

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF AUGUST 28, 2019

FILE NO: TSM-19-126 & SUP-19-125

AGENDA ITEM: E.5 & E.6

STAFF CONTACT: Hope Sullivan, AICP, Planning Manager

AGENDA TITLE:

TSM-19-126: For Possible Action: Discussion and possible action regarding a request for a Tentative Subdivision Map to create 51 condominium units on a 3-acre parcel on property zoned Multi-Family Apartment, located on the northeast corner of East Roland Street and Oak Street, APN 009-197-02. (Hope Sullivan, hsullivan@carson.org)

SUP-19-125: For Possible Action: Discussion and possible action regarding a request for a Special Use Permit to construct a 51-unit condominium development on property zoned Multi-Family Apartment, located on the northeast corner of East Roland Street and Oak Street, APN 009-197-02. (Hope Sullivan, hsullivan@carson.org)

STAFF SUMMARY: *The proposed subdivision would allow the creation of 51 condominium units consisting of 17 three-plex buildings. The proposed project will also include roadway improvements, landscaping, parking, recreation facilities, signage and utilities. The Planning Commission is authorized to approve a Special Use Permit. The Board of Supervisors is authorized to approve a Tentative Subdivision Map. The Planning Commission makes a recommendation to the Board regarding tentative maps.*

RECOMMENDED MOTIONS:

“I move to recommend approval of TSM-19-126 based on the ability to make the required findings and subject to the conditions of approval.”

“I move to approve SUP-19-125 based on the ability to make the required findings and subject to the conditions of approval.”

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL: Tentative Map

The following are conditions of approval required per CCMC 18.02.105.5:

1. All final maps shall be in substantial accord with the approved tentative map.
2. Prior to submittal of any final map, the Development Engineering Department shall approve all on-site and off-site improvements. The applicant shall provide construction plans to the Development Engineering Department for all required on-site and off-site improvements, prior to any submittals for approval of a final map. The plan must adhere to the recommendations contained in the project soils and geotechnical report.
3. Lots not planned for immediate development shall be left undisturbed and mass grading and clearing of natural vegetation shall not be allowed. Any and all grading shall comply with City standards. A grading permit from the Nevada Division of Environmental Protection shall be obtained prior to any grading. Noncompliance with this provision shall cause a cease and desist order to halt all grading work.
4. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any final map.
5. With the submittal of any final maps, the applicant shall provide evidence to the Planning and Community Development Department from the Health and Fire Departments indicating the agencies' concerns or requirements have been satisfied. Said correspondence shall be included in the submittal package for any final maps and shall include approval by the Fire Department of all hydrant locations.
6. The following note shall be placed on all final maps stating:

"These parcels are subject to Carson City's Growth Management Ordinance and all property owners shall comply with provisions of said ordinance."
7. Placement of all utilities, including AT&T Cablevision, shall be underground within the subdivision. Any existing overhead facilities shall be relocated prior to the submittal of a final map.
8. The applicant must sign and return the Notice of Decision for conditions for approval within ten (10) days of receipt of notification after the Board of Supervisors meeting. 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 consideration.
9. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City Building Department will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
10. The applicant shall adhere to all City standards and requirements for water and sewer systems, grading and drainage, and street improvements.

11. The applicant shall obtain a dust control permit from the Nevada Division of Environmental Protection. The site grading must incorporate proper dust control and erosion control measures.
12. A detailed storm drainage analysis, water system analysis, and sewer system analysis shall be submitted to the Development Engineering Department prior to approval of a final map.
13. Prior to the recordation of the final map for any phase of the project, the improvements associated with the project must either be constructed and approved by Carson City, or the specific performance of said work secured, by providing the City with a proper surety in the amount of one hundred fifty percent (150%) of the engineer's estimate. In either case, upon acceptance of the improvements by the City, the developer shall provide the City with a proper surety in the amount of ten percent (10%) of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within one (1) year of acceptance by the City.
14. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
15. The District Attorney's Office shall approve any Covenants, Conditions & Restrictions (CC&R's) prior to recordation of the first final map.
16. The Carson City Unified Pathways Master Plan (UPMP) identifies Roland Street as a "shared street" bicycle facility. The applicant will be required to provide width for this shared bicycle facility in the design of their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Roland Street.
17. 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. Currently, the proposed site plan does not address this connectivity issue. 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.
18. While Ross Gold Park is within walking distance of the proposed development, the applicant will be required to identify what outdoor recreation amenities 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 at Ross Gold Park and in the adjacent neighborhood.
19. 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).
20. A homeowners association or similar entity will need to be formed to maintain the project's outdoor recreational amenities, common landscape and open space areas

within the development, including any landscaping in the street(s) right-of-ways in perpetuity.

21. 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.
22. Carson City is now a Bee Friendly USA City. 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 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.
23. The proposed storm drain main will need to be sufficiently large enough to accommodate a peak flow of 35 cfs from the intersection of California Street and Roland Street, to the existing storm drain inlet on Synder Avenue.
24. All onsite utilities and roads will need to be privately owned and maintained.
25. A 26 foot road width section is acceptable, but will need to be constructed to a local street city standard, see detail C-5.1.8.
26. A sampling tap is to be included in a common area of the project near one of the entrances. The standard for sampling taps is the Kupferle Eclipse #88 or approved equal.
27. Based on a recent traffic impact study, it is anticipated that the intersection of Appion and Carson Street will be shown to need a traffic signal/device prior to the year 2040. If a traffic signal/device is required, the project will be responsible to pay for their pro rata share of the traffic generated by the project compared to the total of these movements of the existing traffic, traffic from all entitled projects in the area, and this project, for the AM and PM peak hours together. The cost of the traffic signal will be assumed to be \$1.2 Million. Prior to issuance of any construction permit, the developer will be required to enter into an improvement agreement, and must pay a surety in the form of cash equal to the pro rata share, 1.6% (\$19,200), which will be held until the traffic signal/device is constructed. If the traffic signal / device is not constructed within 10 years of execution of the agreement, the funds will be returned. If the traffic signal/device is constructed and the cost of the improvements is less than \$1.2 Million, the proportionate amount of the surety will be refunded at that time.
28. Roland Street and Oak Street must be improved to meet the City’s urban local street standard with curb, gutter, sidewalk, and paving on the project side of the street. Half street improvements are required on Oak Street, and improvements to a width of 26 feet are required on Roland Street. Oak Street improvements shall include on-street parking.
29. Street names must be approved by City Engineering prior to issuance of a site improvement permit.
30. At the time of site improvement permit, the applicant must provide lighting details demonstrating compliance with Development Standards 1.3.
31. As part of the building permit, the applicant shall demonstrate that the fences and walls will comply with the provisions of Development Standards 1.13.

32. As part of the site improvement permit, the applicant must provide a landscape plan demonstrating compliance with the Development Standards Division 3.
33. At the time of final approval, a Homeowners Association or similar entity must be formed, and will be responsible for the maintenance of all common areas.

RECOMMENDED CONDITIONS OF APPROVAL: Special Use Permit

1. All development shall be substantially in accordance with the plans presented to the Planning Commission.
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 12 months of the date of final approval. A single, 1 year extension of time must be requested in writing to the planning and community development department 30 days prior to the 1 year expiration date. Should this permit not be initiated within 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 10 days of receipt of notification. If the notice of decision is not signed and returned within 10 days, then the item will be rescheduled for the next planning commission meeting for further considerations.

LEGAL REQUIREMENTS: CCMC 17.05 (Tentative Maps); CCMC 17.07 (Findings); CCMC 17.17 (Residential Condominiums); CCMC 18.02.080 (Special Use Permit); NRS 278.330

MASTER PLAN DESIGNATION: High Density Residential (HDR)

ZONING DISTRICT: Multi-Family Apartment (MFA)

KEY ISSUES: Is the Tentative Map consistent with the required findings? Does the proposal meet the Tentative Map requirements and other applicable requirements? Will the Special Use Permit meet the required findings?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: Multi-Family Duplex / Multi-family Residential

SOUTH: Single Family 1 Acre / Single Family Residential

WEST: Multi-Family Apartment / Single Family Residential

EAST: Multi-Family Apartment / Single Family Residential

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: Zone X (area of Minimal Flooding)

SLOPE: Generally flat

SEISMIC ZONE: Fault is beyond 500 feet

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 2.99 acres

EXISTING LAND USE: Church

SITE HISTORY:

U-80-34: Mobile home on site removed

U-90/91-16: Church expansion

ZMA-16-104: Zoning map amendment from SF1A to MFA

BACKGROUND / DISCUSSION:

The subject property is currently improved with a church. In 2017, the subject property and the single family home located to the east of the property were re-zoned from Single Family One Acre to Multifamily Apartment. The zoning map amendment created consistency with the Master Plan, in which the subject properties were designated for high density residential.

The applicant is seeking to utilize the provisions of CCMC 17.17: Residential Condominiums to create 51 condominium units. In addition to a tentative map, a proposed condominium project also requires approval of a special use permit. Thus, the applicant is seeking tentative map approval and a special use permit.

The development is comprised of seventeen buildings which will include three units each. The development is proposed to have two points of vehicular access off of Oak Street, and will include a 5,117 square foot of common open space, and 17,925 square feet of private open space. Each condominium unit will include a two car garage, and an additional 20 guest parking spaces are provided on site.

Each building is proposed to be two stories, with two three bedroom units, and one two bedroom unit. Building materials are proposed to be a stucco base with horizontal cement fiber siding as an accent on the second floor. The roof is proposed to utilize composition shingles, and white vinyl windows are proposed. Three different color schemes are proposed. The two bedroom unit will have a second story deck, and the other two units will have patios.

Planning Commission conducts a public hearing and advises the Board if the proposed tentative map is consistent with the provisions of the Municipal Code and NRS 278.320. The Planning Commission is authorized to approve a Special Use Permit upon making the seven required findings of fact.

PUBLIC COMMENTS: Public notices were mailed to 32 property owners within 600 feet of the subject site pursuant to the provisions of NRS and CCMC for the Tentative Subdivision Map application and for a Special Use Permit. As of the completion of this staff report, no comments have been received. Any written comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting on August 28, 2019 depending upon their submittal date to the Planning Division.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS: The following comments were received from City departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Parks, Recreation and Open Space

1. The Carson City Unified Pathways Master Plan (UPMP) identifies Roland Street as a “shared street” bicycle facility. The applicant will be required to provide width for this shared bicycle facility in the design of their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Roland 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. Currently, the proposed site plan does not address this connectivity issue. 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. While Ross Gold Park is within walking distance of the proposed development, the applicant will be required to identify what outdoor recreation amenities 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 at Ross Gold Park and 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. A homeowners association or similar entity will need to be formed to maintain the project’s outdoor recreational amenities, common landscape and open space areas within the development, including any landscaping in the street(s) right-of-ways in perpetuity.
6. 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.
7. Carson City is now Bee Friendly USA City. 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 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.

Engineering Division:

The Engineering Division has no preference or objection to the tentative map request provided that the following conditions of approval are met:

1. The proposed storm drain main will need to be sufficiently large enough to accommodate a peak flow of 35 cfs from the intersection of California Street and Roland

Street, to the existing storm drain inlet on Synder Avenue.

2. All onsite utilities and roads will need to be privately owned and maintained.
3. A 26 foot road width section is acceptable, but will need to be constructed to a local street city standard, see detail C-5.1.8.
4. A sampling tap is to be included in a common area of the project near one of the entrances. The standard for sampling taps is the Kupferle Eclipse #88 or approved equal.
5. Based on a recent traffic impact study, it is anticipated that the intersection of Appion and Carson Street will be shown to need a traffic signal/device prior to the year 2040. If a traffic signal/device is required, the project will be responsible to pay for their pro rata share of the traffic generated by the project compared to the total of these movements of the existing traffic, traffic from all entitled projects in the area, and this project, for the AM and PM peak hours together. The cost of the traffic signal will be assumed to be \$1.2 Million. Prior to issuance of any construction permit, the developer will be required to enter into an improvement agreement, and must pay a surety in the form of cash equal to the pro rata share, 1.6% (\$19,200), which will be held until the traffic signal/device is constructed. If the traffic signal / device is not constructed within 10 years of execution of the agreement, the funds will be returned. If the traffic signal/device is constructed and the cost of the improvements is less than \$1.2 Million, the proportionate amount of the surety will be refunded at that time.
6. Roland Street and Oak Street must be improved to meet the City's urban local street standard with curb, gutter, sidewalk, and paving on the project side of the street. Half street improvements are required on Oak Street, and improvements to a width of 26 feet are required on Roland Street.

FINDINGS:

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 17.07.005. The following Tentative Map Findings by the Engineering Division are based on approval of the above conditions of approval:

1. *Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.*
The proposed infrastructure has been found sufficient to supply the water and sanitary sewer needs of the subdivision, and the City has the capacity to meet the water and sewer demand.
2. *The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.*
The City has sufficient system capacity and water rights to meet the required water allocation for the subdivision.
3. *The availability and accessibility of utilities.*
Water and sanitary sewer utilities are available and accessible.

4. *The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.*
The road network necessary for the subdivision is available and accessible.
5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*
Development engineering has no comment on this finding.
6. *Conformity with the zoning ordinance and land use element of the city's master plan.*
Development engineering has no comment on this finding.
7. *General conformity with the city's master plan for streets and highways.*
The development is in conformance with the city's engineering related master plans.
8. *The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.*
The existing infrastructure is sufficient to meet the additional demand imposed by the subdivision.
9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*
There are no site conditions that require mitigation.
10. *The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.*
Development engineering has no comment on this finding.
11. *The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.*
The subdivision has sufficient secondary access, and sufficient fire water flows.
12. *Recreation and trail easements.*
Development engineering has no comment on this finding.

These comments are based on the tentative map plans and reports submitted. All applicable code requirements will apply whether mentioned in this letter or not.

Fire Department

1. Project must comply with the currently adopted Carson City Fire Code and northern Nevada fire code amendments as adopted by Carson City.
2. Street names must be approved by City Engineering prior to issuance of a site improvement permit.

School District

For every 100 new homes, we expect about 30 new students. With most of the schools now at capacity, and limited capital funding for new facilities, we are concerned, as we cannot rezone our way out of the problem. We are doing our utmost to prepare for growth within our means.

TENTATIVE MAP FINDINGS: Staff recommends approval of the Tentative Subdivision Map based on the findings below and in the information contained in the attached reports and documents, pursuant to CCMC 17.05 (Tentative Maps); 17.07 (Findings) and NRS 278.349, subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. In making findings for approval, the Planning Commission and Board of Supervisors must consider:

- 1. *Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.***

The development is required to comply with all applicable environmental and health laws concerning water and air pollution and disposal of solid waste. A copy of the proposed tentative map was submitted to the Nevada Division of Water Resources and the Nevada Division of Environmental Protection (NDEP) on July 18, 2019. NDEP has advised that it requires an intent to serve or a will serve letter from the municipal water and sewer service provider, documentation on the title page regarding the water source and wastewater system, and a map of the 100 year floodplain. The Public Works department has advised of adequate capacity to meet water and sewer demand.

- 2. *The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.***

Water supplied to the development will meet applicable health standards. Carson City's water supply will not be exceeded by final approval of this development.

- 3. *The availability and accessibility of utilities.***

All utilities are available in the area to serve this development.

- 4. *The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.***

The School District remains concerned about capacity, and has advised that for every 100 new homes, it expects about 30 new students. With most of the schools now at capacity, and limited capital funding for new facilities, it is concerned, as it cannot rezone its way out of the problem. The school district has advised that it is doing its utmost to prepare for growth within its means.

Parks, Recreation and Open Space (PROS) has advised that Ross Gold Park is within walking distance, but has requested to review the on-site recreational amenities at the time of site improvement permit to ensure on site amenities meet the needs of the residents and the development does not create the need for additional amenities at Ross Gold Park.

A transportation network is currently available and accessible to the project. Conditions of approval are recommended to address traffic improvements at Appion Way and

Carson Street in recognition of the impacts the development will have on that intersection. Specifically, it is recommended that the applicant pay its pro-rata share toward the cost of a traffic signal / device at this intersection. Based on information provided by the applicant's traffic engineer, it is anticipated that the applicant's pro-rata share is 1.6 percent.

5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*

The proposed subdivision is not adjacent to public lands.

6. *Conformity with the zoning ordinance and land use element of the City's Master Plan.*

The Master Plan land use designation is High Density Residential. This designation is to create opportunities for higher density neighborhoods in an urban and suburban setting. The range of density is 8 – 36 units per acre. Uses are primarily apartments, condominiums, townhomes, fourplexes, and duplexes. Staff finds the proposed subdivision with a density of 17 units per acre is consistent with the Master Plan land use designation.

CCMC 17.17.040 provides specific physical standards for condominiums as follows.

All residential condominiums shall conform to the following physical standards:

1. *Building and Fire Regulations. On the date a building permit is filed for the construction of new condominiums, or on the date a building permit application is filed for a condominium conversion, the following regulations shall apply:*
 - a. *All condominiums and common elements of any condominium project shall comply with Title 14 of the Carson City Municipal Code (Fire), the International Fire Code (IFC), and with National Fire Protection Association (NFPA) standards for the building type and occupancy classification of the subject structure(s).*
 - b. *All condominiums and common elements of any condominium project shall comply with Title 15 of the Carson City Municipal Code (Buildings and Construction) and with the International Building Code (IBC).*
 - c. *Sound Attenuation. Floor-to-ceiling and wall-to-wall assemblies between units shall, at a minimum, meet sound transmission controls as found in Title 15, specifically sound transmission coefficient (STC) 50, and/or such additional sound transmission controls as are determined and required by sound contour maps of the Carson City airport authority.*
 - d. *Electrical. Each unit shall have a separate electrical service. A common electrical system may be installed provided the chief building official finds that the common electrical system is submitted by a state registered electrical engineer and provides adequate service to the condominiums. Each unit must be provided with separate disconnects, breaker-type over-current devices, ground-fault circuit interrupters and Arc-fault circuit interrupter protection per the National Electrical Code (NEC) and Title 15. Knob-and-tube wiring shall not be allowed.*
 - e. *Gas. If natural gas is used in the condominium project, each unit shall have a separate gas service; a manifold system is acceptable.*

- f. *Heating and air conditioning. Each unit shall have a separate environmental system. A common environmental heating and cooling system may be installed provided the chief building official finds that the common system can adequately serve the condominiums and complies with the following:*
 - (1) *The system is designed with the use of fan coils connected to a common boiler and chiller system.*
 - (2) *The system is submitted by a mechanical engineer licensed in the state of Nevada.*
- g. *Unit Sewer Service. Each unit shall have a separate sewer service. A common sewer line may be installed provided the city engineer finds that a common sewer system can adequately serve the condominiums, and the system is submitted by a civil engineer licensed in the state of Nevada.*
- h. *Unit Water Service. Each unit shall have a separate water service. A common water system may be installed provided the city engineer finds that a common water system can adequately serve the condominiums, and the system is submitted by a civil engineer licensed in the state of Nevada. Each unit shall have separate water shut-off valves.*
- i. *Common or individual solar, geo-thermal and non-fossil fuel utility systems may be installed provided the chief building official finds that the solar, geo-thermal and/or non-fossil fuel utility systems are feasible and can adequately serve the condominiums. Any such system shall be designed by a mechanical engineer licensed in the state of Nevada.*
- j. *All sleeping rooms shall have egress windows that comply with the latest adopted addition of the International Building Code (IBC).*
- k. *All windows shall be a minimum of dual-pane or equivalent.*
- l. *All buildings must have components that comply with the International Property Maintenance Code in effect at time of conversion to be eligible for conversion. All work conducted as part of the conversion process that requires a building permit shall obtain a permit and shall be performed by licensed Nevada contractors having the appropriate license type, a Carson City business license, and the necessary proof(s) of insurance.*

2. *Utility connections to the buildings on the site shall comply with the following:*

- a. *Sewer. Each building in which plumbing fixtures are installed shall have a connection to a public or private sewer. Maintenance of the private sewer system shall be the responsibility of the association.*
- b. *Water. Each building shall be served by a single water service, serving only that building. A plan for the equitable sharing of communal water metering shall be included in the covenants, conditions and restrictions (CC&R's). It shall be responsibility of the association to implement that plan.*

3. *Site design elements of all new and converted condominiums shall comply with Carson City development standards (CCDS), Division 1, Sections 1 through 3 and 13 through 14.*

4. *Parking and loading space shall be provided in accordance with Carson City development standards, Division 2.*

5. *Landscaping shall be provided in accordance with Carson City development standards, Division 3.*

Compliance with items 1 and 2 will be addressed at the time of construction permit.

Applicable items associated with CCDS, Division 1, Section 1 through 3 and 13 through 14 address architectural design, site design, screening of service areas, lighting standards, fences, wall, hedges, and projections into the setbacks.

Staff finds that the proposed architecture to be consistent with the design guidelines in terms of the massing being compatible with and complementary to the surroundings, the use of architectural enhancements such as roof overhangs, arcades and trellises, variation in the wall plane, and materials, finishes and colors that are varied to provide architectural interest.

In terms of site design, the site is designed so that the vehicular areas all face the internal street system, and the windows and patio areas are along the street. Doorways to the units are on the sides, and the garage doors face the internal street. The guidelines advise that primary entries and facades of the building should be oriented towards the street or main parking area. The back of the building with the patio doors and the second floor deck will face the perimeter streets, while the garages will face the internal streets.

The development standards also address lighting. The applicant has provided a lighting cut sheet and a photometric survey. The photometric survey demonstrates that lighting will not spill off site. The light specification provided is not necessarily dark sky compatible, but can be mounted to be dark sky compatible. Staff has recommended a condition of approval that at the time of construction plan application, the applicant demonstrate that all lighting will comply with Development Standards 1.3.

The applicant proposes walls and fencing in the rear of each unit, consisting of a four foot solid wall with a two foot iron rail mounted on top of it. Per Development Standard 1.13.5.a, if a fence is site obscuring, it shall not exceed three feet in height within five feet of the side property line on a street side. At the time of construction permit application, the applicant will need to demonstrate that the wall / fence along Roland Street is setback five feet, or will need to limit the height of the wall to three feet.

Development Standards Division 2 requires two parking spaces per unit, and guest parking on site if the adjacent streets will not accommodate on-street parking. The proposed plans provide for each unit to have a two car garage. Additionally, although on street parking is available on the adjacent streets, the applicant has provided for twenty guest parking spaces.

Development Standards Division 3 provides for the landscaping standards. A detailed landscape plan will be required at the time of site improvement permit application, and such plan should demonstrate compliance with the requirements of Division 3.

Development Standards 1.14 address encroachments into the setback area. The required setbacks are:

Front: 10 feet

Side: 10 feet

Street Side: 10 feet

Rear: 20 feet

The proposed plans demonstrate compliance with the required setbacks.

CCMC 17.17.050 addresses amenities, requiring open space and amenities as required in CCMC 17.10. This code section requires that the applicant provide for 250 square feet of open space per dwelling unit, which may include private open space and/or common open space. At least 100 square feet per dwelling unit of common open space must be designed for recreational use. This translates to a total open space requirement of 12,750 square feet, with 5100 square feet designated for recreational use. The applicant proposes 5117 square feet for recreational use. The applicant also proposes 17,925 square feet of private open space, of which approximately 7647 square feet qualifies as private open space with no dimension less than 15 feet. At the time of site improvement application, staff recommends that the applicant provide an open space diagram that demonstrates compliance with the open space requirements of CCMC 17.10.046, noting the minimum dimensions.

- 7. General conformity with the City's Master plan for streets and highways.**

The subject property has frontage on Roland Street and Oak Street, both designated local roads. Both streets have sufficient right of way, and improvements to meet the City's urban local street section, specifically curb, gutter, and sidewalk, are proposed, creating compliance with the City's Master Plan for streets and highways.
- 8. The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.**

The proposed subdivision will take access from Oak Street. Existing streets will provide adequate access. As noted previously, it is anticipated that this development will contribute to the need for improvements at the intersection of Appion Way and South Carson Street, and a condition of approval is recommended that the applicant pay its pro-rata share towards the cost of the improvement.
- 9. The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.**

The site is relatively flat, and there are no faults within 500 feet. The site is designated as flood zone X, an area of minimal flooding
- 10. The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.**

The proposed tentative map has been routed to the Nevada Department of Environmental Protection (NDEP) and the Nevada Division of Water Resources. NDEP has requested a will serve letter from the water and sewer provider, the water and waste water system noted on the title page, and a map of the 100 year floodplain. Public works has opined that there is adequate water and sewer capacity.
- 11. The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.**

The proposed tentative map includes two points of access consistent with fire code. There are sufficient fire water flows.
- 12. Recreation and trail easements.**

PROS finds that there are adequate public recreational facilities in the area, and is recommending that private recreational amenities meet the needs of the residents.

SPECIAL USE PERMIT FINDINGS: Staff recommends approval of the Special Use Permit based on the findings below and in the information contained in the attached reports and documents, pursuant to CCMC 18.02.080.5 (Findings), subject to the recommended conditions of approval, and further substantiated by the applicant's written justification. In making findings for approval, the Planning Commission must consider:

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

The Master Plan land use designation of the subject property is High Density Residential. This designation correlates to the Multi-Family Apartment zoning district, which allows for 29 – 36 units per acre. The applicant proposes 17 units per acre. Staff finds the proposed use at the proposed density to be consistent with the Master Plan.

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 Master Plan designates the area between Snyder and the freeway, east of Oak Street as high density residential. The area to the west of Oak Street is designated as Community Regional Commercial. This is an area that has developed with low intensity uses, primarily single family homes on one acre lots. With the completion of the freeway, this area has excellent access and is anticipated to redevelopment with more intensive uses.

As designed, staff does not find that the use will be detrimental to the peaceful enjoyment of surrounding properties or the general neighborhood. The vehicle access and garage accesses are internal to the site. Additionally, the common recreation area is also internal to the site. The site has roads on two sides, multifamily residential use on a third, and multifamily apartment zoning on the fourth.

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

The applicant has provided a traffic analysis that analyzes the impact of the proposed development on various intersections. Staff is concerned that traffic from this project will contribute to the need for a traffic light / device at Appion Way and South Carson Street, and is recommending that prior to issuance of any construction permit, the applicant enter into an agreement with the City and pay its pro-rata share towards the cost of the light.

Additionally, the project proposes improvements to Roland Street and Oak Street to upgrade the streets to the City's urban local standard with curb, gutter, and sidewalk.

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

The city has adequate water and sewer to serve the site. The school district has advised “For every 100 new homes, we expect about 30 new students. With most of the schools now at capacity, and limited capital funding for new facilities, we are concerned, as we cannot rezone our way out of the problem. We are doing our utmost to prepare for growth within our means.”

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 Multi-Family Apartment. A condominium use is an allowable use in this zoning district. The proposed tentative map meets the density limitation, the parking requirement, and the open space requirement.

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

Staff finds that the proposed condominium use will not be detrimental to public health, safety, convenience, and welfare. The use is an allowed use, consistent with the Master Plan, and will meet all City standards.

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 the condominium project will result in material damage or prejudice to other properties in the vicinity. Multifamily residential development is adjacent to the site, and in the vicinity of the site.

Attachments
Application

Carson City Planning Division 108 E. Proctor Street· Carson City NV 89701 Phone: (775) 887-2180 • E-mail: planning@carson.org	
FILE # TSM - -	
APPLICANT	PHONE #
Teramont, LLC	(530)448-6210
MAILING ADDRESS, CITY, STATE, ZIP	
15155 Redmond Loop, Reno, NV 89511	
EMAIL	
roger@rempfer.com	
PROPERTY OWNER	PHONE #
Teramont, LLC	(530)448-6210
MAILING ADDRESS, CITY, STATE, ZIP	
15155 Redmond Loop, Reno, NV 89511	
EMAIL	
roger@rempfer.com	
APPLICANT AGENT/REPRESENTATIVE	PHONE #
Resource Concepts, Inc.	(775)883-1600
MAILING ADDRESS, CITY, STATE, ZIP	
340 N. Minnesota St., Carson City, NV 89703	
EMAIL	
Rachel@rci-nv.com	
Project's Assessor Parcel Number(s)	
009-197-02	
Project's Street Address	
150 E. Roland Street	
Nearest Major Cross Street(s)	
Snyder Ave. and Oak St.	
Project's Master Plan Designation	
High Density Residential	
Project's Current Zoning	
MFA	
Project Name	
Silver Crest Condominiums	

Total Project Area	Number of Lots	Smallest Parcel Size
2.99 Acre	51 condo units + 1 common lot	1,350 +/- condo unit

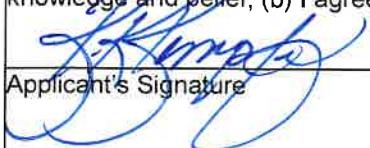
Please provide a brief description of your proposed project below. Provide additional pages to describe your request in more detail.

Common Open Space Development of 51 condo units (17 three-plex buildings). The site will include roadway improvements and access, landscaping, parking, recreation facilities, buildings, and utilities.

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.

ACKNOWLEDGMENT OF APPLICANT: (a) I certify that the foregoing statements are true and correct to the best of my knowledge and belief; (b) I agree to fulfill all conditions established by the Board of Supervisors.

Applicant's Signature



FOR OFFICE USE ONLY:

CCMC 17.06 and 17.07

TENTATIVE SUBDIVISION MAP

FEE*: \$3,500.00 + noticing fee

*Due after application is deemed complete by staff

SUBMITTAL PACKET – 5 Complete Packets (1 Unbound Original and 4 Copies) including:

Application Form including Applicant's Acknowledgment
 Property Owner Affidavit
 Copy of Conceptual Subdivision Map Letter
 Detailed Written Project Description
 Proposed Street Names
 Master Plan Policy Checklist
 Wet Stamped Tentative Map (24" x 36")
 Reduced Tentative Map (11" x 17")
 Conceptual Drainage Study
 Geotechnical Report
 Traffic Study (if applicable)
 Documentation of Taxes Paid to Date

CD or USB DRIVE with complete application in PDF

STATE AGENCY SUBMITTAL including:

2 Wet-stamped copies of Tentative Map (24" x 36")
 Check made out to NDEP for \$400.00 + \$3/lot
 Check made out to Division of Water Resources for \$180.00 + \$1/lot

Application Reviewed and Received By:

Submittal Deadline: Refer to the Planning Commission application submittal schedule.

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

PROPERTY OWNER'S AFFIDAVIT

Roger K. Remppel
(Print Name)

I, Roger K. Remppel, being duly deposed, do hereby affirm that I am the record owner of the subject property located at 150 E. Roland St./ 009-197-02, and that I have knowledge of, and I agree to, the filing of this Tentative Subdivision Map application.

Signature

Address

Date

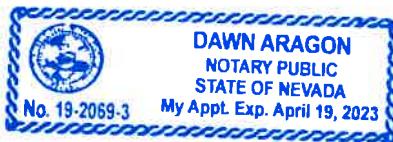
150 E. Roland St./ 009-197-02

Use additional page(s) if necessary for other names.

STATE OF NEVADA
COUNTY *Carson City*)

On July 17, 2019, 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.

DAWN ARAGON
Notary Public



Silver Crest Condominiums – Tentative Subdivision Map Application

Application Form & Property Owner Affidavit

Attachment A – Conceptual Subdivision Map Letter

Attachment B – Detailed Project Description & Master Plan Policy Checklist

Attachment C – Wet Stamped Tentative Map (24" x 36")

Attachment D – Reduced Tentative Map (11" x 17")

Attachment E – Conceptual Drainage Report

Attachment F – Geotechnical Report

Attachment G – Traffic Study

Attachment H – Documentation of Taxes Paid-to-Date

Attachment A – Conceptual Subdivision Map Letter



Carson City Planning Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180 – Hearing Impaired: 711
planning@carson.org
www.carson.org/planning

Date: July 15, 2019

Resource Concepts
Rachel Kryder
340 N Minnesota St.
Carson City, NV 89703

SITE INFORMATION:

Location:	150 East Roland Street
APN:	009-197-02
Master Plan Designation:	High Density Residential
Zoning:	Multi-Family Apartment
Parcel size:	2.99 acres
Subject:	CPUD-19-101

PROJECT DESCRIPTION: A Planned Unit Development involving 51 condominiums comprised of seventeen three-plexes. The site will include roadway improvements and access, landscaping, parking, recreation facilities, buildings, and utilities.

The following is a summary of the comments from the Conceptual Review meeting held on July 2, 2019 regarding the above referenced project.

1. A Planned Unit Development (PUD) may not be required.
2. A Special Use Permit and a Tentative Map are required.
3. Provide an open space exhibit demonstrating compliance with the open space requirements.
4. The Carson City Unified Pathways Master Plan (UPMP) identifies Roland Street as a "shared street" bicycle facility. The applicant will be required to provide room for this shared bicycle facility in the design of their half street frontage improvements and these improvements need to be coordinated with any Development Engineering requirements for Roland Street.
5. 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. Currently, the proposed site plan does not address this connectivity requirement. 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.

6. While Ross Gold Park is within walking distance of the proposed development, the applicant will be required to identify what outdoor recreation amenities 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 at Ross Gold Park and in the adjacent neighborhood.
7. 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).
8. The applicant will be required to maintain the project's outdoor recreational amenities in perpetuity.
9. 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.
10. 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.
11. 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 has provided the applicant's design team with a recommended tree and shrub species list (Refer to attached document). 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.
12. Any commercial or industrial developments with an average daily water usage of 15,000 gallons or more must submit a growth management application.

13. Based on a recent traffic impact study we anticipate that the intersection of Appion and Carson St will be shown to need a traffic signal/device prior to the year 2040. If a traffic signal/device is required, the project will be responsible to pay for their pro rata share of the traffic generated by the project compared to the total of these movements of the existing traffic, traffic from all entitled projects in the area, and the this project, for the AM and PM peak hours together. The cost of the traffic signal will be assumed to be \$1.2 Million. The developer will be required to enter into an improvement agreement, and must pay a surety in the form of cash equal to the pro rata share, which will be held until the traffic signal/device is constructed, or released after 10 years, whichever comes first. If the traffic signal/device is constructed and the cost of the improvements is less than \$1.2 Million, the proportionate amount of the surety will be refunded at that time.

14. A sampling tap is requested to be included in a common area of the project near one of the entrances. Our standard for sampling taps is the Kupferle Eclipse #88 or approved equal.
15. Water and sewer connection fees must be paid. If these fees were paid in the past, then the difference between the old and new amounts of water/sewer usages must be paid for. Please see CCMC 12.01.030 for the water connection fee schedule and 12.03.020 for the sewer connection fee schedule.
16. All onsite utilities and roads will need to be privately owned and maintained.
17. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.
18. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.
19. Addresses for units will be provided during the building permit review process.
20. Development will need to be master metered. A reduced pressure principle assembly backflow preventer may be required for the domestic water main at both connections to the system. The fire line must have a double check valve backflow preventer if it is Class 1-3, or a reduced pressure principle assembly if it is Class 4-6. These backflow preventers must be above ground in a hot box, and must be located as close to the property line as possible.
21. Sewer manholes will be required at the point of connection on the main.
22. Fresh water must be used for Dust control. Contact Rit Palmer at Public Works at 283-7382 for more information.
23. A wet stamped water main analysis must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. Please contact Tom Grundy, P.E. at (775) 283-7081 for fire flow test data.
24. A water main extension will be required for this development at California and Synder.
25. A wet stamped sewer main analysis must be submitted that includes addressing the effect of flows on the existing City system. See section 15.3.2 of CCDS.
26. It is likely that a separate fire line will be necessary. If a commercial fire line is required, the system must be designed by an engineer. The backflow preventer assembly must be above ground in a hot box, and located as close to the property line (on the private side) as possible. Please see Chapter 445A of Nevada Administrative Code.
27. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.
28. The irrigation service will need a reduced pressure backflow preventer if a vacuum breaker system cannot be designed to operate properly.
29. An erosion control plan meeting section 13 of CCDS will be required in the plan set.

30. Any existing water and sewer services not being used must be abandoned at the main.
31. New electrical service must be underground.
32. Please show gas and electric connections for this project.
33. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.
34. Please show all easements on the construction drawings. There appears to be an NV Energy easement through the property and along the street frontages.
35. A Technical Drainage Study meeting the requirements of section 14 of the Carson City Development Standards must be submitted with the permit and plans. Detention requirement could be waived if flows were able to enter into the NDOT basin east of the subject property. Easements would most likely be required. Any offsite flows not proposed to go to the basin will need to be taken to the DI at the corner of Snyder and Roland. Offsite improvements may be needed in order to achieve this.
36. A geotechnical report will likely be required to be submitted with the permit application. Please see building department comments.
37. Half street improvements per city standard details including sidewalk, curb and gutter, paving and street will be required along all street frontages. Roland will need a paved street section of at least 26' minimum.
38. A Construction Stormwater Permit from the Nevada Division of Environmental Protection (NDEP) will be required for the construction of projects 1 acre or greater.
39. A sewer and water connection fee form must be included in the first submittal.
40. Supplied drawings do not contain sufficient information to fully determine water system and fire loop requirements.
41. An Asbestos Assessment is required on all applicable materials. Per CCMC 12.12.065.
42. After receiving results back from the Asbestos Assessment, complete Carson City's Acknowledgement of Asbestos Assessment Form, Submit a copy of this form along with a copy of the asbestos assessment at the Carson City Building Department. Per CCMC 12.12.065.

43. An EPA 10 Day Notification required, please submit a copy of this document at the Carson City Building Department along with proof that the Notification was sent to EPA Region IX. Per CCMC 12.12.065.
44. Please Note* if any asbestos containing material is to be taken to the Carson City Landfill for disposal, you must first obtain an Industrial Waste Manifest from the ECA Department before this material will be allowed to enter the landfill for disposal.
45. Project must comply with the currently adopted International Fire Code and Northern Nevada Fire Code Amendments.

46. Minimum width of street is 26 feet.
47. Project will have fire sprinklers.
48. Submit a street name for approval. Project needs to be addressed of the proposed private street. Work with the assessors office regarding addressing.
49. APN is 009-197-02.

Please be advised if the proposed Subdivision is anticipating having model homes and or temporary sales office on site, a Special Use Permit will be required.

Thank you for the opportunity to comment on your project. Please be advised that the comments presented in this letter may not include all the requirements or conditions which may be placed on the project at the time of final review by the Planning Commission and Board of Supervisors.

You may also note comments provided by various city staff at the conceptual review meeting that may not have been included in any written comments. If you have any questions, please feel free to contact this office at 775-283-7922.

Sincerely,


Hope Sullivan
Planning Manager

cc: CPUD-19-101
Conceptual Review Committee

Attachment B – Detailed Project Description & Master Plan Policy Checklist



Resource Concepts Inc

Engineering • Surveying • Water Rights
Resource & Environmental Services

www.rci-nv.com

CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: 775 / 883-1600
Fax: 775 / 883-1656

Memorandum

DATE: July 18, 2019
TO: Carson City Planning Division
FROM: Rachel Kryder, P.E.
RCI PROJECT: Teramont LLC (19-205.3)
SUBJECT: Silver Crest Condominiums Tentative Map and SUP Project Description

EXISTING SITE DESCRIPTION

The proposed condominium complex is located at 150 East Roland Street, APN 009-19-702. The project site is bordered on all sides by existing development. Developments to the north are zoned Multi Family Duplex. The property to the east is zoned Multi Family Apartments but is developed as a single-family residence. To the south is East Roland Street and 1-acre single family residences. To the West is Oak Street and multifamily apartments.

The project property encompasses approximately 2.99 acres. The existing site consists of a church building and parking area (no longer in use), landscaped areas, undisturbed soil and vegetation, trees, and some unpaved areas of disturbed soils with minimal vegetative growth. A septic tank and leach field were part of the original development of the site in the late 1970s, but the property connected to public sewer in the late 1990s. It is assumed that the original septic tank and leach field were abandoned in place and will be removed during construction. All existing above ground and subsurface improvements are to be demolished with the development of the Silver Crest Condominiums. Existing topography in the area is generally gently sloping, with an overall on-site slope of approximately 2.3% from the northwest to southeast.

Adjacent developments include multifamily duplexes and apartments to the north and west, and single-family residences to the east and south. Overall drainage in the area is conveyed to the south and east both by surface and subsurface infrastructure, as well as natural drainage channels.

General Site Characteristics

The site is located on the northeast corner of East Roland Street and Oak Street. The current development on-site includes an existing building and parking lot. There is landscaping around the building and roughly half of the site is covered with native vegetation. The portion of the site that is developed has surface improvements which include asphalt, gravel, shrubs, and many trees along the west and north sides of the site. The undeveloped portion is comprised mainly of sagebrush and other native vegetation.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 2 of 8

There is existing utility infrastructure within the Roland Street and Oak Street rights-of-way, and the proposed development will require all new connections to the existing utility mains. Existing service connections will be abandoned during construction.

FEMA Flood Zone

The property is located entirely outside of the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area, classified as Zone X (unshaded). An excerpt of the Flood Insurance Rate Map (FIRM) is included in the Conceptual Drainage Study, included with this Tentative Map submittal. Based on information provided by Carson City, there is a draft Voltaire and Saliman flood zone remapping study currently under review, which modifies the area to Zone X (shaded), which is not classified as a special flood hazard area. The proposed development is designed to convey on-site drainage via surface flow to the southeast corner of the property, where it will enter a proposed storm drain, which will connect to existing storm drain infrastructure at Snyder Ave. and Roland St.

Utilities

Existing water, sanitary sewer, gas, and electric infrastructure exists within the rights-of-way of Oak Street and/or Roland Street. Existing on-site utility infrastructure will be abandoned, and new infrastructure installed as part of the project. A fire water main will be installed through the development to serve two new proposed fire hydrants and building fire sprinklers. A separate domestic water line will provide service to the development with a master meter and connections to each dwelling unit. Sanitary sewer mains will serve the project and will connect to existing sewer within the Roland Street right-of-way. Gas and electric service will be provided with separate meters to each unit. The original development was completed in the late 1970s and utilized a septic system on site. The property connected to sanitary sewer in the late 1990s and it is assumed the septic tank and leach field was abandoned in place. The existing septic system components will be removed as part of construction.

There is no storm drain infrastructure immediately adjacent to the site. This project includes installation of a storm drain line within the Roland Street right-of-way from the site to an existing drop inlet at the corner of Snyder Ave. and Roland St.

Description of Proposed Development

The purpose of this Conceptual Planned Unit Development is to allow Teramont, LLC to develop a condominium complex at 150 East Roland Street. The proposed condominium complex, Silver Crest Condominiums, will have 17 three-plex condominium buildings with associated roadways, landscaping, parking, recreation facilities, signage, and utilities.

No hazardous materials are expected to be housed on-site, other than small-scale household waste. All utility connections for the proposed development will come from Roland street or Oak street.

Landscaping will be included per Carson City standards and appropriate landscaping plans will be developed as part of improvement plans. There will be on-site landscaping areas and limited stormwater runoff detention areas. The complex will have vehicle access from Oak Street in two locations.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 3 of 8

Each condo unit includes a two-car garage, and additional guest parking is provided throughout the site, as well as along the street on Oak Street and Roland Street.

Central garbage dumpsters will not be provided. Residents will have individual garbage cans to be stored within each garage other than garbage collection days.

The onsite drainage will be conveyed via surface flow within the development to the southeast corner, where it will flow into a sediment pond then into proposed storm sewer lines, which will connect to the city storm drain inlet at the Corner of East Roland Street and Snyder Avenue.

Access

The subject property is proposed to be accessed from Oak Street at two locations. This will provide resident access as well as for emergency and waste collection vehicles.

Zoning and Modifications

The proposed project site is zoned Multifamily Apartment (MFA), in which a condominium development is an allowed use with a Special Use Permit. Each condominium building is under the 45 feet tall requirement and all setbacks are shown with no buildings constructed within the setbacks. There will be at least 2 parking spaces per dwelling unit per Carson City Municipal Code (within garages). Due to the width of the on-site roads, 26 guest parking spaces are required. 20 spaces are provided on-site, as well as up to # spaces along Roland St. and Oak St. fronting the property.

Open space requirements for multi-family residential includes 150 SF of common open space per dwelling unit, as well as an additional 100 SF of private open space per dwelling unit or additional common open space. The common area open space provided within the development is 3,778 SF, with additional private open space for Units A & B between 320 and 870 SF, and a 48 SF balcony for each Unit C. A reduction in the common open space requirement is requested based on the large private open space provided for all ground-floor units.

MASTER PLAN POLICY CHECKLIST

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 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.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 4 of 8

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)?

The Silver Crest Condominiums will meet the provisions of the city ordinance for growth management, as they will provide additional residential units in an infill area with existing infrastructure adjacent to the property. Water and sewer sizing and analysis of the effects (if any) on the existing adjacent infrastructure will be analyzed during the development of the Tentative Map and/or Improvement Plans. The proposed project is estimated to use less than 15,000 gallons of water per day. A Traffic Study has been completed and included in this Tentative Map application to analyze the effects of additional traffic in the area and traffic modifications or mitigation measures required.

The project location is in an area easily accessible by first responders and no additional patrol area will be needed as this is an existing area that is already monitored. The proposed development is approximately 500 ft from Carson City Fire Station 53.

- ✓ Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?

Building designs are not final but will be designed to be water and energy efficient per current building codes. Landscaping will be designed and installed to be water efficient.

- ✓ Located in a priority infill development area (1.2a)?

The project is not located in a priority infill development area.

- ✓ Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

This project includes sidewalk improvements along the frontage of Oak Street and Roland Street, which will connect to existing sidewalk north of the development. The project does not border open lands.

- ✓ Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?

Trees that were planted previously as landscaping for the former church will be retained as possible, but it is anticipated that most or all will have to be replaced.

- ✓ At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access, and amenities (1.5a, b)?

The project is not adjacent to any county boundaries or public lands.

- ✓ 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

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 5 of 8

designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

The project is not located within any identified mixed-use areas.

- ✓ Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?

The proposed project meets all setback standards.

- ✓ Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?

There are no environmentally sensitive areas on or adjacent to the project site.

- ✓ Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?

The entirety of the site is outside any delineated FEMA flood zone. There are no known geologic hazard areas on the site. Based on information provided by Carson City, there is a draft Voltaire and Saliman flood zone remapping study currently under review, but no changes to the subject site's FEMA designation are proposed.

- ✓ 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)?

The site has access to existing water, sewer, and improved roadways. Half-street road improvements with bike lane, curb, gutter, and sidewalk are proposed along the frontage of the project on Oak Street and Roland Street. No negative effects to levels of service are anticipated.

- ✓ If located within an identified Specific Plan Area (SPA), meet applicable policies of that SPA (Land Use Map, Chapter 8)?

The site is not located within a Specific Plan Area.

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)?

On-site outdoor recreation will be provided for residents, including a small pool or water feature, a large pergola, tables, and landscaping. Ross Gold Park, which has recreation amenities, is within walking distance of the complex.

- ✓ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 6 of 8

The project does not affect city-wide public open space and is not near the Carson River.

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, including broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to 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)?

This project will provide relatively affordable home ownership options for residents, and as a new condo development (not a conversion) will not be displacing existing rental unit residents.

- ✓ Encourage the development of regional retail centers (5.2a)?

This project does not include retail sales on-site but does support existing retail centers in the area, based on having additional residents nearby.

- ✓ Encourage the reuse or redevelopment of underused retail spaces (5.2b)?

This project does help support existing businesses, but not specifically redevelopment of underused spaces that will bring more residences to support nearby businesses.

- ✓ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?

This project will not have a direct impact on tourism.

- ✓ Promote revitalization of the Downtown core (5.6a)?

This project will not have a direct impact on the revitalization of downtown.

- ✓ Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

This project provides housing, but not in the downtown area.

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)?

The buildings on-site will be attractive and constructed of durable materials, consistent with new construction condominiums.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 7 of 8

- ✓ Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?

The project will include attractive new buildings with articulation and interesting architectural features.

- ✓ 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)?

The project will include attractive new buildings with articulation and interesting architectural features. Pedestrian paths, connections, and building entrances will be clear and well-marked.

- ✓ 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)?

The project will include buildings of appropriate height and project density, including setbacks to ensure compatibility with surrounding development.

- ✓ 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)?

The project is not located within an Identified Mixed-Use Activity Center area.

- ✓ 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)?

The project is not located Downtown.

- ✓ Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

This project does not include a variety of building models and densities on less than 3-acres but does include three different sized and configured condos within each building.

Chapter 7: A Connected City

The Carson City Master Plan seeks to 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)?

The project is located along an existing paved street and is close to major arterials. The site is suitable to facilitate future transit options. The nearest existing public transit bus stop is located less than 1/3 mile to the east on Silver Sage Drive and to the north on East Clearview Drive.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 8 of 8

- ✓ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The project is adjacent to an existing paved road and near major arterials. Oak Street and Roland Street will both be improved on the project-side of the street, including bike lane, parking lane, curb, gutter, and sidewalk.

- ✓ 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)?

The project includes pathways throughout the site, which connect to the proposed sidewalks on Oak Street and Roland Street. The sidewalk on Oak Street will connect to existing sidewalk immediately north of the site, which extends to and along a portion of Snyder Avenue, directly across from Ross Gold Park.

Attachment C – Wet Stamped Tentative Map (24" x 36")

Attachment D – Reduced Tentative Map (11" x 17")

TENTATIVE MAP FOR COMMON OPEN SPACE DEVELOPMENT SILVER CREST CONDOMINIUMS

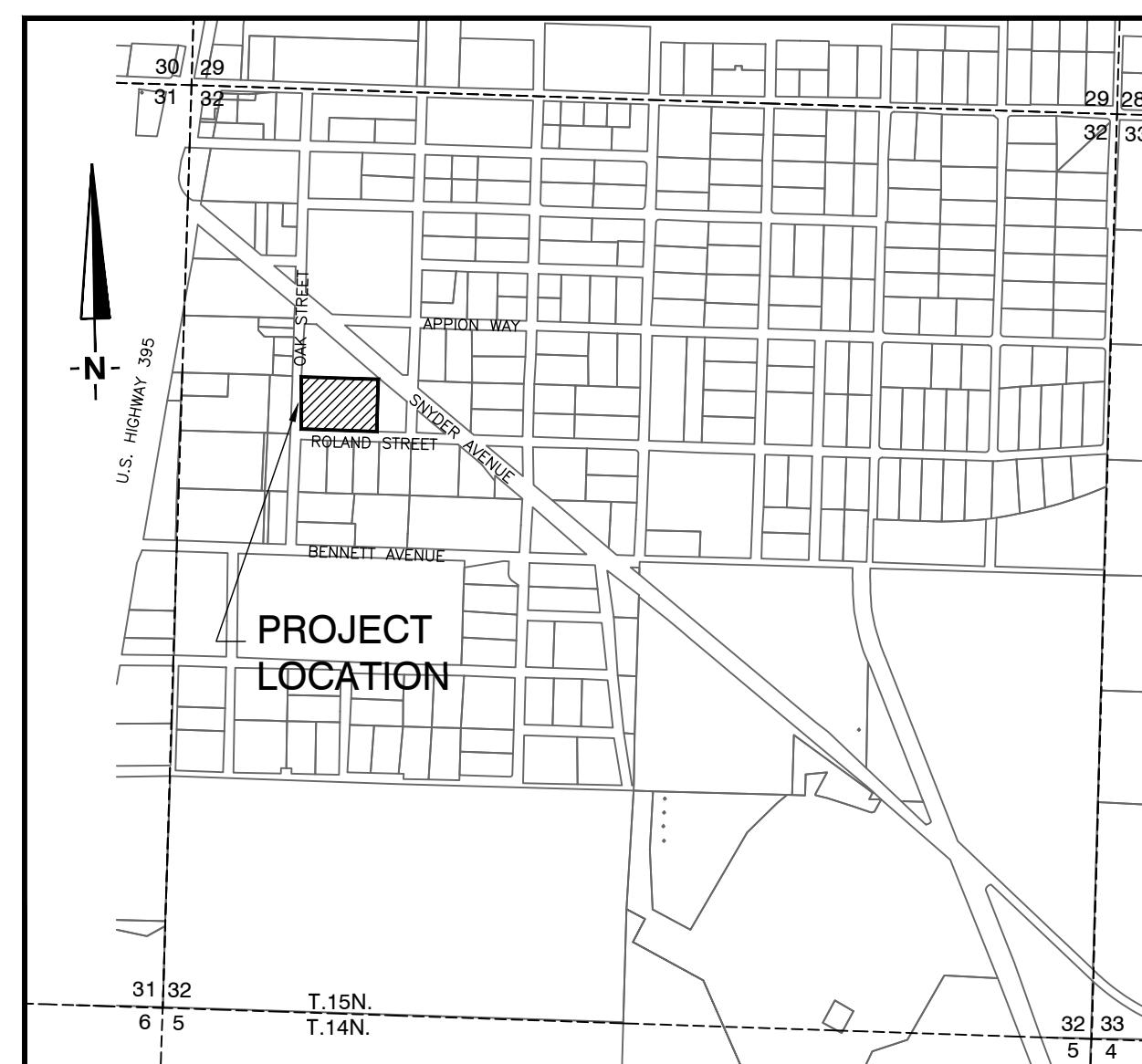
150 EAST ROLAND STREET
CARSON CITY, NEVADA 89701

APN 009-197-02

ABBREVIATIONS

(SOME ABBREVIATIONS LISTED BELOW MAY NOT BE INCLUDED IN THIS PLAN SET)

A.B.	AGGREGATE BASE	MIN	MINIMUM
AC	ASPHALT CEMENT CONCRETE	NDOT	NEVADA DEPARTMENT OF TRANSPORTATION
AP	ANGLE POINT	NTS	NOT TO SCALE
APPROX	APPROXIMATE	PCC	PORTLAND CEMENT CONCRETE
BC	BEGIN CURVE	PE	POLYETHYLENE
BLDG	BUILDING	PP	POWER POLE
BM	BENCH MARK	PUE	PUBLIC UTILITY EASEMENT
BW	BACK OF SIDEWALK	PVC	POLYVINYL CHLORIDE
CB	CATCH BASIN	R	RADIUS
C&G	CURB AND GUTTER	RCP	REINFORCED CONCRETE PIPE
CL	CENTER LINE	SD	STORM DRAIN
CMP	CORRUGATED METAL PIPE	SS	SANITARY SEWER
CY	CUBIC YARD	SSCO	SANITARY SEWER CLEANOUT
DI	DROP INLET	SSMH	SANITARY SEWER MANHOLE
DIA	DIAMETER	STA	STATION
E	ELECTRIC	TBC	TOP BACK OF CURB
EA	EACH	TYP	TYPICAL
EOP	EDGE OF AC PAVEMENT	W	WATER
EC	END CURVE	WM	WATER METER
EL	ELEVATION	%	PERCENT
EX.	EXISTING		
FF	FINISH FLOOR ELEVATION		
FG	FINISH GRADE		
FH	FIRE HYDRANT		
FL	FLOW LINE		
G	GAS		
GB	GRADE BREAK		
GV	GATE VALVE		
IE	INVERT ELEVATION		
LF	LINEAR FOOT		
MAX	MAXIMUM		

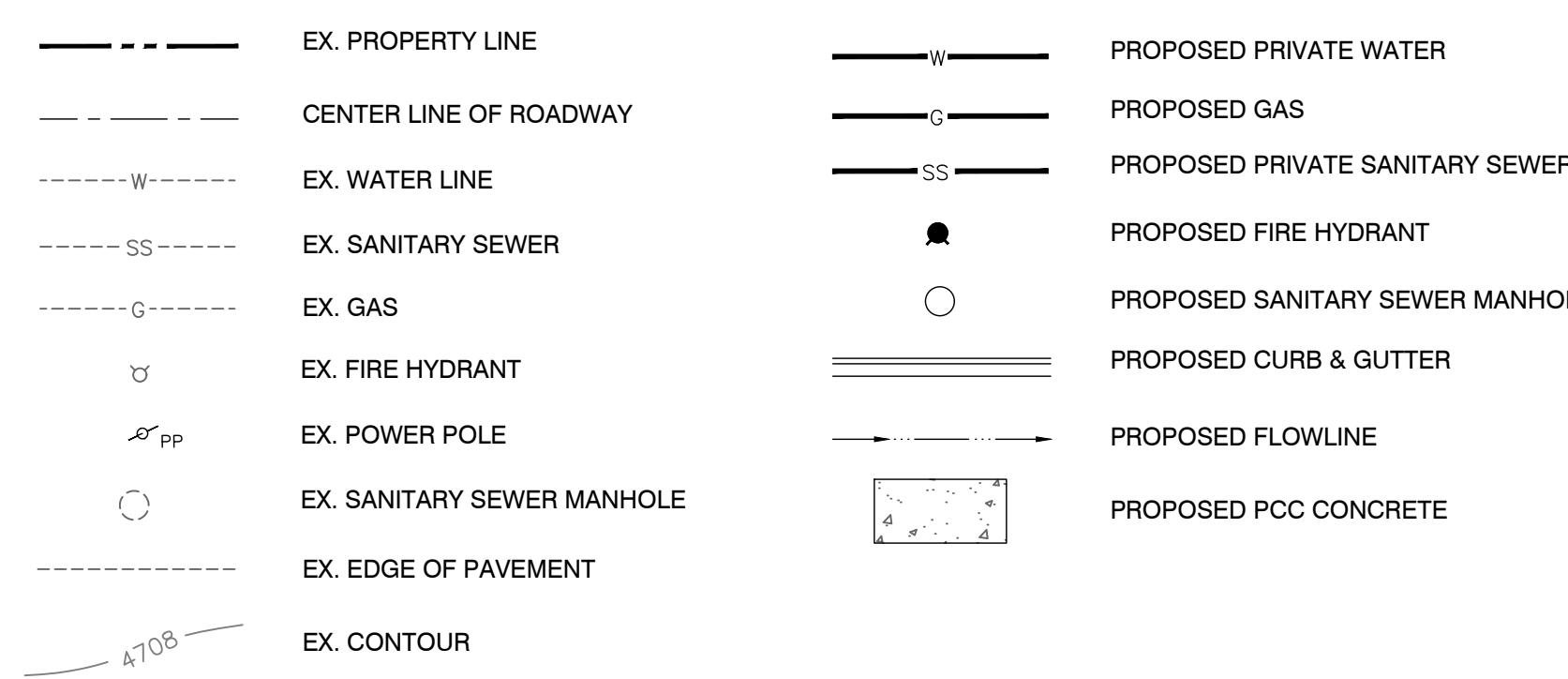


LOCATED WITHIN SECTION 32, T.15N., R.20E., M.D.M.

VICINITY MAP

NOT TO SCALE

LEGEND



SHEET INDEX

SHEET 1	TITLE SHEET
SHEET 2	EXISTING SITE PLAN
SHEET 3	PROPOSED SITE PLAN/OPEN SPACE PLAN
SHEET 4	UTILITY PLAN
SHEET 5	OFF-SITE UTILITY PLAN
SHEET 6	DETAILS

OWNER

TERAMONT, LLC
CONTACT: ROGER REMPFER,
MANAGING MEMBER
15155 REDMOND LOOP
RENO, NEVADA 89511
(530) 448-6210

ENGINEER

RESOURCE CONCEPTS, INC.
CONTACT: RACHEL D. KRYDER, P.E.
340 NORTH MINNESOTA STREET
CARSON CITY, NEVADA 89703
(775) 883-1600

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS BASED OF THIS SURVEY IS THE NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 83/94 SCALED TO GROUND AROUND 0.00N, 0.00E BY THE COMBINED SCALE FACTOR OF 1.00020000 AND AS REFERENCED TO THE RECORD OF SURVEY OF THE 2010 CARSON CITY CONTROL NETWORK, RECORD OF SURVEY NO. 2744, FILED FOR RECORD AUGUST 11, 2010 IN THE OFFICE OF THE CARSON CITY RECORDER AS FILE NO 403435.

BASIS OF ELEVATION

CARSON CITY CONTROL POINT CC035 (05/31/16), ELEVATION 4775.67.

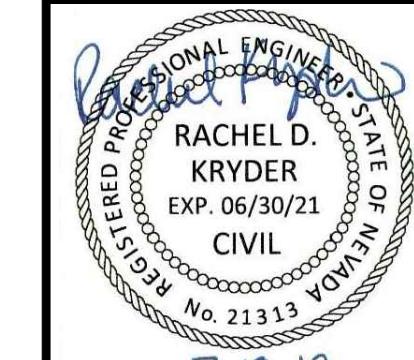
PROJECT DATA

ASSESSOR'S PARCEL NUMBER:	009-197-02
TOTAL SITE AREA:	2.990 ACRES (130,244 S.F.)
TOTAL CONDOMINIUM UNITS:	51 UNITS - 17.1 UNITS PER ACRE
PARKING SPACES (GARAGE):	102
PARKING SPACES (GUEST):	20
MASTER PLAN DESIGNATION:	HIGH DENSITY RESIDENTIAL
CURRENT ZONING:	MFA
FEMA FLOOD HAZARD ZONE:	X (UNSHADED)

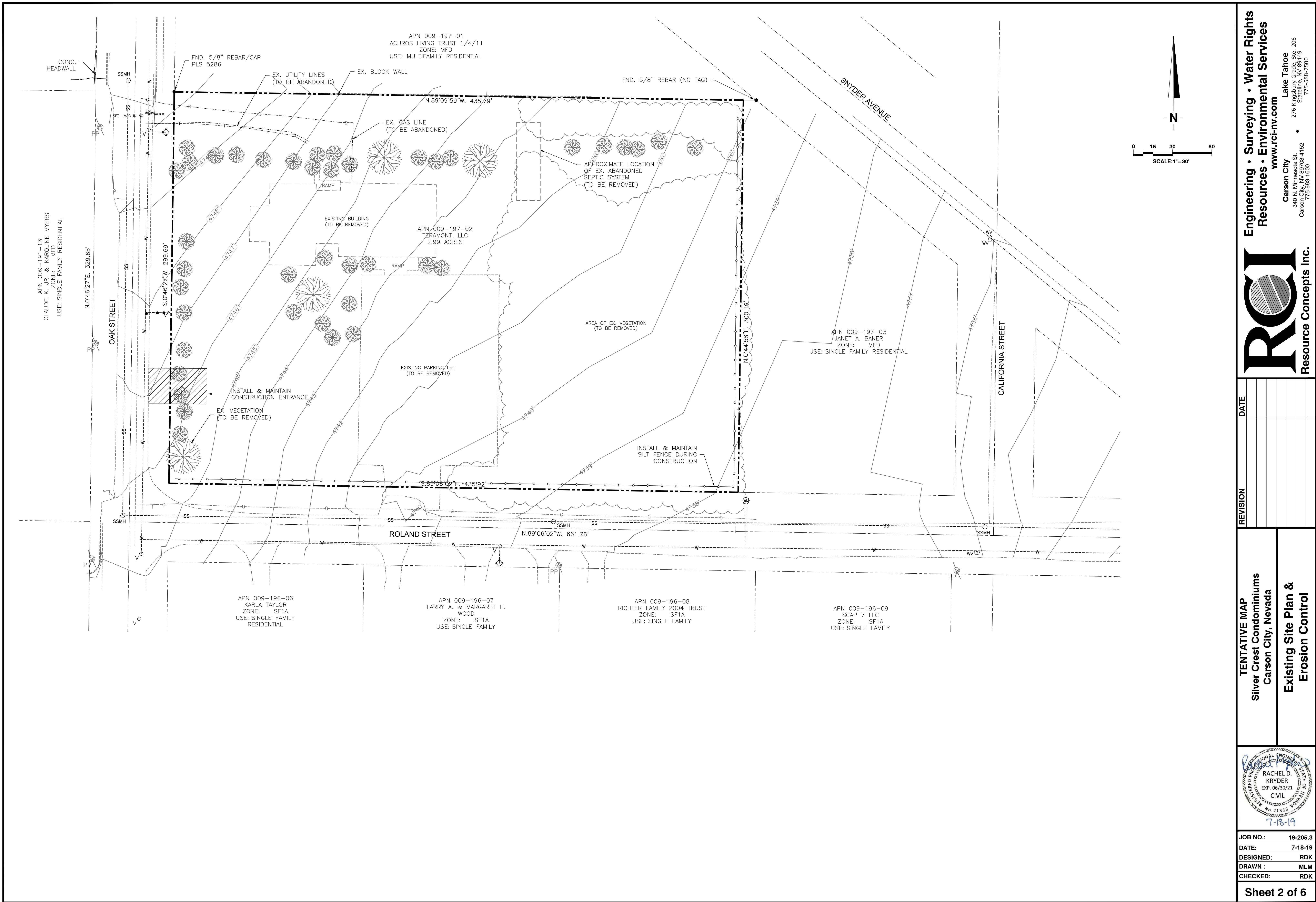
Engineering • Surveying • Water Rights
Resources • Environmental Services
www.rdi-nv.com
Carson City • 340 N. Minnesota St.
Carson City, NV 89703-4152
775-883-1600

RDI
Resource Concepts Inc.

TENTATIVE MAP Silver Crest Condominiums Carson City, Nevada	REVISION DATE
Title Sheet	

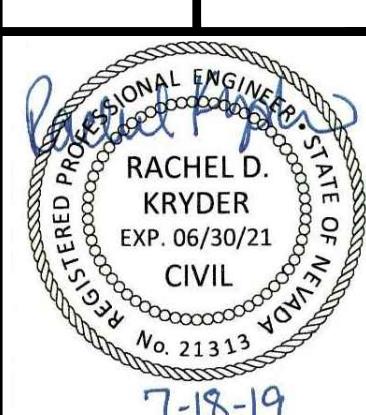


JOB NO.: 19-205.3
DATE: 7-18-19
DESIGNED: RDK
DRAWN: MLM
CHECKED: RDK
Sheet 1 of 6



REVISION	DATE

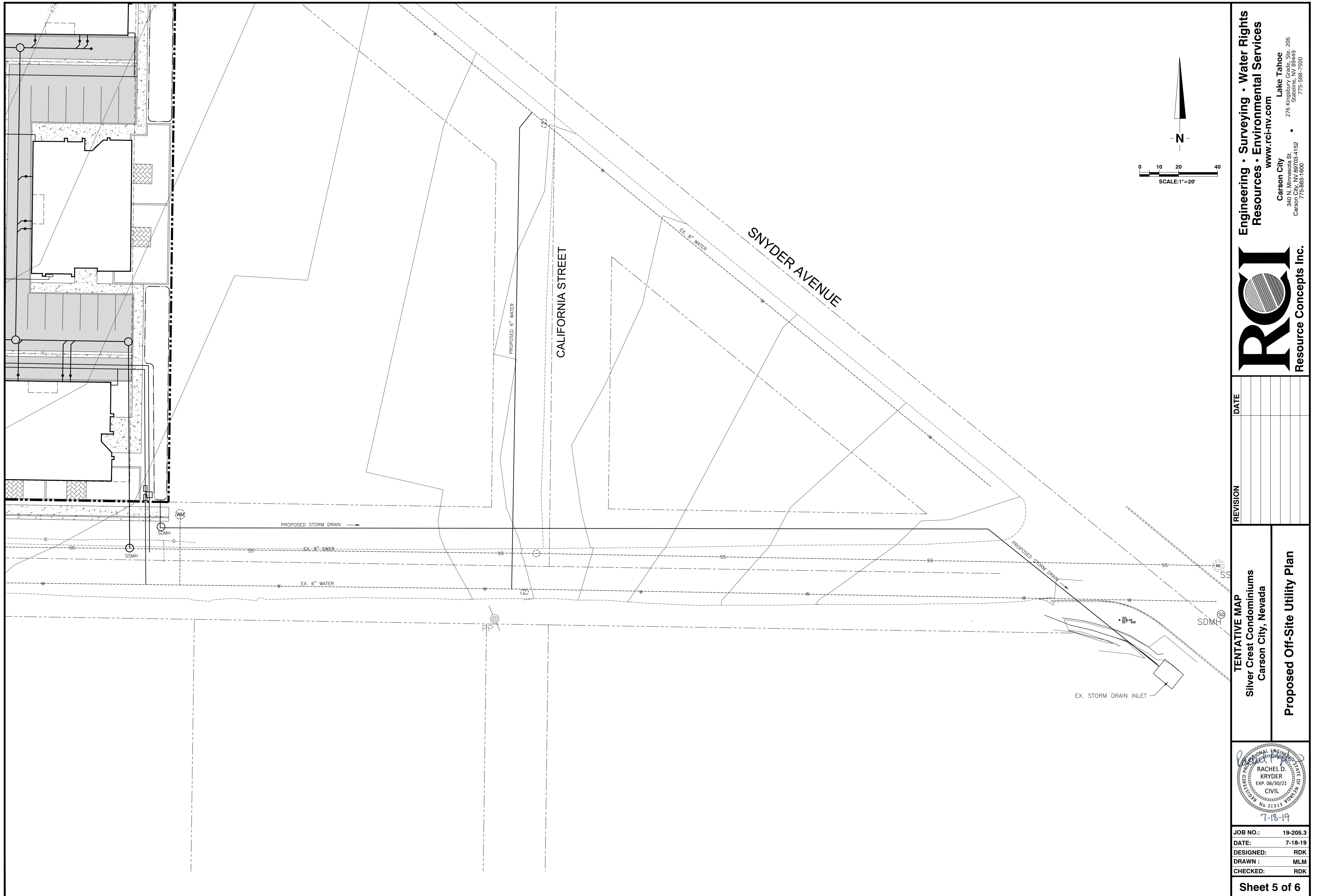
TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada
Proposed Site Plan & Open Space Plan

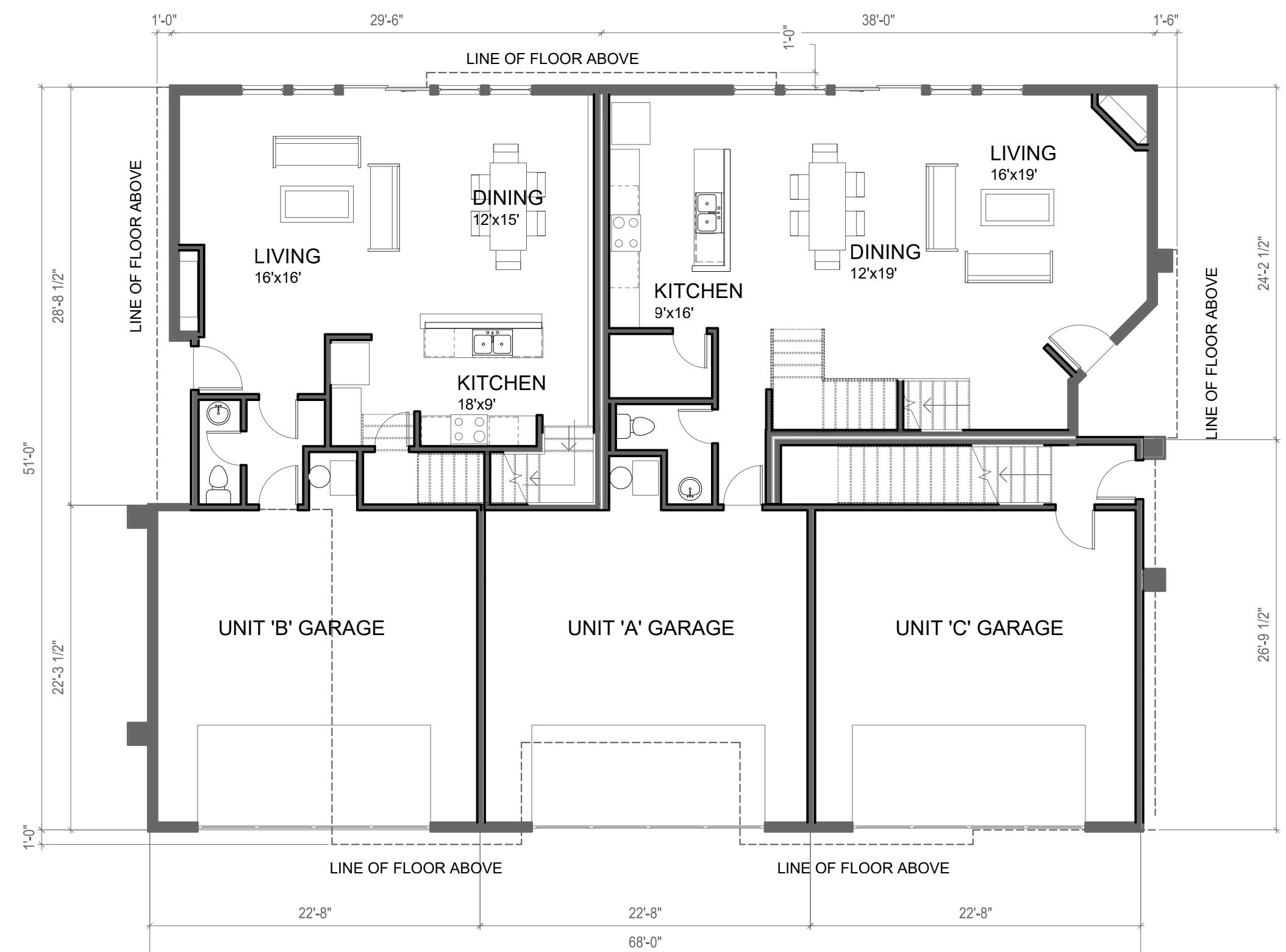


JOB NO.: 19-205.3
DATE: 7-18-19
DESIGNED: RDK
DRAWN: MLM
CHECKED: RDK



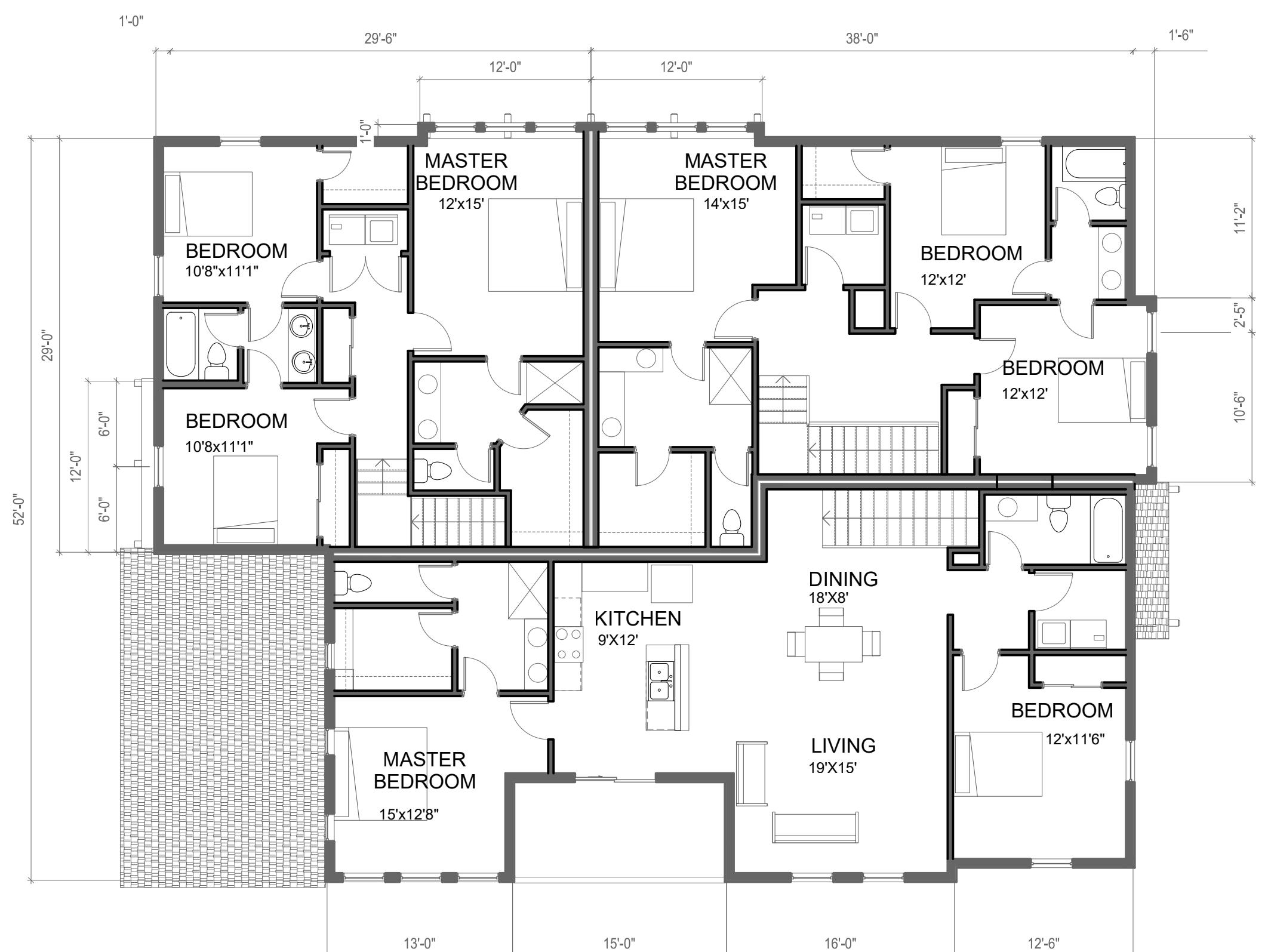




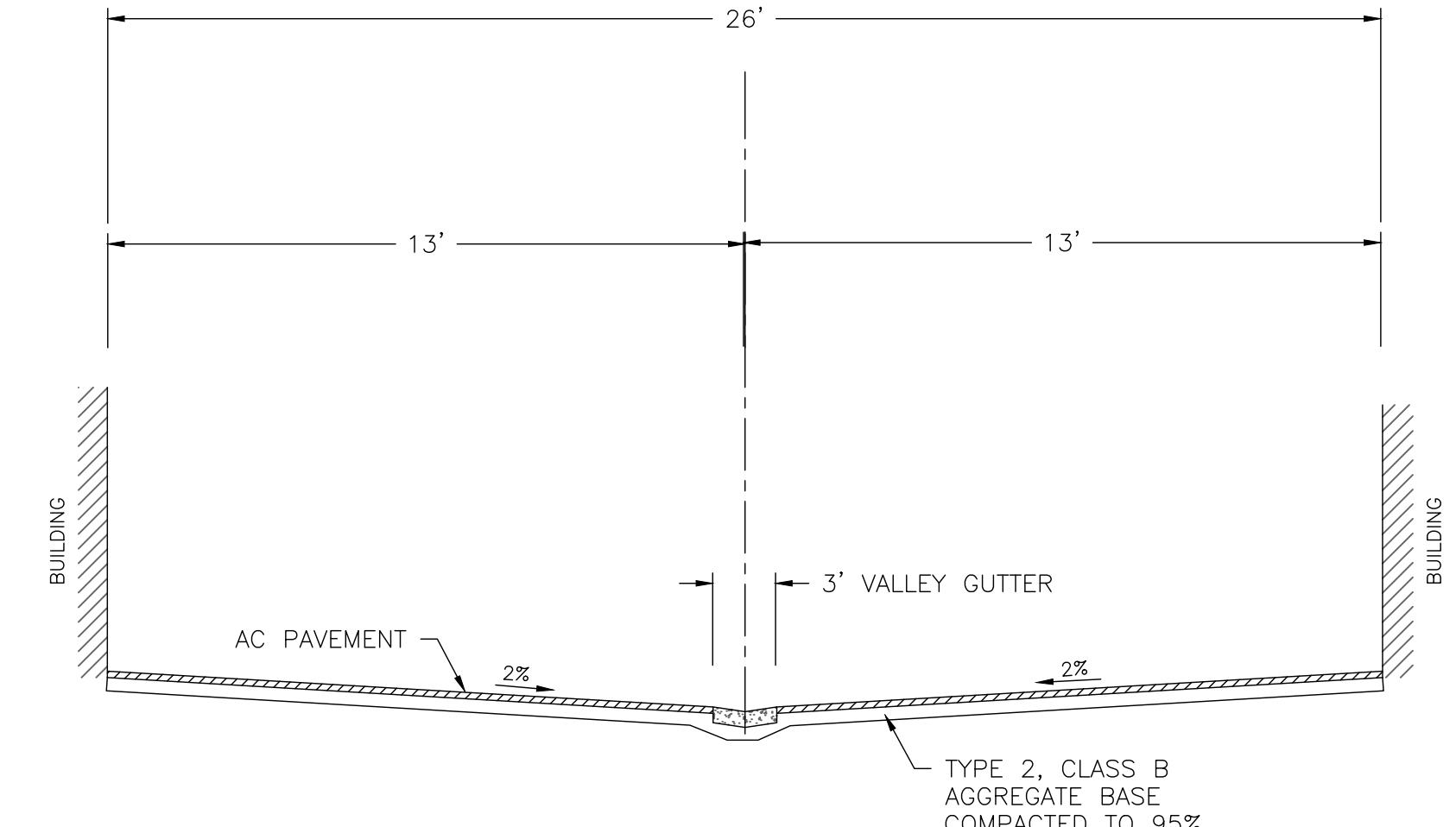


TYPICAL CONDO UNIT LAYOUT

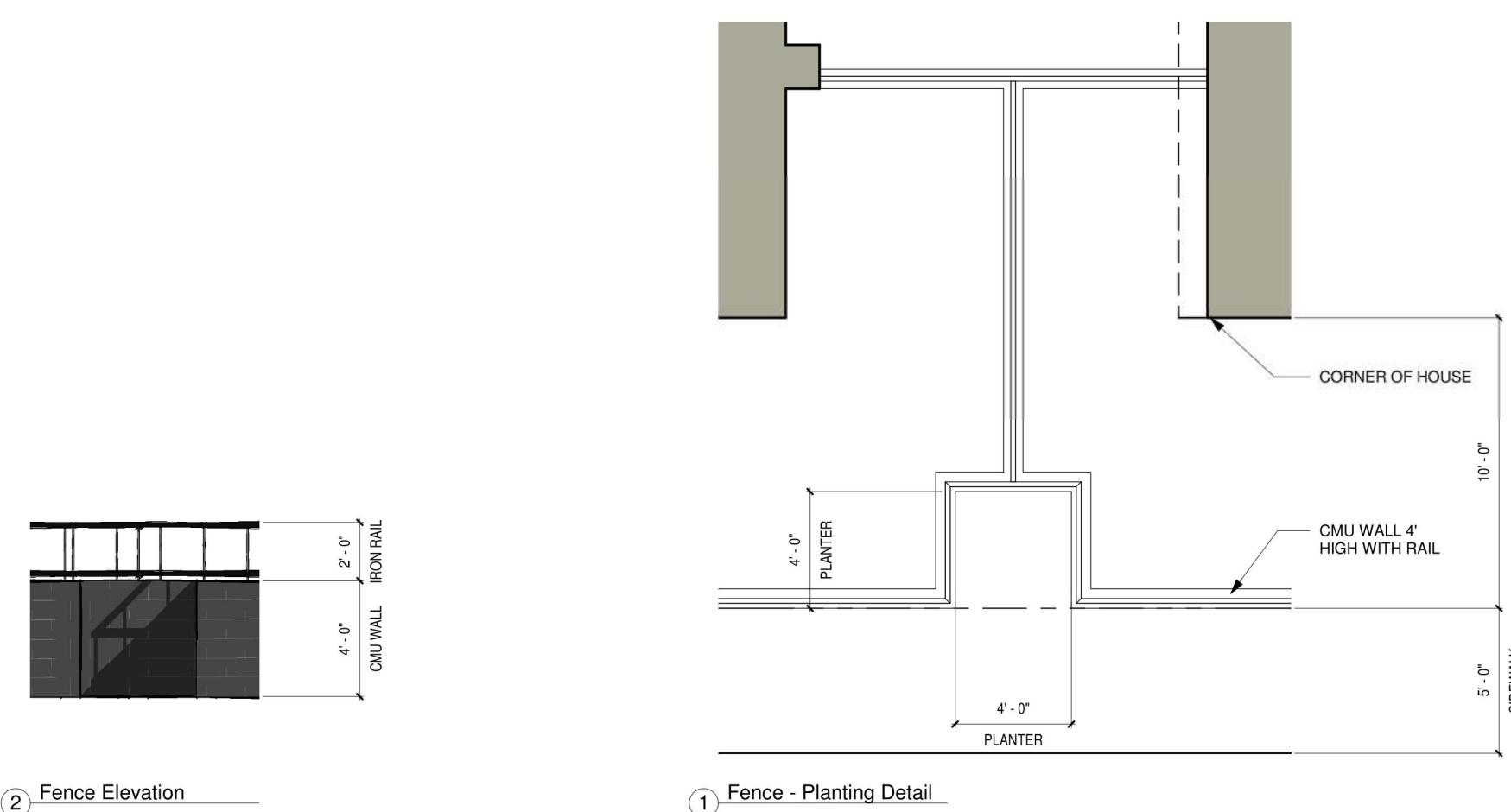
FIRST FLOOR



TYPICAL CONDO UNIT LAYOUT SECOND FLOOR



TYPICAL INTERIOR STREET SECTION



Frame
ARCHITECTURE, INC.

Fence / Railing Elevation

A9

REVISION

TENTATIVE MAP

Silver Crest Condominiums

Carson City, Nevada

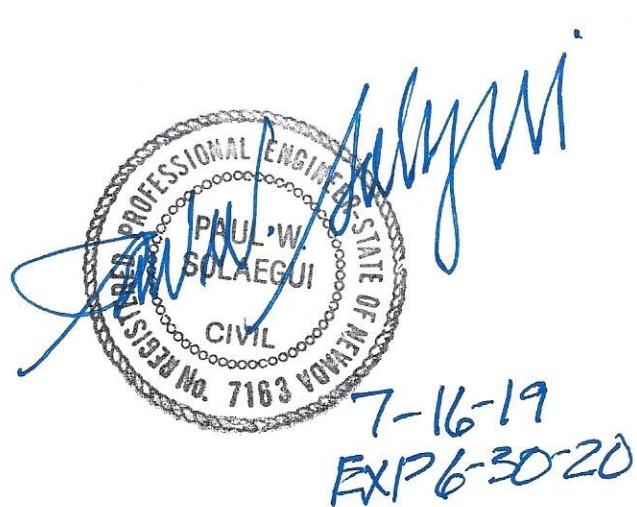
Detail Sheet

JOB NO.:	19-205
DATE:	7-18-1
DESIGNED:	RD
DRAWN :	ML
CHECKED:	RD

Attachment G – Traffic Study

ROLAND STREET TOWNHOMES
TRAFFIC ANALYSIS

JULY 2019



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

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	3
INTRODUCTION.....	4
STUDY AREA.....	4
EXISTING AND PROPOSED LAND USES.....	4
EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS	4
TRIP GENERATION.....	7
TRIP DISTRIBUTION AND ASSIGNMENT	7
EXISTING AND PROJECTED TRAFFIC VOLUMES.....	7
INTERSECTION CAPACITY ANALYSIS	14
CARSON STREET/APPIAN WAY TRAFFIC SIGNAL PARTICIPATION	16
RECOMMENDATIONS	17
APPENDIX	18

LIST OF FIGURES

FIGURE 1 - VICINITY MAP.....	5
FIGURE 2 - TRIP DISTRIBUTION	8
FIGURE 3 - TRIP ASSIGNMENT	9
FIGURE 4 - EXISTING TRAFFIC VOLUMES	10
FIGURE 5 - EXISTING PLUS PROJECT TRAFFIC VOLUMES	11
FIGURE 6 - 2040 BASE TRAFFIC VOLUMES.....	12
FIGURE 7 - 2040 BASE PLUS PROJECT TRAFFIC VOLUMES	13

ROLAND STREET TOWNHOMES

TRAFFIC ANALYSIS

EXECUTIVE SUMMARY

The proposed Roland Street Townhomes development will be located in Carson City, Nevada. The project site is located in the northeast corner of the Roland Street/Oak Street intersection. The site contains a building that will be removed with development of the project. The purpose of this study is to address the project's impact upon the adjacent street network. The Snyder Avenue intersections with Carson Street, Oak Street, and Roland Street have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2040 base, and 2040 base plus project scenarios. The Carson Street/Appian Way intersection has been identified for traffic signal participation.

The proposed Roland Street Townhomes development will consist of the construction of a multi-family project containing 51 dwelling units. Project access will be provided from two driveways on Oak Street. The proposed Roland Street Townhomes development is anticipated to generate 373 average weekday trips with 23 trips occurring during the AM peak hour and 29 trips occurring during the PM peak hour.

Traffic generated by the Roland Street Townhomes will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Carson City requirements.

It is recommended that the project developers contribute 0.9% towards the cost of a traffic signal at the Carson Street/Appian Way intersection.

It is recommended that any improvements to Oak Street and Roland Street adjacent to the project site conform to Carson City standards.

It is recommended that the project driveways be constructed per Carson City standards.

INTRODUCTION

STUDY AREA

The proposed Roland Street Townhomes development will be located in Carson City, Nevada. The project site is located in the northeast corner of the Roland Street/Oak Street intersection. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The Snyder Avenue intersections with Carson Street, Oak Street, and Roland Street have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2040 base, and 2040 base plus project scenarios. The Carson Street/Appian Way intersection has been identified for traffic signal participation.

EXISTING AND PROPOSED LAND USES

The site currently contains a building that will be removed with development of the project. Adjacent land generally includes residential development to the north and either residential development or vacant land to the east, west, and south. The proposed Roland Street Townhomes development will consist of the construction of a multi-family project containing 51 dwelling units. Project access will be provided from two driveways on Oak Street.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

Carson Street is a six-lane north/south roadway with three through lanes in each direction in the vicinity of the site. The speed limit is posted for 50 miles per hour. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street with a raised center median that has openings at key intersections.

Snyder Avenue is a two-lane northwest/southeast roadway with one through lane in each direction east of Carson Street. The speed limit is posted for 35 miles per hour. Roadway improvements generally include graded shoulders with a striped centerline. Some curb, gutter, and sidewalk improvements exist in developed areas. Snyder Avenue aligns with Overland Street at the intersection with Carson Street.

Overland Street is a two-lane east/west roadway with one through lane in each direction west of Carson Street. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements generally include curb, gutter, and sidewalk on both sides of the street. Overland Street aligns with Snyder Avenue at the intersection with Carson Street.

Oak Street is a two-lane north/south roadway with one through lane in each direction in the vicinity of the site. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements generally include paved travel lanes with graded shoulders. Some curb, gutter, and sidewalk improvements exist in developed areas. It is anticipated that the development will construct curb, gutter, and sidewalk improvements along the project frontage.

LEGEND

PROJECT SITE



ROLAND STREET TOWNHOMES
VICINITY MAP
FIGURE 1

Roland Street is a two-lane east/west roadway with one through lane in each direction in the vicinity of the site. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements generally include paved travel lanes with graded shoulders. It is anticipated that the development will construct curb, gutter, and sidewalk improvements along the project frontage.

Appian Way is a two-lane east/west roadway with one through lane in each direction west of Carson Street. The speed limit is not posted but assumed to be 25 miles per hour. Roadway improvements generally include curb and gutter on both sides of the street and sidewalk on the north side of the streets.

The Carson Street/Snyder Avenue intersection is an unsignalized four-leg intersection with stop sign control at the east and west approaches. The north approach contains one left turn lane, two through lanes, and one shared through-right turn lane. The south approach contains one left turn lane, three through lanes, and one right turn lane. The west approach contains one shared left turn-through-right turn lane. The east approach contains one right turn lane. Pedestrian crosswalks exist at the east and west approaches.

The Carson Street/Appian Way intersection is an unsignalized three-leg intersection with stop sign control at the west approach. The north approach contains three through lanes and one right turn lane. The south approach contains one left turn lane and three through lanes. The west approach contains one channelized right turn lane. A pedestrian crosswalk exists at the west approach.

The Snyder Avenue/Oak Street intersection is an unsignalized four-leg intersection with stop control at the north and south approaches. All approaches contain one shared left turn-through-right turn lane. Pedestrian crosswalks do not exist at the intersection.

The Snyder Avenue/Roland Street intersection is an unsignalized three-leg intersection with stop control at the west approach. The north approach contain one shared through-right turn lane. The south approach contains one shared left turn-through lane. The west approach contains one shared left turn-right turn lane. Pedestrian crosswalks do not exist at the intersection.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed development on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Tenth Edition of *ITE Trip Generation* (2018) for Land Use 220: Multifamily Housing (Low-Rise). Trip generation for the proposed development was calculated for an average weekday and the peak hours occurring between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM which correspond to the peak hours of adjacent street traffic. Table 1 shows a summary of the average daily traffic (ADT) volumes and peak hour volumes generated by the project. The trip generation worksheets are included in the Appendix.

TABLE 1 TRIP GENERATION							
LAND USE	ADT	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (51 Units)	373	5	18	23	18	11	29

TRIP DISTRIBUTION AND ASSIGNMENT

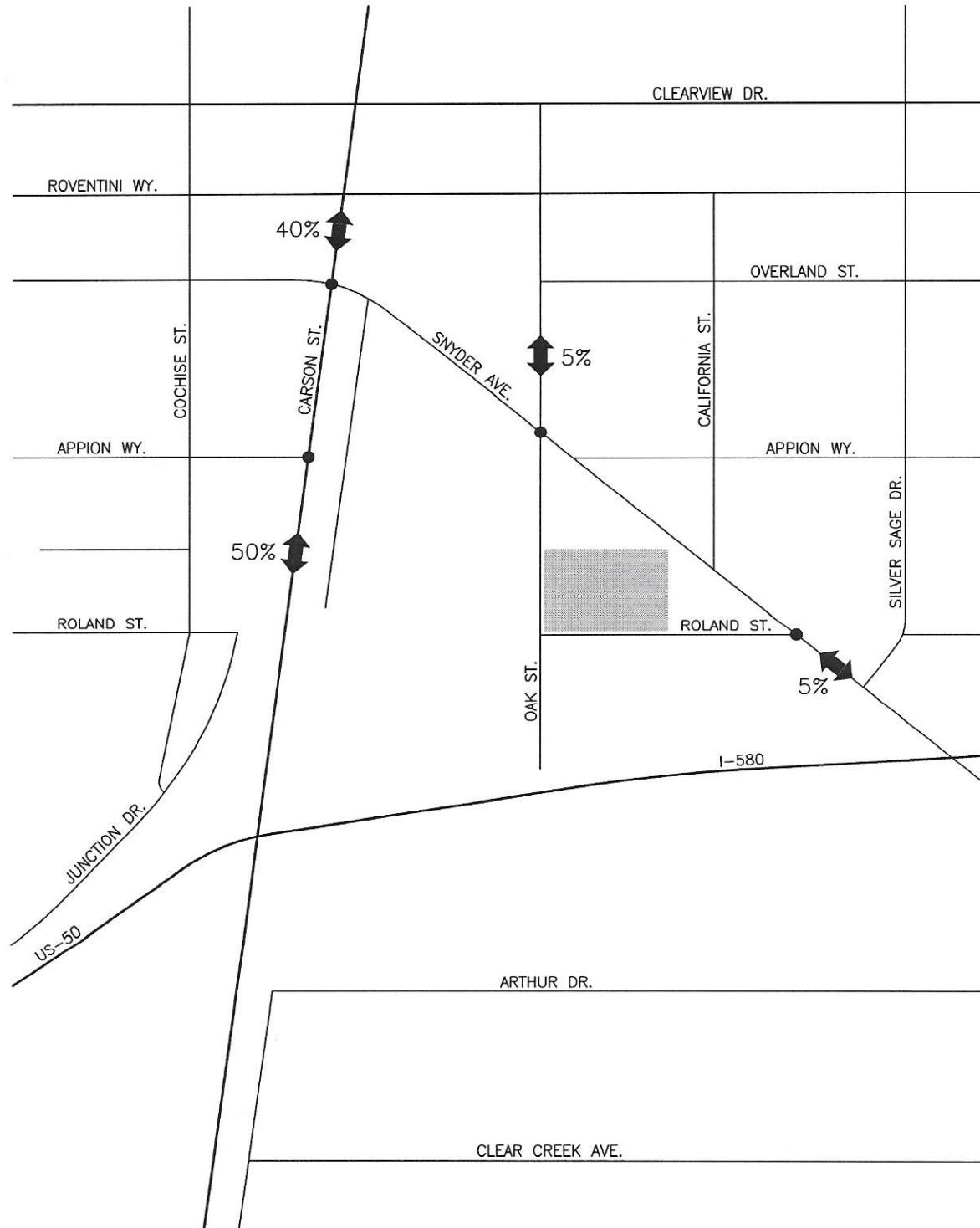
The distribution of project traffic to the key intersections was based on existing peak hour traffic patterns and the locations of existing and future attractions and productions. The trip distribution is shown in Figure 2. The project trips shown in Table 1 were subsequently assigned to the key intersections based on the trip distribution shown on Figure 2. Figure 3 shows the AM and PM peak hour trip assignment at the key intersections.

EXISTING AND PROJECTED TRAFFIC VOLUMES

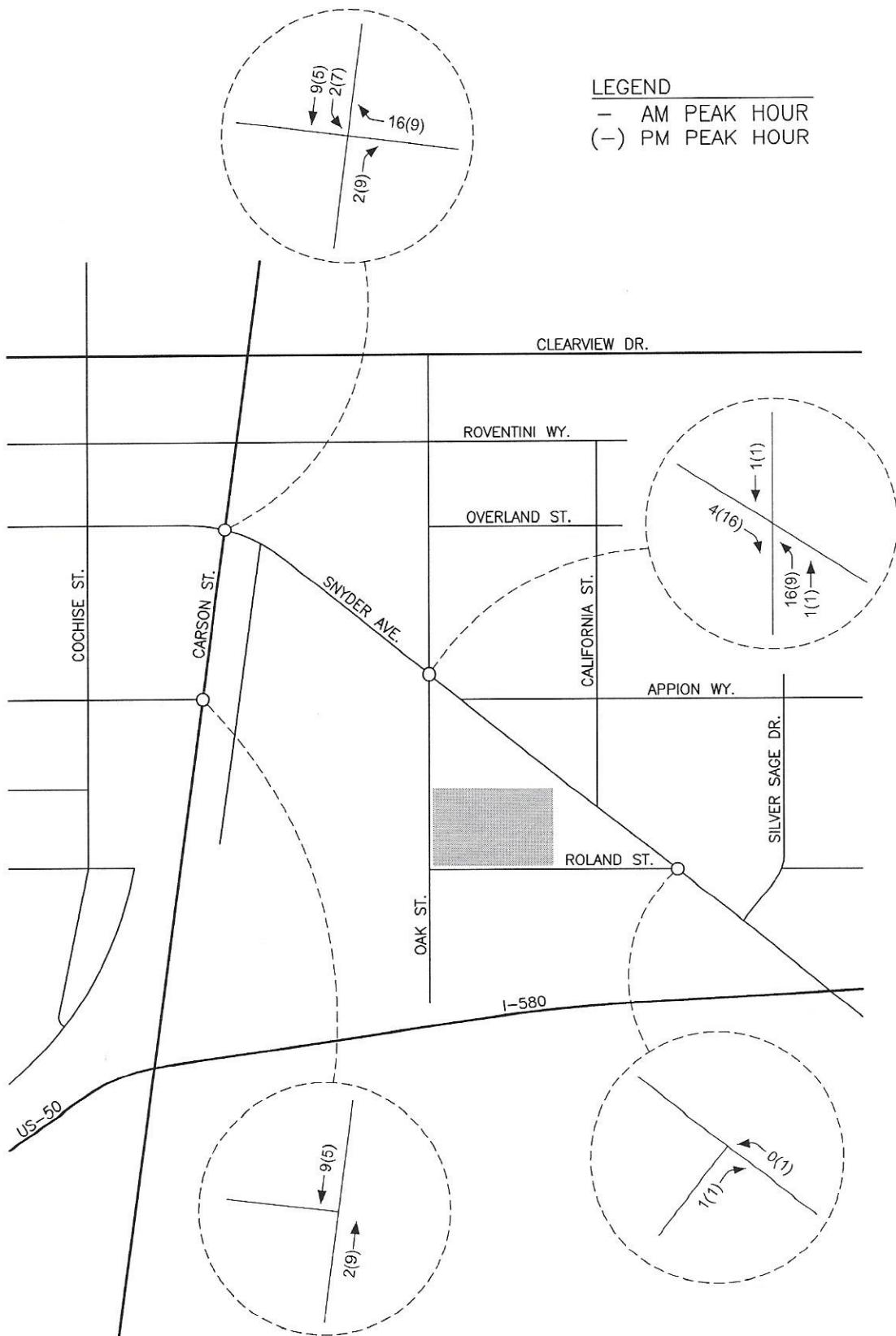
Figure 4 shows the existing traffic volumes at the key intersections for the AM and PM peak hours. The existing traffic volumes were obtained from traffic counts conducted in December of 2018 and June of 2019. Figure 5 shows the existing plus project traffic volumes for the AM and PM peak hours. The existing plus project volumes were obtained by adding the project trips shown on Figure 3 to the existing traffic volumes shown on Figure 4. Figure 6 shows the 2040 base traffic volumes at the key intersections for the AM and PM peak hours. The 2040 base traffic volumes at the Carson Street/Snyder Avenue intersection were obtained from the Cochise Street Multifamily Traffic Impact Study dated February 26, 2019. The 2040 base traffic volumes at the remaining intersections were estimated based on similar growth rates shown at the Carson Street/Snyder Avenue intersection. Figure 7 shows the 2040 base plus project traffic volumes at the key intersections for the AM and PM peak hours. The 2040 base plus project volumes were obtained by adding the project trips shown on Figure 3 to the 2040 base traffic volumes shown on Figure 6.

LEGEND

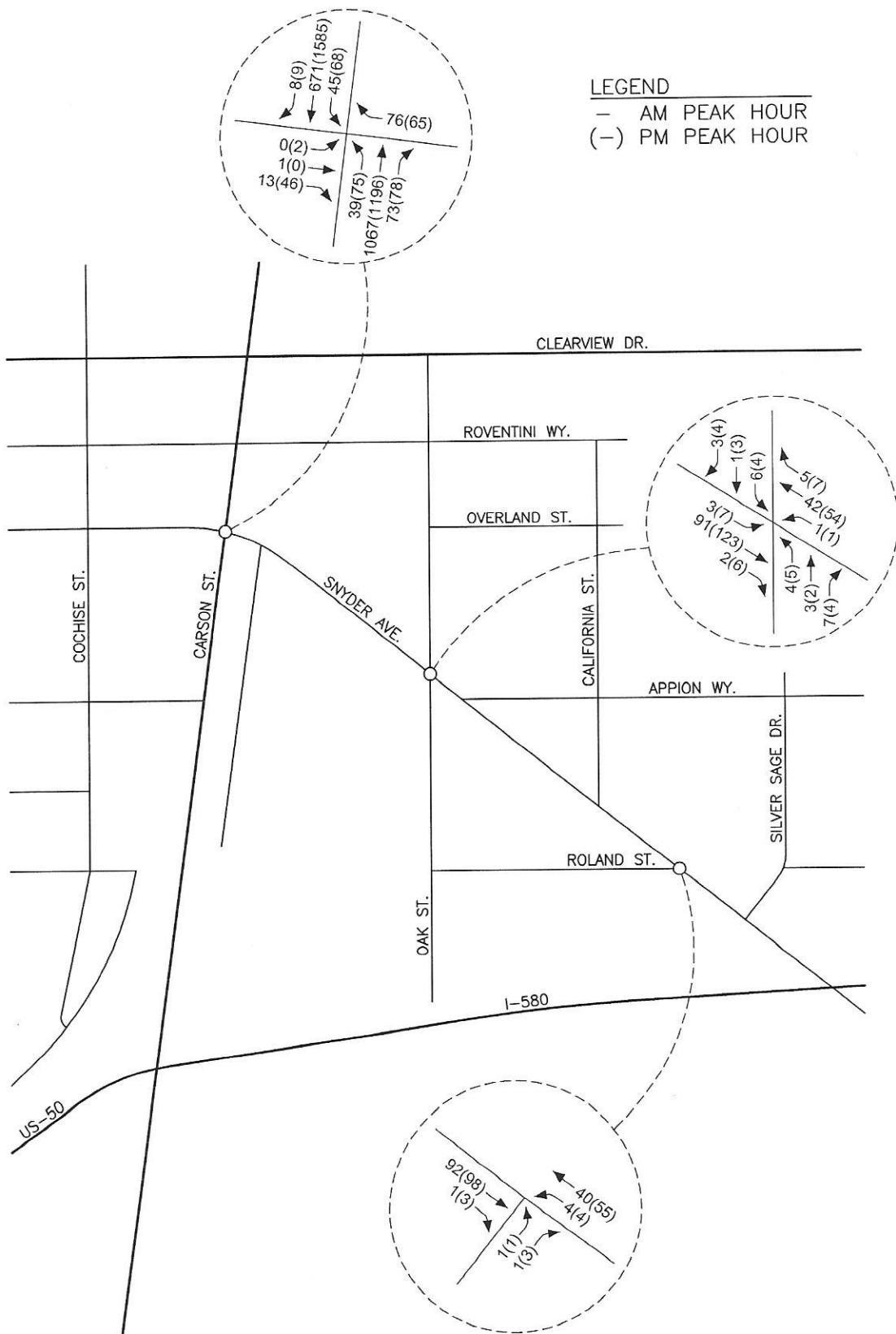
PROJECT SITE



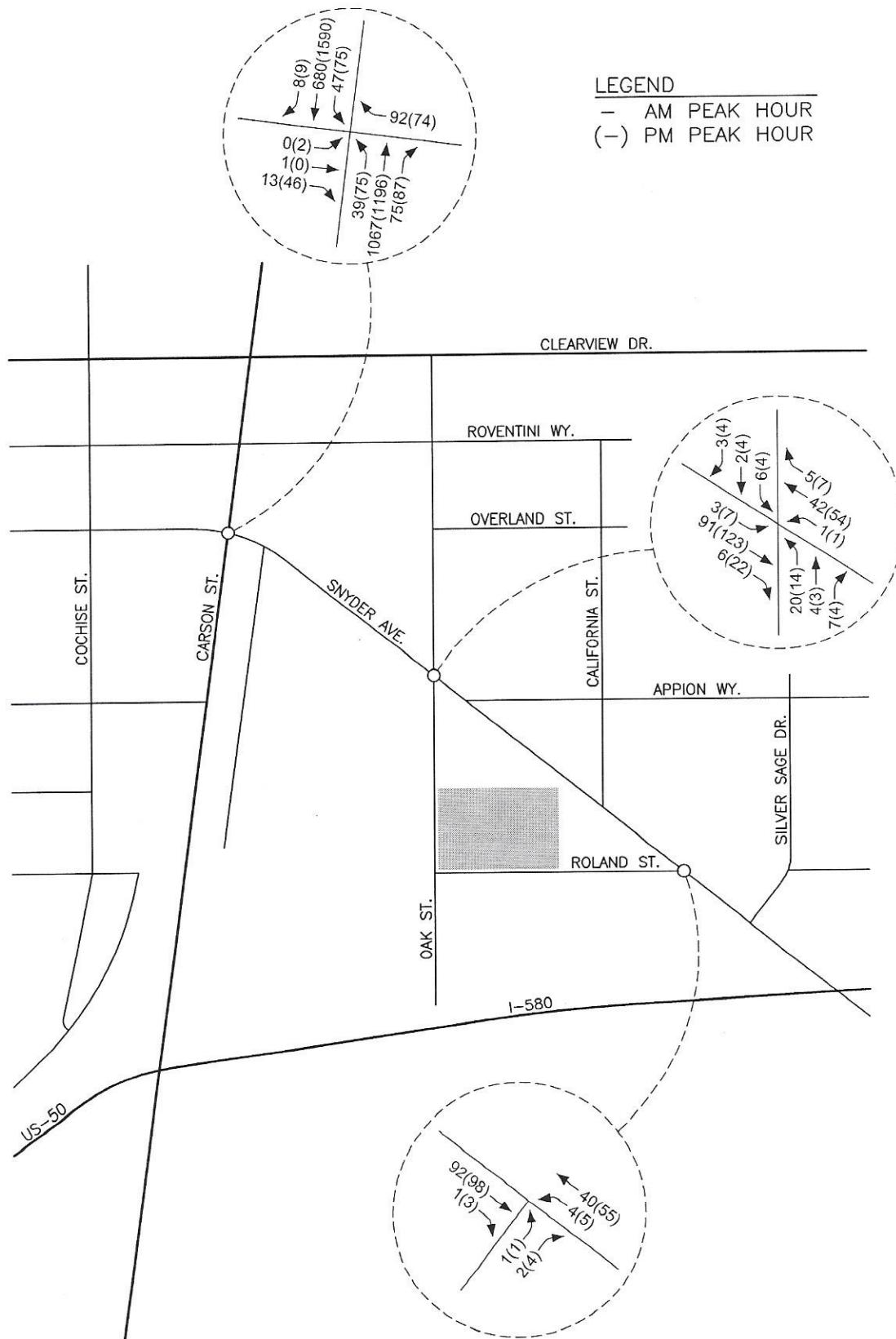
ROLAND STREET TOWNHOMES
TRIP DISTRIBUTION
FIGURE 2



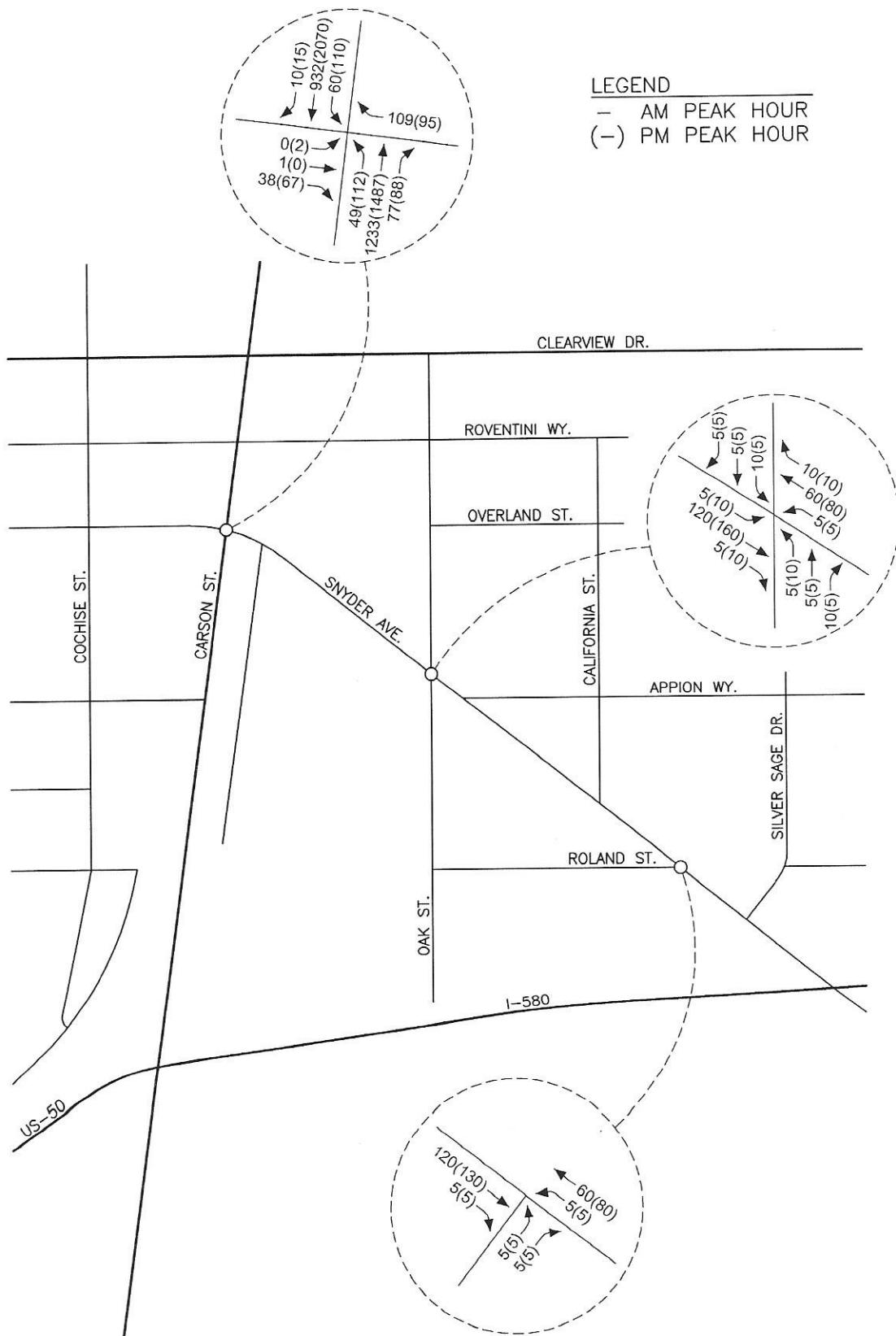
ROLAND STREET TOWNHOMES
TRIP ASSIGNMENT
FIGURE 3



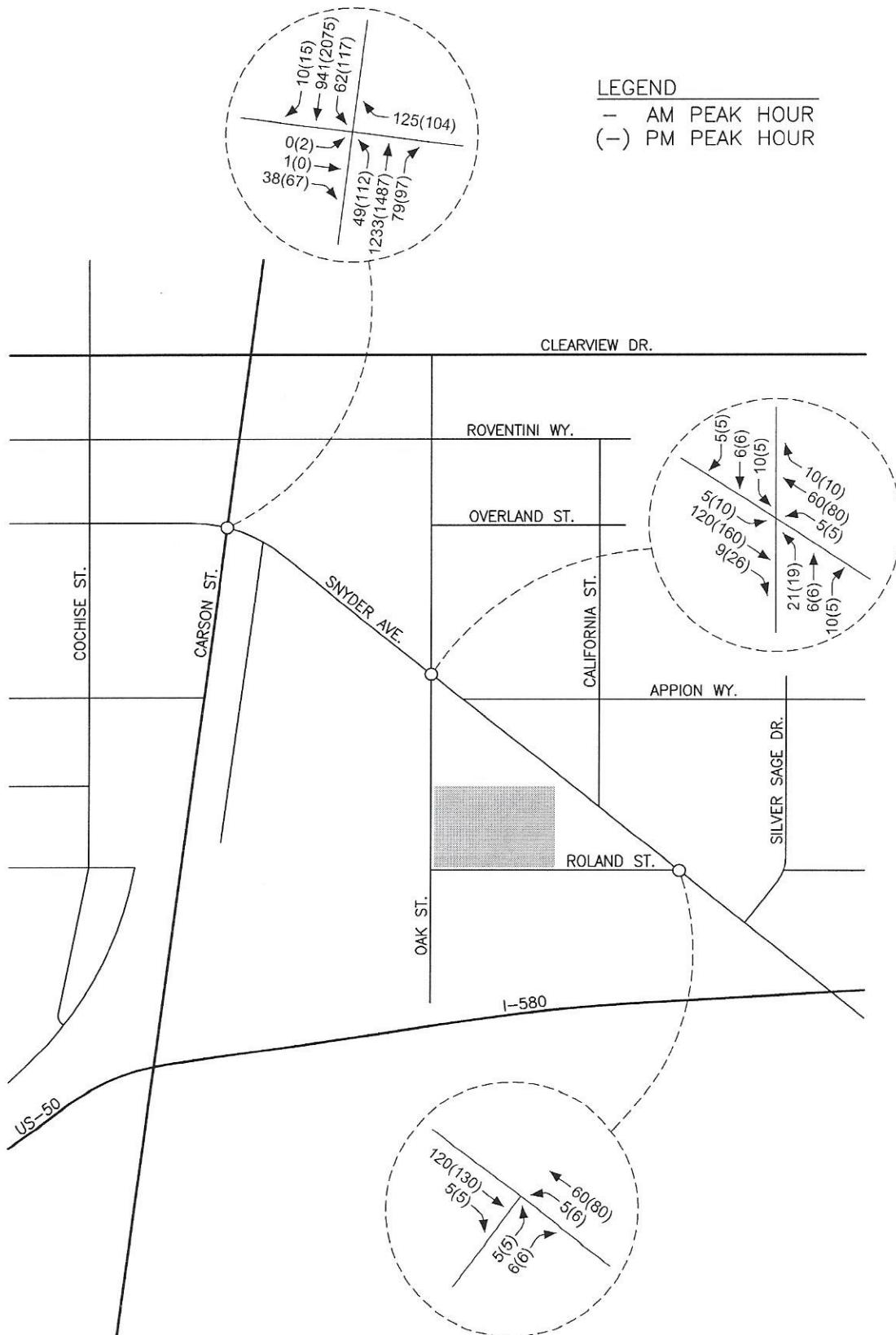
ROLAND STREET TOWNHOMES
EXISTING TRAFFIC VOLUMES
FIGURE 4



ROLAND STREET TOWNHOMES
EXISTING PLUS PROJECT TRAFFIC VOLUMES
FIGURE 5



ROLAND STREET TOWNHOMES
2040 BASE TRAFFIC VOLUMES
FIGURE 6



ROLAND STREET TOWNHOMES
2040 BASE PLUS PROJECT TRAFFIC VOLUMES
FIGURE 7

INTERSECTION CAPACITY ANALYSIS

The Snyder Avenue intersections with Carson Street, Oak Street, and Roland Street were analyzed for capacity based on procedures presented in the *Highway Capacity Manual (6th Edition)*, prepared by the Transportation Research Board, for unsignalized intersections.

The result of capacity analysis is a level of service (LOS) rating for each unsignalized intersection minor movement. Level of service is a qualitative measure of traffic operating conditions where a letter grade “A” through “F”, corresponding to progressively worsening traffic operation, is assigned to the intersection minor movement.

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

TABLE 2 LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS	
LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

Nevada Department of Transportation and Carson City design standards indicate that LOS D is the level of service standard for all state and city maintained streets and intersections. The intersection level of service and delay results are discussed below.

Table 3 shows a summary of the level of service and delay results at the key intersections for the existing, existing plus project, 2040 base, and 2040 base plus project scenarios. The intersection operational analysis worksheets are included in the Appendix.

INTERSECTION	TABLE 3 INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS							
	EXISTING		EXISTING + PROJECT		2040 BASE		2040 BASE + PROJECT	
	AM	PM	AM	PM	AM	PM	AM	PM
Carson/Snyder (Stop at East/West Legs)								
EB Left-Thru-Right	C19.3	E41.3	C19.6	E43.8	C23.2	F999+	C23.7	F999+
WB Right	C16.7	C17.2	C17.4	C17.6	C21.1	C24.1	C22.4	D25.0
NB Left	B12.5	E39.8	B12.6	E40.2	C16.1	F235	C16.2	F238
SB Left	C19.5	C23.6	C19.7	C24.6	D25.4	F53.0	D25.7	F58.4
Snyder/Oak (Stop at North/South Legs)								
WB Left	A7.3	A7.4	A7.3	A7.4	A7.4	A7.4	A7.4	A7.4
EB Left	A7.4	A7.5	A7.4	A7.5	A7.5	A7.6	A7.5	A7.6
NB Left-Thru-Right	A9.3	A9.7	A9.6	B10.0	A9.7	B10.6	B10.1	B10.9
SB Left-Thru-Right	A9.3	A9.6	A9.4	A9.8	B10.0	B10.3	B10.0	B10.4
Snyder/Roland (Stop at West Leg)								
EB Left-Right	A9.0	A9.0	A9.0	A9.0	A9.3	A9.5	A9.3	A9.4
NB Left	A7.4	A7.4	A7.4	A7.4	A7.5	A7.5	A7.5	A7.5

Carson Street/Snyder Avenue Intersection

The Carson Street/Snyder Avenue intersection was analyzed as an unsignalized four-leg intersection with stop control at the east and west approaches for all scenarios. The intersection minor movements currently operate at LOS C or better except for the eastbound movements and northbound left turn movement which operate at LOS E during the PM peak hour. For the existing plus project traffic volumes the intersection minor movements continue to operate at the same levels of service during the AM and PM peak hours with slight increases in delay. For the 2040 base traffic volumes the intersection minor movements are anticipated to operate at LOS D or better except for the eastbound movements and northbound and southbound left turn movements which operate at LOS F during the PM peak hour. For the 2040 base plus project traffic volumes the intersection minor movements continue to operate at the same levels of service during the AM and PM peak hours with slight increases in delay. Some intersection minor movements do not currently meet NDOT's policy LOS D standard. The project will slightly increase delay at the intersection but will not degrade the level of service.

Snyder Avenue/Oak Street Intersection

The Snyder Avenue/Oak Street intersection was analyzed as an unsignalized four-leg intersection with stop control at the north and south approaches for all scenarios. The intersection minor movements currently operates at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor movements operate at LOS B or better during the AM and PM peak hours. For the 2040 base traffic volumes the intersection minor movements are anticipated to operate at LOS B or better during the AM and PM peak hours. For the 2040 base plus project traffic volumes the intersection minor movements are anticipated to operate at LOS B or better during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Carson City's policy LOS D standard.

Snyder Avenue/Roland Street Intersection

The Snyder Avenue/Roland Street intersection was analyzed as an unsignalized three-leg intersection with stop control at the west approach for all scenarios. The intersection minor movements currently operates at LOS A during the AM and PM peak hours. For the existing plus project traffic volumes the intersection minor continue to operate at LOS A during the AM and PM peak hours. For the 2040 base traffic volumes the intersection minor movements are anticipated to operate at LOS A during the AM and PM peak hours. For the 2040 base plus project traffic volumes the intersection minor movements continue to operate at LOS A during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios. The intersection meets Carson City's policy LOS D standard.

CARSON STREET/APPIAN WAY TRAFFIC SIGNAL PARTICIPATION

Major project review comments from Carson City staff indicate that a traffic signal will be needed at the Carson Street/Appian Way intersection prior to the year 2040. Carson City staff further state that this project will be required to participate in the cost of the traffic signal. Traffic signal participation was calculated based on critical lane methodology. The intersection critical lanes are determined below based on the project trips. It should be noted that the intersection is a three-leg intersection with no critical eastbound and westbound movement or southbound left turn movement.

<u>CRITICAL LANES</u>	<u>PROJECT AM TRIPS</u>	<u>PROJECT PM TRIPS</u>
EB Left + WB Through	$0 + 0 = 0$	$0 + 0 = 0$
WB Left + EB Through	$0 + 0 = 0$	$0 + 0 = 0$
NB Left + SB Through	$0 + 9 = 9$	$0 + 5 = 5$
SB Left + NB Through	$0 + 2 = 2$	$0 + 9 = 9$

AM Critical Lanes = Larger of East/West + Larger of North/South = NB Left + SB Through
PM Critical Lane Volume = Larger of East/West + Larger of North/South = NB Through

Carson City staff indicate that traffic signal participation be calculated by comparing the project traffic to the sum of existing traffic, entitled project traffic, and project traffic for the critical lanes. Existing traffic and traffic generated by entitled projects was obtained from the Cochise Street Multifamily Traffic Impact Study. Table 4 shows a summary of the traffic signal participation calculations.

TABLE 4 CARSON STREET/APPIAN WAY TRAFFIC SIGNAL PARTICIPATION								
INTERSECTION MOVEMENT	PEAK HOUR TRAFFIC VOLUME							
	EXISTING		ENTITLED		PROJECT		TOTAL	
	AM	PM	AM	PM	AM	PM	AM	PM
Northbound Left	140	132	147	112	0	0	287	244
Northbound Through	1152	1322	85	211	2	9	1239	1542
Southbound Through	646	1547	65	207	9	5	720	1759
AM PEAK HOUR COST PARTICIPATION = NB Left + SB Thru = 9/1007 x 100 = 0.9% (Recommended) PM PEAK HOUR COST PARTICIPATION = NB Thru = 9/1542 x 100 = 0.6%								

It is recommended that the project developers contribute 0.9% towards the cost of a traffic signal at the Carson Street/Appian Way intersection.

RECOMMENDATIONS

Traffic generated by the Roland Street Townhomes will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping or traffic control improvements comply with Carson City requirements.

It is recommended that the project developers contribute 0.9% towards the cost of a traffic signal at the Carson Street/Appian Way intersection.

It is recommended that any improvements to Oak Street and Roland Street adjacent to the project site conform to Carson City standards.

It is recommended that the project driveways be constructed per Carson City standards.

APPENDIX

Multifamily Housing (Low-Rise) (220)

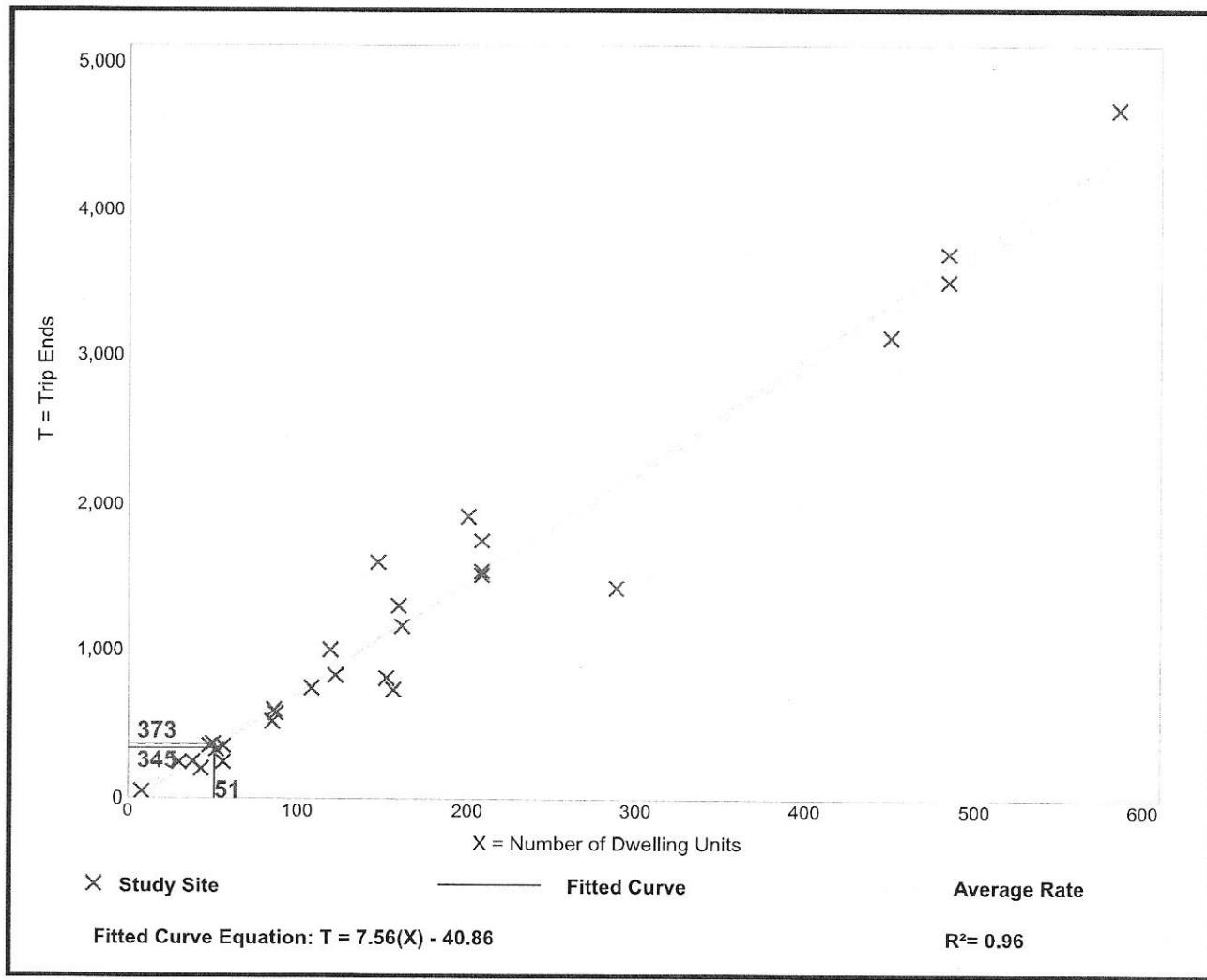
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

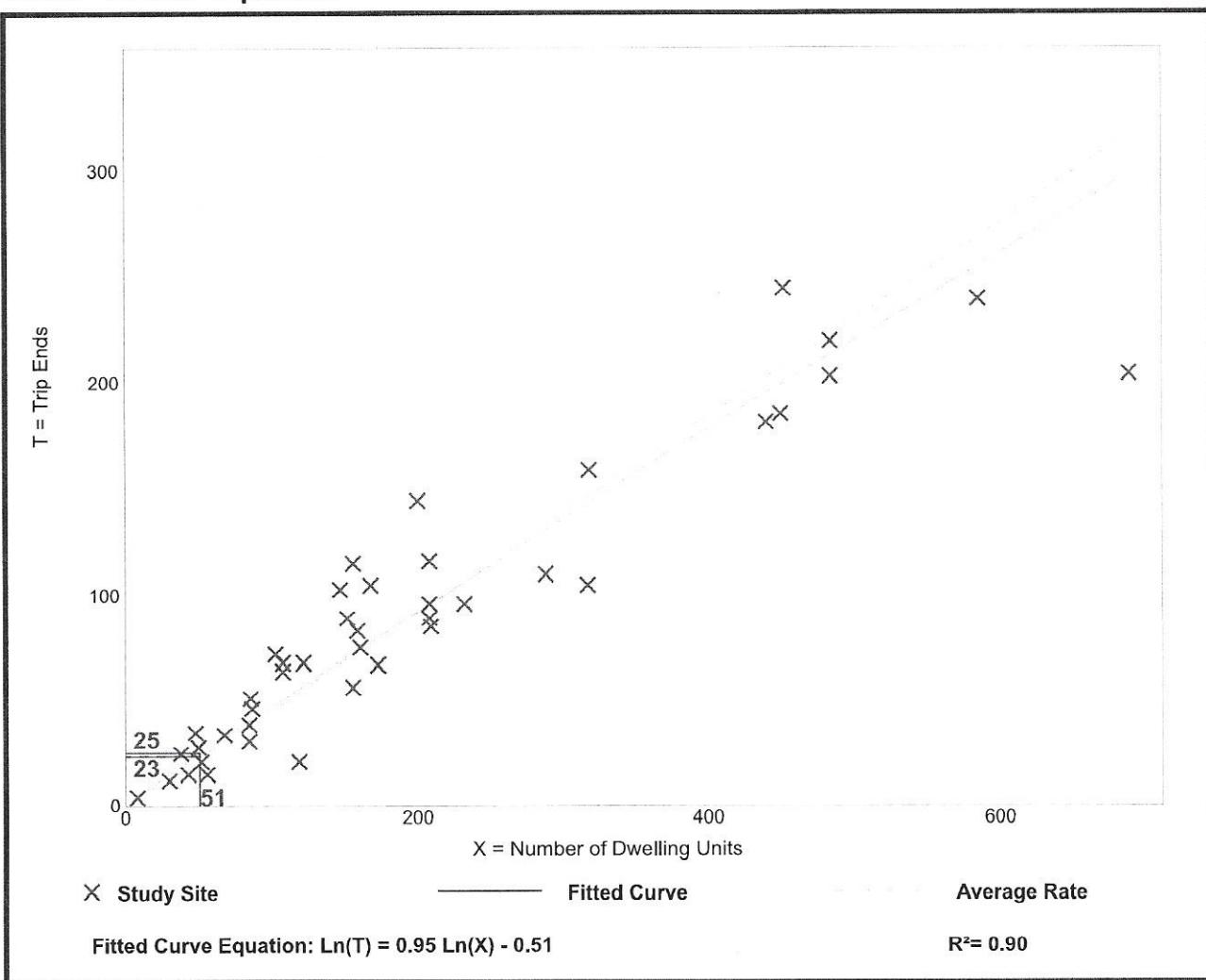
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

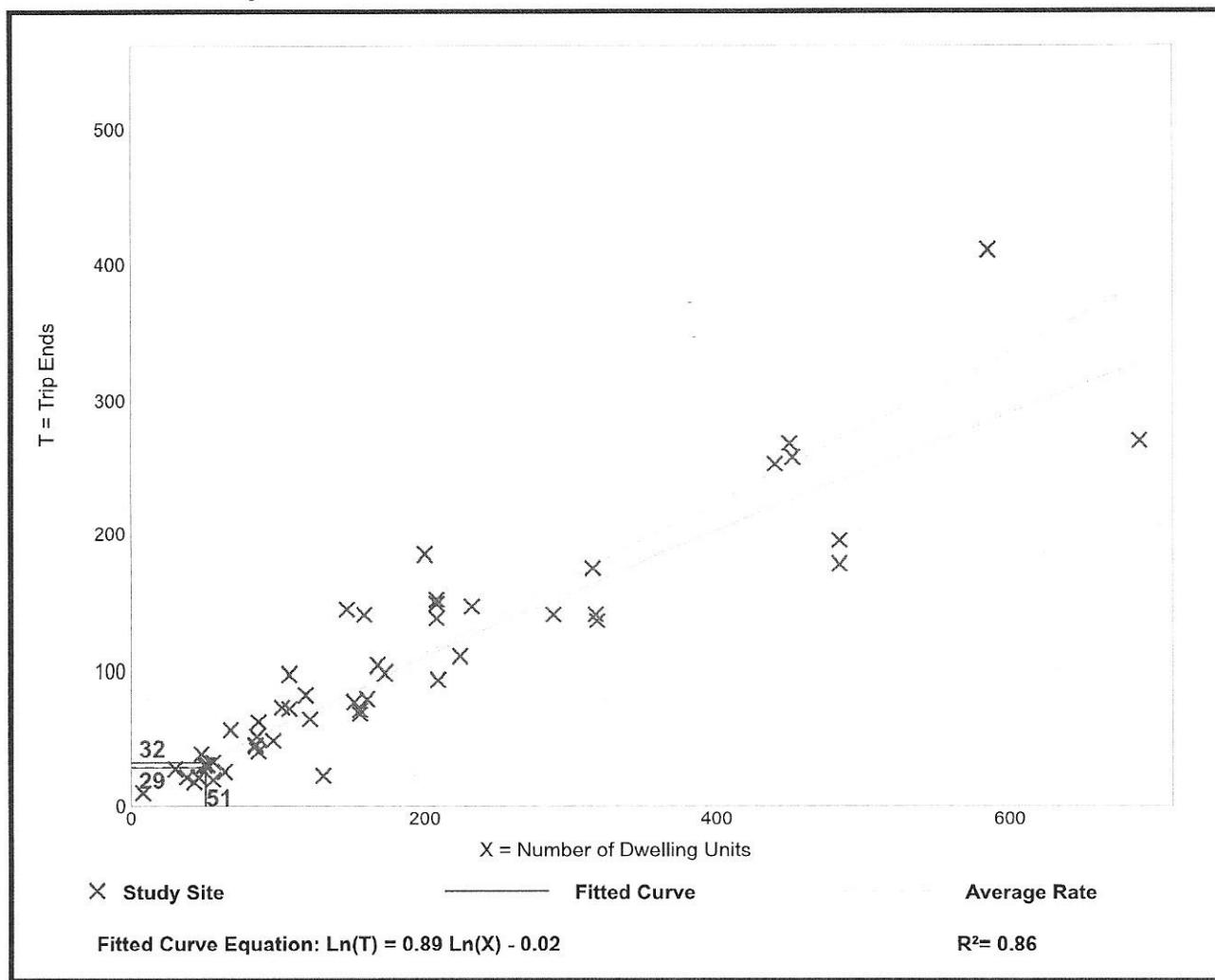
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

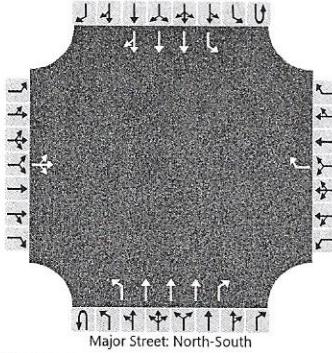
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

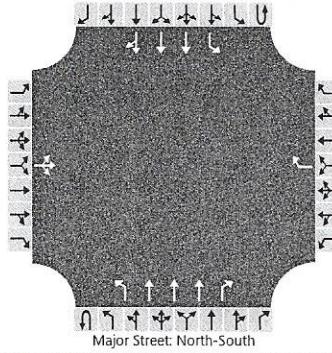
Data Plot and Equation



HCS7 Two-Way Stop-Control Report

General Information				Site Information																																
Analyst	MSH			Intersection			Carson & Snyder																													
Agency/Co.	Solaegui Engineers			Jurisdiction			Carson City																													
Date Performed	6/27/2019			East/West Street			Snyder Ave-Overland St																													
Analysis Year	2019			North/South Street			Carson Street																													
Time Analyzed	AM Existing			Peak Hour Factor			0.92																													
Intersection Orientation	North-South			Analysis Time Period (hrs)			0.25																													
Project Description																																				
Lanes																																				
 Major Street: North-South																																				
Vehicle Volumes and Adjustments																																				
Approach	Eastbound				Westbound				Northbound				Southbound																							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U																							
Priority		10	11	12		7	8	9	1U	1	2	3	4U																							
Number of Lanes		0	1	0		0	0	1	0	1	3	1	0																							
Configuration		LTR						R		L	T	R	L																							
Volume (veh/h)		0	1	13				76	0	39	1067	73	0																							
Percent Heavy Vehicles (%)		3	3	3				3	3	3		3	3																							
Proportion Time Blocked																																				
Percent Grade (%)		0				0																														
Right Turn Channelized						No				No																										
Median Type Storage		Undivided																																		
Critical and Follow-up Headways																																				
Base Critical Headway (sec)		6.4	6.5	7.1				7.1		5.3			5.3																							
Critical Headway (sec)		6.46	6.56	7.16				7.16		5.36			5.36																							
Base Follow-Up Headway (sec)		3.8	4.0	3.9				3.9		3.1			3.1																							
Follow-Up Headway (sec)		3.83	4.03	3.93				3.93		3.13			3.13																							
Delay, Queue Length, and Level of Service																																				
Flow Rate, v (veh/h)			15					83		42			49																							
Capacity, c (veh/h)			268					390		519			297																							
v/c Ratio			0.06					0.21		0.08			0.16																							
95% Queue Length, Q ₉₅ (veh)			0.2					0.8		0.3			0.6																							
Control Delay (s/veh)			19.3					16.7		12.5			19.5																							
Level of Service (LOS)			C					C		B			C																							
Approach Delay (s/veh)		19.3				16.7				0.4			1.2																							
Approach LOS		C				C																														

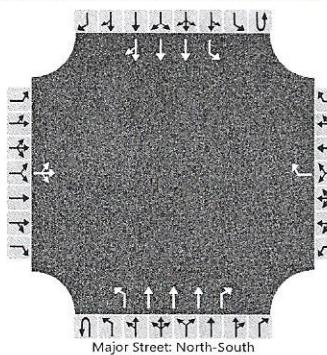
HCS7 Two-Way Stop-Control Report

General Information				Site Information																									
Analyst	MSH			Intersection	Carson & Snyder																								
Agency/Co.	Solaegui Engineers			Jurisdiction	Carson City																								
Date Performed	6/27/2019			East/West Street	Snyder Ave-Overland St																								
Analysis Year	2019			North/South Street	Carson Street																								
Time Analyzed	PM Existing			Peak Hour Factor	0.95																								
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25																								
Project Description																													
Lanes																													
																													
Vehicle Volumes and Adjustments																													
Approach	Eastbound				Westbound				Northbound																				
Movement	U	L	T	R	U	L	T	R	U	L	T																		
Priority		10	11	12		7	8	9	1U	1	2																		
Number of Lanes		0	1	0		0	0	1	0	1	3																		
Configuration		LTR				R			L	T	R																		
Volume (veh/h)		2	0	46				65	0	75	1196																		
Percent Heavy Vehicles (%)		3	3	3				3	3	3	3																		
Proportion Time Blocked																													
Percent Grade (%)		0				0																							
Right Turn Channelized						No			No																				
Median Type Storage	Undivided																												
Critical and Follow-up Headways																													
Base Critical Headway (sec)		6.4	6.5	7.1				7.1		5.3																			
Critical Headway (sec)		6.46	6.56	7.16				7.16		5.36																			
Base Follow-Up Headway (sec)		3.8	4.0	3.9				3.9		3.1																			
Follow-Up Headway (sec)		3.83	4.03	3.93				3.93		3.13																			
Delay, Queue Length, and Level of Service																													
Flow Rate, v (veh/h)			51					68		79																			
Capacity, c (veh/h)			148					362		180																			
v/c Ratio			0.34					0.19		0.44																			
95% Queue Length, Q ₉₅ (veh)			1.4					0.7		2.0																			
Control Delay (s/veh)			41.3					17.2		39.8																			
Level of Service (LOS)			E					C		E																			
Approach Delay (s/veh)		41.3				17.2				2.2																			
Approach LOS		E				C				1.0																			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Carson & Snyder
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Ave-Overland St
Analysis Year	2019	North/South Street	Carson Street
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	1	0	1	3	1	0	1	3	0	
Configuration			LTR						R		L	T	R		L	T	TR
Volume (veh/h)		0	1	13					92	0	39	1067	75	0	47	680	8
Percent Heavy Vehicles (%)		3	3	3					3	3	3			3	3		
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized							No			No							
Median Type Storage					Undivided												

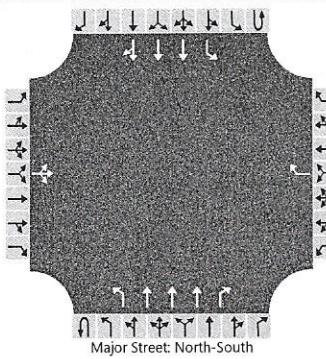
Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	6.5	7.1			7.1		5.3			5.3				
Critical Headway (sec)	6.46	6.56	7.16			7.16		5.36			5.36				
Base Follow-Up Headway (sec)	3.8	4.0	3.9			3.9		3.1			3.1				
Follow-Up Headway (sec)	3.83	4.03	3.93			3.93		3.13			3.13				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				100		42			51				
Capacity, c (veh/h)		262				390		514			296				
v/c Ratio		0.06				0.26		0.08			0.17				
95% Queue Length, Q ₉₅ (veh)		0.2				1.0		0.3			0.6				
Control Delay (s/veh)		19.6				17.4		12.6			19.7				
Level of Service (LOS)		C				C		B			C				
Approach Delay (s/veh)		19.6				17.4		0.4			1.3				
Approach LOS		C				C									

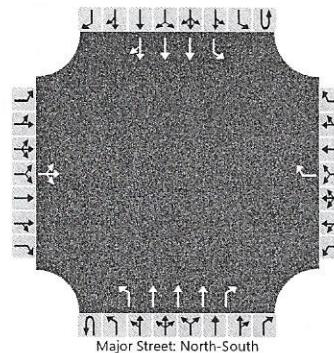
HCS7 Two-Way Stop-Control Report

General Information				Site Information																									
Analyst	MSH			Intersection	Carson & Snyder																								
Agency/Co.	Solaegui Engineers			Jurisdiction	Carson City																								
Date Performed	6/27/2019			East/West Street	Snyder Ave-Overland St																								
Analysis Year	2019			North/South Street	Carson Street																								
Time Analyzed	PM Existing + Project			Peak Hour Factor	0.95																								
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25																								
Project Description																													
Lanes																													
 Major Street: North-South																													
Vehicle Volumes and Adjustments																													
Approach	Eastbound			Westbound			Northbound			Southbound																			
Movement	U	L	T	R	U	L	T	R	U	L	T	R																	
Priority		10	11	12		7	8	9	1U	1	2	3																	
Number of Lanes	0	1	0		0	0	1	0	1	3	1	0																	
Configuration		LTR					R		L	T	R	L																	
Volume (veh/h)	2	0	46				74	0	75	1196	87	0																	
Percent Heavy Vehicles (%)	3	3	3				3	3	3		3	3																	
Proportion Time Blocked																													
Percent Grade (%)	0			0																									
Right Turn Channelized				No			No																						
Median Type Storage	Undivided																												
Critical and Follow-up Headways																													
Base Critical Headway (sec)	6.4	6.5	7.1				7.1		5.3		5.3																		
Critical Headway (sec)	6.46	6.56	7.16				7.16		5.36		5.36																		
Base Follow-Up Headway (sec)	3.8	4.0	3.9				3.9		3.1		3.1																		
Follow-Up Headway (sec)	3.83	4.03	3.93				3.93		3.13		3.13																		
Delay, Queue Length, and Level of Service																													
Flow Rate, v (veh/h)		51				78		79			79																		
Capacity, c (veh/h)		142				362		179			262																		
v/c Ratio		0.36				0.22		0.44			0.30																		
95% Queue Length, Q ₉₅ (veh)		1.5				0.8		2.0			1.2																		
Control Delay (s/veh)		43.8				17.6		40.2			24.6																		
Level of Service (LOS)		E				C		E			C																		
Approach Delay (s/veh)	43.8			17.6			2.2			1.1																			
Approach LOS	E			C																									

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Carson & Snyder
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Ave-Overland St
Analysis Year	2040	North/South Street	Carson Street
Time Analyzed	AM Base	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	1	0	1	3	1	0	1	3	0	
Configuration			LTR						R		L	T	R		L	T	TR
Volume (veh/h)		0	1	38					109	0	49	1233	77	0	60	932	10
Percent Heavy Vehicles (%)		3	3	3					3	3	3			3	3		
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized						No				No							
Median Type Storage			Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	6.5	7.1			7.1		5.3			5.3				
Critical Headway (sec)	6.46	6.56	7.16				7.16		5.36			5.36			
Base Follow-Up Headway (sec)	3.8	4.0	3.9				3.9		3.1			3.1			
Follow-Up Headway (sec)	3.83	4.03	3.93				3.93		3.13			3.13			

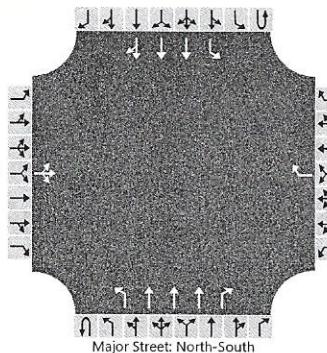
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42				118		53			65				
Capacity, c (veh/h)		240				341		378			241				
v/c Ratio		0.18				0.35		0.14			0.27				
95% Queue Length, Q ₉₅ (veh)		0.6				1.5		0.5			1.1				
Control Delay (s/veh)		23.2				21.1		16.1			25.4				
Level of Service (LOS)		C				C		C			D				
Approach Delay (s/veh)		23.2				21.1		0.6			1.5				
Approach LOS		C				C									

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Carson & Snyder
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Ave-Overland St
Analysis Year	2040	North/South Street	Carson Street
Time Analyzed	PM Base	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	1	0	1	3	1	0	1	3	0	
Configuration			LTR						R		L	T	R		L	T	TR
Volume (veh/h)		2	0	67					95	0	112	1487	88	0	110	2070	15
Percent Heavy Vehicles (%)		3	3	3					3	3	3			3	3		
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized							No			No							
Median Type Storage					Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	6.5	7.1			7.1		5.3			5.3				
Critical Headway (sec)	6.46	6.56	7.16			7.16		5.36			5.36				
Base Follow-Up Headway (sec)	3.8	4.0	3.9			3.9		3.1			3.1				
Follow-Up Headway (sec)	3.83	4.03	3.93			3.93		3.13			3.13				

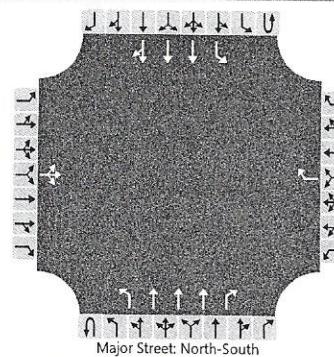
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		73				100		118			116				
Capacity, c (veh/h)						287		98			184				
v/c Ratio						0.35		1.20			0.63				
95% Queue Length, Q ₉₅ (veh)						1.5		8.0			3.6				
Control Delay (s/veh)						24.1		234.7			53.0				
Level of Service (LOS)						C		F			F				
Approach Delay (s/veh)					24.1			15.6			2.7				
Approach LOS					C										

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Carson & Snyder
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Ave-Overland St
Analysis Year	2040	North/South Street	Carson Street
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority	10	11	12		7	8	9		1U	1	2	3	4U	4	5	6
Number of Lanes	0	1	0		0	0	1		0	1	3	1	0	1	3	0
Configuration			LTR					R		L	T	R		L	T	TR
Volume (veh/h)	0	1	38					125	0	49	1233	79	0	62	941	10
Percent Heavy Vehicles (%)	3	3	3					3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized							No			No						
Median Type Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1				7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16				7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9				3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93				3.93		3.13				3.13		

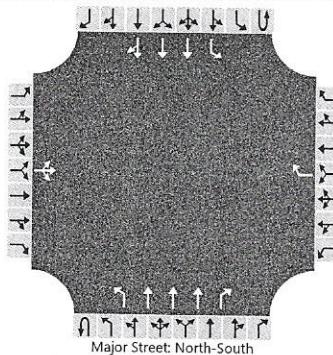
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		42					136		53					67		
Capacity, c (veh/h)		234					341		374					240		
v/c Ratio		0.18					0.40		0.14					0.28		
95% Queue Length, Q ₉₅ (veh)		0.6					1.9		0.5					1.1		
Control Delay (s/veh)		23.7					22.4		16.2					25.7		
Level of Service (LOS)		C					C		C					D		
Approach Delay (s/veh)		23.7					22.4		0.6					1.6		
Approach LOS		C					C									

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Carson & Snyder
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Ave-Overland St
Analysis Year	2040	North/South Street	Carson Street
Time Analyzed	PM Base + Project	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	11	12		7	8	9		1U	1	2	3	4U	4	5	6
Number of Lanes	0	1	0		0	0	1		0	1	3	1	0	1	3	0
Configuration		LTR						R		L	T	R		L	T	TR
Volume (veh/h)	2	0	67					104	0	112	1487	97	0	117	2075	15
Percent Heavy Vehicles (%)	3	3	3					3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized						No			No							
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	6.5	7.1			7.1		5.3				5.3				
Critical Headway (sec)	6.46	6.56	7.16			7.16		5.36				5.36				
Base Follow-Up Headway (sec)	3.8	4.0	3.9			3.9		3.1				3.1				
Follow-Up Headway (sec)	3.83	4.03	3.93			3.93		3.13				3.13				

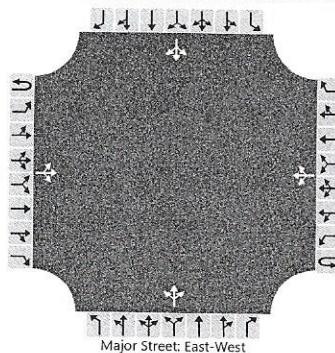
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		73				109		118				123				
Capacity, c (veh/h)						287		98				182				
v/c Ratio						0.38		1.21				0.68				
95% Queue Length, Q ₉₅ (veh)						1.7		8.0				4.1				
Control Delay (s/veh)						25.0		238.0				58.4				
Level of Service (LOS)						D		F				F				
Approach Delay (s/veh)					25.0			15.7				3.1				
Approach LOS					D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Oak
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Avenue
Analysis Year	2019	North/South Street	Oak Street
Time Analyzed	AM Existing	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority	1U															
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR			LTR				LTR		
Volume (veh/h)		3	91	2		1	42	5	4	3	7		6	1	3	
Percent Heavy Vehicles (%)		2				2			2	2	2		2	2	2	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)	4.1			4.1				7.1	6.5	6.2		7.1	6.5	6.2	
Critical Headway (sec)	4.12			4.12				7.12	6.52	6.22		7.12	6.52	6.22	
Base Follow-Up Headway (sec)	2.2			2.2				3.5	4.0	3.3		3.5	4.0	3.3	
Follow-Up Headway (sec)	2.22			2.22				3.52	4.02	3.32		3.52	4.02	3.32	

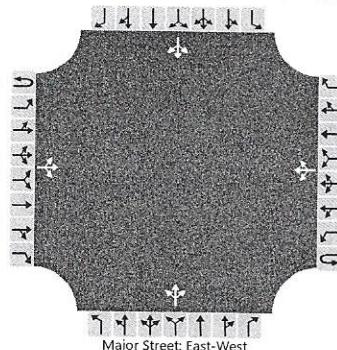
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	3			1				15				11			
Capacity, c (veh/h)	1555			1491				852				841			
v/c Ratio	0.00			0.00				0.02				0.01			
95% Queue Length, Q ₉₅ (veh)	0.0			0.0				0.1				0.0			
Control Delay (s/veh)	7.3			7.4				9.3				9.3			
Level of Service (LOS)	A			A				A				A			
Approach Delay (s/veh)	0.2			0.2				9.3				9.3			
Approach LOS								A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Oak
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Avenue
Analysis Year	2019	North/South Street	Oak Street
Time Analyzed	PM Existing	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR			LTR				LTR		
Volume (veh/h)		7	123	6		1	54	7	5	2	4		4	3	4	
Percent Heavy Vehicles (%)		2				2			2	2	2		2	2	2	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			4.1				7.1	6.5	6.2		7.1	6.5	6.2	
Critical Headway (sec)		4.12			4.12				7.12	6.52	6.22		7.12	6.52	6.22	
Base Follow-Up Headway (sec)		2.2			2.2				3.5	4.0	3.3		3.5	4.0	3.3	
Follow-Up Headway (sec)		2.22			2.22				3.52	4.02	3.32		3.52	4.02	3.32	

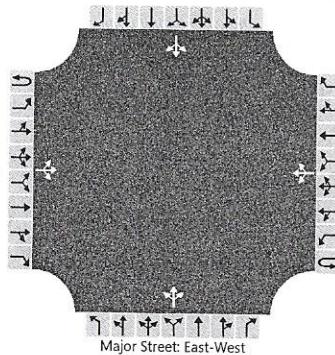
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8			1				12				12			
Capacity, c (veh/h)		1535			1443				772				789			
v/c Ratio		0.00			0.00				0.02				0.02			
95% Queue Length, Q ₉₅ (veh)		0.0			0.0				0.0				0.0			
Control Delay (s/veh)		7.4			7.5				9.7				9.6			
Level of Service (LOS)		A			A				A				A			
Approach Delay (s/veh)		0.4			0.1				9.7				9.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Oak
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Avenue
Analysis Year	2019	North/South Street	Oak Street
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR			LTR				LTR		
Volume (veh/h)		3	91	6		1	42	5	20	4	7		6	2	3	
Percent Heavy Vehicles (%)		2				2			2	2	2		2	2	2	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)	4.1			4.1			7.1	6.5	6.2		7.1	6.5	6.2			
Critical Headway (sec)	4.12				4.12			7.12	6.52	6.22		7.12	6.52	6.22		
Base Follow-up Headway (sec)	2.2				2.2			3.5	4.0	3.3		3.5	4.0	3.3		
Follow-up Headway (sec)	2.22				2.22			3.52	4.02	3.32		3.52	4.02	3.32		

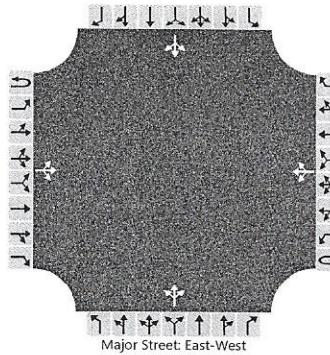
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	3			1				34				12				
Capacity, c (veh/h)	1555			1486				817				827				
v/c Ratio	0.00			0.00				0.04				0.01				
95% Queue Length, Q ₉₅ (veh)	0.0			0.0				0.1				0.0				
Control Delay (s/veh)	7.3			7.4				9.6				9.4				
Level of Service (LOS)	A			A				A				A				
Approach Delay (s/veh)	0.2			0.2				9.6				9.4				
Approach LOS								A				A				

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Oak
Agency/Co.	Solagui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Avenue
Analysis Year	2019	North/South Street	Oak Street
Time Analyzed	PM Existing + Project	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	123	22		1	54	7		14	3	4		4	4	4
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12			4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2			2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22			2.22				3.52	4.02	3.32		3.52	4.02	3.32

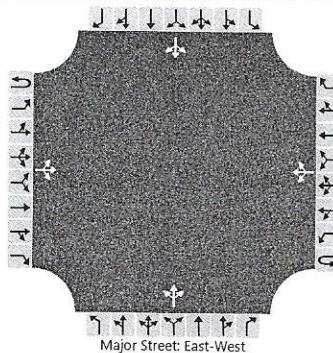
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8			1				23				13		
Capacity, c (veh/h)		1535			1422				736				767		
v/c Ratio		0.00			0.00				0.03				0.02		
95% Queue Length, Q ₉₅ (veh)		0.0			0.0				0.1				0.1		
Control Delay (s/veh)		7.4			7.5				10.0				9.8		
Level of Service (LOS)		A			A				B				A		
Approach Delay (s/veh)		0.4			0.1				10.0				9.8		
Approach LOS									B				A		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Oak
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Snyder Avenue
Analysis Year	2040	North/South Street	Oak Street
Time Analyzed	AM Base	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	120	5		5	60	10		5	5	10		10	5	5
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage			Undivided													

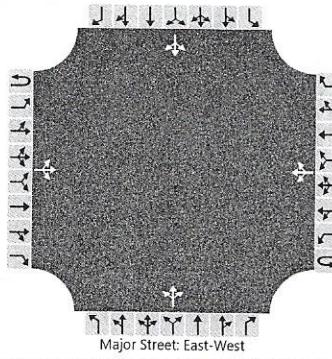
Critical and Follow-up Headways

Base Critical Headway (sec)	4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)	4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

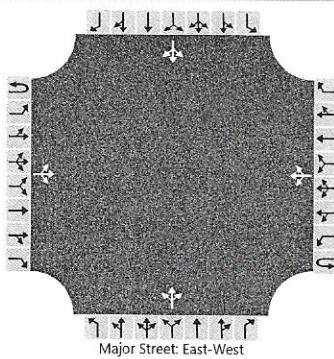
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	5				5				22				22			
Capacity, c (veh/h)	1523				1448				785				747			
v/c Ratio	0.00				0.00				0.03				0.03			
95% Queue Length, Q ₉₅ (veh)	0.0				0.0				0.1				0.1			
Control Delay (s/veh)	7.4				7.5				9.7				10.0			
Level of Service (LOS)	A				A				A				A			
Approach Delay (s/veh)	0.3				0.5				9.7				10.0			
Approach LOS									A				A			

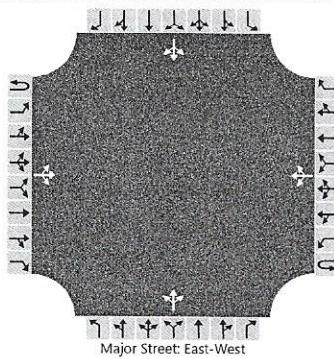
HCS7 Two-Way Stop-Control Report

General Information				Site Information																																
Analyst	MSH			Intersection				Snyder & Oak																												
Agency/Co.	Solaegui Engineers			Jurisdiction				Carson City																												
Date Performed	6/27/2019			East/West Street				Snyder Avenue																												
Analysis Year	2040			North/South Street				Oak Street																												
Time Analyzed	PM Base			Peak Hour Factor				0.92																												
Intersection Orientation	East-West			Analysis Time Period (hrs)				0.25																												
Project Description																																				
Lanes																																				
 Major Street: East-West																																				
Vehicle Volumes and Adjustments																																				
Approach	Eastbound				Westbound				Northbound				Southbound																							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U																							
Priority	1U	1	2	3	4U	4	5	6	7	8	9	10	11																							
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0	0	1																							
Configuration		LTR				LTR				LTR			LTR																							
Volume (veh/h)		10	160	10		5	80	10		10	5	5	5																							
Percent Heavy Vehicles (%)		2				2				2	2	2	2																							
Proportion Time Blocked																																				
Percent Grade (%)									0			0																								
Right Turn Channelized																																				
Median Type Storage	Undivided																																			
Critical and Follow-up Headways																																				
Base Critical Headway (sec)		4.1			4.1				7.1	6.5	6.2	7.1	6.5																							
Critical Headway (sec)		4.12			4.12				7.12	6.52	6.22	7.12	6.52																							
Base Follow-Up Headway (sec)		2.2			2.2				3.5	4.0	3.3	3.5	4.0																							
Follow-Up Headway (sec)		2.22			2.22				3.52	4.02	3.32	3.52	4.02																							
Delay, Queue Length, and Level of Service																																				
Flow Rate, v (veh/h)		11			5				22			16																								
Capacity, c (veh/h)		1495			1390				665			697																								
v/c Ratio		0.01			0.00				0.03			0.02																								
95% Queue Length, Q ₉₅ (veh)		0.0			0.0				0.1			0.1																								
Control Delay (s/veh)		7.4			7.6				10.6			10.3																								
Level of Service (LOS)		A			A				B			B																								
Approach Delay (s/veh)	0.5			0.4			10.6				10.3																									
Approach LOS							B				B																									

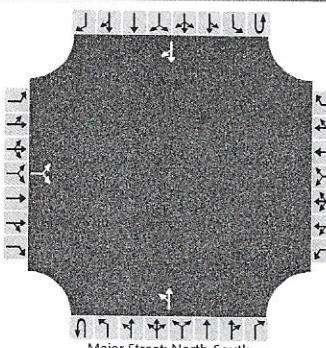
HCS7 Two-Way Stop-Control Report

General Information				Site Information																										
Analyst	MSH			Intersection			Snyder & Oak																							
Agency/Co.	Solaegui Engineers			Jurisdiction			Carson City																							
Date Performed	6/27/2019			East/West Street			Snyder Avenue																							
Analysis Year	2040			North/South Street			Oak Street																							
Time Analyzed	AM Base + Project			Peak Hour Factor			0.92																							
Intersection Orientation	East-West			Analysis Time Period (hrs)			0.25																							
Project Description																														
Lanes																														
 Major Street: East-West																														
Vehicle Volumes and Adjustments																														
Approach	Eastbound			Westbound			Northbound			Southbound																				
Movement	U	L	T	R	U	L	T	R	U	L	T	R																		
Priority	1U	1	2	3	4U	4	5	6	7	8	9	10																		
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0	0																		
Configuration		LTR				LTR				LTR																				
Volume (veh/h)		5	120	9		5	60	10	21	6	10	10																		
Percent Heavy Vehicles (%)		2				2			2	2	2	2																		
Proportion Time Blocked																														
Percent Grade (%)									0		0																			
Right Turn Channelized																														
Median Type Storage	Undivided																													
Critical and Follow-up Headways																														
Base Critical Headway (sec)		4.1			4.1				7.1	6.5	6.2	7.1																		
Critical Headway (sec)		4.12			4.12				7.12	6.52	6.22	7.12																		
Base Follow-Up Headway (sec)		2.2			2.2				3.5	4.0	3.3	3.5																		
Follow-Up Headway (sec)		2.22			2.22				3.52	4.02	3.32	3.52																		
Delay, Queue Length, and Level of Service																														
Flow Rate, v (veh/h)		5			5				40			23																		
Capacity, c (veh/h)		1523			1443				745			740																		
v/c Ratio		0.00			0.00				0.05			0.03																		
95% Queue Length, Q ₉₅ (veh)		0.0			0.0				0.2			0.1																		
Control Delay (s/veh)		7.4			7.5				10.1			10.0																		
Level of Service (LOS)		A			A				B			B																		
Approach Delay (s/veh)	0.3			0.5			10.1			10.0																				
Approach LOS							B			B																				

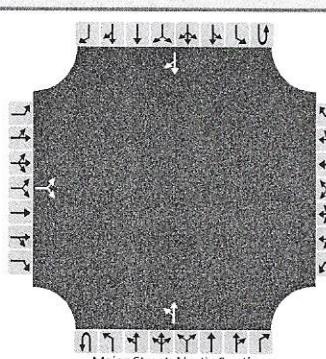
HCS7 Two-Way Stop-Control Report

General Information				Site Information																																
Analyst	MSH			Intersection			Snyder & Oak																													
Agency/Co.	Solaegui Engineers			Jurisdiction			Carson City																													
Date Performed	6/27/2019			East/West Street			Snyder Avenue																													
Analysis Year	2040			North/South Street			Oak Street																													
Time Analyzed	PM Base + Project			Peak Hour Factor			0.92																													
Intersection Orientation	East-West			Analysis Time Period (hrs)			0.25																													
Project Description																																				
Lanes																																				
 Major Street: East-West																																				
Vehicle Volumes and Adjustments																																				
Approach	Eastbound				Westbound				Northbound				Southbound																							
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U																							
Priority	1U	1	2	3	4U	4	5	6	7	8	9	10	11																							
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0	0	1																							
Configuration			LTR				LTR			LTR			LTR																							
Volume (veh/h)		10	160	26		5	80	10	19	6	5	5	6																							
Percent Heavy Vehicles (%)		2				2			2	2	2	2	2																							
Proportion Time Blocked																																				
Percent Grade (%)									0			0																								
Right Turn Channelized																																				
Median Type Storage	Undivided																																			
Critical and Follow-up Headways																																				
Base Critical Headway (sec)		4.1				4.1			7.1	6.5	6.2	7.1	6.5																							
Critical Headway (sec)		4.12				4.12			7.12	6.52	6.22	7.12	6.52																							
Base Follow-Up Headway (sec)		2.2				2.2			3.5	4.0	3.3	3.5	4.0																							
Follow-Up Headway (sec)		2.22				2.22			3.52	4.02	3.32	3.52	4.02																							
Delay, Queue Length, and Level of Service																																				
Flow Rate, v (veh/h)		11				5			33			17																								
Capacity, c (veh/h)		1495				1370			642			680																								
v/c Ratio		0.01				0.00			0.05			0.03																								
95% Queue Length, Q ₉₅ (veh)		0.0				0.0			0.2			0.1																								
Control Delay (s/veh)		7.4				7.6			10.9			10.4																								
Level of Service (LOS)		A				A			B			B																								
Approach Delay (s/veh)		0.4				0.4			10.9			10.4																								
Approach LOS									B			B																								

HCS7 Two-Way Stop-Control Report

General Information				Site Information																										
Analyst	MSH			Intersection		Snyder & Roland																								
Agency/Co.	Solaequi Engineers			Jurisdiction		Carson City																								
Date Performed	6/27/2019			East/West Street		Roland Street																								
Analysis Year	2019			North/South Street		Snyder Avenue																								
Time Analyzed	AM Existing			Peak Hour Factor		0.92																								
Intersection Orientation	North-South			Analysis Time Period (hrs)		0.25																								
Project Description																														
Lanes																														
 Major Street: North-South																														
Vehicle Volumes and Adjustments																														
Approach	Eastbound				Westbound				Northbound																					
Movement	U	L	T	R	U	L	T	R	U	L	T																			
Priority		10	11	12		7	8	9	1U	1	2	3																		
Number of Lanes		0	1	0		0	0	0	0	1	0	0																		
Configuration		LR				LT				TR																				
Volume (veh/h)		1		1					4	40		92																		
Percent Heavy Vehicles (%)		2		2					2			1																		
Proportion Time Blocked																														
Percent Grade (%)		0																												
Right Turn Channelized																														
Median Type Storage		Undivided																												
Critical and Follow-up Headways																														
Base Critical Headway (sec)		7.1		6.2					4.1																					
Critical Headway (sec)		6.42		6.22					4.12																					
Base Follow-up Headway (sec)		3.5		3.3					2.2																					
Follow-up Headway (sec)		3.52		3.32					2.22																					
Delay, Queue Length, and Level of Service																														
Flow Rate, v (veh/h)		2							4																					
Capacity, c (veh/h)		892							1491																					
v/c Ratio		0.00							0.00																					
95% Queue Length, Q ₉₅ (veh)		0.0							0.0																					
Control Delay (s/veh)		9.0							7.4																					
Level of Service (LOS)		A							A																					
Approach Delay (s/veh)		9.0							0.7																					
Approach LOS		A																												

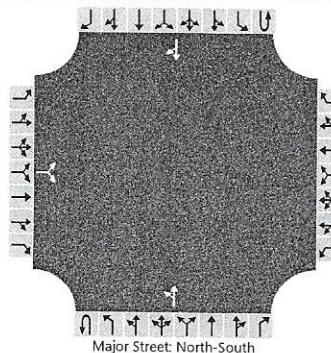
HCS7 Two-Way Stop-Control Report

General Information				Site Information																									
Analyst	MSH			Intersection	Snyder & Roland																								
Agency/Co.	Solaegui Engineers			Jurisdiction	Carson City																								
Date Performed	6/27/2019			East/West Street	Roland Street																								
Analysis Year	2019			North/South Street	Snyder Avenue																								
Time Analyzed	PM Existing			Peak Hour Factor	0.92																								
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25																								
Project Description																													
Lanes																													
 Major Street: North-South																													
Vehicle Volumes and Adjustments																													
Approach	Eastbound			Westbound			Northbound			Southbound																			
Movement	U	L	T	R	U	L	T	R	U	L	T	R																	
Priority		10	11	12		7	8	9	1U	1	2	3																	
Number of Lanes	0	1	0		0	0	0	0	0	1	0	0																	
Configuration		LR							LT			TR																	
Volume (veh/h)	1		3						4	55		98																	
Percent Heavy Vehicles (%)	2		2						2																				
Proportion Time Blocked																													
Percent Grade (%)		0																											
Right Turn Channelized																													
Median Type Storage	Undivided																												
Critical and Follow-up Headways																													
Base Critical Headway (sec)	7.1		6.2						4.1																				
Critical Headway (sec)	6.42		6.22						4.12																				
Base Follow-Up Headway (sec)	3.5		3.3						2.2																				
Follow-Up Headway (sec)	3.52		3.32						2.22																				
Delay, Queue Length, and Level of Service																													
Flow Rate, v (veh/h)		4							4																				
Capacity, c (veh/h)		908							1480																				
v/c Ratio		0.00							0.00																				
95% Queue Length, Q ₉₅ (veh)		0.0							0.0																				
Control Delay (s/veh)		9.0							7.4																				
Level of Service (LOS)		A							A																				
Approach Delay (s/veh)	9.0								0.5																				
Approach LOS		A																											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Roland
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Roland Street
Analysis Year	2019	North/South Street	Snyder Avenue
Time Analyzed	AM Existing + Project	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		1		2						4	40				92	1
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage			Undivided													

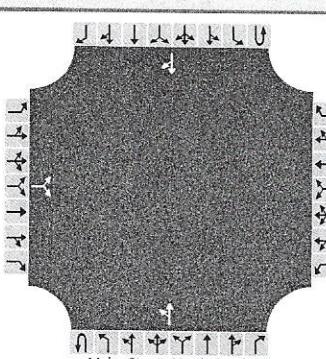
Critical and Follow-up Headways

Base Critical Headway (sec)	7.1	6.2			4.1										
Critical Headway (sec)	6.42	6.22			4.12										
Base Follow-Up Headway (sec)	3.5	3.3			2.2										
Follow-Up Headway (sec)	3.52	3.32			2.22										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	3				4											
Capacity, c (veh/h)	912				1491											
v/c Ratio	0.00				0.00											
95% Queue Length, Q ₉₅ (veh)	0.0				0.0											
Control Delay (s/veh)	9.0				7.4											
Level of Service (LOS)	A				A											
Approach Delay (s/veh)	9.0				0.7											
Approach LOS	A															

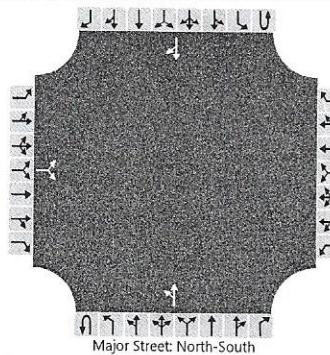
HCS7 Two-Way Stop-Control Report

General Information				Site Information																										
Analyst	MSH			Intersection		Snyder & Roland																								
Agency/Co.	Solaegui Engineers			Jurisdiction		Carson City																								
Date Performed	6/27/2019			East/West Street		Roland Street																								
Analysis Year	2019			North/South Street		Snyder Avenue																								
Time Analyzed	PM Existing + Project			Peak Hour Factor		0.92																								
Intersection Orientation	North-South			Analysis Time Period (hrs)		0.25																								
Project Description																														
Lanes																														
 Major Street: North-South																														
Vehicle Volumes and Adjustments																														
Approach	Eastbound			Westbound			Northbound			Southbound																				
Movement	U	L	T	R	U	L	T	R	U	L	T	R																		
Priority		10	11	12		7	8	9	1U	1	2	3																		
Number of Lanes		0	1	0		0	0	0	0	1	0	0																		
Configuration		LR							LT			TR																		
Volume (veh/h)		1		4					5	55		98																		
Percent Heavy Vehicles (%)		2		2					2			3																		
Proportion Time Blocked																														
Percent Grade (%)		0																												
Right Turn Channelized																														
Median Type Storage	Undivided																													
Critical and Follow-up Headways																														
Base Critical Headway (sec)		7.1		6.2					4.1																					
Critical Headway (sec)		6.42		6.22					4.12																					
Base Follow-Up Headway (sec)		3.5		3.3					2.2																					
Follow-Up Headway (sec)		3.52		3.32					2.22																					
Delay, Queue Length, and Level of Service																														
Flow Rate, v (veh/h)		5							5																					
Capacity, c (veh/h)		914							1480																					
v/c Ratio		0.01							0.00																					
95% Queue Length, Q ₉₅ (veh)		0.0							0.0																					
Control Delay (s/veh)		9.0							7.4																					
Level of Service (LOS)		A							A																					
Approach Delay (s/veh)		9.0							0.6																					
Approach LOS		A																												

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Roland
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Roland Street
Analysis Year	2040	North/South Street	Snyder Avenue
Time Analyzed	AM Base	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		5						5	60				120	5
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)	7.1	6.2			4.1										
Critical Headway (sec)	6.42	6.22			4.12										
Base Follow-Up Headway (sec)	3.5	3.3			2.2										
Follow-Up Headway (sec)	3.52	3.32			2.22										

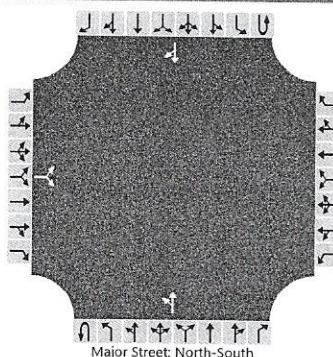
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	11				5										
Capacity, c (veh/h)	840				1448										
v/c Ratio	0.01				0.00										
95% Queue Length, Q ₉₅ (veh)	0.0				0.0										
Control Delay (s/veh)	9.3				7.5										
Level of Service (LOS)	A				A										
Approach Delay (s/veh)	9.3				0.6										
Approach LOS	A														

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Roland
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Roland Street
Analysis Year	2040	North/South Street	Snyder Avenue
Time Analyzed	PM Base	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		5		5						5	80				130	5
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2								4.1				
Critical Headway (sec)		6.42		6.22								4.12				
Base Follow-Up Headway (sec)		3.5		3.3								2.2				
Follow-Up Headway (sec)		3.52		3.32								2.22				

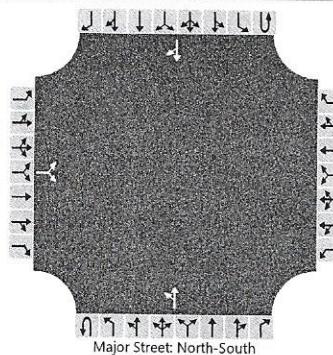
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11										5				
Capacity, c (veh/h)		816										1435				
v/c Ratio		0.01										0.00				
95% Queue Length, Q ₉₅ (veh)		0.0										0.0				
Control Delay (s/veh)		9.5										7.5				
Level of Service (LOS)		A										A				
Approach Delay (s/veh)		9.5										0.5				
Approach LOS		A														

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Roland
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Roland Street
Analysis Year	2040	North/South Street	Snyder Avenue
Time Analyzed	AM Base + Project	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		5		6						5	60				120	5	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage					Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)	7.1	6.2					4.1								
Critical Headway (sec)	6.42	6.22						4.12							
Base Follow-Up Headway (sec)	3.5	3.3							2.2						
Follow-Up Headway (sec)	3.52	3.32							2.22						

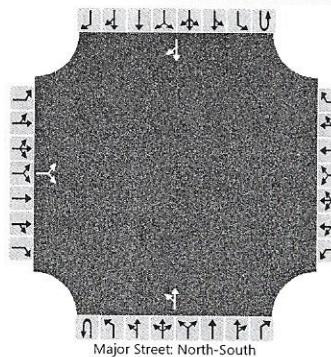
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	12						5								
Capacity, c (veh/h)	847							1448							
v/c Ratio	0.01								0.00						
95% Queue Length, Q ₉₅ (veh)	0.0								0.0						
Control Delay (s/veh)	9.3								7.5						
Level of Service (LOS)	A								A						
Approach Delay (s/veh)	9.3								0.6						
Approach LOS	A														

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	MSH	Intersection	Snyder & Roland
Agency/Co.	Solaegui Engineers	Jurisdiction	Carson City
Date Performed	6/27/2019	East/West Street	Roland Street
Analysis Year	2040	North/South Street	Snyder Avenue
Time Analyzed	PM Base + Project	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								LT					TR	
Volume (veh/h)		5		6							6	80				130	5
Percent Heavy Vehicles (%)		2		2							2						
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage			Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2							4.1						
Critical Headway (sec)		6.42		6.22							4.12						
Base Follow-Up Headway (sec)		3.5		3.3							2.2						
Follow-Up Headway (sec)		3.52		3.32							2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12									7						
Capacity, c (veh/h)		821									1435						
v/c Ratio		0.01									0.00						
95% Queue Length, Q ₉₅ (veh)		0.0									0.0						
Control Delay (s/veh)		9.4									7.5						
Level of Service (LOS)		A									A						
Approach Delay (s/veh)		9.4									0.6						
Approach LOS		A															

Attachment H – Documentation of Taxes Paid to Date



CARSON CITY

Capital of Nevada

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

Secured Tax Inquiry Detail for Parcel # 009-197-02

Property Location: [150 E ROLAND ST](#)
Billed to: [TERAMONT, LLC](#)
% LAUGHLIN ASSOCIATES
9120 DOUBLE DIAMOND PKWY
RENO, NV 89521-0000

Tax Year: 2019-20
Roll #: 017703
District: 1.6

Tax Service:
Land Use Code: 400

[Code Table](#)

Outstanding Taxes:

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

No Prior Year Taxes

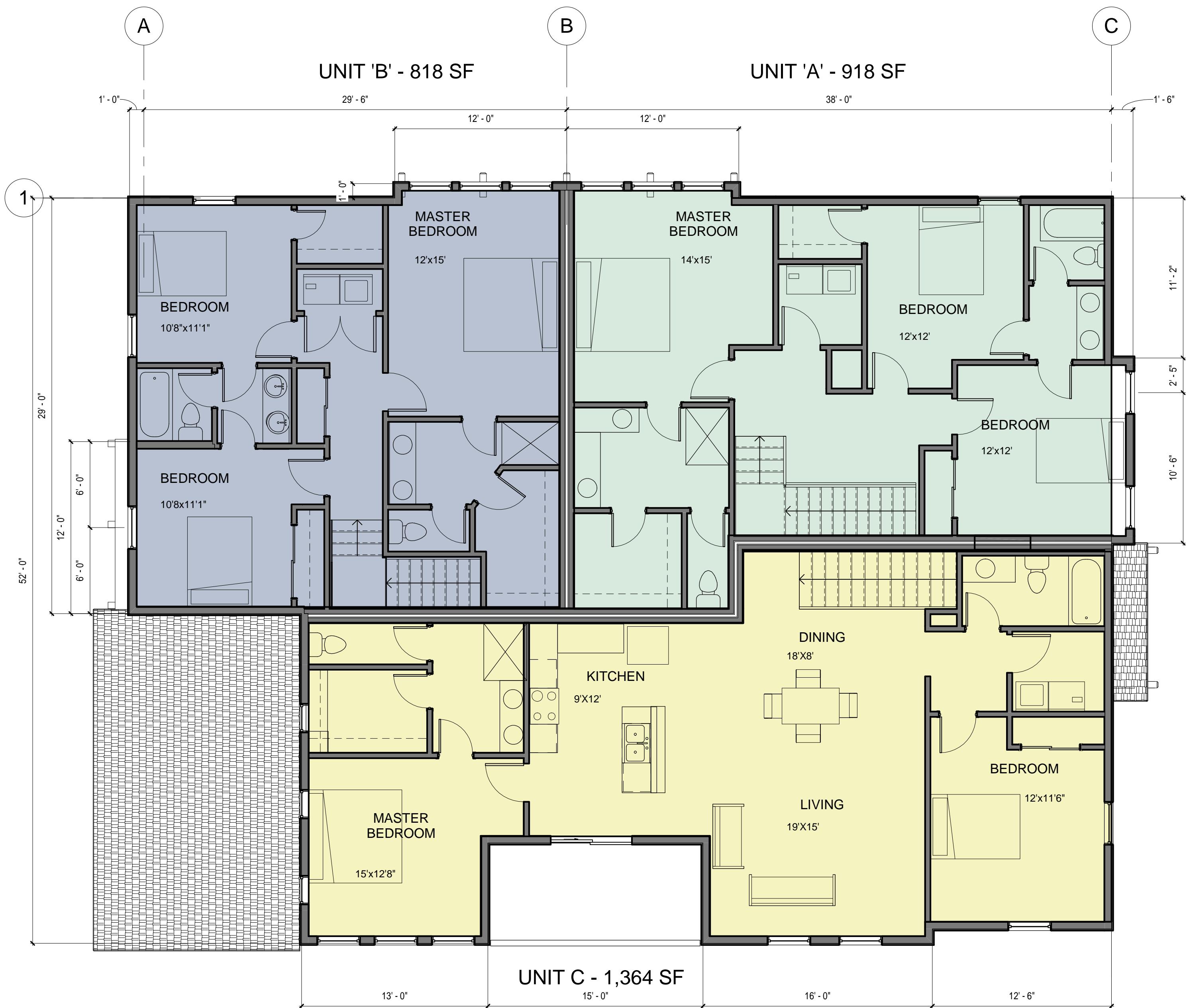
Current Year

08/19/19	3,261.42		3,261.42	.00	3,261.42	-->Pay
10/07/19	3,261.00		3,261.00	.00	6,522.42	-->Pay
01/06/20	3,261.00		3,261.00	.00	9,783.42	-->Pay
03/02/20	3,261.00		3,261.00	.00	13,044.42	-->Pay
Totals:	13,044.42	.00	13,044.42	.00		

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

Additional Information

	2019-20	2018-19
Tax Rate	3.5700	3.5700
Tax Cap Percent	4.8	4.2
Abatement Amount	85.28	



SECOND FLOOR PLAN



FIRST FLOOR PLAN



Side Entry Elevation



Garage Elevation

Frame
ARCHITECTURE, INC

SILVER CREST CONDOS

Roland Street
Teramont, LLC



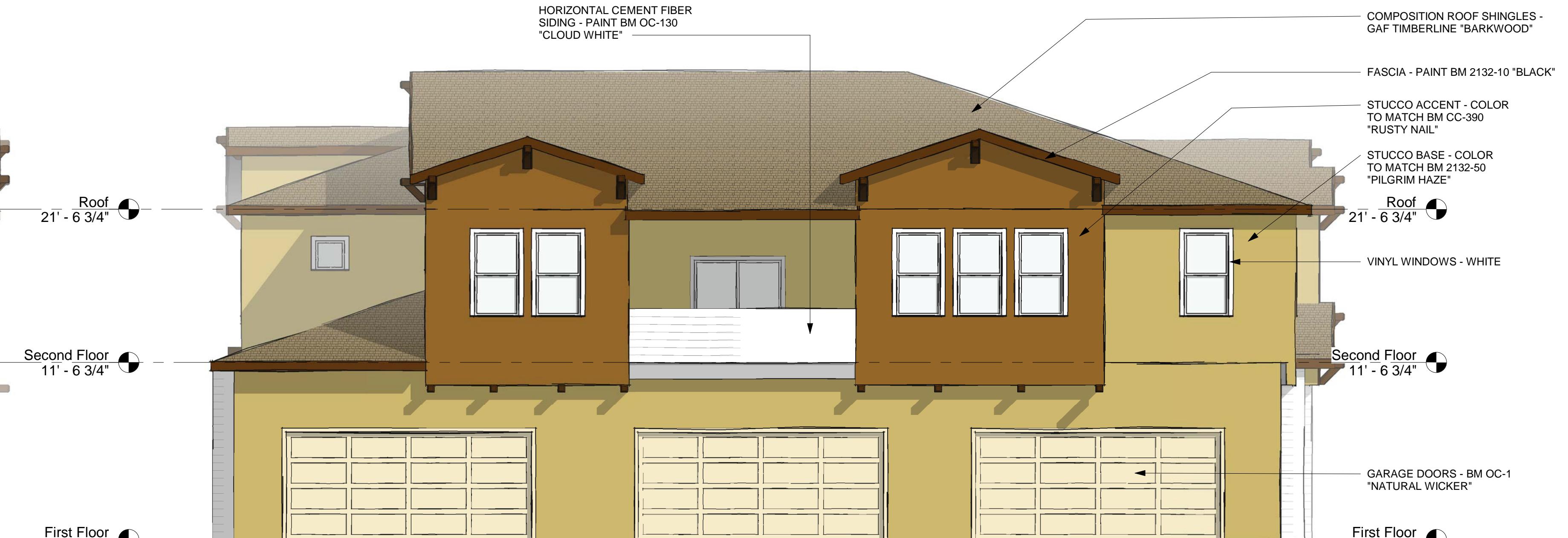
Side Entry Elevation



Yard Elevation



Side Entry Elevation



Garage Elevation

Frame
ARCHITECTURE, INC



Side Entry Elevation



Yard Elevation

SILVER CREST CONDOS

Roland Street
Teramont, LLC



Side Entry Elevation



Garage Elevation



Side Entry Elevation



Yard Elevation

SILVER CREST CONDOS

Roland Street
Teramont, LLC

Frame
ARCHITECTURE, INC

CONSULTANT BRANDING

CONSULTANT STAMP

Frame
ARCHITECTURE, INC

ARCHITECTURAL STAMP

SILVER CREST CONDOS
Roland Street
Teramont, LLC

Frame
ARCHITECTURE, INC

E1

Specifications

Width: 14-1/2" (37.0 cm)
Height: 12-3/4" (32.6 cm)
Depth: 5-1/2" (13.9 cm)
Weight: 15.4 lbs (6.9 kg)

OLWX2 LED
LED Wall Luminaire

<div data-bbox="188 20

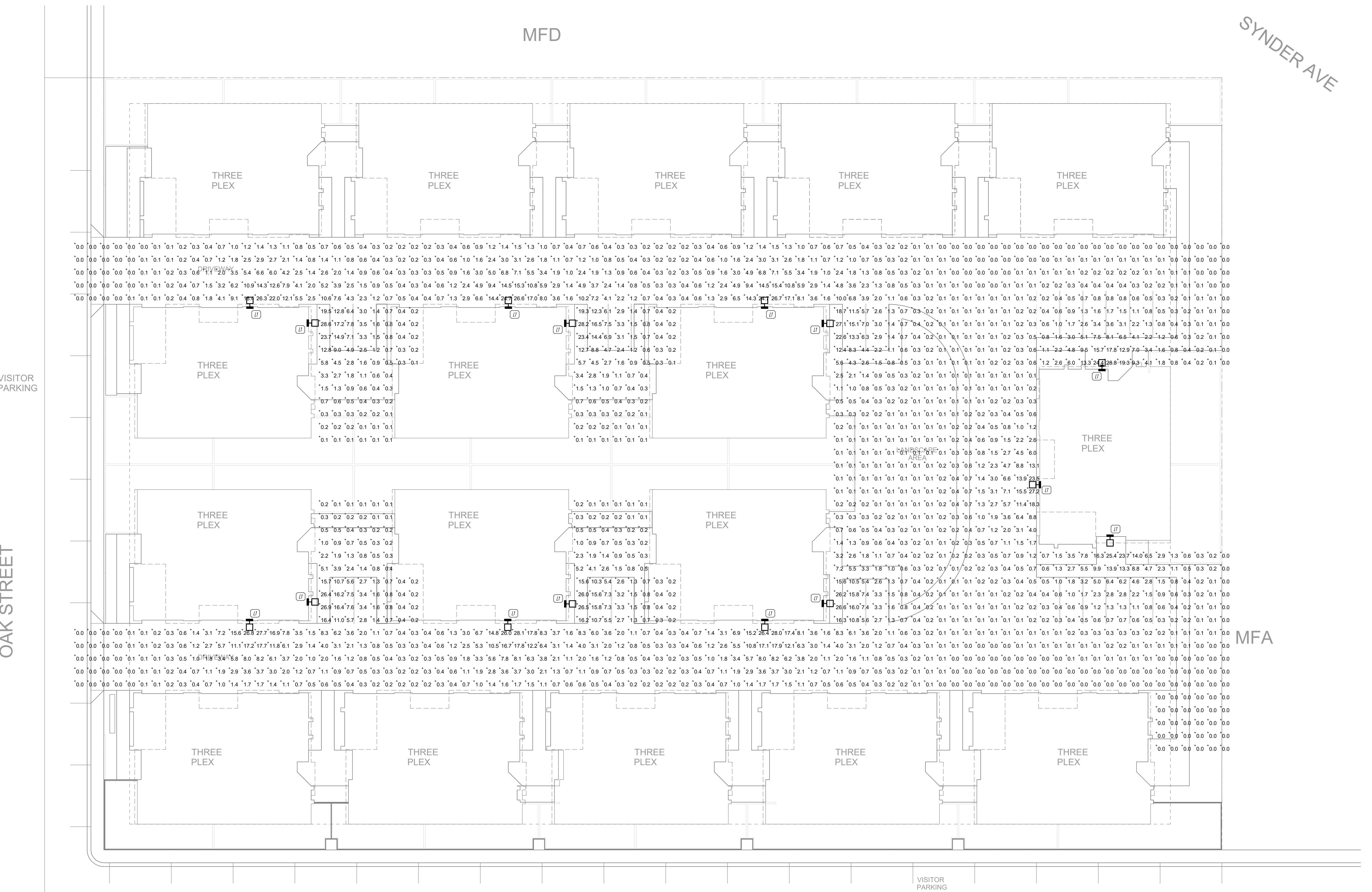
CONSULTANT BRANDING

CONSULTANT STAMP

ARCHITECTURAL STAMP

SILVER CREST CONDOS
Roland Street
Teramont, LLC

Roland Street
Teramont, LLC



ROLAND STREET

A	SITE LIGHTING PHOTOMETRIC STUDY	
E2	SCALE: 1" = 20'-0"	

SITE LIGHTING PHOTOMETRIC VALUES		
AREA DESCRIPTION	AVERAGE FOOT-CANDLE	MINIMUM FOOT-CANDLE
SITE LIGHTING	2.3 FC	0.0 FC

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

FILE # SUP - -

APPLICANT Teramont, LLC **PHONE #** (530) 448-6210
MAILING ADDRESS, CITY, STATE, ZIP
15155 Redmond Loop, Reno, NV 89511

EMAIL ADDRESS
roger@rempfer.com

PROPERTY OWNER Teramont, LLC **PHONE #** (530) 448-6210
MAILING ADDRESS, CITY, STATE, ZIP
15155 Redmond Loop, Reno, NV 89511

EMAIL ADDRESS
roger@rempfer.com

APPLICANT AGENT/REPRESENTATIVE Resource Concepts, Inc. **PHONE #** (775) 883-1600

MAILING ADDRESS, CITY STATE, ZIP
340 N. Minnesota St., Carson City, NV 89703

EMAIL ADDRESS
rachel@rci-nv.com

Project's Assessor Parcel Number(s): 009-197-02 **Street Address** 150 E. Roland St.

Project's Master Plan Designation High Density Residential **Project's Current Zoning** MFA **Nearest Major Cross Street(s)** Snyder Ave. and Oak St.

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

Common open space development of 51 condo units and associated infrastructure.

PROPERTY OWNER'S AFFIDAVIT

I, ROGER K. REMPFER, 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

Address

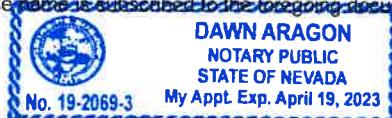
Date

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

STATE OF NEVADA
COUNTY Carson City)

On July 17, 2019, 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



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.

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: Refer to the 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.

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


Print Name

07.17.19
Date

Silver Crest Condominiums – Special Use Permit Application

Application Form & Applicant's Acknowledgement Statement

Attachment A – Project Description & Master Plan Policy Checklist

Attachment B – Site Plan

Attachment C – Building Elevation Drawings & Floor Plans

Attachment D – Special Use Permit Findings

Attachment E – Documentation of Taxes Paid-to-Date

Attachment F – Impact Reports

Attachment A – Project Description & Master Plan Policy Checklist



Resource Concepts Inc

Engineering • Surveying • Water Rights
Resource & Environmental Services

www.rci-nv.com

CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: 775 / 883-1600
Fax: 775 / 883-1656

Memorandum

DATE: July 18, 2019
TO: Carson City Planning Division
FROM: Rachel Kryder, P.E.
RCI PROJECT: Teramont LLC (19-205.3)
SUBJECT: Silver Crest Condominiums Tentative Map and SUP Project Description

EXISTING SITE DESCRIPTION

The proposed condominium complex is located at 150 East Roland Street, APN 009-19-702. The project site is bordered on all sides by existing development. Developments to the north are zoned Multi Family Duplex. The property to the east is zoned Multi Family Apartments but is developed as a single-family residence. To the south is East Roland Street and 1-acre single family residences. To the West is Oak Street and multifamily apartments.

The project property encompasses approximately 2.99 acres. The existing site consists of a church building and parking area (no longer in use), landscaped areas, undisturbed soil and vegetation, trees, and some unpaved areas of disturbed soils with minimal vegetative growth. A septic tank and leach field were part of the original development of the site in the late 1970s, but the property connected to public sewer in the late 1990s. It is assumed that the original septic tank and leach field were abandoned in place and will be removed during construction. All existing above ground and subsurface improvements are to be demolished with the development of the Silver Crest Condominiums. Existing topography in the area is generally gently sloping, with an overall on-site slope of approximately 2.3% from the northwest to southeast.

Adjacent developments include multifamily duplexes and apartments to the north and west, and single-family residences to the east and south. Overall drainage in the area is conveyed to the south and east both by surface and subsurface infrastructure, as well as natural drainage channels.

General Site Characteristics

The site is located on the northeast corner of East Roland Street and Oak Street. The current development on-site includes an existing building and parking lot. There is landscaping around the building and roughly half of the site is covered with native vegetation. The portion of the site that is developed has surface improvements which include asphalt, gravel, shrubs, and many trees along the west and north sides of the site. The undeveloped portion is comprised mainly of sagebrush and other native vegetation.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 2 of 8

There is existing utility infrastructure within the Roland Street and Oak Street rights-of-way, and the proposed development will require all new connections to the existing utility mains. Existing service connections will be abandoned during construction.

FEMA Flood Zone

The property is located entirely outside of the Federal Emergency Management Agency (FEMA) Special Flood Hazard Area, classified as Zone X (unshaded). An excerpt of the Flood Insurance Rate Map (FIRM) is included in the Conceptual Drainage Study, included with this Tentative Map submittal. Based on information provided by Carson City, there is a draft Voltaire and Saliman flood zone remapping study currently under review, which modifies the area to Zone X (shaded), which is not classified as a special flood hazard area. The proposed development is designed to convey on-site drainage via surface flow to the southeast corner of the property, where it will enter a proposed storm drain, which will connect to existing storm drain infrastructure at Snyder Ave. and Roland St.

Utilities

Existing water, sanitary sewer, gas, and electric infrastructure exists within the rights-of-way of Oak Street and/or Roland Street. Existing on-site utility infrastructure will be abandoned, and new infrastructure installed as part of the project. A fire water main will be installed through the development to serve two new proposed fire hydrants and building fire sprinklers. A separate domestic water line will provide service to the development with a master meter and connections to each dwelling unit. Sanitary sewer mains will serve the project and will connect to existing sewer within the Roland Street right-of-way. Gas and electric service will be provided with separate meters to each unit. The original development was completed in the late 1970s and utilized a septic system on site. The property connected to sanitary sewer in the late 1990s and it is assumed the septic tank and leach field was abandoned in place. The existing septic system components will be removed as part of construction.

There is no storm drain infrastructure immediately adjacent to the site. This project includes installation of a storm drain line within the Roland Street right-of-way from the site to an existing drop inlet at the corner of Snyder Ave. and Roland St.

Description of Proposed Development

The purpose of this Conceptual Planned Unit Development is to allow Teramont, LLC to develop a condominium complex at 150 East Roland Street. The proposed condominium complex, Silver Crest Condominiums, will have 17 three-plex condominium buildings with associated roadways, landscaping, parking, recreation facilities, signage, and utilities.

No hazardous materials are expected to be housed on-site, other than small-scale household waste. All utility connections for the proposed development will come from Roland street or Oak street.

Landscaping will be included per Carson City standards and appropriate landscaping plans will be developed as part of improvement plans. There will be on-site landscaping areas and limited stormwater runoff detention areas. The complex will have vehicle access from Oak Street in two locations.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 3 of 8

Each condo unit includes a two-car garage, and additional guest parking is provided throughout the site, as well as along the street on Oak Street and Roland Street.

Central garbage dumpsters will not be provided. Residents will have individual garbage cans to be stored within each garage other than garbage collection days.

The onsite drainage will be conveyed via surface flow within the development to the southeast corner, where it will flow into a sediment pond then into proposed storm sewer lines, which will connect to the city storm drain inlet at the Corner of East Roland Street and Snyder Avenue.

Access

The subject property is proposed to be accessed from Oak Street at two locations. This will provide resident access as well as for emergency and waste collection vehicles.

Zoning and Modifications

The proposed project site is zoned Multifamily Apartment (MFA), in which a condominium development is an allowed use with a Special Use Permit. Each condominium building is under the 45 feet tall requirement and all setbacks are shown with no buildings constructed within the setbacks. There will be at least 2 parking spaces per dwelling unit per Carson City Municipal Code (within garages). Due to the width of the on-site roads, 26 guest parking spaces are required. 20 spaces are provided on-site, as well as up to # spaces along Roland St. and Oak St. fronting the property.

Open space requirements for multi-family residential includes 150 SF of common open space per dwelling unit, as well as an additional 100 SF of private open space per dwelling unit or additional common open space. The common area open space provided within the development is 3,778 SF, with additional private open space for Units A & B between 320 and 870 SF, and a 48 SF balcony for each Unit C. A reduction in the common open space requirement is requested based on the large private open space provided for all ground-floor units.

MASTER PLAN POLICY CHECKLIST

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 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.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 4 of 8

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)?

The Silver Crest Condominiums will meet the provisions of the city ordinance for growth management, as they will provide additional residential units in an infill area with existing infrastructure adjacent to the property. Water and sewer sizing and analysis of the effects (if any) on the existing adjacent infrastructure will be analyzed during the development of the Tentative Map and/or Improvement Plans. The proposed project is estimated to use less than 15,000 gallons of water per day. A Traffic Study has been completed and included in this Tentative Map application to analyze the effects of additional traffic in the area and traffic modifications or mitigation measures required.

The project location is in an area easily accessible by first responders and no additional patrol area will be needed as this is an existing area that is already monitored. The proposed development is approximately 500 ft from Carson City Fire Station 53.

- ✓ Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?

Building designs are not final but will be designed to be water and energy efficient per current building codes. Landscaping will be designed and installed to be water efficient.

- ✓ Located in a priority infill development area (1.2a)?

The project is not located in a priority infill development area.

- ✓ Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

This project includes sidewalk improvements along the frontage of Oak Street and Roland Street, which will connect to existing sidewalk north of the development. The project does not border open lands.

- ✓ Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?

Trees that were planted previously as landscaping for the former church will be retained as possible, but it is anticipated that most or all will have to be replaced.

- ✓ At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access, and amenities (1.5a, b)?

The project is not adjacent to any county boundaries or public lands.

- ✓ 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

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 5 of 8

designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

The project is not located within any identified mixed-use areas.

- ✓ Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?

The proposed project meets all setback standards.

- ✓ Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?

There are no environmentally sensitive areas on or adjacent to the project site.

- ✓ Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?

The entirety of the site is outside any delineated FEMA flood zone. There are no known geologic hazard areas on the site. Based on information provided by Carson City, there is a draft Voltaire and Saliman flood zone remapping study currently under review, but no changes to the subject site's FEMA designation are proposed.

- ✓ 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)?

The site has access to existing water, sewer, and improved roadways. Half-street road improvements with bike lane, curb, gutter, and sidewalk are proposed along the frontage of the project on Oak Street and Roland Street. No negative effects to levels of service are anticipated.

- ✓ If located within an identified Specific Plan Area (SPA), meet applicable policies of that SPA (Land Use Map, Chapter 8)?

The site is not located within a Specific Plan Area.

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)?

On-site outdoor recreation will be provided for residents, including a small pool or water feature, a large pergola, tables, and landscaping. Ross Gold Park, which has recreation amenities, is within walking distance of the complex.

- ✓ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 6 of 8

The project does not affect city-wide public open space and is not near the Carson River.

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, including broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to 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)?

This project will provide relatively affordable home ownership options for residents, and as a new condo development (not a conversion) will not be displacing existing rental unit residents.

- ✓ Encourage the development of regional retail centers (5.2a)?

This project does not include retail sales on-site but does support existing retail centers in the area, based on having additional residents nearby.

- ✓ Encourage the reuse or redevelopment of underused retail spaces (5.2b)?

This project does help support existing businesses, but not specifically redevelopment of underused spaces that will bring more residences to support nearby businesses.

- ✓ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?

This project will not have a direct impact on tourism.

- ✓ Promote revitalization of the Downtown core (5.6a)?

This project will not have a direct impact on the revitalization of downtown.

- ✓ Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

This project provides housing, but not in the downtown area.

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)?

The buildings on-site will be attractive and constructed of durable materials, consistent with new construction condominiums.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 7 of 8

- ✓ Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?

The project will include attractive new buildings with articulation and interesting architectural features.

- ✓ 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)?

The project will include attractive new buildings with articulation and interesting architectural features. Pedestrian paths, connections, and building entrances will be clear and well-marked.

- ✓ 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)?

The project will include buildings of appropriate height and project density, including setbacks to ensure compatibility with surrounding development.

- ✓ 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)?

The project is not located within an Identified Mixed-Use Activity Center area.

- ✓ 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)?

The project is not located Downtown.

- ✓ Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

This project does not include a variety of building models and densities on less than 3-acres but does include three different sized and configured condos within each building.

Chapter 7: A Connected City

The Carson City Master Plan seeks to 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)?

The project is located along an existing paved street and is close to major arterials. The site is suitable to facilitate future transit options. The nearest existing public transit bus stop is located less than 1/3 mile to the east on Silver Sage Drive and to the north on East Clearview Drive.

Project Description

Silver Crest Condominiums, Tentative Map & SUP

July 18, 2019

Page 8 of 8

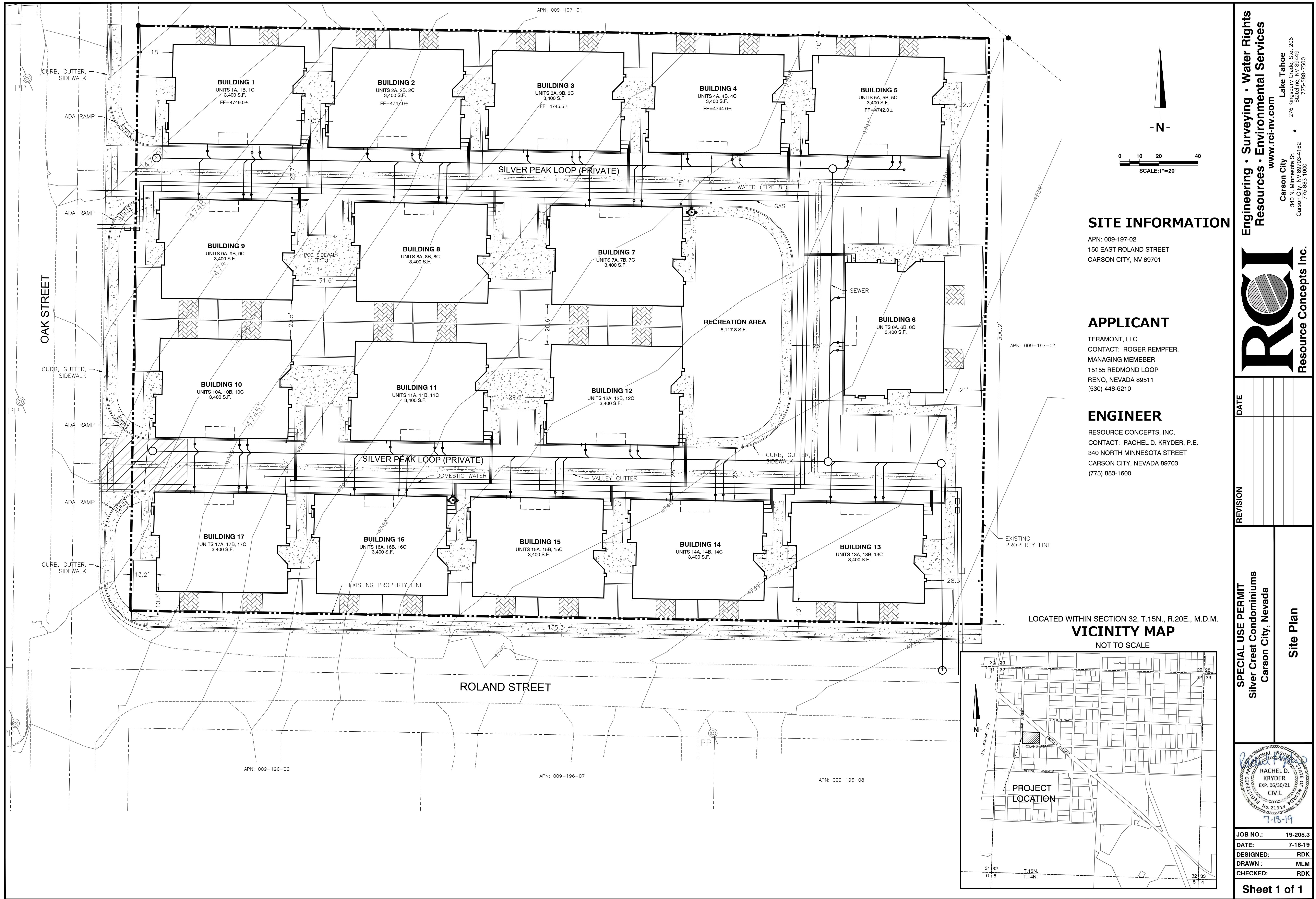
- ✓ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The project is adjacent to an existing paved road and near major arterials. Oak Street and Roland Street will both be improved on the project-side of the street, including bike lane, parking lane, curb, gutter, and sidewalk.

- ✓ 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)?

The project includes pathways throughout the site, which connect to the proposed sidewalks on Oak Street and Roland Street. The sidewalk on Oak Street will connect to existing sidewalk immediately north of the site, which extends to and along a portion of Snyder Avenue, directly across from Ross Gold Park.

Attachment B – Site Plan



Attachment C – Building Elevation Drawings & Floor Plans

MFA

MFD

(E) S.S.
MANHOLE

NEW SIDEWALK,
CURB AND GUTTER

(E) PAVEMENT EDGE,
EXTEND STREET WIDTH
TO NEW CURB AND
GUTTER

VISITOR
PARKING

MFA

OAK STREET

(E) UNPAVED
DRIVE

ENTRY
MONUMENT
SIGN

SF1A

Frame
ARCHITECTURE, INC

4090 South McCarran Blvd, Unit E
Reno, NV 89502 (775) 827-9927

Z:\2017\17-43 Carson Multi-Family Roland Street\3 plex -
master bedrooms on common wall.rvt
3/19/2019 8:08:25 AM

4750

4740

THREE
PLEX

LANDSCAPE
AREA

DRIVEWAY

DRIVEWAY

DRIVEWAY

ROLAND STREET

(E) FH

VISITOR
PARKING

10'

(E) S.S. MANHOLE

(E) UNPAVED DRIVE

(E) PAVED
DRIVE

(E) PAVED
DRIVE

10'

10'

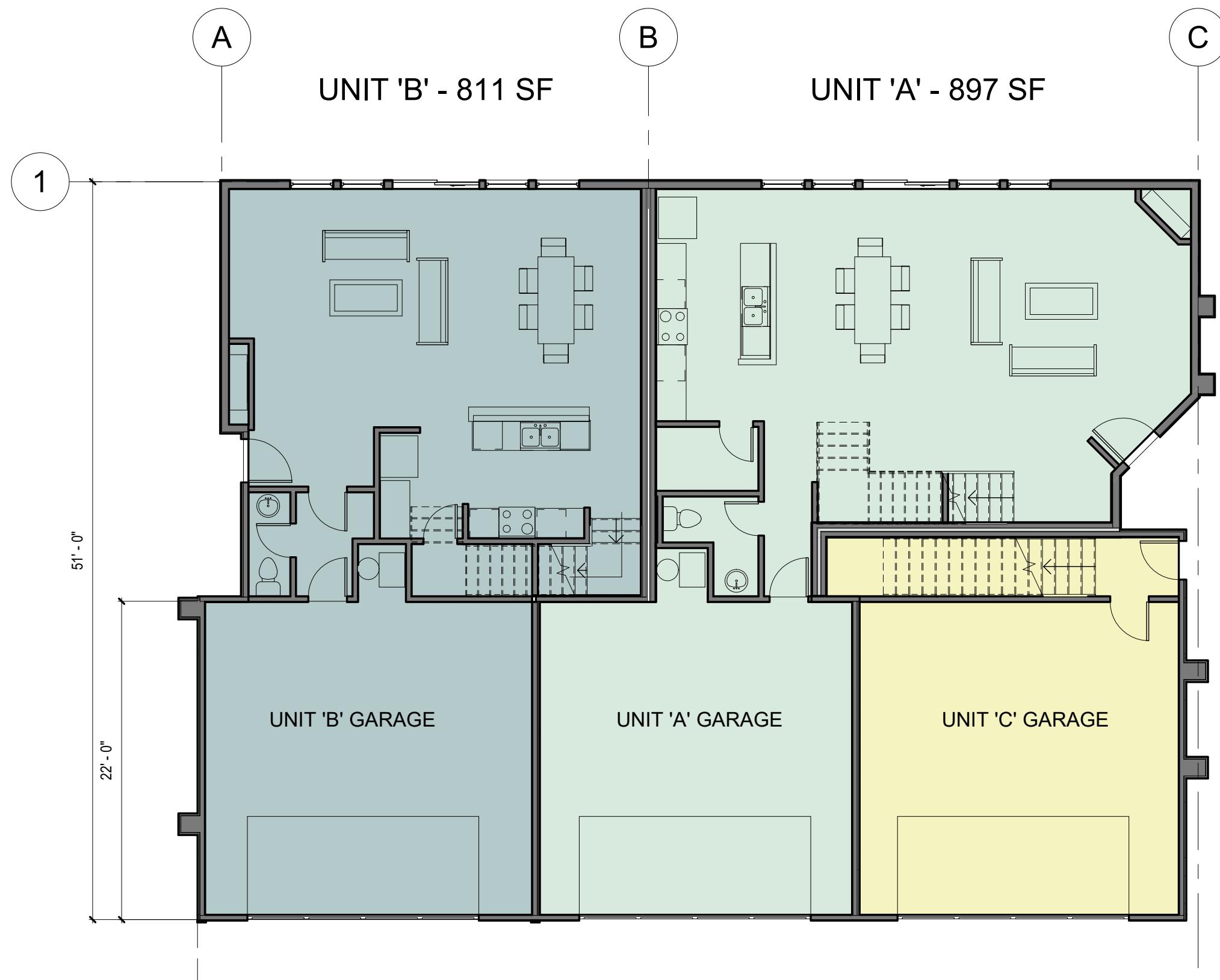
SF1A

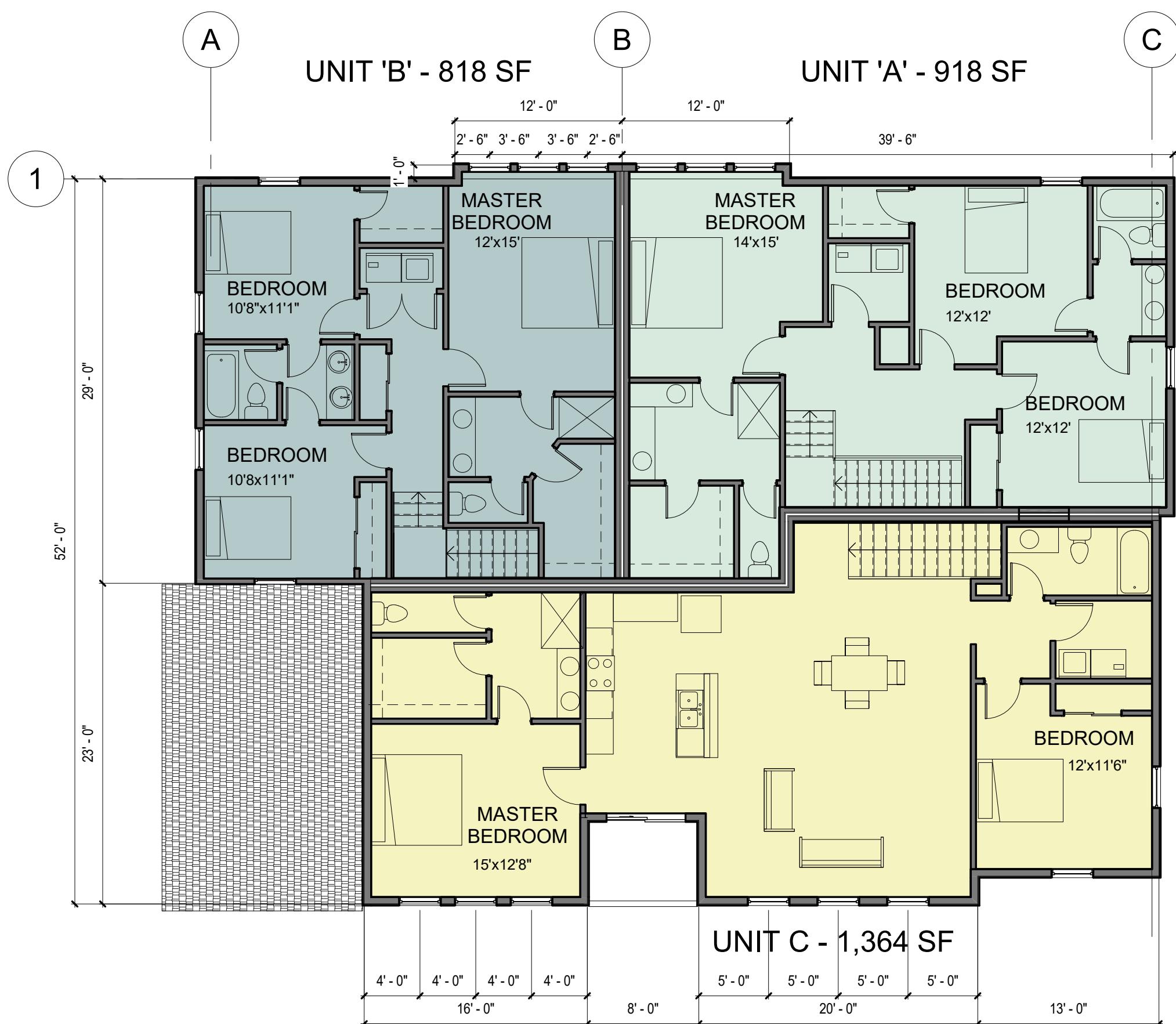
MAJOR PROJECT REVIEW - SITE PLAN

C1

ROLAND STREET TOWNHOMES

03-04-2019

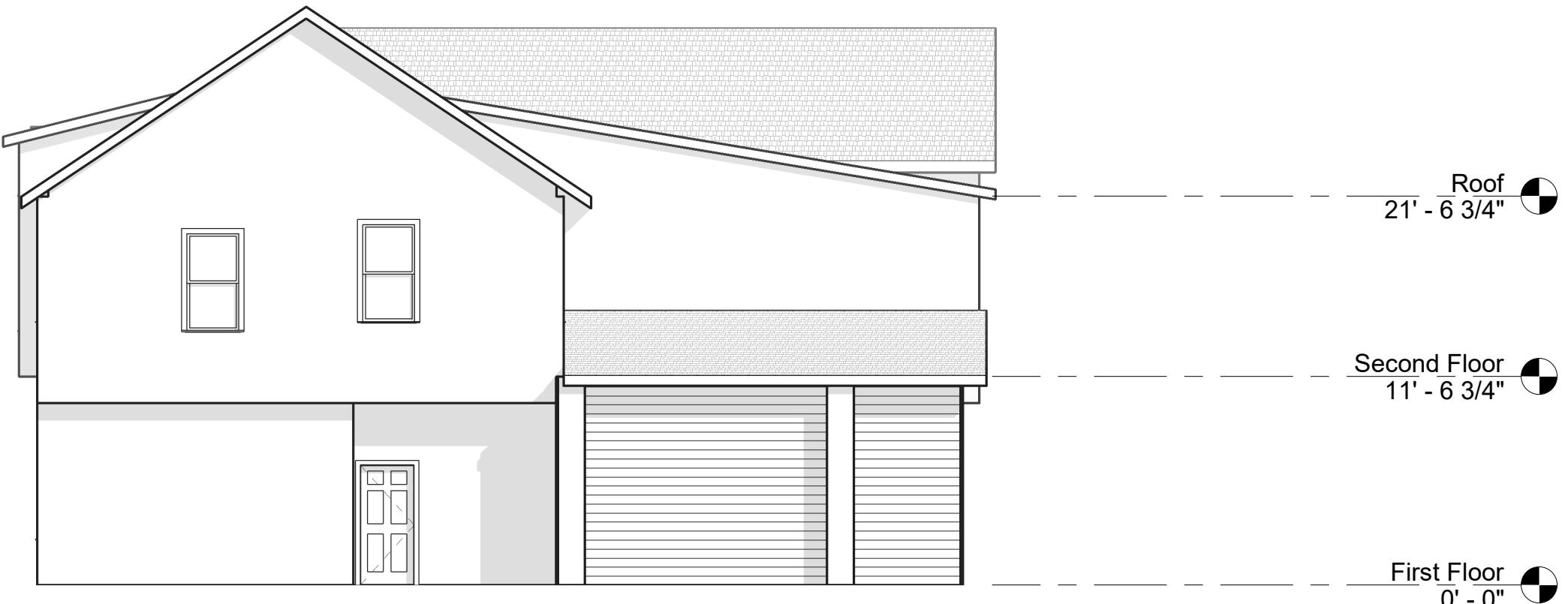








1 South
1/8" = 1'-0"



2 West
1/8" = 1'-0"

Attachment D – Special Use Permit Findings



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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: 775 / 883-1600
Fax: 775 / 883-1656

Memorandum

DATE: July 18, 2019
TO: Carson City Planning Division
FROM: Rachel Kryder, P.E.
RCI PROJECT: Silver Crest Condominiums (19-205.4)
SUBJECT: Special Use Permit Application Findings

CCMC 18.02.080(5) FINDINGS

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

Silver Crest Condominiums complex is consistent with the objectives of the Carson City Master Plan. Please refer to the Project Description for the Master Plan Policy Checklist

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.

A. The project location is zoned for Multi-family Apartments (MFA). The surrounding areas of the project location include several different zoning designations. To the east of the site are single residences, zoned for multi-family apartments. To the north of the project is zoned multi-family duplex (MFD) and is a duplex development. To the west are apartments, zoned for multi-family apartments (MFA). To the south of the project site there are several residences and undeveloped lots that include a zoning designation of Single Family, 1 Acre (SF1A).

B. The project area is located near other single-family residences and a multi-family development. Developing this property will not decrease adjacent property values because it will provide an aesthetically pleasing development that will bring business to the area. The current site houses a vacant building that is in a state of disrepair. This project is similar to the development to the north, but instead of being duplexes it will be condominiums.

MEMORANDUM

Silver Crest Condominium Complex, SUP

July 18, 2019

Page 2 of 4

The preliminary architectural elevations of the structures can be seen in Attachment C. The condominium buildings will include architectural elements which will give the project a modern look that is appealing and attractive .

- C. The Silver Crest Condominiums will provide a modern housing development in place of the existing vacant building. The development will provide 51 condominium units which will be individually owned and will result additional housing options in Carson City . The proposed development will not be detrimental to the surrounding properties or general neighborhood, as it will be a new modern development consistent with surrounding properties on a currently abandoned site.
- D. The condominium complex will have downward-facing building lights consistent with typical multi-family residences. No light poles are proposed as part of this development. The lighting will not be facing any residential property and will not be on any property boundary.
- E. Due to the current abandoned nature of the parcel and the current state of existing vegetation, all landscaping will be an improvement to the parcel. Landscaping will be professionally designed and installed throughout the site in accordance with Carson City Development standards, including approximately 50% pollinator plant material. Landscaping locations are as shown on site plan and will be fully developed as part of improvement plans. Installation of landscaping within private back yard areas will be the responsibility of the individual property owners.
- F. The short-range benefits of the Silver Crest Condominiums are generated from the construction of the development providing employment opportunities in the area. The long-range benefit is a condominium complex provides current and future residents of Carson City with additional housing options. Attracting more residents will bring more tax revenue, retail spending, increased spending on food and gas, and money spent on entertainment in the Carson City area.

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

A Traffic Analysis was performed by Paul Solaegui of Solaegui Engineers, Ltd, and is included with the Silver Crest Condominiums Tentative Map Application. From the analysis: Traffic generated by the Silver Crest Condominium Complex will have some impact on the adjacent street network. The development is anticipated to generate 373 average weekday trips with 23 trips occurring during the AM peak hour and 29 trips occurring during the peak PM hour. Recommendations to mitigate project traffic impacts include that any required signage, striping or traffic control improvements comply with Carson City requirements, that Silver Crest developers contribute 0.9% toward the cost of a traffic signal at the Carson Street/Appian Way intersection, any improvements to Oak Street and Roland Street adjacent to the project site conform to Carson City standards, and that the project driveways be constructed per Carson City standards.

MEMORANDUM

Silver Crest Condominium Complex, SUP

July 18, 2019

Page 3 of 4

- 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.**
 - A. The condominium complex will create 51 new residences in Carson City. The future residents of this development will potentially have school aged-children. The number of children that would live in the complex is not anticipated to overburden the school district.
 - B. The project will have minor affect on police and fire protection. While additional population and structures could potentially add a small additional demand for services, the development is in an infill area that would not require service outside the established service area for either police or fire.
 - C. The water supply will come from the Carson City water distribution network. The supply lines on site are all new and adequately designed. Refer to Attachment F, Impact Reports, for information regarding estimated water demand.
 - D. There is currently no storm drain infrastructure immediately adjacent to the site. The onsite drainage will be conveyed via surface flow within the development to the southeast corner, where it will flow into a sediment pond and then into proposed storm sewer lines, which will connect to the city storm drain inlet at the corner of East Roland Street and Snyder Ave. This project includes installation of a storm drain line within the Roland Street right-of-way from the site to an existing drop inlet at the corner of Snyder Ave. and Roland St.
 - E. The original development in the 1970's utilized a septic system on site. The property connected to sanitary sewer in the late 1990's and is assumed the septic tank and leach field was abandoned in place. The existing septic components will be removed as part of the construction. The project will connect to the city sewage collection system using new infrastructure. Refer to Attachment F, Impact Reports, for information regarding estimated sewer flows.
 - F. Streets adjacent to the proposed development are paved. Half-width improvements along the frontage of the project on Oak Street and Roland Street are included in the development, as required by Carson City, and as shown on the Tentative Map submitted with this Special Use Permit application.
 - G. Information provided in this application comes from various sources including information available to the public as well as from Carson City Community Development and Public Works
- 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.**

MEMORANDUM

Silver Crest Condominium Complex, SUP

July 18, 2019

Page 4 of 4

CCMC 18.01.405 Multifamily apartments (MFA) residential district – The MFA district is intended to provide for the development of a variety of multifamily units such as duplexes, townhouses and high-density apartments The MFA district is consistent with the policies of the high-density residential category of the master plan.

The project location is zoned for Multifamily Apartments (MFA). Silver Crest Condominiums will meet the purpose of the designated zoning requirements. It will provide 17 multifamily buildings of three (3) units each. Due to the floorplan layouts of the units within the buildings, the development is classified as condominiums rather than townhomes. The development is high density as it allows 51 separate residences on 2.99 acres.

The condominium complex adheres to the requirements stated in CCMC Section 18.04.190 (Residential). The project location is greater than 6,000 square feet. It meets the minimum lot width of 60 feet and depth of 150 feet. The structures will not exceed 45 feet tall. The development adheres to all minimum setback requirements.

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

This project is designed to provide a new modern residential development without negatively affecting the adjacent local residences. The access to this project will not negatively impact any residences or businesses, it will generate more money for local businesses from new residents and will not interrupt the lifestyle of those that surround the project. The project will not create any health issues for the general public, and the complex will be safe for residents and the public.

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

The condominium complex is surrounded by developed land on all sides of the property. East Roland Street is to the south and Oak Street is to the west. The adjacent properties will not be affected or degraded during or after construction. Adjacent streets provide a buffer to the west and south, and common areas and open space will provide a buffer for the properties to the north and east. Decorative block walls will buffer the development on all sides. The condominium complex construction will adhere to all applicable regulations regarding dust, erosion control, traffic control, and times of construction to minimize disturbance to neighboring residents. The existing site has an abandoned church that will be removed and replaced with a modern housing development.

Attachment E – Documentation of Taxes Paid-to-Date



CARSON CITY

Capital of Nevada

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

Secured Tax Inquiry Detail for Parcel # 009-197-02

Property Location: [150 E ROLAND ST](#)
Billed to: [TERAMONT, LLC](#)
% LAUGHLIN ASSOCIATES
9120 DOUBLE DIAMOND PKWY
RENO, NV 89521-0000

Tax Year: 2019-20
Roll #: 017703
District: 1.6
Tax Service:
Land Use Code: 400

[Code Table](#)

Outstanding Taxes:

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

No Prior Year Taxes

Current Year

08/19/19	3,261.42		3,261.42	.00	3,261.42	-->Pay
10/07/19	3,261.00		3,261.00	.00	6,522.42	-->Pay
01/06/20	3,261.00		3,261.00	.00	9,783.42	-->Pay
03/02/20	3,261.00		3,261.00	.00	13,044.42	-->Pay
Totals:	13,044.42	.00	13,044.42	.00		

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

Additional Information

	<u>2019-20</u>	<u>2018-19</u>
Tax Rate	3.5700	3.5700
Tax Cap Percent	4.8	4.2
Abatement Amount	85.28	

Attachment F – Project Impact Reports



CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: 775 / 883-1600
Fax: 775 / 883-1656

Resource Concepts Inc

**Engineering • Surveying • Water Rights
Resource & Environmental Services**

www.rci-nv.com

Memorandum

DATE: July 18, 2019
TO: Carson City Planning Division
FROM: Rachel Kryder, P.E.
RCI PROJECT: Teramont, LLC (19-205.4)
SUBJECT: Silver Crest Condominiums Special Use Permit Impact Report

Existing Site Description

The proposed condominium complex is located at 150 East Roland Street, APN 009-197-02. The project site is bordered on all sides by existing development. Developments to the north are zoned Multi Family Duplex. The property to the east is zoned Multi Family Apartments but is developed as a single-family residence. To the south is East Roland Street and 1-acre single family residences. To the West is Oak Street and multifamily apartments. The Assessor's parcel information is included as Attachment A.

The project property encompasses approximately 2.99 acres. The existing site consists of a church building and parking area (no longer in use), landscaped areas, undisturbed soil and vegetation, trees, and some unpaved areas of disturbed soils with minimal vegetative growth. A septic tank and leach field were part of the original development of the site in the late 1970s, but the property connected to public sewer in the late 1990s. It is assumed that the original septic tank and leach field were abandoned in place and will be removed during construction. All existing above ground and subsurface improvements are to be demolished with the development of the Silver Crest Condominiums. Existing topography in the area is generally gently sloping, with an overall on-site slope of approximately 2.3% from the northwest to southeast.

Adjacent developments include multifamily duplexes and apartments to the north and west, and single-family residences to the east and south. Overall drainage in the area is conveyed to the south and east both by surface and subsurface infrastructure, as well as natural drainage channels.

General Site Characteristics

The elevation of the subject property is gently sloping. The parcel slopes on average at a 2.5% from the northwest property corner to the south east corner. There is an existing parking lot and church building on site. There is existing water, sewer, and electric connected to the building and an abandoned septic field. There are large trees along the west property edge and a portion of the north property edge that will be removed during construction. There is landscaping in front of the church which includes smaller

MEMORANDUM

Silver Crest Condominiums, SUP

July 18, 2019

Page 2 of 7

shrubs and bushes as well as rocks and gravel. The east half of the parcel is covered with native vegetation which is primarily comprised of sagebrush.

FEMA Flood Zone

The project is not located in or adjacent to any FEMA-designated special flood hazard area. It is located within Flood Zone X (unshaded), per the Flood Insurance Rate Map (FIRM) for Carson City, panel 3200010207F. Based on information provided by Carson City, there is a draft Voltaire and Saliman flood zone remapping study currently under review, which modifies the area to Zone X (shaded), which is not classified as a special flood hazard area.

Utilities

According to information provided by Carson City Public Works, as well as information gathered in the field, existing water and sewer mains exist adjacent to the subject property within the right-of-way of Oak Street and East Roland Street, as shown on the attached plans. An 8-inch gravity-flow sanitary sewer line runs within the right-of-way, which flows south on Oak Street, then east on East Roland Street to Snyder Avenue. Given current and expected topography, it is expected that there will not be issues in connecting to the existing sanitary sewer infrastructure. A water main is located west of the property within Oak Street and south within East Roland Street, with associated existing fire hydrants and service connections to nearby properties located on the south side of East Roland Street. Existing fire hydrants are located along East Roland Street to the south of the property and along the frontage of the property on Oak Street, as shown on the attached plans. In addition to the existing fire hydrants, two new fire hydrants will be installed as part of this project; preliminary hydrant placement is as shown on the plans. Hydrant flow testing has not yet been done, but discussion with Carson City Public Works has indicated there are good flows and pressures in the portion of the system the project will connect to. Hydrant flow testing and network hydraulic modeling will be completed in conjunction with the civil engineering design for the site. Estimated water use and sewer flows are provided in the Water and Sewer Impact Letter, accompanying this Special Use Permit Application being submitted concurrently with this Tentative Map Application. See Attachment C for Water and Sewer Impact Letter.

Description of Proposed Development

This Special Use permit is intended to serve Silver Crest Condominiums, which includes 17 three-plex buildings for a total of 51 dwelling units. The condominium development will include landscaping, open space for each unit, and common areas. Buildings will be traditional wood frame construction and will be high quality with architectural interest. Draft architectural renderings are provided in Attachment D. Each building will have an overall footprint of 3,385 square feet and are 2-story.

All roads within the condo complex will be surfaced with asphalt paving with a concrete valley gutter in the center of the drive isle. All utilities including water, sewer, electricity, and gas will be routed underneath drive isles and connect to each unit laterally.

Landscaping will be included per Carson City standards and appropriate landscaping plans will be developed as part of improvement plans. A fire service water line will parallel the proposed domestic water line and will be used for building sprinklers and fire hydrants.

MEMORANDUM

Silver Crest Condominiums, SUP

July 18, 2019

Page 3 of 7

Parking will be available within garages in each unit, throughout the site, and along the adjacent streets. Each unit includes a 2-car garage facing the internal private road that will be accessible by condo owners. There will be 20 parking spaces throughout the complex for guest parking, as well as parking along East Roland Street.

Access

Access to the subject property is proposed from Oak Street at two separate locations. The proposed entrances from Oak Street will be two-way and 26 feet wide (curb face to curb face). Trip generation for the site includes trips in and trips out based on the number of residences. Based on the Traffic Analysis prepared by Solaegui Engineers, the peak hour trips for the proposed development is 23 for AM and 29 for PM. Average weekday trips generated by the proposed development is estimated to be 373.

MEMORANDUM
Silver Crest Condominiums, SUP
July 18, 2019
Page 4 of 7

Attachment A – Assessor Parcel Information



Assessor Parcels Report: 00919702



Parcel Location



Parcel Map

Parcel Information:

Assessed Owner:	TERAMONT, LLC % LAUGHLIN ASSOCIATES RENO, NV 89521-0000		
Physical Address:	150 E ROLAND ST		
Zoning:	MFA	Improved Value:	\$119,328.00
Land Use Code:	400	Land Value:	\$248,441.00
Total Acres:	2.99	Total Assessed Value:	\$367,769.00

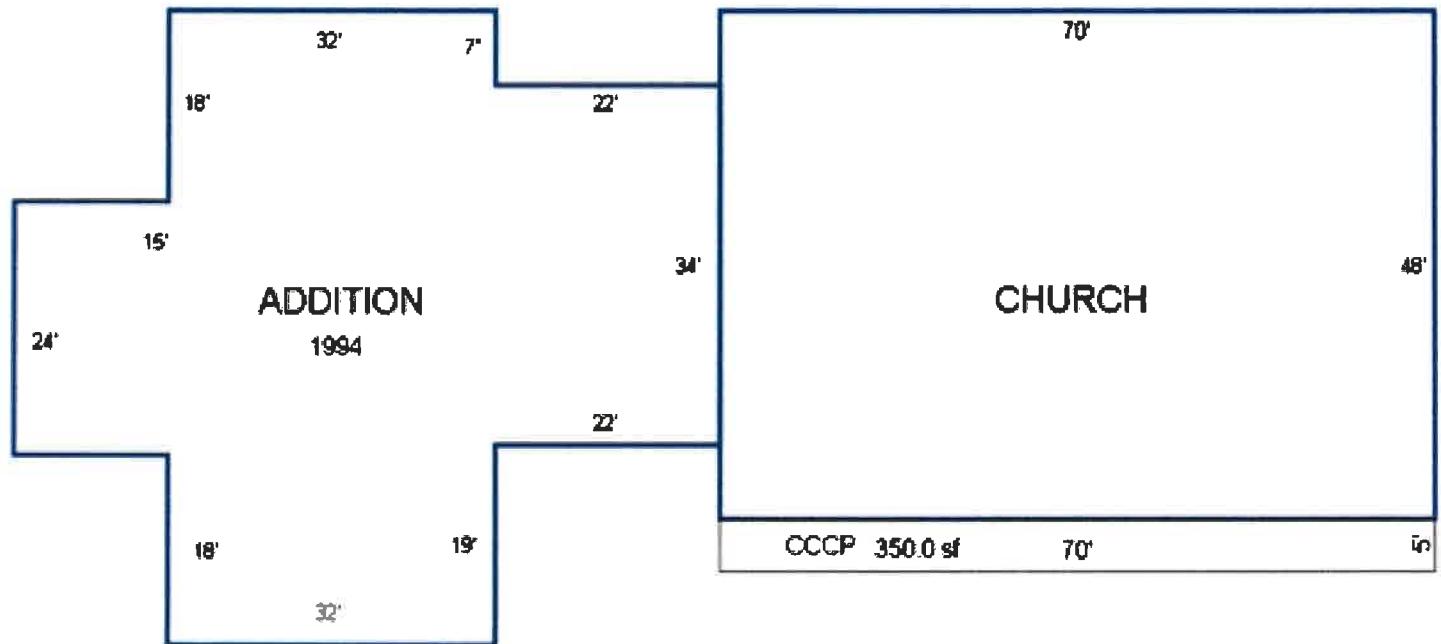


The data contained herein has been compiled on a geographic information system (GIS) for the use of Carson City. The data does not represent survey delineation and should not be construed as a replacement for the authoritative source, plat maps, deeds, resurveys, etc. No liability is assumed by Carson City or Douglas County as to the sufficiency or accuracy of the data.

Report Generated: 7/17/2019 15:18:54 PM

Building Sketch

Parcel Report: 00919702



MEMORANDUM

Silver Crest Condominiums, SUP

July 18, 2019

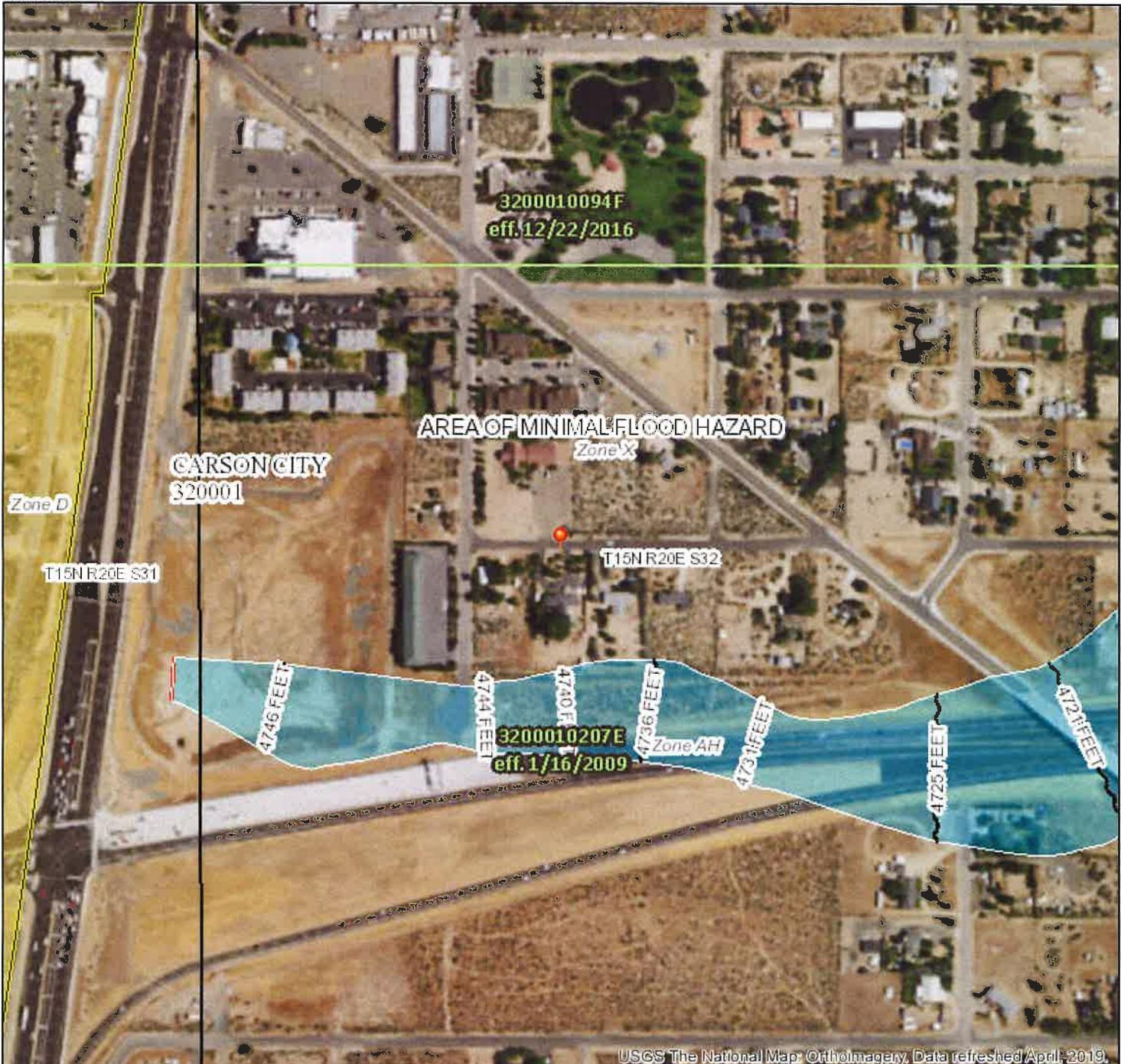
Page 5 of 7

Attachment B – FIRMette Map

National Flood Hazard Layer FIRMette



39°7'36.81"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile

Future Conditions 1% Annual

Chance Flood Hazard Zone X

Area with Reduced Flood Risk due to Levee. See Notes. Zone X

Area with Flood Risk due to Levee Zone C

OTHER AREAS OF FLOOD HAZARD

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMR

Area of Undetermined Flood Hazard Zone

OTHER AREAS

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance Water Surface Elevation

Coastal Transect

Base Flood Elevation Line (BFE)

Limit of Study

Jurisdiction Boundary

Coastal Transect Baseline

Profile Baseline

Hydrographic Feature

Digital Data Available

No Digital Data Available

Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/4/2019 at 12:09:01 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

MEMORANDUM
Silver Crest Condominiums, SUP
July 18, 2019
Page 6 of 7

Attachment C – Architectural Renderings



① Garage Elevation
1/8" = 1'-0"



② Side Entry Elevation
1/8" = 1'-0"



① Rear Yard Elevation
1/8" = 1'-0"



② Side Entry Elevation
1/8" = 1'-0"

MEMORANDUM
Silver Crest Condominiums, SUP
July 18, 2019
Page 7 of 7

Attachment D – Water and Sewer Impact Letter



Resource Concepts Inc

Engineering • Surveying • Water Rights

Resource & Environmental Services

CARSON CITY OFFICE

340 N. Minnesota St.

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July 18, 2019

Hope Sullivan, Planning Manager
Carson City Community Development
Planning Division
108 E. Proctor Street
Carson City, NV 89701

Re: Water and Sewer Impact Letter for Silver Crest Condominiums

Ms. Sullivan:

Resource Concepts, Inc. (RCI) has drafted this Water and Sewer Impact Letter in support of the Special Use Permit Application for the Silver Crest Condominiums. This proposed project is located on 2.99 acres at 150 East Roland Street in Carson City and consists of 17 buildings with 51 dwelling units and common space throughout the development. The proposed water and sewer improvements and demand, and the associated effect on Carson City infrastructure are described below.

Water Demand

Projected water demand for the condominiums consists of domestic use for the dwelling units as well as irrigation use for landscaping. Projected water demands are summarized in the table below. The total average day demand is estimated to be 7,960 gallons per day (gpd).

Use Category	Average Day Demand (gpd)
Dwelling Unit (51)	7,395
Landscape Irrigation	565
Total	7,960

The average daily domestic demand for the condo complex is calculated as 145 gpd per dwelling unit. The water usage estimate was based on data from Carson City Utilities for a similar development. The development that was referenced was the Long Street Townhomes. That development currently uses, on average, 145 gallons per day per unit. Truckee Meadows Water Authority estimates a water use of approximately 107 gallons per day for condos for the purpose of water rights dedication. The estimate provided here is based on the 145 gpd per unit use estimate.

Landscaping irrigation includes all water used for outdoor plant watering, including trees and shrubs. The estimated water usage is based on an average use per square footage of open space. It is estimated that

on average there will be two plants for every 100 square feet of open space. With 23,000 +/- square feet of open space, there are 460 estimated plants and trees. At an average of 2 gpd per plant, the average water use for irrigation is 920 gallons per day during the irrigation season (approximately 32 weeks), which is equivalent to 565 gallons per day averaged over the entire year.

The condominium complex will connect to the water infrastructure located within Oak Street and East Roland Street. The existing water main within Oak Street is 8-inch diameter PVC and 6-inch diameter PVC within East Roland Street. Engineering design and modeling will be completed as part of the improvement plans for the project. Carson City Public Works staff have indicated that existing infrastructure will be sufficient to serve the project without significant adverse effects to the City's water system.

Proposed water infrastructure within the development includes a domestic water line, a separate fire protection water line, and an irrigation service. All water lines will connect to the existing 8-inch water line in Oak Street at the intersection with the north access point of the development. The proposed water lines will be routed to the east and to the south through the development and will connect to the 6-inch water within East Roland Street.

As required by Carson City, an off-site water main extension will be completed, connecting the existing water main within East Roland Street through California Street and connecting to the existing water main within Snyder Avenue. This off-site improvement is shown on the Tentative Map plans submitted in conjunction with the Special Use Permit application.

Fire Flow

The fire flow required is governed by the demand of the largest proposed building, at approximately 6,770 SF. For Type V-B construction, the required fire flow for this square footage is 2,250 gpm for 2 hours, according to the International Fire Code (IFC). Each three-plex residential building will include automatic fire sprinklers. The IFC allows for a 50% reduction in the required fire flow with an approved automatic sprinkler system, to a minimum of 1,500 gpm, so in this case the minimum flow requirement is 1,500 gpm.

Hydrant flow testing and preliminary network hydraulic modeling will be completed prior to final design, but Carson City Public Works staff indicate that sufficient flow and pressure are available to serve fire flow required throughout the project.

Sewer Flows

The estimated sewer flow for each residential condo unit is based on the Carson City standard rate of 130 gpd per unit for apartments, summarized below.

Use Category	Average Sewage Flow (gpd)
Dwelling Units (51 total)	6,630
Total	6,630

Silver Crest Condominiums

July 18, 2019

Page 3

On-site sewer collection infrastructure will include 8-inch diameter gravity sewer lines, which will connect to existing 8-inch PVC sewer within East Roland Street. Based on information from Carson City Public Works, the existing gravity sewer within East Roland Street has available capacity and connects to an 8-inch PVC sewer at Snyder Avenue, which also has available capacity.

Based on the projected water demand, required fire flow, and sewer flows, as well as the City's existing water and sewer systems, no significant adverse impacts are expected from the proposed development.

Sincerely,

Rachel Kryder, P.E.
Project Engineer

RK



7-18-19