Agenda Item No: 17.C

STAFF REPORT

Report To: Board of Supervisors **Meeting Date:** September 19, 2019

Staff Contact: Hope Sullivan, AICP, Planning Manager

Agenda Title: For Possible Action: Discussion and possible action regarding a Tentative Subdivision Map (TSM-19-126) known as Silver Crest Condominiums, on property located at 150 East Roland 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 reviewed the request at its meeting of August 28, 2019, and voted 7-0 to recommend approval subject to conditions of approval. The Board of Supervisors is authorized to approve a Tentative Map.

Agenda Action: Formal Action / Motion **Time Requested:** 10 Minutes

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Proposed Motion

I move to approve the tentative subdivision map, based on the ability to make the required findings in the affirmative and subject to the conditions of approval recommended by the Planning Commission.

Board's Strategic Goal

Quality of Life

Previous Action

August 28, 2019: The Planning Commission recommended approval by a vote of 7 - 0.

Background/Issues & Analysis

Please see the attached staff report to the Planning Commission with attachments.

Applicable Statute, Code, Policy, Rule or Regulation

CCMC 17.07 (Findings) and 17.05 (Tentative Maps); NRS 278.330.

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

1. Approve the request subject to alternative conditions of approval.

2. Deny the requested modification.

Attachments:
TSM-19-126 SUP-19-125 PC Report & Attachments.pdf

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____
		_____
		_____
		_____
		_____

_____
(Vote Recorded By)

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

FOR OFFICE USE ONLY:

CCMC 17.06 and 17.07

FILE # TSM - -

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.

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.

_____ 07.17.19
Applicant's Signature Date

PROPERTY OWNER'S AFFIDAVIT

I, Roger K. Kemper, being duly deposed, do hereby affirm that I am the record owner of the
(Print Name)

subject property located at 150 E. Roland St./ 009-197-02, and that I have knowledge of, and I agree to, the
(Property Address and APN)

filing of this Tentative Subdivision Map application.

Signature | 15155 Redmond Loop Reno NV 89511 (Address) | 07-17-19 (Date)

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.

Notary Public

DAWN ARAGON
NOTARY PUBLIC
STATE OF NEVADA
No. 19-2069-3 My Appt. Exp. April 19, 2023

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 any 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 accessors 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.

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.

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.

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

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)?

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.

- ✓ 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.

- ✓ 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")

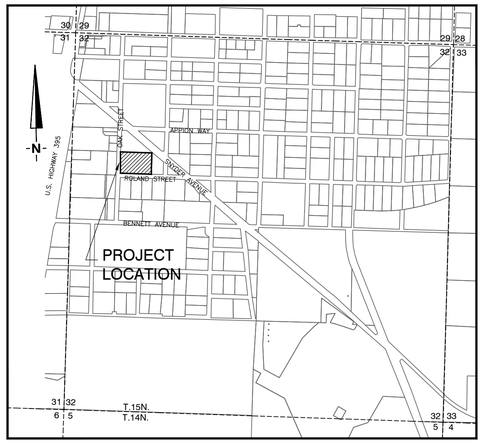
TENTATIVE MAP FOR
COMMON OPEN SPACE DEVELOPMENT
SILVER CREST CONDOMINIUMS

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
AC	ASPHALT CEMENT CONCRETE
AP	ANGLE POINT
APPROX	APPROXIMATE
BC	BEGIN CURVE
BLDG	BUILDING
BM	BENCH MARK
BW	BACK OF SIDEWALK
CB	CATCH BASIN
C&G	CURB AND GUTTER
CL	CENTER LINE
CMP	CORRUGATED METAL PIPE
CY	CUBIC YARD
DI	DROP INLET
DIA	DIAMETER
E	ELECTRIC
EA	EACH
EOP	EDGE OF AC PAVEMENT
EC	END CURVE
EL	ELEVATION
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
MIN	MINIMUM
NDOT	NEVADA DEPARTMENT OF TRANSPORTATION
NTS	NOT TO SCALE
PCC	PORTLAND CEMENT CONCRETE
PE	POLYETHYLENE
PP	POWER POLE
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
SD	STORM DRAIN
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
TBC	TOP BACK OF CURB
TYP	TYPICAL
W	WATER
WM	WATER METER
%	PERCENT



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

VICINITY MAP

NOT TO SCALE

SHEET INDEX

OWNER

TERAMONT, LLC
CONTACT: ROGER REMPFER,
MANAGING MEMEBER
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)

LEGEND

- EX. PROPERTY LINE
- CENTER LINE OF ROADWAY
- EX. WATER LINE
- EX. SANITARY SEWER
- EX. GAS
- EX. FIRE HYDRANT
- EX. POWER POLE
- EX. SANITARY SEWER MANHOLE
- EX. EDGE OF PAVEMENT
- EX. CONTOUR (4708)
- PROPOSED PRIVATE WATER
- PROPOSED GAS
- PROPOSED PRIVATE SANITARY SEWER
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED CURB & GUTTER
- PROPOSED FLOWLINE
- PROPOSED PCC CONCRETE

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775-883-1600
•
Lake Tahoe
276 Kingsbury Grade, Ste. 206
Stateline, NV 89449
775-588-7500
RCI
Resource Concepts Inc.

DATE

REVISION

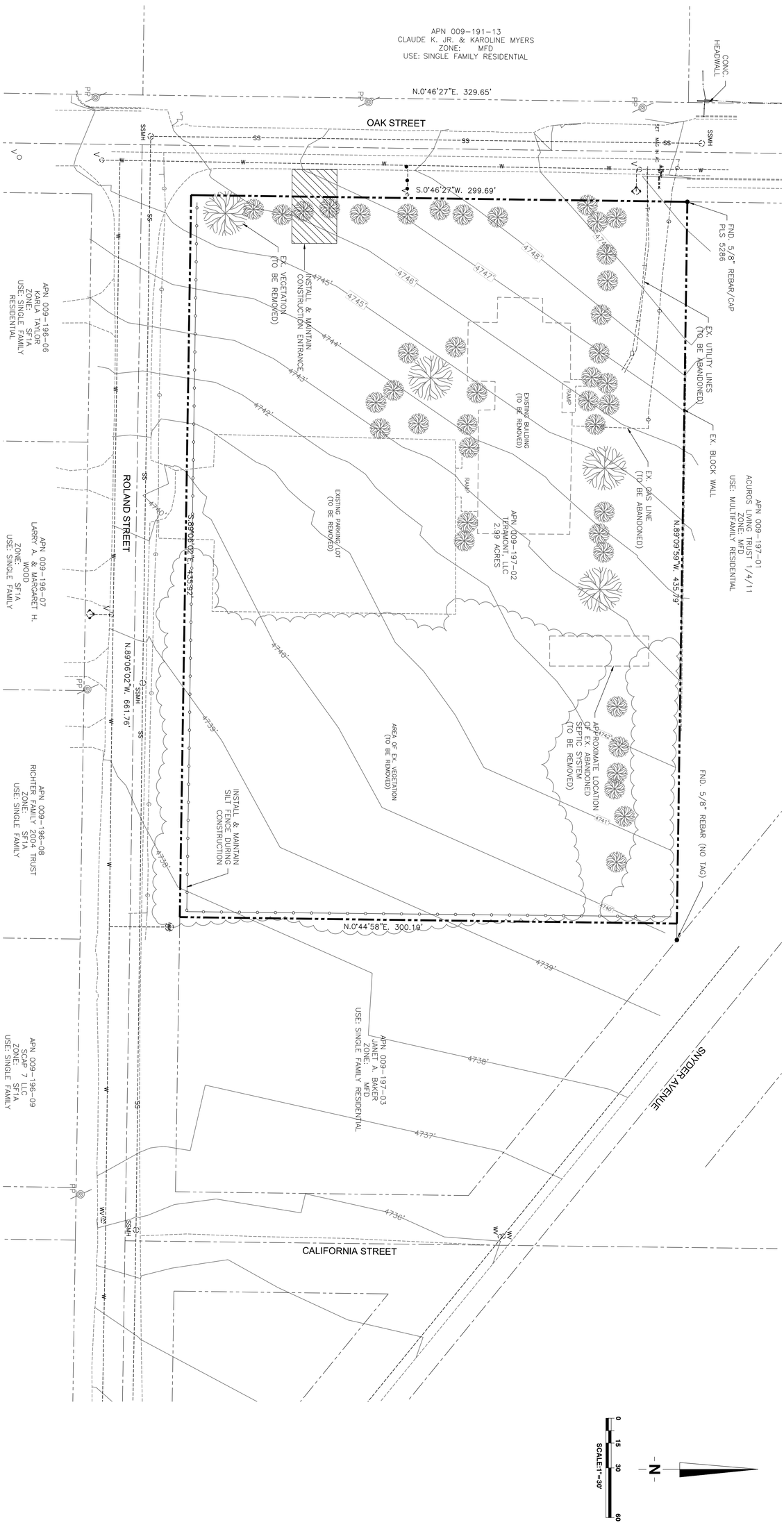
TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada

Title Sheet

NEVADA REGISTERED PROFESSIONAL ENGINEER
RACHEL D KRYDER
EXP. 06/30/21
CIVIL
No. 21313
STATE OF NEVADA
7-18-19

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

Sheet 1 of 6



Sheet 2 of 6	TENTATIVE MAP Silver Crest Condominiums Carson City, Nevada	REVISION / DATE
JOB NO.: 19-205.3 DATE: 7-18-19 DESIGNED: RDK DRAWN: MLM CHECKED: RDK	Existing Site Plan & Erosion Control	

REGISTERED PROFESSIONAL ENGINEER
RACHEL D. KRYDER
EXP. 6/30/2021
CIVIL
STATE OF NEVADA
No. 22313

7-18-19

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OPEN SPACE CALCULATIONS		
TYPE	REQUIRED (SF)	PROVIDED (SF)
PRIVATE OPEN SPACE	-----	17,925
RECREATION	5,100	5,118
TOTAL	12,740	23,043

NOTE:
FINISH FLOOR ELEVATIONS AND STREET GRADES SHOWN ARE APPROXIMATE AND ARE SUBJECT TO CHANGE DURING CIVIL SITE DESIGN.

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RCI
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REVISION | DATE

TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada

Proposed Site Plan & Open Space Plan

PROFESSIONAL ENGINEER
RACHEL D. KRYDER
EXP. 06/30/21
CIVIL
No. 21313
STATE OF NEVADA
REGISTERED PROFESSIONAL ENGINEER
7-18-19

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

Sheet 3 of 6

NOTES:

1. ONSITE POWER TO BE UNDERGROUND AND CONNECT TO OVERHEAD POWER ON OAK STREET. ALL POWER WILL BE COORDINATED WITH NV ENERGY

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REVISION	DATE

TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada

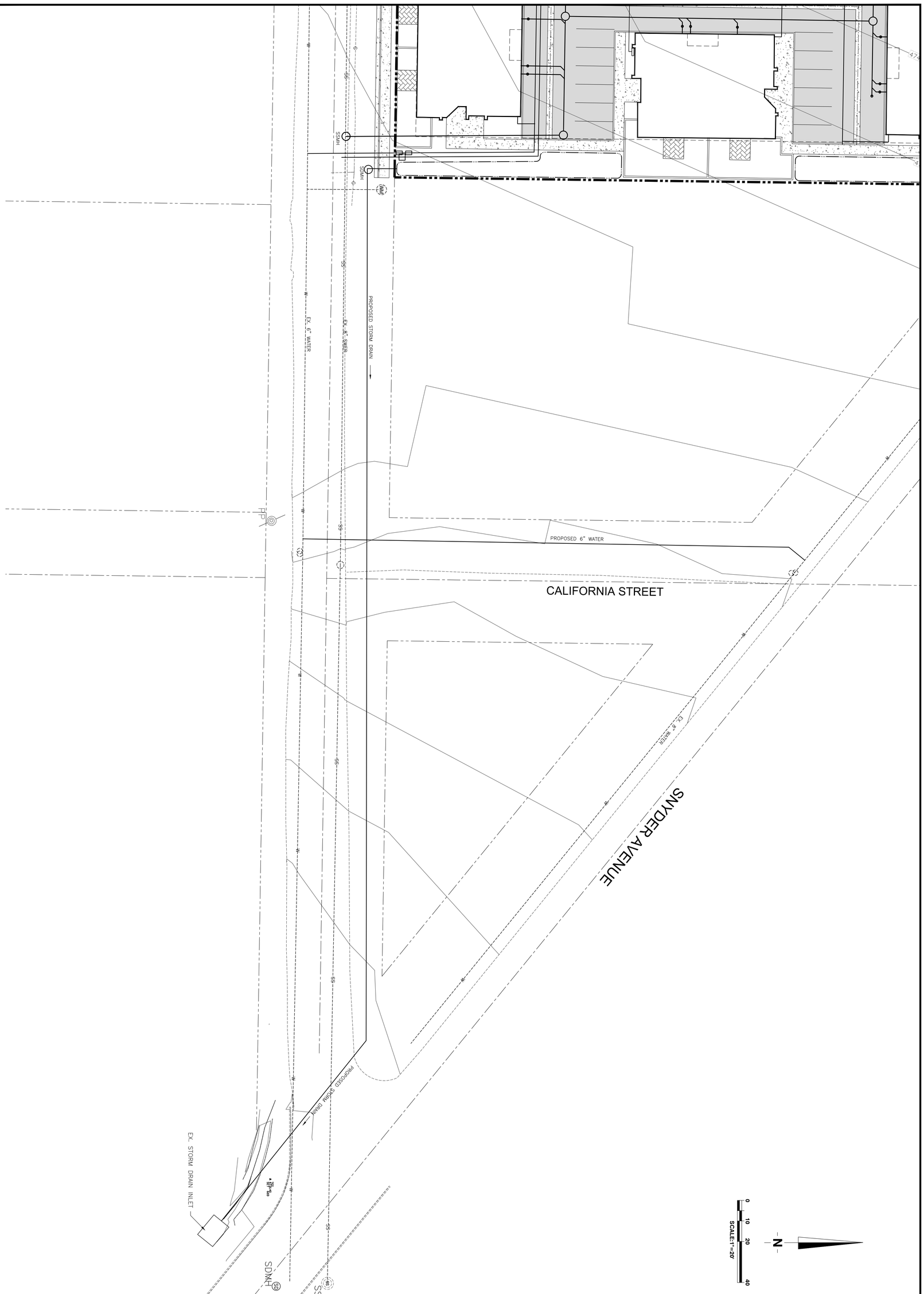
Proposed Utility Plan

REGISTERED PROFESSIONAL ENGINEER
RACHEL D. KRYDER
EXP. 06/30/21
CIVIL
No. 21313
STATE OF NEVADA

7-18-19

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

Sheet 4 of 6



Sheet 5 of 6

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

REGISTERED PROFESSIONAL ENGINEER
RACHEL D. KRYDER
No. 22313
CIVIL
STATE OF NEVADA
EXP. 06/30/21

7-18-19

TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada

Proposed Off-Site Utility Plan

REVISION	DATE

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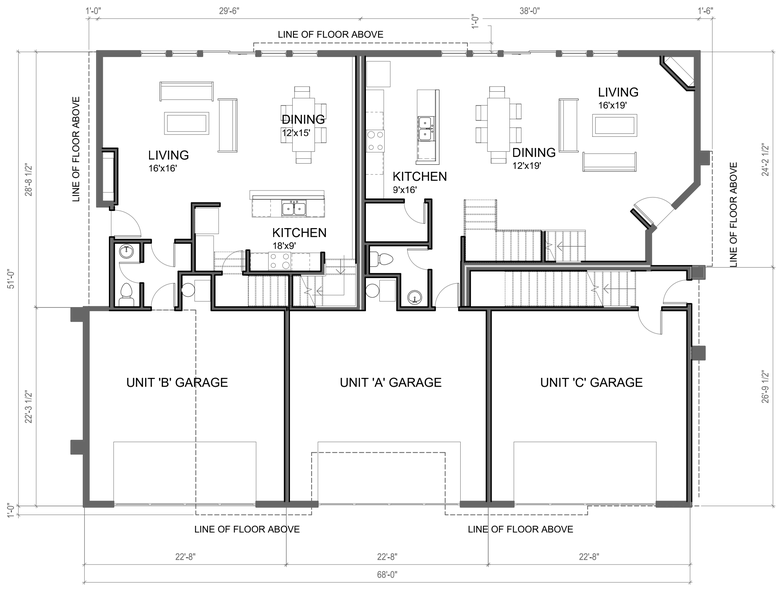
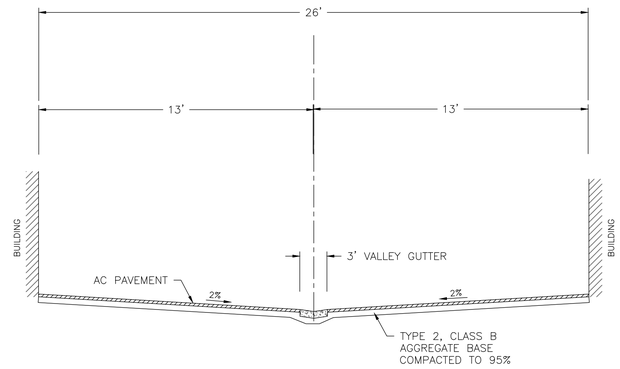
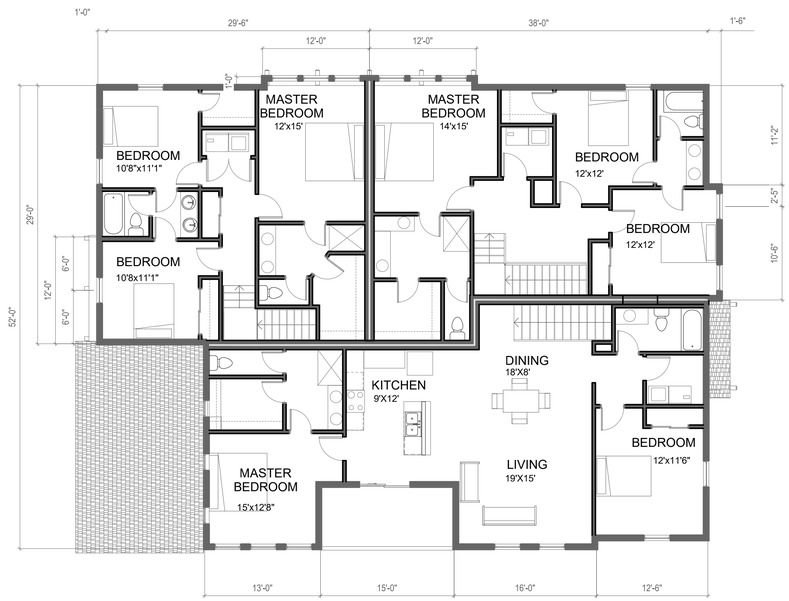


TYPICAL CONDO UNIT LAYOUT
FIRST FLOOR
NO SCALE

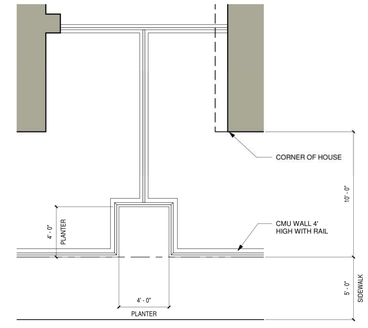


TYPICAL INTERIOR STREET SECTION
NO SCALE



TYPICAL CONDO UNIT LAYOUT
SECOND FLOOR
NO SCALE

2 Fence Elevation



1 Fence - Planting Detail

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

BIM 360://Roland Street Condominiums/Roof design 2l.rvt
7/16/2019 4:42:16 PM

Fence / Railing Elevation
ROLAND STREET TOWNHOMES
07-16-2019

A9

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RCI Resource Concepts Inc.

DATE

REVISION

TENTATIVE MAP
Silver Crest Condominiums
Carson City, Nevada

Detail Sheet

PROFESSIONAL ENGINEER STATE OF NEVADA
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RACHEL D. KRYDER
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No. 21313
7-18-19

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Sheet 6 of 6

Attachment G – Traffic Study

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ROLAND STREET TOWNHOMES

TRAFFIC ANALYSIS

JULY 2019

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

TABLE OF CONTENTS

LIST OF FIGURES

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.

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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.

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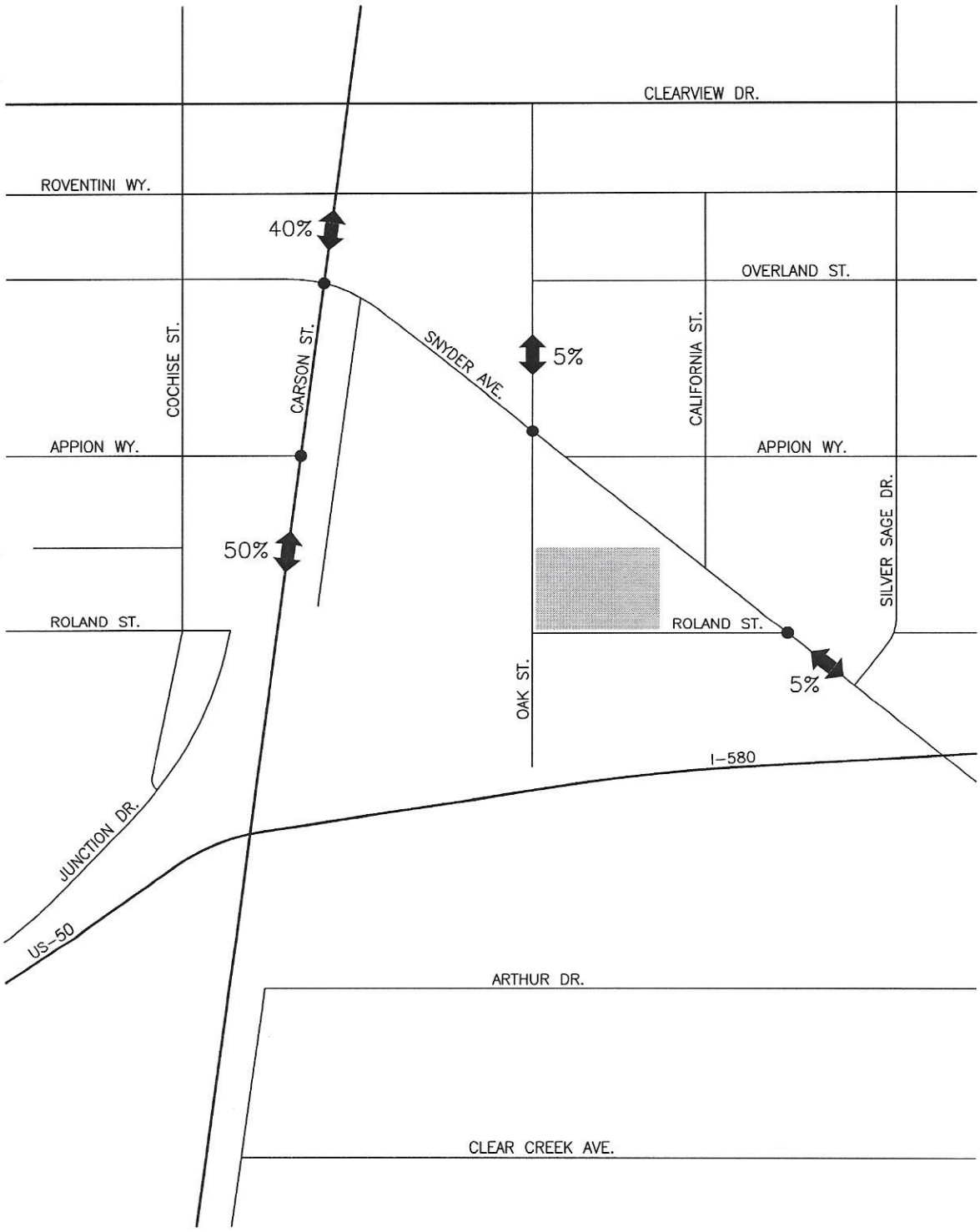

ROLAND STREET TOWNHOMES

TRIP DISTRIBUTION

FIGURE 2

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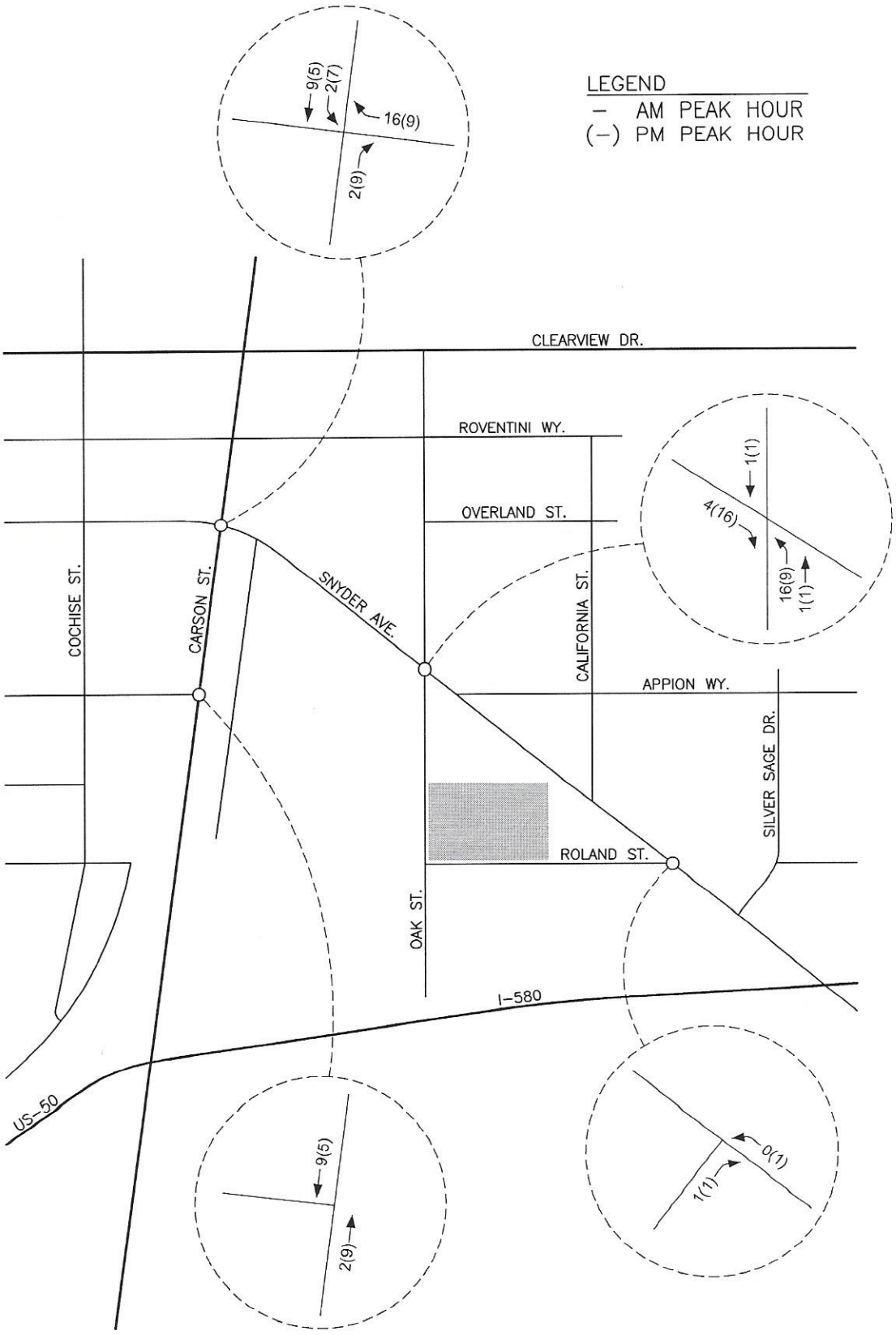

ROLAND STREET TOWNHOMES

TRIP ASSIGNMENT
FIGURE 3

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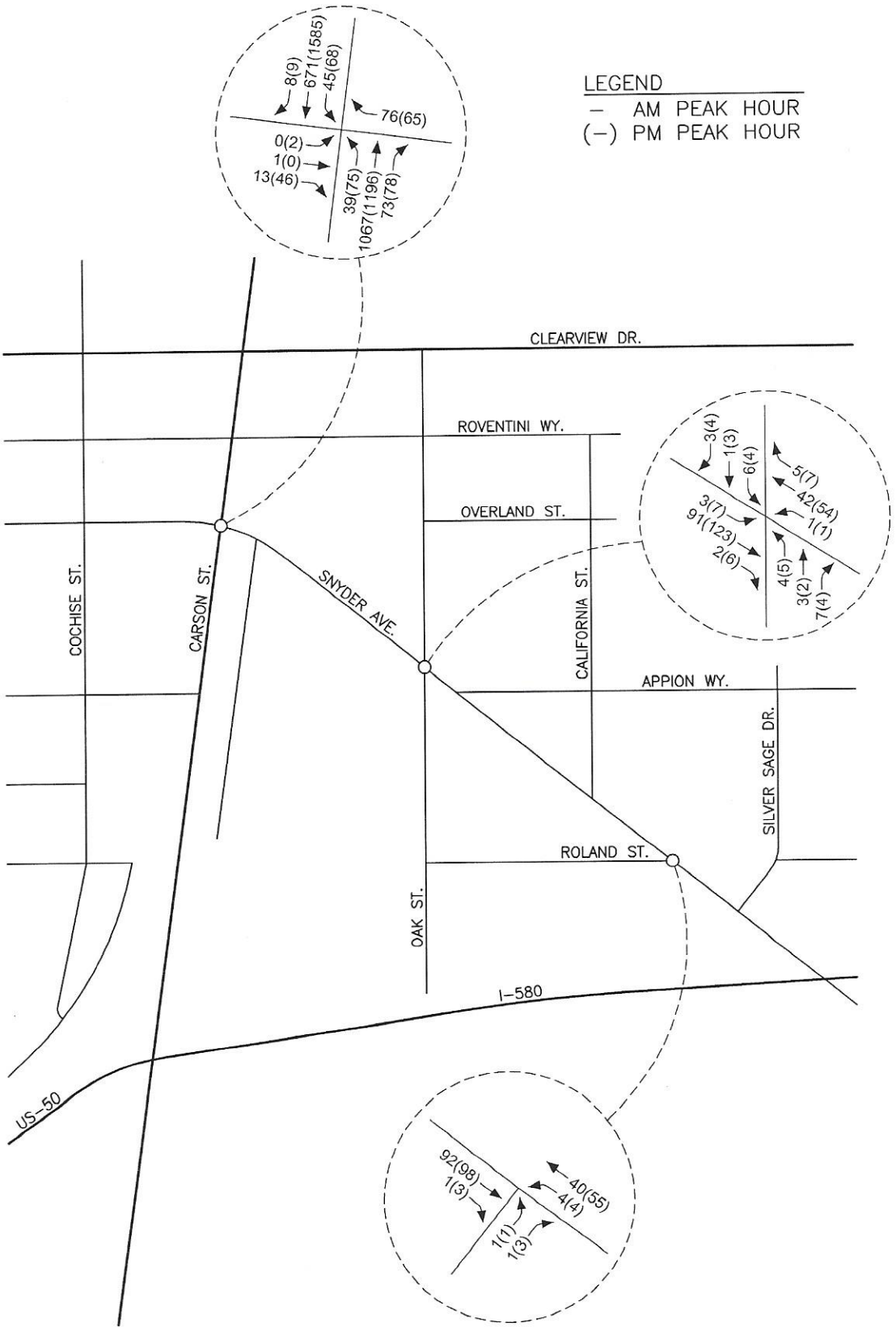


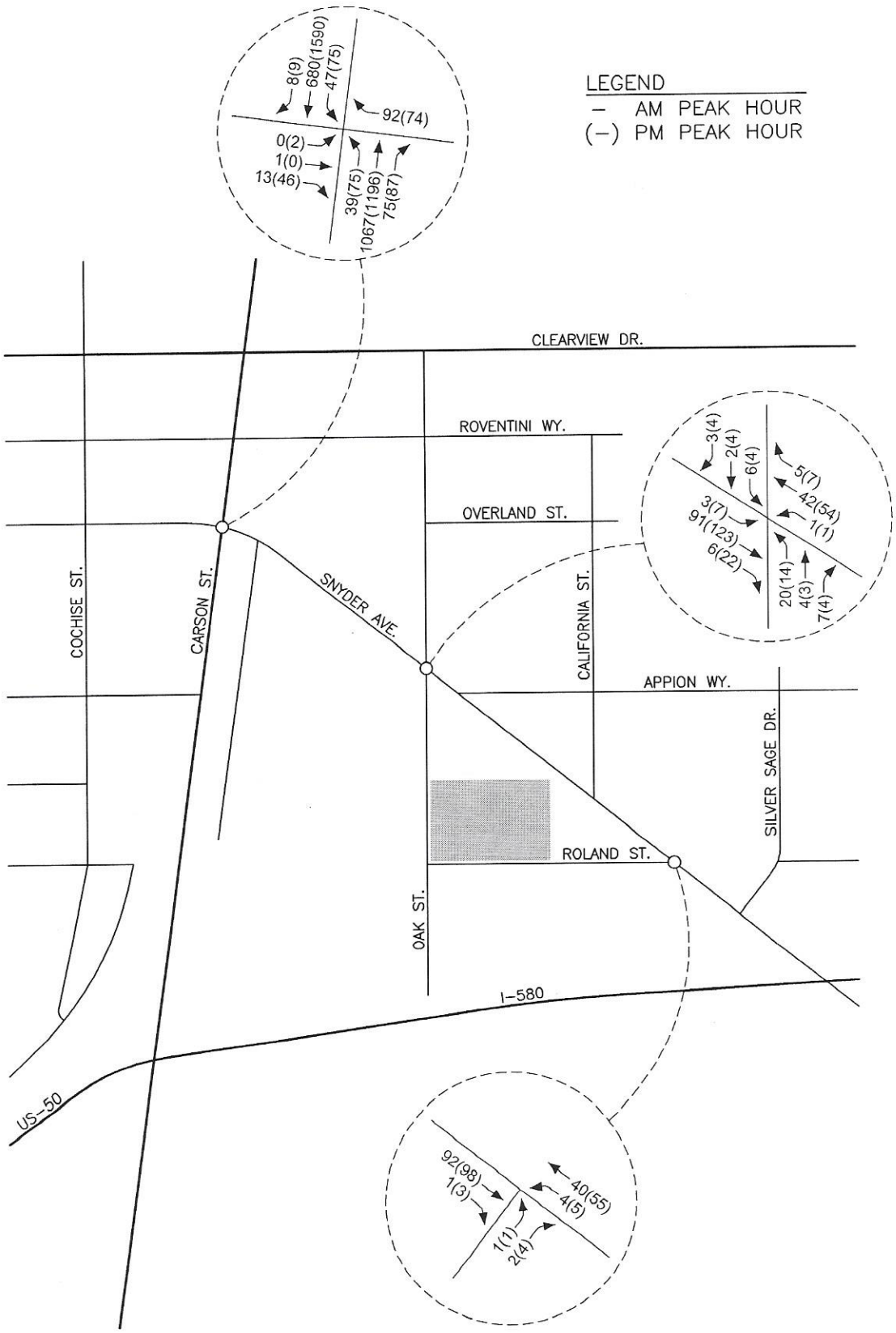
ROLAND STREET TOWNHOMES

EXISTING TRAFFIC VOLUMES

FIGURE 4

SOLAEGUI
ENGINEERS LTD.

N.T.S.



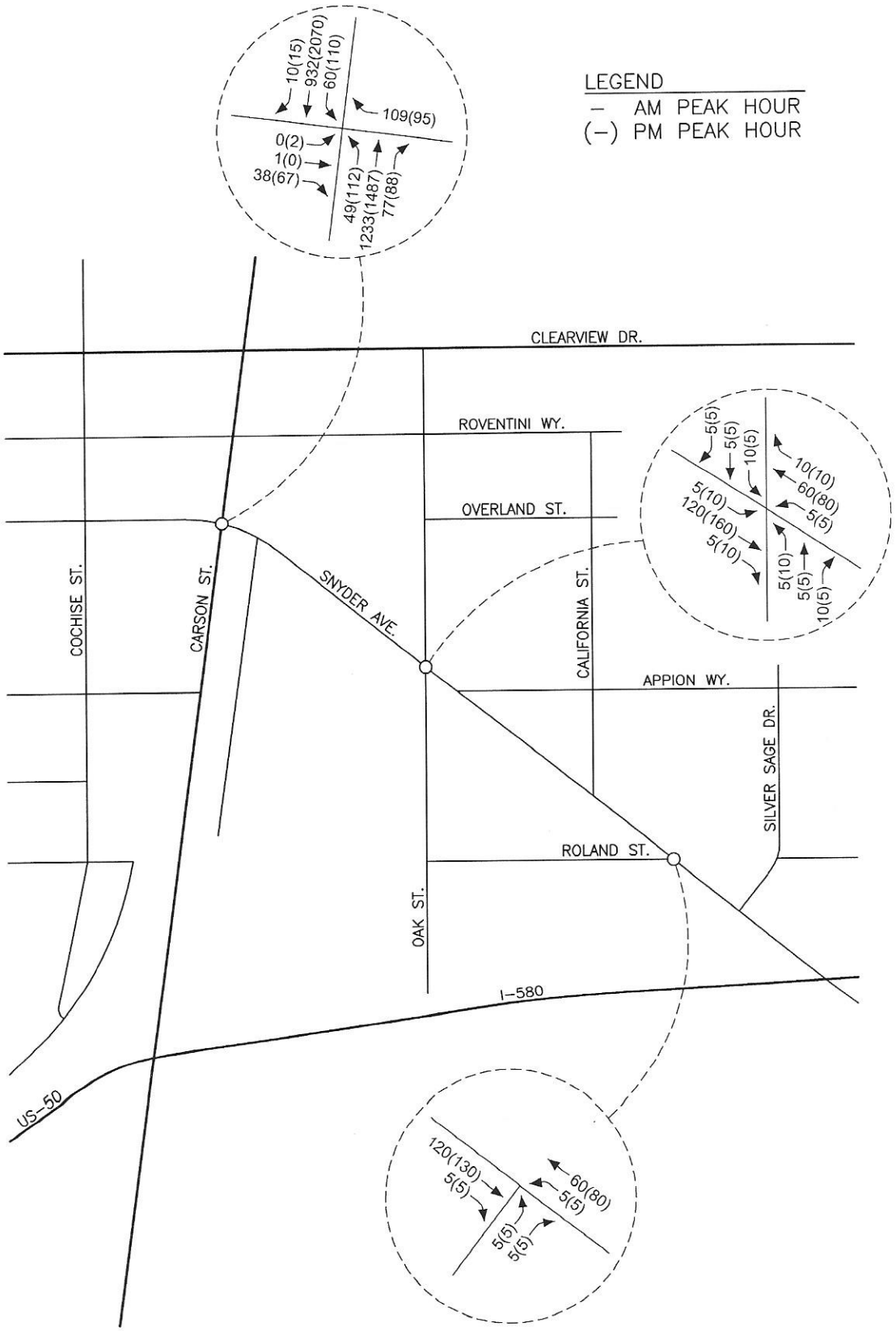
ROLAND STREET TOWNHOMES

EXISTING PLUS PROJECT TRAFFIC VOLUMES

FIGURE 5

SOLAEGUI
ENGINEERS LTD.

N.T.S.



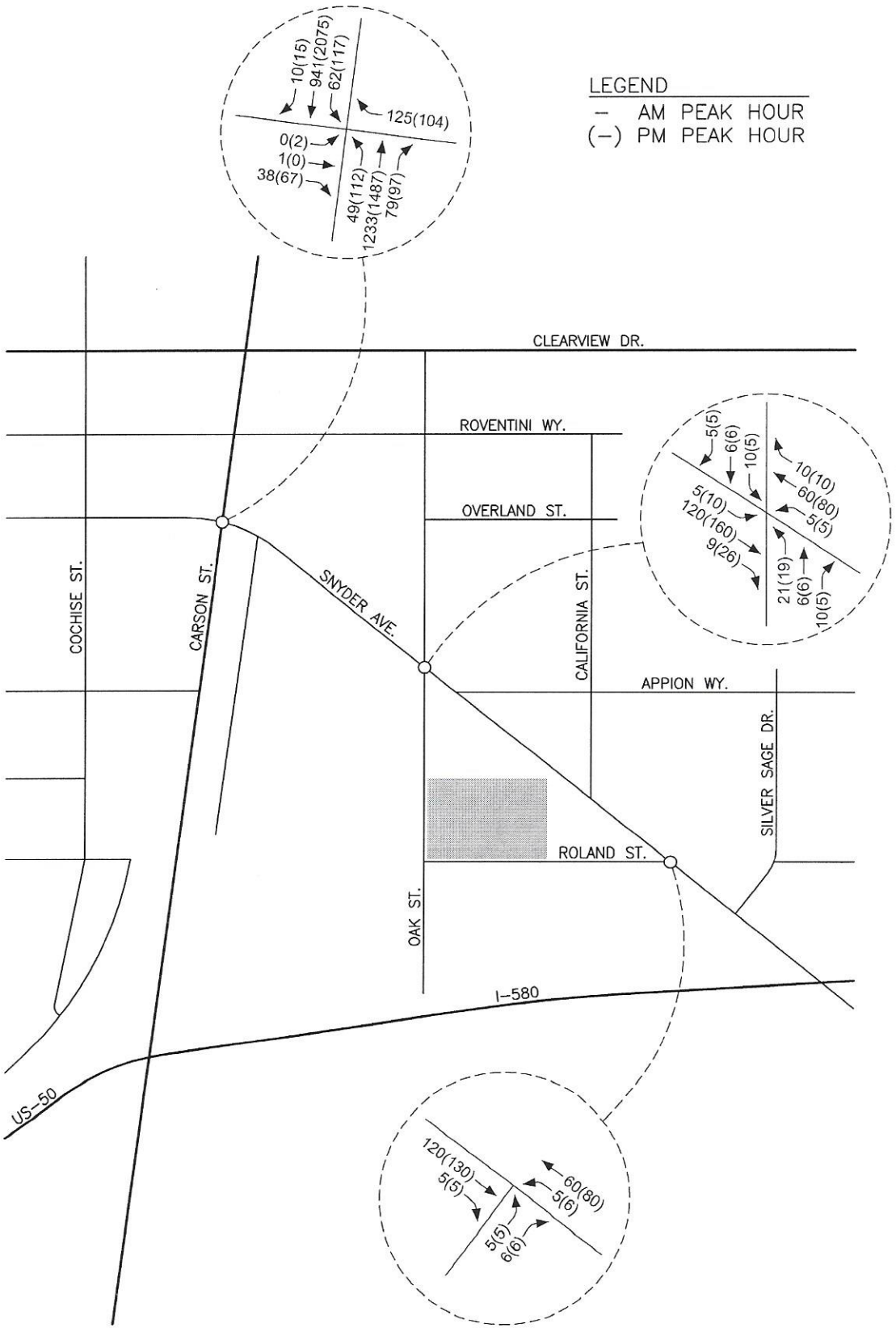
ROLAND STREET TOWNHOMES

2040 BASE TRAFFIC VOLUMES

FIGURE 6

SOLAEGUI
ENGINEERS LTD.

N.T.S.



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.

TABLE 3
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

INTERSECTION	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.

CRITICAL LANES	PROJECT AM TRIPS	PROJECT PM TRIPS
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)

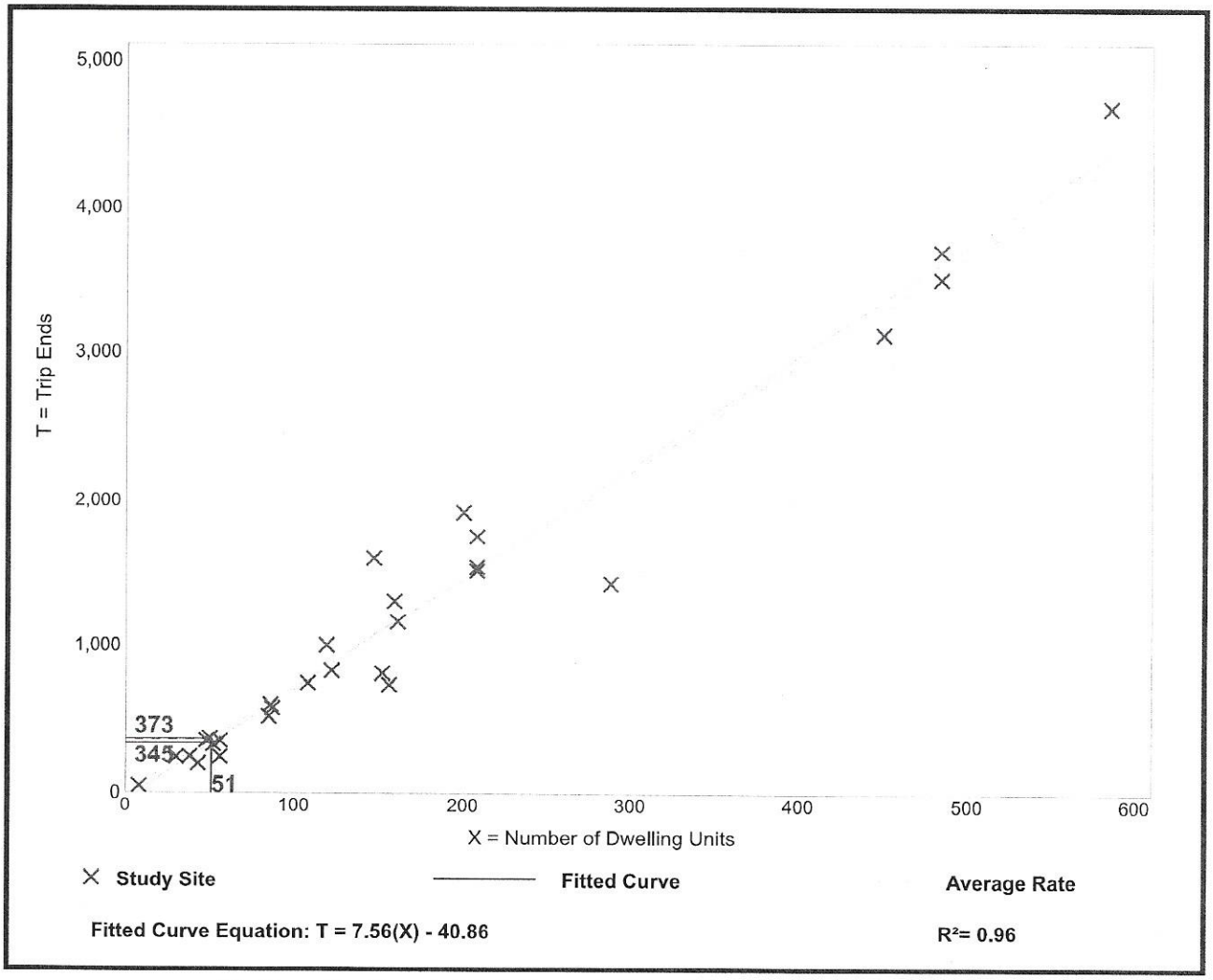
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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



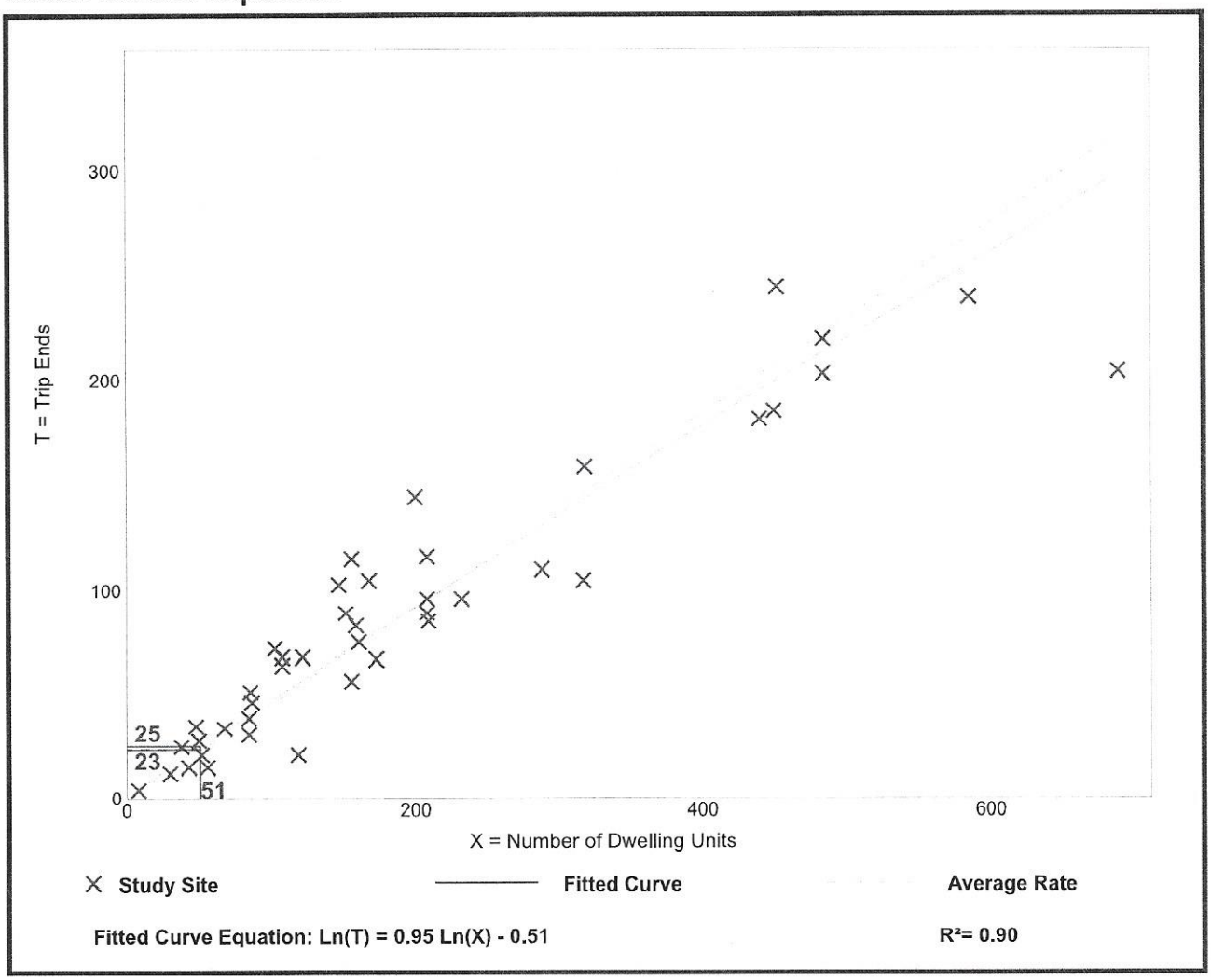
Multifamily Housing (Low-Rise)
(220)

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



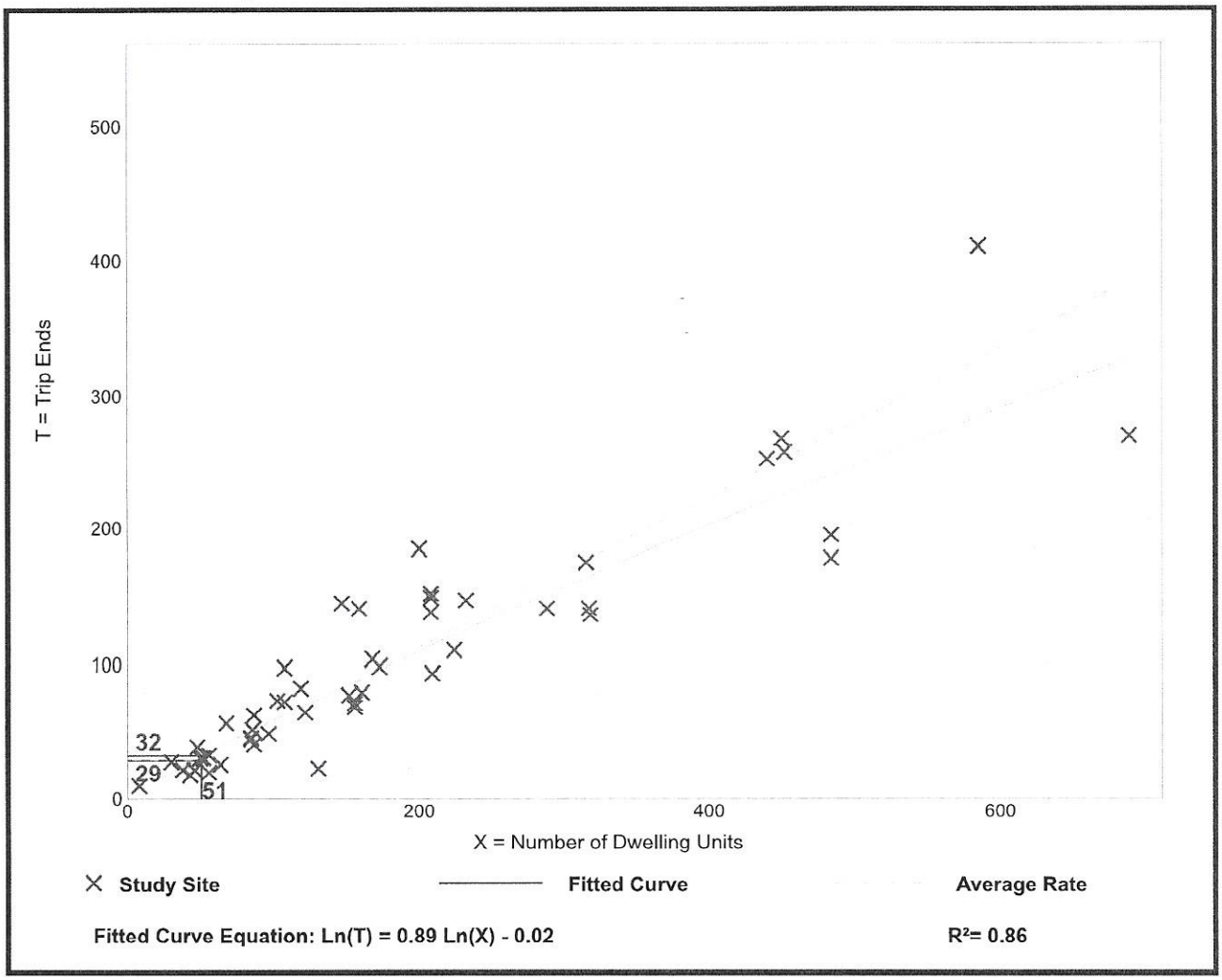
Multifamily Housing (Low-Rise)
(220)

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

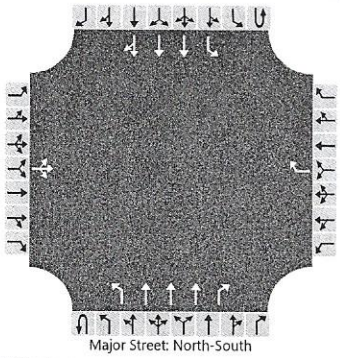
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		0	1	13				76	0	39	1067	73	0	45	671	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					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

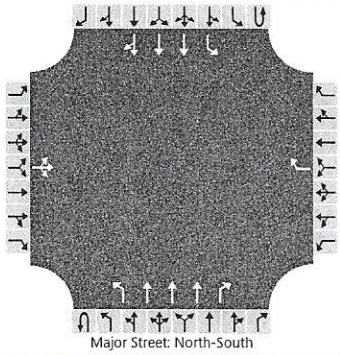
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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	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	46				65	0	75	1196	78	0	68	1585	9
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					68		79				72		
Capacity, c (veh/h)			148					362		180				265		
v/c Ratio			0.34					0.19		0.44				0.27		
95% Queue Length, Q_{95} (veh)			1.4					0.7		2.0				1.1		
Control Delay (s/veh)			41.3					17.2		39.8				23.6		
Level of Service (LOS)			E					C		E				C		
Approach Delay (s/veh)	41.3				17.2				2.2				1.0			
Approach LOS	E				C											

HCS7 Two-Way Stop-Control Report

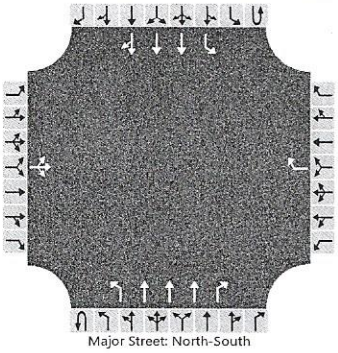
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

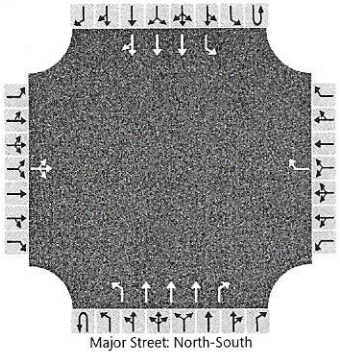
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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	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	46				74	0	75	1196	87	0	75	1590	9
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

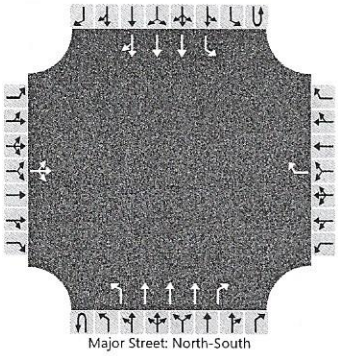
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

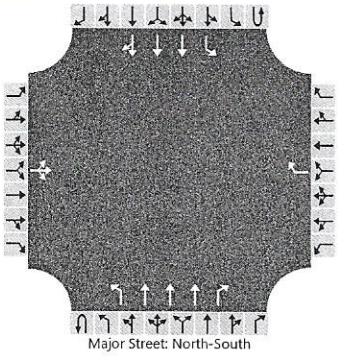
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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	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				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

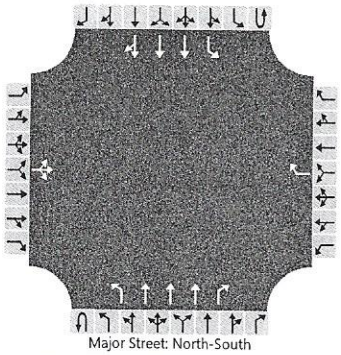
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

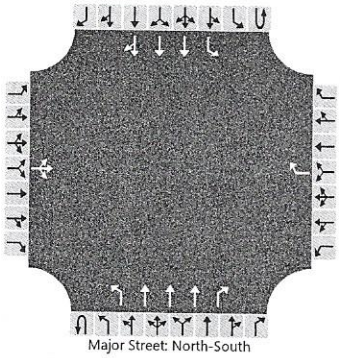
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Carson & Snyder
Jurisdiction	Carson City
East/West Street	Snyder Ave-Overland St
North/South Street	Carson Street
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

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	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

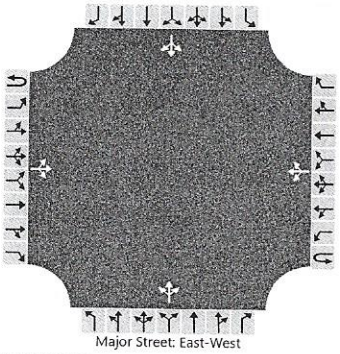
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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)		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

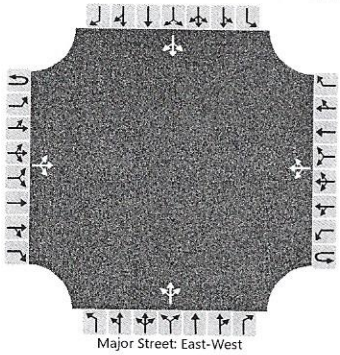
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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	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

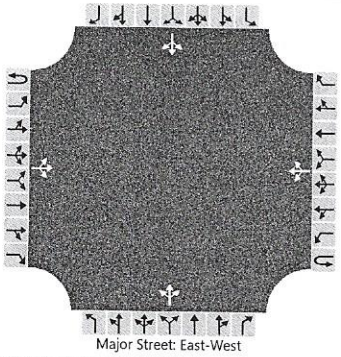
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

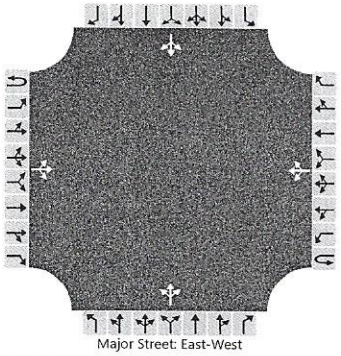
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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

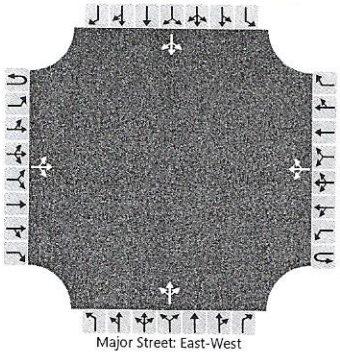
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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)		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

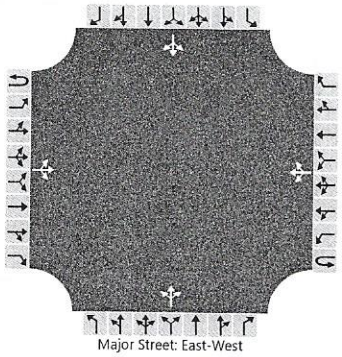
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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)		10	160	10		5	80	10		10	5	5		5	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)		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

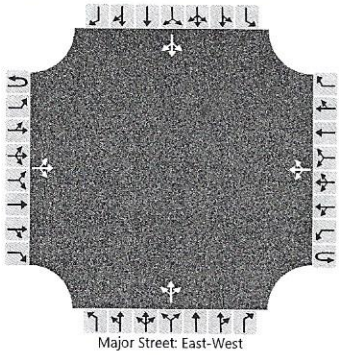
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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	9		5	60	10		21	6	10		10	6	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					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

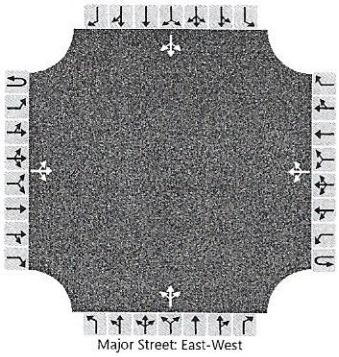
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Snyder & Oak
Jurisdiction	Carson City
East/West Street	Snyder Avenue
North/South Street	Oak Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		10	160	26		5	80	10		19	6	5		5	6	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)		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

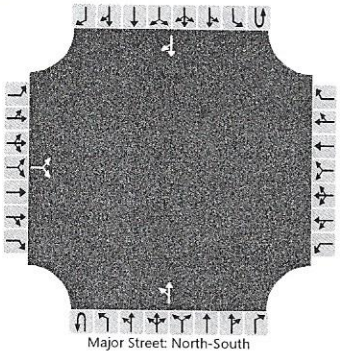
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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		1						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)			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

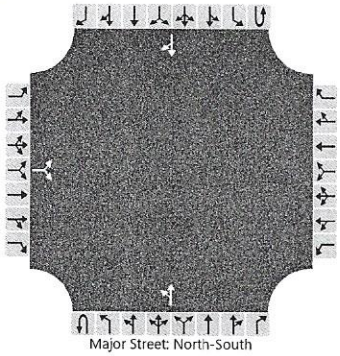
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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		3						4	55				98	3
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

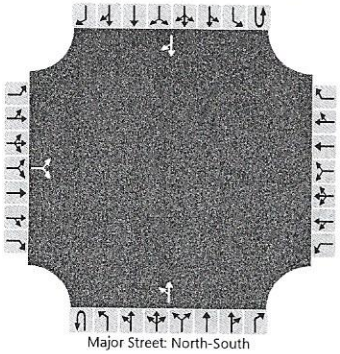
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	AM Existing + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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

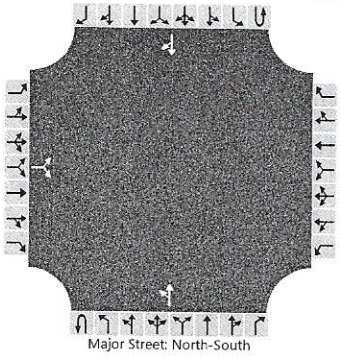
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2019
Time Analyzed	PM Existing + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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		4						5	55				98	3
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)			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

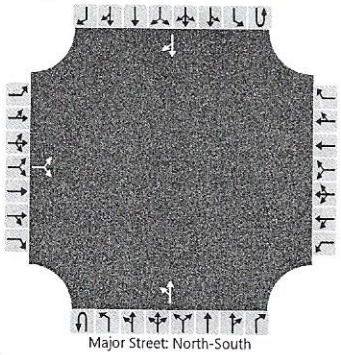
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

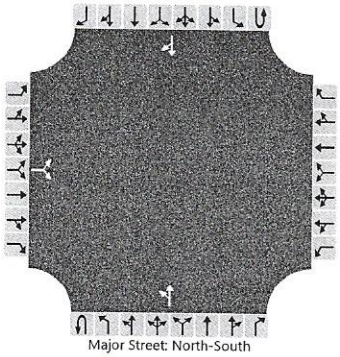
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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)		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

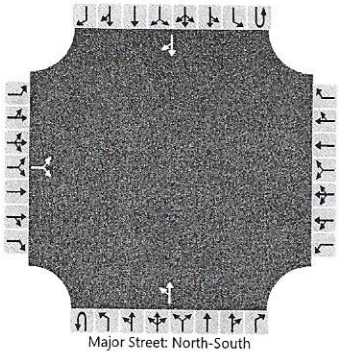
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	AM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

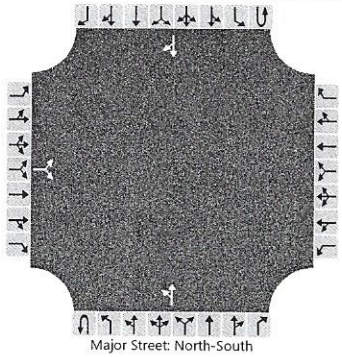
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	6/27/2019
Analysis Year	2040
Time Analyzed	PM Base + Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Snyder & Roland
Jurisdiction	Carson City
East/West Street	Roland Street
North/South Street	Snyder Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

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	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)		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

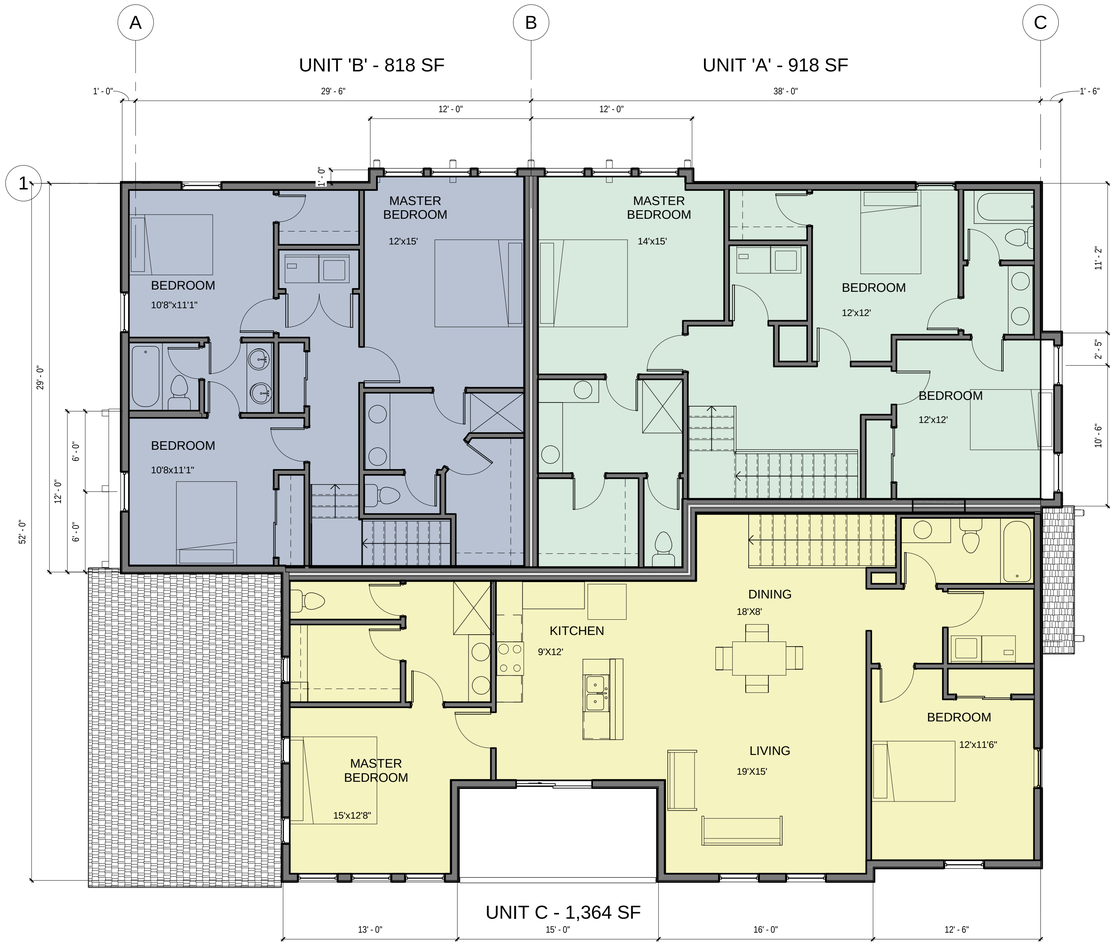
Outstanding Taxes:

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

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SILVER CREST CONDOS

Roland Street
Teramont, LLC

FRAME ARCHITECTURE PROJECT No. : 17-46
Printed: 9/1/2019 8:59:31 PM
Submitted: No
Drawn By: jf Checked By: jf
REVISION No._____ DATE_____ DESCRIPTION_____
REVISION No._____ DATE_____ DESCRIPTION_____

FRAME ARCHITECTURE**.COM**

4090 SOUTH McCARRAN BOULEVARD, UNIT E RENO NEVADA 89502 (775) 827.9977

FLOOR PLANS

A1

Side Entry Elevation

Garage Elevation

Side Entry Elevation

Yard Elevation

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Roland Street
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REVISION No._____ DATE_____ DESCRIPTION_____
REVISION No._____ DATE_____ DESCRIPTION_____

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4090 SOUTH McCARRAN BOULEVARD, UNIT E RENO NEVADA 89502 (775) 827.9977

MODEL A - ELEVATIONS

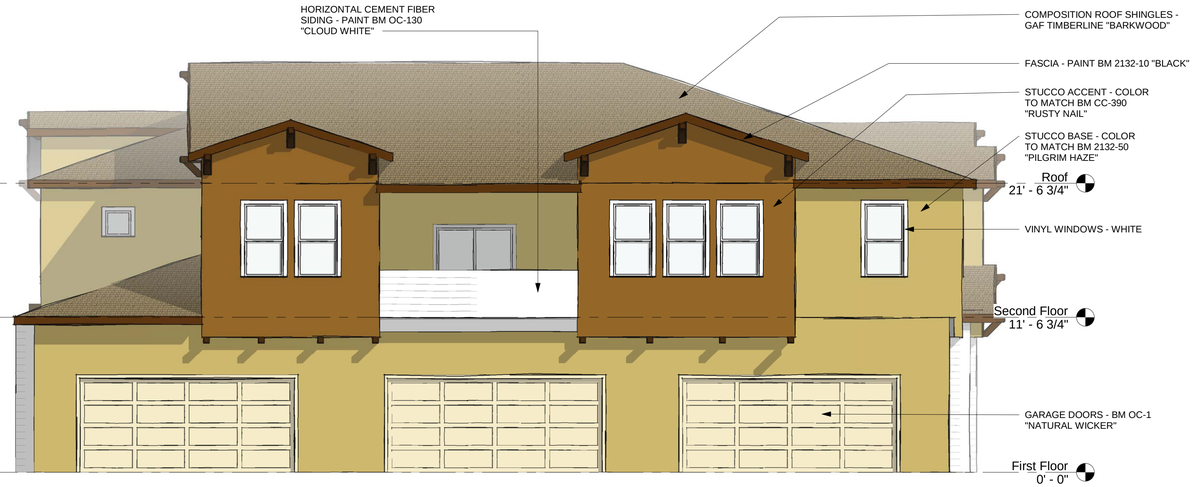
A2

Roof
21' - 6 3/4"

Second Floor
11' - 6 3/4"

First Floor
0' - 0"

Side Entry Elevation



Garage Elevation

Roof
21' - 6 3/4"

Second Floor
11' - 6 3/4"

First Floor
0' - 0"

Side Entry Elevation

Roof
21' - 6 3/4"

Second Floor
11' - 6 3/4"

First Floor
0' - 0"

Yard Elevation

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Roland Street
Teramont, LLC

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REVISION No._____ DATE_____ DESCRIPTION_____

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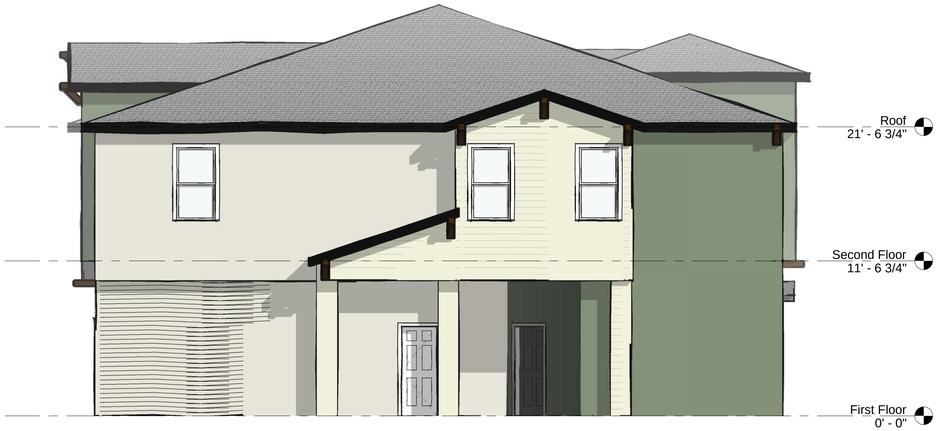
MODEL B - ELEVATIONS

A3

Side Entry Elevation

Garage Elevation



Side Entry Elevation

Yard Elevation

CONSULTANT BRANDING

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ARCHITECTURE, INC

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Teramont, LLC

FRAME ARCHITECTURE PROJECT No. :

Printed: 8/1/2019 9:11:06 PM
Submitted: No
Drawn By: Author Checked By: Checker

REVISION No._____ DATE_____ DESCRIPTION_____
REVISION No._____ DATE_____ DESCRIPTION_____

FRAME ARCHITECTURE**.COM**
4090 SOUTH McCARRAN BOULEVARD, UNIT E RENO NEVADA 89502 (775) 827.9977

MODEL C - ELEVATIONS

A4

OLWX2 LED
LED Wall Luminaire

Catalog Number

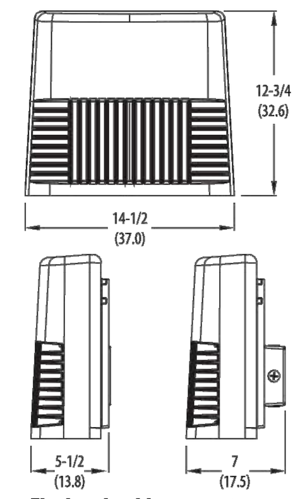
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Width:	14-1/2" (37.0 cm)
Height:	12-3/4" (32.6 cm)
Depth:	5-1/2" (13.8 cm)
Weight:	15.4 lbs (6.9 kg)



Flush or backbox mount

Introduction

As versatile as it is efficient, the OLWX2 is designed to replace up to 400W metal halide while saving over 83% in energy costs. It combines multiple mounting options with the latest generation of LEDs for a wall pack luminaire which is a whole lot more. Whether you are mounting it to a recessed junction box, conduit/through wiring, as an uplight, as a downlight, or as a floodlight – the OLWX2 has you covered.

Ordering Information

EXAMPLE: OLWX2 LED 150W 50K DDB

OLWX2 LED					
Series	**Performance Package**	**Color Temperature**	**Voltage**	**Controls**	**Finish**
OLWX2 LED	90W 78 watts 150W 150 watts	40K 4000 K [1] 50K 5000 K	(blank) MVOLT [2] 120 120V [3] 347 347V	(blank) None PE 120V Button Photocell [1,3]	DDB Dark bronze

Accessories
Ordered and shipped separately.

OLWX2TS	Slipfitter – size 2
OLWX2YK	Yoke – size 2

NOTES
1 Not available with 347V option.
2 MVOLT driver operates on any line voltage from 120-277V (50/60Hz).
3 Specify 120 when ordering with photocell (PE option).

FEATURES & SPECIFICATIONS

INTENDED USE
The versatile design of the OLWX2 LED combines a sleek, low-profile wall pack and high-output LEDs to provide an energy efficient, low maintenance LED wall pack suitable for replacing up to 400W metal halide luminaires. Available floodlight mounting accessories convert the OLWX2 LED into a highly efficient floodlight.

OLWX2 LED is ideal for outdoor applications such as building perimeters, loading areas, driveways and sign and building floodlighting.

CONSTRUCTION
Rugged cast-aluminum housing with dark bronze polyester powder paint for lasting durability. Integral heat sinks optimize thermal management through conductive and convective cooling. LED's are protected behind a glass lens. Housing is sealed against moisture and environmental contaminants (IP65).

OPTICS
High-performance LEDs behind clear glass for maximum light output. Light engines are available in nominal 4000 K and 5000 K configurations. See Lighting Facts label and photometry reports for specific fixture performance.

ELECTRICAL
Light engine consists of four high-efficiency Chip On Board (COB) LED's with integrated circuit boards mounted directly to housing to maximize heat dissipation and promote long life (L76/100,000 hours at 25°C). Electronic driver has a power factor of >90% and THD <20% and a minimum 2.5kV surge rating. Floodlight mounting accessories include an additional 6kV surge protection device.

INSTALLATION
Easily mounts to recessed junction boxes with included wall mount bracket, or for surface mounting and conduit entry with included junction box that has four 1/2" threaded conduit entry hubs. Floodlight mounting accessories (sold separately) include integral slipfitter and yoke mounting options. Each flood mount accessory comes with a top visor and vandal guard. Luminaire may be wall or ground mounted in downward or upward orientation.

LISTINGS
UL Listed to U.S. and Canadian safety standards for wet locations. Rated for -40° C minimum ambient. Tested in accordance with IESNA LM-79 and LM-80 standards.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY
5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Performance Data

Lumen Output
Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts.

Fixture Model Number	CCT	System Watts	Lumens	LPW	B	U	G	CRI
OLWX2 LED 90W 40K	4000 K	78W	9,900	127	3	0	1	>70
OLWX2 LED 90W 50K	5000 K	78W	10,000	128	3	0	1	>70
OLWX2 LED 150W 40K	4000 K	147W	18,000	122	3	0	1	>70
OLWX2 LED 150W 50K	5000 K	147W	18,200	147	3	0	1	>70

Lumen Ambient Temperature (LAT) Multipliers
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

	0°C	10°C	20°C	25°C	30°C	40°C
78W	1.06	1.04	1.01	1.00	0.99	0.97
150W	1.06	1.04	1.01	1.00	0.99	0.96

Electrical Load

Fixture Model Number	Rated Power (watts)	Current (A) 120V	208V	240V	277V	347V
OLWX2 LED 90W	78W	0.78	0.45	0.40	0.35	0.28
OLWX2 LED 150W	147W	1.30	0.75	0.65	0.57	0.46

Projected LED Lumen Maintenance
Data references the extrapolated performance projections in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
OLWX2 LED 90W	1.00	0.95	0.91	0.85
OLWX2 LED 150W	1.00	0.93	0.87	0.76

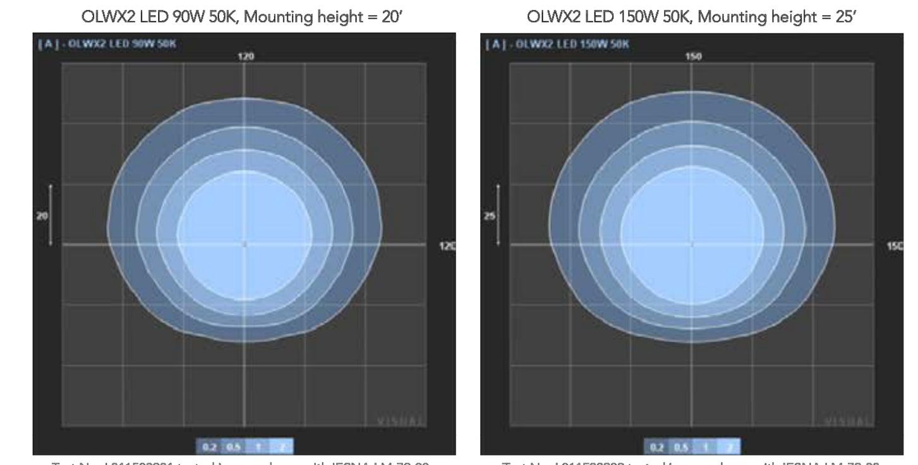
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting OLWX2 LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards

LEGEND
0.2 fc
0.5 fc
1.0 fc
2.0 fc

OLWX2 LED 90W 50K, Mounting height = 20'

OLWX2 LED 150W 50K, Mounting height = 25'



Test No. L011503901 tested in accordance with IESNA LM-79-08.

Test No. L011503902 tested in accordance with IESNA LM-79-08.

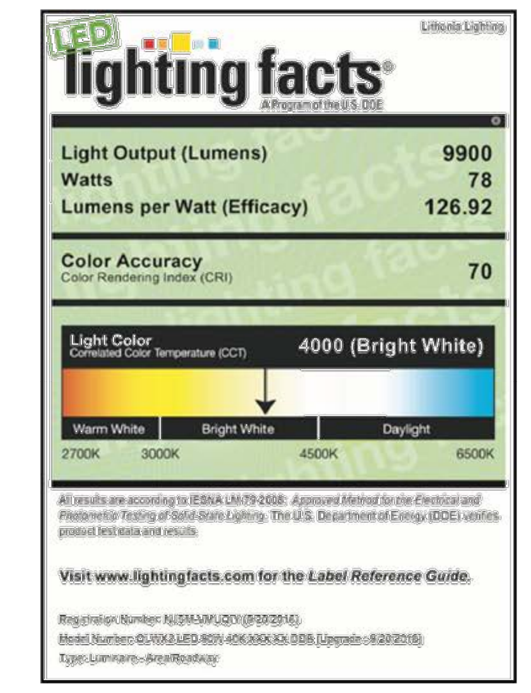
Accessories

OLWX2TS
Slipfitter – size 2
Standard size tenon is 2 1/8".
The slip fitter has a range of 2" to 2 3/8".

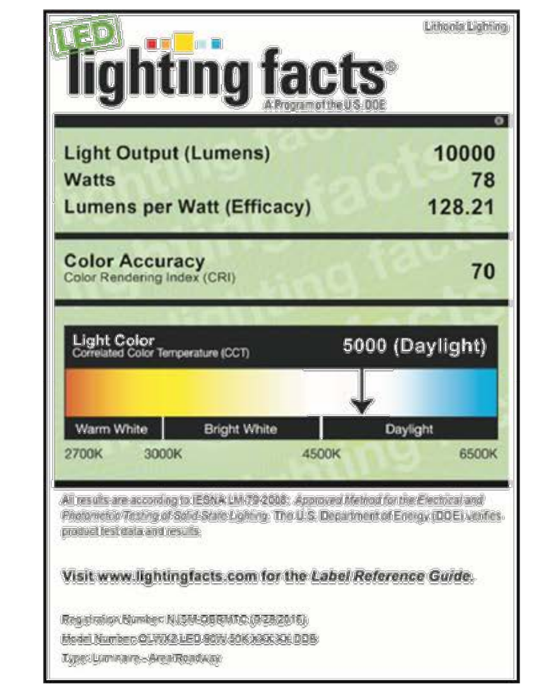
OLWX2YK
Yoke – size 2

Lighting Facts Labels

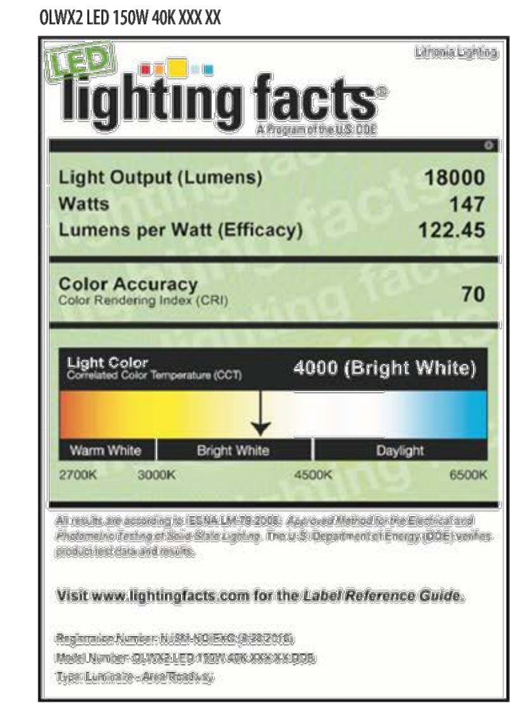
OLWX2 LED 90W 40K XXX XX



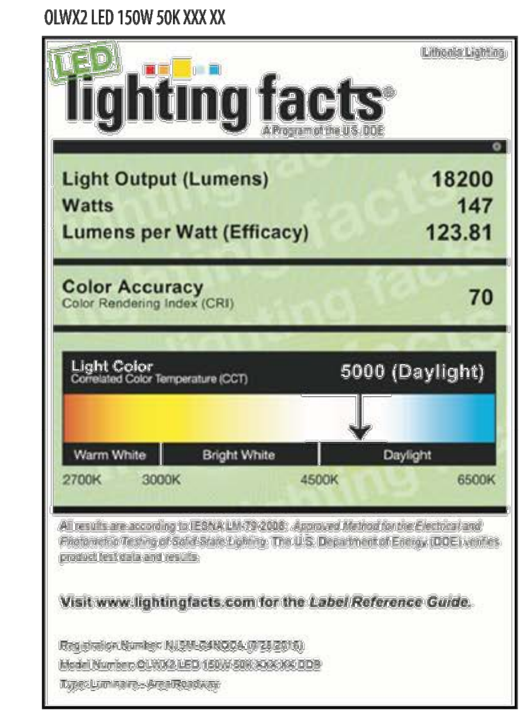
OLWX2 LED 90W 50K XXX XX



OLWX2 LED 150W 40K XXX XX



OLWX2 LED 150W 50K XXX XX



LIGHTING FIXTURE SCHEDULE

LIGHTING FIXTURE CATALOG NUMBERS ARE SERIES TYPE ONLY. PROVIDE TRIMS, BALLASTS, MOUNTING EQUIPMENT, FITTINGS AND LAMPS AS REQUIRED BY THE SPECIFICATIONS AND PROJECT CONDITIONS FOR A COMPLETE INSTALLATION. THIS IS NOT A STANDALONE SCHEDULE AND FIXTURES MUST INCORPORATE ALL WORK INDICATED OR IMPLIED THROUGHOUT THE DRAWINGS AND SPECIFICATIONS.

TYPE	SYMBOL	SKETCH	DESCRIPTION AND MANUFACTURER
L1			LED WALL PACK WITH FLAT LENS AND TYPE 3 OPTIC. COLOR BY ARCHITECT. XX XX **MOUNTING HEIGHT:** 12'–0" AFF **LAMP:** 150 WATT LED (4000K) **VOLTAGE:** MVOLT **MANUFACTURER:** LITHONIA: OLWX2 LED 150W 40K **SUBSTITUTIONS:** ○ OR EQUAL ◉ SUBJECT TO REVIEW ○ NO EQUAL

JP #19118
JP ENGINEERING
10597 Double R Blvd. Ste. 1
Reno, Nevada 89521
P: 775.852.2337
F: 775.852.2352

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ARCHITECTURE, INC

ARCHITECTURAL STAMP

SILVER CREST CONDOS

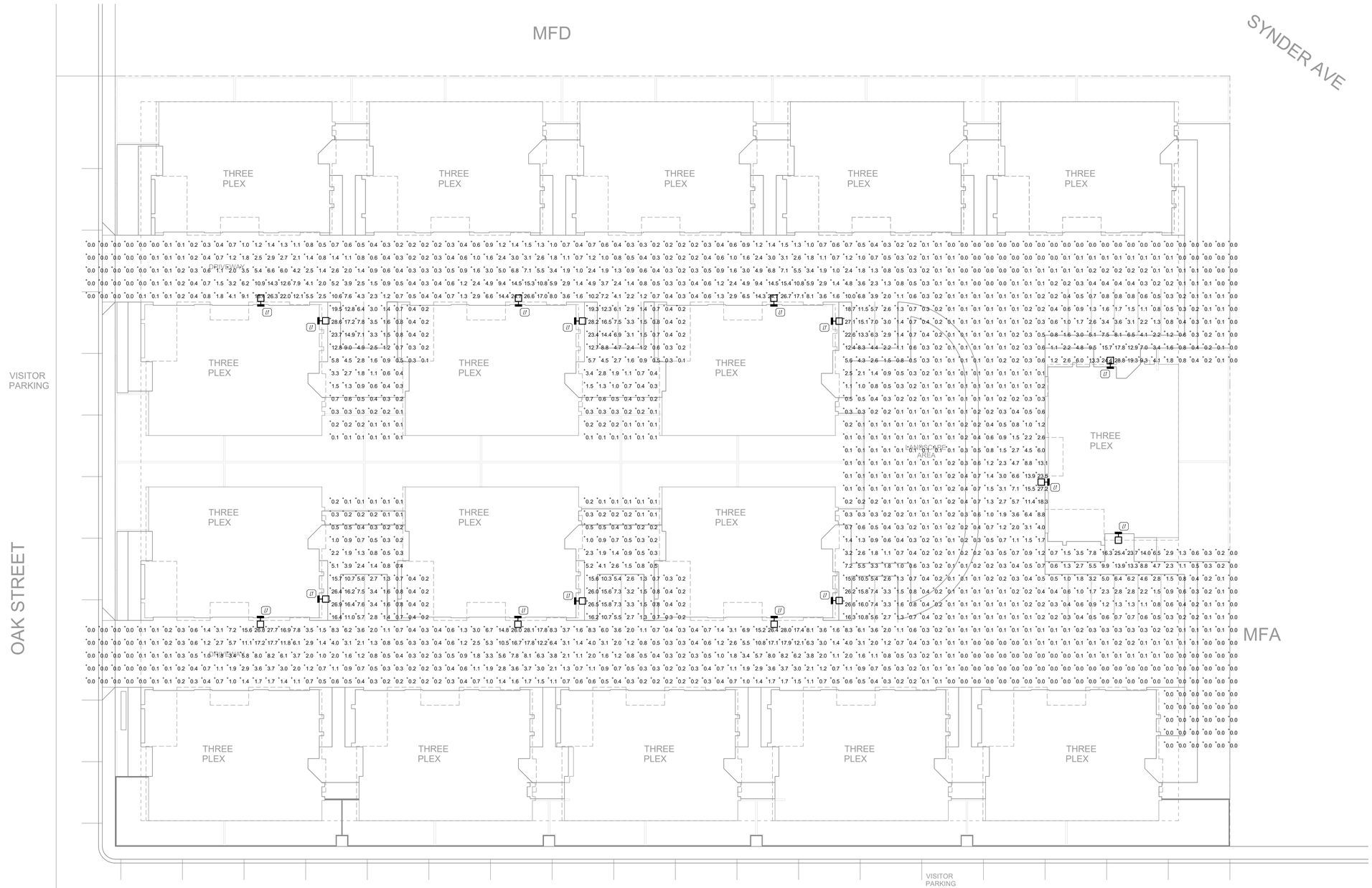
Roland Street
Teramont, LLC

FRAME ARCHITECTURE PROJECT No. :
Printed:
Submitted: No
Drawn By: RLP Checked By: JPS
REVISION No.______ DATE____________ DESCRIPTION____
REVISION No.______ DATE____________ DESCRIPTION____

FRAME ARCHITECTURE.COM
4090 SOUTH McCARRAN BOULEVARD, UNIT E RENO NEVADA 89502 (775) 827.9977

FIXTURE SCHEDULE AND LIGHTING SPECIFICATION SHEETS

E1



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

N

SITE LIGHTING PHOTOMETRIC VALUES

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

JP #19118
JP ENGINEERING
10597 Double R Blvd, Ste. 1
Reno, Nevada 89521
P: 775.852.2337
F: 775.852.2352

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SITE LIGHTING PHOTOMETRIC STUDY

E2

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

FILE # SUP - -

APPLICANT	PHONE #
Teramont, LLC	(530) 448-6210

MAILING ADDRESS, CITY, STATE, ZIP
15155 Redmond Loop, Reno, NV 89511

EMAIL ADDRESS
roger@rempfer.com

PROPERTY OWNER	PHONE #
Teramont, LLC	(530) 448-6210

MAILING ADDRESS, CITY, STATE, ZIP
15155 Redmond Loop, Reno, NV 89511

EMAIL ADDRESS
roger@rempfer.com

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

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

EMAIL ADDRESS
rachel@rci-nv.com

FOR OFFICE USE ONLY:

CCMC 18.02.080

SPECIAL USE PERMIT

FEE*: **$2,450.00 MAJOR**
$2,200.00 MINOR (Residential zoning districts)
+ noticing fee
***Due after application is deemed complete by staff**

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

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

CD or USB DRIVE with complete application in PDF

Application Received and Reviewed By:

_____

Submittal Deadline: 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.

Project's Assessor Parcel Number(s):	Street Address	
009-197-02	150 E. Roland St.	
Project's Master Plan Designation	**Project's Current Zoning**	**Nearest Major Cross Street(s)**
High Density Residential	MFA	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 15155 REDMOND LOOP RENO NV 89511 Date 07.17.19

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 _____

DAWN ARAGON
NOTARY PUBLIC
STATE OF NEVADA
No. 19-2069-3 My Appt. Exp. April 19, 2023

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.

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	Date
	ROGER K. REMPFER	07.17.19

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

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 (19-205.3)
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.

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.

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.

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

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)?

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.

- ✓ 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.

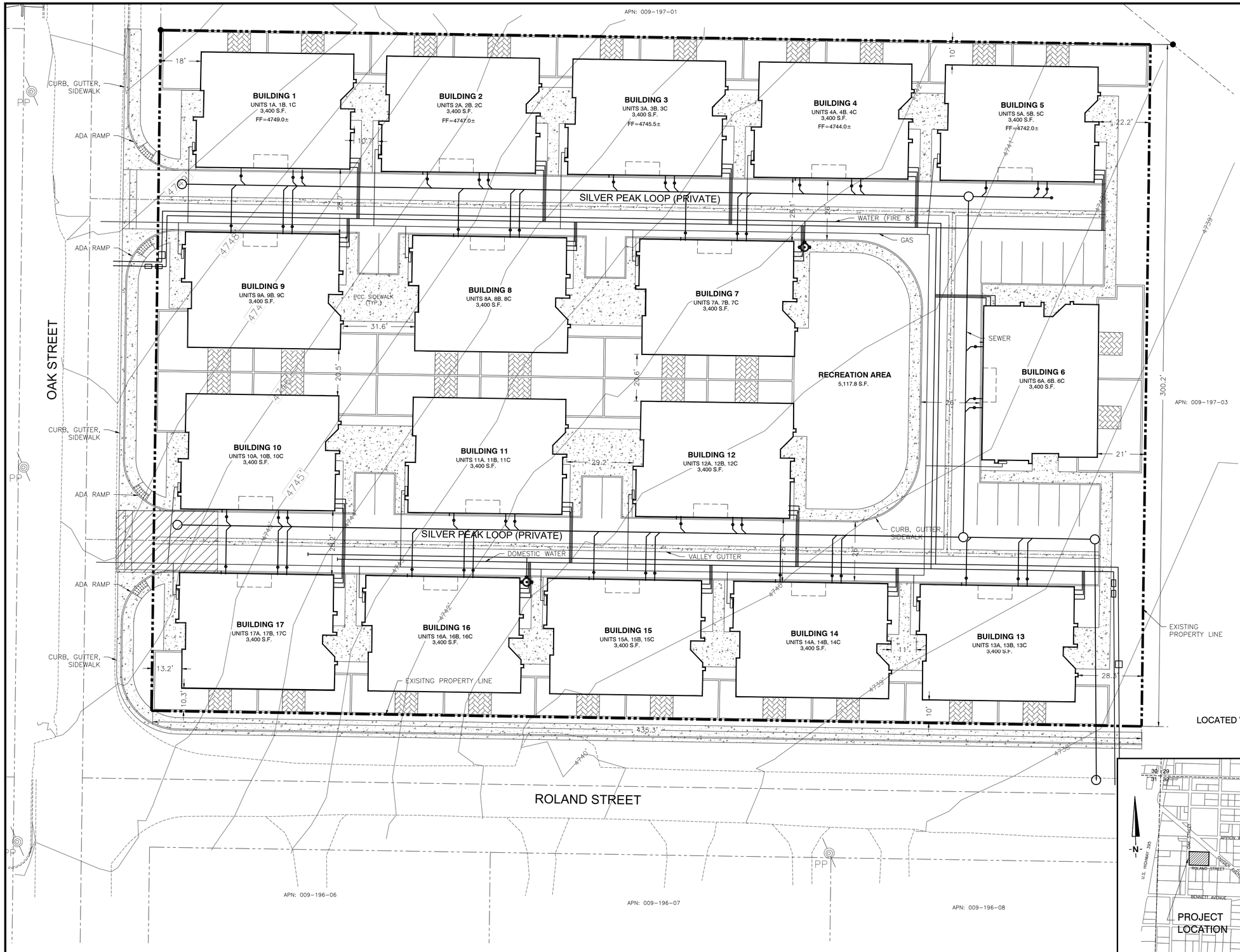
- ✓ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

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



SITE INFORMATION

APN: 009-197-02
150 EAST ROLAND STREET
CARSON CITY, NV 89701

APPLICANT

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

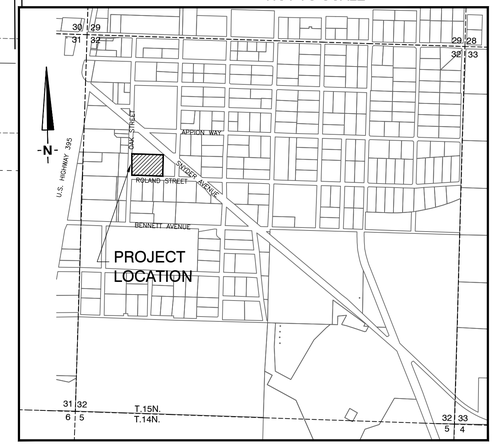
ENGINEER

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

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

VICINITY MAP

NOT TO SCALE



Engineering • Surveying • Water Rights
Resources • Environmental Services
www.rci-nv.com
Lake Tahoe
276 Kingsbury Grade, Ste. 206
Stateline, NV 89449
775-588-7500
Carson City
340 N. Minnesota St.
Carson City, NV 89703-4152
775-883-1600
RCI
Resource Concepts Inc.

DATE
REVISION

SPECIAL USE PERMIT
Silver Crest Condominiums
Carson City, Nevada

Site Plan

REGISTERED PROFESSIONAL ENGINEER
RACHEL D. KRYDER
EXP. 06/30/21
CIVIL
No. 21113
STATE OF NEVADA
7-18-19

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

Sheet 1 of 1

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

(E) FH

4750

4740

10' - 0"

THREE PLEX

DRIVEWAY

20' - 0"

LANDSCAPE AREA

MFA

OAK STREET

10' - 0"

ENTRY MONUMENT SIGN

(E) UNPAVED DRIVE

MFA

VISITOR PARKING

SF1A

(E) S.S. MANHOLE

(E) UNPAVED DRIVE

ROLAND STREET

(E) FH

(E) PAVED DRIVE

SF1A

MAJOR PROJECT REVIEW - SITE PLAN

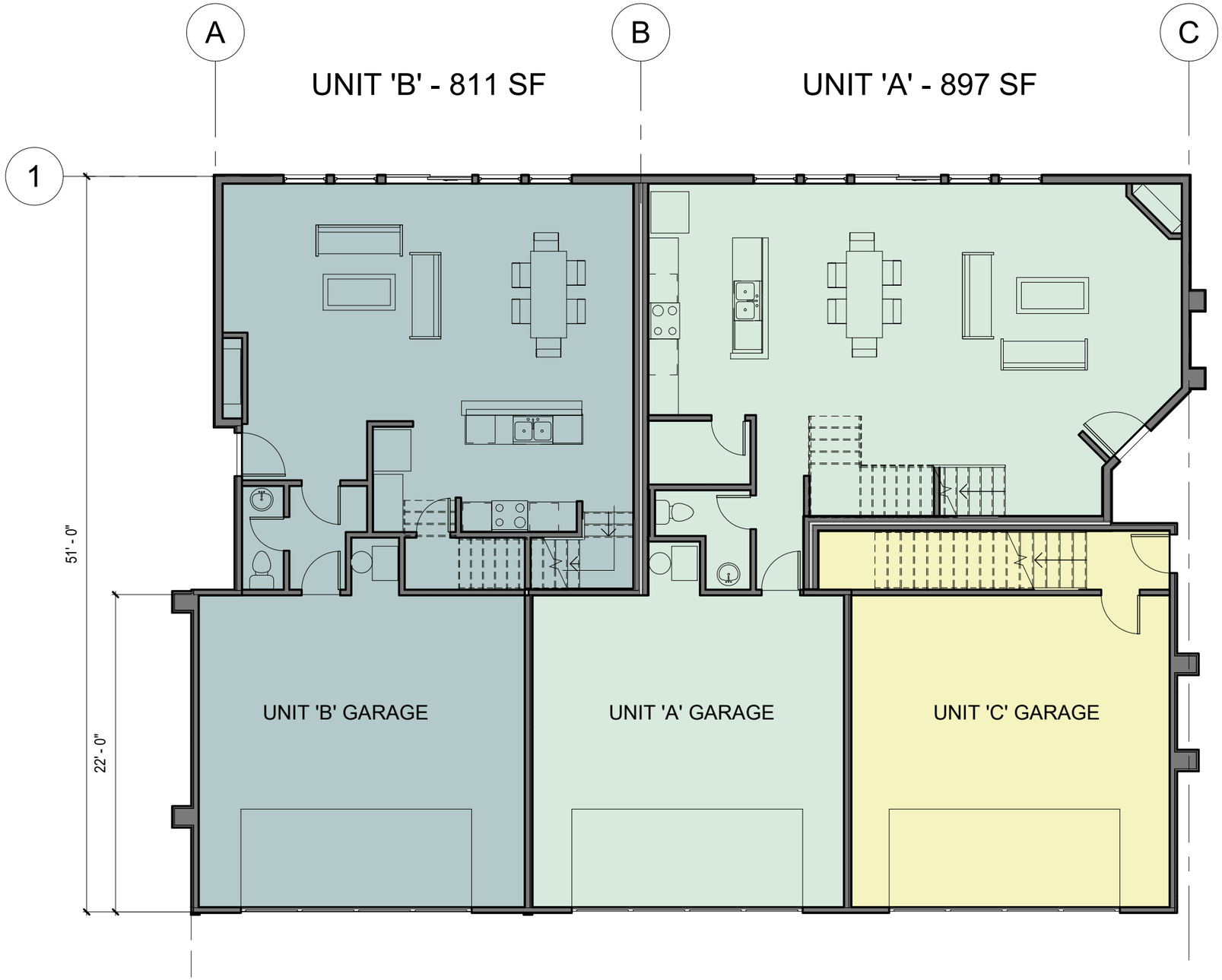
ROLAND STREET TOWNHOMES

C1

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

03-04-2019



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
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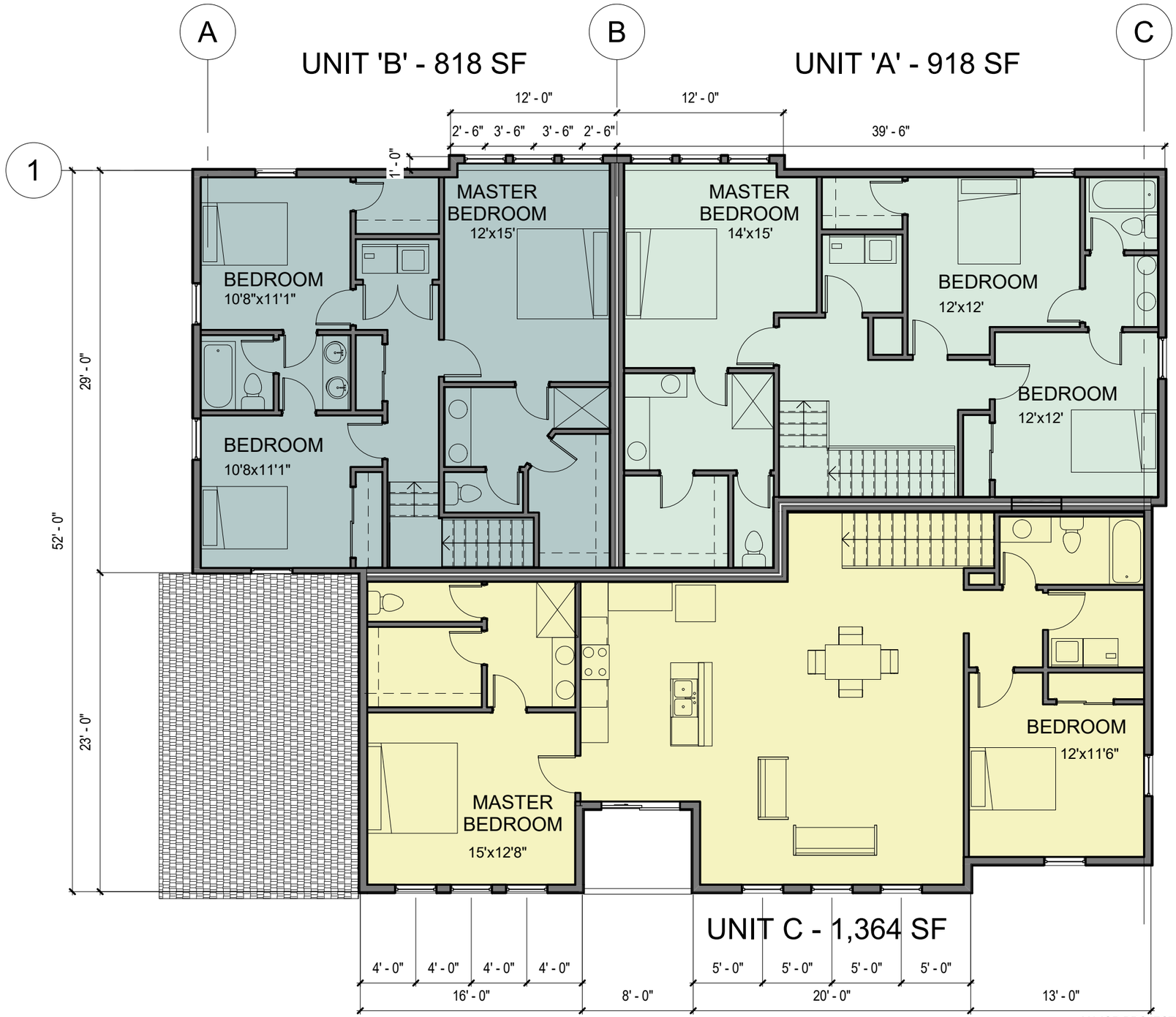
MAJOR PROJECT REVIEW - GROUND LEVEL FLOOR PLAN

ROLAND STREET TOWNHOMES

03-04-2019

A1



MAJOR PROJECT REVIEW - LEVEL 2 FLOOR PLAN

ROLAND STREET TOWNHOMES

A2

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 8:08:19 AM

03-04-2019

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

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

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
3/18/2019 3:37:20 PM

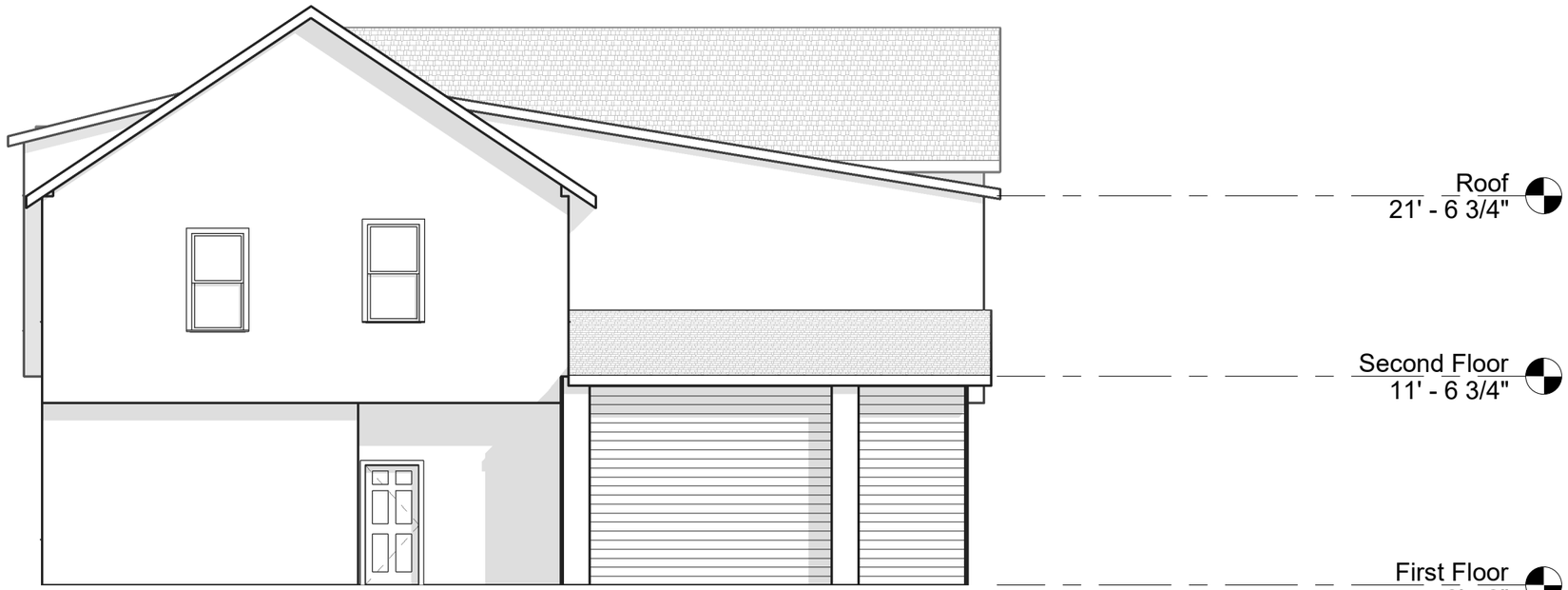
MAJOR PROJECT REVIEW - ELEVATIONS

ROLAND STREET TOWNHOMES

03-04-2019

A6

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



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

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
3/18/2019 3:37:50 PM

MAJOR PROJECT REVIEW - ELEVATIONS

ROLAND STREET TOWNHOMES

03-04-2019

A7

Attachment D – Special Use Permit Findings

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:	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.

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.

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 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.

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

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

Attachment F – Project Impact Reports

Resource Concepts Inc
Engineering • Surveying • Water Rights
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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

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.

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.

Attachment A – Assessor Parcel Information

Assessor Parcels Report: 00919702

Parcel Location

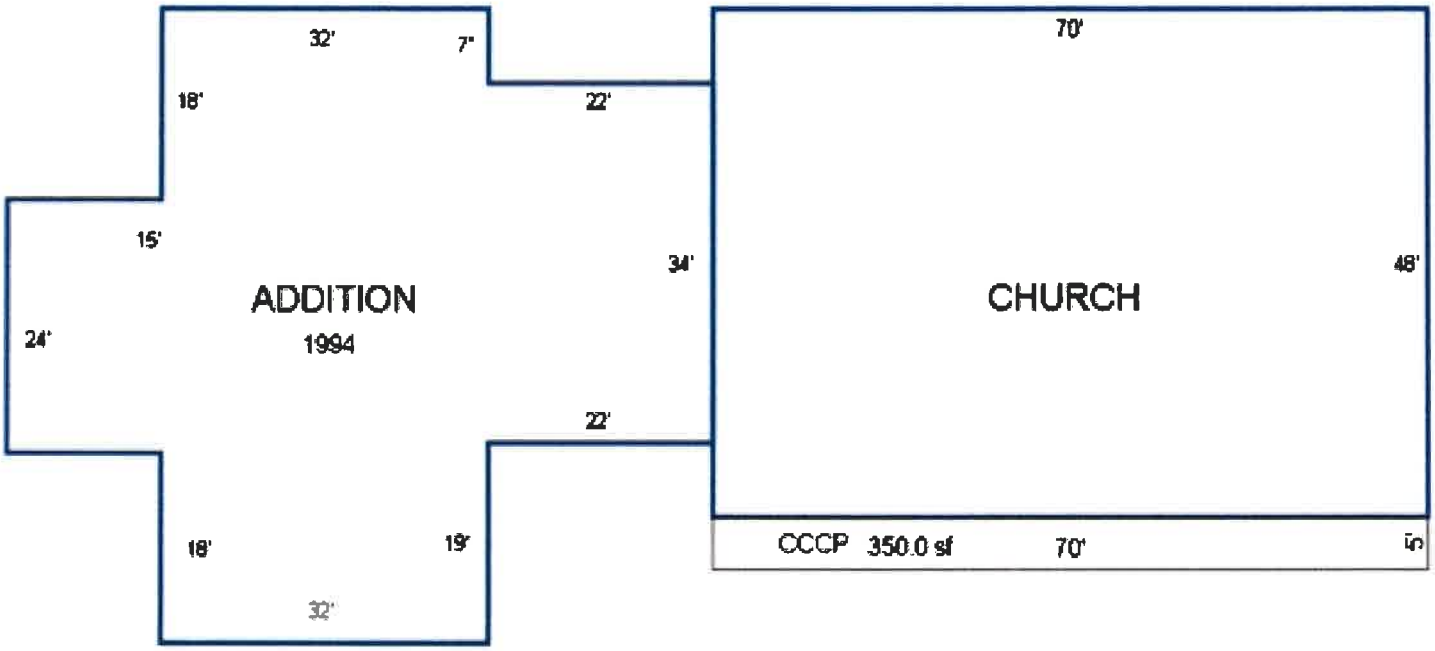
Parcel Map

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

Report Generated: 7/17/2019 15:16:54 PM

Building Sketch

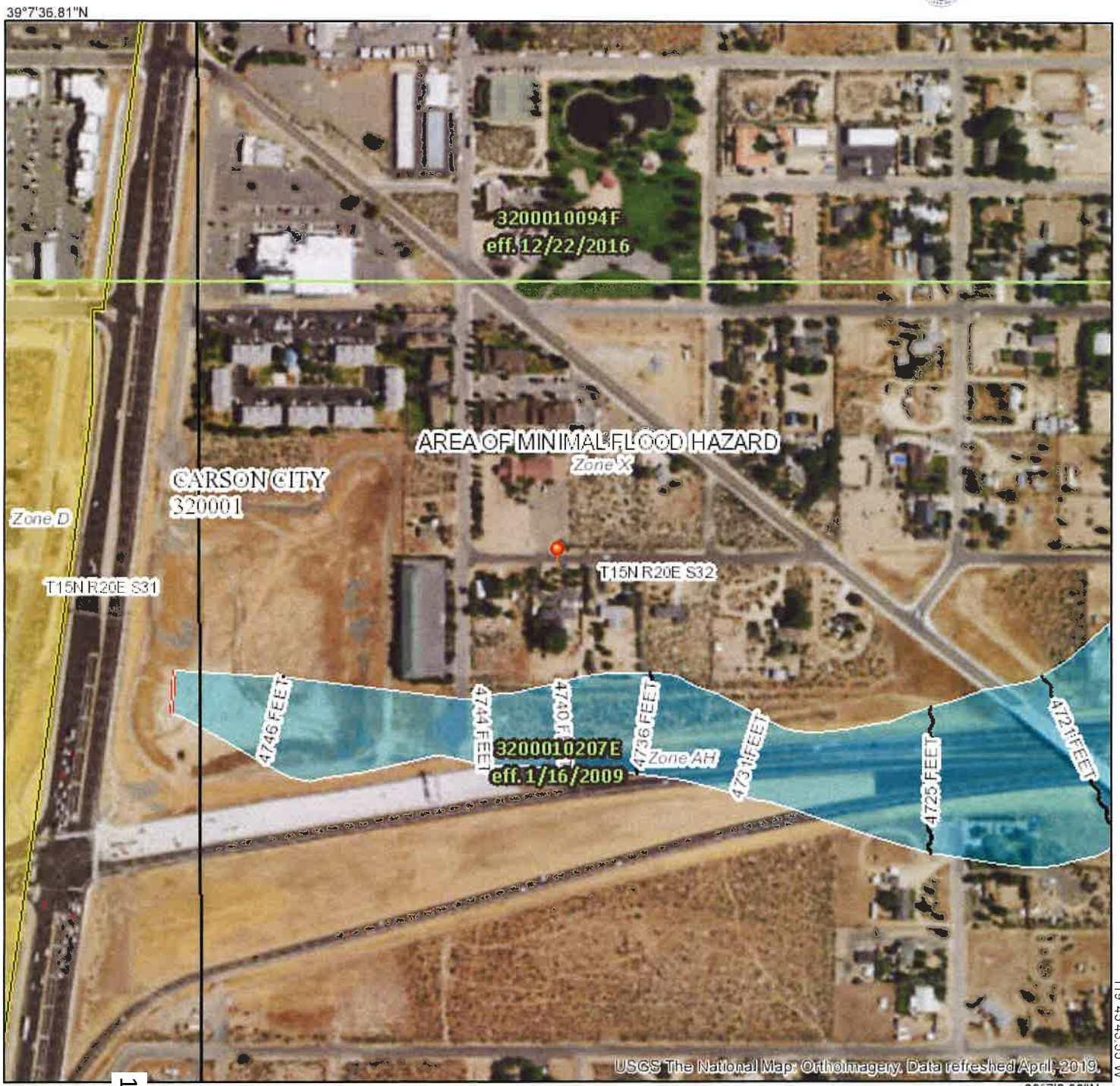
Parcel Report: 00919702



Attachment B – FIRMette Map

National Flood Hazard Layer FIRMette

FEMA



0 250 500 1,000 1,500 2,000 Feet

1:6,000

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
- OTHER AREAS OF FLOOD HAZARD
  - 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 Zone
  - 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
- OTHER AREAS
  - NO SCREEN Area of Minimal Flood Hazard Zone X
  - Effective LOMRs
  - Area of Undetermined Flood Hazard Zone
- GENERAL STRUCTURES
  - Channel, Culvert, or Storm Sewer
  - Levee, Dike, or Floodwall
- OTHER FEATURES
  - 20.2 / 17.5 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
- MAP PANELS
  - Digital Data Available
  - No Digital Data Available
  - Unmapped

N

The pin displayed on the map is an approximat point selected by the user and does not repres 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.

Attachment C – Architectural Renderings

① Garage Elevation
1/8" = 1'-0"

② Side Entry Elevation
1/8" = 1'-0"

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

BIM 360://Roland Street Condominiums/Roof design 2l.rvt
7/16/2019 4:03:06 PM

MAJOR PROJECT REVIEW - ELEVATIONS

ROLAND STREET TOWNHOMES

07-16-2019

A6

1 Rear Yard Elevation
1/8" = 1'-0"

2 Side Entry Elevation
1/8" = 1'-0"

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

BIM 360://Roland Street Condominiums/Roof design 2l.rvt
7/16/2019 4:03:09 PM

MAJOR PROJECT REVIEW - ELEVATIONS

ROLAND STREET TOWNHOMES

07-16-2019

A7

Attachment D – Water and Sewer Impact Letter

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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**

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