265-01, 02, 03 & 009-267-06, 07  
 PORTION NE-1/4 Sec. 31, T15N, R20E  
 CARSON CITY, NV

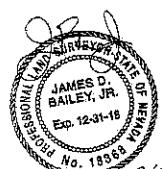
SCALE: 1" = 120'



**Meridian Surveying & Mapping, Inc.**  
*Land, Construction and Boundary Surveys*  
 8725 Technology Way C2, Reno, NV 89521 - (775) 690-4194



VICINITY MAP



JAMES D. BAILEY, JR.  
NEVADA PROFESSIONAL LAND SURVEYOR NO. 18368

#### LEGEND

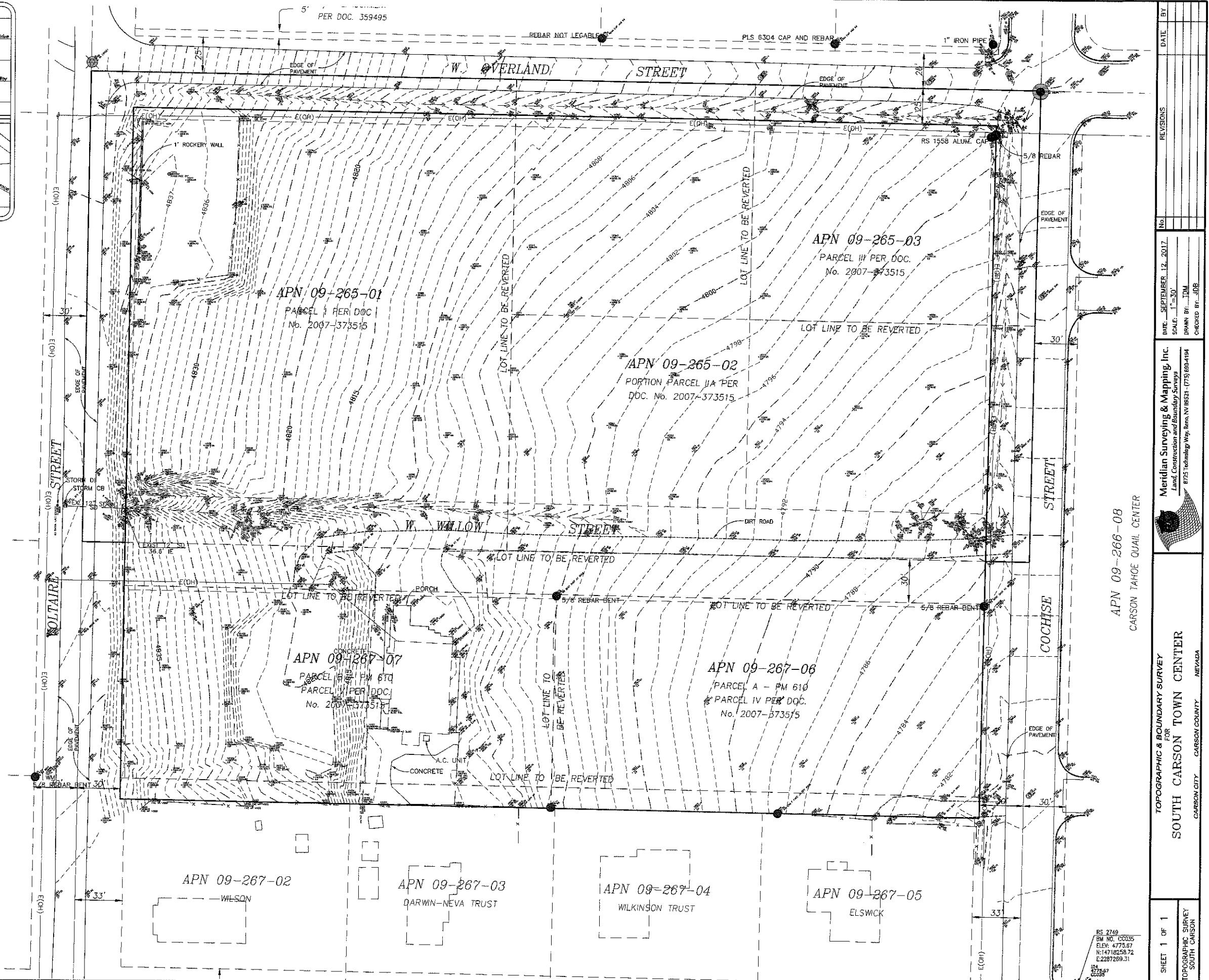
- FOUND PROPERTY CORNER AS NOTED
- WM WATER METER
- HYD FIRE HYDRANT
- VAL FIRE VALVE
- POLE UTILITY POLE
- MANHOLE STORMDRAIN MANHOLE
- MANHOLE SEWER MANHOLE
- VALVE GAS VALVE
- BOX ELECTRIC BOX
- SIGN SIGNAGE
- BENCH BENCH MARK
- ONE ELECTRIC LINE (OVERHEAD)
- X FENCE

#### BENCHMARK

1. BENCHMARK: 2010 CARSON CITY CONTROL NETWORK, BEING THE TOP 1.5" STEEL CAP IN THE TOP OF CURB AT NE CORNER OF COCHISE AND APION WAY WITH A PUBLISHED ELEVATION OF 4775.67 FEET, NAVD 88 DATUM.
2. DATE OF SURVEY: SEPTEMBER 7, 2017.

#### BASIS OF BEARINGS

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE GRID, NAD 83/94.  
PER SURVEY MONUMENTS AS SHOWN.



SHEET 1 OF 1	TOPOGRAPHIC & BOUNDARY SURVEY FOR	Meridian Surveying & Mapping, Inc.	DATE—SEPTEMBER 12, 2017	REVISIONS
	SOUTH CARSON TOWN CENTER	Land, Construction and Boundary Survey 8725 Technology Way, Reno, NV 89521 (775) 680-4194	SCALE: 1"=30' DRAWN BY: IDM CHECKED BY: JOB	
	CARSON CITY, CARSON COUNTY, NEVADA			

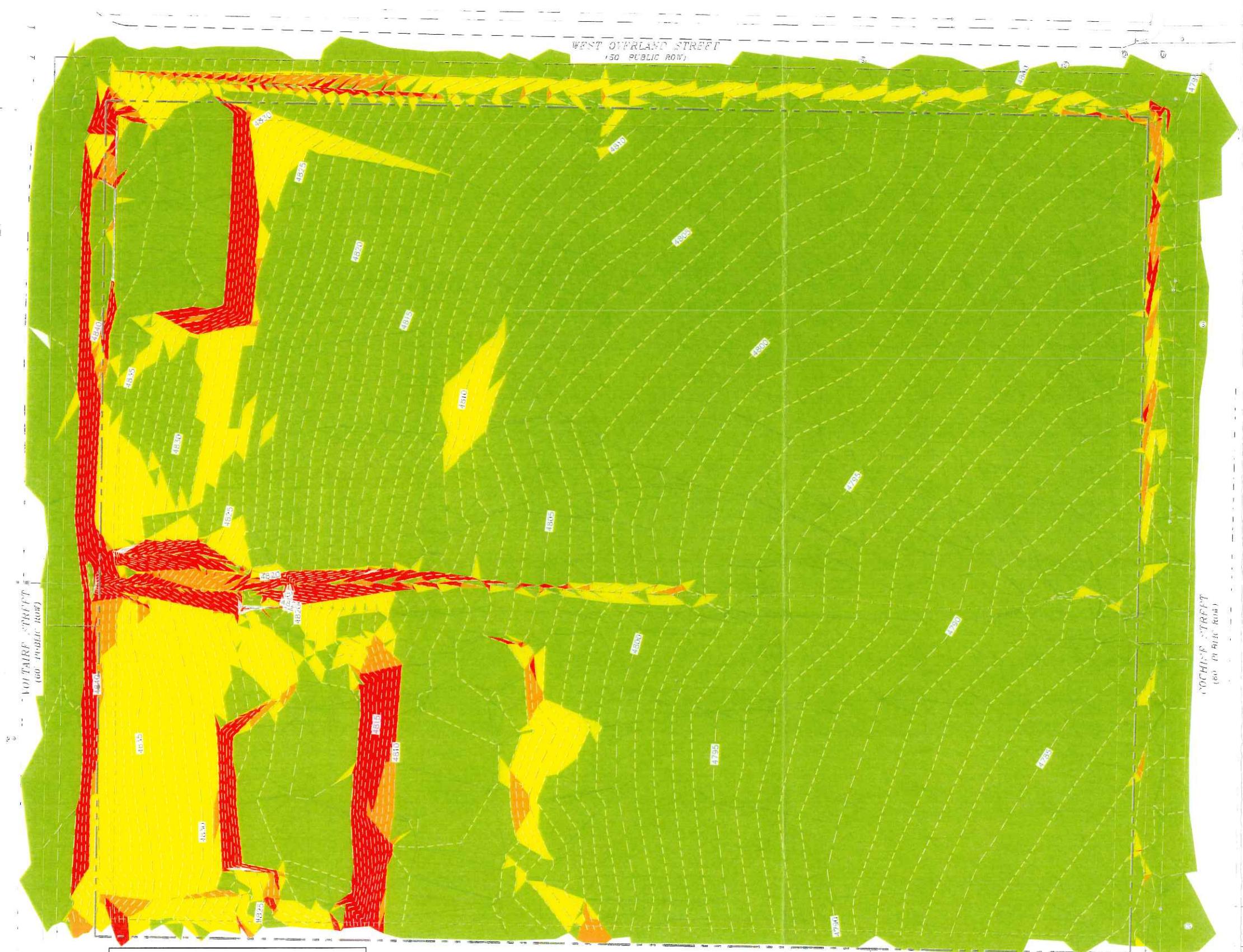
APN 09-266-08

CARSON TAHOE QUAIL CENTER

TOPOGRAPHIC SURVEY  
SOUTH CARSON

RS 2749  
BM NO. CC005  
ELEV. 4775.67  
N:1471825.72  
E2287299.31

4775.67  
E2287299.31



Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (SF)	Color
1	0.00%	15.00%	316500.04	Green
2	15.00%	25.00%	40213.49	Yellow
3	25.00%	33.00%	6724.94	Orange
4	33.00%	100.00%	16289.93	Red

WARNING: WRITTEN CONSENT IS REQUIRED OF OWNER, ENGINEERING CONSULTANTS, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

C:\Projects\PLACES\01-Cactica-MBR\04-CAD\Plans\Sheets\G3-0\_PCE-CHE1B\_E1C\_E1F-1to1-AFL.COM-2.5 (2015-4-17).DWG





REVISIONS			
NO.	DATE	INITIALS	DESCRIPTION



**CAUTION - NOTICE TO CONTRACTOR**

CAUTION - NOTICE TO CONTRACTOR

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AND FEATURES AS SHOWN ON THESE PLANS IS BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE.

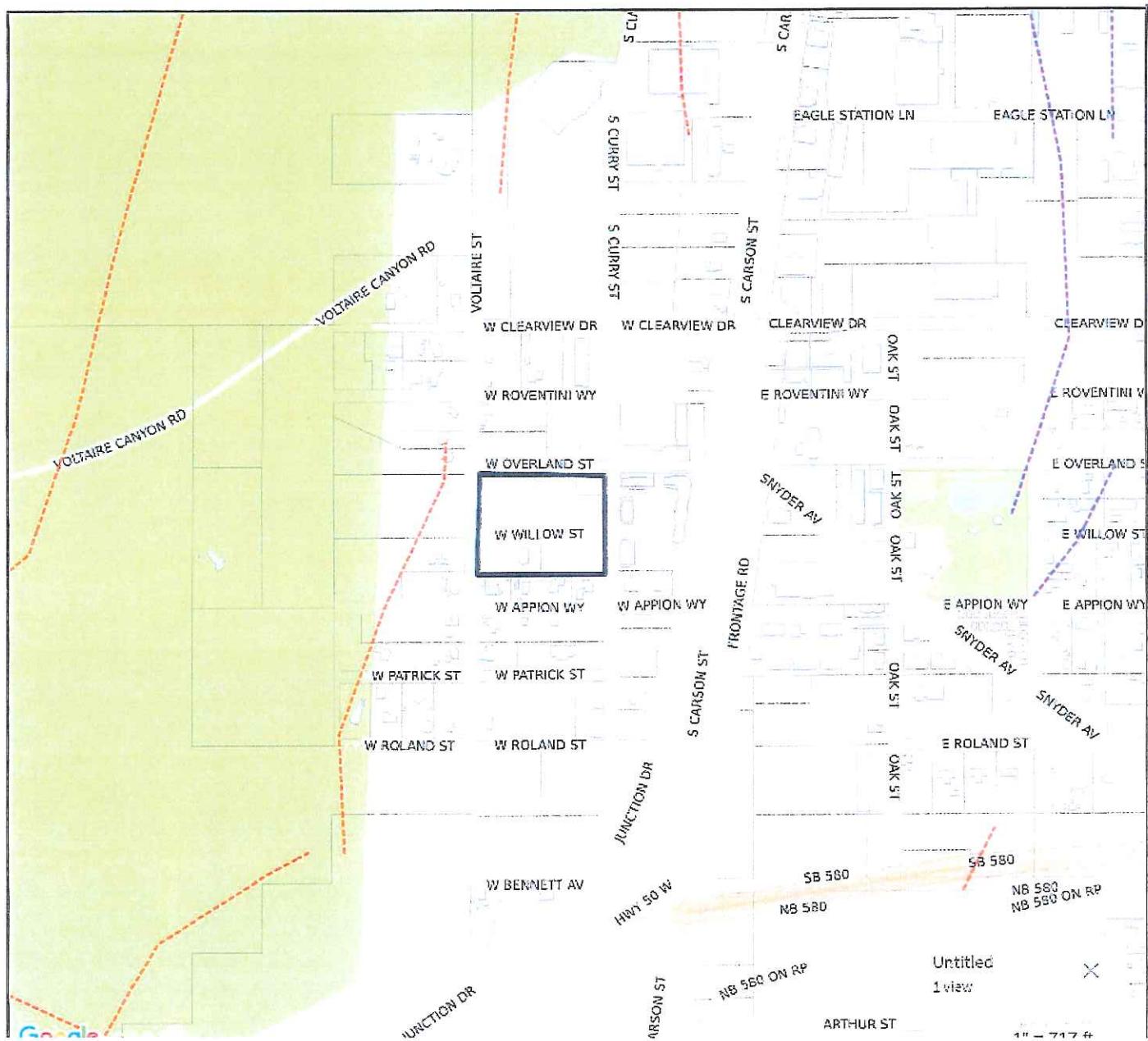
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THESE LOCATIONS AND/OR ELEVATIONS AT THE PROPOSED POINTS OF CONNECTION AND IN AREAS OF POSSIBLE CONFLICT PRIOR TO BEGINNING CONSTRUCTION. SHOULD THE CONTRACTOR FIND ANY DISCREPANCIES BETWEEN THE CONDITIONS EXISTING IN THE FIELD AND THE INFORMATION SHOWN ON THESE DRAWINGS, HE SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.

3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE OR RELOCATE ALL EXISTING UTILITIES AND FEATURES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. CONTRACTOR SHALL OBTAIN APPROVALS FROM THE GOVERNING AGENCIES, THE ENGINEER, AND THE UTILITY COMPANIES PRIOR TO SUCH REMOVAL AND/OR RELOCATION.

4. THE CONTRACTOR ASSUMES ALL RISK FOR ANY CONCRETE

4. THE CONTRACTOR ASSUMES ALL RISK FOR ANY CONSTRUCTION PERFORMED WITH PRELIMINARY OR NONAPPROVED PLANS.
5. CONTRACTOR TO PROVIDE TRAFFIC CONTROL IN CONFORMANCE WITH THE LATEST EDITION OF MUTCD WHENEVER CONSTRUCTION IS IN PROGRESS WITHIN THE PUBLIC TRAVEL WAY.

SHEET NO.



**FIGURE 3-A  
EXISTING FAULTS**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018



## Development Plan - 4

### Site Plan

**Existing Conditions, Topography, existing structures.**

**Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018**

**PLACES** Consulting  
Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SERVICES

## **SITE PLAN, EXISTING CONDITIONS, STREET SCENE / RESIDENTIAL BUFFER**

### **Site Plan**

The following Site Plan illustrates how the hillside adaptive architecture of the 9 buildings steps up the grade of the property. With 2 access points that bring residents into the project at the recreational / community facility and then disperses traffic to parking facilities on site and within garages, tucked under the units, forming the first level of the hillside adaptive architecture.

Setbacks, driveway and parking areas are dimensioned to show conformance with requirements. A system of interconnected pathways are provided to make pedestrian access to the community facilities convenient as well as provide access to public sidewalks that interconnect to the surrounding neighborhood.

### **Existing Conditions**

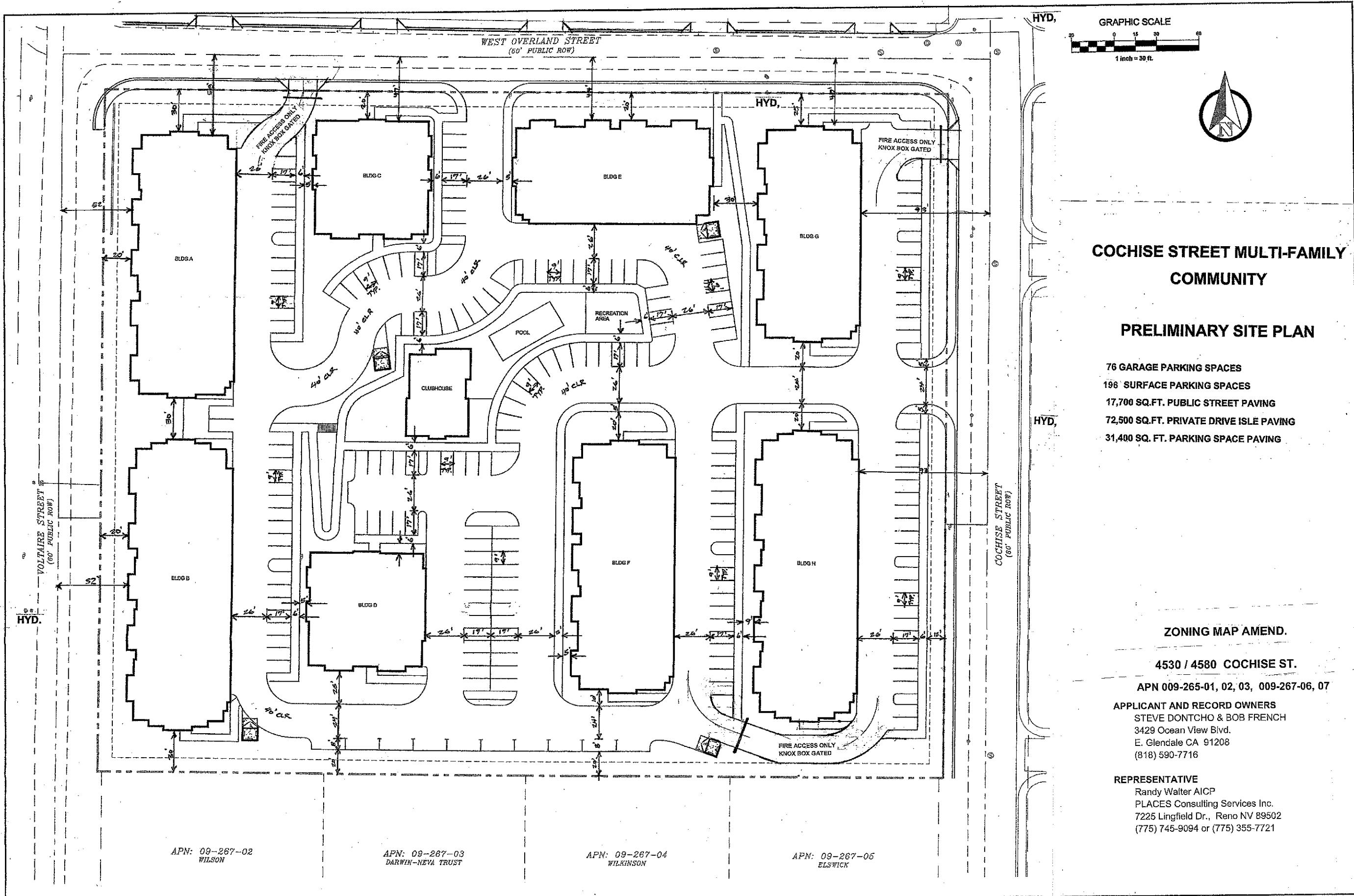
The Exhibit shows the current location and setbacks of the existing residential structure on the property. This existing structure will be torn down prior to constructing the multi-family units.

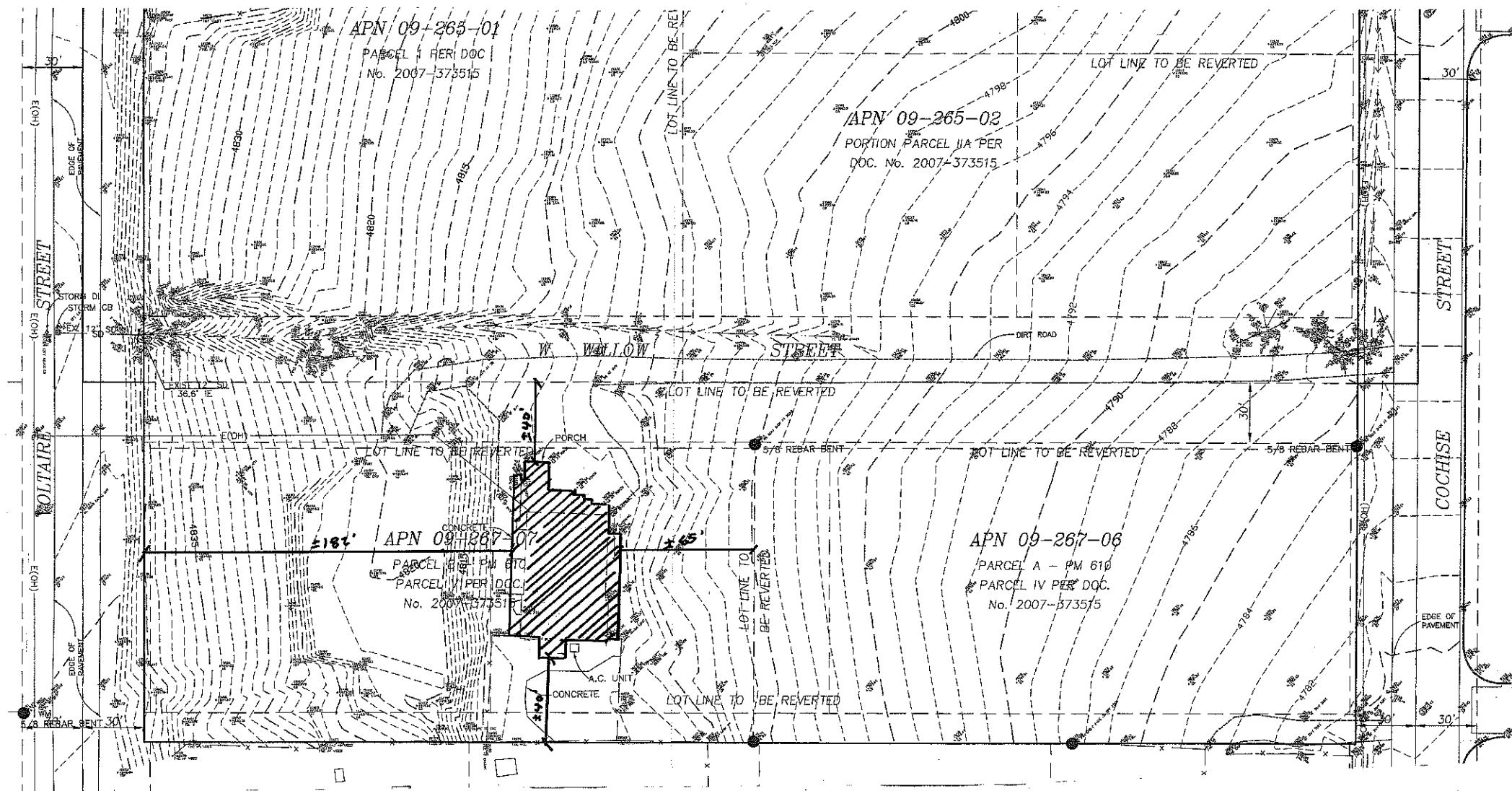
### **Street Scene / Residential Buffer**

The hillside adaptive architecture concept requires access to garages and on-site parking adjacent to the Cochise street frontage. To limit visibility of this single row of parking, a hedge row (or seat wall) will be incorporated into the landscape at strategic locations to screen this row of parking, limiting visibility from the street.(refer to exhibit).

In addition, the landscaping along Cochise St. frontage will duplicate the street scene on the east side by utilizing the same columnar deciduous street tree layout with evergreen trees to frame the driveway access points, Duplicating this landscape concept will create a uniform street theme along this portion of Cochise St.

The following exhibit also illustrates how this project can provide an effective screen along the south property line, limiting impacts to the existing residential homes to the south. A combination of a solid 6 foot wall/fence with evergreen trees and shrubs along this edge will reduce visual and noise impacts. In addition, the buildings are setback from the property line and living spaces are oriented in an east/west direction with limited openings on the walls facing the residential properties, further limiting impacts. Limiting vehicular access to primarily emergency uses will also limit vehicular noise impacts.

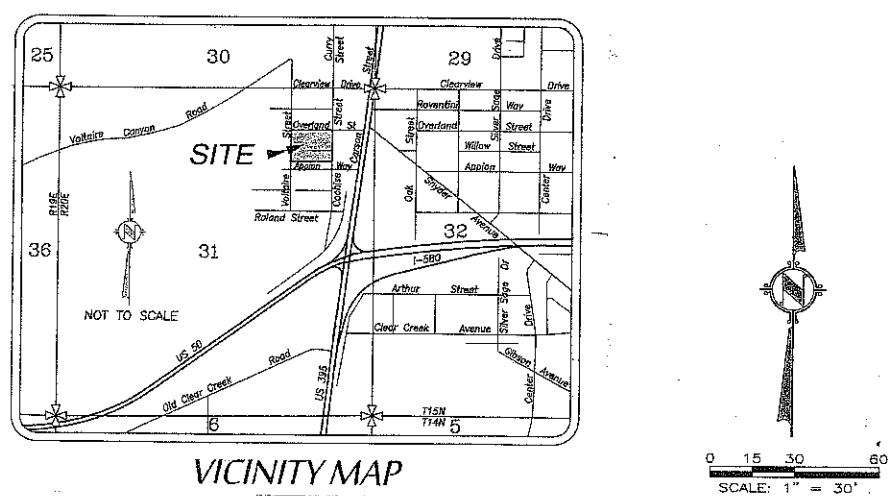




## COCHISE STREET MULTI-FAMILY COMMUNITY

**- ZONING MAP AMEND**

4530 / 4580 COCHISE ST



**APPLICANT AND RECORD OWNERS**

STEVE DONTCHO & BOB FRENCH

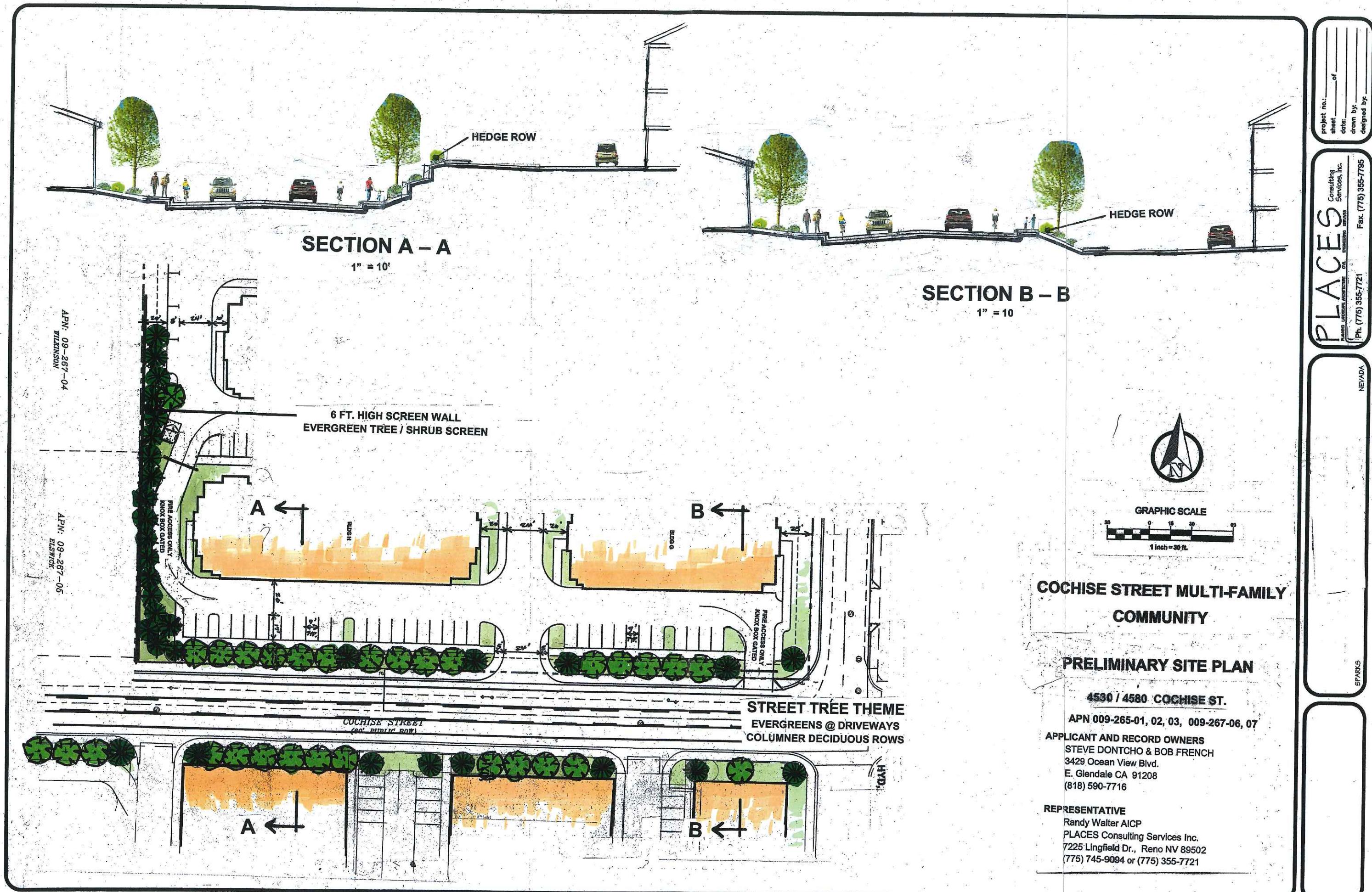
STEVE DONTCHO & BOB FRENCH  
3429 Ocean View Blvd.  
E. Glendale CA 91208  
(818) 590-7716

**REPRESENTATIVE**

**REPRESENTATIVE**  
Randy Walter AICP  
PLACES Consulting Services Inc.  
7225 Lingfield Dr., Reno NV 89502  
(775) 745-9094 or (775) 355-7721

# EXISTING CONDITIONS EXISTING STRUCTURES

project no.: \_\_\_\_\_  
sheet \_\_\_\_\_ of \_\_\_\_\_  
date: \_\_\_\_\_  
drawn by: \_\_\_\_\_  
designed by: \_\_\_\_\_





# Sanitary Sewer, Water, Hydrology, Analysis 5

## Project Impact Reports

Sewer

Water

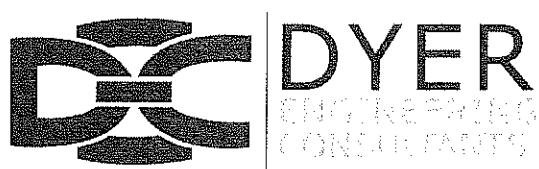
Hydrology

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018

**PRELIMINARY SANITARY SEWER IMPACT REPORT  
COCHISE MULTI-FAMILY COMMUNITY  
CARSON CITY, NEVADA**

December 2018

Prepared By:





## INTRODUCTION

This report presents the results of the sanitary sewer analysis for the Cochise Street Multi-Family Community project located the south western corner of W. Overland St. and Cochise St. in Carson City, NV, APN 09-267-06. The project is bound by single family residential properties to the north, south and west, and Retail Commercial to the east. Waste generated from this project will discharge to an existing sanitary sewer main within Cochise St.

## EXISTING SITE DESCRIPTION

The existing site for the proposed project will include improvements over approximately 6.67 acres in size. The site currently houses one existing single-family residence, and four vacant lots with undisturbed native landscape.

## PROPOSED DEVELOPMENT DESCRIPTION

The Cochise Street Multi-Family Community project is proposed to develop a nine-building complex, each building will have 1 lower level and 2 living levels above, there will be 143 apartments units, 27 one-bedroom, 100 two-bedroom and 16 three-bedroom units. The project has been designed with a major emphasis on outdoor recreation and includes a barbecue area, community pool, landscaping, patio seating and benches. The proposed site and utility improvements are illustrated in civil Site Plan and Civil Utility Plan sheets respectively.

## EXISTING SANITARY SEWER SYSTEM

Currently, the majority of the property is undeveloped, with one single family residence. Prior development of a sanitary sewage system for this site has not been recorded nor found through preliminary investigations. The sewage from the proposed development of this project will discharge to the public sanitary sewer mainline, which is located within Cochise St. The existing sanitary sewer main is an 8-inch SDR-35 PVC pipe. Pipe flow characteristics were computed using the Manning equation with an "n" value of 0.013. The sanitary sewer main in Cochise St. runs from the north to the south and has a minimum slope of 2.00%, which has a 50% full capacity of 1,376,821 gpd (1.38 mgd). (Reference Calculations, Appendix A.)

## DESIGN CRITERIA & ANALYSIS

Design criteria for this analysis was based on "Division 15, Section 15.3.2" of the Carson City Municipal Code dated December 30, 2017. The peak flow Cochise Street Multi-Family Community project is calculated to be 150,150 gpd (0.15 mgd), based upon the design basis for sizing mains of 100 gallons per capita per day with an occupancy rate of 3.5 persons per dwelling unit and 143 dwelling units. This peak flow amount represents approximately 5.46% of the full capacity of the existing lined 8-inch SDR-35 PVC sewer main line pipe. There are no known capacity issues with this sewer system. The additional 5.46% flow from the proposed project combined with the existing unknown sewer capacity will need to be further evaluated at final design. (Reference Calculations, Appendix A.)

This peak flow amount will fill approximately 11.8% of the full capacity of the 6-inch SDR-35 PVC lateral pipe proposed to service the apartment complex.

## **PROPOSED SYSTEM**

The proposed sanitary sewer system will consist of single 6-inch SDR-35 PVC lateral with a minimum slope of 2.0%, which has a 50% full capacity of 638,452 gpd (0.64 mgd), (Reference Calculations included in Appendix A). The lateral trench and connection to the existing sanitary sewer main are designed per City of Carson requirements. The proposed sewer improvements are illustrated in civil utility plan sheet.

## **CONCLUSIONS**

Based on our analysis, we conclude that the existing 8-inch SDR-35 PVC main in Cochise St. can adequately convey the increase in sewage discharge from the Cochise Street Multi-Family Community development. Also, the proposed sanitary improvements for Cochise Multi Family Apartments meet all Carson City requirements including minimum slopes, materials, and velocities.

## **APPENDIX A CALCULATIONS**

## Quantities of Sanitary Sewage

PRE-DEVELOPMENT			
TYPE	DESIGN (PEAK FLOW)	AMOUNT (gpd)	TOTAL (GPD)
Vacant Lot	0 gal/acre/day	0	0
		Total	0

POST-DEVELOPMENT			
TYPE	DESIGN (PEAK FLOW)	AMOUNT (gpd)	TOTAL (GPD)
Commercial - Apartment	3.5 capita/dwelling unit &	150,150	150,150
	100 gallons/capita day	Total	150,150

Table 1  
Pre-Development vs. Post-Development Sewage Quantities

EXISTING FLOW:  
UNKNOWN (gpd)

PROPOSED COMMERCIAL FLOW:

$(3.5 \text{ capita/dwelling unit}) * (143 \text{ apartments}) * 100 \text{ (gallons/capita day)} * (3.0 \text{ Peaking Factor}) = 150150 \text{ gpd} = 0.15 \text{ mgd}$

AMOUNT OF FLOW INCREASE POST-DEVELOPMENT:

$150,150 \text{ gpd} = 0.15 \text{ mgd}$

1/2 FULL CAPACITY OF AN 8-INCH PIPE @ 2.0% DESIGN SLOPE:

$1,374,987 \text{ gpd} = 1.37 \text{ mgd}$

FULL CAPACITY OF AN 8-INCH PIPE @ 2.0% DESIGN SLOPE:

$2,749,974 \text{ gpd} = 2.75 \text{ mgd}$

**PRELIMINARY DOMESTIC AND FIRE WATER IMPACT REPORT  
COCHISE MULTI-FAMILY COMMUNITY  
CARSON CITY, NEVADA**

December 2018

Prepared By:





## INTRODUCTION

This report presents the results of the domestic and fire water analysis for the Cochise Street Multi-Family Community project located the south western corner of W. Overland St. and Cochise St. in Carson City, NV, APN 09-267-06. The project is bound by single family residential properties to the north, south and west, and Retail Commercial to the east.

## EXISTING SITE DESCRIPTION

The existing site for the proposed project will include improvements approximately 6.67 acres in size. The site currently houses one existing single-family residence and four vacant lots with undisturbed native landscape.

## PROPOSED DEVELOPMENT DESCRIPTION

The Cochise Street Multi-Family Community project is proposed to develop a nine-building complex. Each building will have 1 lower parking level and 2 living levels above. There will be 143 apartments units; 27 one-bedroom, 100 two-bedroom and 16 three-bedroom units. The project has been designed with a major emphasis on outdoor recreation and includes a barbecue area, community pool, landscaping, patio seating and benches. The proposed site and utility improvements are illustrated in the Civil Site Plan and Civil Utility Plan sheets respectively.

## EXISTING WATER SYSTEM

Currently, there are two existing water mains located adjacent to the project site. An 8-inch PVC main Cochise St. and an 8-inch PVC main in Voltaire St. Public, Carson City Right-of-Way (ROW). Each of these mains is on a separate pressure zone. A dead-end 8-inch water main exists in W. Overland St. and extends approximately 150 feet to the west of Cochise St. that serves an existing fire hydrant. Existing fire hydrants are also located mid-block in both Cochise St and Voltaire St.

## DESIGN CRITERIA & ANALYSIS

A water main analysis will be prepared in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department at final design. The building construction type (Type V-B) will require fire sprinkler systems. Fire flow was calculated for the largest structure, 32,943 square feet. Conservatively using the largest structures square footage and the buildings being equipped with fire sprinkler systems a 50% reduction factor was applied to the required fire flow. This resulted in an fire flow of 2500 gpm at a duration of 4 hours per International Fire Code (IFC) Table B105.1. Reference attached fire flow test data sheet which indicates that the system has a capacity at 20 psi residual of 4200 gpm can be provided in this area. Therefore, water pressure is sufficient to serve the project for fire flows. Due to the domestic and irrigation demands being significantly less than that of the fire flows, the system will be more than adequate to serve the development.

Based on review comments received from the Major Project Review MPR-18-033 dated March 27, 2018, a new water main is required to be constructed in W. Overland St. to connect the existing water mains in Voltaire St and Cochise St. This connection will require the installation of a Pressure Reducing Valve (PRV) in W. Overland St. to mitigate the pressure differential between the two pressure zones.

If it is determined that the water pressure supplied to the top floors of the buildings is too low, private booster pumps will be installed in each building to meet the fire flow demands. Per IFC table C105.1, at a fire flow of 2500 gpm, three hydrants are required within 450 feet, the proposed site meets this requirement. See site plan for existing hydrant locations.

## **CONCLUSIONS**

Based on our analysis, and the review comments received from the Major Project Review MPR-18-033 dated March 27, 2018, we conclude that the connecting the existing 8" water main in Cochise St., Voltaire St. and W. Overland St. can adequately serve the Cochise Street Multi-Family Community development. Also, the proposed water main improvements for Cochise Multi Family Apartments meet all of the City of Carson requirements including minimum pressures, materials, and flows.

## **APPENDIX A**

## **FIRE FLOW TEST DATA SHEET**

# Fire Flow Test Data Sheet

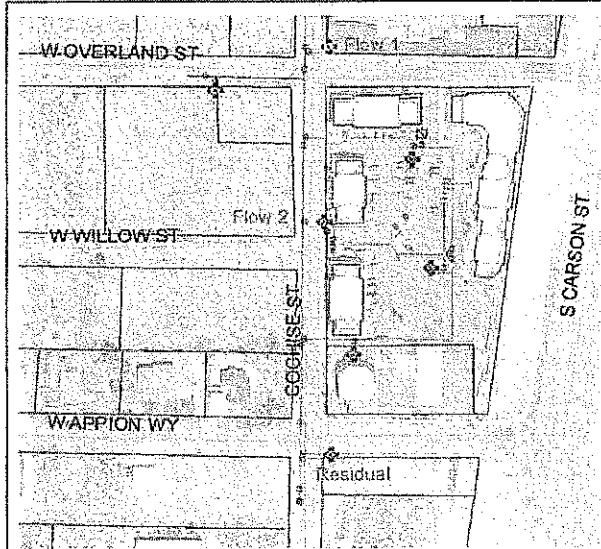


Location of Test (Street and Cross Street):	Cochise Street - Appion Way	
Address Nearest Residual Hydrant:	211 W. Appion Way	
Test Date: <u>6/13/2017</u>	Test Time: <u>917</u>	
Testing Personnel: <u>NB, KA, NT</u>		
Pressure Zone: <u>Lower Voltaire</u>		Main Size: <u>8"</u>
Comments: _____	_____	

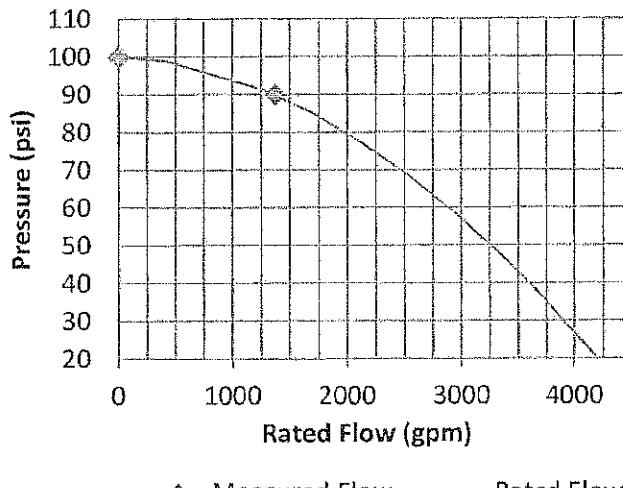
## Test Results:

Residual Hydrant		Flow Hydrant(s)				
Static:	100 psi	Hydrant Tester	Pitot Pressure (psi)	Discharge Diameter (in)	Outlet Coeff. (c)	Pitot Flow (gpm)
Residual:	90 psi					
Pressure Drop:	10 psi	Flow 1	HM1	22	2	1.307
	10 %	Flow 2	HM2	17	2	1.307
		Flow 3				
						Total 1375

## Area Map



## Rated Flow



Rated Pressure (for Rated Capacity Calculation) 20 psi

Rated Capacity at 20 psi residual pressure. 4,200 gpm

Based on NFPA 291 - 2016 Edition and APWA Manual 17 - Fourth Edition

Pursuant to NFPA 291, fire flow test data over five years old should not be used.

Hydrant OBJECTID: 2687

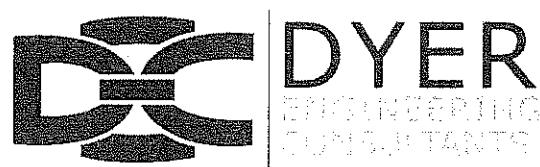
FD Runbook Page: 312X00

Data Sheet File Name: Cochise-Appion.pdf

**PRELIMINARY HYDROLOGY IMPACT REPORT  
COCHISE MULTI-FAMILY COMMUNITY  
CARSON CITY, NEVADA**

December 2018

Prepared By:





## INTRODUCTION

This report presents the storm water drainage and management plan for the proposed site improvements for the Cochise Street Multi-Family Community project located the south western corner of W. Overland St. and Cochise St. in Carson City, NV, APN 09-267-06. The project is bound by single family residential properties to the north, south and west, and Retail Commercial to the east. The purpose of this study is to compare the existing generated 5-year and 100-year flows to the proposed site development to mitigate any increase in flows for the 5-year and 100-year storms

## EXISTING SITE DESCRIPTION

The existing site for the proposed project will include improvements of approximately 6.67 acres in size. The site currently houses one existing single-family residence, and four vacant lots with undisturbed native landscape. The site has a predominant slope from the north west to south east corner of 10.0% or less. There are several isolated areas where manmade benches have been placed that exceed 10.0% (slope map previously provided with the Major Project Review MPR-18-033 application package). An existing stormwater drainage swale exists running west to east from an existing catch basin and culvert in Voltaire St.

## FLOOD ZONE

According to FIRM Index Map #3200010094F, dated December 22, 2009, the site is located within Zone X, unshaded, flood zone areas determined to be outside the 0.2% annual chance floodplain (Ref. Firm Map, Appendix A).

## PROPOSED DEVELOPMENT DESCRIPTION

The Cochise Street Multi-Family Community project is proposed to develop a nine-building complex. Each building will have 1 lower level and 2 living levels above. There will be 143 apartments units, 27 one-bedroom, 100 two-bedroom and 16 three-bedroom units. The project has been designed with a major emphasis on outdoor recreation and includes a barbecue area, community pool, landscaping, patio seating and benches. The proposed site and utility improvements are illustrated in the Civil Site Plan and Plan & Profile sheets respectively.

## EXISTING DRAINAGE

### Off-site Drainage:

The project is bounded by public paved roadways to the north, east & west and single-family residential homes to the south. The public roadways have street side ditches to convey stormwater runoff. Voltaire St. to the west has a catch basin and culvert storm drain system that passes stormwater runoff under Voltaire St and releases it onto this project site in a drainage ditch. This drainage surface flows to the east until it reaches Cochise St and then heads south where it eventually makes its way to the NDOT detention basin located on the north east corner of the US 395 & I-580 intersection.

On-site Drainage:

Existing on-site drainage patterns flow from the north west to south east corner. The roadside drainage ditch on Cochise St intercepts any runoff from the site and directs it to the south.

## **EXISTING DRAINAGE**

Off-site Drainage:

Carson City has master planned a future storm drain system in W. Appion Way to convey stormwater flow created by Voltaire Canyon through the public right-of-way streets and to the NDOT detention basin (see attached exhibit Proposed Voltaire Canyon Storm Drain System, dated March 28, 2018)

On-site Drainage:

The on-site drainage will sheet flow away from the immediate vicinity of the proposed structures and be collected by hardscape areas and them to an underground storm drain system. Also, the storm water runoff generated by the culvert crossing in Voltaire St. will be captured and conveyed through the same system. The on-site storm drain system will drain to the south eastern corner of the property where it will be released into a proposed reinforced concrete pipe public storm drain system to be built jointly with Carson City and Voltaire Canyon Storm Drain System, where all stormwater runoff is directed to the NDOT channel and to the NDOT detention basin. It has been indicated by Carson City community development staff that the NDOT detention basin has adequate storage for these additional flows.

## **HYDROLOGY**

Peak flows for on-site watersheds were estimated for the 5-year and 100-year design storms using the Rational Method (Ref. Calculations, Appendix B). The overall average 100-year site C value will have a slight increase from an average of 0.50 to an average of 0.73. The 5-year design storm will increase from 1.34 cfs to 4.03 cfs and the 100-year design storm will increase from 8.01 cfs to 12.5 cfs. It has been agreed that the project will not be required to provide any on-site detention basins for the increase in storm water runoff in the proposed development if the owner/developer partners with Carson City to share the cost of a portion of the off-site storm drain system (terms & conditions of the cost sharing agreement to be determined during future final design & permitting).

- **RATIONAL METHOD**

The Rational Method is used to estimate the peak runoff resulting from a rain storm of given intensity and frequency falling on a specific watershed. The peak flow is expressed as:

$$Q = C i A$$

where Q = Peak rate of runoff, cubic feet per second

C = Runoff coefficient

i = Average rainfall intensity, inches per hour

A = Watershed area, acres

Further research and design will need to be conducted to determine the storm water flows to size the storm drain system in Voltaire St & W. Appion Way to the NDOT canal and detention basin as part of the overall Voltaire off-site storm water master planning and determination of design flows.

## **CONCLUSIONS**

The difference in the 5-year and 100-year storm flows between the existing site conditions and proposed development, including all future expansion of the site, demonstrates an increase in the peak runoff flows with the increase in non-permeable areas. The excess runoff will be collected and perpetuated through the site to a future public storm drain system that drains into the NDOT detention basin. An agreement must be contracted between Carson City and the owner/developer to define specifically which portion (or %) of off-site storm drain improvements will be funded by the respective parties. The excess flows will be released into the proposed storm drain system and will reduce erosion, resulting in improved storm water quality. Therefore, the site can be developed as planned with respect to storm water drainage without adverse impact to adjacent or downstream properties or public storm drain facilities.

REFERENCE

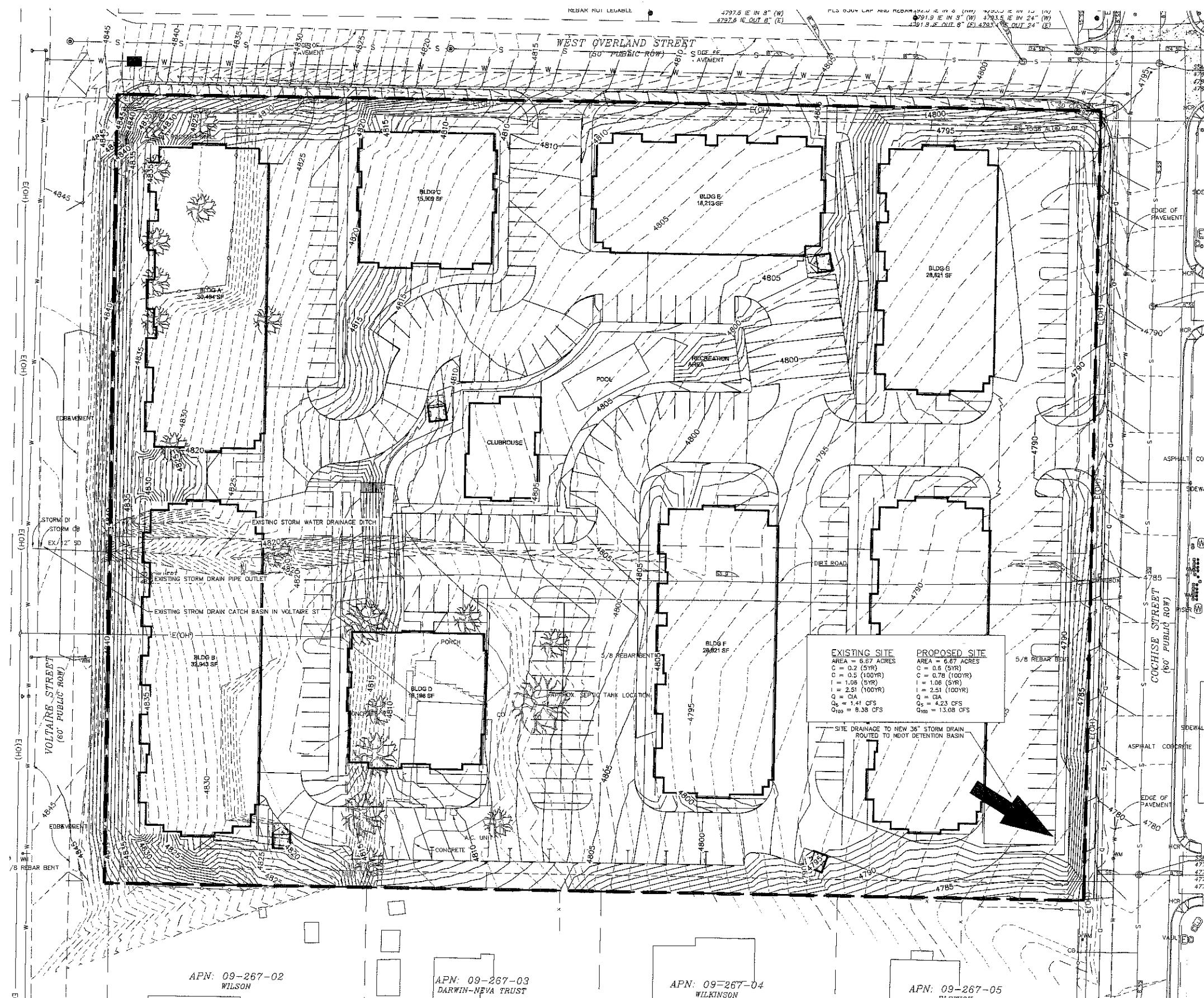
City of Reno, Washoe County, City of Sparks, Truckee Meadows Regional Drainage Manual, April, 2009

NOAA National Weather Service, NOAA Atlas 14, Volume 1, Version 5, (NOAA Atlas 14 Point Precipitation Frequency Estimates: NV, 2013)

APPENDIX A  
FIRM MAP



APPENDIX B  
HYDROLOGY EXHIBIT



A graphic scale with markings at 0, 15, and 30 inches. The scale is marked with a dashed line and a solid line at each 15-inch interval. The text "1 inch = 30 ft." is written below the scale.



**DYER**  
ENGINEERING  
CONSULTANTS

**DC**

9160 Double Diamond Pkwy, Ste. A  
Reno, Nevada 89521 Phone: 775-852-1440

PROFESSIONAL SEAL:

**PRELIMINARY**

FOR REVIEW ONLY  
NOT FOR CONSTRUCTION

**DYER**  
ENGINEERING  
CONSULTANTS

ENGINEER	PE. NO.	DATE
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SPECIAL USE PERMIT  
HYDROLOGY EXHIBIT  
COCHISE STREET

KANSAS CITY

C4

Ergonomics in Design

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ED B

AW/RECKE  
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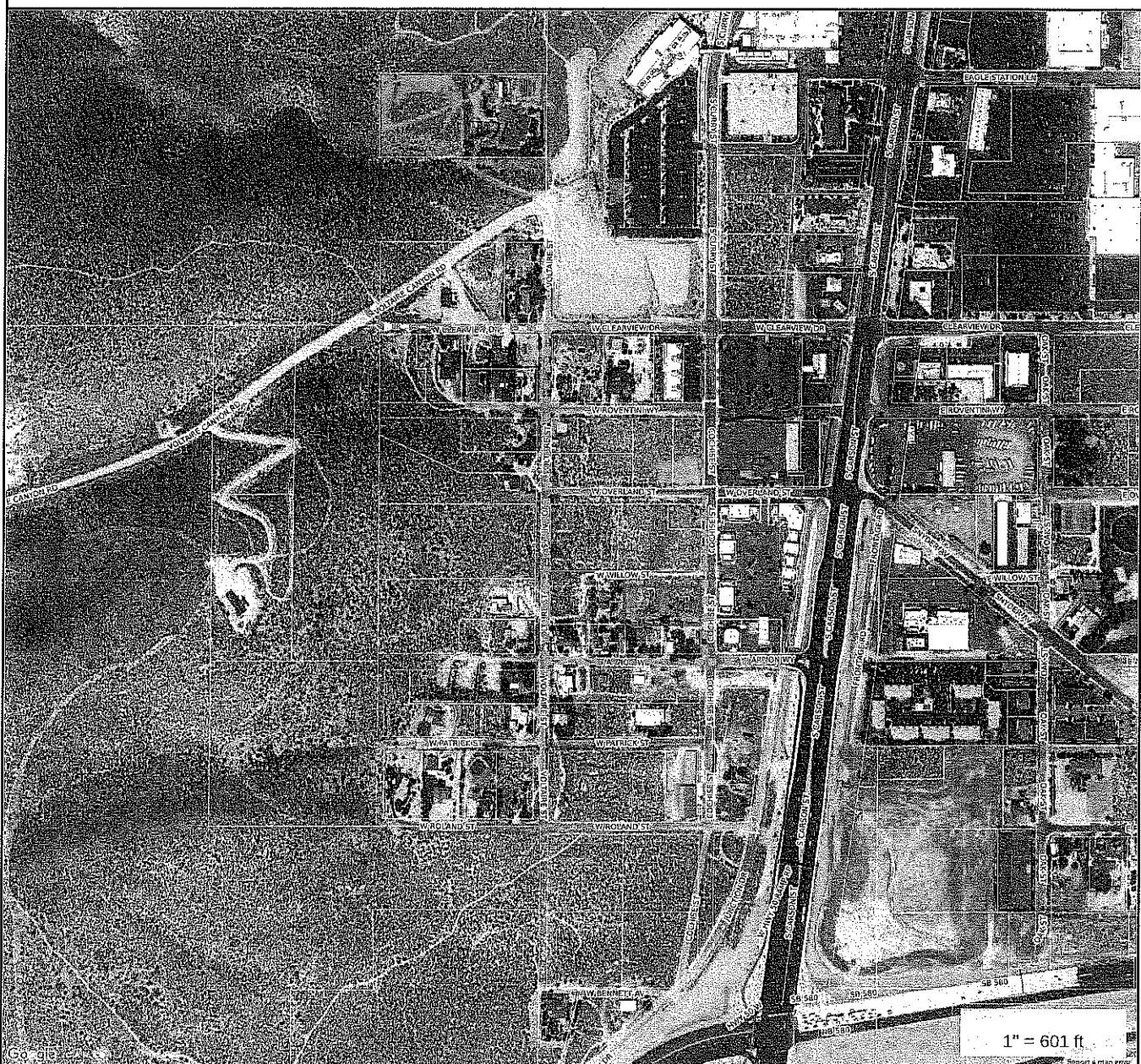
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APPENDIX C  
CARSON CITY  
MASTER PLANED VOLTAIRE CANYON STORM DRAIN SYSTEM

Proposed Voltaire Canyon Storm Drain System



MAP FOR REFERENCE ONLY  
NOT A LEGAL DOCUMENT

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

Parcels updated 03/28/2018  
Properties updated 03/28/2018

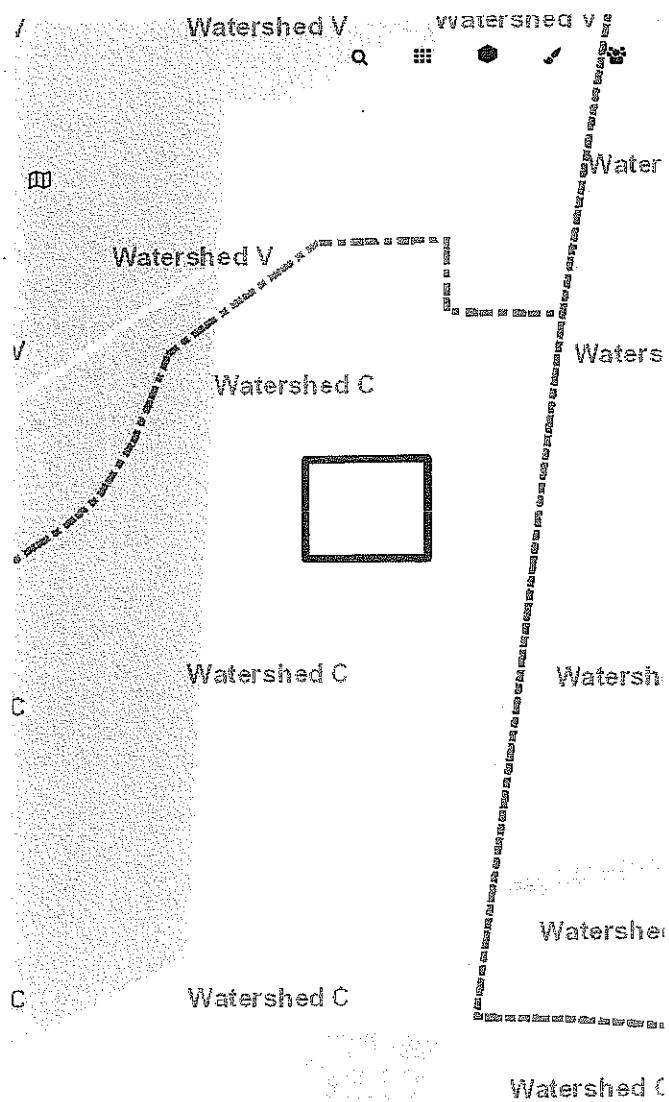
## APPENDIX D CALCULATIONS



DOYER 11

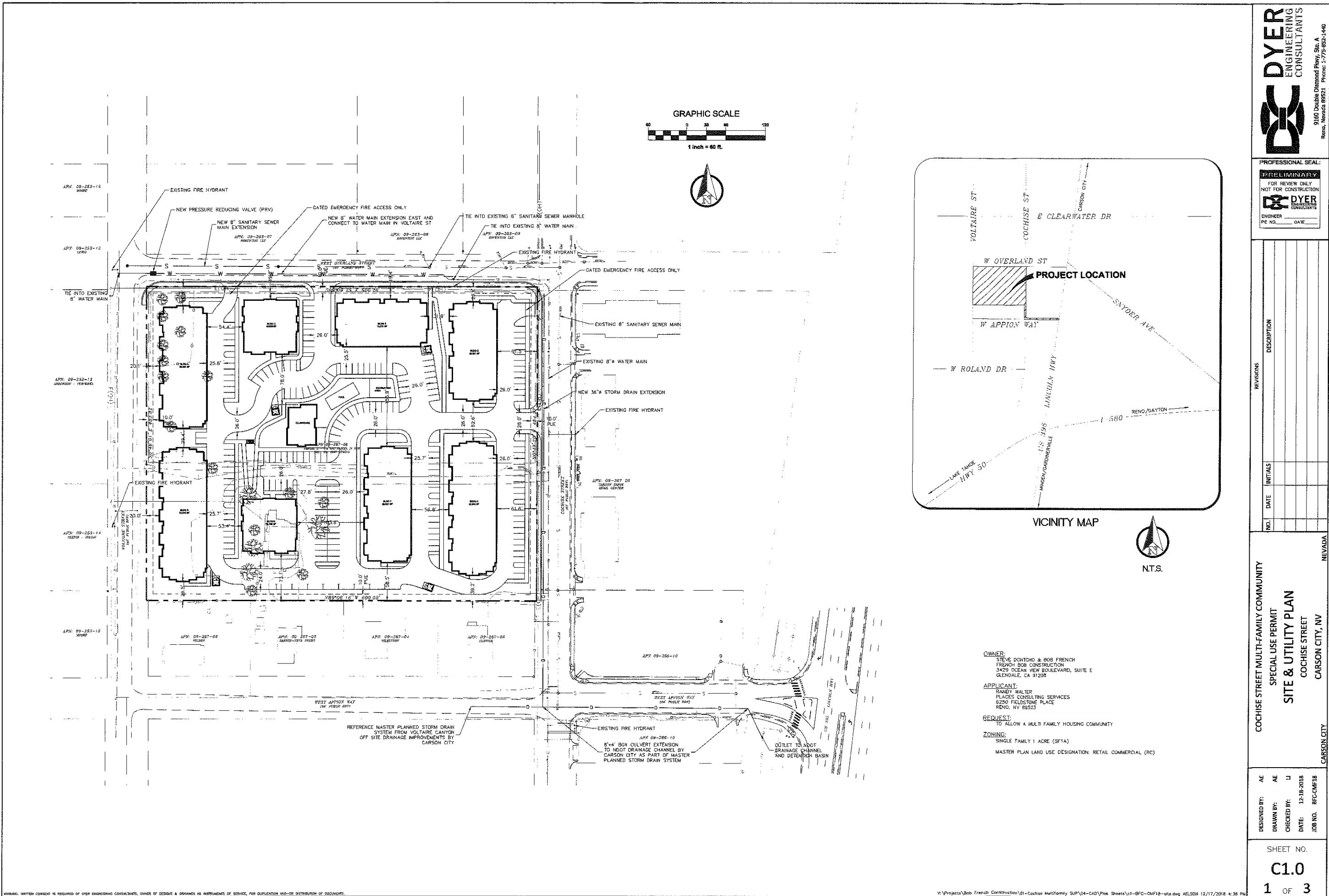
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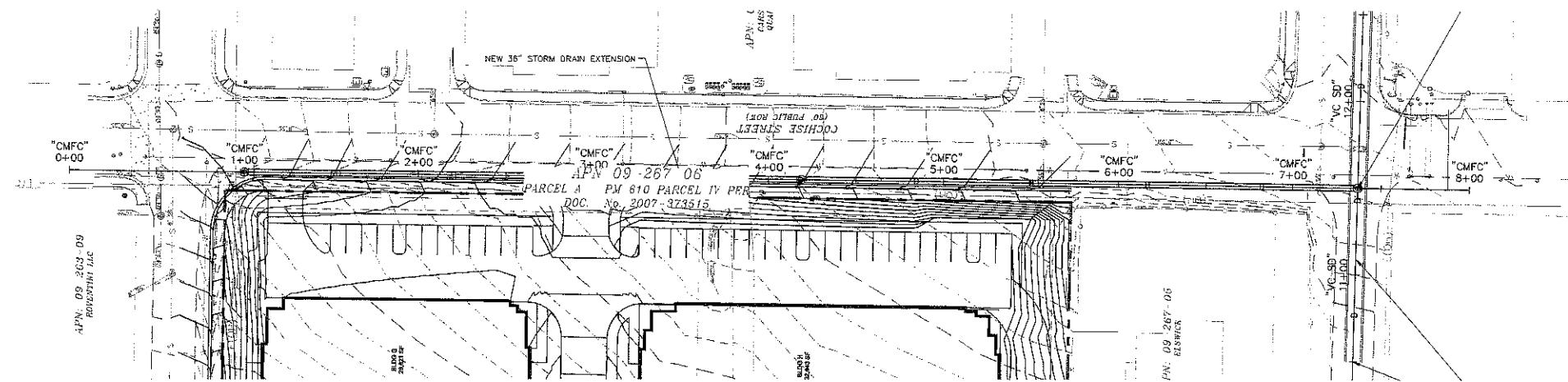
**RATIONAL METHOD HYDROLOGY  
CARSON CITY IDF CURVES  
COCHISE STREET MULTI-FAMILY COMMUNITY  
EXISTING & PROPOSED**



**FIGURE 5-A**  
**CARSON CITY WATERSHED C**

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018

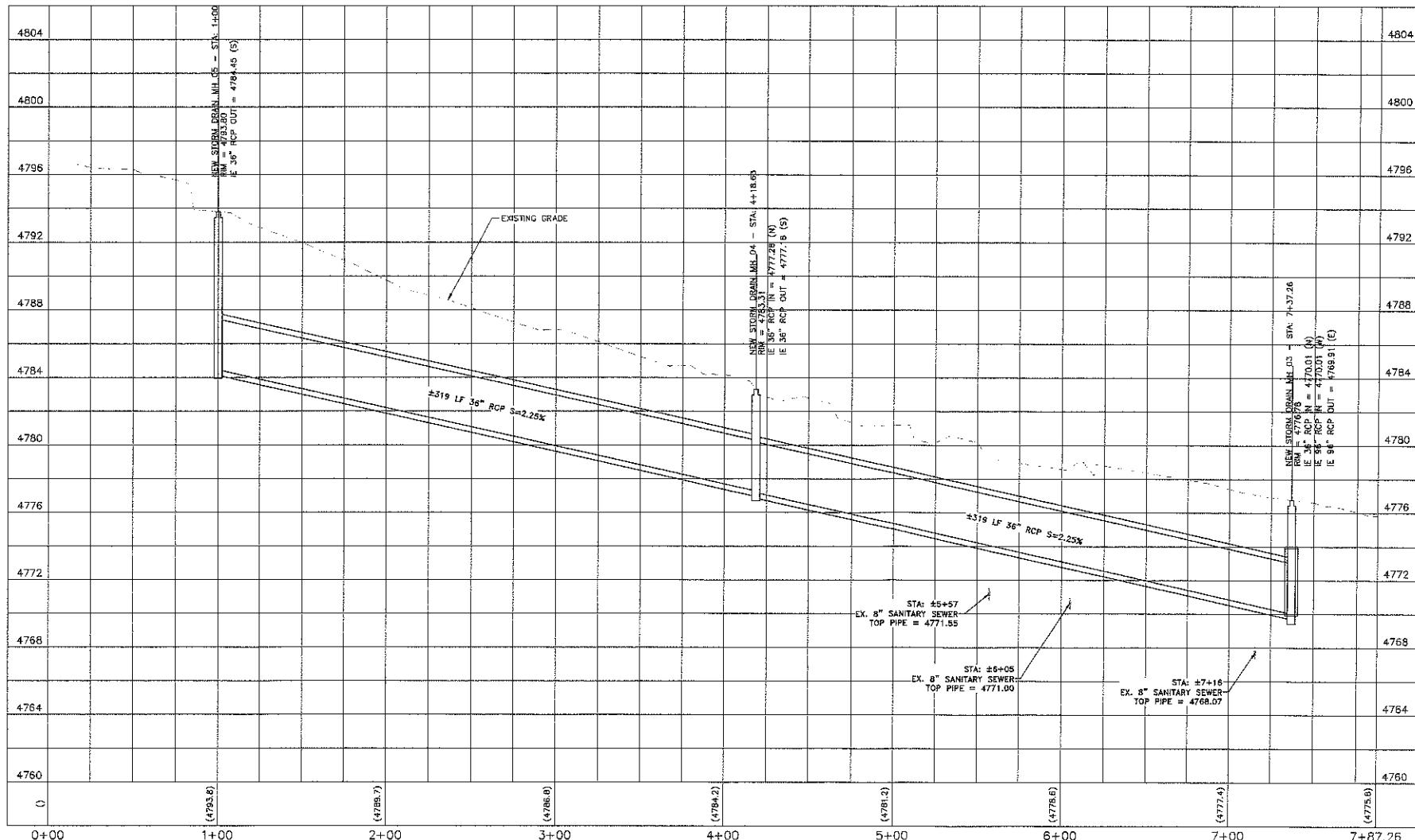




COCHISE MINT-FAMILY COMMUNITY - STORM DRAIN CL PROFILE - STA: 0+00 to 7+87.

HORIZONTAL SCALE: 1"=400'

VERTICAL SCALE: 1" =

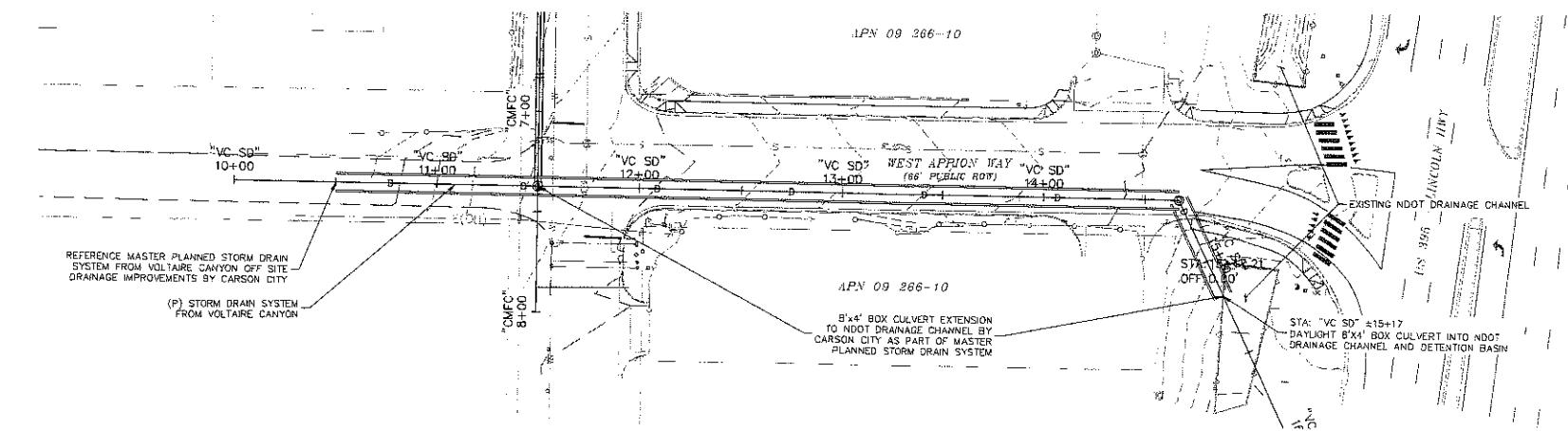


GRAPHIC SCALE

0 20 40 60

1 Inch = 40 ft.

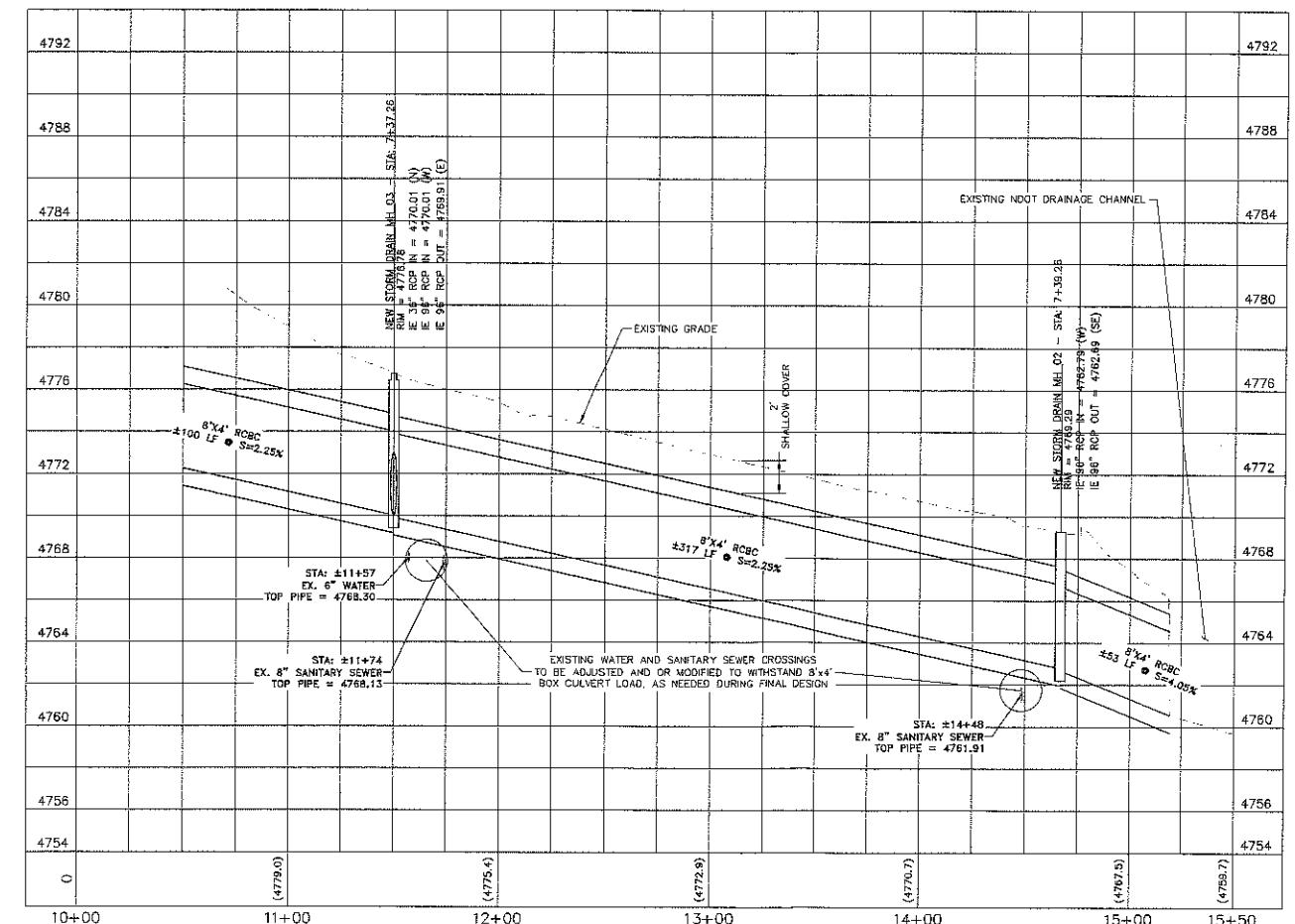




VOLTAIRE CANYON - STORM DRAIN CL. PROFILE - STA: 10+00 to 15+50

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=4'



**COCHISE STREET MULTI-FAMILY COMMUNITY  
SPECIAL USE PERMIT  
VOLTAIRE SD PLAN & PROFILE**

COCHISE STREET  
CARSON CITY, NV  
CARSON CITY, NV

SHEET NO.

C2.1

OF 3

Reno, Nevada 89521 Phone: 1-775-852-1440

111

NEVADA  
LAS VEGAS CITY

1

1

1

## **Preliminary Architecture – 6**

**Building Square Footages**

**Construction Type and Occupancy**

**Floor Plans**

**Building Plans**

**Elevations**

**Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018**

**PLACES** Consulting Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SERVICES



## ARCHITECTURAL SUMMARY

### Preliminary Building Square Footages

The buildings illustrated on the following pages have the follow areas:

Building A – 30494

Building B – 32943

Building C – 15909

Building D – 16198

Building E – 18213

Building F – 28821

Building G – 28821

Building H – 32943

### Preliminary Construction Type and Occupancy

The Buildings illustrated on the following pages have the following:

Construction Type 5B

Occupancy R2 (apartments)





2 SOUTH ELEVATION



1 NORTH ELEVATION



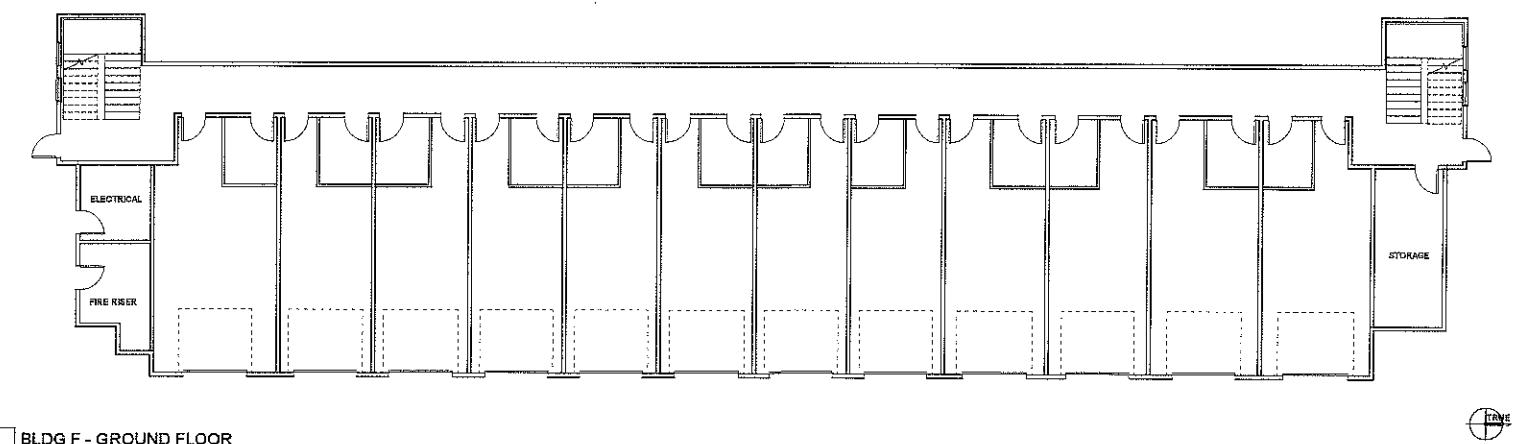
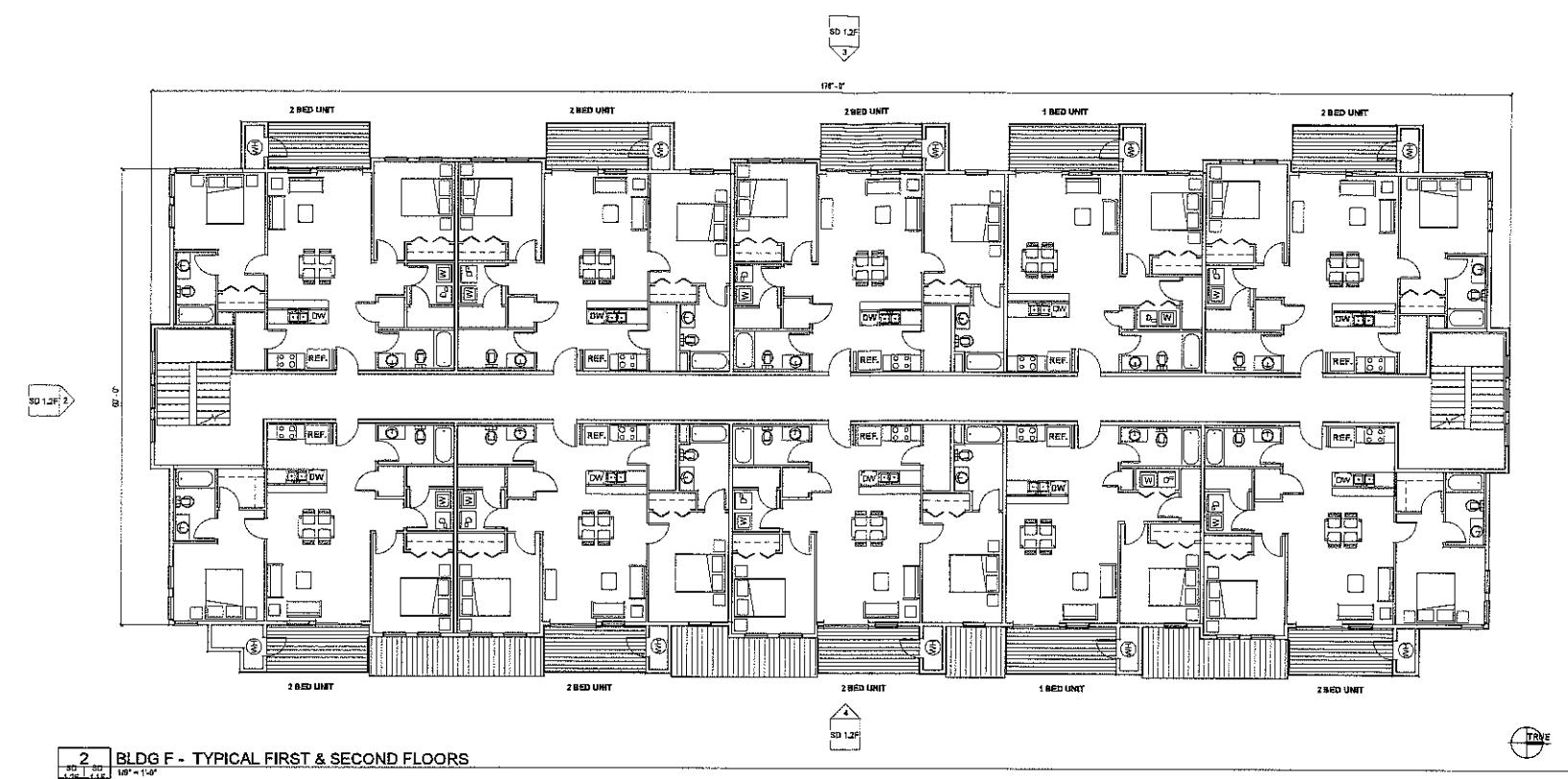
3 WEST ELEVATION



4 EAST ELEVATION







#### BUILDING F INFORMATION

1 BED UNITS: 4  
2 BED UNITS: 16  
3 BED UNITS: 0  
GARAGE SPACES: 12

TOTAL NUMBER OF UNITS: 20

GENERAL INFORMATION:  
TYPICAL 1 BEDROOM: 890 SQFT  
TYPICAL 2 BEDROOM: 1,000 SQFT  
TYPICAL 3 BEDROOM: 1,200 SQFT  
(EXCLUDES EXTERIOR SPACE)



2 SOUTH ELEVATION  
SD SD 3'16" = 1'-0"



1 NORTH ELEVATION  
SD SD 3'16" = 1'-0"



4 EAST ELEVATION  
SD SD 3'16" = 1'-0"



3 WEST ELEVATION  
SD SD 3'16" = 1'-0"



## TRAFFIC - 7

Cochise Street Multi-Family Community  
Special Use Permit  
24232-01  
December, 2018

**PLACES** Consulting  
Services, Inc.  
PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SERVICES

# TRAFFIC IMPACT STUDY

FOR

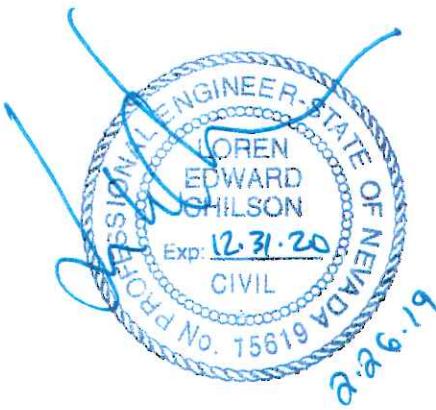
## Cochise Street Multifamily

February 26, 2019

PREPARED FOR:

Bob French Construction

PREPARED BY:



## EXECUTIVE SUMMARY

### **Why did you perform this study?**

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Cochise Street Multifamily project in Carson City, Nevada. This study of potential transportation impacts was undertaken for planning purposes and to determine whether any roadway improvements would be necessary to accommodate the proposed development.

### **What does the project consist of?**

The project consists of 143 multi-family apartment units.

### **How much traffic will the project generate?**

The project is anticipated to generate approximately 902 Daily, 56 AM peak hour, and 74 PM peak hour trips.

### **Are there any traffic impacts?**

The study intersections will operate at acceptable levels of service under Existing and Existing Plus Project conditions. No significant impacts were identified in the near-term.

The northbound left turn movements across Carson Street at Overland Street and Appion Way are anticipated to degrade to poor levels of service (LOS "E" and "F") under the 2040 Baseline and 2040 Baseline Plus Project scenarios with or without the project due to other projects and background growth. Due to development of nearby commercial projects, a future signal may be required to manage total future traffic. Additionally, the Cochise St / Appion Way intersection is anticipated to operate at level of service "F" under the 2040 Baseline and 2040 Baseline Plus Project scenarios (with or without the project).

It should be noted that the Cochise Street Multifamily project does not create any side-street approach left-turn demand at the S. Carson Street / Appion Way intersection (the Cochise Street Multifamily eastbound to northbound lefts will be made at Clearview Drive) and therefore has very limited contribution to the potential need for a signal at Appion Way.

### **Are any improvements recommended?**

While the Cochise Street Multifamily project is a relatively low trip generator and does not create any significant impacts, two intersection modifications are proposed to improve the local street network:

- ▶ The project proposes to construct All-Way Stop Controls at the Cochise Street / Appion Way intersection prior to the first certificate of occupancy.
- ▶ The project proposes to stripe a crosswalk on the south leg of the Cochise Street / Overland intersection to increase pedestrian safety to/from the project prior to the first certificate of occupancy.



#### LIST OF FIGURES

1. Project Location
2. Site Plan
3. Existing Lane Configurations and Controls
4. Existing Traffic Volumes
5. Trip Assignment
6. Existing Plus Project Traffic Volumes
7. 2040 Baseline Lane Configurations and Controls
8. 2040 Baseline Traffic Volumes
9. 2040 Baseline Plus Project Traffic Volumes

#### LIST OF APPENDICES

- A. Existing Conditions Level of Service Calculations
- B. Existing Plus Project Conditions Level of Service
- C. Development Project Trip Assignment
- D. 2040 Baseline Conditions Level of Service Calculations
- E. 2040 Baseline Plus Project Conditions Level of Service Calculations
- F. HCM Intersection Control Type Worksheet
- G. NDOT Roadway Volumes (2017)



## INTRODUCTION

This report summarizes the results of a traffic analysis prepared for the Cochise Street Multifamily project located on W. Overland Street & Cochise Street in Carson City, Nevada. This analysis has been prepared to describe existing and future year traffic conditions in the study area, identify potential impacts to the transportation network, document findings, and provide recommendations to mitigate impacts, if any are found.

### ***Study Area and Evaluated Scenarios***

The proposed project consists of 143 multi-family apartments. The project would be located on the vacant land bounded by Cochise Street to the east, Overland Street to the north, and Voltaire Street to the west as shown on **Figure 1**. The project would include access to Overland Street and Cochise Street as shown on **Figure 2**.

#### **Study Intersections**

- ▶ Cochise Street / Clearview Drive
- ▶ Cochise Street / Overland Street
- ▶ Cochise Street / Appion Way
- ▶ Carson Street / Clearview Drive
- ▶ Carson Street / Overland Street
- ▶ Carson Street / Appion Way

#### **Study Scenarios**

This study includes analysis of intersections during the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- ▶ Existing Conditions – evaluates existing traffic conditions
- ▶ Existing Plus Project Conditions – evaluates existing conditions with the proposed project
- ▶ 2040 Baseline Conditions - evaluates future conditions with increased regional traffic and other nearby development
- ▶ 2040 Baseline Plus Project Conditions – evaluates future conditions with the proposed project

The 2040 study scenario includes 20 years of background growth and inclusion of all currently known anticipated development in the areas immediately west of Carson Street (Carson Hills Apartments, Clearview Ridge, RC Zoning (Hotel), Fast Food Pad on Appion Way, Appion Commercial Center properties), and the North Douglas County Specific Plan Amendment at Topsy Lane.

## ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades "A" through "F" with "A" representing optimum conditions and "F" representing breakdown or over capacity flows.

### *Intersections*

The complete methodology for intersection level of service analysis is established in the *Highway Capacity Manual (HCM) 2010*, published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

**Table 1: Level of Service Definition for Intersections**

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: Highway Capacity Manual (2010), Chapters 18 through 21

Level of service calculations were performed for the signalized and stop controlled study intersections using the Synchro and SimTraffic software packages with analysis and results reported in accordance with the current *HCM 2010* methodology.

### *Level of Service Policy*

Carson City Municipal Code states that "A traffic LOS D or better...shall be maintained through improvement of impacts from all conditions on all city maintained arterial, and collector roads and at city road intersections, except as noted in the Carson City master plan."

The level of service policy for State owned facilities was obtained from the Nevada Department of Transportation's (NDOT) Traffic Impact Study Requirements publication. That document states "Level of Service "C" will be the design objective for capacity (for new facilities) and under no circumstances will less than Level of Service "D" be accepted for site and non-site traffic." Therefore, level of service policy "D" was used in this analysis.

Where intersections are already experiencing level of service beyond the thresholds above, conditions should not be exacerbated. In practice, this is commonly interpreted as not increasing average delay per



vehicle by more than 5 seconds, or the volume-to-capacity ratio by more than 0.05 for roundabout intersections.

## EXISTING CONDITIONS

### ***Roadway Facilities***

A brief description of the key roadways in the study area is provided below.

*S. Carson Street* is a north-south major arterial roadway connecting downtown Carson City with Minden/Gardnerville. South Carson Street between Fairview Drive and US 50 recently served as the main highway until the Carson Freeway (I-580) was completed to S. Carson Street/US 50. Following the completion of I-580, traffic volumes on S. Carson Street have decreased significantly. Currently, S. Carson Street is a six-lane facility with speed limits ranging from 45-mph between Colorado St and Clearview Drive, and 50-mph from Clearview Drive to US 50.

*Cochise Street* is a two-lane north-south roadway between Clearview Drive and Appion Way and has a posted speed limit of 25 mph. Carson City recently reclassified Cochise Street as a “Collector” roadway.

### ***Bicycle and Pedestrian Facilities***

Pedestrian facilities in the study area include some sidewalk segments along Cochise Street between Clearview Drive and Overland Street on both sides and from Overland Street to Appion Way on the east side of Cochise Street. There are stamped concrete crosswalks at the north and east legs of the Cochise Street / Overland Street intersection, north and west legs of the Cochise Street / Roventini Way intersection, and marked crosswalks at all legs of the Cochise Street / Clearview Drive intersection. Currently, no crosswalks are striped at Appion Way.

### ***On-Street Parking***

On-street parking appears to be permitted on Cochise Street, though there is no pavement striping to regulate parking. Further, only the northbound left on Cochise Street and the southbound left on Curry Street at Clearview Drive are striped for separate left turn bays. Cochise Street at Overland Street and at Appion Way appears wide enough to accommodate designated left turn bays, but no pavement striping is currently in place.

### ***Crash History***

A crash history was obtained from Nevada Department of Transportation (NDOT) Traffic Safety online database (2015-2017). Only two crashes were recorded on Cochise Street. In addition, most crashes occurring on Carson Street are the result of following too closely or excessive speed leading to rear-end collisions. Therefore, there does not appear to be any significant safety concerns with the studied intersections.



### Existing Intersection Level of Service

Existing conditions intersection level of service analysis was performed using Synchro and SimTraffic analysis software, with reporting based on *HCM 2010* methodology. New vehicle/bicycle/pedestrian peak hour turning movement counts at the Cochise Street locations were conducted on a mid-week day in August 2018. Counts on S. Carson Street were collected on a mid-week day in December 2018, with school in session. The existing peak hour factors, and the heavy vehicle percentages from those recent traffic counts were used in the analysis. A seasonal adjustment of 5% was added to all collected turning movement counts to ensure a conservative analysis. The existing PM volumes (worst case) used in this study are greater than the 2017 hourly volume collected by NDOT at count station 0250001 - 445ft South of Appion Way.

The existing intersection lane configurations and traffic controls are shown on **Figure 3** and peak hour traffic volumes are shown on **Figure 4**, attached. **Table 2** summarizes the existing conditions intersection level of service results and the technical calculations are provided in **Appendix A**.

**Table 2: Existing Conditions Intersection Level of Service Results**

ID	Intersection	Intersection Control	Movement/Approach	AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Cochise St / Clearview Dr	All-Way STOP	Overall	A	8.5	A	8.8
2	Carson St / Clearview Dr	Signal	Overall	C	28.4	C	29.8
3	Cochise St / Overland St	Side Street Stop	Northbound Left	A	7.3	A	7.4
			Southbound Left	A	7.5	A	7.5
			Eastbound Approach	A	9.7	A	7.5
			Westbound Approach	A	9.1	A	9.2
4	Carson St / Overland St	Side Street Stop	Northbound Left	A	3.2	B	14.1
			Southbound Left	A	7.8	B	11.4
			Eastbound Approach	A	3.9	B	14.4
			Westbound Right	A	3.4	A	4.8
5	Cochise St / Appion Way	Side Street Stop	Northbound Approach	A	8.4	A	9.1
			Southbound Approach	A	9.0	A	9.2
			Eastbound Left	A	7.5	A	7.4
			Westbound Left	A	7.5	A	7.2
6	Carson St / Appion Way	Side Street Stop	Northbound Left	A	6.0	C	23.9
			Eastbound Right	A	3.5	B	13.9

Source: Headway Transportation, 2019

As shown in the table, all movements at the existing study intersections currently operate at acceptable levels of service.

## PROPOSED PROJECT

### ***Project Description and Access***

The proposed project consists of 143 multi-family apartments. Access to the project site is proposed at two driveways. One accesses West Overland Street at the north side of the project and one accesses Cochise Street at the east side of the project as shown on **Figure 2**.

### ***Trip Generation***

Trip generation estimates were developed for project using standard trip generation rates in the *ITE Trip Generation Manual, 10<sup>th</sup> Edition*. **Table 3** shows the Daily, AM peak hour, and PM peak hour trip generation estimates for the project.

**Table 3: Trip Generation Estimates**

Land Use - ITE Land Use & Code	Size	Trips <sup>1</sup>				
		Daily	AM	AM In / Out	PM	PM In / Out
Multifamily Housing (220)	143 units	902	56	11 / 45	74	48 / 26

Notes: Trips calculated based on average trip rates in the *ITE Trip Generation Manual, 10<sup>th</sup> Edition*.

Source: Headway Transportation, 2019

As shown in the table, the project is anticipated to generate 902 Daily, 56 AM peak hour, and 74 PM peak hour trips. The peak hour trip generation is below the threshold values requiring a traffic impact study.

### ***Trip Distribution***

Project generated traffic was distributed to the surrounding roadway network based on the location of the project in relation to complimentary land uses, major activity centers, and local roadway connections. Project trips were distributed and assigned to the study intersections as shown on **Figure 5** and summarized below:

- ▶ 50% South on S. Carson Street
- ▶ 40% North on S. Carson Street
- ▶ 5% North on Cochise Street and S. Curry Street
- ▶ 5% East on Clearview Drive

## PLUS PROJECT TRAFFIC OPERATIONS ANALYSIS

Level of service analysis was completed for the Existing Plus Project and the 2040 Baseline Plus Project conditions using Synchro and SimTraffic software packages, with results reported in accordance with *HCM 2010* methodology.

### ***Existing Plus Project Traffic Volumes***

Existing Plus Project traffic volumes were developed by adding the project generated trips (Figure 5) to the existing traffic volumes (Figure 4) and are shown on Figure 6, attached.

### ***Existing Plus Project Level of Service***

Table 4 presents the level of service analysis summary for the “Existing Plus Project” scenario. Technical calculations are provided in Appendix B.

**Table 4: Existing Plus Project Intersection Level of Service**

ID	Intersection	Intersection Control	Movement/Approach	AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Cochise St / Clearview Dr	All-Way STOP	Overall	A	8.6	A	9.1
2	Carson St / Clearview Dr	Signal	Overall	C	29.1	C	29.9
3	Cochise St / Overland St	Side Street Stop	Northbound Left	A	7.3	A	7.5
			Southbound Left	A	7.5	A	7.5
			Eastbound Approach	B	10.2	B	11.3
			Westbound Approach	A	9.4	B	10.0
4	Carson St / Overland St	Side Street Stop	Northbound Left	A	3.1	B	13.3
			Southbound Left	A	7.7	B	11.3
			Eastbound Approach	A	5.5	B	12.2
			Westbound Right	A	3.4	A	4.1
5	Cochise St / Appion Way	Side Street Stop	Northbound Approach	A	8.4	A	9.1
			Southbound Approach	A	9.1	A	9.3
			Eastbound Left	A	7.5	A	7.4
			Westbound Left	A	7.5	A	7.2
6	Carson St / Appion Way	Side Street Stop	Northbound Left	A	7.4	D	27.2
			Eastbound Right	A	4.3	B	14.4

Source: Headway Transportation, 2019

As shown in the table, all study movements are anticipated to operate at acceptable levels of service under Existing Plus Project conditions. The project causes no significant impacts.

## **2040 BASELINE CONDITIONS**

The future year analysis presented in this section estimates operating conditions in the year 2040.

### ***2040 Traffic Volume Forecasts***

The 2040 forecast traffic volumes were developed by combining the following traffic volume elements:

- ▶ Existing background traffic volumes increased by 5% for seasonal adjustment
- ▶ A background growth rate of 0.5 percent per year for 21 years (10.5% factor)

- ▶ Additional Private Development Projects (Carson Hills Apartments, Clearview Ridge, RC Zoning (Hotel), Fast Food Pad on Appion Way, Appion Commercial Center properties, and the North Douglas County Specific Plan Amendment).

To our knowledge, this list encompasses all significant planned development within the immediate study area. The project locations are shown in **Appendix C**.

Future development traffic was distributed, by individual project, to the adjacent roadway network based on existing travel patterns and the locations of complimentary land uses. All development trips were distributed throughout the entire study network to ensure a comprehensive evaluation. Trip assignment for each development project is included in **Appendix C**.

### ***Planned Complete Street Modifications***

The proposed Complete Street redesign of S. Carson Street includes the following modifications (as of the 30% design stage):

- ▶ Remove one northbound and one southbound travel lane from Appion Way to Stewart Street (resulting in two lanes in each direction)
- ▶ Add a multi-use path on the east side of the roadway from Appion Way to Stewart Street
- ▶ Provide a center two-way left turn lane along the majority of S. Carson Street from Clearview Drive to Rhodes Street

The 2040 Baseline lane configuration and controls are shown in **Figure 7**.

### ***2040 Baseline Intersection Level of Service Analysis***

2040 Baseline conditions intersection level of service analysis was performed using Synchro and SimTraffic analysis software, with reporting based on *HCM 2010* methodology. The 2040 Baseline traffic volumes are shown in **Figure 8**. **Table 5** shows the 2040 Baseline Conditions intersection level of service results at the study intersections assuming the complete street roadway improvements and traffic volume forecasts. Technical calculations are provided in **Appendix D**.



Table 5: 2040 Baseline Intersection Level of Service Results

ID	Intersection	Intersection Control	Movement/Approach	AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Cochise St / Clearview Dr	All-Way STOP	Overall	B	14.9	C	17.0
2	Carson St / Clearview Dr	Signal	Overall	D	38.7	C	32.3
3	Cochise St / Overland St	Side Street Stop	Northbound Left	A	7.5	A	7.7
			Southbound Left	A	8.3	A	8.1
			Eastbound Approach	B	14.8	C	15.9
			Westbound Approach	B	12.1	B	13.5
4	Carson St / Overland St	Side Street Stop	Northbound Left	A	5.9	<b>E</b>	<b>43.3</b>
			Southbound Left	B	12.6	D	30.2
			Eastbound Approach	A	5.8	B	10.4
			Westbound Right	A	8.1	C	18.6
5	Cochise St / Appion Way	Side Street Stop	Northbound Approach	D	30.0	C	17.6
			Southbound Approach	<b>F</b>	<b>55.1</b>	<b>F</b>	<b>59.8</b>
			Eastbound Left	A	7.8	A	7.7
			Westbound Left	A	7.7	A	7.6
6	Carson St / Appion Way	Side Street Stop	Northbound Left	C	18.3	<b>F</b>	<b>296.2</b>
			Eastbound Right	A	5.3	<b>E</b>	<b>44.7</b>

Source: Headway Transportation, 2019

As shown in the table, the northbound left turn movements across Carson Street at Overland Street and Appion Way are anticipated to operate at poor levels of service (LOS “E” and “F”) under the 2040 Baseline scenario. Additionally, the Cochise St / Appion Way intersection is anticipated to operate at level of service “F” with the anticipated nearby commercial development projects.

#### **2040 Baseline Plus Project Traffic Volumes**

2040 Baseline Plus Project traffic volumes were developed by adding the project generated trips (Figure 5) to the 2040 Baseline traffic volumes (Figure 8) and are shown on Figure 9, attached.

#### **2040 Baseline Plus Project Level of Service**

Table 6 presents the level of service analysis summary for the “2040 Baseline Plus Project” scenario and the technical calculations are provided in Appendix E.

Table 6: 2040 Baseline Plus Project Level of Service

ID	Intersection	Intersection Control	Movement/Approach	AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Cochise St / Clearview Dr	All-Way STOP	Overall	C	16.0	C	18.3
2	Carson St / Clearview Dr	Signal	Overall	D	39.4	C	33.0
3	Cochise St / Overland St	Side Street Stop	Northbound Left	A	7.5	A	7.7
			Southbound Left	A	8.3	A	8.2
			Eastbound Approach	C	16.2	C	18.9
			Westbound Approach	B	12.6	C	15.2
4	Carson St / Overland St	Side Street Stop	Northbound Left	A	8.7	<b>F</b>	<b>57.1</b>
			Southbound Left	B	14.9	D	29.1
			Eastbound Approach	B	10.2	D	27.2
			Westbound Right	B	12.0	C	22.5
5	Cochise St / Appion Way	Side Street Stop	Northbound Approach	D	30.1	C	17.8
			Southbound Approach	<b>F</b>	<b>64.5</b>	<b>F</b>	<b>68.3</b>
			Eastbound Left	A	7.8	A	7.8
			Westbound Left	A	7.7	A	7.6
6	Carson St / Appion Way	Side Street Stop	Northbound Left	D	28.4	<b>F</b>	<b>&gt;300</b>
			Eastbound Right	A	6.4	<b>E</b>	<b>46.2</b>

Source: Headway Transportation, 2019

As shown in the table, the northbound left turn movements across Carson Street at Overland Street and Appion Way are anticipated to operate at poor levels of service (LOS "E" and "F") under the 2040 Baseline scenario. With the development of adjacent commercial projects a future signal may be required to manage total traffic. Additionally, the Cochise St / Appion Way intersection is anticipated to operate at level of service "F" with or without the project. The project proposes to improve the local road network by constructing an All-Way Stop control at the Cochise Street / Appion Way intersection.

#### ***Level of Service with Improvements***

**Table 7** presents the level of service analysis summary post improvement at the Cochise Street / Appion Way intersection. Technical calculations are provided in **Appendix E**.

Table 7: 2040 Baseline Plus Project Level of Service with Improvements

ID	Intersection	Intersection Control	Movement/Approach	AM Peak		PM Peak	
				LOS	Delay	LOS	Delay
1	Cochise St / Appion Way	All-Way STOP	Overall	B	14.2	B	12.5

Source: Headway Transportation, 2019

The Cochise Street / Appion Way intersection is anticipated to operate at acceptable levels of service with the installation of All Way Stop control under the "2040 Baseline Plus Project" scenario.

## EVALUATION OF CLEARVIEW / COCHISE INTERSECTION

The intersection of Clearview Drive & Cochise Street is controlled with stop signs on all approaches. Carson City staff asked if a roundabout should be planned for the long-term traffic growth. 2040 with project traffic operations indicate LOS C overall with All-Way Stop Control. Installation of a 120-ft diameter roundabout (common size) would not fit well within the existing intersection footprint. The adjacent businesses have a driveway that would be affected by the roundabout's construction as shown in **Exhibit 1** on the following page. A roundabout is not needed for traffic operations and therefore is not recommended. Pedestrians are well accommodated with crosswalks and stop controls on every approach.



Exhibit 1 – Roundabout Fit Test – Clearview Dr & Cochise St

## EVALUATION OF CONTROLS FOR OVERLAND ST AND APPION WAY

This section provides an evaluation of what controls should be provided at the Overland St / Cochise St and Appion Way / Cochise St intersections to best manage 2040 Plus Project traffic volumes. The Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition contains a warrant for controlling an intersection with all-way stop control. The minimum volume requirements are an average of at least 300 vehicles per hour on the major street for any 8 hours of an average day, and 200 vehicles on the minor street approach, with an average delay of 30 seconds/vehicle during the highest hour.

The *Highway Capacity Manual 2000* contains another guidance method for intersection control. This is provided, with data points for the intersections, as **Appendix F**. Each point on the graph provided is based on the peak hour two-way volume on the minor street, and the peak hour two-way volume on the major street. Plotting points for the AM and PM Peak hours at Overland St / Cochise St and Appion Way / Cochise

St shows that the Cochise Street / Overland Street does not meet all-way stop control warrant and the Cochise Street / Appion Way intersection may meet all-way stop control warrant. In addition, the minor street approach at the Cochise Street / Appion Way intersection is anticipated to experience well above the average delay of 30 second/vehicle threshold as stated in the MUTCD. Therefore, an All-Way Stop Control is justified at the Cochise Street / Appion Way intersection.

The project should stripe a crosswalk on the south leg of the Cochise Street / Overland Street intersection to increase pedestrian safety and circulation to/from the project site to S. Carson Street.

## PARKING

A check was conducted to ensure adequate parking is planned to be provided for the project. The number of required spaces was calculated according to parking demand rates in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual, 4<sup>th</sup> Edition*. The average peak period parking demand for low to mid-rise apartments is 1.23 vehicles per dwelling unit. The 85<sup>th</sup> percentile peak period parking demand rate is 1.94 vehicles per dwelling unit (85<sup>th</sup> percentile rate of all surveyed sites in the ITE study). Therefore, parking demand is expected to be considerably less than 1.94 vehicles per dwelling unit. The average peak demand requires 176 parking spaces. The 85<sup>th</sup> percentile rate would indicate a demand of 278 spaces. The proposed development provides 272 spaces as shown on **Figure 2**. The site plan illustrates more than adequate parking spaces to meet the average peak parking rates, but also much higher than typical parking demand rates, just short of the 85<sup>th</sup> percentile demand. Therefore, adequate parking is provided.

## CONCLUSIONS

The following is a list of our key findings and recommendations:

- ▶ The proposed project consists of 143 multi-family units (apartments), which will generate 902 Daily, 56 AM peak hour, and 74 PM peak hour trips.
- ▶ The study intersections operate at acceptable levels of service under Existing and Existing Plus Project conditions. The project does not create any significant impacts.
- ▶ More than adequate parking is provided.
- ▶ The northbound left turn movements across Carson Street at Overland Street and Appion Way are anticipated to degrade to poor levels of service (LOS "E" and "F") under the 2040 Baseline and 2040 Baseline Plus Project scenarios. With the development of the anticipated commercial projects on Appion Way, a future signal may be required at the Carson Street / Appion Way intersection to manage existing and new development traffic.
- ▶ The Cochise St / Appion Way intersection is anticipated to operate at level of service "F" under the 2040 Baseline and 2040 Baseline Plus Project scenarios.
- ▶ The existing lane configurations and controls at the Cochise Street / Clearview Drive and Cochise Street / Overland Street intersections are appropriate for existing and future traffic volumes.



- ▶ Because the LOS is acceptable with All-Way Stop Control during the 2040 Plus Project scenario, and because a roundabout would not fit well with an adjacent driveway, a roundabout is not recommended at Cochise Street & Clearview Drive. Pedestrians are well accommodated with crosswalks and stop controls on every approach.
- ▶ The existing PM volumes (worst case) used in this study are greater than the 2017 hourly volumes reported by NDOT at count station 0250001 - 445ft South of Appion Way (**Appendix G**). In addition, the future project volumes on Carson Street in this study are greater than the Carson City Traffic Demand Model. Therefore, this study is consistent with past NDOT volumes and future Carson City model outputs.

## IMPROVEMENTS

While the Cochise Street Multifamily project is a relatively low trip generator and does not create any significant impacts, two intersection modifications are proposed to improve the local street network:

- ▶ The project proposes to construct All-Way Stop controls at the Cochise Street / Appion Way intersection prior to the first certificate of occupancy.
- ▶ The project proposes to stripe a crosswalk on the south leg of the Cochise Street / Overland intersection to increase pedestrian safety to/from the project prior to the first certificate of occupancy.





Figure 1

TRAFFIC IMPACT STUDY  
Cochise Street Multifamily  
Project Location

