



LATE MATERIAL

Meeting Date: 06/21/18
Item # 29c

June 14, 2018

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

Re: Blackstone Ranch Specific Plan – Secondary Emergency Access

Dear Ms. Sullivan:

One of the main concerns expressed at the Planning Commission of May 30th was regarding the ability to obtain the required secondary emergency access. Since that meeting, the developer has reached an agreement with Sam Lompa (the owner of the property to the north) to get an easement for secondary emergency access. This access will take Railroad Drive from the linear park to Fifth Street.

As agreed to by the Public Works Department, the span from the linear park to Fifth Street will be constructed of gravel with gates at both ends accessible only by emergency services. At such time that the Level of Service at Railroad Drive drops to a Level D or another development occurs on the north side of the linear park, the road will be improved and open to the public.

Please let me know if you have any questions or need additional information.

Sincerely,

Michele Rambo, AICP
Planning Manager
775-393-0035 (Direct)
mrambo@rubicondesigngroup.com

LATE MATERIAL

**June 8, 2018
1730 Railroad Drive
Carson City, Nevada 89701**

**Carson City Board of Supervisors
City Hall
201 N. Carson Street, Suite 2
Carson City, Nevada 89701**

Dear Mayor Crowell, Mr. Bonkowski, Mr. Barrette, Ms. Abowd and Ms. Bagwell:

The City Planning Commission is considering the elimination of safety and peace just outside my front door. They want you to rezone 26.89 acres from agriculture to residential at the end of my street, Railroad Drive. There are more than 60 homes already relying on Railroad Drive, and the street seems at capacity – especially because of the blossoming young families in this neighborhood with children now attending nearby Fremont Elementary School. The Planning Commission proposes to eventually add another 112 homes to depend on Railroad Drive with no secondary access available now. The Planning Commission proved to be deaf to the neighborhood concerns expressed by different residents at their May 30th meeting.

And the “Traffic Analysis” is erroneous in so many ways, but I suppose you saw that when you read their report. Railroad Drive (not “Railroad Street”) is just not wide enough and is too populated with the elderly and children to accommodate a nearly threefold increase in traffic flow. If you approve this zoning change, please insist on a different access to that property. Required access from Fairview Drive or Fifth Street would be more reasonable – and preserve the safety and peace on Railroad Drive.

Thank you for your time and consideration, and for your common sense.

Respectfully,

Richard (Rick) F. Riendeau

Hope Sullivan

From: Lee Harter <2unclelee@gmail.com>
Sent: Thursday, June 14, 2018 8:48 AM
To: Karen Abowd; Brad Bonkowski; John Barrette; Lori Bagwell; Nancy Paulson; Lee Plemel; Hope Sullivan; Bob Crowell
Subject: Board meeting, 6/21, Lompa Ranch rezoning
Attachments: OppositiontoLompaRezoning.pdf

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Attached please find my letter opposing the rezoning of a portion of Lompa Ranch from agricultural use to residential use. The development plan calls for up to 112 new residences next to the existing 60+ residences with no adequate access. Please consider my comments.

June 14, 2018

TO: CARSON BOARD OF SUPERVISORS-

On June 21, The Board will consider a request to change the zoning of a portion of Lompa Ranch from agricultural use to single family residential use. The request should be denied because of Access to the parcel; or more correctly, lack of access.

Blackstone Development Group wants to develop up to 112 single family houses on 26 acres of a portion of the Lompa Ranch – the pasture at the end of Railroad Drive and Jacques Way. (I live at the end of Jacques, immediately next to the pasture.) This will put 1066 more vehicle trips daily on Railroad, plus dozens upon dozens of heavy equipment vehicles and trucks during construction.

City planners are aware of the traffic problems this development will cause as there is only Railroad as an entrance/exit for our entire existing neighborhood. Add the new proposed development, and 180 households would only have Railroad to escape a fire or other emergency. The traffic study included with the developer's application concluded that "no traffic mitigations are needed" because nearby intersections will operate at acceptable levels of service; but the ability to turn left or right at an intersection – the main issue studied- should not be the only factor considered.*

The importance of two means of access is codified in the Carson Municipal Code Appendix, Division 12, Transportation & Traffic; it states:

At least two (2) means of ingress and egress to city standards will
Be provided to serve a subdivision or development ... (with exception for
A single cul-de-sac.) An emergency access easement or fire access easement is
not a secondary means of access and cannot be used to waive or modify the
requirements of this section unless approved by the city engineer.

The developer has not even proposed a secondary means of access. Furthermore, Section 12.6 of Division 12 requires right of way or easements, agreements as to access, etc. must be completed when the developer's application is submitted. At the Planning Commission meeting, the developer's representative stated that they had not reached any agreement with Mr. Lompa, the owner of the property north of the ditch – the only possible emergency access.

You don't have to be a traffic engineer to realize that an additional 1066 trips daily will have a significant impact on traffic on Railroad, and thus a significant impact on the safety and welfare of the residents on Railroad (as well as the rest of the existing houses) as we all have to use Railroad. The Railroad/Saliman intersection is unique because of Fremont Elementary school, just a few feet north of Railroad on Saliman. This school zone has flashing yellow lights, slowing traffic to 15 mph. A school crossing guard stops all vehicular traffic at the pedestrian

crossing for students to cross. Morning traffic has so many cars unloading school children that the northbound right hand lane of Saliman turning into Firebox is usually stopped. Ditto at pickup time (roughly 3pm). Traffic on Saliman is so bad that parents often park on Railroad and load/unload their children. During inclement weather, there are more than a dozen cars parked/blocking Railroad. And Fremont School is planning to expand, adding more children and thus traffic.

A survey is being made of the current residents' concerns; results will be presented at the Board meeting. So far, every respondent wants some additional access that does not depend on Railroad.



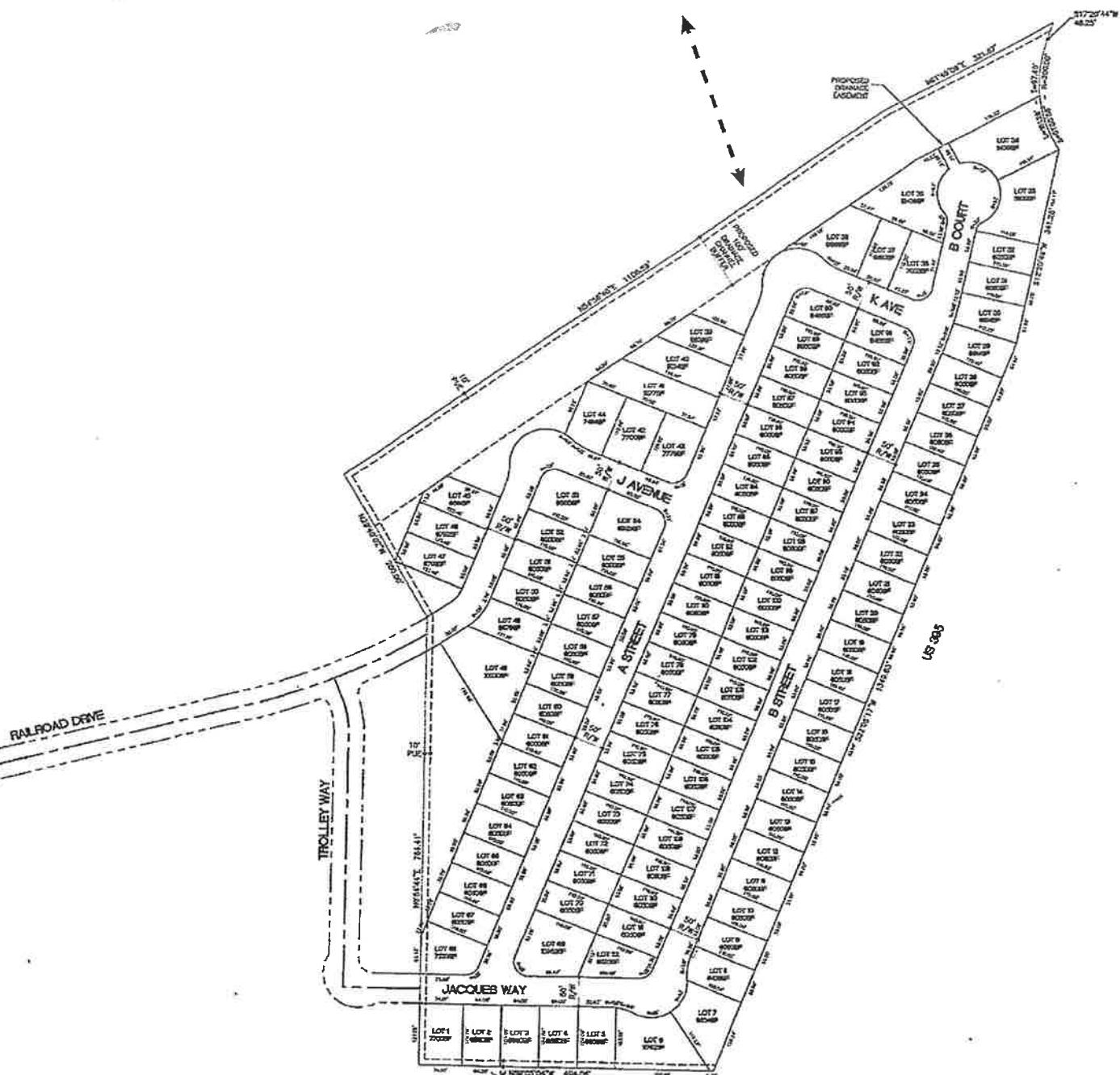
Lee Harter
1910 Jacques Way

Attachments:

- Site map of proposed 112 house development
- Page from Traffic Study

*Several of the parameters used by the traffic engineers in their computer generated conclusions are just plain wrong. The speed limit on Saliman is 35mph and on Railroad, 25mph, not the 30mph in the report. Nor is the intersection a two-way stop.

Future Potential Access to 5th Street



Intersection Level Of Service Report
Intersection 2: Saliman Rd/Railroad Dr

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 14.2
Level Of Service: B
Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Saliman Rd		Saliman Rd		Railroad Dr	
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	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Saliman Rd		Saliman Rd		Railroad Dr	
Base Volume Input [veh/h]	307	9	20	424	5	10
Base Volume Adjustment Factor	1.0000	?	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Rate	1.55	1.55	1.55	1.55	1.10	1.10
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	103	0	0	71	0	0
Total Hourly Volume [veh/h]	579	14	31	728	6	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	4	8	192	2	3
Total Analysis Volume [veh/h]	609	15	33	766	6	12
Pedestrian Volume [ped/h]	0		0		0	

