JohnsonLaneGID Study Group

www. http://johnsonlanegid.blogspot.com/

May 5, 2015

Board of County Commissioners
c/o Douglas County Offices
1594 Esmeralda Ave.
Minden, NV 89423

RE: REQUEST TO THE COUNTY TO EXPLORE A JOHNSON LANE GID

Dear Commissioners:

We thank the commissioners for the research and effort they have put into how to better manage and maintain the infrastructure of Douglas County.

We, members of the Johnson Lane GID Study Group, are concerned that the County may be considering a county-wide General Improvement District (GID).

In response to the county considering a county-wide GID, we respectfully request that the Douglas County Board of County Commissioners explore forming a Johnson Lane General Improvement District. We, and other members of the community, would be happy to meet with County staff to discuss this matter. Some of us in the community have formed a GID study group and have done a fair amount of homework into the potential benefits of a GID for the area.

EXHIBIT (for identification only)
Public Comment
Filed 6/4/15
By
Deputy

Respectfully requested by,

Mike Dang, Mike Dang, 1672 Chiquita Cir, Minden, NV 89423
Lynn and Jan Muzzy, Janice L Muzzy 2924 La Cresta Cir Minden 89423
Marjorie Kingston, Marjorie Kingston 2922 La Cresta Cir. Minden NV 89423
JANET WALLS, Janet Walls 1171 CHAPARRAL CT MINDEN 89423
Valerie Wharton, Valerie Wharton 2708 Stewart Ave Minden NV 89423
Bill Wharton, Bill Wharton 2708 Stewart Ave Minden NV 89423
FRED BOCK, Fred Bock 2920 La Cresta Ave Minden 89423
LOIS M. BOCK, Lois M. Bock 2920 La Cresta Ave Minden 89423
ROBERT J McPHERSON, RJ McPherson 2697 Poncho Cir Minden, NV 89423
ANN K. GRAY, Ann K. Gray 2926 La Cresta Cir Minden 89423
R.D. Gray 2926 La Cresta Minden 89423

Douglas County

Board of County Commissioners

Nevada Department of Transportation

June 2015

EXHIBIT (for identification only)
Item #7 Staff
Filed 6/4/15
By
Deputy

Introductions

Bill Hoffman – Deputy Director
Ron Knecht – State Controller, Transportation Board
Thor Dyson – District 2 Engineer
Steve Williams – Highway Maintenance Manager
Lee Bonner – Local Government Liaison
Coy Peacock – Transportation Planner Analyst
Andrea Edwards – Transportation Planner Analyst
Jin Zhen – Federal Highways Administration
Tylor Finley – Federal Highways Administration

Rudy Malfabon
Executive Director

Tracy Larkin-Thomason
Deputy Director

Sondra Rosenberg
Assistant Director, Planning

NDOT LOCAL GOVERNMENT PLANNING

Annual Communication Rhythm

All Year	Oct - Dec	Jan - Apr	May - July	July - Aug	Sept - Oct
WP / STIP / PIF	Workshops	Follow-Up	County Tour	Tribal Tour	Approval
Project Planning • Work Program • Statewide Transportation Improvement Program (STIP) • eSTIP • Long Range Planning • Project Initiation Form (PIF)	**Workshops** • Listening - Gather STIP and other information • Include all entities • Working group • PIF discussion • No formal presentation • Involvement is critical	**Follow-Up** • Gather info on issues • Respond to issues • STTAC Engagement • NACO Presentation • NV League of Cities	**County Tour** • Report Out • NDOT Presentation • Listening to issues • Plan overview • 4 Year Plan • Long Range • Follow-up	**Tribal Tour** • Listen • Present Overview • Follow-up • 4 Year Plan • Long Range Plan • NDOT to Tribe (not Gov-Gov)	**Approval** • STIP Approval • TSP Approval • County/Tribe concerns / task list • NACO Report • County Report • Director's Report • Transportation Board Report

Priority One - SAFETY

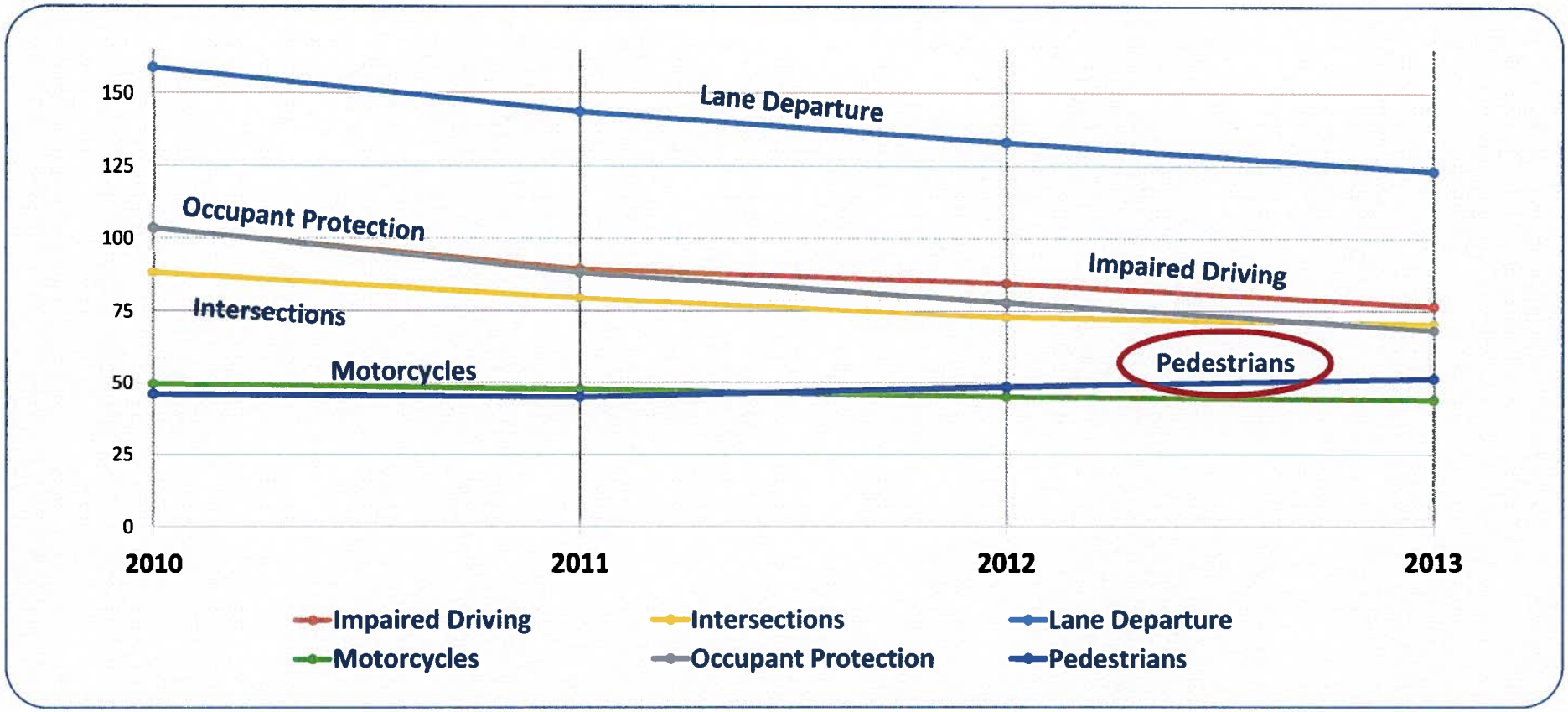
- ◊ **Zero Fatalities**
- ◊ **Keeping You Safe and Connected**
- ◊ **NDOT projects - Safety**

Next 3 slides

- Statewide Crash Data
- Crash Density Map
- Douglas County Crash Report

State-Wide Nevada fatalities by Critical Emphasis Area

5 Year Rolling Average



Douglas County 5 Year Crash Density Map

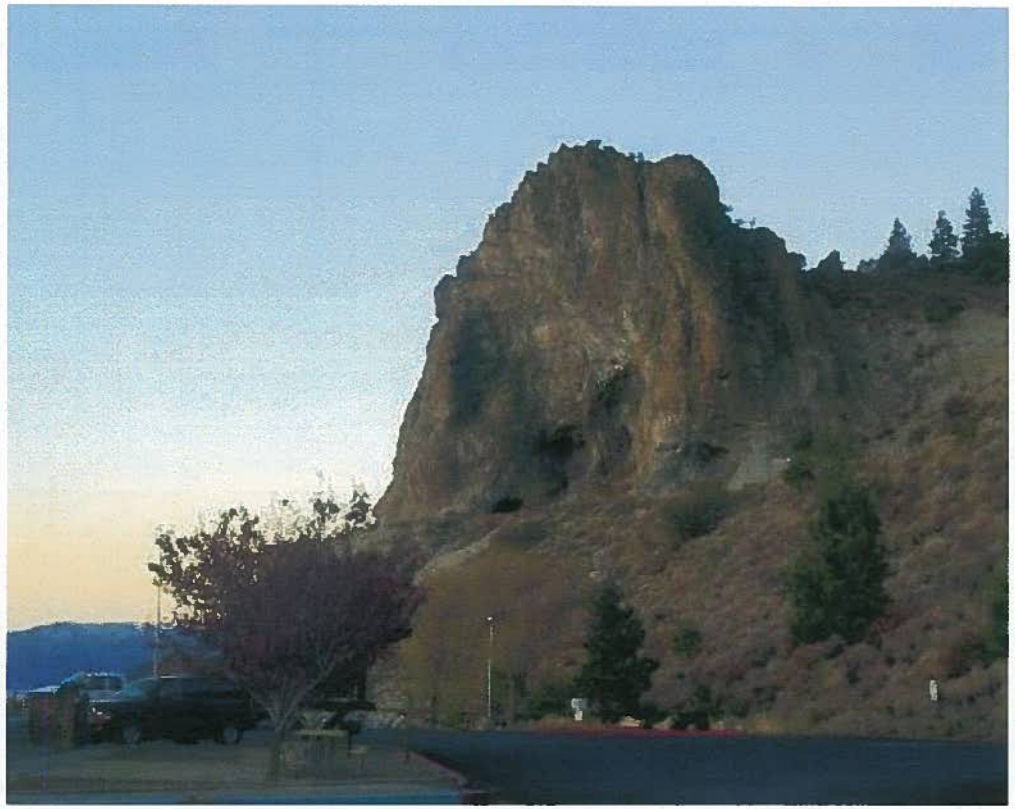
Crash Density Map

2009 - 2014

Severity

- FATAL
- INJURY
- NON-INJURY

Douglas County 5 Year Crash Overview



2,747 Crashes

1,842 Non-Injury

874 Injury Crashes

1,295 Injuries

31 Fatal Crashes

33 Fatalities

FY16 Federal and State Funding

Federal Funding

- Highway Trust Fund
- MAP21 Reauthorization

State Funding Update

- Update on State Budget
- Overview of FY16

STAND UP 4 TRANSPORTATION

Ask Congress to fund Transportation

NDOT Work Program

Douglas County

Proposed Funding $34,265,804

FY16	$16,762,370
FY17-FY19	$17,503,434

Proposed – Subject to change

FY16 Douglas Work Program Highlights

Map Location	Location / Project Description (Phase) - Fund Source	Total
DO20110001-16	US 50 from Cave Rock to SR 28 Spooner Junction. DO 6.95 to 12.30 Final design and construction of slope stability, water quality and erosion control improvements. (Not completed in Phase A or Phase B) Unknown	$6,125,000
DO20140003-16	US 395 Sidewalk Improvements adjacent to Kings Lane (Gardnerville) DO 20.85 to 21.57 Reconstruct curb, gutter, sidewalk, ADA ramps, and Ped flashers at crosswalks at four separate intersections TAP Population over 5,000 to 200,000, TAP Statewide - Flex	$295,456
DO20090009-16	US 395 at Airport Road DO 26.19, Johnson Lane MP DO 27.96 and Stephanie Lane MP DO 28.97 DO 27.96 to 28.97 Safety project (1) Move decel lane and lengthen accel lane (2) Construct accel lane (3) Lengthen accel lane Highway Safety Improvement Program (HSIP)	$1,205,000
DO20130017-16	SR 757 (Muller Lane) @ Carson River MP DO 0.34 Replacement structure B-474 (Off System) - State Owned. Advanced Construction Payment STP Off-System Bridge / On/Off Exempt	$1,200,000
DO20140002-16	SR 756 Centerville Ln from Waterloo ln to US 395 DO 2.70 to 3.97 Widen roadway, add striping and signage for bike lanes TAP Statewide - Flex	$631,579
DO20140001-16	Martin Slough use path from Gilman Ave to Lucerne St. Off System Construct a Shared-Use Path Local Match - NON MPO, TAP Statewide - Flex	$739,738
NV20120007-16	Tahoe Transportation District. Lake Tahoe from Stateline to Zephyr Cove / Kingsbury Grade / Carson City Operating, Administrative Expenses for a Deviated Fixed Route and Demand Response Transit Service FTA Section 5311 Small Urban & Rural Public Transportation	$5,143,000

Looking Ahead

- Project Initiation Form
  - www.nevadadot.com/pif
- Transportation Alternative Program
  - www.nevadadot.com/tap
- Road Relinquishment Program
- Request acceptance of the FY16 projects

NEVADA DOT

Thank You

Douglas County
Board of Commissioners Meeting
June 4, 2015

Appeal (AP) 15-004, for Franklin "Harry" Ernst, appealing the Planning Commission's decision to uphold Staff's approval of Esplanade at the Ranch, Development Application (DA) 14-047.

Agenda Item No. 9 BOCC June 4, 2015

EXHIBIT (for identification only)
Item #9 Staff
Filed 6/4/15
By
Deputy

DOUGLAS COUNTY
GREAT PEOPLE & GREAT PLACES

Title

For possible action. Discussion on Appeal (AP) 15-004, an appeal by Franklin "Harry" Ernst of the Planning Commission's decision to uphold the staff's decision to approve Development Application (DA) 14-047, a Major Design Review for Esplanade at the Ranch located at the southwest corner of Gilman Avenue and Heybourne Road (APN 1320-33-210-069) in the MFR/PD zoning district and within the Minden-Gardnerville Community Plan. The appeal is regarding compliance with the minimum standards for development of the site pursuant to Chapter 20 of the Douglas County Code (DCC), consistency with the Douglas County Design Guidelines for Multi-Family Development, and the safety of the circulation system.

Background

- The Ranch at Gardnerville (PD 04-008) was approved on 12/02/2004.
- There have been 7 amendments or modifications since the original approval.
- On 10/04/2012, the number of units in the Multi-Family Residential Area was increased from 30 to 46 units.
- On 09/09/2014, the Planning Commission considered and denied a variance request for a waiver of the recreational vehicle parking requirement.
- Town of Gardnerville reviewed and recommended approval of the project on 01/07/2015.
- Staff approved DA 14-047 on 02/13/2015.
- Mr. Ernst filed an appeal of staff's decision on 03/02/2015.
- The Planning Commission denied the appeal on 04/14/15.
- Mr. Ernst Filed an appeal of the PC decision on 04/27/15.

DOUGLAS COUNTY
GREAT PEOPLE GREAT PLACES

Appellant's Issues of Concern

1. The 25% rule for open space is not met.
2. The requirement for centrally located open space is not met.
3. Private road requirements are not met.
4. Private streets are not built to "local standards."
5. Private streets shall be constructed to County road standards, where permitted.
6. Proposed roads do not conform to DC "Local Road Section."
7. Sidewalks are not provided as required.
8. Yard setbacks do not meet the minimum standards.
9. The architecture of the buildings along Concho Drive are monotonous and do not meet the county standards.

DOUGLAS COUNTY
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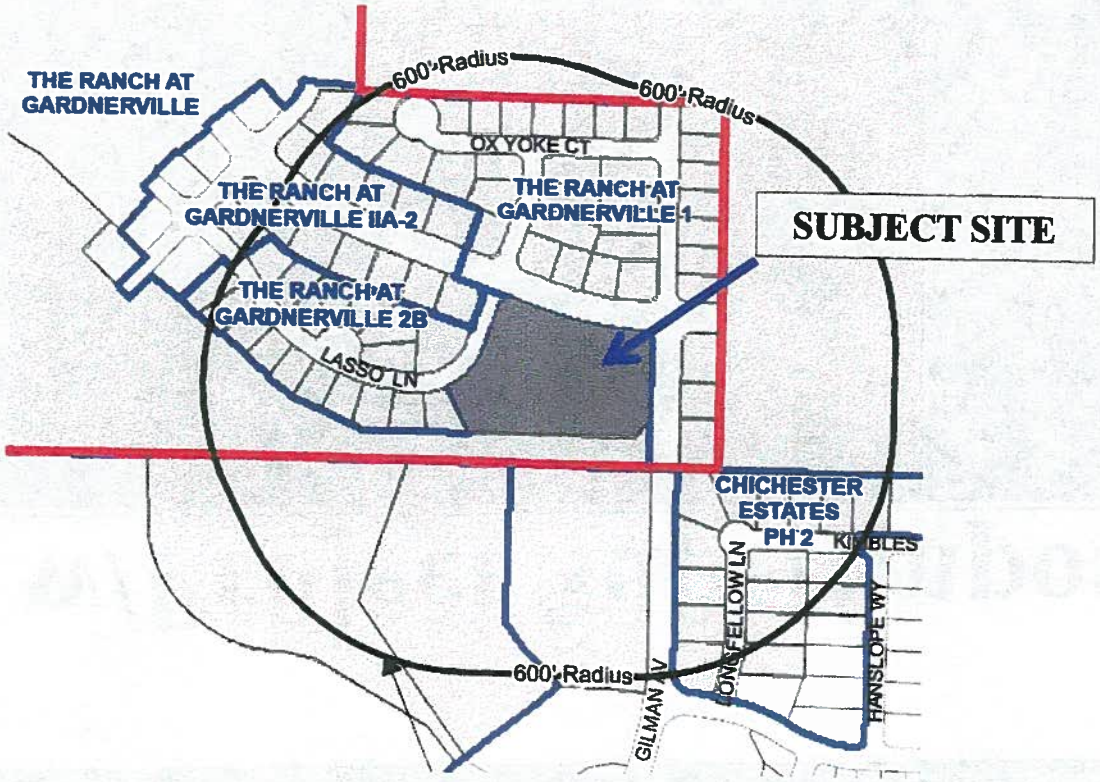
Vicinity Map

Noticing: Property owners within 600 feet of the subject site were noticed of the request.



Aerial w/Project Superimposed

Agenda Item No. 9

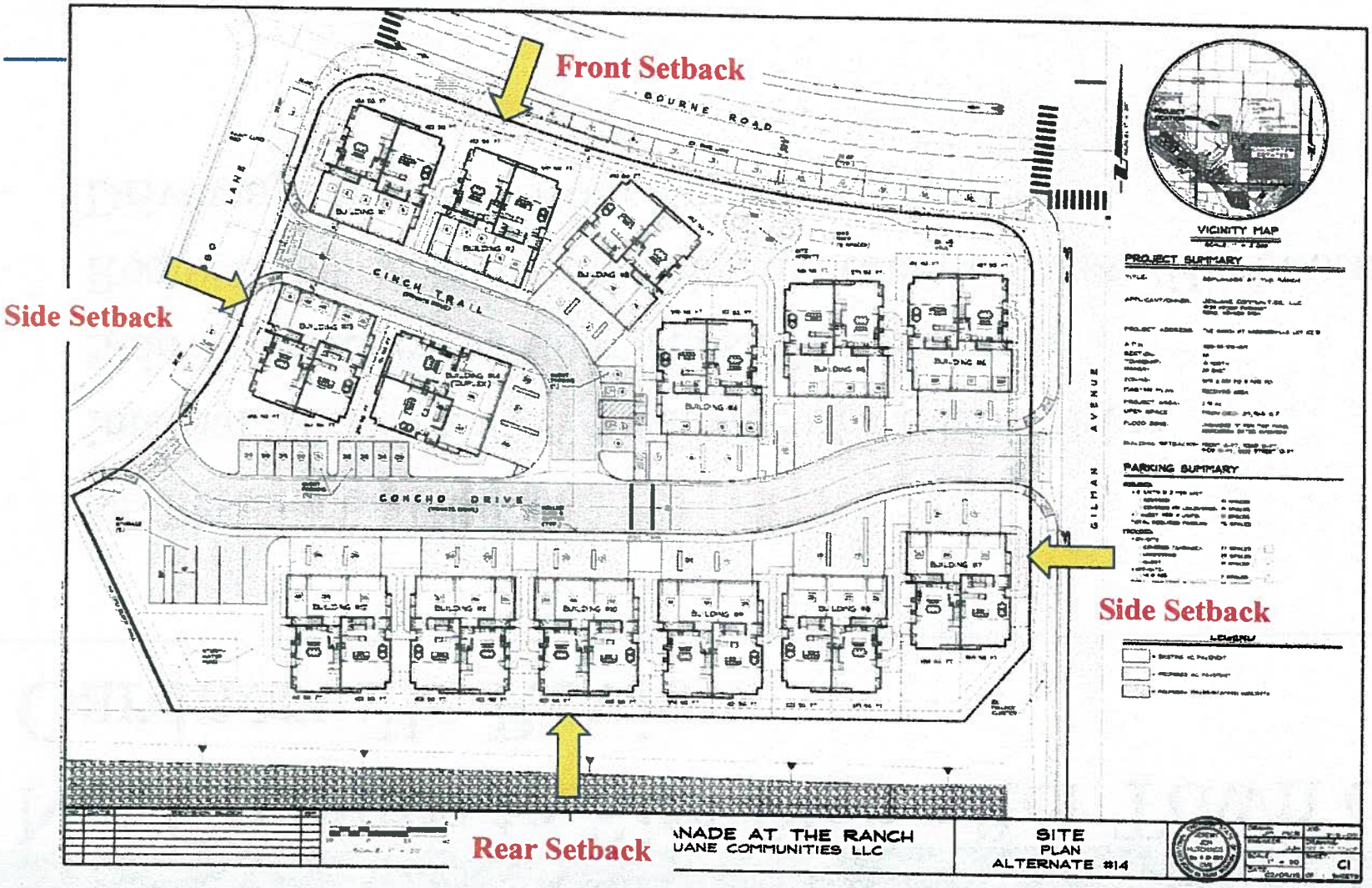
Aerial w/Project Superimposed

Agenda Item No. 9

Site Plan (Approved by Town of Gardnerville)

Agenda Item No. 9

Site Plan (Approved by Staff)



Agenda Item No. 9

Net Changes to Site Plan after Town of Gardnerville Review

- No Parking on Gilman
- Internal parking added north side of Concho Drive
- Sidewalks added on both sides of Cinch Trail
- Required landscaping provided at corner of Lasso/Heybourne
- Driveways removed from Buildings 1, 3, 13

Consistency with Design Guidelines

Concept is to make units resemble large single family homes

- Building orientation varies from public view
- Multiple elevations
- Multiple material color schemes
- Varying rooflines
- Each unit has its own garage
- Most units have driveways
- Fencing meets DCC height requirements

Development Standards

Maximum density allowed is 16 units/acre

- Maximum no. of units allowed is 46
- Project proposes 41 units

Meets parking requirements, 92 spaces provided

Meets all setback and separation requirements

Meets lot size, lot width, lot depth requirements

Meets private recreation area requirements

Conditioned to meet landscaping and lighting requirements

Streetscape

Elevation A

Elevation B

Elevation C

Elevation D

Agenda Item No. 9

Elevation E

Agenda Item No. 9

Circulation System

All interior access drives are private

- Parking on interior access drives is prohibited
- Perimeter and internal sidewalks are provided
- Line of site at entrances is preserved by design or conditions
- Cut-through traffic is a possibility, however thru-access is needed for emergency vehicles and refuse pickup.

Findings

FINDINGS FOR A DESIGN REVIEW

Staff has made all of the required findings in the Affirmative as stated in the staff report. They are as follows:

A. The proposed development is consistent with the goals and policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations.

B. The proposed development is compatible with and preserves the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods. These improvements or modifications may include but shall not be limited to the placement or orientation of buildings and entryways, parking areas, buffer yards, and the addition of landscaping, walls, or both.

C. The proposed development will not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing and anticipated traffic in the neighborhood

Findings

D. The proposed development incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets.

E. The proposed development incorporates features to minimize adverse effects, including visual impacts, of the proposed development on adjacent properties.

F. The project is not located within an identified archeological/cultural study area, as recognized by the county. If the project is located in a study area, an archeological resource reconnaissance has been performed on the site by a qualified archeologist and any identified resources have been avoided or mitigated to the extent possible per the findings in the report.

G. The proposed development complies with all additional standards imposed on it by the particular provisions of this chapter, the Douglas County design criteria and improvement standards and all other requirements of this title applicable to the proposed development and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of Chapter 20.100.

H. The proposed development will not be materially detrimental to the public health, safety, convenience and welfare, or result in material damage or prejudice to other property in the vicinity.

Recommendation

Affirm the decision of the Planning Commission and deny the appeal, approving a Major Design Review for a 41 unit multi-family housing project based on the ability to make all of the required findings per section 20.614.040 and the information contained in the staff report.

DOUGLAS COUNTY
GREAT PEOPLE ▲ GREAT PLACES

775-782-6201
FAX: 775-782-6297
website: www.douglascountynv.gov

JUN 03 2015
DOUGLAS COUNTY
COMMUNITY DEVELOPM.

NOTICE OF APPLICATION AND HEARING

Appeal of Decision Meeting

Board of Commissioners Meeting on Thursday, June 4, 2015

Dear Property Owner:
An application for the below-referenced project is on file at the Douglas County Community Development of Division, at 1594 Esmeralda Avenue, Room 202, in Minden, Nevada. This file may be reviewed during regul Monday through Thursday (8:00 a.m. to 3:00 p.m.), Friday's (8:00 a.m. – noon), except legal holidays. The for this project will be available for review at the Douglas County Community Development offices five (5) prior to the meeting. This item has been placed on the Board of County Commissioners' agenda for:

For possible action. Discussion on Appeal (APL) 15-004, an appeal by Franklin "Harry" Planning Commission's decision to uphold staff's approval of DA 14-047, a major desig Esplanade at the Ranch located at the south west corner of Gilman Avenue and Heybourne 1320-33-210-069) in the MFR/PD zoning district and within the Minden-Gardnerville Communi appeal is regarding compliance with the minimum standards for development of the site Chapter 20 of the Douglas County Code (DCC), consistency with the Douglas County Design G Multi-Family Development, and the safety of the circulation system.

Case Planner:	**Emery Papp**	**(775) 782-9012**	**epapp@co.dougla**
Case Engineer:	**Barbra Resnik**	**(775) 782-6234**	**bresnik@co.dougl**

Planning Commission Meeting:

Date: **Thursday– June 04, 2015**

Time: The meeting commences at **1:00 p.m.** This matter may be continued to another meeting witl notice.

Location: Douglas County Commissioner Meeting Room of the Douglas County Administrative Building 1616 Eighth Street, Minden, Nevada

Interested persons may appear at the meeting to present oral comments to the Planning Commissioners or may su comments by mail to Douglas County Community Development, P.O. Box 218, Minden, NV 89423. If written c not received prior to the date of the meeting, the Planning Commissioners will not consider them. For further inf please contact the Case Planner or fax comments to (775) 782-9007.

Comments *(additional comments may be provided separately)*: I think all Douglas County (without exception) should be followed in the building of E at the Ranch. While I was informed before I purchased m that there would be "high-end condos" built on that corner, don't understand why very dense multi-family housing w built right in the middle of a single family housing ne. I think some (or all) of the concerns brought forw

Mr. Ernst are legitimate and I support what he is say

Thank you for allowing me to comment as I will be out o June 4th. Sincerely, Ann Schleich 1231 Lasso Lane Gar

MAILING ADDRESS: P.O. Box 218, Minden, Nevada 89423

EXHIBIT (for identification only)
Item #9 Sack
Filed 6/4/15
By
Deputy

BOCC June 4, 2015 Agenda #9

MICHAEL G. DANG, MBA and JD

1672 Chiquita Circle, Minden, NV 89423
MikeDangMBAJD@gmail.com

1516 Lasso Lane, Gardnerville, NV 89410
775.392.2341 / 808.927.8860

June 2, 2015

Board of County Commissioners
Doug N. Johnson, Steve Thaler, Nancy McDermid, Barry Penzel, Greg Lynn
Douglas County Nevada
1594 Esmeralda Avenue
Minden, NV 89423

RE: Letter of support for the appeal by Franklin "Harry" Ernst re DA 14-047 for the Esplanade at the Ranch at the south west corner of Gilman Avenue and Heybourne Road

Dear County Commissioners:

Thank you for efforts to improve our community. As such, please support the appeal of Mr. Ernst. I believe it is better for the Ranch at Gardnerville community and Gardnerville over the long run.

We understand the County's desire to welcome growth. However, we can better achieve quality growth by supporting Mr. Ernst's appeal.

If this were a small tract project, in a difficult to develop area, with unusual geotechnical and soils issues, the argument might be more easily made to waive County code. However, this is a part of a large master planned community. And it has to do with a flat piece of land. As a master planned community, it is very reasonable to hold the developer to respect the county's code. The idea of the County's Connectivity Plan includes the following ideas:

- Better quality of life for residents, and
- Distinctive destinations that draw more visitors.

These are key elements of Douglas County's vision for a better County. Essentially, they are by code already mandated to be woven in to the fabric of this master-planned community. Asking that the developer hold to your code here helps you incorporate your vision into this brand-new community.

Please especially support his appeal that the county stand by its Title 20 Consolidated Development Code and regulations in the community for

1. 25% open space, (may exchange for more square footage, centrally located, within 300' away)
2. centrally located open-space,
3. the use of private roads,
4. building private streets to meet all County standards for local streets,
5. providing sidewalks

Thank you, again, for your time. Feel free to contact me with any questions.

Respectfully,

EXHIBIT (for identification only)
Item #9 Staff
Filed 6/4/15
By
Deputy

Michael G. Dang

BOCC June 4, 2015 Agenda 9

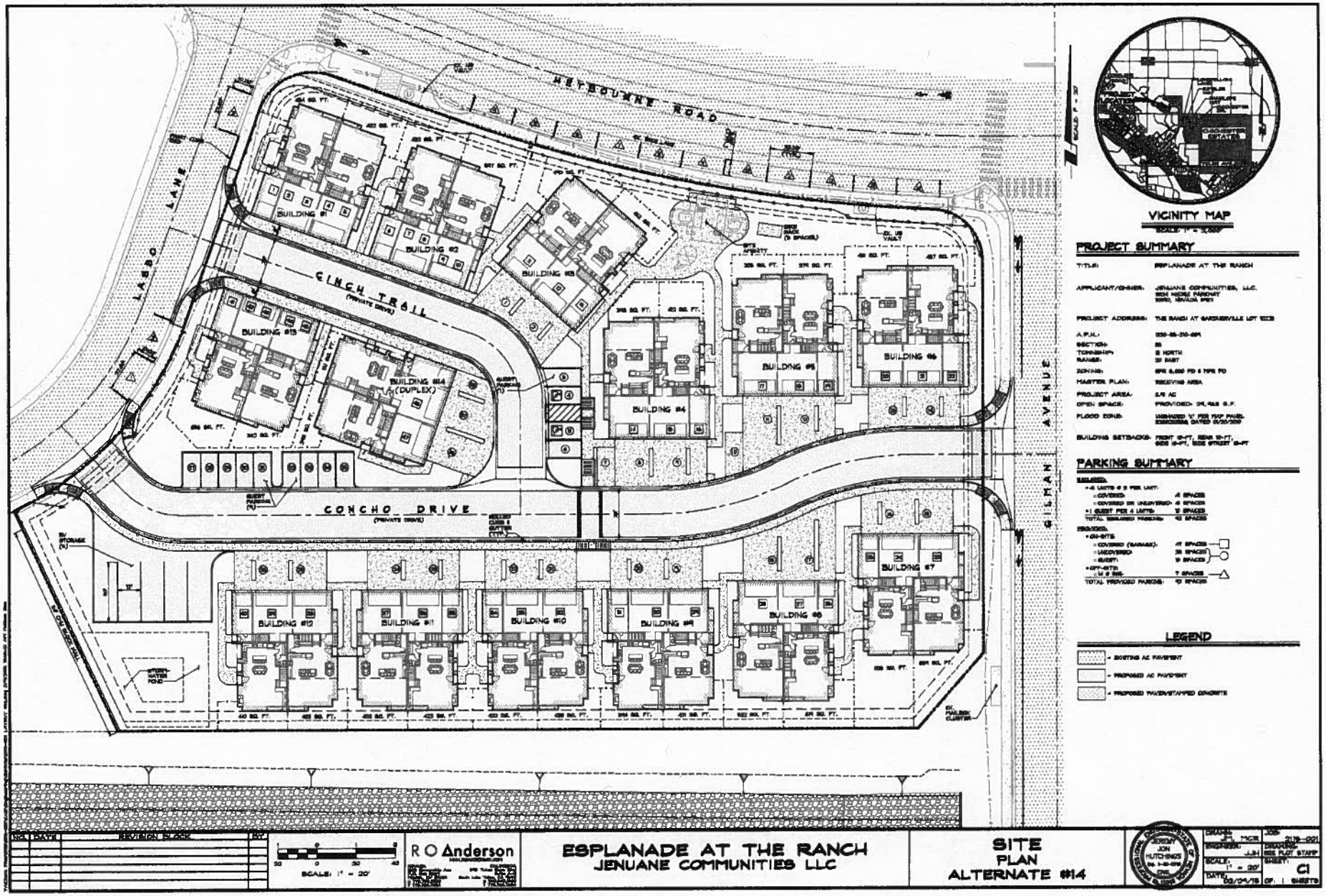
Appeal 15-004
by Franklin "Harry" Ernst III

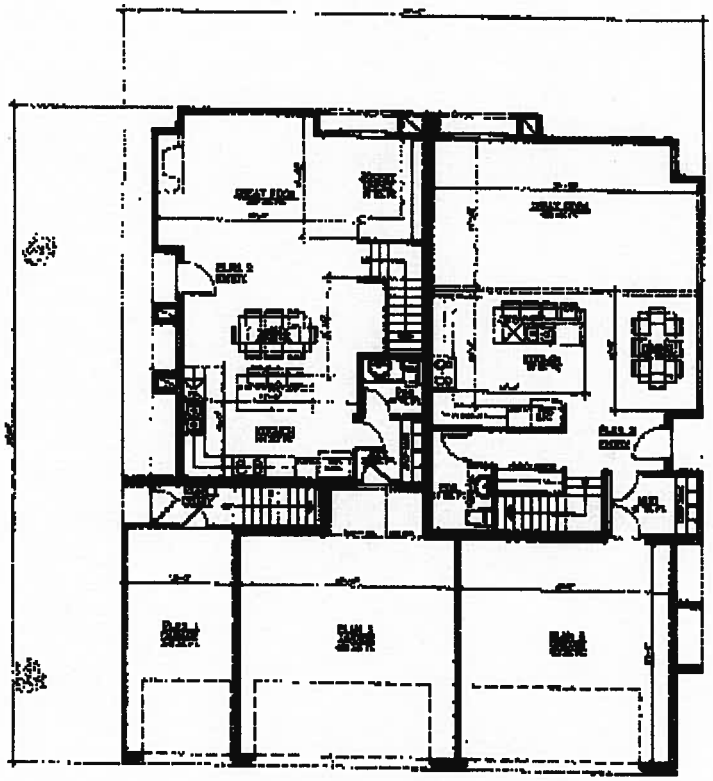
Appeal of Planning Commission Decision regarding Appeal 15-003 Esplanade at the Ranch multi-family residential project.

The Ranch at Gardnerville
DA 14-047, Major Design Review

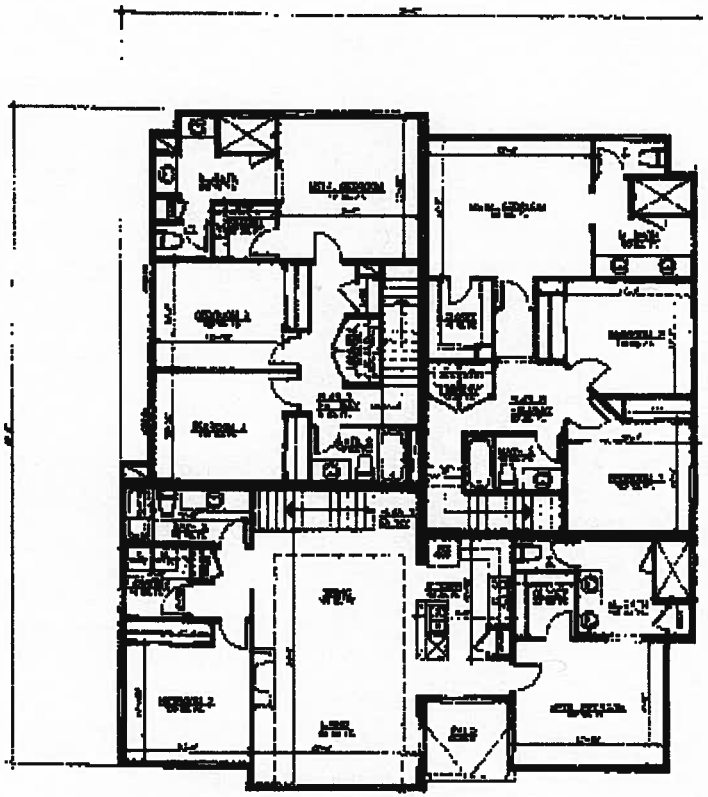
Probable view of multi-family residential buildings along Cinch Trail.

EXHIBIT (for identification only) Appellant
Filed 6/4/15
By
Deputy


MELBOURNE ROAD
LABO LANE
GILMAN AVENUE
FINCH TRAIL
(PRIVATE DRIVE)
CONCHO DRIVE
(PRIVATE DRIVE)
BUILDING #1
BUILDING #2
BUILDING #3
BUILDING #4
BUILDING #5
BUILDING #6
BUILDING #7
BUILDING #8
BUILDING #9
BUILDING #10
BUILDING #11
BUILDING #12
BUILDING #13
BUILDING #14 (DUPLEX)
VICINITY MAP
PROJECT SUMMARY
TITLE: ESPLANADE AT THE RANCH
APPLICANT/OWNER: JENUANE COMMUNITIES, LLC.
PROJECT ADDRESS: THE RANCH AT GARDNERVILLE LOT
A.P.N.:
SECTION:
TOWNSHIP:
RANGE:
ZONING:
MASTER PLAN: RECEIVING AREA
PROJECT AREA:
OPEN SPACE:
FLOOD ZONE:
BUILDING SETBACKS:
PARKING SUMMARY
REQUIRED:
TOTAL REQUIRED PARKING:
PROVIDED:
TOTAL PROVIDED PARKING:
LEGEND
- EXISTING AC PAVEMENT
- PROPOSED AC PAVEMENT
- PROPOSED PAVER/STAMPED CONCRETE
REVISION BLOCK
SCALE: 1" = 20'
R O Anderson
ESPLANADE AT THE RANCH
JENUANE COMMUNITIES LLC
SITE PLAN
ALTERNATE #14
SCALE 1" = 20'
C1



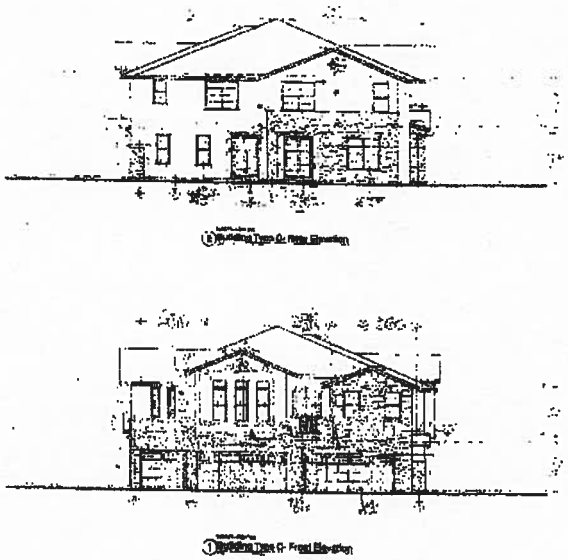
ESPLANADE AT THE RANCH



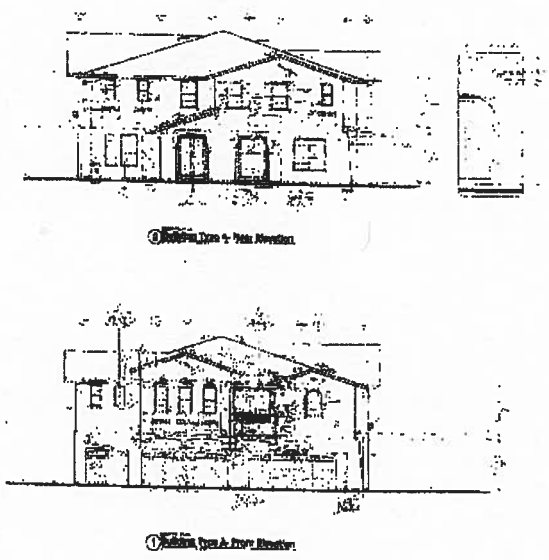
ESPLANADE AT THE RANCH

Floor Plans

These images are what is available from staff. I am the appellant, not the designer.



Esplanade at The Ranch



Esplanade at The Ranch

Elevations

These images are what is available from staff.
I am the appellant, not the designer.

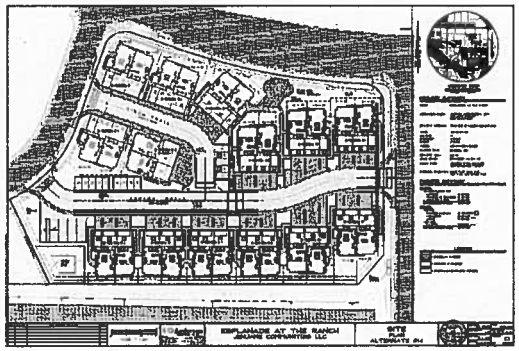
Open Space - 25% rule

- **The 25% rule for open space has <u>not</u> been met.**

- The numbers on the site plan indicate this requirement is <u>not</u> met. The summary shows open space of 29,963 sf. Project area is 2.91 acres.

One acre equals 43,560 sf
2.91 x 43,560 = 126,760 sf
29,963 divided by 126,760 = 23.63 %

- **Title 20.664.120A**
- "<u>All</u> multi-family developments with 12 or more dwellings units must provide 25 percent of the project site as <u>useable open space</u> for passive and active recreational uses. ..."



- **Where is the useable open space?**

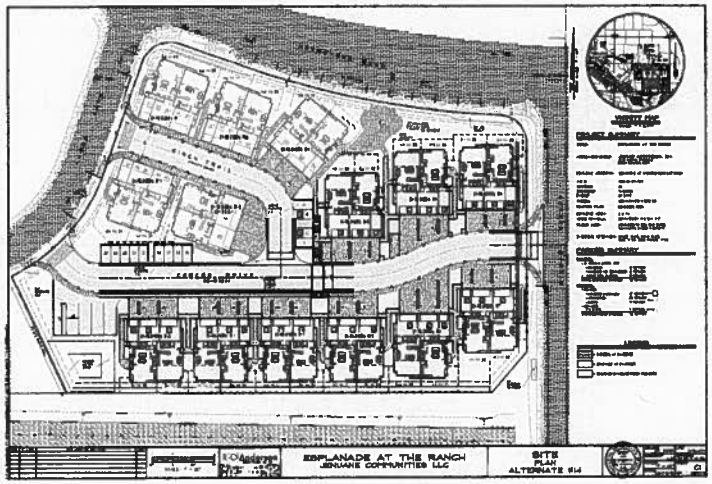
Open Space

PROJECT SUMMARY

TITLE:	ESPLANADE AT THE RANCH
APPLICANT/OWNER:	JENUANE COMMUNITIES, LLC. 18124 WEDGE PARKWAY RENO, NEVADA 89511
PROJECT ADDRESS:	THE RANCH AT GARDNERVILLE LOT VIIB
A.P.N.:	1320-33-210-069
SECTION:	33
TOWNSHIP:	13 NORTH
RANGE:	20 EAST
ZONING:	SFR 8,000 PD & MFR PD
MASTER PLAN:	RECEIVING AREA
PROJECT AREA:	2.91 AC
OPEN SPACE:	PROVIDED: 29,963 S.F.
FLOOD ZONE:	UNSHADED 'X' PER MAP PANEL 3200C0255G DATED 01/20/2010
BUILDING SETBACKS:	FRONT 10-FT, REAR 10-FT, SIDE 10-FT, SIDE STREET 10-FT

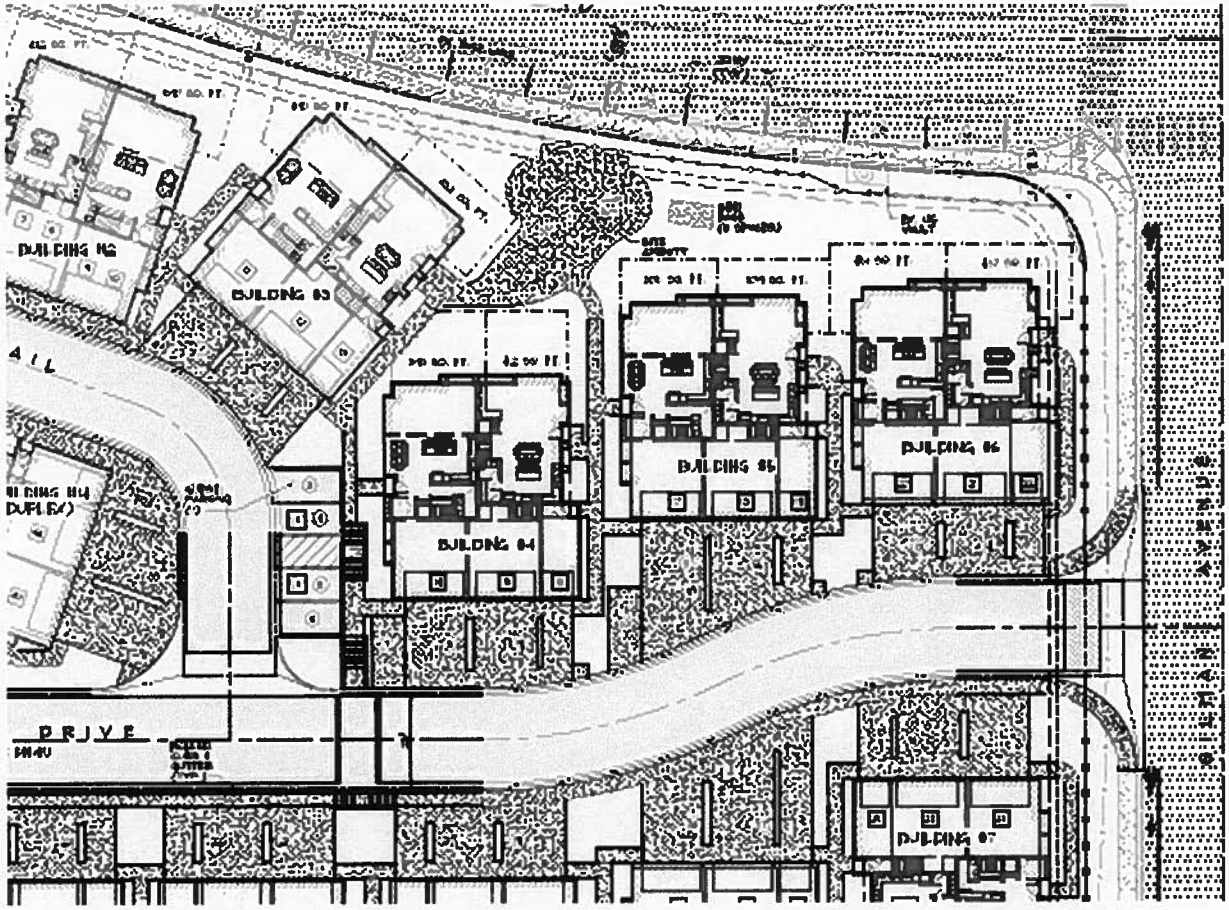
Open Space – Centrally Located

- **The requirement for centrally located open space has <u>not</u> been met.**



- **Part 1 Section 2**, from the **"Douglas County Design Criteria and Improvement Standards"**
- **2.6.1** states "When required by Title 20, subdivision (plan developments) shall provide open space area(s). The <u>open space(s) are to be centrally</u> <u>located</u> so that they are conveniently accessible to sidewalks or trails from all areas of the subdivision."

Centrally located Open Space ?



Open space with "amenities" is provided north of Buildings, #4, #5, #6. Centrally located? Not hardly.
It appears to be a private area for the residents of some of the units in Buildings 3, 4, & 5.
The requirement for centrally located open space accessible for all units has <u>not</u> been met.

Division 2 – Streets and Traffic,

Douglas County Design Criteria and Improvement Standards

- **Division 2 of the Douglas County Design Criteria and Improvement Standards has <u>not</u> been met.**
- **County road standards are <u>not</u> met in the proposed plan.**

- **In the "Conditions of Approval" letter dated 2/13/2015 the Community Development department issued several conditions related to interior drives. These conditions are not consistent with the county codes.**
- **In the clarification letter dated 3/16/2015 several items deal with the interior drives. Item #17 calls for a private road designation. The developer objected. Item #18 the developer says *"A private road was not approved for this project. Therefore, the condition should be modified to state public access driveways or drive aisles."***

- **2.12.10 Private Streets**
- <u>Private streets shall be designed to meet all County standards for local streets</u>. Street lights, storm drain systems, water systems, and sanitary sewer systems located within a <u>private street shall be constructed to County standards</u> and shall be supported by separate public utility easements. At the intersection with public streets, a standard size and design traffic sign shall be installed which says "PRIVATE STREET NOT MAINTAINED BY COUNTY."

Private Streets – "Local Standard"

- **The project interior streets are <u>not</u> designed to the required county standards.**

- Cinch Trail and Concho Drive are thru streets and are designated as such by county staff planners and the project applicant. The staff report in response to my appeal to the planning commission says at the bottom of 3/5 " ... *Because the interior drives are intended to be private driveways and it is not necessary for private driveways to be built to County specifications. However, acknowledging that the interior driveways are not built to County Roadway standards, the Applicant understands that they will never be accepted by the County for maintenance."*

- This statement mixes up and contradicts what the Douglas County regulations say.

- **Division 2, Streets and Traffic of the "Douglas County Design Criteria and Improvement Standards"** states "*Section 2.12.10 Private streets <u>shall</u> <u>be designed to meet all County standards for local streets.</u> Street lights, storm drain systems, water systems, and sanitary sewer systems located with a private street <u>shall be constructed to County standards</u> and <u>shall</u> be supported by separate public utility easements. At the intersection with public streets, a standard size and design traffic sign <u>shall</u> be installed which says 'PRIVATE STREET NOT MAINTAINED BY COUNTY.'* "

- **Private streets <u>shall</u> be built to "local standards."**

County Road Standards

The requirement that private streets be constructed to County road standards has <u>not</u> been met.

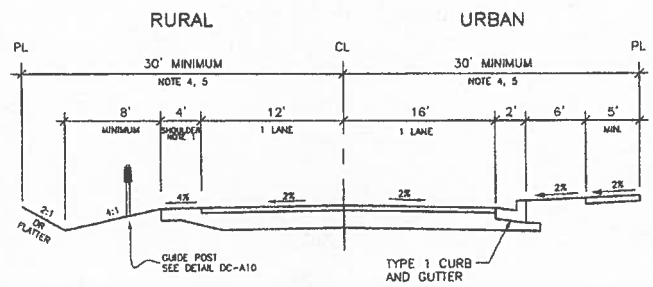
Part 1 Section 2.3.11

- "Private streets shall be constructed to County road standards, …"
- This is published in the **Douglas County "Design Review and Improvement Standards"** manual.

"Local Road Section" Detail

The requirement for compliance to the Douglas County "Local Road Section" detail has <u>not</u> been met.

- This seems to be applicable to this project since private roads are required to be built to local standards.
- The drawing shows a minimum 60 feet street width to back side of sidewalks. The proposed project has curbside sidewalks in some places and has eliminated the (private) street side landscaping in many places.

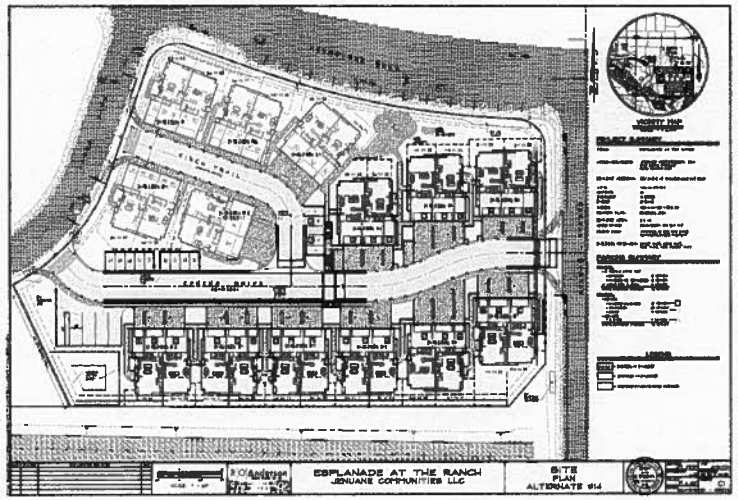


1. AGGREGATE SHOULDERS SHALL HAVE A MINIMUM OF 6 INCHES OF AGGREGATE BASE.
2. STRUCTURAL SECTION TO BE DETERMINED BY ENGINEERING DESIGN, BUT IN NO CASE SHALL THE ASPHALT CONCRETE BE LESS THAN 3 INCHES THICK AND THE AGGREGATE BASE LESS THAN 6 INCHES THICK.
3. TYPE 3 PLANTMIX BITUMINOUS PAVEMENT WITH PG 64-28 NV SHALL BE USED ON THE TOP 3 INCHES. TYPE 2 OR TYPE 3 PLANTMIX BITUMIOUNS PAVEMENT WITH PG 64-28 NV SHALL BE USED ON LOWER PAVEMENT LIFTS.
4. DRAINAGE AND IRRIGATION SYSTEMS SHALL BE ACCOMMODATED ON ADJOINING PROPERTY BY PERMANENT EASEMENT OR BY ADDITIONAL RIGHT-OF-WAY.
5. PERMANENT SLOPE EASEMENTS MAY BE REQUIRED TO ACCOMMODATE CONSTRUCTION OF THE ROADWAY AND DRAINAGE FACILITIES.
6. BIKE LANES SHALL BE PROVIDED IN ACCORDANCE WITH THE DOUGLAS COUNTY COMPREHENSIVE TRAIL PLAN. BIKE LANES IN RURAL AREAS SHALL BE 5 FEET WIDE AND CONSTRUCTED WITH THE SAME STRUCTURAL SECTION AS THE ROADWAY. WHERE THE BIKE LANE IS ADJACENT TO CURB AND GUTTER, THE BIKE LANE SHALL HAVE A MINIMUM 4 FOOT WIDTH MEASURED FROM THE TRAFFIC LANE TO THE LONGITUDINAL JOINT BETWEEN THE GUTTER PAN AND ROADWAY SURFACE.
7. BIKE LANES AND BIKE ROUTES SHALL BE SIGNED AND STRIPED IN ACCORDANCE WITH THE AASHTO "GUIDE FOR THE DEVELOPMENT OF BICYCLE CONTROL FACILITIES" AND THE FHWA "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

NO.	REVISION	DATE	STANDARD DETAIL FOR PUBLIC WORKS CONSTRUCTION	SECTION DOUGLAS COUNTY
			LOCAL ROAD SECTION	DATE: 6/07/2007
				DWG: DC A02

Sidewalk Requirements

- **Sidewalks are <u>not</u> provided as required.**



- **Part 1 Section 2** – Subdivision and Parcel Map Design (Design Criteria and Improvement Standards
- "**2.5.2** Subdivisions within designated urban areas <u>shall</u> provide sidewalks on each side of a street and be designed in accordance with Part 2 of this Manual."

Setback requirements ?

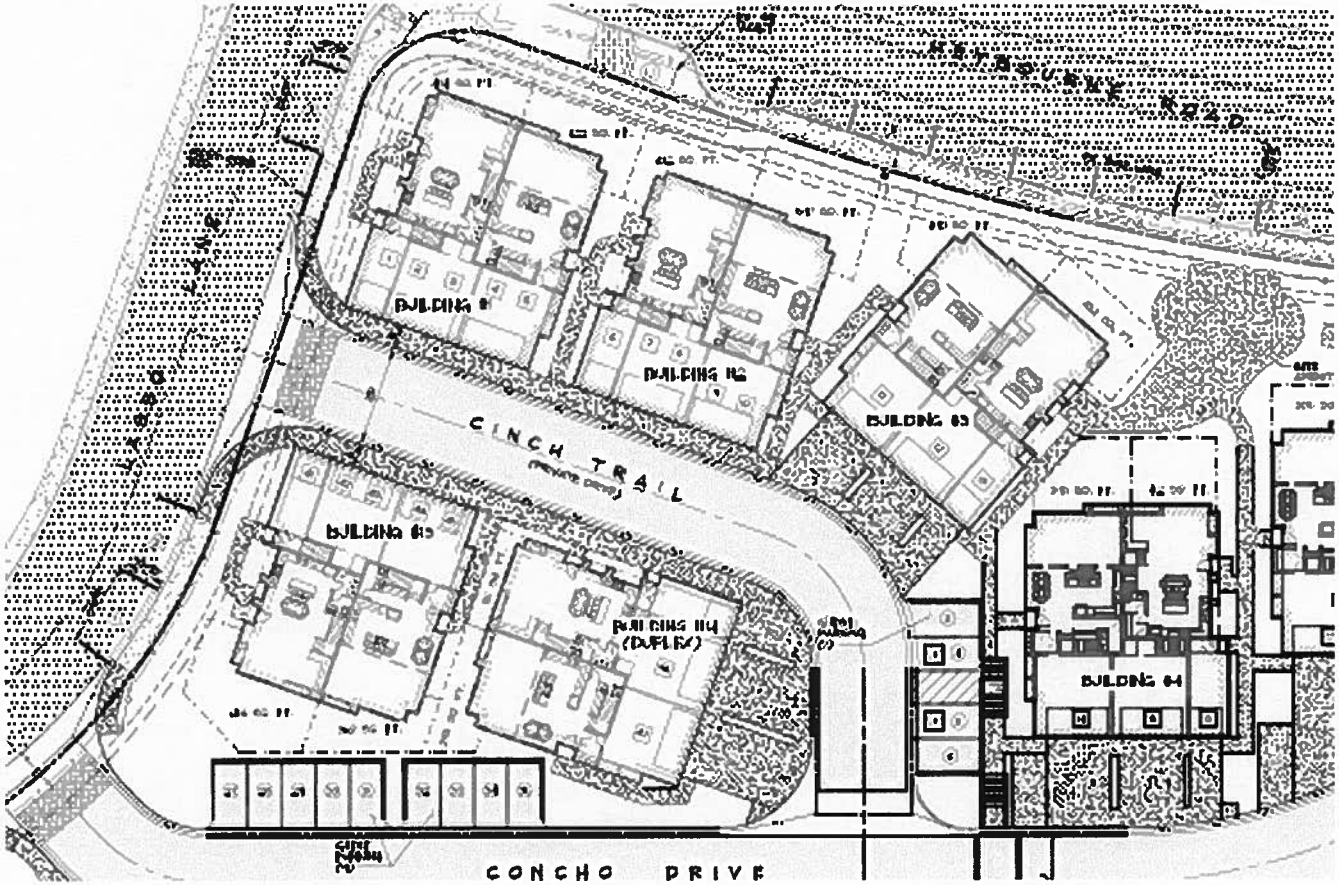
- **Yard setbacks do <u>not</u> meet the minimum standards of the zoning regulations.**
- Yard setbacks have been eliminated in many places. In some places the residents will be stepping into the interior street from their front doors.
- In other places along Cinch Trail the buildings are directly next to the sidewalk.
- The project applicant and the Douglas County Community Development Department have taken the position that side yard setbacks and street side yard setbacks do not apply here for interior driveways. This is a dangerous setback interpretation by staff. Basically they are saying that multi-family residential projects are exempt from setback requirements when they abut interior driveways. I don't think this is the intent of the writers of the zoning regulations. Would you want your child to run out into the street? let alone from between two buildings having no separation from the street? The county and the applicant admit that these private streets will receive neighborhood traffic. The county standards say that private streets are to be designed/built to county standards. The Douglas County Community Development Department says they do not.

- **Title 20.656.010 Residential district development standards (Table).** The distances as set forth in the Table show the following for multi-family residential:

  front yard setback of 10 feet;
  rear yard setback of 10 feet;
  side yard setback of 10 feet;
  side yard setback, street side of 10 feet;
  distance between buildings of 10 feet.

No references in the regulations, that I can find, say anything about setbacks are set from the property lines.
Assumptions? Lack of clarity?

Setback requirements



- **There are no setbacks along Cinch Trail at four buildings: buildings #1, #2, #13, and #14. Two units inside building #14 have their entrances directly next to the street. People will step into the street six feet away.**

There are no setbacks here; approximating the look of Cinch Trail when completed. Overhanging bay windows may block garbage truck operation while attempting to collect garbage.

Unit entries of the Reno project are set back a minimum of 10 feet along the interior driveways. The Gardnerville project will have no setbacks along Cinch Trail. One unit in building #14 will have parking directly outside of their front door and living room window.

Private Road Requirements, Due Process and Review

- **The requirement of due process for reviewing the use of private roads has <u>not</u> been met.**
- The planning commission and the county board of commissioners did not, and have not specifically addressed, nor voted on this matter. They addressed and voted on variance requests only. Agendas, staff reports, meeting minutes are a record of those events. A planning commissioner asserting otherwise at my appeal hearing of the planning commission may have prejudiced what others believe. Staff members sat idly by.

- **Title 20.100.090.H** says

  "**H. Private roads.** <u>The use of private roads</u>, which meet the specifications contained in the design criteria and improvement standards for a public street, <u>is permitted upon review by the planning commission and the approval of the board</u>."

The clarification letter dated 3/16/2015 of the "Conditions of Approval" clarification letter deals with interior streets.

Item #17 calls for a private road designation. The developer objected.

Item #18 the developer says *"A private road was not approved for this project. Therefore, the condition should be modified to state public access driveways or drive aisles."*

<u>Interesting legal maneuver by the developer.</u>

<u>Did staff, does county staff understand the implications of this maneuver?</u>

Private Road Requirements,

Title 20.100.090 Roadway Facilities

- **The requirement for roadways has <u>not</u> been met.**
- Cinch Trail and Concho Drive are thru streets and are designated as such by county staff planners and the project applicant.
- To repeat: The staff report in response to my appeal to the planning commission says at the bottom of 3/5 " *... Because the interior drives are intended to be private driveways and it is not necessary for private driveways to be built to County specifications. However, acknowledging that the interior driveways are not built to County Roadway standards, the Applicant understands that they will never be accepted by the County for maintenance."*
- This statement mixes up and contradicts what the Douglas County regulations say. Where does the connection between maintenance and roadway facility requirements come from? I don't see specific code language or references that exempt private streets/roadways from the county standards. The opposite is apparent in I., J., K., and L. of Title 20.100.090.

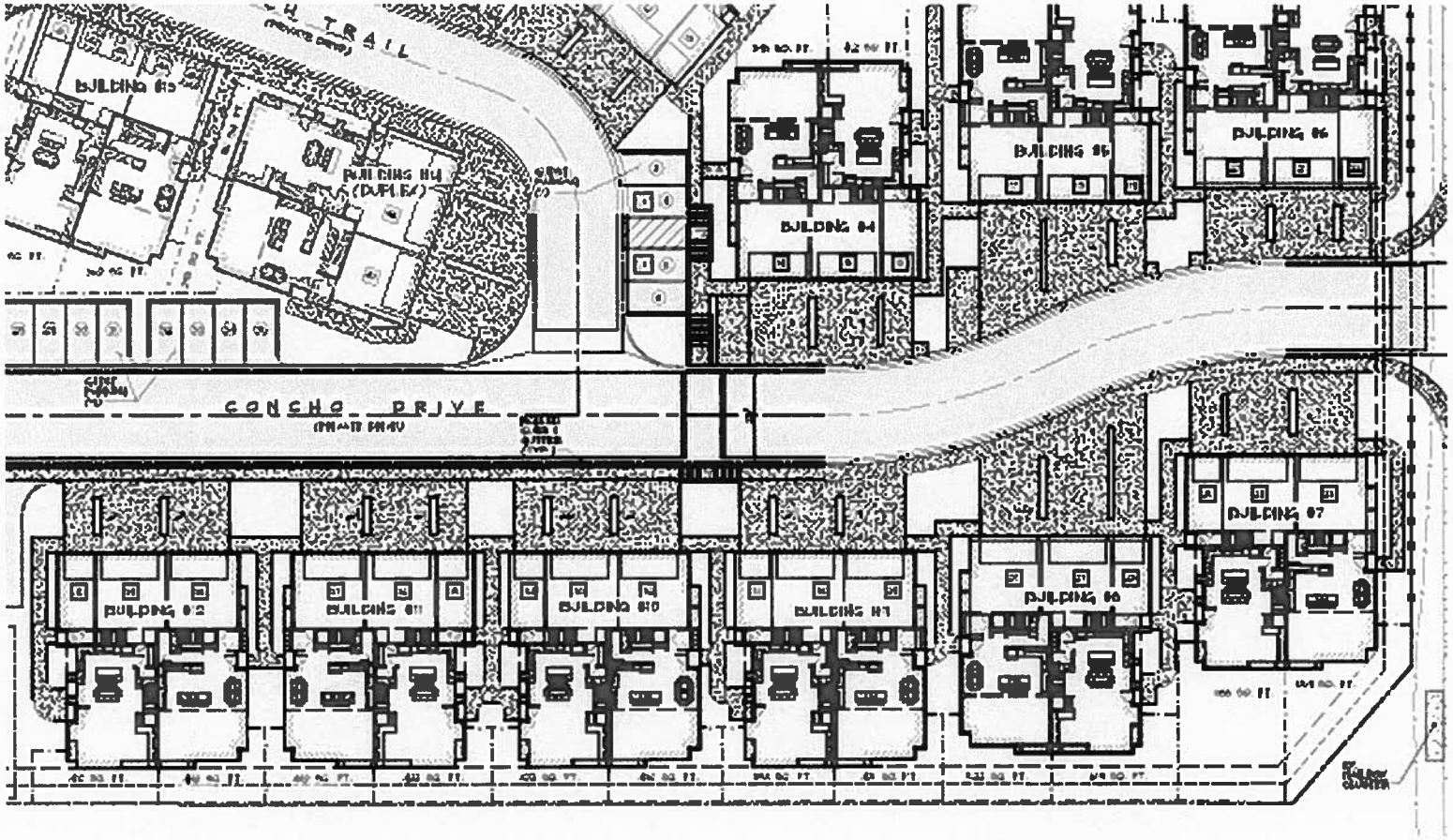
- **Title 20.100.090.**
- "**I. Sidewalks.** ...sidewalks are required.."
- "**J. Dedication requirements.** ... rights of way shall be offered for dedication to the county ..."
- "**K. Design and improvements standards.** ... streets ... <u>shall</u> be designed and improved in accordance with the design criteria and improvement standards manual. <u>All streets shall be improved and paved to the width specified in and shall be designed and paved in accordance with the specifications in the design criteria and improvement standards</u>."
- "**L. Road facilities charges.** ..."

Architecture

- **The architecture of the buildings along Concho Drive and Cinch Trail are monotonous and do <u>not</u> meet the county standards.**
- The proposed project presentations have not shown, nor compared the design similarities of the single family residences and the multi-family residences. If the streets are to be held to a "local street" standard would it not follow logically that the architectural forms, shapes, heights be varied as required in the county standards? That is, not to be monotonous.

- **Part 1 Section 4** - Multi-Family Residential (Douglas County Design Criteria and Improvements Standards)
- "***4.10.1*** *"New buildings <u>must</u> be compatible with the surrounding buildings in size and utilize similar architectural styles. Special consideration must be given to projects next to properties used or designated as single family residential. Building design shall incorporate similar architectural features (such as roof design, building materials, etc.) as the surrounding single-family buildings."*

Monotonous Design



Five buildings are lined up in a row. Monotonous?

Part 1, 4.10 Building Design - General

4.10.1

- "New buildings must be compatible with the surrounding buildings in size and utilize similar architectural styles. Special consideration must be given to projects next to properties used or designated as single family residential. Building design shall incorporate similar architectural features (such as roof design, building materials, etc.) as the surrounding single family buildings."

4.10.8 – The planes of exterior walls shall be varied in depth and/or direction.

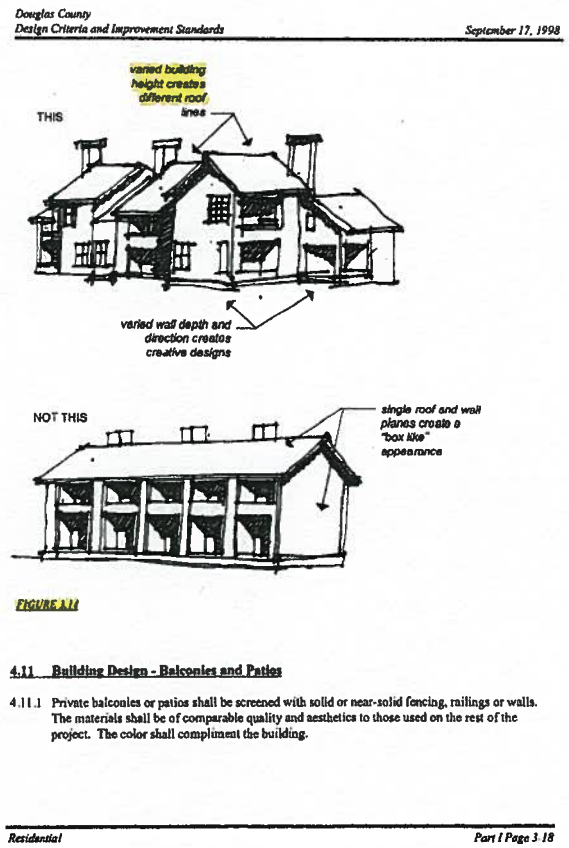

Douglas County
Design Criteria and Improvement Standards
September 17, 1998

FIGURE A11

4.11 Building Design - Balconies and Patios

4.11.1 Private balconies or patios shall be screened with solid or near-solid fencing, railings or walls. The materials shall be of comparable quality and aesthetics to those used on the rest of the project. The color shall compliment the building.

Residential
Part I Page 3-18

This is a view of concrete parking aprons for one building of the project in Reno. The Gardnerville project will have 6 buildings along the south side of Concho Drive. This is monotonous and a lot of concrete and asphalt. Monotonous with no centrally located open space.

Architectural Comparison

Single Family Homes

The houses are varied in form. The two story house 2nd floor is stepped back away from the street in most cases. All houses have concrete parking aprons and garages.

Multi-family Residential

The multi-family residential units will be uniform in form with little similarity to the single family homes. Some buildings will have no concrete parking aprons. The buildings will crowd the street, resembling the streets of San Francisco.

Architecture of Single Family Homes

Conclusion

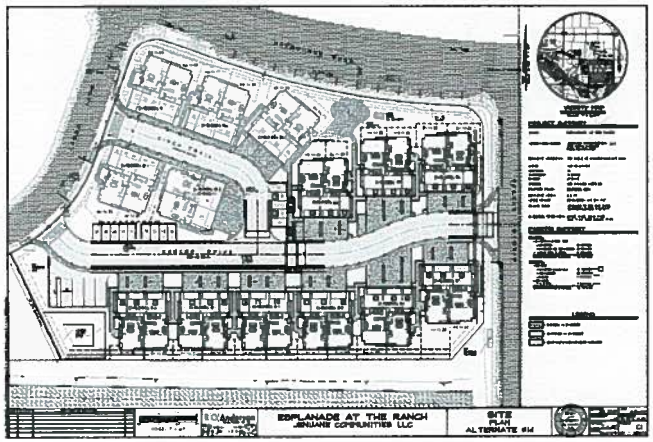
In my experience and opinion the proposed multi-family residential project does not meet the minimum requirements of Douglas County.

The requirements for 25% open space and centrally located open space are not met.

The minimum requirements for streets has not been met.

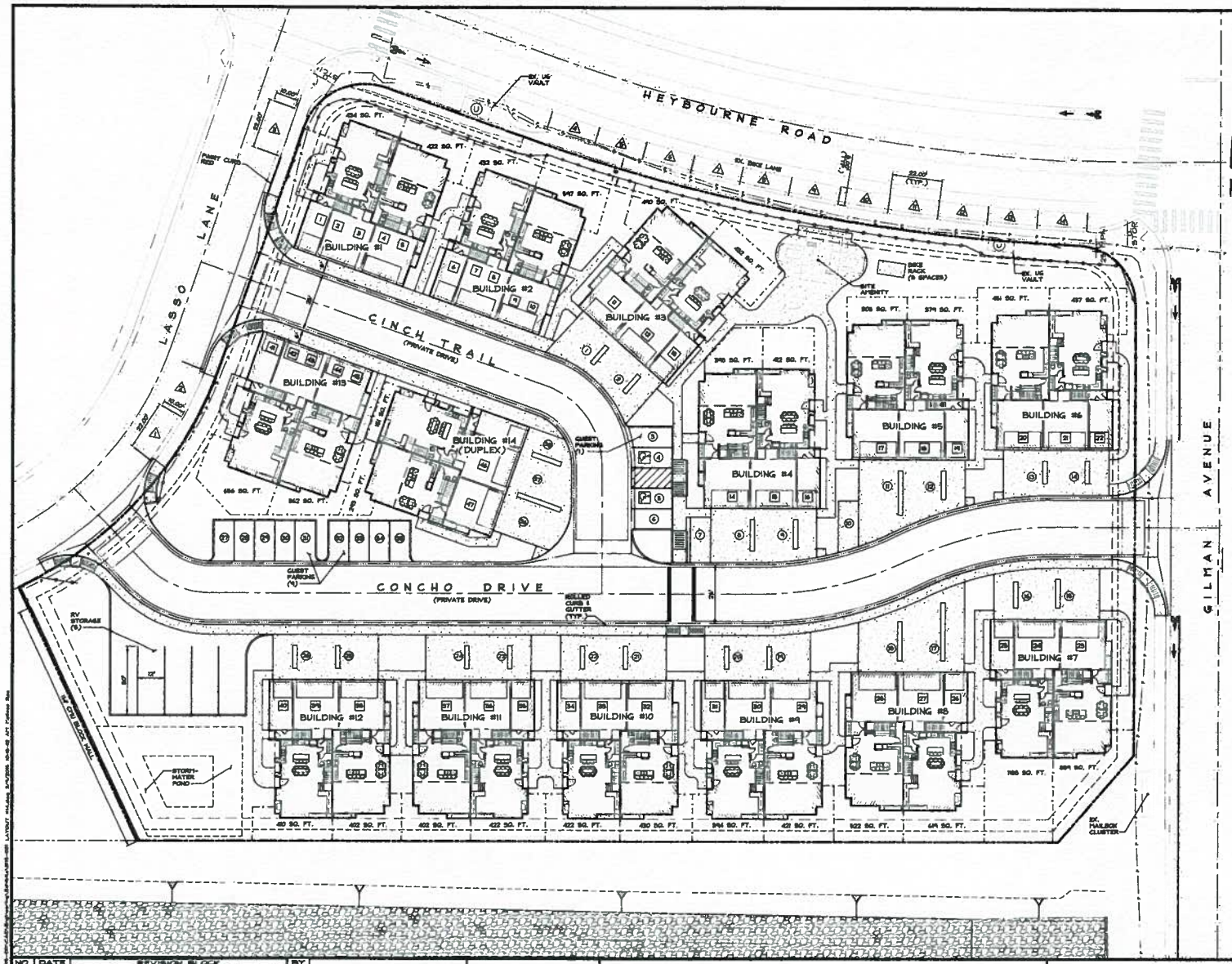
This project fails to meet the Douglas County requirements for sidewalks, landscaping, setbacks, architecture.

The legally required reviews by the planning commission and Board of Commissioners have been side stepped, compromised.



Approximate configuration of Cinch Trail, a narrow street.

- No setbacks
- Garbage collection . Bay window overhangs may interfere with truck operation.
- Entry to some units are accessed directly from the street.
- Safety is a major issue for pedestrians and others.



VICINITY MAP

SCALE: 1" = 2,000'

PROJECT SUMMARY

TITLE:	ESPLANADE AT THE RANCH
APPLICANT/OWNER:	JENUANE COMMUNITIES, LLC. 1500M MEDICE PARKWAY RENO, NEVADA 8984
PROJECT ADDRESS:	THE RANCH AT GARDNERVILLE LOT 22C3
A.P.N.:	1320-33-210-024
SECTION:	33
TOWNSHIP:	13 NORTH
RANGE:	20 EAST
ZONING:	SPR 5,000 PD & MPR PD
MASTER PLAN:	RECEIVING AREA
PROJECT AREA:	2.4 AC
OPEN SPACE:	PROVIDED: 24,963 S.F.
FLOOD ZONE:	UNSHADED 'X' PER MAP PANEL 32000C0286G DATED 01/20/2010
BUILDING SETBACKS:	FRONT 10-FT, REAR 10-FT, SIDE 5-FT, SIDE STREET 10-FT

PARKING SUMMARY

REQUIRED:

• 48 UNITS @ 2 PER UNIT:	
◦ COVERED:	48 SPACES
◦ COVERED OR UNCOVERED:	48 SPACES
• 1 GUEST PER 4 UNITS:	10 SPACES
TOTAL REQUIRED PARKING:	92 SPACES

PROVIDED:

• ON-SITE:	
◦ COVERED (GARAGE):	47 SPACES
◦ UNCOVERED:	28 SPACES
◦ GUEST:	10 SPACES
• OFF-SITE:	
◦ 514 & 516:	7 SPACES
TOTAL PROVIDED PARKING:	92 SPACES

LEGEND

- = EXISTING AC PAVEMENT
- = PROPOSED AC PAVEMENT
- = PROPOSED PAVER/STAMPED CONCRETE

NO.	DATE	REVISION BLOCK	BY

SCALE: 1" = 20'

R O Anderson
WWW.ROANDERSON.COM
NEVADA: 5650 Reno Corporate Drive, Suite 200, Reno, NV 89511 — P 775.851.4038 — F 775.851.4039
CALIFORNIA: 915 Tahoe Blvd., Suite 2, South Lake Tahoe, CA 96150 — P 530.541.4038 — F 530.541.4039

ESPLANADE AT THE RANCH
JENUANE COMMUNITIES LLC

SITE PLAN ALTERNATE #14

JEREMY JON HUTCHINGS, Exp. 6-30-2015, CIVIL, STATE OF NEVADA

DRAWN:	JT, MCR	JOB:	2115-021
ENGINEER:	JJH	DRAWING:	SEE PLOT STAMP
SCALE:	1" = 20'	SHEET:	C1
DATE:	02/09/15	OF: 1 SHEETS	

EXHIBIT (for identification only)
Filed By
Deputy

INTR0DUCTION OF ORDINANCE 2015-1438 "SEWER FACILITIES"

JUNE 4, 2015

DOUGLAS COUNTY
NEVADA EST. 1861
GREAT PEOPLE GREAT PLACES

EXHIBIT (for identification only)
DCD #11 Staff
Filed 6/4/15
By
Deputy

INTRODUCTION – First Reading

- Amending Title 20, Appendix D "Sewer Facilities"
- Sections:
  - 20.D.020 Definitions
  - 20.D.040 Notices
  - 20.D.060 Rates and Charges
  - 20.D.070 Rendering and payment of bills
  - 20.D.100 Inclusion of property into the service area
  - 20.D.120 Procedures and policies for connections
  - 20.D.170 Building sewer and connections
  - 20.D.180 Construction standards for public and private sewers
  - 20.D.190 Pump stations and force mains
  - 20.D.200 Standard details
  - 20.D.210 Original service area boundaries

OBJECTIVES

- Better Clarity and Transparency
  - Addresses:
    - Transfer of billing to Public Works
      - Contact/Responsibility
      - Billing due date (internal billing protocol)
    - Define "Service Lateral
      - Responsibility (ownership and maintenance/repair)
    - Delete Design Standards
      - Reference to Design Manual
    - Delete Fees and Charges
      - Reference to resolution
    - No Seasonal Shutoffs
      - Current practice
    - Service Area Boundaries
      - Inclusion of properties into the sewer service area

RECOMMENDATIONS

- Introduce Ordinance 2015-1438, amending Title 20, Appendix D "Sewer Facilities," as presented.

- Bring back Ordinance 2015-1438 to the July 2, 2015 Board meeting for discussion and possible adoption.

QUESTIONS

INTRODUTION OF ORDINANCE 2015-1439 "WATER FACILITIES"

JUNE 4, 2015

NEVADA EST. 1861
DOUGLAS COUNTY
GREAT PEOPLE GREAT PLACES

EXHIBIT (for identification only)
Item #12 LP
Filed 6/4/15
By LP
Deputy

INTRODUCTION – First Reading

- Amending Title 20, Appendix F "Water Facilities"
- Sections:
  - 20.F.020 Definitions
  - 20.F.030 Conditions of service
  - 20.F.040 Notices
  - 20.F.070 Basis of billing
  - 20.F.080 Time and manner of payment
  - 20.F.100 Service connection

OBJECTIVES

- Better Clarity and Transparency
  - Addresses:
    - Transfer of Billing to Public Works
      - Contact/Responsibility
      - Billing due date (internal billing protocol)
    - Service Area Boundaries
      - Inclusion of properties into the water service area
    - Delete Design Standards
      - Reference to Design Manual
    - Delete Fees and Charges
      - Reference to resolution
    - No Seasonal Shutoffs
      - Current practice
    - Multiple Commercial or Residential Units on Single Service
      - Billing

RECOMMENDATIONS

- Introduce Ordinance 2015-1439, amending Title 20, Appendix F "Water Facilities," as presented with the following additions to the Title and Summary:
  - 20.F.060 Rates and Charges
  - 20.F.090 Disputed bills
  - 20.F.120 Termination and restoration of service

- Bring back Ordinance 2015-1439, with the changes above to the July 2, 2015 Board meeting for discussion and possible adoption.

QUESTIONS