

## **Appendix B**

### **Existing Plus Project 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): 17.1  
Level Of Service: C  
Volume to Capacity (v/c): 0.238

**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	22	16	0	8	3	7	7	0	6	3	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	201	59	22	142	5	19	17	11	76	6	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	64	19	7	45	2	6	5	3	24	2	6
Total Analysis Volume [veh/h]	8	254	75	28	180	6	24	22	14	96	8	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	0.06	0.05	0.02	0.24	0.02	0.03
d_M, Delay for Movement [s/veh]	7.58	0.00	0.00	7.97	0.00	0.00	14.89	14.85	10.29	17.14	16.57	13.02
Movement LOS	A	A	A	A	A	A	B	B	B	C	C	B
95th-Percentile Queue Length [veh]	0.94	0.94	0.94	0.62	0.62	0.62	0.44	0.44	0.44	1.17	1.17	1.17
95th-Percentile Queue Length [ft]	23.59	23.59	23.59	15.54	15.54	15.54	10.91	10.91	10.91	29.27	29.27	29.27
d_A, Approach Delay [s/veh]		0.18			1.04			13.80			16.36	
Approach LOS		A			A			B			C	
d_I, Intersection Delay [s/veh]						4.32						
Intersection LOS							C					

**Intersection Level Of Service Report**  
**Intersection 2: Mountain St/East Dwy 1**

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

**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]	8	6	2	13	32	19
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]	8	234	217	13	32	19
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]	2	64	59	4	9	5
Total Analysis Volume [veh/h]	9	254	236	14	35	21
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	0.01	0.00	0.00	0.00	0.07	0.03
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	0.00	12.55	10.12
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.74	0.74	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft]	18.43	18.43	0.00	0.00	7.71	7.71
d_A, Approach Delay [s/veh]	0.26		0.00		11.64	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]			1.27			
Intersection LOS			B			

**Intersection Level Of Service Report**  
**Intersection 3: Mountian St/Washington St**

Control Type: All-way stop Delay (sec / veh): 10.8  
Analysis Method: HCM 2010 Level Of Service: B  
Analysis Period: 15 minutes

**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]	3	3	0	12	7	2	6	25	7	0	10	5
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]	11	126	13	45	144	57	94	64	36	2	16	37
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	39	4	14	45	18	29	20	11	1	5	12
Total Analysis Volume [veh/h]	14	158	16	56	180	71	118	80	45	3	20	46
Pedestrian Volume [ped/h]	0			0			0			0		

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**Intersection Settings**

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**Lanes**

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**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	1.09	2.11	1.61	0.33
95th-Percentile Queue Length [ft]	27.23	52.64	40.22	8.27
Approach Delay [s/veh]	10.06	11.51	11.15	8.78
Approach LOS	B	B	B	A
Intersection Delay [s/veh]		10.83		
Intersection LOS		B		

**Intersection Level Of Service Report**  
**Intersection 4: N Ormsby Blvd/Washington St**

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

**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]	4	1	19	11	3	7
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]	86	96	70	75	21	48
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]	29	32	23	25	7	16
Total Analysis Volume [veh/h]	115	128	93	100	28	64
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	0.07	0.00	0.05	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.93	0.00	12.69	9.91
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.51	0.51	0.44	0.44
95th-Percentile Queue Length [ft]	0.00	0.00	12.76	12.76	10.98	10.98
d_A, Approach Delay [s/veh]	0.00		3.82		10.76	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]			3.27			
Intersection LOS			B			

**Intersection Level Of Service Report**  
**Intersection 5: N Ormsby Blvd/West Dwy 1**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

**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]	5	7	5	2	6	14
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]	5	130	120	2	6	14
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]	1	35	33	1	2	4
Total Analysis Volume [veh/h]	5	141	130	2	7	15
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	0.01	0.02
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	0.00	10.19	9.01
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.33	0.33	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft]	8.28	8.28	0.00	0.00	2.01	2.01
d_A, Approach Delay [s/veh]		0.26		0.00		9.39
Approach LOS		A		A		A
d_I, Intersection Delay [s/veh]				0.81		
Intersection LOS				B		

**Intersection Level Of Service Report**  
**Intersection 6: N Ormsby Blvd/East Dwy 2**

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):	0.004

**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]	11	1	2	4	3	5
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]	134	1	2	119	3	5
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]	36	0	1	32	1	1
Total Analysis Volume [veh/h]	146	1	2	129	3	5
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	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.49	0.00	10.09	9.02
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.30	0.30	0.03	0.03
95th-Percentile Queue Length [ft]	0.00	0.00	7.45	7.45	0.74	0.74
d_A, Approach Delay [s/veh]	0.00		0.11		9.42	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			0.32			
Intersection LOS			B			

**Intersection Level Of Service Report**  
**Intersection 9: N Ormsby Blvd/West Dwy 2**

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

**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]	5	6	16	2	6	14
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]	5	129	131	2	6	14
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]	1	35	36	1	2	4
Total Analysis Volume [veh/h]	5	140	142	2	7	15
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	0.01	0.02
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	10.30	9.10
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.34	0.34	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft]	8.39	8.39	0.00	0.00	2.05	2.05
d_A, Approach Delay [s/veh]		0.26		0.00		9.48
Approach LOS		A		A		A
d_I, Intersection Delay [s/veh]				0.79		
Intersection LOS				B		

**Intersection Level Of Service Report**

**Intersection 17: Washington St/Lexington Ave**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

**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]	19	3	1	19	7	8
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]	22	6	1	147	66	9
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]	7	2	0	45	20	3
Total Analysis Volume [veh/h]	27	7	1	179	80	11
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	0.04	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.17	8.90	7.38	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.14	0.14	0.40	0.40	0.00	0.00
95th-Percentile Queue Length [ft]	3.47	3.47	10.08	10.08	0.00	0.00
d_A, Approach Delay [s/veh]		9.91		0.04		0.00
Approach LOS		A		A		A
d_I, Intersection Delay [s/veh]				1.13		
Intersection LOS				B		

**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): 9.2  
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	14	0	0	0	0	0	0	5	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	19	10	0	0	0	1	0	8	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	5	3	0	0	0	0	0	2	0	1
Total Analysis Volume [veh/h]	0	0	19	10	0	0	0	1	0	8	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	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	8.69	9.19	8.36	8.77	9.16	8.37	7.23	0.00	0.00	7.21	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.05	0.05	0.05	0.03	0.03	0.03	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft]	1.33	1.33	1.33	0.79	0.79	0.79	0.00	0.00	0.00	0.55	0.55	0.55
d_A, Approach Delay [s/veh]		8.36		8.77			0.00			4.81		
Approach LOS		A		A			A			A		
d_I, Intersection Delay [s/veh]						7.24						
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): 15.0  
 Level Of Service: B  
 Volume to Capacity (v/c): 0.083

**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	16	12	0	25	8	5	5	0	19	8	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	168	23	9	201	13	9	11	6	28	18	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	53	7	3	64	4	3	3	2	9	6	6
Total Analysis Volume [veh/h]	16	213	29	11	254	16	11	14	8	35	24	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	0.03	0.03	0.01	0.08	0.06	0.03
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	7.72	0.00	0.00	14.61	13.94	10.19	14.98	14.75	10.86
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	B
95th-Percentile Queue Length [veh]	0.73	0.73	0.73	0.79	0.79	0.79	0.23	0.23	0.23	0.60	0.60	0.60
95th-Percentile Queue Length [ft]	18.37	18.37	18.37	19.85	19.85	19.85	5.65	5.65	5.65	14.92	14.92	14.92
d_A, Approach Delay [s/veh]		0.48			0.30			13.25			13.72	
Approach LOS		A			A			B			B	
d_I, Intersection Delay [s/veh]						2.73						
Intersection LOS							B					

**Intersection Level Of Service Report****Intersection 2: Mountian St/East Dwy 1**

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

**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]	22	4	6	38	24	14
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]	22	180	197	38	24	14
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]	6	49	54	10	7	4
Total Analysis Volume [veh/h]	24	196	214	41	26	15
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	0.02	0.00	0.00	0.00	<b>0.05</b>	0.02
d_M, Delay for Movement [s/veh]	<b>7.77</b>	0.00	0.00	0.00	<b>12.11</b>	9.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.60	0.60	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft]	14.91	14.91	0.00	0.00	5.36	5.36
d_A, Approach Delay [s/veh]	0.85		0.00			11.29
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]			1.26			
Intersection LOS			B			

**Intersection Level Of Service Report**  
**Intersection 3: Mountian St/Washington St**

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes		

**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	80	9	42	128	26	22	41	4	12	74	50
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]	8	8	0	9	5	6	4	17	5	0	28	14
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	88	9	51	133	32	26	58	9	12	102	64
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]	4	28	3	16	42	10	8	18	3	4	32	20
Total Analysis Volume [veh/h]	16	110	11	64	166	40	33	73	11	15	128	80
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings****Lanes****Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.72	1.72	0.62	1.29
95th-Percentile Queue Length [ft]	18.08	42.88	15.48	32.24
Approach Delay [s/veh]	9.39	10.82	9.40	10.07
Approach LOS	A	B	A	B
Intersection Delay [s/veh]		10.11		
Intersection LOS		B		

**Intersection Level Of Service Report**  
**Intersection 4: N Ormsby Blvd/Washington St**

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

**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]	11	3	12	7	2	20
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]	62	10	35	51	36	64
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]	21	3	12	17	12	21
Total Analysis Volume [veh/h]	83	13	47	68	48	85
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	0.03	0.00	0.07	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	7.48	0.00	10.79	9.49
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.25	0.25	0.55	0.55
95th-Percentile Queue Length [ft]	0.00	0.00	6.23	6.23	13.66	13.66
d_A, Approach Delay [s/veh]	0.00		3.06		9.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			4.87			
Intersection LOS			B			

**Intersection Level Of Service Report**  
**Intersection 5: N Ormsby Blvd/West Dwy 1**

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

**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]	14	6	8	6	4	9
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]	14	101	75	6	4	9
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]	4	27	20	2	1	2
Total Analysis Volume [veh/h]	15	110	82	7	4	10
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	0.01	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.39	0.00	0.00	0.00	9.81	8.74
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.27	0.27	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft]	6.71	6.71	0.00	0.00	1.18	1.18
d_A, Approach Delay [s/veh]		0.89		0.00		9.04
Approach LOS		A		A		A
d_I, Intersection Delay [s/veh]				1.04		
Intersection LOS				A		

**Intersection Level Of Service Report**  
**Intersection 6: N Ormsby Blvd/East Dwy 2**

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

**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]	7	3	5	12	2	3
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]	102	3	5	79	2	3
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]	28	1	1	21	1	1
Total Analysis Volume [veh/h]	111	3	5	86	2	3
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	7.43	0.00	9.63	8.83
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.20	0.20	0.02	0.02
95th-Percentile Queue Length [ft]	0.00	0.00	4.88	4.88	0.43	0.43
d_A, Approach Delay [s/veh]	0.00		0.41		9.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			0.39			
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):	0.005

**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]	14	17	10	6	4	9
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]	14	112	77	6	4	9
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]	4	30	21	2	1	2
Total Analysis Volume [veh/h]	15	122	84	7	4	10
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	0.01	0.00	0.00	0.00	0.01	0.01				
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	0.00	9.92	8.77				
Movement LOS	A	A	A	A	A	A				
95th-Percentile Queue Length [veh]	0.30	0.30	0.00	0.00	0.05	0.05				
95th-Percentile Queue Length [ft]	7.50	7.50	0.00	0.00	1.20	1.20				
d_A, Approach Delay [s/veh]	0.81		0.00		9.10					
Approach LOS	A		A		A					
d_I, Intersection Delay [s/veh]	0.99									
Intersection LOS	A									

**Intersection Level Of Service Report**  
**Intersection 17: Washington St/Lexington Ave**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

**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]	14	2	3	12	20	22
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]	18	3	7	39	94	26
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]	5	1	2	12	29	8
Total Analysis Volume [veh/h]	22	4	9	48	115	32
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	0.03	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.70	9.04	7.50	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.10	0.10	0.12	0.12	0.00	0.00
95th-Percentile Queue Length [ft]	2.49	2.49	3.07	3.07	0.00	0.00
d_A, Approach Delay [s/veh]		9.60		1.18		0.00
Approach LOS		A		A		A
d_I, Intersection Delay [s/veh]				1.38		
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): 9.4  
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	10	0	0	0	0	0	0	16	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	13	4	0	0	0	0	0	21	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	3	1	0	0	0	0	0	5	0	2
Total Analysis Volume [veh/h]	0	0	13	4	0	0	0	0	0	21	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	0.01	0.00	0.00	0.00	0.00	0.00	0.00	<b>0.01</b>	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	<b>9.35</b>	8.34	8.88	9.31	0.00	0.00	0.00	0.00	<b>7.23</b>	0.00	0.00
Movement LOS		A	A	A	A			A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.04	0.04	0.01	0.01	0.00	0.00	0.00	0.00	0.05	0.05	0.05
95th-Percentile Queue Length [ft]	0.00	0.90	0.90	0.32	0.32	0.00	0.00	0.00	0.00	1.35	1.35	1.35
d_A, Approach Delay [s/veh]		8.34		8.88				0.00			5.23	
Approach LOS		A		A			A			A		
d_I, Intersection Delay [s/veh]						<b>6.43</b>						
Intersection LOS						A						

**GEOTECHNICAL INVESTIGATION  
REPORT**

**for**

**THE VINTAGE AT KING'S CANYON**

**Carson City, Nevada**

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May, 2016

JN: 8947.000

# GEOTECHNICAL INVESTIGATION REPORT

## THE VINTAGE AT KING'S CANYON

Carson City, Nevada

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**GEOTECHNICAL INVESTIGATION REPORT**  
**for**  
**THE VINTAGE AT KING'S CANYON**  
**CARSON CITY, NEVADA**

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## **INTRODUCTION**

Submitted herewith are the results of Lumos and Associates, Inc. (Lumos) geotechnical investigation for the proposed Vintage at King's Canyon project to be located in Carson City, Nevada. North Ormsby Boulevard bisects the site. The western portion of the site (approximately 25 acres in size) is located in the northwest quarter of section 18, township 15 north, range 20 east and is bounded by residential developments to the north and west, agricultural fields to the south, and North Ormsby Boulevard to the east. The eastern portion of the site (approximately 50 acres in size) is located in the north half of section 18 and the south half of section 7, township 15 north, range 20 east and is partially bounded by residential developments and agricultural fields to the north and south, is bounded on the west by North Ormsby Boulevard, and is bounded on the east by Mountain Street (refer to Plate 1).

It is our understanding that the proposed project will consist of one to two story houses with conventional foundations, Portland cement concrete improvements (sidewalks, curbs, and gutters), and asphalt concrete roadways. Additionally, we understand an office/medical complex has been proposed on the eastern portion of the site (approximately 9 acres in size) along Mountain Street. Structural loads for the residential portion of the project have been assumed not to exceed 1 to 2 kips per lineal foot and 6 to 8 kips for continuous wall and isolated column loads, respectively. Structural loads for the office/medical buildings have been assumed not to exceed three (3) to four (4) kips per lineal foot and 25 to 30 kips for continuous-wall and isolated-column loads, respectively. We have assumed that final grades at the site will be within five (5) feet from the existing grades.

The purpose of our investigation was to characterize the site geology and soil conditions, describe the native soils and determine their engineering properties as they relate to the proposed construction. The investigation was also intended to identify possible adverse geologic, soil, and/or water table conditions. However, this study did not include an environmental assessment or an evaluation for soil and/or groundwater contamination at the site. For your information, we have included, in Appendix E, the State of Nevada EPA Map of Radon Zones.

This report concludes with recommendations for site grading, foundations, footing area preparation, slope stability, utility installation, asphalt concrete, and Portland cement concrete. In addition, information such as logs of all exploratory borings, laboratory test data, allowable soil bearing capacities, estimated total and differential settlements based on static and dynamic loads, lateral earth pressures, and International Building Code (IBC) seismic site class designation are provided in this report.

The recommendations contained herein have been prepared based on our understanding of the proposed construction, as outlined above. Re-evaluation of the recommendations presented in this report should be conducted after the final site grading and construction plans are completed, if there are any variations from the assumptions described herein.

It is possible that subsurface discontinuities may exist between and beyond exploration points. Such discontinuities are beyond the evaluation of the Engineer at this time. No guarantee of the consistency of site geology and sub-surface conditions is implied or intended.

## **GEOLOGIC SETTING**

Carson City is at the extreme western portion of the Great Basin geomorphic province. The Great Basin is characterized by internal drainage and large normal fault-bounded valleys (grabens) separated by high mountain ranges (horst). The Sierra Nevada province to the west is characterized by large granite masses that have been uplifted and tilted a few degrees toward the west. Overlying the granites are older oceanic meta-sedimentary rocks.

Specifically, the site is located near the western foothills of Eagle Valley. The surface geology of the project area has been mapped as a Qal soil type by Dennis T. Trexler (1977). The mapping indicates that pediment alluvial-fan deposits of Eagle Valley underlie the site. They are yellowish-brown to gray, unbedded to poorly bedded, poorly to moderately sorted, fine silty sand, sandy silt, granular muddy coarse sand, and minor sandy gravel, underlies broad surfaces of low gradient. John W. Bell and Dennis T. Trexler (1979) have also mapped this area as an area to experience the greatest severity of shaking during earthquakes and possible severe liquefaction locally.

## SEISMIC CONSIDERATIONS

Carson City, similar to many areas of Nevada, is located near active faults, which are capable of producing significant earthquakes. This area can be described as an area that may experience major damage due to earthquakes having intensities of VII or more when evaluated using the Modified Mercalli Intensity Scale of 1931 (Plate 3).

The Carson City area is located within the Sierra Nevada-Great Basin seismic belt and at least four (4) major earthquakes with moment magnitudes greater than 6.0 (Plate 4) have occurred historically within 15 miles of the site. The areas north and south of Carson City have experienced a number of large earthquakes in the past, with a swarm of large events during the single years 1868 and 1869. During these episodes, the three (3) largest events were magnitudes 6.0, 6.1, and 6.7. The causative faults were located approximately 4 to 15 miles southwest of the site within the Genoa Fault area.

According to the Carson City Quadrangle Earthquake Hazards Map by Trexler and Bell (1979) a north/south trending fault is approximately 500-1000 feet north of the site (Plate 5). The fault is mapped as a Holocene, which is <12,000 years old, which is considered potentially active. However, no active Holocene (<12,000 years) age faulting is known to cross the site, nor has any direct evidence of on-site faulting been observed in the field during the current investigation.

Ground shaking should be anticipated at the site and intensities should be governed by a design earthquake occurring within a few miles of the site on faults belonging to the Sierra Nevada – Great Basin seismic belt that crosses Carson City. For design purposes, ground-shaking intensities should be based on a design earthquake occurring on the Carson City or Genoa Fault Zones with a maximum credible earthquake of 7.5 in moment magnitude.

Liquefaction is the phenomena where more commonly loose saturated sands or silty sands lose their shear strength when subjected to cyclic loading, and become unstable. Large earthquakes, as described above, may provide that type of cyclic loading. Liquefaction is most commonly associated with loose, saturated, relatively clean sands. These conditions were not encountered during our investigation. During our field investigation groundwater was encountered in the eastern portion of the site at a depth of 22 and 23 feet (Borings 3 and 4 respectively). Other holes were explored to as deep as 40 feet without encountering groundwater water. However, The Carson City Quadrangle General Ground Water Map by Terry Katzer (1980) indicates the depth to groundwater is at approximately 10 feet. Additionally, mottling, which indicates previous groundwater presence, was observed in samples taken from 20 of the 24 borings at depths of approximately 10 feet, or less.

2012 IBC Design: The mapped maximum considered earthquake spectral response acceleration at short periods ( $S_s$ ) is 2.377g corresponding to a 0.2 second spectral response acceleration at five percent (5%) of critical damping and for a Site Class B (IBC Figure 1613.3.1(1)). The mapped maximum considered earthquake spectral response acceleration at a 1-second period ( $S_1$ ) is 0.875g corresponding to a 1.0 second spectral response acceleration at five percent (5%) of critical damping and for a Site Class B (IBC Figure 1613.3.1(2)). According to section 1613.3.2, when the soil properties are not known in sufficient detail to a depth of 100 feet, site Class D shall be assumed. Therefore, the spectral response accelerations must be adjusted for Site Class effects. The site coefficient for spectral response accelerations adjustment at short periods ( $F_a$ ) is 1.0 (IBC Table 1613.3.3(1)). The site class effect for spectral response accelerations adjustment at 1-second periods ( $F_v$ ) is 1.5 (IBC Table 1613.3.3(2)). The maximum considered earthquake spectral response acceleration parameter for short period ( $S_{MS}$ ) is 2.377g and for 1-second period ( $S_{M1}$ ) is 1.312g. This corresponds to design spectral response acceleration parameters of 1.585g for short period ( $S_{Ds}$ ) and 0.875g for 1-second period ( $S_{D1}$ ).

It is emphasized that the above values are the minimum requirements intended to maintain public safety during strong ground shaking. These minimum requirements are meant to safeguard against loss of life and major structural failures, but are not intended

to prevent damage or insure the functionality of the structure during and/or after a large seismic event. Additionally, they do not protect against damage to non-structural components or the contents of the building.

In conclusion, seismic concerns for this site are not unlike other sites in the Carson City area. No evidence of active faulting was found on the site. However, due to the proximity of the site to a number of faults that are considered active, as noted above, strong seismic shaking should be anticipated during the life of the proposed structures.

## SITE-SPECIFIC LIQUEFACTION EVALUATION

A simplified liquefaction evaluation was performed in accordance with the Geotechnical Earthquake Engineering Reference Manual by Munfakh et. Al. (1998), Federal Highway Administration Report No. FHWA-HI-99-012.

Data used for the liquefaction evaluation included log information Standard Penetration (SPT) blow counts, unit weight of in-situ soils, depth to groundwater, Atterberg limits, and percent fines (percent passing the #200 sieve). Calculations to evaluate liquefaction included total vertical stress, effective vertical stress, effective confining stress, normalized and standardized SPT blow counts, critical stress ratio induced by the design earthquake, corrected critical stress ratio resisting liquefaction, and the factor of safety. Experience and engineering judgment were also exercised during our evaluation. The following parameters were used as part of analysis:

Moment Magnitude: ( $M_w$ ) = 7.5

The Peak Ground Acceleration (adjusted for site class effects) = 0.75g (PGAm)(ASCE7-10)

Unit Weight of Soil Above Groundwater = 115 pounds-per-cubic-foot

Unit Weight of Soil Below Groundwater = 55 pounds-per-cubic-foot

Groundwater Depth = 10 feet (from groundwater map)

The peak ground acceleration of 0.75g was determined utilizing an  $F_{pga}$  factor for a Site Class D. Therefore, the critical stress ratio induced by the design earthquake was calculated. The critical stress ratio at which liquefaction is expected to occur during a  $M=7.5$  earthquake was evaluated from the chart showing the relationship between cyclic stress ratio causing liquefaction and corrected SPT blow counts, which shows the liquefaction/no liquefaction for sand with fine content of 5, 15 and 35 percent. The corrected critical stress ratio resisting liquefaction was calculated by multiplying the critical stress ratio at which liquefaction is expected to occur times the magnitude scaling factor (not necessary in this case). Finally, the factor of safety against liquefaction was calculated by dividing the corrected critical stress resisting liquefaction by the stress ratio induced by the design earthquake.

Results of these analyses indicated that on-site soils between 10' and 17.5' (if the groundwater table were to rise to the mapped level) meet the "Chinese Criteria" and have a factor of safety less than one (1.1) against liquefaction; therefore, they are considered potentially liquefiable if they become saturated (Martin and Lew, 1999). Our calculations indicate that between 1 and 1½ inches of settlement (total and differential) induced by liquefaction is possible. This settlement does not include the potential settlement caused by static loading of the future structure and fill. We, therefore, recommend that structures are designed with this settlement in mind. If requested, Lumos can provide alternative foundation design parameters for deep foundations, such as drilled piers, to mitigate against potential liquefaction. A mat foundation, such as a post tensioned slab, may also be an option to mitigate against the effects of settlements associated with the potential liquefaction.

## **SITE CONDITIONS AND FIELD EXPLORATION**

At the time of our investigation the site was in use as grazing pastures. The vegetation generally consists of thick grasses. The site generally slopes downward from west to east.

Field exploration included a site reconnaissance and subsurface soil-exploration. During the site reconnaissance, surface conditions were noted and the locations of the exploratory boring were determined. They were located using survey techniques. Locations and elevations of the exploratory borings should be considered accurate only to the degree implied by the method used.

Twenty-four (24) exploratory borings were excavated to a maximum depth of 41.5 feet below-ground-surface (bgs). The approximate locations of the exploratory borings within the site are shown on Plate 2. The subsurface soils were continuously logged and visually classified in the field by our Geotechnician in accordance with the Unified Soil Classification System. Representative bulk soil samples were collected within the upper five (5) feet. Standard Penetration Testing (SPT) split spoon samples and modified California samples were collected at 2.5 and five (5) foot intervals within the exploratory borings. All the samples, subsequently, were transported to our Carson City and Reno geotechnical laboratories for testing and analysis.

The native subsurface soils consisted generally of loose to medium dense silty sands and clayey sands in the upper five (5) feet, and relatively dense silty sands and clayey sands below five (5) feet. Layers of silts and clays were encountered in a handful of the borings throughout the site.

Groundwater was encountered at the time of our field investigation in Borings 3 and 4 at 22 and 23 feet bgs respectively. However, seasonal groundwater (water table) fluctuations should be anticipated at the site. According to the groundwater map, the approximate depth to groundwater is 10 feet. Many of the samples collected from a majority of borings had mottling, which could indicate groundwater conditions at some

point in time. The depth of Boring 9 was 25 feet bgs, however, no water was encountered. Deeper holes were drilled, heading west, to as deep as 40 feet, and no groundwater was encountered in those holes.

## **FIELD AND LABORATORY TEST DATA**

Field and laboratory data was developed from samples taken and tests conducted during the field exploration and laboratory phases of this project. The borings were advanced utilizing a Jeff Co Speedstar 15 drill rig. Representative bulk soil samples were collected within the upper five (5) feet. Standard Penetration Testing (SPT) split spoon samples and modified California samples were collected at 2.5 and five (5) foot intervals within the exploratory borings. The samplers were driven utilizing a 140 pound hammer free falling 30 inches.

Laboratory tests performed on representative samples included sieve analysis, Atterberg Limits, modified proctor, R-value, direct shear, expansion index, soluble sulfates, pH value, and resistivity. Much of this data is displayed on the "logs" of the exploratory borings to facilitate correlation. Field descriptions presented on the logs have been modified, where appropriate, to reflect laboratory test results. The logs of the exploratory borings are included in Appendix A of this report as Plates A-1 through A-24. Plate A-25 describes the various symbols and nomenclature shown on the logs.

Individual laboratory test results are presented in Appendix B as Plates B-1 through B-6. Laboratory testing was performed per ASTM standards, except when test procedures are briefly described and no ASTM standard is specifically referenced in the report. Atterberg limits were determined using the dry method of preparation (Plate B-2). Special testing conducted for this project is described below.

**Analytical Testing:** Silver State Analytical Laboratories, Reno, Nevada, conducted this testing. The testing included pH value, resistivity and soluble sulfates. Test results are included (on Silver State letterhead) in Plates B-6.

The soil samples obtained during this investigation will be held in our laboratory for 30 days from the date of this report. The samples may be retained longer at an additional cost to the client or obtained from this office upon request.

## **DISCUSSION AND RECOMMENDATIONS**

### **General**

From a geotechnical viewpoint, the site is considered suitable for the proposed improvements when prepared as recommended herein.

The following recommendations are based upon the construction and our understanding of this project, as outlined in the introduction of this report. If changes in the construction are proposed, they should be presented to the Lumos Geotechnical Department, so that these recommendations can be reviewed and modified in writing, as necessary. As a minimum, final construction drawings should be submitted to the Lumos Geotechnical Department for review prior to actual construction and verification that our geotechnical design recommendations have been implemented.

### **General Site Grading**

Prior to placement of fill and/or the proposed improvements, the areas to receive fill and/or improvements shall be cleared and grubbed. Clearing and grubbing is anticipated to be as much as 12 inches or more where thicker vegetation/roots are present.

Root- or organic-laden soils encountered during excavations, should be stockpiled in a designated area on site for later use in landscaping, or removed off site as directed by the owner. Excavated soils free from any organics, debris or otherwise unsuitable material and with particles no larger than three (3) inches in maximum dimension may be stockpiled and moisture conditioned for later use as compacted fill provided it meets the criteria for acceptable fill soils. Many of the site soils shall be considered "fine

grained" (for the purposes of this report "fine grained" is defined as soils with greater than or equal to 30% passing the #200 sieve). Site "fine grained" soils are not suitable to provide direct foundation support. The onsite soils maybe utilized as common fill, which is defined as fill outside of structural zones, provided they meet the requirements of common fill. Structural fill must be placed in structural zones.

The onsite clayey sands, clays, and silts ("fine grained" soils) will not meet the requirements of structural fill and shall be overexcavated a minimum of 18 inches below footings. This is due to the potential volume change and/or relatively weak nature of the site "fine grained" soils. Additionally, this is recommended due to the relatively low SPT blow counts observed in the upper five (5) feet of the exploratory borings. This indicates a low relative compaction and increases the potential for settlement induced by structural loading. Removals shall extend horizontally beyond the edge of all foundations a minimum of 18 inches, and then replaced with 18 inches of properly prepared and compacted structural fill as mentioned later in the report. We recommend potholing be done during construction to insure the minimum separation requirement is met.

All Surfaces to receive fill and/or improvements should be observed and approved by a Lumos representative prior to placement of fill. The surfaces shall be scarified to a minimum depth of twelve (12) inches, moisture conditioned to at least optimum moisture content, and re-compacted to at least ninety percent (90%) of the ASTM D1557 standard. Upon re-compaction and prior to placing any fill or aggregate base, the re-compacted surface should be proof-rolled to identify any possible yielding surfaces. Proof-rolling should be conducted with a heavy rubber-tire loader with a fully loaded bucket, or a fully loaded water truck, and observed and approved by a Lumos representative. Yielding (pumping) surfaces shall be stabilized to the satisfaction of the Geotechnical Engineer. Material should not be placed, spread or compacted while the ground is frozen or during unfavorable weather conditions. When site grading is interrupted by heavy rain or snow, grading or fill operations should not resume until a Lumos representative approves the moisture content and density conditions of the subgrade or previously placed fill.

Unstable conditions due to yielding and/or pumping soils may be encountered on site. Native soils may yield or pump under heavy equipment loads or where vibratory equipment draws up water. If yielding or pumping conditions are encountered, the soils should be scarified in place, allowed to dry as necessary and re-compacted, where applicable. Alternatively, the unsuitable or saturated soil should be removed, the exposed surface leveled and compacted/tamped as much as practical without causing further pumping, and covered (including the sides) with geotextile stabilizing fabric (Mirafi HP370 or other equivalent). The fabric should then be covered with at least 12 inches of 4- to 8-inch **angular rock fill** with enough fines to fill the inter-rock pore spaces. Placement should be by end dumping. No traffic or other action should be allowed over the fabric, which may cause it to deflect/deform prior to cobble placement. Test sections should be used to determine the minimum thickness and/or number of layers required for stabilization.

Stabilization should be evaluated by proof-rolling standards commensurate with the equipment used, and approved by a Lumos representative. The placement of the stabilizing rock-fill may require additional over-excavation to maintain appropriate grading elevations. A filter fabric (Mirafi 180N or equal) should also be placed over the cobble rock fill to prevent piping of fines from covering soils into the stabilizing rock matrix.

Acceptable structural fill soils to be used for this project should consist of non-expansive material (LL less than 35 and/or a PI less than 12, and/or an Expansion Index less than 20), and should be free of contaminants, organics (less than two percent (2%)), rubble, or natural rock larger than three (3) inches in largest dimension. The soluble sulfate content shall be less than 0.1% and the R-Value shall be a minimum of 30. Any import soils should be tested and approved prior to being placed or delivered on-site (seven (7) day advanced notice). Structural fill soils shall also meet the following gradation requirements (next page):

**TABLE 1**  
**STRUCTURAL FILL GRADATION**

<b>Sieve Size</b>	<b>% Passing</b>
3"	100
3/4"	70 - 100
#40	15 - 65
#200	10 - 25

Soils not meeting all of the above requirements may be approved for use as structural fill at the discretion of the Geotechnical Engineer. Soils not approved for use as structural fill may be used as common fill, if approved by the Geotechnical Engineer, and placed outside of structural zones, which is defined as zones within 18 inches, laterally and vertically, of building foundations. Common fill shall have 100% passing the 3" sieve, a maximum of 50% passing the #200 sieve, LL less than 45, PI less than 25, and an EI less than 50. Common fill should be placed only on properly compacted sub-grade or on properly compacted fill in lifts not exceeding eight (8) inches in loose thickness, moisture conditioned to at least optimum moisture content, and compacted to at least ninety percent (90%) relative compaction, as determined by the ASTM D1557 standard. Structural fill, fill within 18 inches of building foundations, shall be placed in eight (8) inch loose lifts, moisture conditioned to within two percent (2%) of optimum, and compacted to a minimum of 95% of the ASTM D1557 Standard. It is anticipated that site soils encountered during grading will meet the requirements for common fill, but not for structural fill. Therefore, structural fill material will need to be imported. If fill is to be placed on a slope greater than 5:1, the slope shall be benched at least the width of the equipment being used to prevent the migration of fill soils down slope.

Landscaped areas should be cleared of all organic and objectionable material such as wood, root stumps, etc., if any. In cut areas, no other work is necessary except grading to proper elevation and drainage conditions. In landscape fill areas, fill should be placed in loose lifts not exceeding eight (8) inches, moisture conditioned to at least optimum moisture, and compacted to at least ninety percent (90%) relative compaction to prevent erosion.

A representative of Lumos should be present during all site clearing, excavation removals, and grading operations to ensure that any unforeseen or concealed conditions within the site are identified and properly mitigated, and to test and observe earthwork construction. This testing and observation is an integral part of our services as acceptance of earthwork construction and is dependent upon compaction and stability of the subgrade soils. The soils engineer may reject any material that does not meet acceptable fill, compaction, and stability requirements. Further, recommendations in this report are provided upon the assumption that earthwork construction will conform to recommendations set forth in this section of the report.

## FOUNDATION DESIGN CRITERIA

Conventional spread footings founded on 18 inches of properly prepared structural fill and underlain by properly prepared subgrade/common fill soils may be used to support the proposed building foundations within the project site.

**Spread footings:** Footings should have a minimum embedment of 24 inches below lowest adjacent grade for frost protection. Footings founded on 18 inches of properly prepared structural fill underlain by properly prepared subgrade/common fill soils may be designed for a net allowable bearing pressure of 2,000 pounds-per-square-foot (psf).

**Footing Settlements:** The maximum anticipated settlements, caused by static loading, for continuous or isolated footings bearing on 18 inches of properly prepared structural fill and underlain by properly prepared subgrade/common fill soils and designed for a 2,000 psf bearing pressure is estimated at three-quarters ( $\frac{3}{4}$ ) of an inch or less. Differential settlements are generally expected to be half of the total settlements. Settlements in granular soils are primarily expected to occur shortly after dead and sustained live loads are applied. Settlements in clay soils occur over a longer period of time. If settlements due to liquefaction are also considered, total settlement, due to static and dynamic loading, is anticipated to be approximately two (2) inches. Keep in mind, the groundwater level would have to rise to the mapped level, which is 10 feet below existing ground, for the anticipated settlements, due to liquefaction, to be possible.

**Lateral Loading:** Resistance to lateral loads can be provided by friction acting at the base of foundations and by lateral earth resistance. A coefficient of friction of 0.40 may be assumed at the base of footings bearing on structural fill soils. An allowable passive earth resistance of 250 psf per foot of depth starting six (6) inches below lowest adjacent grade may be used for the sides of footings poured against properly compacted structural fill. Passive resistance should not exceed 2,000 psf. The at-rest lateral pressure can be calculated utilizing an equivalent fluid pressure of 40 pcf.

Dynamic Factors: Vertical and lateral bearing values indicated above are for total dead-load and frequently applied live loads. If normal code requirements are applied for design, the above vertical bearing values may be increased by thirty-three percent (33%) for short duration loading due to wind or seismic forces. The additional Dynamic Lateral earth pressure can be calculated utilizing the following equation.

$$\text{Dynamic Lateral Force} = 42H^2K_h$$

$H$  = height of wall

$K_h$  = Horizontal Acceleration (which is 0.75 g per ASCE 7-10)

This force should be assumed to act at a height of 0.6H above the bottom of the wall.

## **RETAINING WALLS**

Retaining structures over three (3) feet in height, if used, will require local code compliance and engineered based on parameters described in this section of the report. Retaining structures should be designed to resist the appropriate lateral earth pressures. Cantilevered walls, which are able to deflect at least 0.01 radians, can be designed using an equivalent fluid (backfill) unit weight of 40 pounds-per-cubic-foot (pcf). However, if the wall is fixed against rotation, the wall should be designed using an equivalent fluid (backfill) unit weight of 60 pcf. These design parameters are based upon the assumption that walls will retain only level backfill and no hydrostatic pressure will be present. Any other surcharge pressures should be added to the above recommended lateral earth pressures. Retaining walls should be backfilled with free draining granular material that extends vertically to the bottom of the stem and laterally at least six (6) inches beyond the face of the stem (wall) and wrapped with a Mirafi 180 N or equivalent non-woven filter fabric. Weep holes should be provided on the walls at regular intervals, or a slotted drainpipe placed at the bottom of the wall (bottom of granular material) to relieve any possible build-up of hydrostatic pressure. Backfill material within two (2) feet of the wall should be compacted with hand-held equipment only, and to at least 90% of the maximum ASTM D1557 standard.

## **CONCRETE SLAB DESIGN**

Interior structural concrete slabs should be underlain with at least six (6) inches of Type 2, Class B Aggregate Base, compacted to a minimum of ninety-five percent (95%) relative compaction, as determined by the ASTM D1557 Standard, and supported on 18 inches of properly compacted structural fill and underlain by properly prepared subgrade/common fill soils. We recommend the aggregate base be placed after utility trenches are excavated and backfilled. A vapor barrier should be provided for all interior concrete slabs where floor moisture is undesirable. The vapor barrier shall meet the requirements of ASTM E1745, Class A, and be at least ten (10) mils thick. The vapor barrier shall be installed per the manufacturer's recommendations

Slab thickness design should be based on a Modulus of Subgrade Reaction equal to two-hundred (200) pounds-per-cubic-inch (pci) for construction on 18 inches of properly compacted structural fill. Reinforcement of concrete slabs should be as specified by the Project Structural Engineer.

Exterior concrete improvements (sidewalks, curbs, gutter, etc.) should be underlain with at least six (6) inches of Type 2, Class B aggregate base and at least 12 inches of properly prepared subgrade soils. All subgrade and fill should be prepared and placed as described in the grading section of this report, while the aggregate base material should be compacted to at least ninety-five percent (95%) relative compaction as determined by the ASTM D1557 standard.

## PAVEMENT DESIGN

Subgrade soils in areas to be paved shall be scarified in place to a depth of at least 12 inches, moisture conditioned to at least optimum moisture content, and compacted to at least ninety percent (90%) of the laboratory maximum dry density determined by the ASTM D1557 standard. Pavement structural section for the asphalt concrete utilizing an R-value of 21 (laboratory test results) is provided in Table 2, "Recommended Asphalt Pavement Sections". A Traffic Index (TI) value of 5.0 was utilized for design. Prior to placement of aggregate base, we recommend roadway subgrade soils be proof rolled utilizing a loader with a full bucket, or a fully loaded 10 wheel water truck. Observed pumping and/or yielding subgrade soils located during the proof rolling, shall be stabilized to the satisfaction of the Geotechnical Engineer. Aggregate base should consist of Type 2, Class B material and meet the requirements of the Standard Specifications for Public Works Construction (SPPWC). Aggregate base material should be moisture conditioned to within two percent (2%) of optimum and compacted to at least ninety-five percent (95%) of the laboratory maximum density, as determined by the ASTM D1557 standard.

**TABLE 2**  
**RECOMMENDED ASPHALT PAVEMENT SECTIONS**

<b>Pavement Area</b>	<b>Minimum Asphalt Pavement</b>	<b>Minimum Aggregate Base</b>	<b>Properly Prepared Subgrade Soils</b>
T.I. = 5	3"	8"	12"

See Appendix C for Test Results and Calculations

In all areas of the project, asphalt concrete should consist of PG64-28NV, and Type 3 asphalt aggregate per the "Orange Book" standards. We recommend a 50-blow Marshall mix that targets three percent (3%) air voids. Asphalt concrete, in any case, should be compacted to between ninety-two percent (92%) and ninety-seven percent (97%) of the Rice theoretical maximum density.

All mix designs for asphalt concrete should be submitted to the Geotechnical Engineer for review and approval a minimum of seven (7) days prior to paving.

## **CORROSION AND CHEMICAL ATTACK**

On-site soils have a negligible water soluble sulfate content of less than 0.10% (<0.01% actual). No specific type of cement is required for concrete in direct contact with on-site soils, as required by the International Building Code. However, Type II cement (meeting ASTM C150) is recommended for concrete in direct contact with on-site soils.

All exterior concrete should have between 4.5 and 7.5 percent entrained air, a maximum water-cement ratio of 0.45, and comply with all other ACI recommendations for concrete placed in areas subject to freezing. A minimum compressive strength of 4,000 psi is recommended for all external concrete. All interior concrete should also be placed pursuant to ACI recommendations.

Native soils have a pH of between 6.34 and 7.05 and have a resistivity of between 2,178 and 6,398 ohm-cm under saturated conditions. This indicates a corrosive potential for ferrous metals in contact with these soils. Corrosion mitigation measures, such as protective coatings, wrappings, and cathodic protection are therefore recommended. If protective coatings are used, the type and quantity will depend on the kind of steel and specific construction application. Steel and wire concrete reinforcement cover of at least three (3) inches where cast against soil, unformed, is recommended.

## **SLOPE STABILITY AND EROSION CONTROL**

The results of our exploration and testing confirm that 2:1 (H:V) maximum slopes will be stable for on-site materials both in cut and fill. All slopes shall incorporate a berm ditch to direct surface drainage away from the slope face. Slopes steeper than 2:1 will require stabilization, such as retaining walls.

The potential for dust generation is high at this project. Dust control will be mandatory on this project in order to comply with air quality standards. The contractor shall be responsible for submitting a dust control plan and securing any required permits.

Stabilization of all slopes and areas disturbed by construction will be required to prevent erosion and to control dust. Stabilization may consist of rip-rap, revegetation, or dust palliative, depending on the inclination of the slope.

In order to minimize storm water discharge from this site, best management practices should be implemented.

## **UTILITY EXCAVATIONS**

On-site soils are anticipated to be excavatable with conventional construction equipment. Compliance with OSHA regulations should be enforced for Type C soils. Excavated soils will be suitable for backfill of utility trenches after screening any oversize material and debris, are moisture conditioned to at least optimum moisture content, placed in eight (8) inch maximum loose lifts, and compacted to a minimum of ninety percent (90%) (ASTM D1557). However, on-site soils are not suitable for use as, and do not meet the minimum requirements for, Class A bedding and should be imported, where required.

## **MOISTURE PROTECTION, EROSION AND DRAINAGE**

The finish surfaces around all structures should slope away from the building and toward appropriate drop inlets or other surface drainage devices. It is recommended that within ten (10) feet of the buildings a minimum slope of five percent (5%) be used for soil subgrades and one percent (1%) be used for pavements. These grades should be maintained for the life of the structures.

Landscaping and downspouts should be planned to prevent discharge adjacent to buildings. Instead, water flow should be conveyed and re-routed to discharge areas away from any improvements. Additionally, foundation drains should be utilized, due to the potential for the groundwater table to rise to its mapped elevation (10 feet below existing grade) and the fact that mottling was observed in many samples from a majority of the borings at depths of 10 feet and less. Foundation drains may consist of perforated pipe, wrapped with Geotextile filter fabric, located at an elevation of approximately 1 foot below bottom of footing elevation and 1 foot laterally outside of foundations, sloped to drain toward appropriate inlets.

Backfill adjacent to the proposed building perimeters should be properly compacted to minimize water infiltration into the foundation soils.

## **CONSTRUCTION SPECIFICATIONS**

All work on-site shall be governed by the latest edition of the International Building Code (IBC) as accepted by Carson City, except where modified herein.

All work off-site shall be governed by the Standard Specifications and Standard Details for Public Works Construction (SSPWC), as distributed by Carson City, except as modified herein.

## **LIMITATIONS**

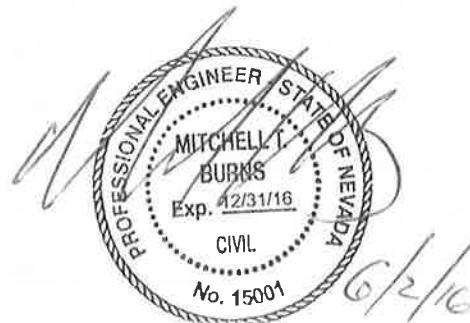
This report has been prepared in accordance with the currently accepted engineering practices in Northern Nevada and Northern California. The analysis and recommendations in this report are based upon exploration performed at the locations shown on the site plan, the proposed improvements as described in the Introduction section of this report and upon the property in its condition as of the date of this report. Lumos makes no guarantee as to the continuity of conditions as subsurface variations may occur between or beyond exploration points and over time. Any subsurface variations encountered during construction should be immediately reported to Lumos so that, if necessary, Lumos' recommendations may be modified.

This report has been prepared for and provided directly to The Vintage at Kings Canyon, LP ("The Client"), and any and all use of this report is expressly limited to the exclusive use of the Client. The Client is responsible for determining who, if anyone, shall be provided this report, including any designers and subcontractors whose work is related to this project. Should the Client decide to provide this report to any other individual or entity, Lumos shall not be held liable for any use by those individuals or entities to whom this report is provided. The Client agrees to indemnify, defend and hold harmless Lumos, its agents and employees from any claims resulting from unauthorized users.

If this report is utilized in the preparation of an Engineer's Estimate of Probable Construction Costs, then the preparer of the estimate acknowledges that the report recommendations are based on the subsurface conditions found at the specific locations investigated on site; that subsurface conditions may vary outside these locations; and that no guaranty or warranty, express or implied, is made that the conditions encountered are representative of the entire site. The preparer of the estimate agrees to indemnify, defend and hold harmless Lumos & Associates, its agents and employees from any and all claims, causes of action or liability arising from any claims resulting from the use of the report in the preparation of an Engineer's Cost Estimate.

This report is not intended for, nor should be utilized for, bidding purposes. If it is utilized for bidding purposes, Client acknowledges that the report recommendations are based on the subsurface conditions found at the specific locations investigated on site; that subsurface conditions may vary outside these locations; and that no guaranty or warranty, express or implied, is made that the conditions encountered are representative of the entire site. The Client agrees to indemnify, defend and hold harmless Lumos & Associates, its agents and employees from any and all claims, causes or action or liability arising from any claims resulting from the use of the report for bidding purposes.

As explained above, subsurface variations may exist and as such, beyond the express findings located in this report, no warranties express, or implied, are made by this report. No affirmation of fact, including but not limited to statements regarding suitability for use of performance shall be deemed to be a warranty or guaranty for any purpose.

A handwritten signature in black ink, appearing to read "Bert Sexton".

Bert Sexton, E.I.  
Geotechnical Intern  
Lumos and Associates, Inc.

Mitch Burns, P.E.  
Construction Services Engineer  
Lumos and Associates, Inc.

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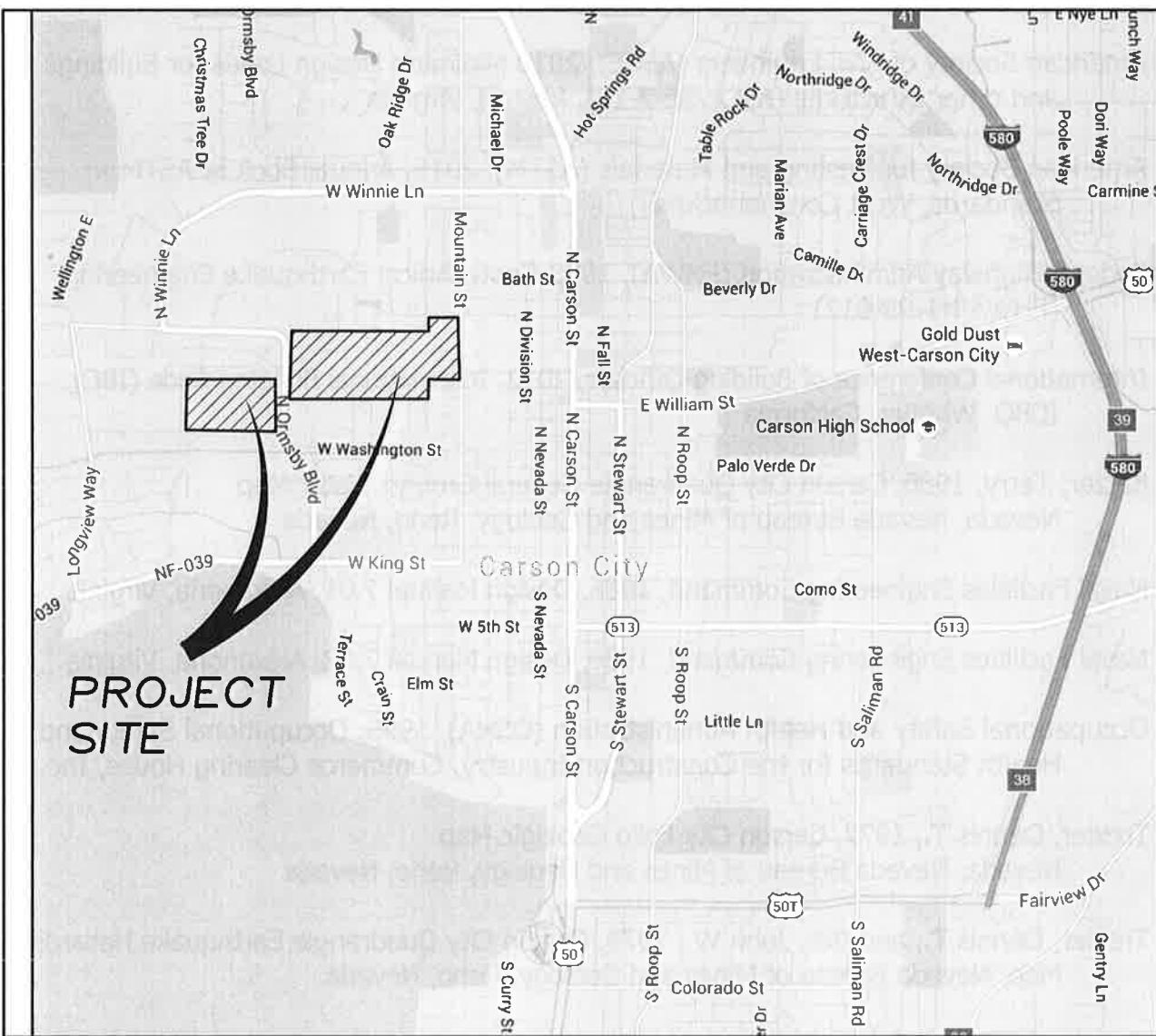
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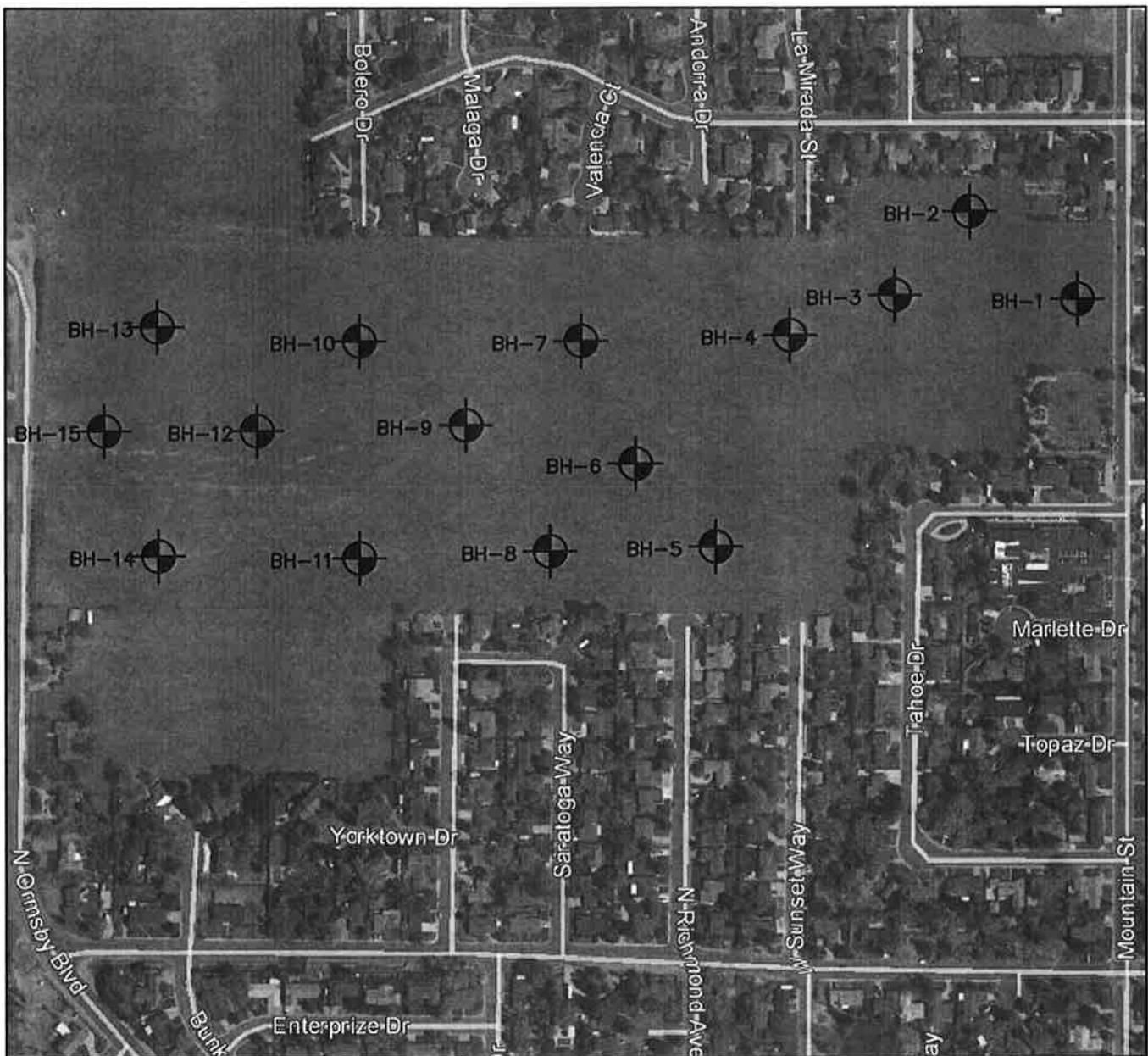
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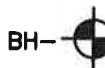
#### LEGEND

 = APPROXIMATE EXPLORATORY BORING LOCATION



© 2016 Google Cali

## LEGEND

 = APPROXIMATE EXPLORATORY BORING LOCATION



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The Vintage at King's Canyon

**SITE MAP**

Carson City

Nevada

Date: May 2016  
Scale: N.T.S.  
Job No: 8947.000  
PLATE 2.2  
122

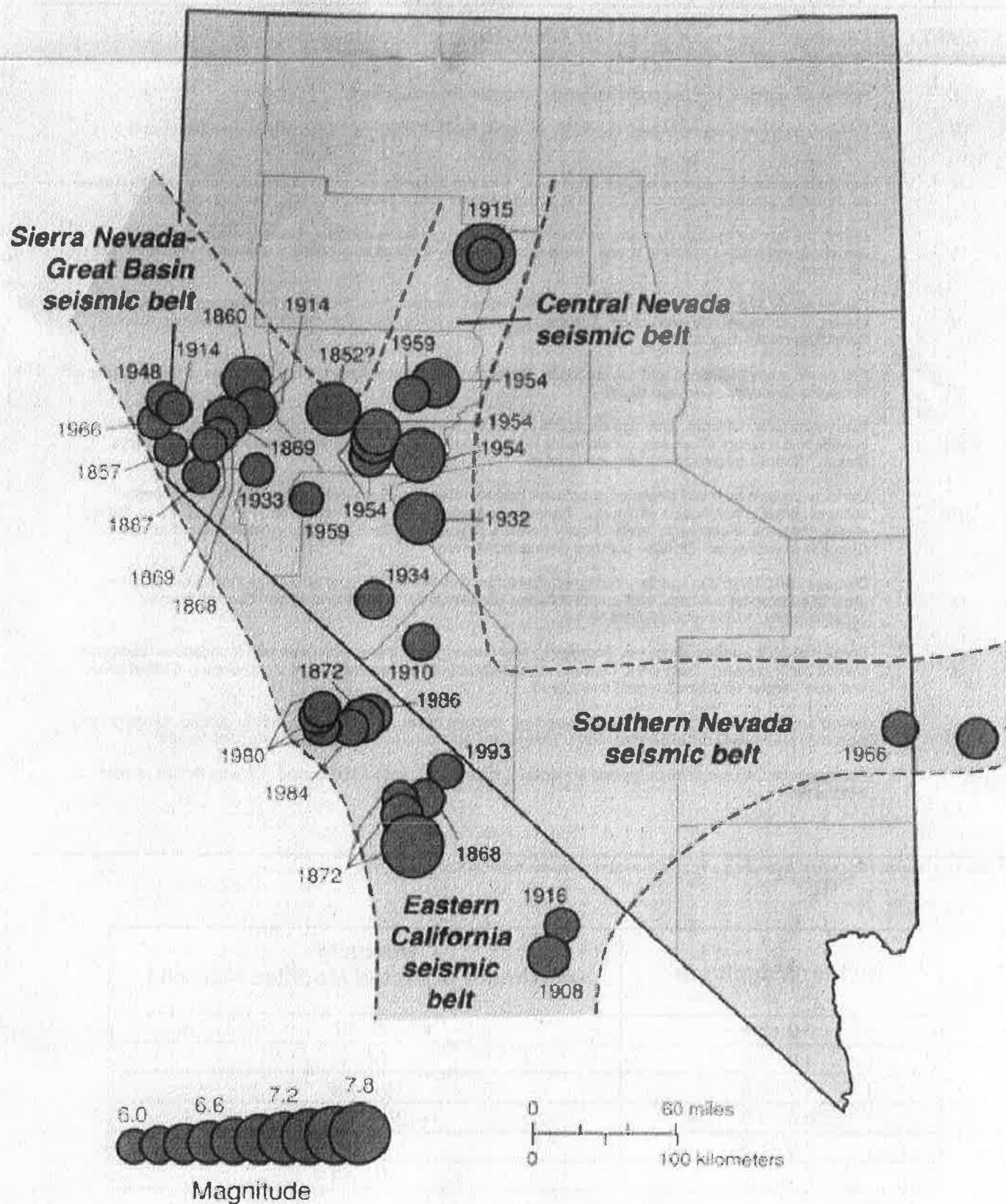
# MODIFIED MERCALLI INTENSITY SCALE

INTENSITY	EFFECTS
I	Not felt except by a very few under especially favorable circumstances.
II	Felt only by a few persons at rest, especially on upper floors of buildings. Delicately suspended objects may swing.
III	Felt quite noticeable indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibration like passing of truck. Duration estimated.
IV	During the day felt indoors by many, outdoors by few. At night some awaken. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building; standing motor cars rock noticeably.
V	Felt by nearly everyone; many awakened. Some dishes, windows, etc., broken; a few instances of cracked plaster; unstable objects overturned. Disturbance of trees, poles, and other tall objects sometimes noticed. Pendulum clocks may stop.
VI	Felt by all; many frightened and run outdoors. Some heavy furniture moved; a few instances of fallen plaster or damaged chimneys. Damage slight.
VII	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by persons driving motor cars.
VIII	Damage slight in specially designed structures; considerable in ordinary substantial buildings with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. Disturbs persons driving motor cars.
IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.
X	Some well-built wooden structures destroyed; most masonry and frame structures with foundations destroyed; ground badly cracked. Rails bent. Landslides considerable from river banks and steep slopes. Shifted sand and mud. Water splashed (sloped) over banks.
XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipe lines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.
XII	Damage total. Waves seen on ground surfaces. Lines of sight and level distorted. Objects thrown upward into the air.

From Wood and Newman, 1931, by U.S. Geological Survey, 1974, Earthquake Information Bulletin, v. 6, no. 5, p. 28

Richter Magnitude	Intensity (maximum expected Modified Mercalli)
3.0 - 3.9	II - III
4.0 - 4.9	IV - V
5.0 - 5.9	VI - VII
6.0 - 6.9	VII - VIII
7.0 - 7.9	IX - X
8.0 - 8.9	XI - XII

## MAJOR EARTHQUAKES AND SEISMIC BELTS



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## The Vintage at King's Canyon

## **MAJOR EARTHQUAKES/ SEISMIC BELTS**

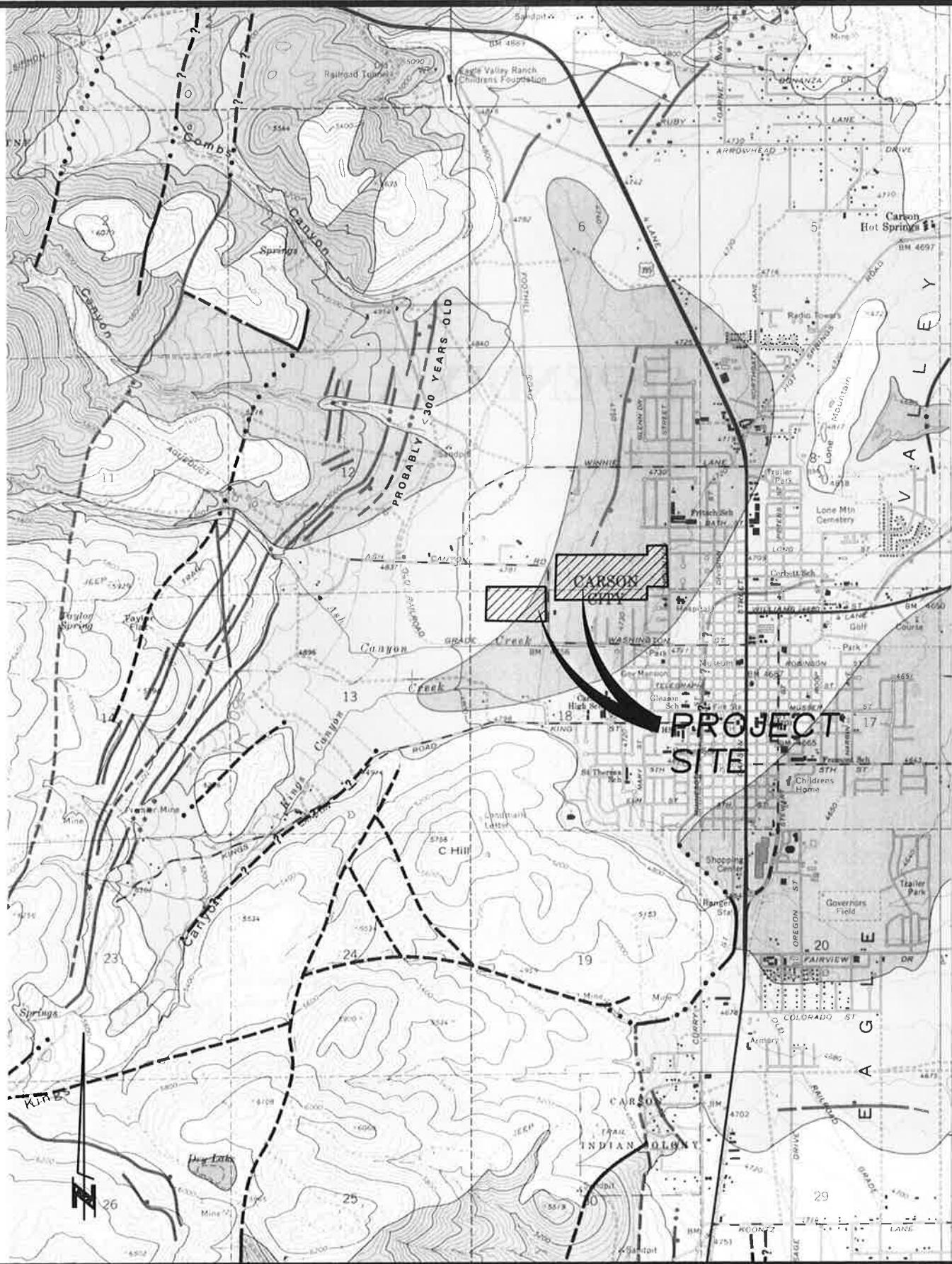
---

## Carson City

---

**Nevada**

**Date:** May 2016  
**Scale:** N.T.S.  
**Job No:** 8947.000  
**PLATE** 124 4



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CARSON CITY, NEVADA 89706  
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The Vintage at King's Canyon

## FAULT MAP

Carson City

Nevada

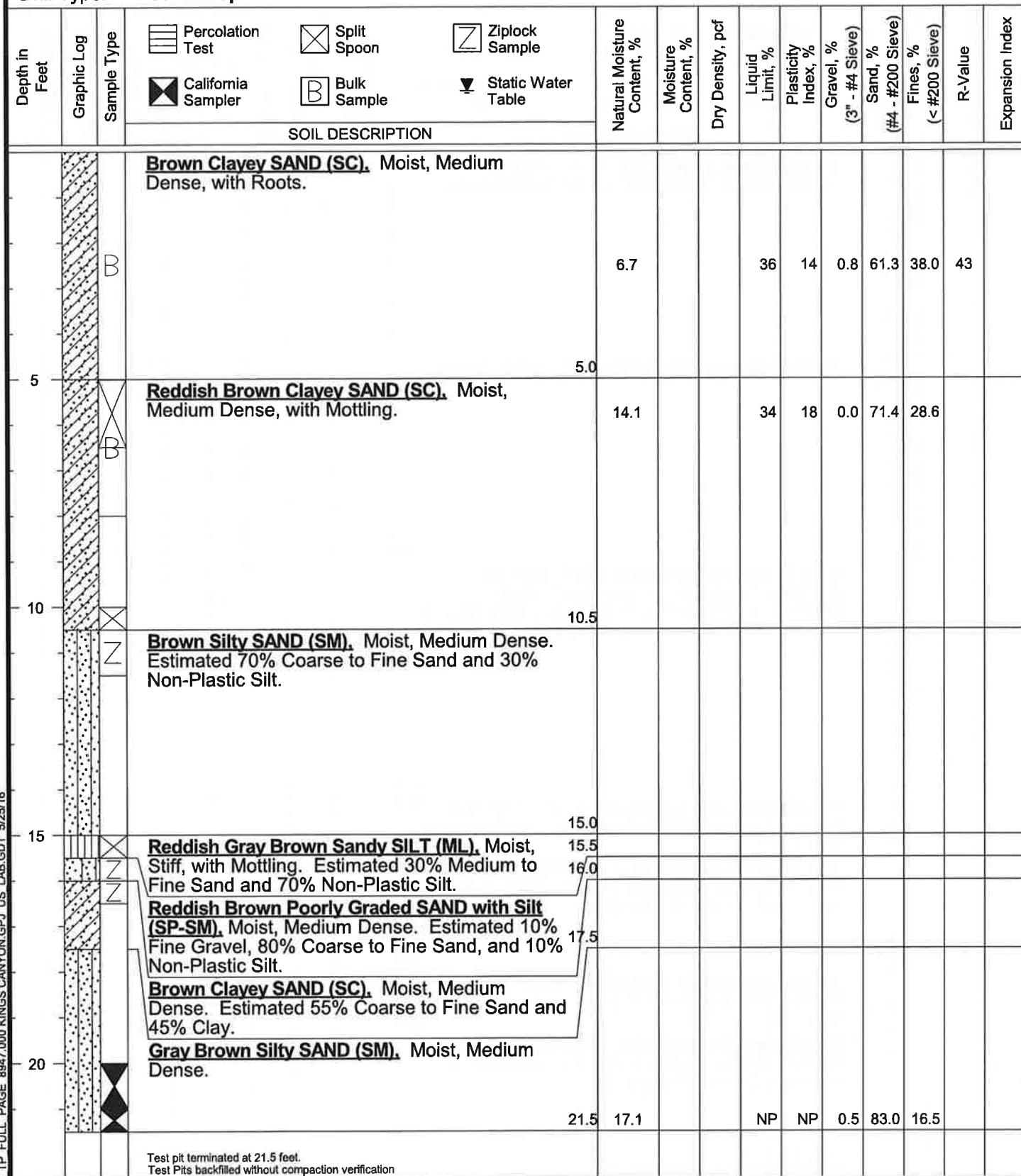
Date: May 2016  
Scale: N.T.S.  
Job No: 8947.000  
PLATE 5  
125

# APPENDIX A

## TEST PIT No. B-01

Logged By: B. Sexton  
 Date Logged: 4-18-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 21.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±



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Job Number: 8947.000

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## LOG OF EXPLORATORY TEST PIT

PLATE

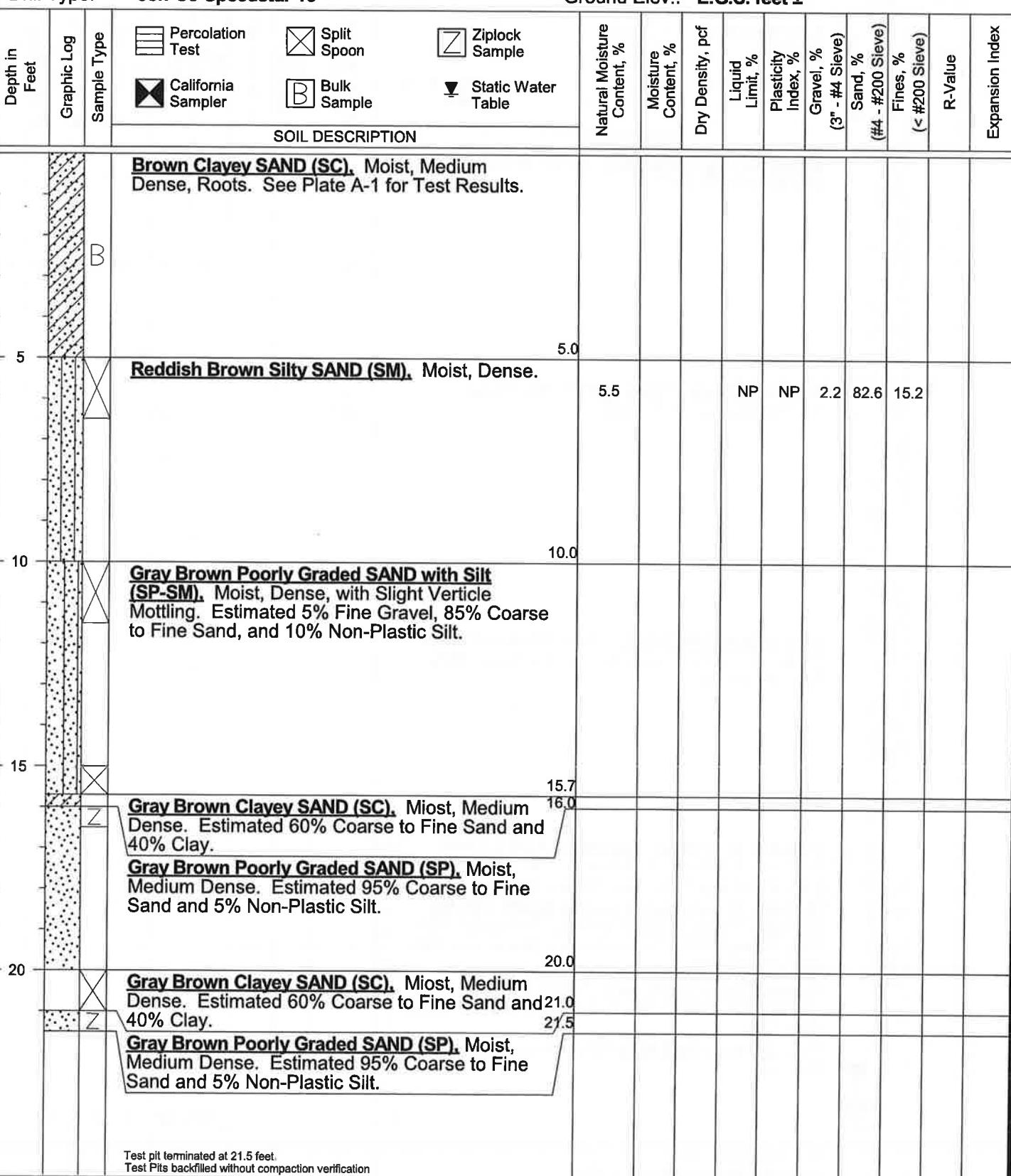
A-1

Date: May 127 2016

# TEST PIT No. B-02

Logged By: **B. Sexton**  
 Date Logged: **4-18-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **21.5 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**



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Job Number: 8947.000

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**LOG OF EXPLORATORY TEST PIT**

**PLATE**

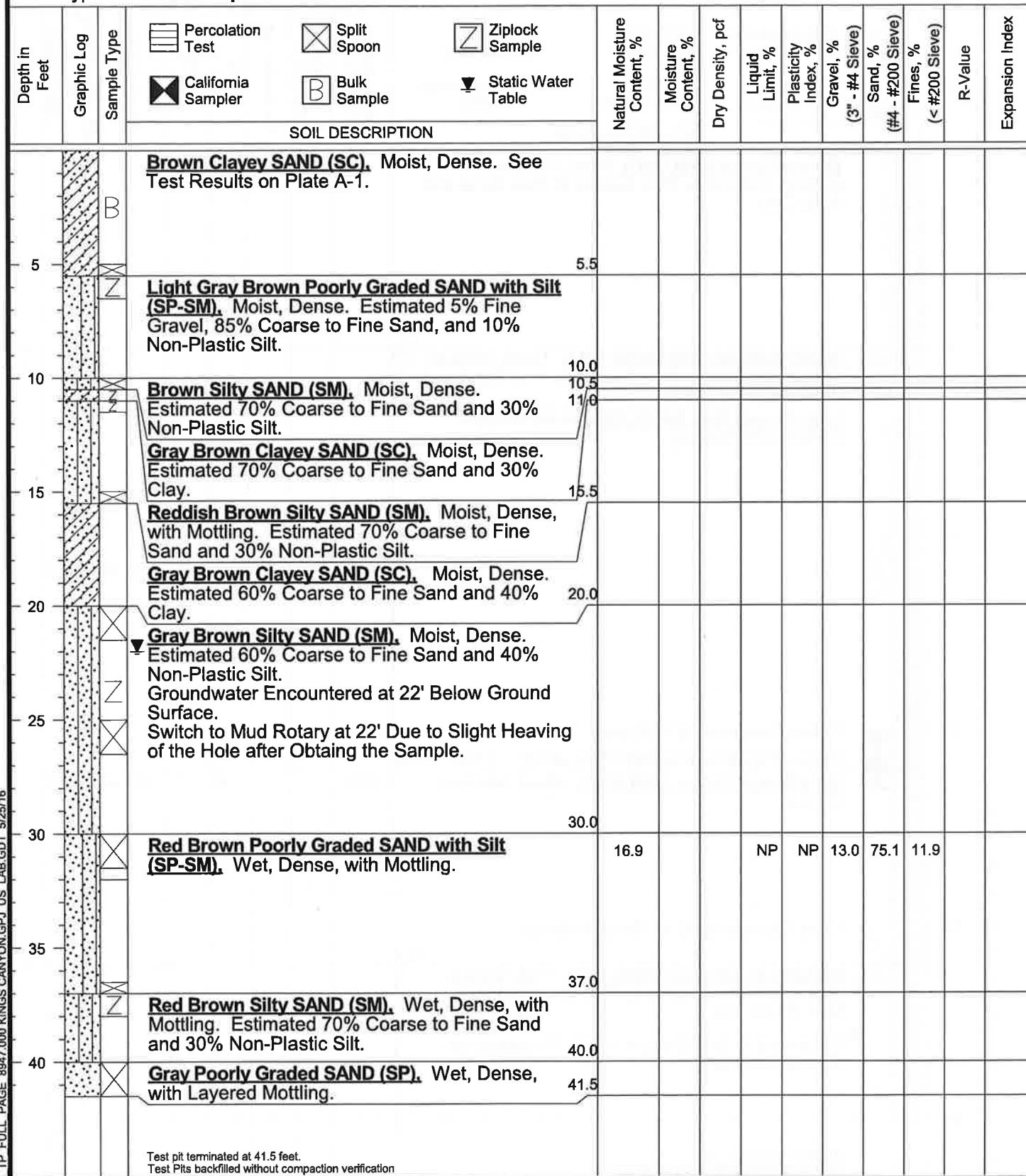
**A-2**

Date: May 2016

# TEST PIT No. B-03

Logged By: B. Sexton  
 Date Logged: 4-18-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 41.5 feet  
 Water Depth: 22 feet ±  
 Ground Elev.: E.G.S. feet ±



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## TEST PIT No. B-04

Logged By: B. Sexton  
 Date Logged: 4-21-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 25 feet  
 Water Depth: 23 feet ±  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			California Sampler	Bulk Sample	▼ Static Water Table										
SOIL DESCRIPTION															
5															
5.0															
5.5															
10															
8.8															
NP															
1.2															
68.5															
30.3															
15															
Color Change at 15' to Brown.															
Pocket Penetrometer Field Test at 16' = 1.7tsf						16.0									
Gray Brown Clayey SAND (SC), Moist, Medium Dense.						18.0									
31															
15															
20															
Color Change at 20' to Reddish Brown.						21.0									
Reddish Brown Silty SAND (SM), Wet, Dense. Estimated 70% Coarse to Fine Sand and 30% Non-Plastic Silt.															
Continued to Drill Straight to 25'. Encountered Groundwater at 23'.															
25.0															
Test pit terminated at 25 feet. Test Pits backfilled without compaction verification															

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LOG OF EXPLORATORY TEST PIT

PLATE

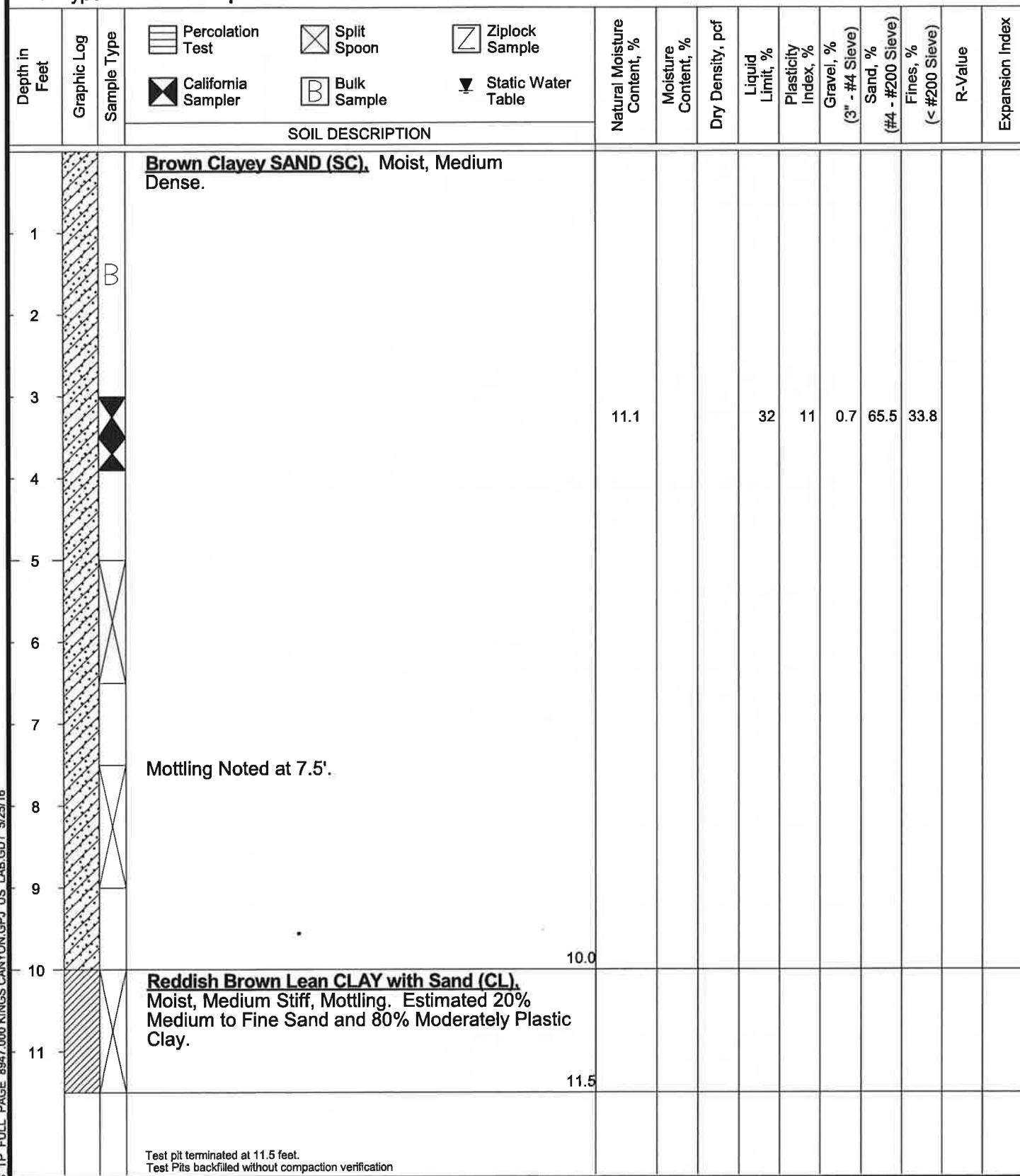
A-4

130 Date: May 2016

# TEST PIT No. B-05

Logged By: B. Sexton  
 Date Logged: 4-21-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 11.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±



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The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

PLATE

A-5

Date: May 13, 2016

## TEST PIT No. B-06

Logged By: B. Sexton  
 Date Logged: 4-19-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 41.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
SOIL DESCRIPTION															
5															
10.0															
10															
15.0															
15															
20.0															
20															
25.0															
25															
30															
30															
35															
35															
41.0															
41.5															
Test pit terminated at 41.5 feet. Test Pits backfilled without compaction verification															

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Test pit terminated at 41.5 feet.  
Test Pits backfilled without compaction verification



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The Vintage at King's Canyon

LOG OF EXPLORATORY TEST PIT

PLATE

132 A-6  
Date: May 2016

## TEST PIT No. B-07

Logged By: **B. Sexton**

Date Logged: 4-21-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 11.5 feet

Water Depth: No groundwater encountered

Ground Elev.: E.G.S. feet ±

IMOS TP FILE PAGE 8947 000 KINGS CANYON GP, US LAB GDT 5/25/16



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## The Vintage at King's Canyon

# LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 13, 2016

A-7

## TEST PIT No. B-08

Logged By: B. Sexton

Date Logged: 4-21-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 21.5 feet

Water Depth: No groundwater encountered

Ground Elev. : **E G S** feet +

TP FULL PAGE 8947.000 KINGS CANYON GBP | US | AB EDT 5/25/16



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## The Vintage at King's Canyon

# LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

## PLATE

1 A-8

134

Date: May 2

# TEST PIT No. B-09

Logged By: **B. Sexton**  
 Date Logged: **4-21-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **25 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										
<b>SOIL DESCRIPTION</b>															
5	B														
10															
15															
20															
25															

LUMOS TP FULL PAGE 8947.000 KING'S CANYON, NV US LAB GDT 5/25/16

**Brown Clayey SAND (SC)** Moist, Medium Dense.

Color Change to Reddish Brown at 5'.

**Reddish Brown Silty SAND (SM)** Moist, Dense. Estimated 10% Fine Gravel, 60% Coarse to Fine Sand, and 30% Non-Plastic Silt.

**Gray Brown Clayey SAND (SC)** Moist, Dense. Estimated 70% Coarse to Fine Sand and 30% Clay.

**Gray Brown Silty SAND (SM)** Moist, Dense. Estimated 10% Fine Gravel, 60% Coarse to Fine Sand, and 30% Non-Plastic Silt.

Drilled Straight from 21.5' to 25' to Search for Water. No Water Present in Boring Hole at 25' After Waiting 2 Hours.

Test pit terminated at 25 feet.  
 Test Pits backfilled without compaction verification



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The Vintage at King's Canyon  
**LOG OF EXPLORATORY TEST PIT**

Job Number: 8947.000

**PLATE**

**A-9**

Date: May 2016

## TEST PIT No. B-10

Logged By: B. Sexton  
 Date Logged: 4-21-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 11.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
SOIL DESCRIPTION															
1															
2															
3				X											
3.5															
4					Z										
4.0															
5															
6															
7															
8															
8.0															
8.5															
9				X											
9.0															
9.5															
10															
10.5															
11															
11.5															

Test pit terminated at 11.5 feet.  
 Test Pits backfilled without compaction verification

## TEST PIT No. B-11

Logged By: **B. Sexton**  
Date Logged: **4-21-2016**  
Drill Type: **Jeff Co Speedstar 15**

**Total Depth: 11.5 feet**  
**Water Depth: No groundwater encountered**  
**Ground Elev.: E.G.S. feet ±**

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3"-#4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			California Sampler	Bulk Sample	Static Water Table										
<b>SOIL DESCRIPTION</b>															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
<b>TEST RESULTS</b>															
Soil Description:															
Soil Type:															
Soil Consistency:															
Soil Properties:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
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Soil Density:															
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Soil Permeability:															
Soil Strength:															
Soil Volume:															
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Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
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Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
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Soil Strength:															
Soil Volume:															
Soil Weight:															
Soil Density:															
Soil Permeability:															
Soil Strength:															
Soil Volume:															
Soil Weight:															



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Job Number: 8947.000

## The Vintage at King's Canyon

## **LOG OF EXPLORATORY TEST PIT**

## PLATE

A-11

Date: May 2017

# TEST PIT No. B-12

Logged By: B. Sexton  
 Date Logged: 4-21-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 11.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
SOIL DESCRIPTION															
1															
2															
3															
4															
5															
6															
7															
8								8.0							
9															
10															
11								11.5							
Test pit terminated at 11.5 feet. Test Pits backfilled without compaction verification															

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Test pit terminated at 11.5 feet.  
Test Pits backfilled without compaction verification



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The Vintage at King's Canyon  
**LOG OF EXPLORATORY TEST PIT**

Job Number: 8947.000

Date: May 2016

**A-12**

## TEST PIT No. B-13

Logged By: **B. Sexton**  
Date Logged: **4-21-2016**  
Drill Type: **Jeff Co Speedstar 15**

**Total Depth: 11.5 feet**  
**Water Depth: No groundwater encountered**  
**Ground Elev.: E.G.S. feet +**

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Test pit terminated at 11.5 feet.  
Test Pits backfilled without compaction verification



# LUMOS & ASSOCIATES

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## The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2019

A-13

# TEST PIT No. B-14

Logged By: **B. Sexton**  
 Date Logged: **4-19-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **41.5 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	SOIL DESCRIPTION	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index	
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>												
5						Brown Clayey SAND (SC). Moist, Medium Dense. Estimated 55% Coarse to Fine Sand and 45% Clay.  Entire Hole Drilled Utilizing Mud Rotary Technique.											
10						Reddish Brown Silty SAND (SM). Moist, Medium Dense, with Roots and Mottling. Estimated 60% Coarse to Fine Sand and 40% Non-Plastic Silt.	10.0	10.5									
15						Gray Brown Silty SAND (SM). Moist, Medium Dense to Very Dense, with Roots and Mottling. Estimated 70% Coarse to Fine Sand and 30% Non-Plastic Silt.  No Mottling Noted but Still Containing Roots at 15'. Also a 1" Layer of a Black Silty SAND (SM). No Odor.											
20						Gray Reddish Brown Poorly Graded SAND with Silt (SP-SM). Moist, Dense to Very Dense. Estimated 10% Angular Fine Gravel, 80% Coarse to Fine Sand, and 10% Non-Plastic Silt.	20.0										
25						Color Change to just Reddish Brown at 25'.											
30						Reddish Brown Silty SAND (SM). Moist, Dense, with Mottling.	30.0	19.8		NP	NP	0.3	59.6	40.1			
35																	
40						Slightly More Coarse at 40'.	41.5										
						Test pit terminated at 41.5 feet. Test Pits backfilled without compaction verification											

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Job Number: 8947.000

The Vintage at King's Canyon

**LOG OF EXPLORATORY TEST PIT**

**PLATE**

**A-14**

140  
Date: May 2016

## TEST PIT No. B-15

Logged By: **B. Sexton**  
 Date Logged: **4-20-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **11.5 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
<b>SOIL DESCRIPTION</b>															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
Test pit terminated at 11.5 feet. Test Pits backfilled without compaction verification															
5.5															
11.5															

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Test pit terminated at 11.5 feet.  
Test Pits backfilled without compaction verification

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### LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2016

**PLATE**  
**A-15**

# TEST PIT No. B-16

Logged By: B. Sexton

Date Logged: 4-20-2016

Drill Type: Jeff Co Speedstar 15

Total Depth: 11.5 feet

Water Depth: No groundwater encountered

Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	SOIL DESCRIPTION	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #44 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			California Sampler	Bulk Sample	Static Water Table											
1						Brown Silty SAND (SM). Moist, Loose.										
2																
3																
4																
5																
5.0																
5.5						Gray Brown Silty SAND (SM). Moist, Medium Dense to Dense. Estimated 60% Coarse to Fine Sand and 40% Non-Plastic Silt.										
6																
7																
8																
8.5																
9																
9.5																
10																
10.5																
11																
11.5																

Test pit terminated at 11.5 feet.  
Test Pits backfilled without compaction verification

## TEST PIT No. B-17

Logged By: **B. Sexton**

Date Logged: 4-20-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 11.5 feet

Water Depth: No groundwater encountered

Ground Elev.: E.G.S. feet ±

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## The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2013

## PLATE

A-17

## TEST PIT No. B-18

Logged By: B. Sexton

Date Logged: 4-20-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 11.5 feet

Water Depth: **No groundwater encountered**

Ground Elev.: E.G.S. feet  $\pm$

Test pit terminated at 11.5 feet.  
Test Pits backfilled without compaction verification



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[bsexton@lumosinc.com](mailto:bsexton@lumosinc.com)

## The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2016 14

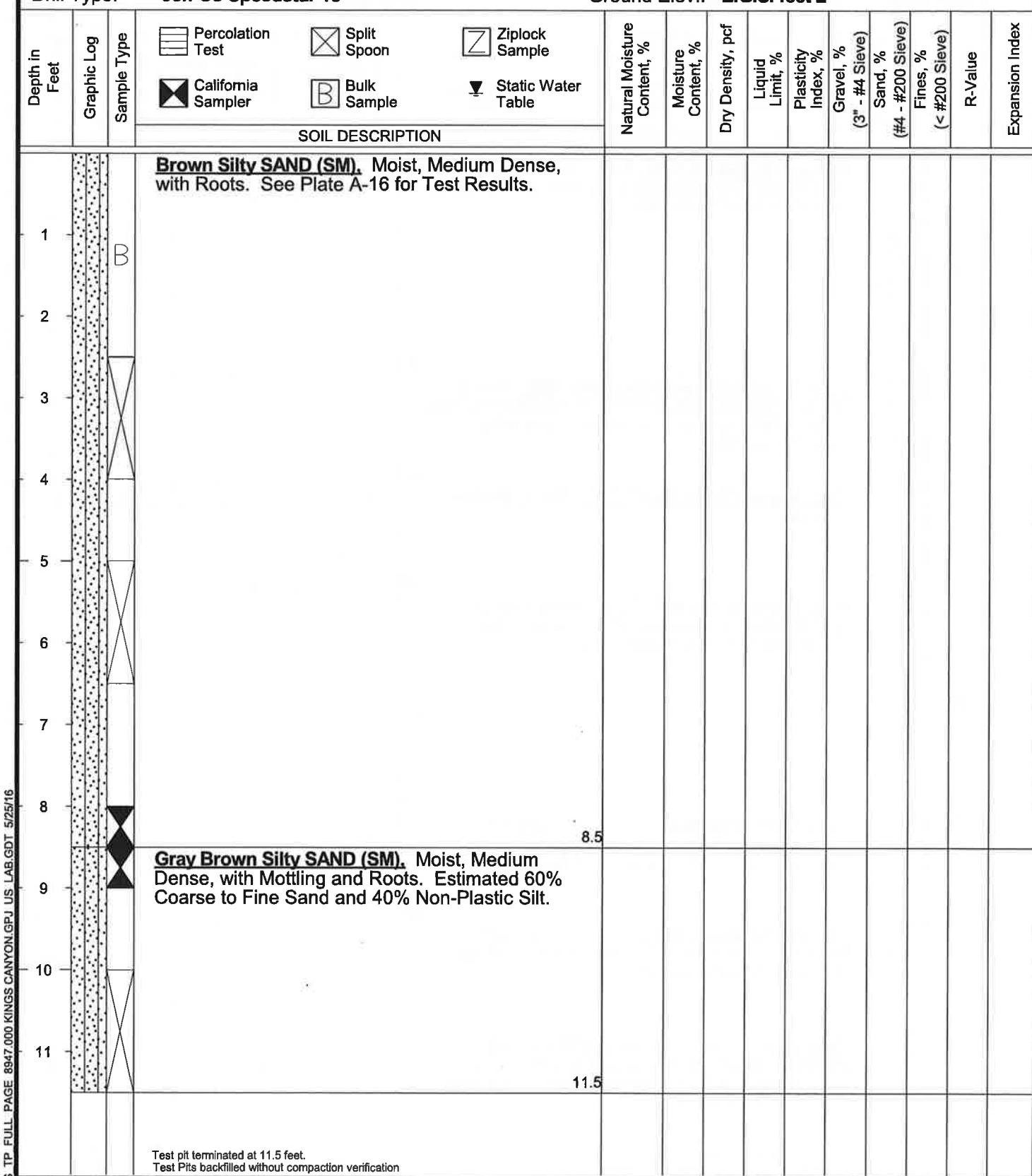
## PLATE

A-18

# TEST PIT No. B-19

Logged By: **B. Sexton**  
 Date Logged: **4-20-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **11.5 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**



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## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2016

**PLATE**

**A-19**

# TEST PIT No. B-20

Logged By: B. Sexton  
 Date Logged: 4-19-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 41.5 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			California Sampler	Bulk Sample	▼ Static Water Table										
SOIL DESCRIPTION															
5															
10.0															
10															
10.0															
15.0															
15															
15.0															
20.0															
20															
20.0															
25															
25															
30.0															
30															
30.0															
35															
35															
35.0															
40.0															
40															
40.0															
41.5															
Test pit terminated at 41.5 feet. Test Pits backfilled without compaction verification															

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Job Number: 8947.000

The Vintage at King's Canyon

**LOG OF EXPLORATORY TEST PIT**

**PLATE**

**A-20**

146  
 Date: May 2016

## TEST PIT No. B-21

Logged By: B. Sexton  
 Date Logged: 4-20-2016  
 Drill Type: Jeff Co Speedstar 15

Total Depth: 40 feet  
 Water Depth: No groundwater encountered  
 Ground Elev.: E.G.S. feet ±

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Natural Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
			California Sampler	Bulk Sample	Static Water Table										
SOIL DESCRIPTION															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
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26															
27															
28															
29															
30															
31															
32															
33															
34															
35															
36															
37															
38															
39															
40															
Test pit terminated at 40 feet. Test Pits backfilled without compaction verification															

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**LOG OF EXPLORATORY TEST PIT**

Job Number: 8947.000

PLATE

A-21

Date: May 2016

## TEST PIT No. B-22

Logged By: B. Sexton

Date Logged: 4-20-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 11.5 feet

Water Depth: **No groundwater encountered**

Ground Elev.: E.G.S. feet ±

UMOS TP ELLI PAGE 8947 000 KINGS CANYON GP1 15 1 AB ADT 5/25/16



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## The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2016 148

## PLATE

A-22

# TEST PIT No. B-23

Logged By: **B. Sexton**  
 Date Logged: **4-20-2016**  
 Drill Type: **Jeff Co Speedstar 15**

Total Depth: **11.5 feet**  
 Water Depth: **No groundwater encountered**  
 Ground Elev.: **E.G.S. feet ±**

Depth in Feet	Graphic Log	Sample Type	Percolation Test	Split Spoon	Ziplock Sample	Ground Moisture Content, %	Moisture Content, %	Dry Density,pcf	Liquid Limit, %	Plasticity Index, %	Gravel, % (3" - #4 Sieve)	Sand, % (#4 - #200 Sieve)	Fines, % (< #200 Sieve)	R-Value	Expansion Index
<b>SOIL DESCRIPTION</b>															
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
Test pit terminated at 11.5 feet. Test Pits backfilled without compaction verification															

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**LOG OF EXPLORATORY TEST PIT**  
 Job Number: 8947.000  
 Date: May 2016

**PLATE**  
**A-23**

## TEST PIT No. B-24

Logged By: B. Sexton

Date Logged: 4-20-2016

Drill Type: **Jeff Co Speedstar 15**

Total Depth: 11.5 feet

**Water Depth:** No groundwater encountered

Ground Elev.: E.G.S. feet ±

IMOS TB EII | PAGE 8947 000 KINGS CANYON GBP | S | ABGDT 5/25/16



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## The Vintage at King's Canyon

## LOG OF EXPLORATORY TEST PIT

Job Number: 8947.000

Date: May 2016

## PLATE

A-24

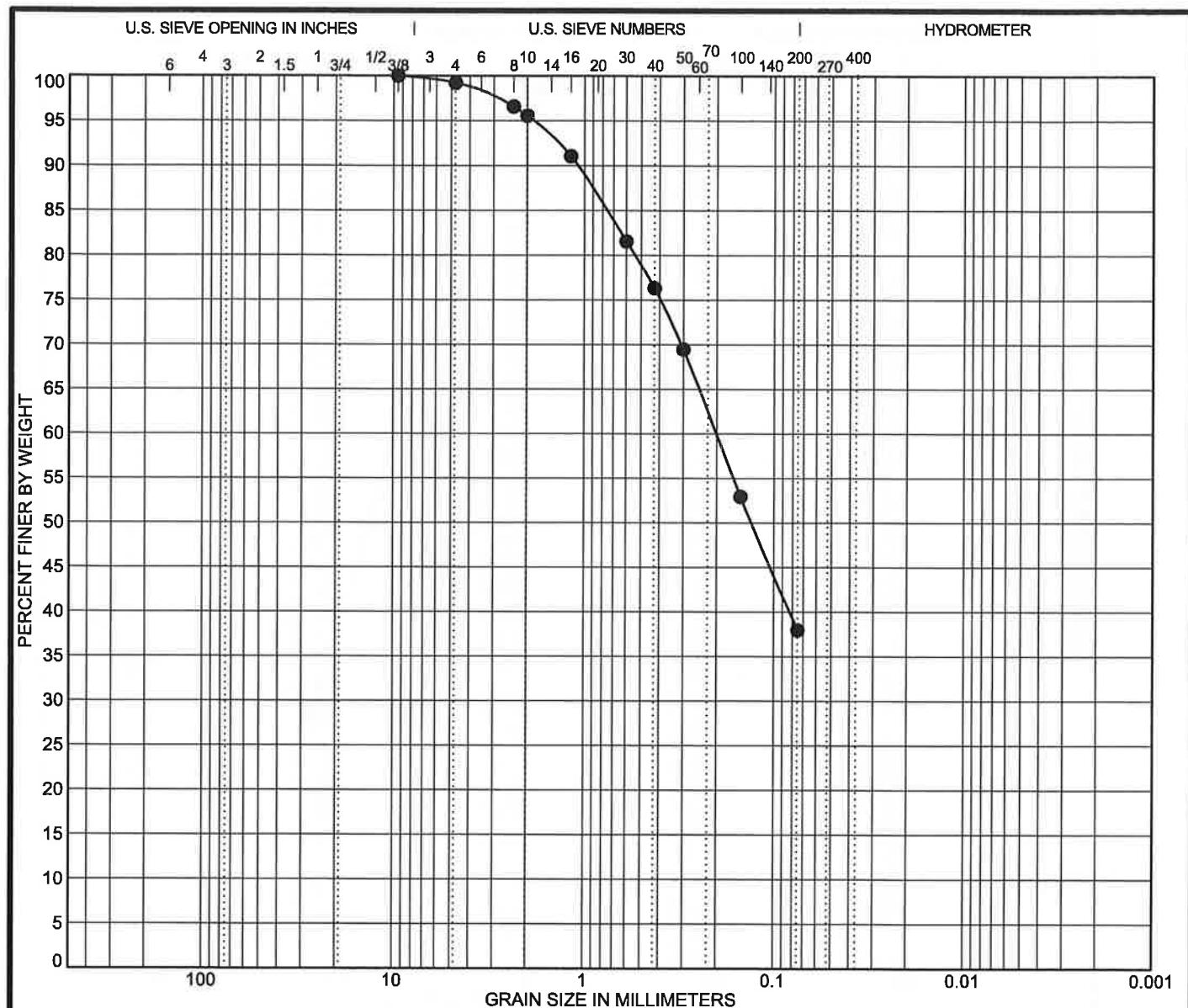
# SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOLS		TYPICAL DESCRIPTIONS
			GRAPH	LETTER	
COARSE GRAINED SOILS  MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS  MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS  (LITTLE OR NO FINES)		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES  (APPRECIABLE AMOUNT OF FINES)		GP	Poorly-graded gravels, gravel - sand mixtures, little or no fines
		CLEAN SANDS  (LITTLE OR NO FINES)		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
		GRAVELS WITH FINES  (APPRECIABLE AMOUNT OF FINES)		GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURES
	SAND AND SANDY SOILS  MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	CLEAN SANDS  (LITTLE OR NO FINES)		SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		SANDS WITH FINES  (APPRECIABLE AMOUNT OF FINES)		SP	Poorly-graded sands, gravelly sand, little or no fines
		SANDS WITH FINES  (APPRECIABLE AMOUNT OF FINES)		SM	SILTY SANDS, SAND - SILT MIXTURES
		SANDS WITH FINES  (APPRECIABLE AMOUNT OF FINES)		SC	CLAYEY SANDS, SAND - CLAY MIXTURES
FINE GRAINED SOILS  MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS  LIQUID LIMIT LESS THAN 50			ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
				CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
				MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
	SILTS AND CLAYS  LIQUID LIMIT GREATER THAN 50			CH	INORGANIC CLAYS OF HIGH PLASTICITY
				OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
		HIGHLY ORGANIC SOILS		PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

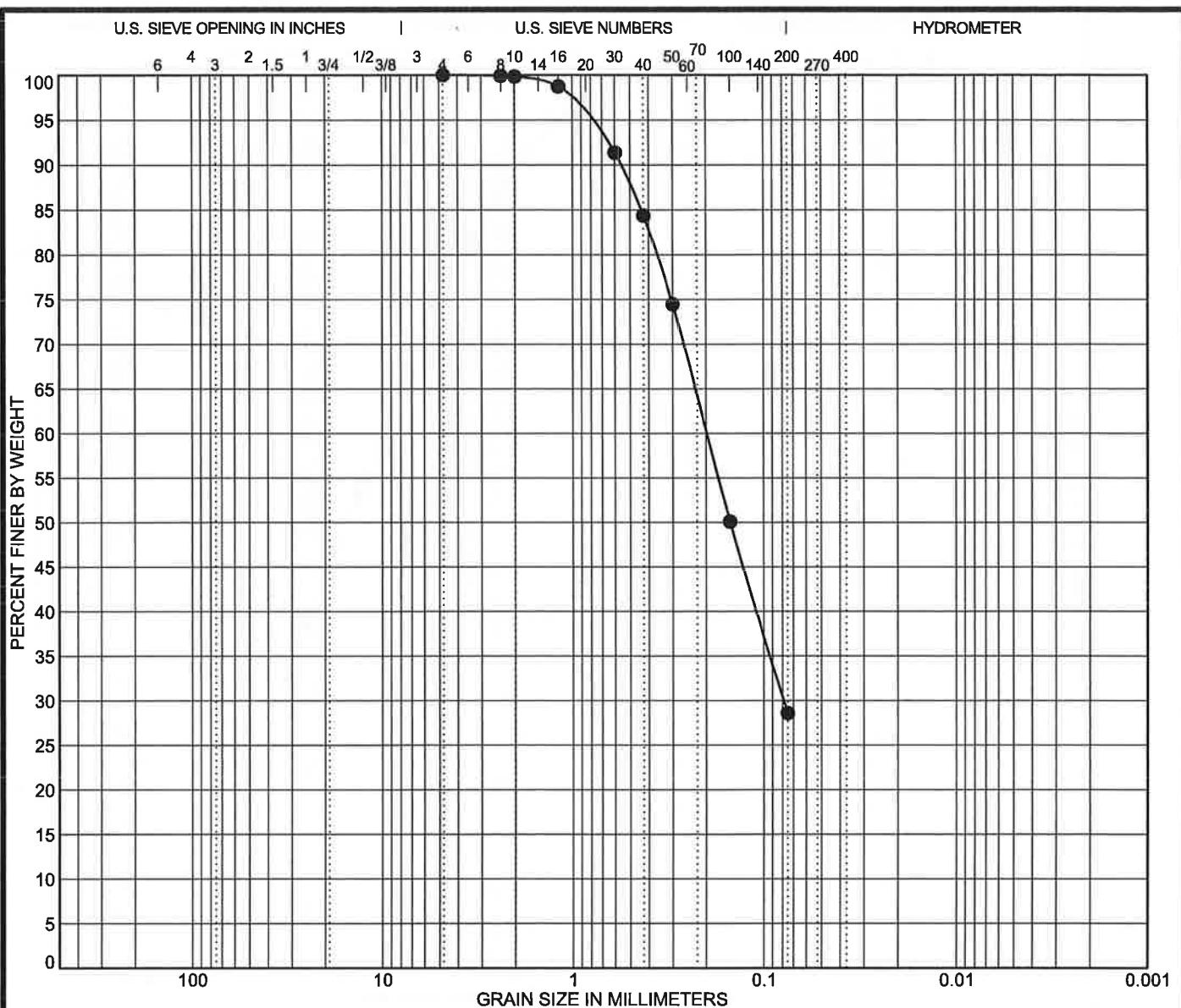
NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS

Other Tests	
AN	ANALYTICAL TEST (pH, Soluble Sulfate, and Resistivity)
C	CONSOLIDATION TEST
DS	DIRECT SHEAR TEST
MD	MOISTURE DENSITY CURVE

## APPENDIX B



Specimen Identification		Date: 5-6-2016									
B-01		Classification						LL	PL	PI	Cc
Depth: 0		Clayey SAND (SC)						36	23	13	Cu
Sample Location		Comb. Samp. B-1, 2, 3, & 5 from 0'-3'									
USCS		SC									
AASHTO											
Specimen Identification											
B-01		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay		
Depth: 0		9.5	0.202			0.8	61.3		38.0		
Natural Moisture		6.7 %		S.E.		Absorption %					
R-Value		43		Durability Index		Soundness					
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear	35				



Specimen Identification		Date: 5-2-2016							
●	<b>B-01</b>	Classification							
Depth:	5	Clayey SAND (SC)							
Sample Location		Boring 1 from 5' - 6.5'							
USCS		SC							
AASHTO									
Specimen Identification									
●	<b>B-01</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
Depth:	5	4.75	0.199	0.079		0.0	71.4		28.6
Natural Moisture		14.1 %		S.E.		Absorption %			
R-Value				Durability Index		Soundness			
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear			

LUMOS GRAIN SIZE 8947.000 KING'S CANYON GPJ US LAB GDT 5/25/16

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The Vintage at King's Canyon

GRAIN SIZE DISTRIBUTION

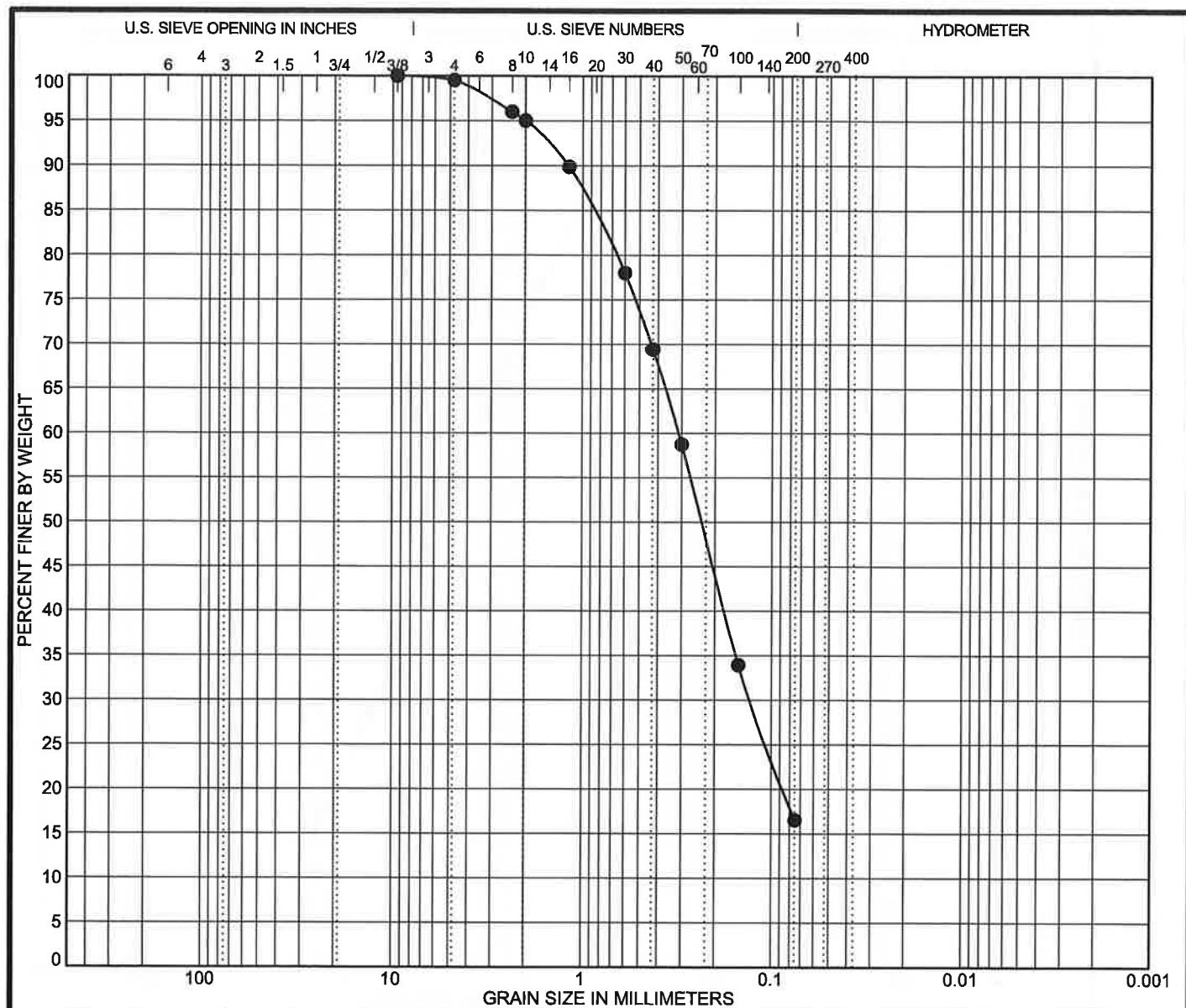
Job Number: 8947.000

PLATE

B-1.2

Date: May 2016

154



Specimen Identification

● B-01 Date: 5-2-2016

Classification

Depth: 21 Silty SAND (SM) LL PL PI Cc Cu

Sample Location Boring 1 from 21' - 21.5' NP NP NP

USCS SM

AASHTO

Specimen Identification

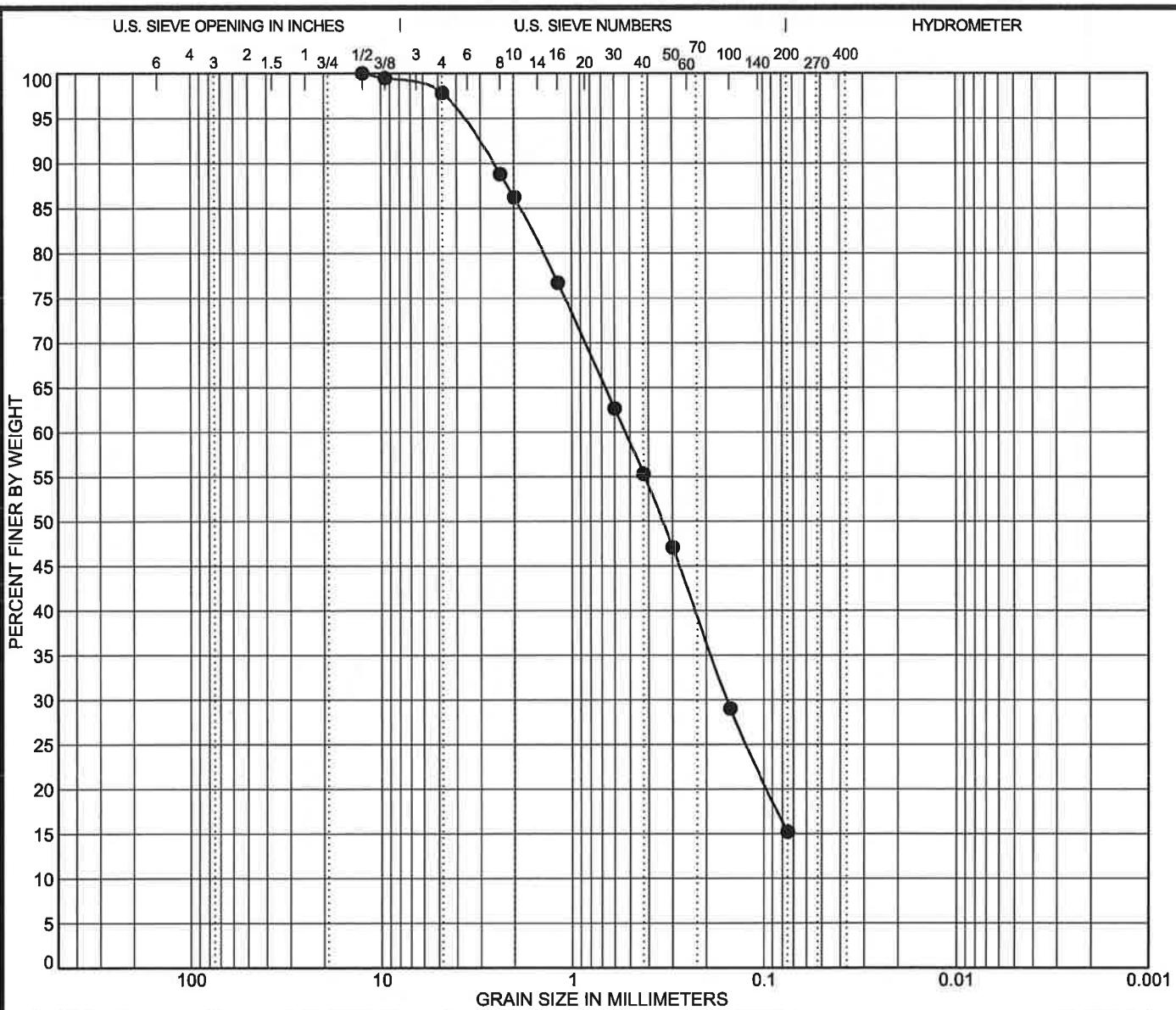
● B-01 D100 D60 D30 D10 %Gravel %Sand %Silt %Clay

Depth: 21 9.5 0.313 0.128 0.5 83.0 16.5

Natural Moisture 17.1 % S.E. Absorption %

R-Value Durability Index Soundness

Percentage of Wear (500 rev) % Specific Gravity Direct Shear



Specimen Identification

Date: 5-2-2016

● **B-02**

Classification

LL    PL    PI    Cc    Cu

Depth: 5

Silty SAND (SM)

NP    NP    NP

Sample Location

Boring 2 from 5' - 6.5'

USCS

SM

AASHTO

Specimen Identification

D100    D60    D30    D10    %Gravel    %Sand    %Silt    %Clay

● **B-02**

12.5    0.53    0.156    2.2    82.6    15.2

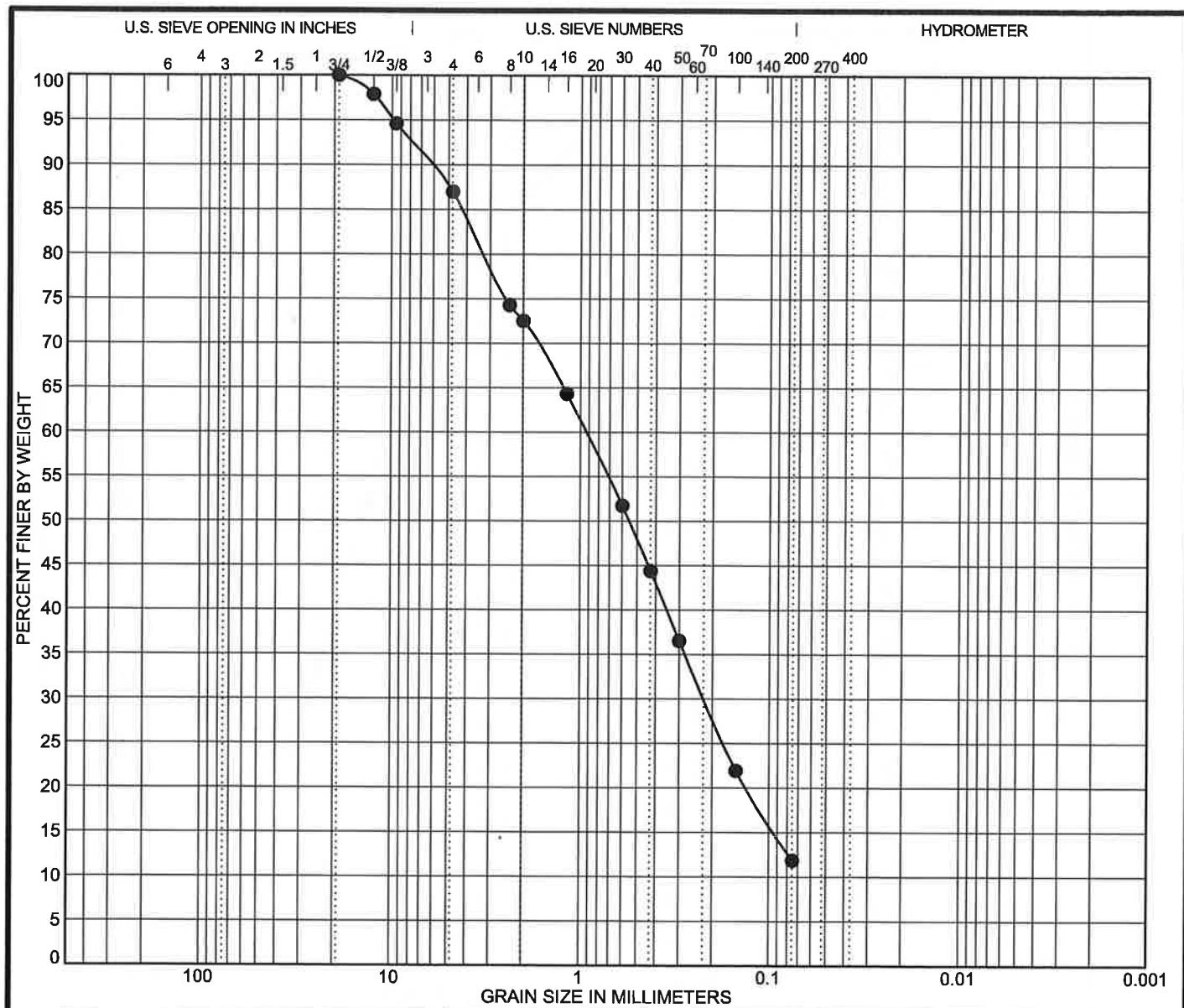
Depth: 5

5.5 %    S.E.    Absorption %

Natural Moisture

R-Value

Percentage of Wear (500 rev)    %    Specific Gravity    Direct Shear



Specimen Identification		Date: 5-2-2016											
●	<b>B-03</b>	Classification						LL	PL	PI	Cc	Cu	
	Depth: 30	Poorly Graded SAND w/Silt (SP-SM)						NP	NP	NP	0.8	14.2	
	Sample Location	Boring 3 from 30' - 31.5'											
	USCS	SP-SM											
	AASHTO												
Specimen Identification													
●	<b>B-03</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay				
	Depth: 30	19	0.936	0.22		13.0	75.1		11.9				
	Natural Moisture	16.9 %		S.E.		Absorption %							
	R-Value			Durability Index		Soundness							
	Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear							

LUMOS GRAIN SIZE 8847-000 KINGS CANYON GDT US LAB GDT 5/25/16

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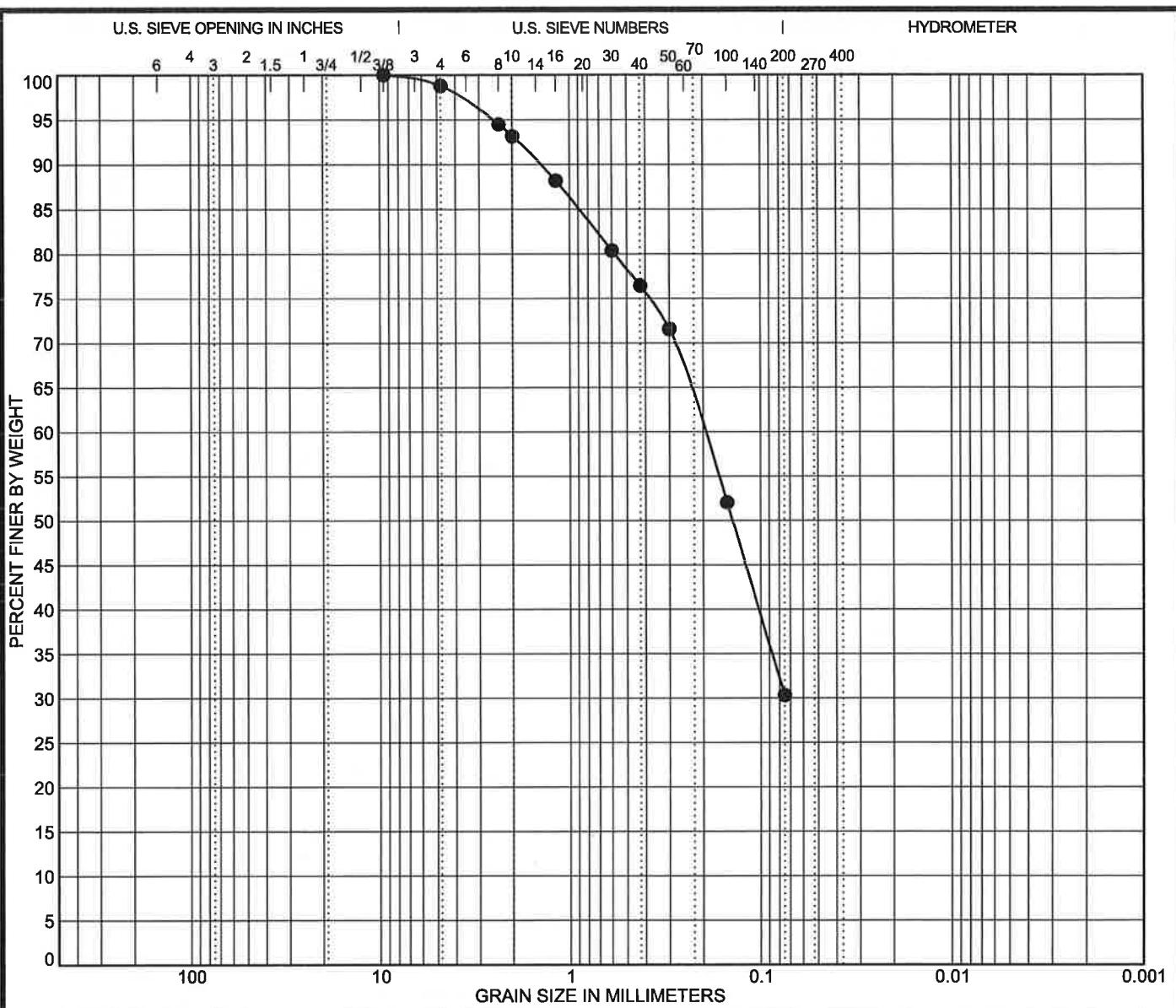
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Job Number: 8947.000

### GRAIN SIZE DISTRIBUTION

**PLATE**  
**B-1.5**

Date: May 2016



Specimen Identification Date: 5-2-2016

● B-04 Classification LL PL PI Cc Cu

Depth: 10 Silty SAND (SM) NP NP NP

Sample Location Boring 4 from 10' - 11.5'

USCS SM

AASHTO

Specimen Identification

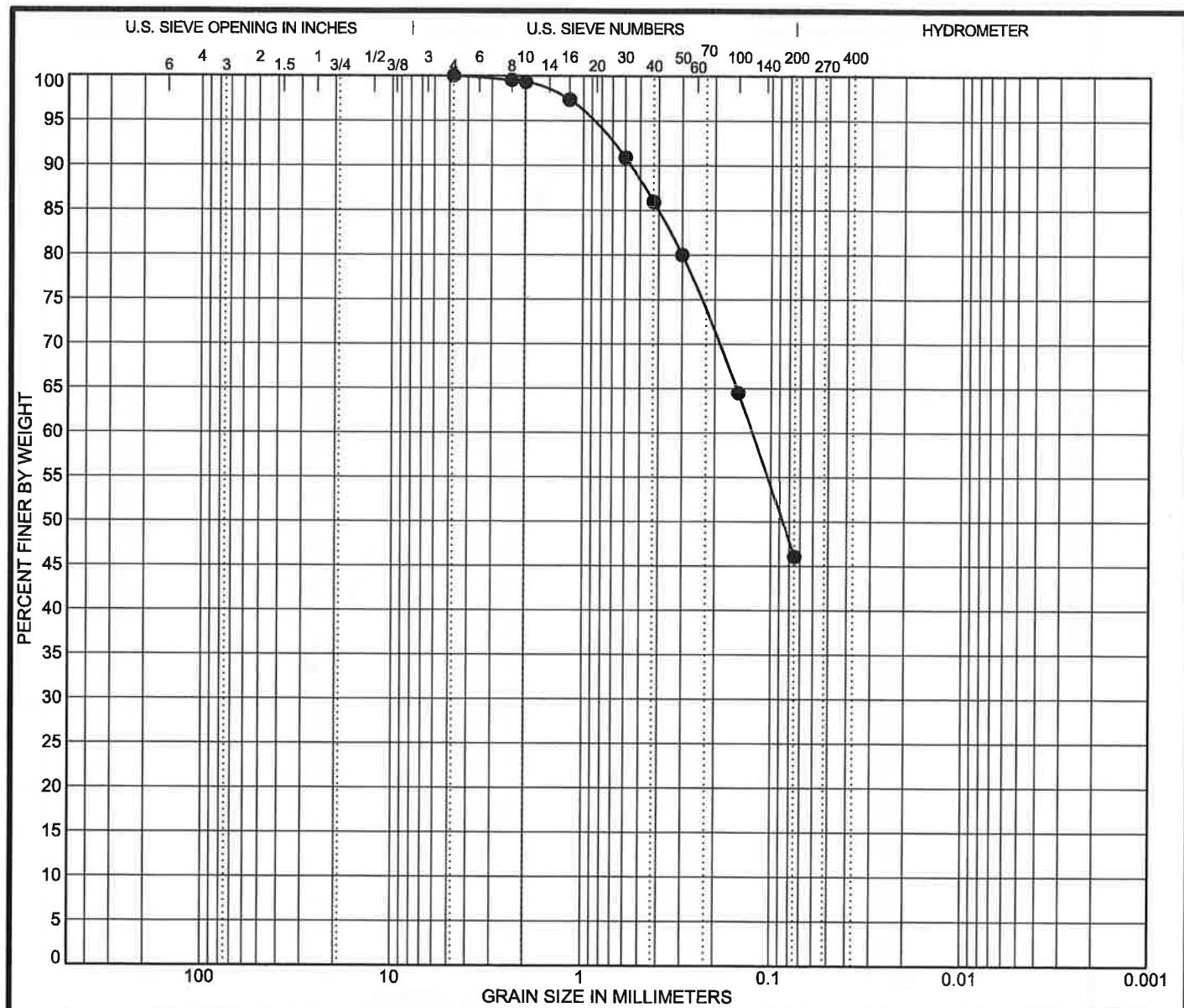
● B-04 D100 D60 D30 D10 %Gravel %Sand %Silt %Clay

Depth: 10 9.5 0.199 1.2 68.5 30.3

Natural Moisture 8.8 % S.E. Absorption %

R-Value Durability Index Soundness

Percentage of Wear (500 rev) % Specific Gravity Direct Shear



Specimen Identification		Date: 5-2-2016									
● B-04		Classification						LL	PL	PI	Cc Cu
Depth: 16		Clayey SAND (SC)						31	16	15	
Sample Location		Boring 4 from 16' - 16.5'									
USCS		SC									
AASHTO											
Specimen Identification											
● B-04		D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay		
Depth: 16		4.75	0.127			0.0	53.9		46.1		
Natural Moisture		18 %		S.E.		Absorption %					
R-Value				Durability Index		Soundness					
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear					

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GDT US LAB.GDT 5/25/16

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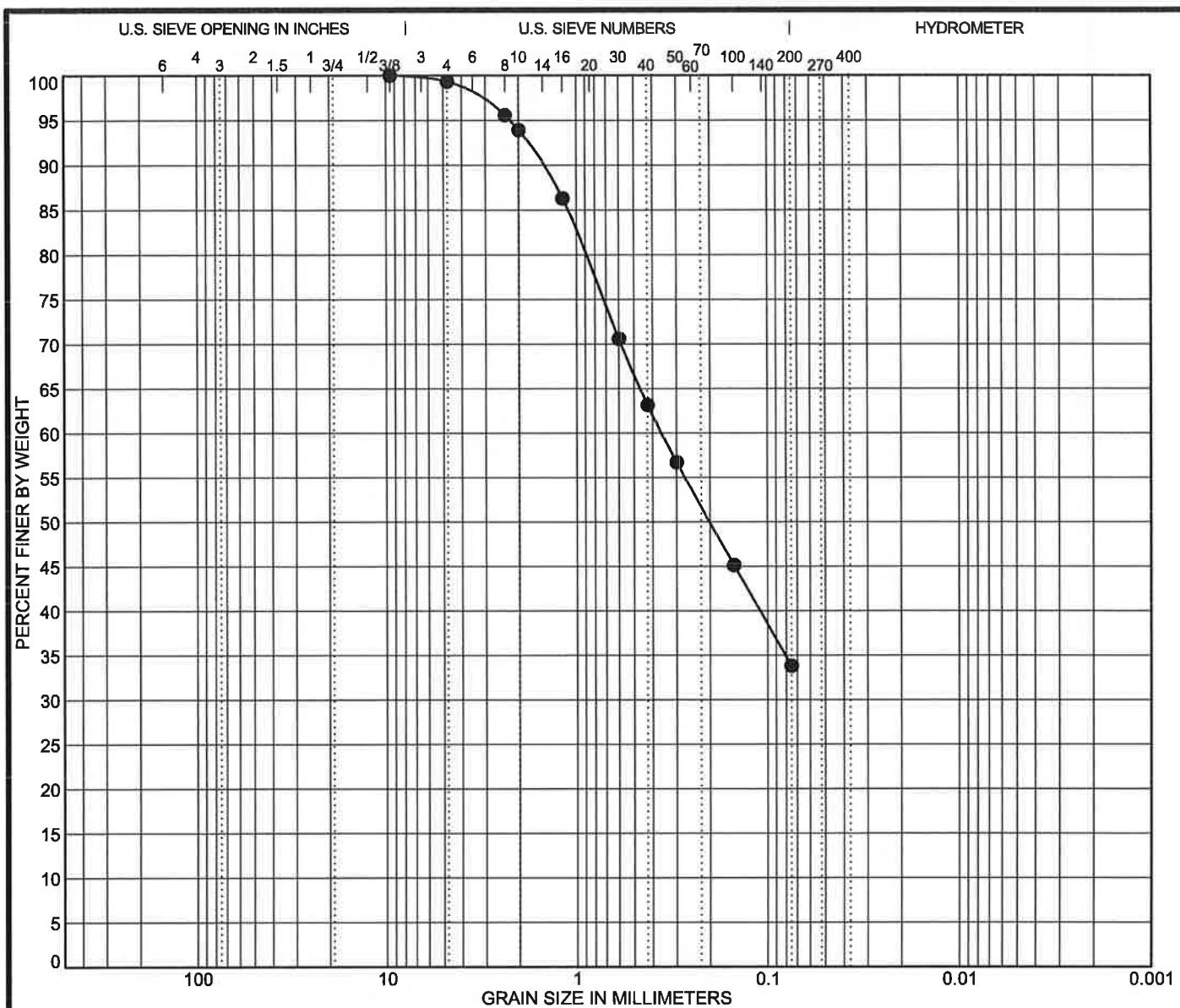
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### GRAIN SIZE DISTRIBUTION

**PLATE**  
**B-1.7**

Date: May 2016



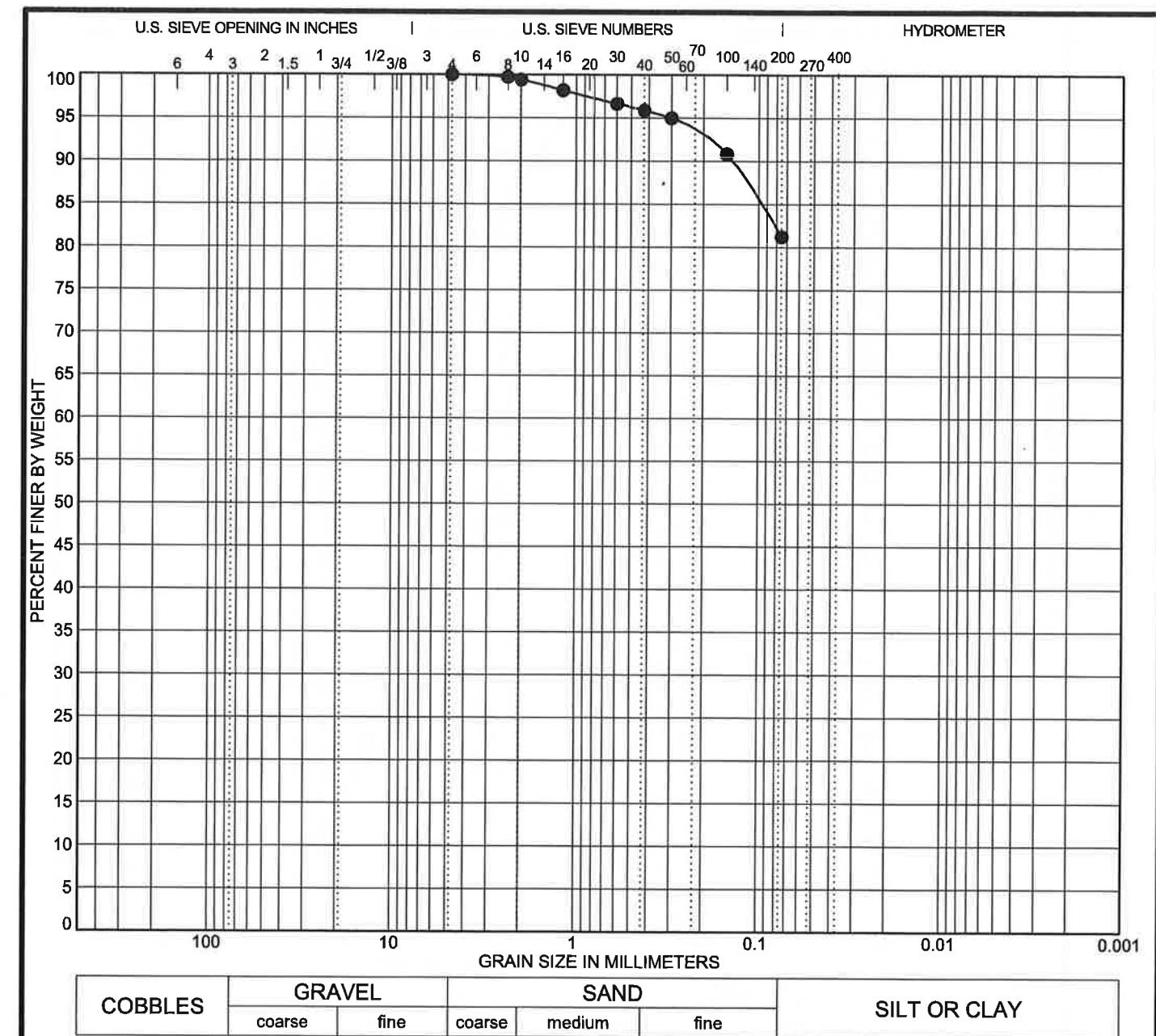
LUMOS GRAIN SIZE 8947.000 KINGS CANYON GPJ US LAB GDT 5/25/16

Specimen Identification		Date: 5-2-2016						
●	<b>B-05</b>			Classification		LL	PL	PI
	Depth: 3			Clayey SAND (SC)		32	21	11
	Sample Location			Boring 5 from 3' - 3.5'				
	USCS			SC				
	AASHTO							
Specimen Identification								
●	<b>B-05</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt
	Depth: 3	9.5	0.358			0.7	65.5	33.8
	Natural Moisture	11.1 %		S.E.		Absorption %		
	R-Value			Durability Index		Soundness		
	Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear		

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**GRAIN SIZE DISTRIBUTION**  
Job Number: 8947.000 Date: May 2016  
**PLATE**  
**B-1.8**



Specimen Identification		Date: 5-2-2016									
●	B-06	Classification						LL	PL	PI	Cc Cu
	Depth: 20	Lean CLAY with Sand (CL)						37	21	16	
	Sample Location	Boring 6 from 20' - 21'									
	USCS	CL									
	AASHTO										
Specimen Identification											
●	B-06	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay		
	Depth: 20	4.75				0.0	18.8		81.2		
	Natural Moisture	32.2 %		S.E.		Absorption %					
	R-Value			Durability Index		Soundness					
	Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear					

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GRD US LAB.GDT 5/25/16

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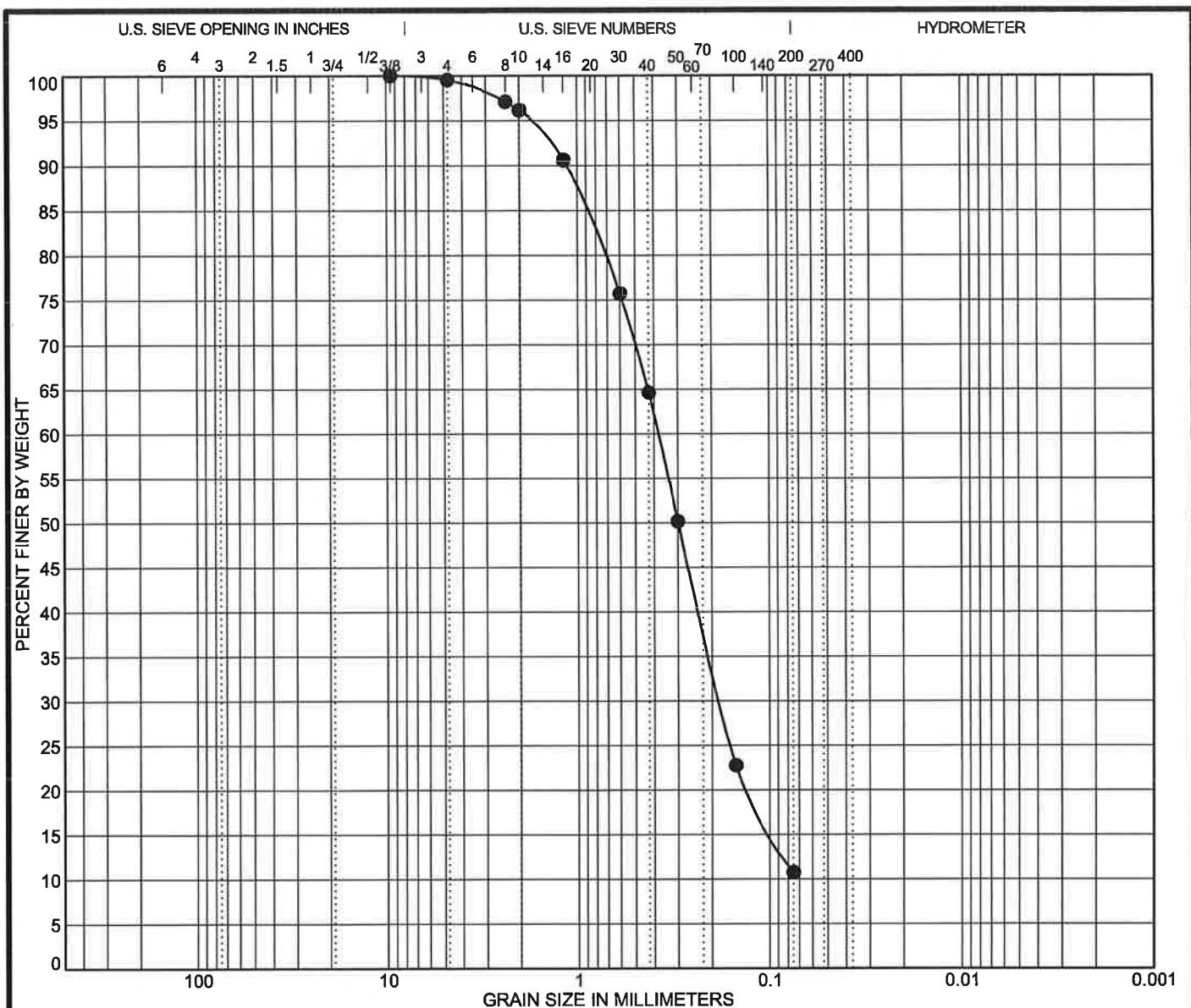
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Job Number: 8947.000

## GRAIN SIZE DISTRIBUTION

PLATE  
**B-1.9**

Date: May 2016  
161



LUMOS GRAIN SIZE 8947.000 KING'S CANYON GPJ US LAB GDT 5/25/16

Specimen Identification		Date: 5-2-2016								
●	<b>B-07</b>			Classification		LL	PL	PI	Cc	Cu
	Depth: 11			Poorly Graded SAND w/Silt (SP-SM)		NP	NP	NP	1.2	5.3
	Sample Location			Boring 7 from 11' - 11.5'						
	USCS			SP-SM						
	AASHTO									
Specimen Identification										
●	<b>B-07</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay	
	Depth: 11	9.5	0.38	0.18		0.5	88.8		10.8	
	Natural Moisture	4.4 %		S.E.		Absorption %				
	R-Value			Durability Index		Soundness				
	Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear				

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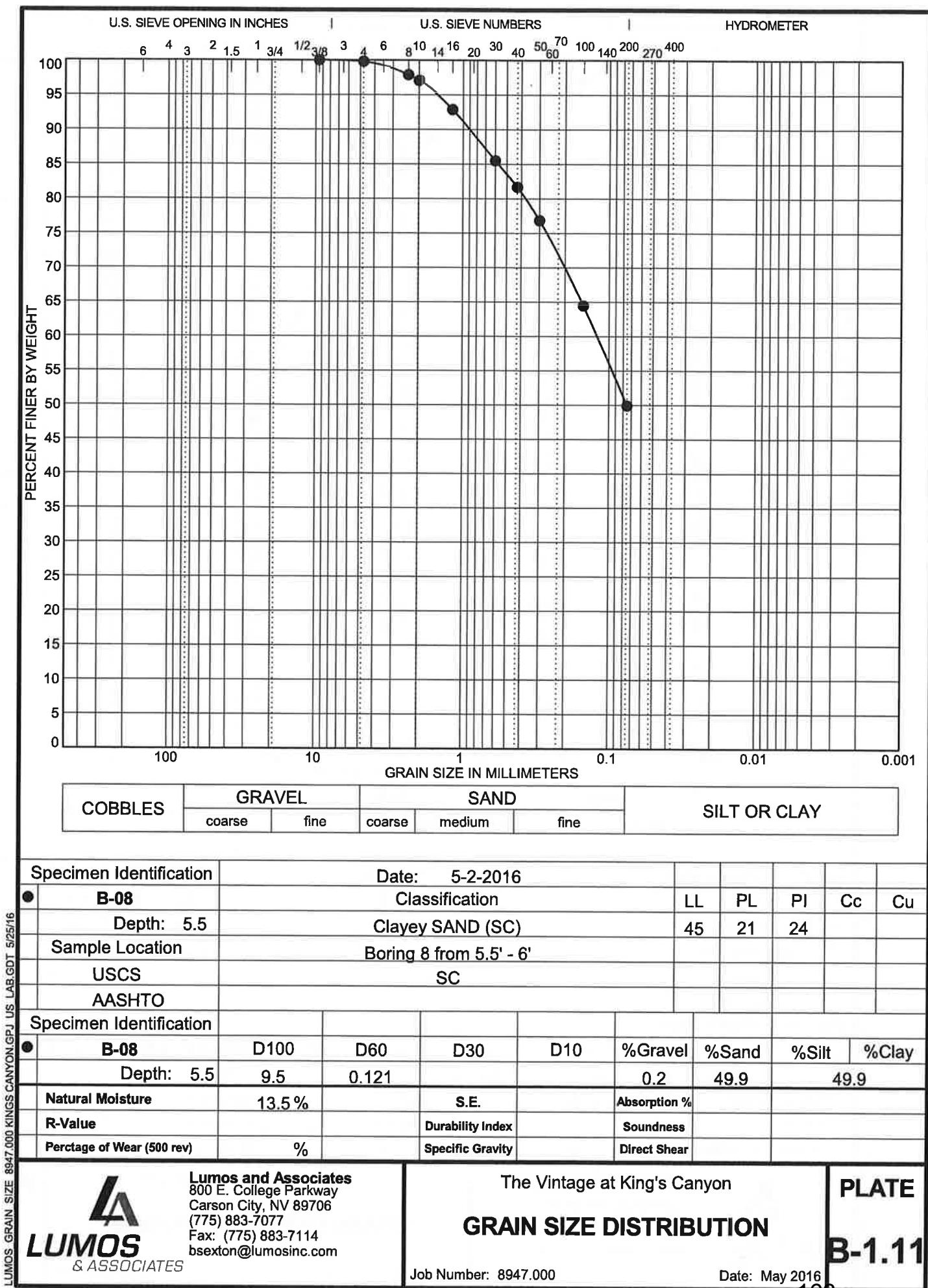
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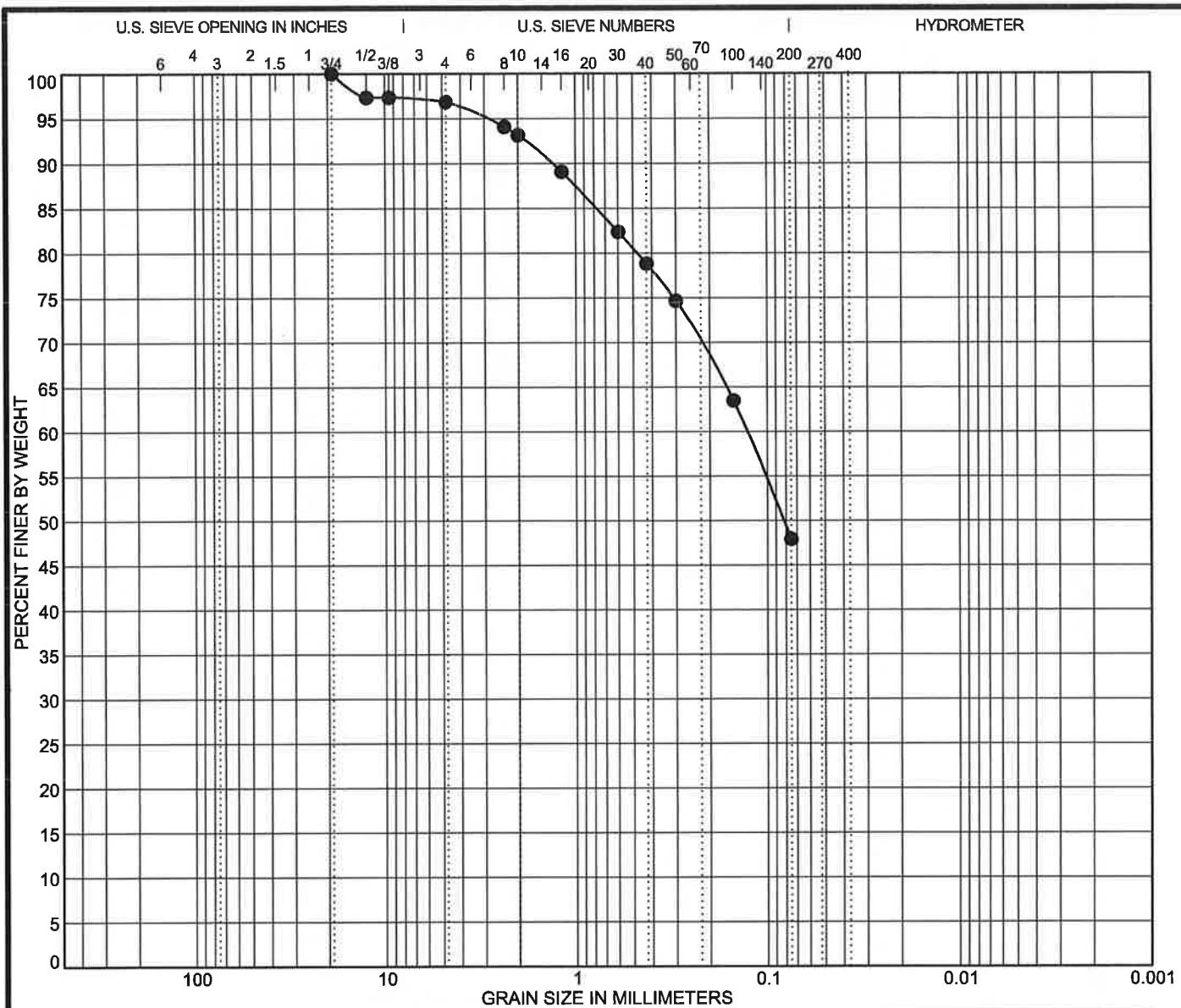
Job Number: 8947.000

PLATE

**B-1.10**

Date: May 2016





LUMOS GRAIN SIZE 8947.000 KINGS CANYON GPJ US LAB GDT 5/25/16

Specimen Identification		Date: 5-2-2016							
●	<b>B-09</b>	Classification							
	Depth: 0	Clayey SAND (SC)							
	Sample Location	Boring 9 from 0' - 5'							
	USCS	SC							
	AASHTO								
Specimen Identification									
●	<b>B-09</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
	Depth: 0	19	0.128			3.2	48.9		47.9
	Natural Moisture	8.0 %		S.E.		Absorption %			
	R-Value			Durability Index		Soundness			
	Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear			

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The Vintage at King's Canyon

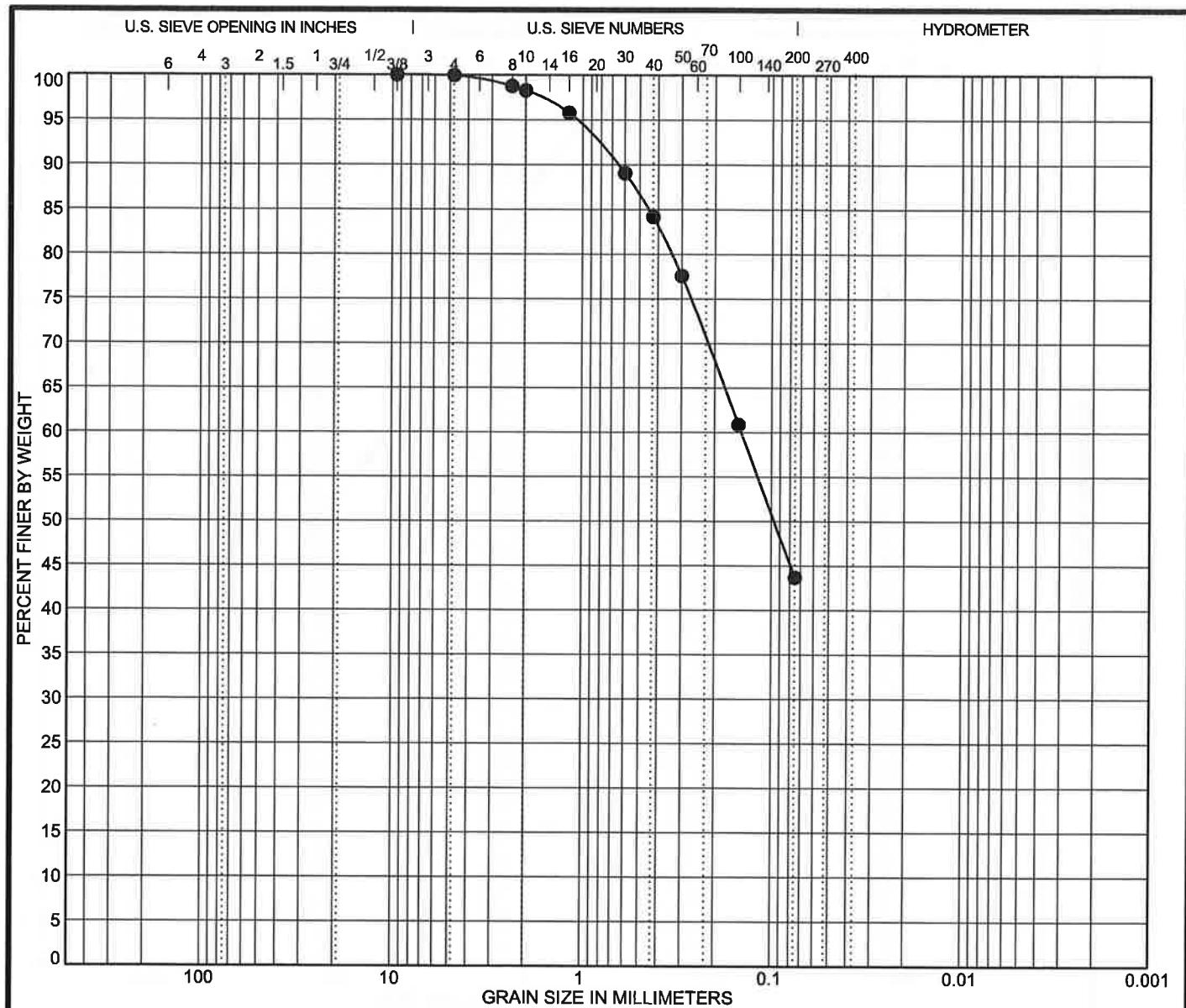
## GRAIN SIZE DISTRIBUTION

Job Number: 8947.000

**PLATE**

**B-1.12**

Date: May 2016



Specimen Identification

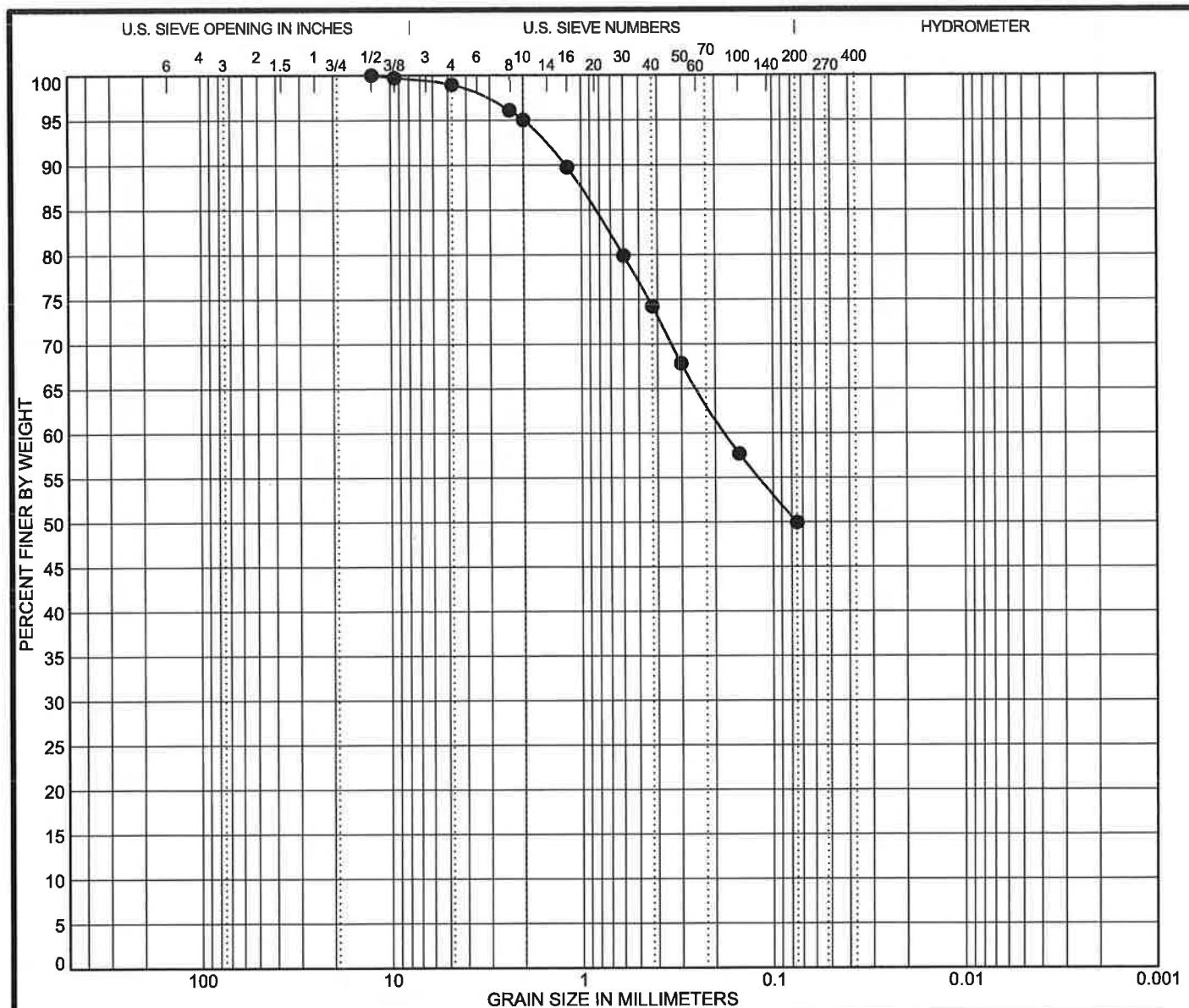
● B-10	Date: 5-2-2016							
Depth: 8.5	Classification				LL	PL	PI	Cc
Sample Location	Clayey SAND (SC)				26	16	10	Cu
USCS	Boring 10 from 8.5' - 9'							
AASHTO	SC							
Specimen Identification								
● B-10	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
Depth: 8.5	9.5	0.145			0.1	56.3		43.7
Natural Moisture	7.9 %		S.E.		Absorption %			
R-Value			Durability Index		Soundness			
Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear			

LUMOS GRAIN SIZE 8947.000 KING'S CANYON GPJ US LAB GDT 5/25/16

**LUMOS**  
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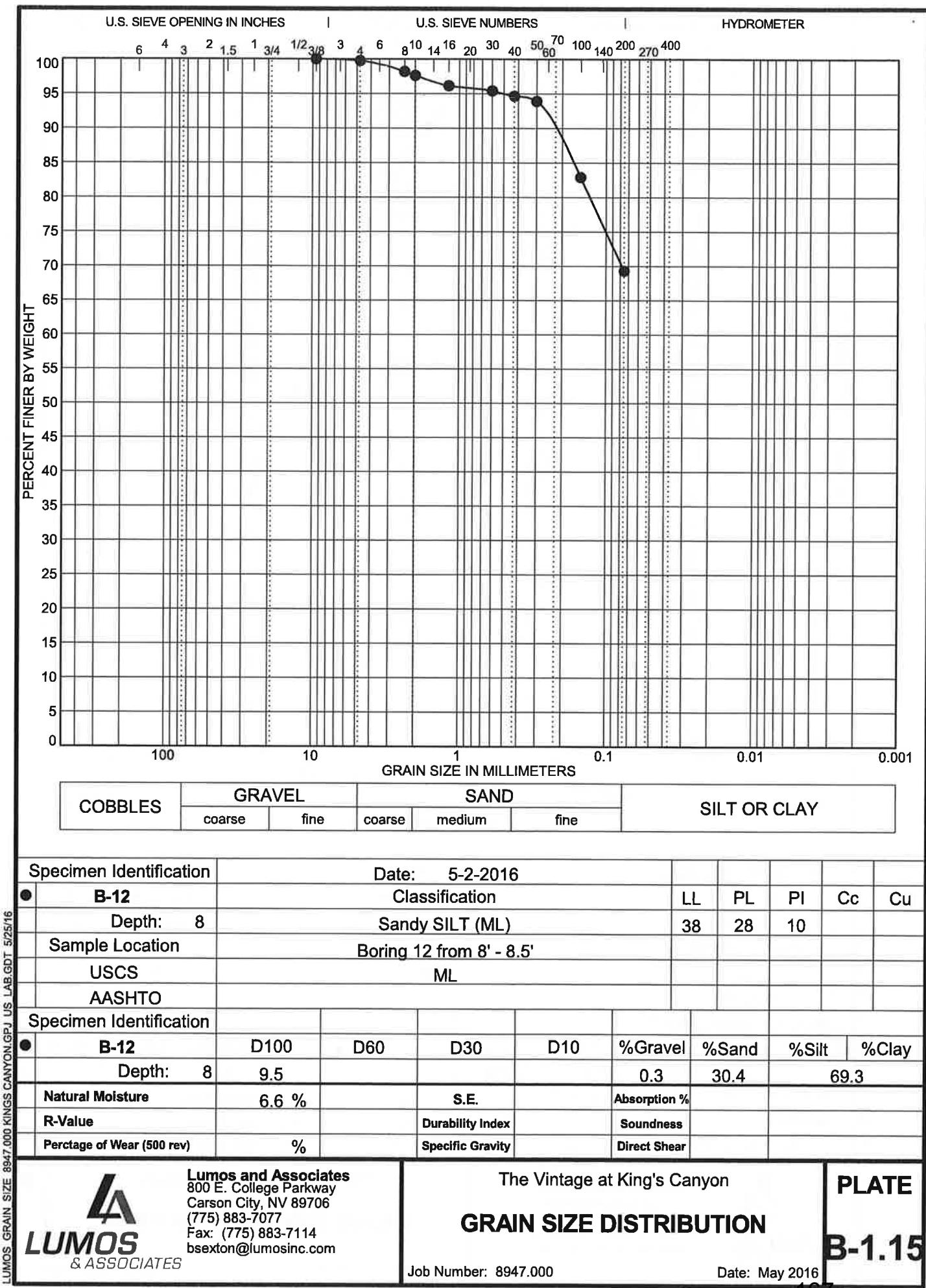
Lumos and Associates  
800 E. College Parkway  
Carson City, NV 89706  
(775) 883-7077  
Fax: (775) 883-7114  
bsexton@lumosinc.com

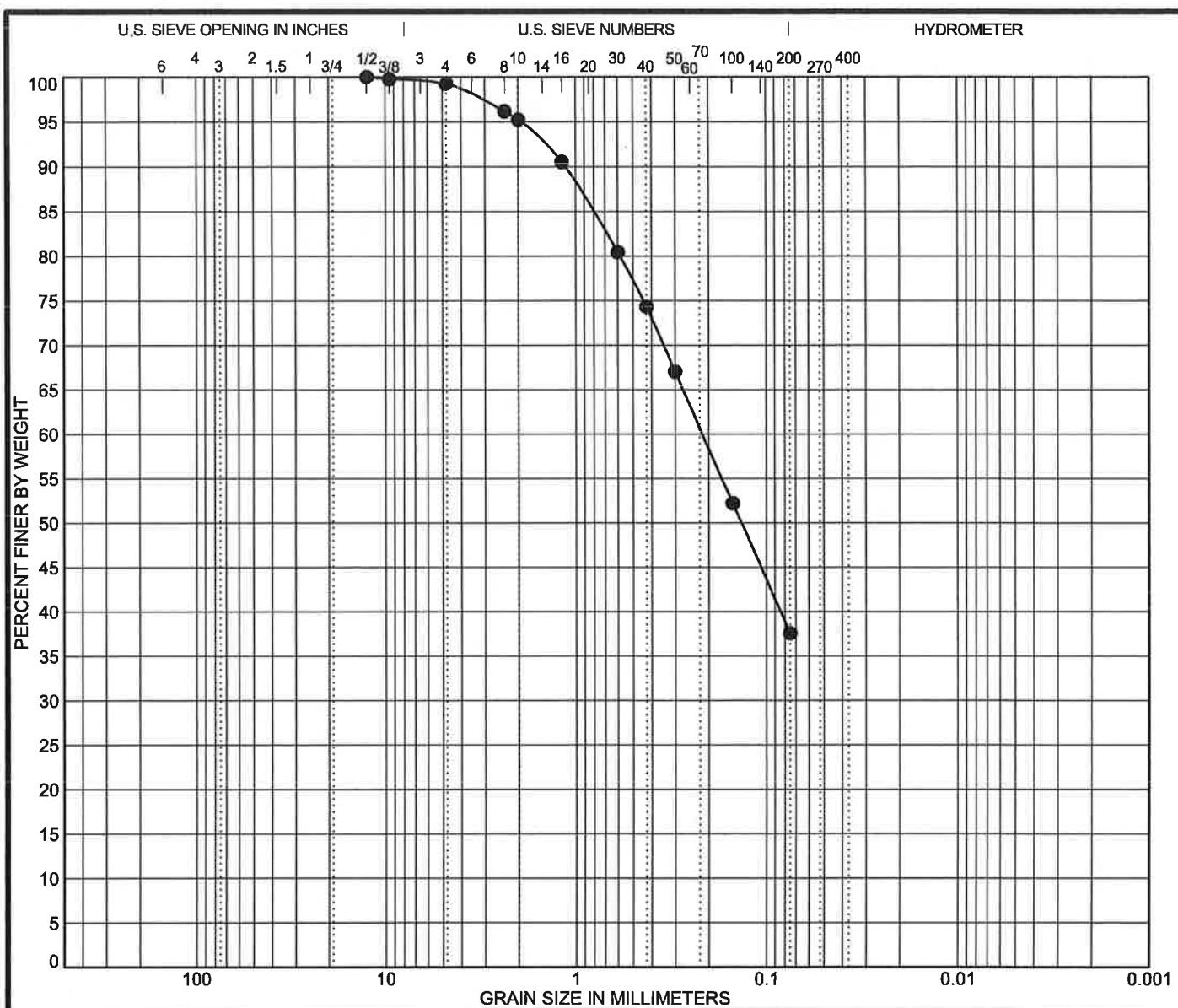
The Vintage at King's Canyon  
**GRAIN SIZE DISTRIBUTION**  
Job Number: 8947.000 Date: May 2016  
**PLATE B-1.13**  
165



COBBLES	GRAVEL		SAND			SILT OR CLAY		
	coarse	fine	coarse	medium	fine			

Specimen Identification	Date: 5-2-2016							
● B-11	Classification							
Depth: 6	Clayey SAND (SC)							
Sample Location	Boring 11 from 6' - 6.5'							
USCS	SC							
AASHTO								
Specimen Identification								
● B-11	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
Depth: 6	12.5	0.176			1.0	49.0	49.9	
Natural Moisture	7.6 %		S.E.		Absorption %			
R-Value			Durability Index		Soundness			
Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear			





Specimen Identification

Date: 5-2-2016

● **B-13** Classification LL

Depth: 5.5 Clayey SAND (SC) PL

Sample Location Boring 13 from 5.5' - 6' PI

USCS SC Cc

AASHTO

Specimen Identification

● **B-13** D100 D60 D30 D10 %Gravel %Sand %Silt %Clay

Depth: 5.5 12.5 0.216 0.8 61.7 37.6

Natural Moisture 5.8 % S.E. Absorption %

R-Value Durability Index Soundness

Percentage of Wear (500 rev) % Specific Gravity Direct Shear

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GDT US LAB.GDT 5/25/16

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The Vintage at King's Canyon

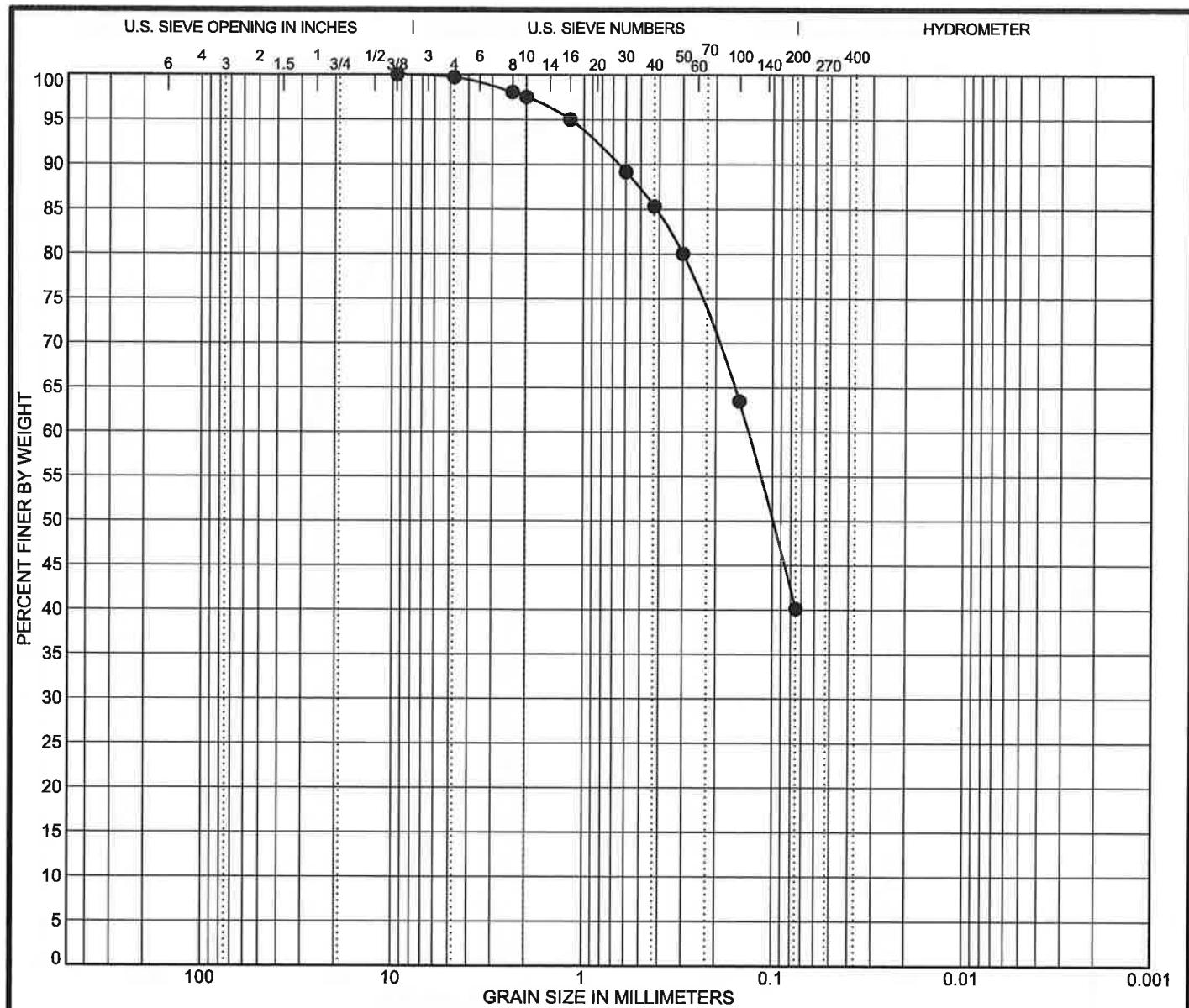
## GRAIN SIZE DISTRIBUTION

Job Number: 8947.000

**PLATE**

**B-1.16**

Date: May 2016



Specimen Identification		Date: 5-2-2016							
●	<b>B-14</b>	Classification							
	Depth: 30	Silty SAND (SM)							
Sample Location		Boring 14 from 30' - 31.5'							
USCS		SM							
AASHTO									
Specimen Identification									
●	<b>B-14</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
	Depth: 30	9.5	0.135			0.3	59.6		40.1
Natural Moisture		19.8 %		S.E.		Absorption %			
R-Value				Durability Index		Soundness			
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear			

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GRU US LAB GDT 5/25/16

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The Vintage at King's Canyon

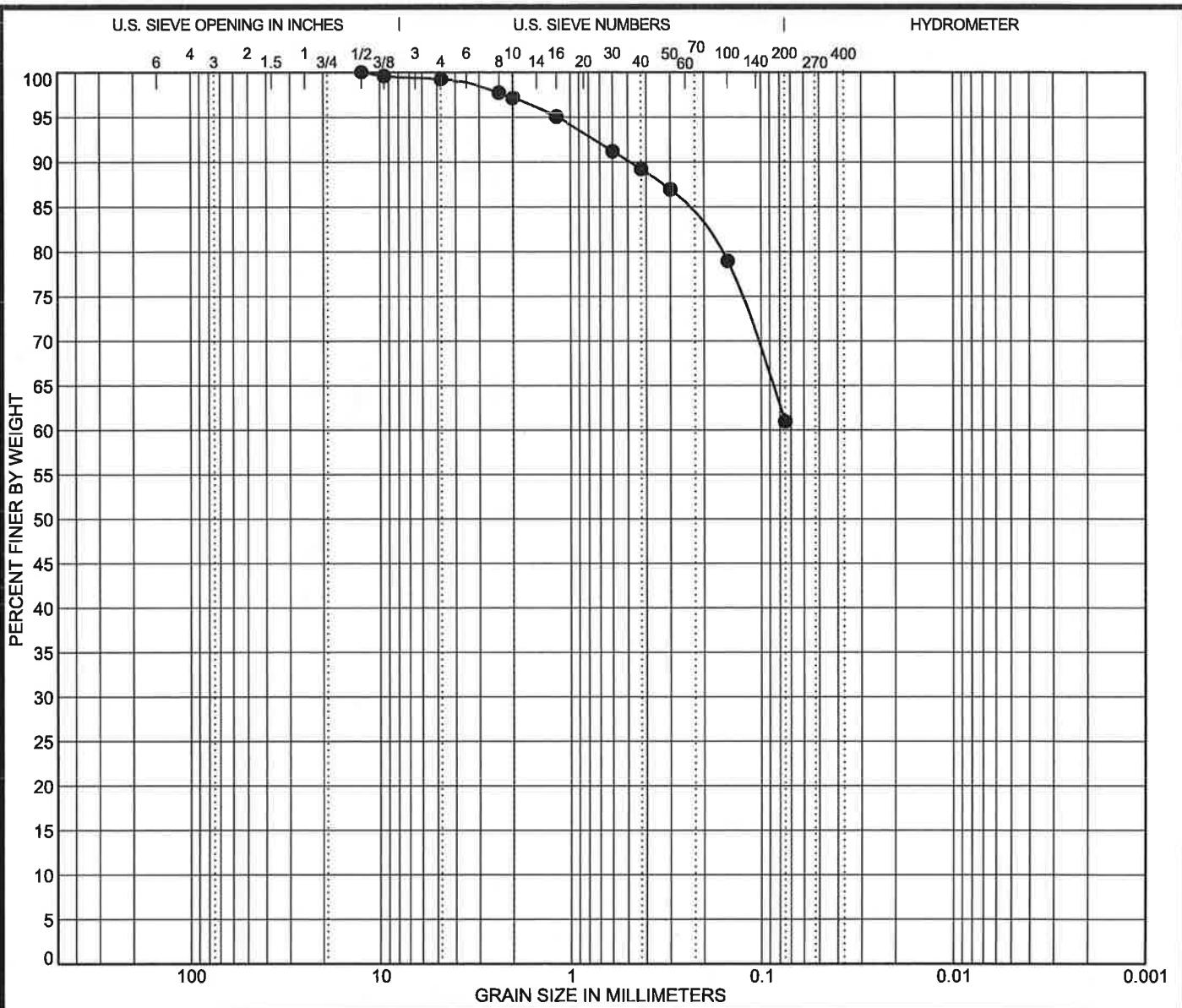
## GRAIN SIZE DISTRIBUTION

Job Number: 8947.000

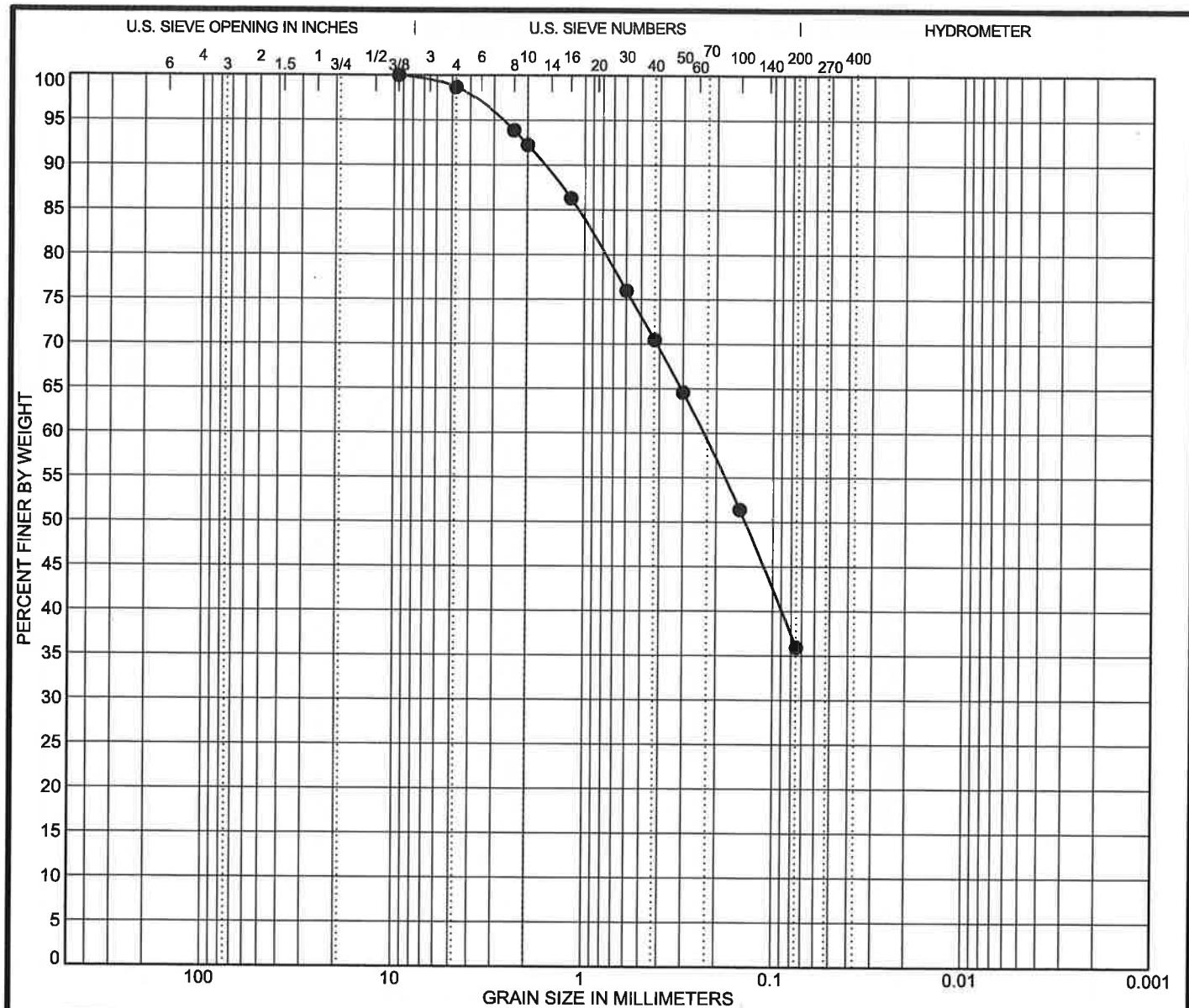
**PLATE**

**B-1.17**

Date: May 2016



Specimen Identification	Date: 5-2-2016							
● B-15	Classification				LL	PL	PI	Cc Cu
Depth: 3	Sandy SILT (ML)				36	29	7	
Sample Location	Boring 15 from 3' - 3.5'							
USCS	ML							
AASHTO								
Specimen Identification								
● B-15	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
Depth: 3	12.5				0.8	38.3		61.0
Natural Moisture	15.5 %		S.E.		Absorption %			
R-Value			Durability Index		Soundness			
Percentage of Wear (500 rev)	%		Specific Gravity		Direct Shear			



Specimen Identification		Date: 5-2-2016										
●	B-16	Classification						LL	PL	PI	Cc	Cu
	Depth: 0	Silty SAND (SM)						33	26	7		
Sample Location		Comb. Samp. B-16, 19, & 22 from 0'-5'										
USCS		SM										
AASHTO												
Specimen Identification												
●	B-16	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay			
	Depth: 0	9.5	0.236			1.4	62.7		35.9			
Natural Moisture		6.5 %		S.E.		Absorption %						
R-Value		21		Durability Index		Soundness						
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear	30					

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GP US LAB GDT 5/25/16

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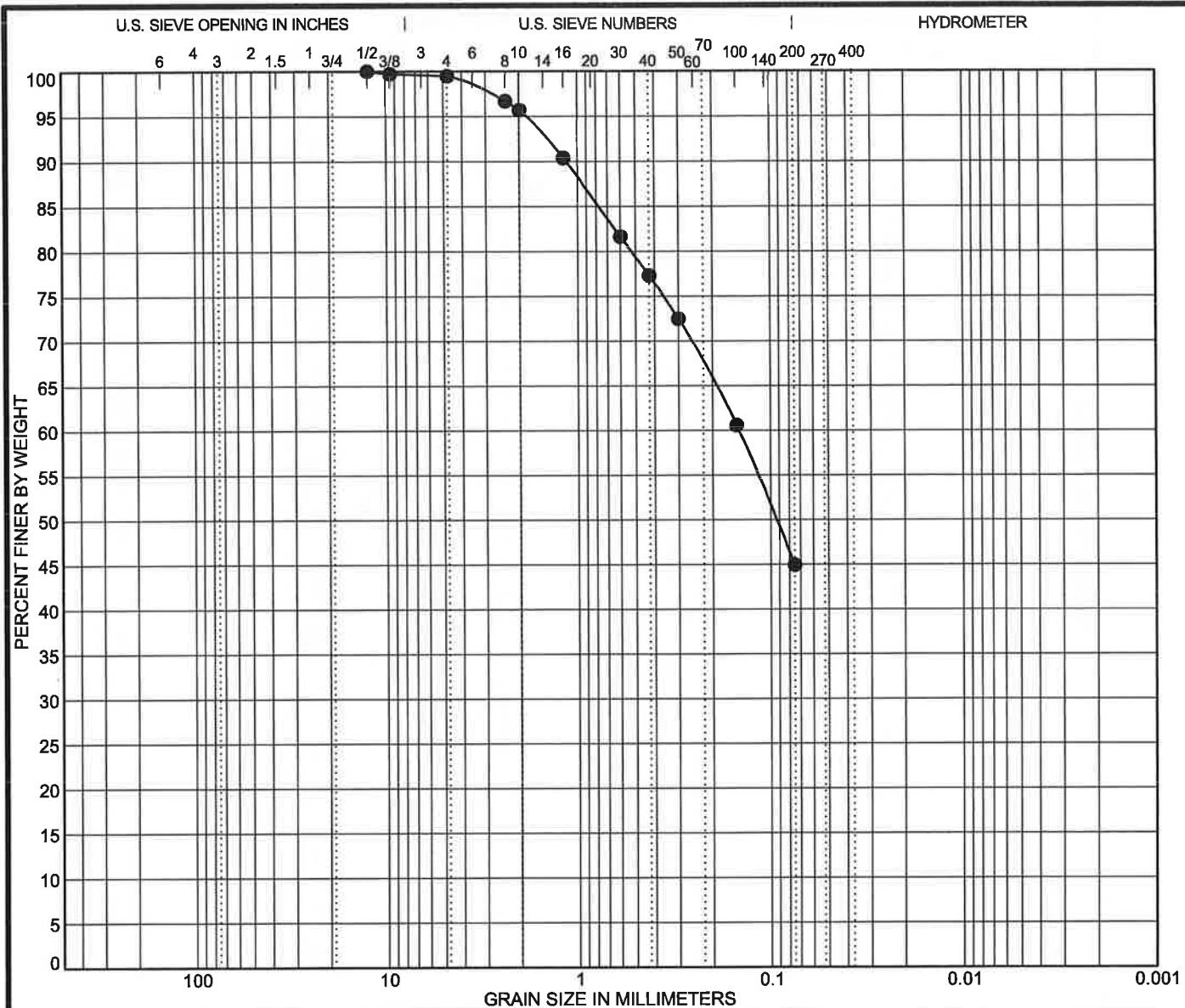
The Vintage at King's Canyon

## GRAIN SIZE DISTRIBUTION

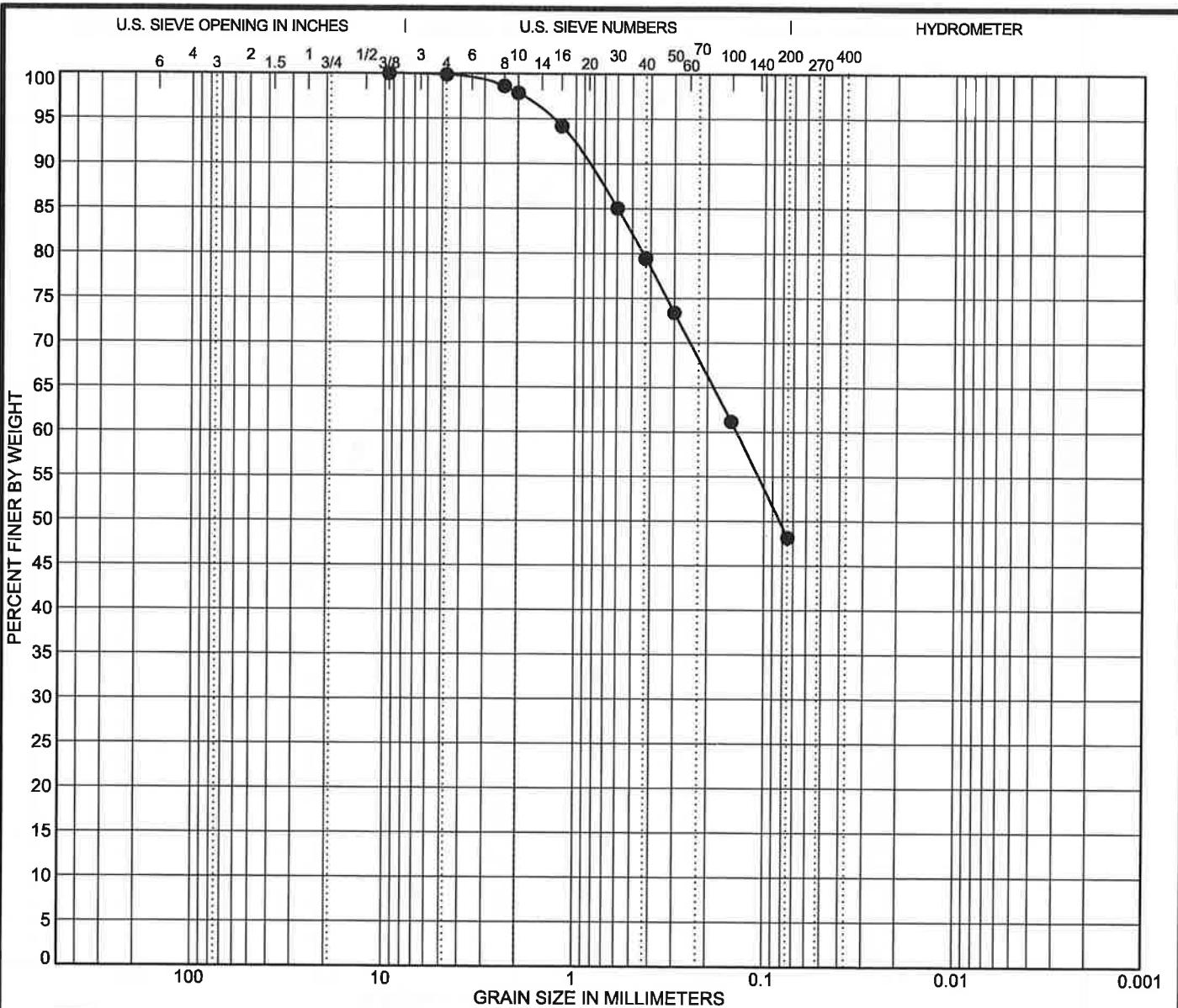
Job Number: 8947.000

PLATE  
**B-1.19**

Date: May 2016



Specimen Identification		Date: 5-2-2016							
●	B-17	Classification							
	Depth: 3	Silty SAND (SM)							
Sample Location		Boring 17 from 3' - 3.5'							
USCS		SM							
AASHTO									
Specimen Identification									
●	B-17	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
	Depth: 3	12.5	0.146			0.5	54.5		44.9
Natural Moisture		17.5 %		S.E.		Absorption %			
R-Value				Durability Index		Soundness			
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear			



Specimen Identification		Date: 5-2-2016							
●	<b>B-18</b>	Classification				LL	PL	PI	Cc Cu
	Depth: 11	Clayey SAND (SC)				29	19	10	
Sample Location		Boring 18 from 11' - 11.5'							
USCS		SC							
AASHTO									
Specimen Identification									
●	<b>B-18</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
	Depth: 11	9.5	0.141			0.1	51.7		48.1
Natural Moisture		8.4 %		S.E.		Absorption %			
R-Value				Durability Index		Soundness			
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear			

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GRJ US LAB GDT 5/25/16

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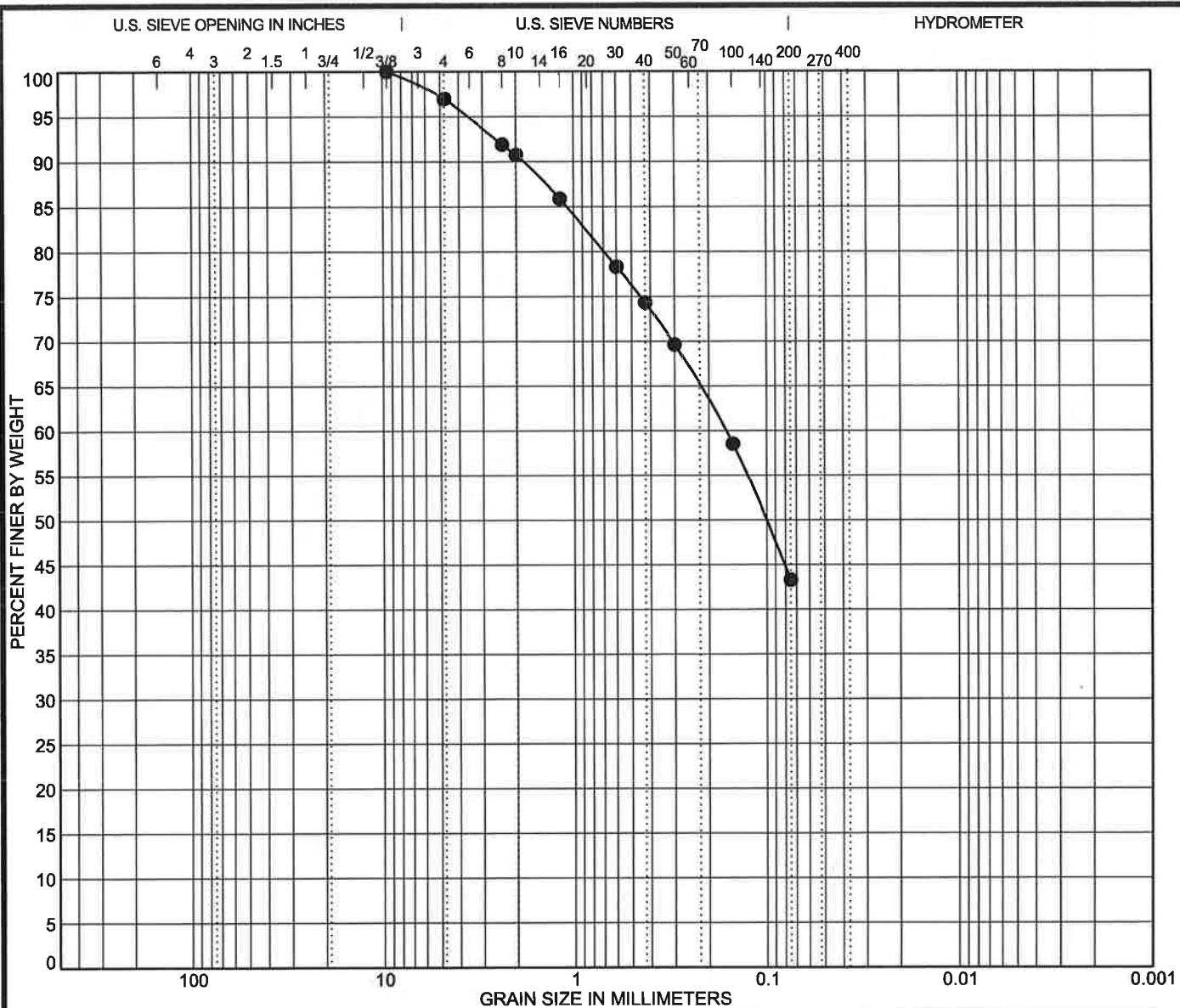
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Job Number: 8947.000

The Vintage at King's Canyon  
**GRAIN SIZE DISTRIBUTION**

Date: May 2016

**PLATE**  
**B-1.21**



Specimen Identification | Date: 5-2-2016 | | | | | | | |

● B-20 | Classification | LL | PL | PI | Cc | Cu | | |

Depth: 15 | Clayey SAND (SC) | 32 | 23 | 9 | | | | |

Sample Location | Boring 20 from 15' - 16.5' | | | | | | | |

USCS | SC | | | | | | | |

AASHTO | | | | | | | |

Specimen Identification | | | | | | | |

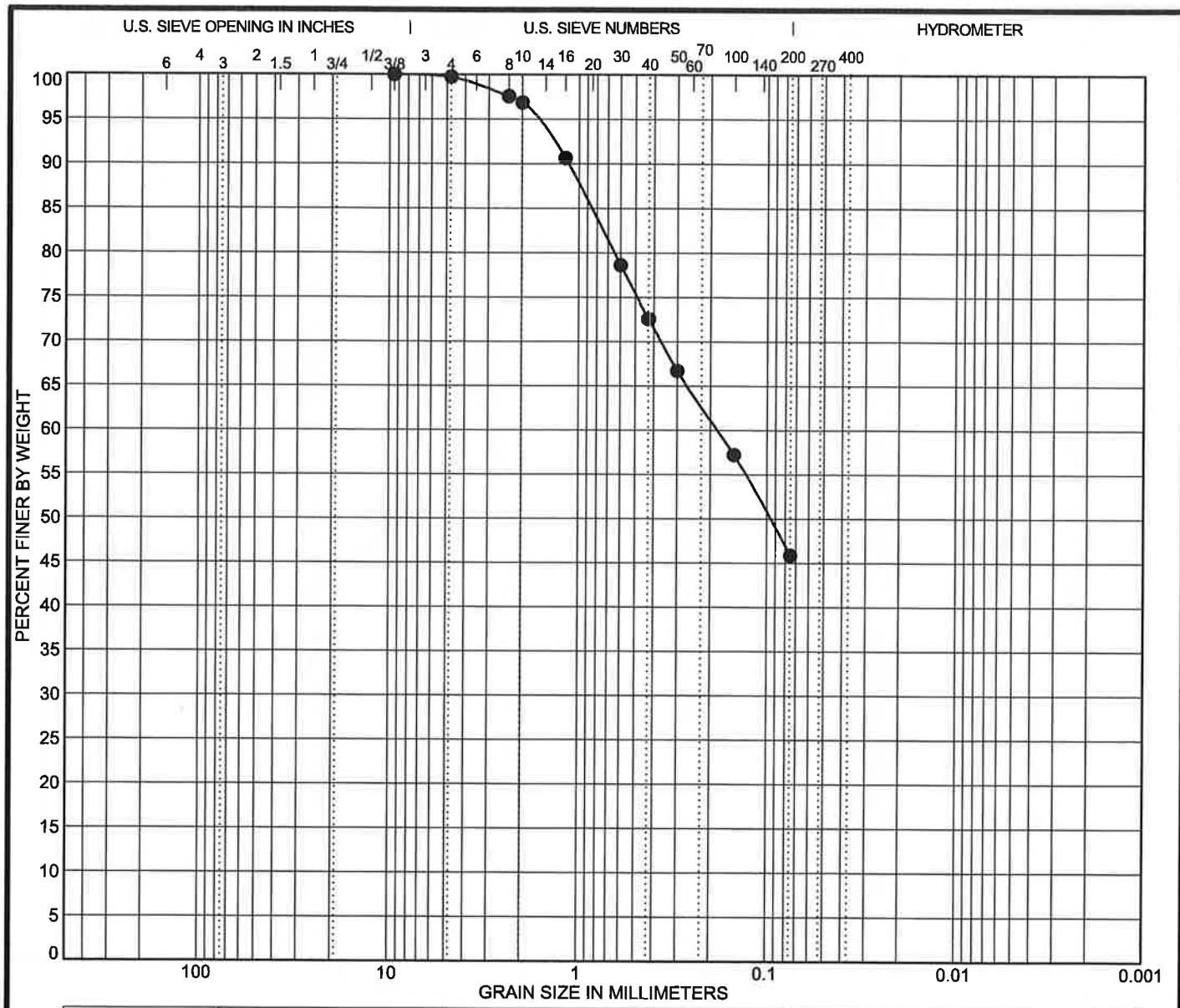
● B-20 | D100 | D60 | D30 | D10 | %Gravel | %Sand | %Silt | %Clay |

Depth: 15 | 9.5 | 0.164 | | | 3.1 | 53.6 | | 43.3 |

Natural Moisture | 21.9 % | | | | | | | |

R-Value | | | Durability Index | | | Soundness | | |

Percentage of Wear (500 rev) | % | | | | | | | |



Specimen Identification		Date: 5-2-2016								
●	<b>B-21</b>	Classification						LL	PL	PI
	Depth: 8.5	Clayey SAND (SC)						30	22	8
Sample Location		Boring 21 from 8.5' - 9'								
USCS		SC								
AASHTO										
Specimen Identification										
●	<b>B-21</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay	
	Depth: 8.5	9.5	0.184			0.3	53.9		45.9	
Natural Moisture		6.6 %		S.E.		Absorption %				
R-Value				Durability Index		Soundness				
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear				

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GPJ US LAB GDT 5/25/16

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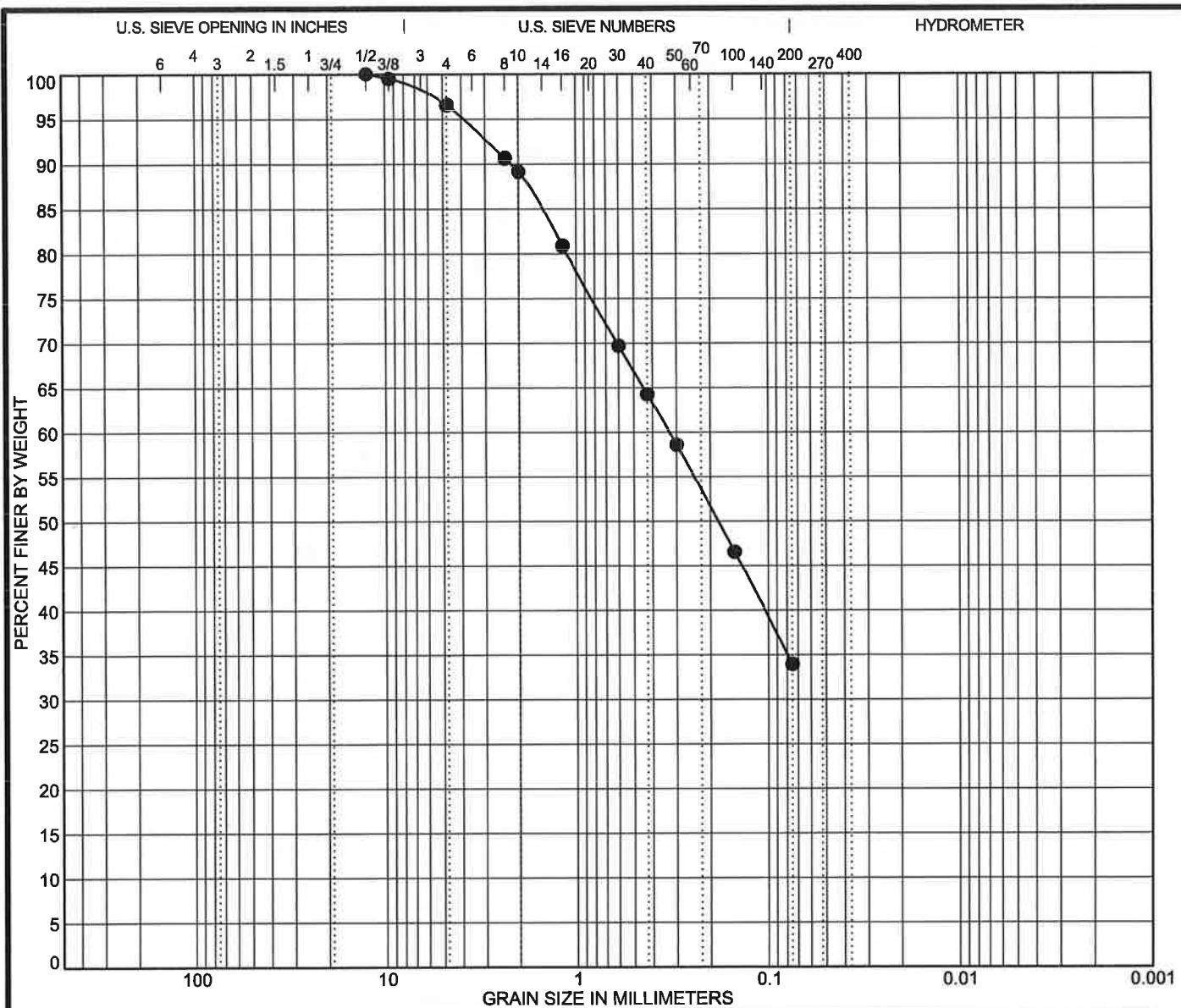
**GRAIN SIZE DISTRIBUTION**

Job Number: 8947.000

**PLATE**

**B-1.23**

Date: May 2016



LUMOS GRAIN SIZE 8947.000 KINGS CANYON GPJ US LAB.GDT 5/25/16

Specimen Identification		Date: 5-2-2016							
●	<b>B-23</b>	Classification							
	Depth: 5	Silty, Clayey SAND (SC-SM)							
Sample Location		Boring 23 from 5' - 5.5'							
USCS		SC-SM							
AASHTO									
Specimen Identification									
●	<b>B-23</b>	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
	Depth: 5	12.5	0.327			3.4	62.6		33.9
Natural Moisture		8.5 %		S.E.		Absorption %			
R-Value				Durability Index		Soundness			
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear			

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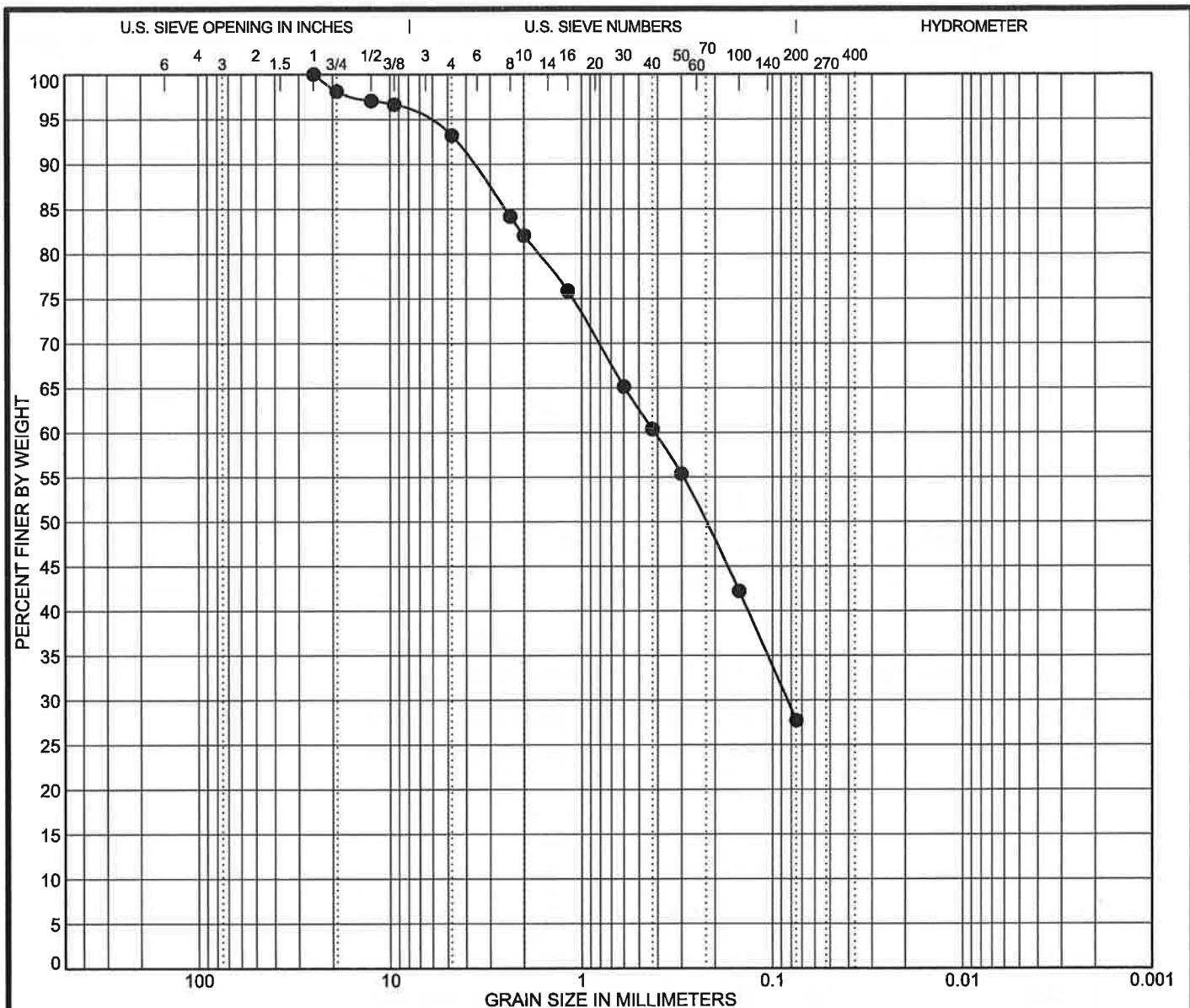
## GRAIN SIZE DISTRIBUTION

Job Number: 8947.000

PLATE

B-1.24

Date: May 2016



COBBLES	GRAVEL		SAND			SILT OR CLAY			
	coarse	fine	coarse	medium	fine				

Specimen Identification		Date: 5-2-2016									
●	B-24	Classification						LL	PL	PI	Cc
	Depth: 3	Silty SAND (SM)						29	23	6	
Sample Location		Boring 24 from 3' - 3.5'									
USCS		SM									
AASHTO											
Specimen Identification											
●	B-24	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay		
	Depth: 3	25	0.414	0.084		6.8	65.5		27.7		
Natural Moisture		9.8 %		S.E.		Absorption %					
R-Value				Durability Index		Soundness					
Percentage of Wear (500 rev)		%		Specific Gravity		Direct Shear					

LUMOS GRAIN SIZE 8947.000 KINGS CANYON GDT US LAB.GDT 5/25/16

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Job Number: 8947.000

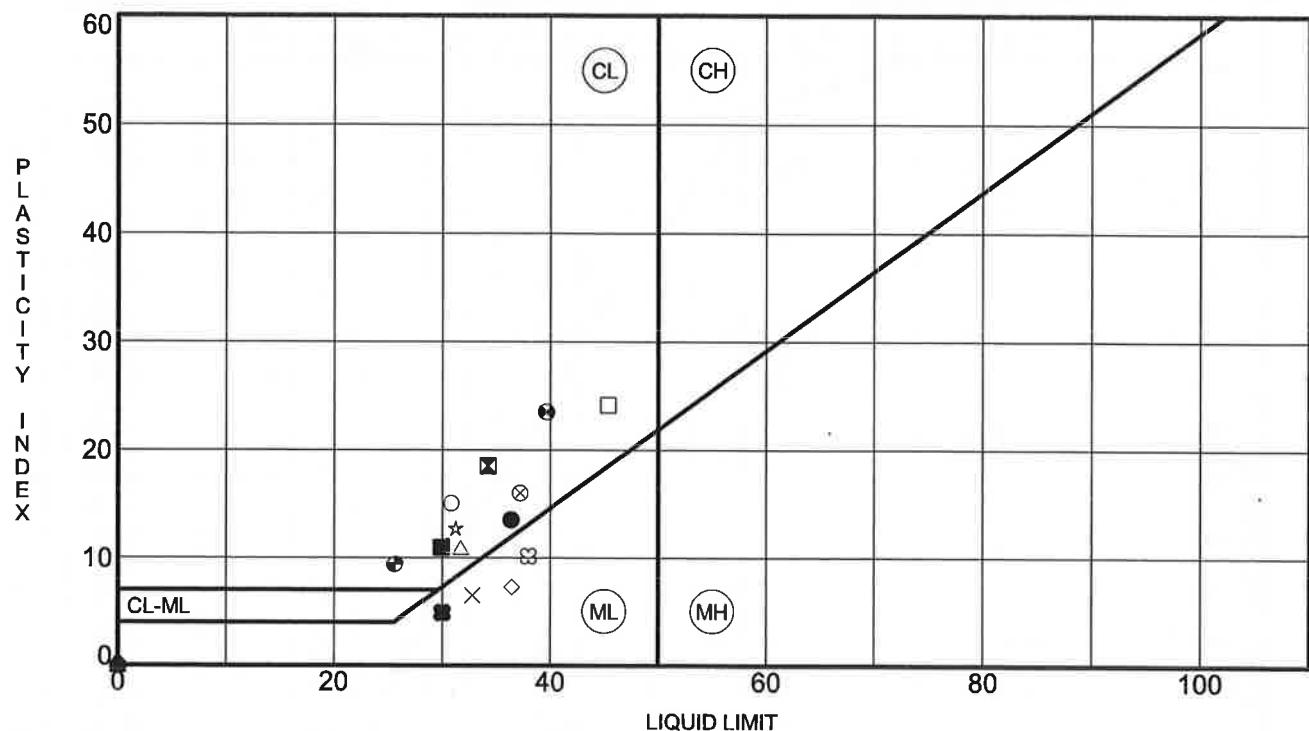
The Vintage at King's Canyon

## GRAIN SIZE DISTRIBUTION

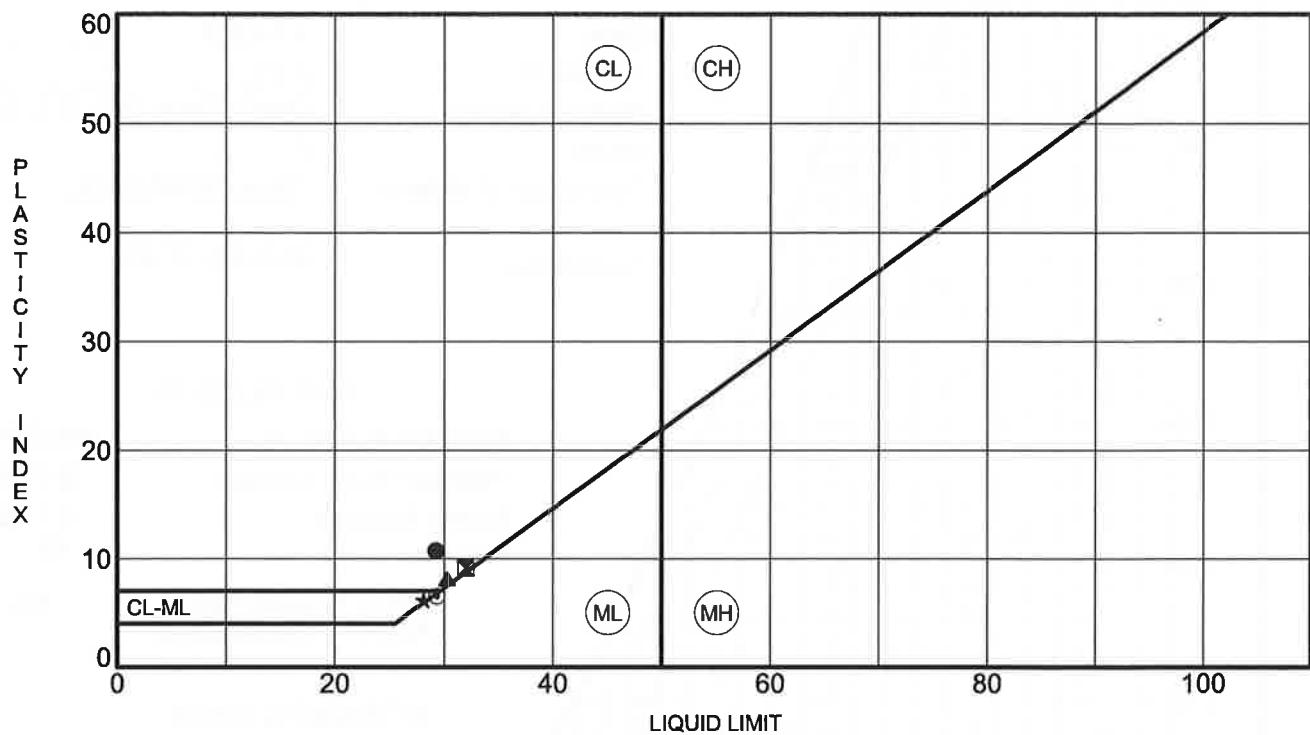
PLATE

B-1.25

Date: May 2016



Specimen Identification	LL	PL	PI	Fines	Classification
● B-01	0.0	36	23	13	38 Clayey SAND (SC)
✖ B-01	5.0	34	16	18	29 Clayey SAND (SC)
▲ B-01	21.0	NP	NP	NP	17 Silty SAND (SM)
★ B-02	5.0	NP	NP	NP	15 Silty SAND (SM)
○ B-03	30.0	NP	NP	NP	12 Poorly Graded SAND w/Silt (SP-SM)
◆ B-04	10.0	NP	NP	NP	30 Silty SAND (SM)
○ B-04	16.0	31	16	15	46 Clayey SAND (SC)
△ B-05	3.0	32	21	11	34 Clayey SAND (SC)
⊗ B-06	20.0	37	21	16	81 Lean CLAY with Sand (CL)
⊕ B-07	11.0	NP	NP	NP	11 Poorly Graded SAND w/Silt (SP-SM)
□ B-08	5.5	45	21	24	50 Clayey SAND (SC)
⊗ B-09	0.0	40	16	24	48 Clayey SAND (SC)
● B-10	8.5	26	16	10	44 Clayey SAND (SC)
★ B-11	6.0	31	19	12	50 Clayey SAND (SC)
⊗ B-12	8.0	38	28	10	69 Sandy SILT (ML)
■ B-13	5.5	30	19	11	38 Clayey SAND (SC)
◆ B-14	30.0	NP	NP	NP	40 Silty SAND (SM)
◇ B-15	3.0	36	29	7	61 Sandy SILT (ML)
× B-16	0.0	33	26	7	36 Silty SAND (SM)
⊗ B-17	3.0	30	25	5	45 Silty SAND (SM)



LUMOS ATTERBERG LIMITS 8947.000 KINGS CANYON, GPJ US LAB.GDT 5/25/16

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& ASSOCIATES

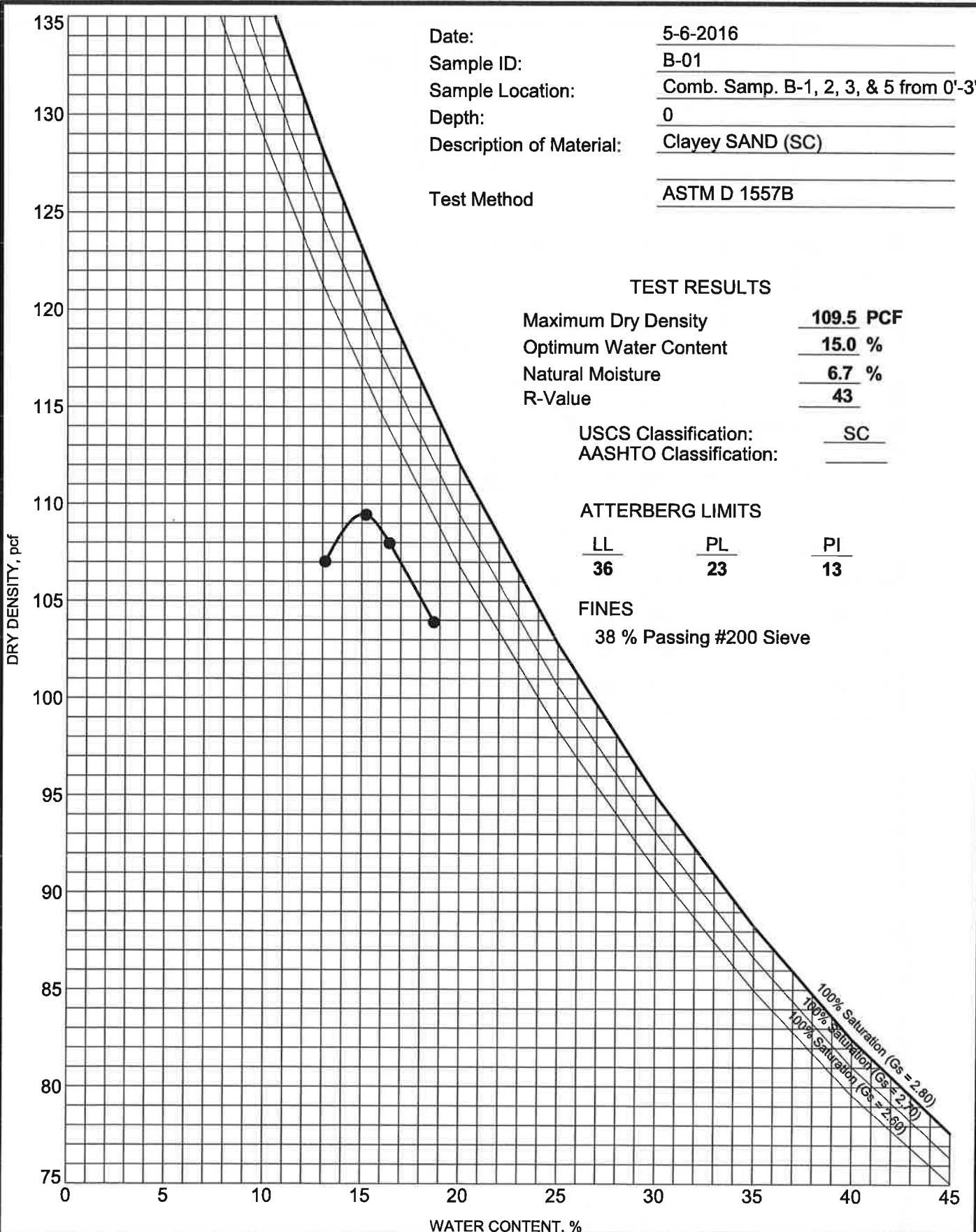
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The Vintage at King's Canyon  
**ATTERBERG LIMITS' RESULTS**

Job Number: 8947.000

Date: May 2016

**PLATE**  
**B-2.2**



UMOS COMPACTION 8947.000 KINGS CANYON.GPJ US LAB.GDT 5/25/16



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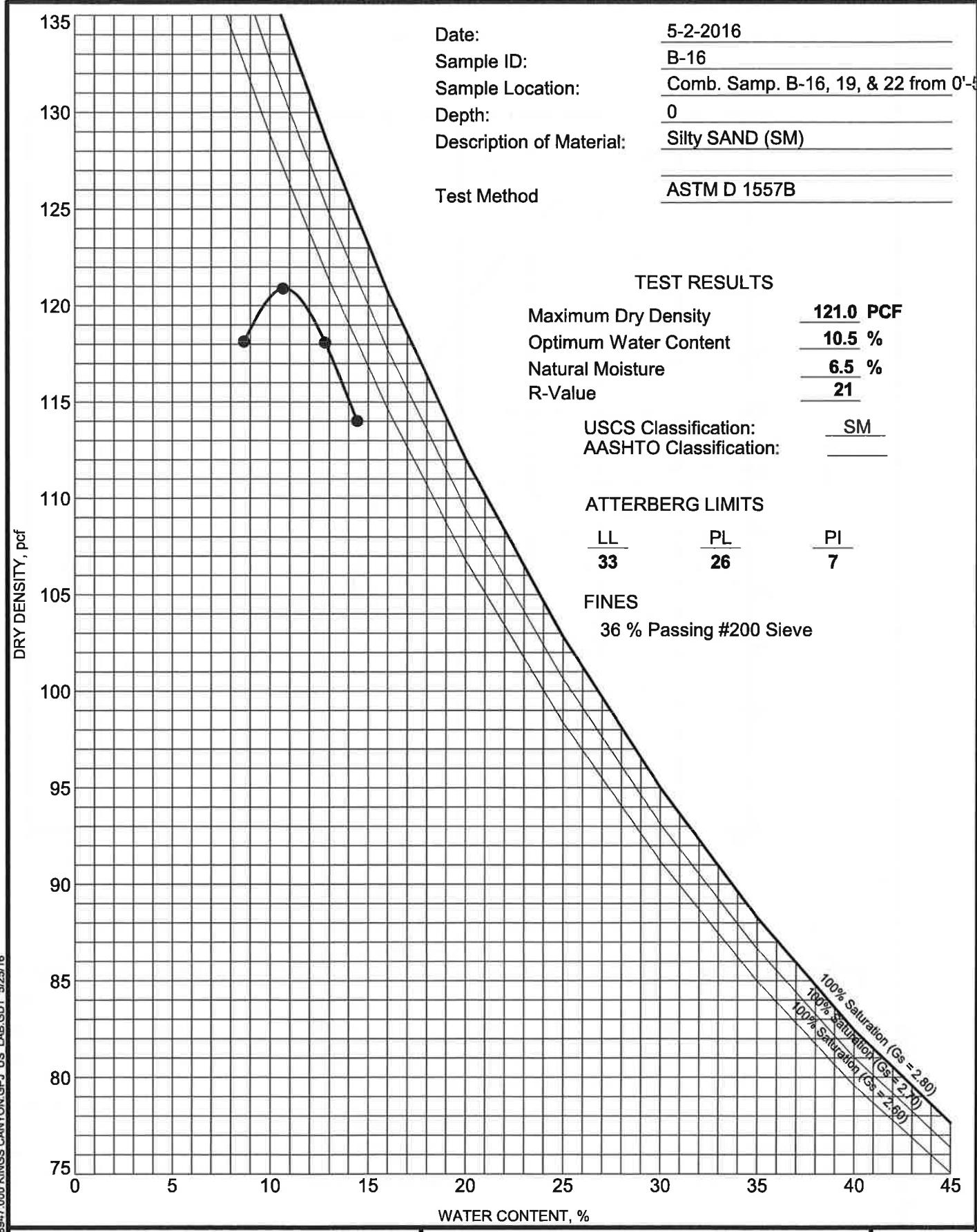
## The Vintage at King's Canyon

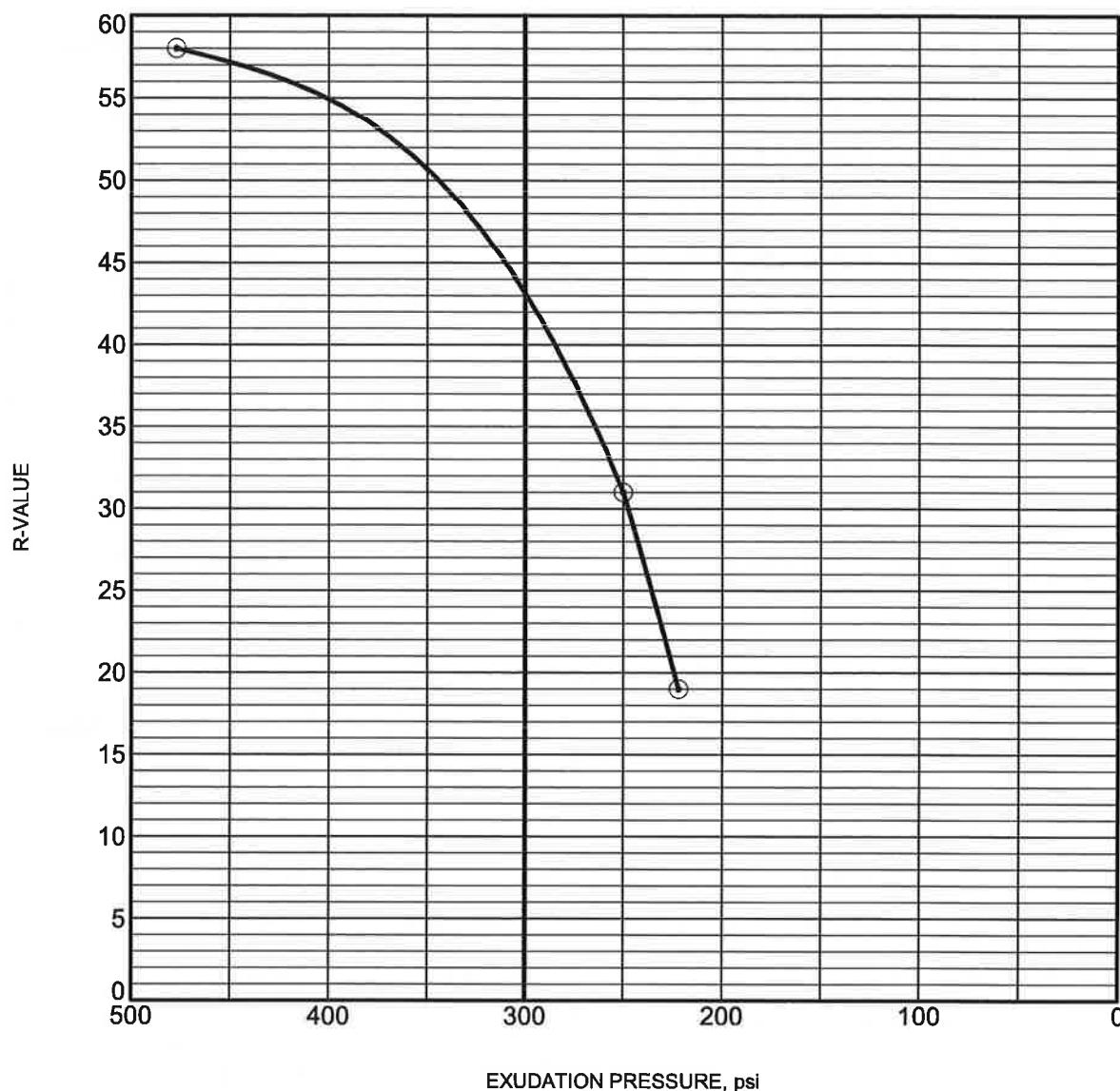
# MOISTURE-DENSITY CURVE

Job Number: 8947.000

Date: May 2018

**PLATE**  
**B-3.1**





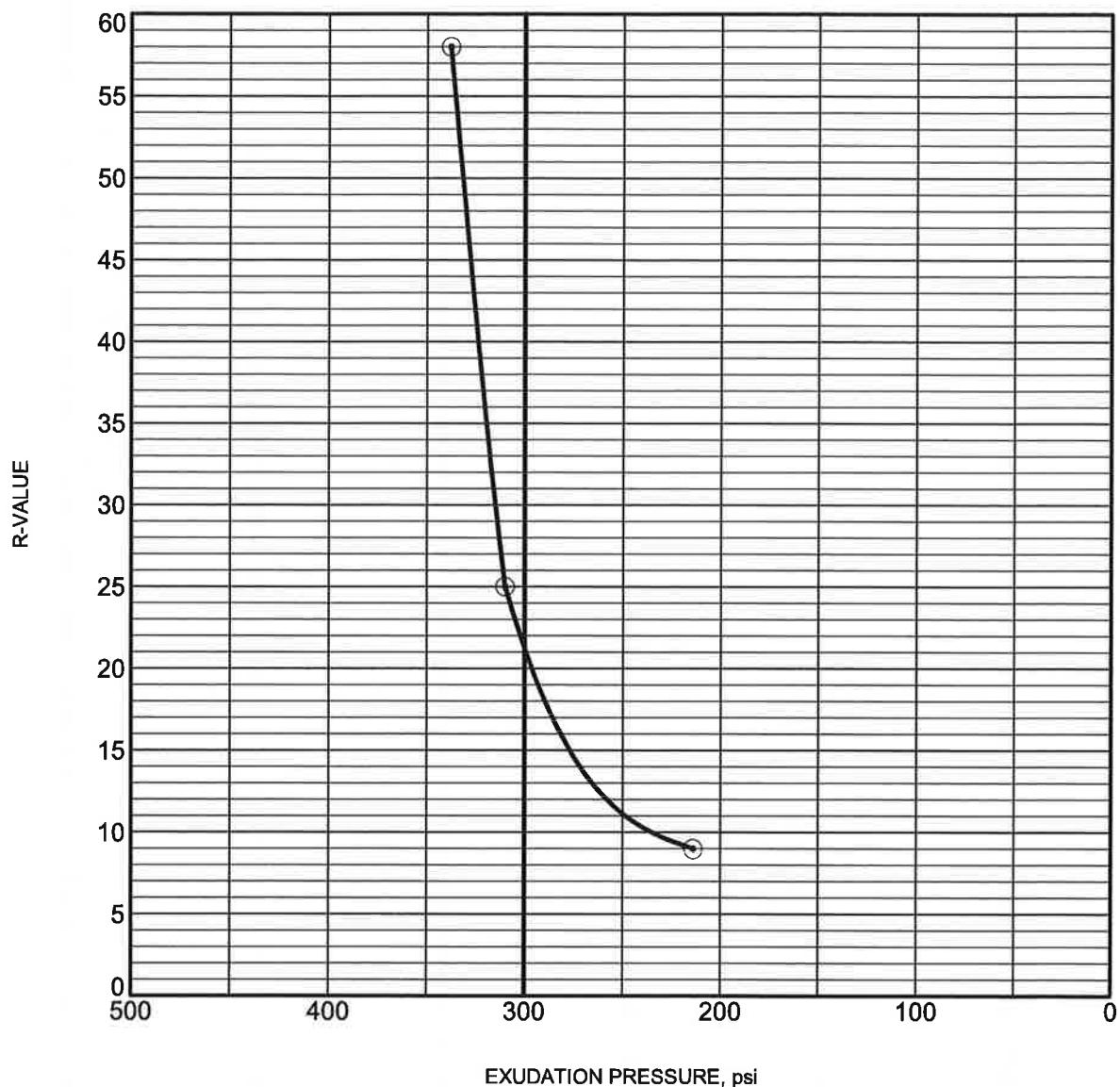
#### Test Data

Specimen No.	Water Content (%)	Dry Density (pcf)	Expansion (psf)	Exudation (psi)	Test R-Value*
1	14.7	110.7	281.0	477.0	58.0
2	15.7	110.5	139.0	250.0	31.0
3	17.9	108.4	74.0	222.0	19.0

\* Reported values have been corrected for sample height, where required.

#### Test Result

Specimen Identification	Classification	R-Value
B-01	Clayey SAND (SC)	43

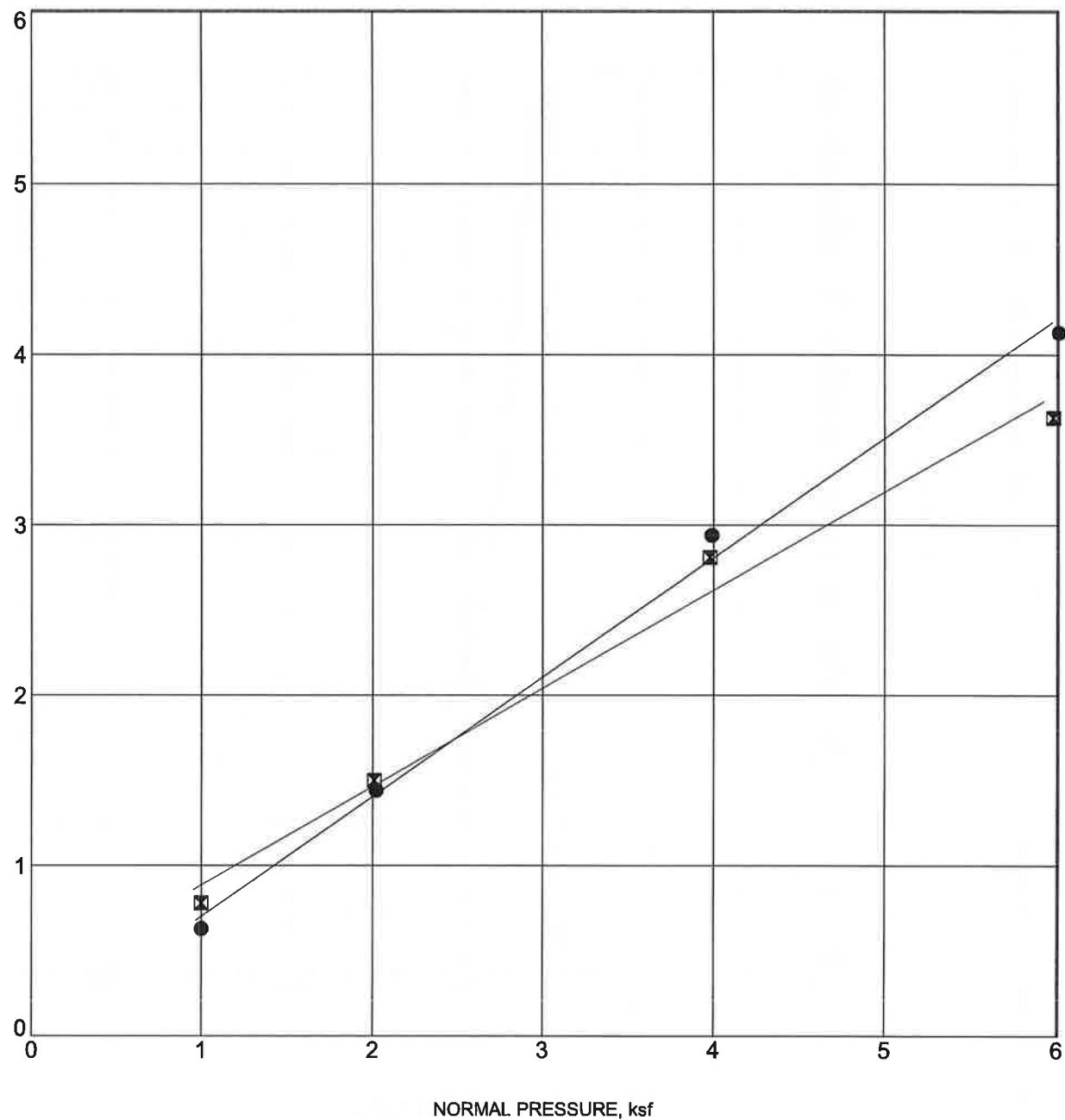


Test Data					
Specimen No.	Water Content (%)	Dry Density (pcf)	Expansion (psf)	Exudation (psi)	Test R-Value*
1	13.5	111.9	100.0	338.0	58.0
2	15.1	119.0	43.0	310.0	25.0
3	16.1	109.3	9.0	214.0	9.0

\* Reported values have been corrected for sample height, where required.

#### Test Result

Specimen Identification	Classification	R-Value
B-16	Silty SAND (SM)	21



Specimen Identification		Classification	$\gamma_d$	MC%	c	$\phi$	
●	B-01	0.0	Clayey SAND (SC)	110	15	0.00	35.0
☒	B-16	0.0	Silty SAND (SM)	121	11	0.31	30.0

LUMOS DIRECT SHEAR 8947.000 KINGS CANYON.GPJ US LAB.GDT 5/25/16

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& ASSOCIATES

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## The Vintage at King's Canyon

## **DIRECT SHEAR TEST**

Job Number: 8947.000

Date: May 2016

**PLATE  
B-5**



Sierra Environmental Monitoring

EnviroTech

## Laboratory Report

Report ID: 147874

Lumos and Associates-C.C.  
Attn: Mitch Burns  
800 E. College Parkway  
Carson City, NV 89706

Date: 5/3/2016  
Client: LUM-517  
Taken by: B. Sexton  
PO #: 8947.000/MB

## Analysis Report

Laboratory Accreditation Number: NV-00015

Laboratory Sample ID	Customer Sample ID			Date Sampled	Time Sampled	Date Received	
S201604-1235	Comb. B-1,2,3 & 5			4/21/2016	9:00 AM	4/28/2016	
Parameter	Method	Result	Units	Reporting Limit	Analyst	Date Analyzed	Data Flag
Chloride - Ion Chromatography	SW-846 9056A	18	mg/Kg	10	Faulstich	4/29/2016	
pH - Saturated Paste	SW-846 9045D	7.84	pH Units		Bergstrom	4/29/2016	
pH - Temperature	SW-846 9045D	21.0	°C		Bergstrom	4/29/2016	
Resistivity AASHTO	AASHTO T288	3316	ohm cm		Bergstrom	5/2/2016	
Sodium ASTM	ASTM D2791	<0.01	%	0.01	Bergstrom	4/29/2016	
Sulfate SM4500	SM 4500 SO4 E	<0.01	%	0.01	Bergstrom	4/29/2016	
Total Sodium Sulfate	Calculation	<0.01	%	0.01	Bergstrom	4/29/2016	

Laboratory Accreditation Number: NV-00015

Laboratory Sample ID	Customer Sample ID			Date Sampled	Time Sampled	Date Received	
S201604-1236	B-9 from 0-5			4/20/2016	9:00 AM	4/28/2016	
Parameter	Method	Result	Units	Reporting Limit	Analyst	Date Analyzed	Data Flag
Chloride - Ion Chromatography	SW-846 9056A	<10	mg/Kg	10	Faulstich	4/30/2016	
pH - Saturated Paste	SW-846 9045D	6.34	pH Units		Bergstrom	4/29/2016	
pH - Temperature	SW-846 9045D	21.0	°C		Bergstrom	4/29/2016	
Resistivity AASHTO	AASHTO T288	2178	ohm cm		Bergstrom	5/2/2016	
Sodium ASTM	ASTM D2791	<0.01	%	0.01	Bergstrom	4/29/2016	
Sulfate SM4500	SM 4500 SO4 E	<0.01	%	0.01	Bergstrom	4/29/2016	
Total Sodium Sulfate	Calculation	<0.01	%	0.01	Bergstrom	4/29/2016	



Sierra Environmental Monitoring

EnvireTech

**Laboratory Report**  
**Report ID: 147874**

Lumos and Associates-C.C.  
Attn: Mitch Burns  
800 E. College Parkway  
Carson City, NV 89706

Date: 5/3/2016  
Client: LUM-517  
Taken by: B. Sexton  
PO #: 8947.000/MB

***Analysis Report***

Laboratory Accreditation Number: NV-00015

Laboratory Sample ID	Customer Sample ID			Date Sampled	Time Sampled	Date Received	
S201604-1237	B-20 from 5-6.5'			4/19/2016	9:00 AM	4/28/2016	
Parameter	Method	Result	Units	Reporting Limit	Analyst	Date Analyzed	Data Flag
Chloride - Ion Chromatography	SW-846 9056A	<10	mg/Kg	10	Faulstich	4/30/2016	
pH - Saturated Paste	SW-846 9045D	7.05	pH Units		Bergstrom	4/29/2016	
pH - Temperature	SW-846 9045D	21.1	°C		Bergstrom	4/29/2016	
Resistivity AASHTO	AASHTO T288	6398	ohm cm		Bergstrom	5/2/2016	
Sodium ASTM	ASTM D2791	<0.01	%	0.01	Bergstrom	4/29/2016	
Sulfate SM4500	SM 4500 SO4 E	<0.01	%	0.01	Bergstrom	4/29/2016	
Total Sodium Sulfate	Calculation	<0.01	%	0.01	Bergstrom	4/29/2016	

*Data Flag Legend:*

SOLUBLE SULFATE 8947.000 KINGS CANYON GPJ US LAB GDT 5/12/16

**LUMOS**  
& ASSOCIATES

**Lumos and Associates**  
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Carson City, NV 89706  
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Fax: (775) 883-7114  
bsexton@lumosinc.com

The Vintage at King's Canyon  
**SOLUBLE SULFATE**

Job Number: 8947.000

Date: May 2016

**PLATE**  
**B-6.2**

186

# APPENDIX C

Job # 8947.000  
Client: Divinni NV, LLC  
Description: Pavement Calculations  
By: B. Sexton

R-Value for Native Silty Sand = 21  
R-Value for Gravel (Type II, Class B) = 70

T.I. = 5  
 $G_f = 2.50$   
 $GE = 0.0032(TI)(100-R)$   
 $t_{layer} = GE/G_f$

$GE_{AC} = 0.0032(5)(100-70) = 0.48'$   
 $t_{AC} = .48/(2.50)*(12") = 2.3" \Rightarrow \text{use 3" asphalt}$   
 $t_{AC(actual)} = (3)(2.50)/12" = .63'$

$GE_{AB} = 0.0032(5)(100-21) = 1.26'$   
 $t_{AB} = (1.26 - 0.63)(12")/1.1 = 6.9" \Rightarrow \text{use 8" aggregate base}$

**Therefore, use 3" of Asphalt Concrete (AC) underlain by a minimum of 8" of Type 2 Class B Aggregate Base and underlain by a minimum of 12 inches of properly prepared subgrade soils.**

## APPENDIX D

# USGS Design Maps Summary Report

## User-Specified Input

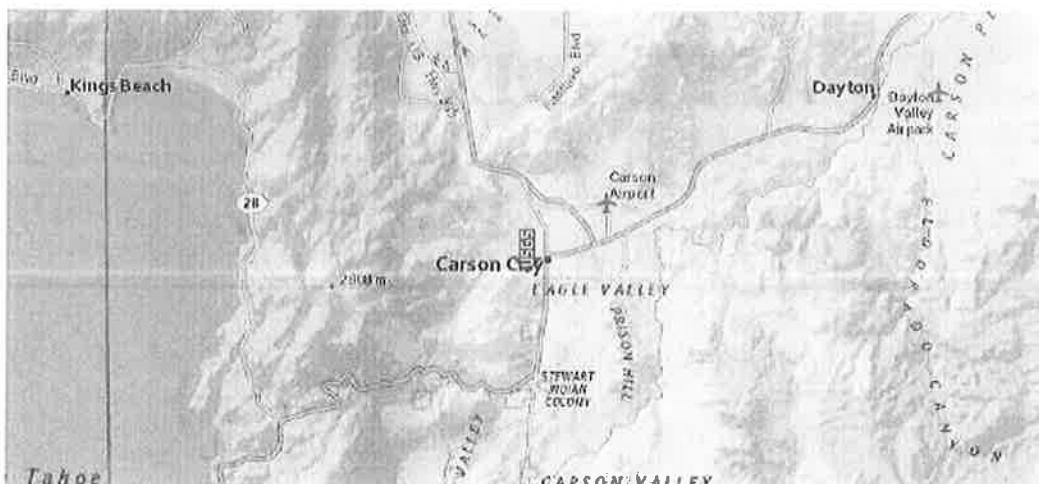
**Report Title** The Vintage at King's Canyon  
 Tue May 10, 2016 20:33:13 UTC

**Building Code Reference Document** 2012 International Building Code  
 (which utilizes USGS hazard data available in 2008)

**Site Coordinates** 39.1723°N, 119.7777°W

**Site Soil Classification** Site Class D – "Stiff Soil"

**Risk Category** I/II/III



## USGS-Provided Output

$$S_s = 2.377 \text{ g}$$

$$S_1 = 0.875 \text{ g}$$

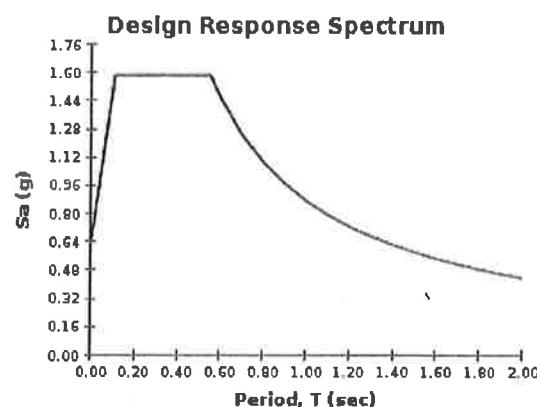
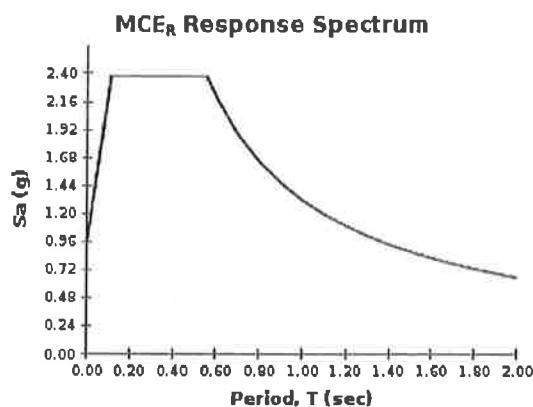
$$S_{MS} = 2.377 \text{ g}$$

$$S_{M1} = 1.312 \text{ g}$$

$$S_{DS} = 1.585 \text{ g}$$

$$S_{D1} = 0.875 \text{ g}$$

For information on how the SS and S1 values above have been calculated from probabilistic (risk-targeted) and deterministic ground motions in the direction of maximum horizontal response, please return to the application and select the "2009 NEHRP" building code reference document.



Although this information is a product of the U.S. Geological Survey, we provide no warranty, expressed or implied, as to the accuracy of the data contained therein. This tool is not a substitute for technical subject-matter knowledge.

# APPENDIX E

## NEVADA - EPA Map of Radon Zones

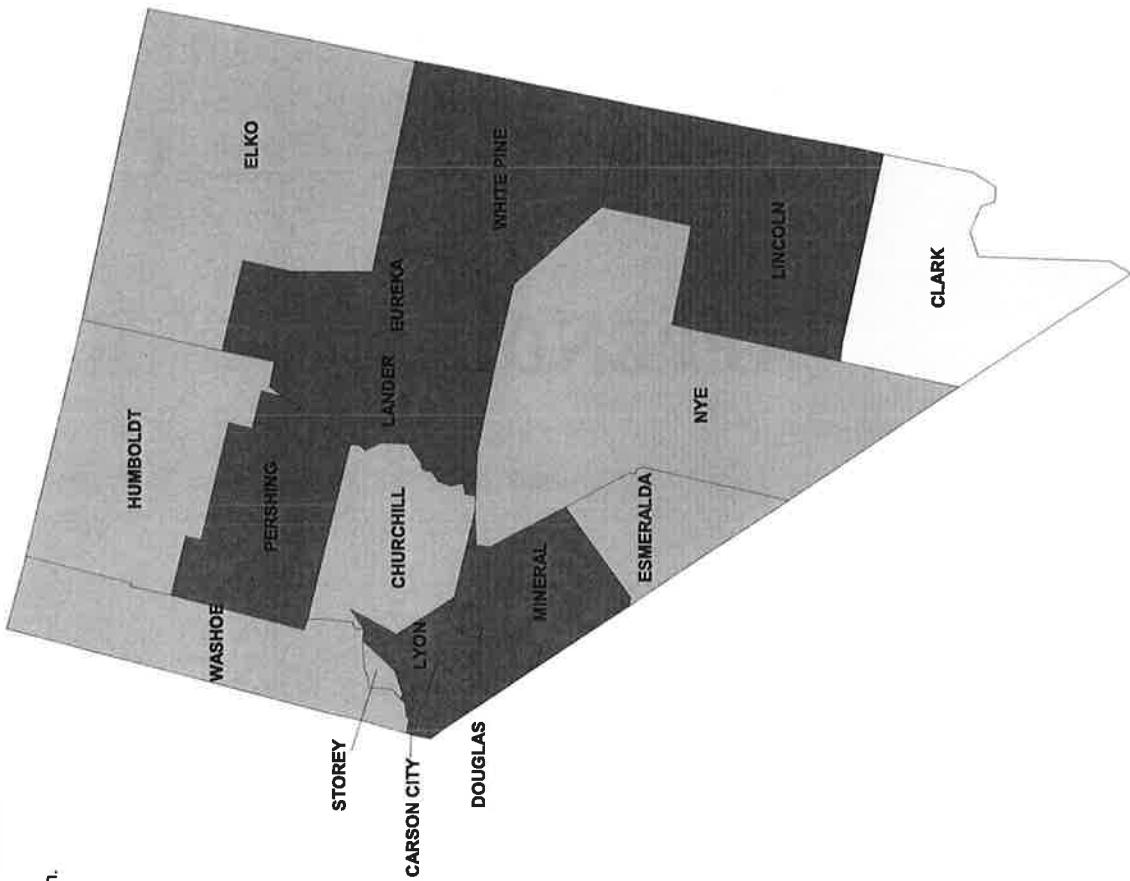
<http://www.epa.gov/radon/zonemap.html>

The purpose of this map is to assist National, State and local organizations to target their resources and to implement radon-resistant building codes.

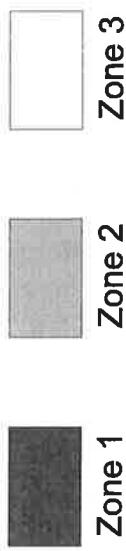
This map is not intended to determine if a home in a given zone should be tested for radon.

Homes with elevated levels of radon have been found in all three zones.

**All homes should be tested, regardless of zone designation.**



**IMPORTANT:** Consult the publication entitled "Preliminary Geologic Radon Potential Assessment of Nevada" (USGS Open-file Report 93-292-1) before using this map. See <http://energy.cr.usgs.gov/radon/grpinfo.html>. This document contains information on radon potential variations within counties. EPA also recommends that this map be supplemented with any available local data in order to further understand and predict the radon potential of a specific area.



**CONCEPTUAL DRAINAGE STUDY**  
**for the**

***The Vintage at Kings Canyon***  
***Carson City, Nevada***

***Prepared For:***

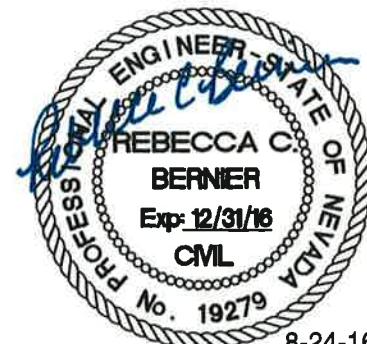
**The Vintage at Kings Canyon LLP**

9130 Double Diamond Parkway  
Reno, NV 89521

***Prepared By:***

**LUMOS & ASSOCIATES, INC.**  
800 East College Parkway  
Carson City, Nevada 89706  
Phone: (775) 883-7077  
FAX: (775) 883-7114

August, 2016  
Job No. 8947.000



## I. Introduction

### A. Description of Project

This conceptual drainage report presents the finding of the preliminary drainage study for the Tentative Map Application for APNs 009-012-02 (80.66AC), 007-573-04 (23.93AC), 007-573-05 (16AC) and 001-131-01 (7.83AC) located within a portion of the South 1/2 of Section 7 and the North 1/2 of Section 18, Township 15N, Range 20E of the Mount Diablo Meridian. It identifies the existing and proposed site conditions, and the potential drainage improvements. This study has been conducted in accordance to the Carson City Municipal Code and Carson City Development Standards.

The Vintage at Kings Canyon is a Planned Unit Development that provides for a mix of housing types, including large, medium and small lot single family homes. Also included are assisted living units and extended care facilities for aging residents which are 36,000 and 18,000 square feet respectively. Two mixed use buildings of roughly 13,000 square feet are also included near the assisted living/extended care facility. The single family residential component of the project includes a clubhouse and outdoor recreation area. The project also includes a substantial open space/public amenity element that includes extension of the existing trail system, additional landscaped open areas between smaller units and the preservation of a historic farmhouse.

### B. Existing Site Conditions

The project site of the Vintage at Kings Canyon PUD is 78.2 acres. APN 009-012-02 is 80.66 acres and bound on the South by W King St, on the North half to the East by N Ormsby Blvd. The remaining boundaries are by multiple single family residences to the West, the North and the Southern portion to the East. The proposed project is only going to encompass the portion of APN 009-012-02 to the north of Ash Canyon Creek which is 30.4 acres. The remaining project site is on the East side of N Ormsby Blvd and is comprised of 3 different APNs. These three APNs comprise 47.76 acres and are bound by N Ormsby Blvd on the West and Mountain St on the East. The remaining boundaries are by multiple single family residences and some open space farmland. Vicee Canyon Creek runs through the Eastern portion of the site. The site is currently covered in short grass and is used as pasture for animal grazing. The site generally slopes from the West to East with the average slope across the project being 2% to 3%.

This Conceptual Drainage Report is to accompany the PUD Tentative Map application for submittal of The Vintage at Kings Canyon PUD. The proposed PUD consists of 212 single family residences, a 10,000 square foot clubhouse, a 13,000 square foot retail space, 36,000 square foot assisted living facility and a 18,000 square foot extended care facility. The land use is as follows:

Table 1 – Proposed Land Use

Land Use	Acres	Percentage
Open Space	25.8	33.0%
Right of Way	15.94	20.4%

Single Family Lot Area	32.74	41.9%
Building Area (Non-SF Houses)	2.0	2.5%
Parking Areas	1.75	2.2%
<b>Total</b>	<b>78.2</b>	<b>100%</b>

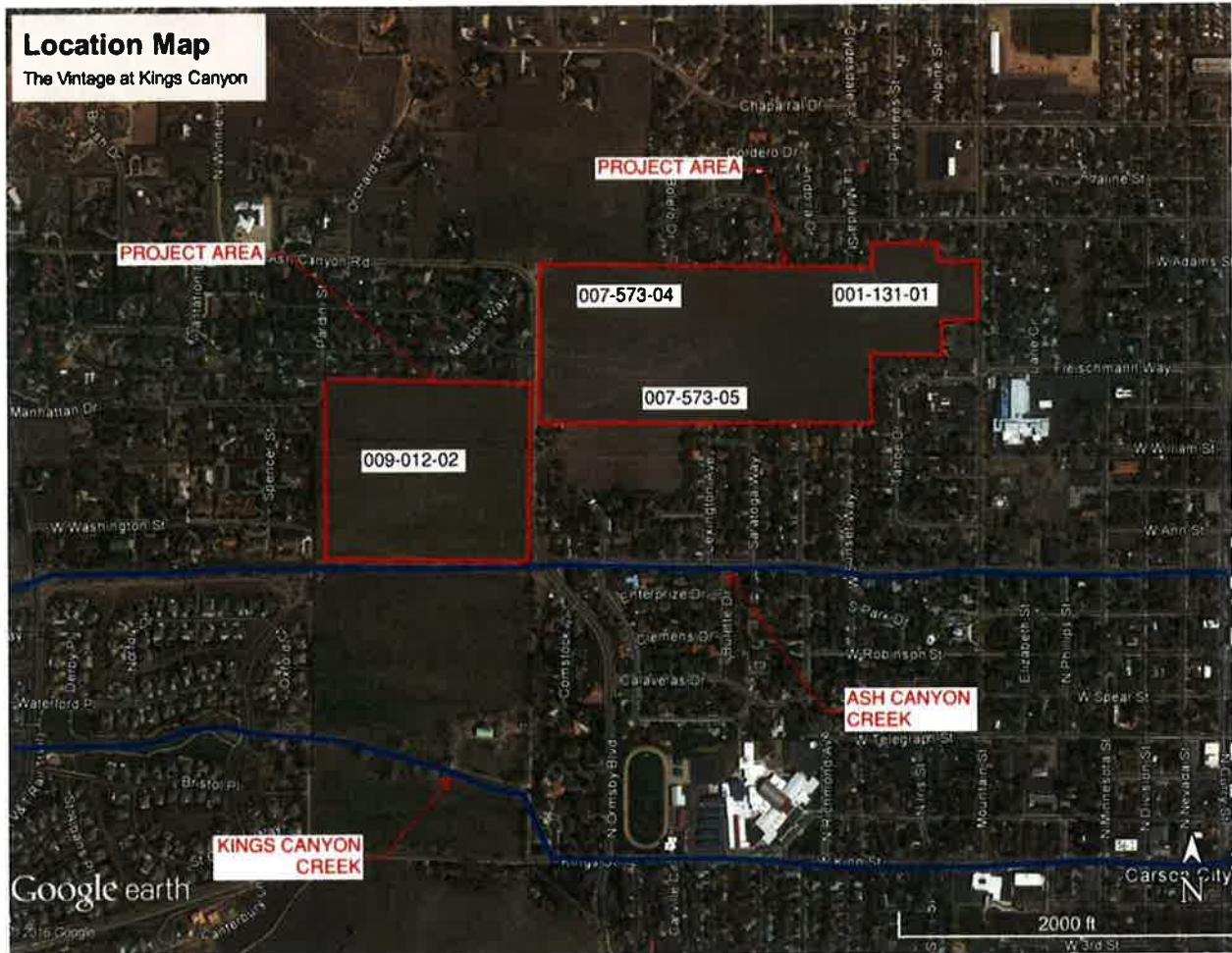
### C. Other Previous Studies

The project site of The Vintage at Kings Canyon is located within the Kings Canyons Creek, Ash Canyon Creek and the Vicee Canyon Creek watersheds and has been addressed in the various studies in this area. Four major studies that performed in this area include:

1. The Hydraulic analysis US 395 Bypass Freeway Carson City, Nevada by WRC (April 1997)
2. The effective FEMA Flood Insurance Study Report by FEMA (January 16, 2009)
3. The SW Carson City Regional Hydrologic Analysis Final Report by Manhard (March 2010)
4. Hydrologic Analysis for Carson City Restudy, Flood Insurance Study by HDR (June 2010)

The Hydrologic Analysis for Carson City Restudy, Flood Insurance Study performed by HDR in June of 2010 was intended to review the hydrologic data provided to Carson City in the previous studies, make adjustments necessary and select peak discharges for 10-, 50-, 100-, and 500-year storm events to be used in the hydraulic analysis of the study reaches. This study is the most comprehensive of the four and will be used in this study for offsite baseline flows into the project area.

#### D. General Location Map



## II. Existing and Proposed Hydrology

### A. Existing and Proposed Drainage Basin Boundaries

There are three offsite drainage basins that flow onto the project area:

Table 2 – Drainage Basins and Areas (Manhard 2010)

Basin	Area (mi <sup>2</sup> )
Vicee Canyon	1.57
Ash Canyon	5.48
Kings Canyon	4.99

A reservoir built for Vicee Canyon Creek contains all of the runoff for a 100-year storm event with approximately 9 feet of freeboard (HDR 2010). The reservoir is

upstream of the Project site. The drainage basin that actually drains onto the project area is much smaller, approximately 0.18mi<sup>2</sup>. The basin map from the HDR 2010 report is provided in Appendix B.

### B. Design Storm and 100-year, 24-Hour Storm Flow Calculations

Offsite flows onto the project site are:

Table 3 – Existing Off-Site Flow (HDR 2010)

Watershed	Peak Flows (cfs)		
	10% Annual Chance	2% Annual Chance	1% Annual Chance
Vicee Canyon Creek (into retention basin)	96	265	370
Vicee Canyon Creek (outflow from retention basin)	0	0	0
Vicee Canyon Creek (from sub-basin VC03C)	12.65	12.55	12.55
Ash Canyon Creek (AC08C)	269	762	1,065
Kings Canyon Creek (KC14C2)	280	816	1,071

The nodes for the Ash Canyon and Kings Canyon offsite flows were chosen from the sub-basins directly upstream from the project site.

The 5-year, 24-hour and 100-year, 24-hour onsite storm flows are as follows:

Table 4 – On-Site Flow Pre and Post-Development

Basin	Pre-Development		Post-Development	
	5-year	100-year	5-year	100-year
West	2.6	6.9	11.0	24.1
East	4.4	11.6	18.4	40.2

The design period for the project per Carson City Ordinance is a 5-year, 24-hour duration. This results in an increase of 22.4 cfs and a volume of 4.6 acre-feet.

For onsite flows, HEC-HMS version 4.1 was used to determine the existing and post development runoff conditions. The rainfall data was obtained from the National Oceanic and Atmospheric Administration (NOAA) Atlas 14. Retrieved from the Hydrometeorological Design Studies Center – Precipitation Frequency Data Server. The Design Storm events considered were 5 and 100-year storm events (see Appendix A). Onsite pre-development and post-development storm runoff

### C. Existing Drainage Problems

There are no known existing drainage problems

#### D. On-site and Downstream Drainage

Currently on-site flows drain into the two creeks that transverse the project site. The Eastern portion of the project site drains to the Southeast and discharges from the site into the neighborhood to the East. The Western portion of the project area is divided into three different basins. The Southern basin discharges from the Southeast corner onto King St. and then flows onto N Ormsby Blvd to 5<sup>th</sup> St. and then towards Carson St. The middle basin discharges onto Glenbrook Cir. and then joins the flow from the Southern basin on N Ormsby Blvd. The Northern basin discharges into Ash Canyon Creek which discharges from the project site onto E Washinton St. and flows Easterly towards Carson St.

#### E. Floodplain

According to FEMA Flood Insurance Rate Maps (FIRM) for the project location the western portion of the project is located entirely in FEMA zone AE with flood depths of less than 1 foot. The eastern portion of the project is approximately 1/4 in FEMA zone AO with depths of 1'. However, Lumos has looked at the HEC-RAS modeling that was performed for the FIRM map and we believe the model has compounds which need to be explored with Carson City in order to ensure the model utilized going forward is as accurate as possible. The HEC-RAS model for Ash Canyon Creek has a lateral weir on the south side of it that crosses N. Ormsby Blvd. This lateral weir appears to be artificially raising the base flood elevation (BFE) for the area to the west of N. Ormsby Blvd. and skewing the floodplain on the east side.

The cross section for the Ash Canyon Creek near N. Ormsby Blvd. (cross section A on FIRM panel 3200010091F) show that the lateral weir is holding back almost 1.5 feet of water. Additionally, the topography outside of the cross section to the south shows that some of the runoff will most likely flow south into the neighborhood and onto N. Ormsby Blvd. instead of crossing it. This reduced flow that does cross N. Ormsby will reduce the footprint of the BFE on the east side. We propose to coordinate these items with Carson City staff as part of future flood modeling efforts.

#### F. Existing Irrigation

There is periodic existing irrigation on the project site from the creeks with existing surface water. This irrigation will cease with the development.

#### G. Tributary Exhibit

The tributary exhibit is shown on the basin map provided by HDR, located in Appendix B.

### **III. Proposed Drainage Facilities (on-site and off-site)**

#### A. Routing of flow in and/or around site, downstream, and location of drainage facilities.

*On-Site Flow*

Onsite flow will be routed via curb and gutter and underground storm drainage into retention basins located around the project location. The retention basins will be sized in order to contain the difference between the pre-development and post-development 5-year, 24-hour storm runoff as required by Carson City Code.

*Off-Site Flow*

Off-site flow that enters the project location will also be collected and routed to retention basins via an underground storm drainage system. The retention basins will be sized so that the discharge from the project location will not exceed the existing discharge flow.

**B. Mitigation Measures**

Best Management Practices techniques should be implemented to manage the quantity and improve the quality of stormwater runoff, minimize local erosion and potential discharges to adjacent properties.

**C. Floodplain Modifications**

The Vintage at Kings Canyon PUD will be constructed as to not impact the floodplain volume by adhering to 1:1 cut/fill grading required for floodplain. The housing pads will be placed at 2' above the BFE while streets and open space areas will be lowered.

**D. Exhibit**

A copy of the PUD tentative map showing proposed retention basin locations and the FEMA Firmettes for the project location are provided in Appendix C.

**IV. Conclusions**

The Vintage at Kings Canyon PUD will be designed in accordance with Carson City Municipal Code and Carson City Development Standards. The project will not have a detrimental effect on surrounding properties. There will be on-site retention that will mitigate any increase in storm runoff and help control on and off-site flows.

## **Appendix A**

Project: Vintage at Kings Canyon Simulation Run: 5-year, 24-hour Pre

Start of Run: 01Jan2016, 00:00

Basin Model: Vintage Pre  
Meteorologic Model: 5 Year  
Control Specifications:24-Hour

End of Run: 02Jan2016, 00:00

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
West Basin	0.046	2.6	01Jan2016, 12:34	0.31
East Basin	0.074	4.4	01Jan2016, 12:32	0.31

Project: Vintage at Kings Canyon Simulation Run: 5-year, 24-hour Post

Start of Run: 01Jan2016, 00:00 Basin Model: Vintage Post

End of Run: 02Jan2016, 00:00 Meteorologic Model: 5 Year

Compute Time: 25Aug2016, 14:16:14 Control Specifications: 24-Hour

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
West Basin	0.046	11.0	01Jan2016, 12:30	1.01
East Basin	0.074	18.4	01Jan2016, 12:28	1.01

Project: Vintage at Kings Canyon Simulation Run: 100-year, 24-hour Pre

Start of Run: 01Jan2016, 00:00

Basin Model: Vintage Pre  
End of Run: 02Jan2016, 00:00  
Compute Time: 25Aug2016, 14:16:03

Meteorologic Model: 100 Year  
Control Specifications: 24-Hour

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)	Time of Peak	Volume (IN)
West Basin	0.046	6.9	01Jan2016, 08:32	0.46
East Basin	0.074	11.6	01Jan2016, 08:30	0.46

Project: Vintage at Kings Canyon Simulation Run: 100-year, 24-hour post

Start of Run: 01.Jan2016, 00:00

Basin Model: Vintage Post

End of Run: 02.Jan2016, 00:00

Meteorologic Model: 100 Year

Compute Time: 25.Aug.2016, 14:14:32

Control Specifications: 24-Hour

Hydrologic Element	Drainage Area (MI <sup>2</sup> )	Peak Discharge (CFS)	Time of Peak	Volume (AC-FT)
West Basin	0.046	24.1	01.Jan2016, 08:26	3.1
East Basin	0.074	40.2	01.Jan2016, 08:24	5.0



**NOAA Atlas 14, Volume 1, Version 5**  
**Location name: Carson City, Nevada, US\***  
**Latitude: 39.1656°, Longitude: -119.7820°**  
**Elevation: 4755 ft\***  
 \* source: Google Maps



### POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerials](#)

#### PF tabular

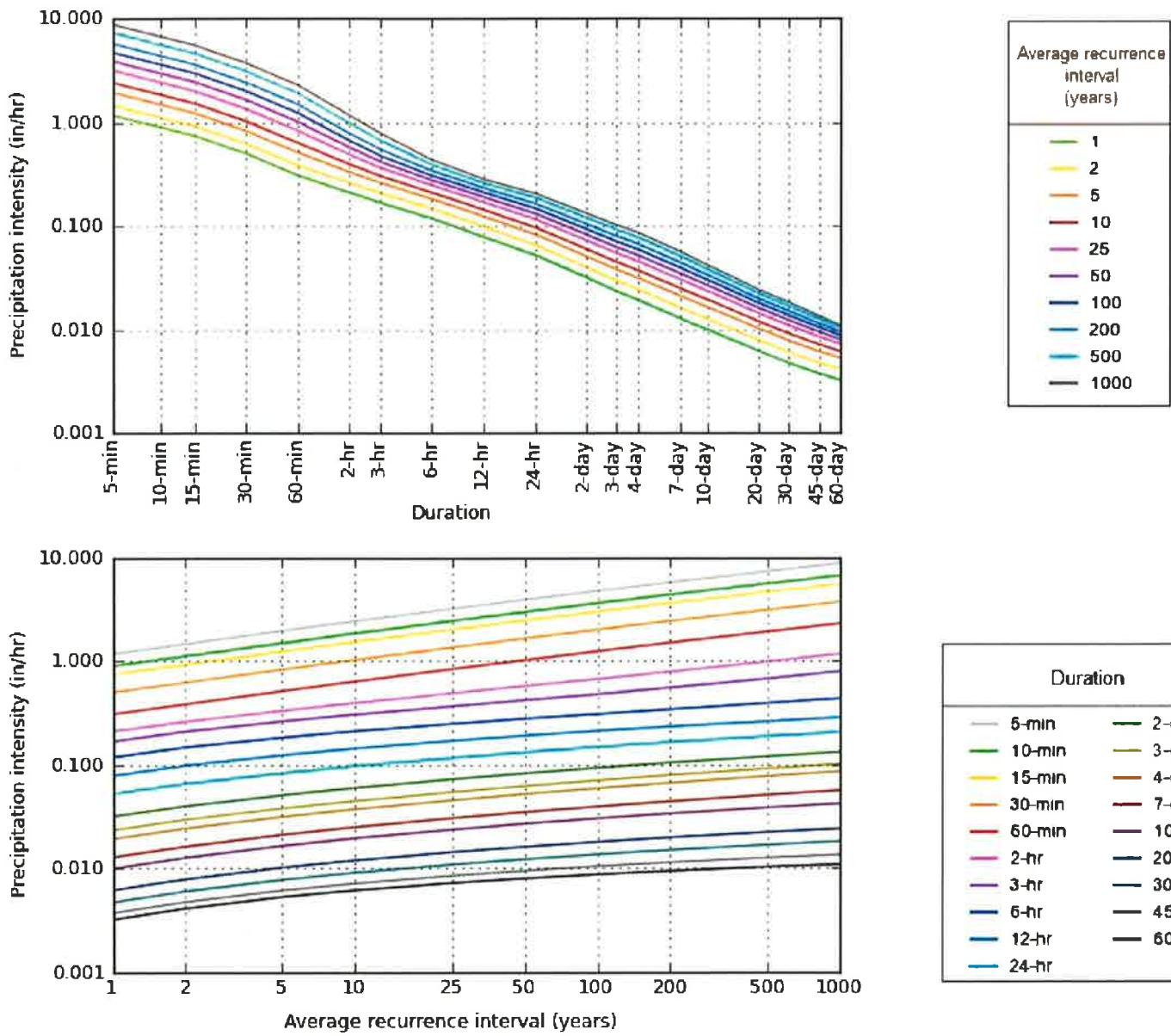
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) <sup>1</sup>		Average recurrence interval (years)									
Duration		1	2	5	10	25	50	100	200	500	1000
5-min		<b>1.18</b> (1.02-1.39)	<b>1.46</b> (1.27-1.74)	<b>1.96</b> (1.68-2.32)	<b>2.42</b> (2.06-2.87)	<b>3.19</b> (2.63-3.78)	<b>3.90</b> (3.11-4.64)	<b>4.73</b> (3.65-5.70)	<b>5.74</b> (4.25-7.02)	<b>7.33</b> (5.12-9.18)	<b>8.77</b> (5.84-11.2)
10-min		<b>0.900</b> (0.774-1.06)	<b>1.12</b> (0.972-1.32)	<b>1.49</b> (1.28-1.76)	<b>1.85</b> (1.57-2.18)	<b>2.43</b> (2.00-2.88)	<b>2.96</b> (2.36-3.53)	<b>3.60</b> (2.78-4.34)	<b>4.36</b> (3.23-5.35)	<b>5.57</b> (3.90-6.98)	<b>6.68</b> (4.45-8.51)
15-min		<b>0.744</b> (0.640-0.876)	<b>0.924</b> (0.800-1.09)	<b>1.23</b> (1.06-1.46)	<b>1.53</b> (1.30-1.80)	<b>2.01</b> (1.66-2.38)	<b>2.45</b> (1.96-2.92)	<b>2.98</b> (2.30-3.59)	<b>3.60</b> (2.67-4.42)	<b>4.61</b> (3.22-5.77)	<b>5.52</b> (3.68-7.04)
30-min		<b>0.500</b> (0.430-0.588)	<b>0.622</b> (0.538-0.736)	<b>0.828</b> (0.710-0.982)	<b>1.03</b> (0.874-1.22)	<b>1.35</b> (1.12-1.60)	<b>1.65</b> (1.32-1.97)	<b>2.00</b> (1.55-2.42)	<b>2.43</b> (1.80-2.98)	<b>3.10</b> (2.17-3.89)	<b>3.72</b> (2.47-4.74)
60-min		<b>0.309</b> (0.266-0.364)	<b>0.384</b> (0.334-0.455)	<b>0.513</b> (0.440-0.608)	<b>0.636</b> (0.541-0.752)	<b>0.837</b> (0.690-0.992)	<b>1.02</b> (0.815-1.22)	<b>1.24</b> (0.957-1.50)	<b>1.50</b> (1.11-1.84)	<b>1.92</b> (1.34-2.40)	<b>2.30</b> (1.53-2.93)
2-hr		<b>0.210</b> (0.188-0.240)	<b>0.261</b> (0.232-0.298)	<b>0.332</b> (0.294-0.378)	<b>0.395</b> (0.346-0.450)	<b>0.490</b> (0.418-0.560)	<b>0.574</b> (0.478-0.664)	<b>0.670</b> (0.544-0.785)	<b>0.787</b> (0.617-0.934)	<b>0.988</b> (0.740-1.21)	<b>1.17</b> (0.850-1.48)
3-hr		<b>0.168</b> (0.151-0.189)	<b>0.210</b> (0.189-0.236)	<b>0.262</b> (0.235-0.295)	<b>0.305</b> (0.271-0.343)	<b>0.366</b> (0.320-0.414)	<b>0.419</b> (0.359-0.478)	<b>0.478</b> (0.401-0.550)	<b>0.553</b> (0.455-0.646)	<b>0.676</b> (0.539-0.815)	<b>0.794</b> (0.616-0.996)
6-hr		<b>0.119</b> (0.107-0.132)	<b>0.148</b> (0.133-0.166)	<b>0.183</b> (0.164-0.204)	<b>0.211</b> (0.188-0.235)	<b>0.249</b> (0.218-0.279)	<b>0.278</b> (0.241-0.314)	<b>0.308</b> (0.262-0.351)	<b>0.342</b> (0.286-0.395)	<b>0.393</b> (0.319-0.461)	<b>0.437</b> (0.348-0.522)
12-hr		<b>0.079</b> (0.070-0.088)	<b>0.099</b> (0.088-0.111)	<b>0.124</b> (0.110-0.139)	<b>0.144</b> (0.127-0.162)	<b>0.171</b> (0.149-0.193)	<b>0.191</b> (0.165-0.217)	<b>0.212</b> (0.180-0.244)	<b>0.234</b> (0.194-0.272)	<b>0.262</b> (0.213-0.311)	<b>0.285</b> (0.226-0.343)
24-hr		<b>0.053</b> (0.048-0.058)	<b>0.066</b> (0.060-0.073)	<b>0.083</b> (0.076-0.092)	<b>0.097</b> (0.088-0.107)	<b>0.117</b> (0.105-0.129)	<b>0.132</b> (0.118-0.146)	<b>0.148</b> (0.131-0.165)	<b>0.165</b> (0.145-0.184)	<b>0.188</b> (0.163-0.211)	<b>0.206</b> (0.176-0.233)
2-day		<b>0.032</b> (0.028-0.036)	<b>0.040</b> (0.036-0.045)	<b>0.051</b> (0.046-0.057)	<b>0.060</b> (0.054-0.068)	<b>0.073</b> (0.064-0.082)	<b>0.083</b> (0.073-0.094)	<b>0.093</b> (0.081-0.106)	<b>0.105</b> (0.090-0.120)	<b>0.120</b> (0.102-0.139)	<b>0.133</b> (0.111-0.155)
3-day		<b>0.023</b> (0.021-0.026)	<b>0.030</b> (0.026-0.033)	<b>0.038</b> (0.034-0.043)	<b>0.045</b> (0.040-0.051)	<b>0.055</b> (0.048-0.062)	<b>0.062</b> (0.054-0.071)	<b>0.071</b> (0.061-0.081)	<b>0.080</b> (0.068-0.091)	<b>0.092</b> (0.077-0.106)	<b>0.102</b> (0.084-0.119)
4-day		<b>0.019</b> (0.017-0.022)	<b>0.024</b> (0.022-0.028)	<b>0.031</b> (0.028-0.036)	<b>0.037</b> (0.033-0.042)	<b>0.046</b> (0.040-0.052)	<b>0.052</b> (0.045-0.060)	<b>0.059</b> (0.051-0.068)	<b>0.067</b> (0.057-0.077)	<b>0.078</b> (0.065-0.090)	<b>0.086</b> (0.071-0.101)
7-day		<b>0.013</b> (0.011-0.015)	<b>0.016</b> (0.014-0.018)	<b>0.021</b> (0.019-0.024)	<b>0.025</b> (0.022-0.028)	<b>0.031</b> (0.027-0.035)	<b>0.035</b> (0.030-0.040)	<b>0.040</b> (0.034-0.045)	<b>0.045</b> (0.038-0.051)	<b>0.051</b> (0.043-0.059)	<b>0.057</b> (0.047-0.066)
10-day		<b>0.010</b> (0.009-0.011)	<b>0.013</b> (0.011-0.014)	<b>0.017</b> (0.015-0.019)	<b>0.020</b> (0.017-0.022)	<b>0.024</b> (0.021-0.027)	<b>0.027</b> (0.023-0.031)	<b>0.030</b> (0.026-0.035)	<b>0.034</b> (0.029-0.039)	<b>0.039</b> (0.033-0.045)	<b>0.042</b> (0.035-0.049)
20-day		<b>0.006</b> (0.006-0.007)	<b>0.008</b> (0.007-0.009)	<b>0.010</b> (0.009-0.011)	<b>0.012</b> (0.011-0.013)	<b>0.014</b> (0.013-0.016)	<b>0.016</b> (0.014-0.018)	<b>0.018</b> (0.016-0.020)	<b>0.020</b> (0.017-0.023)	<b>0.022</b> (0.019-0.026)	<b>0.024</b> (0.021-0.028)
30-day		<b>0.005</b> (0.004-0.005)	<b>0.006</b> (0.005-0.007)	<b>0.008</b> (0.007-0.009)	<b>0.009</b> (0.008-0.010)	<b>0.011</b> (0.010-0.012)	<b>0.012</b> (0.011-0.014)	<b>0.014</b> (0.012-0.015)	<b>0.015</b> (0.013-0.017)	<b>0.017</b> (0.014-0.019)	<b>0.018</b> (0.016-0.021)
45-day		<b>0.004</b> (0.003-0.004)	<b>0.005</b> (0.004-0.005)	<b>0.006</b> (0.006-0.007)	<b>0.007</b> (0.006-0.008)	<b>0.009</b> (0.008-0.009)	<b>0.010</b> (0.008-0.011)	<b>0.011</b> (0.009-0.012)	<b>0.011</b> (0.010-0.013)	<b>0.013</b> (0.011-0.014)	<b>0.014</b> (0.012-0.015)
60-day		<b>0.003</b> (0.003-0.004)	<b>0.004</b> (0.004-0.005)	<b>0.005</b> (0.005-0.006)	<b>0.006</b> (0.006-0.007)	<b>0.007</b> (0.006-0.008)	<b>0.008</b> (0.007-0.009)	<b>0.009</b> (0.008-0.010)	<b>0.009</b> (0.008-0.011)	<b>0.010</b> (0.009-0.012)	<b>0.011</b> (0.010-0.012)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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**PF graphical****PDS-based intensity-duration-frequency (IDF) curves**  
Latitude: 39.1656°, Longitude: -119.7820°

NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Fri Jan 22 17:22:30 2016

[Back to Top](#)**Maps & aerials****Small scale terrain**



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1325 East West Highway  
Silver Spring, MD 20910  
Questions?: [HDSC.Questions@noaa.gov](mailto:HDSC.Questions@noaa.gov)

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**NOAA Atlas 14, Volume 1, Version 5**  
**Location name: Carson City, Nevada, US\***  
**Latitude: 39.1656°, Longitude: -119.7820°**  
**Elevation: 4755 ft\***  
\* source: Google Maps



### POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerials](#)

#### PF tabular

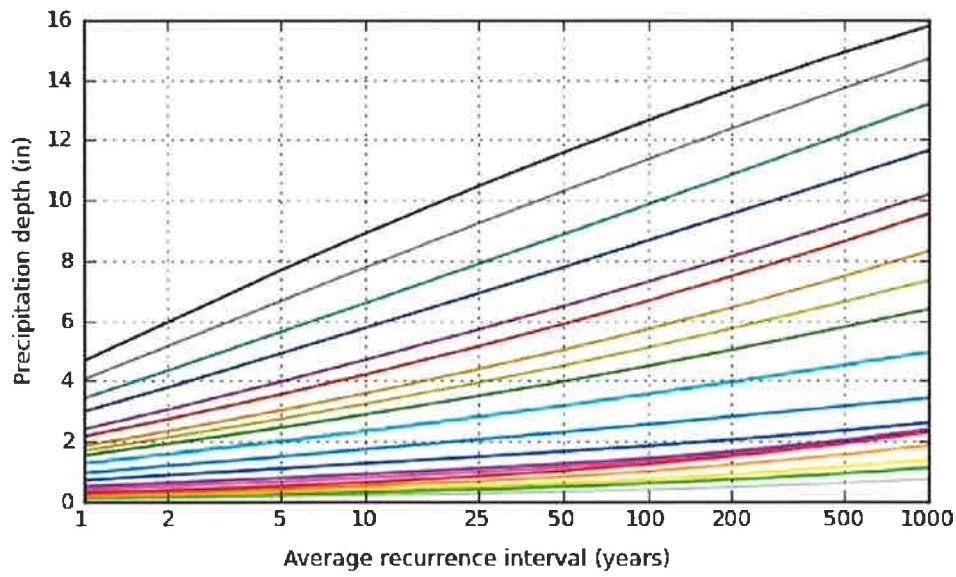
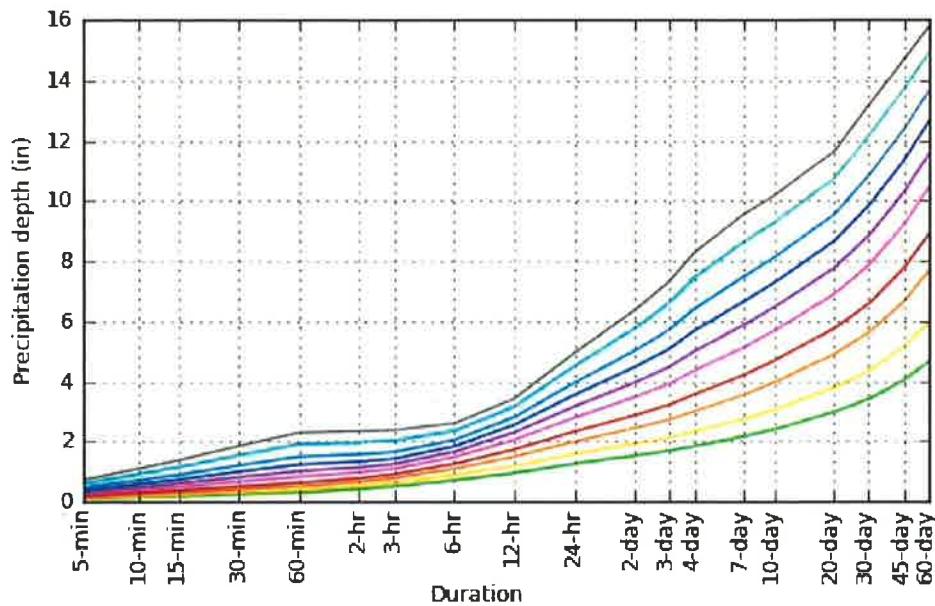
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) <sup>1</sup>										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.098 (0.085-0.116)	0.122 (0.106-0.145)	0.163 (0.140-0.193)	0.202 (0.172-0.239)	0.266 (0.219-0.315)	0.325 (0.259-0.387)	0.394 (0.304-0.475)	0.478 (0.354-0.585)	0.611 (0.427-0.765)	0.731 (0.487-0.932)
10-min	0.150 (0.129-0.176)	0.186 (0.162-0.220)	0.248 (0.213-0.294)	0.308 (0.262-0.364)	0.405 (0.334-0.480)	0.494 (0.394-0.589)	0.600 (0.463-0.724)	0.727 (0.539-0.892)	0.929 (0.650-1.16)	1.11 (0.741-1.42)
15-min	0.186 (0.160-0.219)	0.231 (0.200-0.273)	0.308 (0.264-0.365)	0.382 (0.324-0.451)	0.502 (0.414-0.595)	0.613 (0.489-0.731)	0.744 (0.574-0.897)	0.901 (0.668-1.10)	1.15 (0.806-1.44)	1.38 (0.919-1.76)
30-min	0.250 (0.215-0.294)	0.311 (0.269-0.368)	0.414 (0.355-0.491)	0.514 (0.437-0.608)	0.676 (0.558-0.801)	0.825 (0.659-0.984)	1.00 (0.773-1.21)	1.21 (0.900-1.49)	1.55 (1.08-1.94)	1.86 (1.24-2.37)
60-min	0.309 (0.266-0.364)	0.384 (0.334-0.455)	0.513 (0.440-0.608)	0.636 (0.541-0.752)	0.837 (0.690-0.992)	1.02 (0.815-1.22)	1.24 (0.957-1.50)	1.50 (1.11-1.84)	1.92 (1.34-2.40)	2.30 (1.53-2.93)
2-hr	0.421 (0.376-0.481)	0.522 (0.464-0.597)	0.664 (0.587-0.757)	0.790 (0.691-0.900)	0.979 (0.835-1.12)	1.15 (0.957-1.33)	1.34 (1.09-1.57)	1.57 (1.23-1.87)	1.98 (1.48-2.42)	2.35 (1.70-2.96)
3-hr	0.506 (0.454-0.569)	0.630 (0.569-0.710)	0.788 (0.705-0.886)	0.917 (0.814-1.03)	1.10 (0.961-1.24)	1.26 (1.08-1.43)	1.43 (1.20-1.65)	1.66 (1.36-1.94)	2.03 (1.62-2.45)	2.38 (1.85-2.99)
6-hr	0.711 (0.639-0.792)	0.886 (0.797-0.992)	1.10 (0.982-1.22)	1.26 (1.13-1.41)	1.49 (1.31-1.67)	1.67 (1.44-1.88)	1.84 (1.57-2.10)	2.05 (1.71-2.37)	2.35 (1.91-2.76)	2.62 (2.08-3.12)
12-hr	0.949 (0.847-1.06)	1.19 (1.06-1.34)	1.50 (1.33-1.68)	1.74 (1.53-1.95)	2.06 (1.79-2.32)	2.30 (1.99-2.62)	2.56 (2.17-2.94)	2.81 (2.34-3.27)	3.16 (2.56-3.75)	3.43 (2.73-4.13)
24-hr	1.26 (1.14-1.39)	1.58 (1.44-1.75)	2.00 (1.81-2.21)	2.34 (2.11-2.58)	2.80 (2.52-3.10)	3.18 (2.83-3.50)	3.56 (3.15-3.95)	3.96 (3.48-4.41)	4.52 (3.90-5.06)	4.95 (4.22-5.60)
2-day	1.53 (1.37-1.72)	1.92 (1.72-2.16)	2.45 (2.19-2.76)	2.88 (2.57-3.24)	3.49 (3.09-3.94)	3.98 (3.49-4.50)	4.49 (3.91-5.10)	5.03 (4.33-5.76)	5.78 (4.90-6.68)	6.38 (5.33-7.45)
3-day	1.69 (1.50-1.91)	2.13 (1.90-2.41)	2.74 (2.43-3.10)	3.23 (2.87-3.66)	3.94 (3.46-4.47)	4.50 (3.92-5.12)	5.10 (4.41-5.82)	5.73 (4.90-6.58)	6.62 (5.56-7.67)	7.34 (6.08-8.58)
4-day	1.85 (1.64-2.10)	2.34 (2.07-2.65)	3.02 (2.67-3.44)	3.59 (3.16-4.08)	4.38 (3.83-4.99)	5.02 (4.35-5.73)	5.71 (4.90-6.54)	6.44 (5.46-7.39)	7.47 (6.23-8.65)	8.30 (6.82-9.71)
7-day	2.16 (1.92-2.44)	2.74 (2.43-3.10)	3.56 (3.15-4.03)	4.21 (3.72-4.78)	5.14 (4.51-5.84)	5.88 (5.12-6.69)	6.66 (5.74-7.61)	7.48 (6.40-8.57)	8.62 (7.26-9.98)	9.54 (7.92-11.1)
10-day	2.40 (2.13-2.71)	3.06 (2.71-3.46)	3.98 (3.52-4.50)	4.70 (4.14-5.32)	5.69 (4.99-6.45)	6.47 (5.64-7.35)	7.29 (6.29-8.29)	8.13 (6.96-9.28)	9.28 (7.85-10.7)	10.2 (8.51-11.8)
20-day	2.98 (2.66-3.34)	3.79 (3.38-4.26)	4.91 (4.38-5.50)	5.76 (5.12-6.45)	6.90 (6.10-7.74)	7.77 (6.82-8.72)	8.66 (7.55-9.76)	9.54 (8.27-10.8)	10.7 (9.19-12.3)	11.6 (9.85-13.4)
30-day	3.42 (3.06-3.82)	4.35 (3.89-4.86)	5.62 (5.03-6.28)	6.58 (5.87-7.34)	7.87 (6.98-8.79)	8.85 (7.79-9.90)	9.85 (8.61-11.1)	10.8 (9.40-12.2)	12.2 (10.4-13.9)	13.2 (11.2-15.1)
45-day	4.04 (3.63-4.50)	5.16 (4.62-5.74)	6.66 (5.96-7.40)	7.77 (6.95-8.63)	9.21 (8.20-10.3)	10.3 (9.11-11.5)	11.3 (10.0-12.7)	12.4 (10.9-13.9)	13.7 (11.9-15.5)	14.7 (12.7-16.7)
60-day	4.66 (4.17-5.19)	5.95 (5.33-6.64)	7.67 (6.87-8.54)	8.90 (7.96-9.91)	10.4 (9.30-11.6)	11.6 (10.3-12.9)	12.6 (11.2-14.2)	13.7 (12.0-15.3)	14.9 (13.1-16.8)	15.8 (13.8-17.9)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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**PF graphical****PDS-based depth-duration-frequency (DDF) curves**  
Latitude: 39.1656°, Longitude: -119.7820°

NOAA Atlas 14, Volume 1, Version 5

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Large scale terrain



Large scale map



Large scale aerial



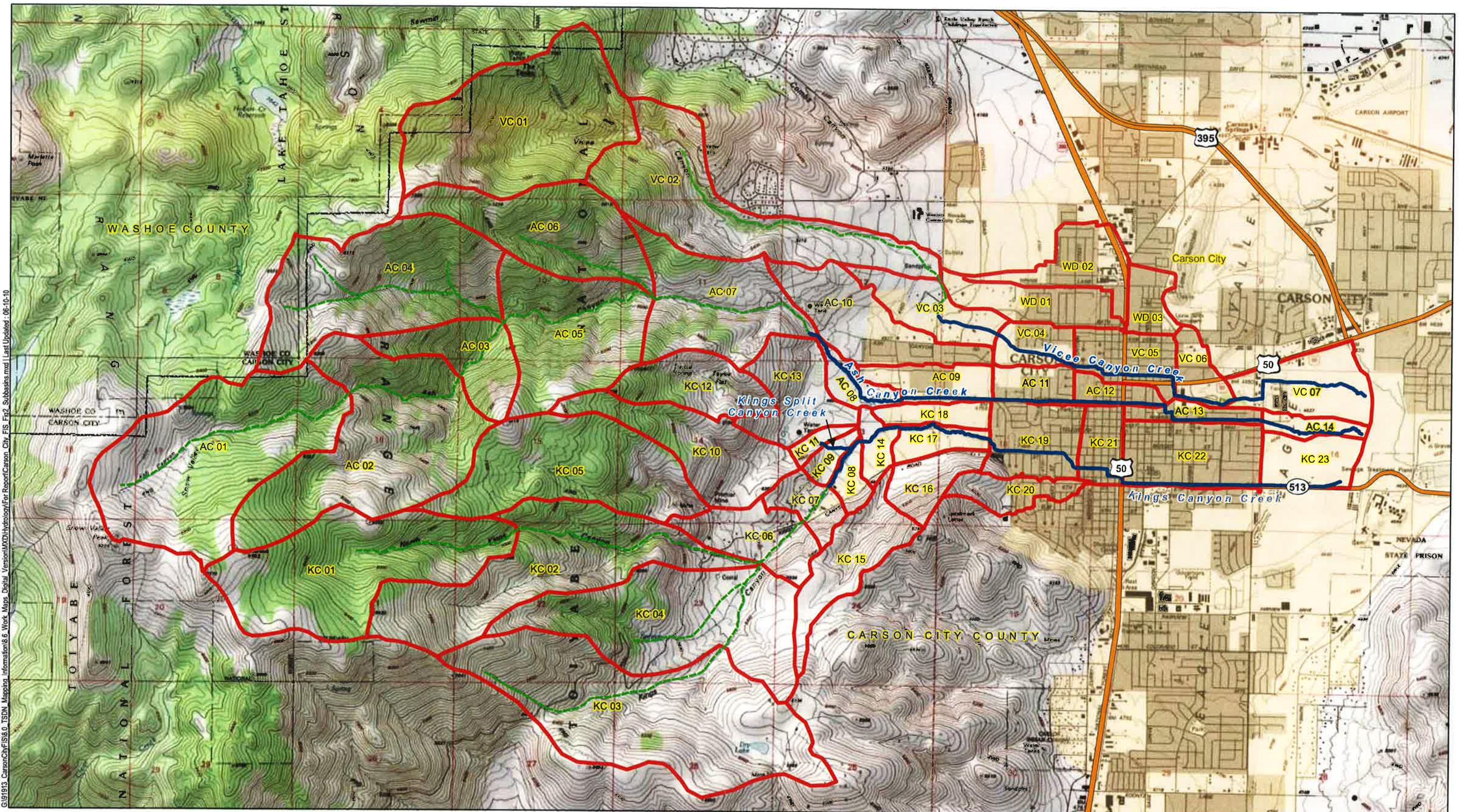
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Silver Spring, MD 20910  
Questions?: [HDSC.Questions@noaa.gov](mailto:HDSC.Questions@noaa.gov)

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## **Appendix B**



**HDR**  
ONE COMPANY | Many Solutions®

### Legend

- Sub-basins
- Major Roads
- Stream Reaches Study Area
- Stream Reaches (Non Study)
- Counties \*

\* Carson City County and City boundaries coincide



1 inch = 3,000 feet

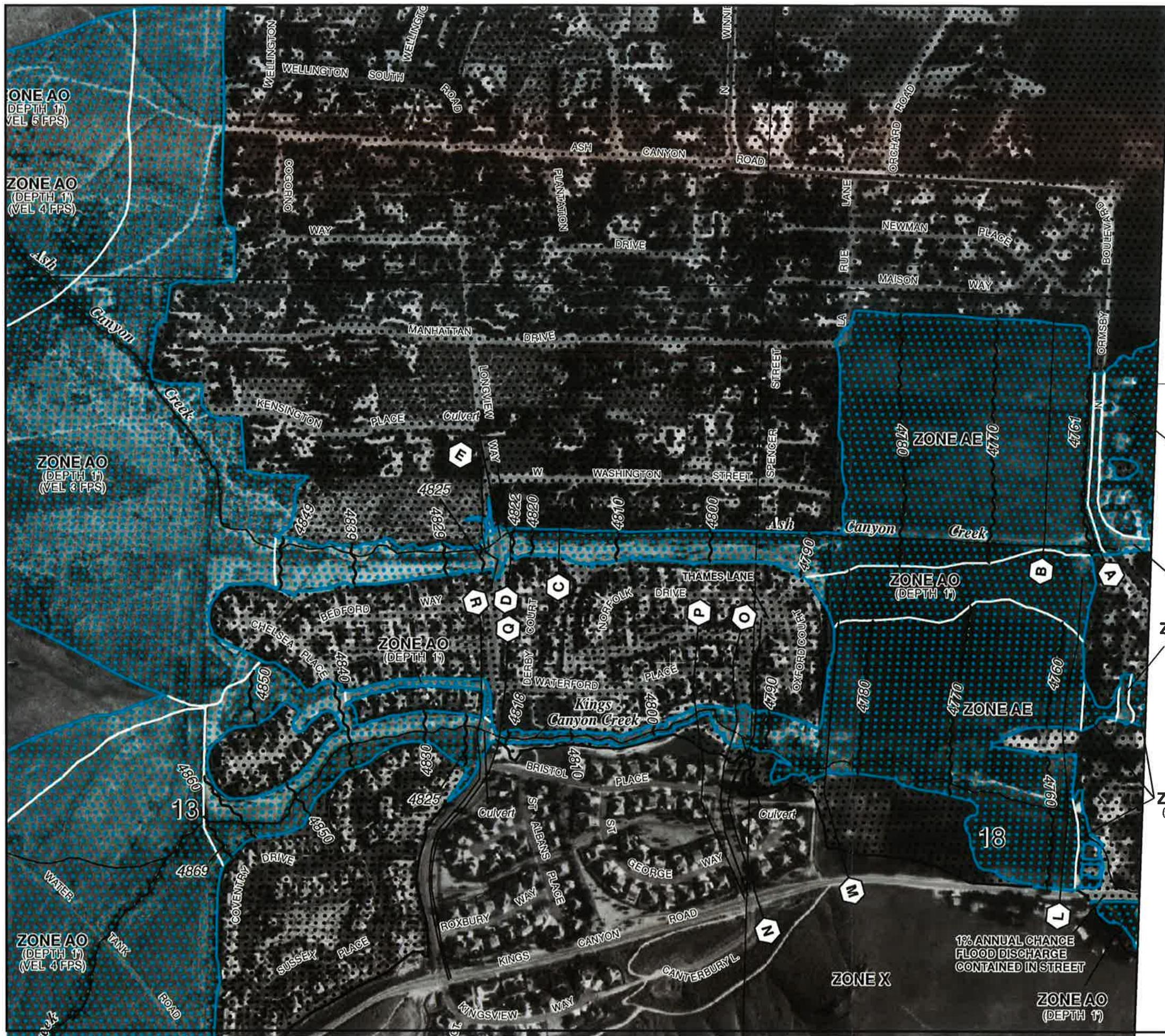
0 1,500 3,000 6,000 9,000 12,000  
Feet

### Carson City Restudy - Sub-basins

Figure 2

Image Source: NGS\_Topo\_US\_2D, 2009  
Horizontal Datum: NAD 1983  
Vertical Datum: NAVD 1988  
Date: 06-10-10  
Flood Insurance Study for Carson City, NV | Project # 91913, T.O. 36

## **Appendix C**



ICONIC DANSE 2000

— 14735000 FT

**ZONE AO  
(DEPTH 1")**

**ZONE AO  
(DEPTH 2')**

**ZONE AO**  
(DEPTH 2')

**ZONE AO  
(DEPTH 1')**

PANEL 00

## **FIRM FLOOD INSURANCE RATE MAP**

**CARSON CITY,  
NEVADA  
INDEPENDENT CITY**

**PANEL 91 OF 275**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)  
**CONTAINS:**  
**COMMUNITY** **NUMBER** **PANEL** **SUFFIX**  
CARSON CITY 320001 0091 F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

The logo of the U.S. Department of Homeland Security, featuring an eagle with wings spread, perched on a shield with the words "U.S. DEPARTMENT OF HOMELAND SECURITY" around it.

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msfc.fema.gov](http://www.msfc.fema.gov)





August 18, 2016

Mr. Lee Plemel, Director  
Carson City Community Development  
108 E. Proctor Street  
Carson City, NV 89703

**RE: The Vintage at Kings Canyon**

Dear Lee:

Pursuant to the Carson City requirements, Lumos and Associates has prepared the following water and sewer impact report to support the Tentative Map submittal. The proposed project is PUD with 212 active senior single family residences and 96 assisted living/independent living units. The units are apartment type units without individual kitchens. The PUD is located on approximately 78.2 acres and is split by N. Ormsby Blvd. in Carson City.

**WATER**

There are three components to the water demand analysis for the proposed project. There are the single family (SF) residences, the assisted living facility and the open space irrigation. The SF demand per 10 State Standards is 0.6 ac-ft/yr per unit under 12,000 square feet or 535 gallons per day. That translates into an average demand of .37 gpm per SF unit or 78.76 gpm for all 212 SF units. The assisted living facility falls under the Commercial/Industrial standard for the 10 State Standards and demand is estimated at 1 ac-ft/yr per acre. The entire assisted living facility encompasses approximately 5.6 acres. This translates into a demand of 5,000 gallons per day or 3.47 gpm. This flow is in accordance with historical demand for similar facility types in the area. Lastly, the landscaping demand can be estimated at 4 ac-ft/yr per acre. Current estimates for landscaped area that will be irrigated is approximately 11.8 acres. This results in a demand of 42,137 gallons per day or 29.3 gpm.

Based on discussions with Tom Grundy at Carson City Public Works, the existing water system has the capacity to serve this development. Looping will be required to the south per the conceptual map review letter prepared by Carson City Staff.

**FIRE FLOW ANALYSIS**

Fire flow analysis was also performed by Mr. Grundy. His fire flow analysis is attached. Fire hydrant testing near the west side on N. Ormsby St. determined an available fire flow of 4,800 gpm. Fire hydrant testing on N. Mountain St. on the east side determined an available fire flow of 4,300 pgm.

In summary, it is Mr. Grundy's and our opinions that the project will have no appreciable impact on the performance of the water system.

## SANITARY SEWER CAPACITY

The proposed project will connect to the City's sewer system for collection and treatment. The developer is proposing a gravity system that will include expanded use of the existing connections to the existing gravity mains in N. Ormsby Blvd. and N. Mountain St.

The west side of the project will connect to the existing main in N. Ormsby Blvd. which is an 8" ACP which runs south and then turns east along Washington St. During field investigations during peak flow hours it was determined that the southernmost pipe along Ormsby Blvd before turning down Washington Street was flowing at 0.20 cfs and 23.5% capacity. The average daily residential EDU rate is 250 gallons per day, which equates to .0004 cfs average. Using a peaking factor of 3.0, the peak flow per household would be .0012 cfs. With 59 homes planned on the west side, the increase in flow is .07 cfs, putting the 8" main in Mountain Street around 32% of its capacity.

The east side of the project will connect to the existing main in N. Mountain St. which is an 8" PCV that was recently installed. The main that runs from north to south on N. Mountain St. turns east and connects to the existing main located in Fleischman St. Field investigations during peak flow hours on the southernmost section of main before turning down Fleischman determined that the peak flow in the pipe was approximately 0.07 cfs and 5.4% of capacity. Using the same estimated flows and peaking factor the increase in peak flow is 0.13 cfs for the 153 homes on the east side. The assisted living/independent living based on approximate water usage discussed about would add an additional 0.024 cfs peak flow. The total east side of the development is estimated at 0.16 cfs putting the 8" main in Mountain Street around 23% of its capacity.

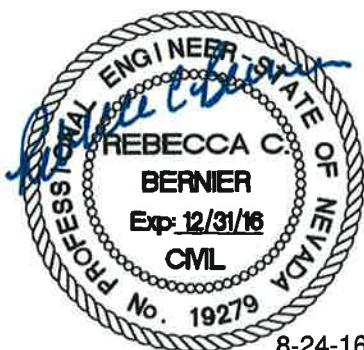
The proposed project overall usage is in accordance with the master plan for which the sewer mains were analyzed. Since the proposed project is within these tolerances, it is assumed that the sewer system as design has the available capacity to convey the sewage for the proposed infrastructure.

In summary, we feel that the proposed project has a nominal impact on the existing flow capacity for the sewer mains within the direct area of the proposed development, however, the sewer mains were designed in order to support the proposed project.

If you have any questions, do not hesitate to give me a call at 883-7077.

Sincerely,

Rebecca Bernier, P.E.  
Project Manager



# Fire Flow Test Data Sheet

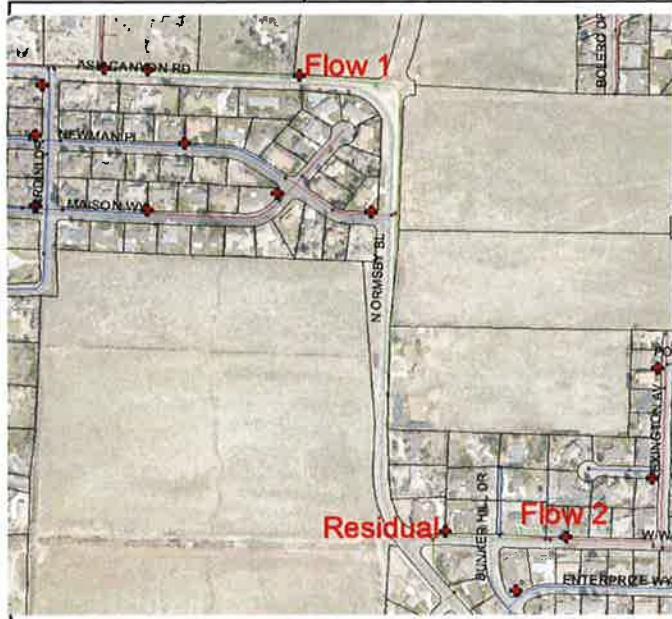


Location of Test (Street and Cross Street): Ormsby Blvd. and W. Washington St.  
 Address Nearest Residual Hydrant: 1600 W. Washington  
 Test Date: 8/17/2016 Test Time: 0900  
 Testing Personnel: KA, KJR., LE  
 Pressure Zone: 4880 Main Size: 12"  
 Comments: \_\_\_\_\_

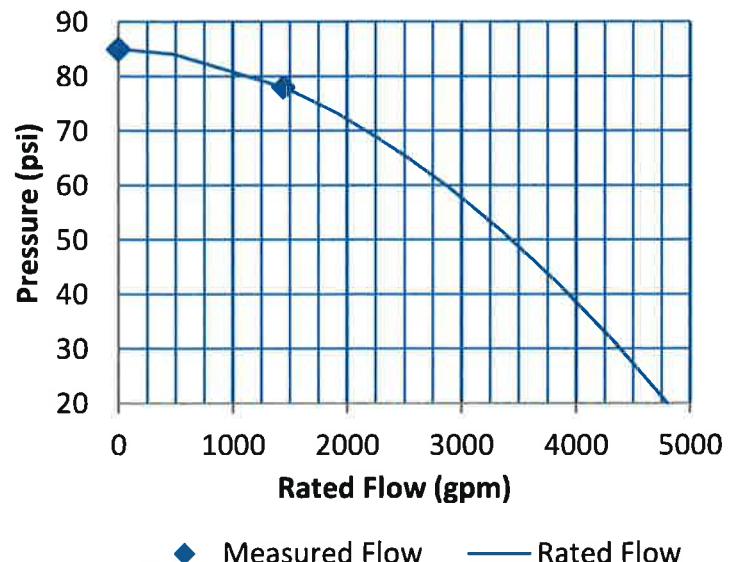
## Test Results:

Residual Hydrant		Flow Hydrant(s)				
Static:	85 psi	Hydrant Tester	Pitot Pressure (psi)	Discharge Diameter (in)	Outlet Coeff. (c)	Pitot Flow (gpm)
Residual:	78 psi					
Pressure Drop:	7 psi	Flow 1	HM1	24	2	1.307
	8 %	Flow 2	HM2	19	2	1.307
		Flow 3				
						Total 1444

Area Map



Rated Flow



Rated Pressure (for Rated Capacity Calculation)

20 psi

Rated Capacity at 20 psi residual pressure.

4,800 gpm

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

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

Hydrant OBJECTID: 2184

Data Sheet File Name: Ormsby-Washington.pdf

FD Runbook Page: 108X00

# Fire Flow Test Data Sheet

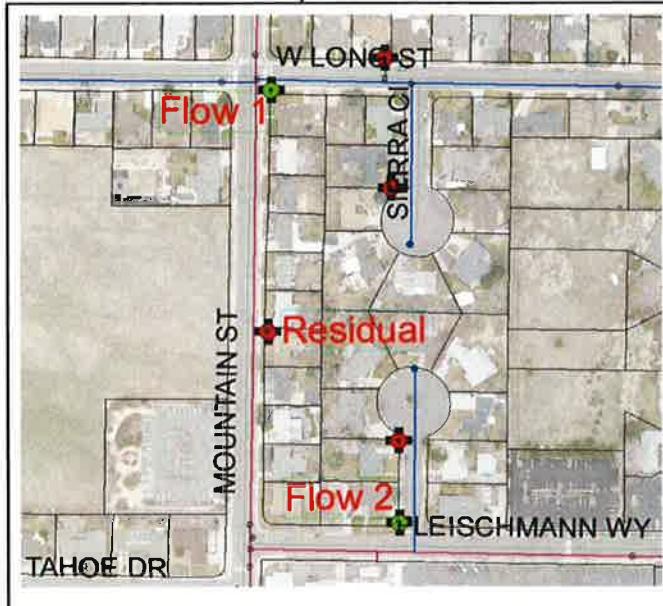


Location of Test (Street and Cross Street): Mountain St. and Fleischmann St.  
 Address Nearest Residual Hydrant: 1319 Mountain St.  
 Test Date: 8/17/2016 Test Time: 0925  
 Testing Personnel: KA, KJR, LE  
 Pressure Zone: 4880 Main Size: 8"  
 Comments: \_\_\_\_\_

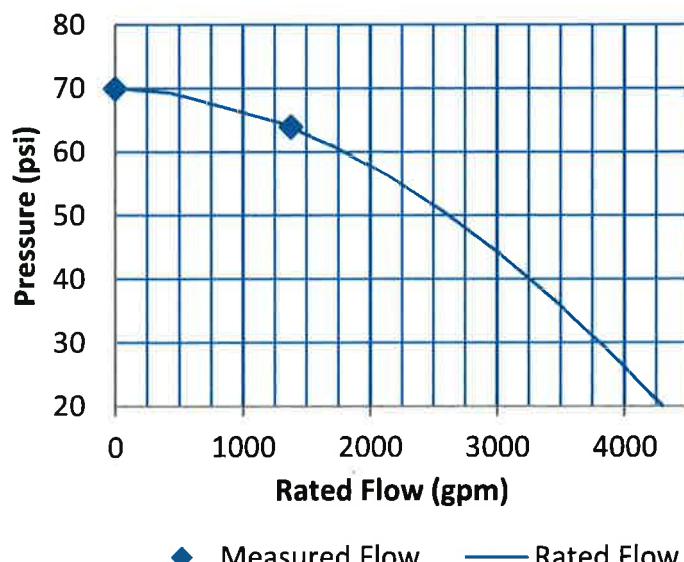
## Test Results:

Residual Hydrant		Flow Hydrant(s)				
Static:	70 psi	Hydrant Tester	Pitot Pressure (psi)	Discharge Diameter (in)	Outlet Coeff. (c)	Pitot Flow (gpm)
Residual:	64 psi					
Pressure Drop:	6 psi 9 %	Flow 1	HM1	20	2	1.307
		Flow 2	HM2	19	2	1.307
		Flow 3				
					Total	1378

Area Map



Rated Flow



Rated Pressure (for Rated Capacity Calculation)

20 psi

Rated Capacity at 20 psi residual pressure.

4,300 gpm

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

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

Hydrant OBJECTID: 3262

FD Runbook Page: 109X00

Data Sheet File Name: Mountain-Fleischmann.pdf

## Worksheet for Mountain Street Existing

### Project Description

Friction Method	Manning Formula
Solve For	Discharge

### Input Data

Roughness Coefficient	0.010
Channel Slope	0.00807 ft/ft
Normal Depth	0.10 ft
Diameter	0.67 ft

### Results

Discharge	0.07 ft³/s
Flow Area	0.03 ft²
Wetted Perimeter	0.53 ft
Hydraulic Radius	0.06 ft
Top Width	0.48 ft
Critical Depth	0.12 ft
Percent Full	15.0 %
Critical Slope	0.00400 ft/ft
Velocity	2.09 ft/s
Velocity Head	0.07 ft
Specific Energy	0.17 ft
Froude Number	1.40
Maximum Discharge	1.52 ft³/s
Discharge Full	1.41 ft³/s
Slope Full	0.00002 ft/ft
Flow Type	SuperCritical

### GVF Input Data

Downstream Depth	0.00 ft
Length	0.00 ft
Number Of Steps	0

### GVF Output Data

Upstream Depth	0.00 ft
Profile Description	
Profile Headloss	0.00 ft
Average End Depth Over Rise	0.00 %
Normal Depth Over Rise	14.99 %
Downstream Velocity	Infinity ft/s

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## Worksheet for Mountain Street Existing

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### GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.10	ft
Critical Depth	0.12	ft
Channel Slope	0.00807	ft/ft
Critical Slope	0.00400	ft/ft

## Worksheet for Mountain Street D=.75D

## Project Description

Friction Method	Manning Formula
Solve For	Discharge

## Input Data

Roughness Coefficient	0.010
Channel Slope	0.00807 ft/ft
Normal Depth	0.50 ft
Diameter	0.67 ft

## Results

Discharge	1.29	ft <sup>3</sup> /s
Flow Area	0.28	ft <sup>2</sup>
Wetted Perimeter	1.40	ft
Hydraulic Radius	0.20	ft
Top Width	0.58	ft
Critical Depth	0.54	ft
Percent Full	75.0	%
Critical Slope	0.00695	ft/ft
Velocity	4.58	ft/s
Velocity Head	0.33	ft
Specific Energy	0.83	ft
Froude Number	1.16	
Maximum Discharge	1.52	ft <sup>3</sup> /s
Discharge Full	1.41	ft <sup>3</sup> /s
Slope Full	0.00670	ft/ft
Flow Type	SuperCritical	

## GVF Input Data

Downstream Depth 0.00 ft  
Length 0.00 ft  
Number Of Steps 0

## GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	74.96	%
Downstream Velocity	Infinity	ft/s

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## Worksheet for Mountain Street D=.75D

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### GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.50	ft
Critical Depth	0.54	ft
Channel Slope	0.00807	ft/ft
Critical Slope	0.00695	ft/ft

## **Worksheet for N. Ormsby Existing**

## Project Description

Friction Method	Manning Formula
Solve For	Discharge

## Input Data

Roughness Coefficient	0.013
Channel Slope	0.00570 ft/ft
Normal Depth	0.21 ft
Diameter	0.67 ft

## Results

Discharge	0.20	ft <sup>3</sup> /s
Flow Area	0.09	ft <sup>2</sup>
Wetted Perimeter	0.79	ft
Hydraulic Radius	0.12	ft
Top Width	0.62	ft
Critical Depth	0.20	ft
Percent Full	31.5	%
Critical Slope	0.00642	ft/ft
Velocity	2.08	ft/s
Velocity Head	0.07	ft
Specific Energy	0.28	ft
Froude Number	0.94	
Maximum Discharge	0.98	ft <sup>3</sup> /s
Discharge Full	0.91	ft <sup>3</sup> /s
Slope Full	0.00026	ft/ft
Flow Type	SubCritical	

## GVF Input Data

Downstream Depth 0.00 ft  
Length 0.00 ft  
Number Of Steps 0

## GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	31.48	%
Downstream Velocity	Infinity	ft/s

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## Worksheet for N. Ormsby Existing

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### GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.21	ft
Critical Depth	0.20	ft
Channel Slope	0.00570	ft/ft
Critical Slope	0.00642	ft/ft

## **Worksheet for N. Ormsby Blvd D=.75D**

## Project Description

Friction Method	Manning Formula
Solve For	Discharge

## Input Data

Roughness Coefficient	0.013
Channel Slope	0.00570 ft/ft
Normal Depth	0.51 ft
Diameter	0.67 ft

## Results

Discharge	0.85	ft <sup>3</sup> /s
Flow Area	0.29	ft <sup>2</sup>
Wetted Perimeter	1.42	ft
Hydraulic Radius	0.20	ft
Top Width	0.57	ft
Critical Depth	0.44	ft
Percent Full	76.5	%
Critical Slope	0.00846	ft/ft
Velocity	2.97	ft/s
Velocity Head	0.14	ft
Specific Energy	0.65	ft
Froude Number	0.74	
Maximum Discharge	0.98	ft <sup>3</sup> /s
Discharge Full	0.91	ft <sup>3</sup> /s
Slope Full	0.00495	ft/ft
Flow Type	SubCritical	

## GVF Input Data

Downstream Depth 0.00 ft  
Length 0.00 ft  
Number Of Steps 0

## GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	76.46	%
Downstream Velocity	Infinity	ft/s

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## Worksheet for N. Ormsby Blvd D=.75D

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### GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.51	ft
Critical Depth	0.44	ft
Channel Slope	0.00570	ft/ft
Critical Slope	0.00846	ft/ft

**DRAFT MINUTES**  
**Regular Meeting**  
**Carson City Planning Commission**  
**Wednesday, September 28 and 29, 2016 • 5:00 PM**  
**Community Center Sierra Room, 851 East William Street, Carson City, Nevada**

**Commission Members**

Chair – Paul Esswein  
Commissioner – Charles Borders, Jr.  
Commissioner – Elyse Monroy  
Commissioner – Daniel Salerno

Vice Chair – Mark Sattler  
Commissioner – Monica Green  
Commissioner – Walt Owens

**Staff**

Lee Plemel, Community Development Director  
Hope Sullivan, Planning Manager  
Danny Rotter, Engineering Manager  
Dan Yu, Deputy District Attorney  
Tamar Warren, Deputy Clerk

**NOTE:** A recording of these proceedings, the board's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and are available for review during regular business hours.

An audio recording of this meeting is available on [www.Carson.org/minutes](http://www.Carson.org/minutes).

**A. ROLL CALL, DETERMINATION OF QUORUM, AND PLEDGE OF ALLEGIANCE**

(5:02:04) – Chairperson Esswein called the meeting to order at 5:02 p.m. Roll was called and a quorum was present. Vice Chairperson Sattler led the Pledge of Allegiance.

<b>Attendee Name</b>	<b>Status</b>	<b>Arrived</b>
Chairperson Paul Esswein	Present	
Vice Chairperson Mark Sattler	Present	
Commissioner Charles Borders, Jr.	Present	
Commissioner Monica Green	Present	
Commissioner Elyse Monroy	Present	
Commissioner Walt Owens	Present	
Commissioner Daniel Salerno	Present	

**B. PUBLIC COMMENTS**

(5:03:02) – None.

**C. POSSIBLE ACTION ON APPROVAL OF MINUTES – August 31, 2016.**

**(5:03:33) – MOTION: I move to approve the [August 31, 2016 meeting] minutes as written.**

<b>RESULT:</b>	<b>APPROVED (5-0-2)</b>
<b>MOVER:</b>	Sattler
<b>SECONDER:</b>	Salerno
<b>AYES:</b>	Esswein, Sattler, Borders, Owens, Salerno
<b>NAYS:</b>	None
<b>ABSTENTIONS:</b>	Green, Monroy
<b>ABSENT:</b>	None

**D. MODIFICATION OF AGENDA**

(5:04:11) – Chairperson Esswein explained that item G will be addressed after item F-3 and prior to this evening's recess, and return and address items F-4 and F-5 on Thursday, September 29, 2016, at 5 p.m. in the Bob Boldrick Theatre.

**E. DISCLOSURES**

(5:04:43) – There were no disclosures by the commissioners.

**F. PUBLIC HEARING MATTERS**

**F-1 SUP-16-088 – FOR POSSIBLE ACTION: TO CONSIDER A REQUEST FROM CARSON CITY PARKS & RECREATION (PROPERTY OWNER CARSON CITY) FOR A SPECIAL USE PERMIT TO ALLOW A DISC GOLF COURSE ON PROPERTY ZONED PUBLIC REGIONAL (PR), LOCATED AT 3600 FLINT DR., APN 010-691-04.**

(5:05:15) – Chairperson Esswein introduced the item. Ms. Sullivan presented the agenda materials and accompanying photographs, all of which are incorporated into the record, and recommended conditional approval per the Staff Report. Vice Chair Sattler received confirmation that a model airplane flight location is nearby.

(5:09:32) – Vern Krahn, Carson City Senior Park Planner, introduced members of the Eagle Valley Disc Golf Association: Gregg Swift, Dell Martin, and Paul Hanson. He also presented two videos, one introducing the sport of disc golfing and the other, a more technical video, describing the sport and the required equipment in further detail. Mr. Swift gave additional background on the courses and the sport, calling it “the fastest growing sport in the country”. Mr. Martin distributed different discs and explained their use. He also noted that they would like to attract youth to the sport. Mr. Krahn gave background and described the use of the land and the topography for two 18-hole courses and a nine-hole family-oriented course. He also assured the Commission that they would have split rail fences, available parking, and will be open from dawn to dusk. Discussion ensued regarding grants and the course itself. Mr. Krahn explained that the course was designed to coexist with the ATV trails.

(5:26:27) – Vice Chairperson Sattler was informed that the course is open for individuals and families at no charge; however, tournaments may require a fee to cover Staff time. Commissioner Salerno received clarification that the City would not provide the discs and that the players would have to supply their own. Commissioner Salerno inquired about landscaping and Mr. Krahn explained that the area would be “left as natural as possible”. In response to a question by Chairperson Esswein, Mr. Swift stated that the course preparation was “basically simple” and Mr. Krahn added that the natural vegetation was not tall. Discussion ensued regarding fences and Mr. Krahn clarified that they had not planned for that; however, they would monitor the parking situation. Ms. Sullivan clarified the conditions for approval which included 50 parking spaces, and noted that any additional parking for tournaments would require making alternative arrangements.

**PUBLIC COMMENT**

(5:37:40) – Mike Plansky introduced himself and Will McKissick as long time disc golfers from the Lake Tahoe area and updated the Commission on their efforts to conduct surveys and generate further interest. Diane Dunham introduced herself as a long time Carson City resident, and inquired about parking lot maintenance and

security and Mr. Krahn explained that per the joint use agreement with the Eagle Valley Disc Golf Association, the City would be working closely with them to jointly maintain the site.

**(5:41:59) – MOTION: I move to approve SUP-16-088, a request from Carson City Parks & Recreation (property owner Carson City) for a Special Use Permit to allow a Disc Golf Course on property zoned Public Regional, located at 3600 Flint Dr., APN 010-691-04, based on the findings and subject to the conditions of approval contained in the Staff Report.**

<b>RESULT:</b>	<b>APPROVED (7-0-0)</b>
<b>MOVER:</b>	Sattler
<b>SECONDER:</b>	Salerno
<b>AYES:</b>	Esswein, Sattler, Borders, Green, Monroy, Owens Salerno
<b>NAYS:</b>	None
<b>ABSTENTIONS:</b>	None
<b>ABSENT:</b>	None

**F-2 SUP-16-089 FOR POSSIBLE ACTION: TO CONSIDER A REQUEST FROM KEN ROSE (PROPERTY OWNER BATTLE BORN PROPERTIES LLC) FOR A SPECIAL USE PERMIT TO ALLOW AN INDOOR GO CART FACILITY IN RETAIL COMMERCIAL ZONING DISTRICT (RC), LOCATED AT 3777 N. CARSON ST., APN 002-391-34.**

(5:43:15) – Chairperson Esswein introduced the item. Ms. Sullivan presented the Staff Report and the agenda materials with accompanying photographs, all of which are incorporated into the record. Commissioner Salerno was concerned about the lithium batteries used in the go-carts and Ms. Sullivan noted that such batteries were widely utilized, and that the Fire Department had “specifically called out the issue”. She also stated that she had received a similar inquiry from a member of the public.

(5:47:51) – Applicant representative and architect Ken Rose spoke on behalf of his client and stated that his client agreed with the Staff Report and the Conditions of Approval. He also clarified that the building was equipped with sprinklers; however, it would need to be “revisited” because of the change in occupancy and the sprinkler count would increase. As for the lithium batteries, Mr. Rose explained that the batteries were industrial strength and would not “burn like cell phones”, and that they were designed very differently to withstand the speed, adding that their main concern was safety. Commissioner Owens was informed that there had been no fires in the Reno facility and that they had to go through many inspections. Commissioner Green suggested having comparable pricing.

#### **PUBLIC COMMENT**

(5:55:99) – Steve Waclow introduced himself and inquired about having a course in a small market such as Carson City and Chairperson Esswein Clarified that the role of the Commission “is to look at the use and not its economic viability as a business”. Mr. Waclow was also concerned about sounds such as go-carts hitting the barriers and the public address systems. Mr. Rose assured the Commission that the building will be made of concrete to keep the noise in and to assure that acoustics are part of the driving experience. He added that LED boards will be used to communicate with drivers, and to announce speeds and results. Mr. Rose also noted that those not following the rules will be ejected, and explained that the indoor chain link fence would act as a barrier between employees on the course and the public. Chairperson Esswein was informed that Carson City did not

have a noise ordinance; however, the Sheriff's Office would deal with nuisance issues. Discussion ensued regarding the residential units and a parking lot behind the subject property, as described in the Staff Report in the agenda materials.

**(6:07:06) – MOTION: I move to approve SUP-16-089, a request from agent Ken Rose, architect (property owner Battle Born Properties LLC), for a Special Use Permit to allow an Indoor Go-Cart facility on property zoned Retail Commercial, located at 3777 N. Carson St., APN 002-391-34, based on the findings and subject to the conditions of approval in the Staff Report.**

<b>RESULT:</b>	<b>APPROVED (7-0-0)</b>
<b>MOVER:</b>	Salerno
<b>SECONDER:</b>	Owens
<b>AYES:</b>	Esswein, Sattler, Borders, Green, Monroy, Owens, Salerno
<b>NAYS:</b>	None
<b>ABSTENTIONS:</b>	None
<b>ABSENT:</b>	None

**F-3 SUP-16-090 FOR POSSIBLE ACTION: TO CONSIDER A REQUEST FOR A SPECIAL USE PERMIT FROM SILVER BULLET OF NEVADA, LLC (PROPERTY OWNER: C & A INVESTMENTS, LLC) TO ALLOW THE OPERATION OF AN UNLIMITED GAMING CASINO, BAR, AND ADDITIONAL SIGNAGE ON PROPERTY ZONED RETAIL COMMERCIAL (RC), LOCATED AT 3246 N. CARSON ST., APN: 007-462-06.**

(6:08:42) – Chairperson Esswein introduced the item. Ms. Sullivan presented the Staff Report and accompanying photographs, and responded to clarifying questions by the commissioners. She also clarified that the square footage of the property was larger than first indicated in the application. Ms. Sullivan explained that this Commission would only grant Special Use Permits for a Casino and a bar; however, they were not authorized to issue gaming or liquor licenses. Ms. Sullivan addressed the concerns she had received from a nearby resident regarding outdoor music and noted that the applicant may consider ambient music in the doorways, similar to stores in a shopping center. As for the issue raised regarding HVAC noise, Staff believed that any occupant of the property would generate the same amount of noise. Ms. Sullivan also noted that after speaking with the Carson City Sheriff's Office, she had learned that they were accustomed to the same procedures and owner in South Carson. She also compared and contrasted the goals of the Master Plan to the plans for the subject property, incorporated in the Staff Report, and recommended approval of the item.

(6:28:02) – Sev Carlson introduced himself as the applicant representative and a Partner at Kaempfer Crowell Law Firm. Mr. Carlson confirmed that the applicant agreed with all the conditions of approval, including the proposed amendment for Condition 13. He also clarified that the Gaming Control Board instructed applicants to have all local approvals prior to obtaining the State level approvals. He also agreed with Ms. Sullivan's presentation that the Commission's decision was for land use only. Mr. Carlson noted that the concrete cinderblock wall and existing landscaping should provide an additional buffer for the noise on the south side of the property, adding that the messages on the digital sign "would not move any faster and will mirror what we do in the south location". Regarding to obtaining a liquor license, Mr. Carlson noted that a full bar will be featured, and reviewed the sign packet, incorporated into the record.

Chairperson Esswein entertained public comments.

#### **PUBLIC COMMENT**

(6:35:10) – Garrett Gordon introduced himself as an attorney for Lewis Roca Rothgerber Christie, LLP, representing five Carson City gaming operators: Casino Fandango, Carson Nugget, Gold Dust West, Max Casino, and SlotWorld. Mr. Gordon presented an opposition letter to SUP 15-077, incorporated into the record. Chairperson Esswein clarified that this Commission was not responsible for issuing a gaming license.

(6:47:40) – Donna DePauw introduced herself as a 30-year resident of West Nye Lane and noted that other facilities by the same developer “are well run and well maintained”. She also expressed concern about the outdoor lighting, outdoor music, the noise from the HVAC condensers, the vandalism, and the security.

(6:56:32) – Mr. Carlson clarified that the “old Kmart building” and the proposed venue, which has never been occupied, are under different ownership and that they will implement the same security plan as Bodine’s Casino on the south side of Carson City. He also noted that the applicant will comply with the request of the Gaming Control Board and the Carson City Sheriff’s Office regarding interior and exterior lighting and security requirements. Ms. Sullivan clarified that any modification to the current plan would require further public hearings. She also stated that West Nye was a dead-end street.

(7:02:22) – Patrick Anderson, a Mountain Street resident, introduced himself and noted that he would welcome any development in the area because that shopping center was in great need of revitalization. Dean DiLullo, owner of the Carson Nugget Casino, gave background on his former successes in the casino industry and indicated that he had made his decision to purchase the Nugget Casino in downtown Carson City based on the City’s Master Plan. Mr. DiLullo believed that the proposed casino would not add anything new to the City. He indicated that north side of town needed a hotel with the required 100 rooms and not a shopping center casino. He cited the example of the Horseshoe casino, and believed that if casinos begin leaving the downtown area, other businesses will follow. Mr. DiLullo urged the Commission to “consider sticking with your Master Plan” and to follow a sustainable growth plan.

(7:08:46) – Commissioner Owens disclosed that he knew Court Cardinal, one of the owners of Casino Fandango. Chairperson Esswein stated “we have some disagreement over the applicability of certain items on the Master Plan expressed by the applicant, Staff, and the public, which deserves some consideration by this board”. He added that the Master Plan was the document “guiding the development in this City”; however, it “is not set in stone” and that the language could be interpreted in many ways. Chairperson Esswein believed that calling for casinos in the downtown area was not a land use decision but a business decision, noting that the proposed use would fit “under goal 52B of the Master Plan”. Commissioner Owens believed that the applicant did not meet criteria number six, as the facility would draw from the local economy and will not provide growth. Commissioner Salerno believed that competition provided by another casino was “a good thing in the free enterprise system”. He also noted that the proposed facility is “in dire need of improvement”, calling the project “a good start”, adding that he was in favor of the project.

There were no further discussions on the item and Chairperson Esswein entertained a motion.

**(7:14:10) – MOTION: “I move to approve SUP-16-090, a request from Silver Bullet of Nevada, LLC (property owner: C & A Investments, LLC) for a Special Use Permit to allow the operation of an unlimited gaming casino, bar, and additional signage on property zoned Retail Commercial – Planned Unit**

Development, located at 3246 N. Carson St., APN: 007-462-06, based on the findings and subject to the conditions of approval contained in the Staff Report, along with the amendment to number 13 of the Conditions of Approval.”

<b>RESULT:</b>	<b>APPROVED (6-1-0)</b>
<b>MOVER:</b>	Sattler
<b>SECONDER:</b>	Salerno
<b>AYES:</b>	Esswein, Sattler, Borders, Green, Monroy, Salerno
<b>NAYS:</b>	Owens
<b>ABSTENTIONS:</b>	None
<b>ABSENT:</b>	None

(7:16:00) – Chairperson Esswein indicated that per agenda item D, the Public Hearing portion of the agenda will be recessed until the next evening, September 29, 2016, at 5:00 in the Bob Boldrick Theater of the Carson City Community Center. He also introduced the next agenda item.

## **G. STAFF REPORTS (NON-ACTION ITEMS)**

### **G-1 DIRECTOR'S REPORT TO THE COMMISSION.**

(7:16:24) – Mr. Plemel noted that no Planning Commission items had been heard during the last Board of Supervisors meeting. However, he noted that the Board had extended the building permit for the Ormsby House, with the stipulation that the outside ground work will be completed within 90 days, adding that the fence had already been removed.

### **FUTURE AGENDA ITEMS**

(7:17:10) – Mr. Plemel noted that no applications have been received and alerted to a possible cancellation of October Planning Commission meeting. He also stated that the Master Plan Annual Report will be agendized for November.

### **COMMISSIONER REPORTS/COMMENTS**

(7:18:10) – Commissioner Salerno received confirmation that the continuation of this meeting will take place in the Bob Boldrick theatre the next evening. Mr. Plemel informed the commissioners that a break was planned during the meeting on Thursday; however, he cautioned that no discussions about the agenda items should take place during the break.

## **H. PUBLIC COMMENT**

(7:19:57) – Mr. Anderson reintroduced himself and noted that due to a high-interest Carson High School volleyball game, he would not attend the Thursday evening public hearing, although he had submitted his written comments regarding the Vintage development for the record. Mr. Yu clarified that Mr. Anderson could speak for three minutes as all comments regarding Vintage would be limited to three minutes. Mr. Anderson explained that both he and his wife were in favor of the project, calling themselves “the sole voice of the neighborhood”. He was in favor of the setbacks, the par course, the trails, and the architecture. Mr. Anderson also suggested that the

neighborhood residents be allowed to patronize the personal services businesses offered by the developers to the residents of the development.

(7:23:51) – Chairperson Esswein recessed the meeting until 5 p.m. the next evening.

**THE FOLLOWING ITEMS WERE HEARD ON THURSDAY, SEPTEMBER 29, 2016, BEGINNING AT 5:00 PM, IN THE BOB BOLDRICK THEATER**

(5:08:54) – Chairperson Esswein reconvened the meeting and introduced the Commissioners and Staff to the audience. He also read a statement, incorporated into the record, which outlined the process to be followed throughout the meeting, including limiting each public comment to three minutes, timed by Vice Chair Sattler. Commissioner Green noted that she would abstain from voting on items F-4 and F-5, which was confirmed by Deputy District Attorney Daniel Yu, as she and her husband owned a home within three minutes of the proposed project site. Commissioner Green left the dais. Chairperson Esswein then introduced items F-4 and F-5 together, and noted that each item will be voted on separately after joint discussion of both items. Planning Manager Hope Sullivan presented the Staff Report which is incorporated into the record, and along with Carson City Public Works Engineering Manager Danny Rotter presented the findings and conditions of approval, also incorporated into the record, including a report on the water availability and conditions. Ms. Sullivan noted that after reviewing the findings and the conditions of approval, Staff recommended approval of both items.

(5:40:55) – Commissioner Salerno was informed that the development will have private roads and six points of access utilizing gates which will be open from dawn until dusk. He was also informed that the assisted living did not include kitchen or cooking facilities. Commissioner Salerno suggested building homes with multiple elevations. Parks and Recreation Department Director Jennifer Budge clarified that the 3.2 acres of open areas will be maintained by the homeowners association (HOA); however, “the land will be dedicated to the City” via an operations and maintenance schedule agreement. Ms. Budge also noted that a Landscape Maintenance District was discussed but due to the lack of City resources, it was agreed to have the maintenance performed by the HOA, with a deed restriction or other backup alternative, should the HOA become unable to fulfill its obligations. Commissioner Borders recommended clarifying in the documentation that the HOA is responsible for maintaining the streets. He also suggested that the developer build a street and gate it until Long Street is extended to connect with the new street for better traffic flow.

Carson City Transportation Manager Patrick Pittenger noted that Public Works had recommended having four access roads to the development, and that the developer had selected the four depicted on the map. He also clarified that a Long Street extension was not planned at this time, adding that the traffic study conducted for this specific project had “added a certain amount of traffic to that [Bolero] road”. Chairperson Esswein inquired about water sources for expanding the water system capacity, and Mr. Rotter noted that “additional wells and blending” would be contingent upon having “sufficient water capacity”. Ms. Sullivan clarified for Vice Chair Sattler that the construction hours were “directly from the municipal code...for tentative maps”. Commissioner Borders learned that the gate hours were based on the traffic study but could be altered should there be a need. Chairperson Esswein was informed that the traffic study was conservatively estimated by a qualified engineer; however, “there could be fluctuations within a fair margin and still meet our City standards”. Chairperson

Esswein inquired about the project's applicability as a mixed use development, and Ms. Sullivan clarified that the applicant had requested personal services; however, they were to be used by the residents only.

(6:05:40) – Chairperson Esswein invited the applicant to present. Mike Draper, Partner at Argentum Partners, introduced himself as a representative of developer Scott Properties, Managing Partner of the project. Mr. Draper gave background and presented the project overview, which is incorporated into the record. Mike Railey, Partner at Rubicon Design Group, offered information on the “age in place” concept and explained the reasons for the Planned Development Unit (PUD) and Master Plan Amendment. He also clarified that five different elevations will be incorporated into the design and that any changes to the PUD will require additional approvals. Mr. Railey’s presentation is also incorporated into the record.

(6:22:29) – Mike Bennett, Principal and Director of Engineering at Lumos & Associates, introduced himself and presented the engineering report which is also incorporated into the record. Mr. Bennett also addressed several issues highlighted in the written public comments such as storm water and flood zone issues, noting that they will increase the channel widths to comply with City and federal flood prevention requirements and that storm water runoff would be mitigated via retention basins. Mr. Bennett noted that specific traffic questions will be addressed by Loren Chilsen, President of Traffic Works, the firm that had conducted the traffic study.

(6:27:56) – Mark Forsberg introduced himself as a legal representative of both Vintage and the Anderson Family, the property owners, and gave background on the property, noting that the property owners had made an effort to enter into a purchase agreement for Open Space with the City, as detailed in a letter incorporated into the record. Mr. Forsberg also noted that the residential zoning had not changed and that the medium density residential designation was compatible with the Master Plan. He believed that the proposed 5.6 acres assisted living required an amendment to the Master Plan, adding that the original designation would create more traffic congestion than what is being proposed and would allow for more than two residents per dwelling. Mr. Forsberg highlighted that no traffic will be generated by the assisted living residents and will not impact the school traffic.

(6:39:42)- Mr. Draper concluded the presentation by noting that in the last several months “we certainly learned that we needed to and could have done some things better to be more communicative about the project”. He added that they had met with business and community leaders, and residents both opposed and in support of the project and addressed their concerns where possible. Mr. Draper believed “we understand we’re not going to make everybody happy...but we do feel strongly...that this development does minimize impact [and] does provide a community benefit”. He believed that they have made changes based on the input received and addressed several concerns, noting “we’re still listening...and we’re here to answer questions.”

(6:43:54) – Chairperson Esswein entertained commissioner questions. Commissioner Monroy inquired about the market study and wished it could have been included in the presentation. She also questioned the “viability of the project” citing the income levels of current Carson City residents who were age-eligible to live in the proposed development. Ms. Sullivan clarified that the “handbook is an extension of the zoning that will run with the land”. Commissioner Monroy was informed by developer Vince Scott that the residences would be ADA compliant and that two-story homes were not being planned at this time. Commissioner Owens received confirmation that the homes would be limited to two residents, 55 years or older, per household and Ms. Sullivan clarified that the limited on-street parking would be on one side of the street. Vice Chair Sattler inquired about recourse should the developer not sell all the homes, and was informed that they were “confident” there was a market for such residences. Mr. Draper also confirmed for Vice Chair Sattler that the PUD specified that the residents occupying the homes must be age 55 or over; therefore, a younger family member may not live with the resident(s), and that

any changes to it would have to be reapproved by this Commission and the Board of Supervisors. Commissioners Salerno inquired about the vineyards and Ms. Sullivan clarified that the Parks and Recreation Staff had worked with the developer to ensure no vineyards will be planted on the trails; however, the applicant may plant them on other open space areas away from trails and parks. Mr. Draper noted that the vineyards were for aesthetic and marketing purposes; however, “there may be a potential for a small winery”. In response to a question by Commissioner Borders, Mr. Draper noted that the applicant will most likely accept the conditions outlined by Staff, with some “amiable modifications”. He also clarified that they had “increased the buffer by 10-30 feet” after community feedback, in addition to increasing the trail system and making it public. Mr. Railey explained to Chairperson Esswein that the proposed winery would not be a commercial operation and Ms. Sullivan clarified that the assisted living units would not qualify as dwellings because they lacked kitchens and that the residents would not be cooking in them. She also noted that the traffic report had taken the assisted living residents into consideration, adding that since the expansion of the aging in place concept, the code had not changed and “was treating it like an institution”. Traffic Works President Loren Chilsen responded to Chairperson Esswein’s concerns about other methods of transportation such as bicycles and pedestrians as part of the traffic study and noted that “the analysis is performed for the highest 15 minutes of the peak hour”, adding that they had also “looked at daily trips”. Mr. Chilsen stated that the trail system was designed to accommodate those on foot or on bicycles, and stated that local traffic will be impacted by a 2.5 second delay. Chairperson Esswein also commented on the impact on the local medical community and Mr. Draper explained that the goal was to provide on-site private services and noted that the project would contribute to the investments in the community. Mr. Scott clarified for Chairperson Esswein that the leased assisted living units will be operated by Care, Inc., a licensed operator. He also explained to Vice Chairperson Sattler that the location was chosen based on the availability of many medical services nearby, adding that they would assess the on-site services accordingly.

(7:26:31) – Chairperson Esswein recessed the meeting.

(7:52:48) – Chairperson Esswein reconvened the meeting. A quorum was still present.

(7:52:51) – Chairperson Esswein entertained public comment on the project, and reminded everyone that a three-minute time limit will be set per person for all public comment and that speakers will not have a second opportunity for comments. He also noted that no response will be offered by the Commission members, Staff, or the applicant during public comment.

## **PUBLIC COMMENTS**

Louise Uttinger noted that she had submitted written comments as well, and believed that the project documents have continuously changed. She also objected to the density of the project and believed the traffic study was not efficient.

Michael Goldeen, a Lexington Avenue resident, expressed concern over parking due to small garages offered to the residents, and believed that the traffic will impact Carson Middle School. Mr. Goldeen also believed that the required age of 55 for one resident could mean that another resident who is not 55 may also live on site.

Chairperson Esswein thanked those who had submitted their concerns in writing and incorporated into the record, noting that he had found them “interesting”.

Nancy Gammie, area resident, explained that many primary care doctors did not accept Medicare and others did not accept new patients, thus overburdening the emergency room (ER) of the local hospital.

James Pincock, MD introduced himself as a physician and expressed concern over the increased traffic, especially in the school zones, and believed that the traffic study had not taken that into consideration. Dr. Pincock also spoke of Carson City being designated as a “healthcare professional shortage area”, a situation that will be exacerbated by bringing in hundreds of additional seniors, especially since Medicare patient ER visits are considered a “financial loss” to medical institutions.

Sean Gallagher, introduced himself as a “brand new Carson City resident who opposed the Vintage development in its current state. Mr. Gallagher believed that the commercial aspect of the property undermined the Carson City Master Plan, and that the residents of the congregate care units would not frequent downtown to contribute to its vitality. However, he was in favor of mixed housing models and densities and believed that the land could be developed, but not as currently planned.

Maxine Nietz, introduced herself as living adjacent to the Anderson Ranch, objected to the development because the developers were building a “commercial zone” bordered by single family homes, calling it “totally out of keeping with the character of the entire district west of Mountain Street”. She suggested that the project be “sent back to the drawing board” and work with the community “in a way that has not been done to date”. Ms. Nietz requested that archaeologists be present when digging to safeguard any Native American or natural history presence.

Katie Hoffman introduced herself as an attorney at Fennemore Craig, representing Save Open Space (SOS) Carson City. Ms. Hoffman objected to the commercial development and recommended denial of the application by presenting several concerns, incorporated into the record, including impact of the added traffic on schools, the increased burden on the healthcare system, and the commercial nature of the congregate care system.

Sharon Tipton introduced herself as a resident and a voter of Carson City. Ms. Tipton reiterated the contents of her written comments, incorporated into the record, and objected to the proposed high-priced homes which would attract retirees from California to avoid “the crushing taxes [there]”. She urged the Commission not to approve the proposal, have an “open mind”, and review all the comments prior to making a decision.

Christy Tews, a Tahoe Drive resident, expressed concern over traffic on Mountain Street and believed that the development would make it more difficult to turn from Tahoe Street to Mountain Street.

Suzanne Fox introduced herself as a homeowner, rental property owner, voter, taxpayer, and a 22-year Carson City resident and suggested that she and her neighbors are willing to work with the City and the Anderson family “to put together a solution that will be acceptable to all parties”. Ms. Fox believed that “nothing smaller than SF6” and compatible with existing homes should be constructed on the property.

Carson City Mayoral candidate Chris Carver urged the Commission to reject the applicant’s request because “it conflicts with the existing neighborhoods and it will definitely cause friction”. Mr. Carver noted that many Reno residents were walking away from congregate care facilities, and believed that by moving forward with the plan will put a burden on the fire department, law enforcement, and health services. He also referred to his written statement, incorporated into the record, and stated that the developer’s plans “keep changing” and cited the wrought iron versus a split rail fence decisions. Mr. Carver suggested using the Master Plan as a guide and not altering it.

Cathy (cat) Kindsfather, gave background on her family’s land donation to the City, and spoke in favor of having a larger park via grants obtained by the City, and declaring the area a “refuge”.

Kari Wilson introduced herself as a Carson City native and cited several reasons why she did not like the project. She believed that “the nursing home section is not designed right”. She also explained that the proposed ditch would cause a mosquito problem, and was concerned about flooding that would cut off some of the streets. Ms. Wilson disagreed with the small homes being built and inquired about the guest quarters that will be for rent.

Molly Bundy-Toral introduced herself as a native Nevadan and wished “to see real democracy have a chance to work regarding the Vintage project”. She wished to have input from Carson City residents, who live within 900 feet of the area, via a “yes or no vote” in the form of a survey, because she believed that many area residents could not make it to this hearing.

Luke Papez referred to his written comments, which are incorporated into the record, and read several excerpts from his letter.

Steve Brenneman, co-owner of the Bliss Mansion in Carson City, “strongly opposed” the proposed development and questioned the timeliness of the developer’s presentation, especially the drainage study. He also inquired about the deadline of public comments versus the production of the Staff Report. Mr. Brenneman requested terminating tonight’s meeting until timely materials are received from the developer by the nearby property owners and this Commission.

Courtney Gallagher introduced herself as a resident adjacent to the proposed development. Ms. Gallagher listed the many reasons why they had chosen to live in the area and raise their daughter there. She also read excerpts from an email submitted into the record as part of the agenda item’s written comments.

Nathan Wadhams, area resident, introduced himself and noted that the project did not comply with the “thriving, vibrant community in Carson City”, especially when age restrictions are placed upon the residents of the proposed development. Mr. Wadhams believed that the presence of grocery stores and the senior center on the east side of the City could provide better services for seniors, adding that there was no need to such a development in Carson City.

J.R. Williams introduced himself as an author, pilot, flight instructor, and chair of an airline’s safety committee. Mr. Williams reviewed the points he had submitted in written format, incorporated into the record, which indicated that the project site could be used an “ideal emergency landing field for Cason Airport”.

Jeff Foltz introduced himself as a Carson City resident and objected to the ever-changing and inaccurate nature of the project. Mr. Foltz noted that the location of a trail recommended by the Parks and Recreation Commission was not yet incorporated into the plan by the developer. Therefore, he recommended continuing the hearing until accurate information is received from the developer. Mr. Foltz also submitted written comments, which are incorporated into the record.

Paul LaFleur, area resident, referred to the “conceptual subdivision map review of the Vintage” was not compatible with the current neighborhood, lifestyle, or quality of life. He also called it “an intrusion by an enclosed community with exclusivity not compatible to and resisted by the existing single family homes in the area”. Mr. LaFleur suggested not changing the current zoning.

Cheryl Bowman, a Bolero Drive resident, paraphrased her written statement, incorporated into the record, which expressed concern that Bolero Drive would become prone to accidents due to its narrow nature. Ms. Bowman recommended against opening Bolero Drive to the additional traffic.

Fred Voltz commented that Vintage would not become an “aging-in-place” community because at the end of life a skilled nursing facility would be required, and would be different from “assisted living”. Mr. Voltz also noted that the project would create “a homelessness problem” to the wildlife currently residing on the property. He believed that having a vineyard on site would attract wildlife as well and questioned why a developer would not confirm to the City’s Master Plan.

Sara Romeo explained that she had already submitted written comments; however, she wished to understand how the 55-plus age requirements would be enforced. She was also concerned that the traffic study had taken place prior to the first day of school, adding that the opening of Bolero Drive would cause a blind spot near Monte Vista Park. Ms. Romeo believed that the older residents would have a negative impact on the schools as they could vote against “bond issues that would come up”.

John Bullis introduced himself as a resident of Carson City since 1954 and requested that the Commission deny the applicant’s requests because “it’s not compatible”.

LeAnn Saarem introduced herself as a native and a resident of Carson City, and believed that the project “impacts everyone in the community in many negative ways”. Ms. Saarem noted that she had sent her written comments which are incorporated into the late materials. She indicated that she was opposed to the density of the project and to the exclusive and restricted age group occupying the development, because it would send the wrong message of retiring in Carson City instead of attracting workforce for such companies like Tesla.

Bruce Robertson introduced himself as a Carson City resident for almost 57 years and spoke in favor of the project, calling it the right development for that property. He believed that the property would be developed in the future, and noted that Vintage was a high quality development with the lowest impact on the neighborhood. Mr. Robertson noted that another assisted living facility was nearby and “nobody knows it’s there”.

An audience member objected that the previous speaker “is a member of the applicant’s team” and Chairperson Esswein reminded her that she had already used her three-minute speaking time.

Andy Notar introduced himself as a new neighboring homeowner and referenced his written comments, incorporated into the record. Mr. Notar explained that “the field (subject property) looks like it’s gonna catch on fire because it’s so dry”. However, he explained that he had bought his house believing that one-acre lot homes would be built on the Anderson Ranch. Mr. Notar also expressed concern over the lack of water.

Marti Cockell noted that she lived, walked, and drove in the neighborhood and was concerned about traffic on Mountain Street, since a 100-patient Alzheimer’s facility was being constructed across the street from Vintage, creating increased traffic.

Joe LaChu introduced himself as a Carson City resident and teacher. Mr. LaChu objected to the construction noise generated by the project and believed that none of the current residents would move to the proposed facility. He was also opposed to have seniors “coming in from out of state reaping the benefits of Carson City … when that place can’t support itself”.

Jason Kuchnicki introduced himself as a 15-year Carson City resident. Mr. Kuchnicki stated that he had purchased his home knowing the subject property would be developed but with the current Master Plan zoning. He also objected to the “cut through” of Bolero Drive, calling it a public safety and welfare issue. Mr. Kuchnicki

wished to see a development similar to Long Ranch Estates and expressed concern over the aging population of Carson City and the lack of effort to attract businesses, and a more diversified and skilled workforce.

John Dunbar introduced himself and stated that he “grew up in the Carson Valley”, which he called “a real retirement community”. Mr. Dunbar believed that the Carson Valley resident “aren’t out there spending money”, adding that the restaurants and businesses had sustainability issues. He suggested promoting Carson City as an “outdoor community”.

Robert Stachow noted his agreement with Mr. Dunbar and Mr. Kuchnicki and stated that as a young professional he had carefully reviewed the City’s Master Plan prior to purchasing his home. He also expressed concern over opening Bolero Drive.

(9:24:02) – Chairperson Esswein entertained additional public comments and when none were forthcoming he closed the public comment section of the agenda and entertained commissioner comments or questions. He also advised that any Master Plan Amendment must be approved by a two-third (four-person) vote.

(9:25:10) – Commissioner Monroy inquired about the 15-minute traffic study and about the nearby Alzheimer’s facility. Mr. Pittenger clarified that the traffic counts were conducted prior to the end of the previous school year and had accounted for more than 15 minutes of traffic. He also explained that the nearby Alzheimer’s Facility had just “broken ground” therefore they were unable to count actual traffic; however, the City engineers’ traffic forecast had taken it into consideration as well. Commissioner Sattler was informed that the developer was instructed to connect two or the four dead-end streets and he had selected Bolero Drive as one, and that there were no plans to connect Long Street to the east. Commissioner Borders was concerned with the Bolero Drive expansion and also suggested that the developer select a different marketing tool other than the vineyard. Chairperson Esswein wished to understand how the “55 and over” rule would be enforced. Ms. Sullivan noted that Staff had not recommended methods of enforcement, but had left compliance to the HOA. She also recapped the suggested HOA compliance issues and clarified that any changes to the PUD must be approved by this Commission and the Board of Supervisors.

(9:34:30) – Chairperson Esswein invited the applicant to answer Commissioner questions, and when none were forthcoming, he closed the public hearing and invited the commission to deliberate. He also noted that each agenda item will be voted on separately, and that the Master Plan Amendment would require a two-third majority or four votes to pass. Chairperson Esswein entertained comments on item F-4, the Master Plan Amendment. Commissioner Owens stated that he had “a bigger problem with the Planned [Unit] Development than the Master Plan”. Ms. Sullivan clarified for Vice Chair Sattler that the property was “currently zoned for SF 6,000 and SF 12,000” and that “the area west of Ormsby is zoned SF one acre”. Discussion ensued regarding the section of property for consideration of a Master Plan Amendment. Commissioner Borders compared the development to Sierra Place, an assisted living home near Silver Oak, adding that it wasn’t so bad, but it was different. He also noted that the zoning would dictate the viability of the entire project. Commissioner Monroy believed that “the impact [of the development] is low, because it’s an unreasonable plan”. She also requested confirmation that any deviations from the plan or any zoning changes must be approved by the Commission. Commissioner Borders suggested including a condition of approval in the motion that any changes must be reagendized for approval by this Commission and the Board of Supervisors. Chairperson Esswein clarified for Commissioner Owens that the Master Plan Amendment must be approved in order to proceed with the project approval. Commissioner Salerno appreciated the proximity to the medical buildings and the connectivity that the trails provided, noting that he was still uncomfortable with some details of the project. Chairperson Esswein informed Commissioner Salerno that if

the project is not approved, the Master Plan Amendment “won’t happen”. He also read a prepared statement in opposition of the Master Plan Amendment. Commissioner Monroy clarified that the zoning is “not a traditional commercial use” because it is designated only for residents of the development. Chairperson Esswein entertained additional discussion and when none was forthcoming, a motion.

**F-4 MPA-16-091 FOR POSSIBLE ACTION: 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. & 1450 MOUNTAIN ST., APNS 007-573-06, & 08.**

**(9:54:38) – MOTION:** 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 owner 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 St., APNs 007-573-06, and 08, based on the findings contained in the Staff Report.

Ms. Sullivan clarified that the effective date of the resolution will be the same as the date of the tentative PUD being discussed tonight.

<b>RESULT:</b>	<b>APPROVED (4-2-1)</b>
<b>MOVER:</b>	Borders
<b>SECONDER:</b>	Monroy
<b>AYES:</b>	Sattler, Borders, Monroy, Salerno
<b>NAYS:</b>	Esswein, Owens
<b>ABSTENTIONS:</b>	Green
<b>ABSENT:</b>	None

**F-5 TPUD-16-092 FOR POSSIBLE ACTION: TO CONSIDER A REQUEST FROM LUMOS & ASSOCIATION (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 & 1800 KINGS CANYON RD, APNS 007-573-06, 07, 08 & 009-012-02.**

**(9:56:56) –** Chairperson Esswein entertained discussion on the item. Commissioner Monroy reiterated her concerns regarding the viability of the proposed plan and wished to be reassured that any significant changes to

the plan will be addressed by the Commission “for public review” along with the “Community Development Handbook” for the land use. Commissioner Owens expressed concern over the community paying for the infrastructure of the development since the City had significantly reduced sewage fees along with a 90 percent reduction of hookup fees; therefore, he found it “difficult to approve the project and move forward”. Vice Chair Sattler requested reducing the construction hours, especially on weekend, from the 7 a.m. to 7 p.m. timeframe to possibly fewer hours. Upon Chairperson Esswein’s request, the zoning map amendment was addressed separately. Ms. Sullivan advised having a single motion for item F-5 as the Commission was not presented with a prepared motion for a separate Zoning Map Amendment, which was embedded in the agenda item. Chairperson Esswein read the findings, prepared by Staff and incorporated into the record, of the PUD and entertained further discussion.

(10:12:14) – Vice Chairperson Sattler expressed concern over Zoning Map Amendment Findings 2 and 3, PUD Finding number 7, and Public Interest Consideration number 5, all of which are incorporated into the record. Commissioner Salerno noted his agreement with Vice Chair Sattler’s concerns. Commissioner Borders preferred allowing construction from 9 a.m. until 7 p.m. Mondays until Saturdays with no construction on Sundays, and not utilizing Bolero Drive as an ingress/egress point. Mr. Pittenger clarified for the Commission that the continuation of Bolero Drive was a Public Works Department requirement as part of a four access points to the development. Mr. Rotter confirmed that a gate would be a possibility as well. Ms. Sullivan suggested having mitigation discussions regarding objectionable findings, prior to a recommendation to the Board of Supervisors. Discussion ensued regarding the approval of the Master Plan and Ms. Sullivan clarified that had the Master Plan not been approved, several of the PUD findings could not have been met, and Mr. Plemel further clarified that if the PUD is not approved, the Master Plan Amendment will also not go forward. When discussion occurred on whether to approve the commercial use portion of the zoning change, Ms. Sullivan reminded the Commission that examples of mitigation were “a larger buffer, a larger setback...something like that”.

Commissioner Salerno questioned the density of the small units in the development and Commissioner Borders noted “you can have a successful development with a zero lot line type facility” in many states and believed that part of the concern was “because they’ve never been seen here before”. He also noted that if the development fails, the Commission must approve any changes in the PUD, adding “it’s not our job to make the developer successful”. Commissioner Monroy believed that “we are here to consider the land use, and I think this is the appropriate land use”. Chairperson Esswein stated that consideration of the design and the proposed project were also objectives of this meeting. He also entertained a motion. Ms. Sullivan summarized the changes proposed by the Commission as: utilizing the NRS timing for a tentative map; the timing of the 20-foot PUE; adding the maintenance of roads to the HOA’s responsibility; a voluntary offer by the applicant for “over 55 product” that a change would require a recommendation by the Planning Commission to the Board of Supervisors for approval; modification of the construction hours; adding a statement to the Handbook to clarify that it was “a regulatory tool” and that all modifications would require the Planning Commission and Board of Supervisors approval; utilizing Bolero Drive as an “exit only” street. Discussion ensued regarding the proposed changes and

Chairperson Esswein noted for the record that the applicant had agreed to accept any conditions requested by this Commission. Mr. Draper stated that they would accept all the conditions recommended by Staff, adding that they were “anxious to discuss the recommendations that you all support, making Bolero [Drive] one way...or placing some restrictions on construction hours...we’re certainly willing to discuss any and all the things that you all brought up”. Chairperson Esswein entertained a motion.

(10:36:16) – MOTION: I move to recommend approval of TPUD-16-92, 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 zoning district 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, including the revised conditions of approval recited by Ms. Sullivan prior to the motion.

(10:38:29) – Ms. Sullivan recapped the following revised conditions:

#### REVISED CONDITION 3

Consistent with NRS 278.360 for the recordation of final maps, the applicant must record a final map for the first phase of development within four years after the approval of the PUD by the Board of Supervisors. Final maps for subsequent phases must be recorded within two years of the recordation of the preceding final map. Upon request by the applicant, the Board of Supervisors may approve not more than a two-year extension for the recordation of any final maps for subsequent phases provided such request and justification for the extension is submitted in writing to the Community Development Department at least 45 days prior to the expiration date. All final maps in full compliance with the conditions of approval must be submitted to the Community Development Department with a Final PUD Map application form and all required materials at least 30 days prior to the expiration date for the applicable final map. If the applicant fails to comply with these provisions, all proceedings concerning the subdivision are terminated.

#### REVISED CONDITION 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 “public utility easement” 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. Dedication of this PUE shall be at the time the first final map recordation for TPUD-16-092 or at the time of parcel map recordation, whichever occurs first.

#### REVISED CONDITION 66

A private Home Owner’s Association (HOA) will be formed to provide maintenance for all the following areas in perpetuity: Roads, 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

#### REVISED CONDITION 8

This condition was removed for redundancy.

#### HANDBOOK MODIFICATION

- The handbook shall include a statement of purpose recognizing that it is a regulatory device intended to complement the zoning ordinance, and any modification to the handbook would be a modification to the Planned Unit Development requiring review by the Planning Commission and review and approval by the Board of Supervisors.
- The handbook shall include a limit of single story buildings, with no multi-story buildings allowed.
- The handbook shall limit the permanent occupants to a home to two.
- The handbook shall recognize that this is an over 55 year old community.

#### REVISED CONDITION 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. reduced hours 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.

Chairperson Esswein noted that he would vote “no” on the motion “because I have a hard time with the commercial use within this project”.

<b>RESULT:</b>	<b>APPROVED (4-2-1)</b>
<b>MOVER:</b>	Owens
<b>SECONDER:</b>	Monroy
<b>AYES:</b>	Sattler, Borders, Monroy, Salerno
<b>NAYS:</b>	Esswein, Owens
<b>ABSTENTIONS:</b>	Green
<b>ABSENT:</b>	None

Chairperson Esswein noted that this item will be heard by the Board of Supervisors and Mr. Plemel confirmed that notices of the meeting will be sent out prior to the meeting. Mr. Yu clarified for Chairperson Esswein that since this meeting was a continuation of the previous evening’s meeting and final public comments had been agendaized during the previous night’s meeting, no additional public comment was required.

#### **I. FOR POSSIBLE ACTION: FOR ADJOURNMENT**

**(10:43:29) – Member Border moved to adjourn. The motion was seconded by Commissioner Salerno. The meeting was adjourned at 10:44 p.m.**

The Minutes of the September 28 and September 29, 2016 Carson City Planning Commission meeting are so approved this 30<sup>th</sup> day of November, 2016.

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PAUL ESSWEIN, Chair

## RESOLUTION 2016-PC-R-3

A RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF MPA-16-091, A MASTER PLAN AMENDMENT TO AMEND THE LAND USE MAP SO AS TO RE-DESIGNATE A 5.6 ACRE AREA FROM MEDIUM DENSITY RESIDENTIAL (MOR) TO MIXED USE RESIDENTIAL (MUR) ON PROPERTY LOCATED AT 1450 MOUNTAIN STREET, APNS 007-573-06 AND 007-573-08.

WHEREAS, NRS 278.210 requires that any adoption of a Master Plan Amendment shall be by resolution of the Planning Commission; and

WHEREAS, the Planning Commission has given proper notice of the proposed amendment in accordance with the provisions of NRS and CCMC 18.02.070, and is in conformance with City and State legal requirements; and

WHEREAS, on September 29, 2016, the Planning Commission obtained public testimony and duly considered recommendations and findings for the proposed master plan amendment and, upon making the required findings in the affirmative, approved Master Plan Amendment MPA-16-091 by an affirmative vote of a two-thirds majority of the Commission, at least four members of the seven-member Commission with one abstaining, pursuant to NRS 278.210, based on four findings of fact; and

WHEREAS, the proposed Master Plan amendment is in substantial compliance with the goals, policies and action programs of the Master Plan; and

WHEREAS, 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; and

WHEREAS, the proposed amendment addresses changed conditions that have occurred since the plan was adopted by the Board and the requested amendment represents a more desirable utilization of land; and

WHEREAS, 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.

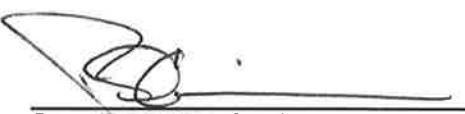
NOW, THEREFORE, the Carson City Planning Commission hereby recommends to the Board of Supervisors approval of the Master Plan Amendment to re-designate 5.6 acres of property from Medium Density Residential to Mixed Use Residential as shown on Exhibit A subject to the condition that this Master Plan Amendment shall not become effective until the effective date of the Planned Unit Development being contemplated as part of TPUD-16-092.

ADOPTED this 29th day of September, 2016.

VOTE: AYES: Borders, Monroy, Sattler, Salerno

NAYS: Owens, Esswein

RECUSE: Green



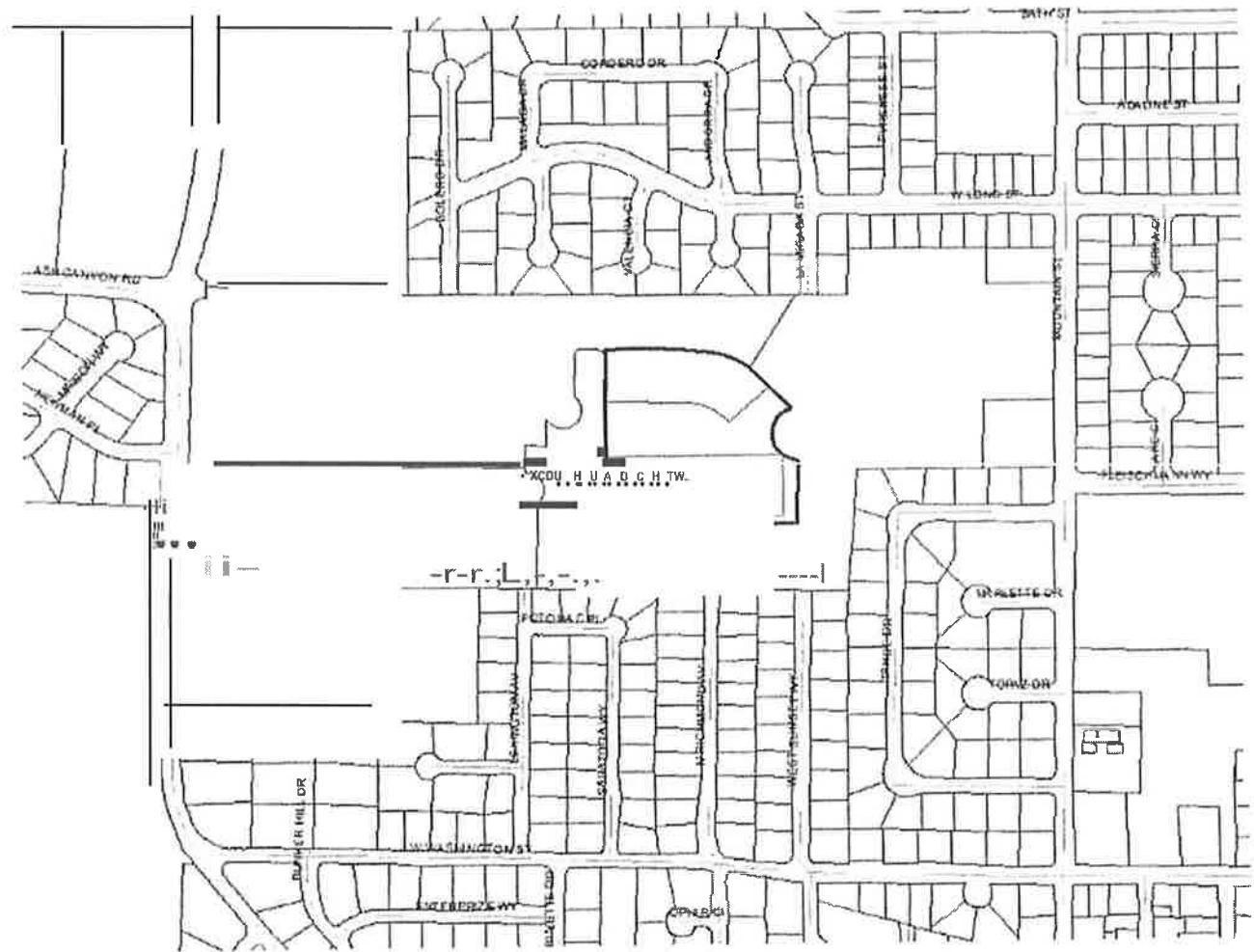
Paul Esswein, Chairman

ATTEST:



LEE PLEMEL, AICP  
Community Development Director

**EXHIBITA**



September 21, 2016

Carson City Planning Commission  
108 E Proctor  
Carson City, Nevada 89701

Subject: Vintage At Kings Canyon

Dear Commissioners,



I have been a Carson City resident for more than 50 years and A neighbor of the Anderson Ranch for almost 30 years. I have an opinion on the proposed Vintage at Kings Canyon Development.

Since the proposed development is bounded on all sides by high quality residential properties with spacious lots it make sense to me that any development should be in character with the existing neighborhoods. You will find no condos, apartments or zero lot line rentals in the entire area. You will find no retail, commercial business or related activities with the exception of medical professional offices that exist because of their proximity to the hospital property.

It is inconceivable that zoning change, variance or special use permit would be recommended that would radically change the existing character of one Carson's highly desirable residential neighborhoods.

Respectfully submitted,

Frank Tetz  
2621 Simons Court  
Carson City, Nevada 89703

Owner: 1759 Maison Way  
Carson City, Nevada 89703

## Rea Thompson

**From:** Hope Sullivan  
**Sent:** Wednesday, September 21, 2016 2:38 PM  
**To:** Rea Thompson  
**Subject:** FW: The Vintage housing development



**From:** carsonhawk [mailto:carsonhawk@yahoo.com]

**Sent:** Wednesday, September 21, 2016 1:58 PM

**To:** Hope Sullivan

**Subject:** The Vintage housing development

My house backs right up to the field of the planned development, I have 190' of my backyard adjacent to the field. The field has become a flat dry area, with 3' of weeds. An extreme fire hazard, and very unattractive. It affords me a nice view, but the field itself is hardly scenic. I would love for it to become a park, but despite some people's fantasy, that is not going to happen. I have to admit, I would prefer an upscale senior housing area, with attractive structures, a public park, and nice open space landscaping, to this barren field. The field has always been fenced in with barbed wire, and can not be entered. I would like a development with landscaped public walking paths and a park, something our neighborhood does not have now. Let's be honest, the neighborhoods surrounding the field from Mountain to Ormsby, with the possible exception of my area in Monte Vista, are not very attractive. No landscaped walking trails, and a dearth of parks or open space. My neighbors feel the same as I do, but we are quiet, private people. We do not hold meetings or start websites, we just lead our lives. We do not want our names used publicly, as we do not want an adversarial situation with our neighbors who hold a different opinion. Our hope is that you do not believe that a group of loud talkers on the subject speak for all of us, because they do not.

**Rea Thompson**

**From:** Hope Sullivan  
**Sent:** Monday, September 26, 2016 9:25 AM  
**To:** Rea Thompson  
**Subject:** FW: Comments concerning MPA-16-091 and TPUD-16-092 (Vintage at Kings Canyon)  
**Attachments:** Vintage letter.doc

Public comment - Vintage

**From:** Lee Plemel  
**Sent:** Monday, September 26, 2016 8:18 AM  
**To:** Hope Sullivan  
**Subject:** FW: Comments concerning MPA-16-091 and TPUD-16-092 (Vintage at Kings Canyon)



From my spam folder.

**From:** Lorne Malkiewich [mailto:[lorne.malkiewich@gmail.com](mailto:lorne.malkiewich@gmail.com)]  
**Sent:** Tuesday, September 20, 2016 9:31 AM  
**To:** Planning Department  
**Cc:** Karen Abowd; Lori Bagwell; Brad Bonkowski; Jim Shirk; Bob Crowell; Lee Plemel  
**Subject:** Comments concerning MPA-16-091 and TPUD-16-092 (Vintage at Kings Canyon)

Please include this letter in the packet for the Planning Commission for its meeting next week concerning the Vintage at Kings Canyon proposal. Thank you.

Lorne Malkiewich

Rea Thompson

**From:** Hope Sullivan  
**Sent:** Monday, September 26, 2016 8:46 AM  
**To:** Rea Thompson  
**Subject:** FW: Vintage at King's Canyon

Vintage public comment

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

From: [Liztetz@aol.com](mailto:Liztetz@aol.com) [mailto:[Liztetz@aol.com](mailto:Liztetz@aol.com)]  
Sent: Monday, September 26, 2016 7:41 AM  
To: Hope Sullivan  
Subject: Vintage at King's Canyon



Because we are out of town we will be unable to attend the meeting on September 29. We object to the plan as presented as it is out of character worth the surrounding neighborhood. We concur with the objections that have already been published.

Elizabeth and Frank Tetz

Sent from my iPad

*Late Info*

F-4 F-5

September 23, 2016

Dear Mayor, Supervisors and Commissioners,

My husband and I have lived west of Ormsby Blvd between Ash and Kings Canyons for over 30 years. We never take for granted the beautiful views that surround us. This was the main reason for selecting this wonderful area of town.

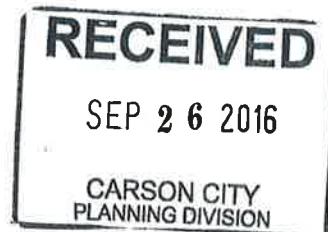
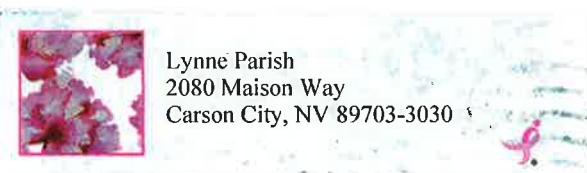
The development of homes off Longview were a welcomed addition to the neighborhood with its pleasant walking trails, street layouts and open spaces. The Vintage development seems to be predicated on greed, with little consideration for the surrounding community. We always expected this land to be developed, but this plan is way too congested and dense. We never imaged a commercial parcel occupying this space, along with Congregate Care. Our vision was for single family homes with decent lot sizes surrounded by green areas that enhanced the neighborhood.

We were the unfortunate victims of the flood in 1997 and have water pressure issues with our sprinkler system for many years. We were also affected by the Waterfall fire. Have you talked to the chiefs of the local fire stations about emergency vehicles access, escape routes, traffic and other concerns?

How is it possible to approve three separate housing projects in one year? Long term projections continue to be about "taxed" draught conditions, utility resources and overcrowding schools. What controls are in place if the developments are sold in future years and zoning changes occur? The answer is nothing can be done. It seems to come down to proper taxes vs quality of life. Will our voices be heard, but not acted upon?

Sincerely,

Richard and Lynne Parish



Rea Thompson

*Late Info*

**From:** Hope Sullivan  
**Sent:** Monday, September 26, 2016 4:51 PM  
**To:** Rea Thompson  
**Subject:** FW: Vinatage: Amodei letter to Hartman  
**Attachments:** Amodei letter to Hartman.docx

*F-4 F-5*

Vintage public comment



**From:** Mark Forsberg [mailto:[Mark@oshinskiforsberg.com](mailto:Mark@oshinskiforsberg.com)]  
**Sent:** Monday, September 26, 2016 8:13 AM  
**To:** Planning Department  
**Cc:** Hope Sullivan  
**Subject:** Vinatage: Amodei letter to Hartman

Hope,

Attached is the letter we discussed Friday. I request that it be made part of the record and planning commissioners' packets for the Vintage project. Thank you very much.

Mark Forsberg

Oshinski & Forsberg, Ltd.  
504 E. Musser St., Suite 302  
Carson City, Nevada 89701

(775) 301-4250

## Mark E. Amodei

Steve Hartman  
Chairman, Carson City  
Open Space Committee

March 17, 2010

Dear Mr. Chairman:

I am corresponding with you presently to report the status of the Andersen/Colard family discussions with both your open space staff and other departments within Carson City's municipal structure. I apologize for a bit of a delay in my update to you, however the requirements of our recent Special Legislative Session as well my return to private life from the political campaign trail have, regrettably, diverted my attention and energies as of late. In any event, presently we have met and begun discussions and coordination with both Mr. Guzman of your staff, as well as representatives of Community Development, Utilities, Engineering, Parks, and the City Manager. Preliminary informational discussions were also initiated with members of both the Planning Commission and the Mayor and Board of Supervisors. The individuals, on behalf the Andersen/Colard effort who have undertaken these informational and coordination efforts include George Szabo, Mark Palmer, Representatives from Resource Concepts, as well as myself and members of the Andersen/Colard family.

It will come as no surprise, based on our presentation to your Board, that discussions have centered on drainage issues both on the subject property and regionally, water recharge issues/opportunities with the subject parcels, open space priorities and opportunities, Recreational and cultural opportunities which include trail, agricultural, and community greenhouse opportunities; and finally, the appropriate update potential for the existing lot and block based zoning in the context of Special Plan Area tools currently available in Carson City's planning and zoning ordinances. Throughout all of these discussions the concept of value has been appropriately present in terms of valuing the opportunities for municipal benefit in the context of preserving future development values for the property owners.

I'm sure that some of our response from City staff is appropriately the product of the present economic realities facing all governments in Nevada. Our efforts have been mindful of those cashflow facts which are inescapable. Accordingly we entered discussions aimed at minimizing up front municipal investment, in favor of more of a "barter" based approach whereby in exchange for multiple use municipal acreage dedications, which would accommodate utility, drainage, recreational, cultural, and open space values: the City would provide, over a period of time, the infrastructure construction for those municipal uses. Additionally, through the SPA mechanism, the Family's future development options would be moved to specific areas within the existing holdings, and an agreed level of units would be designated. This approach was favored because it would avoid a straight sale scenario which would require cash from the City which is presumably nonexistent presently and, avoid a value determination for the Family which in the present real estate market, could result in arguments over depressed values for the subject property. The use of an option mechanism was also discussed to increase the potential, at a later date certain, the open space footprint on the overall Family holdings. Thus, once again the objective to be to lock up the land uses of the Family holdings in the context of future municipal benefit as well as value preservation and enhancement for the Family.

I am disappointed to have to report that our efforts have come to a bit of a standstill. The Family has devoted a fair amount of resource in coming before your Board and following up with various City personnel. We appear to be at a point where the City feedback on many of the above issues appears to be that there is no perceived value to Carson City in our proposals. I interpret this as a message that embraces the present status quo with respect to historical lot and block zoning. While you may understand my professional confusion and disappointment by this circumstance, I am also concerned in

terms of the message this sends for both future development of the subject parcels, as well as the position that such a "no thanks" response puts the City in in terms of future submittals that can now to a strengthened extent contend that open space, drainage, recreational, and clustering issues are of little or no value to Carson City in terms of this property.

I am further concerned that the record we have made before your Committee as well as the follow through on your request to coordinate our efforts through Mr. Guzman and other City Personnel, leaves the inescapable conclusion that there is, for the most part no interest on Staff's part in pursuing any further discussions. To wit: we believe that our discussions with the subject departments have resulted in positions being communicated which amount to conclusions that there are no drainage issues in the region which would be beneficially impacted by the potential utilization of a portion of the subject parcels. So future development only needs to handle new runoff created by on site development and pass through flows from above? Recharge potential on site, based on RCI studies is of no value to the water managers in the Utility Department? Trail opportunities to connect existing facilities? Preserving the majority of the present acreage in legacy agricultural uses is apparently a medium, at best, priority for open space? I'd be interested to know what other opportunity within the City's jurisdiction exists which rates higher in terms of open space opportunities. And finally, that from a planning perspective, is it really a preference to leave the existing zoning in place for future submittals? Do we really want to encourage the infill of this area with 30 year old planning modes?

I have taken the above tone for this correspondence because we have undertaken, along with the above described activities, the drafting of a potential Development Agreement to submit for review by City Staff. I must tell you that I, as well as the other consultants retained by the Family, are at a loss as to why we should recommend their expenditure of any further resources in producing such an extensive document in the face of a lack of interest by the subject departments in acknowledging a need for or value in the multiple municipal opportunities presented by an opportunity to update the existing zoning on this unique area. While it is not my intent to impugn or offend, since we have initiated our efforts through your Committee, I would appreciate your thoughts on the continuation or termination of our efforts.

Kindly Advise,

Mark E. Amodei

Cc: Robert Crowell

410 South Minnesota Street  
Carson City, NV 89703

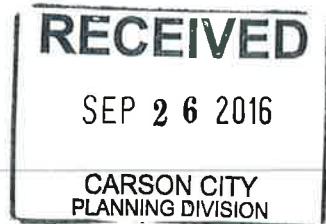
Rea Thompson

Late Info  
F-4 F-5

**From:** Hope Sullivan  
**Sent:** Monday, September 26, 2016 5:18 PM  
**To:** Rea Thompson  
**Subject:** FW: Vintage project for West Carson City.....

Public comment - Vintage

**From:** [m.paloolian@gmail.com](mailto:m.paloolian@gmail.com) [mailto:[m.paloolian@gmail.com](mailto:m.paloolian@gmail.com)]  
**Sent:** Monday, September 26, 2016 5:10 PM  
**To:** Hope Sullivan  
**Subject:** Vintage project for West Carson City.....



To whom it may concern:

Thank you for allowing early letters and public comment. I have been a Carson resident since 1972, seeing many changes along the way. I'm not sure "bigger always means better" as it applies to regional growth. When completed, I think the Lompa Ranch development will be wide-scale and very impacting on the resources we have. I seriously doubt that new taxes from the development are enough to fund additional fire, police, and school infrastructure. If they did, taxes would remain stable or go down. For this same reason, I oppose the Vintage development because of the aesthetics lost. The Anderson property is probably the last virgin pastureland within the city limits. I would like the Supervisors to answer one simple question: In layman terms, HOW WILL THE PROJECT BENEFIT CARSON CITY? WHAT'S IN IT FOR CARSON CITY AS A WHOLE?

Thank you for allowing me to express my thoughts and best of luck answering the many questions that will surface at the Sep 29 meeting.

Sincerely,  
Mark Paloolian  
904 Weninger Dr.  
Carson City, NV

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



**From:** Hope Sullivan  
**Sent:** Wednesday, September 28, 2016 12:41 PM  
**To:** Rea Thompson  
**Subject:** FW: Vintage @ Kings Canyon

Public comment - Vintage

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**From:** Raina Kaller [<mailto:raikaller@hotmail.com>]  
**Sent:** Wednesday, September 28, 2016 12:34 PM  
**To:** Hope Sullivan  
**Subject:** Vintage @ Kings Canyon

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

September 28, 2016

Dear Sir/Madam,

My husband and I purchased our property on Mountain Street this past spring completely unaware that the development Vintage at Kings Canyon was being considered. We had inquired about the stakes in the ground at the Anderson property and the local realtor pleaded ignorance as to what was going on. Part of the allure of the Historic District is the open space. If we had not been misled, we certainly would have given more consideration to our home purchase. We were informed days after we moved in.

We decided to leave the Reno area for Carson because the RTC in Reno had not kept their promises on the development that took over our previous neighborhood. We have watched in dismay as communities there continue to plead with government officials to reconsider how developments such as these are impacting roads, neighborhoods, schools and quality of life and are dismissed. We chose to leave Reno because we feel it is being overdeveloped and the traffic, safety, quiet pockets are being bulldozed in the name of Tesla.

We love our home in Carson, we love our walk-able neighborhood, we love our neighbors that are kind, hardworking and caring of each other. We loved watching the dog trials in the fields even though it was raining. We love the deer grazing on our lawn.

We are dumbstruck as to why this development is "needed" as we see plenty of empty businesses in the downtown, plenty of homes on the MLS in the area, and plenty of other projects in the works. We worry about our home value depreciating, our streets becoming even busier, and our dream home/neighborhood becoming the nightmare we were trying to escape. Certainly, there must be other viable options that will preserve the beauty and make use of the space in a way that the community deems appropriate.

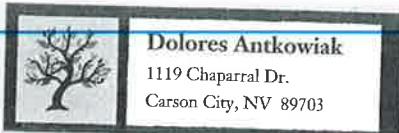
Thank you for your consideration in this matter.

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Sincerely,  
Raina and Ryan Moulian  
822 W. Washington Street  
Carson City, NV 89703

SEP 28 2016

CARSON CITY  
PLANNING DIVISION



775-883-7250

September 2016

Approve

To : The Carson City Planning Commission  
The future for over 55's depends on you.

Thank you Anderson family.

Subject : Approval of a master Plan amendment  
from Lunes + assoc + Property owner Anderson  
Family associates.

Please approve the plan + work with this special  
family + giving the community this wonderful plan +  
gift to our City + people. We should be thankful  
to them.

I have lived close to this Anderson ranch since 1985  
and in Carson City since 1975. It is beautiful, but the  
fact is: this property belongs to the Anderson family +  
NO ONE else.

I am not alone in this. I've been waiting for housing  
like this for several years, + so have many others near me.  
we want new houses with other things like a clubhouse +  
safe walking trails etc. The over 55 group have  
the money + support the community in MANY ways.

I have my deposit ready! I love the westside  
of Carson City. Not Reno or anywhere else.

Planning Commission members: Please do your  
job + do not allow the so's busy bodys to tell you  
what to do. We want the best for the over 55 group.  
This is a wonderful plan + Good for the future of Carson City.

Thank You, Dolores Antkowiak

**From:** Valerie Antkowiak <vantkowiak@gmail.com>  
**Sent:** Wednesday, September 28, 2016 12:42 PM  
**To:** Planning Department  
**Subject:** Support of the Vintage Project

Dear Carson City Planning Commission,

I'm writing in support of the Andersen Family and the Vintage Project.

I grew up in Carson City and lived on the west side of town since 1985. My mom still lives in the area and I visit often from Sacramento.

Ever since we moved to the area I have been curious about this big open space in the middle. While it is pretty, it is not accessible or usable to anyone. In the past few months I have learned about the Andersen family and their long term history with Carson City and their plans to build some much needed new development in the area.

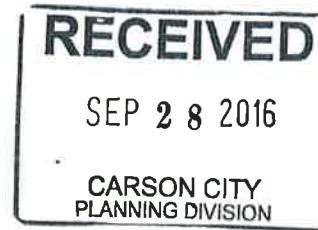
I would much prefer to see this land developed and used to create more variety of nice housing for seniors and empty-nesters. As everyone ages and kids move out of the house, there is less need for huge homes with big yards, and in Carson City, especially in times of drought, these huge yards become fire hazards and attract deer and bears. Why not use this land to create smaller, more energy efficient homes with accessible shopping and services and less maintenance? To me it makes a lot of sense and will bring a lot of new vitality and new homes to the heart of town.

Also, the Andersen family owns the land and they should have the right to sell, develop it or use it, as long as they are following the law. It feels to me that they have spent a lot of time thinking this through and working with the city to come up with a development that makes sense. I would not appreciate it if my neighbors told me I could not sell my house or remodel it without asking their permission. The people objecting to this development have been lucky to live next to an open space for years, but they do not own the land and it is not theirs to control.

Northern Nevada has been working diligently to expand the tax base and attract new businesses and growth to the area. Carson City can choose to benefit from that growth or we can let it all go to Washoe and Douglas County. Right now people who want to downsize but also want to stay in a nice area do not have good options in Carson City. I urge you to approve the Vintage Project and keep Carson City on the path to smart growth.

Thanks,

Valerie Antkowiak



Carson City Planning Commission

Re: MPA-16-091 and TPUD-16-092 (Vintage at Kings Canyon)

Members of the Planning Commission:

As an owner of property in the vicinity of these items, I hereby urge you to reject the requests, at least as they are currently formulated. I am certain that you will receive a number of comments detailing the reasons for such opposition, so I will focus on a couple of points on which the applicant has been a bit disingenuous, in both instances to justify greater density of development. I understand that it is more profitable to develop 200 lots than 100 or 150, but believe the density in the proposal is excessive and should be reduced.

First, with respect to the request to change the Master Plan Use Designation to Mixed Use Residential and the corresponding Zoning Map amendment to rezone that area as Neighborhood Business zoning, the applicant indicates that although the assisted and independent living “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).” (MPA, page 3) Yet for purposes of demonstrating that the proposal does not exceed the existing allowable density, the applicant states that “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.” (PUD Tentative Map and Entitlement Report, page 8). That is, consider these facilities residential for the purposes of allowing commercial use but consider them non-residential for purposes of allowable density. These facilities are “residential in nature,” as the applicant itself admits, which should require an adjustment to the density of the development.

Second, the applicant justifies the many zero-lot-line properties as follows:

First, the PUD allows for the varied lot sizes and for minor deviations that reflect the unique needs of seniors. For example, **reduced lot sizes mean less stress and maintenance for aging residents.**

(PUD Tentative Map and Entitlement Report, page 17) Yet the applicant does not advertise these lots for the frail elderly. Rather, this is how the properties are marketed:

On average we have 300 sunny days a year. A taste to all the seasons with numerous activities all year round. In the summer you’re close to the pristine shores of Lake Tahoe’s beaches to enjoy **paddle boarding, kayaking, boating, waterskiing, jet skiing, and fishing.** During the fall and spring seasons catch flight with **running, biking and hiking** with all the trails that surround the area. Winter brings **cross country skiing, hiking and some of the best downhill skiing** around with a multitude of mountains to ski on. The **abundance of legendary golf courses** that the area has to offer can keep you busy almost year around.

([thevintagenevada.com](http://thevintagenevada.com), home page) These paddle-boarding kayakers are apparently too frail to maintain lots more than 1,690 square feet in size. Again the applicant seeks to have it both ways:

marketing to active seniors while selling small lot sizes based upon their supposed infirmity (a ruse to justify excessive density). The Commission should see through this deception and require, again, less density in the development.

Although I do not live on Lexington Avenue, I imagine you will hear quite a bit from those who do. This quiet, peaceful, virtual dead-end street will become the major point of ingress and egress on the south side of the project, right in the middle of all of these ridiculously small lots. Yes, the traffic study indicates that the street can handle the increased load, but what a horrible thing to do to these residents.

Finally, there is one aspect of the proposal with which I agree, though others may not. The section west of Ormsby should not be (and is not proposed to be) punched through to West Washington Street. If it is, this new neighborhood will become a shortcut for the residents of Washington, Spencer, Manhattan, Longview and Kensington. I'm sure that the residents of this new development (if approved) wouldn't wish to see their main access street turned into a shortcut for every resident west of their property – it would certainly be more convenient for me (I live on Spencer), but I believe it would be a disservice to this development.

In sum, I believe these proposals seek to add too many residents to too little space. If the applicant seeks to add more than 90 assisted or independent living units, those units should be taken into account in determining the allowable density of the development. However, for the many reasons urged by other opponents of this project, it would be better to deny the requests and require the applicant to propose a project that is more appropriate for the area to be developed.

Thank you for your time and attention.

Sincerely,

Lorne Malkiewich  
1006 Spencer Street  
Carson City, NV

cc: Board of Supervisors

Rea Thompson

Late Info  
F-4 F-5

**From:** Lee Plemel  
**Sent:** Wednesday, September 28, 2016 5:19 PM  
**To:** Rea Thompson  
**Cc:** Hope Sullivan  
**Subject:** FW: Vintage at Kings Canyon  
**Attachments:** With family here off of Ash Canyon Road for almost 40 years.docx; Vintage.docx

Rea,

This was sent to Planning, but it went to my spam folder so I want to make sure you got it.

**From:** Mark Vanderlinden [mailto:[markvanderlinden@hotmail.com](mailto:markvanderlinden@hotmail.com)]  
**Sent:** Tuesday, September 27, 2016 10:07 PM  
**To:** Planning Department  
**Cc:** Hope Sullivan; Lee Plemel  
**Subject:** Vintage at Kings Canyon



Good Evening,

Our concerns for the Planning Commission meeting being held on 9/29/16 regarding the "Vintage at Kings Canyon Project" were emailed on 9/19/16 but it appears that they did not make it into the board packet as public comment.

Could you please see that the 2 attached documents are given to the Planning Commission to review as our public comment and as public record in opposition of the PUD and Master Plan Amendment being proposed at the Planning Commission Meeting on Thursday September 29th. The first is one page and was the original comments sent last week and the other is 4 pages finished by my daughter today. If you have any questions please let us know.

Thank you,  
Mark Vanderlinden

With family here off of Ash Canyon Road for almost 40 years, we have watched with interest on this Anderson business plan. We have also attended to all the meetings and read all internet info and banter. Although I can give thoughts and opinions on any details of the project, I wanted to give you a few of our general thoughts.

1. Any changes in current codes, master plans or zoning should not take the word 'Senior' into consideration. Many times these retirement housing projects do not pan out. What remains will be high density rentals in the center of a medium and low density residential area. These small units will be unable to house families and are not suited for the area.
2. The houses West of Ormsby are all one-off custom homes. Everyone who drives through here feels the pride of Carson City. Try to build this side with many styles to keep with the area charm. Lots should be kept large like the surrounding units.
3. Too bad the commercial and assisted living section of the project can't be put in the Ormsby House. It's a perfect fit, is set up for retail and a kitchen, would probably cost less, and would open up the east parcel to larger lots, a nice clubhouse, and less traffic. All good things.
4. There seems to be two camps on this project. Those who stand to profit and those who value quality of life. Home values within a quarter mile have dropped an average of \$50K as of today. That hurts more than just quality of life. Please respect what we are losing. The Parks and Recreation commission telling us to 'lighten up' with the No Vintage signs is not appreciated. This is hard earned money out of our pockets. We just want to keep enjoying the area, not lose home value. If you could leave it as Open Space you would be hero's to everyone for a longtime to come!

There are many other smaller issues of concern but these seem to be the most relevant. When it's all said and done, please make your decisions based on respect of this area and the future of this great town.

Here are notes from my 90 year old mom. – Louisa Vanderlinden

Besides Ormsby House for seniors, what about land near the hospital for housing and assistant living? My concern as a senior is the need for more good doctors to handle urgent appointments, less emergency room waiting, another direct route to hospital with needed additional parking.

Save Our Space. Do not add commercial or small lots to the west side. We don't want to end up living in a concrete jungle.

The American Dream: Work and save enough to buy an affordable house, move up to a better one and end up with the quality of life....living in a quiet and peaceful, beautiful surrounding, with open space to live happily ever after!

Thank you for your consideration and read our concerns.

Mark Vanderlinden. 1811 Newman Place. Carson City. 89703. (775)434-7074....



September 27, 2016

Carson City Planning Division  
108 E. Proctor Street  
Carson City, NV 89701  
[planning@carson.org](mailto:planning@carson.org)



Late Info  
F-4 F-5

Subject: MPA-16-091 and TPUD-16-092, Vintage at Kings Canyon, LLP Master Plan Amendment and Tentative Planned Unit Meeting scheduled for September 29, 2016

Dear Members of the Planning Commission:

Please accept my following comments regarding the proposed development known as "Vintage at Kings Canyon". First, let me start by saying I am not against a private owner developing their land as they wish as long as the development proposed is in conjunction with the current Carson City Master Plan and zoning rules to where no Master Plan Amendments or zoning map amendments are needed to approve such development. That being said, I am writing to express my opposition to the above referenced Planned Unit Development and ANY Special Use Permits or Amendments needed to approve the project.

In order to implement the Vintage at Kings Canyon as envisioned, the following entitlements must be granted by Carson City:

- Master Plan Amendment
- Zoning Map Amendment
- Planned Unit Development Tentative Map
- Special Use Permit Each

There are many concerns and red flags that stand out regarding this development. Apart from the many inconsistencies in the provided documents submitted by the developer here are my main concerns:

1. The development is proposed to be an over 55 community, with a limitation of two permanent occupants for each home. Except for the park and some of the trails, the on-site uses are intended to be available to residents of the community and their guests only, and not open to the public. On site uses listed on the developer's website:

- Meal Plans Will Be Offered
- Housekeeping
- Companion Programs
- On Site Bistro Open For Coffee In The Morning, Snacks In The Afternoon, Wine In The Evenings
- Clubhouse/Pool
- Putting Green
- On Site Financial Planning
- On Site Concierge Services
- Contribute To A Healthy Environment
- Golfing Packages
- Pickle Ball Courts
- Hair/Nail Salon
- Public Laundry Rooms
- Chiropractor's Office
- Activities Room
- Movie Theater
- Nightly and weekend events

- This is a direct conflict with promoting and revitalizing the Downtown core (5.6a) as well as adding housing in and around downtown including live-work units (5.6c).
- It does not support tourism activities (5.4a). It does not support or encourage a citywide housing mix nor does it add to the existing employment centers (5.1j). In fact it is in conflict with these items as well as many more.
- It is not consistent with the Master Plan Land Use Map nor does it promote compatibility with surrounding development (6.2a, 9.3b 9.4a).
- It exceeds the residential density allowed under the current master plan before any amendments or zoning changes.
- The developer has also stated on page 41/49 that the “project will not be a mixed-use activity center”. The above “onsite uses” seem pretty mixed use activity to me. This will not benefit the greater community nor will it promote a sense of community.
- The proposed site, by reason of its size, location, gates, fences and design would represent a business development, detrimental to the amenities of the Downtown project as well as to the adjoining residential properties.

2. According to the submitted plans there is to be 212 single family residential lots developed on 78.2 acres ranging in size from 1,690 square feet to 17,000 square feet (some documents say 14,000 sq.ft. some say 14,375 so who knows which one is right with all the inconsistencies). 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 will be needed. There will also be a clubhouse and pool (aren't we in the middle of a drought?), a 96 unit congregate care facility with associated ancillary uses. **TWO(2)** floor plans have been provided as a part of the Tentative Map provided by the developer even though some areas of his supplied documents say **FIVE(5)** floor plans will be provided and some say a minimum of **TEN(10)** floor plans will be provided. He has also written that only neutral colors will be used and high end materials will be used to assure that the homes are comparable to what is currently in the neighborhood in terms of quality and pricing.

- While I do appreciate that neutral colors and "high end materials" are suggested to be used this does not add any visual interest to the neighborhood in fact there are no varied styles as only 2 floor plans have been submitted. All the homes on the Westside are custom built, individual "personality" craftsman style homes. Putting the suggested floor plans in this area will entirely and forever change the beauty and appeal that the Westside current has. The PUD does not create any type of variety. (6.1b, 6.1c).
- The proposed development does not respect local context and street pattern or, in particular, the scale and proportions of surrounding area, and would be entirely out of the character of the area. Nowhere in the vicinity is there 1,600 square foot lots with 1,000 square foot homes priced at \$350,000+. The quality of the homes proposed may be comparable to the area but it is unlikely a 1,000 square foot home with no land or yard will sell for upwards of \$400,000. There are also no gates and fences surrounding entire properties in the center of our City. The properties on the Westside of Ormsby are characterized by large lots with large open space between.
- The proposal, as is, allows very little space for landscaping and I believe that it would contribute to gross overdevelopment of the site. The proposed development would not result in a benefit in environmental and landscape terms, to the contrary it would lead to the loss of valuable green space.
- Has Lamos and Associates done an impact study of surrounding trees? Are the trees on the far side of Ormsby on the Westside going to need to be cut down? It is important that development of vacant land should not involve the loss of valuable open space. Furthermore, sensitive planning is necessary to ensure that the cumulative effects of redevelopment do not damage the character and amenity of the already established residential Westside.

3. The developer has stated on several occasions that there will be no impact of schools? All the traffic studies done were before school had started AND were done at 15 minute intervals. I think they need to do another study, correctly! Also, schools will ALWAYS have an impact on them anytime development is involved.
4. The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks. Public Access to a 1 acre park.

**According to the Staff Report for Growth Management Commission Meeting dated 5/27/16 File NO: GM-15-035 Agenda Item F2 Attachment A: Agency Comments pages 13-14 the Carson City Sheriff's Office, along with other city entities, have suffered a dramatic reduction in man power. The Emergency response resources in Carson City have exceeded their limitation and "to the point where response times are nearly two minutes longer than they were just 10 years ago". Also with an already aging population and minimal Primary Care Providers that accept Medicare in Carson City this proposed PUD will completely overwhelm our City services.**

In the same document on pages 3-4 it is stated that "the Carson City 'build out' population is estimated at 75,000 to 80,000. Carson City currently has approximately 23,500 residential units (per 2010 US Census), with a population of approximately 53,969 (2014 State Demographer's estimate). Approximately 29,500-31,500 residential units would be required to accommodate a population of 75-80,000. This leaves approximately **6,000 to 8,000** residential units— about one-quarter to one-third of our current residential unit count—remaining to be constructed before the City's planned build out population is reached". In the last few years alone almost 2,500-3,500 residential properties have been approved to be built. **I ask you all, is it really necessary to reach capacity in the next few years? Or do you think, as a City, we should all take a step back, let the already approved development complete their projects and then in a few years see what the future holds for Carson City. This is the first proposal for this much respected piece of land. Do we really want to RUSH into development that does not fit the surrounding area or add a sense of community in ANYWAY?**

According to the Silver Oak Phase 21 Tentative Map Informational Booklet 2/29/16 update from Agenda item F-3 page 44: "The Silver Oak PUD has **86 unused density** units as of the date of this document (which was 2/29/16) that can be used density units if approved. Later on page 57 of same said document it is said that "This unused density can be attributed to changes in market demand for lot size as time has passed. We anticipate using all of the slack or unused density units in the future phases of the **development as demand for larger lots** has shifted with (mostly retired) buyers looking for smaller parcels." Do we really want to have these two developers have to compete for the same demographic or should we wait to see what direction Carson City is going to be headed in the next 5-10 years. **Shouldn't we build for a generation that wants to come to Carson City to build a future and begin their careers?**

Is there really a need for more senior housing at this time? The documents provided for the proposed "Vintage" project have stated that Carson City does not have any developments of this kind for seniors. Have they even done research on our City? We have **SEVERAL** senior communities in Carson City, Heritage Park at Quail Run for example, as well as others being built right now. I wish the developer and **his team would invest some time** in our city and do a little research, at least show they have some sort of interest in our community and the people that call Carson City home. Not only am I concerned about the way the development is currently being proposed, I am afraid of what it may become if funding is not available or the need for senior housing does not fill the community. Is there a backup plan? Tanglewood Apartments is a very good example of what can happen when a development cannot sell what it projected to sell and "The Vintage" has not provided ANY market studies on the need for this kind of commercial business to be built in the middle of the best part of town. The developers website itself states that they are building on "lush farm land" 😞

Our City Officials should be committed to protecting and **enhancing the quality of life**, as well as the natural and historic environment. Planning policies should seek to **protect and enhance the quality, character and amenity value of our City**. A high level of protection and **respect** should be given to most valued landscapes, wildlife and natural land areas. **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**. It seems as though the developer has tried everything in their power to undermine our rules and City officials to provide nothing to the community in return. They offered a 1 acre park when it was **specifically requested**, by previous reviews of the plan to the Planning Commission 6/2016, to be a minimum of 2.5 acres. **Does this show good faith that the developer wants what is best for Carson City and its current surrounding residents?** We as a community should encourage development that creates places, streets and spaces which meet the needs of our growing community but are also visually attractive, safe, accessible, functional, and help maintain and improve local character **as well as follows** our Cities Master Plan and zoning regulations put forth by our City Officials for reason. I believe the development as proposed would be a detriment of the quality, character and amenity value of this area as well as a complete decrease in our quality of life.

The future of our City is in your hands and as I stated at the start of this letter, I am not opposed to development, but the way this specific development has been proposed is **not a good fit** for the location in which it is being proposed. I would be grateful if the Planning Commission would take my objections into consideration when deciding on this application and if approved to go to the Board of Supervisor it does so with **MANY MANY** condition and changes. I will always stay prideful in my City but let's please take our time with building out our entire City and specifically the historic and desirable Westside.

Thank you for taking the time to read through my concerns.

Amy Vanderlinden  
Newman Pl  
Carson City, NV 89703  
[Amymarie1453@yahoo.com](mailto:Amymarie1453@yahoo.com)

**From:** Lee Plemel  
**Sent:** Thursday, September 29, 2016 8:28 AM  
**To:** Rea Thompson  
**Subject:** FW: Letter to the Planning Commission regarding The Vintage PUD  
**Attachments:** Letter to Planning Commissioners 9-29-16 meeting.pdf

**From:** Dave & LeAnn Saarem [mailto:[saarem@sbcglobal.net](mailto:saarem@sbcglobal.net)]  
**Sent:** Thursday, September 29, 2016 12:57 AM  
**To:** Lee Plemel; Hope Sullivan  
**Subject:** Letter to the Planning Commission regarding The Vintage PUD



Hello Lee and Hope,

I really apologize for the late delivery of this letter. I've had a glitch with my health which has delayed me, but I should have had it to you a lot sooner. Can you please make sure that it is forwarded to all of the Planning Commissioners before the meeting on Thursday night regarding the Vintage PUD application.

I appreciate your help! Again, I'm sorry for the rush.

I plan to attend the meeting on Thursday for a short while, but I have another meeting that I must attend for the school district where I am a committee chair.

Thank you,

LeAnn Saarem

RECEIVED

SEP 29 2016

CARSON CITY  
PLANNING DIVISION

Late Info

F-4 F-5

1

September 27, 2016

Dear Community Development/Carson City Planning Commissioners:

I have been following The Vintage proposed project since it was first made public back in April. I have studied the few changes the developer made after some select input, but I still have many reservations as to why this PUD is just not the right type of development for Carson City.

First, I'd like to reintroduce myself as a native Carson City resident with roots back to my many great-grandfather John B. Mankins (Silver Oak Park's namesake). I also would like to apologize for the long winded and late timing of this letter, but I think it is imperative that I voice my concerns about the negative impacts I believe this development will have on our community.

Although I believe most people would dream to see this beautiful piece of property be preserved for future generations as irreplaceable open space, I'm saddened to hear that the Andersen Family hasn't been cooperative toward this idea. Therefore, trying to choose the BEST development of this property is of dire importance and a rush in the decision making process would be an injustice to the people of Carson City.

The proposed Vintage PUD has numerous problems I'm not even going to expand upon: inadequate water supply (if we have all the water Carson needs, we wouldn't be on rationing to water our lawns/gardens over the summer months); flood dangers; impact to the night sky darkness for neighboring residents from the parking lot lights and public building lights; 24 hour traffic from workers, food service, and emergency vehicles for the assisted living facility; six foot iron fence surrounding their compound (locked from 7 pm to 7 am) isn't very welcoming for other residents to use the pathways they tout as "for the community"; the City would be burdened with maintaining the pathways and open space if the HOA fails in the future; our hospital and doctors are already over-burdened, especially with Medicare and Medicaid patients, and this project would add many more because of the age restriction in addition to the already approved senior care center further south on Mountain Street slated to be built....I could go on and on.

However, I'd like to focus on a couple major problems this development poses. One of my biggest concerns is that the Vintage is asking for Master Plan and Zoning changes from what is currently documented. Residents surrounding the Andersen Ranch bought their properties under the agreement that Zoning and Master Planning was SET for this property if/when it was ever developed in the future. They were depending on that! Master Planning should be upheld and very slow to be changed. As you know, the developer is not asking for just small changes in the lot sizes from the present zoning which is SF 1 Acre (about 38% of total site), 12000 sq ft (about 52%), and 6000 sq ft (about 10%). The Vintage proposes zero lot lines in a large majority of the east portion of the development (127 houses). All of these figures are taken directly from the PUD application numbers. To further show the negative impact of this higher density to surrounding residents, the western portion of the development is about 30 acres currently zoned 1 acre SF. That would yield about 33 homes, but this plan crams almost double the number, 59 homes into that same area. That is not what the surrounding neighbors trusted the City's zoning to be. Then on the eastern portion of the site, current zoning would allow 56 homes on 6000 sq ft lots and 146 homes on 12000 sq ft lots (202 homes, and only homes, period). My in-depth study of parcel maps shows the very smallest lot in all of the surrounding existing neighborhoods to be about 7300 sq ft.

But instead, there will be 127 ZERO lot line homes (lots of 1690-3365 sq ft) and 26 homes on 8500-10000 sq ft lots PLUS an additional 84,500 sq ft of commercial type buildings with 96 beds for assisted care living. The feel of this development will be far from the same as the surrounding quaint neighborhoods with nice yards and private space for their residents. These neighborhoods are highly sought after in the real estate market for their atmosphere and character, and these types of neighborhoods are what give Carson City its charm and appeal. We should not set a precedent that Carson City allows Master Plan and Zoning changes to increase density and build large commercial type buildings with 24 hour services within existing quiet, established neighborhoods.

Another of my concerns with this PUD is the “retirement community” stigma these types of developments put on Carson City. Our city has worked hard to be a growing, vibrant community for ALL ages. It is imperative that we attract people from all ages to come live, work, and raise their families here in our wonderful city. We don’t want to send a message out to the world that we are for 55 and older. We need to be all inclusive and welcoming especially with the expected growth from the arrival of businesses to the Tahoe Reno Industrial Center like Tesla, Panasonic, Switch, etc. This is the largest industrial complex in the nation, and we don’t want to miss this opportunity. We don’t want to send a message NOT to come to Carson unless you are retiring. We have worked tirelessly to promote a lively community with the downtown redevelopment projects and to have some of the most exceptionally performing schools K-12 in Nevada; not to mention the nationally recognized, valuable programs WNC has to offer to help develop a well trained workforce. Even personally, my eldest 23 year old daughter is in the process of buying her first home here in Carson because this is the BEST place to start and raise a family in her (and my) opinion. My husband and I started and are growing an engineering business here in Carson, and we need educated, young engineers who want to come to Carson to live and work for our thriving company. Please don’t send out the message that only retirees should move here.

I also disagree with the model of alienating seniors. Many studies show and I also believe it is more healthy to integrate not separate them from other age groups. I have heard every senior say, “Kids are what keep you young.” Neighborhoods with mixed ages are more desirable: empty nesters next to retirees next to young families. This is a healthy environment and builds a strong community that supports one another, not just their own age group’s interests.

Of course I would love to see the Andersen Ranch preserved, forever saving the picturesque meadow and mountain views, but if it is to be developed, please let it resemble and compliment the surrounding neighborhoods with homes, trails, and parks ONLY. For all the above reasons, please do not approve The Vintage PUD with the required Master Plan and Zoning changes including large buildings that have 24 hour services. A development more in step with the Kings Canyon Highlands (Longview Ranch Estates) subdivision with vast trails and open space would be a much better fit for this priceless piece of land.

Thank you for your consideration,

*LeAnn Mankins Saarem* *Dave M. Saarem*

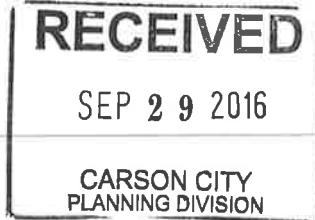
LeAnn Mankins Saarem and Dave M. Saarem  
2188 Alfred Way, Carson City, NV 89703  
saarem@sbcglobal.net

**Rea Thompson**

**From:** Hope Sullivan  
**Sent:** Thursday, September 29, 2016 9:03 AM  
**To:** Rea Thompson  
**Subject:** FW: Vintage at Kings Canyon proposal

Public comment Vintage

**From:** JOHN SULLIVAN III [<mailto:jsully14@sbcglobal.net>]  
**Sent:** Wednesday, September 28, 2016 8:54 PM  
**To:** Hope Sullivan  
**Subject:** Vintage at Kings Canyon proposal



September 28, 2016

Dear Members of the Carson City Planning Commission:

As members of the Carson City Planning Commission, you are charged with looking at development within the city and making sure that what you approve is conducive to the well-being of the citizens of Carson City. Approving the proposed Vintage at Kings Canyon would be detrimental to the city for the following reasons:

1. It is directly in the path of a flood plain area, e.g., the flood of 1997. Please read the letter dated September 9, 2016, from the Carson City Public Works Dept. delineating the "Flood Hazards in Carson City."
2. It does not support the integrity of the four neighborhoods which totally surround the property and would create extremely high density with 8 house per acre. Currently there are 1, 2, 3, or 4 houses per acre.
3. It requires changing the existing zoning, which was made previously with great thought and foresight. Why should you go against the recommendations of prior commissions and change the master plan?
4. It would bring commercial enterprises into a residential area.
5. It would create traffic congestion on Mountain St. and Ormsby Blvd. with the approximate number of over 2,000 vehicles emptying onto those streets on a daily basis.

Please keep these concerns in mind as you weigh, consider, and discern the proposal before you. Ask yourselves, "What is best for Carson City?"

Sincerely,

Jan Sullivan  
1767 Newman Place  
Carson City, NV 89703  
(775)-882-9026

*Late Info*

F-4 F-5

Harry Gammie  
1821 Pyrenees St  
Carson City, NV 89703  
September 29, 2016

Carson City Planning Commission



Dear Carson City Planning Commission:

I am a long time resident, taxpayer and voter in Carson City. I moved here in 1989 because of the good schools, historic and residential ambiance and the safe environment. Carson City is a small and relatively compact community with retail businesses readily available to all. JAG, the local bus service provides transportation from the residential areas to community resources. This service could, and probably should be expanded, if a large number of seniors will be moving into the area.

I am concerned about the proposed zoning change on the Anderson Ranch property and the planned creation of a community within the community. Any development of this property needs to be included in the community and not isolated from it. There should be no retail businesses within the development as the retail area of Carson City is only a few blocks away. There are many empty spaces available for new businesses to be developed in existing commercially zoned areas.

If people wish to move to Carson City, it's a wonderful place to live. The community is welcoming and there is no reason to create a stockade environment. If new families moving here are fearful because of the area they are leaving, a gated environment will only serve to make them unduly fearful here.

I trust you will consider the concerns of the existing community in this matter. Developers come and go while those in the community remain.

Sincerely,

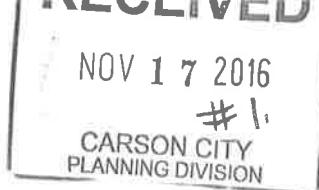
*Harry Gammie*  
Harry Gammie

**December 1, 2016 Carson City Board of Supervisors meeting**

Correspondence received for Vintage at Kings Canyon, TPUD-16-092 and MPA-16-091

	Received	
1	11/17/16	Patrick and Jacqueline Anderson
2	11/18/16	R. Scott Baker
3	11/21/16	Robert Bartshe
4	11/21/16	Linda Bellegray
5	11/21/16	Bob and Cheryl Bowman
6	11/21/16	Michael Bennett answers Cheryl Bowman
7	11/21/16	Stephen and Cynthia Brenneman
8	11/22/16	Ursula Carlson
9	11/22/16	John and Susan Coombs
10	11/18/16	Diane Crawford
11	11/18/16	Andrea Fischer
12	11/21/16	Jeff Foltz
13	11/21/16	Suzanne Fox
14	11/22/16	Robert Gaines
15	11/21/16	Sean and Courtney Gallagher
16	11/16/16	Michael Goldeen
17	11/21/16	Wendy George
18	11/21/16	Reta Hanks
19	11/21/16	Peter Hennessey
20	11/21/16	Terry & Tom Horgan
21	11/21/16	Rev. Dr. Rob Jennings-Teats
22	11/21/16	Abigail Johnson
23	11/21/16	Paul Johnson
24	11/21/16	Karen Joost
25	11/21/16	Chuck and Sue Knaus
26	11/21/16	Jason and Melissa Kuchnicki
27	11/22/16	Paul LaFleur
28	11/16/16	Dr. Sean Lehmann

29	11/16/16	Marie H Mermin
30	11/21/16	Michelle Hartt and Geoff Mullen
31	11/21/16	Maxine Nietz
32	11/21/16	Luke and Rebecca Papez
33	11/21/16	Larry L Peri, Rex and Barbara Moss
34	11/21/16	Carol A Perry
35	11/21/16	James Pincock enclosed copy of arguments made by legal counsel at 9/29/16 PC meeting
36	11/21/16	James Pincock, MD, DMD
37	11/22/16	Robert and Mary Richard
38	11/21/16	Michelle and Jack Schnurr
39	11/21/16	Charles H Smith
40	11/21/16	Ejrsnell (email name)
41	11/17/16	Robert Stansbury
42	11/21/16	Wendy Roberts Swanson
43	11/21/16	Michael Tipton
44	11/21/16	Sharron Tipton
45	11/21/16	Amy Vanderlinden
46	11/21/16	Mark Vanderlinden
47	11/17/16	Jerrold R and Jaslyn N Williams
48	11/22/16	Judy Wytock



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

## **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. Since 2001, when the Carson City Open Space Plan was finalized, my wife and I have been waiting for the other shoe to drop on this property. 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.** They insist that their fears (false expectations appearing real) are indeed facts, when the reality is that this project is just a residential housing development with a couple of unique components (zero lot line homes and cottages, and a congregate care housing facility) due to the age restricted nature of the project. **The Vintage is in full conformance with all State and Local ordinances, and will bring millions of dollars of investment and financial certainty to a pocket of the Westside badly in need of gentrification.** 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. **Strict adherence to the existing Master Plan 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 working diligently 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 was a non-starter and the Carson City Open Space Program is not an eminent domain driven model, so after 15 years of failed negotiations, I couldn't understand what they hoped to accomplish by staking out such an inflexible position?**

It doesn't surprise me that a great many residents wish to see this land preserved and would rise up 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 the Board of Supervisors 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 generous buffers and landscaping proposed for the entire perimeter of the site.** The Vintage will bring millions of dollars of investment to the Westside and finally bring financial certainty to the Andersen Ranch property, allowing the pricing mechanism and real estate valuation models to work properly when assessing adjacent property values. No one living adjacent to the project area will realize a loss in their property value. Quite the opposite is the more likely outcome. After all, The Vintage is really nothing more than an upscale, age restricted residential housing development surrounded by a landscaped walking trail and linear park. How anyone can believe that The Vintage will harm their property values is beyond me. **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. We urge you to approve The Vintage proposal.**

Thank you for considering our comments.

Sincerely,

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

#2

**R. SCOTT BAKER**  
Attorney-At-Law  
**1525 Bolero Drive**  
**Carson City, Nevada 89703**  
**Phone: (775) 721-1645**  
email: [robertscottbaker@gmail.com](mailto:robertscottbaker@gmail.com)

RECEIVED

NOV 18 2016

CARSON CITY  
PLANNING DIVISION

November 18, 2016

Mayor Bob Crowell and the Board of Supervisors  
City Hall  
201 North Carson Street, Ste 2,  
Carson City, NV 89701

Re: The Vintage Project

Dear Mr. Mayor:

I have attached a copy of the submission I made to the Planning Commission on September 16, 2016. I would appreciate it if you would disseminate the attached to the Board.

Sincerely,  
*R. Scott Baker*  
*Norma Baker*

Scott and Norma Baker

9/16/2016



## Vintage at Kings Canyon Project

1 message

Scott Baker <[robertscottbaker@gmail.com](mailto:robertscottbaker@gmail.com)>  
 To: [hsullivan@carson.org](mailto:hsullivan@carson.org)

Scott Baker <[robertscottbaker@gmail.com](mailto:robertscottbaker@gmail.com)>

RECEIVED

NOV 18 2016

CARSON CITY  
PLANNING DIVISION

Fri, Sep 16, 2016 at 11:19 AM

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:**

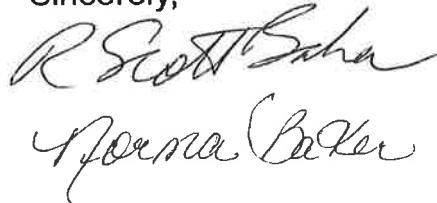
(1) **that the proposed amendment is in substantial compliance with and supports the goals and policies of the master plan,**

(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,

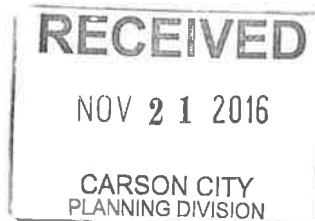
The image shows two handwritten signatures. The top signature is "R Scott Baker" and the bottom signature is "Norma Baker".

Scott and Norma Baker

1525 Bolero Drive

Carson City, NV. 89703

**From:** Hope Sullivan  
**Sent:** Monday, November 21, 2016 12:42 PM  
**To:** Rea Thompson  
**Subject:** Fwd: Dec 1 Board meeting



Sent from my iPhone

Begin forwarded message:

**From:** Robert Bartshe <[bakeco@earthlink.net](mailto:bakeco@earthlink.net)>  
**Date:** November 21, 2016 at 12:19:18 PM PST  
**To:** Hope Sullivan <[hsullivan@carson.org](mailto:hsullivan@carson.org)>  
**Cc:** <[SOSCarsonCity@gmail.com](mailto:SOSCarsonCity@gmail.com)>  
**Subject: Dec 1 Board meeting**

Ms. Sullivan

I will not be able to attend the Dec 1 meeting concerning the Vintage property proposal, but would like to express my views to be reflected at that meeting. The project, as currently proposed, does not conform with either the current Master Plan for the area or current zoning laws. I understand that the Board has the power to amend both the Plan and the zoning. However, I would hope that prior to doing so, the Board would expect the developer to have met with both the homeowners in the area, and representatives of SOS Carson City, which represents those homeowners. Any such meeting, or meetings, should be open to all who wish to attend. Such meetings would serve to explain the project, define its scope, and detail its advantages to those property owners in the immediate area.

I am informed that this has not been done. I would ask that the Board defer any final decision until the developer has conducted such outreach. Thank you.

Robert Bartshe  
1995 Newman Place

**From:** Hope Sullivan  
**Sent:** Monday, November 21, 2016 8:36 AM  
**To:** Rea Thompson  
**Subject:** FW: Stop Vintage as it is now planned and configured



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

**Sent:** Monday, November 21, 2016 8:27 AM

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

**Subject:** Stop Vintage as it is now planned and configured

Hello City Leaders and Advisors;

Please Listen to the wishes of the the people who live near the Proposed Vintage Development. that is your charge as elected representatives.

If the project had been designed as the other King's Canyon Development has been, no one would be concerned. that project is truly lovely and has much walking and open space.

the Vintage project is designed very differently.

DENY THE REQUEST FOR A MASTER PLAN AMENDMENT TO CHANGE FROM MEDIUM DENSITY TO MIXED USE.

DENY THE REQUEST FOR A ZONING MAP CHANGE TO ALLOW CONGREGATE HOUSING AND NEIGHBORHOOD BUSINESSES.

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**From:** Hope Sullivan  
**Sent:** Monday, November 21, 2016 8:36 AM  
**To:** Rea Thompson  
**Subject:** FW: Stop Vintage as it is now planned and configured

**From:** Linda Bellegray [mailto:[lucygray@gmail.com](mailto:lucygray@gmail.com)]  
**Sent:** Monday, November 21, 2016 8:32 AM  
**To:** Bob Crowell; Jim Shirk; Karen Abowd; Lori Bagwell; Brad Bonkowski; Hope Sullivan; Lee Plemel  
**Subject:** Fwd: Stop Vintage as it is now planned and configured

Continuing my letter which I accidentally sent without finishing.

the development will not serve the residents of the city.

My final question for each of you city leaders is this:

WOULD YOU, YOURSELF, WANT TO LIVE IN THIS DEVELOPMENT WHEN YOU ARE ELDER AND RETIRING? OR WOULD YOU CHOOSE A MUCH MORE OPEN AND BEAUTIFULLY DESIGNED SPACE EVEN IN A DIFFERENT COMMUNITY?????

I A ask you to deny the requests to change the master plan and NOT give amendments or zoning changes.

Respectfully,

Linda Bellegray  
775-721-4477

----- Forwarded message -----

**From:** Linda Bellegray <[lucygray@gmail.com](mailto:lucygray@gmail.com)>

**Date:** Mon, Nov 21, 2016 at 8:26 AM

**Subject:** Stop Vintage as it is now planned and configured

**To:** "BCrowell@carson.org" <[BCrowell@carson.org](mailto:BCrowell@carson.org)>, JShirk@carson.org, KAbowd@carson.org, LBagwell@carson.org, Brad Bonkowski <[BBonkowski@carson.org](mailto:BBonkowski@carson.org)>, hsullivan@carson.org, Lee Plemel <[lplemel@carson.org](mailto:lplemel@carson.org)>

Hello City Leaders and Advisors;

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DENY THE REQUEST FOR A MASTER PLAN AMENDMENT TO CHANGE FROM MEDIUM DENSITY TO MIXED USE.

DENY THE REQUEST FOR A ZONING MAP CHANGE TO ALLOW CONGREGATE HOUSING AND NEIGHBORHOOD BUSINESSES.

**RECEIVED**  
NOV 21 2016 #5  
CARSON CITY  
PLANNING DIVISION

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**From:** Cheryl Karstensen <bludolphin@prodigy.net>  
**Sent:** Monday, November 21, 2016 7:54 AM  
**To:** Planning Department  
**Cc:** Bob Crowell; Hope Sullivan; Karen Abowd; Lori Bagwell; Michael D. Bennett, P.E.; Patrick Pittenger  
**Subject:** The Vintage

Dear Board Members and Supervisors:

Please add our letter to the Board's packet, for consideration at your meeting December 1, 2016.

We again would like to refer to our previous concerns regarding The Vintage, using Bolero Drive as an access entrance and exit to the North, as stated previous Bolero Drive will become a preferred short cut entering off Ormsby Blvd from the west entrance and exit.

When we attended the five hour meeting, Bolero Drive was discussed several times, several of the members of the Planning Commission voiced a concern about using Bolero Drive and thought there should be another solution, and when the Planning Commission questioned the Traffic Manager Patrick Pittenger, if the Fire Department or Public Works requested or required Bolero Drive to be used as a vehicle connection, the answer was THEY SUPPORT it, never was it indicated that they required it. I and several property owners off of Long Street voiced concerns about the additional traffic on West Long street around the blind curve at the current park.

In an email from Michael Bennett, Director, Lumos & Associates, he stated he and only he made the final decision on how and which existing dead-end roads are to be connected, the current design is born from good design principles. He also states that the engineers of each of these roads clearly intended for them to be connected to the Anderson property when it develops. It would seem that these streets were intended to be used under the CURRENT MASTER PLAN, not as Lumos is seeking to change the land use as a Medium Density Residential to Mixed Use Residential. There was a discussion about a gate being installed that would be open during the day and possibly making it an exit only, that does not address the issue of a short cut from Ormsby Blvd. why is everyone turning a blind eye to this issue? We realize that this is an important project that will add funds to the City, but should not be at the expense and inconvenience of the existing property owners. Vintage residents will have to enter on Mountain and drive all the way through as we also enter on Mountain and drive all the way through to an dead end on West Long.

Now there is a new stop sign at Tahoe and Mountain Street, as one resident stood up at that same meeting of her concerns about traffic. Her concerns were addressed.

Does the Master Plan state that existing properties should not be negatively affected, well opening Bolero Drive, will affect all property owners that live on Bolero Drive and West Long Street?

What if we are right about The Vintage will create a short cut through from Ormsby Blvd, opening up to Bolero Drive, what then?????

Please reconsider our concerns about our safety with the additional traffic on Bolero Drive, that well be generated by The Vintage.

Thank you for taking the time to read and consider us, we are only a small part of The Vintage, but it will impact all of our lives and well-being.

Bob and Cheryl Bowman

**From:** Michael D. Bennett, P.E. <[mbennett@LumosInc.com](mailto:mbennett@LumosInc.com)>  
**Sent:** Wednesday, October 05, 2016 9:53 AM  
**To:** [bludolphin@prodigy.net](mailto:bludolphin@prodigy.net)  
**Subject:** RE: Vintage

**RECEIVED**

NOV 21 2016

CARSON CITY  
PLANNING DIVISION

Good Morning Cheryl,

Thank you for your email and for coming to the Planning Commission last week. I am writing to answer your question on why Bolero was chosen for connection to the Vintage project.

Let me start first by saying that good urban planning and design seeks to improve pedestrian and vehicle connectivity wherever possible, but not to the detriment of introducing cut through trips, situations where traffic volumes or speeds reach unsafe levels, or adding additional traffic volumes to existing unsafe movements. These design principles are enforced by Carson City engineering standards, but are also values practiced by the engineering community for decades. The designers of your subdivision clearly subscribed to the same philosophy as evidenced by the dead-end streets at La Mirada, Bolero, and Long; they were planning ahead for future road connections. Actually, the Vintage project area is adjacent to four currently dead-end streets: La Mirada and Bolero to the north, and Lexington and West Sunset to the south. The engineers of each of these roads clearly intended for them to be connected to the Andersen property when it develops.

However, as we progressed through the design process, we realized that two of those four dead-end streets do not meet the connectivity criteria I outlined above. We eliminated the vehicle connection at West Sunset (pedestrian connection remains) because we feel additional traffic to the Sunset/Washington intersection would be unsafe due to the offset roads and reduced visibility for westbound traffic on Washington due to the curve. We eliminated the vehicle connection at La Mirada (pedestrian connection remains) because we expect a significant volume of cut through traffic would be generated by the project. Bolero and Lexington emerged as ideal north-south connections, would promote little to no cut through traffic, and can safely handle the small increase generated by the development.

As the design team lead, let me close by noting that I am ultimately responsible for the final decision on how and which existing dead-end roads are connected; I want to reiterate our current design is born from good design principles and was in no way influenced by outside factors other than I described above. I am happy to meet with you to discuss our process in further detail if you would like. You may reach me at the telephone number below or via email.

Thank you again for your time.

Regards,  
Mike

**Michael D. Bennett, P.E.**

Director  
Engineering Division  
800 E. College Parkway  
Carson City, NV 89706  
775.883.7077  
775.883.7114 Fax  
[mbennett@LumosInc.com](mailto:mbennett@LumosInc.com)



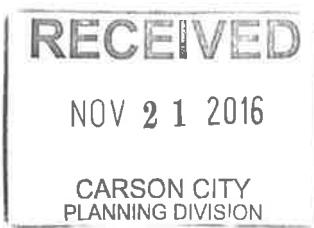
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Begin forwarded message:

**From:** Cheryl <[bludolphin@prodigy.net](mailto:bludolphin@prodigy.net)>  
**Date:** October 4, 2016 at 9:53:20 AM PDT  
**Subject:** Vintage

We attended the big meeting although was told by many concerned residents don't bother they are going to do what they want anyway. But I felt that I needed to make an appearance on behalf the opening of Bolero Drive as an access road, which I was heard and there was much discussion but was approved with the possibility of a one way. When the Planning Commission asked did the Fire Department require 'this. the answer from Traffic Manger Patrick Pittenger, was the Public Works and Fire Department SUPPORTED IT, never was answered that they required this access the decision was made by the developer. The first meeting we attended La Mirada was to be open to the development as it is closer to Mountain Street and would not be involved in the blind spot curve at the park.. Then it was changed to Bolero, now I have been informed that the change was made because someone or family on one of the boards owns a house on La Mirada, even though it is a rental, I certainly hope this is not true so much for Democracy in Carson City it seems to be about who you know or who has the largest bank account. Betrayed and disappointed. Hopefully someone will investigate this and prove me wrong then I will stand corrected,,, Cheryl Bowman

Sent from my iPad



608 Elizabeth Street  
Carson City, NV 89703

November 21, 2016

Carson City Planning Department and the Carson City Board of Supervisors  
City Hall/201 N. Carson Street, Suite 2  
Carson City, NV 89701

Gentlemen

My wife Cynthia and I own and live in the Bliss Mansion, which was built in 1879 and is located directly across Mountain Street from the Nevada Governor's Mansion. We have lived in Carson City since 2005, when we escaped essentially uncontrolled residential and commercial development in the northern part of San Diego County, California. We both voted with our feet at that time and we would not like to repeat that experience now in Carson City.

Carson City has an approved Master Plan for development. The Mayor and the Board of Supervisors have a responsibility to the existing property owners to actually adhere to the approved Master Plan. While the developer has stated that the owners of currently vacant land have a right to develop it, they do not have a right to trample on the rights of existing property owners by asking the city to approve what is effectively a "spot rezoning" of this former ranch land and greatly increasing the local housing density for the sole benefit of the ranch land owners.

My wife and I both strongly oppose the planned major residential and commercial development in Carson City, known as the Vintage Project, which is located on former farm and ranch land on the west side of Carson City. We would like to go over a few points for the record and ask the Mayor and the Board of Supervisors a few questions for the record in our formal opposition to this project.

1. Question 1: Although the Planning Department requested in September that the developer provide house design elevations and floor plans for all of the proposed dwelling units, he has still not yet provided these plans as of

November 21, 2016. How is the public to comment on the acceptability of these plans? How is the Board of Supervisors able to vote on the suitability of this project on December 1, 2016 when major design details (including maximum building heights) are still missing from the submitted plans?

2. Question 2: The Carson City Municipal Code requires that snow storage issues be addressed in preliminary plans but this issue was not addressed by the Planning Commission or the Planning Department in their prior document reviews. How can the project be approved by the Board of Supervisors when the large parking areas needed for this project adjacent to the Assisted Living areas do not show where snow would be stored temporarily on the property?

3. Question 3: The developer has indicated that a significant number of housing units in this project would be leased. Where are these leased units located? How many of them will be leased? How is this obvious commercial activity (not located in the small Neighborhood Business area) even permitted in a residential zoned area?

4. Question 4: In documents provided to the Planning Commission in September 2016, the developer claimed that he is providing approximately 23.46 acres of common open space, yet the documents he provided to the city in late October now claim that he is providing 21.6 acres of common open space and 4.1 acres of private open space. Which figures are correct? The documents provided in late October 2016 also inconsistently refer to where private open space and common open space areas are located (see Map C5 and the Open Space exhibit in the PUD handbook).

5. Question 5: Why did the Planning Commission recommend approval of this project on September 29, 2016 when the developer (Lumos Associates) had not provided their Planned Unit Development Map and Entitlement Report and the required Planned Unit Development Handbook in a timely manner for public and city planner comments? For example, the Carson City Planning Department received a several hundred page document from Lumos on September 26, 2016; public comments were not allowed after September 20, 2016.

6. Question 6: Why did the Planning Commission recommend approval of

this project on September 29, 2016 when the developer had not provided a required Master Plan amendment by September 20, 2016? The Planning Department received this several hundred page document from Lumos Associates on September 26, 2016.

7. Question 7: Why were public comments required to be submitted by September 20, 2016, when the Planning Department Staff report was not prepared and available to be seen by the public until September 22, 2016?

8. Question 8: Why were public comments to the Planning Commission required by Sept 20, 2016, when the developer did not submit a required drainage study for the project area until September 24, 2016?

My wife and I could go on and on with other unanswered and not yet addressed issues concerning this partially documented project, but we can see no way forward short of postponing the December 1 BOS meeting and requiring the developer to provide detailed and timely materials to the Planning Department, to the Board of Supervisors and to the citizens and nearby property owners in Carson City. We have heard that the Anderson Ranch owners have their property rights; what about requiring the Anderson family and their property developers to follow the Carson City Master Plan and likewise observe the property rights of hundreds to thousands of existing property owners in Carson City?

Sincerely,

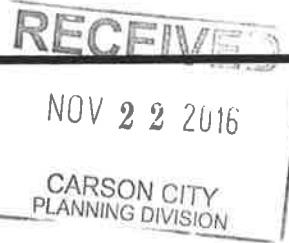
A handwritten signature in black ink, appearing to read "Stephen and Cynthia Brenneman".

Stephen and Cynthia Brenneman

Hope Sullivan

#8

**From:** Ursula Carlson <carlson.u@gmail.com>  
**Sent:** Monday, November 21, 2016 3:02 PM  
**To:** Bob Crowell; Karen Abowd; Lori Bagwell; Jim Shirk  
**Subject:** A few words on the Vintage



I am not opposed to the Andersen Family Associates developing their land.

I do, however, object to the Vintage development's wanting a change in the land use designation in the Master Plan of a 5.6 acre portion of land from Medium Density Residential to Mixed Use Residential.

And I object to the TPUD-16-092 (on 78.2 acres) request for 212 single family residential lots, the 96 unit congregate care facility with associated ancillary uses.

This area of Carson City is the heart of what Carsonites affectionately refer to as the West Side, a neighborhood synonymous with Carson City's history and cultural heritage. Here, on Mountain Street, we find the Governor's Mansion and other notable, well-preserved residences, and as the neighborhood stretches westward, cul-de-sacs, curvy or short streets abound with attractive family homes.

This neighborhood has maintained its integrity for the 42 years I've lived in Carson City.

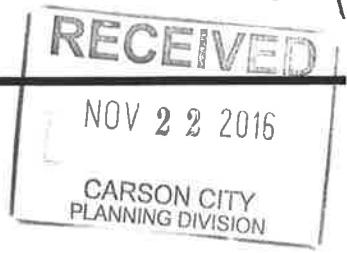
It would be ruination to devalue that integrity of place with the applicant's request to change the Master Plan Land Use to Mixed Use Residential.

Respectfully,

Ursula Carlson  
2509 Chardonnay Drive  
Carson City, Nevada 89703  
Phone 882-0849

Hope Sullivan

**From:** John Coombs <yrbndr@att.net>  
**Sent:** Monday, November 21, 2016 4:49 PM  
**To:** Bob Crowell; Jim Shirk; Karen Abowd; Lori Bagwell  
**Subject:** Vintage at Kings Canyon



Dear Mayor and Board of Supervisors,

I am writing this note to express my confusion, and potential dissatisfaction with the project, "Vintage at Kings Canyon".

I have only been able to attend one of the presentations and was surprised and not in favor of the direction this project was proceeding. The density was excessive and beyond the existing zoning. The access was not well thought out and the entire project was unclear in my mind. I have read all available literature I have received since that first meeting and noted each time this project was presented it changed but still does not address my original concerns.

The recent literature I received as a homeowner adds additional commercial space to the senior living section and this does not please me. This is not a commercial district and was not zoned for this use, to my understanding.

I also have concerns for the existing Board of Supervisors to make decisions the following Board, in January 2017, will be required to abide by. My wife and I will be in attendance at the December 1st meeting and I will look forward, hopefully, to further clarification of my issues. I am sure I am not alone in these concerns. I am sure this land will be developed but I do not think this is the best use of this very prime Carson City real estate. You all have a very big responsibility to the west side Carson City residents to do what is best for everyone, not just for the Developers.

I am not in favor of this proposal as it now stands,

Most sincerely,

John and Susan Coombs

6 Glenbrook Circle  
Carson City, NV 89703  
775-560-5912

**From:** Dee Ramsey <Goldeelocks1010@msn.com>  
**Sent:** Friday, November 18, 2016 4:06 PM  
**To:** Planning Department  
**Subject:** Vintage Project



I recently purchased my home in Carriage Square in June 2016. I waited years to be able to afford a home in this prestigious area. I am upset about the proposed Vintage project being placed in such close proximity to these surrounding upscale homes. This development is a loss of amenity to neighboring properties as the proposed development is not in keeping with the surrounding area. Furthermore, it does not fit in with the character of the area.

I am concerned about the dense overdevelopment of what appears to be zero lot line homes (on a lot size only 1600sf, what could be built otherwise?). Further, from what I've read, the resident owners are limited to two individuals over the age of 55. WHO is going to monitor this on an ongoing basis going forward and what would be the legal recourse, if any, if the residents are in noncompliance? How can the developer tell an owner how many people can reside in their home?

Because the residences will change ownership frequently as the elder owners expire, the possibility exists whereby surveillance becomes lax and several families may be living under the same roof. Over population will erode the scheme of things.

I'm concerned about the urban traffic congestion.

I question the soundness and quality of the materials used to build these structures and especially the quality of the maintenance and upkeep as this too must be considered in the overall scheme and long-term goals.

Logic dictates there has to be an increase in our police/fire activities with the addition of 200+ homes where seniors reside. Because of the age of these individuals, I envision multiple daily fire engine sirens throughout the tranquil neighborhood on a daily basis. It is concerning since Fritz Elementary School is just a block and a half away.

I envision this project grossly devaluating my home and those surrounding residences.

Can the valley support 200+ homes during our existing drought situation?

While I applaud the concept, it is inappropriate for this location on many venues. I therefore strongly object to it going forward and hope the Board denies the application.

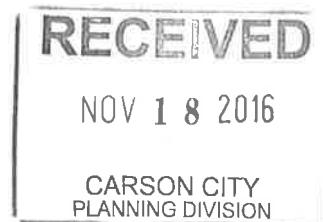
Sincerely,  
Diane Crawford  
1707 Chaise Court  
Carson City, NV 89703

November 18, 2016

TO: BOARD OF SUPERVISORS

FROM: Andrea Fischer  
1525 Kings Canyon Road  
Carson City, NV 89703

RE: Vintage at Kings Canyon



Now that the election is behind us, it comes as no surprise to many residents that the Vintage project appears on the December 1 meeting agenda. By delaying any discussion of Vintage at the Board of Supervisor level, prior to the election, Carson City voters were not afforded the opportunity to learn the thinking of those board members who were on the ballot, so they could vote accordingly. Residents are now being asked to express their concerns and objections by letter or in person to a board, who I believe has felt this to be a done deal many months ago.

Despite my opinion regarding timing, supervisors minds that are already made up, responsibility to residents, not developers, etc., I have chosen to have my voice heard by submitting this letter.

My question to the board is – WHY?

- Why is it so important to approve a development consisting of age and occupancy restricted high density housing that is not suited to the area?
- Why is it necessary to have a concentration of senior citizens in the middle of the west side where existing neighborhoods have historically been quite diversified?
- Why is it difficult to understand that one of the most desirable residential areas in this city deserves to be developed with appropriate size homes on appropriate size lots.
- Why should congregate care facilities become part of this development, just because a developer has come up with a concept of “aging in place”?
- Why would the board feel it necessary to amend zoning, change the master plan and issue special use permits when these changes would have a negative impact on the area and its residents?

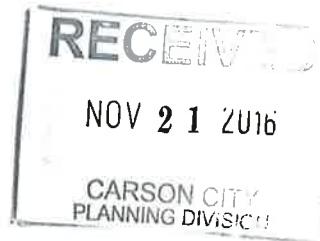
I could go on, but I am certain you get my point that this particular development, as it stands, is simply wrong for the area. Growth in Carson City is inevitable, and a positive. Capitulating to a developer, while disregarding the major concerns of residents, who only wish to have this land developed in a manner that blends into what exists, is incomprehensible.

I implore you to consider residents' logical concerns and your responsibility to all of us who could never have imagined that the beautiful Andersen property would one day become an area with assisted living and commercial buildings along with high density housing. We also could never have imagined that a board, in all good conscience, would approve such a proposal – certainly it would not be approved by a board who is actually listening to the objections being raised and had a true understanding of the nature of the area. I am certain I am not alone in my expectation that you will do the right thing for the sake of the west side of Carson City.

November 21, 2016

Carson City Board of Supervisors  
c/o Hope Sullivan  
108 E. Proctor Street  
Carson City, NV 89701

RE: The Vintage Planned Unit Development



Dear Board of Supervisors:

**MPA-16-091 – Request for a change in the Master Plan Land Use Designation from Medium Density Residential (MDR) to Mixed Use Residential (MUR) for a 5.6 acre area**

The **Master Plan** provides considerable guidance relative to this issue:

**MP Guiding Principal 2 – Balanced Land Use Mix, Goal 2.1b—Encourage mixed-use development patterns along major gateway corridors, in designated activity centers, Downtown, and in other locations identified on the Land Use Map.** The Vintage parcels do not meet any of the above criteria regarding location of mixed use development. Alternatively, the Master Plan Land Use Map identifies many locations with existing land use designation of MUR. These include undeveloped parcels along East Williams, Highway 50 East and the Lompa Ranch, where the proposed congregate care facility could be built without any change in the land use designation of those parcels. (See attached Land Use Map.)

**MP Guiding Principal 2 – Balanced Land Use Mix, Goal 2.1d - Discourage rezoning of properties that create incompatible land uses between adjacent zones, enforce standards for transitions between residential and commercial uses, and develop standards for mixed-use development to address compatibility issues.** The staff report for the September 29 Planning Commission meeting, page 17, states "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." There is a reason that congregate care is not allowed in a residential zoning district. The reason is that congregate care is incompatible with residential land use. Providing a one-house deep buffer between the existing neighborhood and the proposed congregate care facility does not mitigate this incompatibility.

**Zoning Map Amendment Findings for Neighborhood Business zoning**

The BOS cannot approve the zoning map amendment unless they make the following finding: "***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 applicant is requesting a zone change from SF12 to Neighborhood Business zoning because congregate care is not an allowed use within areas zoned for single family residential development. Clearly, if congregate care is not allowed within areas of SF zoning, then it is not compatible with SF zoning, and the proposed NB zoning

is not compatible with the existing adjacent land uses! Again, a one-house deep buffer between the existing neighborhood and the proposed congregate care facility does not mitigate this incompatibility.

#### Special Use Permit Findings for the congregate care facility

The BOS cannot approve the special Use Permit for the congregate care facility unless they make the following findings:

"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." One member of the Planning Commission recused herself from the meeting, stating that she lives within 300' of the development, and citing her "pecuniary interests". One can only assume that she was concerned about the impact of the project on the value of her home. Would you rather live next to a residential development, or next to a congregate care facility? Again, the congregate care facility is not compatible with the existing surrounding residential development, because congregate care is not an allowable use in a residential land use area.

"Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures." Again I ask, would you rather live next to a traditional housing development, or next to a congregate care facility and homes as small as 1600 SF on 1600 SF (zero lot line) parcels?

#### TPUD-16-092

There are a number of issues with the PUD Plan that have not been clarified:

1. CC Municipal Code section 17.09.100.4.b states that private open space may not be applied towards more than 25% of the total open space requirement. However, all of the open space shown on the PUD Plan is labeled as private open space. Only areas that are not fenced should be established as not being private. A revised Plan should be submitted with calculations to verify the amounts and types of open space being provided.
2. CC Municipal Code section 8.4.14.b regarding Parks and Recreation design standards requires that multi-purpose trails have a width of 12'. However, the trails shown on the PUD Plan vary from 6' paved to 10' paved. A revised Plan should be submitted with 12' paved trails.

#### 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 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. It does, however, utilize the Code provision that allows the developer to triple the allowable density from SF 1 acre to 3 homes/acre. 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.

#### **Action by the Board of Supervisors**

You, as the Board of Supervisors, are not obligated to approve the requested Master Plan Amendment, Zone change, etc., simply because the Planning Commission has recommended that you do so. You do, however, have an obligation to the citizens of the community obtain the best possible development for these parcels. To that end, the Board of Supervisors 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 (56% 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), and 25.8 acres of "open space" (33% "open space") indicated in the documents again, not including the 96 units of Assisted and Independent Living. In my opinion, the best action that the Board could take would be to deny the project and send it back to the developer for a complete redesign that would be more like the above developments.

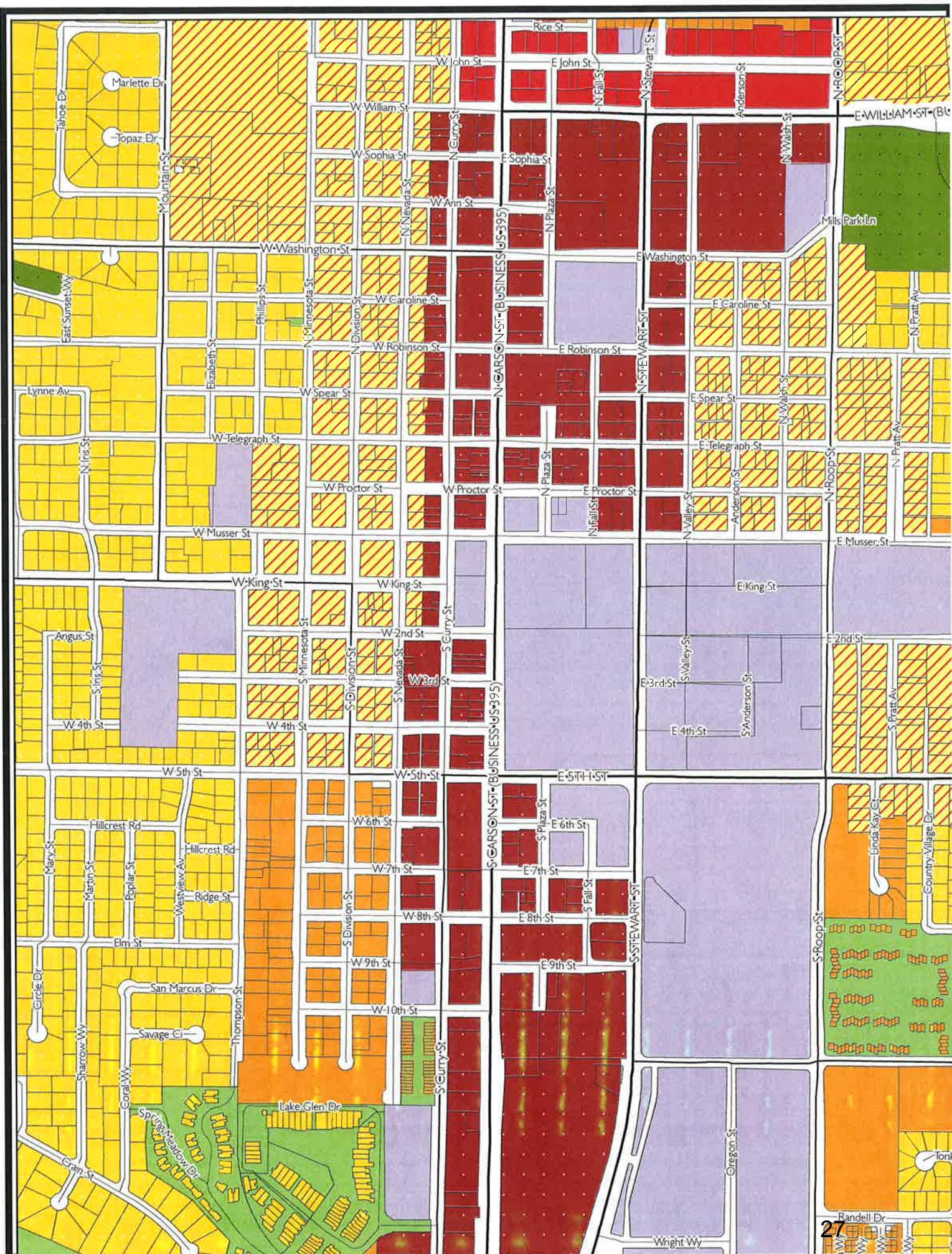
TPUD-16-092 cannot be approved in its present form without making all of the findings listed above in the affirmative, among others that are required. I do not personally believe that the project meets these findings. Nevertheless, should you, as the BOS, decide to approve the TPUD, I would request that the following be added to the conditions of approval:

1. Provide a minimum of 60' of open space as a buffer on all sides of the project.
2. Require that the Development Standards Handbook be revised to allow only single story buildings and homes within the project, as required by the Planning Commission.
3. Add clarifying language to the Handbook that establishes a maximum height measured to the tops of the roofs for the single story buildings (homes and otherwise) tied to existing natural grade prior to performing any grading of the site.

Thank you for your consideration.

Yours truly,

Jeff Foltz  
1701 Newman Place  
Carson City, NV 89701



Suzanne Fox  
 1867 Maison Way  
 Carson City, NV 897903  
 775-750-3500  
 XiaoHuli2@aol.com



November 21, 2016

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

Dear Mayor Crowell:

I was stunned by the flawed vote of the commissioners in favor of the Vintage project, items MPA-16-091 and TPUD-16-092 at the September 29 meeting of the Planning Commission. I am requesting that these items be withdrawn from the Board of Supervisors December 1 agenda and returned to the Planning Commission so they can have an opportunity to do a full study of the more than 1,000 pages of information and cast an informed vote.

My concerns are those of the Planning Commission, namely zoning, water and the availability of city services.

The first phases of this development, between Mountain Street and Ormsby Boulevard, would drop commercial activity, smaller lots and non-single family homes into the middle of a strictly residential neighborhood. This is incompatible with all the existing homes. The zoning for the Andersen Ranch is SF1A, SF12 and SF6 only. It has never been zoned for smaller lots, and especially not for commercial activity in the area indicated on the developer's map. 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." All of the commissioners appeared to agree with this concept.

The final phases, west of Ormsby Boulevard, are all zoned SF1A: single family homes on one acre. Now the developer wants to triple the density, to three houses on one acre. Why on earth do we even bother to have a master plan if a developer is allowed to play fast and loose with the regulations?

I am concerned about the availability of water. *Carson City does not have sufficient water.* Otherwise it would not be necessary to import it from Douglas County. Water bills for Carson City residents have greatly increased to pay for this imported water, with no relief in sight.

City services are strained as they are. An older population will be requiring more medical, paramedic, hospital, law enforcement and even wildlife control services. Imagine the 3:00 a.m. calls when they hear their first coyotes....

I am requesting that the vote of the Planning Commission be nullified, that Vintage be returned to the commissioners for further study with instructions to follow the existing master plan and zoning regulations.

I urge you, as my elected city official, to reject the Vintage project as it now stands and require that the developer follow the master plan: single family homes only, on lots no smaller than the existing zoning requires.

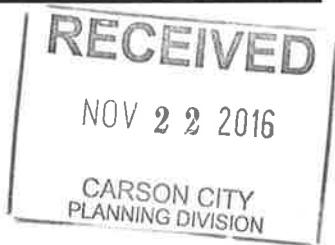
Sincerely,



Suzanne Fox

## Hope Sullivan

**From:** Robert Gaines <rrgaines90@gmail.com>  
**Sent:** Tuesday, November 22, 2016 2:07 AM  
**To:** Bob Crowell; Jim Shirk; Karen Abowd; ibagwell@carson.org  
**Subject:** Re: Vintage at Kings Canyon



Members of the Board,

I must inform you that I am strongly opposed to the Vintage at Kings Canyon Project. My residence on Bunker Hill Drive overlooks the pasture land that this project will cover with restricted residential housing. Loosing this expansive vista is an unpleasant prospect on its own, however the nature of this proposed development will also substantially pollute the area with excessive noise that I am afraid my property will devalue my property. The desired senior age group and now the addition of assisted living will cause an increase in emergency vehicles in our quiet neighborhood. This collection of older and challenged residents will preclude the joyous laughter of children and will exclude families. This is wrong and in my opinion is not in line with the tenets that have made Carson City a most desirable community.

Please think long and hard on why we would want to segregate and separate our elderly and infirm into one area. It takes a village to care for our elderly, just as it takes a village to raise our children!

Thank you for considering my views,

Robert Gaines  
 812 Bunker Hill Drive  
 Carson City, NV 89703

# 15

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**From:** Hope Sullivan  
**Sent:** Monday, November 21, 2016 3:55 PM  
**To:** Rea Thompson  
**Subject:** FW: Letter for BoS meetingon 12/01/16 RE: Vintage



**From:** Sean and Courtney Gallagher [mailto:nvgallagher@yahoo.com]

**Sent:** Monday, November 21, 2016 2:43 PM

**To:** Hope Sullivan; Lee Plemel; Karen Abowd; Bob Crowell

**Subject:** Letter for BoS meetingon 12/01/16 RE: Vintage

TO: Carson City Board of Supervisors  
FROM: Gallagher Family – Maison Way  
RE: Letter for the record for BoS meeting 12/01/16  
DATE: 11/21/16

Dear Supervisors,

We purchased our home on Maison Way almost 1 year ago and shortly later, learned Vintage was to be built.

To be clear, we completely and totally support development in general and respect The Andersen's right to sell and develop their land. We know "a nice view and pretty deer" are not good legal arguments. If it is true that the Andersen's sought out the best possible project for their land, then we are grateful to them. We realize Lennar or some other cookie cutter outfit could come in and make it look like Dayton. However, the concerns of the surrounding community should not be ignored. Vintage is not the worst case, but it's certainly NOT the best and WE (the city government and the people) need to get this right the first time. This project is proposed directly in the center of an already VERY well established old neighborhood. Let's just slow down and hold the developer accountable. This is where you, the Board of Supervisors, come in. You have been elected to look out for all of us. That does not mean catering to every single complaint, but it does mean making decisions that will best suit everyone. Reasonable and well thought out arguments should be considered. We have not all been complaining about pretty views and wildlife. Some of us really have provided great legal arguments.

We think following the rules (and not changing them), like the CCMC and the Master Plan is an easy way to be fair to everyone. Homeowners have a reasonable expectation that the zoning will only be changed when it benefits the community and does not burden existing homes. We used the CCMC and the Master Plan to make our final decision to purchase our home. Now we are being told the rules may change to benefit the developer. Why? How does changing the SF-1A portion of the proposed development area to SF-12 benefit the community or the existing homes surrounding the proposed project area? We're quite sure it greatly increases the developer's profit, but that is NOT your concern. We purchased near an open field and knew full well that someday it would be developed. We also read the rules and knew that any development behind our property would be **1 house per 1 acre lot**. The developer plans to build multiple houses per 1 acre lot, should the zoning change be granted. We are reasonable people and willing to listen to reasonable explanations. Profit for the developer does not count. The existing SF-1A area could easily be developed just like surrounding 1 acre lot communities in the area and the developer and The Andersen's can still make tons of money. Denying this

zoning change and the commercial congregate care facility is a perfect opportunity for the City Government to stand tall and create a fair scenario for everyone. It would surely quiet down all those people who are convinced the city is partnering with the developer. Our family has been very vocal about giving the city government a chance and telling others to quit with the conspiracy theories, but that becomes harder and harder to do, because sometimes it really does appear that the fix is in and the city is in fact partners with the developer. Heck, maybe at least be professionally critical of the developer on occasion. Up to this point, it's been handshakes and addaboy's even in the face of gross negligence and unpreparedness by the applicant/development team. We keep hearing things like "oh its been such a joy to work with them" and "oh they have been so great in helping clarify that for us". Why? They submit an application, its flawed, its sent back. Why is city staff meeting with them and holding their hands?

The list of easily attainable things in this project that could benefit the community and the developer is long. In short, this project could easily be tweaked to accommodate more of a country club type facility, allowing the surrounding neighbors to pay annual fees, if they choose, and have access to facilities while still giving the "age in place seniors" their "community within a community". What do you expect? Pave over paradise and all the villagers who invested large sums of money in their homes and pay some of the highest property taxes in CC to just lay down? I would expect the developer to have that mind-set, but we're hoping the city government will ride in on their steeds of justice and save the day. Once again, its easy..... just maintain the zoning....that's fair. What would the applicant's legal argument be?

This entire application process from the developer has been a nightmare. The community is mostly angry because there are so many unknowns. We have no idea what the heck this is!! This developer, while presumably well intentioned, did a piss poor job of communicating with the surrounding neighborhoods. It's his fault the first and only public meeting was a disaster. He sent out a letter and was quoted in the newspaper that the project would be starting by summer's end. That sent everyone, us included, into a frenzy, understandably so. The developer was shocked to see citizens of a community caring about the way their neighborhood looks and feels.

The bottom line is this. WE (the city government and the people) only have one chance to get this right. If the project fails, WE have to live with it, NOT Vince Scott or the Andersen's. Failure might look like the project morphing from an "upscale senior neighborhood" to apartment and duplex living (rental community). It can happen, because the ground work will have already been done for Vintage. If the congregate care facility fails, some plumbing can be added and some more walls put up and VOILA!! You have apartments.

Hope Sullivan, Lee Plemel and the city staff have been very polite and very helpful to us citizens, as they should and we do thank them for that. However, it seems as though the developer has had a substantial amount of support from city staff as well. Why? The developer is paying Lumos for that. Frankly, things appeared way too chummy. We understand and expect professionalism, but city staff really seems to be advocating for this project, including some (not all) Ward Supervisors. Why?

Maybe us villagers are just being sensitive, but time after time we hear compliment after compliment, see handshake after handshake and hear snickering and whispered condescending comments while citizens say their peace in public forums. Why? This is not a high school popularity contest. This is about people's homes and quality of life.

We have done our best to be reasonable and mature, but this constant lack of info and seemingly good ol boy operation really makes us want to bring out our torches and pitchforks. We are hoping and praying the BoS will lead from the front and just tone this whole thing down and inject a little common sense.

Density, vehicle traffic, commercial uses and unnecessary zoning changes are the main concerns of the citizens. Please!!! do something to set some people at ease. Side with us on something!! We really are very reasonable

and intelligent people. Just give us a chance. We the community have done an extensive amount of research and provided some very good arguments. Please read the letters given to the planning commission . The overall tone/theme of those letters was to just build the best project possible.

Please!... don't forget, 1 commissioner recused herself and 2 voted against recommending this project. One of which was the Planning Commission Chairman (the undisputed most knowledgeable person on that panel). Not to mention, 2 of the commissioners were confused about what they were even voting on to the point where the Chairman was even shaking his head in disbelief and the city staff had to walk them through it. Really? This is our public review panel? We sure hope the BoS is going to be more thorough and well thought out and competent.

Here is a list of questions we have: We really will listen to well informed answers. Developer's profit does not count.

1.) Why are congregate care facilities listed as commercial uses in the CCMC? Some planning commissioners don't think they are commercial. So why is it listed as such? How can citizens research a topic to present arguments when the public review panel just picks and chooses the codes to be followed?

2.) What is a good source of information for new home buyers regarding zoning? We used the CCMC and the Master Plan before we purchased. Is there something else?

3.) Is the SF-1A parcel of land South of Maison Way going to be re-zoned to something else? If so, Why? Is it to increase profit for the developer? Again, why does that trump all the property owners who had a reasonable expectation that the zoning would be upheld?

4.) By denying the zoning changes will the Andersen's be deprived of something that other property owners enjoy? Zoning changes can't be granted just for profit, right?

5.) Do "Rancher's" property rights outweigh the rights of single family home owners?

6.) Is the Master Plan created with community input? If so, shouldn't community input matter before authorizing changes to the MP? Some commissioners seemed to outright dismiss concerns of citizens.

7.) If this project is approved, what system or oversight makes sure the developer follows through on conditions etc?

8.) How long is this project anticipated to take from start to finish? Can something be done about the 12 hour work days and weekend hours? How about Mon-Friday 7AM-5PM only?

9.) Can the city government institute some sort of regulation requiring the project to be completed in a reasonable time frame, or will home owners potentially have to endure 20 plus years of construction and potential inability to sell their homes?

10.) What safeguards can be put in place to make sure future boards and city staff can enforce the same level of oversight if Vintage fails? (Lay terms-who and what will make sure other developers don't come in and run-a-muck if Vintage fails?)

11.) What restrictions can be put in place to make sure this area/project stays a 55 and older community and no

apartments EVER!!?

12.) If this project is approved what will be done to make sure there is a successful and equitable integration of existing and new neighborhoods? What will shared fencing look like? Setbacks? Trails? Access to trails? Landscaping? EVERYONE! is totally confused about all this!! There is so much conflicting info.

13.) Will the BoS vote on a clear, concise and well understood application or is it going to be like the PC where there were so many unanswered questions but they still voted on it?

14.) Is it unreasonable to expect that an applicant is required to have an answer for basically every reasonable question? Are us citizens crazy for having this expectation? If a person applies for a job and does not complete the application and provide ALL the info, they are sent away and told to not return until its complete.

15.) If the Vintage applicant is not prepared to answer every question at the 12/01/16 BoS meeting will he at least be turned away and told to go back to the drawing board?

We are frustrated, but submit this letter very sincerely and respectfully.

The Gallagher's.

P.S.

**-Attendance at the BoS on 12/01/16 is NOT indicative of support or opposition to the project. The community showed up in high numbers at the PC because it is scheduled in the evening after people are off work. BoS takes all day and starts in the AM in the middle of the work week.**

**-Sierra Place Senior Living on College Parkway is not a comparable facility to Vintage. It is on the outskirts of a neighborhood and backs up to a business complex and is across the street from a large grocery store and is only a few hundred feet away from a busy state highway. Vintage is proposed to be right in the heart of an already existing neighborhood that is far away from the hustle and bustle of town. There is no comparison. Plus, most Silver Oak buyers knew it was there when they purchased. The PC felt like Sierra Place was a good comparison.....its NOT!! Common sense.**

MICHAEL GOLDEEN  
 804 Lexington Avenue  
 Carson City, NV 89703-3623  
 775-297-3688 —michael@goldeen.com

RECEIVED

NOV 16 2016

CARSON CITY  
 PLANNING DIVISION

15th November 2016

Carson City  
 Planning Division  
 ATTN: Board of Supervisors  
 108 E. Proctor Street  
 Carson City, NV 89701-4240

RE: The Vintage At Carson City

Gentlemen;

In the course of its concentration on details the Planning Commission seems to have discounted the fact that The Vintage at Carson City is an exclusive project complete with gates. It has no place in a civil community. Its age-specific layout and construction will be unattractive in a broader market. It will be a burden should it not succeed, and should it succeed it will be an ongoing disruption to the unity of our community.

The blurb posted on the developer's home page,\* especially the part about lush farmland nestled at the bottom of Kings Canyon bears scant resemblance to the reality, or to the project in front of you, to say nothing of its questionable grammar. The way the developer chooses to go about selling its product—as reflected on its web site—causes me to question how the project will be run.

The sweeping and clichéd comments, as in “the view from 30,000 feet”, which the developer's representatives found fit to use about the project, and the vague, indefinite, elusive, and unprofessional answers they gave the Planning Commission's questions add support to my view that these people are not to be trusted.

For example when the subject of parking was raised their representative claimed the problem had been solved. Parking would now be allowed on one side of each street, but he made no mention of the restriction remaining in the draft CC& R on residents' parking, to wit, not allowed on the street. In consequence the Commission was made to feel comfortable, and did not discuss overflow parking in the adjoining neighborhoods, something which has turned out to be a serious issue in other cities, and will prove so also in our community with this project.

Neither did any Planning Commission member present seem perturbed by the developer's traffic study representative's comment that added Ormsby Street (south) traffic would not bear on school traffic as, “Ormsby Street did not pass any school exits.” Baloney! No one on the Planning Commission seemed to be aware, or if they were, they were willing to accede to the deceit by the developer that “Ormsby Street does not stop at King Street”. Virtually all traffic which has not cut down Washington Street first to avoid the schools turns east at that point and passes exits for both Carson Middle School, and Bordewich Bray Grammar School on its way to town. Does the project's traffic study really understand southbound Ormsby Street traffic?

In agreeing to joint responsibility for parkland maintenance our Planning Commission has accepted a feel-good arrangement which sets the scene for conflict and dispute. Who does what, when and in what way will prove never-ending issues. The originally proposed tax assessment district with the City taking full responsibility for the publicly accessible areas does not sound as nice perhaps, but it would work.

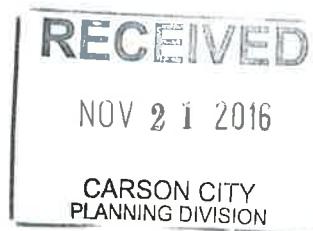
\*<<http://thevintagenevada.com>>, “To remain committed to our roots we have chosen this particular piece of lush farmland nestled at the bottom of Kings Canyon to cultivate an organic farm to table, 55 plus active adult progressive community in the heart of Carson City, Nevada. The Vintage gives the refined year's new meaning to community through a safe, healthy, sustainable environment of natural living where everything is aged to perfection. ...”

That the members of our Planning Commission had to wade through a six inch thick wedge of papers and spend six hours hearing comments to arrive at their decision supports my opinion that this is a project which will prove expensive, disruptive of our community, of dubious benefit, ponderous, and complicated. The Vintage at Carson City is a dangerous proposal made by a source which shows hallmarks of the unreliable to a Planning Commission which is either blind the plan's difficulties or just doesn't care. I ask you to decline this proposition.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Richard S. Spoler". The signature is fluid and cursive, with a large, stylized "R" at the beginning.

**From:** Hope Sullivan  
**Sent:** Sunday, November 20, 2016 8:30 PM  
**To:** Rea Thompson  
**Subject:** Fwd: Letter about Vintage



Sent from my iPhone

Begin forwarded message:

**From:** Wendy George <[wendygeorge@zoho.com](mailto:wendygeorge@zoho.com)>  
**Date:** November 20, 2016 at 8:07:25 PM PST  
**To:** <[bcowell@carson.org](mailto:bcowell@carson.org)>, <[kabowd@carson.org](mailto:kabowd@carson.org)>, <[JShirk@carson.org](mailto:JShirk@carson.org)>, <[lbagwell@carson.org](mailto:lbagwell@carson.org)>, 'Hope Sullivan' <[HSullivan@carson.org](mailto:HSullivan@carson.org)>  
**Subject:** Letter about Vintage

Mayor Crowell and Board of Supervisors  
201 N. Carson Street, Suite 2  
Carson City, NV 89701

Mr. Mayor, Ms. Abowd, Mr. Shirk and Ms. Bagwell,

I believe this project is all wrong for Carson City and the residential west side. It abuses the Municipal Code especially the provisions relating to planned unit developments. Having discussed this project with family and friends, all are against it. However, should you be inclined to approve this project, I believe that there are additional conditions warranted beyond and in addition to those outlined by staff:

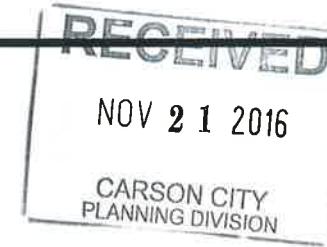
1. Archeologist(s) be on-site when digging/drilling begins to safeguard any relics, remains, or other evidence of past Native American presence or any local or natural history phenomenon.
2. All north-side and south-side boundary buffers be a minimum width of 60'.
3. All parking lots and non-single family residential buildings and the swimming pool be buffered for sound and light by shrubbery or other adequate means.
4. All parking lots, non-single family residential buildings, the swimming pool and buffer areas use only lighting that fits the guidelines of the National Lighting Product Information Program and the Institution of Lighting Engineers to eliminate light trespass.
5. Since they are only open dawn to dusk, no lighting along the trails.
6. The locations where the trails cross Ormsby Blvd be well marked for the safety of pedestrians and bicyclers.
7. All trails around the perimeter of the development be open to use by the public.
8. All buildings eliminate the faux 2-story appearance given by clearstory windows.
9. No single-family dwelling be more than 20' high from current ground level.
10. Washington Street to be put through from Ormsby to Longview. Per the Carson City Complete Streets Policy, the first goal of this policy is "To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides for livable communities."
11. The developer endows a fund in perpetuity to maintain the wrought iron fence and provide maintenance of the fence and the "Devil's Acre" area between that fence and existing home back fences, at a minimum once a year.

Or

12. The wrought iron fence to be moved to inside the trails at the north and south sides of the development.
13. If not moved inside the trails, gates be provided in the wrought iron fence as promised for each existing home that wants one.
14. Trees and grape vines planted behind existing homes be negotiated with each homeowner or resident before any planting.
15. Construction and related activities limited to the hours of 8 AM to 7 PM, Monday to Friday.
16. Parking lot sweeping limited to the hours of 8 AM to 7 PM, Monday to Friday.
17. Deliveries to be limited to the hours of 8 AM to 7 PM, Monday to Friday.
18. The developer reimburses the City for the cost of the traffic signal at Mountain and Fleischmann, which clearly benefits his project. Per staff, the cost is \$1,014.04.

Sincerely,  
Wendy George  
Carson City

**From:** Reta Hanks <ranks8597@charter.net>  
**Sent:** Sunday, November 20, 2016 8:48 AM  
**To:** Planning Department  
**Subject:** Vintage at Kings Canyon



Dear Planning Commission Members:

I see from notices in the Nevada Appeal that the Board of Supervisors will be voting on the Vintage at Kings Canyon on December 1.

SOS-Carson City is urging letters in **opposition** of the project. This encouraged me to immediately send an email.

I'm a senior, 70 years old, lived in Carson City for over 30 years. I am IN FAVOR of the Vintage, that is – in favor – of the project (in part)

planned between Mountain St. and Ormsby Blvd. Nothing more. Save the other as open space. I think this project will bring positive results

to west side of Carson City if it is done well. I would like to see some open space included, walking trails, and attractive, well-build homes/condos/etc with lots of unique exterior construction detail and character even if it increases the cost. Bring in those "rich Californians". Carson City can use the tax money!

So, there you have it, my opinion.

Sincerely,

Reta Hanks

249 Sussex Pl

Carson City, NV 89703

775-883-8597 or 775-315-1098

**From:** Hope Sullivan  
**Sent:** Monday, November 21, 2016 4:58 PM  
**To:** Rea Thompson  
**Subject:** FW: An open letter RE: The Vintage At Kings Canyon

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NOV 21 2016

CARSON CITY  
PLANNING DIVISION

**From:** Peter Hennessey [mailto:[peter5427@reagan.com](mailto:peter5427@reagan.com)]  
**Sent:** Monday, November 21, 2016 4:49 PM  
**To:** Bob Crowell; Karen Abowd; Lori Bagwell; Jim Shirk  
**Cc:** Planning Department; Hope Sullivan  
**Subject:** An open letter RE: The Vintage At Kings Canyon

An open letter RE: The Vintage At Kings Canyon

This open letter is intended for (1) all residents of Carson City in general, (2) the neighbors of this proposed mixed-use development in particular, and (3) specifically to the members of the Carson City Board of Supervisors.

For those who still may not know, The Vintage At Kings Canyon is a controversial proposal to build commercial, rental and residential units on the vacant fields known as the Andersen Ranch between Mountain Street and Ormsby Blvd. The fourth and latest version of the proposal is available on the city's webpage at [Carson City : The Vintage at Kings Canyon](#) (<http://www.carson.org/government/departments-a-f/community-development/planning-division-/current-planning-zoning/vintage-project>)

For those who don't care (you don't live in this area, you can't stand "those people on the west side," etc.), all I can say is that this project is of importance to all of Carson City precisely because it proposes a radical new concept for Carson City: a *"community within a community"* complete with its own commercial and rental mixed-use core -- right in the middle of an existing residential area, totally incompatible with the current master plan and zoning for that area. While the Schulz Ranch, Lompa Ranch and Little Lane projects follow the same pattern of hyperdensity development, even they did not take the next step of escalating to this californicated concept of pretending they are somehow separate and detached from the rest of Carson City, needing their own commercial and rental core.

It is precisely because of this radical concept that this project has to go through this elaborate process, requiring the formal approval of the Board of Supervisors. The Board is not in the business of issuing building permits. As the legislative branch of local government, the Board is the business of setting and defining policy for the city. Accordingly, to get this project done, the Board has to approve a spot-zoning variance both in the Master Plan and in the zoning law. One would hope that in order to approve such a variance, the Board would see the greater issue of the welfare of the city as a whole, rather than the specific merits, if any, of a particular project.

Sadly, such is not the case. As the specific details in the record of getting this project in front of the Board clearly demonstrates, the decision on the appropriateness of this project for the general welfare of the city has been made long before the application reached the Board. City staff saw fit to "work with" the developer to revise the TPUD application so the fourth revision would make it acceptable (to the staff) for presentation to the Board.

Nowhere in the application is there any hint that anyone bothered to do the proper marketing studies or write a business plan to show whether this project is

- (1) economically viable,
- (2) good for Carson City in terms of economic growth, business diversity, employment for local residents, tax revenues, impact of our infrastructure and services, etc.,
- (3) good for the neighborhood, in terms of impact on our traffic, our non-existent crime rate, our property values, our kids being able to walk to school safely, and other quality of life issues.

The staff presented two resolutions to the Planning Commission in order to get them to vote for approval, one on the variances and one on the project. It was quite clear that there is no point in voting for the variances if they did not approve

the project, and there was no point in voting for the project if they did not approve the variances. The commissioners were all too obviously uneasy and confused before and after voting on these resolutions, as can be seen throughout the Video of the public meeting on Sept. 29 (<http://www.carson.org/transparency/meeting-agendas-minutes-and-recordings>). And in spite of an overwhelming outpouring of public opinion against this project, 162 to 1 in the written comments to the planning commission, a similar ratio of speakers at the public meeting, and a lively discussion in the media (such as Search | Carson City Nevada News - Carson Now, <http://carsonnow.org/search/node/the%20vintage%20at%20kings%20canyon>), the commissioners still voted to recommend this project to the Board of Supervisors.

Assuming the Board of Supervisors stays true to its legislative and policy-setting job function, one policy-level issue is whether the Master Plan requires "infill" as our policy for development. No, it does NOT; infill is only one of three possible choices, and it is the choice that most immediately and most detrimentally affects the character of the community and the quality of life, because it transforms a small, sometimes semi-rural rural town into an urban / suburban mess. The other issue is whether it is appropriate to engage in spot zoning, which is obviously what the planning commission did in this case, and which, I believe based on discussion in the planning commission's public meeting, is specifically prohibited in the municipal code.

In simple terms, the issue for the Board of Supervisors boils down to this. Will they choose to represent special interests who so richly financed their recent re-election campaigns, or will they choose to represent the people, the overwhelming majority of whom is opposed to this californicated kind of development in Carson City?

The issue for the general public is, will you continue to voice your opposition, and do what you can -- call and write to members of the Board and the media, come to the meeting of the Board on December 1 and bring your neighbors with you -- or will you just give up, roll over and play dead, while once again the establishment rides roughshod over our interests? Ask yourselves, then ask the Board, why can't this project be done in a way that conforms to the character of the existing neighborhood, consistent with current master plan and zoning? What's to be gained and who gains by approving this californicated departure from the character of this community? We the people want something different, and we are naive enough to expect that the Board still represents us.

Write to the Board of Supervisors, and ask your friends and neighbors to do likewise:

[BCrowell@carson.org](mailto:BCrowell@carson.org)

[JShirk@carson.org](mailto:JShirk@carson.org)

[LBagwell@carson.org](mailto:LBagwell@carson.org)

[KAbowd@carson.org](mailto:KAbowd@carson.org)

(Brad Bonkowski is abstaining from the vote on this project due to conflict of interest)

Write to the local media; for example, Create Reader-Submitted Content | Carson City Nevada News - Carson Now (<http://carsonnow.org/node/add/reader-content>).

Copy your comments to the Planing Commission ([planning@carson.org](mailto:planning@carson.org)) and staff (Hope Sullivan [hsullivan@carson.org](mailto:hsullivan@carson.org)) for inclusion in their report to the Board of Supervisors.

And come to the meeting on December 1 (Carson City : Meetings and Events : Board of Supervisors). This meeting is the only time when the official decision will be made by the actual elected representatives of the people. The previous meeting and vote of the Planning Commission on Sept. 29 was a recommendation only, based on the staff report. **THIS IS THE MEETING WHERE THE PUBLIC HAS TO SHOW UP TO SEE IF THE ELECTED OFFICIALS DO IN FACT REPRESENT THEM.**

Thank you.

Peter Hennessey  
Carson City

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NOV 21 2016

CARSON CITY  
PLANNING DIVISION

Hand Delivered

November 21, 2016  
12 Comstock Circle  
Carson City, NV 89703

Mayor Bob Crowell and  
Supervisors Abowd, Bagwell & Shirk  
City Hall, 201 N. Carson Street  
Carson City, NV 89701

Dear Mayor Crowell and Supervisors Abowd, Bagwell, & Shirk;

We understand that growth is necessary to Carson City's viability, and recognize that the developers of the Vintage have made changes and somewhat reduced the impact of their project.

However, the project overall is still too dense, and particularly for the parcel on the west side of Ormsby Boulevard. In fact, the proposed plan is really an insult to community members living nearby. All the land is currently zoned for residential lots. That zoning should be maintained, or, if altered to allow the congregate care facility, 55-year-old community; the developer should make concessions in the residential lot sizes and buffer between the differences in zoning with wide swaths of open space. If people moving into Carson City want smaller lot sizes on the parcel west of Ormsby Boulevard, cluster the already-allowed number of houses on that property and leave more open space.

The current proposal by the developers is very dissimilar from the way surrounding neighborhoods are laid out. Other developments have large lots, or curving streets, green spaces, and pathways for aesthetics and to allow floodwater to recharge our aquifer. Do not allow these developers to pave all that land over with rooftops, driveways, and streets—as their plan indicates they want to do.

Sincerely,



Terry (Theresa) and Tom Horgan



# First United Methodist Church

400 W. King Street, Suite 100, Carson City, NV 89703

775-882-1436 / Fax 775-882-5742

The Rev. Dr. Rob Jennings-Teats  
Senior Pastor  
The Rev. Dixie Jennings-Teats  
Associate Pastor  
Pamela Houghton  
Church Administrator  
Children's Ministry Coordinator  
Jessica Houk

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NOV 21 2016

CARSON CITY  
PLANNING DIVISION

November 21, 2016

Mayor Bob Crowell

Mayor and Board of Supervisors

City Hall, 201 N. Carson St., Carson City, NV 89701

Dear Mayor and Members of the Board of Supervisors,

This is in regards to the proposed Vintage Development. I am speaking from my experience as a pastor and with knowledge of community senior projects. I wish to note my serious reservations for the proposed Vintage Project.

I am generally in favor of multi-phase senior communities. There is a need for a multi-phase senior community in Carson City. As a pastor, I have personal experience with several senior communities. Church affiliated organizations and non-profits often design, build and operate such communities. However, there are some serious problems regarding the proposed Vintage Project which I would like to point out.

Most of the problems with the Vintage plan derive from their stated assumption that this community is designed for "active seniors" open to people in their fifties. This assumption is contrary to every multi-phase senior community that I am aware. These kinds of communities are generally populated by single women well into their eighties. Often women who lose a husband and become widowed seek a community in close proximity to their existing relatives and relocate there. Therefore if the Vintage Project is in keeping with most like communities, then in average, the people buying into this development will be widows in their eighties who have family in the Carson City area. It would most likely attract people already living in this area. Considering that the average income for people over fifty in Carson City is around \$40,000.00, this would make the Vintage project unaffordable for the vast majority of seniors already living in Carson City. It should be assumed that most of the buyers will be coming from out of this area. Here is the problem, the greater majority of people buying into this kind of project will want to live near existing relatives. It would be a mistake to think that people who could afford to live in the Vintage, for instance people from California urban areas, would move to Carson City because it is unlikely they will have relatives nearby. It is easy to project that the current pricing of homes in the Vintage will not sell to the typical senior seeking such accommodation.

Second, it is assumed by the developer that residents moving into the Vintage will join together in a property owners association to manage and operate the roads, facilities and common grounds of the project. This assumption breaks down when considering the average age of such communities being people well into their eighties. People in this phase of life are unlikely to be able to assume or desire the responsibilities of operating such a POA on a voluntary basis. If and when this POA breaks down, who will assume responsibility for its upkeep?

Third, the typical senior seeking to live in a multi-phase community has special needs that are not adequately addressed by the Vintage project. Seniors in their eighties will be attracted to a residential community that provides them with activities and relationships geared to their age level. Programs and activities need to be organized, staffed and managed. Every multi-phased senior community that I know of has an organization that manages an activities program for the community. Shuttle buses for outside events and access to Carson City services would be operated, exercise facilities and programs would be in place, and parties and social events would be calendared and supervised. These kinds of programs need to be run by some agency for which there is no current plan. The common grounds and buildings in the Vintage plan are woefully inadequate. The exercise room and outdoor swimming pool would not meet the needs of an elderly population. Most such communities have indoor swimming pools and specially designed exercise areas. There are usually spacious outdoor areas for elderly seniors to meet and gather. In the Vintage plan there is only a very small and not easily accessible open space in the Southeast corner of the property that will be the only outside area for seniors to gather. The narrow walking paths will most likely be used for senior residents to walk their pets. It is my fear that seniors will feel isolated in their small cottages and will have no program for building necessary social relationships between the residents.

Fourth, concerning the skilled nursing component of the Vintage plan. Until now, we have no information as to who is going to operate this facility. The design itself has serious flaws, showing no commercial kitchen or adequate dining areas. Will this facility have a rehabilitation and therapy service? This is essential to any multi-phase senior community. Will it have lock down and secure section for patients with dementia? Since this skilled nursing component will be open to anyone beyond the Vintage community, it should be assumed there will be a need for adequate parking to accommodate families and friends who will want to make regular visits. Is there adequate parking?

I believe the Vintage plan is poorly designed and lacks the infrastructure to meet the needs of an elderly senior population. It does not take into account the social organization and structures that this kind of senior community needs. The lack of experience of the developer in building such a multi-phase senior community is manifest at so many levels. I do not think a solid business plan is in place for this project. I do not think they realize the type and age of person that is the market for such a project. Their erroneous ideas about this being for "active adults" appearing in their mid-fifties in their promotion material will rapidly disappear when the reality of elderly residents well into their eighties is the norm.

Yes, we need a good and affordable multi-phase senior community in Carson City, but the Vintage is not it. I suggest that the Board of Supervisors investigate other multi-phase senior communities and see what is actually required for a successful project.

Personally I will be moving into a multi-phase senior community in a few years and have already made my plans, but I would never consider moving into something as poorly planned as the Vintage.

Yours sincerely,



Rev. Dr. Rob Jennings-Teats

utf-8 \*

Charset

November 20, 2016



To the Board of Supervisors and Carson City Staff:

RE: Vintage Project

My name is Abigail Johnson. I live at the corner of Maison Way and Pardini, at the northwestern corner of the portion of development west of Ormsby Blvd. But even if I lived somewhere else in Carson City, I would have these comments about the proposed Vintage development which I believe will be a mistake for Carson's open space, tax base and future as a community for all ages.

I understand that the Board of Supervisors, as well as the Planning Commission and Parks and Recreation Commission are under pressure to approve this development or be sued for turning it down. Others will write and speak about possible violations of rules and requirements. I want to focus on three items:

**Process:** Written comments for this meeting were due on November 21, two days before the staff reports and other information were scheduled to be posted on the City's website. "The agenda, staff report to the Board of Supervisors and all supporting materials, including written public comments, will be available online at [carson.org/agendas](http://carson.org/agendas) by the end of the day on November 23, 2016." (The day before two holidays.) This means that anyone who submitted a comment by the November 21 deadline did not have a chance to review the staff report. Presumably the staff report would provide the best arguments and information on why the project deserves to be approved. Reviewing the staff report would be helpful for members of the public in preparing comments, pro, con or just informational. It is unfortunate that the staff report was not made available sooner. What's the rush? In my experience, projects which are not given the benefit of full public scrutiny by proponents or approving agencies often develop costly problems later which could have been adverted by taking enough time and respecting the public process. I believe this is one of those projects.

**Dark Skies and Streetlights:** The PUD portion of the project, west of Ormsby, should be free of streetlights. I've been told that the rule is that there must be streetlights. I believe that other rules are receiving variances and exceptions in this project. I respectfully request that the portion of the project west of Ormsby Boulevard be streetlight-free and dark sky friendly. In that way, it would be compatible with the Newman subdivision to the north of it. The Jack Davis Observatory at nearby Western Nevada College also depends on dark skies. Let's do all we can to prevent light pollution and preserve and protect dark skies in Carson City. Please ensure that

there is no additional light pollution from the subdivision.

Trails and Potties: I attended the Parks and Recreation Commission meeting where Vintage trails and amenities were discussed. It was clear that the details had been worked out with staff and others in advance of the meeting, and that the developer and staff had already negotiated what he was willing to do for trails in order to get approval. I guess I just didn't understand how the system works when the developer is on the inside track with the city.

I know that the developer has agreed to build and maintain a restroom at the Mountain Street trailhead. I am requesting that an additional restroom be added, and memorialized in the developer handbook, and be a condition of approval, if the board decides to approve the project.

The restroom (porta-potty enclosure with access for maintenance paid for by the developer/HOA) should be located near the trail where it will connect to the Longview Ranch subdivision walking paths. That would be at or near the southwest corner of the parcel west of Ormsby Blvd. In my experience, a restroom on a trail system is most useful mid-trail rather than at the beginning or end. The lack of restroom facilities in the entire Longview Ranch subdivision is unfortunate. Locating a restroom near the southwest corner of the parcel west of Ormsby Blvd would address the need. If the process were more open and if staff had held a meeting to solicit input from neighbors, some of these ideas might have surfaced earlier so that staff could have incorporated them into the conditions. But inside-track planning excludes the public, so it is necessary and fitting to raise these issues with the decision-makers, the Board of Supervisors.

I urge the Board to take as much time as it needs to consider this project. I encourage the Board to reject the application and to reject inside-track planning that excludes the public. Due to a previously scheduled commitment, I am likely not able to attend the meeting on December 1. Please add one more warm body to what I expect will be an overflow crowd of concerned citizens. Thank you for considering my concerns.

Abigail Johnson

1983 Maison Way

Carson City, NV 89703

**From:** Paul Johnson <PaulJ@gbis.com>  
**Sent:** Monday, November 21, 2016 11:14 AM  
**To:** Planning Department  
**Subject:** Vintage / Andersen Ranch



Dear Planning Dept,

My wife and I have lived on the west side for 15 years. We are not directly affected by this project, but we do feel an attachment to the neighborhood. It's a great place to live and raise a family.

- 1) In spite of what you might have read in the paper, almost everyone around the development knew that something would eventually be built on the Andersen Ranch at some point, and do not object to that. But many people feel that the commercial aspects of this project along with the high density section would not be a good fit for the neighborhood and would not conform to the existing Master Plan. They have legitimate concerns about increased traffic on residential streets, noise, and lighting.
- 2) The proposed project calls for small shops and offices that do not belong in a residential neighborhood. Also, it is not clear how the shops will survive if they only serve residents of Vintage which is what was presented at the Planning Commission meeting. It is very possible that in the future there would be a request to make the commercial activities within Vintage available to the general public.
- 3) It seems to me that the current master plan zoning is adequate and proper for that property and changing it for the purposes of this development would not be in keeping with the goals of the planning process. The main purpose of zoning is to keep similar land uses together and to keep non compatible (such as residential and commercial) uses separated. Having commercial activity in a heavily residential area close to two schools doesn't seem like a good decision.
- 4) Many people in the adjacent neighborhoods bought homes knowing that the Andersen Ranch would one day be developed. They investigated before they purchased and relied on the fact that the Andersen Ranch was zoned only for more residential development. They did not expect to be living next to cramped, high density houses and commercial activities.
- 5) The project has been presented as a way to provide "in place aging" for senior citizens. The stated goal was to attract older/retired people to come live in Carson City. It seems to me that Carson City already has an oversupply of older citizens. Plus, there is already a large assisted living facility under construction two blocks away on property owned by the hospital. Do we really need more? If we want a vibrant, active economy here in town, then we should really be trying to attract younger workers who would have more disposable income that would support the Carson City economy. I believe that was one of the goals of the downtown redevelopment project.
- 6) Finally, the Planning Commission approved the project with a list of revisions that had to be made. As far as I know, the revised plan has not been released and the Board of Supervisors is scheduled to take up this matter on December 1st. This leaves a very short amount of time for citizens to review the changes and communicate their concerns to the Board and to city staff in time for the December 1st meeting. There is no reason this needs to be rushed through the planning process.

I hope that this project will not be approved in its current form.

Thanks for listening to my concerns.

**P.S.** We were at the Planning Commission meeting on September 29th. I was singularly unimpressed by a couple of the Commissioners. Two of them seemed to be reading their information packets for the first time as they sat at the table for the meeting. The most cogent question one of them came up with was how would the electric gates on Mountain Street operate at night?? Really?

Only the Chairman seemed to be fully prepared and he actually gave a thoughtful response at the end of the discussion period. He explained his decision to vote “no” on the project and outlined the reasoning behind it.

Sincerely,

Paul Johnson

1852 Desert Peach Drive

Carson City, NV. 89703

775-450-5570

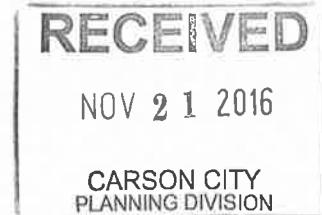
#24

# Joost Land and Cattle Company, Inc.

P.O. Box 25  
Carson City, Nevada 89702

November 21, 2016

Carson City Board of Supervisors  
c/o Planning Division  
108 E. Proctor Street  
Carson City, Nevada 89701



RE: MPA-16-091 & TPUD-16-092

To the Board of Supervisors:

As a landowner (APNs 007-572-01/007-573-03) adjacent to the above referenced items, we wish to formally note our **opposition** to these proposed actions.

While there are many potential adverse impacts to our neighborhood (and the City) by this pending development, our greatest concerns are the following:

**1. Loss of Groundwater Recharge**

Whether purposely through irrigation, or incidentally through storms, over the years these fields have recharged vast quantities of water. What happens to untreatable Ash Canyon Creek and Kings Canyon Creek runoff and westside storm water when this acreage is no longer available?

**2. Ormsby Boulevard Extension**

An increase in neighborhood traffic volume will *inevitably* necessitate the extension of Ormsby Boulevard from Ash Canyon Road to Winnie Lane. **WHO WILL PAY FOR THIS?**

Please, consider delaying your vote.

Thank you,

Karen Joost  
President

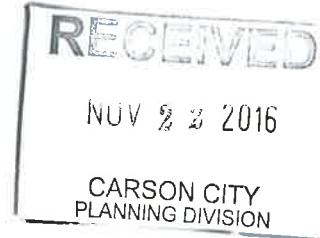
## Hope Sullivan

---

**From:** Webmaster Carson.org  
**Sent:** Monday, November 21, 2016 9:42 AM  
**To:** Bob Crowell  
**Subject:** Vintage at Kings Canyon

Message submitted from the <Carson City> website.

**Site Visitor Name:** Chuck and Sue Knaus  
**Site Visitor Email:** [csknaus@nvbell.net](mailto:csknaus@nvbell.net)



Dear Mr Crowell:

Our many concerns regarding the Vintage at Kings Canyon have been expressed by a multitude of people. We respectfully request the Board deny the proposed plan.

We do not object to building on the Andersen property if it is not feasible to save the open space; we object to zoning changes that will accommodate a dynamic and unfortunate change to the west side of the city. We ourselves are full-time caretakers, and it is our hope we are not forced to consider selling our home in favor of an area more appealing.

Thank you for your consideration,  
Chuck and Sue Knaus  
1010 N Richmond Ave  
Carson City NV  
775-882-7878

November 21, 2016



Dear Board of Supervisors,

We bought our home at 1500 Valencia Court, about 3 ½ years ago. Some of the primary factors in deciding upon our purchase were the surrounding open space and expansive mountain views that the adjacent ranch property afforded. We were well aware that the ranch property could in the future be developed. However, we had the expectation that if it were, the existing zoning would be preserved and the ranch would be developed to a similar style and character of the surrounding neighborhood.

We understand that property rights come with entitlements to develop the land, and we support preservation of these rights. However, the proposed Vintage at Kings Canyon project seeks to implement a project beyond what is legally provided through entitlements. Why should the developer be afforded special privilege to develop beyond what is legally entitled? A master plan amendment enabling the implantation of an extended care/assisted living facility would result in land uses that are clearly incompatible with the surrounding neighborhood, thereby eroding the existing community quality and character to the detriment of the surrounding properties. This clearly violates the rights of adjacent property owners who are entitled to enjoy the peace and serenity guaranteed by residential, not commercial, land uses.

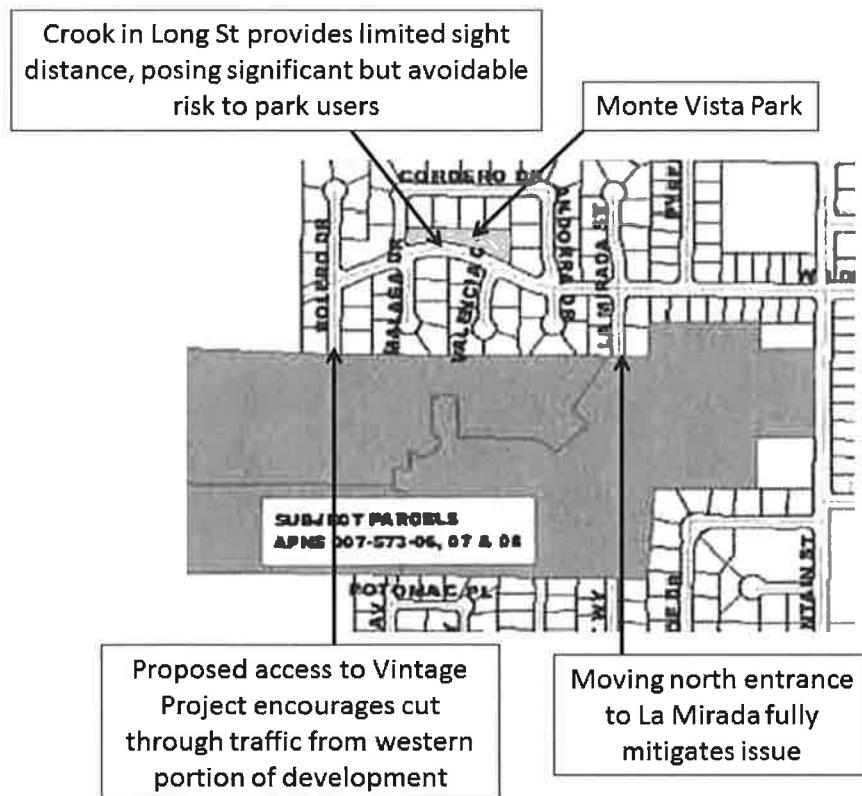
Beyond the question of whether such a project is even needed, significant concerns exist in regards to project viability. Even members of the Planning Commission raised serious doubts, as this project has the very real potential to fail on one of both ends. On the front end, all the funding necessary to complete the project has not been secured; on the back end, let's be real: who is going to buy accommodations with such a small footprint at such inflated prices, particularly when you can get twice or three times the value anywhere else in the market?

The Board of Supervisors has the responsibility to act to in best interests of the City. The Vintage Project is a potential pitfall that is not worth the risk. By approving the project, the Board of Supervisors will send a message that catering to out-of-state interests is more important than preserving, protecting and advancing the existing quality of life our residents currently enjoy. It will furthermore send the message that the developer should go back to the drawing board, and embark on a process that genuinely engages the community and integrates our input. The public process associated with the Vintage Project was woefully inadequate, as it is impossible to evaluate and provide thoughtful, valuable feedback when the target is continually moving.

We could support a Long Ranch Estates-type of a development. We believe such a development would advance and obtain a much wider array of Carson City Master Plan policies, goals and objectives. We support responsible development that provides quality housing for professionals and families, a primary need in our city. Furthermore, such a development could improve community connectivity and health

by expanding the network of publically accessible trails. Trails that serve the greater community are quality of life assets that are marketable, may be used to attract residents and visitors to Carson City and strengthen property values. Unfortunately, the Vintage Project minimizes public access to trails on site.

Finally, we oppose opening up Bolero as an entrance to the Vintage. Even if restrictions such as entrance or exit only, this would still not address the significant risk to pedestrians, primarily children, accessing Monte Vista Park. Due to the crook in the road, a limited sight distance is provided to drivers and pedestrians in either direction. The clear solution to address this serious concern would be to move the north side access to La Mirada. Doing this would avoid any risk to pedestrians as traffic would not flow past the park as illustrated below.



Thank you for considering our comments.

Sincerely,

Jason & Melissa Kuchnicki



November 17, 2016

Dear Mayor and members of the Board of Supervisors.

I would like to respectfully request that you deny approval to any changes or amendments to the existing Master Plan and existing zoning currently in place for the Andersen property.

The proposed Vintage development does not offer land uses that are compatible with the existing adjacent land uses and will have a detrimental impact on the homes and the neighborhoods in the vicinity.

The Carson City Planning Division published on April 25, 2016 on line 4B is one of the grounds for our objection to this development. The Planning Commission Chairman, Mr. Paul Esswein and Mr. Walt Owens both understood the impact of this development and voted no against any change to the Master Plan or existing zoning.

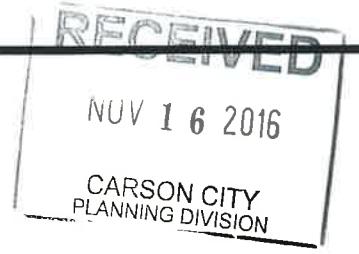
The proposed Vintage development would be a fenced in, self enclosed business community plunked down in a well established family neighborhood and would be the wrong placement for this project. Single family homes similar to the existing homes, full of vibrant families, interacting and contributing to the life style and sense of home ownership is what is intended in the existing Master Plan and should be honored.

Thank you,

Paul LaFleur

A handwritten signature in black ink that reads "Paul LaFleur".

**From:** Sean Lehmann <lehmann.dpm@gmail.com>  
**Sent:** Wednesday, November 16, 2016 8:31 PM  
**To:** Planning Department  
**Subject:** Vintage comments



I would like these comments to be included in packet for the Board of Supervisors regarding The Vintage. Please confirm receipt. Thank you!

I have been on the Carson City Parks and Recreation Commission for nearly 8 years. I served as Chair for 4 of those years. One incredibly important link in the pathways master plan is the missing link along Kings Canyon Road directly west of Carson Middle School. This is an approximately 1/4 mile segment with no pedestrian or biking facilities, not even a shoulder. East of this area is King Street with both a sidewalk and a bike lane. West of this area are the multi-use trails in the Long Ranch Subdivision. The section of road between these areas has almost no shoulder and goes around a blind curve on C-Hill. This section of road is used heavily by Middle School students, walkers, runners, and bikers. All of these users are generally forced into the traffic lanes due the complete lack of a sidewalk, trail, or even a shoulder to accommodate them.

We have tried for years to remedy this situation. We have tried to get various grants and have been creative in how to complete this link, but we have not been successful. I was truly elated to read the guest column by Kim Andersen Colard in the Nevada Appeal on May 14th. In this column, she publicly stated that "we also have agreed to contribute land for a multi-use path on our Heritage property along the northern edge of Kings Canyon Road". This is great news! Moreover, the Developer committed on the record at our September Parks and Rec meeting that he would fund the construction of this path.

This is a win-win for everybody! Unfortunately, I have heard very little discussion on this element of the project. I truly believe that your approval of this project could be contingent on this path being constructed. If we don't take advantage of this now, I'm afraid that this critical missing link in our paths system will never be completed. Moreover, this can be achieved at no cost to the taxpayer! PLEASE make sure to include this path as part of the approval of the The Vintage development.

Thank you very much for your time,

--  
 Dr. Sean Lehmann  
lehmann.dpm@gmail.com  
 (775)450-5469

Marie H Mermier  
1111 Cordero Dr.  
Carson City  
NV 89703  
C - 415 - 686 - 6964

#29

11/16/2016

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NOV 16 2016

CARSON CITY  
PLANNING DIVISION

To whom it may be concern

Here are my concerns.

- 1) I do not like "Vintage" - we are in a desert - what about "Desert Balm" as a title -
- 2) <sup>212</sup> Single "Family" residential, very dense - and you write "FAMILY" - what are you saying, ?  
if no children + their parents are not allowed - I object to the Idea that only 55 years old + are allowed - this is discrimination - I visited many places like yours, including fancy ones in Florida (Great Weather) + everyone uses lots of money in it is BOREDOM + so unhappy - He or she put lots of money in that "DREAM" place to realize it is families + lonely town - you will need young families + old folks to enliven those old folks - the children old folks have lots of experiences and the new technology - could teach them all the new technology -
- 3) Is the size of the swimming pool an OLYMPIC one ?  
with 500 people + staff - you will need that size - For exercises are you including Pickle ball Courts (the craze in Arizona) and a couple of Tennis courts to keep those old folks active + alive -  
- Do you have an exercise room where Yoga teachers could help different kinds -  
- Do you have a restaurant where people could converse + have a good time !  
- what kind of art, music, travels have you created -

Marie H Mermier

Dear Board of Supervisors:

11/18/16

As a homeowner in the Vintage/Kings Canyon area, I urge you to stop this Vintage Project! Please Do NOT approve the re-zoning — or the entire project!

I oppose funding this venture when there are so many other, more critical, needs like road improvements, police, and emergency services.

The King's Canyon Vintage complex will increase traffic and congestion — and it's unfair to all the homeowners in the surrounding areas to re-zone. This complex doesn't attract the young community Carson City needs to boost its economy.

And especially, we need to preserve and protect our open spaces, beauty, and wildlife.

Thank you for your attention,

Michelle Hartt & Geoff Mullen  
1315 Angels Camp Dr  
Carson City NV 89103

*MHartt*

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NOV 21 2016

CARSON CITY  
PLANNING DIVISION

#31

Maxine Nietz  
1005 W. Long Street  
Carson City, NV 89703  
775.887.1294 / [nevadamax@sbcglobal.net](mailto:nevadamax@sbcglobal.net)

RECEIVED  
NOV 21 2016  
CARSON CITY  
PLANNING DIVISION

November 21, 2016

Mayor Crowell and Members of the Board of Supervisors  
City Hall  
Carson City, NV 89701

Re: Vintage at Kings Canyon MPA and PUD applications

Dear Elected Officials,

I will begin by detailing the many statements in this application which are not true to fact, such as: *(Developer language in black, my responses in red)*

The goal is to create a complete neighborhood that includes facilities catered to aging residents. Such residents can remain within the neighborhood and continue to **interact with family members and friends**. **This PUD was specific in its intention of catering to NEW out-of-state residents -- who by definition do NOT have family and friends nearby....**

The project also includes a **substantial open space**/public amenity elements throughout the plan and includes walking trails, community gardens, and other resident amenities. The proposed PUD will allow for the clustering of the units which allows for the **preservation of open space** and amenities. The project will provide **substantial open space area that will benefit the neighborhood**. The project is therefore proposing amenities well above what is required by Code and by normal planning practice. The project will provide public amenities in the form of park space and enhanced trails. **Because the project's "open space" is so fragmented, and because it is designated as "private space" or "common space," it is of no use to the general public. None of the "open spaces" is contiguous or adequate enough to allow for activities appropriate for a park. With the exception of some trails, all "open space" in this PUD is reserved for residents, not available to the public. Regulations call for a 2.5-acre park space; this project proposes 1.2 acres. The developer places his comments about this open space under the chapter on economic vitality. Are they going to charge for entry into their open spaces?**

In addition to the 212 single family units, 64 assisted living units are proposed along with 29 independent living units for a total of 305 units. The assisted/independent living units are considered a "commercial use" under the Carson City Municipal Code and are therefore not counted in terms of the allowed density calculations. **There is no polite way to respond to such an outrageous assertion. The highest density units -- APARTMENTS -- are NOT included in the density calculation, because they are not single-family units?!?!?!**

A large open space buffer is located along the south side of the project in order to ensure compatibility between new homes in Vintage and existing homes to the south. **The "large" buffer is only 60 feet wide, unlike Long Ranch Estates 100' to 150' wide buffers, and includes developed trails, ditches, and detention/retention areas, not true open space. The north side is completely ignored as the majority of the buffer on this side is only 30 feet wide.**

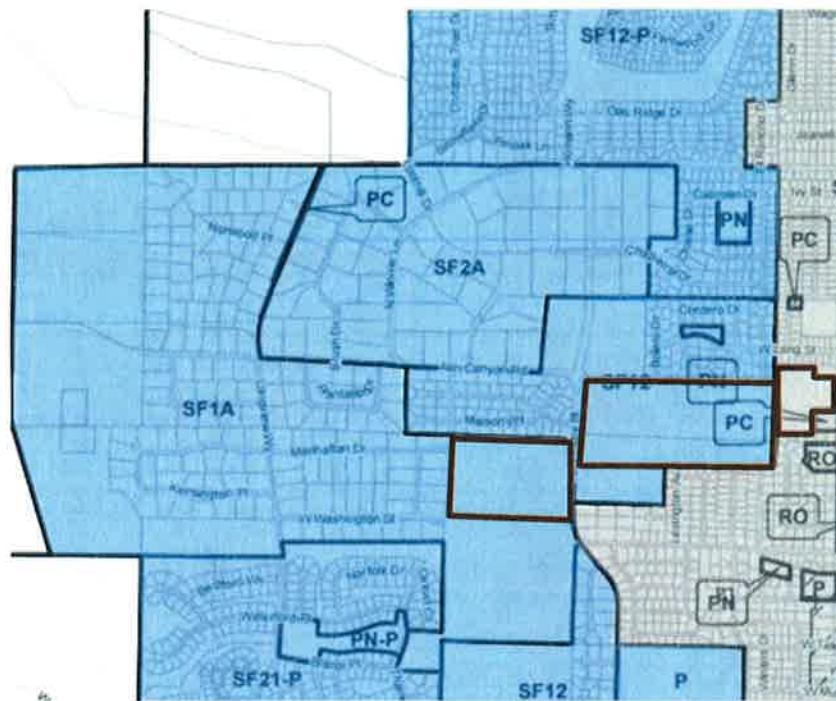
Secondary access is provided via connections with Bolero Drive and Lexington Avenue. However, it is anticipated that these roadways will get **little use** as they **do not provide direct connections to the arterial street system** and are less convenient in terms of reaching everyday services and common destinations. [This project] will also fill some existing gaps in the roadway network by providing additional connections. The project uses existing streets for overall access. It also will generate **reduced traffic impacts** due to the retirement-age component of the project. **Bolero connects to Long Street; that's an "arterial" street. Lexington connects to Washington Street; that too is an "arterial" street. Since the public will NOT be able to drive on the development's private streets, how are they providing additional connections? In what way are 2,400 ADDITIONAL cars considered "reduced traffic?"**

By incorporating the PUD approach, the City and surrounding neighbors are given assurances as to what will be developed at the site. **Only until the first amendment is applied for.**

After listening to resident concerns, **significant changes** have been incorporated into the project plan. These changes will be further detailed in the forthcoming **entitlement requests**. After listening only twice to residents' concerns, **MINOR changes to the project were done**. The present owners of the parcels involved in this project are only "entitled" to develop it in conformance with existing the Master Plan and zoning.

It is also noteworthy that the Vintage project is anticipated to **increase overall property values** in the area. There is no way to estimate how the value of existing properties will change in response to the drastic changes to the neighborhood. I anticipate that property values will be destroyed.

The Vintage at Kings Canyon project is **consistent** with the Master Plan Land Use map. The proposed density conforms to other housing in the area and will **not change the overall development style of the neighborhood**. Proposed density is **comparable** to other uses in the area. **No**, the PUD proposes a use (substandard lot sizes, zero-lot line houses, rentals, apartments, commercial space) that is **INCONSISTENT** with and not allowed by the current Master Plan and zoning designations (SF6, SF12, SF1A). The PUD does **NOT** conform to the density of the surrounding neighborhood -- by any measure, the proposed density far exceeds the density of the surrounding neighborhoods (existing surrounding zoning is mostly SF 2A, 1A, 21 and 12 with a small area of SF6 – see map). Furthermore, current zoning on existing parcels does **NOT** allow for any level of commercial use on these properties.



The site is not within an urban/wildlife interface area. **The site IS an urban/wildlife interface area!!!**

The project is not in a mixed-use activity center. **It is not IN a mixed-use center; as proposed, it IS a mixed-use center.**

The entire project to be fenced. A 6' tall wrought-iron or metal fencing along other [than frontages] project boundaries. The developer should be required to endow a fund in perpetuity to maintain the wrought iron fence and provide maintenance of the fence and the "Devil's Acre" area between that fence and existing home back fences, at a minimum once a year. Or, the wrought iron fence to be moved to inside the trails at the north and south sides of the development.

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The existing citizens of Carson City have given developers an added tool, called a Planned Unit Development, which gives them the ability to use their creativity to make better developments. Our code says about PUDs: 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 which harmonize with the existing land uses in the vicinity. Additionally, this chapter insures **increased flexibility** of regulations over land development and encourages land development without undue delay, while controlling development in the best interests of the ecology, economy, public health, safety, morals, and general welfare of the citizens of Carson City.

There is nothing about this plan that shows any "variation," "vision" or "flexibility." It is rectilinear in layout, especially the section west of Ormsby Boulevard. It lines up the buildings in rows with no creativity as intended in the heart of the ordinance. With the exception of three minor curves in the far eastern section, the other 17 roads are completely straight with 90 degree corners.

The applications before you seek to "**spot zone**" an island of commercial use within a quiet, residential neighborhood. This commercial zone is bordered on all sides by single-family homes, thus creating a **friction zone**. This ill-advised change would undermine the long-standing single-family residential nature of the area. Spot zoning for commercial uses is totally out of keeping with the character of the entire district west of Mountain Street. If approved, these Apartments would become the only commercial zoning west of Mountain Street.

This commercial use will result in **many** negative and detrimental impacts to the nearby single-family homes. It will bring additional noise and traffic, including fire and sheriff vehicles, ambulances, hearses, large-scale deliveries, and staff shift changes 24/7/365. It will cause light trespass from around-the-clock operations. The proposed layout does **not** truly place the commercial facility in the interior of the PUD and some existing homes will be separated by less than 200 feet. Consideration is **not** given in these applications that increased traffic along a walk-to-school route creates a hazard for our young people. Moreover, the gated, homogenous nature of this seniors-only PUD is **out of character** with the diverse, surrounding neighborhoods.

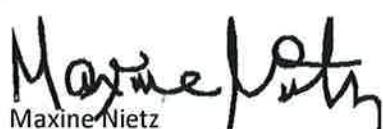
These negative commercial impacts are the reason congregate care facilities may **not** be constructed on property zoned for single-family homes per the code.

This **fundamental change** to the nature of the existing neighborhoods will not only **reduce the value** of surrounding property, it will also negatively impact the **quality of life** for current Carson City residents. If this is such a great project to live next to, why isn't the developer building it next door to his own home in Washoe Valley where there is plenty of vacant land?

I also question the rush to bring this project before the Board. It has only been in the public eye for just under 8 months. It has been given special treatment in that twice it was granted extensions beyond set deadlines to correct and complete submissions. It could really use some serious interaction between the developer and the surrounding neighbors, as well as some creative re-design.

I am a 37-year resident, home owner, voter, tax payer, entrepreneur, volunteer, and senior citizen. The only asset I have is my home. I ask that you do as the Mayor recently said when presenting medallions praising Carson City as "a community that values its citizens." Please value **us** tonight by denying or sending this project **back to the drawing board**.

Regards,



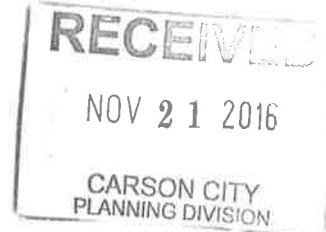
Maxine Nietz

**Luke & Rebecca Papez**  
1905 Maison Way  
Carson City, NV 89703

November 20, 2016

Carson City Board of Supervisors  
c/o Carson City Planning Division  
108 E. Proctor Street  
Carson City, NV 89701

RE: Vintage at Kings Canyon



Dear Mayor and Supervisors:

We respectfully request your consideration of the following comments during your deliberation of the proposed Vintage at Kings Canyon Project (referred to herein as the "Project") currently scheduled for a public hearing during the December 1, 2016 Board of Supervisors meeting.

The record created by the proponent's application documents, the Planning Division staff report, comment letters submitted to the Planning Commission, and the public hearing and deliberation of the Planning Commission during the September 29, 2016 meeting clearly establish that the Project is in conflict with the Carson City Municipal Code (CCMC).

The Planning Commission's decision was a clear abuse of discretion. Many of the findings of fact required by CCMC 18.02.070.10(a), 17.07.005, 18.02.075.5, and 17.09.050 were not substantiated. The proponent has failed to meet the burden of proof with sufficient evidence to support all required findings of fact. Public comment letters and oral input received during the Planning Commission public hearing outlined numerous instances of this. In addition, the planning commissioners referenced several requisite findings of fact that were not substantiated during their deliberations of the MPA-16-091 and TPUD-16-092.

With regard to MPA-16-091, Chairman Esswein methodically noted the conflicts the proposed Master Plan Amendment posed to the goals and policies of the current Master Plan. Chairman Esswein cited inconsistencies with Guiding Principle 9, Guiding Principle 2 Goal 2.1.d, General Mixed-Use Policy 1.3, General Mixed-Use Policy 1.4, General Mixed-Use Residential Policy 1.2, and General Mixed-Use Policy 1.4 of the Master Plan. None of the other planning commissioners offered a rebuttal to Chairman Esswein's comments. In addition, Chairman Esswein made an important point regarding community planning principles and the use of master plan amendments. Master plans are intended to be a community wide planning tool that shapes development to meet the desire of the community as a whole. Amendments to the Master Plan should occur through an

integrated community wide process and examine a number of different possible alternative growth scenarios, resulting in an outcome that best aligns with the community members' goals. Contrary to this concept, an amendment to the Master Plan that seeks only to meet the desired outcome of a single developer is inconsistent with the Master Plan the master planning process.

With regard to TPUD-16-092, both the input received from the public and the deliberations of the Planning Commission highlighted the findings of fact that cannot be supported as required for approval. As the members of the Planning Commission stepped through each of the findings of fact, several of the commissioners listed more than one finding that could not be supported. While two of these instances were addressed through mitigating conditions in the motion for approval, these mitigating conditions did not address every instance where a commissioner publicly stated a particular finding could not be supported. It was apparent that neither the commissioners nor the planning staff kept a running list of those findings that each commissioner proclaimed to be unsubstantiated. This resulted in a situation where commissioners had outstanding objections to one or more findings of fact but voted in favor of the motion.

Specifically, of the planning commissioners who voted in favor of the motion:

1. Commissioner Saddler stated on the record that the findings of fact he felt could not be supported were CCMC 18.02.075.5(b)(2), 18.02.075.5(b)(3), 17.07.005.8, and 17.09.050.5. In later discussion, Commissioner Saddler stated that the only way finding 18.02.075.5(b)(2) could be supported was the removal of the commercial component of the Project. However, that component was an essential element of the Project and could not be removed. No further mitigation was recommended for this finding.
2. Commissioner Salerno concurred with Commissioner Saddler's statement that each of the above stated findings of fact could not be supported. In further discussion Commissioner Salerno reconsidered his position on 18.02.075.5(b)(2) and noted he could make the stated finding, leaving three findings of fact he found unsubstantiated. He briefly discussed finding 17.09.050.5, but ultimately resettled on the unsupported finding.

Commissioners Saddler and Solarno each voted in favor of the motion to pass TPUD-16-092 after stating on the record that the above findings of fact could not be supported. This was an abuse of discretion that is ripe for appeal.

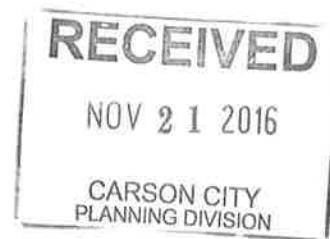
Given that the record clearly indicates multiple unsubstantiated findings of fact, the Board of Supervisors must vote to deny the Project applications.

Sincerely,

/s/

Luke Papez

November 21, 2016



Carson City Board of Supervisors  
Carson City, Nevada 89701

Dear Board Members:

We are writing in regards to the requests for a Master Plan Amendment and a Tentative Planned Unit Development Map and associated Zoning Map Amendment and Special Use Permit 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 and related businesses, do not belong in an area consisting of single family residential neighborhoods. **They are totally out of character with the existing neighborhoods.** 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.

The proposed businesses belong downtown where the revitalization project has recently been completed. **This request is spot zoning and should be denied.**

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 is totally out of line with the existing single family residential neighborhoods.

If an amended version of this proposal is recommended for approval by the Board of Supervisors, we ask that **certain conditions** be made part of that recommendation.

1. **The proposed development should not connect, in any way, to the existing Monte Vista subdivision.** The tentative map shows a connection to Bolero Drive in the northwest portion of the proposed development. 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.

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. As this is labeled "secondary access", **it is not necessary.**

2. **There should be 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. 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. **This project should be tabled if a reasonable compromise cannot be reached on these issues.**

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

CCBdofSupv

**From:** carol perry <carolprry@yahoo.com>  
**Sent:** Sunday, November 20, 2016 10:44 AM  
**To:** Planning Department  
**Subject:** The Vintage at Kings Canyon

# 34  
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NOV 21 2016  
CARSON CITY  
PLANNING DIVISION

I live on N Richmond Ave, an area that could be affected by this project and I know that there is much opposition to the idea of building on the open space currently owned by the Anderson Family.

I have lived in this area for many years and as a baby boomer have seen the graying of our local population. Lack of good job opportunities for young people has forced many to look elsewhere for a job. This limits Carson City tax collection and allocation, a real problem at this point.

If properly planned with respect to the neighborhood, I think the Vintage is actually a good idea. The need for non-long term care housing in this city is great and as a person who falls in the age demographic that the Vintage would cater to I do not oppose the project. I must maintain more living space and yard than I really want to and would welcome better suited housing. As a disabled person, I would welcome housing that is more accommodating to those of us with health issues.

The Vintage would create much needed additional tax revenue catering to an already existing population and would be attractive to retirees from elsewhere not wishing to live in or maintain a large house. Currently the inventory for retiree housing is limited and often sells immediately due to high demand.

Besides, if already zoned for and properly planned, the Anderson Family has a right to do with their property as they wish. I wonder if all those whining about not seeing a field would be so opposed to this project if they were the owners of such valuable land. I can see the fields from my house and while I know my neighbors have a "not in my back yard" attitude, it is not in the best interest of the city and as residents, the quality of life for everyone should be considered first.

Thanks Carol A Perry

#35

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NOV 21 2016

CARSON CITY  
PLANNING DIVISION

JAMES L. PINCOCK, MD., D.M.D.  
1470 Medical Parkway, Suite 260  
Carson City, NV89703

Telephone: (775) 884-4433  
Fax: (775-884-4459)

Oral and Maxillofacial Surgery

Facial Reconstructive Surgery

November 21, 2016

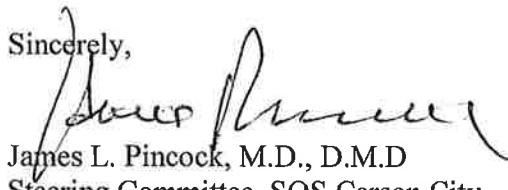
Mayor Robert Crowell  
Carson City Board of Supervisors  
Carson City NV

Dear Sirs,

Please find the enclosed copy of arguments made by our legal counsel at the September 29<sup>th</sup> planning commission meeting. In spite of the findings of the planning commission and their erroneous conclusions, the issues remain the same.

We appreciate your review of this information.

Sincerely,



James L. Pincock, M.D., D.M.D  
Steering Committee, SOS Carson City

# FENNEMORE CRAIG, P.C.

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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

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 demonstrate 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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## 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.

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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 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.

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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

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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 Application, 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 and Zoning Map Amendment processes.

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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

Mayor Crowell and Carson City Board of Supervisors  
City Hall  
201 E. Proctor Street  
Carson City, NV 89701



November 19, 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.

Before addressing specifics, I would like to say that along with hundreds of our neighbors and other Carson City residents, I was extremely disappointed with the approval granted for this project by the Planning Commission. While I commend these citizens for their willingness to serve on a public body, it was apparent to anyone present at the meeting that there were many problems with the way the Commission handled their responsibility. Several commissioners seemed confused about specifics of the proposal, seemed uninformed about multiple aspects of the proposal, were uncertain about what they were actually voting on when the motions for a masterplan amendment and zoning changes were made, and other than Mr. Eswein, none of the commissioners gave any indication that they had read (let alone considered) the significant amount of written public comment submitted on the project. With the exception of the Chairman, instead of actually studying the materials that were submitted, and developing their own understanding of the plan and process for approval or denial of development, they repeatedly deferred to the opinion of city staff. Any BOS members not present at that meeting (September 29) should review the video. Once having done so, you will likely also conclude that the Commission hadn't done their homework and didn't understand what they were doing. It then falls to the BOS to look more closely at the details of this project and understand its ramifications for the community, rather than simply ratifying the approval granted by the Planning Commission.

Beyond the concerns regarding the failure of the Commission to understand and consider all the facts, mention must be made of the way the Vintage project was presented both before and during the September 29 meeting, in which we saw the developer repeatedly change what was submitted in the

PUD. Some of this was in response to aspects of the plan that were challenged by city staff. Other things came out of nowhere, like the plan for a "winery" with in the project but nowhere in the PUD. I thought that a plan was supposed to be complete when it was submitted to the Planning Commission. This PUD was incomplete and did not meet the deadlines for submission, yet was allowed to go forward, and even be amended, while it was being presented in the public meeting. This is completely unfair to the citizens of Carson City, who did not have a chance to review the changes and respond, and should not have been allowed. I am not any kind of expert of matters of civic law, but this would seem to be an area open to legal challenge.

Next, I would like to comment on several aspects of the Vintage proposal that need to be challenged. Before doing so, I would hope you will note that the Vintage PUD repeatedly states opinions as fact, and gives numbers without citing any supporting evidence that I could find. I hope that the Board of Supervisors, unlike 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, Lake Tahoe, etc. These are the type of people that I 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 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. These areas are part of the internal (fenced in) area of the development, and are not open to the public, or of any use to the public. Although this apparently allowed, it skews the calculations to make it appear that more actual "open space" is contained within the development, and the site map is misleading.

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 "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 proven.
- 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) I realize that our city engineer has said that there will be no problem, but this is supposition.

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 potentially 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 availability of, and access to health care. Results of a recent study done by a nationally known healthcare advisory firm project that in the next 10 years 80% of the growth in the primary service area of Carson Tahoe Regional Medical Center will consist of individuals age 65 and older. This will mean that 25% of our population is 65 years old, or older. This is far greater than the national average of 15%. 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 12-20 doctors short of an adequate number of primary care physician for a city our size. Carson City is, in fact, a federally designated "Healthcare Professional Shortage Area". This is due to a several 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. Without adequate primary care coverage available, emergency room visits will dramatically increase. Inviting more senior citizens to live here by building "retirement communities" without the ability to successfully recruit more primary care physicians will exacerbate

this problem, and is the last thing we need.

As I am sure you know, 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. Again, related to lack of primary care physicians, those without a personal doctor will be forced to seek care in the emergency room. ER utilization by Medicare patients is a source of significant financial losses 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, almost always 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 the 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 local healthcare and wellness programs that we currently enjoy. Additionally, programs that are very important for the

community but minimally or nonprofitable, 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 prove devastating 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 are 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 does not meet conditions for approval, and is not in the best interest of the community. For multiple reasons, the request for master plan amendment, zoning change, request for special use permit, and the entire 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

**Hope Sullivan**

---

**From:** BOBA85VET@aol.com  
**Sent:** Monday, November 21, 2016 4:48 PM  
**To:** Bob Crowell; Jim Shirk; Karen Abowd; Lori Bagwell  
**Subject:** vintage

We oppose the vintage project, it is too high density for the area.

Sincerely,  
Robert & Mary Richard  
568 Oxford Ct.  
Carson City Nv. 89703  
775-884-4789



Rea Thompson

# 38

**From:** hikinjack@aol.com  
**Sent:** Monday, November 21, 2016 4:41 PM  
**To:** Planning Department  
**Subject:** Opposition to Proposed Action MPA-16-091

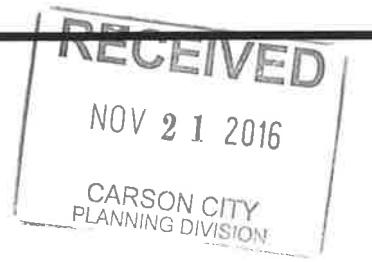


Carson City Board of Supervisors

This note is to voice our opposition to MPA-16-091, the request to change the Master Plan Land Use Designation, to allow Mixed Use Residential from the current designation of Medium Density Residential, in the 5.6 acre in question at No. Ormsby and 1450 Mountain St. This proposed development would change the character of our neighborhood with increased traffic and congestion and certainly by loss of Open Space land. This area has never been planned as mixed use residential and that is one of the reasons many of us have made our home in this neighborhood, away from the congestion and traffic closer to the center of town. The feelings of those of us that live in the affected area are very clear, we do not want a change in or an amendment to the existing Master Plan Land Use Designation. Please hear our concerns and pleas and honor the wishes of those who will be severely impacted by this development. Thank you for consideration of our request.

Michelle & Jack Schnurr, Manhattan Dr., Carson city

From: charles h.smith <chsmithm2k@yahoo.com>  
Sent: Sunday, November 20, 2016 10:58 AM  
To: Planning Department  
Subject: Proposed Vintage Development



I support an individual's property rights to use her/his property for purposes that are in accordance with local laws and ordinances. The Andersen's have owned the Vintage property for over 100 years in an agriculture/open space use. This property may be a bucolic and scenic enclave for those of us who drive by it everyday on our way to the developments that have engulfed it. We would all like to preserve this beautiful setting for our enjoyment and it would be wonderful if the City or some combination of public and private organizations would come forward and offer to purchase this property and keep it as a park or open space. So far this has not happened. Perhaps the folks who have posted NO VINTAGE signs on their lawns or who are members of SOS and other opposition groups should come up with the funds to buy the property and keep it out of the hands of developers. **Therefore I request the Board of Supervisors to pursue this latter options with any individual or group who oppose individual property rights and who want to maintain the Andersen property as open space for their enjoyment or for the general protection of the environment.**

Thank you, Charles H. Smith

**From:** ejrsnell@gmail.com  
**Sent:** Monday, November 21, 2016 3:51 PM  
**To:** Planning Department  
**Subject:** Comments for Vintage project

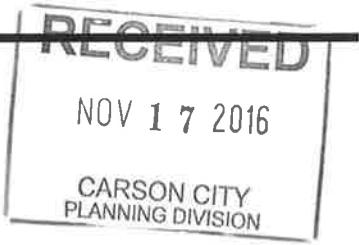


I have four questions /comments to be considered :

- 1 Is this a fully gated community that will prohibit the general public from entering the area?  
(It is well documented that a fully gated community decreases the property values of the surrounding properties.)
- 2 How will the general public have access to the sidewalks and trails running in the development if it is gated?
- 3 How is the developer going to mitigate the additional runoff to prevent additional flood risk downstream of the new buildings?
- 4 Could the developer use a more water-wise choice of plants than a Vinyard? Grapes are water intensive. To plant water intensive landscape -even if you use drip systems - in a community in its 5th year of drought shows a huge lack of consideration for everyone that shares this resource.

Sent from my Verizon 4G LTE Smartphone

**From:** Robert Stansbury <burytone@yahoo.com>  
**Sent:** Thursday, November 17, 2016 2:09 PM  
**To:** Planning Department  
**Cc:** cecelia Stansbury  
**Subject:** Vineyard Development



Hello planning officials, Carson City Supervisors and Mayor Crowell. As a resident of Carson City, I wanted to send you this note, as I will be teaching at Eagle Valley Middle School during the December 1st meeting on the Vineyard Project. I am very much in favor of the Project that has been placed before you for your vote. We all live in a State that contains thousands of acres of open space. That's why the argument used by the Anti-Vineyard group is such a bogus concept. The land is private and currently without structures. The neighbors should be grateful that they have been able to enjoy the property, up to now.

With the current plan, they should still be able to enjoy it in the future. This is a classic case of NIMBY (not in my back yard). I feel it has elevated to a worse condition called BANANA (build absolutely nothing absolutely near anything). Carson City has moved forward with so many positive projects in the 10 years I have lived here. Don't let a few, self centered residents and nay sayers stop this municipalities progress. Please vote Yes, to provide residential choices for current and future Senior Citizens in our vibrant community. Thank You. Robert Stansbury (297-3866).

#42

## Hope Sullivan

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**From:** Wendy Swanson <wrobswan1@gmail.com>  
**Sent:** Monday, November 21, 2016 5:29 PM  
**To:** Bob Crowell; Karen Abowd; Jim Shirk; Lori Bagwell  
**Subject:** Vintage at Kings Canyon

Supervisors:

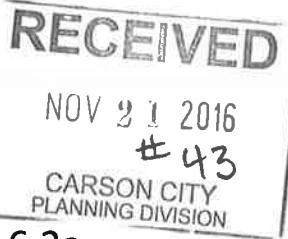
\*\*This may reach you 20 minutes late...but I urge you to accept it since I only received the information in the mail TODAY....November 21st.

I grew up in Carson City at 900 W. Washington St. I have such fond memories of playing in Ash Canyon Creek as it ran through our front yard, running around Winnie Lane, riding bikes around Winnie Lane and Kings Canyon, watching the cattle drives down Washington Street as the cattle were moved between winter and summer pastures. The open space on Winnie Lane, Ormsby Blvd and Kings Canyon is the last remaining open space on the east side of Carson City. Part of what makes Carson City so special is the still open areas, the connection, both temporal and visual to the rural American West, the smell of wet sage after a rainstorm. All I have seen happening in Carson City in the last 30 years is development after development, tacky shopping center after tacky shopping center, and more and more people moving into our little town from out of state. Carson City is becoming just like every other over-developed, cookie-cutter cities in the west.

Please help Carson City retain its very special atmosphere and open space. Please DENY the Vintage Development approval.

Thank you,  
Wendy Roberts Swanson  
Property Owner  
900 W. Washington St.  
Carson City, NV 89701





18.02.070 (10)(b), 18.02.070 (10)(d), 18.02.070 (5)(b)(2),  
18.02.080(5)(b), 18.02.080(5)(g), 1.2a, 2.1d, 2.2a, 5.1, 5.4a, 5.6b, 6.2a,  
9.3b, 9.4a, 9.1a, 9.2a, and 9.2b. HUH?

All of these numbers are CCMC codes and Master Plan elements. The Vintage project violates each and every one of them. But wait! Planning staff looks at each of these numbers and using the identical wording finds that Vintage passes with full colors. How is this possible? How does the exact same words have totally different meanings?

The answer must lie in the words themselves. These words, unfortunately for me and fortunately for planning staff, are not definitive. They are broad, sometimes conflicting, but always open ended. How does the BOS decide? Do they follow Lee Plemel and his staff diligent work on behalf of the developer or listen to the hundreds of citizens who gathered together, written letters, attended meetings and spoke about how wrong this project is for Carson City?

I can help you with the decision. First, throw out the words because you can do the same as planning and I have and apply them anyway you see fit. Second, BOS must look long and hard at the project. Is it good for all the citizens of Carson City and not just for the landowner or the developer?

This project has several troubling parts. First, does it really “fit in” with its surroundings? Dozens of small 1100 sq ft houses on zero lots, all looking the same, and commercial aspects, gated and fenced? All of that in the middle of a 50 year old neighborhood of 12,000 sq ft lots with houses of different sizes, none looking like another? No, the project doesn’t fit. Perhaps it would fit if it were on the edge of town, or in Florida, Arizona even Las Vegas. Its best fit is in Napa. Here, not so much.

Second, is this project something Carson City really needs? Carson City will develop. It must to survive. Growth is necessary. There has been

much discussed about “managed growth”. Managed growth is more than just how many permits are issued vs available water, sewage and police-fire protection. Inherently, managed growth also needs to be smart growth. Is this project smart? Does it provide a diversity of housing for all citizens? Does it provide aspects of affordable housing, workforce housing? At \$350,000 for the smallest house, it is hardly affordable. 55 and older looking to “retire in place” are not workforce material. Carson City already has the oldest population of any county in Nevada. Are you sure you want to double down on that?

Or do you want real, sustainable, diverse a mix of young millennials, professional, folks with kids, a smattering of old geezers, you know, just what makes Carson City tick?

The last point I wish to make is one that the BOS will turn its back on. That point is one of economical viability of the project. The BOS will say “it is not up to us to make a value judgment whether or not the developer succeeds or not”. On its face, that sounds reasonable. Your own Planning Commission had their doubts regarding this point and said the same as you will. However you MUST, down deep, find this point of economic viability a real concern. Why?

Two words; Ormsby House. I think you get my point.

The developer has gone on record that they could make more money if they just developed to existing zoning. I would give him that chance by denying this project and letting a better project come forth.

Yes, I guess I’m a NIMBY but I do care about the entire city. All the “STOP VINTAGE” signs have been misread. Folks read them as “STOP DEVELOPMENT”. No, they say Stop VINTAGE because this is a bad project. Wrong project, wrong place, wrong for Carson City.

Michael Tipton  
1943 Maison Way

Please include this comment in the Board of Supervisors packets and make it part of the official record for the Board of Supervisors meeting on December 1, 2016.

Mayor Bob, Karen, Lorie and Mr. Shirk:

It doesn't take a Fortune Teller to predict the outcome of your vote to approve/disapprove the Vintage project. This is my prediction for your votes today:

Mayor Bob: Yes

Karen: Yes

Lorie: Yes (Brad told you how to vote, you're his puppet.)

Mr. Shirk: (our only Board of Supervisor who ALWAYS votes for the people): No

I would only hope that you have taken the time to read all the information in your packet.

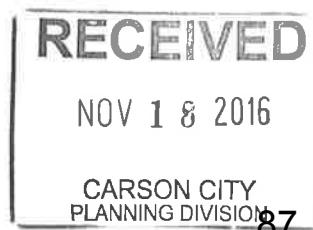
Study, carefully what went on at the Planning Commission meeting on September 29<sup>th</sup> when they heard the PUD. I saw the majority of you at the lengthy 5 ¾ hour meeting in the Boldwich Theater. You observed MANY concerned people stating why this project is ill planned and how it does not fit into the existing neighborhood. If this PUD is so good then why must the developer change the Master Plan in order to do it?

Also, please keep in mind how the City Staff, under the strict leadership of Lee Plemel and Hope Sullivan, cater to developers. This was very obvious in regards to the Vintage project. Here are some instances:

1. Deadlines were set. Oops, Mr. Scott needed more time. No problem, deadline date was extended. This happened several times.
2. Mr. Scott has to fix something with his PUD. "No problem", says Lee or Hope. We will help you anyway we can to fix it (which they have done throughout this process).

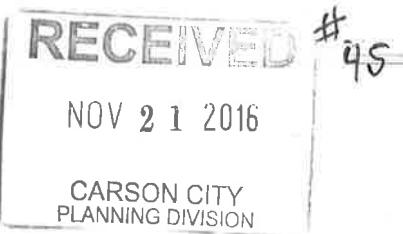
**This is the wrong project, in the wrong place, at the wrong time, no matter what city codes or Master Plan elements you should choose. It is not right for Carson City !!**

Sharron Tipton  
1943 Maison Way  
Carson City, NV 89703  
775/883-5402



November 21, 2016

Carson City Planning Division  
108 E. Proctor Street  
Carson City, NV 89701  
planning@carson.org



Subject: Vintage at Kings Canyon, LLP Master Plan Amendment and Tentative Planned Unit Meeting scheduled for December 1, 2016 with Board of Supervisors

Dear Members of The Board:

Please accept my following comments regarding the proposed development known as "Vintage at Kings Canyon". First, let me start by saying I am not against a private owner developing their land as they wish as long as the development proposed is in conjunction with the current Carson City Master Plan and current zoning rules to where no Master Plan Amendments or zoning map amendments are needed to approve such development. That being said, I am writing to express my opposition to the above referenced Planned Unit Development and ANY Special Use Permits or Amendments needed to approve the project.

There are many concerns and red flags that stand out regarding this development. Apart from the many inconsistencies in the provided documents submitted by the developer here are my main concerns:

- **Traffic, water, medical services, schools, jobs, noise, loss of natural light, safety, density, police and fire as well as the loss of quality of life for those of us that already call Carson City home, will all be affected and are of major concern for this project as proposed.**
- **It is not consistent with the Master Plan Land Use Map nor does it promote compatibility with surrounding development (6.2a, 9.3b 9.4a).**
- **It also exceeds the residential density allowed under the current master plan without any amendments or zoning changes allowed.**
- **Gates surrounding a community will not benefit the greater community nor will it promote a sense of community.**
- **The proposed site, by reason of its size, location, gates, fences and design would represent an neighborly form of development, detrimental to the amenities of the Downtown project as well as to the occupiers of adjoining residential property. It would be an overbearing eye sore in the middle of our Beautiful City.**
- **This is a direct conflict with promoting and revitalizing the Downtown core (5.6a) as well as adding housing in and around downtown including live-work units (5.6c).**
- **It does not support tourism activities (5.4a). It does not support or encourage a citywide housing mix nor does it add to the existing employment centers (5.1j). In fact it is in DIRECT conflict with these items as well as many more.**
- **This development is going against Municipal Code 18.10.020 with its proximity to the already approved Carson Tahoe Care Assisted Living Facility which is currently under construction. This will cause the area to turn into A 24 hour traffic and noise hub with sirens, ambulances and visitor traffic coming and going at every hour.**
- **This does not add any visual interest to the neighborhood in fact there are no varied styles as only 2 floor plans have been submitted. This does not create any type of variety. (6.1b, 6.1c).**
- **The proposed development does not respect local context and street pattern or, in particular, the scale and proportions of surrounding area, and would be entirely out of the character of the area, to the detriment of the local environment. Nowhere in the close vicinity is there 1,600 square foot lots with 1,000 square foot homes priced at \$350,000+. The quality of the homes proposed may be comparable to the area but I don't remember the last time a 1,000**

square foot home with no land or yard sold in the area for upwards of \$400,000. Also there are NO gates or fences surrounding entire properties in the dead center of our City. The properties on the Westside of Ormsby are characterized by large lots with large open space between.

- Has Lamos and Associates done an impact study of surrounding trees? Are the trees on the far side of Ormsby on the Westside going to need to be cut down? It is important that development of vacant land should not involve the loss of valuable open space. Furthermore, sensitive planning is necessary to ensure that the cumulative effects of redevelopment do not damage the character and amenity of the already established residential Westside. The proposed development would not result in a benefit in environmental and landscape terms, to the contrary it would lead to the loss of valuable green space.
- What if this project fails? What if they cannot fill the housing with the specified "age group"? This will turn into a huge rental property and is NOT right for the Westside. As proposed it is already going to be a 78 acre "rental business" disguised as homes to be purchased but once these residents pass away the home and property will go back to the developer/property owner, not to the family of these people who "own" their homes in this "community within a community".
- We do not want this City to be like California, we all live and love it here because of its small town charm, please do not take that away from us.

According to the Staff Report for Growth Management Commission Meeting dated 5/27/16 File NO: GM-15-035 Agenda Item F2 Attachment A: Agency Comments pages 13-14 the Carson City Sheriff's Office, along with other city entities, have suffered a dramatic reduction in man power. The Emergency response resources in Carson City have exceeded their limitation and "to the point where response times are nearly two minutes longer than they were just 10 years ago"

Our City Officials should be committed to protecting and **enhancing the quality** of the natural and historic environment. Planning policies should seek to **protect and enhance the quality, character and amenity value of our City**. A high level of protection and **respect** should be given to most valued landscapes, wildlife and natural land areas. **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**. We as a community should encourage development that creates places, streets and spaces which meet the needs of our growing community but are also visually attractive, safe, accessible, functional, and help maintain and improve local character as well as follow our Cities Master Plan and zoning regulations put forth by our City Officials for reason. I believe the development as proposed would be a **detriment** of the quality, character and amenity value of this area as well as a complete decrease in our quality of life.

The future of our City is in your hands and as I stated at the start of this letter, I am not opposed to development, but the way this specific development has been proposed is **not a good fit** for the location in which it is being proposed. I will always stay prideful in my City but let's please take our time with building out our entire City.

Thank you for taking the time to read through my concerns.

Amy Vanderlinden  
1811 Newman Pl  
Carson City, NV 89703  
[Amymarie1453@yahoo.com](mailto:Amymarie1453@yahoo.com)

**From:** Mark Vanderlinden <markvanderlinden@hotmail.com>  
**Sent:** Sunday, November 20, 2016 7:31 AM  
**To:** Planning Department  
**Subject:** Anderson Project Comments

**RECEIVED**  
NOV 21 2016  
CARSON CITY  
PLANNING DIVISION

This email is to be added to the packet agenda for the Anderson project. My last email was not added because I was told the email was blocked. Please let me know you received this. Thanks - Mark.

Government of the people, by the people, and for the people. Often quoted as the definition of democracy. Despite overwhelming response to please not change the Master Plan, it was changed anyways. We have pleaded for normal size homes on normal size lots sold to private owners. You don't need to be a city planner to see this project does not fit the neighborhood or fill any need in Carson City housing. It does however bring annual profits to the handful of investors looking for long term income. Once the units fail to be rented, they will drop the 'senior' and it will become a high density rental complex. Not a good choice considering the custom homes surrounding the parcel. Home values will drop tens of thousands of dollars. They have already dropped with just the proposal of the project. This is the last chance to do the right thing and follow the wishes of thousands who are begging you to please honor our request and deny this project be built as drawn up.

Mark Vanderlinden

1811 Newman Place

Carson City

RECEIVED

**From:** J. Williams <jrw-jnw@sbcglobal.net>  
**Sent:** Thursday, November 17, 2016 1:15 PM  
**To:** Planning Department  
**Subject:** Against The Vintage Development

NOV 17 2016

CARSON CITY  
PLANNING DIVISION

Like many others in our quiet, semi-rural, rustic community, my wife and I are firmly against The Vintage.

We are against the development not only for all of the reasons most other families are against it, but there is another reason that most people don't think about. Before I continue, though, let me fill you in on my background. Although I am now retired, in the past I was a flight instructor, ground school instructor, and an International Airline Captain. During the last ten years of my airline career, I was the safety committee chairman for my airline. I was also a writer. As a writer, I won the 1989, 1990 and 1992 Award of Excellence Award from the Aviation/Space Writer's Association for magazine articles and for my instrument flying book. I was also a contributing editor for seven years for Private Pilot magazine.

With this vast experience in flying, and especially in safety, I have always considered the pasture in question to be an outstanding emergency landing area for aircraft in distress operating out of the Carson City Airport.

Most general aviation engine failures occur during the first power reduction after takeoff. While there are numerous areas for an aircraft with engine failures to land in most of the directions around our airport, this pasture is the only safe place for an aircraft to land if they are departing the airport to the southwest. This pasture is an excellent emergency landing spot due to its orientation with prevailing winds as well as the fact that the approaches from the east or west are fairly open. There is no aircraft operating out of our airport that could not make a safe landing here.

If this property were made into a park land, all that would need to be done to make it an ever safer landing area would be to grade it level for its full length, and about 50 feet wide. Trees and picnic areas could be located to the north and south and it would be an outstanding green area where we really could use one.

As for The Vintage, the city could exchange them an equal amount of acreage from the park lands we already own to the southeast of town off of Deer Run Road where the property is already zoned commercial and they would be right next to a golf course.

Why, we ask you, should the residents of this area be subjected to an overcrowded commercial zoning with the increased traffic on our narrow streets when there is a perfectly reasonable alternative?

Thank you for reading this.

Jerrold R. and Jaslyn N. Williams  
1501 Valencia Court.

**From:** Judy Wytock <ytok2me@gmail.com>  
**Sent:** Monday, November 21, 2016 2:51 PM  
**To:** Bob Crowell  
**Subject:** Please consider my letter for the December 1 meeting.

November 21, 2016

Dear Board of Supervisors,

As a 24 -year resident of Carson City, I have watched the development of the West side. The Long Ranch development drew lots of comment, but is acclaimed as a welcome mix of trails, family neighborhood housing and a friendly place to visit. I am very concerned with the plans by "Vintage" for the Anderson ranch development because the housing is not homogeneous to the surrounding area, contemplates a care center that is already being built on Mountain street on the east side, and is restrictive to "senior living" which is not good for the future of Carson City. Presently I own a house on Long Street in a quiet neighborhood of many senior folks, but with young families and young people also. It is a safe place for walks and people are friendly and take pride in their property.

I have been to most of the meetings about the Vintage development and am dismayed by the lacking of forethought in this project. We do not need a zoning change, especially not to a commercial property, with an outlet onto Mountain Street and with a lack of residential parking. As an example, I think all those citizens (about 200 of us) who attended the Planning Commission meeting heard about the perimeter wall to be built around the new development, then later in the evening it changed to an iron fence and later still changed to a split-rail fence. Having put in iron fencing in a Kings Canyon home, I know there is considerable difference in appearance and cost in each of these barriers. These changes are an example of how the developer will say anything to get the vote of a committee and obviously had a lack of commitment to a plan. Please consider what the chair of the Planning commission said in his statement as it was spot on. He talked of the mission of the planning commission to consider the elements of the project and how this plan does not have the required elements for a zoning change nor does it fit with the surrounding neighborhoods. The other commissioners, though maybe well-intentioned, did not seem to grasp the facts that were being considerable as opposed to their perceptions. This is not like Silver Oak with a care center near a commercial area, which is totally self-contained and not in a neighborhood. Nor do they have all the traffic emptying out onto Mountain Street, a very well-used thoroughfare with emergency and school bus routes, as well as the route for many of us residents to work.

Please vote "no" to this plan that is detrimental to the neighborhoods surrounding this large area of space. A better use would be similar to the Kings Canyon homes that are compatible with the zoning already in place and would be a lovely place for future families in Carson City. They would also be a better tax-base for future projects, such as schools and conservation of our water.

Thank you for your consideration. I will be attending the meeting on December 1st and hoping for your support to vote "no" to the Vintage project.

Respectfully,  
Judy Wytock

