

Response and Concern for Planning Commission Meeting on 2/28/24

Agenda Item: 6A File No:LU-2023-0451

Although this meeting is about additional height to a proposed building of four warehouses or distribution centers, I have concerns in regards to the reports affects of the proposed warehouses on the residential area of Bowers Lane:

Page 3 of the report, **Which is date stamped February 28, 2024** states:

PUBLIC COMMENTS: Public notices were mailed on February 15, 2024 to 38 property owners within 900 feet of the subject site pursuant to the provisions of NRS and CCMC for the application. As of the completion of this staff report, no public 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 February 28, 2024 depending upon their submittal date to the Planning Division.

How can public comments be received on a completed report that notice was never given to residents until after the report was completed and notices of public comment sent out?

In reply, I do have concerns on height as my view of the surrounding scenery will be blocked. If the buildings are set back enough, this may not be an issue.

As it is my understanding that this report will be forwarded to other departments prior to final approval, I would like to address parts of the report that I feel are inaccurate or speculative:

Page 3: ENGINEERING DISCUSSION:

CCMC 18.02.080(5)(b) Use, Peaceful Enjoyment, Economic Value, Compatibility Development
Engineering has no comment on this finding.

The code referenced states:

CCMC 18.02.080(5)(b) The proposed location of the use is in accordance with the objectives of this title and the purpose of the zoning district in which the site is located;

However, CCMC 18.02 subsections also state:

(d) The granting of the Special Use Permit will not be materially detrimental to the public health, safety or welfare. The factors to be considered in evaluating this finding shall include: (1) Property damage or nuisance resulting from noise, vibrations, fumes, odors, dust, glare or physical activity; (2) Any hazard to person or property from possible explosion, contamination, fire or flood; and (3) Any impact on the surrounding area resulting from unusual volume or character of traffic as compared to the volume or character of traffic that could be expected from permitted uses within the zoning district in which the property is located; (e) The characteristics of the proposed use is reasonably compatible with the types of uses permitted in the surrounding area; and (f) The use 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.

In Reply, I was surprised that engineering had no comment on this. As there is no clear idea as to who is going to be conducting business in these warehouses, the wording of "DISTRIBUTION CENTER" would lead one to believe that there will be a lot of activity and noise coming from these warehouses.

If this is a 24/7 operation, it will just become one more nuisance to be added to the operation of Cinderlite, which has a contract to sell boulders off of the Carson City Airport property across from this proposed warehouse project.

Currently, a recent road traffic check on Bowers Lane showed that over 1100 vehicles a day use this street as a shortcut from Bowers Lane to Arrowhead Drive. The number is more than likely is the same on Nye Lane from College Parkway to Bowers excluding those who come off of U.S. 50 to Bowers Lane.

This check was done prior to the State of Nevada moving offices into the old Harley Davidson Insurance Center on Arrowhead Drive. Since then, traffic and congestion along with speed have increased on this two block residential street. In addition, semi trucks and trailers are also utilizing this roadway as a shortcut.

Additional Info: Tolles Report;

Project Location:

Northside of Arrowhead Drive and south of the Eagle Valley Golf Course, approximately 275 feet west of Bowers Lane.

As my residence is the closest to this project, I do have many concerns. I have already addressed height.

The warehouses are to be built in phases with building C being constructed first which is nearest to my residence.

Page 10- Traffic Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, the project is expected to generate 1,157 daily trips, with 117 AM peak hour trips, and 117 PM peak hour trips.

In Reply:

Just adding this number to the overall traffic is significant. Although not all of this traffic will travel on Bowers and Nye Lanes, I believe it will increase our issues significantly.

Page 11:

Arrowhead Drive Based on Carson City requirements, Arrowhead Drive should be widened to include three lanes (one lane in each direction and a two-way left-turn lane) along the project frontage, as well as right –turn lanes at driveways 3 and 4. A two way left-turn lane will accommodate the warranted left-turn lane at driveway 3 and match the roadway width at both ends of the project footage.

Half street improvements will be constructed on Arrowhead Drive along the project frontage and include a bicycle lane.

In Reply:

I applaud the building of a bicycle lane as more and more cyclists use Arrowhead drive to ride to and from Dayton and Virginia City. Often times they are in groups and have to ride in the roadway. Future planning should include bike lanes on all of Arrowhead Drive.

Page 11/12:

Bowers Lane Residents have expressed concern about traffic on Bowers Lane, a residential roadway, near the project site. Level of service analysis was conducted at the Arrowhead Drive/Bowers Lane and E. Nye Lane/Bowers Lane intersections at both ends of the roadway. Both intersections are expected to operate at LOS B or better under all analysis scenarios.

The analysis does assume that some project traffic (approximately 10 percent) would use the roadway between E. Nye Lane/US 50 and Arrowhead Drive, however the small amount of additional traffic is not expected to change the operating conditions of the roadway.

The project is estimated to add a total of 12 AM peak hour trips and 11 PM peak hour trips to the roadway, which equates to approximately 1 vehicle every 5 minutes. Bowers Lane has a 25 mph speed limit that should be enforced regularly to ensure compliance. Bowers Lane currently has a “Local Access” sign on the south end of the roadway, the city should consider, and potentially have the project install, the same sign to the north end of the roadway, as well as “25” MPH” pavement legends on the roadway.

In Reply:

Bowers Lane is rated at an LOS B. I disagree, an LOS B rating shows:

B: reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. The lowest average vehicle spacing is about 330 ft(100 m) or 16 car lengths. Motorists still have a high level of physical and psychological comfort.

“LOS A: free flow. Traffic flows at or **above** the posted speed limit and motorists have complete mobility between lanes. The average **spacing between vehicles is about 550 ft(167m) or 27 car lengths.** Motorists have a high level of physical and psychological comfort. The effects of incidents or point breakdowns are easily absorbed. LOS A generally occurs late at night in urban areas and frequently in rural areas”.

Traffic on Bowers Lane (two blocks between Nye Lane and Arrowhead-roughly 1300’ feet) is often times heavy with vehicles close together. When somewhat clear, drivers often times exceed the posted speed limit on the roadway and either ignore the stop signs along the roadway or simply coast through them.

The “Local Access” sign was installed when Bowers Lane was a closed roadway in the 1980’s and was never removed when the roadway was opened again in the 1990’s. With the current issues of traffic and safety, it should be considered for closure once again.

“25 MPH pavement legends” are not an effective way to slow traffic. They require constant maintenance and once the paint fades they need to be painted again. Drivers for the most part will more than likely ignore them.

Page 13 Figure 10:

In Reply:

Building C, which is the first to be constructed shows an estimate of 212 employees. Although it is unknown how many will use Bowers and Nye Lanes to travel, it does not take much to realized that traffic will increase. There are no speculations on employees for the other warehouse but, it is assumable that Bowers Lane will be affected. This does not include any large or semi truck traffic that will utilize this roadway as a shortcut.

It should also be noted that there is a pedestrian issue on both Bowers and Nye Lanes that additional traffic may create issue in public safety. There is a school bus stop at Nye and Bowers Lanes where school children wait for and come off of their assigned school busses.

It is not uncommon for drivers to cut the corner at this location when turning off of Nye Lane on to Bowers Lane. In addition, the children walk along both streets where there are no sidewalks.

Local residents of the area often times walk their dogs or just go for strolls along the roadway and many cross at Bowers Lane and Arrowhead Drive to access the field trail that leads to Centennial Park. Children also do the same when going to sports activities at the park.

If we are lucky, maybe the warehouse builders will put sidewalks and gutters in on Bowers and Nye Lanes in the interest of public safety.

In Conclusion:

It is apparent from what I have seen, read and studied, that there is a major issue with Bowers Lane and Nye Lane. We have approached the city in the past about issues and have for the most part been ignored or given excuses that are just that excuses.

I know that the citizens who live along the streets mentioned would be willing to work with the city to find solutions to the current issues. I know that the majority would like the roadway closed. Especially, now that it is obvious we will be having even more traffic travelling down our roadways that do not adhere to the 25 mph zone.

Scott McDaniel

3399 Bowers Lane

775-742-3392