



STAFF REPORT

Report To: Board of Supervisors

Meeting Date: December 1, 2016

Staff Contact: Hope Sullivan, Planning Manager

Agenda Title: For Possible Action: To approve a Master Plan Amendment from Lumos & Associates (property owner Andersen Family Associates) to allow a change in the Master Plan Land Use Designation of a 5.6 acre area as depicted in Figure 3 of the application for a Master Plan Amendment: Vintage at Kings Canyon, dated August 18, 2016, from Medium Density Residential (MDR) to Mixed Use Residential (MUR), located at North Ormsby Boulevard and 1450 Mountain Street, APNs 007-573-06 and 08. (Hope Sullivan, Planning Manager, hsullivan@carson.org).

Staff Summary: The applicant is seeking to amend the Land Use Map of the Master Plan to change the designation of a 5.6 acre area from Medium Density Residential (MDR) to Mixed Use Residential (Mixed Use Residential). The applicant's objective is to rezone the area so as to build a congregate care facility as part of a Planned Unit Development. Given that the requested Master Plan Amendment and the Planned Unit Development are inextricably linked, Planning Commission has recommended that, should the Board make the required findings for a Master Plan amendment, the effective date of the Master Plan amendment should be the effective date of the Planned Unit Development being contemplated as part of TPUD-16-092.

Agenda Action: Formal Action/Motion

Time Requested: 1 hour

Proposed Motion

I move to approve the Master Plan Amendment from Lumos and Associates (property owner Andersen Family Associates) to allow a change in the Master Plan Land Use Designation of a 5.6 acre area as depicted in Figure 3 of the application for a Master Plan Amendment: Vintage at Kings Canyon, dated August 18, 2016, from Medium Density Residential to Mixed Use Residential, located at North Ormsby Boulevard and 1450 Mountain Street based on the findings contained in the staff's report to the Planning Commission, and with the effective date being the effective date of the Planned Unit Development final map for TPUD-16-092.

Board's Strategic Goal

Quality of Life

Previous Action

none

Background/Issues & Analysis

Per CCMC 18.02.070, the Board of Supervisors has the authority to amend the Master Plan. The Planning Commission considers requests for amendments to the Master Plan and makes a recommendation to the Board.

At its meeting of September 29, 2016, the Planning Commission conducted a public hearing on the subject request, and adopted Resolution No. 2016-PC-R-3 recommending to the Board of Supervisors to amend the Land Use Map as requested with an effective date of the amendment being the effective date of the Planned Unit

Development being contemplated as part of TPUD-16-092. The vote of the Planning Commission was 4-2 (1 recused.)

The report to the Planning Commission specifically addressing the request and the findings is attached to this report as are the following documents.

Minutes of the Planning Commission meeting of September 29, 2016

Planning Commission Resolution No. 2016-PC-R-3

Late Material provided to the Planning Commission at its meeting of September 29, 2016

Correspondence to the Board of Supervisors

Applicable Statute, Code, Policy, Rule or Regulation

CCMC 18.02.070 (Master Plan)

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: Actions of the Board of Supervisors pursuant to NRS 278 are exempt from Business Impact Statement Requirements.

Alternatives

Deny the request for a Master Plan Amendment based on the inability to make the required findings, noting which findings can not be met.

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 29, 2016

FILE NO: MPA-16-091 & TPUD-16-092

AGENDA ITEM: F-4 & F-5

STAFF AUTHOR: Hope Sullivan, AICP, Planning Manager

REQUESTS:

To adopt a resolution recommending to the Board of Supervisors approval of a Master Plan Amendment from Lumos & Associates (property owner Andersen Family Associates) to allow a change in the Master Plan Land Use Designation of a 5.6 acre area from Medium Density Residential (MDR) to Mixed Use Residential (MUR), located at North Ormsby Blvd. and 1450 Mountain St., APNs 007-573-06, and 08.

To consider a request from Lumos & Associates (property owner Andersen Family Associates) for a Tentative Planned Unit Development (TPUD) on 78.2 acres for the proposed Vintage at Kings Canyon development. The TPUD is requested for (1) Tentative Map approval to create 212 single family residential lots ranging in size from 1,690 square feet to 17,000 square feet; (2) a Zoning Map Amendment to rezone 5.6 acres of land from Single Family 6,000 (SF6) and Single Family 12,000 (SF12) to Neighborhood Business (NB) zoning; and (3) a Special Use Permit for Congregate Care Housing in the Neighborhood Business (NB) zoning district. The subject property is located at North Ormsby Blvd, 1450 Mountain St and 1800 Kings Canyon Rd, APNs 007-573-06, 07, 08 and 009-012-02.

APPLICANT: Lumos & Associates

OWNER: Andersen Family Associates

LOCATION: 1450 Mountain Street, and property west of Ormsby Blvd and north of Kings Canyon Road.

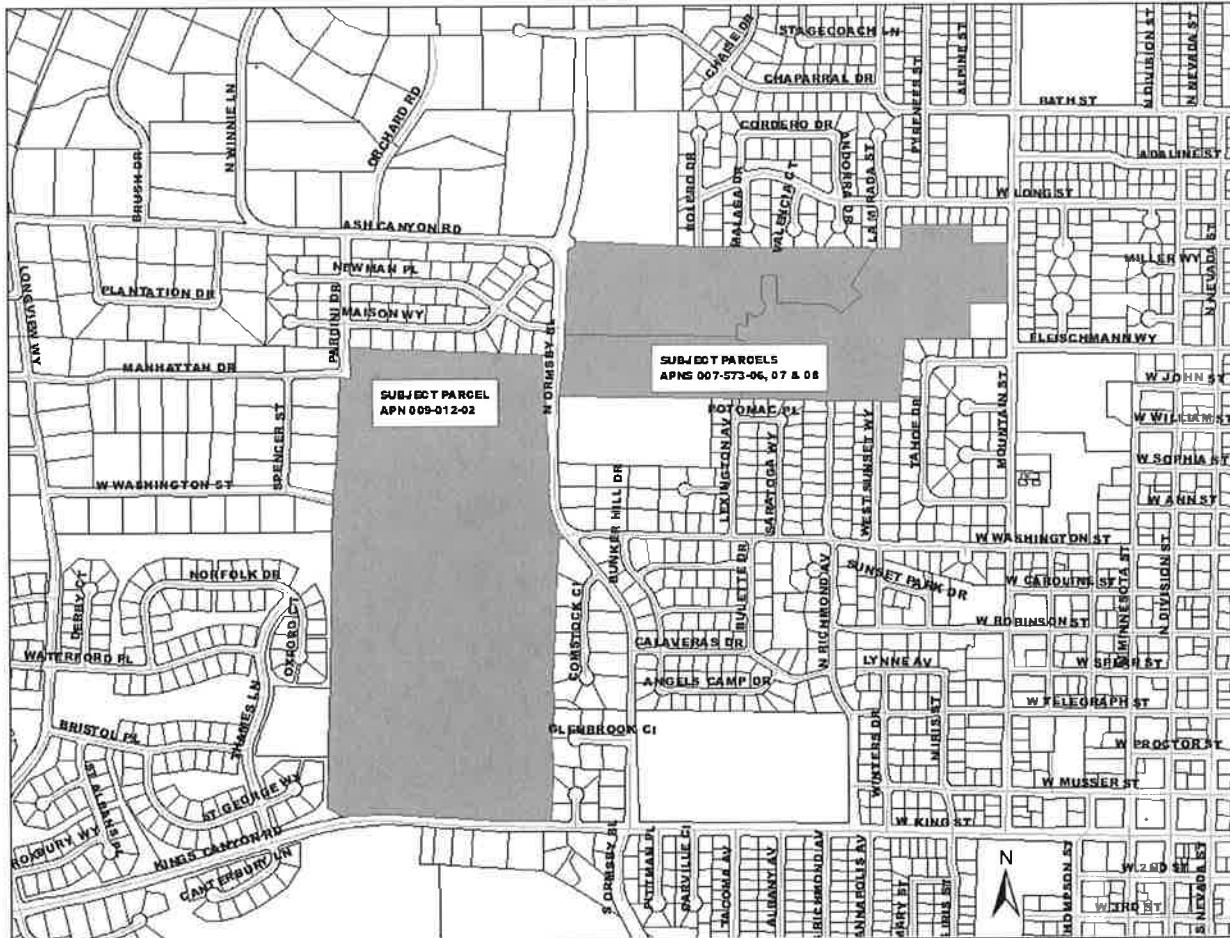
APN(s): 007-573-06, 07, 08 and 009-12-02

RECOMMENDED MOTIONS:

"I move to adopt Resolution No. 2016-PC-R-3 recommending to the Board of Supervisors approval of MPA-16-091, a Master Plan Amendment from Lumos & Associates (property owners: Andersen Family Associates) to amend the Land Use Map so as to re-designate 5.6 acres as depicted in Figure 3 of the application for a Master Plan Amendment: Vintage at Kings Canyon, dated August 18, 2016, a copy of which is attached to this resolution, from Medium Density Residential to Mixed Use Residential, on property located at 1450 Mountain Street, APNs 007-573-06 and -08, based on the findings contained in the staff report."

"I move to recommend approval of TPUD-16-092, a Tentative Planned Unit Development for 212 single family residential lots with a clubhouse and a pool, a 96 unit congregate care facility with associated ancillary uses, a park, and a trail system, including a zoning map amendment to rezone 5.6 acres of land as shown in Figure 8 of the application for a Tentative Planned Unit Development: Vintage at Kings Canyon dated August 18, 2016 from Single Family 6,000 (SF6) and Single Family 12,000 (SF12) to Neighborhood Business (NB), and including approval of a Special Use Permit to allow a 96 Congregate Care Facility with associated ancillary uses, a reduction in the side setbacks in the SF6 zoning district, the use of a modified parking standard, and the use of a modified street design for property located at 1450 Mountain Street and property located west of Ormsby

Boulevard and north of Kings Canyon Road, APN 007-573-06, -07, - 08, and 009-012-02 based on the findings and subject to the recommended conditions of approval in the staff report.”



RECOMMENDED CONDITIONS OF APPROVAL: MPA-16-091

1. The Master Plan amendment shall not become effective until the effective date of the Planned Unit Development being contemplated as part of TPUD-16-092.

RECOMMENDED CONDITIONS OF APPROVAL: TPUD-16-092

The following are conditions of approval required per CCMC 18.02:

1. All development shall be substantially in accordance with TPUD plans and application materials reviewed by the Board of Supervisors at its meeting of (date), all on file with the Carson City Planning Division.
2. All on and off-site improvements shall conform to City standards and requirements.
3. The Congregate Care Use shall commence within twelve (12) months of the date of final PUD approval. A single, one (1) year extension must be requested in writing to the

Planning and Community Development Department thirty (30) days prior to the one (1) year expiration date. Should this permit not be initiated within one (1) year and no extension granted, the permit shall become null and void.

4. The applicant must sign and return the Notice of Decision within ten (10) days of receipt of notification. If the Notice of Decision is not signed and returned within ten (10) days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
5. All parcel maps or preferably final maps shall be in substantial accord with the approved tentative map.
6. Prior to submittal of any parcel map or preferably 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.
7. 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.
8. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any parcel map or preferably final map.
9. With the submittal of any parcel map or preferably 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 parcel map or preferably final maps and shall include approval by the Fire Department of all hydrant locations.
10. The following note shall be placed on all parcel maps or preferably 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."
11. All other departments' conditions of approval, which are attached, shall be incorporated as conditions of this report.
12. 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 parcel map or preferably final maps.
13. 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.

14. The applicant shall adhere to all City standards and requirements for water and sewer systems, grading and drainage, and street improvements.
15. 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.
16. 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.
17. 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.
18. 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.
19. The District Attorney shall approve any CC&R's prior to recordation of the first final map.
20. All lot areas and lot widths shall meet the zoning requirements approved as part of this planned unit development with the submittal of any parcel map or preferably final map.
21. The applicant shall preserve as many trees as practicable within the common open space areas. Mature trees damaged by fire and others in poor health shall be removed only after approval of the Planning and Community Development Department.
22. The homeowner's association shall maintain all common open space areas including the area devoted to the guest parking.

The following are conditions that must be met prior to review of the TPUD by the Board of Supervisors.

23. The plans must be modified to show all existing easements, and demonstrate that the proposed plan is not in conflict with the function of any easements. The document number for each easement must be identified.
24. The proposed handbook must be modified to include the following.
 - a. A legible map of the site showing area street names and area lot lines.
 - b. A legible map depicting the interior lots and streets with the zoning superimposed.
 - c. A lot layout identifying what model home is proposed on each lot.
 - d. Dimensional requirements for each lot including required setbacks and building height.
 - e. Tentatively approved building elevations with materials called out.
 - f. Tentatively approved floor plans.
 - g. As uses have been identified, remove references to Special Use Permits (1.4.1.e)

- h. Remove reference to a Specific Plan (1.4.1.f)
- i. Remove reference to average lot size as that will not be part of the dimensional criteria (1.4.2.a)
- j. Include the Phasing Plan with the improvements associated with each phase clearly articulated.
- k. Remove the reference to wetlands are there are none. (2.1.2.a)
- l. Clarify limitations on signage on Mountain Street and Orsmbay Boulevard. (2.1.6.d)
- m. Clarify if wood can be used for a trash enclosure (2.1.8.c)
- n. Incorporate text that vehicular gates will be open from 7:00 AM – 7:00 PM.
- o. Remove reference to attached residential units. (2.2.2.)
- p. Clarify if lots will be identified by number or letter (2.2.2.f)
- q. Include the open space diagram so as to ensure that no improvements in conflict with the open spaces are pursued.
- r. Remove references to walls along collector roadways (2.2.6.a)
- s. Call out that buffer areas are as shown on the TPUD. To the extent there is conflict between the handbook and the TPUD plan, the plan prevails. (2.3.b)
- t. Bollard lighting will not be included on the public trail system. (2.3.d)
- u. Modify the Residential Architectural Elements (2.4.2) to better describe the proposed elevations.
- v. Incorporate operations and maintenance information, agreed to by the Parks and Recreation Director and City Engineer, regarding operations and maintenance of common areas, drainage areas, the park, trails, and other areas subject to maintenance by the HOA. To the extent there are outstanding details, provide a reference as a place holder.
- w. Clarify that the park and trail maintenance will be the responsibility of the HOA. (3.1.4.a)
- x. Modify references to traffic impact reports to recognize additional reports will be required when there are changes that effect traffic counts or flow patterns. If there are no changes that effect traffic counts or flow patterns, a sealed memo will be submitted with the construction permit application stating that the traffic impact study for the tentative map applies to the proposed improvements. (3.7)
- y. References to Fire Protection and Police Protection to be modified to recognize the scope of development is included in the TPUD, and there is no future project that may require conditions. (3.8 and 3.9)

The following are general conditions of approval.

- 25. An updated water main analysis must be provided addressing the system capacity and the water and fire flow demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).
- 26. Plans must be revised to show an isolation valve where the water main for the PUD connects to the water main in N Ormsby Blvd, labeled as "Normally Closed". This valve is required for pressure zone separation.
- 27. Plans must be revised to show an additional water main connection at Lexington Avenue.
- 28. Plans must be revised to show a 20 foot wide public utility easement (PUE) along the north side of Ash Canyon Creek from N Ormsby Blvd to the west boundary of the project. This PUE must also cross the creek on the west side of the project. This PUE must be labeled "proposed public utility easement, to be created with Final Map." This easement will be required per Section 17.01.015.4 of the Carson City Municipal Code for a future water transmission line per the Carson City Water Master Plan.

29. Plans must be updated to show water on the south side of Merlot Dr, per Carson City Standard Detail C-1.2.4
30. Approval of new water mains must be obtained from NDEP after Carson City plan review is complete. A sample station will be required, location to be determined.
31. An updated sewer main analysis must be provided, addressing the system capacity and the sanitary sewer demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).
32. An updated traffic impact study must be provided if there are any changes that effect traffic counts or flow patterns. If there are no changes that effect traffic counts or flow patterns, a sealed memo must be submitted with the construction permit application stating that the traffic impact study for the tentative map applies to the proposed improvements. This shall apply to improvement phasing also.
33. Ormsby Blvd. is identified as a Collector and shall meet the standard cross section per Carson City Standard Details along the project frontage. The pedestrian connections on each side of Ormsby to the North and South must be made by sidewalk or concrete multi use path. Include striping for a cross walk at Washington St. and ADA ramps. Final improvements to be reviewed and approved by the City Engineer.
34. Plans must be updated to show the new public trail outside of the boundary fence.
35. Plans must be updated to show access for maintenance vehicles to detention/retention basins. Ormsby Blvd and Mountain St may not be the only access adjacent to any basins. Any paved walkways along said access must have appropriate thickness to allow for vehicles.
36. Plans must be updated to indicate that common space drainage, storm drains and basins are to be privately maintained by the HOA. The Handbook and the CC&Rs shall reflect this.
37. Plans must be updated to give building pads a minimum of 2 feet of flood freeboard.
38. Several lots have back lot line elevations that are significantly higher than the existing grade. Plans must be updated to clarify how this will work.
39. There is a discrepancy between the drainage report and the plans, calling the basins both detention and retention basins. Please clarify the function of these basins. Retention basins will require additional information about infiltration rates in the Technical Drainage Study.
40. Provide a full Technical Drainage Study per Division 14.9 of the CCDS. This technical drainage study must address the following:
 - a. There is a culvert that exits the southeast corner of the property by the park at Mountain Street. This culvert is known to overtop during 5 year storm events. The inlet to this facility, and storm drain in Mountain Street, must be analyzed to determine what remediation is necessary to accommodate additional flows, if any, from the project.
 - b. There are existing culverts that cross Ormsby Blvd for site runoff and for Ash Canyon Creek. The ability of the subject property to store flood waters may potentially aid in the ability of these structures to handle storm flows. Structural

fill for the development may reduce this storage capacity for storm events. The ability of these structures to handle storm events after development must be analyzed.

- c. The report must address the propagation of irrigation flows to any downstream water rights holders.
- d. A drainage plan must be provided that shows the flood volume 1:1 balance and shows a clear, free draining, 100 year flow path. Account for on and off site flows on this plan.
- e. Update the report to account for offsite flow coming from the area between Vicee and Ash Canyon, namely areas VC03, AC10, and AC09, and offsite flow from upstream subdivisions such as Long Ranch Estates and Wellington Crescent.
- f. The offsite flow table shows 12cfs for 10%, 2%, and 1% chance events. There is little to no fluctuation between these values, also these values seem low considering the flows reported for the areas between Vicee and Ash Canyon in the WCR Freeway Analysis. Please address this.
- g. The pre and post development flow seems low. Please address this.
- h. The drainage report must state that a CLOMR will be required for the development.
- i. Show sizing of the culvert crossings at Bolero and at Lexington streets. These culverts must be designed to handle the 100 year storm flows.

41. Plans must show that vertical and horizontal data are tied to the Carson City control network and use the network for all floodplain base flood and structure elevations.

42. The plans and the drainage study must demonstrate adherence to Flood Protection ordinance 12.09 and erosion and sediment control ordinance 12.12.

43. The project must get approval of a CLOMR from FEMA and give Carson City funds to process a LOMR once the project is completed.

44. A stormwater pollution prevention permit, and a dust control permit must be obtained from the Nevada Division of Environmental Protection (NDEP).

45. Plans must be updated to address street lighting requirements per Division 12.14 of the CCDS.

46. Plans must be updated to show that trees do not hinder minimum sight distance per Division 12.11 of the CCDS, and to show that trees are not within 10 feet of water or sewer mains.

47. Plans must be updated to give instructions for identification and removal of on-site perennial pepperweed.

48. As part of the Final Map, plans must be updated to show a Public Utility Easement per the above requirements.

49. All roadway gates must provide a minimum of 20' clear width when open.

50. All roadway gates with electric operators must have a Knox key switch for emergency vehicle access.

51. All roadway gates that have manual locks must have an approved Knox box or other CCFD approved method of providing a way to unlock the gate.

52. Once more than 30 building permits for dwelling units are applied for there must be a second approved access to the subdivision.
53. Project must comply with the 2012 International Fire Code (IFC) and Northern Nevada Fire Code amendments. Hydrants don't comply with 2012 IFC Appendix C spacing requirements.
54. The assisted living complex needs to provide turn-arounds due to the length of the fire access road to the rear of the parking lot, or provide a connected loop route.
55. Additional hydrants will be required for the assisted living complex.
56. Provide more detail of the assisted living area. Some type of covered patient loading area is preferred.
57. The proposed independent and assisted living buildings will require fire sprinklers and fire alarms. The other proposed commercial buildings may require fire alarms and fire sprinklers depending on the final design.
58. All Building plans need to be submitted to Carson City Building Department for Health and Human Services review.
59. The Assisted Living facilities will need approval from Nevada Division and Public and Behavioral Health Bureau of Health Care Quality and Compliance prior to construction.
60. This project must meet all applicable codes as found in 40 CFR 408, CCMC 12.06., CCMC 12.12, and 2012 UPC.
61. Any commercial facility will be required to install a properly sized grease interceptor if that facility will be engaged in preparing food for the public or its residences i.e.: club house, assisted living facility, deli, and or extended care facilities. Per CCMC 12.06.245, and 2012 UPC.
62. Any new facility that will be engaged in food preparation will also need to connect trash enclosure to a grease interceptor. Per CCMC Appendix 18 Division 15.5.
63. Dependent on the type of facility, amounts and types of chemicals used, commercial facilities may also be required to provide 100% secondary containment for chemicals stored and used at facility. Per CCMC 12.06.248
64. Garbage disposals not allowed in commercial facilities or institutions per CCMC 12.06.226.
65. Please note any facility with a wash pad or the potential to discharge petroleum products or excessive suspended solids shall install an approved sand and oil interceptor in accordance with the Uniform Plumbing Code. Per CCMC 12.06.246.
66. A private Home Owner's Association (HOA) will be formed to provide maintenance for all the following areas in perpetuity: Common area landscape and open space areas, buffer areas between the development and neighborhoods, common area path system, landscape medians, street corridors, non-public recreation facilities/amenities (i.e. club house/pool) in perpetuity. The HOA will also be responsible for snow removal on private streets and snow storage. The maintenance and funding shall be addressed in the

development's CC&R's to the satisfaction of the Carson City District Attorney. Common area maintenance shall include at a minimum, but not limited to the following:

- Debris, weed, and litter removal
- Noxious weed management
- Care and replacement of plant material
- Plant material irrigation and irrigation system repair

67. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. neighborhood park, linear park, multi-use path system, park and exercise equipment etc.). The maintenance and funding shall be addressed in the development's CC&R's as well as in the Handbook to the satisfaction of the Carson City District Attorney. A separate development agreement regarding maintenance of these facilities shall be entered into between the HOA and the City, and the development agreement shall be referenced in the Handbook. A recorded covenant or deed restriction is recommended on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for the maintenance and upkeep of the public parks and recreation amenities and linear park/multi-use path.

68. The multi-use path will be designed to conform to the standards and policies of the Carson City Unified Pathways Master Plan adopted April 6, 2006 (as revised March 15, 2007).

69. The neighborhood park will be designed to conform to the Parks and Recreation Master Plan as adopted by Carson City on April 6, 2006 (as revised March 15, 2007).

70. Paths and sidewalks shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan.

71. Sidewalk connections to the neighborhood park and linear park/multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.

72. As part of the Phase 1 improvement plan, the applicant will construct and dedicate to the City the neighborhood park and linear park/multi-use path, as well as implement the improvements at the Mountain Street trailhead. This shall be coordinated through and agreed upon by the Carson City Parks, Recreation & Open Space Department.

73. The developer shall be required to use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure contractors and subcontractors comply. The Parks, Recreation and Open Space Department will assist the applicant with this condition.

74. As phases of the Planned Unit Development are implemented, the plans shall be submitted for review by the City. The applicant shall be required to demonstrate connectivity between the neighborhood park, linear park/multi-use path, and sidewalks. This shall be done to the satisfaction of the Parks, Recreation & Open Space Department.

75. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.

76. The developer, at their expense, will construct and dedicate the land and all agreed upon improvements for the neighborhood park and linear park/multi-use path to the City upon successful completion, and final project acceptance of said work by the City, through its Parks, Recreation & Open Space Department. As a result, the Residential Construction Tax (RCT) described in CCMC 15.60 - Residential Construction Tax et. seq. will not be collected by Carson City at the time building permits are issued for residential dwelling units in the project area. A development agreement, or similar instrument, between the applicant and the City regarding RCT, park and trail construction will be required for consideration of the Carson City Board of Supervisors and to the satisfaction of the Carson City District Attorney at the time of Final Map.
77. The applicant will design and construct a 1.2 acre neighborhood park.
78. The park design will be coordinated with the Parks, Recreation, and Open Space Department for review and approval, including construction inspections. The design will be consistent with the department's guidelines and development standards, including water conservation design elements.
79. The park design will incorporate universally accessible components and be compliant with the Americans with Disability Act.
80. The park will be designed to allow for City maintenance vehicles and emergency services to access the site.
81. The proposed project's perimeter fencing will be located on the outside of the park property to ensure public access. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the park will be allowed at locations approved by the Parks, Recreation and Open Space Department.
82. Vineyards will not be incorporated into the design for the neighborhood park.
83. The park's design shall incorporate the existing Mountain Street Trailhead. The applicant shall design and construct, at their expense any design modifications to the trailhead, including but not limited to a restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected the that park design shall be seamless with the existing trailhead and the identified trailhead improvements shall be constructed during Phase I and at the same time as the neighborhood park.
84. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path. It will be constructed from the City's Mountain Street Trailhead to the City's Long Ranch Estates Open Space trail system and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard.
85. The applicant will design and construct a 1.82 acre (approximate size) linear park/multi-use path that will have various site amenities. They will include but are not limited to universally accessible outdoor exercise components/stations, interpretive signage related to the Anderson Ranch history, park benches/seating areas (per 1000 lineal feet of trail along the path), pet waste stations/trash cans, signage depicting direction and

trail distance, and landscaping. The linear park should offer universally accessible outdoor exercise equipment that incorporates a well-rounded fitness program (aerobic, muscle, core, balance, strength and flexibility) for the benefit of Vintage at Kings Canyon residents and the general public.

86. The linear park/multi-use path shall be located outside the proposed project's perimeter fence for ease of access by the general public. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the path will be allowed at locations approved by the Parks, Recreation and Open Space Department.
87. The linear park/multi-use path will include landscaping with a variety of trees (either evergreen or deciduous) that will be planted at a rate of 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 6 shrubs per tree. Also, there will be no vineyards incorporated into the landscape design concept for the linear park/multi-use path.
88. The applicant shall design and construct a 10 foot (minimum) wide AASHTO standard concrete multi-use path with an adjacent 3 foot wide decomposed granite path along Kings Canyon Road from the pedestrian facilities at the corner of North Ormsby Boulevard to the Long Ranch Estates Subdivision's pedestrian facilities. This path connection will improve bicycle and pedestrian safety along Kings Canyon Road. While this path is not located within the proposed development area it is located on property identified within the applicant's project application.
89. The Vintage at Kings Canyon's Conceptual Planned Unit Development plan is located on property currently owned by Andersen Ranch LLC. This property is identified in the Open Space Plan as a high priority area for protection due to its irrigated agricultural lands. The current owners have not initiated discussions with the City regarding acquisition. Therefore, additional acquisition outside of the neighborhood park and linear park/multi-use path will not be required at this time.
90. Revise the Master Plan Amendment and the Tentative Planned Unit Development documents to state that all open space references refer to the private common areas required by the City's development standards and not the City's Open Space Program.
91. The Unified Pathways Master Plan (UPMP) identifies bicycle lanes along the street frontage of the proposed project on North Ormsby Boulevard (Exhibit B). This UPMP requirement on North Ormsby Boulevard needs to be coordinated with City Engineering's requirements for the development's half street improvements.

LEGAL REQUIREMENTS: CCMC 18.02.070 (Master Plan), NRS Chapter 278A (Planned Development), CCMC Section 17.07 (Findings), CCMC Section 17.09 (Planned Unit Development), CCMC Section 18.02.080 (Special Use Permits), CCMC Section 18.04.120 (Neighborhood Business)

MASTER PLAN DESIGNATION: Medium Density Residential (MDR)

ZONING DISTRICT: Single Family 6000 (SF6), Single Family 12,000 (SF12), and Single Family One Acre (SF1A)

KEY ISSUES: Does the request meet the findings required for a Master Plan Amendment? Does the proposal meet the Planned Unit Development requirements and other applicable requirements?

SURROUNDING MASTER PLAN:

NORTH: Medium Density Residential
SOUTH: Medium Density Residential
WEST: Low Density Residential & Parks and Recreation
EAST: Medium Density Residential

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: Single Family 12,000 / Single Family Residential & Vacant
SOUTH Single Family 12,000 & Single Family 6000/ Single Family
WEST: Single Family One Acre & Single Family 21,000 / Single Family Residential
EAST: Public Community and Single Family 6000 / Single Family & Parking Lot

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: AO & AE (100 year flood plain), X shaded (between 100 – 500 year flood plain)
SLOPE/DRAINAGE: Generally flat
SEISMIC ZONE: Zone I (Severe)
FAULT: Within 500 feet

SITE DEVELOPMENT INFORMATION:

SUBJECT SITE AREA: 78.2 acres
EXISTING LAND USE: Vacant land
DWELLING UNITS PROPOSED: 212
CONGREGATE CARE UNITS: 96

SITE HISTORY:

March 2, 2016: CPUD-16-009: Conceptual Review of Vintage at Kings Canyon Planned Unit Development consisting of 214 residential lots, an assisted living facility, an extended care facility, and neighborhood commercial services.

June 21, 2016: CPUD-16-059: Conceptual Review of Vintage at Kings Canyon Planned Unit Development consisting of 212 residential lots, congregate care, and neighborhood business uses.

BACKGROUND:

On March 2, 2016, the applicant participated with City staff in a Conceptual Planned Unit Development review (CPUD-16-009) for the proposed development per the Planned Unit Development process outlined in Section 17.09 of the Carson City Municipal Code (CCMC). The purpose of the Conceptual Planned Unit Development review is for City staff to provide comments to the applicant regarding City requirements for the proposed project.

Due to the changes in the design, staff requested a second Conceptual Planned Unit Development review (CPUD-16-059) so as to be able to identify any changes in the staff comments based on re-design.

As part of both conceptual plan review processes, staff advised the applicant that a Master Plan Amendment and a Tentative Planned Unit Development (PUD) review would be procedurally necessary.

PUBLIC COMMENTS:

Public notices were mailed to 645 property owners within 900 feet of the subject site on September 9, 2016. As of the writing of this report, one letter in support and 59 letters in opposition of the request have been received. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting, depending on the date of submission of the comments to the Planning Division.

A summary of the comments is as follows:

- Developer responsive to community concerns.
- No appropriate for open space.
- It's an upscale development.
- Allow general public to use services inside the development.
- May be too pricey for the target market.
- Inadequate diversity of the housing styles.
- Lots too small.
- No handicapped parking shown.
- Not similar to surrounding housing choices in neighborhood.
- Object to re-zoning area.
- Keep it as it is, as open space.
- Object to commercial uses in a residential setting and possible expansion of these uses in the future.
- Not compatible with surroundings.
- Housing does not provide adequate size.
- Should seek diversity of age of residents.
- Need to address snow removal.
- Open space is in yards, not true open space.
- Object to on-street parking, inadequate parking proposed.
- Traffic study is inadequate.
- Not enough time spent looking at the traffic patterns, specifically during school drop off/pick up times.
- Stating over 55 aged people do not drive is inaccurate.
- Additional traffic on streets will also impact students walking to/from schools.
- Senior housing may not be the best target for new housing in Carson City.
- Project needs additional review prior to a decision.
- The application does not follow/conform to all text of the Master Plan goals and policies.
- Not adequate sewer, water to support this expansion of housing.
- Inadequate open space.
- Lot sizes are too small.
- Provide height limitations on the homes.
- Provide detail of fencing.
- Increase width of trails, especially on exterior.
- How is the HOA maintained? Will it be self-sufficient? Will other CC residents end up paying to maintain this project?
- Are there adequate numbers of physicians available in CC to provide services to this targeted influx of seniors?
- Will residents be safe if behind a gate which is locked at night?
- No diversity of population. A wider age range meets the needs of a vibrant community.
- What landscaping is proposed?
- How will 55+ be enforced? What about emergency situations where a young person needs care and needs to stay here?
- What disaster evacuation plans for elderly? Fire/flood ingress/egress for CCH

- Overhead power lines are shown on the plan and are not allowed with new development.
- Light pollution with new development of commercial.
- Only benefit of project is to developer.
- Mirror the Long Ranch/Kings Canyon project with large open spaces, trails, etc.
- Open or extend the existing dead-end or closed streets to allow traffic to travel freely through the proposed development.
- Traffic is proposed on streets which are too narrow to support it.
- Flood plain. Flooding in past. Additional development will impact surrounding properties with run-off, who may need flood insurance as a result.
- Housing creates a need for additional public services.
- Green spaces need to be available to the public, not behind a locked gate or posted for residents only. Provide details of gates and fencing.
- Explain height of buildings. Restrict to one story to maintain views.
- Restrict to avoid transitional housing/homeless housing.
- Kitchen in CCH is too small to provide meals to residents.

MASTER PLAN AMENDMENT

The applicant is seeking a Master Plan map amendment to re-designate 5.6 acres currently designated as Medium Density Residential to Mixed Use Residential as shown on the map below.



DISCUSSION:

The Carson City Master Plan was adopted on April 6, 2006. As stated in Chapter 1 of the Master Plan:

"This Master Plan is an officially adopted advisory document that outlines Carson City's vision and goals for the future and provides guidance for elected and appointed officials in making choices regarding the long-range needs of the community. The written goals and guiding principles, policies, and recommended actions, in combination with the Land Use Map, provide guidance for decisions affecting growth, the use and development of land, preservation of open space and the expansion of public facilities and services. The Master Plan consists of both written policy recommendations and maps, which should be used together when making decisions. It is also recognized that this document should be reviewed annually at a public hearing and revised as needed to reflect the availability of new implementation tools, changes in State and Federal law, changes in funding sources, the results of monitoring the effectiveness of existing policies and the impact of past decisions, as well to reflect changes in the community's vision for the future."

In general, the Master Plan has goals and policies that encourage compact growth and infill development where infrastructure is available, and discourages sprawl development that would compromise the open space surrounding the City.

The applicant is seeking to re-designate a 5.6 acre area currently designated as Medium Density Residential (MDR) on the Land Use Map of the Master Plan to a Mixed Use Residential (MUR) designation. The applicant has a concurrent application for a Tentative Planned Unit Development (TPUD) that includes a re-zoning of the 5.6 acre area to Neighborhood Business (NB). As part of the TPUD, the applicant is seeking to develop the 5.6 acre area as congregate care with ancillary uses. Given the specificity of the request, staff is recommending that the effective date of the Master Plan amendment be the effective date of the Planned Unit Development.

Section 18.02.070 of the CCMC identifies the process for amending the Master Plan. A property owner may initiate a Master Plan amendment. The Board of Supervisors has the authority to approve an amendment to the Master Plan. The Planning Commission reviews requests for amendments to the Master Plan and, upon making the four required findings identified in 18.02.070.10 of the CCMC, may adopt a resolution recommending approval of the amendment. A recommendation for approval requires a 2/3s vote the Commission membership.

FINDINGS: MASTER PLAN AMENDMENT

Consistent with CCMC Section 18.02.070.10, when forwarding its decision to the Board for adoption of the amendment, the Commission shall, at a minimum, make the following findings of fact.

a. Consistency with Master Plan

The number one theme of the Master Plan is to have a Balanced Land Use Pattern. There are three associated guiding principles.

Guiding Principle 1: A Compact and Efficient Pattern of Growth

Carson City will have a compact pattern that makes efficient use of the limited land area and water resources it has available for urban growth, that fosters the provision of infrastructure and services in a cost-effective manner, and that balances development with conservation of the natural environment – particularly where public lands abut the urban interface.

Guiding Principle 2: Balanced Land Use Mix

The City will work to broaden and diversify its mix of land uses in targeted areas as well as citywide. Particular emphasis will be placed on expanded housing, retail, and service options to better serve both existing residents and the City's large non-resident workforce – achieving a better balance as a place to live as well as work.

Guiding Principle 3: Stewardship of the Natural Environment

The City will identify and strive to conserve its natural, scenic, and environmentally sensitive areas including important wildlife habitat, the floodplains of the Carson River and other significant watercourses, and visually sensitive areas, such as prominent hillsides surrounding the community. In addition, the City will plan for future development to minimize the impacts of potential natural disaster events, such as wildfire and flooding, on the community.

The subject property is an infill site. It is surrounded by property currently served by water and sewer and appropriate infrastructure, thus is consistent with a compact and efficient pattern of growth. Additionally, the proposed amendment will allow for a diversified mix of land uses in that it will allow for an age in place community that not only includes dwellings of various size lots with private amenities, but also includes a congregate care facility where residents can live when they can no longer take care of themselves. This will allow residents to stay in their community even when they are not able to stay in their home any longer.

The third component of achieving a balanced land use pattern is land protection. The City's Open Space Plan recognizes that irrigated agricultural lands within the community are valuable. However, when the land is no longer irrigated and utilized for agricultural purposes, it becomes vacant land that is no longer a scenic resource. Staff would describe the subject property as this. In fact, the Fire Department has received complaints from residents concerned about the dry vegetation creating a hazardous condition. In the case of private land, the City will pursue protection of land as open space if it can be acquired from a willing seller, or by other mutually agreeable methods (CCMC 13.06.060.) There is not a willing seller. Therefore, staff finds the proposed amendment to be consistent with the City's policies regarding open space.

Staff finds the request is also consistent with Guiding Principal #9.

Guiding Principal 9: Stable, cohesive neighborhoods offering a mix of housing types.

Carson City will encourage the development of new neighborhoods that contain a mix of land uses and housing options that meet the varying functional and financial needs of its residents, including single family, attached homes (duplexes, townhomes), multi-family dwellings, accessory dwellings, and housing included as part of mixed-use developments. The City will also work to maintain the quality and character of established neighborhoods and ensure that infill and redevelopment is designed in a manner that minimizes impacts on existing neighborhoods, including rural neighborhoods located within the City's urbanizing areas.

The proposal will allow for housing that meets various functional needs. Absent the Master Plan amendment and associated zoning map amendment, a congregate care facility cannot be located on the subject property. The location proposed for a Master Plan amendment is interior to the site with residential development surrounding the congregate care facility.

Staff finds the request to be consistent with the following goals of the Master Plan.

1.1b Urban Service Area

Discourage growth in locations not currently served by urban services or not planned to be served by the city's water and wastewater infrastructure by prohibiting the rezoning of lands for urban development intensities in locations not served or planned to be served by urban services, as identified in the City's Water and Wastewater Master Plan.

2.1.d Land Use Friction Zones

Discourage rezoning of properties that create "friction zones" between land uses – for example, placing incompatible land uses such as industrial and residential adjacent to one another. Enforce standards for transitions between residential and commercial uses and develop standards for mixed-use development to address compatibility issues.

2.2.a. Variety of Housing Types

Encourage a mix of housing models and densities for projects within the urbanized area based upon their size, location, surrounding neighborhood context, and applicable land use policies, as contained in Chapter 3. In general, larger neighborhoods should incorporate the largest variety while a smaller site surrounded by existing housing may be more limited by required transitions.

9.3b Compatibility of Infill and Redevelopment

Ensure that infill and redevelopment is designed in a manner that minimizes impacts on and is compatible with existing neighborhoods through the use of appropriate height and density transitions, similar setbacks and lot coverage, garage and loading area location and configuration, the development of park and recreational facilities, connectivity to existing neighborhoods by a pathways system, and other neighborhood specific design considerations.

b. Compatible Land Use

Per the Master Plan, the Mixed Use Residential neighborhoods are intended to be largely self-supporting and to be comprised predominantly of medium to high-density housing (with a mix of types and intensities) as well as a range of retail, office or live-work units or in close proximity to such services. In this particular case, the requested Master Plan Map amendment is for a 5.6 acre area located in the interior of a 78.2 acre property. The 5.6 acre portion is intended to be utilized for a congregate care facility with ancillary uses. The balance of the land will be utilized for residential uses, a park, and trails. By making the effective date of the Master Plan amendment tied to the effective date of the Planned Unit Development, there can be certainty in the compatibility of land uses.

c. Response to Change Conditions

Historically, nursing homes (now called congregate care, assisted living, independent living) have been treated as institutional uses, much like a hospital, and not been permitted in residential areas. More recently, the concept of "aging in place" communities have become popular. These over 55 year old communities allow activities for seniors, but also have various housing types within the community to allow the resident to remain in the community, but to have housing that corresponds to their abilities. Active, healthy adults may have a home with a yard that they care for, and then move on to a zero lot line home where they can take care of themselves in the home but don't have a yard to care for, and then move on to an independent living unit where someone else handles the cleaning and meal preparations. The existing residential land use designations and the residential zoning districts do not allow for congregate care in a residential zoning district, thus a "aging in place" community cannot be realized given existing Master Plan land use designations and associated zoning designations.

d. Desired Pattern of Growth

The subject property is surrounded by development, and is consistent with the City's goal of infill development, and targeting development to areas with adequate infrastructure, including water, sewer and roads.

TENTATIVE PLANNED UNIT DEVELOPMENT

DISCUSSION:

Per Section 17.09.005 of the CCMC, the purpose of the Planned Unit Development (PUD) is to encourage more efficient use of the land and of public and private services in Carson City; to reflect the changes in technology of land development so the resulting economies benefit Carson City, and to preserve or provide open space, protect natural, cultural and scenic resources, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types. The PUD allows for flexibility of land development regulations, while controlling development in the best interests of the ecology, economy, public health, safety, morals, and general welfare of the citizens.

In general, a Planned Unit Development (PUD) is similar to an overlay zone. The allowable uses are limited to those uses allowed in the underlying zoning district, and may be further limited. The allowable density is limited to the density allowed in the underlying zoning per the provisions of CCMC Section 17.09.025. The dimensional criteria, including lots sizes and setback, can be modified in a PUD to something less restrictive than the underlying zoning would require. The general concept is that the balance of the land can be used as open space and recreational amenities. Per the provisions of CCMC Section 17.09.100, 30 percent of the gross area of the site must be set aside for open space. The "zoning ordinance" for the PUD is housed in the PUD Development Standards Handbook.

The handbook submitted for the Vintage at Kings Canyon PUD was modeled after the Lompa Ranch handbook. As Lompa Ranch was a Master Plan Amendment with a Specific Plan, the scope and level of specificity in the handbook is different than that which would be required in a PUD. Given this, staff recommends that prior to review of the TPUD by the Board of Supervisors, the applicant modify the proposed handbook as noted below and throughout the report, as well as incorporating any changes recommended by the Planning Commission. This will allow for a administratively functioning handbook to be adopted with the TPUD.

Modifications to the handbook prior to consideration of the TPUD by the Board of Supervisors shall include the following:

1. A legible map of the site showing area street names and area lot lines.
2. A legible map depicting the interior lots and streets with the zoning superimposed.
3. A lot layout identifying what model home is proposed on each lot.
4. Dimensional requirements for each lot including required setbacks and building height.
5. Tentatively approved building elevations with materials called out.
6. Tentatively approved floor plans.
7. As uses have been identified, remove references to Special Use Permits (1.4.1.e)
8. Remove reference to a Specific Plan (1.4.1.f)
9. Remove reference to average lot size as that will not be part of the dimensional criteria (1.4.2.a)
10. Include the Phasing Plan with the improvements associated with each phase clearly articulated.
11. Remove the reference to wetlands are there are none. (2.1.2.a)
12. Clarify limitations on signage on Mountain Street and Orsmy Boulevard. (2.1.6.d)

13. Clarify if wood can be used for a trash enclosure (2.1.8.c)
14. Incorporate that vehicular gates will be open from 7:00 AM – 7:00 PM.
15. Remove reference to attached residential units. (2.2.2.)
16. Clarify if lots will be identified by number or letter (2.2.2.f)
17. Include the open space diagram so as to ensure that no improvements in conflict with the open spaces are pursued.
18. Remove references to walls along collector roadways (2.2.6.a)
19. Call out that buffer areas are as shown on the TPUD. To the extent there is conflict between the handbook and the TPUD plan, the plan prevails. (2.3.b)
20. Bollard lighting will not be included on the public trail system. (2.3.d)
21. Modify the Residential Architectural Elements (2.4.2) to better describe the proposed elevations.
22. Incorporate operations and maintenance information, agreed to by the Parks and Recreation Director, regarding operations and maintenance of common areas, the park, and trails. To the extent there are outstanding details, provide a reference as a place holder.
23. Clarify that the park and trail maintenance will be the responsibility of the HOA. (3.1.4.a)
24. Modify references to traffic impact reports to recognize additional reports will be required when there are changes that effect traffic counts or flow patterns. If there are not changes that effect traffic counts or flow patterns, a sealed memo will be submitted with the construction permit application stating that the traffic impact study for the tentative map applies to the proposed improvements. (3.7)
25. References to Fire Protection and Police Protection to be modified to recognize the scope of development is included in the TPUD, and there is no future project that may require conditions. (3.8 and 3.9)

The Vintage at Kings Canyon PUD is an infill residential development consisting of 212 single-family residential lots with a clubhouse and pool, a 96 unit congregate care facility with associated ancillary uses, park, and a trail system on 78.2 acres. The applicant proposes an over 55 year old community that will accommodate aging in place. Additionally, the applicant proposes a road network, a trail system, open space areas, and a park. The development is proposed to be fenced and gated, with gates open from 7:00 AM to 7:00 PM.

In terms of land use, the applicant proposes to limit the allowable uses beyond those that are allowed in the underlying zoning district as noted in the table below.

Proposed Table of Permitted Uses

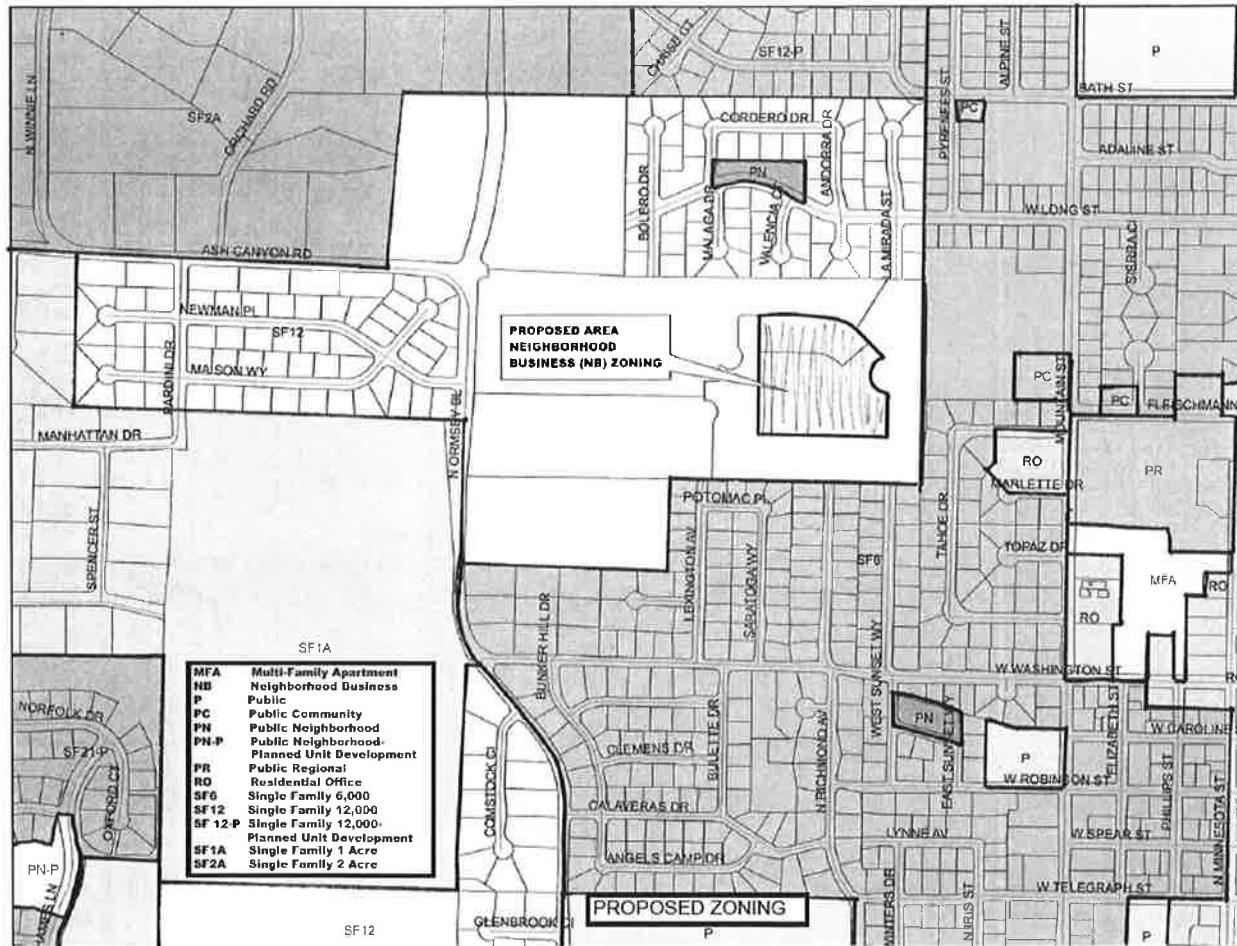
| Zone | Permitted Uses | Notes |
|------|--|---|
| SF12 | Single Family Residential | Ancillary uses per CCMC |
| SF6 | Single Family Residential | Ancillary uses per CCMC |
| SF6 | Sales Center | Hours of Operation 9:00 AM – 6:00 PM |
| NB | Congregate Care | Building shall not exceed one story |
| NB | Assisted Living Center | Building shall not exceed one story |
| NB | Independent Living Center | Building shall not exceed one story |
| NB | Personal Services (art galleries, libraries, café's, resident food service, salons, barber shops, dry cleaners, similar) | Limited to use by residents and guests only. Commercial uses open to general public are prohibited. |
| NB | Gym / fitness center | Limited to use by residents and guests only. Commercial uses open to general public are prohibited. |
| NB | Medical Office | Ancillary to assisted / independent living and |

| | | |
|----|----------------|---|
| | | congregate care residents only. |
| NB | General Office | Limited to Vintage at Kings Canyon Administrative Offices only. |
| NB | Sales Center | Hours of operation shall be between 9:00 AM – 6:00 PM. |

In terms of dimensional criteria, the applicant is seeking the following modifications:

- Lot sizes that are smaller than the required zoning, as depicted on the site plan;
- To utilize a zero lot line product as shown on the site plan;
- To utilize an alternative parking standard for the personal services use as the use is not available to the public;
- To utilize a rolled curb, and parking on one side of the street.

As part of the TPUD, the applicant is seeking to rezone a 5.6 acre area from Single Family 6,000 (SF6) and Single Family 12,000 (SF12) to Neighborhood Business (NB), as shown on the map below.



In accordance with CCMC Section 17.09.030, the tentative subdivision map, the zoning map amendment, and the special use permit that would otherwise be required are included as part of the request for a TPUD, and are not subject to a separate and distinct review process.

Per the provisions of CCMC Section 17.09.045, the Planning Commission reviews requests for TPUDs, and makes a recommendation to the Board of Supervisors based on the ability to make the findings of fact identified in CCMC Section 17.07 in the affirmative.

Development Requirements of a Planned Unit Development (PUD)

Timing of Development (CCMC 17.09.020)

The applicant is proposing to develop the site in five phases. Per the provisions of CCMC Section 17.09.020, the construction and development of all approved amenities, including open space and support facilities shall occur no later than the construction or development of 25 percent of the dwelling units. Twenty five percent is 53 dwelling units. The 53rd dwelling unit will be constructed in phase II of the project. Recognizing this, as the neighborhood park and associated linear park/multi-use path are located within phase 1, staff would recommend that those improvements be included as part of the improvement plans in phase 1. Furthermore, to accommodate improved pedestrian access, particularly to area schools, staff recommends that the public trail from the existing trail head on Mountain Street to Orsby Boulevard be completed in phase 1. The balance of the amenities would need to be included in the phase 2 improvement plans.

Staff also recommends that the phasing plan be included in the PUD Handbook with the required improvements associated with each phase clearly articulated.

Density of Land (CCMC 17.09.025)

CCMC 17.09.025 identifies the maximum density allowed based on the underlying zoning classification. Utilizing the applicable formula, the PUD can have a total of 235 residential lots. The applicant proposes 212 residential lots, thus is in compliance with the allowable density. Note that the 5.6 acres proposed for the congregate living facility is not included in this calculation.

Specific Design Standards (CCMC 17.09.095)

The minimum site area for a PUD may not be less than five acres. The subject property is 78.2 acres.

The minimum number of units in the PUD shall not be less than five dwelling units. The applicant proposes 212 dwelling units.

The minimum lot area in the SF1A zoning district may be reduced to no less than 33 percent of the minimum lot size allowed by the applicable zoning district. No lots in the SF1A are proposed to be less than 33 percent of the minimum lot size. The other applicable zoning districts do not have a minimum required lot area in a PUD.

In the SF1A zoning district, where the resultant lot will be less than one acre, the following dimensional requirements shall apply.

| | <u>Required</u> | <u>Proposed</u> |
|------------------------------|-----------------|-----------------|
| Minimum Lot Width: | 80 feet | 80 feet |
| Minimum Front Setback: | 20 feet | 25 feet |
| Minimum Side Setback: | 10 feet | 15 feet |
| Minimum Street Side Setback: | 15 feet | 20 feet |
| Minimum Rear Setback | 20 feet | 30 feet |

The lot dimensions, particularly lot width, depicted on the proposed plans comply with this requirement. Additionally, the setbacks articulated in the proposed handbook Section 2.2.2.h demonstrate compliance with these provisions.

There is no internal setback requirement provided that a minimum of ten feet between structures is maintained. The proposed plans demonstrate compliance with this requirement. Staff recommends inclusion of this requirement in the handbook.

Except fences, no structure may be located within 20 feet of the periphery boundary of the PUD. The plans demonstrate compliance with this requirement.

The height of buildings in a PUD is as allowed in the underlying zoning district. The applicant has volunteered that all building associated with the congregate living facility will be a single story. As this facility will be in the middle of a residential area, and to help create compatibility, staff would recommend a condition of approval that the buildings that are associated with the congregate care facility be limited to a single story, with a building height to not exceed 26 feet. Single story homes are proposed in the SF6 and SF12 zoned areas, and on the perimeter lots of the SF1A lots. Interior lots in the SF1A zoned areas are proposed to include an optional second floor. Staff would recommend a condition of approval that reflects the intent of the building height, with additional wording that would limit single story homes to a height of 15 feet, and two story homes to a height of 20 feet. Of note, building height is defined as from average grade to the midpoint of the highest roof surface. Staff would further recommend that these limitations be clearly articulated in the handbook.

Parking standards are required as articulated in Division 2 of the Development Standards. Each home is required to provide two on-site parking spaces. The Garden Villa model includes a one car garage. All other residences include a two car garage. Consistent with Division 2, staff recommends that the Garden Villa model be modified to accommodate two on-site parking spaces, or, consistent with 2.2.F of the Development Standards, the applicant submit accredited documentation to the Director justifying a modification to the parking requirements. Staff recommends that this requirement be included in both the Conditions of Approval as well as the handbook.

The congregate care facility will require one space for each five beds plus one space per three employees. Compliance with this condition will be subject to final determination at the time of construction plan review when the design of the facility is known. Staff finds that the ancillary uses that are part of the congregate care facility are not a separate and distinct use. Therefore, no additional parking is required to accommodate those uses.

Storage areas may be provided in the plan. The applicant has shown a maintenance building on the site, which may be used to store maintenance equipment.

Sidewalks are required on all public and private streets. The streets are proposed to be private. Sidewalks are proposed on both sides of the street. The HOA will be responsible for maintaining the streets and sidewalks, including snow removal.

Underground utilities (water, sewer, gas, electricity, telephone, cable television) shall be required in all PUDs, prior to any street paving. Staff recommends that this be made a condition of approval and be incorporated into the handbook. This requirement will be enforced as part of the improvement plan review.

Landscaping is required to meet the City's standards. A preliminary landscaping plan has been submitted. A detailed landscape plan demonstrating compliance with the provisions of Division

3 of the Development Standards and CCMC 17.09 shall be required a part of the improvement plans.

Bike paths consistent with the Unified Pathways Plan are required. The applicant has proposed a multi-use pathway from the trail head on Mountain Street along the southern property line, across Orsmy Boulevard, along the eastern property line, and then along the southern edge of the irrigation ditch consistent with the Unified Pathways Plan.

Drainage on the internal private and public streets shall be as required by the Development Engineering Department. The Engineering Department has recommended a condition of approval requiring a full technical drainage study. Engineering has also recommended a condition of approval that all common space drainage, storm drains and basins are to be privately maintained by the Homeowner's Association. This requirement should appear in the handbook.

Fire hydrants shall be provided and installed as required by the Fire Department. As proposed, the hydrants do not comply with the 2012 International Fire Code Appendix C spacing requirements. Additional hydrants will be required for the assisted living complex. Staff has recommended conditions of approval requiring compliance with the hydrant spacing requirements.

Open Space (CCMC 17.09.100)

All PUDs shall set aside a minimum of 30 percent of the gross area of the site for open space. Therefore, 23.46 acres must be retained as open space. Open space in residential PUDs shall not include sidewalks adjacent to streets, or areas in front or side setbacks with a dimension of less than 20 feet. Open space may include clubhouses and pools. No more than 25 percent of the open space may be private, meaning used exclusively for the use of the occupants such as a backyard or a patio. The applicant has provided an exhibit demonstrating 19.2 acres of common open space, and 5.8 acres of private open space, thus complying with the open space requirements.

If dedication of open space is not accepted, the developer shall provide for and establish an organization for ownership and maintenance for any and all common open space and other common property consistent with the requirements of CCMC 17.09.105.

FINDINGS: TPUD

Per CCMC Section 17.07.005 (Findings) and Section 17.09.050 (Approval or Denial of Application), the approval or denial of a PUD shall be based on the specific findings outlined below. Staff will first address the findings outlined in Section 17.07.005, followed by the findings outlined in Section 17.09.050.

Section 17.07.005 (Findings):

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 PUD will be required to connect to the City water and sewer system. The proposed PUD will be required to obtain a dust control and stormwater pollution prevention permit from the Nevada Division of Environmental Protection (NDEP), and the site grading must incorporate proper dust control and erosion control measures.

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 Engineer finds there is sufficient capacity in the water system for the use. However, the Engineer has recommended a condition of approval that an updated water main analysis be provided addressing the system capacity and the water and fire flow demands for the development. Staff has recommended this requirement in the conditions of approval. Sufficient water resources are addressed through the Growth Management building permit allocation system and other ongoing water management efforts.

3. *The availability and accessibility of utilities.*

The project is an infill project located in a portion of the City where utilities are available. The City Engineer has advised that there is sufficient capacity.

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

The PUD is an infill project in an area that is served by existing schools, sheriff protection, and transportation facilities. The proposed development will not overburden these services. The Parks and Recreation Master Plan finds that there is a need for a neighborhood park in this area, and the implementing strategy state “If the property (Andersen Ranch) develops, ensure that a neighborhood park is provided.” The applicant has allocated land in the plans for a neighborhood park consistent with the Parks and Recreation Master Plan, and has agreed to improve the park. Staff would recommend that the inclusion of a condition of approval that in Phase 1, the applicant improve and dedicate the neighborhood park and associated linear park/multi-use path from the trailhead on Mountain Street to Orsmbay Boulevard. Staff is also recommending that the park and recreation amenities be fully funded by the Homeowner’s Association, and this should be memorialized in the handbook, the CC&Rs, and in a development agreement or a similar instrument.

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 PUD is not adjacent to public lands. However, the site does have frontage on Kings Canyon Road, and offers an opportunity to significantly improve pedestrian facilities at the corner of North Ormsby Blvd to Long Ranch Estates pedestrian facilities. This connection was discussed at the Parks and Recreation Commission meeting, and the Commission approved the following motion *“I move that (since) the Andersen Family has agreed to contribute land for a multiuse path on their Northern Heritage Property along the northern edge of King’s Canyon road, and the developer of the Vintage at King’s Canyon has agreed to develop that path, that we strongly encourage the Planning Commission and the Board of Supervisors to take advantage of this opportunity.”* Consistent with this, staff is recommending that the applicant design and construct a ten foot (minimum) wide AASHTO standard concrete multiuse path with an adjacent three foot wide decomposed granite path along Kings Canyon Road from the pedestrian facilities at the corner of North Ormsby Boulevard to the Long Ranch Estates Subdivision’s pedestrian facilities. This path connection will improve bicycle and pedestrian safety along Kings Canyon Road, and will ultimately lead to trails and bike lanes that access public lands on the west side of the City.

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

Conformity with the zoning ordinance and the Master Plan rely on the amendment to the Master Plan. If the Master Plan is re-designated as requested, the requested zoning map amendment will be consistent with the Master Plan, and the proposed PUD will be consistent with both the zoning map amendment and the Master Plan. If the findings for a Master Plan amendment cannot be met, then this finding cannot be met.

ZONING MAP AMENDMENT FINDINGS: CCMC Section 18.02.075.5 (Zoning Map Amendment Findings) identifies the findings that must be met in the affirmative for the Planning Commission to recommend Board approval of the Zoning Map Amendment. These findings are identified below.

1. *That the proposed amendment is in substantial compliance with and supports the goals and policies of the Master Plan.*

This zoning map amendment is part of an application for a PUD. Concurrent with the PUD application is an application for a Master Plan Map amendment. If the Master Plan Map amendment is approved, the requested zoning map amendment will be consistent with the Master Plan. If the Master Plan amendment is not approved, then this finding cannot be made in the affirmative.

2. *That the proposed amendment will provide for land uses compatible with existing adjacent land uses and will not have detrimental impacts to other properties in the vicinity.*

The zoning map amendment is part of an application for a PUD. The applicant is seeking Neighborhood Business zoning, but by tying the zoning map amendment to the PUD, has limited the allowable uses to ensure compatibility. Additionally, the 5.6 acre area that is subject to the zoning map amendment request will, as part of the PUD application, be surrounded by single family homes. Given that the uses are restricted and the placement is surrounded by residential uses that will be adjacent to other residential uses, and that a traffic impact analysis has found no impact, staff can make this finding in the affirmative.

3. *That the proposed amendment will not negatively impact existing or planned public services or facilities and will not adversely impact the public health, safety and welfare.*

The zoning map amendment is part of an application for a PUD. The City Engineer has reviewed the proposed project and found there to be sufficient capacity for the project as shown. The Sheriff's office has reviewed the proposed project, and advised it does not have any concerns.

SPECIAL USE PERMIT FINDINGS: CCMC Section 18.02.080.5 (Special Use Permits Findings) identifies the findings that must be met in the affirmative for the Planning Commission to approve a Special Use Permit. These findings are identified below.

1. *Will be consistent with the master plan elements.*

This finding can be met only if the findings for the requested Master Plan Amendment can be met. The requested Master Plan designation is Mixed Use Residential. This

designation is intended to promote self-supporting neighborhoods which contain medium to high-density housing, but also includes retail, offices or live-work units. This designation further is appropriate adjacent to designated activity centers and along major corridors where infill and redevelopment is encouraged, as well as on larger vacant parcels within the urbanized area where larger scale planning is possible. The congregate care facility with ancillary uses is necessary to allow for the diversification of functional housing to allow for aging in place.

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 the 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.*

As conditioned, the staff believes this finding can be met. The congregate care facility will be located on the interior of the parcel, surrounded by homes. Lighting at the congregate care facility will be limited to 12 feet high, and will utilize shielded fixtures to prevent spillover. Trash enclosures have also been sited in the interior of the site so as to avoid off-site impacts. Parking areas are also interior to the site, with single family homes located between the parking area and the perimeter property line. In general, congregate care facilities do not generate objectionable noise, vibrations, fumes, odors, dust, or physical activity. Glare will not be a concern due to the height of the lights and the shields.

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

The project proposes six access points – three on Osmby Boulevard, one on Mountain Street, one on Lexington Avenue, and one on Bolero Drive. The applicant has prepared a Traffic Impact Study that analyzes the potential traffic impacts of the project. The traffic engineer concluded that there are no identified impacts requiring mitigation, and that all roadways in the study area, including Lexington Avenue and Bolero Drive, will adequately accommodate the added project traffic without significant impacts.

The traffic study recognizes that the proposed project will be fenced and gated, and the analysis is performed under an assumption that the gates will be in an open position from 7:00 AM to 7:00 PM. Given this assumption, staff recommends a condition of approval that the gates are required to remain open at all vehicular access points from 7:00 AM to 7:00 PM, and that this requirement shall be incorporated into the handbook.

Staff finds that the proposed project, due to the inclusion of the pathways, will improve pedestrian traffic by creating a safe pedestrian path from Osmby Boulevard to Mountain Street, and from Osmby Boulevard to Long Ranch Estates. These paths are consistent with the City's pathways plan. However, to ensure public access to these paths, staff recommends that the perimeter fence be located on the interior of the pathway system so as to provide privacy and security for residents of Vintage at Kings Canyon, while allowing the public unimpeded access to the trail.

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 sheriff's office and the Fire Department have reviewed the project, and their comments have been incorporated into the staff report and the conditions of approval. The City Engineer has concluded that new city water, sewer, storm drain, and access services will be needed for this project, and there is sufficient capacity for the project as shown.

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.

Congregate care is a conditional use in the Neighborhood Business zoning district. Concurrent with the request for a PUD, the applicant is seeking a Master Plan amendment to re-designate the subject property from Medium Density Residential to Mixed Use Residential. As part of the PUD request, the applicant is seeking to amend the zoning map to rezone the 5.6 acre area from SF6 and SF12 to NB. If the Master Plan amendment findings can be met, then the zoning map amendment findings can be met. With the property Master Plan and Zoning Map designations, the use will meet the definition and specific standards of the CCMC. If the Master Plan finding for amendment cannot be met, this finding cannot be met.

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

As conditioned, the proposed development will not be detrimental to public health, safety, convenience and welfare. The project is an infill project that will provide housing to seniors who can no longer live in their own homes. The proposed development will be surrounded by residences.

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

As conditioned, the proposed project will not result in material damage to other property in the vicinity.

(continuation of 17.07.005: PUD Findings)

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

The City's functional classification map identifies Orsmbay Boulevard as a Collector. Staff recommends that the east side of Orsmbay Boulevard be improved to meet the standard cross section per the Carson City Standard Details along the frontage as part of Phase 2 of the project. The west side of Orsmbay Boulevard shall be improved to meet the standard cross section per the Carson City Standard Details along the frontage as part of Phase 4 of the project

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 have six points of access: three on Orsmbay Boulevard, one on Mountain Street, one on Lexington Avenue, and one on Bolero Drive. The road system interior to the project is proposed to be private. To ensure adequate access, staff recommends that the interior road system connect to Lexington Avenue as part of Phase 1, and that the interior road system connect to Orsmbay Boulevard as part of Phase 2.

Per the traffic impact analysis, the existing public streets surrounding this infill site are adequate to accommodate the traffic generated by the proposed subdivision, and service levels on existing streets will be minimally impacted. Based on the traffic study submitted and general street capacity standards, the Engineering Division has determined that the additional trips can be accommodated without impacting the level of service at nearby intersections.

9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*

The subject property is in areas designated as being in the 100 year flood plan. The City Engineer has recommended a condition that a full technical drainage study per Division 14.9 of the Design Standards be completed. As part of this study, the City Engineer would require that a drainage plan be provided that shows no change to flood levels and shows a clear, free draining, 100 year flow path.

The subject property is in Zone I, which means a severe earthquake potential. There is a fault zone within 500 feet. The applicant has submitted a geotechnical analysis that finds the site to be suitable for the proposed improvements subject to recommendations. In order to ensure recommendations are incorporated, staff recommends a condition of approval that all construction drawings must be reviewed by the geotechnical engineer and a letter from the geotechnical engineer shall be submitted with all construction drawings verifying that he has reviewed the construction drawings and finds that they incorporate the construction techniques per his design recommendations. This requirement should also be included in the handbook.

10. *The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.*

The recommendations of reviewing departments and other entities have been incorporated into the conditions of approval for the proposed subdivision, as applicable.

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 project is in an infill area. The Fire Department has reviewed the proposed PUD, and the recommended conditions of the Fire Department have been incorporated into the recommended conditions of approval. The City Engineer is recommending an updated water main analysis to address fire flow, but has opined that there is sufficient capacity for the project as shown.

12. *Recreation and trail easements.*

The Parks and Recreation Commission and the Parks and Recreation staff have reviewed the requested PUD. The applicant is proposing to construct a 1.2 acre neighborhood park consistent with the Parks and Recreation Master Plan, and a multi-use (off street/paved/shared) path from the City's Mountain Street trailhead to the existing trails in Longview. The Parks and Recreation Commission, at its meeting of September 6, 2016, voted:

"to recommend to the Planning Commission and the Board of Supervisors approve the park and path facilities as proposed by the Vintage at King's Canyon applicant, based on its compliance with the City's Parks and Recreation Master Plan and Unified Pathways Master Plan as updated by the handout today, and including a restroom, signed access points, Mountain Street will be open without the fencing, we do 100 percent funded Landscape Maintenance District with the operations and maintenance plan coming to Parks and Recreation for development, a public access easement trail in Linear Park to be recorded on the maps, and that a north-south trail connection be integrated into the plan."

The Commission also encouraged the Planning Commission to pursue a trail on the north side of King's Canyon Road, as previously discussed in this report.

The Parks and Recreation Department staff have provided comprehensive comments regarding ownership and maintenance of the park and trails, design and construction coordination, and the placement of the perimeter fence vis-à-vis these improvements.

Staff is recommending that the Homeowner's Association (HOA) accept responsibility for maintaining the common area landscaping and open space areas, buffer areas between the development and other neighborhoods, the common area path system, landscape medians, street corridors, and non-public recreation facilities/amenities in perpetuity. Staff further recommends that the HOA also provide 100 percent funding and maintenance for all public park and recreation amenities (i.e. neighborhood park, linear park, multi-use path system, park and exercise equipment), to be memorialized in a recorded development agreement or through a similar instrument.

With regard to the perimeter fencing, staff recognizes the applicant's desire to secure the site with a perimeter fence and gates. However, staff finds that the multi-use pathway should be on the outside of the fence so all users can have easy access. Staff has recommended a condition that the perimeter fencing be located on the interior of the trail.

Of note, the Unified Pathways Master Plan identifies bicycle lanes along the street frontage of North Ormsby Boulevard. This improvement will be realized with the improvements to the right-of-way as part of phases 2 and 4.

Section 17.09.050 (Approval or Denial of PUD Application) identifies the findings that must be made with regard to approval of a PUD application, including in what respects the plan would or would not be in the public interest with consideration of the following:

1. *In what respects the plan is or is not consistent with the statement of objectives of the Planned Unit Development ordinance.*

The proposed plan is consistent with the statement of objectives of the Planned Unit Development ordinance. The proposed Vintage at Kings Canyon project has been designed to meet all requirements of the Planned Unit Development Ordinance, and will provide beneficial recreational amenities and transportation linkages, while being designed to be sensitive to neighboring uses.

2. *The extent to which the plan departs from zoning and Planned Unit Development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest.*

The proposed plan does not depart from the PUD regulations. Within the parameters of the PUD regulations, the applicant is proposing to utilize a lot size and setbacks that are smaller than that required in the underlying zoning district. The result is in excess of 30 percent open space with both private and public recreational amenities. The departure from the base zoning regulations is in the public interest.

3. *The purpose, location and amount of the open space in the Planned Unit Development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development.*

The purpose, location and amount of open space in the PUD is appropriate for the project, and consistent with the requirements. The staff recommends that the maintenance responsibility be assigned to a HOA with a maintenance scope of work identified in a development agreement or a similar instrument.

4. *A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment.*

As detailed in the Engineering Division comments, the physical design of the plan does make adequate provisions for public services and does provide adequate control over vehicular traffic. Adequate on-site parking will be provided.

5. *The relationship, beneficial or adverse, of the proposed Planned Unit Development to the neighborhood in which it is proposed to be established.*

The proposed PUD is an infill project that will allow for an age in place community. The PUD will provide pathways and a neighborhood park that will be beneficial to the neighborhood.

6. *In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the Planned Unit Development in the integrity of the plan.*

The applicant has provided a phasing plan indicating five phases. To ensure the benefit of the recreational amenity and the improved pedestrian bike/walking path can be enjoyed by the community, staff recommends that these improvements be completed in Phase 1. Additionally, staff recommends that the roadway connection to Lexington Avenue occur as part of Phase 1 so as to provide two vehicular access points, and that roadway access to Orsmby Boulevard from the east side occur in Phase 2. All amenities will need to be improved in Phase 2 when 25 percent of the dwellings are constructed. With incorporation of these comments into the phasing plan, staff finds that the proposed phasing plan protects the interest of the public and the residents of the Planned Unit Development.

Based on the ability to make the required findings subject to the proposed conditions of approval, staff recommends that the Planning Commission approve application TPUD-16-092 based on the required findings as noted above.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS: Comments were received from various city departments and are outlined below. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Engineering Division:

RECOMMENDATION:

The Engineering Division has no preference or objection to the TPUD.

CONDITIONS OF APPROVAL:

1. An updated water main analysis must be provided addressing the system capacity and the water and fire flow demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).
2. Plans must be revised to show an isolation valve where the water main for the PUD connects to the water main in N Ormsby Blvd, labeled as "Normally Closed". This valve is required for pressure zone separation.
3. Plans must be revised to show an additional water main connection at Lexington Avenue.
4. Plans must be revised to show a 20 foot wide public utility easement (PUE) along the north side of Ash Canyon Creek from N Ormsby Blvd to the west boundary of the project. This PUE must also cross the creek on the west side of the project. This PUE must be labeled "proposed public utility easement, to be created with Final Map." This easement will be required per Section 17.01.015.4 of the Carson City Municipal Code for a future water transmission line per the Carson City Water Master Plan.
5. Plans must be updated to show water on the south side of Merlot Dr, per Carson City Standard Detail C-1.2.4
6. Approval of new water mains must be obtained from NDEP after Carson City plan review is complete. A sample station will be required, location to be determined.
7. An updated sewer main analysis must be provided, addressing the system capacity and the sanitary sewer demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).
8. An updated traffic impact study must be provided if there are any changes that effect traffic counts or flow patterns. If there are no changes that effect traffic counts or flow patterns, a sealed memo must be submitted with the construction permit application stating that the traffic impact study for the tentative map applies to the proposed improvements. This shall apply to improvement phasing also.
9. Ormsby Blvd. is identified as a Collector and shall meet the standard cross section per Carson City Standard Details along the project frontage. The pedestrian connections on each side of Ormsby to the North and South must be made by sidewalk or concrete multi use path. Include striping for a cross walk at Washington St. and ADA ramps. Final improvements to be reviewed and approved by the City Engineer.
10. Plans must be updated to show the new public trail outside of the boundary fence.

11. Plans must be updated to show access for maintenance vehicles to detention/retention basins. Ormsby Blvd and Mountain St may not be the only access adjacent to any basins. Any paved walkways along said access must have appropriate thickness to allow for vehicles.
12. Plans must be updated to indicate that common space drainage, storm drains and basins are to be privately maintained by the HOA. The Handbook and the CC&Rs shall reflect this.
13. Plans must be updated to give building pads a minimum of 2 feet of flood freeboard.
14. Several lots have back lot line elevations that are significantly higher than the existing grade. Plans must be updated to clarify how this will work.
15. There is a discrepancy between the drainage report and the plans, calling the basins both detention and retention basins. Please clarify the function of these basins. Retention basins will require additional information about infiltration rates in the Technical Drainage Study.
16. Provide a full Technical Drainage Study per Division 14.9 of the CCDS. This technical drainage study must address the following:
 - a. There is a culvert that exits the southeast corner of the property by the park at Mountain Street. This culvert is known to overtop during 5 year storm events. The inlet to this facility, and storm drain in Mountain Street, must be analyzed to determine what remediation is necessary to accommodate additional flows, if any, from the project.
 - b. There are existing culverts that cross Ormsby Blvd for site runoff and for Ash Canyon Creek. The ability of the subject property to store flood waters may potentially aide in the ability of these structures to handle storm flows. Structural fill for the development may reduce this storage capacity for storm events. The ability of these structures to handle storm events after development must be analyzed.
 - c. The report must address the propagation of irrigation flows to any downstream water rights holders.
 - d. A drainage plan must be provided that shows the flood volume 1:1 balance and shows a clear, free draining, 100 year flow path. Account for on and off site flows on this plan.
 - e. Update the report to account for offsite flow coming from the area between Vicee and Ash Canyon, namely areas VC03, AC10, and AC09, and offsite flow from upstream subdivisions such as Long Ranch Estates and Wellington Crescent.
 - f. The offsite flow table shows 12cfs for 10%, 2%, and 1% chance events. There is little to no fluctuation between these values, also these values seem low considering the flows reported for the areas between Vicee and Ash Canyon in the WCR Freeway Analysis. Please address this.
 - g. The pre and post development flow seems low. Please address this.
 - h. The drainage report must state that a CLOMR will be required for the development.
 - i. Show sizing of the culvert crossings at Bolero and at Lexington. These culverts must be designed to handle the 100 year storm flows.
17. Plans must show that vertical and horizontal data are tied to the Carson City control network and use the network for all floodplain base flood and structure elevations.

18. The plans and the drainage study must demonstrate adherence to Flood Protection ordinance 12.09 and erosion and sediment control ordinance 12.12.
19. The project must get approval of a CLOMR from FEMA and give Carson City funds to process a LOMR once the project is completed.
20. A stormwater pollution prevention permit, and a dust control permit must be obtained from the Nevada Division of Environmental Protection (NDEP).
21. Plans must be updated to address street lighting requirements per Division 12.14 of the CCDS.
22. Plans must be updated to show that trees do not hinder minimum sight distance per Division 12.11 of the CCDS, and to show that trees are not within 10 feet of water or sewer mains.
23. Plans must be updated to give instructions for identification and removal of on-site perennial pepperweed.
24. As part of the Final Map, plans must be updated to show a Public Utility Easement per the above requirements.

DISCUSSION:

The Engineering Division has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses.

CCMC 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans, provided that the above conditions are met.

CCMC 18.02.080 (5b) – Impact to Surrounding Property

Development Engineering does not foresee any detriment to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood as long as the above conditions are met.

CCMC 18.02.080 (5c) - Traffic/Pedestrians

The request is not in conflict with pedestrian or traffic movements.

CCMC 18.02.080 (5d) - Public Services

New City water, sewer, storm drain and access services will be needed for this project. Those that are shown in the plans may need to be modified per the conditions of approval above. These modifications, however, are minor and there is sufficient capacity for the project as shown. Note that 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. Also, all construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details. Also, during construction fresh water must be used for dust control.

CCMC 18.02.080 (5f) – Public Health, Safety, Convenience, and Welfare

Development Engineering does not foresee any negative impact to public health, safety, convenience, and welfare as long as the above conditions of approval are met.

CCMC 18.02.080 (5g) – Damage or Prejudice to Other Property in Vicinity

Development Engineering does not foresee any damage or prejudice to other property in vicinity as long as the above conditions of approval are met.

CCMC 18.02.080 (5h) – Adequate Information and Plans

The information and plans provided were adequate for this review. Additional information will be required prior to issuing a construction permit per the conditions of approval.

Building Division:

No comments

Fire Department:

1. All roadway gates must provide a minimum of 20' clear width when open.
2. All roadway gates with electric operators must have a Knox key switch for emergency vehicle access.
3. All roadway gates that have manual locks must have an approved Knox box or other CCFD approved method of providing a way to unlock the gate.
4. Once more than 30 dwelling units there must be a second approved access to the subdivision.
5. Project must comply with the 2012 International Fire Code (IFC) and Northern Nevada Fire Code amendments. Hydrants don't comply with 2012 IFC Appendix C spacing requirements.
6. The assisted living complex needs to provide turn-arounds due to the length of the fire access road to the rear of the parking lot, or provide a connected loop route.
7. Additional hydrants will be required for the assisted living complex.
8. Provide more detail of the assisted living area. Some type of covered patient loading area is preferred.
9. The proposed independent and assisted living buildings will require fire sprinklers and fire alarms. The other proposed commercial buildings may require fire alarms and fire sprinklers depending on the final design.

Parks and Recreation Department:

On September 6, 2016 the Parks and Recreation Commission held a special meeting to consider the Vintage at Kings Canyon proposed development as it relates to compliance to the City's Parks and Recreation Master Plan, Unified Pathways Master Plan, and provide other related comments on the project's proposed neighborhood park and linear park/multi-use path. As a result, please find below the references to the City's adopted plans as it pertains to the proposed project, the Parks Commission's motions, and the Parks and Recreation Department's comments. Attachments are also provided for your consideration.

Carson City Parks and Recreation Master Plan:

1. The proposed development is located within Neighborhood #5 (Exhibit A/Page A-13 of Park Master Plan). Implementation Strategies #3, the Master Plan states, “*If the property (Anderson Ranch) develops, ensure that a neighborhood park is provided.*”

Carson City Unified Pathways Master Plan:

1. The applicant will construct a multi-use (off street/paved/shared) path from the City’s Mountain Street Trailhead to the City’s Long Ranch Estates Open Space trail system (Exhibit B).

Parks and Recreation Commission action:

Motion #1:

“I move to recommend the Planning Commission and the Board of Supervisors approve the park and path facilities as proposed by the Vintage at King’s Canyon applicant, based on its compliance with the City’s Parks and Recreation Master Plan and Unified Pathways Master Plan as updated by the handout today, September 6, 2016, (Exhibit C) and including a restroom, signed access points, Mountain Street will be open without the fencing, we do 100 percent funded Landscape Maintenance District with the operations and maintenance plan coming to Parks and Recreation for development, a public access easement trail in Linear Park be recorded on the maps, and that a north-south trail connection be integrated into the plan.” (Motion Approved 7-0-0)

Motion #2:

“I move that [since] the Anderson Family has agreed to contribute land for a multi-use path on their Northern Heritage Property along the northern edge of King’s Canyon Road, and the developer of the Vintage at King’s Canyon has agreed to develop that path, that we strongly encourage the Planning Commission and the Board of Supervisors to take advantage of this opportunity.” (Motion Approved 7-0-0).

Parks and Recreation Department Comments:

General Comments

- a. A private Home Owner’s Association (HOA) will be formed to provide maintenance for all the following areas in perpetuity: Common area landscape and open space areas, buffer areas between the development and neighborhoods, common area path system, landscape medians, street corridors, non-public recreation facilities/amenities (i.e. club house/pool) in perpetuity. The maintenance and funding shall be addressed in the development’s CC&R’s to the satisfaction of the Carson City District Attorney. Common area maintenance shall include at a minimum, but not limited to the following:
 - Debris, weed, and litter removal
 - Noxious weed management
 - Care and replacement of plant material
 - Plant material irrigation and irrigation system repair
- b. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. neighborhood park, linear park, multi-use path system, park and exercise

equipment etc.). The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City District Attorney. A separate development agreement regarding maintenance of these facilities shall be entered into between the HOA and the City. A covenant or deed restriction is recommended on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for the maintenance and upkeep of the public parks and recreation amenities and linear park/multi-use path.

- c. The multi-use path will be designed to conform to the standards and policies of the Carson City Unified Pathways Master Plan adopted April 6, 2006 (as revised March 15, 2007).
- d. The neighborhood park will be designed to conform to the Parks and Recreation Master Plan as adopted by Carson City on April 6, 2006 (as revised March 15, 2007).
- e. Paths and sidewalks shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan.
- f. Sidewalk connections to the neighborhood park and linear park/multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.
- g. Prior to the issuance of the certificate of occupancy for the 53rd residential unit in Phase 1, the applicant will construct and dedicate to the City the neighborhood park and linear park/multi-use path. This shall be coordinated through and agreed upon by the Carson City Parks, Recreation & Open Space Department.
- h. The developer shall be required to use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure contractors and subcontractors comply. The Parks, Recreation and Open Space Department will assist the applicant with this condition.
- i. As phases of the Planned Unit Development are implemented, the plans shall be submitted for review by the City. The applicant shall be required to demonstrate connectivity between the neighborhood park, linear park/multi-use path, and sidewalks. This shall be done to the satisfaction of the Parks, Recreation & Open Space Department.
- j. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.
- k. The developer, at their expense, will construct and dedicate the land and all agreed upon improvements for the neighborhood park and linear park/multi-use path to the City upon successful completion, and final project acceptance of said work by the City, through its Parks, Recreation & Open Space Department. As a result, the Residential Construction Tax (RCT) described in CCMC 15.60 - Residential Construction Tax et. seq. will not be collected by Carson City at the time building permits are issued for residential dwelling units in the project area. A development agreement between the applicant and the City regarding RCT, park and trail construction will be required for future consideration of the Carson City Board of Supervisors and to the satisfaction of the Carson City District Attorney.

Neighborhood Park Comments

- a. The applicant will design and construct a 1.2 acre neighborhood park.
- b. The park design will be coordinated with the Parks, Recreation, and Open Space Department for review and approval, including construction inspections. The design will be consistent with the department's guidelines and development standards, including water conservation design elements.
- c. The park design will incorporate universally accessible components and be compliant with the Americans with Disability Act.
- d. The park will be designed to allow for City maintenance vehicles and emergency services to access the site.
- e. The proposed project's perimeter fencing will be located on the outside of the park property to ensure public access. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the park will be allowed at locations approved by the Parks, Recreation and Open Space Department.
- f. Vineyards will not be incorporated into the design for the neighborhood park.
- g. The park's design shall incorporate the existing Mountain Street Trailhead. The applicant shall design, construct, at their expense any design modifications to the trailhead, including but not limited to a restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected the park design shall be seamless with the existing trailhead and the identified trailhead improvements shall be constructed during Phase I and at the same time as the neighborhood park.

Linear Park / Multi-use Path Comments

- a. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path. It will be constructed from the City's Mountain Street Trailhead to the City's Long Ranch Estates Open Space trail system and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard.
- b. The applicant will design and construct a 1.82 acre (approximate size) linear park/multi-use path that will have various site amenities. They will include but are not limited to universally accessible outdoor exercise components/stations, interpretive signage related to the Anderson Ranch history, park benches/seating areas (per 1000 lineal feet of trail along the path), pet waste stations/trash cans, signage depicting direction and trail distance, and landscaping. The linear park should offer universally accessible outdoor exercise equipment that incorporates a well-rounded fitness program (aerobic, muscle, core, balance, strength and flexibility) for the benefit of Vintage at Kings Canyon residents and the general public.

- c. The linear park/multi-use path shall be located outside the proposed projects perimeter fence for ease of access by the general public. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the path will be allowed at locations approved by the Parks, Recreation and Open Space Department.
- d. The linear park/multi-use path will include landscaping with a variety of trees (either evergreen or deciduous) that will be planted at a rate of 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 5 shrubs per tree. Also, there will be no vineyards incorporated into the landscape design concept for the linear park/multi-use path.
- e. The applicant shall design and construct a 10' (minimum) wide AASHTO standard concrete multi-use path with an adjacent 3' wide decomposed granite path along Kings Canyon Road from the pedestrian facilities at the corner of North Ormsby Boulevard to the Long Ranch Estates Subdivision's pedestrian facilities. This path connection will improve bicycle and pedestrian safety along Kings Canyon Road. While this path is not located within the proposed development area it is located on property identified within the applicant's project application.

Open Space Comments

- a. The Vintage at Kings Canyon's Conceptual Planned Unit Development plan is located on property currently owned by Andersen Ranch LLC. This property is identified in the Open Space Plan as a high priority area for protection due to its irrigated agricultural lands. The current owners have not initiated discussions with the City regarding acquisition. Therefore, additional acquisition outside of the neighborhood park and linear park/multi-use path will not be required at this time.
- b. Please revised the Master Plan Amendment and the Tentative Planned Unit Development documents that all open space references refer to the private common areas required by the City's development standards and not the City's Open Space Program.

Neighborhood Connectivity to Linear Park / Multi-use Path Comments

- a. The Unified Pathways Master Plan (UPMP) identifies bicycle lanes along the street frontage of the proposed project on North Ormsby Boulevard (Exhibit B). This UPMP requirement on North Ormsby Boulevard needs to be coordinated with City Engineering's requirements for the development's half street improvements.

School District:

No comments received.

Environmental Control Division:

1. This project must meet all applicable codes as found in 40 CFR 408, CCMC 12.06., CCMC 12.12, and 2012 UPC.
2. Any commercial facility will be required to install a properly sized grease interceptor if that facility will be engaged in preparing food for the public or its residences i.e....club house, assisted living facility, deli, and or extended care facilities. Per CCMC 12.06.245, and 2012 UPC.

3. Any new facility that will be engaged in food preparation will also need to connect trash enclosure to a grease interceptor. Per CCMC Appendix 18 Division 15.5.
4. Dependent on the type of facility, amounts and types of chemicals used, commercial facilities may also be required to provide 100% secondary containment for chemicals stored and used at facility. Per CCMC 12.06.248
5. Garbage disposals not allowed in commercial facilities or institutions per CCMC 12.06.226.
6. Please note any facility with a wash pad or the potential to discharge petroleum products or excessive suspended solids shall install an approved sand and oil interceptor in accordance with the Uniform Plumbing Code. Per CCMC 12.06.246.

Health and Human Services:

1. All Building plans need to be submitted to Carson City Building Department for Health and Human Services review.
2. The Assisted Living facilities will need approval from Nevada Division and Public and Behavioral Health Bureau of Health Care Quality and Compliance prior to construction

Attachments

Engineering Comments
Fire Department Comments
Health Department Comments
Environmental Control Agency Comments
Parks and Recreation Comments
Public Comments
Application for MPA-16-091
Application for TPUD-16-092

**Engineering Division
Planning Commission Report
File Number TPUD 16-092**

TO: Hope Sullivan, Planning
FROM: Rory Hogen & Stephen Pottéy P.E., Development Engineering
DATE: September 9, 2016 **MEETING DATE:** September 29, 2016

SUBJECT TITLE:

Request to allow creation of a Planned Unit Development with 212 SFR units, Vintage at Kings Canyon, to allow a change from Single Family 6,000 (SF6) and Single Family 12,000 (SF12) to Neighborhood Business (NB) zoning, and to allow congregate care housing proposed in conjunction with approval of the requested PUD, ZMA and MPA changes, and approval of change to Neighborhood Business (NB) zoning.

Title 17.09, 18.02.075 and 18.04.120

RECOMMENDATION:

The Engineering Division has no preference or objection to the TPUD.

CONDITIONS OF APPROVAL:

The Engineering Division recommends the following conditions of approval, to be completed prior to issuing a construction permit:

1. An updated water main analysis must be provided addressing the system capacity and the water and fire flow demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).
2. Plans must be revised to show an isolation valve where the water main for the PUD connects to the water main in N Ormsby Blvd, labeled as "Normally Closed". This valve is required for pressure zone separation.
3. Plans must be revised to show an additional water main connection at Lexington Avenue.
4. Plans must be revised to show a 20 foot wide public utility easement (PUE) along the north side of Ash Canyon Creek from N Ormsby Blvd to the west boundary of the project. This PUE must also cross the creek on the west side of the project. This PUE must be labeled "proposed public utility easement, to be created with Final Map." This easement will be required per Section 17.01.015.4 of the Carson City Municipal Code for a future water transmission line per the Carson City Water Master Plan.
5. Plans must be updated to show water on the south side of Merlot Dr, per Carson City Standard Detail C-1.2.4
6. Approval of new water mains must be obtained from NDEP after Carson City plan review is complete. A sample station will be required, location to be determined.
7. An updated sewer main analysis must be provided, addressing the system capacity and

the sanitary sewer demands for the development per Division 15.3 of the Carson City Development Standards (CCDS).

8. An updated traffic impact study must be provided if there are any changes that effect traffic counts or flow patterns. If there are no changes that effect traffic counts or flow patterns, a sealed memo must be submitted with the construction permit application stating that the traffic impact study for the tentative map applies to the proposed improvements. This shall apply to improvement phasing also. Final PUD shall include a phasing plan for public access and pedestrian/trail improvements to be reviewed and approved by Carson City staff.
9. Ormsby Blvd. is identified as a Collector and shall meet the standard cross section per Carson City Standard Details along the project frontage. The pedestrian connections on each side of Ormsby to the North and South must be made by sidewalk or concrete multi use path. Include striping for a cross walk at Washington St. and ADA ramps. Final improvements to be reviewed and approved by the City Engineer.
10. Plans must be updated to show the new trail outside of the boundary fence.
11. Plans must be updated to show access for maintenance vehicles to detention/retention basins. Ormsby Blvd and Mountain St may not be the only access adjacent to any basins. Any paved walkways along said access must have appropriate thickness to allow for vehicles.
12. Plans must be updated to indicate that common space drainage, storm drains and basins are to be privately maintained by the HOA. CC&Rs shall reflect this.
13. Plans must be updated to give building pads a minimum of 2 feet of flood freeboard.
14. Several lots have back lot line elevations that are significantly higher than the existing grade. Plans must be updated to clarify how this will work.
15. There is a discrepancy between the drainage report and the plans, calling the basins both detention and retention basins. Please clarify the function of these basins. Retention basins will require additional information about infiltration rates in the Technical Drainage Study.
16. Provide a full Technical Drainage Study per Division 14.9 of the CCDS. This technical drainage study must address the following:
 - a. There is a culvert that exits the southeast corner of the property by the park at Mountain Street. This culvert is known to overtop during 5 year storm events. The inlet to this facility, and storm drain in Mountain Street, must be analyzed to determine what remediation is necessary to accommodate additional flows, if any, from the project.
 - b. There are existing culverts that cross Ormsby Blvd for site runoff and for Ash Canyon Creek. The ability of the subject property to store flood waters may potentially aide in the ability of these structures to handle storm flows. Structural fill for the development may reduce this storage capacity for storm events. The ability of these structures to handle storm events after development must be analyzed.
 - c. The report must address the propagation of irrigation flows to any downstream water rights holders.
 - d. A drainage plan must be provided that shows the flood volume 1:1 balance and shows a clear, free draining, 100 year flow path. Account for on and off site flows on this plan.
 - e. Update the report to account for offsite flow coming from the area between Vicee and Ash Canyon, namely areas VC03, AC10, and AC09, and offsite flow from upstream subdivisions such as Long Ranch Estates and Wellington Crescent.
 - f. The offsite flow table shows 12cfs for 10%, 2%, and 1% chance events. There is little to no fluctuation between these values, also these values seem low considering the flows reported for the areas between Vicee and Ash Canyon in

- the WCR Freeway Analysis. Please address this.
- g. The pre and post development flow seems low. Please address this.
- h. The drainage report must state that a CLOMR will be required for the development.
- i. Show sizing of the culvert crossings at Bolero and at Lexington. These culverts must be designed to handle the 100 year storm flows.

17. Plans must show that vertical and horizontal data are tied to the Carson City control network and use the network for all floodplain base flood and structure elevations.

18. The plans and the drainage study must demonstrate adherence to Flood Protection ordinance 12.09 and erosion and sediment control ordinance 12.12.

19. The project must get approval of a CLOMR from FEMA and give Carson City funds to process a LOMR once the project is completed.

20. A stormwater pollution prevention permit, and a dust control permit must be obtained from the Nevada Division of Environmental Protection (NDEP).

21. Plans must be updated to address street lighting requirements per Division 12.14 of the CCDS.

22. Plans must be updated to show that trees do not hinder minimum sight distance per Division 12.11 of the CCDS, and to show that trees are not within 10 feet of water or sewer mains.

23. Plans must be updated to give instructions for identification and removal of on-site perennial pepperweed.

24. Plans must be updated to indicate that all new electrical services must be underground.

The Engineering Division recommends the following conditions of approval, to be completed prior to recording of final map:

- 25. Plans must be updated to show a Public Utility Easement per the above requirements.

DISCUSSION:

The Engineering Division has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses.

CCMC 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans, provided that the above conditions are met.

CCMC 18.02.080 (5b) – Impact to Surrounding Property

Development Engineering does not foresee any detriment to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood as long as the above conditions are met.

CCMC 18.02.080 (5c) - Traffic/Pedestrians

The request is not in conflict with pedestrian or traffic movements.

CCMC 18.02.080 (5d) - Public Services

New City water, sewer, storm drain and access services will be needed for this project. Those that are shown in the plans may need to be modified per the conditions of approval above. These modifications, however, are minor and there is sufficient capacity for the project as shown. Note that 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. Also, all construction work must be to Carson City Development Standards

(CCDS) and meet the requirements of the Carson City Standard Details. Also, during construction fresh water must be used for dust control.

CCMC 18.02.080 (5f) – Public Health, Safety, Convenience, and Welfare

Development Engineering does not foresee any negative impact to public health, safety, convenience, and welfare as long as the above conditions of approval are met.

CCMC 18.02.080 (5g) – Damage or Prejudice to Other Property in Vicinity

Development Engineering does not foresee any damage or prejudice to other property in vicinity as long as the above conditions of approval are met.

CCMC 18.02.080 (5h) – Adequate Information and Plans

The information and plans provided were adequate for this review. Additional information will be required prior to issuing a construction permit per the conditions of approval.

September 13, 2016

TPUD-16-092

Fire Department additional comments

TPUD 16-092:

1. All roadway gates must provide a minimum of 20' clear width when open.
2. All roadway gates with electric operators must have a Knox key switch for emergency vehicle access.
3. All roadway gates that have manual locks must have an approved Knox box or other CCFD approved method of providing a way to unlock the gate.
4. Once more than 30 building permits are applied for there must be a second approved access to the subdivision.

Aug 28, 2016

Comments for TPUD 16-092:

1. Project must comply with the 2012 IFC and Northern Nevada Fire Code amendments.
2. Hydrants don't comply with 2012 IFC Appendix C spacing requirements.
3. The assisted living complex needs to provide turn-arounds due to the length of the fire access road to the rear of the parking lot, or provide a connected loop route.
4. Additional hydrants will be required for the assisted living complex.
5. Provide more detail of the assisted living area. Some type of covered patient loading area is preferred.
6. The proposed independent and assisted living buildings will require fire sprinklers and fire alarms. The other proposed commercial buildings may require fire alarms and fire sprinklers depending on the final design.

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

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

RECEIVED

SEP 12 2016

CARSON CITY
PLANNING DIVISION

September 12, 2016

Health Department

MPA-16-091 and TPUD-16-092

All Building plans need to be submitted to Carson City Building Department for Health and Human Services review.

The Assisted Living facilities will need approval from Nevada Division and Public and Behavioral Health Bureau of Health Care Quality and Compliance prior to construction.

Dustin Boothe
Health Department



09/16/2016

TPUD 16-092

Environmental Control

After initial plan review the Carson City Environmental Control Authority (ECA), a Division of Carson City Public Works Department (CCPW), has the following requirements per the Carson City Municipal Code (CCMC) and the Uniform Plumbing Code (UPC) for the TPUD 16-092 project:

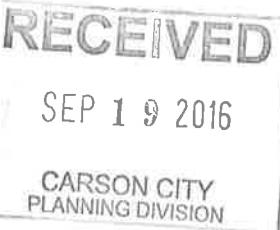
1. This project must meet all applicable codes as found in 40 CFR 408, CCMC 12.06., CCMC 12.12, and 2012 UPC.
2. Any commercial facility will be required to install a properly sized grease interceptor if that facility will be engaged in preparing food for the public or its residences i.e.... club house, assisted living facility, deli, and or extended care facilities. Per CCMC 12.06.245, and 2012 UPC.
3. Any new facility that will be engaged in food preparation will also need to connect trash enclosure to a grease interceptor. Per CCMC Appendix 18 Division 15.5.
4. Dependent on the type of facility, amounts and types of chemicals used, commercial facilities may also be required to provide 100% secondary containment for chemicals stored and used at facility. Per CCMC 12.06.248
5. Garbage disposals not allowed in commercial facilities or institutions per CCMC 12.06.226
6. Please note any facility with a wash pad or the potential to discharge petroleum products or excessive suspended solids shall install an approved sand and oil interceptor in accordance with the Uniform Plumbing Code. Per CCMC 12.06.246.

Please notify Mark Irwin if you have any questions regarding these comments, I can be reached at 775-283-7380.

Sincerely;

Mark Irwin
Environmental Control Officer 3

c: Kelly Hale, Environmental Control Supervisor



September 17, 2016

Ms. Hope Sullivan
Carson City Community Development
108 E. Proctor Street
Carson City, Nevada 89701

Re: Vintage at Kings Canyon – Parks, Recreation & Open Space Department Comments to Planning Commission on the Master Plan Amendment and Tentative Planned Unit Development

Dear Ms. Sullivan,

On September 6, 2016 the Parks and Recreation Commission held a special meeting to consider the Vintage at Kings Canyon proposed development as it relates to compliance to the City's Parks and Recreation Master Plan, Unified Pathways Master Plan, and provide other related comments on the project's proposed neighborhood park and linear park/multi-use path. As a result, please find below the references to the City's adopted plans as it pertains to the proposed project, the Parks Commission's motions, and the Parks and Recreation Department's comments. Attachments are also provided for your consideration.

Carson City Parks and Recreation Master Plan:

1. The proposed development is located within Neighborhood #5 (Exhibit A/Page A-13 of Park Master Plan). Implementation Strategies #3, the Master Plan states, "*If the property (Anderson Ranch) develops, ensure that a neighborhood park is provided.*"

Carson City Unified Pathways Master Plan:

1. The applicant will construct a multi-use (off street/paved/shared) path from the City's Mountain Street Trailhead to the City's Long Ranch Estates Open Space trail system (Exhibit B).

Parks and Recreation Commission action:

Motion #1:

"I move to recommend the Planning Commission and the Board of Supervisors approve the park and path facilities as proposed by the Vintage at King's Canyon applicant, based on its compliance with the City's Parks and Recreation Master Plan and Unified Pathways Master Plan as updated by the handout today, September 6, 2016, (Exhibit C) and including a restroom, signed access points, Mountain Street will be open without the fencing, we do 100 percent funded Landscape Maintenance District with the operations and maintenance plan coming to Parks and Recreation for development, a public access easement trail in Linear Park be recorded on the maps, and that a north-south trail connection be integrated into the plan." (Motion Approved 7-0-0)

Motion #2:

"I move that [since] the Anderson Family has agreed to contribute land for a multi-use path on their Northern Heritage Property along the northern edge of King's Canyon Road, and the developer of the Vintage at King's Canyon has agreed to

develop that path, that we strongly encourage the Planning Commission and the Board of Supervisors to take advantage of this opportunity." (Motion Approved 7-0-0).

Parks and Recreation Department Comments:

General Comments

- a. A private Home Owner's Association (HOA) will be formed to provide maintenance for all the following areas in perpetuity: Common area landscape and open space areas, buffer areas between the development and neighborhoods, common area path system, landscape medians, street corridors, non-public recreation facilities/amenities (i.e. club house/pool) in perpetuity. The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City District Attorney. Common area maintenance shall include at a minimum, but not limited to the following:
 - Debris, weed, and litter removal
 - Noxious weed management
 - Care and replacement of plant material
 - Plant material irrigation and irrigation system repair
- b. The HOA will provide 100% funding and maintenance for all public park and recreation amenities (i.e. neighborhood park, linear park, multi-use path system, park and exercise equipment etc.). The maintenance and funding shall be addressed in the development's CC&R's to the satisfaction of the Carson City District Attorney. A separate development agreement regarding maintenance of these facilities shall be entered into between the HOA and the City. A covenant or deed restriction is recommended on all properties within the proposed development to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the HOA ever cease to exist, an assessment will then be implemented by the City to form a Landscape Maintenance District (LMD), per CCMC to provide for the maintenance and upkeep of the public parks and recreation amenities and linear park/multi-use path.
- c. The multi-use path will be designed to conform to the standards and policies of the Carson City Unified Pathways Master Plan adopted April 6, 2006 (as revised March 15, 2007).
- d. The neighborhood park will be designed to conform to the Parks and Recreation Master Plan as adopted by Carson City on April 6, 2006 (as revised March 15, 2007).
- e. Paths and sidewalks shall conform to the standards as outlined in the Carson City Unified Pathways Master Plan.
- f. Sidewalk connections to the neighborhood park and linear park/multi-use path will provide convenient and logical access to these facilities and the overall sidewalk network within the development.
- g. Prior to the issuance of the certificate of occupancy for the 53rd residential unit in Phase 1, the applicant will construct and dedicate to the City the neighborhood park and linear park/multi-use path. This shall be coordinated through and agreed upon by the Carson City Parks, Recreation & Open Space Department.
- h. The developer shall be required to use best management practices during construction to prevent the spread of noxious weeds and will incorporate language in construction documents to ensure

contractors and subcontractors comply. The Parks, Recreation and Open Space Department will assist the applicant with this condition.

- i. As phases of the Planned Unit Development are implemented, the plans shall be submitted for review by the City. The applicant shall be required to demonstrate connectivity between the neighborhood park, linear park/multi-use path, and sidewalks. This shall be done to the satisfaction of the Parks, Recreation & Open Space Department.
- j. All drainage facilities (channels, ditches, and detention basins) within the development will be the responsibility of the HOA and shall be maintained to City Standards.
- k. The developer, at their expense, will construct and dedicate the land and all agreed upon improvements for the neighborhood park and linear park/multi-use path to the City upon successful completion, and final project acceptance of said work by the City, through its Parks, Recreation & Open Space Department. As a result, the Residential Construction Tax (RCT) described in CCMC 15.60 - Residential Construction Tax et. seq. will not be collected by Carson City at the time building permits are issued for residential dwelling units in the project area. A development agreement between the applicant and the City regarding RCT, park and trail construction will be required for future consideration of the Carson City Board of Supervisors and to the satisfaction of the Carson City District Attorney.

Neighborhood Park Comments

- a. The applicant will design and construct a 1.2 acre neighborhood park.
- b. The park design will be coordinated with the Parks, Recreation, and Open Space Department for review and approval, including construction inspections. The design will be consistent with the department's guidelines and development standards, including water conservation design elements.
- c. The park design will incorporate universally accessible components and be compliant with the Americans with Disability Act.
- d. The park will be designed to allow for City maintenance vehicles and emergency services to access the site.
- e. The proposed project's perimeter fencing will be located on the outside of the park property to ensure public access. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the park will be allowed at locations approved by the Parks, Recreation and Open Space Department.
- f. Vineyards will not be incorporated into the design for the neighborhood park.
- g. The park's design shall incorporate the existing Mountain Street Trailhead. The applicant shall design, construct, at their expense any design modifications to the trailhead, including but not limited to a restroom facility (including utility connection fees associated with a permanent flush toilet facility), parking lot infrastructure preservation/maintenance (crack sealing, slurry seal, restriping, curb cut for access etc.) and a 10' wide concrete path with an adjacent 3' wide decomposed granite path connecting to the trailhead. It is expected the park design shall be seamless with the existing trailhead and the identified trailhead improvements shall be constructed during Phase I and at the same time as the neighborhood park.

Linear Park / Multi-use Path Comments

- a. The applicant will design and construct a multi-use path (off street/paved/shared) at a 10' wide (minimum) AASHTO standard concrete path with an adjacent 3' wide decomposed granite path. It will be constructed from the City's Mountain Street Trailhead to the City's Long Ranch Estates Open Space trail system and have an at grade pedestrian crossing with flashing lights on North Ormsby Boulevard.
- b. The applicant will design and construct a 1.82 acre (approximate size) linear park/multi-use path that will have various site amenities. They will include but are not limited to universally accessible outdoor exercise components/stations, interpretive signage related to the Anderson Ranch history, park benches/seating areas (per 1000 lineal feet of trail along the path), pet waste stations/trash cans, signage depicting direction and trail distance, and landscaping. The linear park should offer universally accessible outdoor exercise equipment that incorporates a well-rounded fitness program (aerobic, muscle, core, balance, strength and flexibility) for the benefit of Vintage at Kings Canyon residents and the general public.
- c. The linear park/multi-use path shall be located outside the proposed projects perimeter fence for ease of access by the general public. Gate(s) providing pedestrian/ADA access for Vintage at Kings Canyon residents to the path will be allowed at locations approved by the Parks, Recreation and Open Space Department.
- d. The linear park/multi-use path will include landscaping with a variety of trees (either evergreen or deciduous) that will be planted at a rate of 1 tree per 50 lineal feet (tree groupings are acceptable) with a minimum of 5 shrubs per tree. Also, there will be no vineyards incorporated into the landscape design concept for the linear park/multi-use path.
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- b. Please revised the Master Plan Amendment and the Tentative Planned Unit Development documents that all open space references refer to the private common areas required by the City's development standards and not the City's Open Space Program.

Neighborhood Connectivity to Linear Park / Multi-use Path Comments

- a. The Unified Pathways Master Plan (UPMP) identifies bicycle lanes along the street frontage of the proposed project on North Ormsby Boulevard (Exhibit B). This UPMP requirement on

North Ormsby Boulevard needs to be coordinated with City Engineering's requirements for the development's half street improvements.

Thank you for your time and consideration. If you have any questions or need additional information, please let me know.

Sincerely,

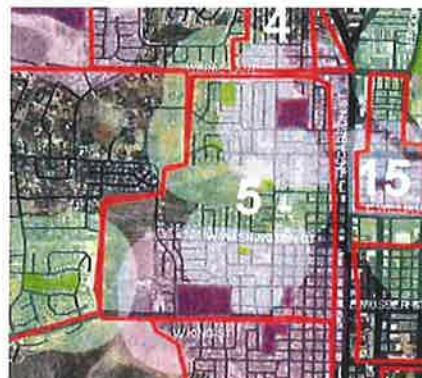
Jennifer Budge

Jennifer Budge, CPRP
Parks, Recreation and Open Space Director

Exhibit A

5

| | |
|---------|--|
| PARK: | Carriage Square (3.5 ac), Monte Vista (.75 ac) and Sunset Park (.75 acre) |
| TYPE: | Traditional |
| SIZE: | Carriage Square (3.5 ac), Monte Vista (.75 ac) and Sunset Park (.75 acre) |
| NOTES: | 71% of population within walking distance of Park |
| SCHOOL: | Fritch Elementary School / Carson Middle School 70% of population within walking distance of School |



| | |
|----------------------------|---|
| OBSERVATIONS: | This neighborhood has three small parks that provide general coverage, augmented by two schools that provide open areas and some recreation facilities. |
| SURVEY: | Q19: There is moderately strong support (47%) for adding a new Neighborhood park, suggesting that the schools are not meeting local needs completely. Q17: 53% of respondents supported the general need to add Neighborhood parks, with 61% supporting the general need to add Natural parks. |
| IMPLEMENTATION STRATEGIES: | <ol style="list-style-type: none"> 1. Investigate further the neighborhood perceptions of school grounds as parks. If appropriate, explore ways to improve access and usability of school grounds as neighborhood parks. 2. Continue to explore acquisition of some or all of the Anderson property as open space. Whether or not development occurs, pursue a natural trail through the property for local use as well as part of the city-wide trail system. 3. If the property develops, ensure that a neighborhood park is provided. |

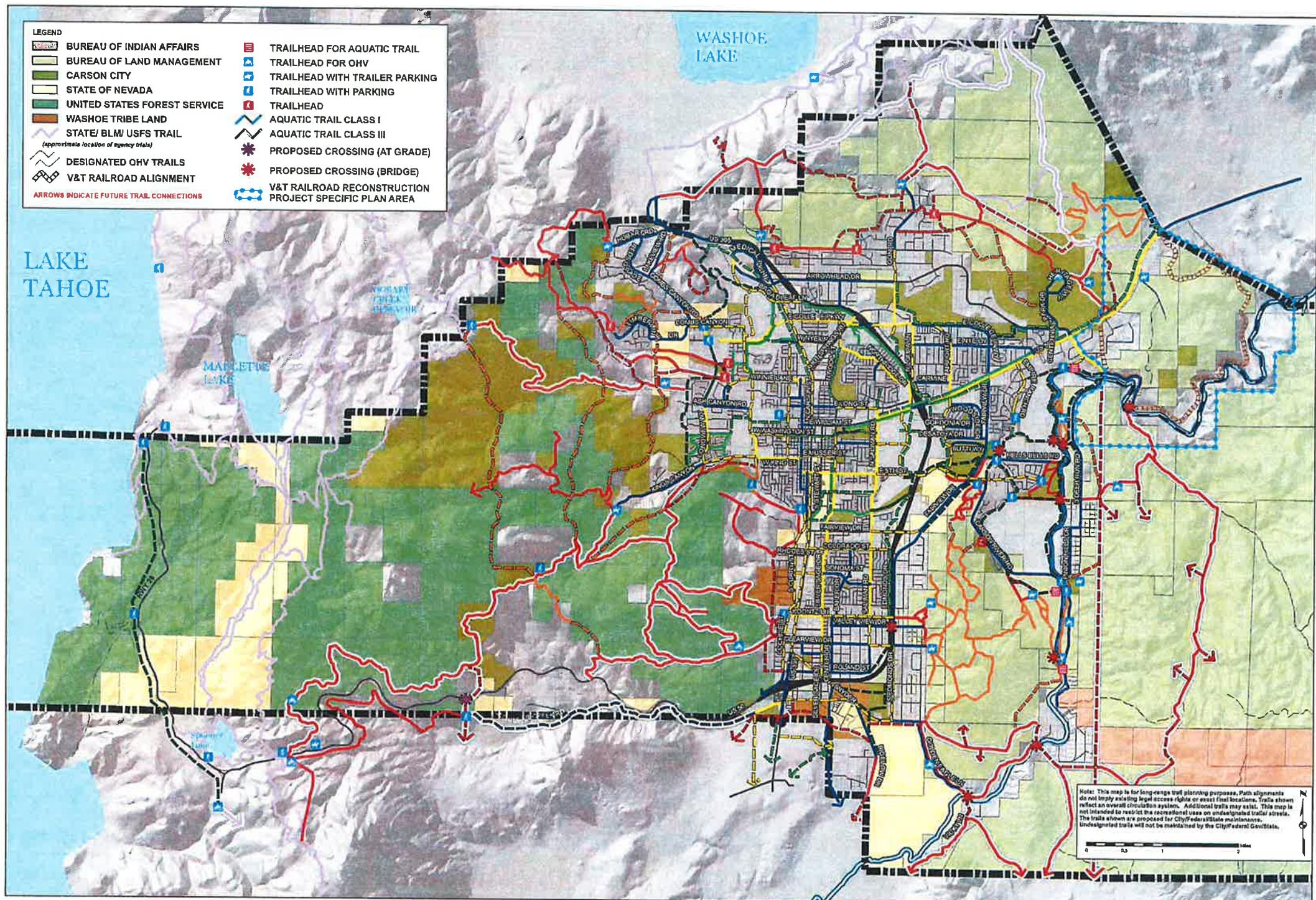
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| | |
|---------|---|
| PARK: | Long Ranch Park |
| TYPE: | Natural |
| SIZE: | 7 acres |
| NOTES: | 26% of population within walking distance of Park |
| SCHOOL: | None |



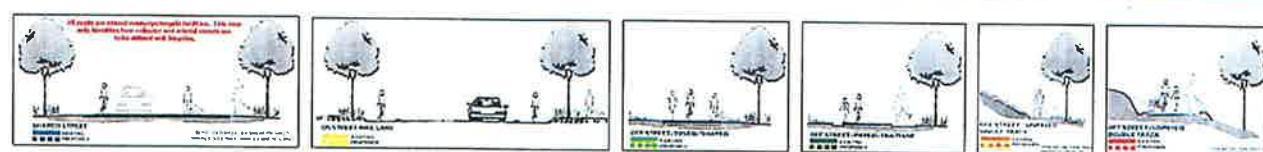
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| OBSERVATIONS: | A relatively small portion of this low-density neighborhood is within $\frac{1}{4}$ mile of Long Ranch Park but a larger portion is served by the Long Ranch open space and trails that wind through the subdivision. |
| SURVEY: | Q17: A very low level of support (17%) for additional park facilities in this neighborhood. Q19: Only 28% felt it was important generally to add Neighborhood parks, and the same level (28%) supported generally adding Natural Parks. |
| IMPLEMENTATION STRATEGIES: | No action is proposed |

Exhibit B



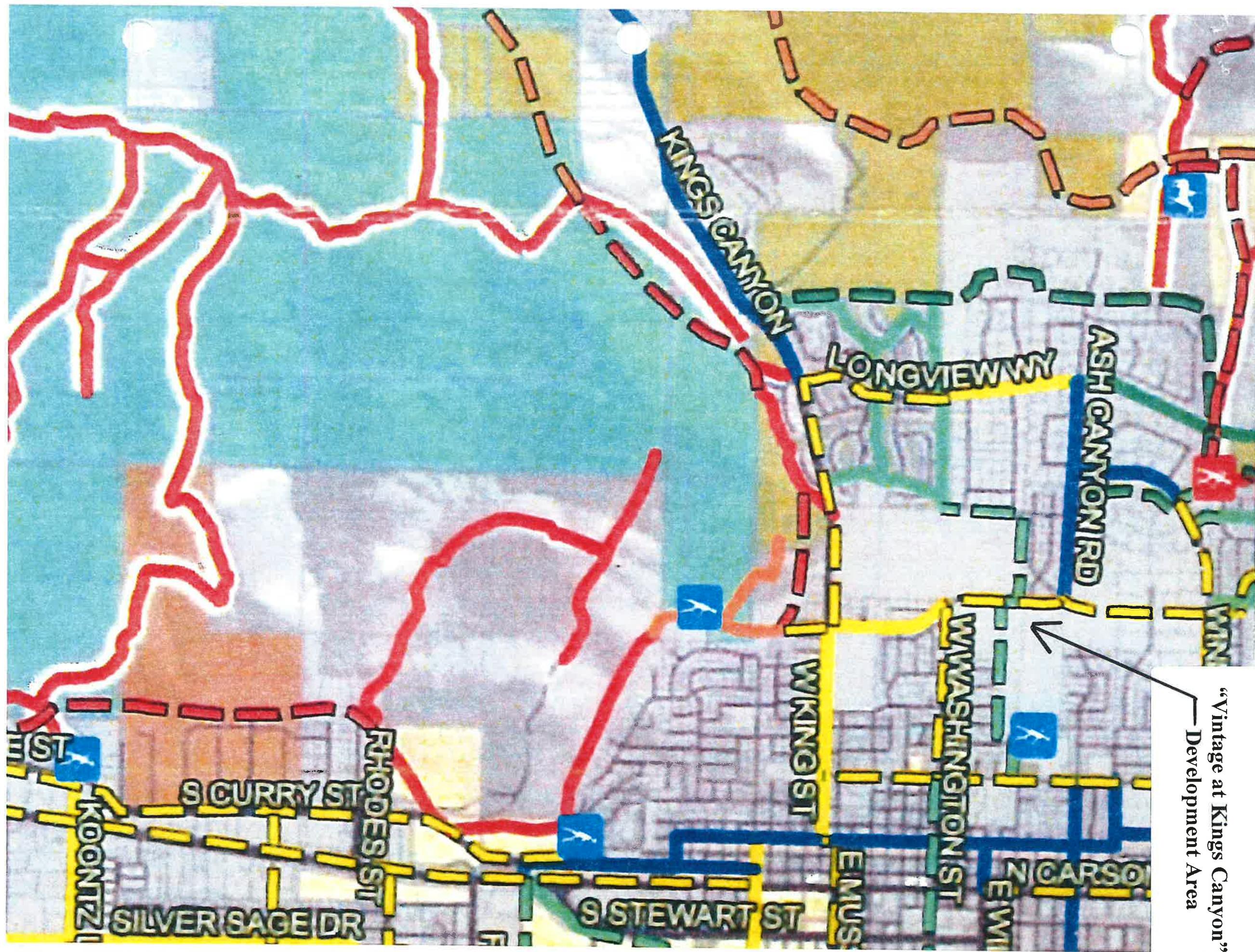
UNIFIED PATHWAYS MASTER PLAN

CARSON CITY,
NEVADA



WINSTON
W
ASSOCIATES

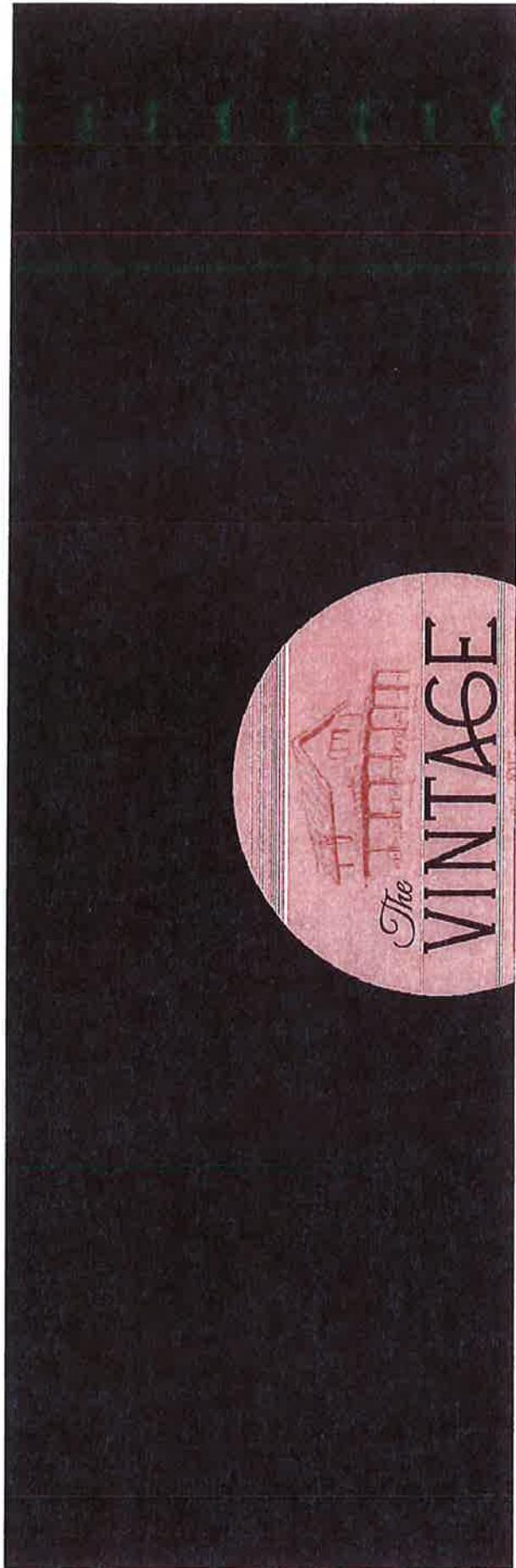
ENVISION
CARSON CITY



"Vintage at Kings Canyon"
Development Area

Exhibit C

Agenda Item 3B
Developer's Power
Point Presentation
9/6/16



THE VINTAGE TEAM





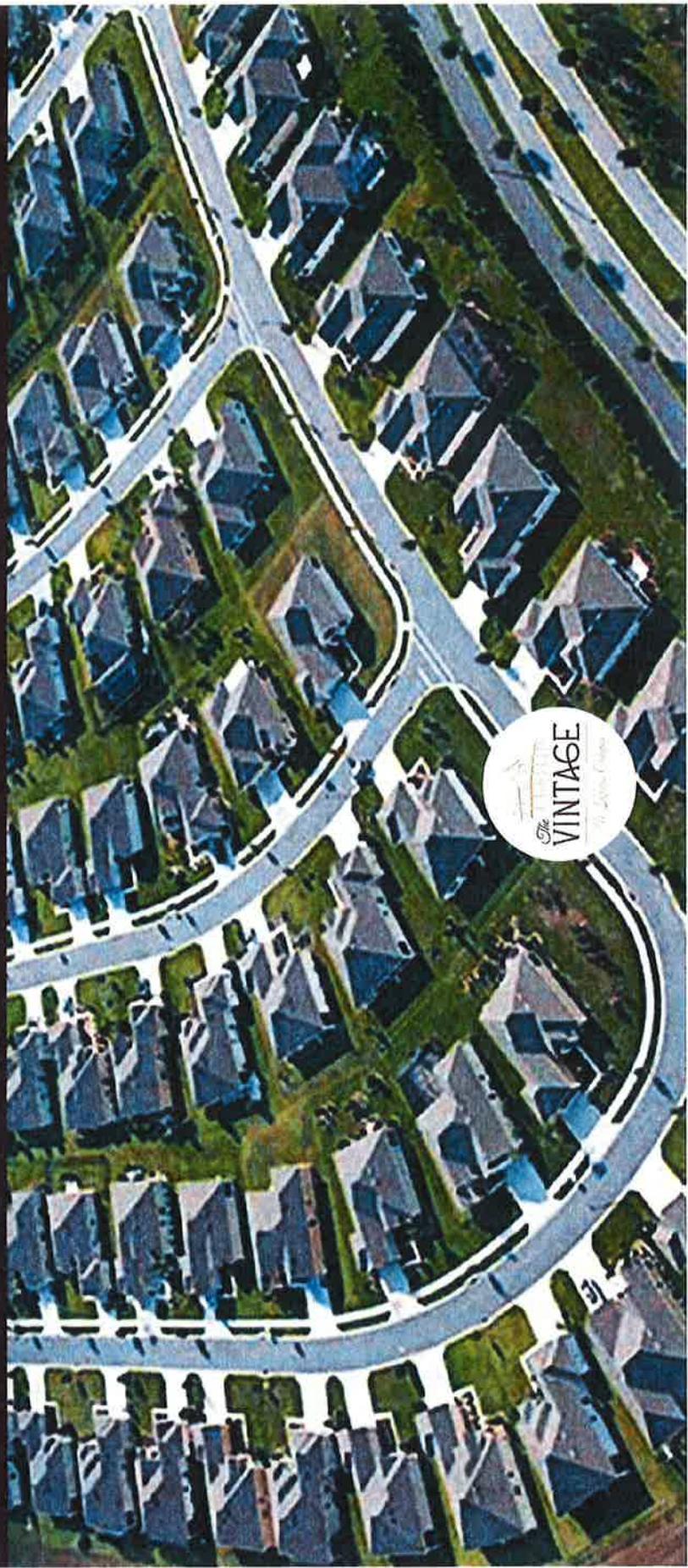
**IT WOULD BE MUCH EASIER TO PUT IN
A HIGHER DENSITY PLAN WE
WOULDN'T NEED:**

- Any variances
- A zone change
- PUD overlay

**IN ADDITION, IT WOULD NEGATIVELY
IMPACT THE AREA IN REGARDS TO:**

| | |
|------------------------|---|
| Schools | More internal fencing |
| Higher Traffic | More water and sewer impacts |
| View Corridors | Less open space |
| More cross streets | Strain on emergency services |
| Multiple access points | Less parks, recreation and trails for the community |

WHAT THE DEVELOPMENT COULD BE



GOING GREEN

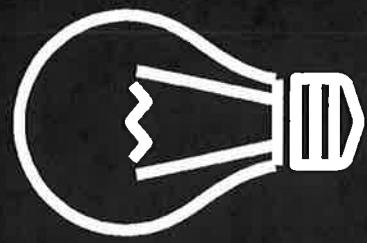


Scott Companies has developed some of Tahoe's most premier building and land-use projects. Our reputation in the region and relationships with Tahoe's influencers are key to moving development projects forward.

We are dedicated to sustainable living and building and are certified in Green Building as a CGBP – Certified Green Building Professional.

THE VISION

“An All Inclusive Active Senior Community”



Our vision for this park is one of the key facets of our community that can seamlessly integrate our development into the surrounding neighborhoods. The amenities that we chose for the park we felt were the most diverse for all age ranges and function best for many different activities. Trailhead for hiking, biking, walking and running up Kings Canyon. The par course for those who wish to integrate a moderate workout in-between walking or running. A gazebo accommodating 30-50 people provides a gathering space with shade and a place to eat lunch or picnic. The Vintage will dedicate the park back to the City/Park and Recreation upon completion.

THE VISION

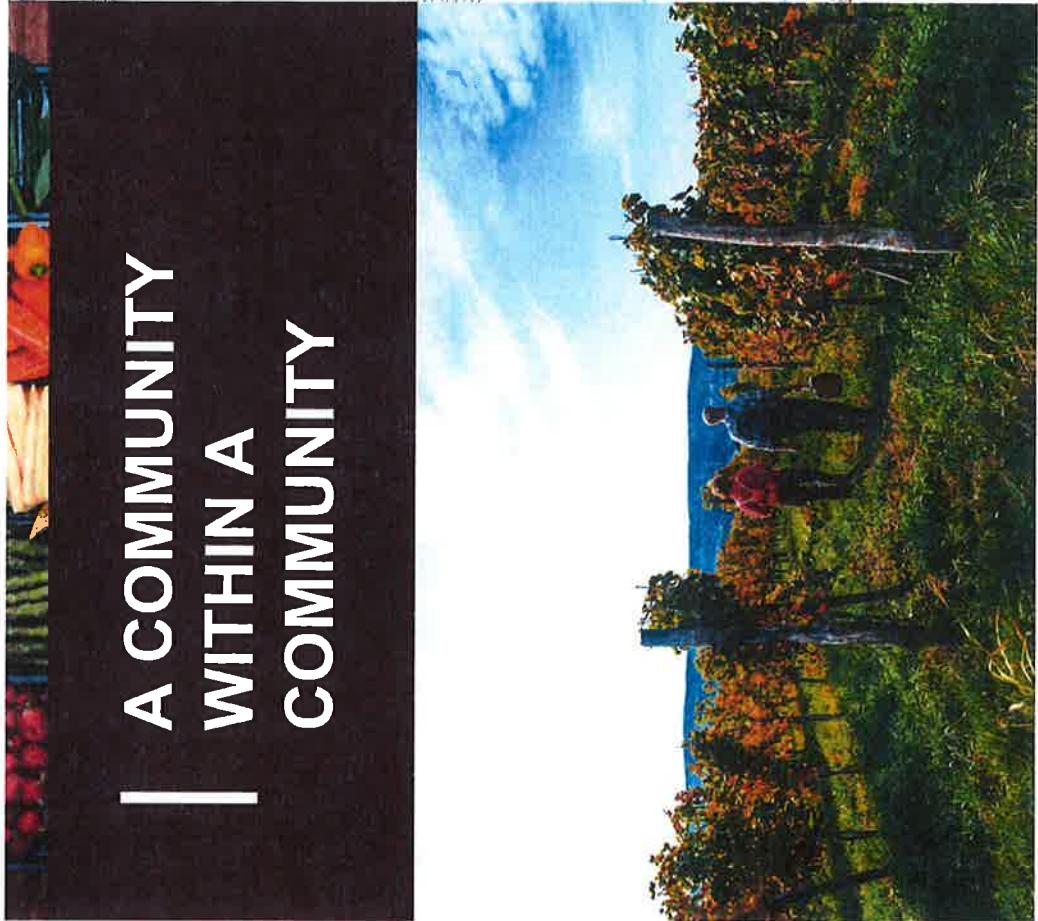
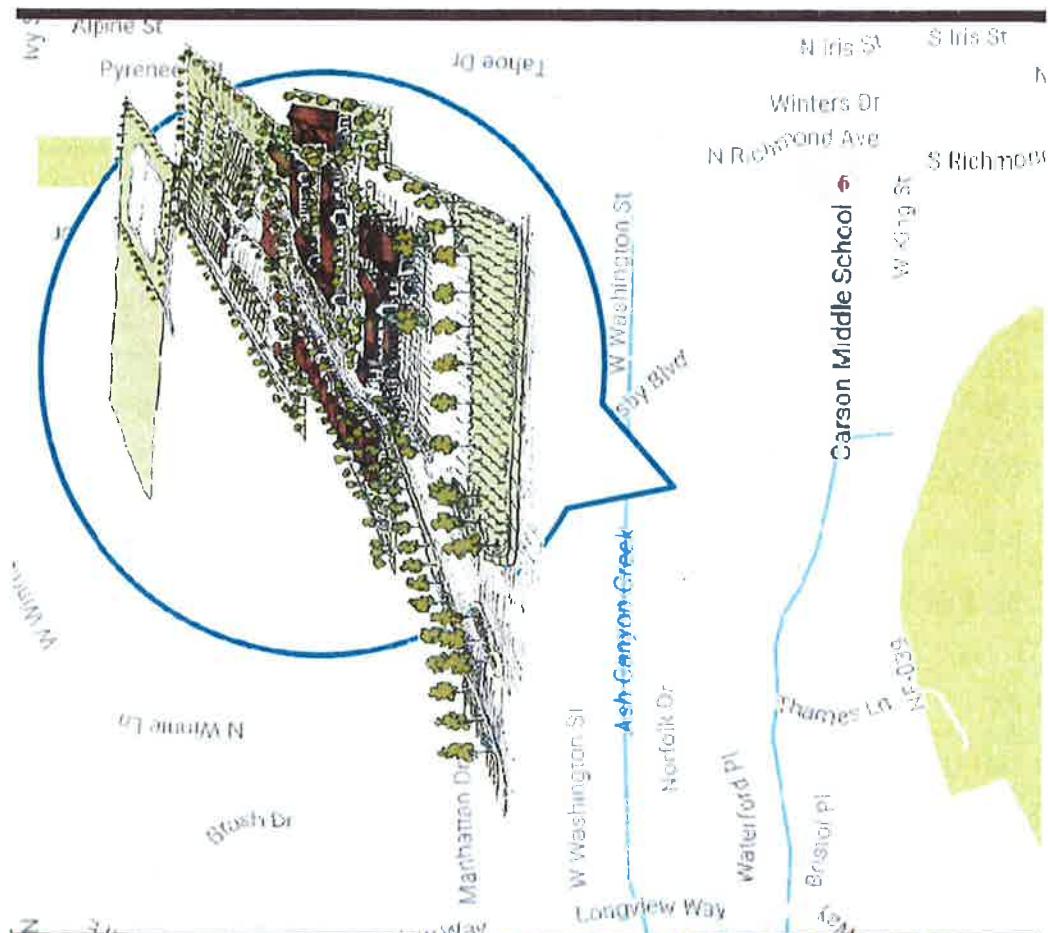
Our goal is to support a healthy, energetic senior lifestyle that can seamlessly transition from active living into independent care, assisted all in one place with full service amenities and attention available for every level of care needed.

We plan to **work with the Community** every step of the way to ensure the integrity of this prestigious land is upheld and the vision is one that will be embraced by all.

THE VINTAGE IS PROPOSED TO INCLUDE:

- ❖ 175 homes ranging from 1,300 sf to 2,600 sf
- ❖ One and two car garages, small yards and 4 different floor plans
- ❖ Lot sizes: Range from 1,690 sf to 17,000 sf
- ❖ 39 Leased cottages
- ❖ 64 Assisted Living Units
- ❖ 32 Independent Living Units

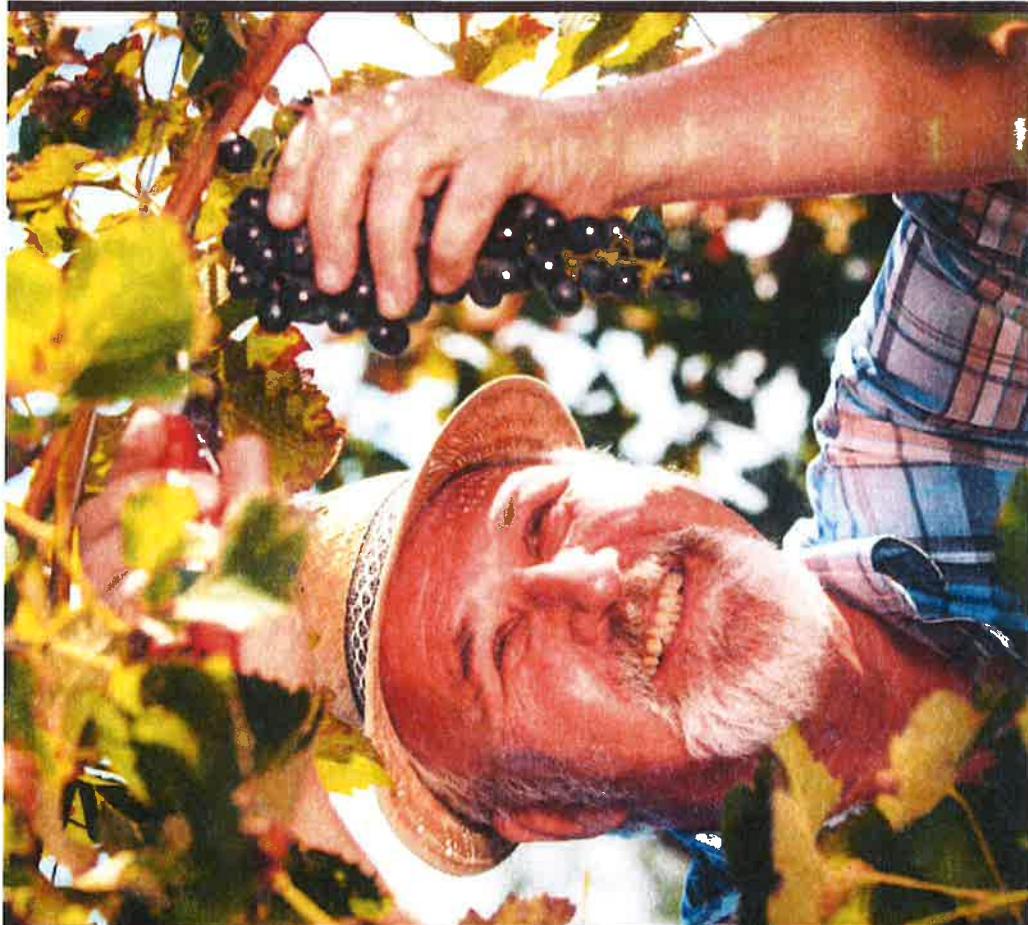
NOTE: CC&R's can regulate all specifics of development concerns



A COMMUNITY
WITHIN A
COMMUNITY

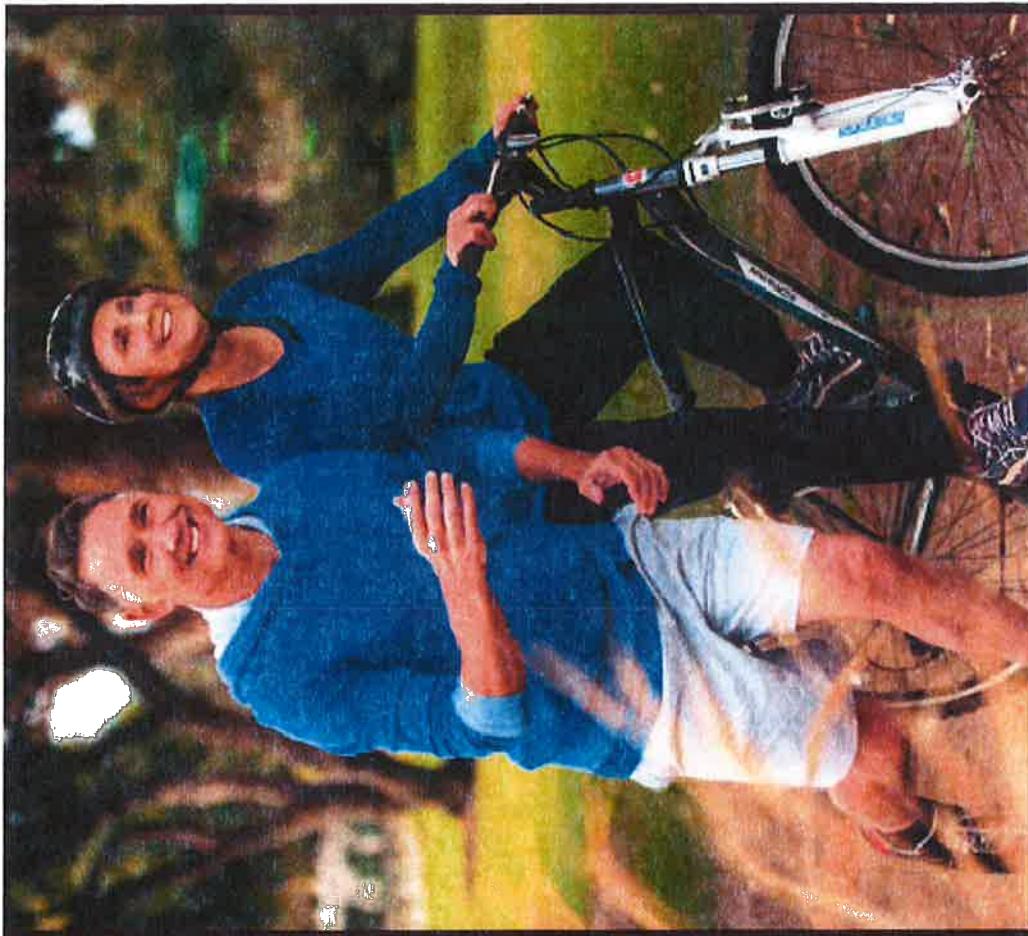
COMMUNITY BENEFITS

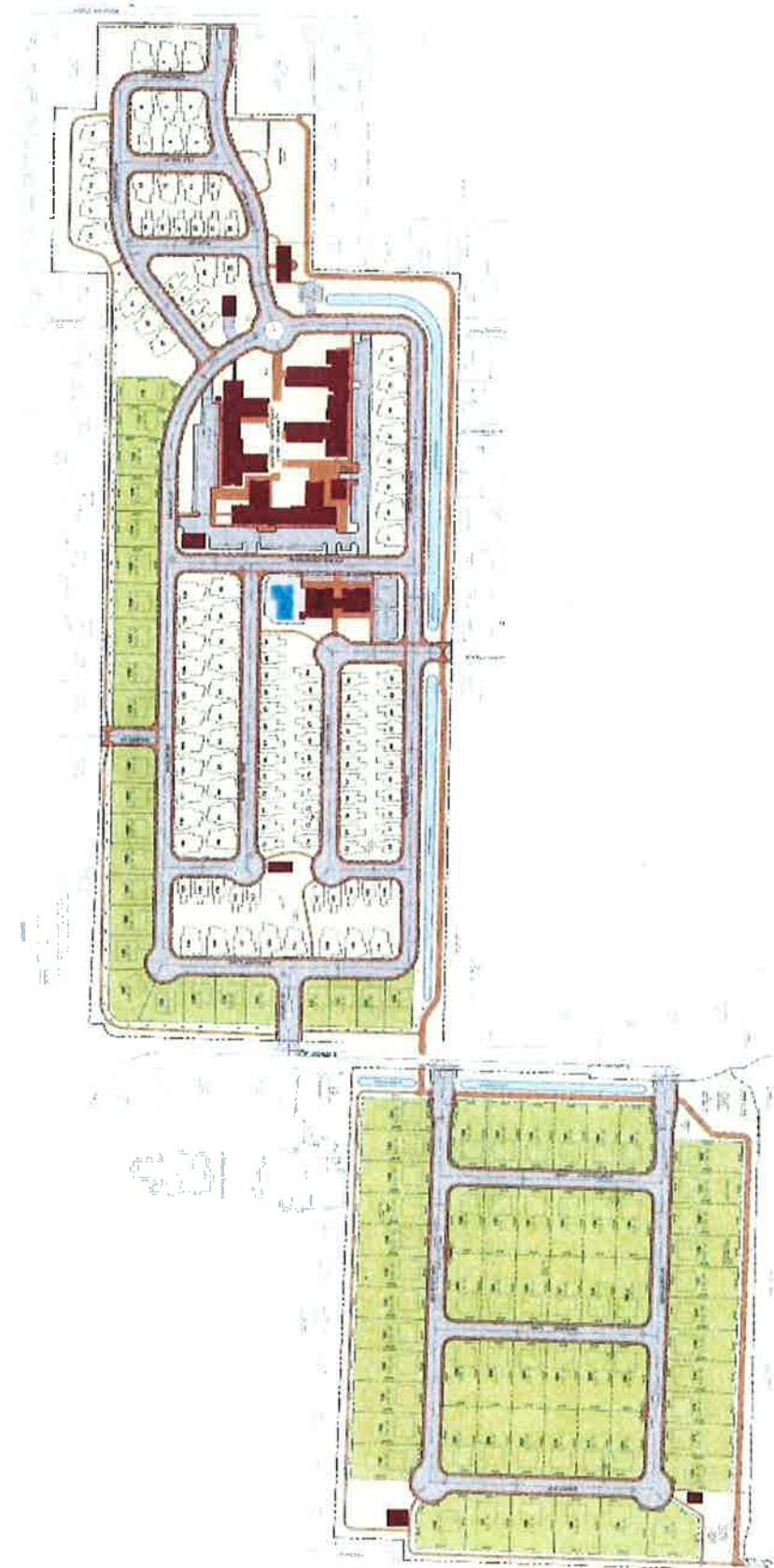
- Energy efficient
Responsible
environmental
impacts
- Convenience of on-
site services
- Dining options
- Volunteer programs
- Nightly and weekend
entertainment
- Amenities for
physical activities
- Community gardens
- Walkability, bikeability
- Reduced traffic
- Social Connections,
community activity
- Smart technology
homes with innovative
wall batteries



COMMUNITY SERVICES

- ❖ Meal plans offered
- ❖ Housekeeping
- ❖ On-site bistro
- ❖ Hair/nail salon
- ❖ Public laundry rooms
- ❖ Chiropractor's office
- ❖ On-site financial planning
- ❖ Clubhouse/pool
- ❖ Putting green
- ❖ Pickle ball room
- ❖ Activities room
- ❖ Activities room
- ❖ Movie theater
- ❖ Golfing packages
- ❖ Companion programs





PROPOSED PARK:



- ❖ The park will be designed to Parks and Recreation Department design standards like all other parks within Carson City.
- ❖ The park will be closed, like the other neighborhood parks, from dawn to dusk.
- ❖ The 1.2 acre park will be adjacent to the Mountain Street Trailhead with ADA access from the trailhead to the park.
- ❖ The park and trails will be dog friendly. Mutt-mitt stations will be provided along with trash cans.

PROPOSED PARK:

The park is to be constructed with Phase 1 of the development and will be dedicated to the City at the completion of Phase 1.

Park elements include:

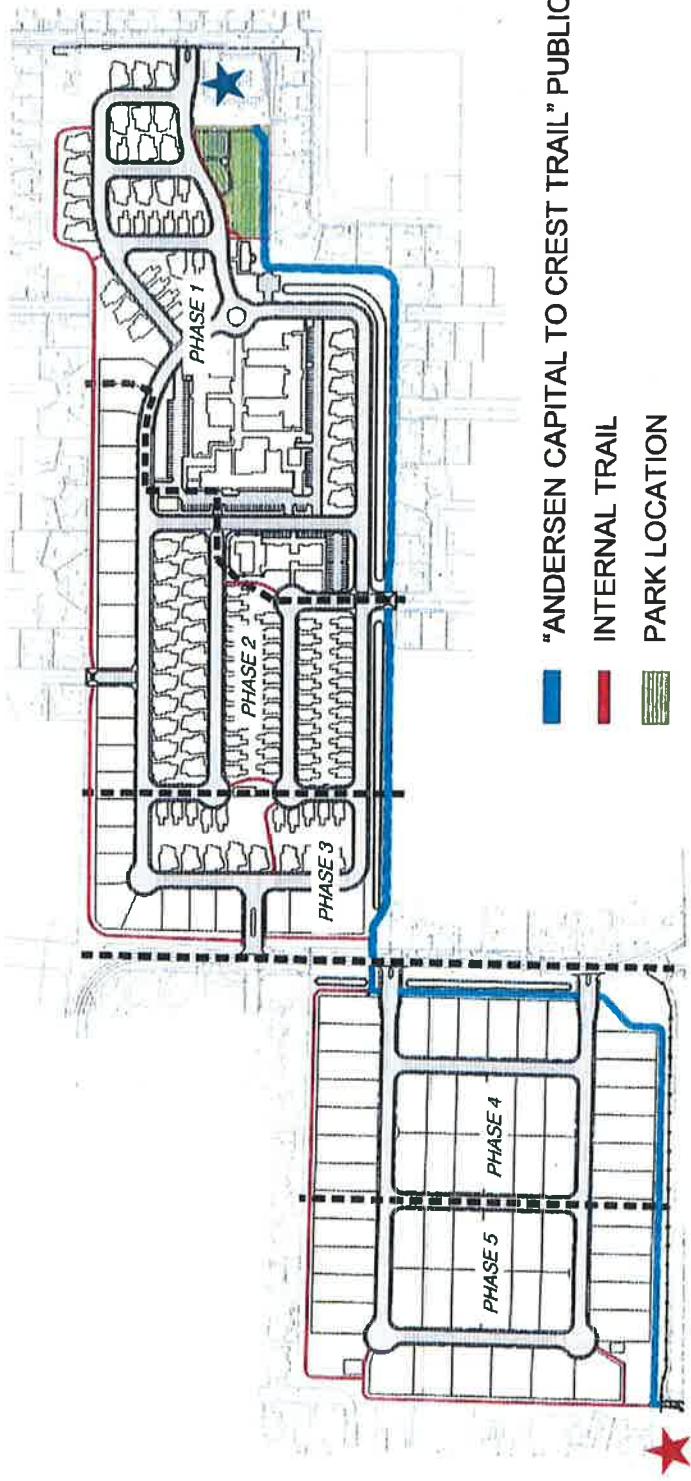
- ❖ Grass area
- ❖ Large gazebo with seating for 35-50 people
- ❖ Pickleball and Bocce Ball courts
- ❖ ADA compliant connections to the existing Mountain Street Trailhead Parking Lot

ANDERSEN CAPITAL TO CREST TRAIL PROPOSED PUBLIC TRAIL EXTENSION

- ❖ From Existing Mountain Street Trailhead Parking lot to the existing trails in Longview
- ❖ Constructed in 2 phases
- ❖ Trails to be maintained by the HOA
- ❖ 16-20' wide Access Easement to be granted to the City to allow public pedestrian access. (Total Easement Area=1.82 ac)
- ❖ At grade crossing across N. Ormsby Blvd w/ flashing warning system.
- ❖ Constructed to Carson City Development Standards
- ❖ Open to Public from Dawn to Dusk

TRAILS:

- ★ EXISTING TRAILHEAD
PARKING LOT
- ★ EXISTING TRAILS IN LONGVIEW
ESTATES



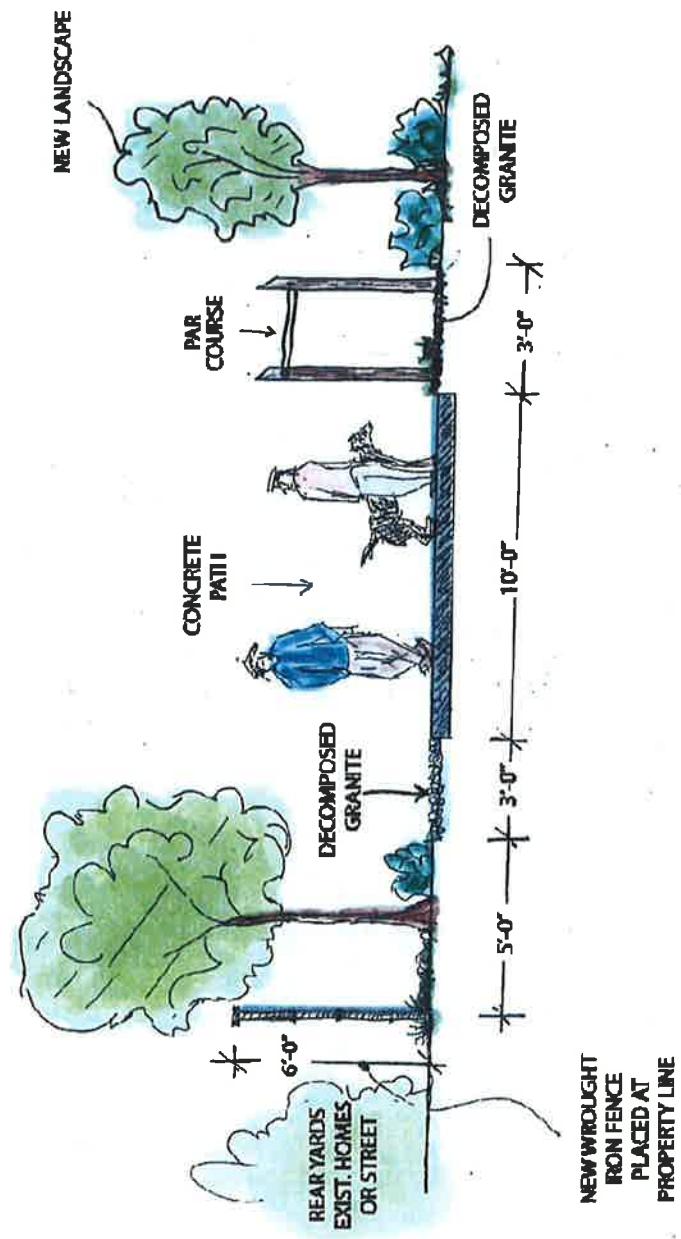
PROPOSED PHASE 1 - 13' WIDE TRAIL WITH PAR COURSE

(to be constructed with Phase 1 of the development):

Begins at the existing trailhead and runs along southern project boundary to North Ormsby Blvd. Approximately 2,700 LF
Trail elements include:

- ❖ 10' wide concrete trail
- ❖ 3' wide decomposed granite adjacent to concrete
- ❖ Par course areas along the trail. This linear park will offer outdoor modern day workout equipment perfect for a well-rounded fitness program: aerobic, muscle, core, balance and flexibility
- ❖ 20' wide access easement to include par course elements

TRAIL CROSS SECTION



PROPOSED PHASE 2 - 13' WIDE TRAIL

(to be constructed with Phase 4 of the development):

Begins at North Ormsby and runs south to the southern PUD boundary then west to connect to the existing Long Ranch trails.
Approximately 2,100 LF

Trail elements include:

- ❖ 10' wide concrete trail
- ❖ 3' wide decomposed granite adjacent to concrete
- ❖ 16' wide access easement
- ❖ Mutt-Mitt Stations w/ Trash Cans located at various locations

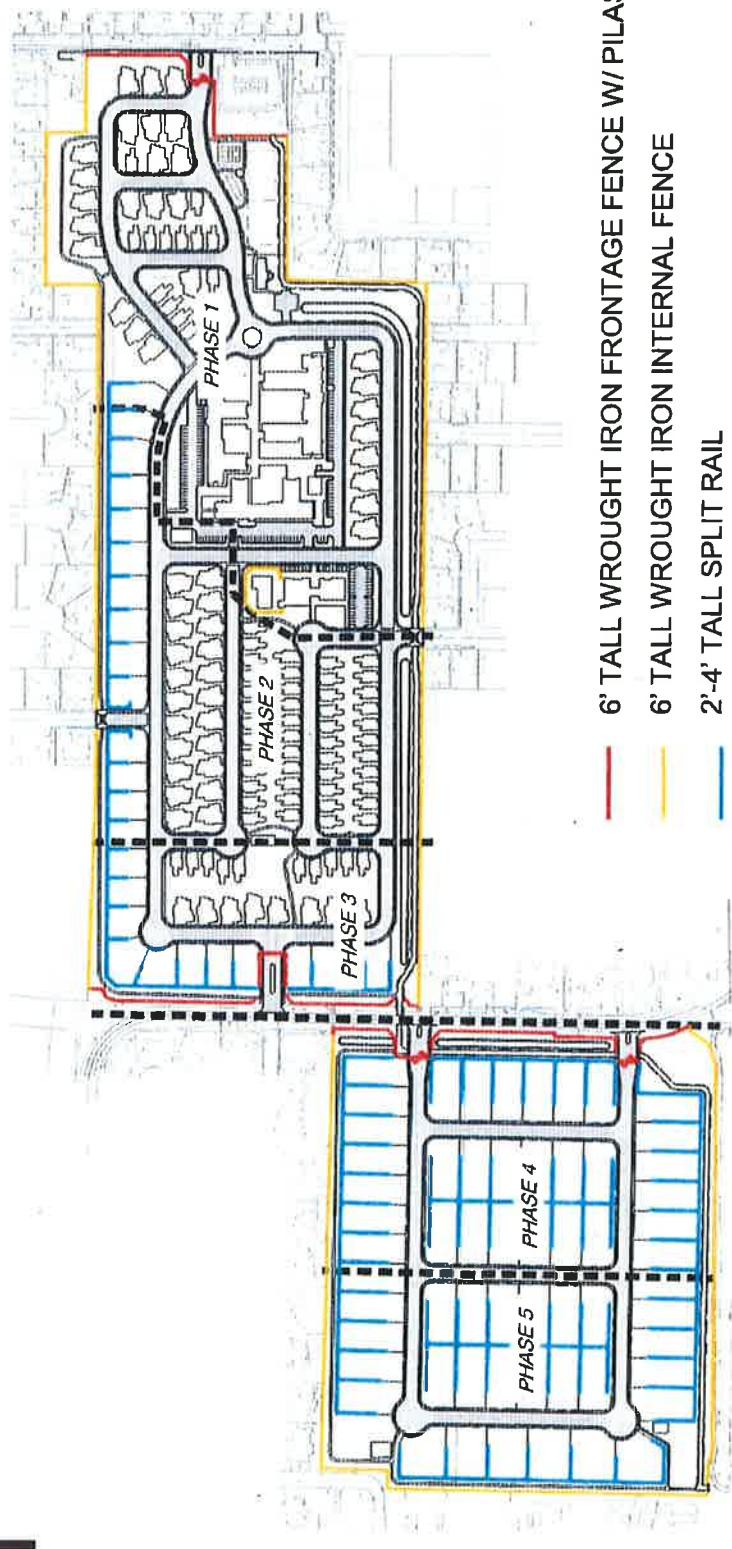
PROPOSED PRIVATE TRAIL

- ❖ 6' wide concrete trail located throughout development
- ❖ Constructed in phases with development
- ❖ Along with all open space in development, the private trails will be maintained by the HOA
- ❖ Constructed to Carson City Development Standards
- ❖ Open to Public from Dawn to Dusk

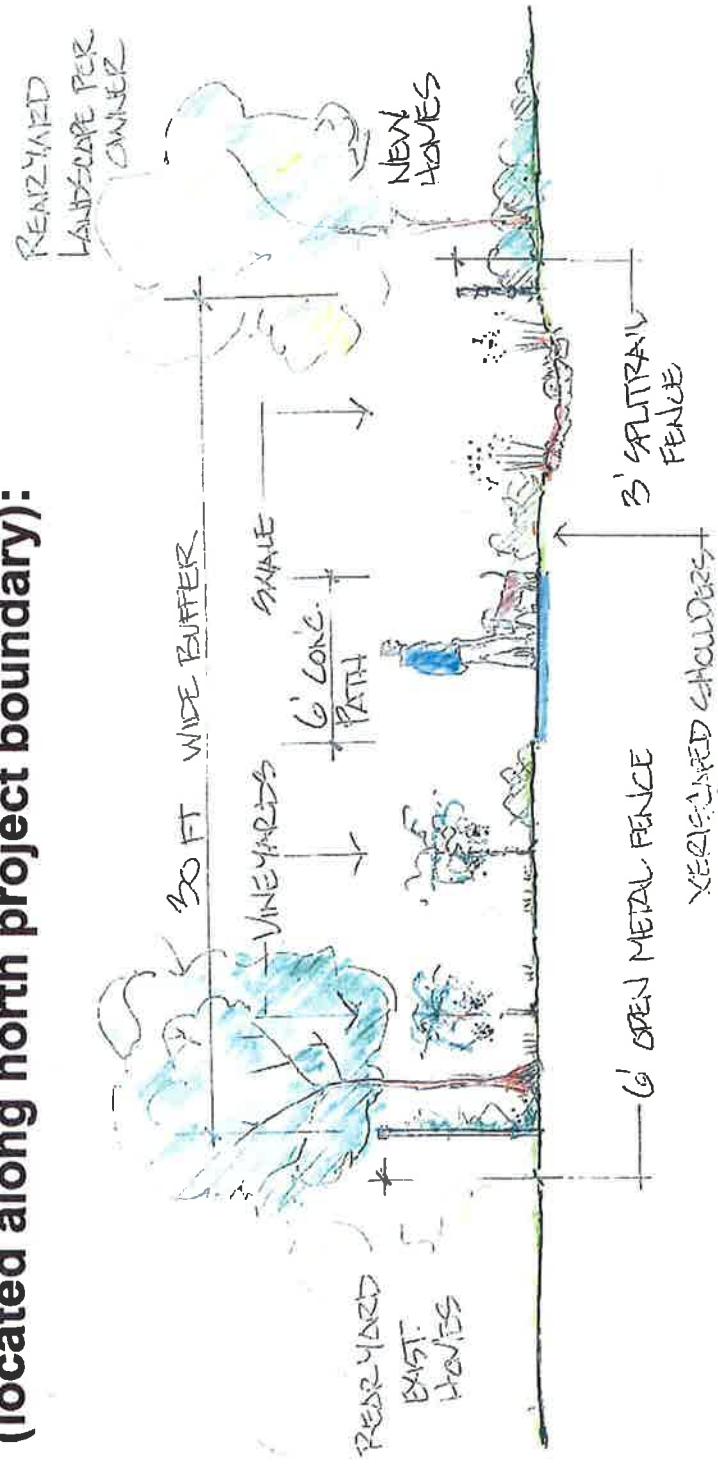
PROJECT FENCING

- ❖ 6' tall wrought iron fencing with stone or similar pilasters along project frontages on Mountain Street and N. Ormsby Blvd
- ❖ 6' tall wrought iron or metal fencing along other project boundaries
- ❖ Split rail fencing along property lines
- ❖ Entire development to be fenced. The trails and park will have gates open to the public from dawn to dusk. The HOA is responsible for opening and closing of these gates.

FENCING:



30' WIDE BUFFER AREA (located along north project boundary):



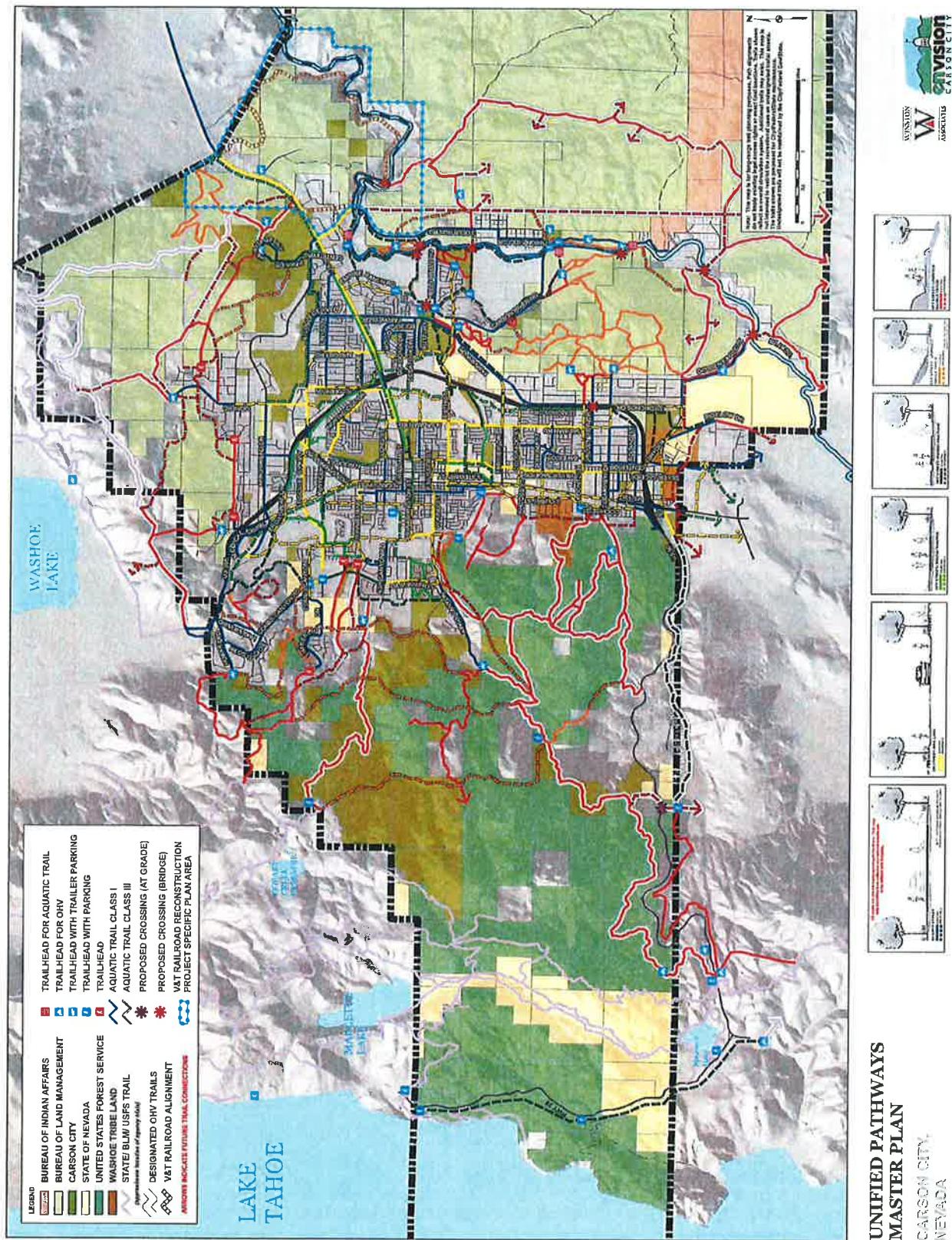


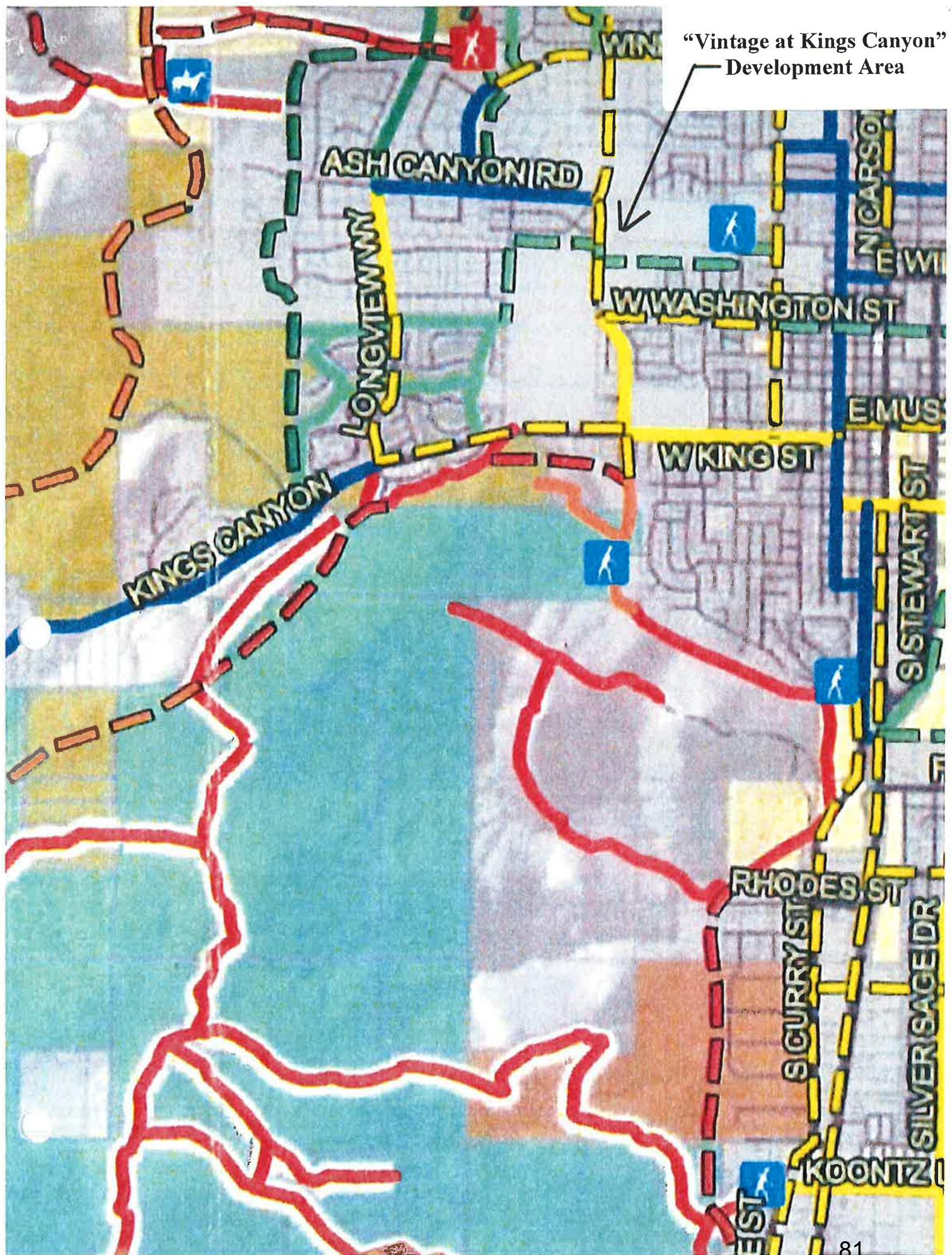
Home Owners Association (HOA) maintenance responsibilities:

- Upkeep and care of all common open space areas
- Detention basins
- Vineyards and gardens
- Community buffer areas and including multi-use path
- Exercise equipment
- Opening and closing gates at dusk and dawn
- Maintain mutt-mitt stations and trash cans
- Maintain all fencing on the property



Exhibit B





Vintage at Kings Canyon Master Plan Amendment



MPA - 16 - 091

RECEIVED

AUG 26 2016

CARSON CITY
PLANNING DIVISION

Prepared by:



Dale Cox
Architects
Architecture - Planning - Construction Management



August 18, 2016

Vintage at Kings Canyon

Master Plan Amendment

Prepared for:

Vintage at Kings Canyon, LP

Prepared by:

Rubicon Design Group, LLC

100 California Avenue, Suite 202

Reno, Nevada 89509

(775) 425-4800

August 18, 2016

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

FILE # MPA – 16 -

| | |
|--|--------------|
| APPLICANT | PHONE # |
| Vintage at Kings Canyon, LLP | 775-240-0241 |
| MAILING ADDRESS, CITY, STATE, ZIP | |
| 9130 Double Diamond Pkwy. Reno, NV 89521 | |
| EMAIL ADDRESS | |
| vince@scottdevelopment.net | |
| PROPERTY OWNER | PHONE # |
| Andersen Family Assoc. | 775-721-3712 |
| MAILING ADDRESS, CITY, STATE, ZIP | |
| PO Box 1746 Carson City, NV 89702 | |
| EMAIL ADDRESS | |
| megkalley@pacbell.net | |
| APPLICANT AGENT/REPRESENTATIVE | PHONE # |
| Rebecca Bernier/Lumos & Assoc. | 775-883-7077 |
| MAILING ADDRESS, CITY, STATE, ZIP | |
| 800 E. College Pkwy. Carson City, NV 89706 | |
| EMAIL ADDRESS | |
| rbernier@lumosinc.com | |

FOR OFFICE USE ONLY:

MASTER PLAN AMENDMENT

FEE: \$3,050.00 + noticing fee

NOTE: Master Plan Amendment applications are only accepted four times per year and must be submitted by the January, April, July and October deadline dates.

SUBMITTAL PACKET

- 6 Completed Application Packets (1 Original + 5 Copies) containing the following:
- Application Form
- Written Project Description
- Site Plan
- Proposal Questionnaire With Both Questions and Answers Given
- Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date (1 copy)
- Project Impact Reports (Engineering) (4 copies)
- CD containing application digital data (preferably in pdf format)

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional Information may be required.

| | | |
|--------------------------------------|--|---|
| Project's Assessor Parcel Number(s): | Street Address | ZIP Code |
| 007-573-06 & 08 | 1450 Mountain Street Carson City, NV 89703 | |
| Project's Master Plan Designation | Project's Current Zoning | Nearest Major Cross Street(s) |
| Medium Density Residential | SF-6 and SF-12 | Mountain St. @ W. Long St./Ormsby Blvd. @ W. Washington St. |

Briefly describe the components of the proposed project: In accordance with Carson City Municipal Code (CCMC) Section: 18.02.070. In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal.

A Master Plan Amendment is being sought to allow for the redesignation of 5.6 acres from Medium Density Residential to Mixed Use Residential in order to allow for assisted/independent living uses as part of the Vintage at Kings Canyon PUD. Refer to attached report for specific details.

PROPERTY OWNER'S AFFIDAVIT

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

Signature

Address

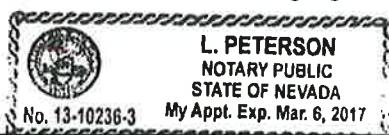
Date

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

STATE OF NEVADA
 COUNTY Carson City)

On August 17th, 2016, Meagan Kalley, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public

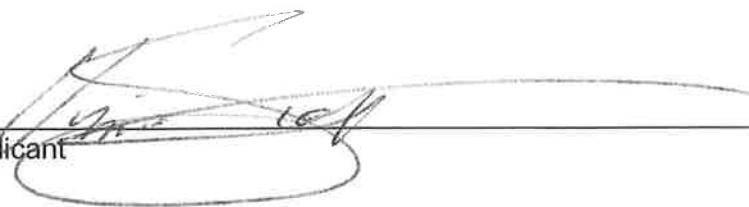


NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, and/or the Redevelopment Authority Citizens Committee prior to being scheduled for review by the Planning Commission. The Planning Division personnel can help you make the above determination.

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



82-23-2216

Date



CARSON CITY

Capital of Nevada

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

Secured Tax Inquiry Detail for Parcel # 007-573-06

Tax Year: 2016-17

Roll #: 000405

District: 2.4

Tax Service:

Land Use Code: 600

[Code Table](#)

Property Location: **N ORMSBY BLVD**
 Billed to: **ANDERSEN FAMILY ASSOCIATES**
P O BOX 1746
CARSON CITY, NV 89702-0000

Outstanding Taxes:

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

No Prior Year Taxes**Current Year**

| | | | | | |
|----------------|---------------|------------|---------------|------------|--------|
| 08/15/16 | 88.87 | | 88.87 | .00 | 88.87 |
| 10/03/16 | 9.00 | | 9.00 | .00 | 97.87 |
| 01/02/17 | 9.00 | | 9.00 | .00 | 106.87 |
| 03/06/17 | 9.00 | | 9.00 | .00 | 115.87 |
| Totals: | 115.87 | .00 | 115.87 | .00 | |

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

| | 2016-17 | 2015-16 | 2014-15 | 2013-14 | 2012-13 |
|------------------|---------|---------|---------|---------|---------|
| Tax Rate | 3.5200 | 3.5200 | 3.5400 | 3.5600 | 3.5600 |
| Tax Cap Percent | .2 | 3.2 | 3.0 | 4.2 | 6.4 |
| Abatement Amount | 15.90 | 28.24 | 22.82 | 15.92 | 2.89 |



CARSON CITY

Capital of Nevada

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

Secured Tax Inquiry Detail for Parcel # 007-573-08

Property Location: **1450 MOUNTAIN ST**

Tax Year: **2016-17**

Roll #: **000407**

Billed to: **ANDERSEN FAMILY ASSOCIATES**
P O BOX 1746
CARSON CITY, NV 89702-0000

District: **1.0**

Tax Service:

Land Use Code: **695**

[Code Table](#)

Outstanding Taxes:

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

No Prior Year Taxes

Current Year

| | | | | | |
|----------|-------|--|-------|-----|-------|
| 08/15/16 | 13.59 | | 13.59 | .00 | 13.59 |
| 10/03/16 | | | | | |
| 01/02/17 | | | | | |
| 03/06/17 | | | | | |

[Payment Cart](#)

[History](#)

Additional Information

| | <u>2016-17</u> | <u>2015-16</u> | <u>2014-15</u> | <u>2013-14</u> | <u>2012-13</u> |
|------------------|----------------|----------------|----------------|----------------|----------------|
| Tax Rate | 3.5200 | 3.5200 | 3.5400 | 3.5600 | 3.5600 |
| Tax Cap Percent | .2 | 3.2 | 3.0 | 4.2 | 6.4 |
| Abatement Amount | 89.37 | 44.24 | 43.16 | 5.22 | .97 |

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| Master Plan Amendment | 3 |
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| Figure3 – Existing/Proposed Master Plan Designations | 4 |

Attachments:

Carson City Application Forms and Affidavit
Applicant Acknowledgement Form
Property Tax Certificate
Electronic Files
Vintage at Kings Canyon PUD

VINTAGE at KINGS CANYON- Master Plan Amendment Application

Introduction

This application includes the following request:

- A **Master Plan Amendment** to redesignate 5.6± acres from Medium Density Residential (MDR) to Mixed Use Residential (MUR).

Project Location

The 5.6± acres associated with this request is located west of Mountain Street, east of Ormsby Boulevard and is a portion of existing parcel #'s 007-573-06 and 08 which total 39.81± acres. Figure 1 (below) depicts the project location.



Figure 1 – Vicinity Map

VINTAGE at KINGS CANYON- Master Plan Amendment Application

Existing Conditions

The site is currently vacant and is designated as Medium Density Residential (MDR) in the Carson City Master Plan. The current zoning includes a mix of Single Family 6000 square foot lots (SF6) and Single Family 12,000 square foot lots (SF12).

Surrounding uses are primarily single family homes. However, there are non-residential uses near the eastern property boundary, including a medical center, limited supporting retail, and medical office space.

The site is well served by the area road network. It is 1,675 feet (straight line distance) west of North Carson Street and can be accessed on its east side via Bath Street, Long Street, Fleischman Way, and Washington Street, which all connect to Mountain Street. The western edge of the property can be accessed via Winnie Lane and Ormsby Boulevard.

Figure 2 (below) is a view of the property looking west from Mountain Street, showing adjacent single family housing along the north property line.



Figure 2 – Existing Conditions

Development Plans

This Master Plan Amendment is being pursued as part of the planned Vintage at Kings Canyon development. Concurrent with this request is a submittal for a Zoning Map Amendment, Tentative Planned Unit Development (PUD) and Special Use Permit (SUP). As requested by City staff, this Master Plan Amendment request is being submitted under a separate cover from the other project entitlements.

In general, Vintage at Kings Canyon serves to establish a high-end luxury senior living community. The current project plan has evolved based on significant neighborhood input received over the past several months. This is reflected in the current project layout with larger perimeter lots, increased southern buffers, and the relocation of the proposed assisted and independent living units (area subject to the Master Plan Amendment request) to an internal location within the overall project site. The accompanying PUD package provides highly detailed project specifications and plans for the overall planned project.

The proposed project conforms to the existing zoning in terms of allowable density. It is only the assisted/independent living facilities that require the Master Plan Amendment (and related Zoning Map Amendment) request. Although these facilities are residential in nature, they are classified as a non-residential use type within the Carson City Municipal code, thus triggering the need for the requested amendment(s).

Master Plan Amendment

The current Master Plan and zoning designations allow for a mix of housing types. The Vintage at Kings Canyon intends to utilize the density allowed under the current designations to establish a variety of senior housing options including single family units on a varying lot sizes. The varying lot sizes provide seniors with options currently unavailable in the Carson City market and will provide amenities such as a clubhouse, swimming pool, etc. Additionally, the homeowner's association will provide yard and exterior maintenance which will ease the physical burden on residents while ensuring community aesthetics. As part of the overall mix of unit types, it is proposed to include independent and assisted living units. These units are intended for seniors that may require additional assistance such as onsite concierge and medical staff.

The Carson City Municipal Code defines the assisted and independent living facilities proposed within Vintage at Kings Canyon as congregate care facilities. Under the current code, these are commercial use types. Thus, the current Medium Density Residential Master Plan designation must be amended to allow for the "non-residential" assisted and independent living facilities.

Based on input received during pre-application meetings with various City departments and staff, it was determined that Mixed Use Residential (MUR) was the most logical designation to accommodate the assisted/independent living component of the project. As detailed in the attached PUD package, the MUR designation will be coupled with Neighborhood Business (NB) zoning to allow for the establishment of the use. It is important to note that the Master Plan Amendment is only being requested on the relatively small portion of the project proposed for the assisted/independent living facilities (5.6± acres) and not the entire project site.

VINTAGE at KINGS CANYON- Master Plan Amendment Application

Figure 3 (below) depicts the existing and proposed Master Plan designations for the project site.

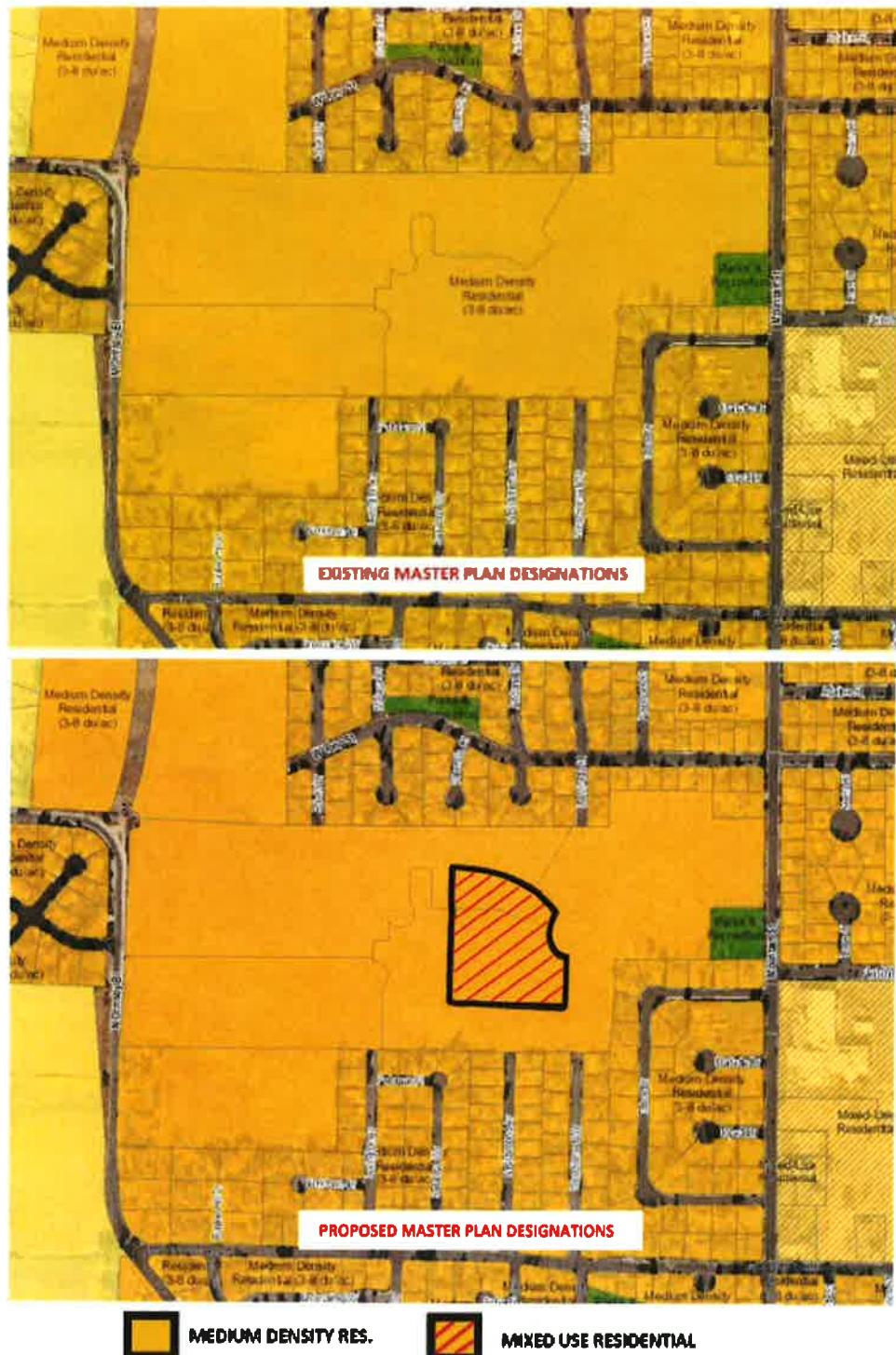


Figure 3 – Existing/Proposed Master Plan Designations

Since Vintage at Kings Canyon is being developed under a PUD, uses within the 5.6± acres affected by this request can be limited. Thus, the range of non-residential uses will be strictly limited and further defined under the PUD. This includes limiting land uses to assisted/independent living facilities only. It is planned to provide ancillary uses such as a salon, barbershop, dining facilities, etc. but these will be entirely contained within the assisted/independent living buildings and will be for the exclusive use of Vintage at Kings Canyon residents and their guests, not the general public. These restrictions are clearly laid out and defined in the accompanying PUD document.

This Master Plan Amendment request is somewhat unique in that it is associated with the accompanying PUD request. Typically, a Master Plan Amendment cannot be conditioned (i.e. uses limited/defined, etc.). However, in the case of the Vintage at Kings Canyon, the PUD will set strict limitations on any "commercial" uses and even goes above and beyond Municipal Code regulations by defining that all non-residential uses are private in nature. This provides both Carson City and area residents with strict assurances that future commercial development such as conventional retail uses, convenience stores, etc. can never be developed at the site. Any change to the PUD or allowed uses would require a full amendment of the PUD plan including public hearings before the Carson City Planning Commission and Board of Supervisors.

Another consideration is that this amendment request is actually removing allowable residential density. The current MDR designation and associated SF-12 and SF-6 zoning allow for up to 30± single family units. This density is essentially being stripped from the site with the adoption of the PUD. Furthermore, the accompanying PUD strictly prohibits multi-family development. Therefore, the only residential-type use allowed with the requested Master Plan Amendment is assisted/independent living which are very low impact land uses. The PUD even goes a step further by limiting these uses in terms of building height, number of allowed assisted/independent units, etc.

Potential Impacts

The requested Master Plan Amendment area is located internal to the project site. This, coupled with the strict use limitations embedded in the PUD, ensure that negative impacts to the surrounding established neighborhoods will not occur. In essence, any impacts associated with the amendment area (assisted/independent living units) will be to new homes within the Vintage at Kings Canyon. Even with this considered, assisted/independent living is considered to be one of the lowest impact land uses in terms of noise, traffic generation, etc. not to mention that there will be no impact whatsoever on schools.

A complete project impact analysis of the entire Vintage at Kings Canyon project and all of its various components is included in the accompanying entitlement requests and associated documents/reports.

Master Plan Policy Checklist: Master Plan Amendment and Zone Change Applications

Consistent with Carson City Tentative Subdivision Map application requirements, this section is taken directly from Carson City documents and forms part of the **Master Plan Amendment and Zone Change** application process. Responses to the checklist questions are included in this section and are printed in **bold** type.

Note: Specifics on the requested zone change associated with Vintage at Kings Canyon are included in the accompanying PUD documents/reports. References to the requested zoning are referenced in this section as necessary to provide for consistency in Carson City review considerations and for full consideration of the Master Plan Amendment request as it relates to overall planning policies established by Carson City.

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 Master Plan Map Amendments and Zoning Map Amendments. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: Vintage at Kings Canyon

Reviewed By:

Date of Review:

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed Master Plan or Zoning Map Amendment can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed amendment 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 amendment:

- ✓ Discourage growth outside areas planned to be served by community water and wastewater facilities as identified in the Water and Wastewater Master Plans (1.1b)?

This application seeks to promote development on an infill site that is already served by infrastructure and thus directly promotes this Master Plan policy.

Promote infill and redevelopment in an identified priority area (1.2a)?

The project promotes infill development. However, it is not located in a priority area.

At adjacent county boundaries, minimize potential land use conflicts with adjacent properties (1.5a)?

Not applicable. The site is not adjacent to a county boundary so there is no potential for conflict.

Adjacent to State or Federal lands, ensure compatibility with planned adjacent uses and access (1.5b)

Not applicable.

- ✓ Located to be adequately served by city services including fire and sheriff services, and coordinated with the School District to ensure the adequate provision of schools (1.5d)?

The site is surrounded by existing development and is therefore already served by City services. Access to the site is safe, convenient, and logical given the fully functional street network and easy access to Mountain Street and Ormsby Boulevard. The neighborhood is served by existing schools, including Carson Middle School which is walkable from the site. School impacts from the project will be zero as residents will be restricted to ages 55 and over.

The site is 3 miles from Fire Station #2 and is served by the Carson City Sheriff's Department.

- ✓ Promote a citywide range of mixed-use, residential, commercial and employment uses at a variety of scales and intensities (2.1a)?

This project seeks to promote an increased mix of housing choices by pursuing development of an infill site that is close to downtown. It will also provide much needed senior housing options currently unavailable within the Carson City market. The Master Plan Amendment will allow further diversification of senior housing options with the ability to include assisted and independent living facilities.

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 (2.1 b, 2.2b, 2.3b, Land Use Districts)?

The site is not within an identified mixed-use area, however, it does provide for an increased range of housing choices for 55 and over residents.

- ✓ Discourage rezoning of properties that create “friction zones” between adjacent land uses, particularly industrial and residential uses (2.1d)?

The proposed development that will follow this amendment is specifically designed to be compatible both internally to the project and with the surrounding area. The area subject to this amendment is only a small portion of overall larger parcels. The amended area is therefore internal to the eventual project. Any potential impacts can therefore be managed through proper design and layout of project uses.

- ✓ Encourage development outside the primary floodplain and away from geologic hazard areas (3.3d, e)?

The site is located away from known geologic hazards. Based on Carson City GIS data, the site is outside the 100-year flood zone and is therefore not a high risk area.

- ✓ Provide for zoning consistent with the Land Use designation (Land Use table descriptions)?

A zoning map amendment is being pursued for this site. The proposed zone will be consistent with the requested Master Plan designation and only impacts a small portion of the overall project site.

- ✓ Meet the location criteria for the applicable Land Use designation (Land Use descriptions)?

The intended use meets the locational criteria.

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

The site is not 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 amendment:

- ✓ Provide opportunities to expand parks and recreation opportunities (4.2a)?

The actual Master Plan Amendment area is very limited in size (5.6± acres) and will have no impact on parks and recreation facilities. However, the overall project will expand parks and recreation opportunities by including public park space and trail connections (refer to accompanying PUD).

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

This amendment is consistent with the Open Space Master Plan in that the overall project includes important trail connections between the neighborhood and open space areas to the west, details of which are included in the accompanying PUD. The project was designed with input from the Carson City Parks, Recreation, and Open Space Department.

CHAPTER 5: ECONOMIC VITALITY

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

Is or does the proposed amendment:

- ✓ Help maintain and enhance the primary job base (5.1)?

This amendment will allow for a diverse neighborhood, close to existing job centers. The assisted and independent living facilities will include professional and medical staff and will therefore add quality jobs close to the downtown core.

- ✓ Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)

This amendment directly addresses this policy by providing an enhanced mix of housing options.

Encourage the development of regional retail centers (5.2a)

The proposed project does not include retail space.

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

As an infill site, close to downtown, this project could have an impact on underused commercial space in the area. As downtown sites intensify, there is more need for retail and other services. New residents within Vintage at Kings Canyon will support area businesses.

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

The project will add residents to an area that is a walkable distance to the State Capitol and so may have a favorable impact on activity in the area.

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

The project is a short distance from North Carson Street and is therefore ideally suited to have a favorable impact on the downtown revitalization. The proposed amendment, and subsequent project, will bring new residents and a new mix of housing options close to downtown.

- ✓ Encourage the incorporation of additional housing in and around the Downtown (5.6c)?

This amendment will allow for additional housing near downtown. Similar to the previous answer, the project is ideally positioned to have a favorable impact on downtown. Furthermore, it provides seniors with new housing options currently unavailable in the 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 amendment:

- ✓ Promote compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?

The houses being proposed for the site are complementary to what is in the neighborhood now. The assisted/independent living facilities are an attempt to provide needed services and housing options to the area. The project area is adjacent to suburban development and thus does not impact rural areas.

This Master Plan Amendment, intended to accommodate an assisted/independent living facility, is specifically designed to be compatible with the surrounding area by locating it internal to the project area. In other words, the Amendment area is fully contained within the project site and is therefore separated from existing development.

If located in an identified Mixed-Use Activity Center or area, provide for the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?

The site is not in a Mixed-Use Activity Center however it does provide for a mix of housing types and residential medical care.

- ✓ Encourage an appropriate mix of housing models and densities based upon the location, size and surrounding neighborhood context (9.1a)?

As noted, the project includes a mix of housing types and lot sizes. Attention has been given to compatibility by locating larger lots at the project boundaries with smaller lots, and the assisted living facility, internal to the project (refer to accompanying PUD documents).

The proposed assisted living facility would not be the only medical development in the neighborhood. Across Mountain Street to the southwest is a 7-acre medical complex with 157,000 square feet of building space. Medical services at the assisted/independent living facilities are not open to the public and are for the benefit and security of those residing within the facilities.

- ✓ Discourage “spot” rezoning of parcels within established rural neighborhoods that have not been identified as higher density on the Land Use Map or that are not contiguous with lots zoned for a comparable density (9.4b)?

As an infill site, this project does not impact rural neighborhoods. Housing density of the proposed project conforms to existing zoning. This amendment, and related Zoning Map Amendment, are solely to accommodate an assisted/independent living facility.

CHAPTER 7: A CONNECTED CITY

The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed amendment:

- ✓ 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 site is on a JAC bus line. It is also close to North Carson Street. Development at this site is therefore strongly supportive of transit-oriented development. With an aging population, many of the residents living within the project do not drive further promoting the use of public transportation alternatives.

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

Development of the project site will complete the road network in the immediate neighborhood. Project design has been developed using input from Carson City Engineering and Public Works staff.

- ✓ Provide for appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan and the proposed use and density (12.1a, c)?

Project design was developed using input from Carson City Parks, Recreation, and Open Space Department. The project includes park space and trail connections. There is a network of trails internal to the project as well as a connection between the new park space and open space to the west of the site. Refer to the accompanying PUD documents, plans and reports for specific details.

Master Plan Amendment Application Questionnaire

The Carson City Municipal Code establishes that the following conditions and standards must be met when considering a Master Plan Amendment. Each is addressed in **bold face** type.

a) Consistency with Master Plan. 1) The proposed amendment is in substantial compliance with the goals, policies and action programs of the Master Plan. Provide written documentation of compliance with the Master Plan Policy Checklist.

The requested Master Plan Amendment supports goals and policies of the Master Plan by allowing for new senior housing and care options currently unavailable within the marketplace. Furthermore, it is supported by providing these new housing opportunities in an area of existing services and infrastructure. The proposed amendment supports multiple goals and policies including: compatibility with surrounding development; enhancing the mix of housing choices; encouraging infill development; locating development within the existing City service area; and locating development near existing transportation routes.

The Master Plan Policy Checklist is fully addressed within the previous section of this report.

b) Compatible Land Uses. 1) The proposed amendment will provide for land uses compatible with existing adjacent land uses, and will not adversely impact the public health, safety or welfare.

The amendment requested with this application is internal to the overall Vintage at Kings Canyon project site, ensuring impacts to adjoining properties do not occur. Furthermore, the accompanying PUD sets strict limitations on the area designated for “commercial” use to ensure intense commercial activities will not occur at the site. In fact, the PUD limits the commercial uses to assisted/independent living facilities and their ancillary services (i.e. salon, barber shop, etc.) which must be contained wholly within the assisted/independent living facility and be for the exclusive use of the Vintage at Kings Canyon residents. The PUD also sets strict standards in terms of building heights, lighting, etc. This ensures that any new development within the Master Plan Amendment area will be of a very low intensity and will not impact adjoining properties in a negative manner.

c) Response to Change Conditions. 1) The proposed amendment addresses changed conditions that have occurred since the plan was adopted by the Board of Supervisors and the requested amendment represents a more desirable utilization of land.

The single biggest land use change in the past 5 years is the demand for a greater mix of housing choices, especially for our aging population. Currently, there are no communities catering to seniors and their needs (such as that proposed with Vintage at Kings Canyon) within Carson City. Also, the site has long been zoned for residential development and is in an area of existing infrastructure and services. The Carson City Municipal Code fails to recognize assisted/independent living facilities as a residential use although they are a key component to a senior oriented community. Thus the need for this amendment is triggered and is appropriately justified.

d) Desired Pattern of Growth. 1) The proposed amendment will promote the desired pattern for the orderly physical growth of the city and guides development of the city based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services.

The proposed assisted/independent living is a low intensity use and will not create a substantial impact on the overall public welfare of the area. Uses within the MUR designation will be highly restricted through the Vintage at Kings Canyon PUD to ensure compatibility with all surrounding uses, both internal and external to the project. Assisted and independent living are a key component of a comprehensive senior living project and will serve to diversify housing options for seniors in Carson City.

Development at the project site will serve to provide efficient use of existing infrastructure and directly addresses the lack of quality senior housing within the community. Furthermore, the PUD provides proper restrictions and standards to ensure compatibility with adjacent neighborhoods and protections for natural resources and recreational opportunities.

ASSISTED LIVING/INDEPENDENT LIVING

ELEVATIONS AND FLOOR PLANS

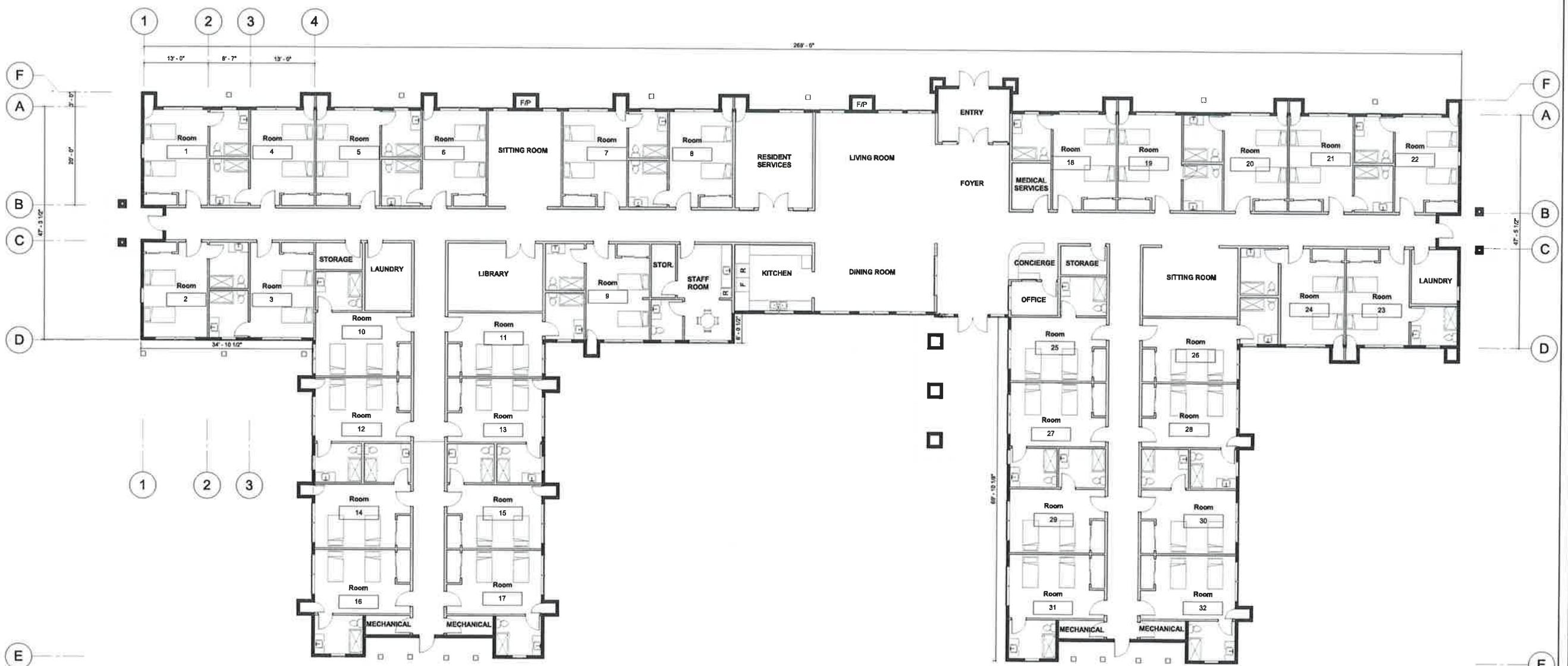


ASSISTED LIVING

ASSISTED LIVING FLOOR PLAN

18.085 S.F.

2/225 - 11.01



FLOOR PLAN

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REVISIONS

**PROGRESS SET
NOT FOR CONSTRUCTION
07/18/16**

VINTAGE ASSISTED LIVING

APN: 122-161-05

DALE COX ARCHITECTS

ARCHITECTURE - PLANNING - CONSTRUCTION MANAGEMENT
Post Office Box 459 Truckee, CA 96160
Phone (530) 559-2444 Fax (530) 559-2457

DRAWN BY : hmr
DATE : 7/20/16
SCALE : 3/32" = 1'-0"
B # Project Number

104 SHEET



INDEPENDENT LIVING FLOOR PLAN 21,020 S.F.

3/32" = 1'-0"

FLOOR PLAN

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(C)

REVISIONS

**PROGRESS SET
NOT FOR CONSTRUCTION**
7/27/16

VINTAGE
INDEPENDENT
LIVING

APN: 122-161-05

DALE COX ARCHITECTS
ARCHITECTURE - PLANNING - CONSTRUCTION MANAGEMENT
Post Office Box 459 Truckee, CA 96160
Phone: (530) 550-9144 Fax: (530) 550-9455

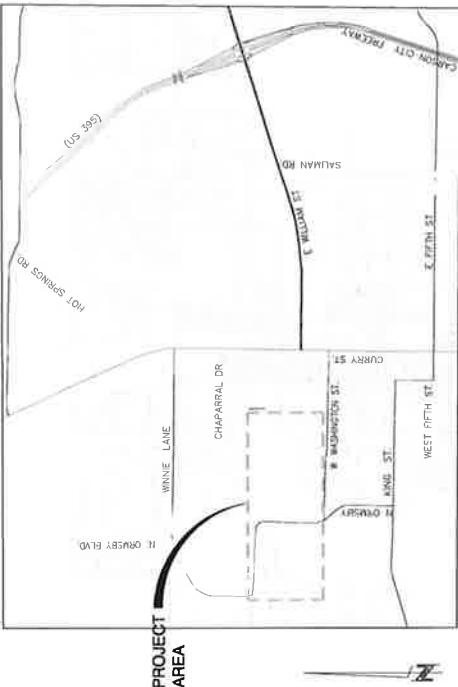
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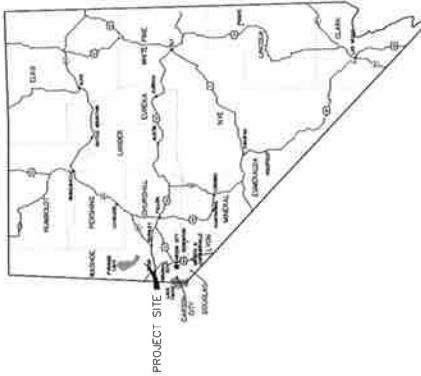
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THE VINTAGE AT KINGS CANYON

APN's: 009-012-02, 007-573-06, 07, AND 08



LOCATION MAP



OWNER:
ANDERSEN FAMILY ASSOC.
PO BOX 1746
CARSON CITY, NV 89702
PH: (775) 240-0241

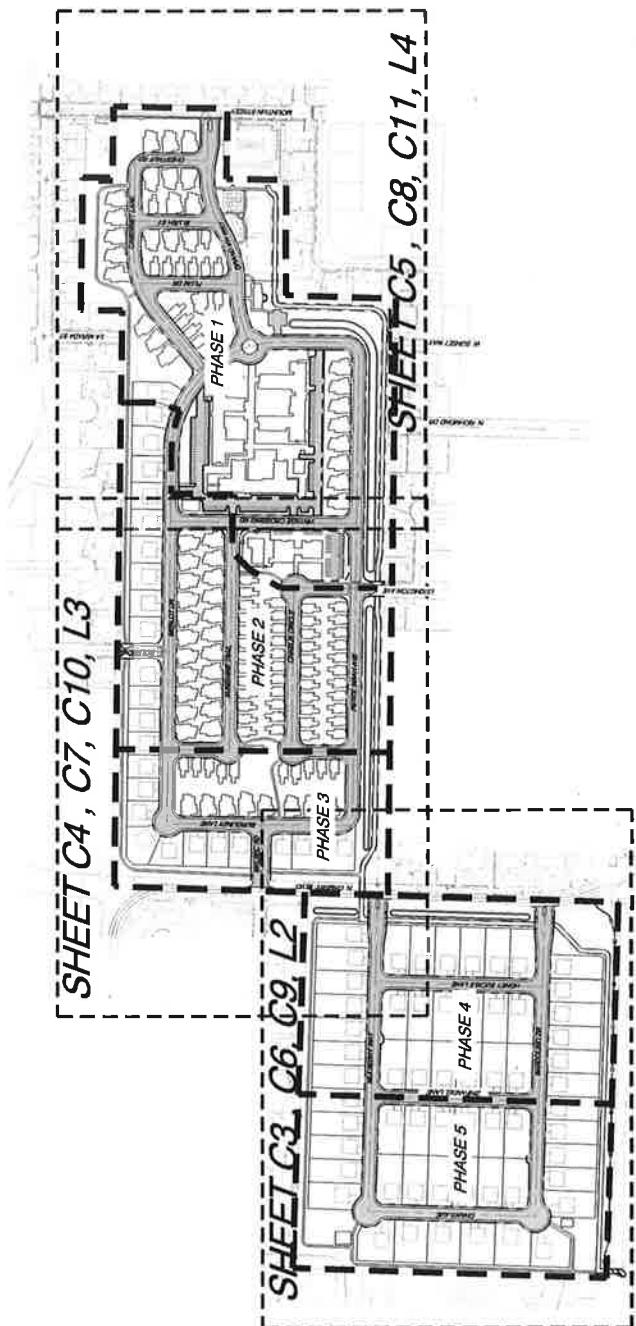
DEVELOPER:
VINTAGE AT KINGS CANYON, LLP
ATTN: VINCE SCOTT
9130 DOUBLE DIAMOND PKWY
RENO, NV 89521
PH: (775) 883-7077
FAX: (775) 883-7114

ENGINEER:
LUMOS
& ASSOCIATES

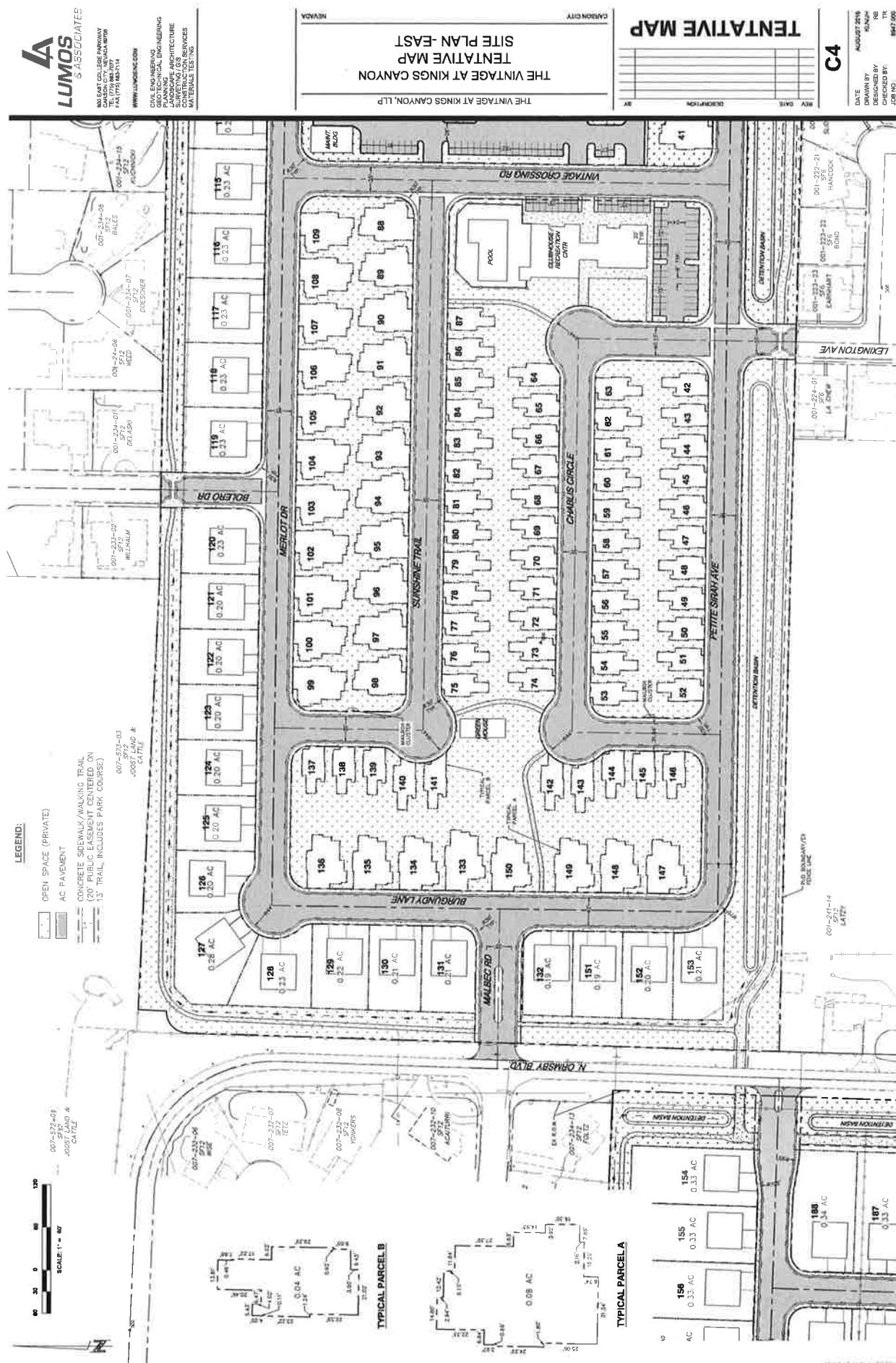
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| DATE PLSD | Aug 2006 |
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| REVIEWED BY | TR |
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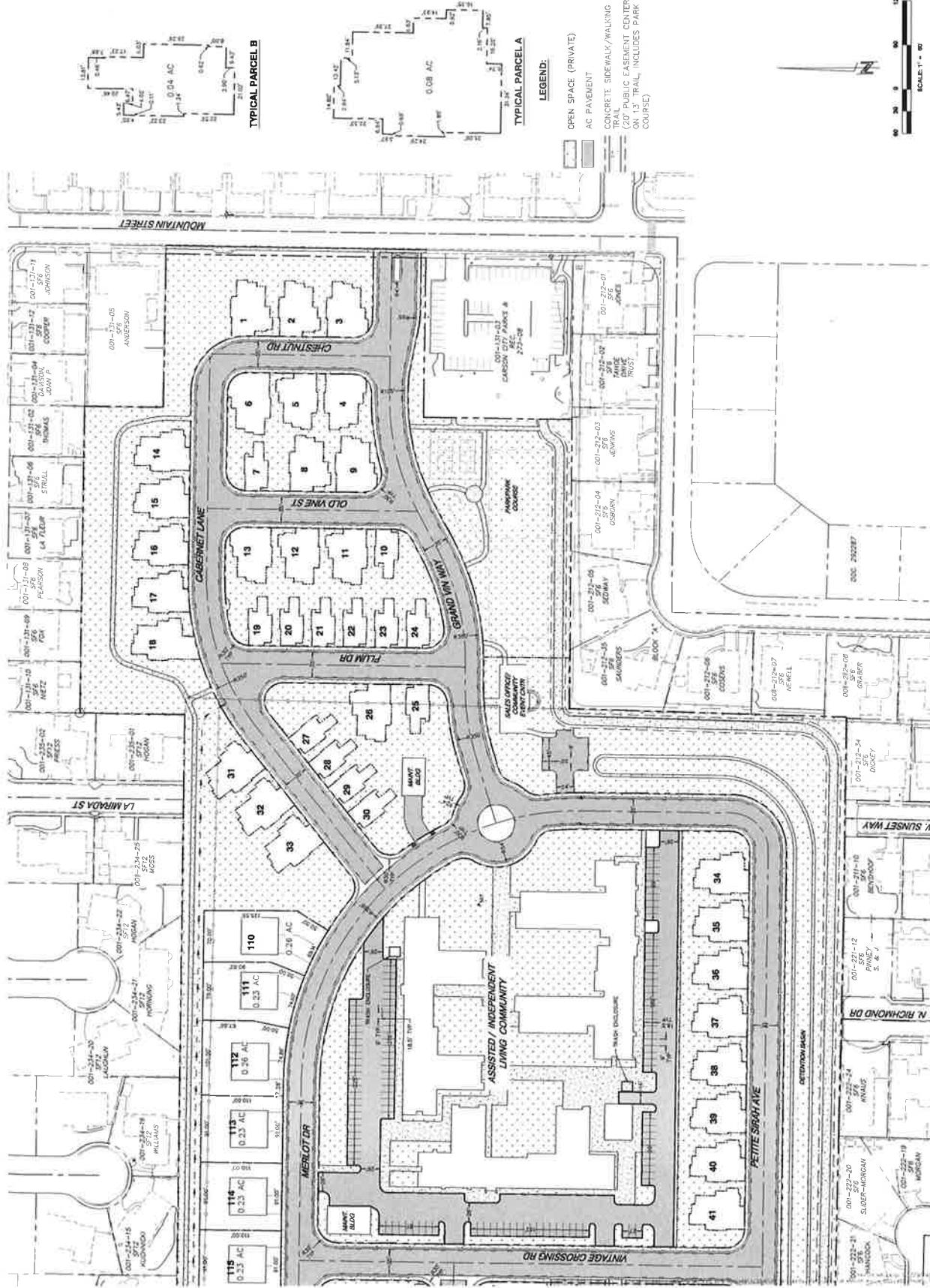


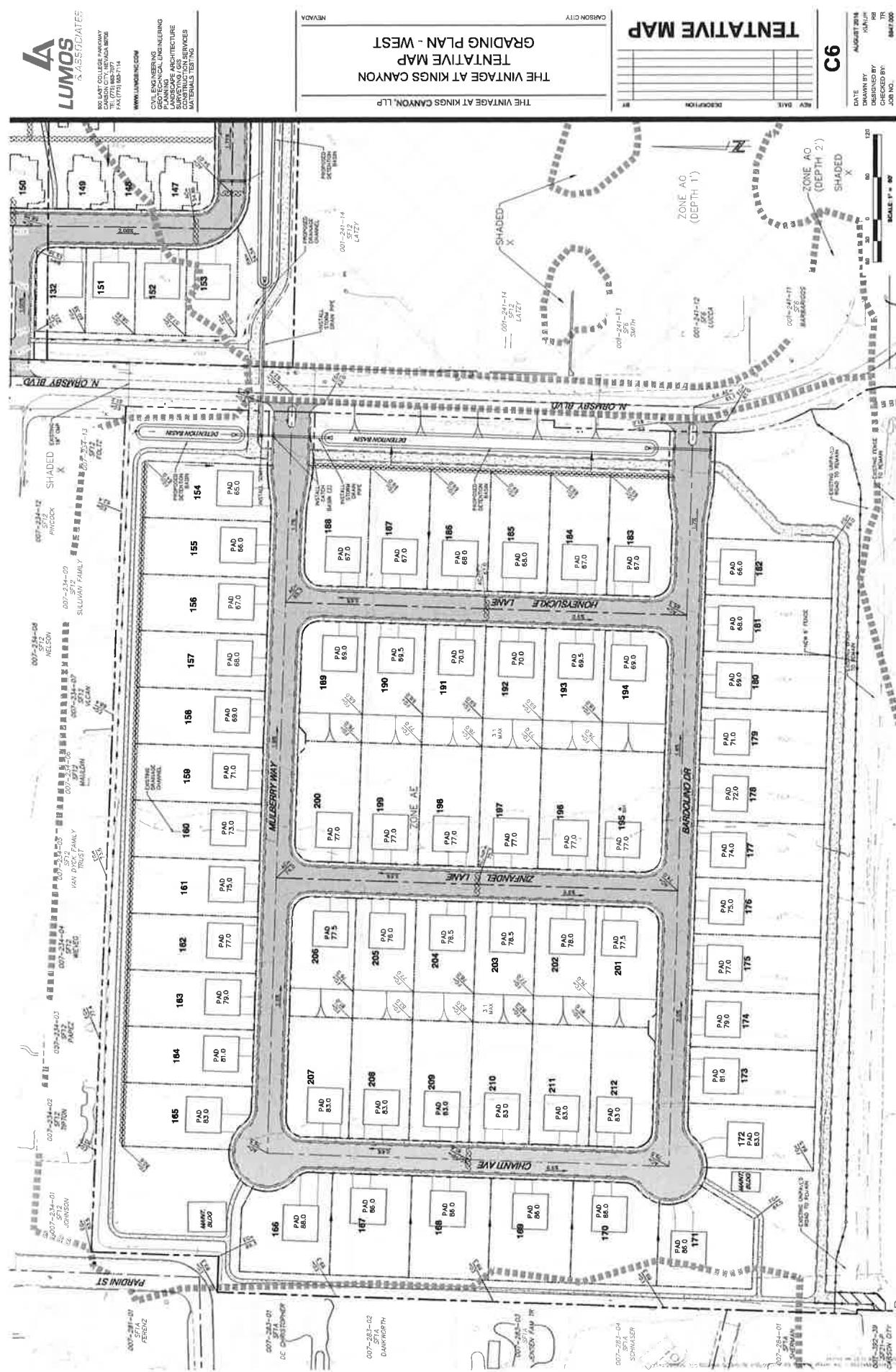
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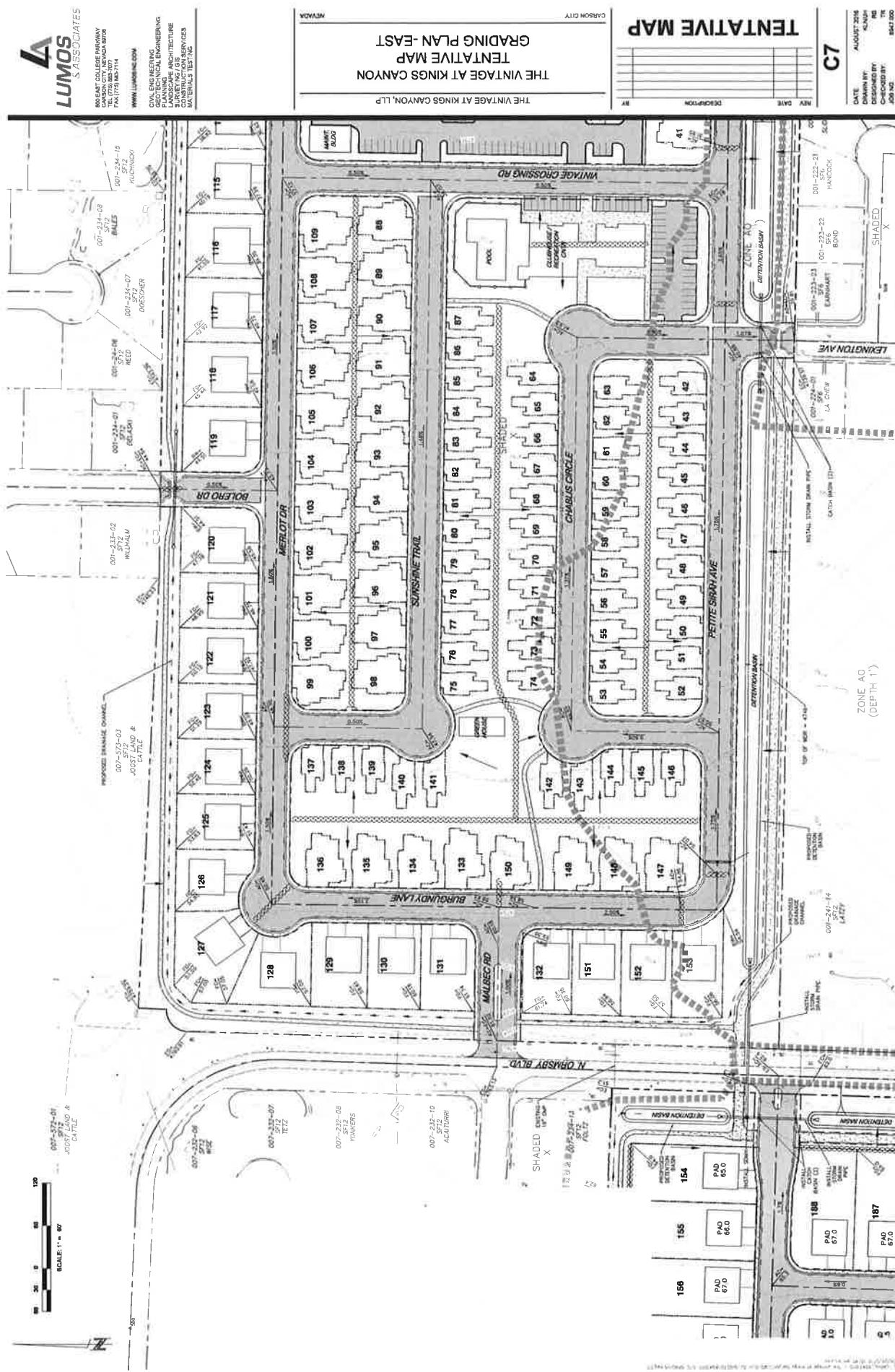
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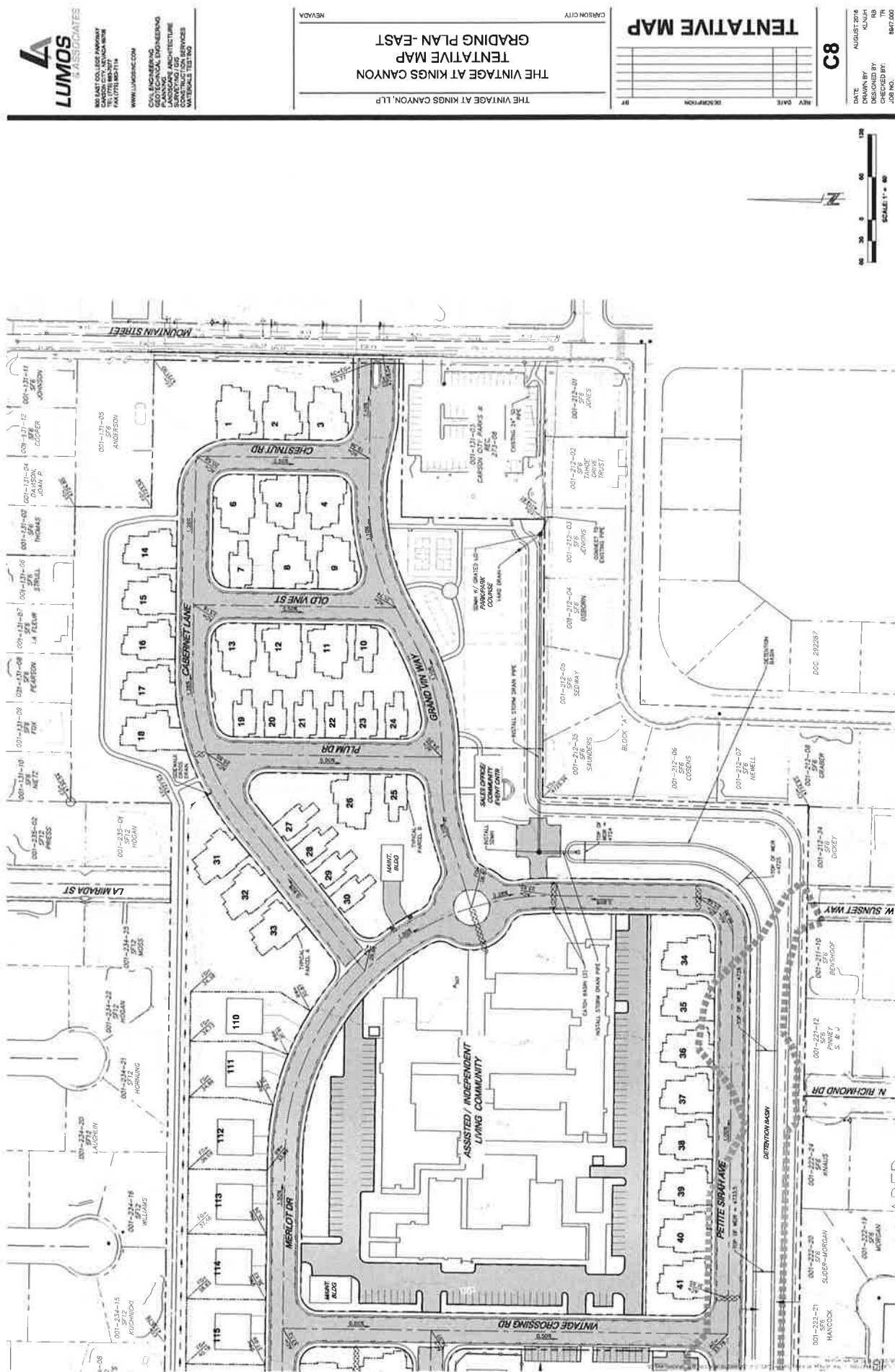
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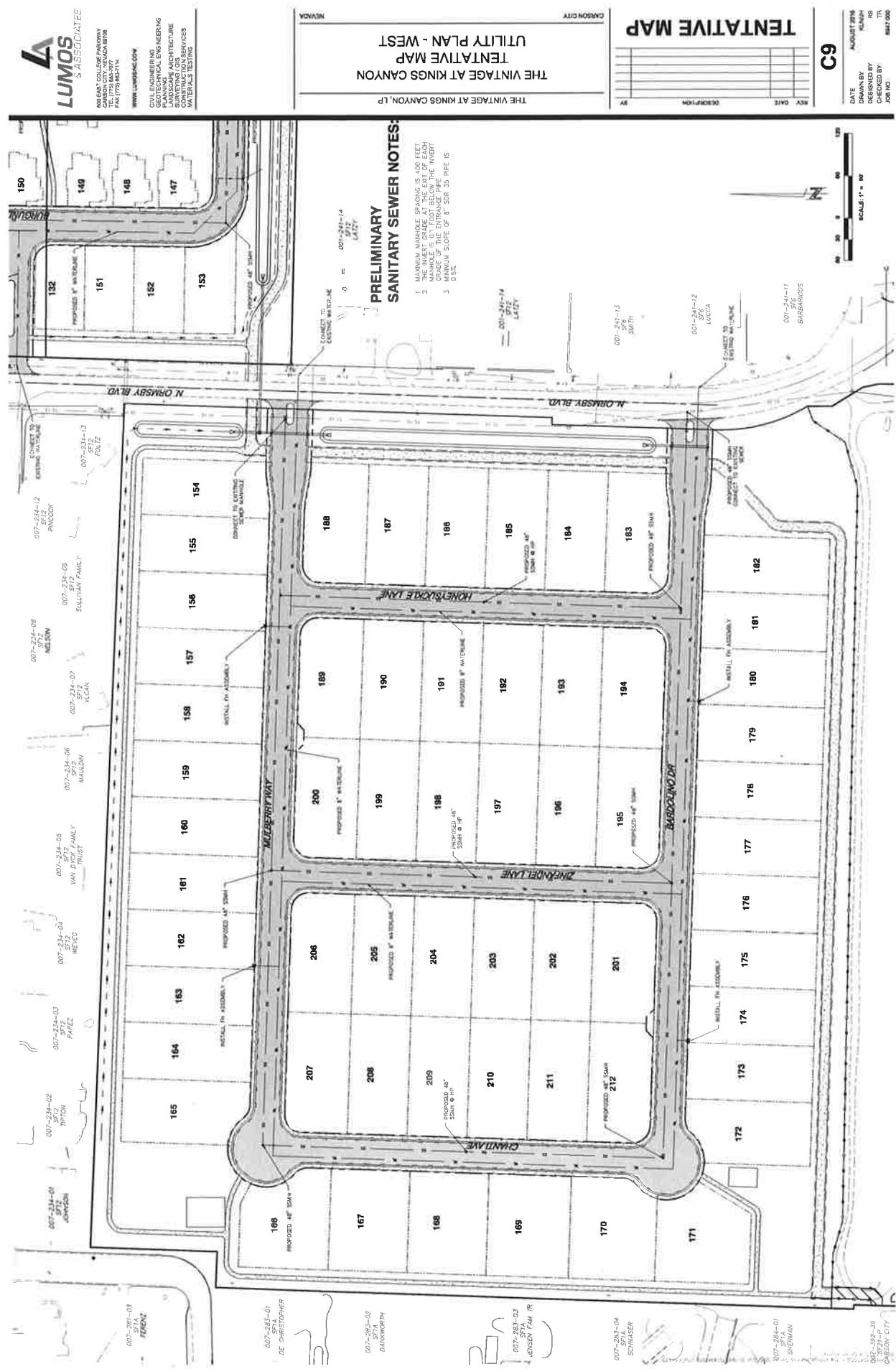
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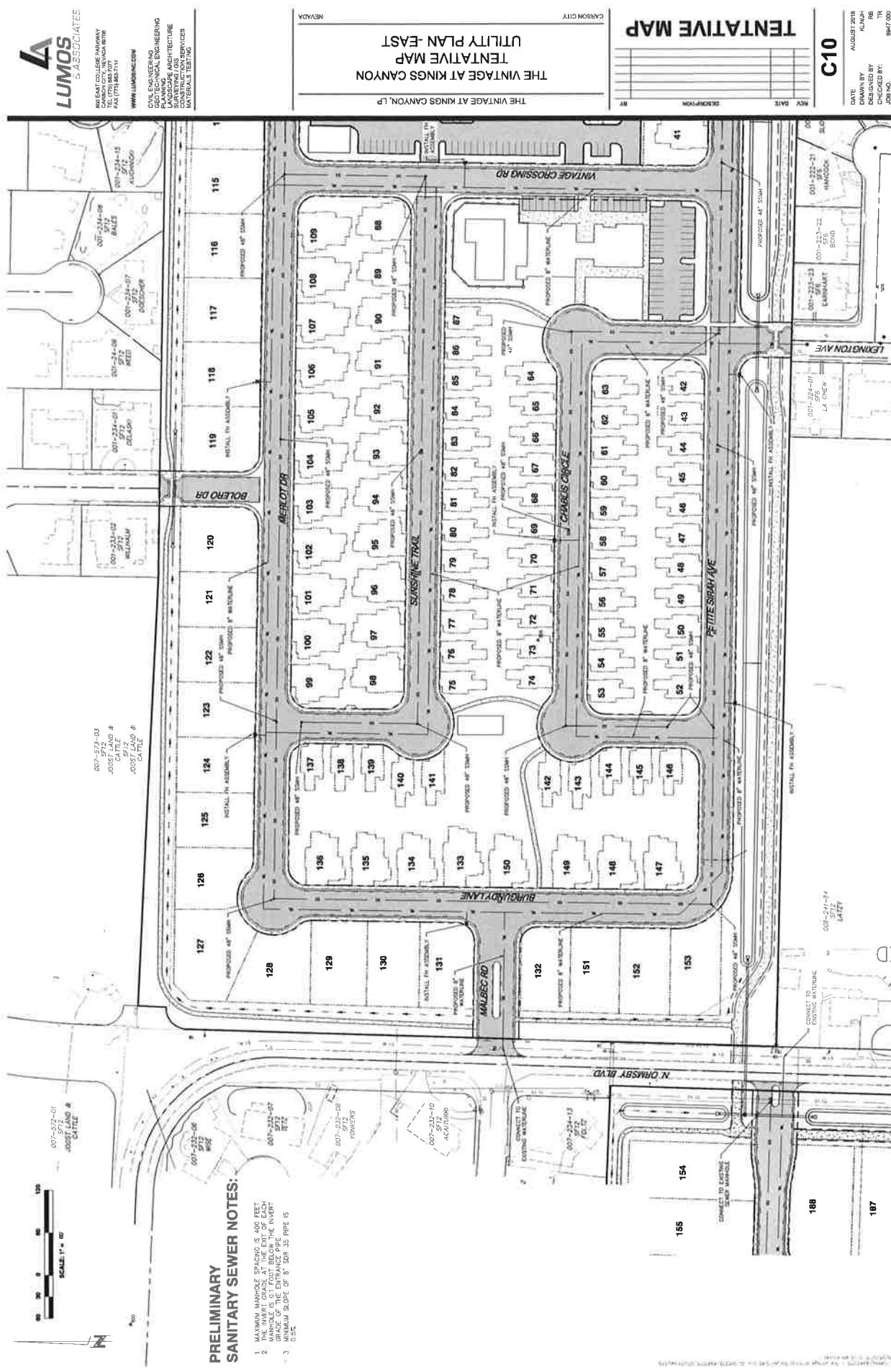


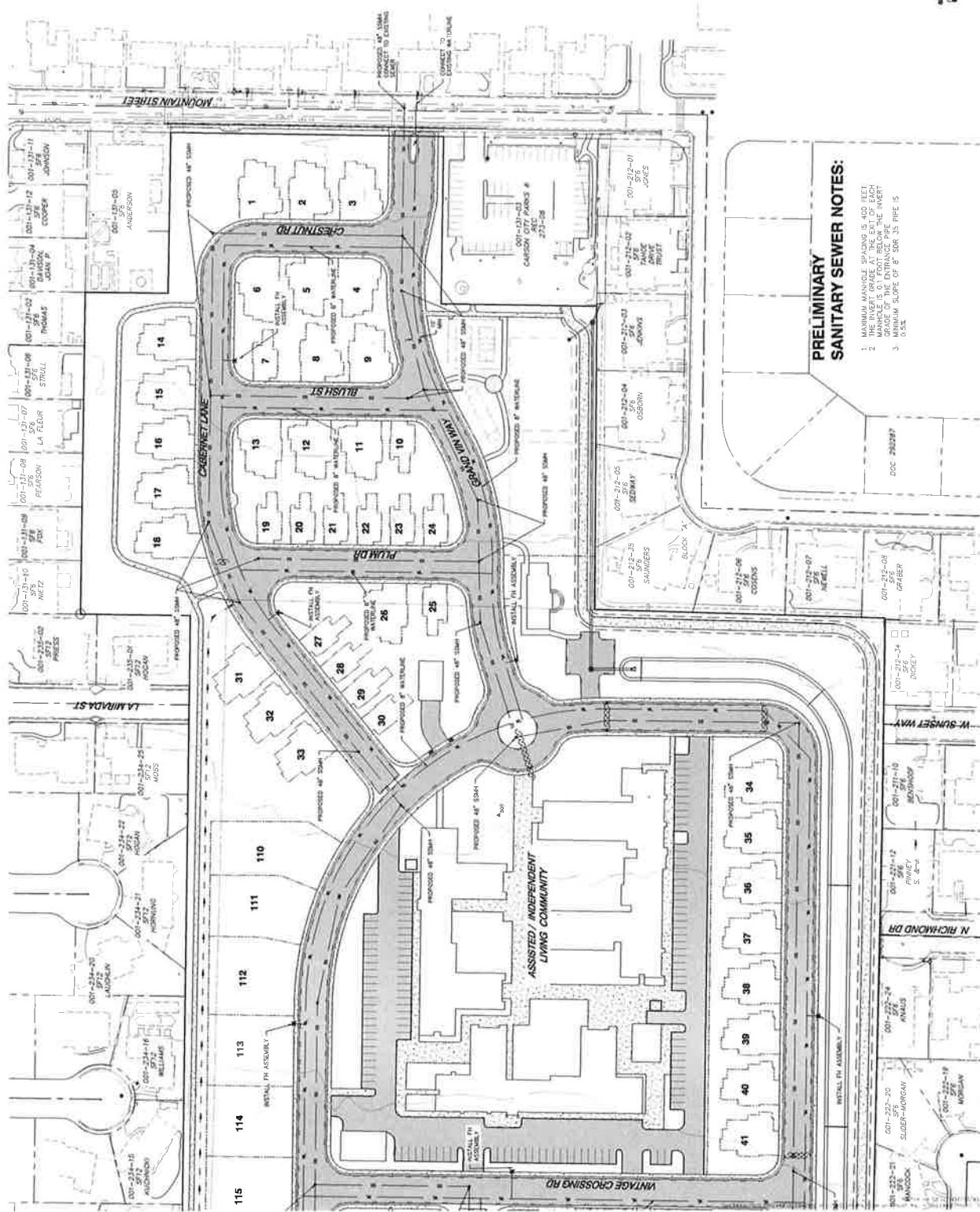


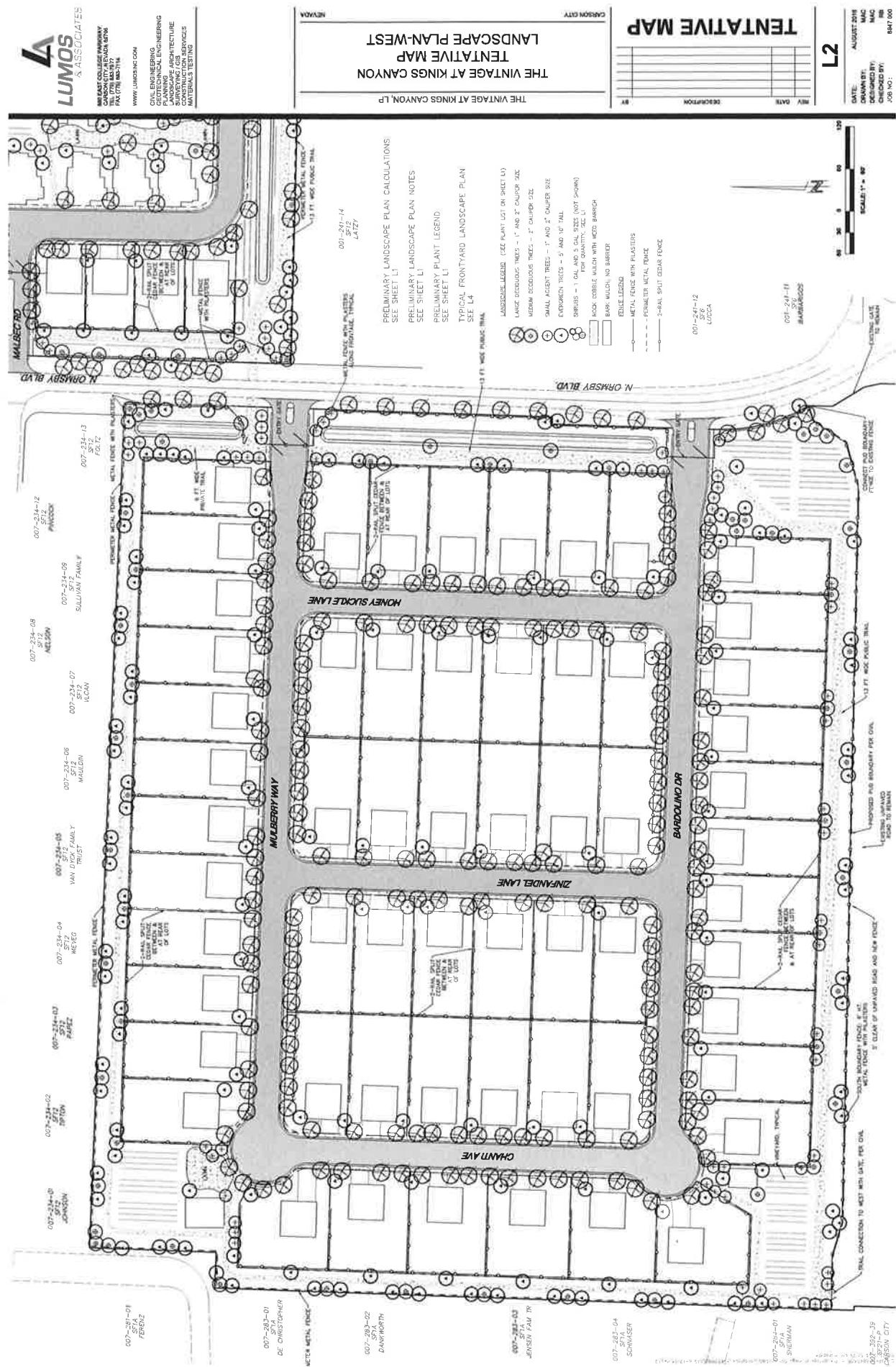


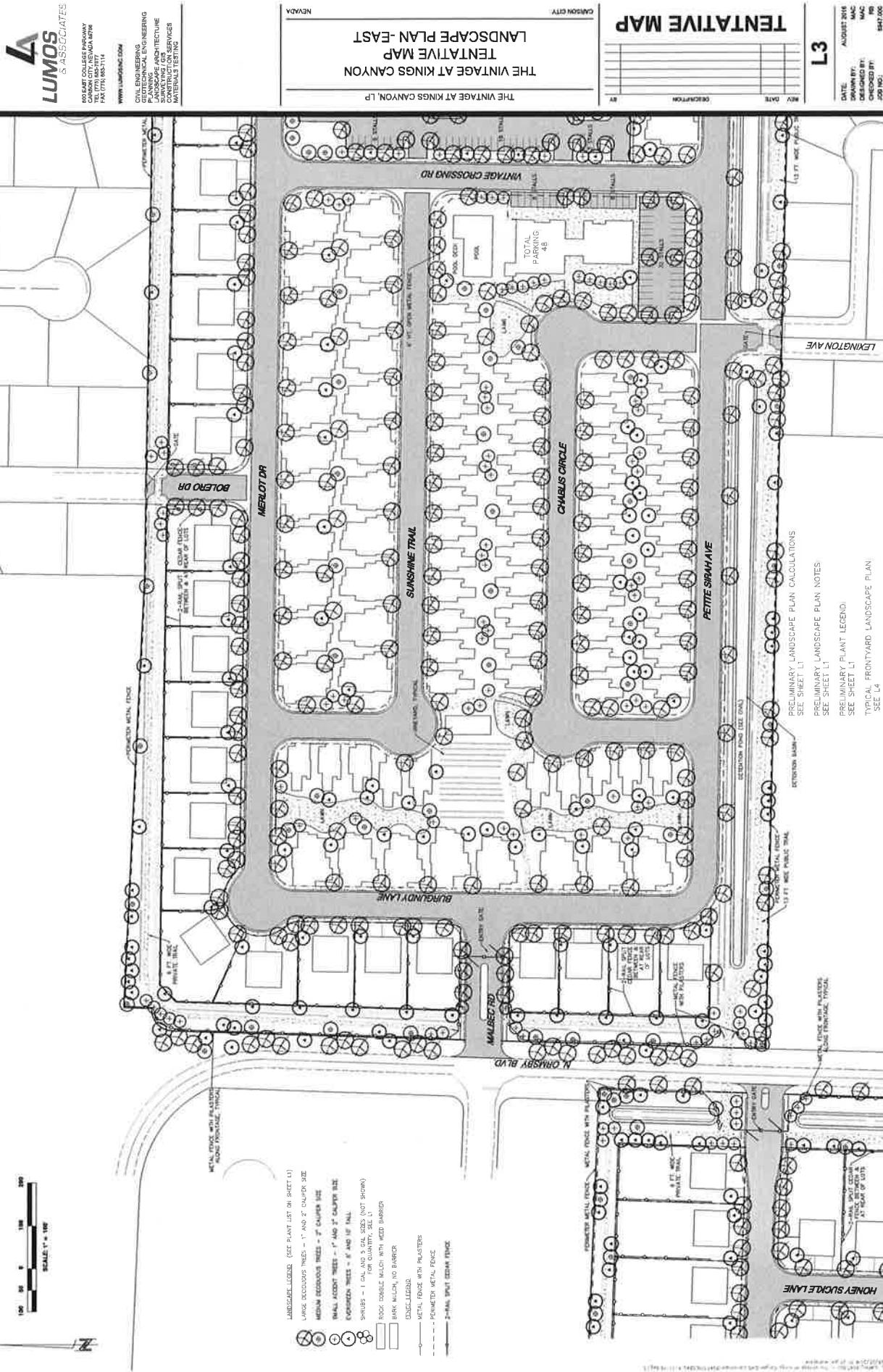












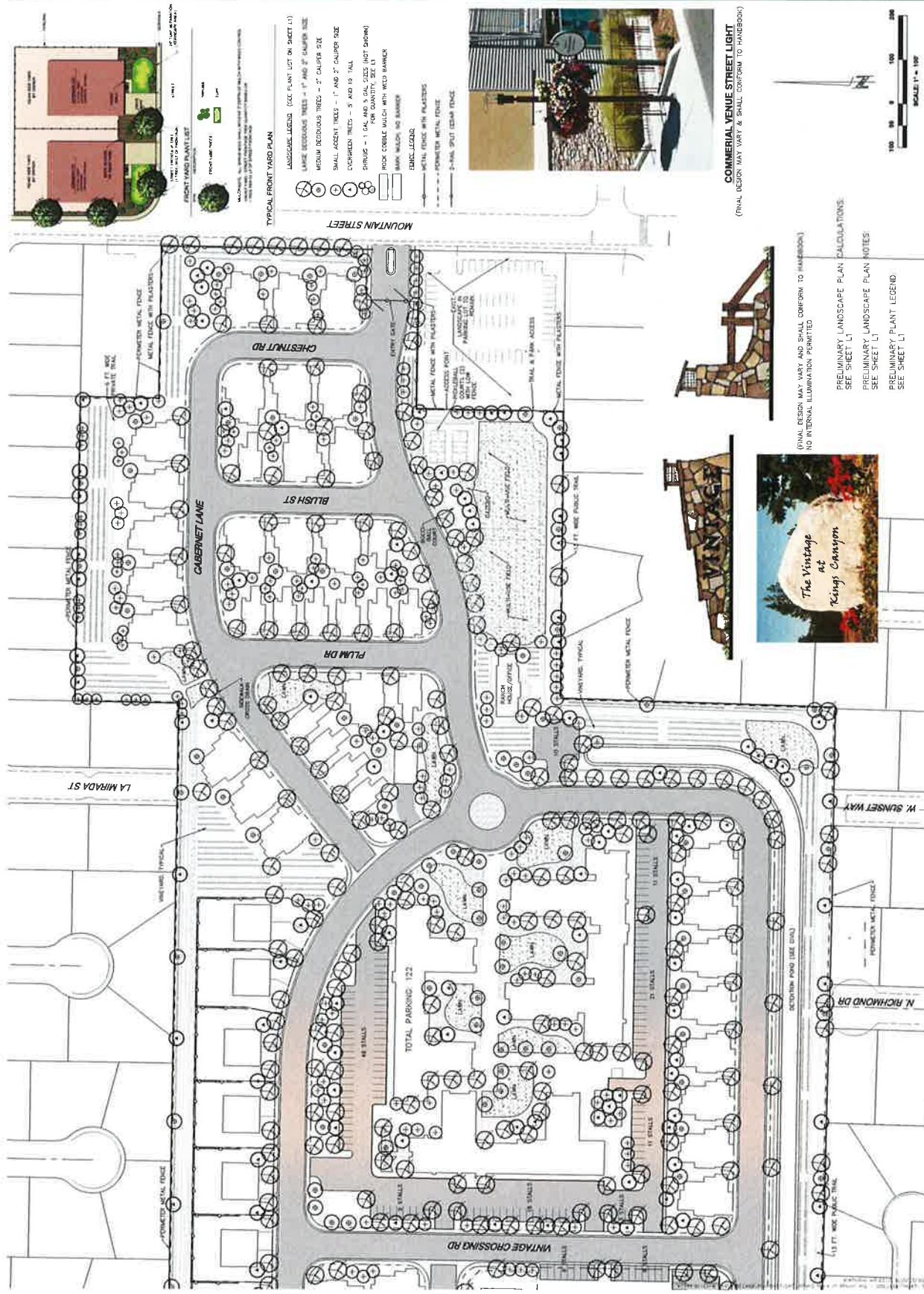
THE VINTAGE AT KING'S CANYON TENNATIVE MAP LANDSCAPE PLAN - EAST

41

TENTATIVE MAP

| | |
|--------------|-------------|
| DATE: | AUGUST 2014 |
| DRAWN BY: | MAC |
| DESIGNED BY: | MAC |
| CHECKED BY: | MAC |
| JOB NO.: | 8007-000 |

20



MPA-16-091 and TPUD-16-092

LETTERS & COMMENTS FOR 9/29/16 PLANNING COMMISSION MEETING

Up to cut-off of 9/20/16 noon.

(Alphabetical order) page 1

| NAME OF SENDER | ADDRESS | DATE | |
|--|---|---------|----|
| Patrick and Jacqueline Anderson | 1502 Mountain St | 9/15/16 | 1 |
| Ray and Sharon Badger | 1525 Malaga Dr | 9/20/16 | 2 |
| Scott and Norma Baker | 1525 Bolero Dr | 9/16/16 | 3 |
| Robert Bartshe | 1995 Newman Pl | 9/20/16 | 4 |
| Linda Bellegray | 2040 Newman Pl | 9/15/16 | 5 |
| K W Blomberg | 805 N Richmond Ave | 9/19/16 | 6 |
| Bob and Cheryl Bowman | 1520 Bolero Dr | 9/19/16 | 7 |
| Brian and Ananda Campbell-Richards | 141 Plantation | 9/20/16 | 8 |
| Augi and Betsy | | | |
| Chris Carver | No address | 9/20/16 | 9 |
| Jan Doescher | 1500 Malaga Dr | 9/16/16 | 10 |
| Diane C and Randall M Dunham | 906 W Long St | 9/19/16 | 11 |
| Andrea Fischer | 1525 Kings Canyon Rd | 9/19/16 | 12 |
| James and Kitty Flynn | 1322 Clemens Dr | 9/19/16 | 13 |
| Jeffrey L Foltz | 1701 Newman Pl | 9/14/16 | 14 |
| Suzanne Fox | 1867 Maison Wy | 9/20/16 | 15 |
| Courtney Gallagher | 1833 Maison Wy | 9/20/16 | 16 |
| Sean Gallagher | 1833 Maison Wy | 9/20/16 | 17 |
| Nancy Gammie | 1821 Pyrenees St | 9/20/16 | 18 |
| Michael Goldeen | 804 Lexington Ave | 9/14/16 | 19 |
| Peter Hennessey | Homeowner directly affected | 9/8/16 | 20 |
| Peter Hennessey | Homeowner direct and adversely affected | 9/20/16 | 21 |
| Katherine L Hoffman – from Fennemore Craig for Save Open Space Carson City | 300 E Second St, Ste 1510 Reno, 89501 | 9/20/16 | 22 |
| Tom and Terry Horgan | 12 Comstock Cir | 9/16/16 | 23 |
| Cary Inbar | No address | 9/20/16 | 24 |
| Howard Ingersoll | 1407 Mountain St | 9/20/16 | 25 |
| Rev. Dixie Jennings-Teats | 1004 Lexington Ave | 9/20/16 | 26 |
| Rev. Dr. Robert Jennings-Teats | 400 W King St., 100 | 9/20/16 | 27 |
| Debra Winne Jeppson & Hi V Jeppson III | 1944 Ash Canyon Rd | 9/19/16 | 28 |
| Abby Johnson | Maison Wy/Pardini | 9/20/16 | 29 |
| Charles Kilpatrick | W Washington St | 9/15/16 | 30 |
| Jo Kilpatrick | 2244 W Washington St | 9/16/16 | 31 |
| Gary Kilty | 2134 W Washington St | 9/19/16 | 32 |
| Ashley Kopp | 1800 Newman Pl | 9/19/16 | 33 |
| Jason Kuchnicki | 1500 Valencia Ct | 9/8/16 | 34 |
| Laverne LaFleur | 909 W Long St | 9/14/16 | 35 |

MPA-16-091 and TPUD-16-092

LETTERS & COMMENTS FOR 9/29/16 PLANNING COMMISSION MEETING
(Alphabetical order) page 2

| | | | |
|---------------------------------|----------------------|---------|----|
| Paul LaFleur | 909 W Long St | 9/14/16 | 36 |
| Thomas Lahey | 2213 Bristol Pl | 9/15/16 | 37 |
| Eva Layton | 809 Bunker Hill Dr | 9/16/16 | 38 |
| Keith W Macdonald | 813 N Richmond Ave | 9/9/16 | 39 |
| Yhvona Martin | 1000 Bath St | 9/16/16 | 40 |
| Loretta Szymanski | 1804 Pyrenees St | | |
| Maxine Nietz | 1005 W Long St | 9/20/16 | 41 |
| Andy Notar | 1819 Maison Wy | 9/19/16 | 42 |
| Luke and Rebecca Papez | 1905 Maison Wy | 9/20/16 | 43 |
| Larry L Peri | 1511 Andorra Dr | 9/20/16 | 44 |
| Rex and Barbara Moss | 1510 La Mirada St | | |
| James Pincock, MD, DMD | 1735 Newman Pl | 9/20/16 | 45 |
| Russ and Kathryn Reaver | No address | 9/12/16 | 46 |
| Ronald L Roberts | 507 Oxford Ct | 9/19/16 | 47 |
| Sara Romeo | No address | 9/20/16 | 48 |
| Paul G and Sheryl Seaman | 5 Comstock Cir | 9/19/16 | 49 |
| Brian Smith | 811 N Ormsby Blvd | 9/19/16 | 50 |
| Ronald P and Deborah J Thompson | 3150 Kings Canyon Rd | 9/16/16 | 51 |
| Michael Tipton | 1943 Maison Wy | 9/19/16 | 52 |
| Sharon Tipton | 1943 Maison Wy | 9/16/16 | 53 |
| Louise Uttinger | 412 Adaline St | 9/19/16 | 54 |
| Elaine and Louis Werlinger | Tahoe Dr | 9/19/16 | 55 |
| John and Linda Whitesides | 901 Saratoga Wy | 9/12/16 | 56 |
| Jerrold R and Jaslyn Williams | 1501 Valencia Ct | 9/12/16 | 57 |
| Jeffrey and Maria Wilson | 325 Tahoe Dr | 9/19/16 | 58 |
| Keith and Laura Work | 1350 Chaparral Dr | 9/20/16 | 58 |
| Judy Wytock | Long Street | 9/16/16 | 60 |

Patrick and Jacqueline Anderson; 1502 Mountain Street; CC, NV 89703

RECEIVED

SEP 15 2016

CARSON CITY
PLANNING DIVISION

Public Comments on The Vintage at Kings Canyon PUD

First and foremost, we wish to unequivocally state our support for this project. This proposal has come a long way from its initial introduction to the community back in April, and we believe the developer has been very responsive to the comments he has received from both the City and the neighborhood.

We are very thankful that the Andersen family heirs were patient and waited for the right developer and the right development project to come along before committing to this project. For 15 years my wife and I have been waiting for the other shoe to drop on this property, and now that it has, we couldn't be more pleased with the project being proposed. **However, there is a very vocal and adamant group of people opposed to this project that sadly will never be satisfied because the foundation of their opposition is their desire to simply see nothing built in their backyards.** We believe the developer has tried to appease their concerns, as have we through neighborly conversation, but we can tell you from our own personal experience that there is just no way to satisfy these folks short of preserving the land as a park or open space, or strictly adhering to the existing land use and zoning constraints. **Unfortunately, this does not optimize all the variables at play and we would like to take a few moments of your time to present our view on this issue.**

I, Patrick Anderson, am a former alternate member of the Carson City Open Space Advisory Committee, former Co-Chair of the Carson City Economic Vitality Coalition, and current member of the Eagle Valley Disc Golf Association diligently working to develop a tournament quality disc golf complex here in Carson City. I was part of the initial team that assembled the list of priority properties for consideration and inclusion in the current Carson City Open Space Plan, so I am very much an open space/parks and recreation advocate. I also believe that a vital economy that creates quality primary employment opportunities is essential to the overall health of our community and the City's budgetary process. Create good quality jobs and the sales tax revenue will follow as people move to the community to fill those jobs, purchase homes, and patronize our local businesses. **Sitting on the Open Space and Economic Vitality committees afforded me the unique opportunity to assess the Andersen Ranch property through two distinctly different lenses, and subsequently I made my peace many years ago with the reality that this property, as well as the Lompa Ranch, would likely never be preserved in their entirety, nor would that be in the City's best interest.** In both instances, we have allowed conflicting messages to exist in the Master Plan for many years; one declaring the land to be designated and zoned for development, the other declaring a desire to preserve it. However, only one of these elements of the Master Plan carries the weight of law behind it, that being the underlying land use designation and zoning allowing the land to be developed. The Open Space Plan is merely a wish list without a willing seller.

When first introduced to The Vintage project, I had no idea what an age-in-place residential community was, or what one looked like. I don't think many of the people in attendance that night in April did either, but that didn't stop a very vocal, angry, and antagonistic group of voices from immediately rising up to launch the "Stop Vintage" campaign, which after some rebranding has now become "Save Open Space Carson City (SOS)." This group began purely and simply to keep anything from being built on the Andersen Ranch property.

At its inception, I was asked to Co-Chair the organization and declined because they adamantly wished to pursue an overly aggressive open space preservation campaign, with strict adherence to the existing land use designation and zoning as their fallback position, even though that is clearly not the desire of the Andersen family heirs, nor the Carson City Parks, Recreation and Open Space Department. **In the absence of a willing seller, the open space/parks preservation option is a non-starter, end of story. The Carson City Open Space Program is not an eminent domain driven model, so why are we beating that issue to death after 15 years of failed negotiations?**

It doesn't surprise me that a great many residents wish to see this land preserved and would sign a petition to advocate doing so. I wouldn't expect anything less from a community that voluntarily taxes itself to fund open space/parks initiatives. However, when Question 18 was passed in 1996, the community was adamant that the program never force or coerce land holders to deed restrict their properties for preservation if that wasn't their desire. That intention must be honored and to continue down the path of hammering the Andersen family heirs to capitulate was not something I wanted any part of. Believe me, I empathize with the emotions people are expressing regarding the development of this property, but we have to move on and accept that there is simply too much unrealized value locked up in that land to be an affordable preservation option for this City.

As for the land use designation and zoning concerns the SOS folks raise regarding the property, I can only say that the project has come a long way from that initial proposal and should be absolutely beautiful once built and the landscaping has a couple of growing seasons to take hold. None of their concerns are deal breakers, but short of allowing them to design the project themselves, the developer simply can't win with this group. Reconciling these issues is not really what this group wants to do. It's their way or the highway. All they truly want to do is kill this project at all costs, never mind that this land has been zoned for development for at least two decades.

The proposed Planned Unit Development (PUD) is the best option for maximizing dedicated open space, and the Special Use Permit and Neighborhood Business zoning change will allow The Vintage to simply follow the national trend of integrating assisted living/elder care communities into a more inclusive residential setting. Still, the SOS leadership and its members are steadfast in their opposition. To me, this is tantamount to throwing the baby out with the bath water. Regardless of how altruistic they would have you believe their motivations are, their efforts are nothing more than a glossy Not In My Backyard (NIMBY) campaign. What the SOS folks would have us do is erect a wall around this City and starve it of the growth it needs to thrive. Who doesn't want to protect open space, but what scares me more is this group is dangerously close to advocating that Carson City become a BANANA Republic - Build Absolutely Nothing Anywhere Near Anyone!

Some of the aspects of this development that my wife and I love are:

- The architectural feel of the project will blend quite nicely with the surrounding natural landscape;
- The inclusion of generous buffers around the entire perimeter of the project area with publicly accessible, landscaped walking trails for the entire community to enjoy;
- Capturing the agricultural heritage of the valley utilizing vineyards as a design element within the overall landscaping design plan;
- Bringing an upscale development project to a pocket of the Westside that could benefit from a bit of gentrification; and last, but not least;
- Providing a vital housing component for the elderly community of greater Northern Nevada.

Our primary concern, really our only concern, is the overzealous and excessive regulation of the Personal Services category of businesses to be considered for the Neighborhood Business zone. We fully understand limiting access to the Gym/Fitness Center/Pool to Vintage residents and their guests, but excluding the general public from patronizing the potential uses defined as Personal Service businesses is simply going too far.

We understand how this demand came to be, and it really stems from fears that spawned at that initial meeting back in April and the subsequent over the top rhetoric of the Stop Vintage/SOS folks. We do understand the concern people have regarding the introduction of commercial businesses to this largely residential neighborhood, even though there are many “commercial” uses already up and down Mountain Street.

However, we do feel that those businesses should be limited to a select group as defined in the PUD application and handbook. Personally, we never objected to these select businesses being housed in stand-alone buildings, but yet again, the developer was forced to incorporate these uses into the Independent Living Center. **Our concern is with the unfair business practice of limiting access to these select businesses to The Vintage residents and guests only, creating a discriminatory and unnecessary hardship for those prospective business owners to overcome.** As my wife and I discussed this, she brought up a perfect example of how this could play out to her detriment as a non-Vintage resident.

My wife and daughters love their hair stylist. As with a lot of hair stylists today, she does not own her own salon, she is an independent contractor and rents a space in a salon. Now suppose she decides that relocating to The Vintage might be in her best interests long-term. My wife and daughters would now be excluded from continuing to use her as their hair stylist simply because she relocated to another salon within The Vintage property. That is ridiculous!

My wife and I love art. Are you telling us we can't even look at the art if it happens to be in a gallery within The Vintage? We love to dine out. What if a café arises within The Vintage that is a great dining experience? Again, we can't walk there and enjoy a meal? **We don't see this becoming a traffic issue as you can still limit vehicle access to the property to residents and guests only.** If anything, we see surrounding neighborhood residents within walking and biking distance being the ones potentially patronizing these businesses, and isn't that the whole idea behind the Neighborhood Business zoning district? It would also greatly help to integrate The Vintage community into the surrounding neighborhood if we all had the opportunity to mingle and get to know each other in a friendly and welcoming environment. It just seems too excessive to us.

We encourage City staff and the Planning Commission to strike this restriction, allowing the general public to access service providers within the Personal Service business category at The Vintage.

In summation, we know people feel very strongly about development of this site. However, we as a community have had 15 years to strike a deal with the Andersen family heirs to preserve this land as open space or a public park, and have not been successful. As an early member of the Open Space Advisory Committee, I remember how we felt about the land at that time, and how beautiful it was back then. In the late 90's, it was still a flood irrigated pasture filled with native grasses, and very much an active ranching property. Those days are long gone, and the demise of the property as an attractive pasture ecosystem can be traced to three crucial events:

- The cessation of irrigation on the property somewhere around 2000;
- The Waterfall Fire which stripped the surrounding hillsides of most native grasses, sage brush and trees, allowing noxious invasive species to invade the landscape which have now penetrated the field and currently dominate the flora growing there; and

- Ira Andersen's death, which effectively signaled the end of active ranching on the property.

The site is simply no longer the "irrigated agricultural pasture" it once was and is more of a noxious weed field and fire hazard today than anything else. No amount of sentimental reminiscing over the "good ole days" will bring it back. It is time to move on, and we do believe that The Vintage is an outstanding project for this site.

The Vintage will be a beautiful, upscale retirement community that will surely add value to surrounding properties while visually creating a sense of expanded property boundaries for existing homes with the open metal fencing, generous buffers and landscaping proposed for the entire perimeter of the site. The Vintage will enhance the image of Carson City and could serve as a hub for our entire elderly community, not just its residents. Jacque and I pledge to work with The Vintage and other community residents to make The Vintage as inclusive and welcoming as possible to the surrounding neighborhood residents and the community at large to make the transition of this land into a new, vital component of our City's landscape as smooth and successful as possible. **Compromising on the zoning issue via a PUD is precisely what gains us the open space buffers everyone seems to crave, protecting the sight lines of surrounding property owners, and providing The Vintage with the considerations they need to create a contemporary, upscale, age-in-place residential community.**

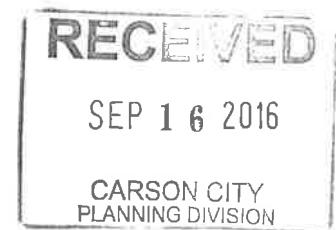
Thank you for considering our comments.

Sincerely,

Patrick A. and Jacqueline A. Anderson
1502 Mountain Street
Carson City, NV 89703

From: Hope Sullivan
Sent: Friday, September 16, 2016 11:47 AM
To: Eva Chwalisz
Subject: FW: Vintage at Kings Canyon Project

Public comment Vintage



From: Scott Baker [mailto:robertscottbaker@gmail.com]
Sent: Friday, September 16, 2016 11:19 AM
To: Hope Sullivan
Subject: Vintage at Kings Canyon Project

Dear Mr. Sullivan:

I have been a resident of Carson City since 1949 and have resided at 1525 Bolero Drive for 26 years. Many of the residents of the neighborhoods on the west side are strongly opposed to the zoning change proposed by the Vintage Project. The proposed zoning change is not compatible with the neighborhoods adjacent to the Anderson Ranch property. If the current zoning is amended for the Vintage Project it will have a detrimental impact on the established neighborhoods.

There are several issues that concern the residents of Monte Vista and other adjacent neighborhoods. My major concerns include commercial use in the proposed Project, street parking throughout the adjacent neighborhoods, and increased traffic. Commercial use of property on the west side would be a first. Future owners could develop additional businesses within the confines of the PUD.

There are 67 parking spaces in the Trail Head parking lot; consequently, the residents and employees of the Vintage would have to use street parking which is already used heavily. There are four schools within one mile of the Vintage Project. Children are walking to and from school each school day. Increased traffic means increased risk to the children and traffic congestion for their parents who pick them up.

The Nevada Code of Ordinances, Section 18.02.075 (5) states in pertinent part: the applicant for a zoning map amendment or zoning code amendment shall have the burden of proof to provide facts supporting the proposed zoning map amendment or zoning code amendment...

(a) ...the applicant shall provide evidence to the commission and board concerning the physical use of land and zoning currently existing in the general vicinity, and which have occurred in the previous five (5) year time period, and described:

(1) ...the application shall provide evidence to the commission and board concerning the physical use of land and zoning currently existing in the general vicinity, and which have occurred in the previous five (5) year time period, and describe:

- (1) How the proposal will impact the immediate vicinity,
- (2) How the proposal supports the goals, objectives and recommendations of the master plan, concerning land use and related policies for the neighborhood where the subject project is situated,
- (3) if the proposed amendment will impact properties within that use district,
- (4) any impacts on public services and facilities.

(b) The commission, in forwarding a recommendation to the board for approval of a zoning map amendment or zoning map amendment or zoning code amendment **shall make the following findings of fact:**

- (1) **that the proposed amendment is in substantial compliance with and supports the goals and policies of the master plan,**
- (2) **That the proposed amendment will provide for land uses compatible with existing adjacent land uses and will not have detrimental impacts to other properties in the vicinity.**
- (3) that the proposed amendment will not negatively impact existing or planned public services or facilities and will not adversely impact the public health, safety and welfare.

The proposed project does not meet the requirements of the ordinances stated above. The residents in the surrounding areas are explicit that the Vintage Project not be approved in its present form. The quality of life in the adjacent properties will deteriorate. Allowing commercial use in the project could lead to additional businesses in the PUD at some point in the future. Additionally there will be increased traffic in the four school zones and increased street parking. This project is a bridge too far.

Sincerely,

Scott and Norma Baker

1525 Bolero Drive

Carson City, NV. 89703

Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 8:56 AM
To: Rea Thompson
Subject: Fwd: Vintage Project

Sent from my iPhone

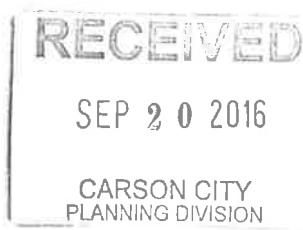
Begin forwarded message:

From: Robert Bartshe <bakeco@earthlink.net>
Date: September 20, 2016 at 8:51:59 AM PDT
To: <hsullivan@carson.org>
Cc: <SOSCarsonCity@gmail.com>
Subject: Vintage Project

Dear Sirs

I will not be able to attend the 9/29 meeting and so, am writing you to express my view on the Vintage Project. There is much neighborhood concern that the project is not compatible with the area, and needs further study to make it so. I would ask that you require further study and coordination to satisfy local concerns before any action be taken. Thank you.

Robert Bartshe
1995 Newman Pl



From: Hope Sullivan
Sent: Thursday, September 15, 2016 9:46 AM
To: Rea Thompson
Subject: FW: Planning Commission and Board of Supervisors Good Faith Decisions

Public correspondence Vintage

From: Linda Bellegray [mailto:lucygray@gmail.com]

Sent: Wednesday, September 14, 2016 8:59 PM

To: Bob Crowell; Jim Shirk; Brad Bonkowski; Lori Bagwell; Karen Abowd; Lee Plemel; Hope Sullivan

Cc: linda.bellegray@carsontahoe.org

Subject: Planning Commission and Board of Supervisors Good Faith Decisions

September 14, 2016

Hello elected and appointed officials of our town,

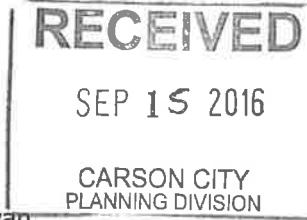
I write with great concern regarding the Vintage at King's Canyon proposed development, all five phases. The operative word is "proposed". I ask that you, as my representatives, take full measure of time and careful consideration in examining several of the points of inconsistency surrounding this proposed development.

I want my letter to be included in the packet of written comments given to Planning Commission members and to Board of Supervisors and in the public record for the upcoming Planning Commission meeting on the 29th of September, 2016. And for the next Board of Supervisor's meeting as scheduled.

I want answers addressing the listed issues to be explained in a Board of Supervisors meeting and in a Planning Commission meeting open to the public.

Because there are many factors of alarm in the proposed project (I'll use VP for Vintage Project), I choose to bullet point each of them in phrases not narrative sentences;

- * VP is disharmonic with surrounding properties
- * VP does not follow the guidance of the CC Master Plan
- * VP will overwhelm the sewer treatment facility especially along with the new Lompa Project for many homes
- * VP can not be good for our water shortage crisis
- * VP has not measured how far the aquifer has dropped in the area
- * VP water rights are very different from water available from the ground
- * VP reports with flaws in its traffic study of 15 minute instead of the customary 2 hour intervals
- * VP wants to change the resident status of the area to mixed residential which is not what area residents want. Keep commercial zooming out of this plan. Do not grant this change !
- * VP even with a "will serve" letter given to the project developer, can be recinded that letter due to circumstances.
- * VP may try to use its "10%" leeway to get changes in the zoning. Do not grant that change in zoning through the leeway clause.
- * VP has offered paltry amount of space for park or open space in relation to its coverage for homes, streets and pavement. Residents would like to see open space continue, however, understand the landowner's right to



sell property to a developer. It is the city's responsibility to see that that plan is well aligned with the wishes of the the current residents.

- * VP wants to deed those few tiny backyard-sized parks to the city so that taxes will pay for them.
- * VP has not submitted a fire safe ingress and egress for fire protection access
- * VP has not presented a safety evacuation plan for the 96 units congregate care residents in case of fire, flood, active shooter or other emergencies. Will this be the same standard of safety as for our local hospitals?
- * VP will bring too many seniors to our town when we want young families to be enticed here with jobs. Seniors are mostly retired and do not contribute to the work force.
- * VP power schema have caused power poles to be placed in the neighborhoods adjacent to the project. This is BACKWARD standard of development. What happened to underground utilities !!!! ?
- * VP is competing with another senior care facility being constructed as we write, on the area of Mountain and Washington and there is a hospice care center on the corner of the same streets. This would make the West-side of Carson overloaded with senior residents.

*VP would take away the dark skies of the Westside which are crucial for night sky and star gazing. The Observatory at WNC could be compromised.

* VP would only benefit the developer and his investors. This is not a "for the good of all" project. If the Library and Technology Center, which had guaranteed funding, had been approved and built, our town would have a performance center and latest technology access similar to the UNR Learning Center for all citizens with free use right in the center of Downtown.

* VP developer Vince Scott seems to have a "Just Trust Me" attitude regarding questions posed. If he has less than 50% of his capital and is seeking investors, what chances are that the project will start and not be finished? Why not seek some one fully ready to do a top quality development which could mimic what has been done in the Long /King's Canyon development. No one would be objecting if that were the case proposed.

I ask all elected and appointed officials to table the proposed plan for Vintage at King's Canyon for the foreseeable future until a plan acceptable to all the area residents be created and presented. After all, it is only "proposed" at this time and not approved. What could be the harm in going very carefully and slowly with the additions to our treasured town ?

Respectfully,

Linda Bellegray, business woman and Community Activist

775-721-4477

2040 Newman Place, Carson City

P.O. Box 1109, CarsonCity, NV 89702

Sept. 18 2016

Planning Commission
108 E. Proctor St.
Carson City, NV. 89701

RECEIVED

SEP 19 2016

CARSON CITY
PLANNING DIVISION

Dear Sir/Madam,

Please include this letter as part of packet and official record.

I am writing to express my concern regarding the proposed project,
Vintage at Kings Canyon.

This project presents as a major departure from the existing nature and
character of this unique and special neighborhood.

The amount of homes, the density, along with the retail aspects of this
plan guarantees this quiet, safe neighborhood will be transferred into a
bustling overdeveloped area will stress an already overburdened public
service system. This project is far beyond what this area is suited for,
especially the retail zoning.

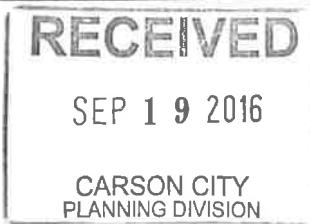
Please reject this project and insist that any development that is
undertaken on the Andersen Ranch stays within the established master
plan and contributes to the very special character of the west side.

Thank you for your consideration in this matter.

Sincerely yours,
K.W. Blomberg
805 N. Richmond Ave.
Carson City, NV. 89703

Hope Sullivan

From: Cheryl Karstensen <bludolphin@prodigy.net>
Sent: Monday, September 19, 2016 4:14 PM
To: Hope Sullivan
Cc: Editor@NevadaAppeal.com
Subject: Vintage



We live on Bolero Drive, can someone from the planning commission PLEASE actually go to this street to see how it is set up, looks great on the map, but IT IS NOT A LOGICAL option to be opened up for additional traffic. This street was never designed for additional traffic, nor is West Long, these are residential, curved, streets. Accidents will be occurring here, when our cars are parked in the street we can hardly get around them. When we were notified of this development and went to the first meeting we were told that the drawing only showed Bolero Drive as a green belt not an access street, it had now been changed.

This street is very narrow, as when planned years ago there were partition jet outs placed at each driveway, Maple trees planted and placement of mail boxes on each. We have to drive around these daily, thus poor planning design from the beginning, this street was not designed for extra traffic. Does not make any sense!!!!!! There is a statement from the developers, they do not think it would be used very much since this is will be a 55 older community, who are they kidding of course it will become a short cut for **anyone** wanting to head north out of the Vintage!!!! There seems to be some misconception that 55 and older individuals are not every active, we are 70 and 78, very active, drive a lot, travel a lot, active in the community, as are our friends of 55 and older, we do not sit at home in our chair.

Also is a misconception that the people that will entering through Ormsby Blvd from that neighborhood are all 55 and older ,or for that matter anyone that drives Orsmby Blvd that would take this route to North Carson.

We are worried for our well being and future residing on this street, if it is opened to the Vintage, please do not approve this change.

Thank you for your concern and consideration in this matter.

Bob and Cheryl Bowman

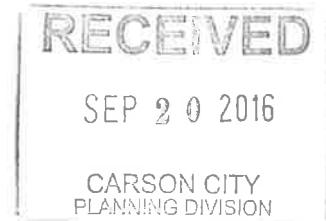
1520 Bolero Drive, NV 89703 778-885-2267

Rea Thompson

TPUD-16-092
MPA-16-091

Ca

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 6:27 AM
To: Rea Thompson
Subject: Fwd: Vintage Development letter of concern



Sent from my iPhone

Begin forwarded message:

From: Ananda Campbell-Richards <anandacamp@yahoo.com>
Date: September 19, 2016 at 10:04:09 PM PDT
To: "lplemel@carson.org" <lplemel@carson.org>, "hsullivan@carson.org" <hsullivan@carson.org>, "KAbowd@carson.org" <KAbowd@carson.org>, "LBagwell@carson.org" <LBagwell@carson.org>, "BBonkowski@carson.org" <BBonkowski@carson.org>, "JShirk@carson.org" <JShirk@carson.org>, "BCowell@carson.org" <BCowell@carson.org>
Subject: Vintage Development letter of concern
Reply-To: Ananda Campbell-Richards <anandacamp@yahoo.com>

Campbell-Richards Family
141 Plantation Dr
Carson City, NV 89703
775-883-8614

September 20, 2016

Carson City Planning Commission and Board of Supervisors
% Lee Plemel, Director
Community Development
BRIC/108 E. Proctor St.
Carson City, NV 89701

Dear Mr Plemel, Carson City Planning Commission, and Board of Supervisors,

This letter is to share concerns about the rezoning for a new development in our neighborhood off Ormsby. We have a number of concerns about the current plan including re-zoning, lot size, and impact on the surrounding community.

The current neighborhood has a natural, open feel with large lots and open space. This is a neighborhood for families. We are adamantly against allowing a zoning change for retail and minimal lot and home size. There is no appetite in this neighborhood for shopping or retail services. The downtown corridor is nearby and easily accessible. Leave retail where it is zoned and appropriate.

Our pie in the sky dream would be for the land to be opened as walking/hiking/biking nature paths and park which would be a jewel for our city. To preserve this land as greenspace for generations to come would be a beautiful and appreciated commitment to the health and welfare of our community.

We face the reality that there most likely will be development of the Anderson property. If this is the direction of the Planning Commission, please consider strict guidelines and expectations to protect our neighborhood and community. Require the development to follow the neighboring look and feel with large lot sizes, spacious walking paths, low level or no street lighting and underground utility lines. The night sky is beautiful on the west side and so important to our observatory. Please require any development to protect our night sky with low impact lighting. Use the open space, park and walking paths in the Longview neighborhood as an example of a development that fits the surrounding community.

Thank you for your time and consideration.

Brian, Ananda, Augi, and Betsy Campbell-Richards

Rea Thompson

From: Chris <Chris@TheLostTrail.com>
Sent: Tuesday, September 20, 2016 10:03 AM
To: Planning Department
Subject: Fwd: Carson City Planning Commisi0on meeting for 28/29 September 2016
Attachments: Vintage planning.pdf

----- Forwarded Message -----

Subject: Carson City Planning Commisi0on meeting for 28/29 September 2016

Date: Tue, 20 Sep 2016 10:00:40 -0700

From: Chris <Chris@TheLostTrail.com>

To: hsullivan@carson.org, lplemel@carson.org

CC: Karen Abowd <KAbowd@carson.org>, nevadamax@sbcglobal.net

Hope and Lee, attached is my public comment for the Planning Commission meeting scheduled on 28-29 September to discuss the Vintage project. I request this letter be included in the package provided to the Commission members.

Due to the political candidate forum scheduled for the same night, I will be unable to attend the commission meeting but want my comments included in the public record.

Thank you. Sincerely,

Chris Carver

MPA-16-091
TPUD-16-092

RECEIVED

SEP 20 2016

CARSON CITY
PLANNING DIVISION

9/20/2016

To: Carson City Planning Commission

Subject: MPA -16- 091 and TPUD-16-092

I request this letter be included as PUBLIC COMMENT in the package for the planning commission meeting scheduled for September 28/29th, 2016 and made part of the PUBLIC RECORD.

I request that you reject the application for the Vintage senior community project for the following reasons:

- The development requires numerous variances or exceptions to existing planning policy documents
 - substantially increased density from existing zoning
 - change from single family to include commercial use
 - significant loss of visual and actual green space
 - unspecified modifications to the area's flood plan and the potential impact to homeowners outside the project subject to increased/ altered runoff caused the increased impermeable surface area for buildings and pavement associated with this project.
- This development places a substantial burden on water and sewer services for which Carson City lacks a comprehensive impact study. The issuance of a "will serve" notice does not adequately address the infrastructure burden on the areas outside the development area to provide multi-family and commercial service. There is no impact estimate for the increased water demand associated with proposed medical and commercial activity at the project.
- The traffic study is both incomplete and inaccurate. If approved, this project will place an increased burden on residential neighborhoods in the form of 24/7 medical, operations, maintenance staff, and commercial vehicle traffic for service and supplies. The traffic study does not adequately address the higher number for trips-per-day for residents and care-providers traveling to and from services not available within the project. This will negatively impact the traffic patterns in the existing neighborhoods and substantially increase the risk to school age children walking or riding their bicycles to and from school.
- The cost to taxpayers associated with providing additional public safety, health services, and public transportation have not been estimated. The intended demographic for this project will place a concentrated demand for medical, social, welfare services for which city, state, and federal agencies do not currently have resources.

- There is no impact statement addressing the loss of wild animal habitat due to this project. The proposed project and the perimeter fence will negatively affect the wildlife in this area by removing green space and restricting transit use.

- There is no impact statement to address the increased noise and light pollution attributable to this project.

- There is no estimate for the increased cost to taxpayers for trail and green space area maintenance apparently agreed to by the city during a recent Parks and Recreation meeting. It is my understanding that the city is agreeing to maintain some private property using public resources but these areas will not be accessible to the public.

Carson City prides itself for its small town historic identity and green space. This project is not in keeping with our current planning and growth management documents and significantly alters the nature and density of this area of our city. Our community and specifically the homeowners in the surrounding area have relied upon city planning (zoning) before purchasing or building a home and to protect the quality of life afforded us by not having high-density and commercial activity in our quiet neighborhoods. The project will impose an unnecessary burden on our taxpayers for government services and presents a substantial increased safety risk to pedestrians and motorists in the surrounding residential areas.

Carson City has a plan for responsible growth and development. The Vintage project requires substantial deviation from those plans for our community by replacing appropriately spaced single family homes with high density residential and commercial facilities. I strongly urge you to reject this application as it is not in the best interests of our city or the general public.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Carver".

Chris Carver

From: Hope Sullivan
Sent: Friday, September 16, 2016 11:46 AM
To: Eva Chwalisz
Subject: FW: The Vintage proposed development

Vintage public comment



-----Original Message-----

From: Janet Doescher [mailto:trvldschr@sbcglobal.net]
Sent: Friday, September 16, 2016 11:34 AM
To: Lee Plemel; Hope Sullivan
Subject: The Vintage proposed development

Please forward this email to the Planning Commission, Mayor and Board of Supervisors as I would like this information to be considered before the meeting of the Planning Commission on September 29 and subsequent meeting of the Board of Supervisors.

My home is located at the west end of Long Street and my property borders the Andersen Ranch where The Vintage development is proposed.

I have serious concerns about the development as proposed as it relates to:

flooding issues
water supply and costs for all Carson City residents
density of design
fire and safety issues
disaster evacuation plan, especially for disabled residents
increased traffic
loss of open space.

I am opposed to any variance which would permit commercial enterprises on the property. If medium density to mixed use variances are granted, I feel the development will not conform to all the surrounding, existing neighborhoods.

Additionally, I have heard that instead of underground utilities, power poles will be installed and that will not conform to our neighborhoods.

I believe the quality of the wonderful life we enjoy in Carson City will be negatively impacted if The Vintage project is approved as proposed.

Thank you for your consideration.

Jan Doescher
1500 Malaga Drive
Carson City NV 89703

Eva Chwalisz

From: Hope Sullivan
Sent: Sunday, September 18, 2016 2:16 PM
To: Eva Chwalisz; Rea Thompson
Subject: Fwd: Letter regarding Vintage at Kings Canyon Project
Attachments: Letter to Mayor Board of Supv and Planning Commision re Vintage at Kings....pdf

Public correspondence vintage

Sent from my iPhone

Begin forwarded message:

From: "diane c cooper" <dianeccooper@hotmail.com>
To: "Lee Plemel" <LPlemel@carson.org>, "Hope Sullivan" <HSullivan@carson.org>, "Karen Abowd" <KAbowd@carson.org>, "Lori Bagwell" <LBagwell@carson.org>, "Jim Shirk" <JShirk@carson.org>, "Brad Bonkowski" <BBonkowski@carson.org>
Subject: Letter regarding Vintage at Kings Canyon Project

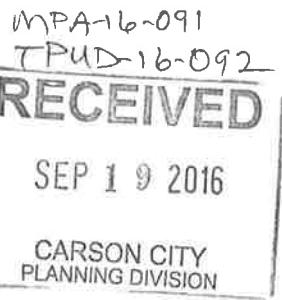
September 18, 2016

Attached is a letter regarding Vintage at Kings Canon Project. Please include this in the supporting documents for the upcoming meeting.

Thank you,

Diane C. Dunham (email: dianeccooper@hotmail.com)
906 W. Long Street
Carson City, NV 89703
Phone: 841-0654





Email To: **Planning Commission:**

lplemel@carson.org
hsullivan@carson.org

Board of Supervisors:

KAbowd@carson.org
LBagwell@carson.org
BBonkowski@carson.org
JShirk@carson.org
BCowell@carson.org

Karen Abowd
Lori Bagwell
Brad Bonkowski
Jim Shirk
Mayor Bob Crowell

U.S. Mail or Hand Delivery:

Mayor and Board of Supervisors

City Hall, 201 N. Carson Street, Suite 2
Carson City, NV 89701

Planning Commission

108 E. Proctor Street
Carson City, NV 89701

September 18, 2016

Honorable Mayor Crowell, Carson City Board of Supervisors and Carson City Planning Commission

RE: Vintage at Kings Canyon Project

I. We strongly object to the following which the developer has designed on plans for the Vintage at Kings Canyon Project in Carson City:

- A. A gated community fully enclosed with any kind of fencing, including wrought iron
- B. An "age in place" community, a "community within a community" or community by any other name, which is in the center of or any other area of the proposed project
- C. Any commercial businesses or services including gas stations or other for-profit or non-profit businesses
- D. Any senior citizen housing
- E. Any high density usage of the project property
- F. Any Multistory assisted and independent living, housing, or services
- G. Any Homeless and/or transitional housing

II. We support the following for development of this property:

- A. Single-family dwellings containing not more than one dwelling unit designed for residential use, excluding mobile homes or manufactured homes
- B. SF6 – Single Family 6,600 sq. ft. per dwelling unit
- C. SF12 – Single Family 12,000 sq. ft. per dwelling unit
- D. SF21 – Single Family 21,000 sq. ft. per dwelling unit
- E. Essential services for each residential unit (e.g. water, electricity, gas, sidewalks, stop signs)
- F. Walking paths
- G. Small open area park

This is a very nice, quiet neighborhood and we wish to keep it that way. We have no objection to the area being developed for single family residences, walking paths, and a small open area park.

We will **not support** any board member or Mayoral candidate who supports high density, multi-use, commercial, assisted and independent living for this property. We support and wish to maintain this Carson City neighborhood as a nice, quiet, and attractive place to live for its present residents and for those who wish to live here in the future.

Thank you for your attention to and consideration of the objections and support presented in this letter.

Sincerely,

Diane C. Dunham
Diane C. Dunham

Randall M. Dunham
Randall M. Dunham
906 W. Long Street
Carson City, Nevada 89703
Phone: 841-0654

September 19, 2016

MPA-16-091
TPUD-16-092

TO: CARSON CITY PLANNING COMMISSION
(To be included in the September 29 meeting packets)

FROM: Andrea Fischer
1525 Kings Canyon Road
Carson City, NV 89703
775/883-4066



STOP VINTAGE – no, of course not. It was only a matter of time before the Andersen property was sold and developed, however, the way in which it is developed will forever impact the feeling, character and beauty of the West side of our city.

A few questions need to be asked prior to decisions being made. Whose interest should the Planning Commission and the Board of Supervisors keep in mind – the residents, who are looking at their neighborhoods and realizing this development is completely incongruous with the area, OR a developer who submitted a plan with too little consideration given to the surroundings? It is unrealistic to think that a developer's priorities are in line with the residents who are being affected by any project in any city, however, it is the responsibility of elected and appointed officials to have the good and welfare of their city and its residents foremost in their minds.

Why is no one looking at the big picture? Here we have a developer whose plan calls for an age restricted, two person occupancy per dwelling limitation, high density housing development with assisted care, commercial buildings and questionable amounts of open space. The developer is attempting to sell this plan as a natural and welcome fit in the heart of a lovely residential area. My question is why are we discussing walking path widths, home levels, lot sizes, traffic associated with assisted care, commercial building location, special use permits, etc, etc.? The bottom line is THIS DEVELOPMENT, AS CONCEIVED, IS WRONG FOR THE AREA. Do we really want to promote the West side of the city as an enclave for senior citizens?

Why in the world would the Planning Commission recommend to the Board of Supervisors that they approve a development of this nature in an area whose residents of varying ages are living in upscale homes on appropriate lot sizes. Logically, these homeowners and their families could not possibly think that any responsible city official would wish to negatively impact this environment by approving a development that is such a departure from what presently exists in what is considered to be one of the most desirable residential areas in Carson City.

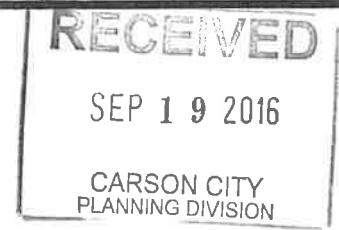
If this ill-conceived development is approved (even with the “concessions” already made), it is clear the Planning Commission and the Board of Supervisors will have disregarded numerous issues and objections raised by residents, the feeling of the area, the inappropriateness of commercial and congregate care facilities, the original land use designation, etc. etc. Will they have capitulated to a developer – yes, will it be to the detriment of the area and its residents – yes.

My husband and I live on Kings Canyon, and while our view would not be directly impacted by this development, we feel it vitally important that the integrity of the area not be diminished. Please note that I am not advocating this land remain undeveloped, but that more thought be given to the type of development, one that would be better suited to the area. I can only hope the Planning Commission will have the foresight to recommend that this project go back to the drawing board where it most certainly belongs.

cc: Board of Supervisors

Rea Thompson

From: Kitty Flynn <jlf3kaf@gmail.com>
Sent: Monday, September 19, 2016 3:16 PM
To: Planning Department
Subject: Information for Planning Commission Packet



Subject: Vintage at Kings Canyon Development

Please include our comments in the Commission Packets to be considered when they are making their decision hopefully for all of us.

Our opinion is based on the first hand experience we had after buying into one of these projects in Albuquerque, NM. All of the lots were

situated in such a way that no one could see their neighbors patio thus giving the greatest privacy however it was impossible to even open

your patio door without the neighbors dogs non stop barking. A number of homes had been purchased with the thought of it being a second

home so they went for long periods of time unoccupied thus being vulnerable for home robberies. The next thing that happened was the crime

rate began to increase. It was impossible to police everyone and who came to visit and how long they would stay.

There again, crime became

a problem with grandkids in gangs and grown kids coming to visit with not much hope in leaving. This development had the same sales pitch that

we heard in NM. When any development has all these rules they will only be broken and there will be nothing anyone can do about it especially when they have been purchased.

Our second comment is that it is unbelievable that you would okay a project for seniors so CLOSE to a school! The last thing Fritch elementary needs

is more traffic. Who is going to be responsible when an ambulance, residential van or someone late to work hits some child crossing the street?

Is the city prepared to cover any law suits that may result when an ambulance cannot reach someone at this facility in a timely manner because

school has just let out and it is impossible to get there in time to save the patient?

This project sounds nice but who will be able to afford such a facility? It has been said it was to lure Californians here to retire but I find this to be

a very weak selling point. I recently asked some of my friends in the Bay Area if they would consider moving there when the need came and they

laughed and wondered who in the world would want to move over where it gets so cold and snows?

At the first meeting at Fritch school with those of us living near this project I approached Lori Bagwell about our experience and was taken aback

by her response. It went something like this, "Look, you people living on the west side better get use to the idea of this project because it IS going

to happen." I was shocked that she was so convinced and realized after hearing her very condescending statement, that anything any

of us should do will not matter to her and hope with all due respect that you as the planning commission, do not look down on the west side as she

apparently does and considers everyone's opinion including ours.

Thank you for your consideration and hope that you do the right thing for all of us.

James and Kitty Flynn
1322 Clemens Dr.
Carson City

Rea Thompson

From: Hope Sullivan
Sent: Wednesday, September 14, 2016 6:39 PM
To: Rea Thompson
Subject: Fwd: The Vintage - Comments for inclusion in the PC packet
Attachments: SKONICA_C3616091417300.pdf

Public correspondence for Vintage.

Sent from my iPhone

Begin forwarded message:

From: "Foltz, Jeffrey" <Jeffrey.Foltz@parsons.com>
To: "Hope Sullivan" <HSullivan@carson.org>
Cc: "Lee Plemel" <L.Plemel@carson.org>
Subject: The Vintage - Comments for inclusion in the PC packet



Hello Hope,

Thank you for all of your efforts. You and your staff have been immensely helpful, and I have heard this from others as well.

Here are my comments, such as they are. I wish I had another week to improve this letter. However, I am leaving town tomorrow morning, returning on the 21st after the deadline for submittals.

Talk to you later. Thank you again.

Jeff



MPA-16-091

TPUD-16-092

Fo

September 14, 2016

Carson City Planning Commission
c/o Hope Sullivan
108 E. Proctor Street
Carson City, NV 89701



RE: The Vintage Planned Unit Development

Dear Planning Commission:

The proposed development as submitted for review and approval does not meet the standards established by the Carson City Municipal Code. Some of the materials submitted to the City and posted online for the public contain information that is conflicting within itself or with other submittals. Some information is unclear and appears to be erroneous, especially the allocation of open space. Furthermore, not all of the developer's submittals have been posted to the City website for the public to access. The project does not meet the intent of the Municipal Code with respect to PUDs and the project as submitted does not meet the City's design standards. As such, the Planning Commission should reject the project as submitted and require a redesign and resubmittal of the project.

The following are a few of the current design elements that do not meet either the letter of the Code or the intent of the Code.

Open Space

1. CC Code Section 17.09.100.1 requires that all PUD's shall set aside a minimum of 30% of the gross area of the site for open space. Section 17.009.100.2 establishes that front or street side yard setback areas may only be counted as open space if it contains no dimension less than 20 feet. Furthermore, Section 17.09.100.3 requires that at least 25% of the open space areas not have a width of less than 25 feet. Additionally, Section 17.09.100.4.b provides that private open space may not be applied towards more than 25% of the total open space requirement.

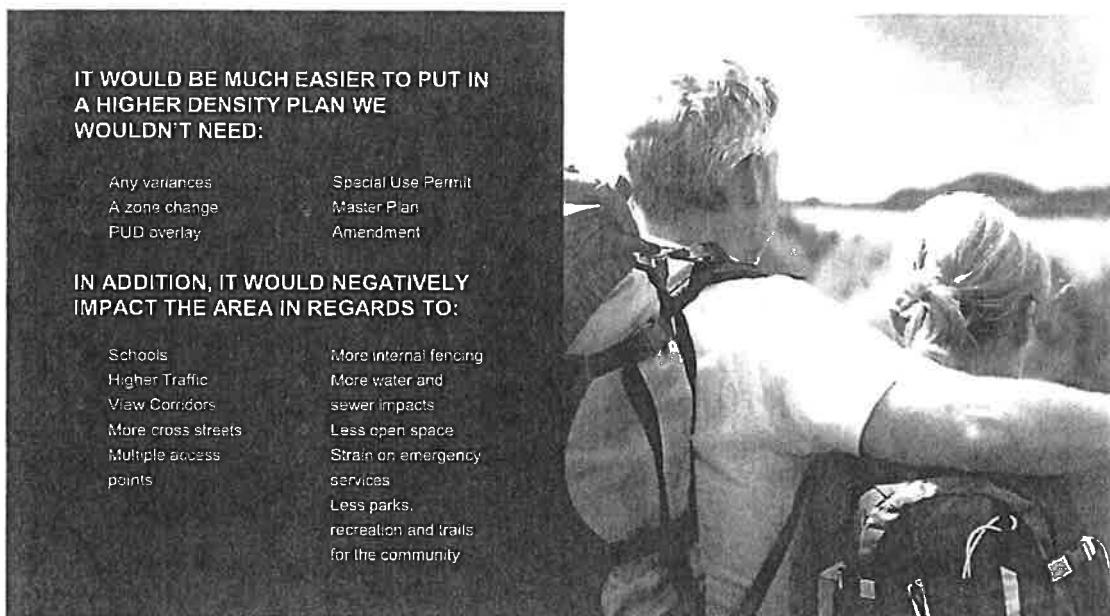
According to the PUD Tentative Map and Entitlement Report, the project as submitted contains 78.2 acres, of which 25.8 acres is Park and Open Space. The minimum open space requirement per CC Code (30% of the gross area) is 23.5 acres. However, the tentative map indicates that all of the open space within the project is private. As such, the open space provided does not meet the requirements of CC Code Section 17.09.100.4.b. Furthermore, should the developer decide to provide the required public open space, the fencing that encircles the project would preclude the public from gaining access to that open space.

The tentative map utilizes a zero lot line setback for most of the homes between Mountain Street and Ormsby Boulevard. The map indicates that all of the space between the zero lot line homes is being counted toward the 30% open space requirement. However, much of that space

is located between the buildings, and the distance between the buildings is only about 10 feet. Again Section 17.009.100.2 establishes that front or street side yard setback areas may only be counted as open space if it contains no dimension less than 20 feet. Because these are zero lot line homes, I suppose that one could argue that this code section is not applicable. That is a determination that should be made by an attorney. However, this portion of the project that is shown as open space clearly does not meet the intent of the Code, which is to provide usable open space. The tentative map should be revised to exclude those areas between buildings with dimensions less than 20 feet from designation as open space, and the open space associated with the project should be recalculated accordingly.

Density

At the Parks and Recreation meeting on September 6 the developer stated that he could submit a project that would be much worse, and he provided the following exhibits:





This is a common scare tactic used by developers to get the reviewing agency to approve their projects. Much of the development as proposed does have houses packed tightly together. However, the developer has no intention of submitting an application for a traditional subdivision because it is not in his best interest. He can build many more housing units under the PUD regulations than he can under a traditional subdivision map. The reasons he can build many more units under a PUD are:

1. The PUD standards allow for greater density than the underlying zoning. For instance, 4 housing units/acre are allowed under a PUD, vs. 3.63 units under SF 12,000 for a traditional subdivision.
2. The biggest reason he can build more houses under a PUD is that the basis for calculation of the total number of housing units under a PUD is substantially different than for a traditional housing development. For a traditional subdivision, all new housing parcels must meet the minimum lot size specified by the zoning map, and only those areas not associated with road rights of way, drainage facilities, parks facilities and other areas not available for construction of houses are available for construction of homes. However, under a PUD, the entire project area, including areas that will be roads, parks, open space, etc., forms the basis for determination of the overall number of housing units, using densities that are greater than the zoning densities. This number of units can then be placed pretty much wherever the developer wants.

The developer's submittal indicates that the area of the road right-of-way for the project is 15.94 acres, or a little more than 20% of the total acreage. If 20% of the project area is needed for a traditional development, then that area would not be available for houses. With this reduction in area available for houses the number of housing units that could be constructed under a traditional housing development can be estimated as shown below:

| East of North Ormsby under current zoning | | | | | |
|---|--------------------|--|--------|------------|----------|
| (New) Parcel # | Gross Area (Acres) | Area available for houses after 20% reduction for road rights of way | Zoning | Max. DU/AC | DU Yield |
| 007-573-06 | 17.78 | 14.22 | SF12 | 3.63 | 52 |
| 007-573-07 | 8.40 | 6.72 | SF12 | 3.63 | 24 |
| 007-573-08 | 14.20 | 11.36 | SF12 | 3.63 | 41 |
| 007-573-08 | 7.83 | 6.26 | SF6 | 7.26 | 45 |
| | 46.21 | 36.96 | | Subtotal | 162 |

| West of North Ormsby under current zoning | | | | | |
|---|--------------------|--|--------|------------|----------|
| Parcel # | Gross Area (Acres) | Area available for houses after 20% reduction for road rights of way | Zoning | Max. DU/AC | DU Yield |
| 009-012-02 | 30 (26+?) | 24 | SF1A | 1 | 24 |
| | | | | Subtotal | 24 |

Total 186

However, the area available for housing must be further reduced by the areas associated with parks, trails, drainage detention areas, other easements and unbuildable areas. These areas would likely reduce the number of units that could be constructed by another 10-20 units, possibly more, depending upon the design of the project. If we use a figure of 15 units for this, then:

The estimated number of DU's available under traditional development is 171 units.

This means that the developer is proposing to construct roughly 40 more units than he could build under the rules for a traditional subdivision. **This does not include the 96 units of Assisted and Independent Living contemplated by the proposed development, which are undesirable from the neighborhood view point and a bonus for the developer.**

Furthermore, for a PUD, the Code allows a further reduction in the size of the parcels, below even the size indicated by the allowable PUD densities. For instance on the parcel west of Ormsby, currently zoned for 1 acre minimum lots, the PUD is showing (as allowed by CC Code) lots with a minimum size of 0.33 acres. The developer will argue that these 1/3 acre lots are compatible with the surrounding parcels. However, I would argue that those of us living on the edge of the development have a reasonable expectation that, because this area is currently zoned for 1 acre parcels that it would be developed into one acre parcels, not at triple that density. Additionally between Ormsby Boulevard and Mountain Street, many of the housing units are designed with a zero lot line setback, with the parcel size basically equal to little more than the size of the building. This essentially ignores any consideration of minimum lot sizes for this area.

Best interests the citizens of Carson City

The proposed development is not in the best interests of the public for a number of reasons. The primary reason it is not in the best interests of the public is that it utilizes the PUD provisions of Chapter 17.09 Planned Unit Development of the Carson City Municipal Code to the best advantage of the Developer (by maximizing the number of housing units that can be constructed), while providing very little benefit to the public (i.e. very little usable open space).

As indicated in Section 17.09.005 of Carson City Municipal Code, the stated objectives for Planned Unit Developments include preserving open space, protecting natural, cultural and scenic resources, and developing in the best interests of the general welfare of the citizens of Carson City. The purpose of the "relaxed" Code requirements for PUDs is to give the developer increased flexibility in the design of the PUD so that the project can be designed to maximum benefit for all. Unfortunately the developer has reaped claimed most of the benefits (the ability to cluster homes, and the increased density) and given little back in usable open space. The portion of the development on the west side of Ormsby Boulevard is very much a traditional design. It does not utilize clustering that could provide more open space and a more open feel to the area. The 30' to 60' open space along the perimeter of the project is not enough. At 30' wide these corridors will feel more like alleys than open space. This corridor should be a minimum of 60' along all sides of the property.

The Planning Commission should review the Long Ranch Estates and Kings Meadow at Long Ranch PUD that was approved in 1992. That development was designed as intended by the Carson City Municipal Code, with clustering of homes and large open spaces between the clusters. It should be held up by the City as a model for PUD development. It had a total area of 198.9 acres and provided 111.2 acres of open space, with 290 units for an overall density of 1.45 DU's acre. Compare this to the 2.71 DU's

proposed by Vintage (212 DUs/78.2 acres), again, not including the 96 units of Assisted and Independent Living.

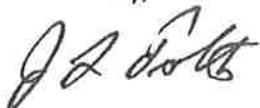
Design Standards

Many facets of the project as submitted do not meet design standards. A few of those are:

- Parks and Recreation design standards require that multi-purpose trails have a width of 12'. The trails shown vary from 6' paved to 10' paved. (CC Municipal Code section 8.4.14.b)
- The trails should include night lighting and be open for evening walking (CC Municipal Code section 8.4.14.c)
- The open space as provided does not benefit the public as it is composed largely of side yards and back yards, and is unavailable to the public because of the gated nature of the proposed development.

In summary, the development as proposed is not in the best interests of the residents of Carson City and, as such, I urge you to deny these applications and send the developer back to redesign the PUD. I would also suggest that if he were to design a development more along the lines of the Long Ranch Estates and Kings Meadow PUD, without rezoning the 5.6 acres for the Assisted and Independent Living plan, he would meet with much less opposition.

Yours truly,



Jeffrey L. Foltz
1701 Newman Place
Carson City, NV 89703
775-230-8701
Jfoltz6233@sbcglobal.net

Suzanne Fox
1867 Maison Way
Carson City, NV 89703
775-750-3500
XiaoHuli2@aol.com



September 19, 2016

Carson City Planning Commission
108 E. Proctor Street, 2nd floor
Carson City, NV 89701
ATTN: Planning Manager Hope Sullivan

Re: Vintage At Kings Canyon

Dear Commissioners,

We have a master plan. We have zoning laws. But, in the classic words of Captain Hector Barbossa in the film Pirates of the Caribbean, “The code is more what you’d call ‘guidelines’ than actual rules.” The Vintage development has stretched Carson City’s “guidelines” to the breaking point by proposing an expensive, exclusive, fenced and gated community only for seniors in the Andersen ranch, one of Carson City’s last large greenspaces. The compound will be surrounded by an existing residential neighborhood, with entry forbidden to neighbors already living in Carson City. We can’t use their amenities, but they will be drawing on our scarce water, as well as our already overburdened medical, fire and law enforcement services. This use is not compatible in fact or in spirit with the strictly residential nature of the neighborhood.

The developer’s website asks: “Will The Vintage make the density higher on this land? NO – the plan includes a PUD overlay, but works with the current zoning and does not increase the density of what is currently allowed.”

The current zoning does NOT include any PUDs; it allows only lots that are SF1A, SF12, and SF6. Carson City Municipal Code 18.04.065 states “The purpose of the SF6 and SF12 districts is to provide for the development of single-family detached dwellings in a suburban setting. The SF6 and SF12 districts are consistent with the policies of the low-density residential category of the master plan.” We’d like to keep it that way.

There are accessory permitted uses that could be allowed in the current zoning; however none of these are located in the neighborhood as it currently exists. These uses require a PUD, a variance that the developer is banking on.

Except for a very small area on the west side of Mountain Street zoned PC, the area under consideration is made up of single family homes on lots no smaller than SF6; *there is no commercial zoning*. We’d like to keep it that way.

Phases One through Three would drop a gated compound with businesses surrounded by a six-foot iron fence in the middle of the existing neighborhood. As explained on the developer's website: "Commercial Use zoning includes the independent living, assisted living and all the amenities to the facility."

If current zoning laws were respected, there would be no exclusive gated compound, no rentals, no assisted living, no commercial activity of any kind. If current zoning laws were respected, there would be no cheek-by-jowl or zero-lot line homes—nothing smaller than SF6. In short, all construction would be compatible with existing homes—in lot size, home size and design. We'd like to keep it that way.

While commercial development may be good for Carson City, business owners aren't standing in line to fill up the vacant storefronts and buildings on Carson Street and Highway 50, or reopen manufacturing facilities in the abandoned buildings near the airport. On a large scale, commercial and industrial development tends to pay for itself, but undeveloped ranch land—such as the Andersen Ranch—does not, because roads, water and sewer lines, gas and electric hookups are much more costly than projects such as urban redevelopment, where the infrastructure is already in place. How much of the burden of these expenses do the developer and the city expect us citizens to bear?

David Denslow, research economist for the Bureau of Economic and Business Research and Distinguished Service Professor in the Department of Economics at the University of Florida, stated that "New houses are on average more expensive than existing ones, and therefore pay more than their average share of residential property taxes." If the city really wants to make a profit on this construction and the developer truly wants an upscale project in this area, they would create a development similar to nearby Long Ranch Estates. Such a project would appeal to younger families and would bring in additional sales tax revenue from existing downtown businesses as well as from new businesses that young entrepreneurs would start.

In summary, Carson City can be a vibrant and prosperous community for all, without an exclusive gated community for seniors, who can only be a drain on our already understaffed and overburdened city services. So far, the guidelines of our master plan and zoning regulations have worked reasonably well for us residents, long-timers as well as newbies.

We'd like to keep it that way.

Very truly yours,



Suzanne Fox

Homeowner, taxpayer and registered voter

Rea Thompson

From: Courtney Gallagher <courtneygallagher27@yahoo.com>
Sent: Tuesday, September 20, 2016 9:34 AM
To: Planning Department; Hope Sullivan
Subject: The Vintage at Kings Canyon



Hello,

My name is Courtney Gallagher and I reside at 1833 Maison Way in Carson City. I am writing today in regards to the proposed project known as The Vintage at King's Canyon. First let me start by thanking you for taking the time to read through this correspondence, and the likely many others you will receive regarding this topic. I appreciate the effort, time and consideration that is going into making the decisions put before you. I like many other residents am deeply concerned about the proposed development and am very passionate about the outcomes of decisions affecting this project as ultimately they will affect the well being and quality of life for myself, my young and growing family, my surrounding neighbors and Carson City as a whole. I understand that the Andersen family has a right to sell their property and that the developers have a right to develop the property, however development should be done in keeping and taste of the surrounding community and should be subject to the existing laws governing such development. The developer is asking for exceptions to be made to existing master plans and zoning conditions which I do not believe should be granted as these variations would be to the detriment of the existing neighborhoods surrounding the proposed project and Carson City as a whole. Additionally, I do not feel that the developer has fully vetted all areas in detail related to this project, there are too many broad based "answers" which are not sufficient enough for the full scope of the project to be known start to finish. It is vital that the project is "nailed" down in all regards prior to its approval. Statements from the developer that provide vague assurances do not provide confidence in execution, nor does the lack of and meaningful communication that has occurred to date between the developer and citizens of the community. For your consideration, please review the following bullet points.

* **Zoning:** The parcel of land that sits between Maison Way and North Ormsby is currently zoned as SF1A, the proposal is to change this zoning to allow for multiple homes per 1 acre vs the 1 home per acre current zoning. When my husband and I purchased a lot that bordered the pasture, we knew that the land could be sold and developed as we had researched the zoning prior to purchasing. We at that time however made the decision to buy a house bordering the land vs another house a street over, as the zoning dictated that future development would be built as 1 acre lots with 1 home per lot. Development following these zoning regulations will have an entirely different look and feel than what the developer is proposing. The developer is seeking to play by a different set of rules and amend the zoning through a variation to the master plan. The developer however cannot prove that this variance is necessary or vital or to the betterment of the community. The variance simply allows them to build more houses. The desire to build more houses should not trump the rights of existing homeowners to have the zoning surrounding their property upheld, existing zoning which buying decisions were based on and which affect the future layout and design of the neighborhood and property values.

The developer is also seeking to introduce a commercial component to the neighborhood in conjunction with its assisted living and congregate care facility, neither of which are in keeping with the surrounding single family residence homes. The addition of these types of facilities will result in an even larger overall impact as not only will there be a large number of new residents in the area, but there will be support staff for these residents. There will be parking lots, commercial traffic, bright commercial lighting and heavy emergency response traffic due to the nature of the facility. Additionally, the developer is currently proposing the commercial aspect be for use by the residents of the congregate care and assisted living facilities, however if approved would open the door for future commercial development such as gas stations, liquor store etc, right in the center of an established residential neighborhood.

* Home designs: Many of the proposed residents to be built more similarly resemble an apartment than a home, especially those without kitchens. Many of the sizes of the homes and lots combined are not equivalent to the existing homes square footage that border the property, leading to a complete disconnect in the neighborhood. Also, there will be an abundance of cars parked on streets as these types of apartment homes will not have garages. This will only further take away from the neighborhood curb appeal. Additionally the residents to be built are "track" in nature with only a handful of design options whereas as the existing neighborhood is mostly custom built, unique craftsman homes. Additionally, what will happen if this project does not succeed, what then will happen to the assisted living and congregate care facilities? It seems likely they would at that time turn into some type of apartments, and those units without kitchens into an almost motel like temporary residence. These types of residents would be completely out of character in comparison to the surrounding neighborhood. Also of concern is that the developer mentioned that the development was partially backed by HUD. I think this is of great concern especially if the project fails - will HUD then turn the development into low income housing to recoup their money? This would have a devastating effect on surrounding home owners property values.

The developer has also been unclear with regards to their actual home designs. The square footage has varied in each presentation. Additionally clarity has never been provided if the entire development is a 55+ community or if just portions of it are - specifically is the area between North Ormsby and Maison Way also intended to be a 55+ community? As they state that the homes will be limited to 2 residents per address, the long term intent of this section of land comes under question as they are building 3 bedroom homes. It seems that eventually this section will likely not be 55+, which changes a variety of the premises that the project is based upon and arguments the developer is making for its approval. The developer has also stated that all the homes to be built will be single story, however when reviewing pictures on their website, the Vintage at Kings Canyon depicts at least one 2 story model. Additionally a roof height of 27 feet has been mentioned for a single story residence - most single story residents are typically around 15 ft tall - why the extreme heights for a 1 story home?

* HOA's, community pathways and open space: Who will pay for and enforce the HOA's to ensure the upkeep of the neighborhood and who will develop the rules? What will the rules be to ensure the neighborhoods do not become riddled with cars or unkept for example? What do the proposed open space and pathways really look like? What types of landscaping will be completed - will there be mature components to the landscaping or will residents have to wait 30 years to enjoy the effects, who will maintain it, what types of fencing will be used? How will existing neighbors that border against the development be included? The true specifics of these concepts seem to be unexplained or planned for by the developer.

* Water: The City and the developer maintain that water is not an issue and that Carson City has plenty of water for this development. It has been stated that Carson City has an abundance of water rights. Water rights however do not transfer to actual water coming out of taps. Additionally, how can Carson City have enough water if the City is currently piping in water from Minden - a deal which Minden is trying to back out of. If we are piping water from another growing county to meet current demands, how will we keep up with increased demands of not only this development, but the 2500 new homes at the Lompa Ranch site, the development at the Shulz Ranch as well as the many other recently approved developments within Carson City?

* Flooding concerns - The property which is to be developed has long been the saving grace for Carson City in times of flooding, providing a reservoir and diversion for the water. If homes are built there, where will the water go when it floods in the future? Will the newly built homes be built up significantly higher so they don't flood, creating an even bigger disruption between the new and existing homes and an even larger likelihood of the surrounding homes to flood? Will the existing homes be forced into overly expensive flood insurance?

* Traffic: Has a true in depth traffic study been completed? The developer argues that the community is a 55+ community so there will be no traffic impact as they will likely not be driving - which ironically contradicts their active senior portrayal. Even if the community truly does remain a 55+ community, the increase in traffic will still exist as it is likely that the new home owners will have and drive between 1-2 cars per household. This increase will negatively affect the safety for existing residents particularly along North Ormsby and Mountain Street as they will become major thoroughfares instead of neighborhood roadways. The increased traffic also is of particular concern for local school children as there are multiple schools within under 5 miles of the development that will be gravely impacted.

* The developer has provided a lot of broad based answers and has not provided the true nitty gritty of the project. Existing residents want to know exactly what the development is proposed to look like in every regard and how the project will be executed start to finish. These specifics need to be fully explored and should involve residents of the community - to date this has not occurred. What assurances are there that if approved the development will be executed as approved and in accordance with the law, what resources will existing home owners have to best maintain their quality of life? What assurances exist from the developer with regards to long term financial commitments to the project?

* Set backs and walking trails: Varying information has been provided on the set backs, some recent articles citing 30 feet some citing 45 feet. As of now, what is the proposal? Can the developer consider a larger set back, similar to that of the set back that borders the adjacent development of Long View Estates which is closer to 100 feet and also includes a walking trail? I think this type of an allowance would provide a significant positive impact not only for the existing home owners, but also the future home owners and the citizens of the community at large who will be using the trails. How will the walkways be constructed - gravel, concrete, asphalt? What types of fencing will be put in place - the tentatively proposed rod iron fence will provide no privacy for existing or new home owners or for walkers on the pathways, nor will the open split rail fence design of the proposed new homes. Under their proposal, everyone will be watching everyone else walk on the pathways and stare into each others backyards. All privacy will be lost in an area where people currently enjoy the privacy and serenity of the surrounding environment.

* Community Services: What assurances do we have that the infrastructure within Carson City can be maintained at its current level of service with the increase in population that this as well as previously approved development will bring? Have there been actual studies done, or is the assurance simply someone saying "it's not a problem".

* Demand: Is there truly a demand for housing? When I purchased my home less than a year ago, there were over 300 homes for sale in Carson City. Homes were available in a wide range of styles, designs, layouts and price points. Over saturating the market will not assist in the growth of Carson City and there is a fine balance between responsible growth that maintains Carson City's unique qualities as a small city and that of excessive growth which will forever alter the existence of our great City.

In conclusion, I feel that these concerns, as well as the numerous others brought forward by other concerned citizens, warrant further discussion and rework of the project prior to considering approval. The developer has made veiled threats at a recent Parks and Rec meeting that he could make the project much worse, even displaying a picture of a high density Vegas housing project as a "comparison" and acts like a concession of 10 feet on a setback or 100 square feet on a lot size is a great favor to the community. I think these actions and words speak volumes about the intent of the developer and the unfortunate lack of desire to work with the concerns of the citizens. The citizens of Carson City live here, and not in Vegas for a reason - we don't want to look like Vegas or aspire to change our delightful and desirable community to a sprawling urban concrete jungle or to forever change the landscape of long established neighborhoods with new developments that are not in keeping with their surroundings. Carson City has been noted recently in several publications as a highly desirable place to live. We believe these publications designations to be true and want Carson City to continue to thrive and

maintain its beauty and quaintness, qualities that make it a great place to live for all ages, which is why responsible sustainable development is of such concern. So again, thank you very much for your time and consideration of the above.

Dear Commissioners,

I realize the decisions you are faced with making can often be very difficult, so I want to start by saying I thank all of you immensely for volunteering your time and for your dedication to the community. Criticism from the public can be exhausting and looking out for the interests of all parties involved in a development is not easy to do. That being said, my comments are not intended to be critical of the commission, but rather an opportunity to get some things on the record. Many folks feel like a lot of government decisions are very black and white and are only in line with the written meaning of law rather than the spirit of law. Just because a project application has all the correct verbiage and is in accordance with the law does not mean it is a good project that is in keeping with the goal of the master plan. Hence the reason the master plan is a guide that is subject to interpretation.

The proposed development Vintage at Kings Canyon is not in keeping with the current surrounding neighborhood/s. The introduction of any type of commercial development sets a bad precedent and opens the door for future/more aggressive commercial development without aggressive vetting because the groundwork for approval will have already been handled. The current residents will be saddled with the burdens, NOT the developer. The city government should prioritize the needs and concerns of the current residents (the people come first). This can be done without discriminating against the developer.

If both the developer and the current residents have good legal arguments and the Planning Commission finds itself having to decide on a "tie", they should always default to the people and side with them. While the city staff is supposed to be impartial and unbiased, they should not be included in the term "the people". The city staff is essentially forced to simply determine if something is in accordance with the letter of the law. I believe the reason for the Planning Commission is to inject some plain old common sense into the decision making process. To be fair, I have seen this done before by the Planning Commission and I hope it is done so in the case of Vintage.

Developers have every right to build and apply for amendments, but we as a city should not be changing the rules to increase their profitability. Any reasonable person would agree that there should always be a way to ask for amendments or changes etc. but we should only grant those changes if it is of benefit to the community. If a developer comes up with an idea that is great for the community, we should not just turn them away simply because it may be contrary to the code. We absolutely should work with them. However, the benefits should be decided on by the residents and the city government, NOT just the developer's speculation on how THEY think it would benefit the people.

Please DON'T FORGET – THE DEVELOPER IS ONLY IN THIS FOR THE MONEY!!!!. It is really very insulting to watch developer after developer try to convince the city that they are philanthropists. Profit is a developer's primary concern. I don't mean to imply that developers are evil people, but ultimately profit is the focus, particularly for investors. I think it's obvious that developers will do everything they legally can do to convince a government that a project is a good idea. The people however, particularly in this case, are not seeking profit. They are fighting for their quality of life.

Please also remember that some people would stand to fare better than others if this project were to be approved. Having that in mind, I believe it is the responsibility of the city government to consider the views of all people and respect each point of view. It has been my observation that some people who stand to fare better (meaning the project does not adversely affect them directly) tend to openly support the project and often advocate for the development team. As a new parent and a good citizen, I feel my responsibility is to ensure the community that I live in grows properly and will remain a good place for citizens to thrive and enjoy life. Frankly, I don't care what the developer's position is on my quality of life and in my humble opinion; the Planning Commission should also NOT care about the developer's position. Developers should state the facts and the facts only, we the people have entrusted the Planning

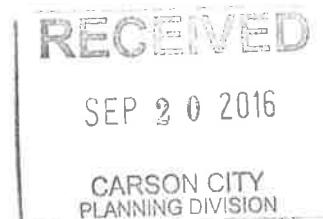
Commission to study the facts and then make a decision on impacts to quality of life. After all, the basic idea of having a Planning Commission is to have a group of citizens be an oversight on development and watch out for our welfare.

By the way, I'm one of those people who stands to fare quite well IF the project were to be approved. Knowing this, I still oppose the project in its current state. Legally, there is not a good argument for "no development", but it is the responsibility of the government and the people to make sure that development is of true benefit to the community.
QUALITY OF LIFE HAS TO COUNT FOR SOMETHING!!

Lastly, to emphasize my point on the commercial aspect of the project, common sense dictates that an elder care facility is essentially a medical facility and will require substantial commercial support to make it work. For example, Food/produce trucks, medical equipment delivery/pickup/maintenance(oxygen tanks), family visits to the elderly and the infrastructure to accommodate that, vendors and their products for the "short term office space", parking lots with adequate lighting for 24/7 staff and shift change, higher call volume for ambulances etc. etc. Who in their right mind would think that introducing commerce into the direct center of an established quiet neighborhood could in any way benefit the community? I have a strong feeling that a developer might think this idea is a cash cow and an opportunity for them to secure maximum profit with no regard for how it adversely affects the quality of life in a community. To be fair, a developer should not have a legal burden to consider the quality of life impacts....that burden should lie with the a government and in this case The Carson City Planning Commission.

Sincerely,

Sean Gallagher
Carson City Resident

 09/20/16

Planning Commission
108 E. Proctor
Carson City, NV 89703

September 19, 2016

Topic: Vintage Project

RECEIVED

SEP 30 2016

CARSON CITY
PLANNING DIVISION

I have lived in the Carson City Area since 1979. I was very happy when we moved in our home on the West Side in 1989. I've always called our street, "A block from the really good homes". I knew that the West Side had a great reputation as a place to live. It was known for quiet streets, good schools, a place where you could see the stars at night, a great view, a feeling of openness and most of all the people who lived here were close to their neighbors. After we move here we found the great reputation was well earned. All of us work hard to look after each other. We check neighbor's homes when the owners are away and have fun times talking with each other. I've been blessed with great neighbors every since we moved here.

That brings us up to the Vintage Project. From what I understand, the plan is to build over 200 homes between Mountain and Ormsby. It will house people over 55 who will primarily be from California. There will be sections for assisted living and other specialized sections whose apartments will not have a kitchen. Those people will eat in a common dinning room. Many of the homes will not have any land except the land the home is on. I understand there will be a metal 6 foot fence covered with vines between this area and the back yards of present homes. There will be a hiking trail made of concrete or asphalt and a biking area with decomposed granite that will be located inside the high fence on one side and a chain link fence on the other side where the new residents will live. This area will be open during daylight hours and locked at night. The 2 primary gates are only available to the residents. There will be a store, club house, pool, a beauty shop and other businesses with in the center of the living compound. There will be a zoning change to accommodate the businesses. The builder calls it, "a community within a community."

If the project will be as I stated, I do not believe this is a good type of development for this area. The first thing I noticed was that the people are mostly from California a will be living away from their friends and family. It appears that every effort is being made to isolate the new people from the other people who live in the vicinity. Because most new residents are from California and do not know very much about Carson City the large high fence that blocks their view, will probably make them to experience fear. What other reason would there be such a large strong fence between them and other people? Unfortunately many people from California feel they need excessive light as well as their own motion censored lighting. It is a shame they will never experience the stars. The new people and the current residents will not be able to see the beautiful views we have here do to the fence. The contractor said they would only have one story buildings no higher than 30 feet. That's a really tall one story building. Unless there is some restriction on lighten the stars will not be clear for any of us. Perhaps they should only place low lighting that shines down.

I am concerned because there are only two entrances large enough to accommodate fire engines. This just does not get it with older people. (I am one) With the houses being very close together it could be an absolute disaster if a fire broke out. This does not sound as if it has been considered and provisions made to stop a fire. At the present time the neighbors are always watching each other homes and then providing places for neighbors to stay when there is a serious problem such as a fire or a flood. Oh yes the last time there was a flood, the "cow pasture" served as a wonderful sponge. We are all concerned about our situation in the event of flooding.

One of my biggest concerns has to do with Medical Care. Older people usually need more care than the younger population. At this time Carson City does not really have enough doctors to provide for the people who now live here. It is taking longer and longer to get appointments with any doctor. Many doctors are not accepting new patients and a lot of them refuse to take Medicare patients. The Emergency Room is not as well staffed as it should be now. Most visits take at least 4 hours to receive the opportunity to be seen by the doctor. (This applies to people who are not brought in by ambulances) Some times if the Emergency Room is full, patients are examined in the hall way. I was admitted one time and taken to a different floor. When I arrived they discovered the appropriate rooms were full and they told me to go home and they hoped I felt better soon. I got dressed and went home. Obviously we have reach maximum capacity, plus some, to provide adequate medical care for the population we already have. What are the new residents of Carson City to do? They need medical care and we do not have enough doctors to provide for them. They have the right to know this before they move here.

We have a lovely Senior Center here in Carson. There are plenty of activities and lunch 5 days a week. It is also in charge of Meals for Wheel for home bound Seniors. The Senior Center is a busy place however it does not provide for people who need constant supervision. The low priced or free lunch is starting to have more people than they can serve or a room large enough to be safe for the people there. The contractor said they would provide activities for the residents. Unfortunately the residents will still be isolated from the rest of the community. It was surprising when the contractor said they usually have to keep the gates locked as sometime some of the people get out. It sounds as if they are housing people who need to be in nursing homes where they have 24 hour care.

I do not object to the "cow pasture" being developed but it should be consistent with the housing that is already there. What they have described is an over crowded compound with elderly people from out of state. This is an itemized list of the problems I see for not only for the present Carson City residents, but also the new residents.

1. Inadequate Medical. Lack of doctors, medical staffs, and inadequate Emergency Room and not enough hospital beds.
2. Older people taken away from familiar surrounds, friends and family. They move into, "a community within a community" where all residents are in the same situation.
3. They are moved into a beautiful area that they cannot see because their view is blocked. The present Carson City residents, also experience the same thing.
4. The new residents are isolated from a great neighborhood made up of friendly caring people who would welcome them if they had an opportunity to do so.

5. It sounds as if there are some serious dangers for these new Seniors. Gates locked if they need to leave.

6. We can all look forward to an increase in water and sewage charges. It seems we are in a never ending draught and the additional water needs will only make it worse for all. At this time we are told we do not have adequate facilities to deal with the sewage we have now. The addition of over 300 + people will only add to the overload they have now.

7. The necessity of locked gates for the hiking trail and the two main gates, because some people who will be living there cannot take care of themselves and are known to wander, can cause a seriously problem in the event of a fire. There are only the two large gates that can accommodate large fire trucks. Another thing that contributes to the danger is that the houses are very close to each other. The last and most important is that older people cannot move as quickly as younger people and many of them are on oxygen. That is a frightening combination. The people who live here now watch each other's homes and if a fire breaks out and no one is at home they call the fire dept. and they help in any way they can. They won't be able to see each others homes nor will they be able to see into the compound because of the large 6 foot fence that is covered with vines.

5. Traffic increase. Mountain is a busy street now. Luckily the guards at Fritch school have been able to prevent any child from being hit by a car. There will be a significant increase in traffic as the population greatly increases. There has not been any discussion of how to deal with this. God forbid that one of the children or an older person should be hit or killed.

Isolation of older people is one of the worse things that can happen to them. If a family or care giver isolates an older person it is a serious crime. I hope that all of you will consider what is being planned. I think this needs to reevaluated. Why take a great part of town and make a mess of it. I guess it is a follow the dollar situation. That is always a mess. You have a very important job. You are the ones who look to the future of our city. Please remember all of us are depending on you.

Sincerely,



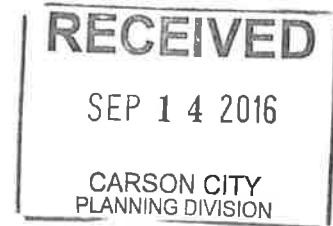
Nancy Gammie

1821 Pyrenees St.

MICHAEL GOLDEEN
804 Lexington Avenue
Carson City, NV 89703-3623

775-297-3688 -- michael@goldeen.com

MPA-16-091
TPUD-16-092



12th September 2016

Carson City
Planning Division
108 East Proctor Street
Carson City, NV 89701

RE: Vintage at Kings Canyon PUD

To persons concerned:

The Planned Unit Development (PUD) Development Standards Handbook, and Master Plan Amendment Application for this project paint too rosy a picture of its outcome.

There is no indication reliable or otherwise in the documents filed with you which I have reviewed that the limited market to be served by this project will be as large as its Application projects. Times changed back in 2008. We have yet to understand what this new world holds for us.

Nor do I think that a collection of superannuated seniors will bring anything nearly as valuable to our community as say 500 Syrian refugee families selected at random. It may be worth all parties while for you to rule only on phase one of the project now, and deal with the other phases as they come to fruition.

In Chapter 5 (Economic Vitality) of the Master Plan Amendment Application the applicant states that, "This amendment will allow for a diverse neighborhood, ..." which it will most certainly not.

Part 1.3 (Vision) of the PUD Development Standards Handbook states that, "The Vintage at Kings Canyon PUD is intended to provide for a sustainable community that includes a range of residential land uses that complement not only each other but those that currently exist outside of the PUD boundaries." Those that, "currently exist outside of the PUD boundaries", include primarily single family residences on typically 8000 square foot lots. This can hardly be said to be complimented by 67 or so properties squeezed onto 1600 square foot lots, and an additional 58 on 3200 square foot lots.

Judging from the concentration of small properties with small garages on tiny lots overflow vehicle parking is going to be an issue. The development's draft CC&R acknowledges this in the following way on pp 54, item (4): "No parking of any vehicle shall be permitted along any curb or otherwise on any street within the Properties, except only for temporary guest parking, ..." .

Assuming the project is otherwise approved, its draft CC&R means that the so-called development's foreseen problems with parking are going to be gratuitously exported into its surrounding neighborhoods. All the more so because of the project's increased local housing density. I suggest that if necessary, you can start to deal with this problem by imposing like parking conditions both inside and outside the gates of this proposed restricted community. Although given the project's above mentioned density, you would probably have to impose more severe parking restrictions on the project in order to maintain the ambience of its surrounding neighborhoods.

Thank you for your consideration of my observations. It is my view that, a gated enclave for a restricted population, no matter how worthy it seems, can only degrade, not develop, the common unity which makes Carson City an attractive community.

Yours truly,

A handwritten signature in black ink, appearing to read "Michael G. Dier".

Hope Sullivan

From: Jennifer Budge
Sent: Thursday, September 08, 2016 12:26 PM
To: Hope Sullivan
Cc: Lee Plemel; Vern Krahm
Subject: FW: Park(s) and trail(s) in The Vintage

Follow Up Flag: Follow up
Flag Status: Flagged



Mr. Hennessey has requested that his comments below be forwarded on to Community Development staff and the Planning Commission. Thank you. -Jen

Jen Budge
775.887.2262 x7345

From: Peter Hennessey [mailto:peter5427@reagan.com]
Sent: Thursday, September 8, 2016 10:49 AM
To: Jennifer Budge
Cc: Lori Bagwell
Subject: Re: Park(s) and trail(s) in The Vintage

Dear Ms. Budge,
I am touched by your gracious offer. Yes, please do so.
Thanks
Peter

Sent from my iPhone

On Sep 8, 2016, at 10:13, Jennifer Budge <JBudge@carson.org> wrote:

Mr. Hennessey- Thank you so much for your interest in the City's park system. I appreciate your comments and will be sure to pass this on to our Parks Commission as requested. Did you also want me to pass this on to the Community Development staff for the Planning Commission as well? Just let me know and I am happy to do so. Thanks. -Jen

Jennifer Budge, CPRP | Director
Carson City | Parks, Recreation & Open Space
3303 Butti Way #9 | Carson City, NV 89701
Office: 775.887.2262 x7345 | Fax: 775.887.2145
www.carson.org

From: Peter Hennessey [mailto:peter5427@reagan.com]
Sent: Wednesday, September 7, 2016 4:12 PM
To: Jennifer Budge
Cc: Lori Bagwell
Subject: Park(s) and trail(s) in The Vintage
Importance: High

Dear Ms. Budge,
Dear Lori,

In response to the chair's invitation for comments from the public, please add my comments to the Parks & Rec report on The Vintage At Kings Canyon. Will you be so kind as to forward this e-mail to the commissioners, as their contact information is not posted on carson.org.

To Commissioners Keever, Bagwell, Cacioppo, Curtis, Glenn, Lehmann, Long,

As a homeowner directly affected by the proposed development named *The Vintage At Kings Canyon*, having read the staff report as posted, having attended the presentation by the developers at the commission's meeting last night, and having then observed the commission adding further details and refinements to the proposed plan, I have to express my great disappointment in the proposal and in the process.

In the staff report as posted on-line (<http://www.carson.org/home/showdocument?id=51201>) I am trying without success to find any actual analysis or other contribution by the staff, such as an accounting of precisely how the staff worked with the developer to make his parks and trails plans acceptable.

- (1) What was the initial plan as submitted, how did the staff modify it?
- (2) On what basis did the staff decide to recommend approval, even before hearing the developer's presentation to the commission and the public?
- (3) Where is the staff's report on feedback and input from the public in general and from this neighborhood in particular?
- (4) Where is the staff's point-by-point analysis of the developer's proposal, to determine if it fulfills the requirements of the *Parks & Recreation Master Plan* and the *Unified Pathways Master Plan*?

What I do find is that the staff report consists of excerpts from the developer's TPUD application, which the Parks & Rec staff, and therefore presumably the commission, seem to have accepted uncritically, in spite of its glaring errors, omissions and unsupported assertions.

In the discussions during and after the developer's presentation, it became very clear that the developer has NOT presented a coherent, well thought-out plan.

- (1) Will there be a "park," and if so, where?
- (2) Will there be a "soccer field," and if so, where?
- (3) Will there be "a vineyard or vineyards" and if so, where?
- (4) Will there be "grape crushing" and other entertainment facilities, and if so, where?

Tragically, no commissioner and no one in the public asked these questions during the discussions, but it soon became clear that

- (1) All of this was to be determined later -- "we can do whatever you want" -- and
- (2) The only open spot available for one any of these in this ideas, let alone all of them, in this hyper-density project is that 1.2 acre postage stamp next to the existing parking lot and trail head.

This "park," originally or primarily intended to serve the new elderly residents, is in most cases literally miles away from their proposed new homes, the park being located at the far eastern end of the project. Can't the developer put at least one old geezer on their staff as a consultant to help

them avoid pitfalls like this? A community park, intended to serve a new "community within a community," should be placed in a central location.

Further evidence of the lack of specifics in the developer's plan came from the discussion of details, such as

- (1) The location of the perimeter fence -- inside or outside the perimeter trails;
- (2) Security and public access -- number of gates, gate locations, gate closure schedules,...
- (3) North-south trail(s) through the development, and therefore the additional problems with security for the new residents arising from this additional public access;
- (4) Kind and size of trees to be planted along the perimeter.

Not addressed were issues of gardening and other maintenance costs, whether to be paid by the developer's HOA or a new landscape maintenance district. Yet we do need to know that, because past history tells us that HOAs do fail, landscape maintenance districts do run into problems, and then, as always, it is the city -- that is, the taxpayers -- who are the bail-out of last resort; these new parks and trails WILL be the responsibility of Carson City Parks & Rec.

Not addressed were issues of privacy. While violations of the new residents' privacy by the public using the trails may seem to be mitigated by relegating the trails to the outside perimeter, it is clear that

- (1) If the wooden fences of the existing homes on the north and south sides of the development are replaced by 6-foot wrought iron fencing, then no existing resident will have any privacy from the people using the trails;
- (2) If the existing neighbors do keep their wooden fences, then as the developer said, the view along the trails will be ugly;
- (3) If there is no fencing between the trails and the back yards (if any) of the new homes in this project, then the new residents will have neither privacy nor security;
- (4) The trail-using public's use of on-street parking in presently isolated residential neighborhoods raises new issues of the consequent violation of their privacy and security.

If there is a visually or physically more solid fencing, such as climbing vines on the wrought iron fence, then the users of the trails are effectively locked into a tunnel with no vistas in any direction. Who would want to trudge through such a tunnel, except experienced bikers racing through to get to some open space? That will sure make the trails safe for the elderly. As a life-long bicyclist, now in my geezer years once again getting back into it, I can tell you that the least attractive trail to bike is on a square grid, as the developer is proposing, looking at nothing but backyard fences or the back sides of homes, as this proposal seems to be locked into. If that's my choice, I'd rather stay on the streets; at least front yards are attractive and offer some variety.

Not addressed, because the matter is in the purview of the Planning Commission, is the issue of irrigating all this fancy new landscape that the parks and trails standards call for.

Finally, for now anyways, as a dog owner I have to make this comment. Concrete, asphalt and "decomposed granite" are NOT surfaces on which you'd want to walk your dog for miles about and around a fenced-in development. Let's be kind to the dogs and their feet, which were designed for grass and dirt, not pavement, gravel or crushed stone.

The bottom line is, until and unless the developer

- (1) Comes back with revised plans that DO meet the requirements of the the *Parks & Recreation Master Plan* and the *Unified Pathways Master Plan*, which the current plan does not,
- (2) Provides acceptable responses to the objections from the public, and

(3) Provides acceptable specifics to flesh out the missing details,
the Parks and Recreation Commission should NOT approve this plan and should NOT pass it on to the Planning Commission with a recommendation to approve.

Thank you.

Peter Hennessey, Ph.D.

Carson City

721-3672

Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 6:27 AM
To: Rea Thompson
Subject: Fwd: Comment on The Vintage At Kings Canyon TPUD
Attachments: Comment on The Vintage At Kings Canyon TPUD.pdf; ATT00001.htm

Sent from my iPhone

Begin forwarded message:



From: Peter Hennessey <peter5427@reagan.com>
Date: September 19, 2016 at 11:09:36 PM PDT
To: Lee Plemel <L.Plemel@carson.org>, Hope Sullivan <H.Sullivan@carson.org>
Cc: Planning Department <planning@carson.org>
Subject: Comment on The Vintage At Kings Canyon TPUD

Dear Mr. Plemel
Dear Ms. Sullivan

In response to the official notice of the Carson City Planning Commission's public hearing on September 29 and the invitation for comments from the public, please add my comments to the Commission Packet on The Vintage At Kings Canyon. Will you also be so kind as to forward this e-mail to the commissioners, as their contact information is not posted on carson.org.

Thank you.

Peter Hennessey, Ph.D.
Carson City
721-3672

attached: Comment on The Vintage At Kings Canyon TPUD.pdf

Comment on *The Vintage At Kings Canyon TPUD*

Dear Mr. Plemel
Dear Ms. Sullivan

In response to the official notice of the Carson City Planning Commission's public hearing on September 29 and the invitation for comments from the public, please add my comments to the Commission Packet on *The Vintage At Kings Canyon*. Will you also be so kind as to forward this e-mail to the commissioners, as their contact information is not posted on carson.org.

To **Commissioners Esswein, Green, Monroy, Owens, Salermo, Sattler and Charles Jr.**

From Peter Hennessey, a Carson City resident

As a homeowner about to be directly and adversely affected by the proposed development named *The Vintage At Kings Canyon*,

- (a) having attended the public presentation by the developers of the first CPUD,
- (b) having read the two CPUDs and corresponding staff reports as posted,
- (c) having commented extensively on the first two CPUDs,
- (d) having attended the public presentation by the developers to the Parks & Recreation commission, and finally
- (e) having read the TPUD as posted,

I have to express my great disappointment in the proposal and **urge the Planning Commission NOT to approve it as presented.**

Let's first consider the fact that **the TPUD application adds up to 648 pages**, which, even after allowing for some duplication among the different parts of the TPUD application, still amounts to an impossible task for a public, which is inexperienced in these matters and does not have the luxury of devoting a full-time effort to the task, to review the TPUD in sufficient detail within the time available between the formal submission and the scheduled hearing. In all fairness, any reviewer of this application would have to be an expert in geology, hydrology, seismology, urban planning, traffic engineering, utility management, building codes, real estate law, municipal code, regulatory compliance,....

Then let's also admit that a further serious complication facing any member of the public who wishes to comment is the fact that **public comments are due by the 20th**, while the staff has until the 22nd to post their reports -- that is, the public must make their comments without the benefit of the expertise of the staff.

Both of these facts should militate for a **postponement of the hearing** until the public has had sufficient time to digest and review the 648 pages of the TPUD, plus the presently unspecified number of pages in the staff reports.



Therefore at this time any public comment on this TPUD application must be addressed in more general terms. Such as:

1.

Title 18 of the Carson City municipal code specifies that in order for a TPUD to be approved, the applicant must **demonstrate serious hardship** or harm to him and his project if the requested variances are not approved. In that regard,

The applicant has not even claimed, let alone made an attempt to demonstrate such harm.

The applicant has not offered any proof, such as marketing studies, of his assertion that Carson City needs yet another retirement community, upscale or otherwise, rented or owner-occupied, or that the city needs additional independent or assisted living facilities for seniors.

The applicant has not demonstrated how the proposed age restriction on new residents (55+) would be or remain immune to legal challenges, given the current legal environment and the federal government's aggressive moves nationwide against any form of age discrimination which include voiding and replacing local regulations, taxes, zoning and CC&Rs.

The applicant has not offered any proof, such as economic feasibility studies, of his assertion that his project is not viable without the independent or assisted living facilities, without the commercial facilities, without the multitude of zero lot line units, and without the additional multitude of homes on lots of substandard size. Where is the analysis claiming to show that a development, in full compliance with existing zoning, would be uneconomical, either to the seller, or to the developer, or both?

The applicant has not demonstrated how any part of his project, from the commercial facilities in the middle and the units on zero lot line and substandard size lots, could possibly be considered to be compatible with the existing neighborhood of homes built on lots which are fully and individually compliant with their zoning as SF6, SF12, SF1A and SF5A.

The applicant has not demonstrated what difference it makes to the seller of the property whether the buyer is this particular developer or any other potential buyer. Where are the competitive ideas for developing it? Why does the sale and the project seem to be locked in to this particular project? Who benefits by not presenting the public any alternatives to consider? Why is the seller willing to sell to this developer but not to other entities who, for example, would want to preserve the property as open space? What difference does the buyer's disposition of the property make to the seller?

2.

The developer proposes a project that is in **clear and obvious violation of the current Master Plan and zoning** for the parcels upon which his development is to be built. The parcels are zoned SF6, SF12 and SF1A. However,

None of the units are proposed to be built on lots anywhere close to the sizes indicated by their zoning designations. It does not take an expert to see that the lot sizes of homes in the existing neighborhood are compliant, but the lot sizes in the proposed development are much much smaller; just look at the developer's own plot maps that show even just a small part of the surrounding neighborhood.

Even if we accept a definition of "lot size" as averaged over the project area (not the actual size of each lot), so that units could be lumped close together in one part of a parcel, the result *should* be a large contiguous area of clear and open space in another part of a parcel. However,

This TPUD is proposing to fill up every square inch of the parcels with a housing density far higher than allowed by current zoning. There is no contiguous open space anywhere, except for a very miserly 1.2 acre lot next to the Mountain Street trail head's parking lot. (Yet the developer proposes with a straight face to put on that lot a regulation soccer field, a bocci ball field, a vineyard, a vegetable garden sufficient to feed the residents, etc.)

3.

The Master Plan and zoning laws exist for one purpose: to **safeguard the property rights** and interests of current and future property owners against uses incompatible with their neighborhood.

Does the owner of a property have a right to use or dispose of his property as he sees fit? No, not an absolute right; that right is subordinated to the zoning laws.

Do the neighbors have a right to tell the owner of the property how use or dispose of his property? No, they can do so only within the context of requiring compliance with existing zoning laws.

Each of us, current owners of homes in the neighborhood of this proposed development, and some of us face to face, have been told that **the Andersen property would never be built on**. Before I bought my home, I did the research that showed that to be the official position of Carson City. Each of us present owners had the expectation that even if the property would eventually be developed, at worst the new homes would be like our homes are -- single family, detached, site-built / custom built, on legal full-size lots. Instead,

The Vintage At Kings Canyon proposes to trample on the property rights of the existing neighbors. Those rights are enshrined in the zoning laws, and must not be so easily voided with a simple application for variance. If a TPUD / SUP application can void zoning laws and therefore the property rights of existing owners, what's to stop me and a neighbor or two from razing our homes and putting up a strip mall with condos on the upper floors? How about a "deer processing" meat packing plant? What if my physicist friends and our neighbors would want to replace our homes with a nuclear waste reprocessing plant? All of these projects would be worthwhile, and bring in a lot of permanent, well-paying jobs; isn't that what we want for Carson City? And all of them would destroy this neighborhood, just like The Vintage At Kings Canyon will destroy this neighborhood, by planting an **absolutely incompatible "community within a community"** like a bomb right in the middle of the area where we chose to live precisely of its existing character. There is nothing in the TPUD that proposes to compensate the neighbors for that.

In a friendly small town that Carson City is, or was, friends don't do that to friends and neighbors don't do that to neighbors.

4.

Of course this TPUD raises the issue of **open space in Carson City**. This project proposes to replace the last piece of open land within this side of town with the densest possible development that can be found just about anywhere else in town. However, even a cursory look at an aerial view of Carson City clearly shows that we need parks, playgrounds, walking and bike trails with enjoyable views of our beautiful little city and the pristine nature that surrounds us -- within walking distance of our homes, accessible by children and seniors alike; NOT a high density "community within a community," severely fenced-in and isolated from its neighbors; NOT an unrelenting pressure to "fill in" every blessed remaining vacant space.

5.

The TPUD itself makes a show of responding to various checklists required in the application process. The problem is that, contrary to claims, assertions and representations by the applicants in these responses, **none of their responses demonstrate fulfillment of the requirements laid out in Title 18** and the corresponding regulatory compliance lists. As one who has done this analysis on CPUD versions 1 and 2, I can repeat that analysis on the TPUD. However, I will require considerable additional time to do that, beyond the deadline of 12 noon on Sept. 20. Also, like the TPUD itself, my analysis too will run to a few hundred pages.

Therefore, in the meantime I would fervently hope that the staff has already done this analysis, that the staff report will credibly **verify whether the applicant's responses are adequate**, and verify whether his assertions that the application fulfills the requirements of Title 18 are correct. I am very concerned about this point because on the one hand at least one Supervisor told me that the working assumption by the staff

and the commission is that the applicant's representations are truthful, taken at face value and beyond question, and at least one staff member told me and others that the job of the staff is to verify that the application complies with existing law, protects the interests of the neighbors, and is a clear benefit to Carson City as a whole. I don't see how that can be done without thoroughly examining the applicant's answers to each and every question in the various compliance lists in the application process. These two views of the application review process are not consistent with each other, and I am anticipating somewhat fearfully how the staff and the commission might resolve that inconsistency.

In the meantime, I repeat; **the most charitable evaluation of this TPUD application is that any decision by the Planning Commission should be postponed** until the public has time to respond in full to all the multitudes of claims, assertions and representations made by the applicants in this TPUD. Until that happens, or until the developer revises his plans to be compliant with existing zoning and compatible with the existing neighborhood, the only possible recommendation is and remains **NOT to approve this application.**

Exercising my right under the First Amendment as a US citizen and Carson City resident to offer my comments on an issue of public interest and concern within the purview of the Planning Commission,

Thank you.

Peter Hennessey, Ph.D.
Carson City
721-3672

Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 11:30 AM
To: Rea Thompson
Subject: FW: TPUD-16-092 and MPA-16-091 [FC-Email.FID7413904]
Attachments: TPUD-16-092 Comments of SOS Carson City 092016.pdf

Public comment - vintage

From: KHOFFMAN@FCLAW.com [mailto:KHOFFMAN@FCLAW.com]
Sent: Tuesday, September 20, 2016 11:26 AM
To: Hope Sullivan; Planning Department
Subject: TPUD-16-092 and MPA-16-091 [FC-Email.FID7413904]



Good Morning,

Attached please find written comments regarding TPUD-16-092 and MPA-16-091 filed on behalf of Save Open Space Carson City. Please feel free to contact us if you have any questions, or if you would like to discuss this information further.

Regards,
Katie

Katherine L. Hoffman | Associate | Fennemore Craig, P.C.
300 E. Second St, 15th Floor | Reno, NV 89501
Tel: 775.788.2245 | Fax: 775.788.2246 | Mobile: 775.338.8108

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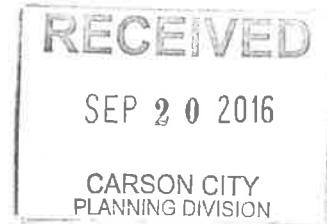
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September 20, 2016

ELECTRONIC MAIL

CARSON CITY PLANNING COMMISSION
c/o Planning Manager Hope Sullivan
108 E. Proctor Street
Carson City, Nevada 89701
hsullivan@carson.org
planning@carson.org



Re: VINTAGE AT KINGS CANYON, LP: TPUD-16-092

Dear Commissioners:

We represent Save Open Space Carson City ("SOS"). SOS is a grassroots, non-profit organization dedicated to preserving Carson City's unique identity, character, and charm by encouraging the preservation of green space and responsible development. We, along with SOS members, have reviewed the Tentative Planned Unit Development ("PUD") Application and related Master Plan Amendment Application (collectively, the "Applications"), and are deeply concerned about the adverse impacts that will result from the operation of a commercial congregate care facility (the "Facility") in the heart of an existing residential neighborhood.

To accommodate this 96-bed commercial facility planned for the first phase of the project, the Applications request a Master Plan Amendment, a Zoning Map Amendment and a Special Use Permit, for a 5.6+ acre area (the "Congregate Care Property"). The operation of a congregate care facility for nearly 100 residents is incompatible with the surrounding quiet, residential neighborhood and Vintage at Kings Canyon, LP (the "Developer"), has failed to establish that locating this commercial Facility in the middle of existing and future single-family homes furthers the policies and goals of the Carson City Master Plan. Moreover, the Applications do not demonstrate sufficient protection of public safety and welfare in these affected neighborhoods. For these reasons, the Developer has not met its burden of satisfying each of the critical findings mandated by the Carson City Municipal Code ("CCMC"), and the Planning Commission ("Commission") should deny the Applications.

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CARSON CITY PLANNING COMMISSION

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A. THE FACILITY IS NOT COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD

To approve the requested Master Plan Amendment, Zoning Map Amendment, and Special Use Permit, the Commission *must find* that the proposed change or use is *compatible* with the existing, surrounding land uses. These necessary findings cannot be made with respect to the proposed Facility because this commercial use is fundamentally out of character with the surrounding residential neighborhood. Further, the detrimental impacts accompanying this 96-resident, multi-building, multi-acre campus will *interfere* with the use, peaceful enjoyment, and economic value of the existing homes.

The Applications seek to create an island of commercial use within property that has been master planned and zoned for residential use for decades and which is surrounded by existing residential uses. As proposed, the Congregate Care Property is the central focus of the first phase of the PUD, which is itself bordered on all sides by existing single-family homes. This isolated, “spot zoning” undermines the long-standing, low-to-medium density residential character of the surrounding neighborhoods and as well as the City’s efforts to promote orderly and responsible physical growth. Notably, the other medical center and commercial uses to which the Developer refers in the Applications *are not* adjacent to the Congregate Care Property or even the PUD, these uses are separated from the residential neighborhoods by the natural buffer provided by Tahoe Drive and Mountain Street. If the Applications are granted, the Congregate Care Property will become the only commercial property west of the Mountain Street corridor, which has, for many years, served as the separation barrier between the mixed and commercial uses east of Mountain Street or immediately adjacent to it, and the residential neighborhoods to the west.

The Developer’s mistaken conclusion that this commercial facility is compatible with the existing residences is premised on the flawed assertion that the Facility is primarily residential in nature and that the CCMC “fails to recognize assisted/independent living facilities as a residential use.” This premise, however, does not account for the substantial, commercial-type impacts created by congregate care facilities. For example, the Facility will result in additional traffic through residential neighborhoods by visitors and employees; require frequent commercial deliveries to support food, medical, and domestic services; necessitate commercial dumpster and medical waste hauling services; require appropriate outdoor lighting and parking facilities; and can be expected to result in above-average calls for ambulance or advanced medical services, given the nature of the facility. Because of these significant impacts, the CCMC appropriately classifies a congregate care facility as commercial use, which may not be developed on residential property. The Developer’s argument to the contrary is not entitled to serious consideration given settled land use principles.

FENNEMORE CRAIG, P.C.

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These substantial impacts from the Facility will be detrimental to the existing residential neighborhoods surrounding the PUD and even the new residential development proposed within the PUD. Although the Developer argues that the Congregate Care Property is located “internal to the Project site,” the location of the Congregate Care Property does not insulate the surrounding community from these effects; indeed, some existing single-family homes will still be located within 200 feet of the Congregate Care Property. The introduction of this commercial use and these resulting disruptions into the present neighborhoods is the antithesis of orderly growth and will weaken and erode the quiet, residential character of the area. This fundamental change to the nature of the existing neighborhoods will not only reduce the value of property surrounding the PUD, it will also negatively impact the quality of life of current neighborhood residents.

For these reasons, the Commission should conclude that the Developer has failed to demonstrate the following required findings:

Required Master Plan Amendment Finding – The proposed amendment will provide for land uses compatible with existing adjacent land uses CCMC § 18.02.070(10)(b).

Required Master Plan Amendment Finding – The proposed amendment will promote the desired pattern for the orderly physical growth of the city and guides development of the city based on the projected population growth with the least amount of natural resource impairment and the efficient expenditure of funds for public services. CCMC § 18.02.070(10)(d).

Required Zoning Map Amendment Finding – The proposed amendment will provide for land uses compatible with existing adjacent land uses and will not have detrimental impacts to other properties in the vicinity. CCMC § 18.02.075(5)(b)(2).

Required Special Use Permit Finding – The proposed use 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 CCMC § 18.02.080(5)(b).

Required Special Use Permit Finding – The proposed use will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures. CCMC § 18.02.080(5)(g).

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B. THE FACILITY IS NOT IN SUBSTANTIAL COMPLIANCE WITH THE GOALS AND POLICIES OF THE MASTER PLAN

Master Plan Amendments, Zoning Map Amendments, and Special Use Permits also require this Commission to find that the proposed use or change complies with the Carson City Master Plan. Development of the Facility within this residential neighborhood undermines the goals and policies of the Master Plan, which seek to promote orderly, responsible development while preserving the quality of life for current Carson City residents. As such, the Commission cannot make these necessary findings.

Specifically, the Applications fail to demonstrate that the Facility advances the following Master Plan goals and policies:

- **Promoting infill and redevelopment in an identified priority area (1.2a)**
Although the Facility certainly infills one of Carson City's most beloved open spaces, it is not in a priority area for development. Rather, the Congregate Care Property was identified as "At Risk Area for Preservation" in the initial Carson City Open Space Plan.
- **Discouraging the creation of friction zones (2.1d)**
As previously discussed, the Applications seek to create an island of incompatible commercial property surrounded by existing and new single-family homes.
- **Promoting a variety of housing types (2.2a)**
The existing zoning and PUD ordinances already allow the Developer to build a variety of housing types with varying densities on the relevant parcels. The Developer's request to rezone residential property for commercial use does not advance this objective.
- **Maintaining and enhance the primary job base (5.1)**
While the Facility may generate some "quality" professional medical jobs, the Applications overstate the degree to which the Facility furthers this goal. Much of the Facility's employment base will likely be low-wage, low-skill positions (e.g., janitorial and food service staff, groundskeepers, personal care assistants).
- **Revitalizing, protecting, and supporting the Downtown area (5.4a, 5.6a)**
Given the nature and purpose of the Facility, it seems doubtful that its residents will be in a position to frequent the Downtown area or otherwise contribute to that area's redevelopment or revitalization.

FENNEMORE CRAIG, P.C.

CARSON CITY PLANNING COMMISSION

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- **Promoting compatibility with surrounding development for infill projects or adjacent to existing neighborhoods (6.2a, 9.3b 9.4a)**
Again, the Facility's detrimental impacts are wholly incompatible with the surrounding existing neighborhood and contradict these Master Plan objectives.
- **Encouraging an appropriate mix of housing models and densities based upon the location, size and surrounding neighborhood context (9.1a)**
The intensity of the commercial congregate care use is not appropriate in this residential neighborhood. Moreover, inclusion of this commercial Facility is not necessary to advance this goal; the existing zoning and PUD ordinances already allow the Developer to build a variety of housing types with varying densities on the relevant parcels.
- **Promoting the expansion of affordable and workforce housing options (9.2a, 9.2b)**
As "one of the highest priced projects in Carson City," this Facility and the PUD will further aggravate the City's affordable housing shortage while increasing the number of workers that need affordable housing. Indeed, the development of the Facility within this residential neighborhood will negatively impact the area where many members of Carson City's workforce currently reside. The Developer does not propose to construct affordable housing as a mitigation.

Based upon the foregoing, the Commission should conclude that the Developer has failed to demonstrate the following necessary findings:

Required Master Plan Amendment Finding – The proposed amendment is in substantial compliance with the goals, policies and action programs of the master plan. CCMC § 18.02.070(10)(a).

Required Zoning Map Amendment Finding - The proposed amendment is in substantial compliance with and supports the goals, policies and programs of the master plan. CCMC § 18.02.075(5)(b)(1).

Required Special Use Permit Finding – The proposed use will be consistent with the objectives of the Master Plan elements. CCMC § 18.02.080(5)(a).

C. THE FACILITY COULD ADVERSELY IMPACT PUBLIC SAFETY AND WELFARE

This Commission may not grant Master Plan Amendments, Zoning Map Amendments, and Special Use Permits unless it can *affirmatively conclude* that the entitlement requests *will not* adversely impact the public health, safety, convenience or welfare. Here, the Developer has failed to meet its burden of demonstrating that public safety and welfare will not be adversely

FENNEMORE CRAIG, P.C.

CARSON CITY PLANNING COMMISSION

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impacted by the development of the Facility, and the Commission has insufficient information on which to make these critical findings.

Throughout the Applications, the Developer asserts that the Facility and PUD will necessarily have “zero” impact on schools because of the age of the residents. What is wholly lacking from the Applications, however, is any analysis or consideration of the public safety impact to the nearby schools resulting from the expected increase in both residential and commercial traffic on Mountain Street and Ormsby Boulevard. Fritsch Elementary School and Bethlehem Lutheran School are located approximately $\frac{1}{4}$ mile north of the proposed entrance road to the Facility off of Mountain Street. Carson Middle School is approximately $\frac{1}{2}$ mile south from the proposed access roads to the eastern and western portions of PUD off of Ormsby Boulevard. Although the traffic study included with the Applications assumes that Mountain Street and Ormsby Boulevard will carry the majority of the traffic created by the Facility and PUD development, there is no evaluation of how these neighborhood schools will be affected by the increased traffic along these streets. Consequently, it is unknown what traffic mitigation or safety measures these schools may need to implement to address the anticipated traffic flows from the congregate care facility and PUD. In addition, while the traffic study concluded that the Facility and PUD will result in increased traffic along Long Street between Bolero Drive and Mountain Street, the Developer does not appear to have analyzed how this traffic will impact the safety of Monte Vista Park and playground on Long Street. Without this information, the Commission cannot fully evaluate the public safety impacts created by the Facility and PUD.

As discussed in Section A above, the commercial impacts from Facility will negatively affect many of the surrounding single-family homes and neighborhoods that exist, and the quality of life of those residents. Unclear, however, is the extent to which future changes or expansions to this commercial use may further degrade the welfare of these nearby residents. Once the Master Plan designation and zoning for the Congregate Care Property are amended to allow for commercial uses, this Developer or future owners may seek to alter the Congregate Care Property in a manner that introduces new or more intense commercial uses. While those changes would need to be vetted through the CCMC processes related to PUDs, the more rigorous review required for Master Plan Amendments and Zoning Map Amendments would not be triggered. The Developer’s assurances that public hearings will be necessary for any future changes to the PUD rings hollow given that Section 17.09.075 of the CCMC allows the City to administratively approve certain PUD amendments if density or open space are not implicated. In essence, the Applications fail to adequately protect against further adverse impacts to public welfare caused by additional commercial development, while stripping away the City and the neighborhood’s ability to evaluate such changes through the more demanding Master Plan Amendment and Zoning Map Amendment processes.

FENNEMORE CRAIG, P.C.

CARSON CITY PLANNING COMMISSION

September 20, 2016

Page 7

As such, the Commission should conclude that the Developer has failed to demonstrate the following required findings:

Required Master Plan Amendment Finding – The proposed amendment . . . will not adversely impact the public health, safety or welfare. CCMC § 18.02.070(10)(b).

Required Zoning Map Amendment Finding – The proposed amendment will not negatively impact existing or planned public services or facilities and will not adversely impact the public health, safety or welfare. CCMC § 18.02.075(5)(b)(3).

Required Special Use Permit Finding – The proposed use will not be detrimental to the public health, safety, convenience or welfare. CCMC § 18.02.080(5)(f).

In conclusion, the Developer has not shown that the Facility is compatible with the surrounding residential neighborhood, that it substantially complies with the goals and policies of the Master Plan, and that it does not adversely impact public safety and welfare of the neighborhood. For these reasons, the Commission cannot make the required findings outlined in Sections 18.02.070, 18.02.075, and 18.02.080 of the CCMC, and it must deny these Applications.

We have appreciated this opportunity to explain our concerns about the development of this Facility and its resulting impacts on the existing neighborhood. Should you have any questions or require further information, please advise.

Sincerely,

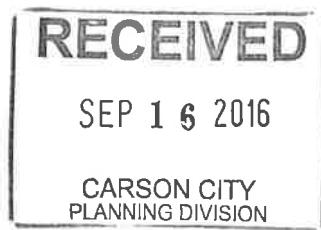


Dan R. Reaser

Katherine L. Hoffman

12 Comstock Circle
Carson City, NV 89703
September 16, 2016

Carson City Planning Commission
108 East Proctor Street
Carson City, NV 89701



To The Planning Commission:

We have lived on the west side of Carson City, adjacent to the Andersen ranch, for over 41 years. During that time, we have seen the Andersen ranch fields absorb an amazing amount of storm runoff and silt during the three major flood events—1986, 1996, and 2005-2006. If those fields are paved with rooftops, driveways, and streets, we are concerned about the effect on down-slope properties east of the proposed Vintage at Kings Canyon development. Should there be retention basins or something similar to the park and dry creek area of the old Long Ranch off of Kings Canyon? Will pervious materials, i.e. concrete pavers, be used on driveways and walkways to reduce runoff?

Our city and its residents are being asked to make a concession and approve a business (congregate care facility) on property currently zoned Single Family 6,000 and Single Family 12,000. By the same token, the developer should be willing to make concessions and keep lot sizes compatible with adjacent property-lot sizes, both on the west and east sides of Ormsby Boulevard.

Thank you for taking the time to read our concerns. If you have any questions, please call us at 883-2653.

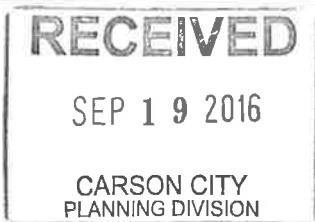
Sincerely,



Tom and Terry Horgan

Rea Thompson

From: footingersoll@comcast.net
Sent: Monday, September 19, 2016 4:53 PM
To: Planning Department
Subject: Public Hearing about MPA-16-091



My family and I are the original owners and occupants of 1407 Mountain Street. We have lived there since 1959. I was mailed a notice and asked to respond to the proposed zoning change.

Obviously, I would like the area to remain open ranch land as it is the last remaining property that maintains the original character of Carson City and how the city was up to the 1950s.

I would prefer the proposal be disapproved.

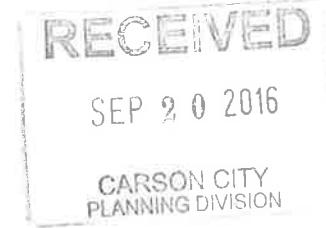
Thank you,
Howard Ingersoll

Rev. Dixie Jennings-Teats

1004 Lexington Ave.
Carson City, NV 89703
775-884-0368
jenningsteats@sbcglobal.net

September 19, 2016

The Planning Commission
lplemel@carson.org
hsullivan@carson.org
Carson City Board of Supervisors and Mayor
Karen Abowd, Lori Bagwell, Brad Bonkowski, Jim Shirk
Mayor Bob Crowell
Sent to: Email@carson.org



Dear Mayor, Supervisors and Commissioners,

We are blessed with the wonderful early fall weather these beautiful days. As I reflect on various places I have lived, I realize each one had it's own "spirit of place" with individual characteristics. Our Capital City has a quality of its own worth preserving, for unlike urban or suburban areas with rampant growth it has retained a connection to the land.

Where this is most apparent is what I have seen from two directions.

From WNC, where I have taught World Religions and Tai Chi I have seen the wonderful observatory named after the first President of the college, Dr. Jack Davis. The dark skies afforded by the west side of town has allowed this observatory to introduce "new" students, young and old, to the wonder of the cosmos. So far away, yet this educational facility brings these mysterious objects directly into our field of vision.

From my backyard on Lexington I have experienced this unique connection with the land through the sights and sounds on the earth. The big horned owl hoots, snowy owls fly with that delicate sound. The big snowstorm at the end of 2004 brought herons! Of course the call of the geese, the cry of the coyote and the sight of hawks and eagles overhead are constant companions along with the deer and bear pushed down from the mountains.

Why do we want a gated community so out of step with this pastoral setting? Why do we want to have seniors cloistered off in single family units, many that are zero lots? Why do we want to cram people into space then try to make it look like elite Napa or Lake Tahoe settings (when it is actually a cheap and shabby substitute) instead of integrated open areas? I think of the contrast to the development of homes off Longview which is in keeping with the surrounding neighborhood. Why is the developer not challenged by our

city leaders to those specifications? Have you compared those lot sizes not to mention the surrounding homes?

I think the developer must have driven by the old hospital and thought this could be exploited to be more like where he must have come from. I think all parties want to cram as many units in as possible for greed of money. The planning commission and the board of supervisors must take a longer view to the future instead of a bureaucratic approach to planning. i.e. Do we really think this proposed straight trail is anything more than a glorified sidewalk like one I just walked down off Robinson and Mountain? Is this really a usable park? Do we want a dense gated community off Ormsby rather than lots more in keeping to the neighborhood?

We can go judiciously or rush through a callous project. What will you do?

Sincerely yours,

Rev. Dixie Jennings-Teats

Rev. Dr. Robert Jennings-Teats

400 W. King St. 100
775 2201787
Jenningsteats@sbcglobal.net

September 19, 2016

Planning Commission
Carson City, NV

Dear Commissioners,



I wish to share my opposition to the proposed Vintage development at the Andersen Ranch. With an urban planning degree and experience with senior living developments through my clergy profession I am seriously troubled by the plans presented for the Vintage development. In all my experience I have never seen such a poorly designed senior community.

Typically and on average, senior developments such as the Vintage are occupied by single widows in their eighties. These are individuals who need various services such as transportation, easy access to hospitals and direct avenues for emergency vehicles. Vintage plans available to the public show only four road entry points for emergency and safety vehicles. This is woefully inadequate to serve this high density population of the elderly and presents a safety problem.

Even if more road outlets are provided the plan does not address the more important concern for the quality of life for this senior population. A largely single senior population uprooted from their former communities needs appropriate activities and opportunities to build relationships and connections to the community. The Vintage plan is totally lacking common space for exercise facilities, community functions, entertainment and interchange. The size and proximity of the little club house is inadequate. This plan will lead to isolation and loneliness of its residents.

Senior communities that are successful value and provide ample public and common open and green spaces. This plan offers almost no green space or outdoor gathering space. The plan shows that gathering opportunities will mostly happen on the paved streets. According to the Vintage plan senior residents will be forced to live in their tiny homes without any green outdoor space to enjoy. The proposed walking paths are really just paved side walks facing fences and walls. The Vintage plan to grow grape vines is

unsuitable for the climate and is woefully inadequate in providing a sense of outdoor appeal. This is a laughable idea that no one can take seriously. The current plan would have eighty plus year old widows walking 700 yards to the nearest green space. In addition, the fact the community is gated will also contribute to its isolation and is unnecessary for the safety of the residents in this particular neighborhood.

The location of the project is also quite removed from the broader community thus increasing the sense of isolation on the part of the residents. In spite of the Vintage publicity, the site is much too far from shopping and central city services and downtown access for this aging population.

The quality of life and safety for these seniors is compromised by the developer's desire to over maximize the density with very small lots crammed into a limited acreage with little regard to special needs of this population. It shows a callous disregard for this important population. This alone is good grounds for refusing this seriously flawed Vintage project.

I request that this letter be included in the packet available to the Board of Supervisors. Thank you.

Sincerely yours,

Rev. Dr. Robert Jennings-Teats

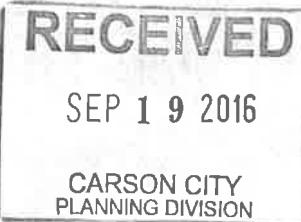
Senior Pastor, Carson City 1st United Methodist Church

MPA-16-091
TPUD-16-092

Je

September 19, 2016

Paul Esswein, Chairman
Carson City Planning Commission
108 E. Proctor St.
Carson City, NV 89701



Re: Lumos & Assoc. Rezoning Proposal; Planning Commission Meeting 9/29/16

Dear Mr. Esswein:

The aforementioned rezoning proposal will change the existing rural nature of this portion of the west side from a peaceful, serene setting into a highly congested area similar to that seen in other parts of Carson City. Not only will it negatively impact property values of the surrounding neighborhoods, but it will also cause traffic congestion on our quiet residential streets. Allowing businesses will further result in decreased property values and an increase in traffic. As seen by the current downtown redevelopment project, road construction is expensive. The proposed Vintage Development will result in additional expense to Carson City to improve road access to and from the proposed new development.

Although keeping the 78+ acres as open space would be the most desirable, allowing 1/3 to 2 acre lots would be consistent with the existing, surrounding land development and not impact traffic as negatively as the current proposed plan. Such a proposal should keep our property values intact while preserving the integrity of this beautiful portion of the west side. We would like to see a proposed development in keeping with the current land use of this area.

We have always lived on the beautiful west side of Carson City and enjoy the rural quality of this area. We raised our children here & hope to see our grandchildren live and attend school here as well. We currently live at 1944 Ash Canyon Road and love the open spaces and beautiful views seen from our property.

We urge you and the other members of this Planning Commission to deny the current zoning proposal in favor of a more reasonable approach which will not result in decreased property values or traffic congestion and be consistent with the rural nature of the surrounding residential areas.

Thank you for the opportunity to submit comments and for your anticipated consideration of the issues raised in this letter and raised by other concerned citizens.

Cordially,

Debra Winne Jeppson & Hi V. Jeppson III



KILPATRICK, ADLER & BULLENTINI
Attorneys and Counselors at Law
412 NORTH DIVISION STREET
CARSON CITY, NEVADA 89703-4168

MPA-16-091
TPUD-16-092

CHARLES M. KILPATRICK, LTD.
ERNEST E. ADLER
ANGELA D. BULLENTINI

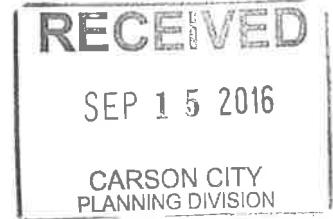
(775) 882-6112
(775) 883-5149
FAX (775) 882-6114

September 14, 2016

Hand Delivered

Carson City Planning Commission
108 E. Proctor Street
Carson City, NV 89701

Re: Vintage Project
MPA-16-091, TPUD-16-092



Dear Planning Commission:

I received an official notice of public hearing regarding the public hearing scheduled for Thursday, September 29, 2016. I will be out of state and will be unable to attend so am submitting these written comments at this time.

I have lived for many years on a one acre parcel on West Washington Street. My feeling is that the proposed master plan amendment MPA-16-091 and the proposed TPUD-16-092 would adversely affect me as a neighboring property owner. I strongly oppose the requested master plan amendment and TPUD. Placement of an assisted living facility with associated commercial uses is especially objectionable. The area in question is strictly residential and the master plan and zoning in place are in part designed to protect existing homeowners from this type of development.

This is a serious quality of life issue for myself and my family.

Thank you for your careful consideration.

Sincerely,



Charles M. Kilpatrick

CMK/db

cc: Mayor and Board of Supervisors

RECEIVED

SEP 16 2016

CARSON CITY
PLANNING DIVISION

JO KILPATRICK
2244 West Washington Street
CARSON CITY, NV 89703
775-232-5611 (CELL)
775-883-3085 (HOME)
September 16, 2016

Hand Delivered

Carson City Planning Commission
108 East Proctor Street
Carson City, NV 89701

Re: Vintage Project
MPA-16-091, TPUD-16-092

Dear Planning Commission,

Please be advised that I am strongly opposed to the proposed master plan amendment MPA-16-091 and the proposed TPUD-16-092 as it would adversely affect me as a neighboring property owner.

The proposed amendments are not consistent with the neighborhood and will further stress city services. The density of the project, the 96 unit congregate care facility and the commercial use, if approved, would forever change our neighborhood and negatively impact our quality of life.

Sincerely,


JO KILPATRICK

RECEIVED

SEP 19 2016

CARSON CITY
PLANNING DIVISION

Attn: PLANNING COMMISSION AND BOARD OF SUPERVISORS

Re: Vintage zoning changes

I am a resident of Carson city and have lived here for over thirty five years. I currently live around the area that will be impacted by the build out. The owners of the property have the right to develop; however, it should be in a manner that is compatible to the surrounding area not high density or commercial. I certainly would not tell any developer that the current zoning of 6000 sq ft , 12000 sq ft and one acre lots will be reduced; nevertheless, allowing for more parcels is not acceptable to anyone living in this area. This is a residential area and the long-term residents do not want retail, high density construction or 96 units built, without kitchens, for assisted living. This will bring a multitude of problems . Please consider the following:

- 96 Assisted living units will require approximately 300 spaces to park cars for the residents, care givers and kitchen staff. This will also require parking lot lighting, not good in a residential area.
- Flooding seen in the past will be a bigger problem with the build out.
- No room for snow removal in the congested area being looked at.
- The current residents were told to cut back on water because of low supply this summer. It is ridiculous to tell the current residents to cut back and then add 300 new residents. Once you add these units it will increase annual water needs, which the city currently struggles with. This is not a water rights issue.
- Someone will have to pay for the following: more school rooms, police protection, fire protection, more load on the existing hospital and city services.
- Destruction of what is currently a beautiful area that has the potential of being destroyed for no good reason.
- The existing two lane roads will not handle the new traffic and existing residents do not want to deal with traffic congestion .
- This is not an area that should be explored for commercial development
- All the increased costs associated with this project police, fire protection, teachers, school rooms, water upgrades, roads and any other costs should be the responsibility of the developer and not the tax payer. The developer should post a ten year bond to cover future costs associated with this development. Then it is not a burden to the tax payer.
- These are only some of the issues worrying the current residents.

Gary Kilty

2134 West Washington Street Carson City



Rea Thompson

MPA-16-091
TPWD-16-092
KO

From: Ashley Kopp <koppashley3@gmail.com>
Sent: Monday, September 19, 2016 2:07 PM
To: Planning Department
Subject: Fwd: Public Comment 9/29/16- Vintage at Kings Canyon



----- Forwarded message -----

From: "Ashley Kopp" <koppashley3@gmail.com>
Date: Sep 19, 2016 2:03 PM
Subject: Public Comment 9/29/16- Vintage at Kings Canyon
To: <lplemel@carson.org>
Cc:

My name is Ashley Kopp, and this message relates the purposed "Vintage Project". I would request these comments be part of the official meeting records and recorded minutes for the Planning Commission meeting on 9/29/16.

I am a long time resident of Carson City and currently reside in Ward 1. I am opposed to the approval of a Planned Unit Development or "PUD", as requested for the purposed Vintage at Kings Canyon project.

I am opposed to granting or approving a variance for project density.

I am opposed to granting any variance related to "zero lot lines" or reducing minimum set-back requirements, as this is inconsistent with existing building conditions in the surrounding neighborhoods.

I am opposed to approving projects scheduled in Phase 4 of construction outlined in the PUD application. The common definition of a PUD reads as follows "Use of a PUD district should result in development superior to that which would occur using conventional zoning regulations. PUD zoning is appropriate if the PUD enhances preservation of the natural environment; encourages high quality and innovative design". The latter phase 4 of the project, to include the West side of Ormbsy mirrors that of a traditional residential neighborhood and provides no value in terms of additional open green space projects, natural preservation or "mixed use" development. I hope my Supervisor, Karen Abowd, requests justification from the developer as to how this phase of development will be beneficial to our community and necessitates the use of a PUD.

Thank you,
Ashley Kopp

Hope Sullivan

From: Jennifer Budge
Sent: Thursday, September 08, 2016 9:57 AM
To: Hope Sullivan
Cc: Lee Plemel; Vern Krahm
Subject: FW: Comments on Parks and Rec elements of Vintage proposed development
Attachments: parks and rec letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hope- Mr. Kuchnicki asked me to pass this on to the Community Development staff for the Planning Commission, as well as the Parks and Recreation Commission. Thank you. -Jen



September 6, 2016

Ms. Jennifer Budge
Parks and Recreation Director
3303 Butti Way, #9
Carson City, NV 89701

Dear Ms. Budge,

Please accept the following comments regarding the Vintage at Kings Canyon proposed development. I respectfully request the Parks and Recreation Commission consider the following comments in the development of the Commission's final comments and recommendations which I understand must be provided to the Planning Commission by September 12.

As a resident of Carson City for 15 years, I firmly believe that Carson City's appeal is the primary driver of our prosperity. I furthermore believe that walkable communities with abundant open space parks and recreation opportunities are undervalued assets that contribute immensely to the quality and appeal of our community.

Recent studies and investigations have shown that open space park and recreational opportunities are critically important for individual and community wellbeing:

- The Institute of Medicine has stated that improving the walkability of neighborhoods and increasing access to recreation facilities are essential strategies for preventing childhood obesity, a major factor to diabetes; both of which have dramatically increased in the last several decades.¹
- A recent study published in *Environmental Science & Technology* demonstrated that participants who moved to urban areas with more surrounding open space parks and recreational opportunities showed higher overall mental health scores. The benefits are believed to be long term as participants were happier and had less anxiety over the three year course of the study.²
- Recent investigations show that walkable neighborhoods also provide fiscal benefits to municipalities and homeowners. A review of 60 studies on the impact of open space parks and recreation opportunities found property values increase significantly in proximity to the open space. The type, size and proximity to residences are key factors in the magnitude of the fiscal benefits. The positive effect of these benefits translates into significantly higher property taxes for local governments.³

¹ <http://www.smithsonianmag.com/science-nature/moving-area-with-more-green-space-can-improve-your-mental-health-years-180949348/?no-ist>

² <http://pubs.acs.org/doi/full/10.1021/es403688w>

³ <http://atfiles.org/files/pdf/Economic-Benefits-Active.pdf>

Across the nation, cities are trying to attract millennials to settle in order to replace aging senior. Studies suggest millennials are an extremely mobile group, so the amenities have to be very attractive for them to stick around.⁴ Carson City needs to do all it can to lure and retain this potentially vast economic market. I believe walkable communities and abundant open space and recreation are a major factor in attracting and retaining young, family-oriented millennials (as well as Gen Xers) to our community.

While the Vintage at Kings Canyon incorporates a fair amount of open space parks and recreational opportunities in its current design, a much greater opportunity exists to vastly increase the utility of the on-property trails and increase the connectivity with nearby foothills trails. When we search for a local model for a walkable community with that has maximized open space and recreational opportunities, look to the Long Ranch Estates serves as a wonderful model. Trail buffers averaging roughly 125 feet in width surround the entire perimeter of the development. These trails see very heavy use. Interior trail buffers ranging from 25- 75 feet in width are valuable from the standpoint that they expand the urban trail network. However, these see much less traffic. The difference in usage likely relates to the due the difference in buffer width - the larger perimeter buffer affords much better views of the mountains.

In my opinion, the Vintage should strive to emulate the Long Ranch Estates. The 30 foot width buffer trails currently proposed for the Vintage could be expanded to 100' width around the entire perimeter of the property. This would allow for the preservation of the fantastic views on the property, resulting in trails that will see much more use and therefore considered a much greater community asset.

Moreover, while the trails network the current proposed layout provides inadequate connectivity to C-Hill and Kings Canyon foothill trails. It was revealed at the Parks and Recreation Commission meeting that the project no longer contains a plan to complete the Capital to Crest Trail. This linkage is a tremendous opportunity that MUST be included in the project in order for it to be approved.

Furthermore, since the Parks and Recreation Master Plan and Unified Pathways Master Plan were approved over 10 years ago, there has been a lot of activity to expand the foothills trail network behind Western Nevada College. I would suggest that the Parks and Recreation Commissioners consider, plan and advocate for the future connectivity with the new Ash and Vicee Canyons trails as well. If you are unable to consider this at this time, then I would suggest recommending that the Planning Commission wait to approve the project until these documents are updated. This is justifiable because the property's central, west side location means it is a gateway to the entire west side foothills and urban trails networks.

In terms of the recreational park amenities included in the proposed development, there are two issues. First, a 1.2 acre park is way too small given the size of the project area. Second, it appears that most of the amenities will be designed to serve the residents as opposed to the neighborhood community. My vision is that we should be promoting the building of a park that actually attracts visiting families. If you've ever been to Monterey, you may have heard of Dennis the Menace Park.⁵ It is an incredible park like no other. If Carson City were to build something resembling that, it could be a significant economic driver. Particularly with the central location and proximity to downtown, people and families will want to come to visit Carson City to take advantage of this asset.

⁴ <http://cityobservatory.org/ynr/>

⁵ <https://www.yelp.com/biz/dennis-the-menace-park-monterey-2>

Finally, I have the following questions:

1. How much total open space parks and recreation does the project entail?
2. Do the vineyards count in the calculation of open space and recreation? (As a side note, how successful will these really be?)
3. Do trails really serve as true city parks and recreation opportunities if they are gated?

I would like to close with the idea of trying to maximize the community parks and recreation assets associated with this development. I have several suggestions that, if implemented, would work toward that end.

1. Developing the entire property, including the heritage or home ranch property, and dispersing the development across all parcels;
2. Removing the commercial component of the project, which is incompatible with the surrounding land uses, and replacing with expanded open space trails.

If it's going to be developed, let's make it a development that serves as a true community asset in maximizing the associated social and economic benefits. Studies show that people are actually willing to pay more to live in communities that maximize associated benefits.⁶ I have heard from several realtor friends that Long Ranch Estates is the best selling housing market in Carson City. So maximizing open space recreational opportunities does not have to be a trade-off that comes at the expense of the developer.

As the last remaining keystone property on Carson City's west side, we're only going to get one opportunity to do this, and there is so much more potential associated with this property than what is included in the current design.

Sincerely,

Jason Kuchnicki
1500 Valencia Ct
Carson City, NV 89703

⁶ <http://www.americantrails.org/resources/economics/Economic-Benefits-Trails-Open-Space-Walkable-Community.html>

MPA-16-091

Do Not Change Andersen Ranch Zoning

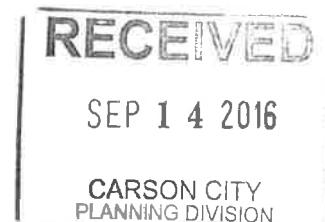
The existing zoning and Master Plan for our neighborhood properties and the surrounding Andersen Ranch field must not be changed or amended to accommodate and enable the building of the proposed development known as the Vintage at Kings Canyon.

All the homes surrounding the Andersen Ranch field are for single family living. No one in our surrounding neighborhood is allowed or wishes to turn their home or garage into a retail store, shop or place of commerce. We are not zoned for commercial, industrial use or high density housing, and should not be.

The proposed Vintage housing and commercial enterprise would be a self contained senior assisted living and residential project which includes high density apartments, cottages and commercial businesses. These are in no way similar or compatible to our existing neighborhood and land use and will have a detrimental impact to all other properties in the vicinity. This violates section 4A, 4B, 6B and 6C of the Vintage Planned Unit Development Proposal printed on April 25, 2016.

This project is an extremely incongruent placement of a proposed business venture, plunked down in the middle of our peaceful established neighborhood.

Thank you,
Laverne LaFleur
909 West Long Street
Carson City, NV 89703



Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 11:58 AM
To: Rea Thompson
Subject: FW: Planning Commission Letter
Attachments: Planning Commission Letter_9.20.16.pdf

From: Jason Kuchnicki [<mailto:kuchiman@sbcglobal.net>]

Sent: Tuesday, September 20, 2016 11:16 AM

To: Hope Sullivan

Cc: Lee Plemel

Subject: Planning Commission Letter

Hi Hope,

Attached is my comment letter regarding the proposed Vintage at Kings Canyon planned unit development. I request that it please be included in the packet distributed to the Planning Commission for the Sept 29 meeting. If you could please acknowledge receipt that would greatly be appreciated.

Thank you!

Jason

September 20, 2016

Jason Kuchnicki
1500 Valencia Ct.
Carson City, NV 89703

CARSON CITY PLANNING COMMISSION
c/o Planning Manager Hope Sullivan
108 E. Proctor Street, 2nd floor
Carson City, NV 89701

Re: VINTAGE AT KINGS CANYON TPUD/ZONING CHANGE/SPECIAL USE PERMIT



Dear Commissioners,

As you know, Chapter 17.09 of the Carson City Municipal Code (CCMC) specifies regulations related to Planned Unit Development (PUD). While the purpose of the ordinance is to control and guide planned unit developments to further the public health, safety and general social, economic and environmental welfare of Carson City, the CCMC is somewhat vague in terms of providing guidance or criteria by which to evaluate whether a PUD meets these stated objectives.

The Carson City Master Plan (CCMP) serves as a blueprint for how Carson City shall grow in a sustainable manner. The primary emphasis is to provide guidance to property owners, citizens, and decision makers on a number of issues relating to growth, housing, economic development, transportation, environment, parks, recreation, pathways, open space, aesthetics, community character, and historic preservation and conservation. It therefore serves as a valuable template and tool against which the merits of a planned unit development may be evaluated. If any PUD is in substantial conformance with the CCMP, then it should be approved. If it is not, approval must be denied.

This letter uses the CCMP as a template and resource to demonstrate the proposed Vintage at Kings Canyon Planned Unit Development (VKCPUD) is inconsistent with the objectives of the PUD ordinance. **Herein, I demonstrate the proposed project does not substantially conform to the policies, goals and objectives of the master plan and therefore does not further the public health, safety and general social, economic and environmental welfare of Carson City. The project should therefore be denied approval by the Planning Commission.** Please excuse me if the issues and arguments appear to jump around; they are presented in the same order of appearance as elements of the master plan...

CCMP Chapter 3: A Balanced Land Use Pattern

CCMP Goal 1.1 specifies the efficient use of available land and water resources and Policy Objective 1.1c is to balance future growth with available water resources and sewer capacity. To ensure the City's growth may be accommodated with available water resources and sewer capacity, the master plan calls for the City to monitor growth trends and conduct periodic reviews of the City's growth capacity to ensure the CCMP is consistent with the recommendations of the City's Water and Wastewater Master Plans. A sustainability question related to this is: has the city done such an analysis that takes into account future climate change projections?

The years 2014 and 2015 are the driest two years on record. The seriousness of this issue is highlighted by the fact that the Nevada Division of Water Resources (State Engineers Office) has recently issued curtailments in Mason and Smith Valleys. The world is also on track to again break temperature records in 2016. In the same year, Carson City approved over 2500 units (equivalent to approximately 6000-7000 people) of new development. Wouldn't it be wise to take more of a go slow approach so we don't end up in a bind that we cannot get out of? The City's Growth Management Ordinance (CCMC 18.12) was progressive for 1988 when it was instituted, but is likely outdated and not protective enough given the projected impacts of climate change. **Paying a much heavier cost tomorrow to try to remedy what could have been prevented today is foolish and a sure fire way kill desirability of residing in our community as future shortages would undoubtedly wreak economic havoc.**

CCMP Policy Objective 1.1e encourages the use of sustainable building materials and construction techniques, through programs such as the US Green Building Council's LEED (Leadership in Energy Efficiency and Design) program. The program provides voluntary national standards and certification for a range of new construction types to promote the development of energy efficient, sustainable buildings. LEED developments use less water, less energy (both of which translate to lower monthly utility bills) and reduce greenhouse gas emissions. **The VKCPUD is not proposed to be developed to LEED standards or achieve LEED certification.**

CCMP Policy Objective 1.1f encourages incorporation of site planning and other design techniques that promote solar and wind efficiency in the construction of new homes. **Energy conservation has not been considered in the VKCPUD site planning.** In more and more markets, certified green homes are now selling quicker and for more money than comparable non-green homes as the costs of these utilities continue to escalate at increasing rates. While "green" homes may have originally been built and purchased by primarily environmentally conscious buyers, a recent study indicates the top factors driving "green" construction now are "higher quality" and "increases in energy costs." This suggests that today's home buyers are increasingly looking for lower water and energy bills due to higher building standards. Thus, sustainable development is a marketable asset capable of commanding higher market values.

Goal 1.2 of the CCMP calls for and lays out priorities for infill development. The VCK PUD is not located in a high or medium priority infill area. Thus, its priority for development is low. Due to the number of issues raised herein and by other members of the community, approval should be denied and quality time and care should be taken to gather and address community input to shape this into a project that is both more acceptable to the community and integrates better with the existing neighborhood.

To manage the impacts of growth within the interface, the CCMP promotes clustering of development and the protection of existing site features. **However, the VCKPUD has been designed neither to maximize the preservation of open space preserve (Policy Objective 1.4b) and nor to minimize disturbances to character defining features (Policy Objective 1.4c) such as the fantastic views of the surrounding mountains that are visible from multiple locations.** This is particularly critical in consideration of the homes that border the property. The views and open space currently provided contribute to the desirability to live in the adjacent neighborhoods, and contribute to elevated property values. New development should be restricted in height to one story and buffer widths should be maximized around the periphery of the proposed development to preserve these views.

CCMP Policy Objective 2.1d discourages rezoning of properties that create friction zones by placing incompatible land uses adjacent to one another. **The proposed development is incompatible with adjacent land uses as there is no other Neighborhood Commercial land use anywhere directly adjacent to the development property.** (Note that the application mislabels Neighborhood Commercial as Neighborhood Business.) Impacts that would place unnecessary stress on the surrounding west side neighborhoods include:

- increased noise and traffic associated with increased vehicle traffic associated with commercial deliveries and hauling to support food, medical and domestic services and emergency response services (police, fire ambulance);
- increased light pollution from the congregate care facilities (CCF) and community recreation facility buildings, parking lots and walkways.

Although located internal to the project, the impacts would be unable to be mitigated due to the close proximity (several hundred feet) to existing surrounding homes and neighborhoods.

An argument could be made that the property could be identified as an environmentally sensitive area, as the site provides wildlife non-fragmented migration corridors, habitat and preying grounds for deer, owls, raptors, turkey vultures, bats, coyote, and the occasional bear. CCMP Policy Objective 3.1b promotes the preservation of such resources.

Additionally, CCMP Goal 3.2 calls for the protection of visual resources. The importance of preserving open space and minimizing disturbances to character defining features such as the fantastic views of surrounding mountains was discussed above. Additionally, **the increased lighting associated with the CCF and community recreation center will require lighting that will go against CCMP Policy Objective 3.2b to protect visibility of the City's dark skies in an area in close proximity to the Western Nevada Community College**

Observatory. The CCF will undoubtedly create an abundance of emergency service vehicles that will contribute to the disruption of this objective as well.

The project is located adjacent to Ash Creek and would exacerbate downstream flooding, thereby impacting adjacent residential properties by requiring the purchase of flood insurance or increasing premiums associated with current policies. It's not a question of if, but when a flood happens, this will lead to costs incurred by tax payer assisted federal bailouts to mitigate the flood impacts. **The VKCPUD therefore conflicts with CCMP Goal 3.3 to minimize potential impacts of natural disaster events on the community.**

The Land Use Plan element of the CCMP directs that "residential land use categories are intended to protect the character of established neighborhoods and provide opportunities for new residential neighborhoods, and ... these uses are intended to be predominantly residential, as opportunity to provide a broader mix of uses is provided by four mixed-use categories." **The land uses associated with the VKCPD properties are all currently zoned residential. Therefore, the Neighborhood Commercial land use is in direct violation of master plan policy objectives.**

Finally, with respect to Low Density Residential (LDR) and Medium Density Residential (MDR), it is the policies of the CCMP to incorporate a variety of housing types, with larger developments expected to provide a broader range of housing types. Although the architecture may be attractive, **the Vintage PUD Handbook proposes only 2 distinctive floor plans and front elevations. The end result would be a monotonous streetscape and therefore inadequate according to the Land Use Policy Objectives contained in the Master Plan.**

CCMP Chapter 4: Equitable Distribution of Recreational Opportunities & Chapter 8: A Connected City

A stated principle of the CCMP is to ensure new parks, recreation, pathways and open space opportunities are provided. Chapter 4 of the CCMP notes that such opportunities have an important impact on the city's quality of life - which is related to the city's economic development objectives. Businesses and skilled workers are often attracted to communities that have a high level of parks, open space, pathways, and recreational opportunities. Consequently, two stated objectives of the CCMP are to continue to:

- pursue opportunities to expand or enhance the community's open space network; and
- maintain and expand the City's existing network of pathways to link distinct geographic locations within the community and to provide improved access to and between neighborhoods, activity centers, schools, and other destinations.

However, an outcome of the Parks and Recreation Commission meeting on September 6, 2016 was that it is questionable what parks, recreation and open space amenities to which the public will have access. A statement was made at the meeting that the public may only have access to the trail along the southern border of the project. What's more, it is unclear if the public will have access to the proposed parks facilities, and it furthermore appears that most of the park facilities will serve the needs of development residents. These needs may be contradictory to the greater needs and desires of the community. These issues raise serious questions as to the public value of the project and whether the VKCPUD would advance the goals and objectives of the CCMP, the Unified Master Pathways Plan and the Parks Recreation Master Plan.

Clarification on what facilities will be installed and made available to the public is required in order for the public to be able to provide thoughtful reviews and comments. Moreover, it appears that clarification is required regarding the calculation of open space. According to a map associated with the calculation of open space (Attachment A), it appears that the recreation facility and parking lot are included in the public open space calculations. If included, these should be omitted from the open space calculations.

The City letter dated July 7 in response to review of the conceptual PUD indicates that a park of a minimum of 2.5 acres should be provided. However, the VKCPD seeks to implement the minimum size, 1.1 acres. Again, it is unclear if the whether this minuscule park is intended to be open to the public.

The quality of the open space also remains questionable. First of all, the 30 foot wide trail along the northern and western property really represents an alley way that will result in little use. A much wider buffer, on the order of 100 feet along the northern and western property boundaries would contribute immensely to a feel of openness

and showcase the incredible viewscapes that the property affords while preserving the property values of the homes that border these property lines. Secondly, the proposed vineyards really do not make a lot of sense in this region. I would suggest abandoning the open space patches of vineyards on the west property in favor of expanding the trails/buffer network.



The Parks and Recreation Master Plan Neighborhood Parks Analysis (Appendix 9.3) indicate that there is strong community support (>63%) for adding a new natural park in Neighborhood #5 (see figure), while only moderate support (<50%) for adding a new neighborhood park. This input could be construed that the community would prefer an expanded trails network (buffer width and number of trails). Implementing more publically open trails would help meet the stated objective (page 4-1) to establish more parks with a natural character in response to expressed community preference. Moreover, the advantage of establishing these types of public amenities is that they support all age groups.

An expanded open space/natural park/trails network also supports CCMP Goals 4.3 to expand the open space network. An expanded open space trails network is an essential component to achieving Goal 5.5 that promotes expanding recreational opportunities that the City can

tout to attract not only businesses, but family oriented professionals that are seeking a high quality of life. Achieving these goals would furthermore attract visitors and improve their experiences.

Finally, the project fails to implement the Unified Pathways Plan to improve connectivity with foothills trails. A condition of approval should be to gain an easement for a trail that connects the development to the C-Hill trail off King Street, and facilitates completion of the Capital to Crest Trail. A great opportunity exists for such a trail to advance CCMP Goal 5.4, which is to promote tourism activities and amenities that highlight the city's historic and cultural resources. Undoubtedly, the Andersen Ranch is one of Carson City's most valued heritage sites.

CCMP Chapter 5: Economic Vitality

Guiding Principle #5 of the CCMP is a strong, diversified economic base. There are a number of reasons the VKCPUD project does not support this guiding principle. **First, the retirement community concept only exacerbates the current problem of limited economic diversity that the City is already experiencing.** Already touted as one of the best cities to which to retire, encouraging more seniors to flock here works against diversifying our economic base.

In fact, I would argue that the retirement community concept further discourages young families and businesses from settling here. If you think about this project and the types of people it is being marketed to - wealthy, retired, out-of-state seniors who likely have no family or previous ties to the community - then it is not a stretch to assume that they are unlikely to support community revitalization and the improved education of our youth. These groups are unlikely to support the economic investment in the required to do so. **We need to be doing everything we can to attract young, family oriented-professionals to replace the income of retiring seniors and building a retirement community is counter productive to this objective.**

The number of skilled jobs the project will not offset the negative economic impacts from developing a retirement community. While there may be an overall fiscal benefit through the collection of property taxes, these will be collected regardless of if the development is age restricted or not. **Therefore, overall, the project runs counter to the CCMP Goal 5.8 to promote fiscal and economic health.**

Chapter 6: Livable Neighborhoods and Activity Centers

The Neighborhood Commercial zoning amendment is counter to the CCMP principles to promote downtown revitalization and to re-establish Downtown as a vibrant center for the community. If residents

of the VKCPUD can obtain many of the services on-site, then what reason would they have to go downtown to retain such services? As you are well aware, there are plenty of open and available commercial sites throughout the City. This indicates that the need for more commercial space simply does not exist. We should promote utilizing and supporting what commercial space exists, not creating new opportunities.

CCMP Goal 9.3 is to maintain the quality and character of established neighborhoods. CCMP Policy Objective 9.3b is to "ensure that infill and redevelopment is designed in a manner that minimizes impacts on and is compatible with existing neighborhoods through the use of appropriate height and density transitions, similar setbacks and lot coverage... and other neighborhood specific design considerations". **The VKCPUD violates this policy in a number of ways:**

- No where else adjacent to the property does the Neighborhood Business zoning exist;
- No other adjacent neighborhoods are age restricted;
- No other adjacent neighborhoods include a community center, let alone two one that is several stories or more in height (despite what the VKCPD application indicates, the renderings illustrate it will be at least two, if not three stories in height);
- No other adjacent neighborhoods contains zero lot line homes of 3,365 sq ft or less (note: existing SF-6 properties east of the VKCPD are typically about 7,000 sq ft or larger);
- No other adjacent neighborhoods contain common open space;

Finally, it is unclear as to the degree to which the VKCPUD achieves the stated objective to provide connectivity to existing neighborhoods by a pathway system, as it is unclear what pathways will be open to the public.

CCMC 18.02.070.10 enables the Planning Commission to deny the VKCPUD application on the basis of:

- ✓ Inconsistency with the master plan goals, objectives and policies;
- ✓ Incompatibility with existing adjacent land uses;
- ✓ Undesirable growth pattern with substantial potential impacts to natural resources and economic vitality.

I hope you agree that the issues and arguments presented herein are significant and substantial and have clearly demonstrated that the VKCPUD does not meet the criteria for approval. **Rather, outright denial of the VCKPUD application is warranted.** Carson City has so much more potential to live up to than what has been proposed in this application. I urge you to vote "NO" to this project, and in turn "YES" to a brighter future for Carson City.

Sincerely,



Jason Kuchnicki

Vintage at Kings Canyon Planned Unit Development
Open Space Map and Calculations

Oppose Andersen Ranch Zoning Change

The Master Plan of the existing zoning regulations detailing minimum sizes of lots and number of homes allowed per acre of the west side property known as the Andersen Ranch must remain intact. This property is currently zoned, single family residential. The overwhelming majority of residences living around the perimeter and adjacent to the Andersen Ranch property, have spoken loudly against any alterations, overlays or changes to its current zoning status.

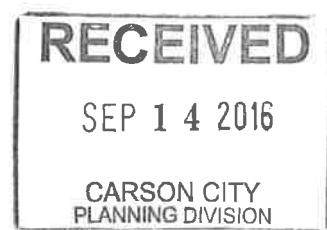
The homeowners that built or purchased their home surrounding the Andersen Ranch did so to enjoy the beautiful valley and mountain views provided by this open space. We realized the possibility that someday the property could be sold, but had hoped that it would be preserved as open space. Now a developer has proposed a plan that is unacceptable to the vast majority of the surrounding homeowners. Their proposal would place high density, multi-unit buildings that include apartments, cottages, businesses and commerce units all designed for elderly care and senior living.

The environmental impact of this project, called The Vintage would be detrimental and should not be presented as a benefit to our neighborhood. A substantial increase in the density of people, traffic congestion, water consumption, noise and light pollution and the loss of wildlife would greatly effect the quality of life for all surrounding homeowners. A developer should not be allowed to change the dynamics of a neighborhood resulting in negative repercussions.

The Andersen Ranch is the wrong location site for the proposed Vintage project. The existing master plan should be maintained with single family homes and lot sizes that are consistent with this long established community.

We are asking our elected and appointed officials of Carson City to preserve and protect the structure and integrity of our neighborhood.

Thank you,
Paul LaFleur
909 West Long Street
Carson City, NV 89703

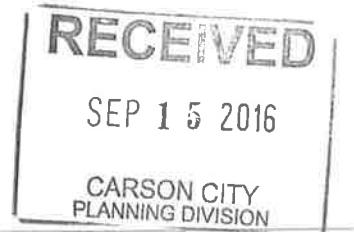


Rea Thompson

MPA-16-091
TPUD-16-092

From: Hope Sullivan
Sent: Thursday, September 15, 2016 9:37 AM
To: Rea Thompson
Subject: FW: Vintage Project
Attachments: Vintage.odt

Vintage public comment



From: Thomas Lahey [mailto:lahey1@att.net]
Sent: Thursday, September 15, 2016 8:44 AM
To: Hope Sullivan; Karen Abowd; Lori Bagwell; Brad Bonkowski; Jim Shirk; Bob Crowell
Subject: Fw: Vintage Project

On Wednesday, September 14, 2016 5:39 PM, Thomas Lahey <lahey1@att.net> wrote:

Dear fellow Carson City Leaders:

I would request that attached comment/questions be entered in to the record with appropriate answers.

Thank you.

Thomas Lahey
2213 Bristol Place
Carson City NV 89703
775-841-4392

VINTAGE ISSUES/QUESTIONS

1. To whom will be Anderson Family sell the land in question to? Does the prospective buyer have the necessary funding? Does the developer have the financial security to finish the project and will they be required to put up a bond to secure the completion of the project?
2. Will the city require the residents of the community to purchase flood insurance and does the city have an evacuation plan for the assisted living residents in case of a flood or other disaster?
3. Will there be an association fee to the Vintage homeowners to maintain the buildings and grounds and will it be a gated community?
4. What are the proposed selling prices of the individual homes?
5. Can the Carson City sewage facility handle the planned load increase without increasing property taxes on current homeowners?
6. I am concerned about the issue of zoning for commercial purposes. I would like to think that the city should establish some restrictions. We do not need a marijuana shop, bars, gas stations, casinos or supermarkets in this neighborhood .
7. WATER. The city fathers claim that we have plenty of potable water. At the same time they are wanting to restrict water usage on folks that have their own wells. Has anyone tested the depth and quality of the aquifer? We know that the city water supply has major quantity of uranium and we buy water from Minden to lower the concentration levels of the uranium. What will be the impact on clean water supply from the Vintage project. Will the developer be required to mitigate this concern? What be the impact on water costs as we move forward?

SEP 16 2016

- In 1968 my husband and I built our home on a half acre lot, it took us three years to complete. We built in this area because we liked openness with a clear view of the mountains and the surrounding ranch land. Since that time there has been continuous building and disappearance of the pasture land and the open space.
- Water was also plentiful, we did not have meters, so each year we had a bountiful vegetable garden and a beautiful green yard. Now the city is buying water from Minden in order to continue to service the west side of city. The cost of water use has risen to the point where people like myself will soon no longer be able to maintain their property. Adding additional housing to the area will further complicate the existing water shortage. I am against adding further building to this part of the city.

Eva Layton



809 Bunker Hill Drive

re:Vintage

882-0113

September 7, 2016

Mr. Paul Esswein, Chairman
Ms. Hope Sullivan, Planning Manager
Carson City Planning Commission
108 E. Procter Street
Carson City, Nevada 89701



Re: Vintage at Kings Canyon

Dear Chairman Esswein:

This letter serves as opposition to the proposed Vintage at Kings Canyon PUD project, in particular proposed commercial ventures included.

Acknowledging all properties are single family residences in the area of the west side of Mountain Street extending from King Street north to West Nye Lane, with the exception of a long existing church and medical office. These single family residences continue to the foothills of the valley. The proposed plan expands further commercial ventures into the current single family dwelling zoning of the Anderson Ranch property.

A negative impact of increased vehicular traffic, including ambulances and fire trucks, inherently associated with assisted and independent living facilities must be conceded. The numerous personnel required for conducting those business activities will be an addition to those residing within the described project.

The limitations of current and future use of the commercial properties are not well described. Could the re-zoning to Neighborhood Business specify those limitations? It has been suggested the home owners association or CCR's would provide such limitations, however, historically these types of limitations have been changed in the past, which suggests limitations of commercial use may alter in the future.

While the stated use of the commercial buildings is to be limited to property owners only, but that restriction does not describe how it will be enforced with

homeowner family representatives, visitors, or guests who present themselves for service or business activity.

To place commercial buildings in the middle of a long established single family residence area seems ill-advised. The maintaining of the current single family zoning will alleviate the above concerns and sustain at least one section of Carson City's 'West Side" ambience.

Sincerely,



Keith W. Macdonald

813 North Richmond Ave.
Carson City, NV 89703
882-7860



September 13, 2016

Planning Commission
% Carson City Planning Division
108 E. Proctor Street
Carson City, Nv 89701

Dear Members;

According to information we have obtained, there have been 29 recorded flooding events in Carson City since 1852, the latest of which was New Year's Day 2006. Flooding in Carson City has occurred in summer and winter along the banks of the many creeks and streams that flow through the City.

As longtime residents of Carson City and the Anderson Ranch Subdivision, we wish to express our concern about the disturbance of open land adjacent to our properties by the proposed VINTAGE Project.

Sincerely,

Yhvona Martin
1000 Bath Street
Carson City, Nv

Loretta Szymanski
1804 Pyrenees Street
Carson City, Nv

Maxine Nietz
1005 W. Long Street
Carson City, NV 89703
775.887.1294 / nevadamax@sbcglobal.net

MPA-1b-091
ni

CARSON CITY PLANNING COMMISSION
c/o Planning Manager Hope Sullivan
108 E. Proctor Street, 2nd floor
Carson City, NV 89701



Re: VINTAGE AT KINGS CANYON MASTER PLAN AMENDMENT

Dear Commissioners,

Under the provisions of CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS, one of the requirements is that a project “discourage ‘spot’ rezoning of parcels”. (pg 11): *The insertion of a 5.6+ acre parcel for commercial uses within an area west of Mountain Street that contains no commercial zoning is the ultimate “spot zoning.” Spot zoning for commercial retail uses is totally out of keeping with the character of the entire area west of Mountain Street. No commercial uses or zones exist here.*

This Spot zoning will create a friction zone with the existing and proposed residential uses. It will bring additional noise, including fire and sheriff vehicles, ambulances, hearses, and staff shift changes 24 hours a day. It will cause light trespass from 24 hour operations and extensive staff parking lots. It will generate increased traffic, beyond that of residential uses as fire and sheriff vehicles, ambulances, hearses, and staff vehicles come and go 24 hours a day.

In reviewing the documents provided for the Vintage at Kings Canyon Master Plan Amendment, I found many statements with no basis in fact, no backup information, and with errors. I will point out just a few:

Negative Impacts on Existing Neighborhoods (pgs 5, 12, and 13):

Negative impacts to the surrounding neighborhoods, include, but are not limited to:

- *light trespass, [The PUD Handbook calls for parking lot lighting adjacent to residential areas shall be limited to 12' in height and bollard lighting, no more than 4 feet in height, may be provided within buffer areas]*
- *noise from shift changes, ambulances, etc.,*
- *increased calls to Fire and Sheriff,*
- *increased traffic along a walk-to-school route,*
- *one story buildings massed as two stories, and*
- *the uninviting aspect of a gated community.*

Significant Neighborhood Input (pg 3): *The developer has not sought significant neighborhood input. In fact, many phone calls and emails to the developer have gone unanswered.*

The Possibility of Future Commercial Development (pg 5): *Future commercial development can occur on this site with the simple act of requesting a Master Plan amendment in the future.*

Planned Retail Uses (pgs 9 and 12): *The application itself says: “It is planned to provide ... a salon, barbershop, dining facilities, etc.” The PUD Handbook includes such uses as art galleries, libraries, cafés, resident food service, salons, barber shops, dry cleaners, lounge's, Gym/Fitness Center, and Medical Office.*

The application itself says it is providing its own retail uses. Residents will, therefore not be supporting downtown business. (See above)

Existing Zoning (pg 3): *The project is a PUD and by definition does not conform to the existing zoning.*

Roads (pg 11): *The developer is not completing Washington Street from Ormsby Blvd to Longview Way. All roads proposed are within the development.*

The Need for more Senior Housing (pgs 3, 7, 10, and 12): *Varying lot sizes exist throughout Carson City and the west side and many seniors do live in residences sized from apartments to mobile homes to single family 5 acres.*

I have included application document page numbers for the convenience of the Commissioners. This issues I have highlighted in my letter are important in judging the fitness and completeness of the application. There are many factors precluding the approval of this amendment, more even than those mentioned above.

I request that this letter be included in the Commissioners' packets and be made part of the official record of the Planning Commission meeting of September 29, 2016.

I appreciate the opportunity to make my views known to the Planning Commission in hopes that you will consider them seriously and support the citizens of Carson City.

Regards,



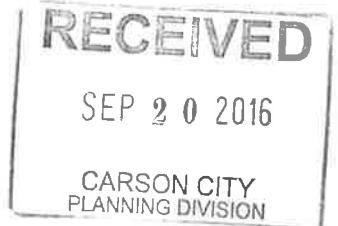
Maxine Nietz

Resident, Voter, Homeowner, Volunteer, and Participant in the future of Carson City
Former Planning Commissioner and Co-Chair of SaveOpenSpace-Carson City
1005 W. Long Street
Carson City, NV 89703
775-887-1294

Maxine Nietz
1005 W. Long Street
Carson City, NV 89703
775.887.1294 / nevadamax@sbcglobal.net

MPA-16-091
TPUD-16-092

CARSON CITY PLANNING COMMISSION
c/o Planning Manager Hope Sullivan
108 E. Proctor Street, 2nd floor
Carson City, NV 89701



Re: VINTAGE AT KINGS CANYON TPUD/ZONING CHANGE/SPECIAL USE PERMIT

Dear Commissioners,

In reviewing the documents provided for the Vintage at Kings Canyon TPUD/Zoning/Special Use Permit application, I found many statements with no basis in fact, no backup information, and with errors. I will point out just a few:

Compatibility with the Existing Area (pgs 4, 31, and 41): CCMC states: *the purpose of the ordinance ... is ... to preserve or provide open space, protect natural, cultural and scenic resources, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types. It is the intention of this chapter to produce developments which meet or exceed the city standards of open space, access to light and air, pedestrian and vehicular circulation and produce a variety of land uses which complement each other and harmonize with the existing ... land uses in the vicinity.* (17.09.005)

This development does not seek to exceed city standards of open space, rather the opposite. The one and only park is substandard in size, being 1.1 acres instead of 2.5.

It is not cohesive nor does it harmonize with the existing neighborhoods:

- *Zero-lot-line homes which are not found anywhere in the area.*
- *It proposes to build single story homes which are 30' in height, well above the average single story home in the area, at under 20'. [Nowhere in any submitted document are residential building heights called out]*
- *To harmonize with the area, there needs to be variety in these homes, not the cookie-cutter design shown in the documents*
- *It is a gated development with private amenities, which is also not found anywhere else in the area.*

Clustering (pg 8): *I don't need to elaborate on this. Just look at the PUD map especially the western portion. There is no clustering of units.*

Significant Neighborhood Input (pgs 6 and 14): *It is not true that a key change was made to relocate the assisted living by the developer independently. I personally mentioned it to one of the project engineers after an unproductive meeting held at Glen Eagles.*

At no time, has the developer sought significant neighborhood input. In fact, many phone calls and emails to the developer have gone unanswered.

Significant changes from the initial Conceptual design to this TPUD have not occurred, only minor changes. What 'forthcoming entitlement requests.'? The developer has repeatedly stated that this project is complete and will not be altered.

Density (pgs 7, 8, 24, 27, 35, and 42): *The developer proposes both 305 and 308 residential units depending on the page you read. Even without leaving room for roads and open space, the existing zoning would only allow 233 residences. Density*

is one of the major problems with this project. The developer is not seeking to create a quality product with adequate open space, but to maximize his profit. While that is fine for the developer, it is not the goal of Carson City residents or officials.

Open Space (pgs 14, 28, 30 and 35): Open space has been decreased. The initial Conceptual design called for a 2.5-acre park, the TPUD shows a 1.1-acre public park.

What is the significant 'open space at the southwestern end'? What does this refer to?

By definition, you cannot preserve open space when you are building on it. That is like saying 'spend more so you can save.'

Adequate Buffering (pgs 6, 14 and 17): The buffering is not extensive or significant. On the north side, it is only 60' wide at the eastern end and 30' at the middle. On the western parcel, the buffer area is 48' on the north, 57' on the south and 32' on the west. Compared to Long Ranch Estates and Kings Canyon Estates these do not exceed the city standards of open space.

The landscaping that affects the existing neighborhood is trees, which block what little view we have left, and vineyards, which tend to attract spiders and other insects. No attempt was made by the developer to ask existing residents what they would prefer. The lawn areas within the 'courtyard area' of the apartments for assisted living are designated private by the developer.

Project is 'Low Impact' (pgs 6, 17, 19, 20, 24, 34, 42, 43 and 44): No formal definition of 'Low Impact' is provided.

Negative impacts to the surrounding neighborhoods, include, but are not limited to:

- light trespass, [The PUD Handbook calls for parking lot lighting adjacent to residential areas shall be limited to 12' in height and bollard lighting, no more than 4 feet in height, may be provided within buffer areas]
- noise from shift changes, ambulances, etc.,
- increased calls to Fire and Sheriff,
- increased traffic along a walk-to-school route,
- one story buildings massed as two stories, and
- the uninviting aspect of a gated community.

The Possibility of Future Commercial Development (pgs 7, 9, and 24): Future commercial development can occur on this site with the simple act of requesting a zoning change in the future.

Planned Retail Uses (pgs 39 and 40): The application itself says it is providing its own retail uses. The PUD Handbook includes such uses as art galleries, libraries, cafés, resident food service, salons, barber shops, dry cleaners, lounges, Gym/Fitness Center, and Medical Office. Residents will, therefore, not be supporting downtown business.

Roads and Traffic (pgs 7, 23, 34 and 44) Who anticipated that Bolero and Lexington will get little use? Based on what? Where are the facts underlying this assumption?

Traffic leaving the site can easily access collector streets without travelling through neighborhoods. Not if you leave the development via Bolero or Lexington!

The developer is not completing Washington Street from Ormsby Blvd to Longview Way. All roads proposed are within the development.

By definition, you cannot generate less traffic with more homes. That is like saying 'spend more so you can save.'

The Need for more Senior Housing (pg 24): Varying lot sizes exist throughout Carson City and the west side and many seniors do live in residences sized from apartments to mobile homes to single family 5 acres.

Property Values (pg 15): Anticipated increase by who? Based on what? Where are the facts underlying this assumption?

Community Vision (pg 4): I'm unsure which community this refers to. This is not the Carson City community's vision. The Vintage at Kings Canyon is not a community, it is a development.

Character (per the PUD Design Handbook) contains several items of concern.

- It refers to "single family attached products" (pg 2-7) *These are nowhere else mentioned or described nor shown on any map.*
- It calls for "parking lot lighting adjacent to residential areas shall be limited to 12' in height" (pg 2-4) *This is inconsistent with eliminating light trespass.*
- It calls for "bollard lighting, no more than 4 feet in height, may be provided within buffer areas in order to light pedestrian pathways" (pg 2-11) *The developer has stated before the Parks Commission that the trails will only be open from dawn to dusk, nor is the placement of the bollards called out on the accompanying drawing. Also these bollards are taller than the adjacent split rail fence.*
- There are numerous references to dormers, gables, varying roof planes and upper (clearstory) windows (pgs 2-11, 12, 13 and 15). *These only serve to increase the height of the single story buildings and make them look like two stories from the outside. Clearstory windows, moreover, are used to make small rooms seem larger. This is not quality design nor is it compatible with the surrounding areas.*

In addition to the above, the Tentative Map Open Space Exhibit submitted on August 26, 2016 is incorrect in several areas.

I have included application document page numbers for the convenience of the Commissioners. This issues I have highlighted in my letter are important in judging the fitness and completeness of the application. There are many factors precluding the approval of these applications, more even than those mentioned above.

I request that this letter be included in the Commissioners' packets and be made part of the official record of the Planning Commission meeting of September 29, 2016.

I appreciate the opportunity to make my views known to the Planning Commission in hopes that you will consider them seriously and support the citizens of Carson City.

Regards,



Maxine Nietz

Resident, Voter, Homeowner, Volunteer, and Participant in the future of Carson City

Former Planning Commissioner and Co-Chair of SaveOpenSpace-Carson City

1005 W. Long Street

Carson City, NV 89703

775-887-1294

170

The dictionary defines the word "Plan" with many examples. Here are several; "a detailed proposal for doing or achieving something", "an intention or decision about what one is going to do", "a detailed diagram, drawing, or program, in particular", "decide on and arrange in advance". I'm sure those of you reading this understand what a plan is. But have you ever stopped to think about how you "plan" your life on "other's plans"? What I mean is when you locate a city to live in and a home to purchase what parameters do you use? Do you not research the city for crime rates, schools, churches, shopping, and other necessities? When you look at homes to purchase or even rent do you not look at the neighborhoods for some of these same necessities? So what do you look at to determine these factors? I recently encountered these decisions on my new home purchase. You see I work in Reno but was not interested in the high crime rate and dense population and their recent claim of becoming a "college city". Carson City appealed to me much more with its lower crime rate and family friendly environment. Within Carson, I wanted to find a home that offered a quiet and peaceful neighborhood so that my wife and I could call this home "our last"! As luck would have it, we found an affordable home in an area that we thought we would not be able to afford. So I did my research! I started driving around to see how far shopping, church and other necessities would be from this home. Having some experience owning homes in the past, I also researched surrounding areas and had a look at the City Plan. There was a ranch behind my home and a rumor that it was for sale. My wife and I were concerned but the realtor was able to see that Carson City had zoned the land as SF1A, defined as "Single Family One Acre Lot". My wife and I were relieved knowing that the City had made plans already by limiting the impact on the community with a one acre lot per home. So having the knowledge in hand we purchased our "last home"! Fast forward only several months and we are now finding out that Carson City is changing the plan! What I mean to say is, we have found out that Carson City's plans are "subject to change". A new developer is promoting his "new plans" to include high density homes, a senior center with commercial businesses. I don't begrudge anyone from building but what I do have a problem with is the lack of solidity with Carson City's Growth Plan for its citizens. How can someone plan their own futures around a city that is fluid in nature to its own vision? It's a total lack of respect for its citizenry and even its own forefathers that originally had the plan created! Let us say for a moment that this City allows the full development as "planned". Who will guarantee that this new plan will even be viable? What happens when there are not enough renters or purchasers of the proposed senior center? This development is dependent on HOA fees in order to operate. Security, landscape and maintenance people will be paid for by these HOA fees. But if no one is buying no one is paying for these employees. If the amount of people residing falls what happens to the proposed businesses? I guess they could begin advertising to the general public in order to keep their doors open. Of course that would just generate even more traffic in an already congested area! Have you looked around Carson City's failed businesses recently? One can see numerous closed commercial locations when driving in from Reno. There are too many to list for this article, however I urge you to take a look for yourself! If the senior center doesn't work will it be sold as apartments? As you can see changing a plan has many effects within a city. You must understand and respect those decisions made in the past for everyone! After all the owner of the land for sale knew he was zoned SF1A and so did the citizen living around his ranch for countless years! Why would a city that has many economic failures within its borders want to create a situation just ripe for another failure? Sometimes sticking to a plan takes courage and commitment, two traits that are rarely seen in government anymore!

Andy Notar, 1819 Maison Way, Carson City, NV. 89703, 775-337-4863.

WPA-1b-091
TPUD-1b-092



Luke & Rebecca Papez
1905 Maison Way
Carson City, NV 89703

September 19, 2016

Carson City Planning Commission
108 E. Proctor Street
Carson City, NV 89701



RE: Vintage at Kings Canyon

Dear Planning Commissioners:

Thank you for the opportunity to review and comment on the application documents for the proposed Vintage at King's Canyon Project (referred to herein as "Vintage" or the "Project"). We respectfully request your consideration of the following items associated with the planned development.

Comments:

A thorough review of the application for the proposed Vintage development provides clear evidence that the Project is not in the public interest and the requisite findings of fact per NRS 278A.500 cannot be supported.

1. The Project is not consistent with the statement of objectives of a planned unit development as required by NRS 278A.500(1). Carson City's statement of objectives for planned unit development is codified in Title 17.09.005 and states in part:

"In order that the public health, safety and general welfare of the residents of Carson City be furthered... growing demand for **housing of all types** and desire for attractive commercial and industrial developments, there is enacted an ordinance controlling planned unit developments. The purpose of the ordinance codified in this chapter... is to encourage more efficient use of the land and of public and private services in Carson City; to reflect the changes in technology of land development so the resulting economies benefit Carson City, and **to preserve or provide open space, protect natural, cultural and scenic resources, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types.**

It is the intention of this chapter to produce developments which meet or exceed the city standards of open space, access to light and air, pedestrian

and vehicular circulation and produce a variety of land uses which complement each other ***and harmonize with the existing and proposed land uses in the vicinity...*** *(Emphasis added)*

The Vintage proposal does not meet a reasonable application of this statement of objectives. The Project plans an age-restricted community, not a development seeking to meet the demand for "housing of all types" including individuals under the stated age level.

The importance of open space, and natural / scenic resources to the citizens of Carson City is highlighted by the fact that the concept is incorporated in the planning ordinances and is mentioned several times in the statement of objectives. The Vintage proposal will remove a significant portion of the open space remaining in the western part of Carson City and alter the valuable natural and scenic resources that provide immense value to its citizens.

The Project applications portray a development that will not harmonize with the existing and proposed uses in the vicinity. Aside from removing the current open space, the Vintage proposal plans to make the development a "community within a community" with restricted entrances, perimeter fencing, and exclusive use and enjoyment restrictions for its amenities. None of the surrounding neighborhoods or land uses incorporate these types of characteristics. These aspects clearly point to a development that does not harmonize with the existing land uses in the vicinity.

The Planning Commission should find that the Vintage proposal does not meet this standard.

2. The Project's departure from the existing zoning of the property, including density, is not in the public interest as required by NRS 278A.500(2). The Project proposes a development that greatly increases the density of residential units compared to the surrounding neighborhoods. The proposed increased unit density is a far departure from the existing zoning designation, essentially reducing existing classifications by whole categories (SF1A to nearly SF12, in one instance). Citizens expect the zoning classifications to be guiding principles of land development, and dramatic changes to those standards are expected to occur through comprehensive planning efforts as opposed to individual project applications.

The Planning Commission should find that the Project's departure from the existing zoning of the property is not in the public interest.

3. The amount of common open space in the planned unit development is inadequate (NRS 278A.500(4)). This item is related to the issues discussed above in items 1 and 2. The Vintage proposal incorporates a minimum

amount of open space compared to neighboring residential areas. Longview Estates is a neighboring development that incorporates a significant amount of common open space including park facilities and very wide trailways (many over 100 feet wide). This is in stark contrast to the Vintage proposal's trail system, which instead of being incorporated throughout the development is limited to a narrow trail at the perimeter of the development and intended as a buffer between the Vintage development and surrounding neighborhoods. Any development that needs a buffer to gain the acceptance of neighboring landowners is not a cohesive development.

The Planning Commission should find that the amount of common open space of the Project is inadequate

4. The relationship of the proposed Project will be adverse to the neighborhood in which it is established (NRS 278A.500(6)). Here again, the issues discussed above show how the Vintage proposal will be adverse to the neighborhood. The open space and natural / scenic values that are core objectives for planned unit developments within Carson City will be greatly diminished. In addition, the neighboring property owners will experience a great loss in value for their properties with the elimination of visual and scenic setting. The quality of life that is offered by the existing setting will be adversely affected by the Vintage development.

The Planning Commission should find that the Vintage project would have an adverse relationship with the neighborhood in which it is to be established.

5. The Vintage application lacks the sufficiency of the terms and conditions intended to protect the interests of the public given the number of Project phases and undefined timeline for implementation (NRS 278A.500(7)). The application documents for Vintage indicates that the project includes five phases of development. However, the application does not disclose the timeline for the construction of the phases, the timeline for completion of an individual phase once construction is initiated, nor the anticipated use of or maintenance plans for the property prior to or during construction. The Project only proposes maintenance plans for use after construction. It is unknown how the project will care for the property before construction begins. Since the Vintage proposal was announced, the property has been lacking in its normal care and attention, allowing weeds to grow unchecked and become a fire hazard. A detailed plan needs to be prepared for review that addresses the anticipated timelines for completion of the project and care for the land during the interim period. Allowing the property to languish in an unkempt state will further diminish the values of neighboring properties and run contrary to the greater public interest.

The Planning Commission should find that the Vintage application lacks the sufficiency of terms and conditions to protect the public interest given the

number of phases and undefined timelines for the Project.

Given that these defined issues run contrary to the public interest and do not support the required findings of fact for the Vintage Tentative Planned Unit Development application, the Planning Commission should vote to deny the Project.

Sincerely,

/s/

Luke Papez

MPA-16-091
TPUD-16-092

Pe

September 20, 2016

Carson City Planning Commission
Carson City, Nevada 89701



Dear Planning Commission Members:

We are writing in regards to the requests by Lumos and Associates for a Master Plan Amendment (MPA-16-091) and a Tentative Planned Unit Development Map (TPUD-16-092) and associated Zoning Map Amendment and Special Use Permit requests for the proposed Vintage at Kings Canyon development. We respectfully and strongly ask, **that you deny these requests**, as currently submitted.

The proposed Congregate Care Housing or assisted/independent living apartments do not belong in an area consisting of single family residential neighborhoods and are totally out of character with the existing neighborhoods. To our knowledge, nothing like this exists west of Mountain Street, from Nye Lane, south to King Street or even Fifth Street. They don't fit in this part of Carson City.

Additionally, the Zoning Map amendment request to allow Neighborhood Business zoning is totally out of character with the existing residential neighborhoods. The proposed businesses belong downtown where the revitalization project is underway.

The proposed density of the development also does not mix with the current single family zoning in this area. The townhouse/condominium concept with proposed lot sizes of 1,690 and 3,365 square feet seems totally out of line with single family residential neighborhoods.

If, by chance, an amended version of this proposal is recommended for approval by the Planning Commission, we ask that **certain conditions** be made part of that recommendation.

1. **Please do not allow the proposed development to connect to the existing Monte Vista subdivision.** The tentative map shows a connection to Bolero Drive in the northwest portion of the proposed development. We are current residents of the Monte Vista subdivision and oppose any connection of the proposed development with Long Street.

Connecting the proposed development to Monte Vista would be a huge mistake with dire consequences. It's very conceivable that a new route will develop from North Ormsby Boulevard, through the proposed development, to Monte Vista,

then east on Long Street to Mountain Street. This route will become a shortcut for the numerous subdivisions in west Carson City. This request has the potential to create huge traffic increases in Monte Vista, which currently consists only of local residential traffic. The increased traffic will be a danger to children playing at Monte Vista Park and walking to Fritsch Elementary School, as well as "dumping" a large volume of traffic at the intersection of Long and Mountain Streets, two blocks south of Fritsch.

2. **Please consider equal buffer zones** around all edges of any amended version of the development that may be recommended for approval. The tentative map shows buffer zones along the north edge abutting Monte Vista that appear noticeably smaller and narrower than the rest of the proposed buffer zones. It would seem that the buffer zones should be equal around all sides of the proposed development where it abuts existing homes.

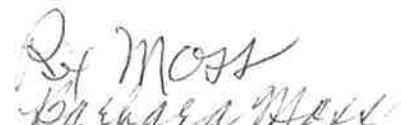
In summary, we firmly believe there are enough deficiencies in the proposal that it should not be recommended for approval as currently proposed.

Thank you for considering our comments in your review of the proposed development.

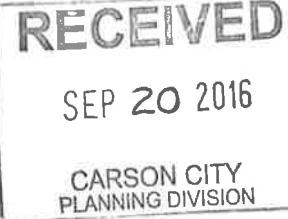
Sincerely,



Larry L. Peri
1511 Andorra Drive
Carson City, Nevada 89703



Rex and Barbara Moss
1510 La Mirada Street
Carson City, Nevada 89703



Carson City Planning Commission

108 E. Proctor St

Carson City, NV 89701

MPA-16-091
TPUD-16-092

September 14, 2016

Dear Sirs:

I am writing this letter to express my concerns regarding the proposed Vintage at Kings Canyon development in Carson City. I live on Newman Place immediately adjacent to the Andersen property. While I am not a developer, realtor, lawyer, engineer, or any kind of expert on the process of submitting and seeking approval of development plans, I have reviewed the tentative PUD and Entitlement Report submitted for the Vintage project and must object not only to several specific portions of the proposal but also to the entire concept of the development. Beyond these concerns, the PUD repeatedly states opinions as fact, and gives numbers without citing any supporting evidence that I could find. I trust that the Planning Commission will see through the fluff and hold the developer accountable to prove some of the unsupported assertions made in the PUD.

1. I would first like to address the concept of a senior "community within a community", as the developer has put it, that will "attract wealthy retirees from California" (developer's words) to Carson City. Carson City **already** has the oldest average age of any county in Nevada. Attracting more seniors is absolutely not what this community needs. And while I respect the developers right to propose anything he desires, it is the responsibility of the Planning Commission and Board of supervisors to act in the best interest of the city, and its citizens. The problems associated with building a housing development for seniors are many, not the least of which is that it seems to fly in the face of the city's recent efforts to rebrand itself as an active community. These efforts have been manifest in events such as the very successful Epic Rides mountain bike competition. Activities like this bring young people to our community and showcase some of our most attractive attributes, such as proximity to the Sierra, Tahoe, etc. These are the type of people that I think we should be courting to move to Carson City-- those with jobs and families that will both support the local economy as consumers, and work here in existing jobs and/or create new businesses. Young professionals should be the lifeblood of our business community, but they are not moving here in any significant numbers. This is due to a number of reasons, but those most frequently cited are scarcity of suitable upper middle class housing neighborhoods, poor schools, lack of retail, etc. Why not build an upscale housing development that might prove attractive to upwardly mobile young professionals?

2. Although I know that it is both legal and common, the way the PUD is being used in this case would

seem to defeat the purpose of master planning, and zoning. The Vintage seeks to take full advantage of the PUD concept to maximize the number of units built, including a commercial enterprise, and in doing so defeats the intent and spirit of the existing zoning. The rows of cookie-cutter, zero lot lines houselets in areas zoned SF6 or SF12, and the blocks of houses on 1/3 acre lots in an area currently zoned SF1A would seem contrary to the letter, if not the intent and spirit of the existing master planning and zoning. The Master Plan and zoning were developed with significant public input, and to push them aside merely for the asking, without serious consideration for citizen input and approval is wrong. As far as density goes, it is also apparent that the developer has conveniently not included the congregate care portion of the project into the overall density projections, and the resultant density is in excess of that allowed by the Master Plan. The PUD format is being invoked to maximize developer profit by building many more homes than could otherwise be built using existing zoning and planning-- 212 single family units plus 96 congregate care units totaling 308 units, vs. approximately 170 single family units allowed with existing zoning. In turn, very little is being given back to the public in terms of usable open space. Throughout the PUD the assertion is made that the density of the development is comparable to surrounding neighborhoods, and this is not the case.

With regard to the extent of open space associated with the plan, one map in the submission demonstrating public and private open space shows the pool, clubhouse, and associated parking as public open space. It also shows the interior space between homes in Phase 3 of the development and the areas surrounding the congregate care facility, as public open space. Aside from the fact that buildings, pools, and parking lots cannot be counted toward open space, the areas surrounding the congregate care facility and between housing rows in the interior of the project are not areas open to the public, or of any use to the public. The developer has, in fact, stated that the area will be fenced. Consequently, the open space calculations appear to be incorrect and the map misleading. I am left to wonder whether these inconsistencies are errors or an attempt to distort the facts.

3. I would next like to address some false assertions made in the first several pages of the PUD submission.

a. The developer claims that the congregate care portion of the development will have minimal impact on the surrounding area because these units are "self-contained". Impact on traffic is cited as an example. It is true that some of these residents may not drive (the percentage is not known, and cannot be calculated), but there absolutely will be traffic related to the attendant staff, housekeeping, culinary, maintenance and other workers coming and going with each shift, visitors, deliveries, etc. These workers and visitors will require parking, lighting, and other accommodations. To glibly claim the "[t]hese impacts are greatly reduced or non-existent for this element of the project" is false.

b. The developer in multiple sections of the PUD claims that the Vintage will have "no impact on schools". While seniors will not likely have school age children or grandchildren with them, the added traffic generated by the development, especially on Mountain St will impact the safety of children walking to and from Fritch school. Washington and Ormsby will likely be effected in a similar manner for children attending Carson Middle School. Another concern related to schools is that seniors, especially out of state seniors, are unlikely to support local or state school bonds or other funding

programs designed to help improve our schools. While these are indirect effects of the development, they are, nonetheless, important ramifications of this project as currently designed, and as such deserve consideration by both the Planning Commission and the Board of Supervisors. The statement that Vintage "will not generate any impact on schools" is not true.

c. Under the storm water management and drainage section of the document the assertion is made that "the western-most parcel has ample rooms to detain runoff, which can then move in a controlled fashion to the east, as needed." Just how will this happen? I see no Water channels or detention basins in the plan, and we were in fact told by the developer at his initial meeting that the site would likely be built up above existing grade. This would send water that currently passes through the pasture (some of which is absorbed) into surrounding properties, mine included. The developer wasn't in the neighborhood during the flood of 1997 to witness firsthand the problems. These parcels are ground zero for west side flood events as documented in the book "The 1997 New Year's Flood in Western Nevada" prepared by the Nevada Bureau of Mines and Geology and the Mackay School of Mines at the University of Nevada Reno. (See pages 49-52)

d. The developer claims that his project will increase over all property values, because it will "likely be one of the highest priced projects in Carson City", and that it "will not have detrimental impacts to other properties in the vicinity." These statements are absurd. One of the most attractive features of my property, and all those bordering the open space, is the unobstructed view of the foothills and surrounding mountains. These views are an important part of my property's value. Looking out on a sea of look-alike (but paradoxically expensive) houses will significantly decrease my property's appeal and hence, its value.

e. It is claimed in the report that the "proposed development... is specifically designed to be compatible both internally to the project and with the surrounding area." There are currently no zero lot line homes in the neighborhood, no congregate care multifamily dwellings, no commercial enterprises on the east side of Mountain St other than doctor's offices, and certainly no "vineyards". How the developer comes to the conclusion that the development is compatible with existing neighborhoods is incomprehensible.

4. In the zoning map amendment findings section (3), the developer is asked if the proposed amendment will have any adverse impact on public health, safety and welfare. The negative response supplied does not adequately answer the question. If allowed, the development will bring more than 600 new seniors to the community. The developer has stated that the project will be for "retirees from California". As a practicing physician and part of the medical staff leadership at Carson Tahoe Regional Medical Center, I can tell you that the project, because it is a development for seniors, has huge potential to adversely impact the public health in Carson City. This is because it will affect access to care. I have discussed these facts with both the president and CEO of the hospital, Ed Epperson, and Michelle Joy, COO, and confirmed the following facts: Carson City currently has, and for years has had, a significant shortage of primary care physicians. It is currently estimated that we are 25 primary care physicians short of what is ideal for a city our size. This is due to a number of factors, not the least of which is the inability of the hospital to recruit new physicians because of the already elderly (Medicare)

demographics of our community. Simply put, from a provider standpoint, we don't have enough doctors to adequately provide care for all seniors that currently live here, let alone those that may come in the future. Inviting more senior citizens to live here without the ability to successfully recruit more primary care physicians will exacerbate this problem.

Seniors are "covered" by Medicare, but Medicare reimbursement to physicians and hospitals is so low that it actually falls far below the actual cost of providing those services. Access to care for Medicare patients is already difficult because practitioners (both specialists and primary care) cannot afford to provide care for less than the cost of the overhead of the practice. Many physicians do not see Medicare patients at all, and other practices place strict limits of the number of these patients that they can see, in an attempt to limit losses. Hence the difficulty in recruiting primary care doctors to the community. Medicare based practices are financially nonviable. The same problems are true for the hospital.

Currently, Medicare patients represent approximately 65% of inpatient admissions annually at CTRMC. Another 12-14% is Medicaid (also reimbursed at less than cost), approximately 15% have commercial insurance coverage, and the remainder are euphemistically classified as "self- pay", (meaning medically indigent resulting in no payment for services).

With Medicare reimbursement to the hospital so poor, the goal of the hospital is to *attempt* to break even. The strategies to do this are too complex to discuss here, but involve decreasing the number of various clinical and administrative personnel, services, and programs in an attempt to remain financially viable. Medicare, on the other hand, has already announced and instituted plans that will further decrease payment to hospitals and providers, making an already difficult situation even more untenable. Furthermore, Mr. Epperson estimates that bringing 600+ new seniors to the community would likely result in as many as 500 additional Medicare admissions per year, having profound negative financial repercussions for the hospital.

What does all this have to do with public health? Everything! We are fortunate to have a hospital here providing services that many communities our size do not have local access to. But should the hospital become financially insolvent because of an increasingly negative payor mix, the public will lose access to these services. Insolvency could mean closure of the hospital, although this is unlikely, or more realistically, sale of the hospital to another entity. Either way, local access to high level services we now enjoy is decreased or lost.

If the hospital were to be sold, interested buyers would include Renown in Reno, or an entity such as Banner Health Care or Universal Health which own and operate scores of hospitals nationwide. If Renown purchased CTRMC it would become a "feeder hospital" for the main Reno campus, and programs such as the award winning CardioOne heart surgery program would no longer exist in Carson City. Other complex surgical service lines would also be transferred to Reno such as complex spine and joint replacement procedures. If the hospital were purchased by a multihospital chain such as Banner or Universal (and most of these are private, *for profit* corporations) the resulting hospital reorganization would feed any profits to the corporate office instead of being reinvested in healthcare efforts here.

Additionally, programs that are very important for the community but non or minimally profitable, such as heart surgery, Behavioral Health (psychiatric services), Women's Health Education and others, would be closed. Conceivably, the hospital could even be converted to what is called a critical access hospital, one providing only minimal services on site, and serving as an advanced triage site for other, larger hospitals. Over all, this would be disastrous for local access to timely, state of the art healthcare, and a loss for all Carson City residents, not just those moving in. Categorically, the Vintage development has significant potential to negatively impact public health, safety and welfare. Any statement to the contrary is uninformed.

In conclusion, the Vintage at Kings Canyon is ill-conceived, and unwanted by neighbors and Carson City residents in general. Please allow me ask a rhetorical question: If the Vintage at Kings Canyon is indeed in compliance with Master Plan zoning and housing densities as claimed, why a Master Plan amendment, zoning changes, and a special use permit being sought to build it? The "public amenities" cited, and from which we are supposed to benefit, are almost nonexistent, or even laughable. The PUD format has been abused by a developer seeking to maximize profits while making a mockery of existing zoning and giving nothing of substance back to the residents of Carson City. I urge the Planning Commission to examine the PUD and Entitlement Report in detail and once having done so realize that this development is not in the best interest of the community. For multiple reasons the PUD and Entitlement Report should be rejected and the developer sent back to the drawing board.

Sincerely:



James Pincock, MD, DMD

1735 Newman Place

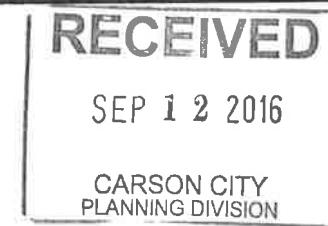
Carson City, NV 89703

775 885-6891

encl

Rea Thompson

From: russreav@charter.net
Sent: Monday, September 12, 2016 9:38 AM
To: Planning Department
Subject: Vintage project public hearing



Sirs: Received your letter concerning subject. If you want our opinion up front, we vote NO on the development as planned. I think the primary reason which does not show much of our prejudice is that the facilities are limited to seniors 55 + and only 2 occupants per unit. I believe CC needs to attract more rising young professionals to keep our economy and way of life vibrant. We don't need to become more of a retired bedroom community contributing little to all of our best interests compared to what younger folks are capable of. I'm not knocking seniors (I'm 76 and my wife is 70) but we just cannot provide the growth this city deserves that younger folks with children can provide. Open the doors to them, not just seniors.

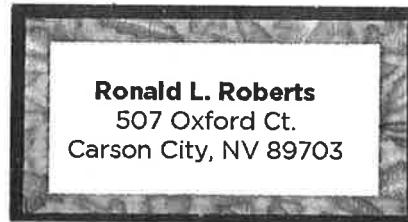
Second: We're concerned about the loss of open space. That is a very attractive incentive for people to move here and contribute to our economy. (Love cows, horses, deer, coyotes, raptors, etc.) So do those who elect to live here.

Third: Traffic most certainly will become a problem. Even if many use public transportation that is still a lot of buses and cabs with the private cars.

Fourth: We're prejudiced. Don't want the construction noise and dust but that won't count for much if you can come up with a more tolerant plan.

Thanks for listening.

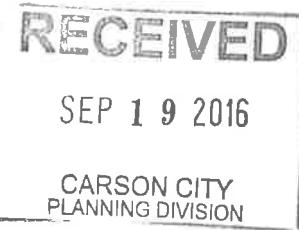
Russ and Kathryn Reaver



MPA-16-091
TPUD-16-092

120

September 16, 2016



Planning Commission
108 East Proctor Street
Carson City, NV 89701

RE: Vote on "Vintage Project" – September 29th Meeting

Request: Please include the following comments in the packet given to the members of the Planning Commission.

Dear Members of the Planning Commission:

I would like to express my opposition to the "Vintage Project" on a number of grounds. Each of these concerns, I believe, is sufficient to deny approval by the Commission:

*** Lack of Water**

High density projects will place additional demands on already depleted reserves. In times of drought, this will become even more acute.

*** Reduced Flood Protection**

Removal of natural ground cover will make flooding a greater possibility. Grasses, bushes, and trees allow water to slow and to absorb into the soil. This is especially important at the terminus of a canyon.

*** Increased Demand for Emergency Services**

(Ambulance, fire, police)

*** Increased Traffic**

This will become an ever more critical problem in times of natural or man-made disaster, when quick evacuation is required.

*** Increased Taxes & Fees**

In recent years, the city's infrastructure has experienced strain. Maintaining existing streets has lagged. Future growth will only exacerbate this situation and will require additional funds (taxes)

to keep what we already have.

*** Increased Water & Sewer Fees**

For several years, we have seen substantial increases in water and sewer rates. New projects will only accelerate this trend.

As important as the above concerns are, perhaps the most important is the “QUALITY OF LIFE”. Open Spaces provide tranquility and peace. In our hectic modern world, this intangible necessity is of paramount importance. It reduces stress and it brings a feeling of well-being. Walking, biking, jogging, bird watching and other recreational activities are especially important to young families. As a community, we want to attract the young as they give the city, vitality and economic growth.

In closing, I would like to emphasize the importance of open spaces. A community that denies itself open fields, diminishes its future. This is the time for the city to preserve open spaces – not to destroy them! Creative ways must be found to preserve natural areas. Acquiring open spaces – through purchase or through private gifts – will insure a vibrant Carson City today and a dynamic Carson City in the future.

Respectfully,

Ronald L. Roberts

Ronald L. Roberts
507 Oxford Court
Carson City, NV 89703

Telephone: 885-8634

Rea Thompson

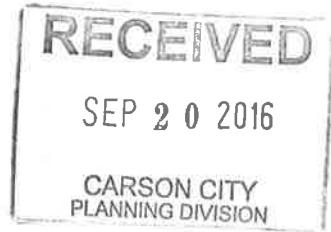
From: Sara <romeosara@aol.com>
Sent: Tuesday, September 20, 2016 12:00 PM
To: Planning Department
Subject: An argument against Vintage at King's Canyon
Attachments: argument against Vintage.odt

To whom it may concern,

Please include my argument against Vintage in the planning Commission's packet.

Thank you,

Sara Romeo
775-233-2189



I am opposed to the the proposed planning of Vintage at King's Canyon as it does not fit in with the original zoning and lot design size of this residential area, thus increasing the adult population, beyond what was originally planned by the city. There are many reasons to be opposed to this site plan, such as the higher density smaller units that come with leasing options, such as you find in apartments, or being opposed because of trying to change zoning from medium density rural to mixed use residential. Today, though, I will raise my concerns as a parent of students that are in the the Carson City School District, who attend both Fritsch Elementary and Carson Middle School.

Mountain Street and Division Street have become increasingly busy because of construction that is already underway due to the Downtown Redevelopment. It has now become my habit to drive down Mountain rather than Main to avoid the Cone Zones, and my guess is that I will continue that route because I won't want to drive down the two lane road when it is done. The proposed Vintage development would double the amount of housing within a two block radius, which will then again increase traffic on Mountain Street.

The span of Mountain from Bath Street to King Street is an area that has heavy foot and bicycle traffic. This high pedestrian traffic can be attributed mostly to the three schools, Bordewich Elementary, Fritsch Elementary and Carson Middle School, that can be found on both the North and South sides of this development. Tourism can also be attributed to a high pedestrian use area due to the historical appeal of the area, which includes the Governor's Mansion that often hosts special events(<.4 Miles from Vintage.)

There is a limit to the amount of school transportation that is provided by the school district. For Elementary, it is 1 mile. For Secondary school, including CMS, it is 2 miles. Fritsch and Bordewich happen to be the closest elementary schools that are in proximity of each other in Carson City, which is just 1 mile between them, and additionally the middle school is within a quarter mile of Bordewich. The entire area of The Vinatage's entrance on Mountain is surrounded by young pedestrians that could be potentially making their way to and from school.

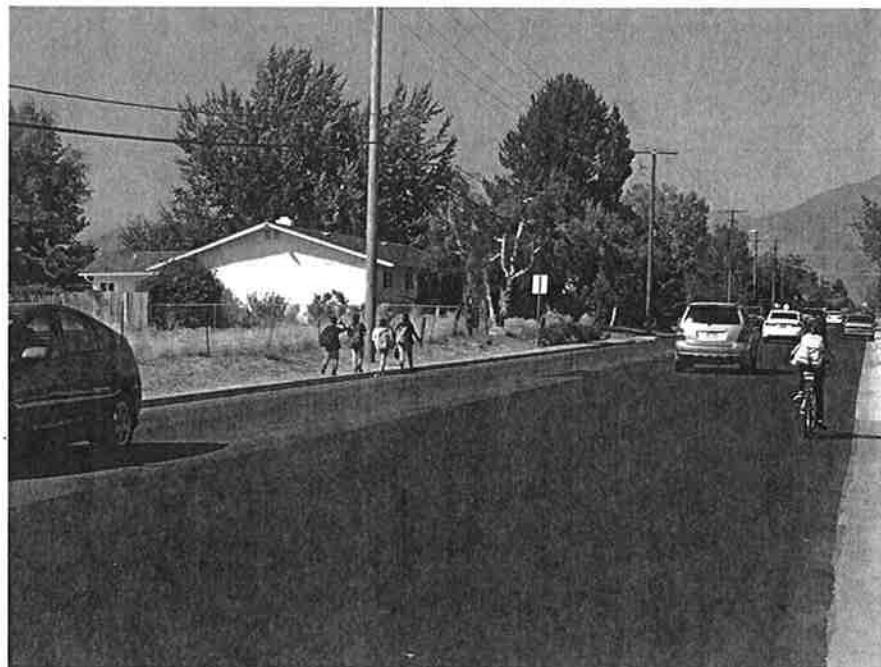
The city has a program called Safe Routes to School where it's whole initiative is to try to get more students walking. Is that going to happen if more cars are on the road? A Walking Audit conducted by Safe Routes to Schools found that many parents from Bordewich "cite that speed of traffic and amount of traffic influence their decision to allow their student to walk to school."¹

This is what our own Mayor says regarding pedestrian traffic in the downtown area, "let visitors enjoy the capital city's many historic structures without fear of being run over on Carson Street."² If it is that important to reconstruct the entire downtown area for visitors, than wouldn't it be even more important to consider the lives and safety of our children as they walk on Mountain Street? That they should also be able to walk or bike without fear of being run over? Isn't this what city planning is, considering all repercussions of a decision, not just whether there will be an added tax benefit?

Besides the everyday foot traffic of our students going to school, these students will often do educational walking field trips to the Governor's Mansion or continuing on to the Legislative building.

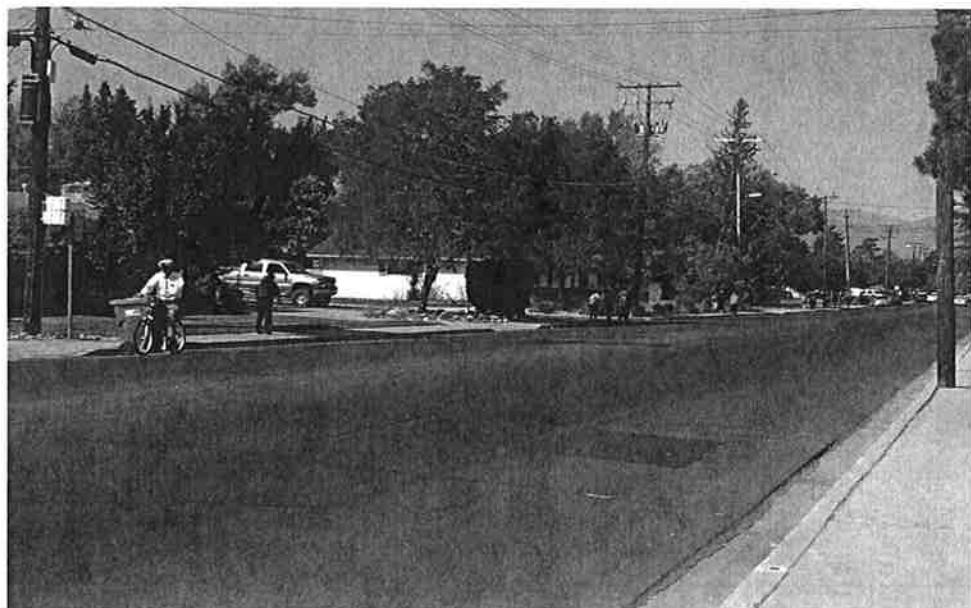
Students are not the only ones found walking these streets but also tourists as they walk or bike the Historic Blue Line. Shoppers are encourage to stroll Curry Street, which is just another couple blocks East of Mountain.³ Why encourage all this walking, only to build high density housing that will increase the traffic on these same roads that would then make them less pedestrian friendly?

Please consider all aspects of what a zoning change could do to the community. Please consider the real estate impact that will happen when small rental units the size of trailers are built so close to the heart of our historical part of town. Please consider not changing residential to business when 11.4 million dollars was just infused into a downtown area that has empty shops. Please consider the traffic that occurs not only from dense populations but from commercial trucks and other vehicles that will be needed to service and maintain this community and it's amenities. Please consider making choices that



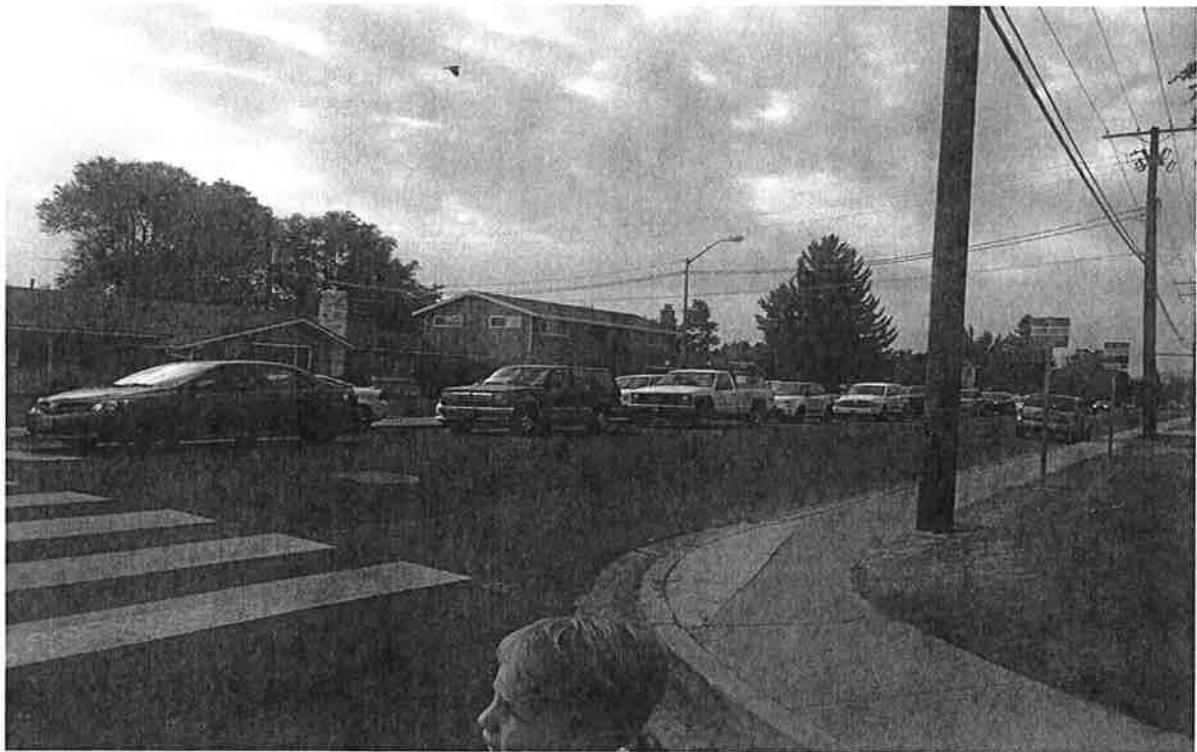
provide a better community to the students and families that live and walk in this one.

Pedestrian and cyclists, CMS students and other citizens, along Mountain Street by Washington



and at proposed Vintage entrance, approximately 2:45 PM on a Monday.

Special Event at the Governor's Mansion on Friday, Sept. 16th, approximately 3:30 PM.



First day of school on Mountain St. and Bath St., approximately 8:15 AM.

Sources

1. **2014 Carson City Schools Safe Routes to Schools Walk Audit Report**
2. <http://visitcarsoncity.com/thingstodocarsoncity/>

History

Walk or Bike the Blue Line Trail on the Historic West Side

The Kit Carson Trail is a walking path through Carson City's historic district. A painted blue line, dotted with bronze medallions along the sidewalk, marks the route.

It features stops at landmarks including 1800s-era Victorian-style homes, museums and churches. More than 60 landmarks telling the story of the capital city's history are featured along the Kit Carson trail.

To pick up a larger printed map, come by the Carson City Visitors Bureau at 716 N. Carson Street.

To listen to the stories as you walk the blue line, download the VisitCarsonCity App for your smart device and look under tours in the PLAY section.

Shopping

Stroll Curry Street for unique shopping at places like Hannifin's Antiques, Due Sorella, Morely's Books, Westwall Militaria

3. <http://www.reviewjournal.com/news/nevada/carson-city-officials-work-reinvent-downtown/>

“With the development of the freeway we are probably going to see another 20 percent drop in car traffic downtown,” Crowell said. “So we’re pretty sensitive to the idea that downtown needs to be a place to drive to and not drive through.”

Crowell said the idea is to let visitors enjoy the capital city’s many historic structures without fear of being run over on Carson Street. The street has for years been a busy four-lane with truck traffic and many vehicles exceeding the 25 mph speed limit. The sidewalks are too narrow and uncomfortable for pedestrians, he said.

Posted April 3, 2016 - 10:57am**Updated** April 3, 2016 - 6:13pm



Western Nevada Safe Routes to School

Carson City • Douglas County • Lyon County • Storey County

About Safe Routes to Schools (SRTS)

The Western Nevada Safe Routes to Schools Program aims to provide kids across Carson City, Lyon, Douglas, and Storey Counties with the skills and encouragement they need to incorporate safe walking and biking into their lives, especially traveling to and from school. Through a combination of strategies – Education, Encouragement, Engineering, Enforcement, and Evaluation – the program works to not only increase the number of families who choose walking and biking, but to provide a safer environment around schools to take part in these healthy activities.

The Safe Routes to School Program is fully customizable to the needs of each school. Our Safe Routes to School Coordinator, Cortney Bloomer, networks with other Safe Routes to Schoo



l representatives from around the country to learn about best practices, and engages with local and state transportation professionals, educators and administrators, community leaders, parents and law enforcement officials find the best solutions for each individual school.

The Safe Routes to School Program benefits kids and communities. Research has shown that the program increases physical activity and improves health, while fostering autonomy and responsibility for students. Participants gain important safety skills that will serve them for a lifetime as road users. Additionally, there is evidence that choosing active transportation methods, like walking and biking, can improve academic achievement. Communities around the school benefit as well, from decreased traffic congestion, improved air quality, and safer streets.

Additional SRTS Activities

Rea Thompson

From: Paul Seaman <pseaman@iti-nv.com>
Sent: Monday, September 19, 2016 3:25 PM
To: Planning Department
Cc: 'Sheryl Seaman'
Subject: MPA-16-091 and TPUD-16-092 public hearing



Owner of property in vicinity of subject hearing:

Paul & Sheryl Seaman
5 Comstock Circle
Carson City, NV 89703

Comments for Commission packet:

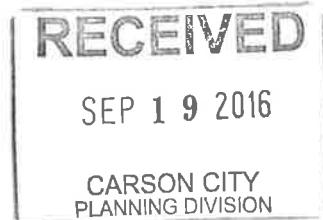
- Subject parcel APN 009-012-02 described as pastures west of N. Ormsby, south to Kings Canyon Road. The entire parcel is highlighted in gray on Vicinity Map provided. The site plan phases 1 through 4 accompanying that parcel on the vicinity map cuts off at approximately the drainage ditch parallel to Washington Street / N. Ormsby intersection.
 - A Nevada Appeal article siting questions from Planning Commission to Developer indicated agreement the pasture area portion of subject parcel south of the Washington Street / N. Ormsby drainage was not going to be developed and not used in current phases density calculations.
 - We request explicit and documented removal of the pasture area portion of subject parcel south of the Washington Street / N. Ormsby drainage from the re-zoning application and map amendments.
 - Explicit and documented effect of the "storm drain retention project" for the pasture area portion of subject parcel south of the Washington Street / N. Ormsby drainage to and including King Street drainage, especially no increased strain on that flood drainage area.
 - The re-zoning portion north of the Washington Street / N. Ormsby drainage and west of N. Ormsby density should be consistent with existing lot size zoning around its entire perimeter to maintain continuity and consistency with ALL existing bordering neighbors. Smaller lots would then be acceptable on the interior portion of phase 4 and phase 5.
 - An intersection with stop signage and pedestrian ingress/egress at the Newman Place street to the west and the impact of the N. Ormsby curve needs to be better addressed. Most desirable would be a "fire road access only" from N. Ormsby to phase 3 area, with pedestrian ingress/egress only to avoid congestion, traffic and pedestrian issues and handling the complicated street safety issues of the "curve".

Thank you for your consideration of these matters. My wife and I plan to attend the Thursday, September 29, 2016 meeting.

Respectfully,
Paul G. Seaman

Rea Thompson

From: Brian Smith <briwonder@gmail.com>
Sent: Monday, September 19, 2016 4:20 PM
To: Planning Department
Subject: Fwd: Vintage at Kings Canyon project



----- Forwarded message -----

From: **Brian Smith** <briwonder@gmail.com>
Date: Mon, Sep 19, 2016 at 3:44 PM
Subject: Fwd: Vintage at Kings Canyon project
To: KAbowd@carson.org, LBagwell@carson.org, BBonkowski@carson.org, JShirk@carson.org, BCrowell@carson.org

----- Forwarded message -----

From: **Brian Smith** <briwonder@gmail.com>
Date: Mon, Sep 19, 2016 at 3:03 PM
Subject: Vintage at Kings Canyon project
To: Iplemel@carson.org, hsullivan@carson.org

Hello, my name is Brian Smith and live at 811 N. Ormsby Blvd.

May I first start by saying that, in the 43 years of living in Carson City, this is my first time I have written to the commission. So for the record I would like to voice my concerns for rebuttal at the Commissions meeting on 9/29/16.

Phase 1-3. The high density seems inappropriate for the ambiance of our community.

Our downtown is empty, so why allow for a new downtown development.

Our demographics is that of an older population. Sadly we older folk are not much for increased taxes. So making a private community for 50+ seems counter productive for creating tax dollars for future needs of Carson City. The focus should be for an environment to bring in young professional and ambitious residents.

Public works just sent out flood hazards in Carson City. This development will only add to run off but also over run our existing sewer treatment plant.

It has been said that Carson City has plenty of water. If that is so, why is the city paying the Goni family not to irrigate the fields next door to my property? Are the Andersens receiving money from the city for not irrigating their fields?

Phase 4 & 5

This property for years has been designated for open space, then changed to 5 acre parcels, then change to 1 acre parcels and now less than 1/3 acre parcels. My home right across the street is on .6 of an acre. Can I divide it in half and build another home?

This area is a very high flood zone. After 23 years at this residence I have had to purchase flood insurance, which I never had to before, due to the city's reevaluation of potential flood zones.

This development will very much impact the wild life that is very present on a daily bases. It will put up a barrier to the walkers and bikers who enjoy the serene views of the Sierras. It will definitely impact the evening sunsets and starry nights enjoy by residents in this area.

Lastly, if you do so decide it is a wonderful plan for your neighbors of Carson City. I would address that years ago Washington was to be continue through to the west. It was to help with egress of the subdivisions to the west in case of a natural disaster.

Consideration should be given to making the developer do the improvements to Washington Street and make that his entrance to phase 3 & 4 instead of the three intersections being created on Ormsby Blvd.

Thank you for your time and consideration,

Brian K. Smith

TPUD-16-092

RECEIVED

SEP 16 2016

CARSON CITY
PLANNING DIVISION

September 16, 2016

Carson City Planning Commission
108 E. Proctor Street
Carson City, NV 89701

Ronald P. Thompson
Deborah J. Thompson
3150 Kings Canyon Road
Carson City, NV 89703

Re: Vintage at Kings Canyon

Gentlemen/Ladies:

Kindly include this letter in the packet for the Carson City Planning Commission and the Board of Supervisors as a part of the record for the development The Vintage at Kings Canyon discussions to be held in September and October of 2016.

As a resident of Carson City for just under 2 years, we are deeply concerned about the direction in which Carson City's residential area development is moving and would like to take this opportunity to express our views. The areas of concern center around the following:

1. Health care availability
2. Safety
3. Water
4. Open space
5. Traffic congestion
6. Designated population
7. Tax obligation
8. Common areas
9. Retail
10. Assisted and independent living

Health Care Availability

When we were considering a place in which to retire after 20 years of service in a uniformed service, we knew that Nevada offered many financial benefits and we decided upon Carson City for its small town appeal, limited traffic and clean air. After coming from the busy, congested metropolis cities of Washington, DC and Alexandria, Virginia, we had a definitive goal of a slower way of life in which to spend our golden years...and we thought we had found it in Carson City.

One of the biggest challenges we encountered at the onset was finding primary care physicians to manage our health care. One of us was Medicare eligible (and one still had coverage under another insurance) and many phone calls were made to acquire a physician that would accept a new patient and would accept Medicare as the primary health care insurance. We were eventually able to obtain a Medicare-accepting physician, but have since tried to change physicians and have been unable to do so as the majority of physicians in Carson City either are not accepting new patients or do not accept Medicare as the primary payer. Since the proposed "Vintage" development is for ages 55+, this would be a significant issue for anyone that is not already established with a physician in Carson City as most will have Medicare as the primary payor for their health care.

Safety

The established housing area that "Vintage" is proposing to build within consists of single family homes with some areas designed for professional offices and services and schools. There are 2 elementary schools and a middle school located near the proposed development. Many of the new proposed senior residents will be driving on these well-traveled roads adjacent to the sidewalks where children walk to and from school. This additional traffic will require extra vigilance for the children, their parents and the crossing guards. In addition to the safety of the children, the currently well worn roads will be subjected to additional wear and tear, creating a need for even more road repair than exists currently.

Being residents of the Kings Canyon west side of Carson City, we were informed upon purchasing our home of the danger that is associated with fire and the flooding potential that historically has traveled down the canyon in the direction of this new housing development. These additional homes, especially those units offering the congregate care, will place additional requirements for egress (and ingress) on the neighborhood by not only the new residents but those already residing in the area. If evacuation should become necessary for any disaster, the concentrated population of this Planned Unit Development (PUD) would place additional requirements upon the already strained financial and personnel resources of the Carson City Fire Department and the Police Department.

Water

Purchasing a home in the desert, specifically in the Carson City area, presents the ever constant condition of drought and questions abound about whether there is sufficient water supply for its residents. Adding to the 4 year drought experienced by many parts of the country, but specifically California and Nevada, weighs heavily upon the minds of any resident of Carson City. Water rights allow for a resident to acquire water, but does not guarantee that the water will be present when the tap is turned to the "on" position. We have serious concerns that this proposed densely populated 80 acre development will strain what water resources are available now and what water may be available in

the future. Projection studies of future water availability should not be an extrapolation of an engineer's best guess, but one that is founded in fact and history.

Open Space

One of the gems of Carson City we have discovered is the walking park just off Longview Drive. The park is well maintained and offers cemented walking areas around a natural looking stream bed. Although most of the year, the stream bed is dry, the natural foliage and rock formations offer a natural habitat to the deer, rabbits, quail, coyotes as well as raccoons, mountain lions and bears. In addition to the cemented walkways there are additional blacktop areas with open rural areas, adding about a mile and half of running, dog walking and bicycling opportunities to residents. Although we are not familiar with the natural habitat of the Mountain Street area, we are confident that it is an even more glorious natural setting that what we experience daily at the Longview Park area and can easily understand why the current residents are so concerned with maintaining some semblance of a natural setting. If the proposed development project is approved, it should be engineered to offer at the very least the same type of open air spacing that was designed into the Longview Park area project. It is our understanding that the latest design offered by the developer includes some open air spacing, but is grossly inadequate to fit within the Carson City image.

Traffic Congestion

One of the most pleasant surprises we encountered upon arriving in Carson City is the fact that we can travel from one end of Carson City to the other in about 15 minutes. Stop signs still abound and only on the busier streets do you encounter traffic signals. We both grew up in the Bay Area of California and have spent the last 16 years of our careers on the east coast with the last assignment being in Washington, DC. In that area, 15 minutes of travel will barely get you out of your own neighborhood so the traffic (and the term is used loosely) we encounter in Carson City is almost non-existent and we like it that way. This proposed development will add significant traffic congestion to an already well traveled residential area. Regardless of the "study" that was conducted for the proposed development, we are sure that there will be significant cars added to Mountain Street, Washington Street, King Road and Winnie Lane. As mentioned in the paragraph above, these areas are already frequented by school age children walking to and from schoolyards. Additional cars plus walking school age children with crossing guards adds up to delayed movement along the streets and cars remaining in the roadways and blocking other cars for longer periods of time.

Designated Population

One of the biggest questions that baffles us is why the proposed development is being designated for the senior population, namely 55+? Although Carson City is a pleasant and sought after retirement destination, the retiring population at this moment are "Baby Boomers" and this population will continue until the year 2029. Unlike the "Traditional" generation that were born up until 1945, the "Baby Boomers" are the population of

potential citizens that are not ready to give up their independence and are healthier, more active and strive to reach the fountain of youth in their lifestyle. They will not be happy to reside in a community with limitations as those that are being proposed in this new development. They may reach an age when health dictates something differently, but that will be far into the future and when all other options have been exhausted. The "Baby Boomer" population is estimated to be about 80 million people with the following "GenX" population to be somewhere in the range of 46-50 million people. Assuming that the proposed "Vintage" development is limited to those aged 55 and above and that the project will take 2-3 years to complete (approximately 2019), there will only be about 10 active years remaining for those "Baby Boomers" to purchase at their retirement age of 65 (2029). The next generation, "GenX" will move front and center as the new generation of retirees. The population numbers are significantly less and they are even more healthy and independent when compared to the "Baby Boomers". So is the limitation to a specific age group for this proposed community really the best option? Our opinion is that it is not. The return on investment for the community of Carson City would be much more profitable in the long run with a community that will be more invested in the community for the long term, i.e. younger residents that will reside for a much longer period of time.

Tax obligation

It is our understanding that the developer has proposed that ground maintenance for the walking/nature areas of the new development be paid for by the taxpayers. We are vehemently opposed to these fees being incorporated into our taxes for an area that would not be open to us as a recreational area. If this project is approved in its current proposal, the maintenance fees for any of its grounds should be incorporated into a homeowners association or for the development resident's taxes and not by the Carson City population in general.

Common areas

Many suburban gated communities offer community amenities for their residents, such as a swimming pool and club house and this development is proposing a large area for this very purpose. This confuses us as to why this is necessary. Carson City has attractive, easily accessible recreational areas within 10 minutes of this development that are much larger with ample parking. Our tax dollars already pay for these Carson City facilities so why is an additional recreational center (which is only for specific residents) being considered? Wouldn't revenue be taken away from Carson City in some regard if the proposed resident buildings were constructed and the Carson City public facilities not as well utilized?

Retail

Adding retail shops to a residential area is a firecracker waiting to explode. Although the proposal is for the residents of the development community, such as a hair salon for the congregate care residents, this is an unnecessary use of valuable land. Any adjunct

care services that are required for assisted care residents can easily be obtained through contracting on an as needed basis. Another option could be for the facility to have a community bus to transport them to established Carson City businesses. This serves a couple of purposes, including getting the resident out into the community and socializing with their peers, generating revenue for local businesses...which benefits Carson City as a whole, and eliminates possibilities for undesirable business in the future along with the associated traffic that would be opened if "retail" is allowed into a previously zoned residential neighborhood. The Carson City Downtown Project has been expensive, time-consuming, frustrating for Carson City residents and costly for the businesses that have had to endure the road closures while they struggle to remain open. These tenacious and hopeful businesses deserve to recapture as much of their possible revenue as possible so why would Carson City slap them in the face by approving these commercial entities?

Assisted and independent living

The last topic of concern is that of the independent living and assisted care units. Although this proposal appears to be for the care of elderly residents, we are of the opinion that it is equivalent to placing these residents into a quasi-prison, for both the independent and the assisted living residents. They are being isolated to a designated area without the benefit of outside socializing of their friends and any true opportunity of independence. This is the quickest way to shrivel their brains and plunge them into depression. Residents in this type of environment rarely live more than 3-4 years as they have no reason to continue their life as there is no happiness, nor social or physical contact. Aside from concern for the resident's well-being, it seems odd to us that a congregate unit would be placed within the middle of a residential unit with only 2 routes of egress for emergency vehicles. In addition, emergency vehicles might be summoned 24 hours a day, creating higher noise levels for the nearby residents, not to mention intense artificial lighting for the parking lot associated with the facility and the associated personnel.

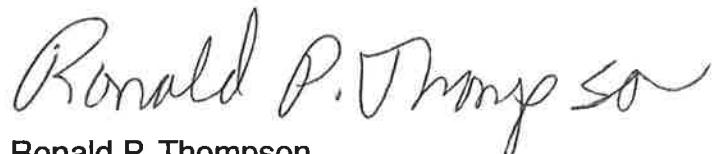
Summary

Considering all this points as highlighted above, we are NOT in favor of this proposed development in its present form and request that the Carson City Planning Commission and Board of Supervisors consider that zoning should remain as it currently exists without any modification. If any development is to be placed on the Anderson Ranch it should be one that will enhance the area and not degrade it and devalue the present residential properties. This area is a very nice, flowing neighborhood and one that homeowners are proud to call home. If any development is to progress on this property it should be one of single family residential units only, based on the current zoning. Adding a high density PUD will not enrich the neighborhood and will add another black eye to Carson City as it battles to beautify Carson City and attract new residents. There is absolutely no reason to add commercial businesses to this small area as Carson City abounds with small business owners eagerly awaiting new and repeat customers. There is no reason to build specific resident recreational facilities that compete with Carson

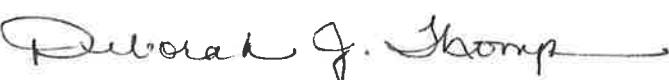
City's recreational facilities, which are already successful in their operations. Building assisted care and independent units within the confines of a residential area fosters an isolation for residents, promotes noise and light pollution for current residents, and creates potential chaos for emergency services should a disaster occur. A facility serving elderly residents, both independent and assisted living would be better served outside of a residential area and much closer to a hospital and other health care services. The high density PUD will increase cars on the road, stressing the road maintenance budget, emergency vehicle access and putting children more in danger when they walk to school, not to mention the frustration of drivers that must already travel these roads on a daily basis. Limiting this development to those over the age of 55 is a disservice for the future of Carson City. If any development project is to move forward it should be as an "any age" development to ensure a full lifespan of residents and not only those residents that may live 10-30 years more. Carson City will benefit more by an upscale single family residential development than they will be by developing a PUD.

Carson City is not the big city and should not be engineered to look, feel and operate like one. It is the capital of Nevada with its own quaint, rural, natural appeal that brings people from the city to enjoy its unique offerings. This is why we chose to reside in Carson City and are hopeful that the Carson City Planners and Board of Supervisors will look to what is best for Carson City in its long range planning and not just a bottom line of dollars in the short sighted vision.

Sincerely,



Ronald P. Thompson



Deborah J. Thompson

MPA-16-091
TPUD-16-092

Eva Chwalisz

From: Hope Sullivan
Sent: Saturday, September 17, 2016 10:23 AM
To: Eva Chwalisz; Rea Thompson
Subject: Fwd: Planning Commission Comments 9/29/16

Public comment vintage

Sent from my iPhone

Begin forwarded message:

From: Michael Tipton <mrtipton@charter.net>
Date: September 17, 2016 at 9:35:43 AM PDT
To: <hsullivan@carson.org>
Subject: Planning Commission Comments 9/29/16

Hope, Please see that the following comments are in the Planning commissioners packets and for the official city records.

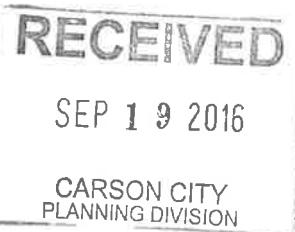
Planning Board members regarding the project known as "Vintage"; A property owner in this city is entitled to develop their property according to the Master Plan. This plan has zoning restrictions thus limiting entitlement. This property owner is not satisfied with those entitlements and want MORE than they are entitled to. More entitlements means a greater profit. Greater profits is the only reason. The method they are using is a PUD, ignoring the rights of several hundreds of other property owners and thousands of lives of Carson City residents.

All developers of any project have a certain amount of "fluff" in their proposal. This PUD's "fluff" is more like a cotton candy factory. The number of unproven "facts, statements and omissions" is glaring to say the least. Just because a developer says something is true, does not make it true. I ask you the challenge him. Make him prove beyond ANY doubt in your mind that he is telling the truth.

If he claims this project is crucial to Carson City, make him prove we won't dry up and blow away if the property owner does not make more money.

If he claims what wonderful "open space" he is providing, make him prove that the "open public space" is really open to the public and not to just HIS public of residents. For instance, the swimming pool and 'clubhouse' is shown as "public open space" yet he also claims that it is for the use of residents of this "gated community" use only.

I want to know just how the Planning Board interprets "public". Is the "public" just those who live behind iron gates? Is that the true spirit of the Master Plan of ALL the citizens?



The list of inconsistencies is lengthy and too numerous to list. Such as, no two story structures (floor plan and elevation of one model shows two story). There can be falsehoods found in almost every statement made. A blind man throwing darts on a merry-go-round would have a better chance of hitting the truth.

I hope that you commissioners are not blind.

Michael Tipton
Carson City
775-883-5402

SEP 16 2016

CARSON CITY
PLANNING DIVISION

ITVS 10-10-16

September 16, 2016

Mr. Plemel,

Please see that this comment is to be in the Commission's packets and for the record.

Dear Planning Commission members:

I am very confused, in disbelief and frankly feel very betrayed that the "powers that be" in Carson City are bending over backwards to do everything they can to cater to Mr. Vince Scott to get his PUD (very absurd PUD) approved by all the boards in Carson City.

Mr. Scott states that the "congregate care facility" is much needed in Carson City. This is not true! There are several in Carson City, none of them at full capacity. There is presently a new one being built across Mountain Street, to the East, of the congregate care Mr. Scott proposes.

Mr. Scott states that Carson City is in need of "low cost homes." Excuse me, but, the price of the smallest of the four proposed homes he will offer is \$350,000.00. This is not low cost living. Any time I am at the Nevada border I do not observe people lined up and saying that they are waiting for a home to be built so they can move to Carson City.

The first "powers that be" I speak of is the City staff. Mr. Scott brought his PUD forward and all of the members of our City staff assisted him to propose changes to our "Master Plan" for variances at 1300 he,

Mr. Scott, can do anything he wants to do. This "fortress" as I have named it is ridiculous. It does NOT fit into the existing neighborhood. The lot sizes that Mr. Scott proposes do NOT fit in. There are NO "0 lot line" properties in the surrounding neighborhood.

The entire PUD, as Mr. Scott proposes, will be enclosed by a 6" iron fence! He says the fence is needed to protect (?) his residents. Protect them from who / what ??

There is a "public trail" proposed that will be inside the fence and will be gated, open from dawn to dusk. Absurd!! No "public trail" in Carson City is inside a ~~gate~~ ^{and} and gated. Public means "public", open to the public at all times!!

After getting much assistance from city staff the PUD is now being presented to the different "boards" in Carson City.

The first board to review / rubber stamp the proposed PUD was the Parks and Rec Board on September 6th. For almost two hours that night Mr. Scott was questioned on many aspects of his PUD by Parks & Rec members and MANY concerned citizens. Each time Mr. Scott "danced around" and commented, "sounds okay", "we could do that" and "I'll work on that." Finally, at the end of the meeting, the members "rubber stamped" the PUD, allowing it to go to the Planning Board on the September 24th meeting. If the Parks and Rec Board would have stated, in writing,

(3)

their concerns, than it would have helped in squelching this massive, unneeded development.

In closing:

I am very concerned with this planned development causing great stress on the "quality of life" to the surrounding neighbors and Carson City as a whole.

I would hope that on September 29th, when you, the Planning Board members review this PUD you will:

- read the comments from the Parks and Rec Board
- Carefully read/evaluate all aspects of this PUD
- Carefully read/consider all comments from concerned citizens that have emailed/written to you,
- note all of the concerned citizens present at this special meeting being held inside the Boldrich Theater.
- Note/consider all comments made from the citizens who speak up at your meeting,

A very concerned citizen,

Sharron Tipton

Sharron Tipton
1943 Maison Way
Carson City 89703
775/883-5402

TO: CARSON CITY PLANNING COMMISSION, COMMISSIONERS'
PACKET FOR SEPTEMBER 20, 2016

DATE: SEPTEMBER 17, 2016

RE: TPUD-16-092, also known as:
VINTAGE AT KING'S CANYON DEVELOPMENT

RECEIVED

SEP 19 2016

CARSON CITY
PLANNING DIVISION

PLEASE ROUTE THESE COMMENTS TO THE CARSON CITY BOARD OF SUPERVISORS; PLACE THESE COMMENTS IN THE CARSON CITY PLANNING COMMISSIONERS' PACKETS FOR THE SEPTEMBER 29, 2016 PUBLIC HEARING; AND INCLUDE THESE COMMENTS IN THIS PROJECT'S OFFICIAL FILE.

Summary: The requested land use designation should not be changed from Medium Density Residential to Mixed Use Residential. The requested amendment to the Carson City Municipal Code should be denied, with prejudice. The Tentative Plan of Development, TPUD-16-092, should be denied.

I have lived on the west side of Carson City for over 35 years; my home is located approximately two blocks east of the proposed Project. I am an active, working "senior". I drive and walk on the streets and in the neighborhoods that will be adversely impacted by this proposed Project. I have numerous objections to the proposed Project, but have focused these comments on the following topics. I reserve the right to make an oral statement at the scheduled hearing on September 29, 2016.

For the reasons given below, I make the following requests:

DENY this proposed Project. The Project is flawed due to flawed analyses and unfounded assumptions. Documents submitted and available on the City's website contain self-serving material misrepresentations, provide conflicting information and fail to support the broad generalizations and opinions of the proponent.

DENY any and all proposed deviations from the Carson City Municipal Code, whether written or oral. This proposed Project continues to "transform" with "Let's Make a Deal" changing oral representations made to various city officials, staff and the public. The official proposal is the written, submitted proposal that has been publically reviewed and evaluated. It is deficient and materially misleading.

DENY the requested Master Plan Amendment and Tentative Plan of Development. The proposed Vintage Project and the requested deviations from the Carson City Code, if approved, would create significant adverse impacts and a material change in character for the historic district and the west side of Carson City.

This is a Commercial Project:

This is a commercial project in "residential" clothing. Ask the developer, would the proposed Project proceed if it were limited to low density single family homes?

//

Carson City and the surrounding communities have enough assisted care facilities and independent living facilities without importing more seniors who require additional services.

Project documents tie an incorrect assumption to a fact, stating that: “The Carson City Municipal Code *fails to recognize* assisted/independent living facilities as a residential use although they are a key component to a senior oriented community. *Thus the need for this amendment is triggered and is appropriately justified.*”

To the contrary, the Carson City Municipal Code *properly recognizes* such facilities as not being residential uses. The Municipal Code was adopted for a purpose, including the protection of Carson City’s existing residents.

The developer ignores the fact that Carson City has an active senior community, many of whom are living within the very neighborhoods that would be adversely impacted by this proposed Project. These senior homeowners should not be forced to sacrifice their safety, their ability to freely walk, bike and drive through their neighborhoods or their peace of mind simply because a developer or landowner wants to install a commercial enterprise adjacent to their homes. The Municipal Code should be upheld and the Project should be denied.

Using the Project documents’ flawed reasoning, we should throw out the Municipal Code provisions and site assisted and independent living facilities, or any commercial businesses, in any and all neighborhoods throughout Carson City.

Density:

Can additional assisted/independent living units be added to the proposed Project since (as represented in the documents) under the Carson City Municipal Code they are not counted in terms of the allowed density calculations?

“As the table above demonstrates, density to support 213 units exists under the existing conditions. In addition to the 212 single family units, 64 assisted living units are proposed along with 32 independent living units for a total of 308 units. **The assisted/independent living units are considered a non-residential use under the Carson City Municipal Code and are therefore not counted in terms of the allowed density calculations.**”

If that is the case, will this requested amendment to the Code result in additional assisted/independent living facilities in the proposed Project and in Carson City’s other residential neighborhoods?

The traffic “study” dated August 16, 2016 is deficient and misrepresents the effect of the proposed Project on local neighborhoods, local schools and school safety.

The traffic study is based on 15 minute observations; traffic studies commonly cover 2 hour intervals. Significantly, the study was conducted **prior to the start of the school year**. As a result, there was no consideration of traffic safety for the nearby Fritsch school zone, (Bath Street is also referenced as a street for traffic routing), or other school zones, nor was there a

discussion of school traffic from vehicles dropping off children, school safety for students walking or biking to school, or school bus traffic. Estimates given and unfounded opinions provided in the traffic study cannot be relied on and are without reliable support or authority.

Despite these deficiencies, the traffic study states that there is “No impact on schools.” This is a material misrepresentation and misstates the effect of the proposed Project on our schools and children.

Similarly, the traffic study states that no que of vehicles are expected on Mountain Street, a primary exit and entrance point. No basis for the statement is provided. Additionally, with the proposed use of on street parking for employees and guests, medical and oxygen supply trucks, food trucks, medical transports, emergency vehicles, and other vehicles will form que on Mountain Street, resulting in traffic backed up in the street. Does the estimated 2,454 number of trips also include caregivers and workers at the assisted living facility and independent care facilities?

Proposed parking at the Mountain Street trail head is also unrealistic and may violate Carson City’s Open Space provisions. On weekdays that parking area is used extensively, possibly by employees of local medical offices. Similarly, other small parking lots are used for those same individual offices (which are not traditional retail businesses, as inferred in the documents). No surplus of parking is available on Mountain Street for this proposed Project; moreover, on street parking and movement of parked vehicles will add to the traffic entering the proposed Project on Mountain Street.

Additional traffic will be generated by the under age 55 residents, including the 30 plus year old residents who are eligible to live in the Project with an elderly individual.

Documents state that there is no duty to provide security. Pseudo-security is provided by gates that are closed from 7pm to 7 am; presumably those gates can be opened for vehicle traffic by use of a code or card system, which will take time to enter. That delay will add to the likelihood of que forming on Mountain Street. Additionally, emergency fire, ambulance and police vehicles will be delayed in entering the facility while the gates are closed.

See the traffic study at page 6 of 10: “. . . ancillary buildings such as . . . and a small retail area that serves only residents of the project.” Elsewhere the proposed Project’s documents reference a “lounge”. Is that a bar or casino? Another document references an additional 25 percent retail being allowed—25% of what? On what basis should any 25% retail addition be approved, sight unseen? If ANY portion of this proposed Project is approved, a condition precedent should be a limitation to precisely what is approved (not, “such as”), with NO “wiggle” room for a “10%” deviation deal. *Any and all proposed modifications, however “minor”, should be required to return to the Planning Commission and the Board of Supervisors, after an opportunity for full public review and comment.*

Add the proposed trip distribution and assignment percentages for traffic increases at page 8—90% for the east proposed Project to Mountain, Long and Washington Streets AND another 55% increase to Mountain and 60% increase to Washington Streets from the west proposed Project.

The proposed Project and the traffic study's cavalier and dismissive attitude towards local residents is perhaps best reflected by a reference in the study to routing traffic through "collector streets" and "not into surrounding neighborhoods". Apparently current Carson City residents living on Mountain, Ormsby, Winnie, Long, Washington Streets, and others, are not living in "neighborhoods". They live on "collector streets".

No Medicaid or financial impact on existing state or local resources was considered:

People are living much longer; many live to their 90s or beyond and need long term care. Most of the anticipated residents will be older and less active than the projected active "55 and above" age. Seniors typically fund a limited number of years in assisted living before their resources are exhausted and they need to apply for financial assistance, such as Medicaid for long term care. Has any independent entity studied the likely effect of 64 assisted living residents who will need supplemental monies to maintain a residence in an assisted living facility?

No adjacent hospital or emergency medical facility is available.

Similar assisted care facilities are typically sited as close as possible to a hospital or an emergency medical facility. With the closure of the "old" hospital, this resource is not available to future residents of the proposed Project.

Taxation proposed when the developer was going to pay for the upkeep on trails. Which trails? Written application says some?

I asked City Staff if the staff or Planning Commission had requested that the developer post a bond, letter of credit or lien on the property for the upkeep of the "trails", the concrete sidewalks. (I saw one reference in the filed documents to the developer posting a bond.) Apparently the developer offered up access to the cement sidewalks for "Open Space", with payment for upkeep to be made by taxing local, existing homeowners. If I were the developer, I would want OPM, other people's money, too—I STRONGLY object to paying anything for this Project. "Open Space" is not a cement sidewalk. If the proposed Project is approved, local neighbors will be paying for years by suffering increased traffic on current walking and biking areas (Mountain Street), more fender benders at intersections, accidents when backing out of their driveways (consider Long Street and others), increased danger to our walking children and grandchildren, and other unforeseen costs.

No taxation district. The developer, if this project is approved in any form, can pay up front or guarantee future required maintenance.

Additionally, what does the maintenance pay for? Are we expected to willingly pay to resurface or replace cement sidewalks, which the developer will use for a sales pitch as an amenity? Hire more city Staff or add additional dues on those who are likely already overworked?

We have sufficient walking or biking access to existing parks in our neighborhoods; we don't need another.

Total subject to change:

Future Planning Commissions can change the level of density of this project (see density above). Look at what is counted in, and not counted, in terms of density. In terms of traffic, add in oxygen trucks, suppliers of linen and goods or services for the care facilities. Add in family visitors, visiting at home nurses, and in home care providers.

This proposed commercial enterprise should be denied; the requested amendment to Carson City's Municipal Code should be denied; and the requested land use designation should not be changed from Medium Density Residential to Mixed Use Residential.

Dated this 17th day of September, 2016, by Louise Uttinger, Carson City resident

Rea Thompson

From: Hope Sullivan
Sent: Monday, September 19, 2016 3:05 PM
To: Eva Chwalisz; Rea Thompson
Subject: FW: PLEASE PLACE IN COMMISSIONER'S PACKET/Vintage at Kings Canyon, PROJECT

RECEIVED

SEP 19 2016

CARSON CITY
PLANNING DIVISION

From: Elaine Werlinger [mailto:ewerlinger@yahoo.com]
Sent: Monday, September 19, 2016 2:53 PM
To: Hope Sullivan; Lee Plemel
Cc: Karen Abowd; Lori Bagwell; Brad Bonkowski; Jim Shirk; Bob Crowell
Subject: PLEASE PLACE IN COMMISSIONER'S PACKET/Vintage at Kings Canyon, PROJECT

Dear Commissioners and members of the Planning Commission. Also, Mayor Crowell and Supervisors for the City of Carson City,

Key points of objection:

Firstly, let us remind one another of the City's Mission Statement and credos:

Values

Customer Service

We value our residents, businesses, and visitors by committing to provide efficient and effective customer service.

Organizational Culture

We value an environment that fosters a proactive, team-oriented approach to delivering solutions.

Integrity

We value an ethical and accountable government that is open, accessible, and a responsible steward of public funds.

Strategic Plan 2016-2020 (Approved 5/21/15)

1. "Quality of Life", loss of open space within the West Side of Carson City, just off the historic district.

The residents on either side of this project will have their quality of life forever changed. Not just in loss of "view", continual "noise", and "general look of the area", but in traffic, flood plain changes (higher insurance costs if flood insurance is needed), water use (we are already restricted and have drought), parking problems (we cannot see to get out from Tahoe Drive onto Mountain Street from the north end, on week days, Ormsby Blvd is a dangerous corner). This **devalues** the current residents lifestyle and reasons for moving and living in Carson City. Especially those of us who grew up here.

2. Inadequate services.

We do not have the adequate hospital venues, schools, Sheriff and Fire, roadways and water to take care of over growth of high density or medium density homes and mixed use residential areas.

In regard to Vintage at Kings Canyon, this is not the area for such a business. This type of housing/business belongs closer to care centers and hospital areas, not in the West side of established homes, on larger lots. The developer has stated verbally that the area will have "6 foot fencing with "vine covers", to keep their residents from "wandering out" and to stay within the "project"."

Good design should contribute positively to making places better for people. Design which is **inappropriate** in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. In other words, this is not the place for a Congregate Care Facility. (TPUD-16-092)

3. Change of zoning.

If the zoning, for this parcel is changed and "if" this project does not get sufficient backers, and goes under, with a zoning change already in place, the next owner could put a business in this area that is not at all cohesive within an established residential area. Proper use of this land, if anything, would be more wisely done with integration to match the area in terms of scale, density, layout and access(home styles, history, larger lots, green space or landscaping and trees, walkways). Detrimental impact upon residential amenities and the visual impact of a development. This includes the impact on the character of an area, availability of infrastructure, density, over-development, layout, design and external appearance of buildings, landscaping and use.

PLEASE, DO NOT change the zoning.

Things to consider:

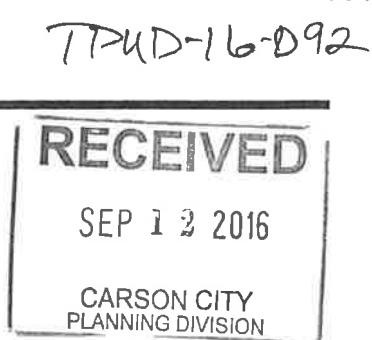
- Need to avoid town cramming/incorrect use of land and area
- Loss of visual beauty and atmosphere
- Pedestrian/Driving safety, traffic, inadequate parking, road capacity, visibility, cyclists
- Ground stability and drainage
- Water usage, sewer use, drainage, flood, fire
- Physicians and medical centers inadequacies
- Higher costs and inadequate amounts of Fire, Sheriff and city services

In closing, please remember, ***it is important that development of vacant urban land should not involve the loss of valuable open space. Furthermore, sensitive planning control is necessary to ensure that the cumulative effects of redevelopment do not damage the character and amenity of established residential areas.***

Elaine and Louis Werlinger
Tahoe Drive
Carson City 89703
(life long residents)

Rea Thompson

From: Linda <lindawcc@gmail.com>
Sent: Saturday, September 10, 2016 10:52 AM
To: Planning Department
Subject: Save Our Space



We received the very informative newsletter #2, September, 2016, on the Vintage Project.

We have one question that didn't seem to be mentioned. What will be the traffic ramifications on West Washington Street, Ormsby and generally for the entire neighborhood? We live on Saratoga Way, one street east of Lexington, and wonder about the increased traffic on our street with people using Saratoga as a way to get to Lexington?

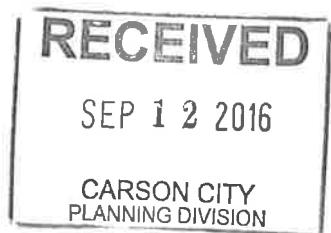
Thank you for your hard work to keep Carson City Carson City and not turned into something it's not. We love it here (residents since 1998) and hate to see every open space taken over by houses.

Sincerely,

John and Linda Whitesides
901 Saratoga Way
Carson City

Rea Thompson

From: J. Williams <jrw-jnw@sbcglobal.net>
Sent: Sunday, September 11, 2016 10:07 PM
To: Planning Department
Cc: Lee Plemel
Subject: Zoning For Anderson Ranch lands (Vintage)



In this submission, I would like to address two factors against the proposed development that I don't think have been addressed yet.

Let me introduce myself and present my background and credentials.

My name is Jerrold R. Williams, and my wife Jaslyn and I have lived at 1501 Valencia Court since 1992. Our home backs up to the pasture land in question.

For the 31 years prior to my retirement, I was an international airline pilot, for 33 years I was a flight instructor, for the last ten years of my flying career I was the chairman of our airline's safety committee, and I won the Aviation/Space Writer's Association Award for the best technical book of the year in 1989.

During the first hour of my flight training I was indoctrinated into evaluating where to land the aircraft in the event of a power failure in what would be considered an "off airport landing". This training continued throughout my student flying days and I taught the same techniques to all of my students. This is just common sense, as well as required by the FAA.

For those reading this who are not pilots, let me explain a few terms. The general public calls an off airport landing a crash landing, but this is a misleading term. When the engine fails in an aircraft, it doesn't just "fall" out of the sky. The pilot still has directional control and can make a safe off airport landing should a safe spot exist within the gliding range of the aircraft. Naturally, the higher the aircraft is above the ground, the more time and range the pilot has to plan and execute a successful maneuver.

Most engine failures occur on or shortly after take-off, usually during the first power reduction after take off. In fact, as I write this, there is a news report of a light aircraft having power failure taking off from the Reno airport which resulted in it actually crashing into the cell phone parking lot.

When an aircraft takes off from Carson Airport and turns to the northwest, there are a few areas where a successful off airport landing could be made --- the open space of the golf course coming to mind. BUT, in a take-off to the southwest, THE ONLY open space available is the ranch land in question.

Even more to think of is this, with the unobstructed approaches from both the east and west, this ranch land would make an ideal emergency landing area for every aircraft operating out of the Carson Airport. The only improvement that could be made would be to remove the fence line near the eastern side of the land, and then to grade (level) a swath 50 to 75 feet wide for the full length of the pasture. It would not be necessary to pave or even to keep the pasture grass down, although mowing a few times a year would help make it safer, but it would make a safe landing field if an engine failure were to occur.

With that in mind, a few shade areas along the northern and southern sides of the pasture would make ideal picnic and rest areas for the community, and walking trails could also be included.

Should the proposed development be approved, the safety aspect of this emergency landing site would be removed and an aircraft in distress would have to other place to land/crash than into dwellings.

The second factor that I have not heard discussed is the possibility of this pasture being a "wet land". I am not speaking about the flood plain as that is a different subject entirely. I am speaking about a wet land. I know that during the drought of the past four years or so this has not been thought of, but it does happen during every "normal" precipitation year since we have lived here. The ground that our home is on is at a higher elevation than our friends home on Richardson across the pasture, and during seasons of normal precipitation, his sump pump runs for weeks on end to keep the water out of his crawl space. Also, during these times, I can look out of our bedroom window and see a sheen of water on the eastern side of the pasture. This is due to the high water table. This is a separate thing than the flooding that has been in question. As this higher water table happens so frequently, it is entirely possible that the land in question would be considered a "wet land" and I think the supervisors should take this into consideration.

Finally, is there a reasonable answer to the development question? I believe there is, and one that would satisfy most concerns. Exchange the acreage in question for an equal acreage of the City owned park lands on the southeast side of the city off Deer Park Road. That area is already zoned in such a manner that would satisfy the developers. The City could sell that land to the developers for about half of what they are willing to pay for this acreage, and the City could match that amount to pay for the pasture land to convert it into a park and open space.

I feel that this would be a win/win situation for all concerned.

Thank you for taking the time to read this.

From: Planning Department
Sent: Monday, September 19, 2016 3:52 PM
To: Eva Chwalisz; Rea Thompson
Subject: FW: MPA-16-091 & TPUD-16-092 Vintage at Kings Canyon

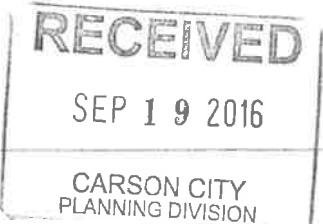
Public comment - vintage

From: Jeff Wilson [mailto:wilson@lincolmining.com]

Sent: Monday, September 19, 2016 3:52 PM

To: Planning Department

Subject: MPA-16-091 & TPUD-16-092 Vintage at Kings Canyon



TO: Carson City Planning Commission
RE: MPA-16-091 & TPUD-16-092
Vintage at Kings Canyon

As an owner in the vicinity of the planned development, I am opposed to the present form of the proposed Vintage at Kings Canyon (Vintage). The Carson City Planning Commission (CCPC) should stand by the original Master Plan Use Designation and not change the zoning which will have a negative impact on Westside residents. As you are aware, objection to the development is nearly unanimous among the residents. Especially objectionable is the introduction of Neighborhood Business zoning which will destroy the integrity of our neighborhood. Please note that local residents are already experiencing development of the nearby Prestige Skilled Nursing and Memory Care Facility (planned 86,500 sq ft.; 132 beds) adjacent to the old Carson-Tahoe Hospital. The difference here is that the Prestige development is in an appropriate area as opposed to the Vintage project.

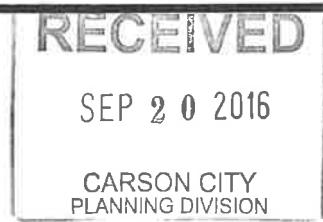
I consider Vintage as a "group care" facility. According to Carson regulations Section 18.10.20 Proximity – *Group care facilities shall not be within a radius of one thousand three hundred feet (1,300 ft.) of other group care facilities.* I suggest that the nearby Carson-Tahoe Hospital operations and the Prestige Skilled Nursing and Memory Care Facility (under construction) are "group care" facilities and that the Vintage development falls within the 1,300 ft. proximity radius. Although this radius may be less if the facilities are separated by an arterial street, perhaps we are jamming just too much into our residential neighborhood.

For the geographic area under consideration, wouldn't some mixed SF12, SF21, and SF1 zones with a couple of small parks be more appropriate than essentially a commercial development in our neighborhood?

Sincerely,
Jeffrey & Maria Wilson
325 Tahoe Drive
Carson City, NV 89703

Rea Thompson

From: Keith Work <westernworkhouse@pyramid.net>
Sent: Tuesday, September 20, 2016 10:17 AM
To: Planning Department
Subject: Letter to the Planning Comission re: Vintage at Kings Canyon



Esteemed Members of the Planning Commission,

Concerned residents of Carson City, the Carson City Planning Commission, the Board of Supervisors and our elected officials, have an opportunity to prudently and conscientiously address the potential development of one of the last pieces of open space in the west side. The current quality of life, the tranquility, the views of the mountains and the night time skies, the closeness to nature, and a sense of community are threatened by a hasty decision regarding The Vintage at Kings Canyon development. A change from the current zoning to any of the variations so far proposed by the developer of the properties seems drastic and would change the character of the entire west side of Carson City forever.

The dramatic change from a pristine pasture to senior care buildings and a much higher density of a variety of residences than currently zoned, will cause a ripple effect beyond the immediate neighborhood. You don't have to live next to the fields or even on the west side to derive pleasure from them. Many of us value Carson City because it has not yet become like the crowded, poorly planned communities that we left in bigger cities. It is terrifying to think that all this may be lost because we didn't take the time to consider the consequences of the rush to develop.

We believe that the best choice for the community at large is for the land to be designated as open space. It would be wonderful if everyone could enjoy it. If that's not feasible, then keeping the current zoning, which we understand is similar to the surrounding residential lots, and reflects manageable density levels, would be the next best option. The quality of life created by open space, low-density development, and the lack of commercial lots in a residential area, will be lost forever.

We have many more concerns regarding the development of The Vintage at Kings Canyon. The most salient, in our opinion, are the following:

- The additional traffic, potentially 24 hours a day due to staff and deliveries, created by such a high density development will impact everyone in the residential streets. It will increase the risk to schoolchildren, their relatives, school staff and volunteer crossing guards from Fritsch School located just to the north at Mountain and Bath streets. Traffics studies, as valuable a tool as they can be, do not accurately quantify human behavior and activity.
- We are concerned that rezoning will leave the area open to commercial entities such as gas stations, convenience, video and liquor stores and, other retail businesses. We understand that The Vintage at Kings Canyon is requesting that a 5.5 acre parcel, located inside the development, be rezoned to "commercial residential". If the development should not be completed and/or an ongoing success, it could leave the property open to unintended commercial uses.
- Representatives from the City have said publicly that there are sufficient water rights to accommodate the proposed additional density and that flooding will not be a problem. Serious drought conditions make us wonder from where this water will magically appear. We are also concerned about the flooding issues that occur when we are lucky enough to have had a wet winter. We seem to be in either a feast or famine situation when it comes to water in northern Nevada; more famine in last few years. We believe that higher density in the proposed location will stress our resources. We already have watering restrictions in the summer; they must be there for a reason. Increasing the amount of users exponentially can only mean shortages and possibly more imposed restrictions.

- We have no guarantees that the current developer will be a good neighbor or complete the project. The may default on the project and leave the current open space an eyesore. This can also be a risk with the current zoned lot density but the impact would be lessened.
- One of the goals by the developer at their first public meeting was “to attract seniors from California to an upscale retirement community”. Is that the type of development that Carson City values above the well-being and quality of life of its current residents?
- Are the Independent Living and Assisted Living facilities going to be able to feed all their residents in a reasonable time? The kitchen space and dining areas shown in the building floor plans appear to be very undersized to be providing 3 meals a day to all residents. Even if some are dining in their rooms, that requires more staff, which requires more parking spaces.
- Is the proposed development indeed all Senior housing, or does it only require one member per household be age 55 or older? This may explain the large homes proposed, with up to 4 bedrooms (a den with a bathroom and closet is a bedroom in sheep’s clothing). The answer can have a huge effect on the surrounding neighborhoods with added traffic and the possible added burden on schools. The proposed CC&R’s state: **B. Notwithstanding any other provision herein, VINTAGE AT KINGS CANYON is a planned community intended to operate as housing primarily for persons 55 years of age or older, pursuant to the federal Housing for Older Persons Act of 1995, as may be amended from time to time (“HOPA”). Single Family Residential Units and Assisted Living Spaces in VINTAGE AT KINGS CANYON, an age-restricted community, are subject to HOPA requirements pertaining to restrictions to Occupancy by Age-Qualified Occupants (usually, by at least one Occupant over 55 years of age), as implemented and set forth in further detail in this Declaration;**
- Are the proposed multi-acre community park and trails actually open to the public, or limited only to the Vintage residents? If limited, how is that to be controlled? Is the park space covered in grape vines, or is it a grassy or dirt open area?

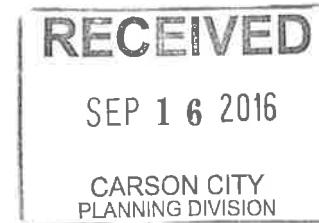
In closing, we feel that as Carson City residents and homeowners, our voices can be drowned out by those with deeper pockets and more aggressive tactics. We’d like to believe that the Planning Commission and the Board of Supervisors are also representing individuals like us when deciding the fate of our City and neighborhoods.

We request that this letter be included in the meeting packets and record for the September, 29, 2016 Planning Commission Meeting.

Keith and Laura Work

Sept. 20, 2016

From: Planning Department
Sent: Friday, September 16, 2016 11:48 AM
To: Eva Chwalisz
Subject: FW: Vintage proposal



Vintage public correspondence

From: Judy [mailto:ytok2me@gmail.com]
Sent: Friday, September 16, 2016 7:25 AM
To: Planning Department; Lee Plemel
Subject: Vintage proposal

Good evening,

I am a 24-year resident of Carson City who lives on the west side of town. In that time, I have lived on Mountain Street, Kings Canyon Road and now on Long Street. The Anderson Ranch has been very close to my home in all these years. The traffic on Mountain Street caused my husband and me to move to Kings Canyon because the buses and cars were constant all day. On Long Street I enjoy peace and quiet, and a friendly mix of families with children, seniors and young adults. We can see the stars and feel safe to walk the streets and trails for exercise. And, I am a voter who cares deeply about the lovely town I call home.

The Vintage project is ill-conceived. It is based on a false premise that we need high-density, restricted senior housing. **How does that make our town more attractive and prosperous?** The Eagle Valley is already bound by mountains so we will not have any more open space in the future. If you are changing the zoning, **you need a viable plan for the future citizens.** Our town needs things that will attract young people and growing, prosperous families to enjoy. I recommend either open space for recreation that promotes healthy living or nice neighborhoods like the Kings Canyon Highlands, with a playgrounds for children, walking trails and a beautiful view of the mountains. No zoning change provides for that vision for the future. I have talked to my neighbors and they also agree with either open space or a "Kings Canyon Highlands" would be compatible with the surrounding neighborhoods.

We need to preserve our open space. It is bad planning to create more traffic on Mountain Street which makes it unsafe for walkers and school children. We already have sewage line problems and our water table is going down drastically. It is not responsible to add high-density housing, traffic for 24-hour facilities, when we already have traffic problems and strained infrastructure. Further, commercial development is inappropriate in this area. It has been a shame that the retail space has been vacant where it is appropriate. Attracting commercial stores to that center could add shopping convenience to our part of town. We certainly do not need commercial businesses in our neighborhoods which is incompatible to the safety and integrity of our neighborhoods.

As you have already planned for a huge development for new homes on the east side of town, there is no urgent need for this zoning change to spoil this treasure of the West Side. Our historical site is advertised in brochures to attract visitors and families to our city. **Please reject this plan that is not appropriate the future of our city.**

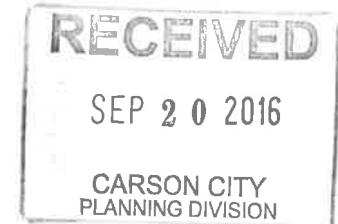
I will be attending the meeting on September 29. Please enter my letter in the meeting packet.

Sincerely,
Judy Wytock
Long Street resident

Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 4:32 PM
To: Rea Thompson
Subject: FW: Comments on The Vintage development
Attachments: The Vintage – a Proposed Unit Development in Carson City.docx

From: Cary Ingbar [mailto:cingbar@gmail.com]
Sent: Monday, September 19, 2016 7:46 PM
To: Hope Sullivan; Jim Shirk; Bob Crowell; Karen Abowd
Subject: Comments on The Vintage development



Attached are my comments on The Vintage development and amendments.

I would like these comments to be part of the record and part of the pack for the Planning Commission.

Thank you,
Cary Ingbar

Comments on Vintage at Kings Canyon Development Applications for a Master Plan Amendment and Tentative Planned Unit Development by Cary Ingbar

I would like these comments to be part of the Planning Commission/Board of Supervisors packet for review of the applications and to be included in the official record for the September 29, 2016 meeting.

I am a 26 year resident of Carson City. I support the Anderson's in their right to sell their land. I do not support the developer's intention to build a high-density housing development and poorly planned, inadequate assisted and independent living structures in the area for which it is planned. Many aspects of The Vintage development are not consistent with the Carson City Master Plan, including the Vision, Themes and Guiding Principles (Chapter 2, Carson City Master Plan adopted 4.06.06) which are the values and aspirations of our community residents. I argue that the proposed development does not meet the Proposal Questionnaire Requirements for the following reasons:

- The Vintage development plan differs substantially from goals and policies of the Master Plan.
- The development plan does not provide for land uses compatible with existing adjacent land uses as specified in the Master Plan.
- It will impact the safety and welfare of present residents of the area.
- It does not present a more desirable utilization of the land.
- It will put more strain on resources than a subdivision that complied with the existing zoning requirements.

Master Plan Guiding Principle 9 is that "The City will also work to maintain the quality and character of established neighborhoods and ensure that infill and redevelopment is designed in a manner that minimizes impacts on existing neighborhoods ...". While The Vintage claims it maintains the density of housing consistent with the neighborhood, this is a fallacy of playing with numbers. A look at the plan maps provided by the developer shows 47 - 1,690 sq ft lots, and 57 - 3,365 sq ft lots in Phase 1 and 2 building. This, in an area of 6,000 and 12,000 square foot lots. This hardly "conforms to the existing zoning in terms of allowable density" as claimed by the developer (pg 3, The Vintage Master Plan Amendment). The amendment put forward by the developer will result in "spot" rezoning of the area, which is discouraged by the Master Plan.

The Master Plan states that development and infill should blend seamlessly with established areas of the City. (Theme 4: Livable Neighborhoods and Activity Centers). The proposed location for the development is surrounded by established neighborhoods. Nor is the location considered a priority area for infill for developing diverse housing types. The Vintage does not blend with the existing neighborhood.

The development will also result in many cars entering and exiting Mountain Street from the development. Not only residents of 203 homes and 32 apartments, but also all the employees of the assisted living facilities, and administrators of the development. There are three schools north of this location on Mountain Street, and one school to the south, thus a lot of students walking to school. This is in conflict with the safe neighborhoods which the Master Plan tries to promote.

Guiding Principle 1.1a of the Master Plan (Balanced Land Use Plan) seeks to insure that the City's Land Use Map represents a level of growth that may be accommodated with

available water resources. This development provides for more people and houses on this area of land than would exist if development were to proceed according to the existing zoning plans. This will create a greater demand for water on this area of land than was anticipated when the Master Plan was developed.

Chapter 5 of the CC Master Plan deals with Economic Vitality which seeks to maintain a strong diversified economic and employment base. The Vintage is a planned community for persons 55 years of age and older. People moving from within the area would likely still be working until age 65 or older. However, it is unlikely that newcomers to the area would find significant paid employment given the difficulty of finding work at that age, and therefore are not likely to contribute to the number or diversity of the employment base.

Further, as older persons with the increasing health issues that come with ageing, they are likely to become a challenge to the medical community of the City as they try to find healthcare that will accept Medicare. Having recently dealt with this with my own parents, I am fully aware of how difficult it is to find quality care that will accept Medicare.

While the above arguments note the discrepancies of the Vintage plan in terms of the Carson City Master Plan, the following discussion deals with other aspects of the development with which I take issue.

The Vintage at Kings Canyon is intended to "establish a high-end luxury senior living community" (p.3, Amendment Application). I would love to see this kind of community developed in Carson City. Unfortunately, The Vintage is not going to be a place that attracts seniors looking for high-end luxury living. Some of the problems I see with The Vintage (and I could list a whole page of them) are: The size of apartments to be offered in the independent and assisted living lodges are very small; the independent living apartments lack even a small refrigerator and microwave; the dining room that will provide meals for the 64 assisted living residents and the those living in the 32 independent apartments are less than 20 x 20 feet in size, and the kitchens that will be cooking the luxury living meals is 15 x 8 feet. The entire building design is woefully lacking and inadequate and suggests to me that the developer has very little understanding of the needs, or desires, of the population involved. Furthermore, I am not aware of any Retirement or Assisted Living developments being designed by real estate developers. Maybe this is an example of why this is so.

In terms of the homes themselves that are planned, a look at the plan map shows the housing in the community is high-density, though the developer claims it matches the surrounding neighborhoods. It is not until Phase 4 and 5 that the lot sizes are all comparable with that of the surrounding neighborhoods.

Additionally, there will be rather monotonous similarity of design. There is one design plan for the 69 homes on 1,690 square foot lots. There is one design for the 46 homes to be built on the 3.365 foot lots. Homes are grouped by lot size in the development. This is not desirable visually or practically to people looking for high-end luxury senior living.

There is no provision in The Vintage plan for snow removal from streets and sidewalks within the private homes area of the community. Given a targeted age group of over 55, this seems to be a serious oversight. Also could create a major safety problem for

pedestrians in the neighborhood. While plowing sidewalks in front of ones residence is required in the City, it is only a few who actually do.

There are no designated handicapped parking spaces, even around the assisted living facility. It seems quite likely that a higher than normal number of handicapped parking spaces will be needed for the development.

The Vintage plan notes the open spaces, parks and walkways that will be so appealing and desirable. According to the Tentative Map Title Sheet, the Common Area makes up 25.8 acres of the 72.2 acres (Phase 1,2 and 3 area). The developer claims that 32% of the development is open space. I honestly can't see where or how he gets this number. The development will have a 30 foot wide footpath around the perimeter.

Rea Thompson

From: Abigail Johnson <saged183@gmail.com>
Sent: Tuesday, September 20, 2016 3:35 PM
To: Planning Department
Subject: Vintage Comments for Planning Commission
Attachments: 2016-09-29 Vintage comments Johnson.pdf

Please find my comments attached for the consideration of the Planning Commission on the Vintage project. I didn't make the noon deadline, but it must still be noon somewhere on September 20. Best,

Abby Johnson



Abigail Johnson
1983 Maison Way
Carson City, NV 89703

September 20, 2016

RE: Vintage Development



Members of the Carson City Planning Commission:

My name is Abby Johnson. I live at the corner of Maison Way and Pardini (formerly La Rue.) The Andersen Ranch is to the south of my back fence.

I am attaching an op-ed that I wrote for the Fresh Ideas column in the Nevada Appeal which conveys some of my concerns.

I believe that the open farmland is an asset to the community and I am saddened that Carson City is enabling this project and believing everything that the developer is asserting.

Please ask hard questions and please take your time when considering this ambitious project that will affect several neighborhoods and Carson's quality of life.

My questions, comment, and concerns include:

Water:

What water will be used to tend the 2,000 grapevines that the developer is promising to grow (as stated by developer representative at the Parks and Recreation meeting)?

Is it potable water from the City or did the developer purchase water rights?

What is the status of the water rights that are associated with the Andersen Ranch property?

Why doesn't the City require developers to bring water rights to the project? It just doesn't seem right that the city enables the developer is able to go forward with the project and profit from it because the city provides the water at taxpayer and ratepayer expense.

Flooding:

We have read and heard assurances about drainage and flooding. Last week I received a notice from the City that my property is contiguous to a flood zone. I don't think it is a simple matter to control the water that would have soaked into the fertile farmland. Will the ditch that runs behind my house and used to deliver water to the down gradient fields be abandoned? Will the presence of a massive development in the field change the flood status of my property?

Traffic:

If this development is approved, perhaps it should include the extension of Ormsby Blvd to the north, as envisioned decades ago, to more efficiently move traffic from South Ormsby to Carson Street. The added traffic and impacts could justify it, and the developer could help pay for it.

Conditions:

Regarding the building requirements, if the development is approved, please condition it for one story buildings to minimize obstruction of the lovely views to the east, south and west.

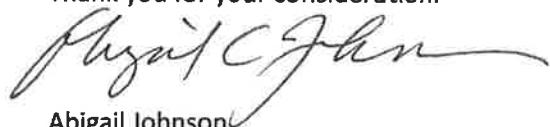
If you go forward, please condition the approval on no street lights. We benefit from dark skies, and street lights for the development, especially west of Ormsby, will ruin our dark skies. It's one of the things that make Carson City special. Please don't ruin that too.

<http://news.nationalgeographic.com/2016/06/milky-way-space-science/>.

As part of this colossal deal, it is essential to have a footpath parallel to King Street for safety of walkers and bicycles. The Parks and Recreation Commission didn't address it, so you should.

The staff reviews that have been done and modest requests made to the developer for changes – is that all that the City's leaders can do to make sure that this project doesn't end up going bankrupt, or being half done? The Ormsby House is a monument to giving the developer the benefit of the doubt, to the City's detriment. Let's not make the same mistakes with this project.

Thank you for your consideration.



Abigail Johnson

Published in the Nevada Appeal, September 7, 2016

Abby Johnson

Fresh Ideas: Who will stand up for Carson City's open space?

How green is our valley? The Vintage development, proposed to be built on farmland open space on Carson's Westside, is testing limits with Carson City's staff, elected and appointed officials, and residents this month at public hearings. The question is: who will stand up for open space?

The posh development proposed for the Andersen Ranch targets Californians who want to retire to an active lifestyle – until they wear out and need assisted living, also provided. And wine is involved. Vineyards are depicted on the development website (thevintagenevada.com), evoking the easy climate of Sonoma rather than the challenging short growing season of northern Nevada.

Here's a taste of what they're pouring. "...we have chosen this particular piece of lush farmland nestled at the bottom of Kings Canyon to cultivate an organic farm to table, 55 plus active adult progressive community in the heart of Carson City, Nevada. The Vintage gives the refined year's (sic) new meaning to community through a safe, healthy, sustainable environment of natural living where everything is aged to perfection. A healthier more active lifestyle. A feeling of fellowship with others, as a result of sharing common attitudes, interests and goals. It's a time in life to enjoy the fruits of your labor." Farm to table, vineyards, even aging progressives! It's a natural fit for the Eagle Valley, right?

When I stopped by the City community development office in March to diligently understand why the fields behind my house were being surveyed, staff said they'd received nothing except some very preliminary plans for the area near Mountain Street. Less than a month later, the developer held a meeting at Fritsch School to answer questions about the development, suddenly fully formed and planned, encompassing the entire ranch property.

The outcry from the public, especially from adjacent neighborhoods, encouraged the city to scrutinize the development plans. Now, at meetings of the Parks and Recreation Commission (last night) and Planning Commission (September 29), we learn what the developer proposes. The public will be able to comment on the record to decision makers.

In response to the Vintage, Save Open Space Carson City (SOSCarsonCity.org) has formed to protect our city's "rapidly diminishing green spaces." The nonprofit is asking hard questions about Vintage and is also monitoring the Lompa Ranch development. In addition, they inform residents and city officials about development proposals that exceed current zoning and master plan requirements and guidelines, and hold elected officials accountable to uphold plans and

zoning ordinances. Will the Vintage development require zoning and master plan variances? Will our elected officials OK the changes?

Their latest online newsletter explains the health and economic benefits of green space, raises concerns about emergency services and flood control, and questions whether attracting more retirees is a good decision for Carson City's future. "Wouldn't abundant green/open space recreational opportunities go a long way to attract and retain young professionals who wish to settle and raise a family in a unique, community oriented setting?"

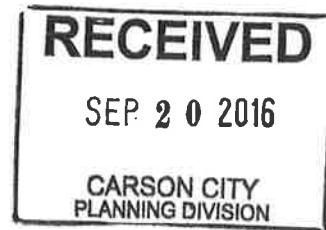
The Planning Commission is expected to meet September 29 at 5:00 pm at the Community Center to consider the Vintage project. Ultimately (before or after the election) the Board of Supervisors will approve or deny the project based on the recommendation of the Planning Commission.

The Vintage development is being considered during the fall campaign season when three seats (Mayor and two board members) are up for election. No doubt some candidates will try to avoid full disclosure about their position on the Vintage development. But voters deserve to understand where the candidates stand on Carson City's future, including green space and the pace and need for replacing the remaining open space with development. And city officials must question whether the developer's commitments are solid or poured from a special pre-approval Vintage.

Abby Johnson is a resident of Carson City, and a part-time resident of Baker, Nev. She consults on community development and nuclear waste issues. Her opinions are her own and do not necessarily reflect those of her clients.

Rea Thompson

From: Hope Sullivan
Sent: Tuesday, September 20, 2016 8:06 PM
To: Rea Thompson
Subject: Fwd: The Vintage proposal



Sent from my iPhone

Begin forwarded message:

From: Ray and Sharon Badger <badgers@pyramid.net>
Date: September 20, 2016 at 6:11:48 PM PDT
To: <hsullivan@carson.org>
Subject: The Vintage proposal

Dear Mr. Sullivan: I have been a resident of Carson City since 1982 and have lived on Malaga Drive in the Monte Vista neighborhood for over 20 years. We are opposed to the vintage project as it has been explained at public meetings. We understand that landowners have the right to develop their property but within limits set by public zoning regulation. A change to commercial and high density housing is 180 degrees from all of the surrounding neighborhoods. Reasonable change would be acceptable but commercial is not compatible nor reasonable in consideration of the present environment on this portion of the west side. Thank you for your consideration. Sincerely, Ray and Sharon Badger, 1525 Malaga drive, Carson City, NV. 89703, Ph: 882-5254

TRAFFIC IMPACT STUDY

FOR

The Vintage at Kings Canyon

August 16, 2016

PREPARED BY:



TRAFFIC WORKS, LLC
5482 Longley Lane, Suite B, Reno, NV 89511
775.322.4300
www.Traffic-Works.com

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This Traffic Impact Study evaluates the potential traffic impacts associated with construction of the proposed "The Vintage at Kings Canyon" residential development. The study of potential traffic impacts was undertaken for planning purposes and to assist in determining what traffic controls or mitigations may be needed to reduce potential impacts, if any are found.

What does the project consist of?

The project consists of east and west development areas. The east project area consists of 153 single-family housing units and 96 beds of Assisted/Independent Living facility. The west portion consists of 59 single-family housing units. The project also includes minor ancillary buildings such as a club house, sales office, a greenhouse, and a small retail area that will serve only residents of the project. These ancillary buildings are not anticipated to generate external trips in excess of what is already accounted for in the single-family residential and assisted living facility trip rates.

How much traffic will the project generate?

The proposed project is estimated to generate a total of 2,454 daily trips, 181 AM peak hour trips, and 240 PM peak hour trips.

Are there any traffic impacts?

No, all the studied intersections operate at acceptable level of service conditions now and with the addition of the project traffic. The project's multiple access points effectively distribute traffic to the roadway network and avoid concentration of new traffic at any one location. There are no specific impacts that require mitigation.

LIST OF FIGURES

1. Study Area
2. Existing Traffic Volumes
3. Site Plan
4. Project Trips
5. Existing Plus Project Traffic Volumes

LIST OF APPENDICES

- A. Existing Conditions LOS Calculations
- B. Existing Plus Project LOS Calculations

INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts on local intersections associated with construction of The Vintage at Kings Canyon, located in Carson City, NV. This traffic impact study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found.

Study Area and Evaluated Scenarios

The project consists of east and west development areas. The east portion is located south of Long Street between Mountain Street and N. Ormsby Boulevard. The west portion is located west of N. Ormsby Boulevard between Kings Street and Ash Canyon Road. The study intersections were identified based on scoping conversations with Carson City staff and are shown in **Figure 1**. The following intersections are included in this study:

- Mountain Street/Long Street
- Mountain Street/East Driveway 1
- Mountain Street/Washington Street
- Washington Street/Lexington Avenue
- Long Street/Bolero Drive
- N. Ormsby Boulevard/Washington Street
- N. Ormsby Boulevard/West Driveway 2
- N. Ormsby Boulevard/West Driveway 1
- N. Ormsby Boulevard/East Driveway 2

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

- Existing Conditions (no project)
- Existing Plus Project Conditions

Analysis Methodology

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades "A" through "F" with "A" representing optimum conditions and "F" representing breakdown or over capacity flows. The complete methodology is established in the Highway Capacity Manual (HCM), 2010, published by the Transportation Research Board. **Table 1** presents the delay thresholds for each level of service grade at un-signalized and signalized intersections. Level of service calculations were performed for the study intersections using the Vistro 4.0 software suite, with analysis and results reported in accordance with the current HCM 2010 methodology.

Table 1: Level of Service Definition for Intersections

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

Source: Highway Capacity Manual (2010), Chapters 16 and 17

Level of Service Policy

The Carson Area Metropolitan Planning Organization's 2035 Regional Transportation Plan establishes LOS "D" as the level of service standard.

EXISTING TRANSPORTATION FACILITIES

Roadway Facilities

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

Mountain Street, within the study area, is a two-lane north-south roadway that provides primary access to the east portion of the project. The posted speed limit is 25 miles per hour and on-street parking is permitted.

Long Street is a two-lane east-west roadway. On-street parking is permitted on both sides of Long Street. The posted speed limit is 25 mph.

Washington Street, within the study area, is a two-lane east-west roadway. On-street parking is allowed on both sides of Washington Street. The posted speed limit is 25 mph.

N. Ormsby Boulevard is a two-lane north-south roadway that provides primary access to the west portion of the project and also provides a secondary route to the east project area. The posted speed limit is 35 mph.

Lexington Avenue is a two-lane north-south roadway that provides access to the south side of the east project area. On-street parking is permitted on both sides of Lexington Avenue.

Bolero Drive is a two-lane north-south roadway that provides access to the north side of the east project area. On-street parking is allowed on both sides of Bolero Drive. Several landscaped bulb-outs exist on Bolero Drive that are approximately the same width as a parked vehicle.

Alternate Travel Modes

There are currently paved sidewalks along the full length of Mountain Street and Long Street, on both sides of the roadway, throughout the study area. Discontinuous sidewalks exist on Washington Street. No marked bike lanes exist on any of the roadways in the study area as the roadways are residential collectors and local streets which are generally bikeable without dedicated bike lanes.

Carson City operates public transit service on Mountain Street (Route 2A and Route 2B), adjacent to the project site, as shown in **Exhibit 1**.



Exhibit 1. Transit Routes

EXISTING CONDITIONS

Existing Traffic Volumes

Existing traffic volumes were determined by collecting turning movement counts during the AM and PM peak periods at the study intersections. Counts were conducted on average mid-week days and include traffic levels with local schools in session. The existing peak hour intersection traffic volumes and lane configurations are shown on **Figure 2**, attached.

Existing Intersection Level of Service

Level of service calculations were performed using the existing traffic volumes, lane configurations, and traffic controls. The results are presented in **Table 2** and the calculation sheets are provided in **Appendix A**, attached.

As shown in **Table 2**, all the study intersections and their individual approaches/movements operate at acceptable level of service conditions during both the AM and PM peak hours.

Table 2: Existing Conditions Intersection Level of Service Summary

| Intersection | Approach/Movement | Control | Existing AM | | Existing PM | |
|--------------------------------|-------------------|---------|-------------|-----------|-------------|-----------|
| | | | LOS | Avg Delay | LOS | Avg Delay |
| Mountain St./Long St. | Northbound Left | TWSC | A | 7.56 | A | 7.70 |
| | Southbound Left | | A | 7.85 | A | 7.63 |
| | Eastbound | | B | 12.30 | B | 11.72 |
| | Westbound | | B | 14.60 | B | 11.47 |
| Mountain St./Washington St. | Overall | AWSC | A | 9.86 | A | 9.12 |
| Washington St./Lexington Ave. | Eastbound Left | TWSC | A | 7.34 | A | 7.39 |
| | Southbound | | A | 9.75 | A | 9.14 |
| N. Ormsby Blvd./Washington St. | Southbound Left | TWSC | A | 7.85 | A | 7.41 |
| | Westbound | | B | 10.32 | A | 9.59 |
| Long St./Bolero Dr. | Northbound | TWSC | A | 8.32 | A | 8.31 |
| | Southbound | | A | 8.62 | A | 8.61 |

TWSC = Two-Way Stop Control. AWSC = All-Way Stop Control

PROJECT GENERATED TRAFFIC

Project Description

The project consists of east and west development areas. The east portion is located south of Long Street between Mountain Street and N. Ormsby Boulevard. The west project area is located west of N. Ormsby Boulevard between Kings Street and Ash Canyon Road. The site plan is shown in **Figure 3**.

The east project area consists of 153 single-family housing units and 96 beds of Assisted/Independent Living facility. The west portion consists of 59 single-family housing units. The project also includes minor ancillary buildings such as a club house, sales office, a greenhouse, and a small retail area that serve only residents of the project. These ancillary spaces are not anticipated to generate external trips in excess of what is already accounted for in the single-family residential and assisted living facility trip rates.

Trip Generation

Trip generation rates for the proposed project were obtained from the Trip Generation Manual, 9th Edition, published by the Institute of Transportation Engineers. **Table 3** provides the Daily, AM peak hour, and PM peak hour trip generation calculation details for the proposed project.

As shown in **Table 3**, the proposed project is estimated to generate a total of 2,454 daily trips, 181 AM peak hour trips, and 240 PM peak hour trips.

Table 3: Trip Generation Estimates

| ITE Land Use | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
|--------------------------------------|--------------------|-------|--------------|------------|------------|--------------|------------|-----------|
| | | | Total | In | Out | Total | In | Out |
| East Project Area | | | | | | | | |
| 210 - Single-Family Detached Housing | 153 Dwelling Units | 1,553 | 117 | 29 | 88 | 154 | 97 | 57 |
| 254 - Assisted Living | 96 beds | 255 | 13 | 8 | 5 | 21 | 9 | 12 |
| | SUB-TOTAL | | 1,808 | 130 | 93 | 175 | 106 | 69 |
| West Project Area | | | | | | | | |
| 210 - Single-Family Detached Housing | 59 Dwelling Units | 646 | 51 | 13 | 38 | 65 | 41 | 24 |
| | SUB-TOTAL | | 646 | 51 | 38 | 65 | 41 | 24 |
| | TOTAL | | 2,454 | 181 | 131 | 240 | 147 | 93 |

Project Access

Interconnectivity of roadways between adjacent neighborhoods is a core urban planning principle and is important for efficient vehicular, bicycle, and pedestrian circulation. Disconnected pocket neighborhoods cause traffic to unnecessarily focus at certain intersections thereby causing higher degrees of congestion, force out-of-direction travel, longer trips, and trips through more intersections, and limit emergency response routes throughout communities. For these reasons, Cities throughout the nation are moving away from/no longer approving disconnected neighborhood designs and returning to more of a grid style connection of at least collector streets.

The Vintage at Kings Canyon project plan incorporates six (6) positive and important roadway connections to nearby collector streets. The east project area has four access points, one each to N. Ormsby Boulevard, Mountain Street, Lexington Avenue, and Bolero Drive. The west portion of the project has two access points on N. Ormsby Boulevard. Connections are thereby made to neighborhoods on each side of the project. The access points are shown on **Figure 3**.

All driveways will be full-access configurations with STOP control on the side-street (minor) approaches (the configurations are shown in **Figure 5**). All access points will be two-lane roadways with one approaching and one departing lane.

Every project access point will be gated, however, all gates shall remain open from 7:00 AM to 7:00 PM, seven days per week, as is stated in the PUD Handbook. The primary access points from the east project area to both Mountain Street and N. Ormsby Blvd. will have turn-around areas. With the gates required to be open during the entire daytime period and peak travel hours, no gate queuing issues are anticipated.

Trip Distribution and Assignment

Traffic generated by the project was distributed to the road network based on the location of the project site, major activity centers, and the access connection points to arterial roadways.

The following trip distribution percentages were used for distributing the project traffic:

East project area:

- 5% to/from the north via N. Ormsby Boulevard
- 5% to/from the south via N. Ormsby Boulevard
- 25% to/from the north via Mountain Street
- 15% to/from the south via Mountain Street
- 25% to/from the east via Long Street
- 25% to/from the east via Washington Street

West project area:

- 30% to/from the north via N. Ormsby Boulevard
- 20% to/from the south via N. Ormsby Boulevard
- 35% to/from the east via Washington Street
- 15% to/from the north via Mountain Street

Project generated trips were assigned to the adjacent roadway system based on the distributions outlined above. The project trip assignment is shown on **Figure 4**, attached.

EXISTING PLUS PROJECT CONDITIONS

Traffic Volumes

Existing plus project traffic volumes were developed by adding the project generated trips (**Figure 4**) to the existing traffic volumes (**Figure 2**) and are shown on **Figure 5**, attached. The “Plus Project” condition Peak Hour Factors (PHF) and travel patterns were assumed to remain the same as were observed under existing conditions.

Intersection Level of Service Analysis

Table 4 presents the level of service analysis summary for the “Plus Project” scenario assuming the existing intersection configurations. Detailed calculation sheets are provided in **Appendix B**, attached.

As shown in **Table 4**, all the study intersections and project driveways continue to operate at acceptable LOS conditions with the addition of the project traffic. The average delay at the Mountain Street/Long Street approaches increases by less than 2.5 seconds per vehicle with the addition of the project traffic, during both the AM and PM peak hours. The average delay at the N. Ormsby Boulevard/Washington Street intersection increases by less than 0.5 seconds per vehicle with the addition of the project traffic, during both the AM and PM peak hours. With the addition of the project traffic, average delay at the Mountain Street/Washington Street intersection increases by 1 second per vehicle during both the AM and PM peak hours. These increases in delay are insignificant and very good levels of service are maintained.

Table 4: Plus Project Intersection Level of Service Summary

| Intersection | Approach/Movement | Control | Plus Project AM | | Plus Project PM | |
|--------------------------------|-------------------|---------|-----------------|-----------|-----------------|-----------|
| | | | LOS | Avg Delay | LOS | Avg Delay |
| Mountain St./Long St. | Northbound Left | TWSC | A | 7.58 | A | 7.79 |
| | Southbound Left | | A | 7.97 | A | 7.72 |
| | Eastbound | | B | 13.80 | B | 13.25 |
| | Westbound | | C | 16.36 | B | 13.72 |
| Mountain St./East Dwy 1 | Northbound Left | TWSC | A | 7.73 | A | 7.77 |
| | Eastbound | | B | 11.64 | B | 11.29 |
| Mountain St./Washington St. | Overall | AWSC | B | 10.83 | B | 10.11 |
| Washington St./Lexington Ave. | Eastbound Left | TWSC | A | 7.38 | A | 7.50 |
| | Southbound | | A | 9.91 | A | 9.60 |
| N. Ormsby Blvd./Washington St. | Southbound Left | TWSC | A | 7.93 | A | 7.48 |
| | Westbound | | B | 10.76 | A | 9.96 |
| N. Ormsby Blvd./West Dwy 1 | Northbound Left | TWSC | A | 7.46 | A | 7.39 |
| | Eastbound | | A | 9.38 | A | 9.04 |
| N. Ormsby Blvd./West Dwy 2 | Northbound Left | TWSC | A | 7.51 | A | 7.42 |
| | Eastbound | | A | 9.48 | A | 9.10 |
| N Ormsby Blvd./East Dwy 2 | Southbound Left | TWSC | A | 7.49 | A | 7.43 |
| | Westbound | | A | 9.42 | A | 9.15 |
| Long St./Bolero Dr. | Northbound | TWSC | A | 8.36 | A | 8.34 |
| | Southbound | | A | 8.77 | A | 8.88 |

TWSC = Two-Way Stop Control. AWSC = All-Way Stop Control

The project is anticipated to add less than 40 peak hour trips to Bolero Drive. The existing roadway configuration is more than adequate to accommodate this minor increase in traffic volume (less one vehicle per minute on average during the highest hour). Similarly, Lexington Avenue would realize an increase of less than 60 vehicle trips during the peak hour and is design to accommodate traffic volumes significantly greater than what will occur. Neither of these roadways would be significantly impacted by the project.

CONCLUSIONS & RECOMMENDATIONS

Following is a list of our key findings and recommendations to best manage the traffic generated by the proposed project:

Project Trips: The proposed project is estimated to generate a total of 2,454 daily trips, 181 AM peak hour trips, and 240 PM peak hour trips.

Project Access: Access to the project site is planned via six access points. The proposed configuration intelligently distributes traffic throughout the roadway network reducing the project's affect at any one intersection. Connections are provided to each side of the project site consistent with best planning practices.

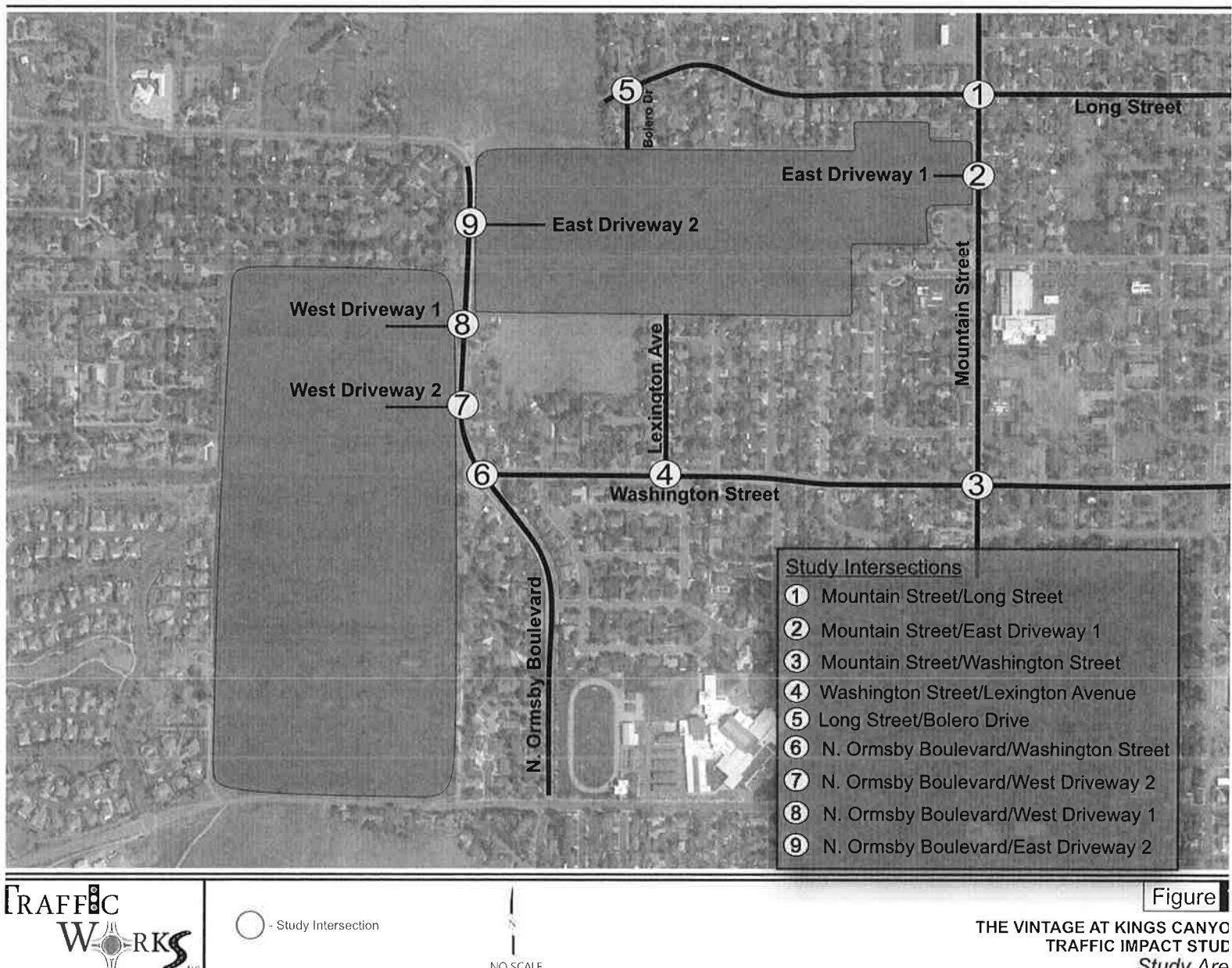
Gates will be constructed at each project access point, however, the gates will all remain open from 7:00 AM to 7:00 PM, seven days per week, as is specified in the PUD Handbook.

Existing Level of Service: All the study intersections currently operate at acceptable levels of service during both the AM and PM peak hours.

Plus Project Level of Service: All the study intersections, approaches and movements will operate at acceptable LOS conditions (LOS "C" or better) with the addition of the project traffic.

Recommendations: There are no identified impacts requiring mitigation. The average delay at the Mountain Street/Long Street approaches increases by less than 2.5 seconds per vehicle with the addition of the project traffic, during both the AM and PM peak hours. The average delay at the and N. Ormsby Boulevard/Washington Street intersection increases by less than 0.5 seconds per vehicle with the addition of the project traffic, during both the AM and PM peak hours. With the addition of the project traffic, average delay at the Mountain Street/Washington Street intersection increases by 1 second per vehicle during both the AM and PM peak hours. These increases in delay are insignificant and very good levels of service are maintained.

Bolero Drive, Lexington Avenue, and all other roadways in the study area will adequately accommodate the added project traffic without significant impacts.



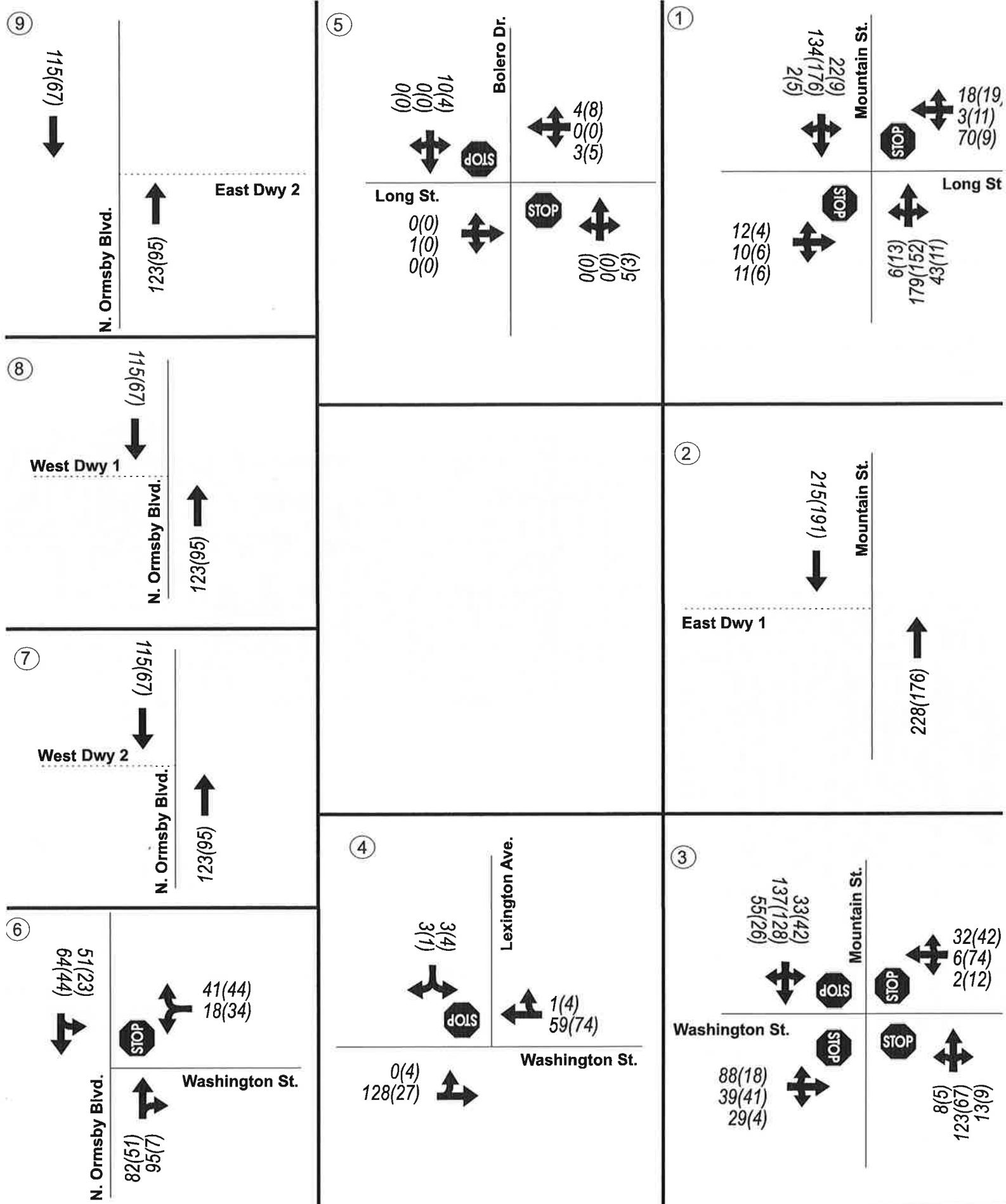
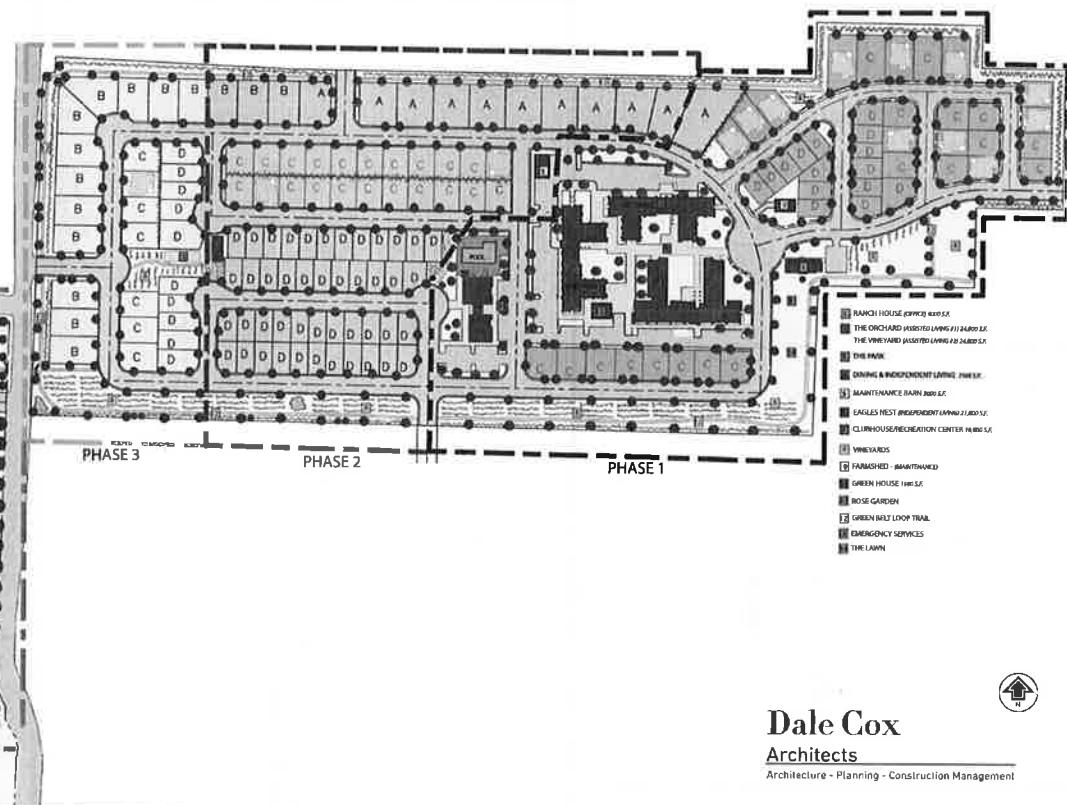


Figure 2
THE VINTAGE AT KINGS CANYON TRAFFIC IMPACT STUDY
Existing Traffic Volumes

VINTAGE AT KINGS CANYON

7/28/2016
SCALE 1:100



Dale Cox
Architects

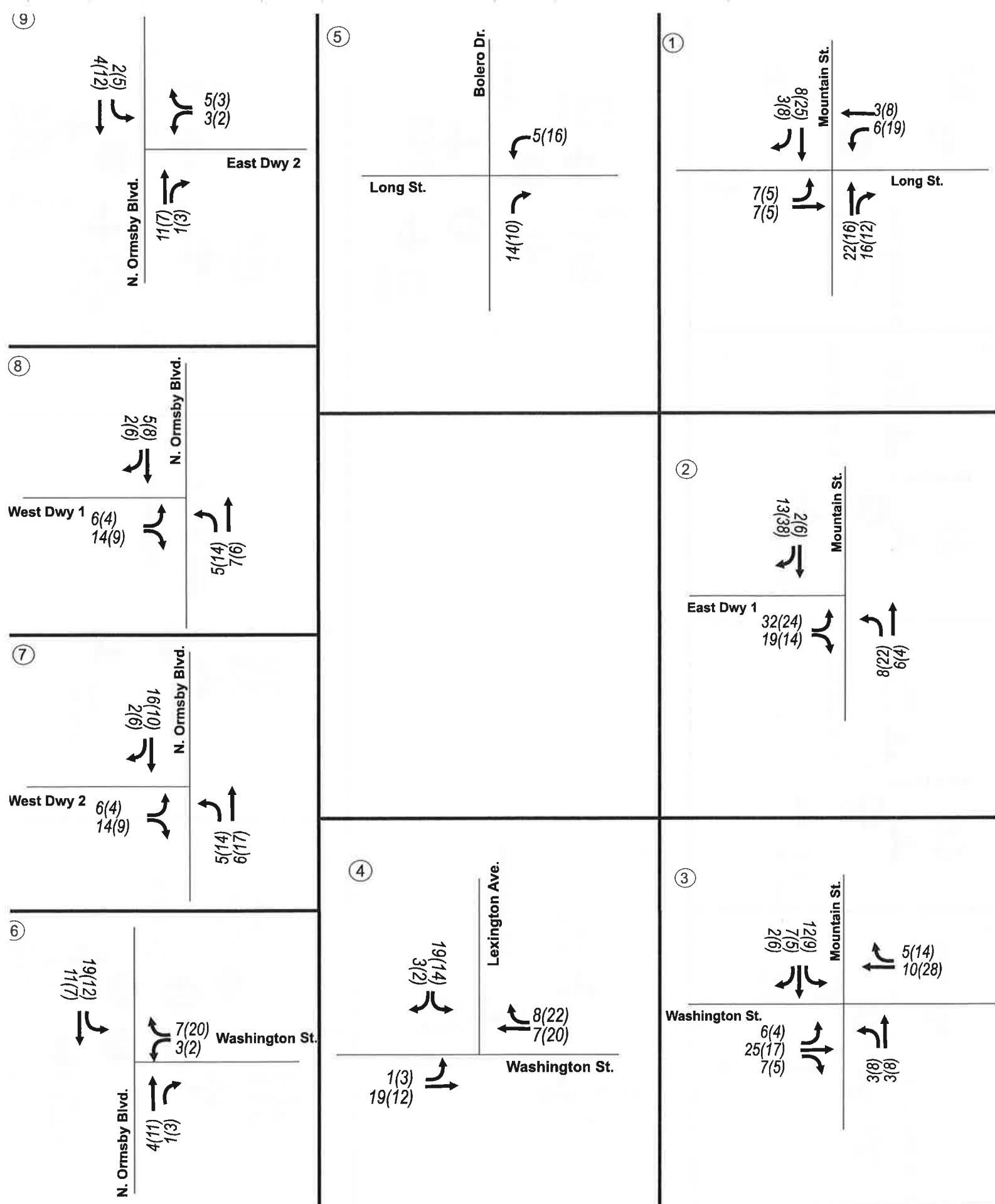
Architecture - Planning - Construction Management

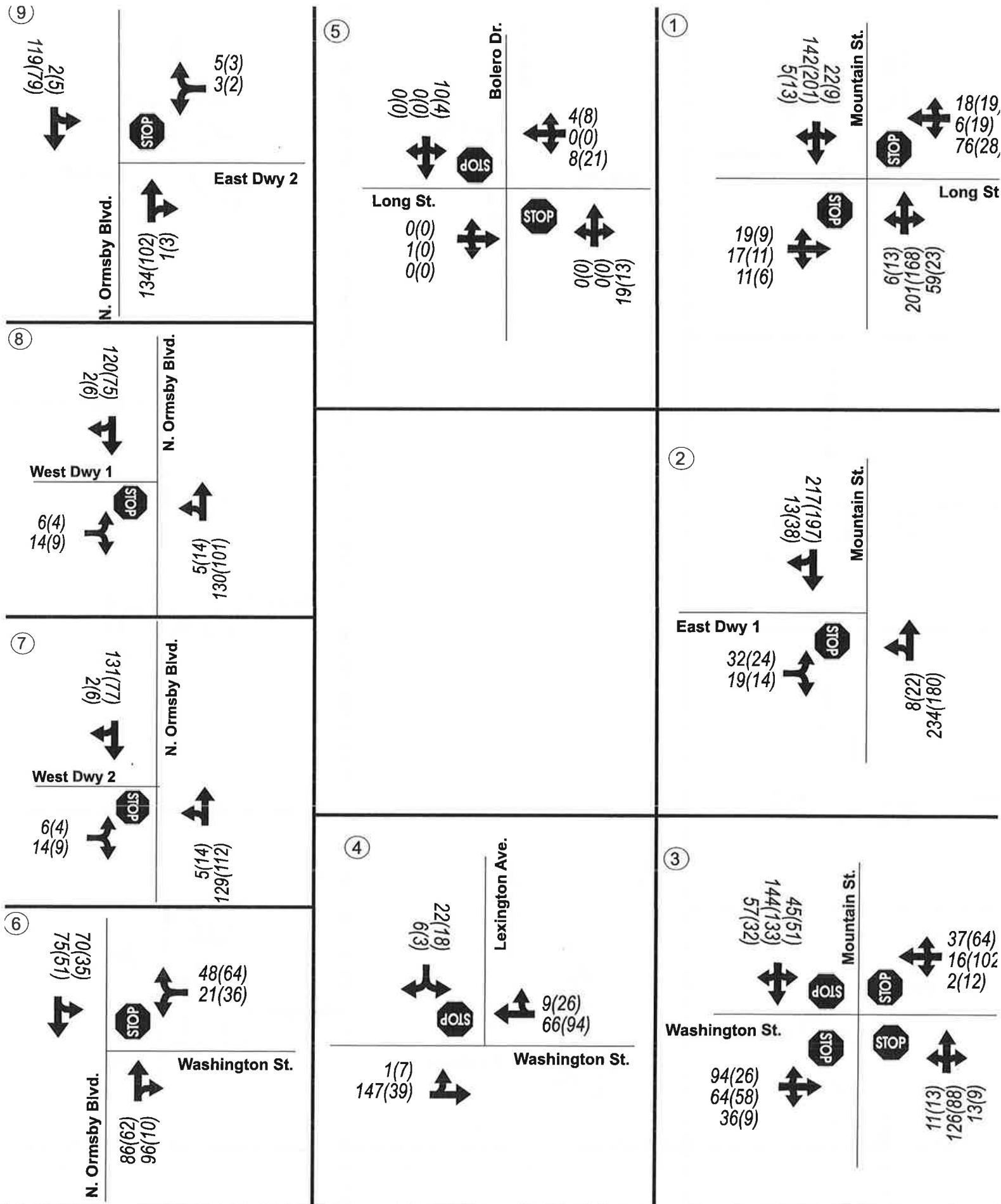


Figure

THE VINTAGE AT KINGS CANYON
TRAFFIC IMPACT STUDY
Site Plan







Appendix A

Existing Conditions LOS Calculations

Intersection Level Of Service Report
Intersection 1: Mountain St/Long St

Control Type: Two-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 15.3
Level Of Service: C
Volume to Capacity (v/c): 0.199

Intersection Setup

| Name | Mountain St | | | Mountain St | | | Long St | | | Long St | | |
|------------------------|-------------|--------|--------|-------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Mountain St | | | Mountain St | | | Long St | | | Long St | | |
|---|-------------|--------|--------|-------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 6 | 179 | 43 | 22 | 134 | 2 | 12 | 10 | 11 | 70 | 3 | 18 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.94 | 0.00 | 0.00 | 0.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | -1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 179 | 43 | 22 | 134 | 2 | 12 | 10 | 11 | 70 | 3 | 18 |
| Peak Hour Factor | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 57 | 14 | 7 | 42 | 1 | 4 | 3 | 3 | 22 | 1 | 6 |
| Total Analysis Volume [veh/h] | 8 | 227 | 54 | 28 | 170 | 3 | 15 | 13 | 14 | 89 | 4 | 23 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| Priority Scheme | Free | Free | Stop | Stop |
|------------------------------------|------|------|------|------|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|--|--|--|--|--|--|--|--|--|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.03 | 0.03 | 0.02 | 0.20 | 0.01 | 0.03 | | | | | | | | | |
| d_M, Delay for Movement [s/veh] | 7.56 | 0.00 | 0.00 | 7.85 | 0.00 | 0.00 | 13.60 | 13.63 | 9.68 | 15.30 | 15.06 | 11.82 | | | | | | | | | |
| Movement LOS | A | A | A | A | A | A | B | B | A | C | C | B | | | | | | | | | |
| 95th-Percentile Queue Length [veh] | 0.77 | 0.77 | 0.77 | 0.55 | 0.55 | 0.55 | 0.25 | 0.25 | 0.25 | 0.91 | 0.91 | 0.91 | | | | | | | | | |
| 95th-Percentile Queue Length [ft] | 19.13 | 19.13 | 19.13 | 13.75 | 13.75 | 13.75 | 6.36 | 6.36 | 6.36 | 22.80 | 22.80 | 22.80 | | | | | | | | | |
| d_A, Approach Delay [s/veh] | 0.21 | | | 1.09 | | | 12.30 | | | 14.60 | | | | | | | | | | | |
| Approach LOS | A | | | A | | | B | | | B | | | | | | | | | | | |
| d_I, Intersection Delay [s/veh] | 3.84 | | | | | | | | | | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 2: Mountain St/East Dwy 1

| | | | |
|------------------|--------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.6 |
| Analysis Method: | HCM 2010 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | Mountain St | | Mountain St | | East Dwy 1 | |
|------------------------|---|--------|--|--------|---|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | Mountain St | | Mountain St | | East Dwy 1 | |
|---|-------------|--------|-------------|--------|------------|--------|
| Base Volume Input [veh/h] | 0 | 228 | 215 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.73 | 0.63 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 228 | 215 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 62 | 58 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 248 | 234 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|-------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 7.68 | 0.00 | 0.00 | 0.00 | 11.58 | 9.44 | | | | |
| Movement LOS | A | A | A | A | B | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 10.51 | | | | | |
| Approach LOS | A | | A | | B | | | | | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Mountian St/Washington St

Control Type: All-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.9
Level Of Service: A

Intersection Setup

| Name | Mountian St | | | Mountain St | | | Washington St | | | Washington St | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Mountian St | | | Mountain St | | | Washington St | | | Washington St | | |
|---|-------------|--------|--------|-------------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h] | 8 | 123 | 13 | 33 | 137 | 55 | 88 | 39 | 29 | 2 | 6 | 32 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 123 | 13 | 33 | 137 | 55 | 88 | 39 | 29 | 2 | 6 | 32 |
| Peak Hour Factor | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 38 | 4 | 10 | 43 | 17 | 28 | 12 | 9 | 1 | 2 | 10 |
| Total Analysis Volume [veh/h] | 10 | 154 | 16 | 41 | 171 | 69 | 110 | 49 | 36 | 3 | 8 | 40 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|-------|-------|-------|------|
| 95th-Percentile Queue Length [veh] | 0.95 | 1.68 | 1.12 | 0.22 |
| 95th-Percentile Queue Length [ft] | 23.77 | 41.98 | 28.04 | 5.54 |
| Approach Delay [s/veh] | 9.42 | 10.34 | 10.01 | 8.22 |
| Approach LOS | A | B | B | A |
| Intersection Delay [s/veh] | 9.86 | | | |
| Intersection LOS | A | | | |

Intersection Level Of Service Report
Intersection 4: N Ormsby Blvd/Washington St

Control Type: Two-way stop Delay (sec / veh): 11.7
Analysis Method: HCM 2010 Level Of Service: B
Analysis Period: 15 minutes Volume to Capacity (v/c): 0.041

Intersection Setup

| Name | N Ormsby | | N Ormsby | | Washington St | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | N Ormsby | | N Ormsby | | Washington St | |
|---|----------|--------|----------|--------|---------------|--------|
| Base Volume Input [veh/h] | 82 | 95 | 51 | 64 | 18 | 41 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.44 | 2.11 | 1.96 | 1.56 | 0.00 | 2.44 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 82 | 95 | 51 | 64 | 18 | 41 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.7500 | 0.7500 | 0.7500 | 0.7500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 32 | 17 | 21 | 6 | 14 |
| Total Analysis Volume [veh/h] | 109 | 127 | 68 | 85 | 24 | 55 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|-------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | 0.06 | | | | |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.85 | 0.00 | 11.74 | 9.69 | | | | |
| Movement LOS | A | A | A | A | B | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.39 | 0.39 | 0.35 | 0.35 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 9.71 | 9.71 | 8.71 | 8.71 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 3.49 | | 10.32 | | | | | |
| Approach LOS | A | | A | | B | | | | | |
| d_I, Intersection Delay [s/veh] | 2.88 | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: N Ormsby Blvd/West Dwy 1

Control Type: Two-way stop Delay (sec / veh): 9.9
Analysis Method: HCM 2010 Level Of Service: A
Analysis Period: 15 minutes Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | N Ormsby | | N Ormsby | | West Dwy | |
|------------------------|---|---|---|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  |  |  | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | West Dwy | |
|---|----------|--------|----------|--------|----------|--------|
| Base Volume Input [veh/h] | 0 | 123 | 115 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 1.63 | 1.74 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 123 | 115 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 33 | 31 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 134 | 125 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 7.44 | 0.00 | 0.00 | 0.00 | 9.90 | 8.87 | | | | |
| Movement LOS | A | A | A | A | A | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.39 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: N Ormsby Blvd/East Dwy 2

Control Type: Two-way stop Delay (sec / veh): 9.9
Analysis Method: HCM 2010 Level Of Service: A
Analysis Period: 15 minutes Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | N Ormsby | | N Ormsby | | East Dwy 2 | |
|------------------------|------------|--------|------------|--------|------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | East Dwy 2 | |
|---|----------|--------|----------|--------|------------|--------|
| Base Volume Input [veh/h] | 123 | 0 | 0 | 115 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.63 | 0.00 | 0.00 | 1.74 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 123 | 0 | 0 | 115 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 0 | 0 | 31 | 0 | 0 |
| Total Analysis Volume [veh/h] | 134 | 0 | 0 | 125 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.46 | 0.00 | 9.90 | 8.91 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.41 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | | | 0.00 | | | |
| Intersection LOS | | | A | | | |

Intersection Level Of Service Report
Intersection 9: N Ormsby Blvd/West Dwy 2

| | | | |
|------------------|--------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.9 |
| Analysis Method: | HCM 2010 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | N Ormsby | | N Ormsby | | West Dwy 2 | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | West Dwy 2 | |
|---|----------|--------|----------|--------|------------|--------|
| Base Volume Input [veh/h] | 0 | 123 | 115 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 123 | 115 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 33 | 31 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 134 | 125 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 7.46 | 0.00 | 0.00 | 0.00 | 9.93 | 8.89 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.41 | |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | | 0.00 | | | | |
| Intersection LOS | | | A | | | |

Intersection Level Of Service Report
Intersection 17: Washington St/Lexington Ave

| | | | |
|------------------|--------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.8 |
| Analysis Method: | HCM 2010 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.005 |

Intersection Setup

| Name | Lexington Ave | | Washington St | | Washington St | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Lexington Ave | | Washington St | | Washington St | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 3 | 3 | 0 | 128 | 59 | 1 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 3 | 0 | 128 | 59 | 1 |
| Peak Hour Factor | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 0 | 39 | 18 | 0 |
| Total Analysis Volume [veh/h] | 4 | 4 | 0 | 156 | 72 | 1 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Stop | Free | Free |
|------------------------------------|------|------|------|
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0,00 | 0,00 | | | | |
| d_M, Delay for Movement [s/veh] | 9.75 | 8.66 | 7.34 | 0.00 | 0.00 | 0.00 | | | | |
| Movement LOS | A | A | A | A | A | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.70 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 9.20 | | 0.00 | | 0.00 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 0.31 | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | |

Intersection Level Of Service Report
Intersection 18: Long St/Bolero Dr

Control Type: Two-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.1
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | Bolero Dr | | | Bolero Dr | | | Long St | | | Long St | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Northeastbound | | | Southwestbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Bolero Dr | | | Bolero Dr | | | Long St | | | Long St | | |
|---|-----------|--------|--------|-----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Analysis Volume [veh/h] | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| Priority Scheme | Stop | Stop | Free | Free |
|------------------------------------|------|------|------|------|
| Flared Lane | No | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|------|------|------|------|------|--|--|--|--|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| d_M, Delay for Movement [s/veh] | 8.59 | 9.08 | 8.32 | 8.62 | 9.09 | 8.36 | 7.23 | 0.00 | 0.00 | 7.21 | 0.00 | | | | | | | | |
| Movement LOS | A | A | A | A | A | A | A | A | A | A | A | | | | | | | | |
| 95th-Percentile Queue Length [veh] | 0.01 | 0.01 | 0.01 | 0.03 | 0.03 | 0.03 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | | | | | | | | |
| 95th-Percentile Queue Length [ft] | 0.35 | 0.35 | 0.35 | 0.75 | 0.75 | 0.75 | 0.00 | 0.00 | 0.00 | 0.32 | 0.32 | | | | | | | | |
| d_A, Approach Delay [s/veh] | 8.32 | | | 8.62 | | | 0.00 | | | 3.09 | | | | | | | | | |
| Approach LOS | A | | | A | | | A | | | A | | | | | | | | | |
| d_I, Intersection Delay [s/veh] | 6.50 | | | | | | | | | | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | | | | | | | | | | |

Intersection Level Of Service Report
Intersection 1: Mountain St/Long St

Control Type: Two-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 13.2
Level Of Service: B
Volume to Capacity (v/c): 0.011

Intersection Setup

| Name | Mountain St | | | Mountain St | | | Long St | | | Long St | | |
|------------------------|-------------|--------|--------|-------------|--------|--------|-----------|--------|--------|-----------|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Mountain St | | | Mountain St | | | Long St | | | Long St | | |
|---|-------------|--------|--------|-------------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 13 | 152 | 11 | 9 | 176 | 5 | 4 | 6 | 6 | 9 | 11 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.66 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 13 | 152 | 11 | 9 | 176 | 5 | 4 | 6 | 6 | 9 | 11 | 19 |
| Peak Hour Factor | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 | 0.7900 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 48 | 3 | 3 | 56 | 2 | 1 | 2 | 2 | 3 | 3 | 6 |
| Total Analysis Volume [veh/h] | 16 | 192 | 14 | 11 | 223 | 6 | 5 | 8 | 8 | 11 | 14 | 24 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| Priority Scheme | Free | Free | Stop | Stop |
|------------------------------------|------|------|------|------|
| Flared Lane | | | No | No |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 0.02 | 0.01 | 0.02 | 0.03 | 0.03 |
| d_M, Delay for Movement [s/veh] | 7.70 | 0.00 | 0.00 | 7.63 | 0.00 | 0.00 | 13.19 | 12.86 | 9.65 | 13.11 | 13.09 | 9.77 |
| Movement LOS | A | A | A | A | A | A | B | B | A | B | B | A |
| 95th-Percentile Queue Length [veh] | 0.59 | 0.59 | 0.59 | 0.63 | 0.63 | 0.63 | 0.12 | 0.12 | 0.12 | 0.26 | 0.26 | 0.26 |
| 95th-Percentile Queue Length [ft] | 14.69 | 14.69 | 14.69 | 15.76 | 15.76 | 15.76 | 2.93 | 2.93 | 2.93 | 6.58 | 6.58 | 6.58 |
| d_A, Approach Delay [s/veh] | | 0.55 | | | 0.35 | | | 11.72 | | | 11.47 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| d_I, Intersection Delay [s/veh] | | | | | | | 1.91 | | | | | |
| Intersection LOS | | | | | | | B | | | | | |

Intersection Level Of Service Report
Intersection 2: Mountian St/East Dwy 1

Control Type: Two-way stop Delay (sec / veh): 10.9
 Analysis Method: HCM 2010 Level Of Service: B
 Analysis Period: 15 minutes Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | Mountain St | | Mountain St | | East Dwy 1 | |
|------------------------|-------------|--------|-------------|--------|------------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | Mountain St | | Mountain St | | East Dwy 1 | |
|---|-------------|--------|-------------|--------|------------|--------|
| Base Volume Input [veh/h] | 0 | 176 | 191 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.79 | 0.41 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 176 | 191 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 48 | 52 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 191 | 208 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|-------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 7.62 | 0.00 | 0.00 | 0.00 | 10.90 | 9.30 | | | | |
| Movement LOS | A | A | A | A | B | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 10.10 | | | | | |
| Approach LOS | A | | A | | B | | | | | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | |

Intersection Level Of Service Report
Intersection 3: Mountian St/Washington St

Control Type: All-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.1
Level Of Service: A

Intersection Setup

| Name | Mountian St | | | Mountain St | | | Washington St | | | Washington St | | |
|------------------------|---|--------|--------|---|--------|--------|---|--------|--------|---|--------|--------|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration |  | | |  | | |  | | |  | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Mountian St | | | Mountain St | | | Washington St | | | Washington St | | |
|---|-------------|--------|--------|-------------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h] | 5 | 67 | 9 | 42 | 128 | 26 | 18 | 41 | 4 | 12 | 74 | 42 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 5 | 67 | 9 | 42 | 128 | 26 | 18 | 41 | 4 | 12 | 74 | 42 |
| Peak Hour Factor | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 | 0.8000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 21 | 3 | 13 | 40 | 8 | 6 | 13 | 1 | 4 | 23 | 13 |
| Total Analysis Volume [veh/h] | 6 | 84 | 11 | 53 | 160 | 33 | 23 | 51 | 5 | 15 | 93 | 53 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

| | | | | |
|------------------------------------|-------|-------|------|-------|
| 95th-Percentile Queue Length [veh] | 0.46 | 1.34 | 0.37 | 0.78 |
| 95th-Percentile Queue Length [ft] | 11.47 | 33.59 | 9.20 | 19.58 |
| Approach Delay [s/veh] | 8.48 | 9.67 | 8.61 | 8.89 |
| Approach LOS | A | A | A | A |
| Intersection Delay [s/veh] | | 9.11 | | |
| Intersection LOS | | A | | |

Intersection Level Of Service Report
Intersection 4: N Ormsby Blvd/Washington St

Control Type: Two-way stop Delay (sec / veh): 10.1
 Analysis Method: HCM 2010 Level Of Service: B
 Analysis Period: 15 minutes Volume to Capacity (v/c): 0.057

Intersection Setup

| Name | N Ormsby | | N Ormsby | | Washington St | |
|------------------------|------------|--------|------------|--------|---------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

Volumes

| Name | N Ormsby | | N Ormsby | | Washington St | |
|---|----------|--------|----------|--------|---------------|--------|
| Base Volume Input [veh/h] | 51 | 7 | 23 | 44 | 34 | 44 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.44 | 2.11 | 1.96 | 1.56 | 0.00 | 2.44 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 51 | 7 | 23 | 44 | 34 | 44 |
| Peak Hour Factor | 0.7500 | 0.7500 | 0.7500 | 0.7500 | 0.7500 | 0.7500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 17 | 2 | 8 | 15 | 11 | 15 |
| Total Analysis Volume [veh/h] | 68 | 9 | 31 | 59 | 45 | 59 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|-------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.00 | 0.06 | 0.06 | | | | |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.41 | 0.00 | 10.13 | 9.18 | | | | |
| Movement LOS | A | A | A | A | B | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.19 | 0.19 | 0.40 | 0.40 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 4.71 | 4.71 | 9.91 | 9.91 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 2.55 | | 9.59 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 4.53 | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | |

Intersection Level Of Service Report
Intersection 5: N Ormsby Blvd/West Dwy 1

Control Type: Two-way stop Delay (sec / veh): 9.4
 Analysis Method: HCM 2010 Level Of Service: A
 Analysis Period: 15 minutes Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | N Ormsby | | N Ormsby | | West Dwy | |
|------------------------|---|---|---|--------|-----------|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  |  |  | | | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | West Dwy | |
|---|----------|--------|----------|--------|----------|--------|
| Base Volume Input [veh/h] | 0 | 95 | 67 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 1.63 | 1.74 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 95 | 67 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 26 | 18 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 103 | 73 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| Priority Scheme | Free | Free | Stop |
|------------------------------------|------|------|------|
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 7.34 | 0.00 | 0.00 | 0.00 | 9.40 | 8.62 | | | | |
| Movement LOS | A | A | A | A | A | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.01 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | |

Intersection Level Of Service Report
Intersection 6: N Ormsby Blvd/East Dwy 2

| | | | |
|------------------|--------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.4 |
| Analysis Method: | HCM 2010 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | N Ormsby | | N Ormsby | | East Dwy 2 | |
|------------------------|---|--|---|--------|------------|--------|
| Approach | Northbound | | Southbound | | Westbound | |
| Lane Configuration |  |  |  | | | |
| Turning Movement | Thru | Right | Left | Thru | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 35.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | East Dwy 2 | |
|---|----------|--------|----------|--------|------------|--------|
| Base Volume Input [veh/h] | 95 | 0 | 0 | 67 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 1.63 | 0.00 | 0.00 | 1.74 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 95 | 0 | 0 | 67 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 0 | 0 | 18 | 0 | 0 |
| Total Analysis Volume [veh/h] | 103 | 0 | 0 | 73 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | |
|------------------------------------|------|------|------|------|------|------|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 7.40 | 0.00 | 9.40 | 8.76 |
| Movement LOS | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | | 9.08 |
| Approach LOS | A | | A | | A | |
| d_I, Intersection Delay [s/veh] | | | 0.00 | | | |
| Intersection LOS | | | A | | | |

Intersection Level Of Service Report
Intersection 9: N Ormsby Blvd/West Dwy 2

| | | | |
|------------------|--------------|---------------------------|-------|
| Control Type: | Two-way stop | Delay (sec / veh): | 9.4 |
| Analysis Method: | HCM 2010 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.000 |

Intersection Setup

| Name | N Ormsby | | N Ormsby | | West Dwy 2 | |
|------------------------|---|--------|--|--------|---|--------|
| Approach | Northbound | | Southbound | | Eastbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Thru | Thru | Right | Left | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 35.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | Yes | | Yes | |

Volumes

| Name | N Ormsby | | N Ormsby | | West Dwy 2 | |
|---|----------|--------|----------|--------|------------|--------|
| Base Volume Input [veh/h] | 0 | 95 | 67 | 0 | 0 | 0 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 95 | 67 | 0 | 0 | 0 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 26 | 18 | 0 | 0 | 0 |
| Total Analysis Volume [veh/h] | 0 | 103 | 73 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Free | Free | Stop |
| Flared Lane | | | No |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | | | No |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 7.36 | 0.00 | 0.00 | 0.00 | 9.42 | 8.64 | | | | |
| Movement LOS | A | A | A | A | A | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 0.00 | | 0.00 | | 9.03 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 0.00 | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | |

Intersection Level Of Service Report
Intersection 17: Washington St/Lexington Ave

Control Type: Two-way stop Delay (sec / veh): 9.2
 Analysis Method: HCM 2010 Level Of Service: A
 Analysis Period: 15 minutes Volume to Capacity (v/c): 0.006

Intersection Setup

| Name | Lexington Ave | | Washington St | | Washington St | |
|------------------------|---|--------|---|--------|---|--------|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration |  | |  | |  | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | 25.00 | | 25.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | Yes | | No | | No | |

Volumes

| Name | Lexington Ave | | Washington St | | Washington St | |
|---|---------------|--------|---------------|--------|---------------|--------|
| Base Volume Input [veh/h] | 4 | 1 | 4 | 27 | 74 | 4 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 1 | 4 | 27 | 74 | 4 |
| Peak Hour Factor | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 | 0.8200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 0 | 1 | 8 | 23 | 1 |
| Total Analysis Volume [veh/h] | 5 | 1 | 5 | 33 | 90 | 5 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

Intersection Settings

| | | | |
|------------------------------------|------|------|------|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | No | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|--|--|--|--|
| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| d_M, Delay for Movement [s/veh] | 9.21 | 8.74 | 7.39 | 0.00 | 0.00 | 0.00 | | | | |
| Movement LOS | A | A | A | A | A | A | | | | |
| 95th-Percentile Queue Length [veh] | 0.02 | 0.02 | 0.08 | 0.08 | 0.00 | 0.00 | | | | |
| 95th-Percentile Queue Length [ft] | 0.52 | 0.52 | 1.93 | 1.93 | 0.00 | 0.00 | | | | |
| d_A, Approach Delay [s/veh] | 9.14 | | 0.97 | | 0.00 | | | | | |
| Approach LOS | A | | A | | A | | | | | |
| d_I, Intersection Delay [s/veh] | 0.66 | | | | | | | | | |
| Intersection LOS | A | | | | | | | | | |

Intersection Level Of Service Report
Intersection 18: Long St/Bolero Dr

Control Type: Two-way stop
Analysis Method: HCM 2010
Analysis Period: 15 minutes

Delay (sec / veh): 9.1
Level Of Service: A
Volume to Capacity (v/c): 0.000

Intersection Setup

| Name | Bolero Dr | | | Bolero Dr | | | Long St | | | Long St | | |
|------------------------|------------|--------|--------|------------|--------|--------|----------------|--------|--------|----------------|--------|--------|
| Approach | Northbound | | | Southbound | | | Northeastbound | | | Southwestbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 25.00 | | | 25.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | Yes | | | Yes | | | Yes | | | Yes | | |

Volumes

| Name | Bolero Dr | | | Bolero Dr | | | Long St | | | Long St | | |
|---|-----------|--------|--------|-----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h] | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Total Analysis Volume [veh/h] | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Intersection Settings

| | | | | |
|------------------------------------|------|------|------|------|
| Priority Scheme | Stop | Stop | Free | Free |
| Flared Lane | No | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

Movement, Approach, & Intersection Results

| | | | | | | | | | | | | | | | | | | | |
|------------------------------------|------|------|------|------|------|------|------|------|------|------|------|--|--|--|--|--|--|--|--|
| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | |
| d_M, Delay for Movement [s/veh] | 0.00 | 9.11 | 8.31 | 8.61 | 9.10 | 0.00 | 0.00 | 0.00 | 0.00 | 7.21 | 0.00 | | | | | | | | |
| Movement LOS | | A | A | A | A | | | A | A | A | A | | | | | | | | |
| 95th-Percentile Queue Length [veh] | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | | | | | | | | |
| 95th-Percentile Queue Length [ft] | 0.00 | 0.21 | 0.21 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.60 | | | | | | | | |
| d_A, Approach Delay [s/veh] | | 8.31 | | 8.61 | | | 0.00 | | | 2.77 | | | | | | | | | |
| Approach LOS | | A | | A | | | A | | | A | | | | | | | | | |
| d_I, Intersection Delay [s/veh] | | 4.77 | | | | | | | | | | | | | | | | | |
| Intersection LOS | | A | | | | | | | | | | | | | | | | | |