



Planning Commission Staff Report

Meeting Date: June 1, 2021

Agenda Item: 8B

ABANDONMENT CASE NUMBER:
VARIANCE CASE NUMBER:

WAB21-0002 Boulder Bay
WPVAR21-0001 Boulder Bay

BRIEF SUMMARY OF REQUEST: Abandon 60,291 sf of public right-of-way and realign the roadways to perpetuate access; to vary standards to address street design requirements and to vary certain grading standards.

STAFF PLANNER: Chris Bronczyk; 775.328.3612; cbronczyk@washoecounty.us
Courtney Weiche; 775.328.3608; cweiche@washoecounty.us

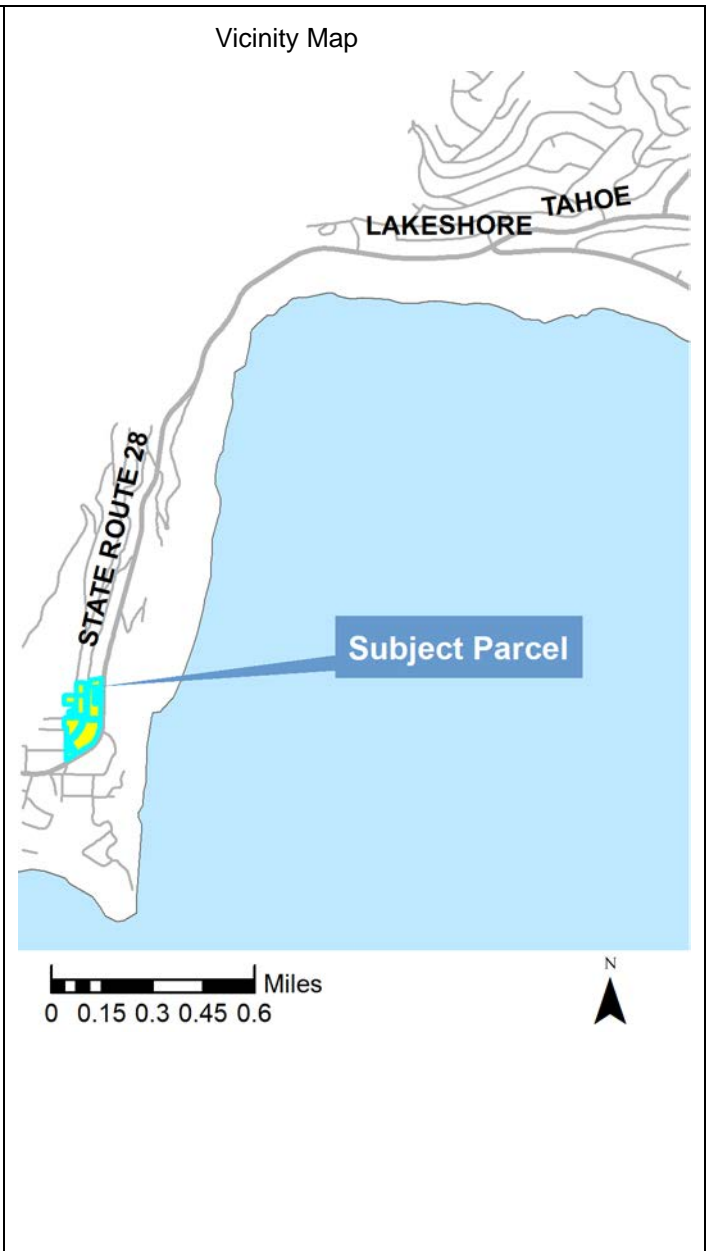
CASE DESCRIPTION – Abandonment

For hearing, discussion and possible action to abandon Washoe County’s interest in 60,291 sf of public right-of-way in accordance with NRS 278.480 and related provisions in the Washoe County Development Code. The roadways where sections are proposed for abandonment are Wassou Road; Lake View Avenue; all of Reservoir Road; and a sliver of Stateline Road. As part of the abandonment, replacement roadway alignments are proposed to perpetuate access. If approved, the County’s abandoned interest in this public right-of-way will be transferred to Boulder Bay, LLC, owners of abutting property.

CASE DESCRIPTION – Variance

For hearing, discussion and possible action to vary certain Washoe County Code (“WCC”) Article 436 standards to address Street Design Requirements as allowed under 110.436.15(a). The specific variance request is related to right-of-way width, maximum road grades, street grade at intersections, street curves, vertical curves, and curve separations. The applicant is also requesting to vary WCC Article 438 Grading Standards, specifically, 110.438.35(a)(4) and 110.438.45(c) to accommodate future driveway locations.

Applicant:	Boulder Bay, LLC
Property Owner 1:	Boulder Bay, LLC
Property Owner 2:	Big Water Investments, Inc
Property Owner 3:	United States Forest Service
Location:	0 State Route 28; 5 State Route 28; 0 Wassau Road; 101 Lake View Avenue; 47 Reservoir Road



APN:	123-071-04; 123-054-01; 123-053-04; 123-053-02; 123-052-04; 123-052-02; 123-052-03; 123-291-01; 123-053-06
Parcel Size:	0.64 ac; 1.00 ac; 0.18 ac; 1.42 ac; 3.23 ac; 0.28 ac; 0.28 ac; 2.77 ac; 1.24 ac
Master Plan:	Commercial (C); Suburban Residential (SR)
Regulatory Zone:	Tourist Commercial (TC); Medium Density Suburban (MDS)
Area Plan:	Tahoe
Citizen Advisory Board:	Incline Village / Crystal Bay
Development Code:	Authorized in Article 804, Variances; and 806, Vacations and Abandonments of Easements or Streets
Commission District:	1 – Commissioner Hill

STAFF RECOMMENDATION – Abandonment

APPROVE

APPROVE WITH CONDITIONS

DENY

ABANDONMENT POSSIBLE MOTION

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Abandonment Case Number WAB21-0002 for Boulder Bay, LLC, having made all three findings in accordance with Washoe County Code Section 110.806.20.

(Motion with Findings on Page 17)

STAFF RECOMMENDATION – Variance

APPROVE

APPROVE WITH CONDITIONS

DENY

VARIANCE POSSIBLE MOTION

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Variance Case Number WPVAR21-0001 for Boulder Bay, LLC, with the Conditions of Approval included as Exhibit A for this matter, having made all four required findings in accordance with Washoe County Development Code Section 110.804.25:

(Motion with Findings on Page 17)

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Abandonment Definition

The purpose of an abandonment is to allow for the vacation or abandonment of easements or streets. If the Planning Commission grants an approval of the abandonment, that approval is subject to conditions of approval. Conditions of approval are requirements that need to be completed prior to the recordation of the Resolution and Order of Abandonment.

The Resolution and Order of Abandonment is the legal record, prepared by the Engineering and Capital Projects Division which is recorded to complete the abandonment process. The Engineering and Capital Projects Division completes a technical review of the legal description, exhibit maps and any new easements, submitted by the applicant’s surveyor, that are required by the conditions of approval. When the Engineering and Capital Projects Division is satisfied that all conditions of approval have been met, then the Engineering and Capital Projects Division will record the Resolution and Order of Abandonment with the County Recorder. The abandonment is complete upon the recordation of the Resolution and Order of Abandonment with the County Recorder.

The conditions of approval for Abandonment Case Number WAB21-0002 are attached to this staff report and will be included with the Action Order if granted approval.

- All conditions of approval are required to be completed before the abandonment can be recorded and finalized.
- The abandonment will be effective after the approval of a Resolution and Order of Abandonment by the Engineering and Capital Projects Division and after the recordation of the Resolution and Order of Abandonment by the County Recorder.

The subject properties have regulatory zones of Medium Density Suburban (MDS) and Tourist Commercial (TC). Medium Density Suburban front and rear setbacks are 20 feet, and the side yard setbacks are 8 feet. Tourist Commercial front setback is 20 feet, the rear setback is 10 feet, and the side yard setback is 10 feet. The majority of the parcels are currently developed, and the intent of the abandonment is to allow for the redevelopment of the Tahoe Biltmore Lodge and Casino.

Variance Definition

The purpose of a variance is to provide a means of altering the requirements in specific instances where the strict application of those requirements would deprive a property of privileges enjoyed by other properties with the identical regulatory zone because of special features or constraints unique to the property involved; and to provide for a procedure whereby such alterations might be permitted by further restricting or conditioning the project so as to mitigate or eliminate possible adverse impacts. If the Planning Commission grants an approval of the variance, that approval is subject to conditions of approval. Conditions of approval are requirements that need to be completed during different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e., a grading permit, a building permit, etc.).
- Prior to obtaining a final inspection and/or a certificate of occupancy on a structure.
- Prior to the issuance of a business license or other permits/licenses.
- Some conditions of approval are referred to as “Operational Conditions.” These conditions must be continually complied with for the life of the business or project.

The conditions of approval for Variance Case Number WPVAR21-0001 are attached to this staff report and if granted approval, will be included with the action order.

Previous Action

On January 15, 2008, Boulder Bay, LLC submitted abandonment and variance applications. These applications were known as Abandonment Case Number AB08-009 and Variance Case Number VA08-014. Both applications required a public hearing in front of the Planning Commission.

On May 6, 2008, the Washoe County Planning Commission approved with conditions Abandonment Case Number AB08-009 and Variance Case Number VA08-014 by a 4-2 vote.

On May 16, 2008, The North Tahoe Preservation Alliance (hereinafter referred to as “the Alliance”) filed an Appeal of the Planning Commission’s approval of the Abandonment and the Variance.

On June 10, 2008, the Washoe County Board of County Commissioners heard an update from County Commissioner Galloway regarding the undergrounding for the Boulder Bay Project.

On June 24, 2008, the Washoe County Board of County Commissioners considered the Alliance’s Appeal of the abandonment and variance. The Board granted the appeal and overturned the Planning Commission’s approval, without prejudice, by a 4-1 vote. This allowed the applicant to modify their application and resubmit to the Planning Commission without the required delay.

On August 15, 2008, Boulder Bay, LLC submitted a revised abandonment and variance application. These applications would continue to be known as Abandonment Case Number AB08-009 and Variance Case Number VA08-014.

On November 5, 2008, the Planning Commission considered the revised applications that included a new road section that would connect Lake View Avenue to Stateline Road and a private driveway with a public access easement, identified as “Wellness Way”, providing a secondary route for adjacent residences. The Planning Commission reviewed and approved the revised Abandonment and Variance, as requested, by a unanimous vote.

The Alliance filed an appeal of the Planning Commission’s approval. On January 13, 2009, the Board of County Commissioners heard the Appeal. The Board denied the Appeal, upholding the Planning Commission’s decision.

On July 5, 2016, the Planning Commission reviewed and approved Tentative Map TM16-004 and Special Use Permit SB16-005, Boulder Bay. The Tentative Map allowed for an 18-unit common open space development; and the Special Use Permit allowed for grading in excess of fifteen percent (15%) on twenty percent (20%) or more of the property.

The January 13, 2009 approval for Abandonment Case Number AB08-009 and Variance Case Number VA08-014 have since expired. Subsequently, the applicant has submitted the current Abandonment and Variance application for the Washoe County Planning Commission’s consideration.

Summary of the August 15, 2008 Application

Abandonment Case Number AB08-009 proposed to abandon the streets, access easements and County right-of-way of the southernmost 1,060 linear feet (0.845 ac) of Wassou Road, the southernmost 113 linear feet (0.015 ac) of Lake View Avenue, and all 418 linear feet (0.375 ac)

of Reservoir Drive. The applicant proposed to create a new street alignment connecting Lake View Avenue to Stateline Road and connecting the southern end of Wassou Road to Lake View Avenue. An additional private drive with a public access easement was proposed to connect Wassou Road to State Highway 28.

Variance Case Number VA08-014 proposed to vary the maximum slope of a southern facing street from 10% to 12.5%. The applicant requested this variance for approximately 800 linear feet (12,644 square feet) of Lake View Avenue. The average slope was 12.4%.

The 2008 application included a total acreage of 1.235 acres to be abandoned; however, the applicant was proposing to dedicate 0.65 acres of new right of way to the County. The abandoned right of way was to be included as part of the overall development which included a hotel, condominiums, retail shops, restaurants, a health and wellness retreat, and a convention center and spa.

The 2008 application also included a private driveway with a public access easement known as "Wellness Way". The driveway was to be heated to assist with snowmelt, and be constructed to commercial driveway standards, paved and have a width of 20 feet.

Project Evaluation – Current Application

Boulder Bay, LLC is proposing to redevelop the Biltmore Casino. The proposed abandonment and relocation of right-of-way will be part of the overall development. The redevelopment includes numerous parcels. The parcels are located in Crystal Bay, Nevada, along State Route 28. The parcels and ownership listings that are adjacent to the proposed abandoned roadway sections include the following:

- 123-071-04 (Boulder Bay, LLC)
- 123-052-02, 03 & 04 (Boulder Bay, LLC)
- 123-053-02 & 04 (Boulder Bay, LLC)
- 123-054-01 (Boulder Bay, LLC)
- 123-291-01 (Big Water Investments)
- 123-053-06 (USFS parcel that has been requested for Boundary Line Adjustment to separate the roadway portion for Washoe County Ownership and ultimate abandonment with this request)

All of the parcels adjacent to the roadway sections or slivers of sections where current abandonment is sought are owned by either Boulder Bay, LLC or Big Water Investment, LLC with the exception of one parcel (APN:123-053-06) which is owned by the United States Forest Service. Included as part of the Biltmore Casino redevelopment plans is the vacation of streets running through the project area. The request as-submitted is to abandon 60,291 square feet of public right-of-way in favor of Boulder Bay, LLC. The roadways included in this abandonment are Wassou Road, Lake View Avenue, Reservoir Road, and Stateline Road. As part of the abandonment, the applicant is proposing replacement roadway alignments to perpetuate access by extending Lake View Avenue to State Line Road.

The affected streets are located in the casino core of North Lake Tahoe in Crystal Bay, Nevada. The majority of the parcels are designated Tourist Commercial (TC) and identified as part of the North Stateline Community Plan in the Tahoe Regional Plan and the County's area plan. Two parcels (APN: 123-171-04 and 123-291-01) have a designation of Medium Density Suburban (MDS). The North Stateline Community Plan also includes a small portion of Placer County,

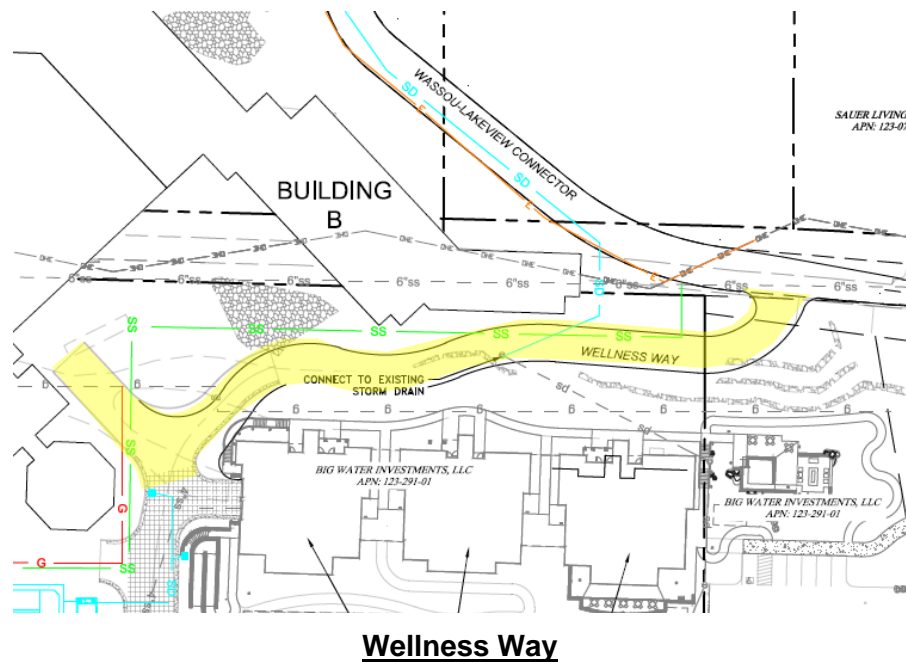
California. The Plan incorporates the supporting businesses in California along State Line Road, and the portion of the Cal Neva that is in California.

The applicant is proposing to eliminate access from Stateline Road onto Wassou Road and access from State Route 28 to Reservoir Road. A new roadway is proposed to extend Lake View Avenue and connect to Stateline Road and Wassou Road would be realigned to State Route 28. The new portion of Lake View Avenue is proposed to be dedicated to the County as a publicly maintained street. The existing roads proposed to be vacated are not developed to current County standards. They are narrower and steeper than allowed. There are several sections of the existing Reservoir Drive roadway that exceed 13% in slope. Currently the slope of Reservoir Drive is 14.1% where it intersects with State Route 28, which creates a stopping hazard. Lake View Avenue has nearly a 15% slope where it intersects with Reservoir Drive on a 14% slope. This intersection requires that you make a 90 degree turn onto Reservoir Drive which poses a potential risk to drivers crashing into the guard rail at the end of Lake View Avenue. The guard rail prevents vehicles from going over a large drop into the Biltmore's parking lot.

The primary impact of the requested abandonment is to the property owners who utilize Reservoir Road for access to their properties. This particular access point will be removed, but the proposed road alignment associated with the project will provide a safer access route with gentler grades and fewer stop conditions. Currently, sections of Wassou Road range between 12.8 feet and 22 feet in width and the road does not have any curbing. A typical roadway is 28 feet in width from back-of-curb to back-of-curb. This typical section is proposed on the realigned sections of Wassou Road, Lake View Avenue, and the northern portion of Stateline Road. However, given the topography of this area, a typical roadway cannot be reasonably constructed on the realigned sections of Wassou Road, Lake View Avenue, and the northern portion of Stateline Road. Accordingly, the applicant has requested a variance from 28 feet to 24 feet, which is still significantly larger than the existing sections of Wassou and Lake View. The total area of new public rights-of-way is 25,578 square feet. The current section of Wassou Road that bisects the Biltmore parking area in the rear provides access off State Line Avenue to Reservoir Road. This existing roadway is indistinguishable from the Biltmore parking lot. Eliminating this roadway, and access, would re-direct residential traffic around the resort development, rather than through the project; making it safer for both pedestrians and vehicular traffic.

It should be noted that a new access called Wellness Way is part of this application and is proposed to be a roadway with a public access easement, in which the public can utilize. The proposed width for Wellness Way is 20 feet, and Wellness Way is proposed to be heated.

Traditionally an approval of an abandonment or variance is limited to 2 years from the date of approval by the Planning Commission. However, the Planning Commission has the ability to approve conditions to increase this timeframe. The applicant has requested 2 options, the first is a 5-year approval and an automatic 5-year extension, or a flat 10-year approval time frame. The reason for the request is due to the limited construction periods within the Tahoe Basin, as well as commercial projects typically taking longer to process and meet conditions. Staff understands the limited construction periods within the Tahoe Basin, however 10-years is too long of an approval time for this project due to the probable changes such as population growth, changes to transit opportunity, possible changes to the development pattern in the surrounding area. For these reasons, staff can only support a maximum 5-year approval. After the 5-year approval expires, staff believes that an additional review period is warranted as there is significant opportunity for these changes to have taken place, changes such as development, population, and transit to name a few.



At the Citizen Advisory Board meeting held on March 1, 2021, the public had concerns related to traffic impacts. Due to the age of the previous traffic study, and the significant changes to access and circulation being proposed, NDOT will be requiring an updated traffic impact analysis to be performed as part of the NDOT occupancy permit process for any proposed future developments and new/abandoned accesses. NDOT also noted that additional analysis such as an intersection control evaluation (ICE) may be required for new intersections. Additionally, as part of future project approvals and buildout, the Tahoe Regional Planning Agency will require appropriate permits and environmental review, including traffic analysis. This study includes a transportation report based on the proposed project as well as different modifications of the plan.

As part of the occupancy permit process, NDOT requires applicants to submit a traffic impact analysis for review and approval prior to NDOT accepting an occupancy permit application when a project is anticipated to generate 100 trips or more in the peak hour, or contributes traffic to an area that is already experiencing congestion/high crashes (determined at NDOT's discretion). The requirement for submitting a traffic study to NDOT includes developments that use a previously permitted access point or remove an existing access point. The applicant is solely responsible for commissioning and updating the traffic study.

The traffic study is supposed to evaluate existing conditions, existing plus project conditions, and existing plus project conditions for 20 years in the future. These evaluations include capacity/lane analysis, level of service analysis, crash analysis, and recommended improvements to mitigate unacceptable traffic impacts. NDOT approval of a traffic study is generally valid for one year since traffic conditions can change drastically. NDOT encourages applicants to perform a joint traffic study that incorporates requests/concerns from the neighboring public agencies. Ultimately, NDOT will require an applicant to mitigate their impacts at the time of an occupancy permit application and that previous approvals will not set a precedent.

There are existing utilities within the current right of way area. The applicant states that they will work with all utility providers to relocate utilities and/or establish new easements as necessary. Staff can make the finding that the abandonment, with the construction of a new road extension

and an alternate exit out of the subdivision, is consistent with the policies and standards of the Comprehensive Plan and Community Plan and does not create material injury to the public.

Variance Request

Applicant is requesting a variance to various provisions within Article 436 to address Street Design Requirements as allowed under 110.436.15(a). The Development Code recognizes that not all road standards fit all cases and that the County Engineer should have some flexibility to modify standards to address topographical conditions and physical constraints. The variance request identifies some of unique conditions of the site that may need to be addressed by alternative standards.

Section 110.436.15 Authorization of Alternative Standards. The following situations may result in the use of alternative standards:

- (a) In instances where unique topographical or other physical constraints suggest the use of streets and associated systems that are not provided for in this article, the County Engineer may authorize alternative standards, provided that the alternative standards are equivalent standards in accordance with accepted engineering practices, the Standard Specifications for Public Works Construction, and the Standard Details for Public Works Construction.

The specific sections of Article 436 – Street Design Standards, being requested for variance are:

- **Table 110.436.25.2** – Roadway Sections B – Requires a 42-foot right-of-way for local roads.
- **110.436.30(b)(4)(i)** – Maximum Grades – Streets with a northern exposure may be allowed a maximum grade of nine (9) percent.
- **110.436.30(b)(4)(ii)** - Maximum Grades – Streets with a southern exposure may be allowed a maximum grade of ten (10) percent.
- **110.436.35(a)(2)** – Street Grade at Intersections – Street grades on the minor legs of intersections shall not exceed 4% for a minimum distance of fifty (50) feet, measured from the extension of the face of the curb of the primary street through the intersection as improved to full County standards.
- **110.436.45(a)** – Vertical Curves - Vertical curves shall be provided wherever the algebraic difference between two (2) intersecting grades is 2% or more, excluding intersections, unless otherwise approved by the County Engineer.
- **110.436.45(c)** – Curve Separations - Curves on any street, except local streets, shall be separated by a tangent of not less than one hundred (100) feet.

In addition to the variance request associated with Article 436, the applicant is also requesting variances of Article 438 – Grading Standards.

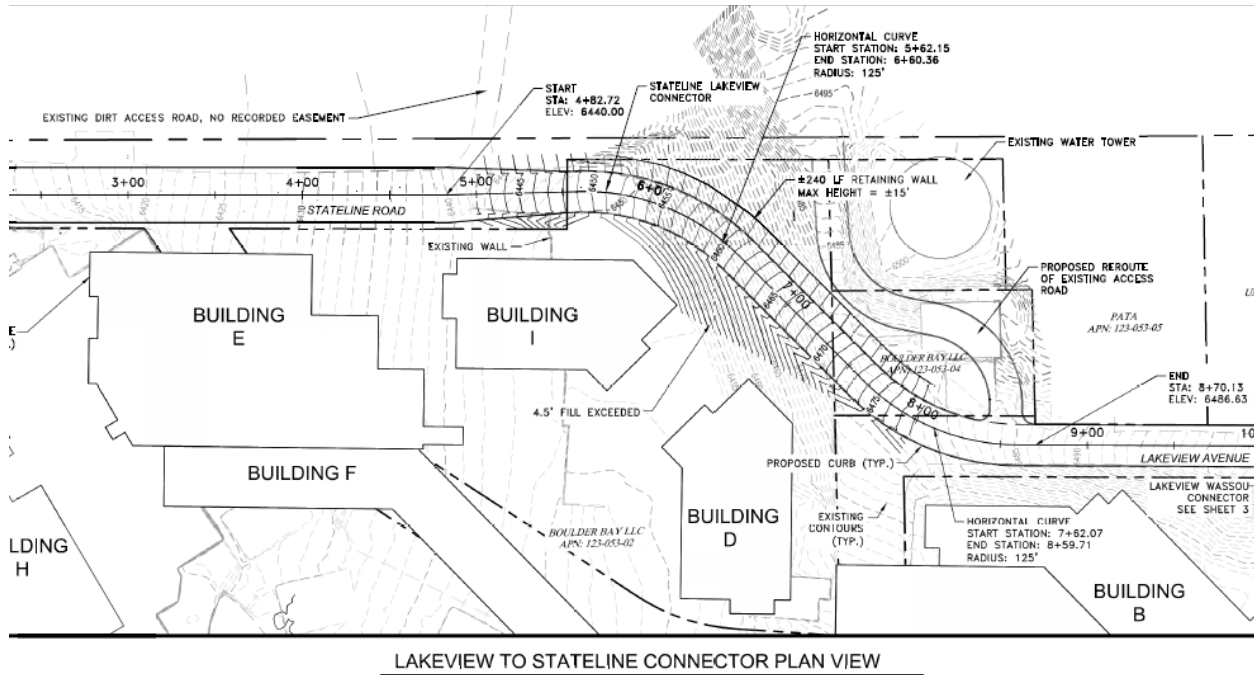
- **110.438.35(a)(4)** – Grading to construct a permanent earthen structure greater than four and one-half (4.5) feet in height within the required front yard setback, or greater than six (6) feet in height on the remainder of the property. The height of an earthen structure is measured from existing grade at the time of permit issuance.
- **110.438.45(c)** - Finish grading shall not vary from the natural slope by more than ten (10) feet in elevation.

The applicant states that the proposed Wassou connector road profile shows a section below 9% slope, but future addition of driveways could creep the slope slightly over 9%. Due to this,

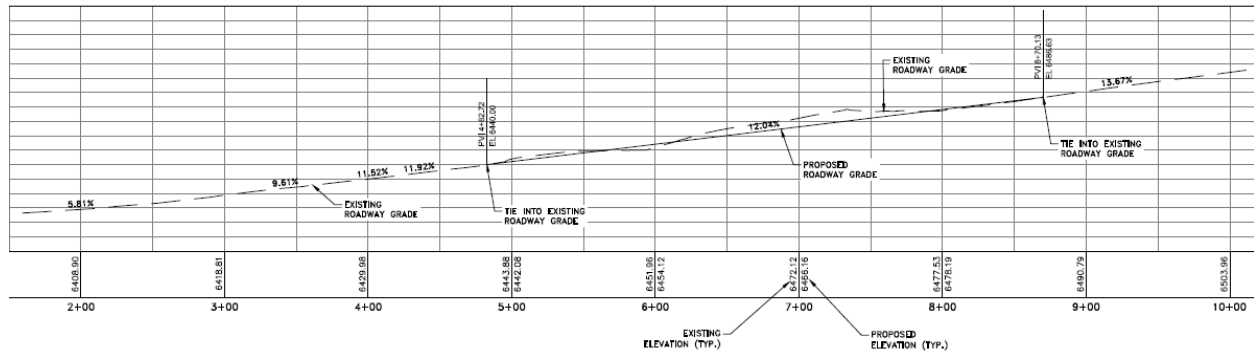
the applicant is requesting a variance of Section 110.436.30(b)(4)(i) to make sure that there is reasonable flexibility in all of the road grades to provide appropriate softening of grades at future driveway locations. Additionally, the Lake View to Stateline connector road does exceed the 10% maximum grade threshold as outlined in Section 110.436.30(b)(4)(ii) and is proposed at 12.4% as a straight graded road. Due to this the applicant is requested that flexibility for the grade to be increased in some locations to accommodate future driveway locations.

Changes to the roadway alignment will eliminate existing, substandard roads that currently serve the area although variances are being requested to vary current roadway standards, the proposed request would bring the roads closer into better conformance with current standards. The realignment of the subject roads will provide for a more cohesive pedestrian oriented area bound on the outside by the realigned roadway, rather than being bisected by Wassou Road. Due to steep slopes, narrow road widths and the non-conforming street construction on the streets proposed to be vacated, as well as the short length and steep alignment of Reservoir Drive, the right-of-way prevents the construction of a street to County standards. Due to the steep slopes of the streets at the intersections of Reservoir Drive and Lake View Avenue, and Reservoir Drive and State Route 28, granting a variance permitting a road slope greater than that provided for in code on a new section of the Lake View Avenue extension connecting to State Line Road will create a safer and more conforming street, and will allow the applicant to develop a separate pedestrian safe area as part of the Biltmore redevelopment.

While the proposal will only reduce the slope a little on Lake View Avenue from the existing conditions, providing a longer stopping distance on a reduced slope at State Line Road and eliminating a 90-degree turn on a steep slope at the top of Reservoir will improve the overall safety of the road. The new road will conform to engineering road standards, other than the varied conditions, and is an improvement to the existing road system because it will reduce the number of steep intersections, and number of stops. Both the new and existing roads demonstrate that there is a hardship created by the topography of the land that places creates a special circumstance when building a road to serve the existing developments. Routing the residential traffic around the commercial development and creating a pedestrian area separate from the residential streets will create a pedestrian safe environment which is consistent with NSCP.8.1 (North Stateline Community Plan). Additionally, there is a 15-foot retaining wall being proposed along the Lake View to Stateline connector, the proposed 15-foot retaining wall will allow for snow storage along the newly proposed connector. Staff supports the requested variances.



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



Lakeview to Stateline Connector Plan Slope Section

Tahoe Area Plan Modifiers

The following Tahoe Area Plan modifiers (Article 220 of the Washoe County Development Code) are relevant to the proposed subdivision:

Section 110.220.05 Development Standards. The standards for development in the Tahoe planning area shall be the development standards of either the Tahoe Regional Planning Agency or Washoe County, whichever is more restrictive.

Staff Comment: The requested Variance is authorized under Article 804, *Variences*; and Section 110.436.15(a), *Authorization of Alternative Standards*. Section 110.436.15(a) allows for the use of alternative standards in instances where there are unique topographical or other physical constraints, provided that the alternative standards are equivalent standards in accordance with accepted engineering practices, the *Standard Specifications for Public Works Construction*, and the *Standard Details for Public Works Construction*. Provided the Planning Commission can make the findings, the variance request is consistent with the Washoe County Development Standards.

Tahoe Area Plan

The subject parcel is located within the Tahoe Area Plan. The following is/are the pertinent policy(ies) from the Area Plan:

Relevant Area Plan Policies Reviewed

Policy	Brief Policy Description	Complies	Condition of Approval
T.2.1	Ensure that landscaping and revegetation are an integral part of each project design. Landscaping shall provide erosion control, enhance structures, and reduce wildfire hazards.	Yes	Yes
T.2.4	Restore and/or revegetate disturbed areas using TRPA's approved plant list.	Yes	Yes
T.6.6	Encourage the consolidation of existing and future automobile exit/entrances along State Route 28 in TRPA's Plan Area Statement 045.	Yes	Yes

North Stateline Community Plan

The subject parcel is located within the North Stateline Community Plan. The following is/are the pertinent policy(ies) from the Area Plan:

Relevant Community Plan Policies Reviewed

Policy	Brief Policy Description	Complies	Condition of Approval
NSCP.1.4	Encourage land use patterns that reduce the need for travel and increase access to transit.	Yes	No
NSCP.2.3	Create a pedestrian friendly and pedestrian safe environment, which provides more opportunity for pedestrian activities and reduces emphasis on the auto.	Yes	No
NSCP.5.1	Maintain level of service at key intersections.	Yes	No
NSCP.5.1.4	Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot.	Yes	No
NSCP.8.1	Create a pedestrian friendly and pedestrian safe environment which provides opportunities for pedestrian activities and reduces emphasis on the auto.	Yes	No

Incline Village / Crystal Bay Citizen Advisory Board (IVCB CAB)

The proposed project was presented by the applicant's representative at the regularly scheduled Citizen Advisory Board meeting on March 1, 2021. Below are a list of the issues discussed at the CAB meeting:

- Changes from the previous approval and the current application.
- Pushing the application through prior to the adoption of the new Tahoe Area Plan.
- Requesting a variance and abandonment prior to doing traffic related studies and provided the full development application.
- Concerns related to the removal of Wellness Way.

Reviewing Agencies

The following agencies/individuals received a copy of the project application for review and evaluation.

Agency	Sent to Review	Responded	Provided Conditions	Contact
US Postal Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Nevada Dept of Transportation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Alex Wolfson – awolfson@dot.nv.gov
Washoe County Building & Safety	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Chris Bronczyk – cbronczyk@washoecounty.us
Washoe County Parks & Open Spaces	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Sophia Kirschenman – Skirschenman@washoecounty.us
Washoe County Water Rights	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Washoe County Engineering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Walt West – wwest@washoecounty.us
Washoe County Sherriff	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Donald Gil – dgil@washoecounty.us
WCHD – Air Quality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Genine Rosa – grosa@washoecounty.us
WCHD – Environment Health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
WCHD- EMS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jackie Lawson; jlawson@washoecounty.us
RTC Washoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Washoe Storey Conservation District	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
AT&T	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NV Energy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Mark Sullivan – mark.sullivan@nvenergy.com
Charter Communications	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Incline Village GID	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Tim Buxton – tim_buxton@ivgid.org
Nevada State Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Nevada Tahoe Conservation District	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
North Lake Tahoe Fire Protection District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Jennifer Donohue - jdonohue@nltfpd.net
Tahoe Regional Planning Agency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Tahoe Transportation District	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
US Forest Service - LTBMU	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

All conditions required by the contacted agencies can be found in Exhibit A, Conditions of Approval. Washoe County Sheriff's Office, Air Quality, EMS, and USFS provided responses but had no conditions.

NV Energy provided a response regarding their existing electric facilities that are in, around, and a crossing all the streets listed within the Abandonment. NV Energy wants to ensure that they retain all necessary easements based on the new roadway alignments.

Staff Comment on Required Abandonment Findings

WCC Section 110.806.20 requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before granting approval of the abandonment request. Staff has completed an analysis of the application and has determined that the proposal is in compliance with the required findings as follows.

1. Master Plan. The abandonment or vacation is consistent with the policies, action programs, standards and maps of the Master Plan and the Tahoe Area Plan.

Staff Comments: The abandonment is consistent with the policies, action programs, standards, and maps of the Master Plan, the North Stateline Community Plan, and the Tahoe Area Plan.

2. No Detriment. The abandonment or vacation does not result in a material injury to the public.

Staff Comments: The proposed vacation does not result in material injury to the public. The applicant is proposing a replacement access easement from Lake View Avenue to Stateline Road, Wassou Road is intended to connect to Lake View Avenue. The new roadway is intended to be wider, less steep, and will have a greater stopping distance for users.

3. Existing Easements. Existing public utility easements in the area to be abandoned or vacated can be reasonably relocated to provide similar or enhanced service.

Staff Comments: Public utilities can be reasonably relocated to provide similar or enhanced service. The applicant is proposing to relocate the existing easements as part of the realignment of the roadways.

Staff Comment on Required Variance Findings

Washoe County Development Code Section 110.804.25, Article 804, *Variances*, requires that all of the following findings be made to the satisfaction of the Washoe County Planning Commission before granting approval of the request. Staff has completed an analysis of the variance application and has determined that the proposal is in compliance with the required findings as follows.

1. Special Circumstances. Because of the special circumstances applicable to the property, including exceptional narrowness, shallowness or shape of the specific piece of property; exceptional topographic conditions; extraordinary and exceptional situation or condition of the property and/or location of surroundings; the strict application of the regulation results in exceptional and undue hardships upon the owner of the property.

Staff Comment: The slope of the subject sites is an exceptional topographic condition. As mentioned in the staff report, the variance will only reduce the slope a little from the existing conditions, Lake View Avenue will ultimately be providing the public a longer stopping distance on a reduced slope at State Line Road and eliminating a 90-degree turn on a steep slope at the top of Reservoir. These will improve the safety of the road

2. No Detriment. The relief will not create a substantial detriment to the public good, substantially impair affected natural resources or impair the intent and purpose of the Development Code or applicable policies under which the variance is granted.

Staff Comment: The variance will not create a substantial detriment to the public good.

3. No Special Privileges. The granting of the variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and the identical regulatory zone in which the property is situated.

Staff Comment: The granting of the variance will allow for the realigned roadway to be completed, the proposed roadway is less steep, has fewer stopping areas, and

no 90-degree turn stops along the new route and does not constitute a special privilege.

4. Use Authorized. The variance will not authorize a use or activity which is not otherwise expressly authorized by the regulation governing the parcel of property.

Staff Comment: The variance is related to roadways, which is not prohibited within the Tourist Commercial or Medium Density Suburban regulatory zones.

5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Staff Comment: There is no military installation in the area required to be noticed for this permit. No detrimental effect will be created for any military installation.

Abandonment Recommendation

After a thorough analysis and review, Abandonment Case Number WAB21-0002 is being recommended for approval with conditions. Staff offers the following motion for the Commission's consideration.

Variance Recommendation

After a thorough analysis and review, Variance Case Number WPVAR21-0001 is being recommended for approval with conditions. Staff offers the following motion for the Commission's consideration.

Abandonment Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Abandonment Case Number WAB21-0002 for Boulder Bay, LLC, having made all three findings in accordance with Washoe County Code Section 110.806.20.

1. Master Plan. The abandonment or vacation is consistent with the policies, action programs, standards and maps of the Master Plan and the Tahoe Area Plan; and
2. No Detriment. The abandonment or vacation does not result in a material injury to the public; and
3. Existing Easements. Existing public utility easements in the area to be abandoned or vacated can be reasonably relocated to provide similar or enhanced service.

Variance Motion

I move that, after giving reasoned consideration to the information contained in the staff report and information received during the public hearing, the Washoe County Planning Commission approve Variance Case Number WPVAR21-0001 for Boulder Bay, LLC, with the Conditions of Approval included as Exhibit A for this matter, having made all four required findings in accordance with Washoe County Development Code Section 110.804.25:

1. Special Circumstances. Because of the special circumstances applicable to the property, including exceptional narrowness, shallowness or shape of the specific piece of property; exceptional topographic conditions; extraordinary and exceptional situation or condition of the property and/or location of surroundings; the strict application of the regulation results in exceptional and undue hardships upon the owner of the property;

2. No Detriment. The relief will not create a substantial detriment to the public good, substantially impair affected natural resources or impair the intent and purpose of the Development Code or applicable policies under which the variance is granted;
3. No Special Privileges. The granting of the variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and the identical regulatory zone in which the property is situated;
4. Use Authorized. The variance will not authorize a use or activity which is not otherwise expressly authorized by the regulation governing the parcel of property;
5. Effect on a Military Installation. Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

Appeal Process

Planning Commission action will be effective 10 calendar days after the written decision is filed with the Secretary to the Planning Commission and mailed to the applicant(s), unless the action is appealed to the Washoe County Board of County Commissioners, in which case the outcome of the appeal shall be determined by the Washoe County Board of County Commissioners. Any appeal must be filed in writing with the Planning and Building Division within 10 calendar days from the date the written decision is filed with the Secretary to the Planning Commission and mailed to the applicant(s).

Applicant: Boulder Bay, LLC
PO Box 115
Crystal Bay, NV 89402

Property Owner 1: Boulder Bay, LLC
PO Box 115
Crystal Bay, NV 89402

Property Owner 2: Big Water Investments, Inc
PO Box 622
Incline Village, NV 89450

Property Owner 3: United States Forest Service
Attn: Lake Tahoe Basin MGMT Unit
35 College Drive
South Lake Tahoe, 96150

Representatives: R. David Snelgrove, AICP
1150 Corporate Blvd.
Reno, NV 89506
dsnelgrove@cfareno.com



Conditions of Approval

Variance Case Number WPVAR21-0001

Abandonment Case Number WAB21-0002

Variance Case Number WPVAR21-0001

The project approved under Variance Case Number WPVAR21-0001 shall be carried out in accordance with the Conditions of Approval granted by the Planning Commission on June 1, 2021. Conditions of approval are requirements placed on a permit or development by each reviewing agency. These conditions of approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act or to abide by all other generally applicable Codes, and neither these conditions nor the approval by the County of this project/use override or negate any other applicable restrictions on uses or development on the property.

Unless otherwise specified, all conditions related to the approval of this variance shall be met or financial assurance must be provided to satisfy the conditions of approval prior to issuance of a grading or building permit. The agency responsible for determining compliance with a specific condition shall determine whether the condition must be fully completed or whether the applicant shall be offered the option of providing financial assurance. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Planning and Building Division.

Compliance with the conditions of approval related to this variance is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. Failure to comply with any of the conditions imposed in the approval of the variance may result in the institution of revocation procedures.

Washoe County reserves the right to review and revise the conditions of approval related to this variance should it be determined that a subsequent license or permit issued by Washoe County violates the intent of this approval.

For the purpose of conditions imposed by Washoe County, "may" is permissive and "shall" or "must" is mandatory.

Conditions of Approval are usually complied with at different stages of the proposed project. Those stages are typically:

- Prior to permit issuance (i.e., grading permits, building permits, etc.).
- Prior to obtaining a final inspection and/or a certificate of occupancy.
- Prior to the issuance of a business license or other permits/licenses.
- Some "Conditions of Approval" are referred to as "Operational Conditions." These conditions must be continually complied with for the life of the project or business.

Abandonment Case Number WAB21-0002

The project approved under Abandonment Case Number WAB21-0002 shall be carried out in accordance with the conditions of approval granted by the Planning Commission on June 1,

2021. Conditions of approval are requirements placed on a permit or development by each reviewing agency. These conditions of approval may require submittal of documents, applications, fees, inspections, amendments to plans, and more. These conditions do not relieve the applicant of the obligation to obtain any other approvals and licenses from relevant authorities required under any other act or to abide by all other generally applicable Codes, and neither these conditions nor the approval by the County of this project/use override or negate any other applicable restrictions on uses or development on the property. Furthermore, to the extent that Washoe County does not own the easements in question, it cannot abandon them. Therefore, this request is in effect a “quitclaim” by the County of whatever interest it might have in the easements in favor of the owners who applied for the abandonment. Nothing in this abandonment should be construed as an assertion by the County of ownership over the easements in question. To the extent other property owners nearby or other entities might have any ownership interests in these easements, this abandonment does not affect those interests and the property owners associated with this abandonment are responsible for utilizing whatever legal mechanisms are necessary to address those interests on their own.

Unless otherwise specified, all conditions related to the approval of this Abandonment shall be met prior to recordation of the Resolution and Order of Abandonment. Prior to recordation of the Resolution and Order of Abandonment, each agency shall determine when compliance of their specific conditions is met by the applicant as set forth in the Conditions of Approval. All agreements, easements, or other documentation required by these conditions shall have a copy filed with the County Engineer and the Community Services Department – Planning and Building Division.

Compliance with the conditions of approval related to this abandonment is the responsibility of the applicant, his/her successor in interest, and all owners, assignees, and occupants of the property and their successors in interest. All conditions of approval must be met prior to the Engineering and Capital Projects Division recording the required Resolution and Order of Abandonment.

For the purpose of conditions imposed by Washoe County, “may” is permissive and “shall” or “must” is mandatory.

- All conditions of approval are required to be completed before the Abandonment can be recorded and finalized.
- The abandonment will be effective after the approval of a Resolution and Order of Abandonment by the Engineering and Capital Projects and after the recordation of the Resolution and Order of Abandonment by the County Recorder.

FOLLOWING ARE CONDITIONS OF APPROVAL REQUIRED BY THE REVIEWING AGENCIES. EACH CONDITION MUST BE MET TO THE SATISFACTION OF THE ISSUING AGENCY.

Washoe County Planning and Building Division

1. The following conditions are requirements of Planning and Building, for both WPVAR21-0001 and WAB21-0002. Planning and Building shall be responsible for determining compliance with these conditions.

Contact: Chris Bronczyk; 775.328.3612; cbronczyk@washoecounty.us

Variance Conditions of Approval

- a. **The applicant shall attach a copy of the action order approving this project to all permits and applications (including building permits) applied for as part of this variance.**
- b. The applicant shall demonstrate substantial conformance to the plans approved as part of this variance. The Planning and Building Division shall determine compliance with this condition.
- c. **The applicant shall submit construction plans, with all information necessary for comprehensive review by Washoe County, and initial building permits shall be issued within five (5) years from the date of approval by Washoe County. The failure to comply with this condition within the five (5) year period shall result in expiration of this variance in accordance with WCC 110.804.55(a). The applicant shall complete construction within the time specified by the building permits. Compliance with this condition shall be determined by the Planning and Building Division and the Tahoe Regional Planning Agency.**
- d. All man-made slopes proposed to remain after road extension project shall be graded to resemble natural slopes, shall include varying curvilinear contour and shall include revegetation with native plant species.
- e. Wellness Way shall be minimum twenty feet in width, paved, and heated for snowmelt.
- f. A note shall be placed on all construction drawings and grading plans stating:

NOTE

Should any cairn or grave of a Native American be discovered during site development, work shall temporarily be halted at the specific site and the Sheriff's Office as well as the State Historic Preservation Office of the Department of Conservation and Natural Resources shall be immediately notified per NRS 383.170.

- h. The following **operational conditions** shall be required for the life of the project.
 - i. Failure to comply with the conditions of approval shall render this approval out of compliance with this variance and subject to revocation. Compliance with this condition shall be determined by Planning and Building.

Abandonment Conditions of Approval

- a. **The applicant shall attach a copy of the action order approving this project to all permits and applications (including building permits) applied for as part of this abandonment.**
- b. The applicant shall demonstrate substantial conformance to the plans approved as part of this abandonment action. The County Engineer shall determine compliance with this condition.
- c. Prior to the recordation of the Resolution and Order of Abandonment, the applicant shall submit to the County Engineer for review and approval a description prepared by a registered professional of the offer of dedication to be abandoned and replacement private access.

- d. The applicant shall comply with all conditions necessary to affect the Resolution and Order of Abandonment within five (5) years from the date of the action by the Washoe County Planning Commission or this conditional abandonment will be null and void.
- e. This Abandonment will be effective upon recordation of the Resolution and Order of Abandonment by the County Recorder.

Washoe County Planning and Building Division – Parks and Open Spaces

- 2. The following conditions are requirements of the Planning and Building Division, for both WPVAR21-0001 and WAB21-0002. The Planning and Building Division shall be responsible for determining compliance with these conditions.

Contact: Sophia Kirschenman; 775.328.3623; skirschenman@washoecounty.us

- a. In conformance with the Tahoe Area Plan and the application materials, the applicant shall provide a north-south multi-use path extending the full length of the future resort area (roughly paralleling State Route 28).
- b. The applicant shall record a public access easement over the path. The easement shall be identified on the final map.

Washoe County Engineering and Capital Projects

- 3. The following conditions are requirements of Engineering and Capital Projects, for both WPVAR21-0001 and WAB21-0002. Engineering and Capital Projects shall be responsible for determining compliance with these conditions.

Contact: Walt West; 775.328.2041; wwest@washoecounty.us

- a. Roadways proposed for Abandonment Case **WAB21-0002** Boulder Bay shall meet Washoe County Code, AASHTO and MUTCD requirements except where specifically modified as follows:
 - i. Street width (No Parking): 24 feet minimum (front face to front face curb)
 - ii. Street width (with Parking): 16 feet (centerline to front face curb) on parking side, 12 feet minimum (centerline to front face curb) on no parking side.
 - iii. Right-of-way granted shall be located a minimum of 0.5 feet behind the back face of curb.
 - iv. Max roadway grade: The street grades shall be minimized to the maximum extent practical in general conformance w/ preliminary plans submitted with the application but in no case shall exceed 12%, subject to final approval by the County Engineer.
 - v. Barrier rails/walls shall be installed where warranted.
 - vi. Retaining wall heights adjacent to Washoe County Right-of-way will be permitted with estimated exposed height of 15 feet, equipped w/ appropriate safety fencing, subject to final approval of the County Engineer.
- b. Prior to recordation of the Order of Abandonment, the applicant shall submit legal descriptions and exhibit maps for the areas of abandonment, any new easements and any easement reservations that are required, to the Engineering and Capital Projects Division for review and approval. Legal descriptions and exhibit maps shall be prepared by a Nevada professional land surveyor.
- c. Retention or relocation of all public utility easements is required to the satisfaction of and at no expense to Washoe County or the existing public utilities that originally

accepted and approved said easements, as well as any other public utilities now in existence that currently utilize said easements. Said relocations shall be evidenced by the recordation of properly executed documents reflecting the grant of new easements (if required) to said public utilities and the relinquishment by said public utilities of their former easements.

- d. The boundary line adjustment with the USDA Forest Service shall be recorded prior to the recordation of the Order of Abandonment.
- e. All dedications for new right-of-ways and easements shall be recorded prior to the recordation of the Order of Abandonment.
- f. A complete set of construction improvement drawings including an onsite grading plans, plan and profiles and details, shall be submitted to the County Engineer for approval prior to construction. Engineering Review Fees per the approved Master Fee Schedule shall be submitted with the application.
- g. A cost estimate shall be prepared for all proposed street improvements and submitted for approval by the County Engineer and a Faithful Performance Bond for the approved amount shall be provided to Washoe County prior to final approval of construction drawings.
- h. Pedestrian walkways shall be provided onsite in lieu of roadway sidewalks. Onsite development plans shall provide for public pedestrian access through the development.
- i. A public access easement shall be granted over the private roadway (Wellness Way) and any roadway portion exceeding a grade of 12% shall be permanently heated.
- j. All required street improvements within new and existing rights-of-way shall be constructed and accepted by Washoe County prior to the recordation of the Order of Abandonment.
- k. A detailed hydrology/hydraulic report prepared by a registered engineer shall be submitted to the Engineering Division for review and approval. The report shall include the locations, points of entry and discharge, flow rates and flood limits of all 5- and 100-year storm flows impacting both the site and offsite areas and the methods for handling those flows. The report shall include all storm drain pipe and ditch sizing calculations and a discussion of and mitigation measures for any impacts on existing offsite drainage facilities and properties.
- l. A detailed drainage plan and appropriate drainage facilities necessary to capture storm water runoff for the improved roadways shall be provided.
- m. Any retaining wall located within the slope failure wedge from Washoe County right-of-way shall be constructed of reinforced concrete and designed by an engineer licensed in the State of Nevada. Retaining walls shall not be located within Washoe County right-of-way and shall be set back from the right-of-way to allow for snow storage from the street right-of-way as approved by the County Engineer. The maintenance of the retaining walls shall be by the Property/Homeowners Association and the CCR's shall clearly identify the P/HOA's maintenance responsibilities of retaining walls.
- n. A 10-foot public utility easement (PUE), a 10-foot Washoe County easement for traffic control signage, plowed snow storage, and a 10-foot United States Postal Service facilities easement shall be granted adjacent to all rights-of-ways.
- o. No structures shall be permitted to be located within newly created right-of-way. Prior to acceptance of State Line Road and for any existing structures located within required building setback the following shall be provided:

- i. A release of liability shall be recorded indemnifying Washoe County from structure damage due to roadway use and maintenance and snow plowing activities on a form approved by the Washoe County Engineer.
- ii. The roadway design shall meet all Washoe County Code and AASHTO roadside safety standards with respect to obstructions within the clear zone which may require crash worthy barrier system installation.
- p. Street naming of new streets shall comply with street naming standards including potential street name change of Stateline Road. Approval of street names given the new roadway alignments shall be obtained from the Washoe County Street Naming Coordinator prior to the approval of construction drawings.
- q. Applicant shall prepare an access and phasing plan to address access to existing residences during construction.
- r. A traffic study and report addressing level of service at intersections and turning movements shall be submitted to NDOT and Washoe County Engineering with the submittal of plans for review.
- s. Prior to the approval of a final design for proposed work within NDOT right-of-way, A copy of an approved NDOT encroachment/occupancy permit shall be provided.
- t. The applicant shall comply with conditions necessary to effect the Resolution and Order of Abandonment within five (5) years from the date of the action by the Planning Commission or this conditional abandonment will be null and void.

Incline Village General Improvement District (IVGID)

4. The following conditions are requirements of IVGID, for both WPVAR21-0001 and WAB21-0002. IVGID shall be responsible for determining compliance with these conditions.

Contact: Tim Buxton; 775.832.1246; tim_buxton@ivgid.org

- a. Any relocation or improvement to the water and or sewer facilities, shall be in accordance with current Incline Village General Improvement District regulations

North Lake Tahoe Fire Protection District (NLTFPD)

5. The following conditions are requirements of the North Lake Tahoe Fire Protection District, for both WPVAR21-0001 and WAB21-0002. North Lake Tahoe Fire Protection District shall be responsible for determining compliance with these conditions.

Contact: Jennifer Donohue; 775.831.0351 x8127; jdonohue@nltpd.net

- a. Fire apparatus access roadways shall have a minimum inside turning radius of 30-feet and outside radius of no less than 45-feet.
- b. As previously approved, Wellness Way shall be minimum twenty feet in width, paved, and heated for snowmelt.
- c. Fire apparatus access roadways shall have a minimum inside turning radius of 30-feet and outside radius of no less than 45-feet.

Nevada Department of Transportation

6. The following conditions are requirements of the Nevada Department of Transportation, for both WPVAR21-0001 and WAB21-0002. NDOT shall be responsible for determining compliance with these conditions.

Contact: Alex Wolfson; 775.834.8365; awolfson@dot.nv.gov

- a. The proposed project is directly adjacent to State Route 28 (SR-28) and proposes changing access patterns as part of the roadway abandonment request. SR-28 is an NDOT owned road that is functionally classified as an urban minor arterial.
- b. An NDOT occupancy permit will be required for the proposed improvements adjacent to and within the SR-28 right of way. This includes the proposed new/modified access connections to SR-28 and the removal of accesses proposed to be abandoned.
 - i. As part of the occupancy permit process, NDOT will require an updated traffic impact analysis be submitted for approval to determine the impact of the abandoned and new/modified accesses on the state highway system and required mitigations.
 - ii. This project proposes noteworthy changes to access and circulation along SR-28 through Crystal Bay. As part of the occupancy permit process, NDOT may require the applicant to perform additional analysis such as an intersection control evaluation (ICE) to determine the safest control method for new/modified accesses.
- c. All work proposed within or adjacent to the SR-28 right of way must comply with NDOT's Standard Plans, Access Management System and Standards, Terms and Conditions Relating to Right-of-Way Occupancy Permits, and Drainage Manual current version at the time of application. Please contact the NDOT District II Permits Office at (775) 834-8330 for information about obtaining NDOT occupancy permits.
- d. NDOT's Five Year Plan includes a pavement preservation project for this section of SR-28 that is tentatively scheduled to begin in May 2021. Any improvements proposed by the Boulder Bay project must be compatible with the SR-28 project including schedule.
- e. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within or adjacent to NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.
- f. This letter does not provide for approval or disapproval of any improvements proposed by the project. NDOT review during the occupancy permit process may result in modification to the proposed improvements or denial.

*** End of Conditions ***

RECORDING REQUESTED BY:

US Department of Agriculture
Forest Service

WHEN RECORDED MAIL TO:

USDA-Forest Service
Lake Tahoe Basin Management Unit
Attn: Kim Felton
35 College Drive
South Lake Tahoe, CA 96150

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REAL PROPERTY TRANSFER TAXES EXEMPT

(R&T Code 11911)

Declared: DANELLE D, HARRISON
Acting Forest Supervisor

By and For: Forest Service (USDA)

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QUIT CLAIM DEED

THIS DEED, made this 17 day of FEBRUARY 2021 between the United States of America, acting by and through the Forest Service, Department of Agriculture, hereinafter called Grantor, and County of Washoe, State of Nevada, hereinafter called Grantee.

WITNESSETH: The Grantor is authorized to convey certain National Forest System lands by the Adjustment of Land Title Act of July 8, 1943 (57 Stat. 388; P. L. 78-120).

NOW THEREFORE, the Grantor, for and in consideration of the Grantee's conduct of a survey of the boundaries of the property suitable for use by the United States, and relinquishment by the Grantee of all other claims related to the boundary between the resultant properties of the Grantee and the United States, the receipt whereof is hereby duly acknowledged, does hereby remise, release, and quitclaim unto the Grantees, its successors and assigns all its right, title, interest, and claim, in and to the real property situated in the County of Washoe, State of Nevada, described as follows:

See attached Exhibit A1: "Description for "Transfer Parcel"

See attached Exhibit A2: "Description for US Forest Service Resultant Parcel"

See attached Exhibit A3: "Description for Washoe County Resultant Parcel"

See attached Exhibit A4: "Plat to Accompany Description for Boundary Line Adjustment"

EXHIBIT A1

LEGAL DESCRIPTION TRANSFER PARCEL

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South 10°04'16" West, 202.95 feet to the True Point of Beginning, said point being further described as lying on the westerly right-of-way line of Lake View Ave and the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence departing said northerly line South 89°47'22" East, 30.23 feet to a point on the easterly right-of-way of Lake View Ave, being further described as the westerly line of Parcel 1 of Grant Deed Document No. 3548445, recorded June 27, 2007, Official Records of Washoe County, Nevada;

Thence along said easterly line South 1°30'26" West, 310.00 feet to a point on the northerly right-of-way of Reservoir Road, being further described as the southwest corner of Parcel 1 of Grant Deed Document No. 3548445;

Thence along the northerly line of Reservoir Road South 89°47'22" East, 140.00 feet to a point on the westerly right-of-way of Wassou Road, being further described as the southeast corner of Parcel 1 of Deed Document No. 3548445;

Thence along the westerly line of Wassou Road North 1°30'26" East, 310.00 feet to a point on the southerly terminus of Wassou Road, a varying width Washoe County public right-of-way;

Thence along said southerly terminus South 89°47'22" East 40.01 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Condominium Tract Map No. 5287, recorded October 5, 2018, as Filing No. 4856410, Official Records of Washoe County, Nevada;

Thence along said westerly line South 1°30'26" West, 348.41 feet to a point on the southerly right-of-way of Reservoir Road, being further described as the southwest corner of Common Area Parcel of Condominium Tract Map No. 5287;

Thence along the southerly line of Reservoir Road North 89°12'30" West, 88.48 feet;

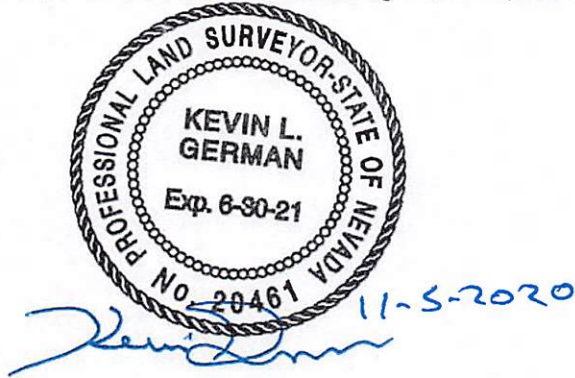
Thence South 5°02'28" West, 0.65 feet;

Thence South 89°50'28" West, 126.14 feet to a point on the westerly right-of-way of Lake View Ave, being further described as the southeast corner of Grant Deed Document No. 335917, recorded April 24, 1961, Official Records of Washoe County, Nevada;

Thence along said easterly line North 1°22'28" East, 115.00 feet to the northeast corner of Document No. 335917;

Thence along the easterly line North 89°50'28" East, 4.68 feet to the southeast corner of Grant Deed Document No. 3331522, recorded January 3, 2006 Official Records of Washoe County, Nevada.

Thence along the easterly line of Document No. 3331522 North 1°30'26" East, 233.94 feet to the POINT OF BEGINNING, containing 30,344 square feet of land, more or less.



Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

EXHIBIT A2

**LEGAL DESCRIPTION
USFS RESULTANT PARCEL**

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at a 5/8" rebar marking the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South 10°04'16" West, 202.95 feet to a point on the westerly right-of-way line of Lakeview Ave and the true POINT OF BEGINNING, said point being further described as the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence along said westerly right-of-way line South 1°30'26" West, 135.00 feet to a point on the southerly line, being further described as the northeast corner of Deed Document No.3331522, recorded January 3, 2006, Official Records, Washoe County, Nevada;

Thence along the northerly line of Document No. 3331522 to its northwest corner, North 89°47'22" West, 165.53 feet. Said point being further described as lying on the Nevada/California state line. A 1-1/2" iron pipe and cap designated "LS 2206 1992" was found S80°43'14"E, 0.46 feet from this position;

Thence along said state line, North 1°03'52" East, 134.98 feet to the southwest corner of Deed Document No. 1138513, recorded February 9, 1987, Official Records, Washoe County, Nevada;

Thence departing said state line along the southerly line of Document No. 1138513, South 89°47'22" East, 166.57 feet to the POINT OF BEGINNING, containing 22,411 square feet of land, more or less.



Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

EXHIBIT A3

**LEGAL DESCRIPTION
WASHOE COUNTY RESULTANT PARCEL**

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South $10^{\circ}04'16''$ West, 202.95 feet to the True Point of Beginning, said point being further described as lying on the westerly right-of-way line of Lake View Ave and the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence departing said northerly line South $89^{\circ}47'22''$ East, 30.23 feet to a point on the easterly right-of-way of Lake View Ave, being further described as the westerly line of Parcel 1 of Grant Deed Document No. 3548445, recorded June 27, 2007, Official Records of Washoe County, Nevada;

Thence along said easterly line South $1^{\circ}30'26''$ West, 310.00 feet to a point on the northerly right-of-way of Reservoir Road, being further described as the southwest corner of Parcel 1 of Grant Deed Document No. 3548445;

Thence along the northerly line of Reservoir Road South $89^{\circ}47'22''$ East, 140.00 feet to a point on the westerly right-of-way of Wassou Road, being further described as the southeast corner of Parcel 1 of Deed Document No.3548445;

Thence along the westerly line of Wassou Road North $1^{\circ}30'26''$ East, 460.51 feet;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of $1^{\circ}11'15''$, a distance of 49.60 feet to the southeast corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of $2^{\circ}23'40''$, a distance of 100.00 feet to the southeast corner of Grant Deed Document No. 1437957, recorded November 1, 1990, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of $2^{\circ}24'10''$, a distance of 100.35 feet to the southeast corner of Grant Deed Document No. 1444645, recorded December 3, 1990, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of $2^{\circ}24'48''$, a distance of 100.79 feet to the southeast corner of Grant Deed Document No. 4431465, recorded February 2, 2015, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 2°25'44", a distance of 101.45 feet to the southeast corner of Grant Deed Document No. 1214201, recorded December 22, 1987, Official Records of Washoe County, Nevada;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 2°26'57", a distance of 102.28 feet to the southeast corner of Grant Deed Document No. 1437973, recorded November 1, 1990, Official Records of Washoe County, Nevada;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 0°26'26", a distance of 18.40 feet;

Thence continuing along said westerly line North 15°13'26" East, 135.96 feet to the southeast corner of Grant Deed Document No. 1135131, recorded January 27, 1987, Official Records of Washoe County, Nevada;

Thence continuing along said westerly line along the arc of a non-tangent curve to the right, radial to a bearing of South 74°54'46" East, having a radius of 350.00 feet, through a central angle of 25°47'49", a distance of 157.59 feet to the northeast corner of Deed Document No. 1135131;

Thence along the prolongation of the northerly line South 89°33'34" East, 5.66 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Parcel 4 of Record of Survey Map No. 4509, recorded December 21, 2004, as Filing No. 3146107, Official Records of Washoe County, Nevada;

Thence along said easterly line South 15°13'26" West, 289.76 feet;

Thence continuing along said easterly line along the arc of a tangent curve to the left, having a radius of 2352.94 feet, through the central angle of 13°43'00", a distance of 563.30 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Condominium Tract Map No. 5287, recorded October 5, 2018, as Filing No. 4856410, Official Records of Washoe County, Nevada;

Thence along said westerly line South 1°30'26" West, 498.06 feet to a point on the southerly right-of-way of Reservoir Road, being further described as the southwest corner of Common Area Parcel of Condominium Tract Map No. 5287;

Thence along the southerly line of Reservoir Road North 89°12'30" West, 88.48 feet;

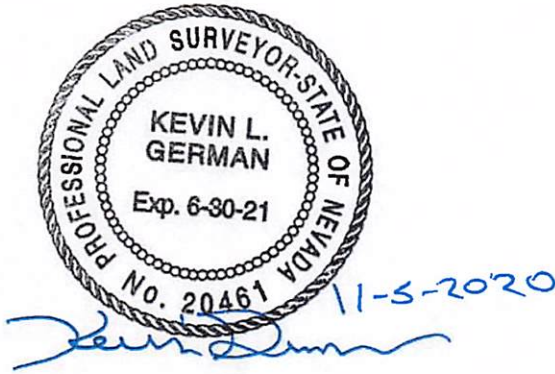
Thence South 5°02'28" West, 0.65 feet;

Thence South 89°50'28" West, 126.14 feet to a point on the westerly right-of-way of Lake View Ave, being further described as the southeast corner of Grant Deed Document No. 335917, recorded April 24, 1961, Official Records of Washoe County, Nevada;

Thence along said easterly line North 1°22'28" East, 115.00 feet to the northeast corner of Document No. 335917;

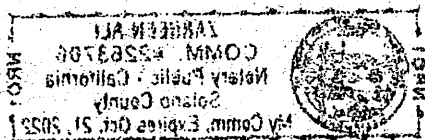
Thence along the easterly line North 89°50'28" East, 4.68 feet to the southeast corner of Grant Deed Document No. 3331522, recorded January 3, 2006 Official Records of Washoe County, Nevada.

Thence along the easterly line of Document No. 3331522 North 1°30'26" East, 233.94 feet to the POINT OF BEGINNING, containing 68,897 square feet of land, more or less.



Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

Faint, illegible text covering the upper and middle portions of the page, possibly representing a document or report.



From: [Felton, Kimberly - FS](#)
To: [Bronczyk, Christopher](#)
Subject: Boulder Bay (Variance Case #WPVAR21-0001 and Abandonment Case #WAB21-0002)
Date: Thursday, March 11, 2021 8:19:34 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Hello Chris,

This note is to inform Washoe County Development Services that the Forest Service, Lake Tahoe Basin Management Unit, has reviewed the proposed abandonment and variance request located at Boulder Bay (Variance Case #WPVAR21-0001 and Abandonment Case #WAB21-0002), agrees with the proposed road abandonment, *and acknowledges that Washoe County will ultimately plan to abandon the same area over to a developer or private party.*

As currently designed, the Boulder Bay development proposal will maintain Forest Service access to the Forest Service retained portion of APN 123-053-06. A Quit Claim deed has been signed and notarized by our regional office on February 17, 2021 to dispose of the property currently identified as roads to the County.

If you have any further questions, please contact me via email as our office is currently unoccupied. Thank you.



Kimberly Felton
Special Uses Permit Administrator
Forest Service
Lake Tahoe Basin Management Unit

p: 530-543-2651
kimberly.felton@usda.gov

35 College Drive
South Lake Tahoe, CA 96150
www.fs.fed.us



Caring for the land and serving people

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WAB21-0002 & WPVAR21-0001
EXHIBIT C

penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

From: [Sullivan, Mark \(NV Energy\)](#)
To: [Bronczyk, Christopher](#)
Subject: NVE Boulder Bay comments
Date: Wednesday, February 24, 2021 7:42:56 AM

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

NV Energy's comments on the Application Review Memorandum dated February 2021 is that we have a lot of electric facilities in, around and crossing all of those streets surrounding Boulder Bay, so we need to ensure we retain any necessary easements based on new roadway alignments.

Thank you,

Mark Sullivan
Land Use Advisor
NV Energy
(775) 636-0014
mark.sullivan@nvenergy.com



STEVE SISOLAK
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

KRISTINA L. SWALLOW, P.E., *Director*

May 7, 2021

Washoe County Community Services Department
Planning and Building Division
1001 East 9th Street
Reno, NV 89512
Attention: Chris Bronczyk, Planner

SENT VIA ELECTRONIC MAIL

RE: WPVAR21-0001 and WAB21-0002 Boulder Bay

Dear Mr. Bronczyk,

Nevada Department of Transportation (NDOT) District II staff has reviewed the following applications associated with the proposed Boulder Bay project and provided comments accordingly:

Variance Case Number WPVAR21-0001 – For possible action, hearing, and discussion to vary Section 110.436 to address Street Design Requirements as allowed under 110.436.15(a). The specific variance request is related to street section, maximum road grades, street curves and vertical curves.

Abandonment Case Number WAB21-0002 - For possible action, hearing, and discussion to abandon 60,291 sf of public right-of-way. The roadways where sections are proposed for abandonment are Wassau Road; Lakeview Avenue; all of Reservoir Road; and a sliver of Stateline Road. As part of the abandonment, replacement roadway alignments are proposed to perpetuate access.

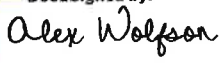
NDOT comments:

1. The proposed project is directly adjacent to State Route 28 (SR-28) and proposes changing access patterns as part of the roadway abandonment request. SR-28 is an NDOT owned road that is functionally classified as an urban minor arterial.
2. An NDOT occupancy permit will be required for the proposed improvements adjacent to and within the SR-28 right of way. This includes the proposed new/modified access connections to SR-28 and the removal of accesses proposed to be abandoned.
 - a. As part of the occupancy permit process, NDOT will require an updated traffic impact analysis be submitted for approval to determine the impact of the abandoned and new/modified accesses on the state highway system and required mitigations.

- b. This project proposes noteworthy changes to access and circulation along SR-28 through Crystal Bay. As part of the occupancy permit process, NDOT may require the applicant to perform additional analysis such as an intersection control evaluation (ICE) to determine the safest control method for new/modified accesses.
3. All work proposed within or adjacent to the SR-28 right of way must comply with NDOT's Standard Plans, Access Management System and Standards, Terms and Conditions Relating to Right-of-Way Occupancy Permits, and Drainage Manual current version at the time of application. Please contact the NDOT District II Permits Office at (775) 834-8330 for information about obtaining NDOT occupancy permits.
4. NDOT's Five Year Plan includes a pavement preservation project for this section of SR-28 that is tentatively scheduled to begin in May 2021. Any improvements proposed by the Boulder Bay project must be compatible with the SR-28 project including schedule.
5. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within or adjacent to NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.
6. This letter does not provide for approval or disapproval of any improvements proposed by the project. NDOT review during the occupancy permit process may result in modification to the proposed improvements or denial.

Thank you for the opportunity to review this request. NDOT reserves the right to incorporate further changes as this project progresses. Should you have any questions, please contact me at (775) 834-8365.

Sincerely,

DocuSigned by:

8D80C88AB3244A2...

Alex Wolfson, PE, PTOE
Traffic Engineer

Cc: Sondra Rosenberg – NDOT Assistant Director of Planning
Mike Fuess – NDOT District Engineer
Rod Schilling – NDOT Traffic Operations
File

APPENDIX "A"

TRAFFIC IMPACT STUDY REQUIREMENTS

- A. Traffic studies are required by the Department to adequately assess the impact of a proposed development on the existing and/or planned highway system. The developer will have the primary responsibility for assessing the traffic impacts associated with a proposed development, with the Department serving in a review and approval capacity.
- B. The traffic study will be the responsibility of the applicant and must be prepared and sealed by a Nevada Licensed Engineer who has expertise in traffic studies and transportation planning. Upon receipt of a draft traffic study the NDOT Traffic Engineering Division will review the study data (sources, methods and findings) and will respond with written comments. The developer and engineer will then have an opportunity to incorporate necessary revisions prior to submitting a final report. The NDOT Traffic Engineering Division then must approve the final report before an application will be accepted.
- C. All previous traffic studies that are more than two (2) years old at the time that construction commences on the project will require updating. This may be waived if conditions have not significantly changed.
- D. Traffic studies will be required for the following:
 - 1. For commercial or residential subdivision developments that require direct access onto the Department's rights-of-way or highway system.
 - 2. For commercial or residential subdivision developments that, although not directly accessing the Department's rights-of-way or highway, will have significant impact to the traffic on an existing highway.
 - 3. If the usage of a previously permitted access point changes significantly, or if the conditions, which led to the traffic generation estimate, which was reported in a previous traffic study change significantly, a new traffic study will be required.
- E. Traffic Engineering consultants are encouraged to discuss large, complex projects with the Department's Traffic Engineering Division prior to commencing the study. Items that may be discussed are what the project entails, definition of the study area, directional distribution of traffic, intersections requiring critical lane analysis, and methods for estimating the build-out traffic volumes.
- F. Specific requirements for each traffic study will vary depending on site location and type of development. However, all traffic studies shall contain, at a minimum, the following information:
 - 1. Executive Summary
 - a. This will contain a brief project description and concise description of the study findings.
 - 2. Introduction
 - a. Site and Study Area Boundaries

A brief description of the size of the parcel being considered, the proposed development, general terrain features, existing roadways and driveways adjacent to and opposite of the proposed development, the location of the development, and the general region should be included in this section.

The exact limits of the study area should be based on engineering judgment and an understanding of the existing traffic conditions in the site vicinity. These limits may be the result of preliminary discussions with the Department.

- b. Existing and proposed site uses and densities
- c. Existing and proposed uses in vicinity of site

A complete description of the existing land uses in the vicinity of the site and the proposed uses, current zoning, and master plan designation of vacant adjacent parcels should be included here.

- d. Existing and Proposed Roadways and Intersections

Existing roadways, intersections, geometrics, traffic control devices and improvements proposed by governmental agencies and other developers should be listed. Proposed improvements should include a description of the improvement, its extent, completion schedule, and agency or funding sources. Provide an analysis of existing traffic conditions, including information on abutting access routes with respect to the number of lanes and available right-of-way medians. State the existing posted speed limits and the on-street parking status for the streets adjacent to the site, as well as any streets that are analyzed for the development.

3. Site Plan Requirements

Provide a scaled site plan, including building locations, driveways, internal traffic and parking areas. Identify all points of access, existing and proposed, and tie to existing highway engineering stationing. This shall include all access points both adjacent to and on the opposite side of the highway for the length of the proposed development. The site plan shall show the locations and dimensions of all proposed and existing roadway accesses, highway traffic lanes, medians, pavement striping and markings, and signs involved in the analysis and proposal. The site plan shall also show the existing and proposed facilities for pedestrian traffic. The site plan shall include provisions for service and delivery vehicle traffic generated by the site. Access points expected to be used by service vehicles shall have turning paths sufficient to allow service vehicles to enter and exit the site without encroaching upon opposing lanes, curbed areas or unpaved areas.

4. Existing Traffic Counts

Traffic counts for existing conditions at critical intersections shall be provided for peak A.M. and P.M. hours. Data on queues from nearby controlled intersections shall be included. Traffic counts shall be projected to the year when the development is expected to be completed and operational. This may occur over a period of time if the development is phased.

5. Trip Generation Requirements

- a. The future vehicle trips generated on the developed site shall be calculated in a manner consistent with the publication of the Institute of Transportation Engineers (ITE) entitled "Trip Generation", as amended. The Department may require

specific trip generation rates to be used in specific cases that differ from the ITE average values when the results of local studies differ from the national values. If ITE values are not available for the proposed land use, a local trip generation study may be performed on comparable land uses. The sites to be studied must follow the ITE guidelines for local trip generation studies and the sites must be approved by the Department.

- b. Develop the directional distribution and critical hour turning volumes for site generated traffic at each approach and surrounding critical intersections. Identify how projected volumes were developed, including the technical analysis procedures, basic methods, and assumptions used in the analysis. Separate figures shall be used to show existing traffic, site traffic, and existing plus site traffic for both A.M. and P.M. peak hours.
- c. Trip assignment procedures require a description of the utilization of the study area roadways by site generated traffic. The anticipated site traffic volumes must be combined with existing and project area traffic volumes to describe through and turning movement volumes for future conditions with the site developed as proposed. Internal trips in excess of 10% will require analytical support to demonstrate how the higher figures were derived. The estimated pass-by traffic, utilizing the site, may be used to reduce the generation volumes, if applicable.
- d. Trip generation forecasts for casinos may be based on the following data:
 1. "Trip Generation Rates for Las Vegas Area Hotel-Casinos", ITE Journal, Kenneth W. Akeret and Robert C. Hosea III, May 1992.
 2. Current rates based on a study by Clark County Traffic Management Division for rooms added to existing non-destination casino/hotels.
 3. Current trip rate study for Washoe County RTC.

6. Traffic Impact and Capacity Analysis

The report shall provide a traffic impact and capacity analysis of the site traffic on the existing traffic network. The traffic network influenced by the development site shall be determined by using the validated trip length from the local or regional planning agency or when the site adds 5% or more to the peak hour traffic of an intersection. The report shall demonstrate that adequate means are provided, under the proposed permit, to accommodate all site traffic within the roadway systems and that site traffic will not reduce signal progression to an unacceptable level. Level of Service "C" will be the design objective for capacity and under no circumstances will less than Level of Service "D" be accepted for site and non-site traffic. The design year shall be twenty (20) years following the construction or at build out of the area. Levels of Service are defined in Transportation Research Board, Special Report 209, Highway Capacity Manual, as amended.

The report shall provide Levels of Service at all critical existing intersections and existing driveways using existing peak hour volumes. A second capacity analysis shall be made at all critical intersections and driveways, including site driveways and/or streets, using existing plus site peak hour volumes. Any additional lanes, traffic control devices or channelization required shall be identified and a third analysis shall be made to determine the effects of those measures.



WASHOE COUNTY
COMMUNITY SERVICES DEPARTMENT
Regional Parks and Open Space

1001 EAST 9TH STREET
 RENO, NEVADA 89520-0027
 PHONE (775) 328-3600
 FAX (775) 328.3699

TO: Chris Bronczyk, Planner

FROM: Sophia Kirschenman, Park Planner

DATE: April 27, 2021

SUBJECT: Variance Case Number WPVAR21-0001 and Alternatives;
 and Abandonment Case Number WAB21-0002 (Boulder Bay)



I have reviewed WPVAR21-0001 and WAB21-0002 on behalf of Washoe County Regional Parks and Open Space and prepared the following comments:

If approved, these cases would allow for the abandonment of 60,291 sf of right-of-way, including abandonment of the pedestrian paths along the right-of-way. The application indicates that the proposed roadway alignments would not provide sidewalks within the right-of-way, but that future pedestrian improvements would be located in a non-right-of-way pedestrian path/sidewalk that would be constructed as part of the future resort project. Per TRPA approval, where feasible, these paths shall be heated for snow melt rather than utilizing snowmelt agents that can pollute the surrounding environment.

The application also indicates that approval of these requests will better allow the applicant to create a development pattern that conforms to TRPA and Washoe County pedestrian requirements. The existing Washoe County Tahoe Area Plan identifies a proposed bikeway through this area and the updated draft Tahoe Area Plan envisions a multi-use pathway through this area, to provide connectivity and perpetuate public access. Given these considerations, Washoe County Regional Parks and Open Space requires the following conditions of approval:

1. In conformance with the Tahoe Area Plan and the application materials, the applicant shall provide a north-south multi-use path extending the full length of the future resort area (roughly paralleling State Route 28).
2. The applicant shall record a public access easement over the path. The easement shall be identified on the final map.



INTEGRITY



EFFECTIVE COMMUNICATION



QUALITY PUBLIC SERVICE

Date	4-20-21
Attention	Chis Bronczyk
Re	Variance Case Number WPVAR21-0001
APN	See Below APN's numbers
Service Address	0 State Route 28
Owner	Boulder Bay

1. Variance Case Number WPVAR21-0001 (Boulder Bay) and Alternatives – For hearing, discussion and possible action

vary Washoe County Code (“WCC”) 110.436 to address Street Design Requirements as allowed under 110.436.15(a). The specific variance request is related to street section, maximum road grades, street curves and vertical curves. **AND**

Abandonment Case Number WAB21-0002 (Boulder Bay) - For hearing, discussion and possible action to abandon 60,291 sf of public right-of-way. The roadways where sections are proposed for

abandonment are Wassou Road; Lakeview Avenue; all of Reservoir Road; and a sliver of Stateline Road. As part of the abandonment, replacement roadway alignments are proposed to perpetuate access.

- Applicant: Boulder Bay, LLC
- Property Owner 1: Boulder Bay LLC
- Property Owner 2: Big Water Investments, Inc
- Property Owner 3: United States Forest Service
- Location: 0 State Route 28; 5 State Route 28; 0 Wassau Road; 101 Lake View Avenue; 47 Reservoir Road
- Assessor’s Parcel Numbers: 123-071-04 (MDS); 123-054-01 (TC);123-053-04 (TC);123-053-02(TC);123-052-04(TC);123-052-02(TC); 123-052-03(TC); 123-291-01 (MDS); 123-053-06 (TC)
- Parcel Sizes: 0.64 ac; 1.00 ac; 0.18 ac; 1.42 ac; 3.23 ac; 0.28 ac; 0.28 ac; 2.77 ac; 1.24 ac
- Master Plan Categories: Commercial (C); Suburban Residential (SR)
- Regulatory Zones: Tourist Commercial (TC); Medium Density Suburban (MDS)
- Area Plan: Tahoe
- Citizen Advisory Board: Incline Village / Crystal Bay
Development Code: Authorized in 804, Variances; and 806, Vacations and Abandonments of Easements or Streets
- Citizen Advisory Board: Incline Village / Crystal Bay
Development Code: Authorized in 804, Variances; and 806, Vacations and Abandonments of Easements or Streets
- Commission District: 1 – Commissioner Hill
- Staff: Chris Bronczyk, Planner, Washoe County Community Services Department Planning and Building Division
- Phone: 775-328-3612
- E-mail: cbronczyk@washoecounty.us

IVGID Comments: Please add to Page 16, sub section C : Any relocation or improvement to the water and or sewer facilities, shall be in accordance with current Incline Village General Improvement District regulations.

The following are NLTFPD's comments/conditions for WAB21-0002 and WPVAR21-0001:

- 1.) Fire apparatus access roadways shall have a minimum inside turning radius of 30-feet and outside radius of no less than 45-feet.
- 2.) As previously approved, Wellness Way shall be minimum twenty feet in width, paved, and heated for snowmelt.
- 3.) Fire apparatus access roadways shall have a minimum inside turning radius of 30-feet and outside radius of no less than 45-feet.



Jennifer Donohue
Fire Marshal

Office: [775.831.0351](tel:775.831.0351) x8127 | Cell: [775.434.4555](tel:775.434.4555)

Email: jdonohue@nltpd.net

[866 Oriole Way | Incline Village | NV 89451](#)



Washoe-Storey Conservation District

Bret Tyler Chairmen
Jim Shaffer Treasurer
Cathy Canfield Storey app
Jean Herman Washoe app

1365 Corporate Blvd.
Reno NV 89502
775 857-8500 ext. 131
nevadaconservation.com

April 26, 2021

Washoe County Community Services Department

C/O Chris Bronczyk, Planner

1001 E Ninth Street, Bldg. A

Reno, NV 89512

R: WPVAR21-0001 & WAB21-0002 Boulder Bay

Dear Chris,

In reviewing the abandonment of 60,291 sf of public right of way, the Conservation District has the following comments.

With the storm water management handled through roadside ditches, the District recommends as a condition of approval 2 feet wide by three deep infiltration trenches constructed in the bottom of these ditches to further reduce storm water from entering lake Tahoe, including 6–8-inch rip rap rock placed in the flow line and side slopes of this infrastructure.

To prevent the spread of noxious weeds with the areas of fill, the applicant collaborates with the Conservation District to develop an onsite noxious weeds management plan to ensure weed seeds do not impact the site utilizing certified weed free material.

Thank you for providing us the opportunity to review the project that may have impacts on our natural resources.

Sincerely,

Shaffer-Tyler



WASHOE COUNTY

COMMUNITY SERVICES DEPARTMENT

Engineering and Capital Projects

1001 EAST 9TH STREET
 PO BOX 11130
 RENO, NEVADA 89520-0027
 PHONE (775) 328-3600
 FAX (775) 328.3699

Date: April 27, 2021

To: Chris Bronczyk, Planner, Planning and Building Division

From: Walter West, P.E., Engineering and Capitol Projects Division

Re: Variance Case **WPVAR21-0001 – Boulder Bay Road Variance**

GENERAL PROJECT DISCUSSION

Washoe County Engineering and Capital Project staff have reviewed the above referenced application. This application review is in support of and in parallel with WAB21-0002 Boulder Bay which requests the abandonment of certain Washoe County right-of-way. This variance case application is to vary certain provisions of Washoe County Development Code Article 110.436 Street Design Requirements as allowed under 110.436.15(a). The Engineering and Capital Projects Division recommends approval with the following comments and conditions of approval which supplement applicable County Code and are based upon our review of the application prepared by CFA Inc. The County Engineer shall determine compliance with all the following conditions of approval.

For questions related to sections below, please see the contact name provided.

GENERAL ENGINEERING CONDITIONS

Contact Information: Walter West, P.E. (775) 328-2041

1. Roadways proposed for Abandonment Case **WAB21-0002 Boulder Bay** shall meet Washoe County Code, AASHTO and MUTCD requirements except where specifically modified as follows:
 - a. Street width (No Parking): 24 feet minimum (front face to front face curb)
 - b. Street width (with Parking): 16 feet (centerline to front face curb) on parking side, 12 feet minimum (centerline to front face curb) on no parking side.
 - c. Right-of-way granted shall be located a minimum of 0.5 feet behind the back face of curb.
 - d. Max roadway grade: The street grades shall be minimized to the maximum extent practical in general conformance w/ preliminary plans submitted with the application but in no case shall exceed 12%, subject to final approval by the County Engineer.
 - e. Barrier rails/walls shall be installed where warranted.
 - f. Retaining wall heights adjacent to Washoe County Right-of-way will be permitted with estimated exposed height of 15 feet, equipped w/ appropriate safety fencing, subject to final approval of the County Engineer.



INTEGRITY



EFFECTIVE COMMUNICATION



QUALITY PUBLIC SERVICE



WASHOE COUNTY

COMMUNITY SERVICES DEPARTMENT

Engineering and Capital Projects

1001 EAST 9TH STREET
RENO, NEVADA 89512
PHONE (775) 328-3600
FAX (775) 328.3699

Date: April 27, 2021
Revised May 14, 2021

To: Chris Bronczyk, Planner, Planning and Building Division
From: Walter West, P.E., Engineering and Capitol Projects Division
Re: Abandonment Case **WAB21-0002 – Boulder Bay Abandonment**

GENERAL PROJECT DISCUSSION

Washoe County Engineering and Capital Project staff has reviewed the above referenced application. The application is for the abandonment of 60,291± sf of public right-of-way. The roadways where sections are proposed for abandonment include:

1. Portions of Wassau Road and Lakeview Avenue
2. The entirety of Reservoir Road
3. Sliver pieces of Lakeview Avenue and Stateline Road.

As part of the abandonment, replacement roadway alignments are proposed to perpetuate access including a connection of Lakeview Ave to Stateline, Wassau Road to Lakeview Ave, and Wellness Way (a private street connecting Wassau Road to State Route No 28) The Engineering and Capital Projects Division recommends approval with the following comments and conditions of approval which supplement applicable County Code and are based upon our review of the application prepared by CFA Inc. The County Engineer shall determine compliance with all the following conditions of approval.

For questions related to sections below, please see the contact name provided.

GENERAL CONDITIONS

Contact Information: Walter West, P.E. (775) 328-2310

1. Prior to recordation of the Order of Abandonment, the applicant shall submit legal descriptions and exhibit maps for the areas of abandonment, any new easements and any easement reservations that are required, to the Engineering and Capital Projects Division for review and approval. Legal descriptions and exhibit maps shall be prepared by a Nevada professional land surveyor.
2. Retention or relocation of all public utility easements is required to the satisfaction of and at no expense to Washoe County or the existing public utilities that originally accepted and approved said easements, as well as any other public utilities now in existence that currently utilize said easements. Said relocations shall be evidenced by the recordation of properly executed documents reflecting the grant of new easements



INTEGRITY



EFFECTIVE
COMMUNICATION



QUALITY
PUBLIC SERVICE

Subject: Boulder Bay Abandonment – WAB21-0002
Date: April 27, 2021 (Revised May 14, 2021)
Page: 2

(if required) to said public utilities and the relinquishment by said public utilities of their former easements.

3. The boundary line adjustment with the USDA Forest Service shall be recorded prior to the recordation of the Order of Abandonment.
4. All dedications for new right-of-ways and easements shall be recorded prior to the recordation of the Order of Abandonment.
5. A complete set of construction improvement drawings including an onsite grading plans, plan and profiles and details, shall be submitted to the County Engineer for approval prior to construction. Engineering Review Fees per the approved Master Fee Schedule shall be submitted with the application.
6. A cost estimate shall be prepared for all proposed street improvements and submitted for approval by the County Engineer and a Faithful Performance Bond for the approved amount shall be provided to Washoe County prior to final approval of construction drawings.
7. Roadways proposed for Abandonment Case **WAB21-0002 Boulder Bay** shall meet Washoe County Code, AASHTO and MUTCD requirements except where specifically modified as follows:
 - a. Street width (No Parking): 24 feet minimum (front face to front face curb)
 - b. Street width (with Parking): 16 feet (centerline to front face curb) on parking side, 12 feet minimum (centerline to front face curb) on no parking side.
 - c. Right-of-way granted shall be located a minimum of 0.5 feet behind the back face of curb.
 - d. Max roadway grade: The street grades shall be minimized to the maximum extent practical in general conformance w/ preliminary plans submitted with the application but in no case shall exceed 12%, subject to final approval by the County Engineer.
 - e. Barrier rails/walls shall be installed where warranted.
 - f. Retaining wall heights adjacent to Washoe County Right-of-way will be permitted with estimated exposed height of 15 feet, equipped w/ appropriate safety fencing, subject to final approval of the County Engineer.
8. Pedestrian walkways shall be provided onsite in lieu of roadway sidewalks. Onsite development plans shall provide for public pedestrian access through the development.
9. A public access easement shall be granted over the private roadway (Wellness Way) and any roadway portion exceeding a grade of 12% shall be permanently heated.

Subject: Boulder Bay Abandonment – WAB21-0002
Date: April 27, 2021 (Revised May 14, 2021)
Page: 3

10. All required street improvements within new and existing rights-of-way shall be constructed and accepted by Washoe County prior to the recordation of the Order of Abandonment.
11. A detailed hydrology/hydraulic report prepared by a registered engineer shall be submitted to the Engineering Division for review and approval. The report shall include the locations, points of entry and discharge, flow rates and flood limits of all 5- and 100-year storm flows impacting both the site and offsite areas and the methods for handling those flows. The report shall include all storm drain pipe and ditch sizing calculations and a discussion of and mitigation measures for any impacts on existing offsite drainage facilities and properties.
12. A detailed drainage plan and appropriate drainage facilities necessary to capture storm water runoff for the improved roadways shall be provided.
13. Any retaining wall located within the slope failure wedge from Washoe County right-of-way shall be constructed of reinforced concrete and designed by an engineer licensed in the State of Nevada. Retaining walls shall not be located within Washoe County right-of-way and shall be set back from the right-of-way to allow for snow storage from the street right-of-way as approved by the County Engineer. The maintenance of the retaining walls shall be by the Property/Homeowners Association and the CCR's shall clearly identify the P/HOA's maintenance responsibilities of retaining walls.
14. A 10-foot public utility easement (PUE), a 10-foot Washoe County easement for traffic control signage, plowed snow storage, and a 10-foot United States Postal Service facilities easement shall be granted adjacent to all rights-of-ways.
15. No structures shall be permitted to be located within newly created right-of-way. Prior to acceptance of State Line Road and for any existing structures located within required building setback the following shall be provided:
 - a. A release of liability shall be recorded indemnifying Washoe County from structure damage due to roadway use and maintenance and snow plowing activities on a form approved by the Washoe County Engineer.
 - b. The roadway design shall meet all Washoe County Code and AASHTO roadside safety standards with respect to obstructions within the clear zone which may require crash worthy barrier system installation.
16. Street naming of new streets shall comply with street naming standards including potential street name change of Stateline Road. Approval of street names given the new roadway alignments shall be obtained from the Washoe County Street Naming Coordinator prior to the approval of construction drawings.
17. Applicant shall prepare an access and phasing plan to address access to existing residences during construction.

Subject: Boulder Bay Abandonment – WAB21-0002
Date: April 27, 2021 (Revised May 14, 2021)
Page: 4

18. A traffic study and report addressing level of service at intersections and turning movements shall be submitted to NDOT and Washoe County Engineering with the submittal of plans for review.

19. Prior to the approval of a final design for proposed work within NDOT right-of-way, A copy of an approved NDOT encroachment/occupancy permit shall be provided.

20. The applicant shall comply with conditions necessary to effect the Resolution and Order of Abandonment within five (5) years from the date of the action by the Planning Commission or this conditional abandonment will be null and void.

WASHOE COUNTY
HEALTH DISTRICT
ENHANCING QUALITY OF LIFE

March 19, 2021

Washoe County Community Services
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: Boulder Bay; APN 123-071-04
Variance; WPVAR21-0001

Dear Washoe County Staff:

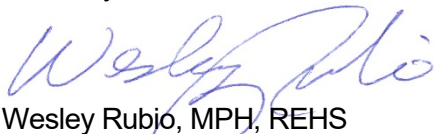
The following conditions are requirements of the Washoe County Health District, Environmental Health Division, which shall be responsible for determining compliance with these conditions.

Contact Name – Wesley Rubio - wrubio@washoecounty.us

- a) WCHD has reviewed the above referenced project and has no objections to the approval as proposed.

If you have any questions or would like clarification regarding the foregoing, please contact Wesley Rubio, EHS Supervisor at wrubio@washoecounty.us regarding all Health District comments.

Sincerely,



Wesley Rubio, MPH, REHS
EHS Supervisor
Environmental Health
Washoe County Health District



From: [Bronczyk, Christopher](#)
To: [Ann Nichols](#)
Cc: [Hill, Alexis](#); [Todoroff, Pete](#); rondatycer@aol.com; [Weiche, Courtney](#); [Lloyd, Trevor](#)
Subject: RE: Boulder Bay Variance/Abandonment
Date: Tuesday, April 27, 2021 8:34:00 AM
Attachments: [image002.png](#)

Hi Ann,

Please see my responses below.

1. Washoe County has a legal obligation to process and present the application, as proposed, for consideration to the Washoe County Planning Commission. At this time, the current application(s) under review are solely for: 1.) abandonment of County roadways on the project site; and, 2.) a variance to County road improvements/standards, as requested in their application. While I understand this component is part of a larger desire by the applicants to redevelop the project site, the specifics of such project are not under consideration at this time. The Nevada Dept. of Transportation (NDOT) has already indicated they will be requiring an updated traffic analysis, as part of their review process.
2. As you know, the project was presented by the applicant's representative at the IV/CB CAB on March 1, 2021. In response to public comments and staff feedback, the applicant voluntarily revised their application to include the addition of Wellness Way, as requested. As a matter of practice, requiring an applicant to go back before a CAB when modifying the project in response to CAB concerns, causes delay and may disincentivize a project from making such requested changes. Please note the public will have ample opportunity to weigh in on the revised project as each application will be considered at a publicly noticed public hearing.

If you have any additional questions please do not hesitate to contact me.

Thank you,



Chris Bronczyk

Planner | Planning & Building Division | Community Services Department

cbronczyk@washoecounty.us | Office: 775.328.3612 | Fax: 775.328.6133

1001 E. Ninth St., Reno, NV 89512

<https://www.washoecounty.us/>

Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

From: Ann Nichols <preserve@ntpac.org>

Sent: Monday, April 26, 2021 2:25 PM

To: Bronczyk, Christopher <CBronczyk@washoecounty.us>

Cc: Hill, Alexis <AHill@washoecounty.us>; Todoroff, Pete <ptodoroff1@sbcglobal.net>; rondatycer@aol.com

Subject: Boulder Bay Variance/Abandonment

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Chris,

Please respond to the following concerns:

1. The application/narrative says nothing about the project or number of units. It only vaguely refers to the project approved by TRPA. How is the Public supposed to understand what the purpose of the Abandonment is? The approval was 10 years ago. More detail is required. How can the Public understand if the remaining roads are adequate without the detail of the new project? The fact there will be a population of 2448 people on site per their Transportation Study pg 32 should be disclosed.
2. Why isn't it going in front of the Incline Village/Crystal Bay CAB? The CAB and the Public requested that it should come back to them when there was detail. This is the cart before the horse.

Thank you in advance.

Ann Nichols



North Tahoe Preservation Alliance

P.O. Box 4

Crystal Bay, Nv. 89402

preserve@ntpac.org

775-831-0625

www.ntpac.org

"Helping preserve the natural beauty and rural character of North Lake Tahoe"

From: [Bronczyk, Christopher](#)
To: [Ann Nichols](#)
Cc: [Hill, Alexis](#); [West, Walt](#); [Fink, Mitchell](#); [Wolfson, Alexander](#); [Weiche, Courtney](#); [Lloyd, Trevor](#)
Subject: RE: Boulder Bay Traffic Study
Date: Thursday, April 29, 2021 10:48:00 AM
Attachments: [image001.png](#)
[NDOT Traffic Study Requirements for Private Developments.pdf](#)

Hi Ann,

I reached out to NDOT regarding your last email and there may be some confusion on how the NDOT process works. I've attached NDOT's standards for traffic studies that are required as part of private developments, this was provided to me from NDOT. I have copied Alex Wolfson with NDOT to this email, and will be responding to your questions below with **NDOT's responses** in red.

1. NDOT is concerned with highways. The abandonment of residential roads should be the responsibility of Washoe County. It's public safety.
 - a. While it's true that NDOT's primary focus is going to be on State roads, performance and impacts to side streets are very important to NDOT. If certain road connections/abandonments need to occur to improve operations/safety on the County roads, NDOT wants to know that information when considering proposals that may not fully comply with our standards. There are a lot of times where NDOT allows access spacing that may not be standard in order to help safety of side streets or comply with other county related requirements.
2. NDOT isn't a public process. There is no transparency or public input.
 - a. If a traffic study or corridor study is commissioned by NDOT, there are normally public meetings and opportunities for the public to comment. **Since this is a private development, NDOT wouldn't be taking the lead on the traffic study.** This is something that is normally conditioned on the developer that they need to seek input from the public as part of the traffic study that they will be responsible for conducting as part of their development.
3. Often NDOT's solution is a wider apron or a signal, but the public is looking for answers to existing traffic concerns.
 - a. The developer is responsible for determining impacts to all roads affected by their development and proposing mitigations to NDOT/Washoe County to address the impacts. This would theoretically include any existing issues that are occurring.
4. Is it possible for Washoe County to hire an independent cumulative traffic study? LSC performed the study in 2008, but it failed to analyze the current plan.
 - a. It is the responsibility of the private developer to commission a comprehensive

traffic study that addresses the development's impacts to both NDOT and County roads. Normally, NDOT will require the developer to coordinate with NDOT, the County, and other agencies such as TRPA/TTD to put together a joint scope of work for a study that determines impacts to all adjacent roads from the development. This will include items such as abandonments and the effect that they will have on nearby intersections.

NDOT is familiar with this area, and this project and will be taking a detailed look at the impacts that will be created by the developers proposal. Below is an additional item mentioned directly from NDOT. *"Most likely because of how much they want to change traffic circulation in that area, they are going to have to put together a pretty significant scope of work for their new traffic study."*

Additionally, WC Engineering will be requiring an updated traffic study from the applicant to provide a traffic analysis **prior** to final approval of plans.

If you have any additional questions for me, please do reach out. If you have additional questions for NDOT, Alex's email is AWolfson@dot.nv.gov.



Chris Bronczyk

Planner | Planning & Building Division | Community Services Department

cbronczyk@washoecounty.us | Office: 775.328.3612 | Fax: 775.328.6133

1001 E. Ninth St., Reno, NV 89512

<https://www.washoecounty.us/>

Let us know how we're doing. Please tell us how we did by taking a quick [survey](#)

From: Ann Nichols <preserve@ntpac.org>
Sent: Wednesday, April 28, 2021 6:34 PM
To: Bronczyk, Christopher <CBronczyk@washoecounty.us>
Cc: Hill, Alexis <AHill@washoecounty.us>
Subject: Boulder Bay Traffic Study
Importance: High

[NOTICE: This message originated outside of Washoe County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Chris,

I appreciate your efforts on behalf of the community.

I've discussed the option of NDOT doing the traffic study AFTER the abandonment hearing with some local experts and the conclusions were:

1. NDOT is concerned with highways. The abandonment of residential roads should be the responsibility of Washoe County. It's public safety.
2. NDOT isn't a public process. There is no transparency or public input.
3. Often NDOT's solution is a wider apron or a signal, but the public is looking for answers to existing traffic concerns.
4. Is it possible for Washoe County to hire an independent cumulative traffic study? LSC performed the study in 2008, but it failed to analyze the current plan.

Thank you,

Ann Nichols



North Tahoe Preservation Alliance

P.O. Box 4

Crystal Bay, Nv. 89402

preserve@ntpac.org

775-831-0625

www.ntpac.org

"Helping preserve the natural beauty and rural character of North Lake Tahoe"

From: [Ann Nichols](#)
To: [Bronczyk, Christopher](#)
Cc: ann@annnichols.com
Subject: RE: Boulder Bay Project
Date: Wednesday, April 21, 2021 5:11:32 PM
Attachments: [image007.png](#)

[**NOTICE:** This message originated outside of Washoe County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Chris,

Please forward these comments to you're the involved parties.

You need a more complete definition of Wellness Way. How wide will it be? and that it will be heated and although private, always open to the public.

I believe a sidewalk along Wellness Way and Stateline Road should be added for the "pedestrian friendly destination resort". Especially since there are so many walkers in the neighborhood that travel to the Stateline lookout.

Since this is clearly phase 2 of the project (phase 1 was the 18 condos), a new independent traffic study should be provided by the developer in advance of the variance/abandonment hearing since the existing study is 12 years old. It fails to address area circulation/population changes and the new Wellness Way configuration. You can't design a fire escape system without understanding the configuration of the structure.

The Wassou to Lakeview connector will allow 20' of fill. Correct? For how long of a distance? How many cubic feet of fill?

Where is the Wellness Way profile? That should be included.

I don't see where the new earthen mound is called out. Please explain.

Thank you,

Ann Nichols



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“Helping preserve the natural beauty and rural character of North Lake Tahoe”

From: Bronczyk, Christopher <CBronczyk@washoecounty.us>

Sent: Tuesday, April 20, 2021 1:17 PM

To: Ann Nichols <preserve@ntpac.org>

Subject: RE: Boulder Bay Project

Hi Ann,

Attached is the Application, Page 53 will show the retaining wall location.

https://www.washoecounty.us/csd/planning_and_development/applications/files-planning-development/comm_dist_one/2021/Boulder-Bay-Abandonment-Variance-Submittal-Package-AMENDED-FINAL.pdf



Chris Bronczyk

Planner | Planning & Building Division | Community Services Department

cbronczyk@washoecounty.us | Office: 775.328.3612 | Fax: 775.328.6133

1001 E. Ninth St., Reno, NV 89512

<https://www.washoecounty.us/>

Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

From: Ann Nichols <preserve@ntpac.org>

Sent: Tuesday, April 20, 2021 12:40 PM

To: Bronczyk, Christopher <CBronczyk@washoecounty.us>

Subject: RE: Boulder Bay Project

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Chris- what is happening with the abandonment/variance at Boulder Bay? The details of the project? Anything?

Thanks,
Ann



North Tahoe Preservation Alliance

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"Helping preserve the natural beauty and rural character of North Lake Tahoe"

From: Bronczyk, Christopher <CBronczyk@washoecounty.us>

Sent: Friday, March 5, 2021 11:42 AM

To: Ann Nichols <preserve@ntpac.org>; Hill, Alexis <AHill@washoecounty.us>; Jennifer Donohue <jdonohue@ntfpd.net>

Cc: Lloyd, Trevor <TLloyd@washoecounty.us>; Weiche, Courtney <CWeiche@washoecounty.us>

Subject: RE: Boulder Bay Project

Thank you Ann,

I've also copied Planning Manager Trevor Lloyd and Senior Planner Courtney Weiche to this email. These concerns will be provided to the Planning Commission as an exhibit.



Chris Bronczyk

Planner | Planning & Building Division | Community Services Department

cbronczyk@washoecounty.us | Office: 775.328.3612 | Fax: 775.328.6133

1001 E. Ninth St., Reno, NV 89512

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Let us know how we're doing. Please tell us how we did by taking a quick survey

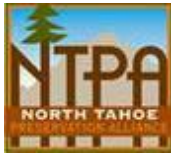
From: Ann Nichols <preserve@ntpac.org>

Sent: Friday, March 5, 2021 11:31 AM

To: Hill, Alexis <AHill@washoecounty.us>; Jennifer Donohue <donohue@nltpd.net>; Bronczyk, Christopher <CBronczyk@washoecounty.us>

Subject: Boulder Bay Project

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"Helping preserve the natural beauty and rural character of North Lake Tahoe"

From: Ann Nichols <preserve@ntpac.org>

Sent: Friday, March 5, 2021 11:27 AM

To: 'Bronczyk, Christopher' <CBronczyk@washoecounty.us>

Subject: RE: Boulder Bay Project

Bill,

On 6/24/2008 our appeal was granted on Boulder Bay's variance.

In reference to the issuance of the variance, Commissioner Humke moved that the appeal be granted without prejudice, the applicant be allowed to return to the Planning Commission citing the fact that the finding of no detriment could be made and to reasons citing access difficulties for emergency and day-to-day use. Chairman Larkin seconded the motion.

Commissioner Galloway said what if the applicant returned with a solution to the fourth exit, but still wanted the road and the Board had already found that no detriment could be made. He suggested that no detriment could be found

in the absence of an alternative fourth exit. Commissioner Humke and Chairman Larkin agreed.

On call for the question, the motion passed with a 4 to 1 vote with Commissioner Galloway voting “no.”

9:34 p.m. Commissioner Weber left the meeting.

9:35 p.m. The Board recessed.

They came back with Wellness Way as the solution. Now it is gone. It makes one wonder who at the county is protecting the public with this latest proposal.

Ann Nichols



North Tahoe Preservation Alliance

P.O. Box 4

Crystal Bay, Nv. 89402

preserve@ntpac.org

775-831-0625

www.ntpac.org

“Helping preserve the natural beauty and rural character of North Lake Tahoe”

From: Bronczyk, Christopher <CBronczyk@washoecounty.us>

Sent: Friday, March 5, 2021 10:20 AM

To: preserve@ntpac.org

Cc: Weiche, Courtney <CWeiche@washoecounty.us>

Subject: RE: Boulder Bay Project

Hi Ann,

I am the Planner for the Boulder Bay project.

Attached are the exhibits for the existing roadways as they are today, and the proposed re-routing of the roads access to State Route 28 off of Stateline Road.



Chris Bronczyk

Planner | Planning & Building Division | Community Services Department

cbronczyk@washoecounty.us | Office: 775.328.3612 | Fax: 775.328.6133

1001 E. Ninth St., Reno, NV 89512

<https://www.washoecounty.us/>

Let us know how we're doing. Please tell us how we did by taking a [quick survey](#)

From: Planning Counter <Planning@washoecounty.us>
Sent: Friday, March 5, 2021 10:16 AM
To: Bronczyk, Christopher <CBronczyk@washoecounty.us>
Subject: FW: Boulder Bay Project

Hi Chris,

See below email regarding Boulder Bay comment.

Courtney

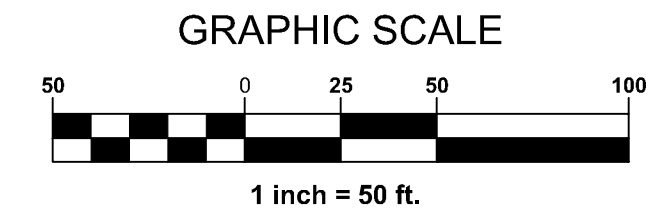
From: Ann Nichols [<mailto:preserve@ntpac.org>]
Sent: Friday, March 05, 2021 10:09 AM
To: Planning Counter
Cc: ann@annnichols.com
Subject: Boulder Bay Project

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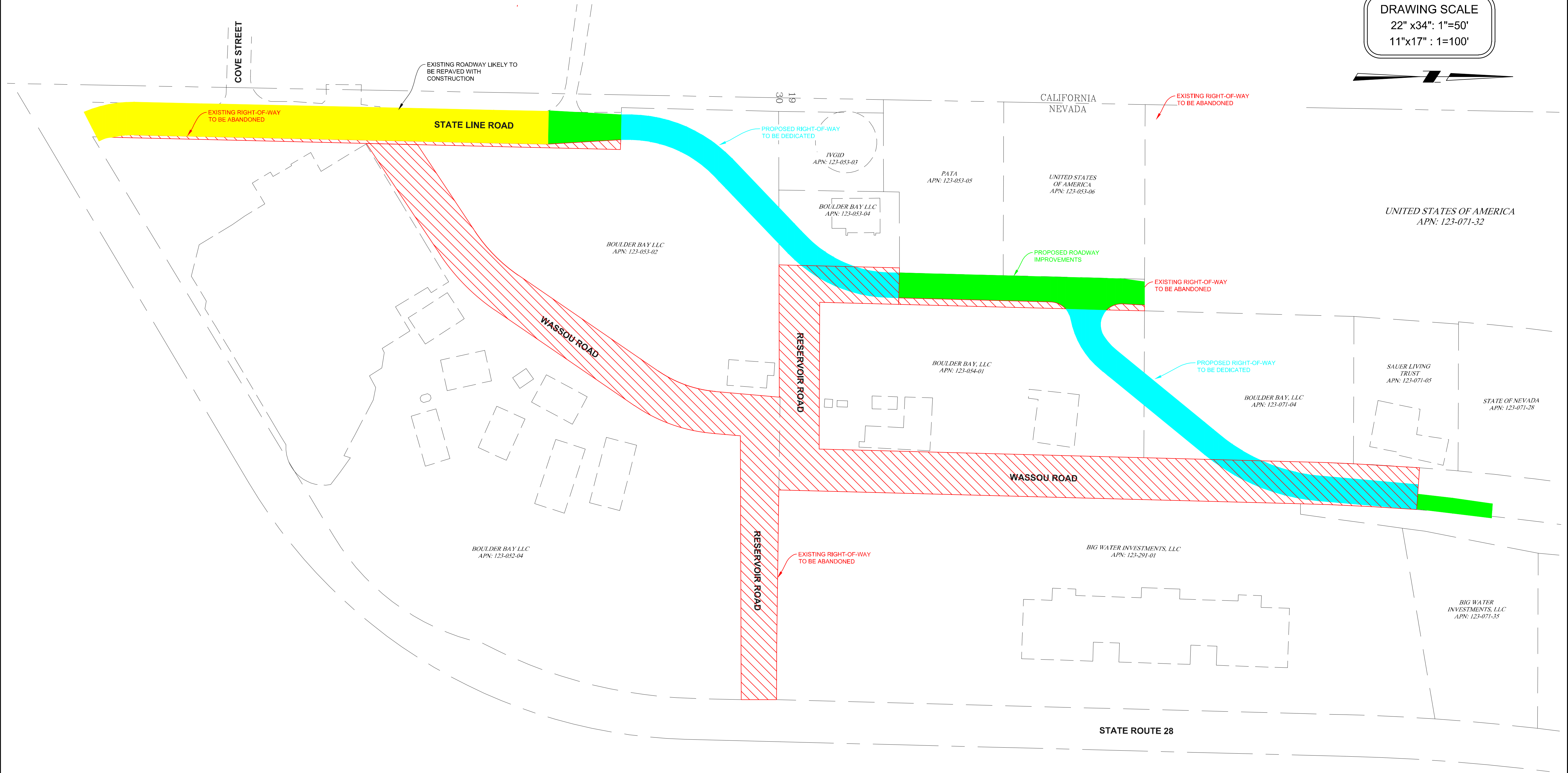
Can you direct me to the Washoe planner in charge of this project? The community is quite concerned as the applicant is eliminating ingress/egress out of our neighborhood.

Thank you,

Ann Nichols



DRAWING SCALE
 22" x 34" : 1"=50'
 11" x 17" : 1"=100'



BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK. COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

- PROPOSED RIGHT-OF-WAY TO BE DEDICATED/PROPOSED AREA OF IMPROVEMENT**
- = 25,979 SQ.FEET, PLUS AREA OF STATELINE ROAD LIKELY TO BE REPAVED WITH CONSTRUCTION (13,762 SQ. FEET)
- EXISTING RIGHT-OF-WAY TO BE ABANDONED**
- = 64,312 SQ.FEET

PRELIMINARY
 (NOT FOR CONSTRUCTION)

NO.	DATE	MARK	REVISIONS

PROFESSIONAL SEAL:
PRELIMINARY NOT FOR CONSTRUCTION

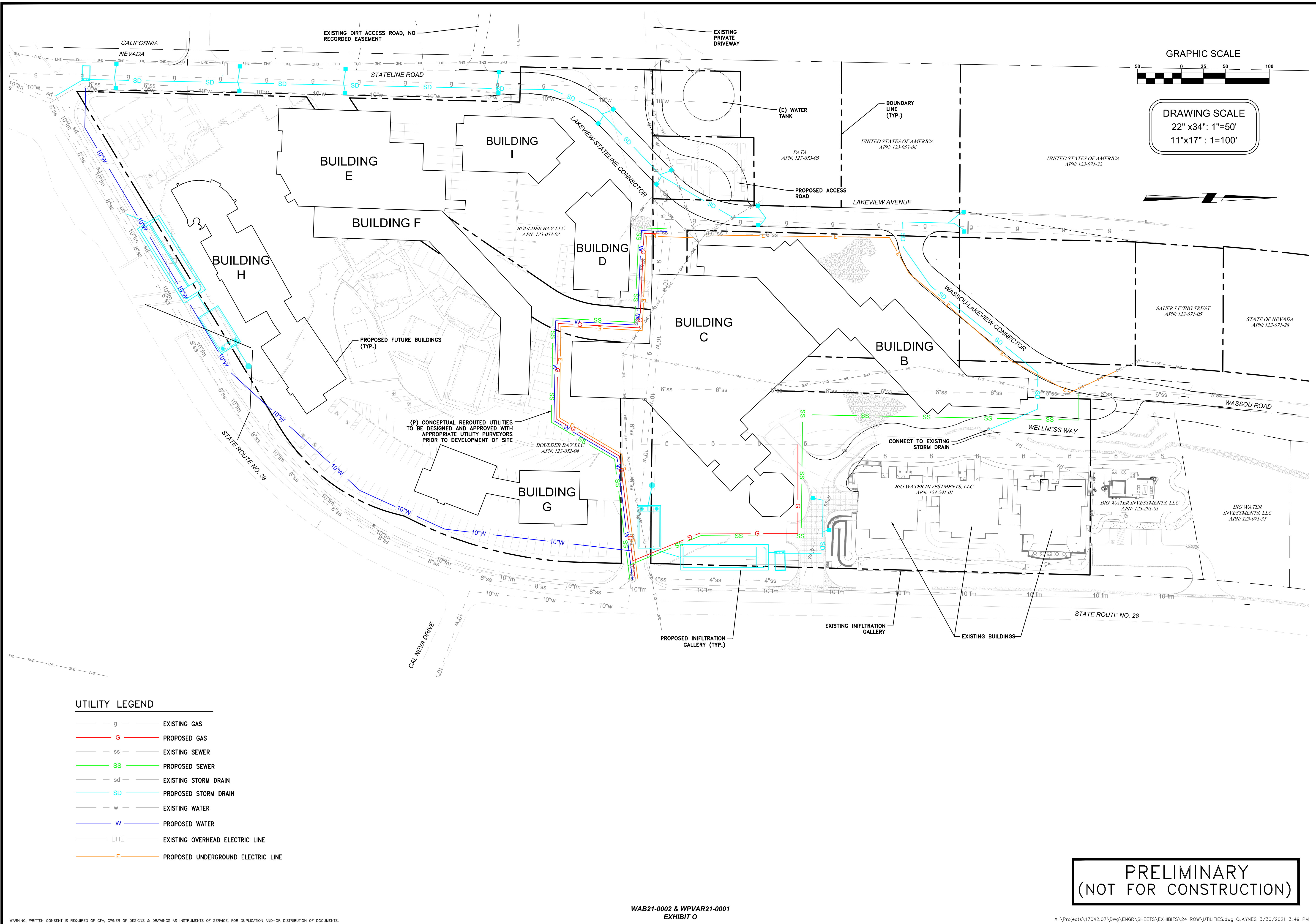
CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LAND USE PLANNERS
 1150 CORPORATE BOULEVARD • RENO, NEVADA 89502
 775-856-1150 MAIN • 775-856-1160 FAX • CFARENO.COM

EXHIBIT MAP OF
 ABANDONMENT VS ROADWAY IMPROVEMENTS
 BOULDER BAY PROJECT

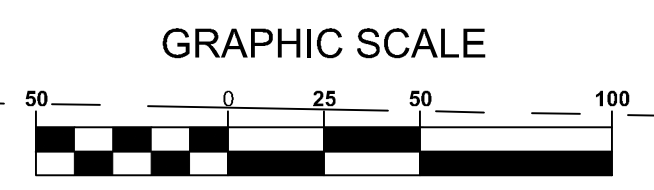
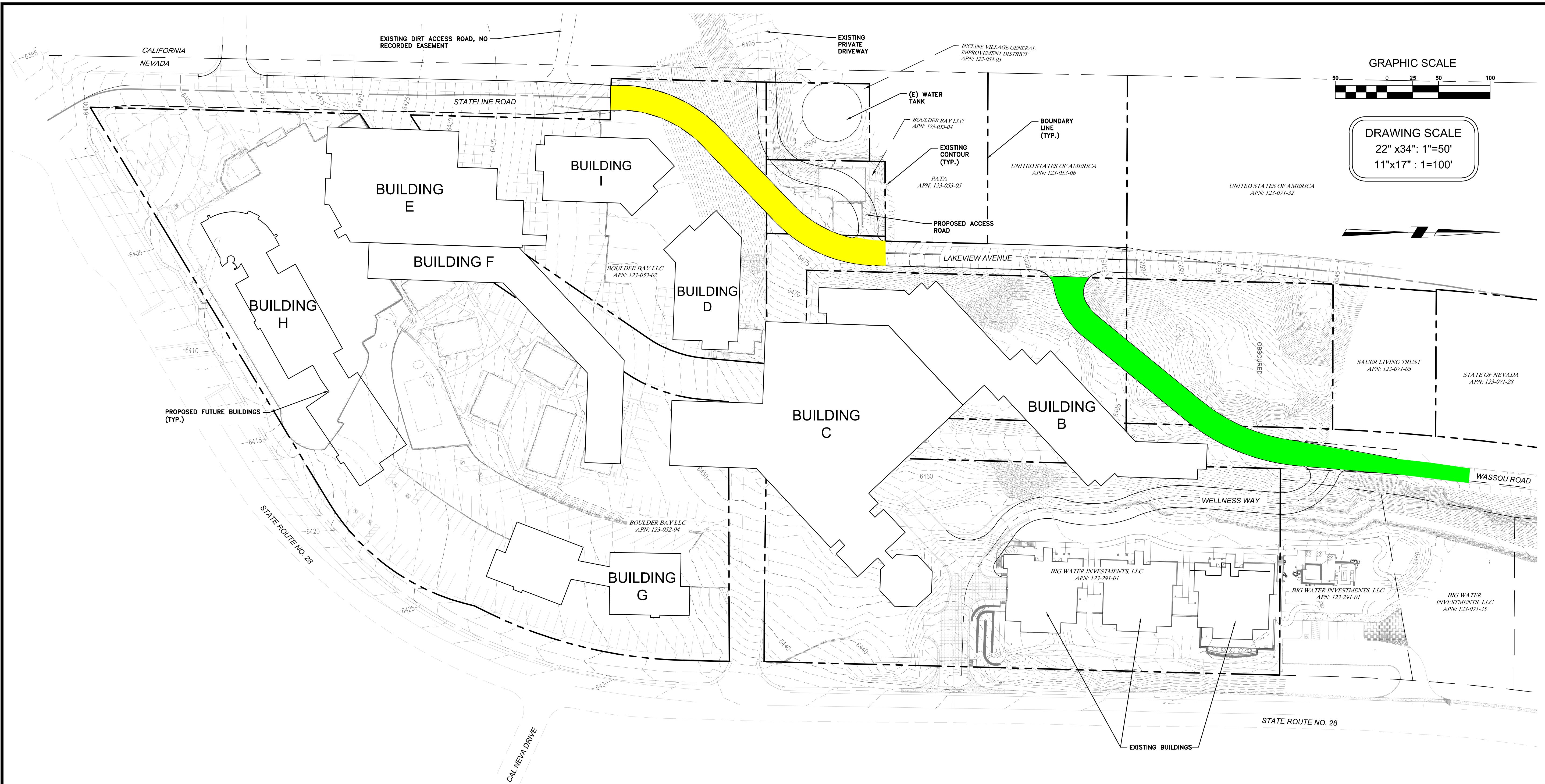
NEVADA
 WASHOE COUNTY
 CRYSTAL BAY

JOB NO.	17042.07
DRAWN BY	CJ
CHECKED BY	MKS
SHEET	1
OF	1

WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.



BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFARENGO.COM	
cfa	
BOULDER BAY CONCEPTUAL UTILITY PLAN WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS WASHOE COUNTY NEVADA	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	3/29/2021
SHEET	1
OF	1



DRAWING SCALE
 22" x 34" : 1"=50'
 11" x 17" : 1"=100'



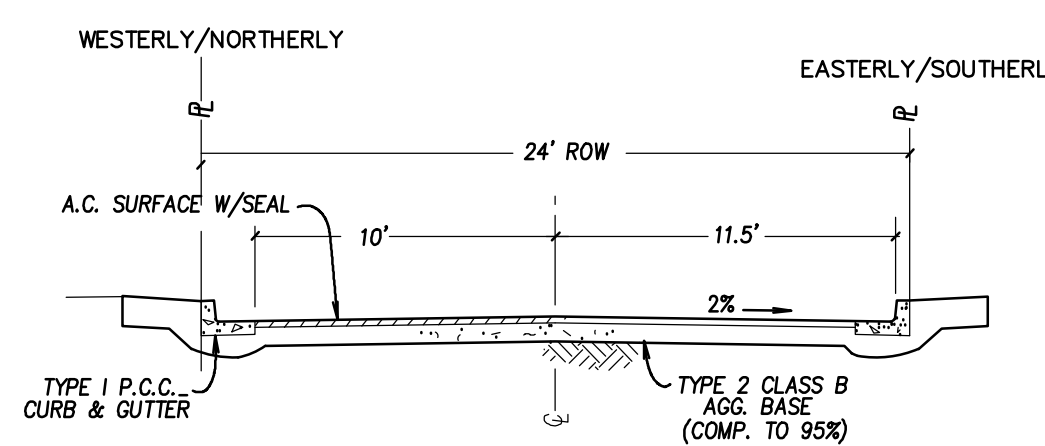
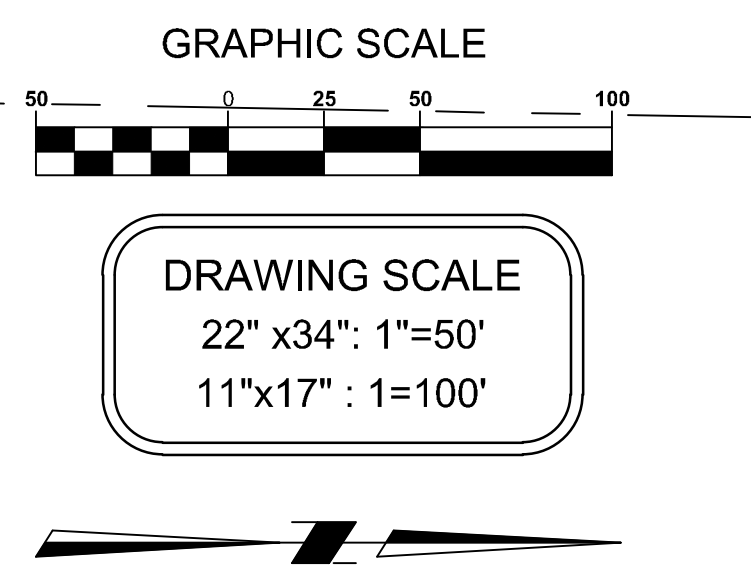
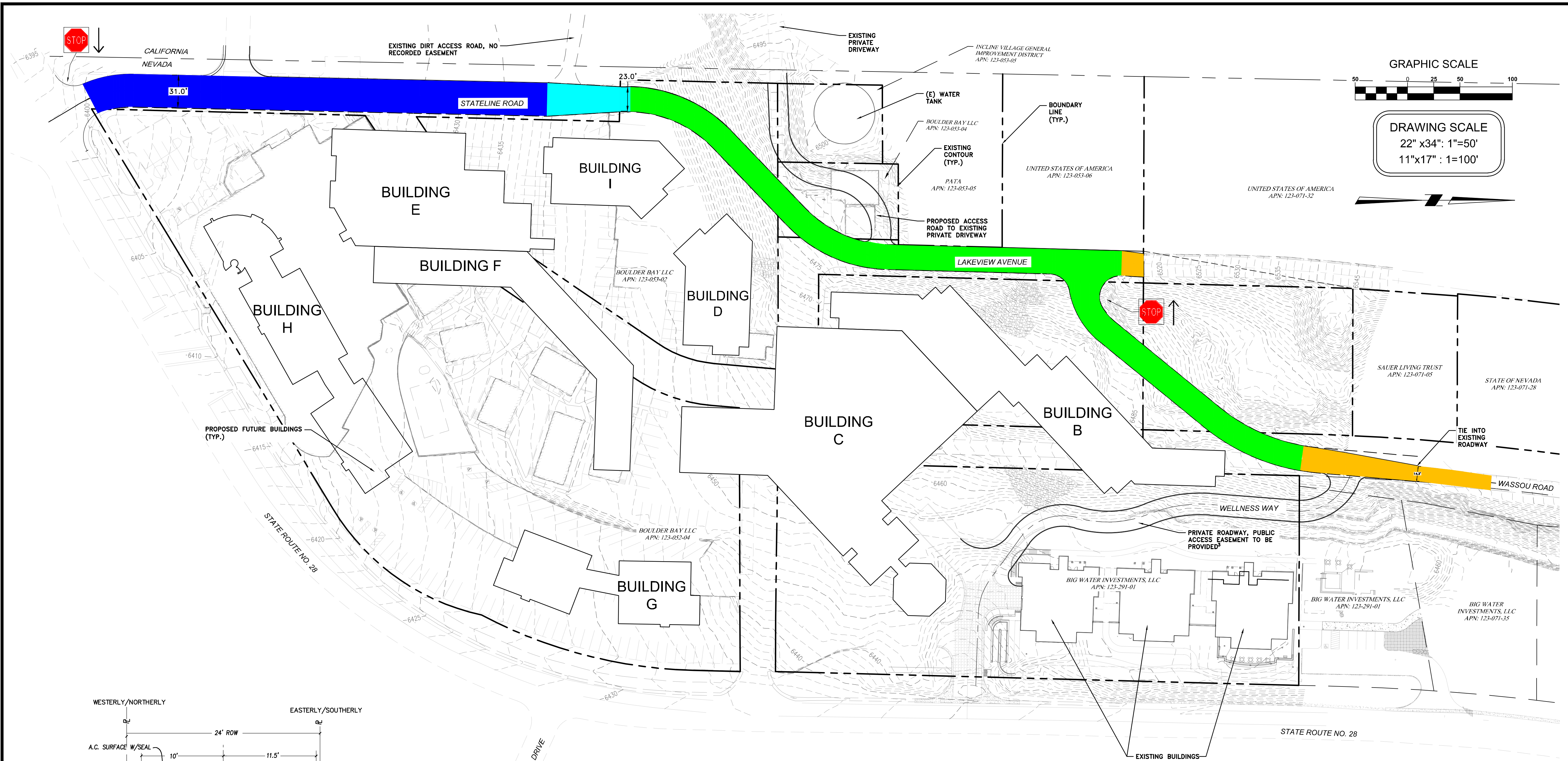
SLOPE TABLE

SLOPE	COLOR	AREA (SF)	PERCENTAGE
0%–10%		9,656	56.8%
10.01%–11%		0	0.0%
11.01%–12%		0	0.0%
12%+		7,355	43.2%

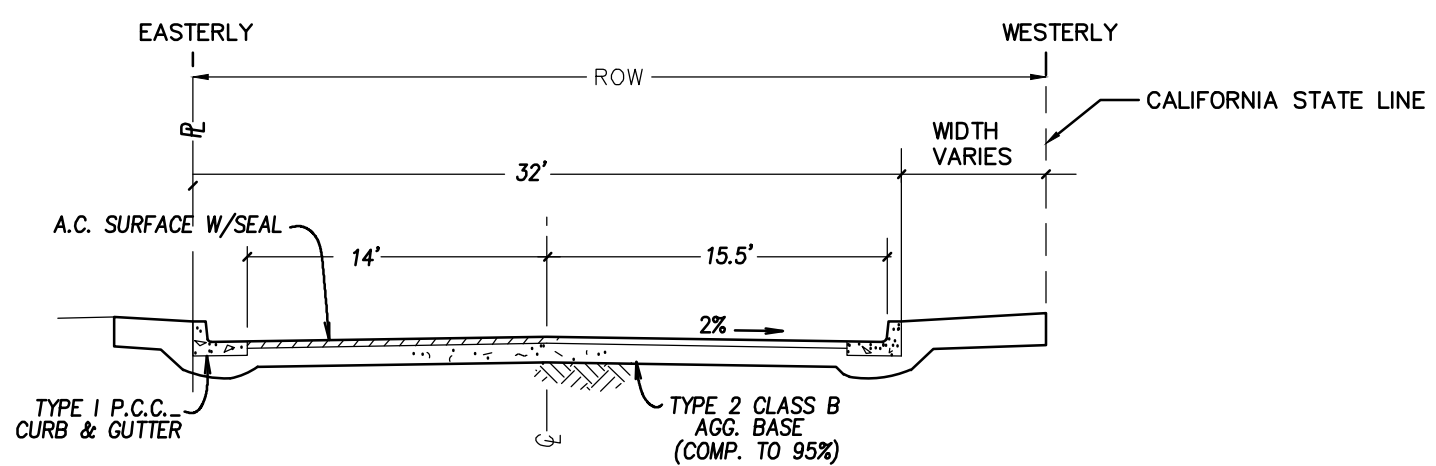
- NOTES:
- 1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17
 - 2) ALL SECTIONS OF ROADS IDENTIFIED IN THE SLOPE TABLE CAN BE CONSIDERED TO HAVE SOUTHERN EXPOSURE.

**PRELIMINARY
(NOT FOR CONSTRUCTION)**

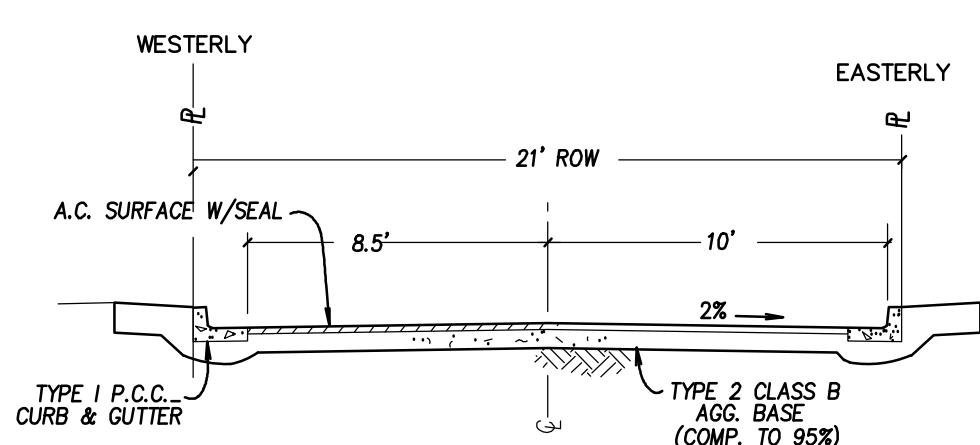
	BY
	REVISIONS
	MARK
	DATE
PRELIMINARY NOT FOR CONSTRUCTION	
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFARENGO.COM	
BOULDER BAY	
PROPOSED PUBLIC ROADWAY GRADES-AMENDED WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS	
NEVADA WASHOE COUNTY	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	3/29/2021
SHEET	3
OF	4



PROPOSED ROADWAY SECTION
WASSOU-LAKEVIEW CONNECTOR (PUBLIC)
LAKEVIEW-STATELINE CONNECTOR (PUBLIC)



PROPOSED ROADWAY SECTION
STATELINE ROAD (PUBLIC)
ON-STREET PARKING ON WEST SIDE ONLY



PROPOSED ROADWAY SECTION
WELLNESS WAY (PRIVATE)

LEGEND

- EXPANDING ROADWAY FROM EXISTING ROADWAY WIDTH TO 23' PROPOSED ROADWAY WIDTH
- ROADWAY WIDTH = 23' (24' ROW) SEE PROPOSED ROADWAY SECTION WASSOU-LAKEVIEW CONNECTOR, LAKEVIEW STATELINE CONNECTOR
- ROADWAY WIDTH VARIES 23' TO 31'
- ROADWAY WIDTH = 31' (32' ROW) SEE PROPOSED ROADWAY SECTION STATELINE ROAD

- DOWNHILL STOPPING CONDITION (1)
- UPHILL STOPPING CONDITION (1)

NOTES:

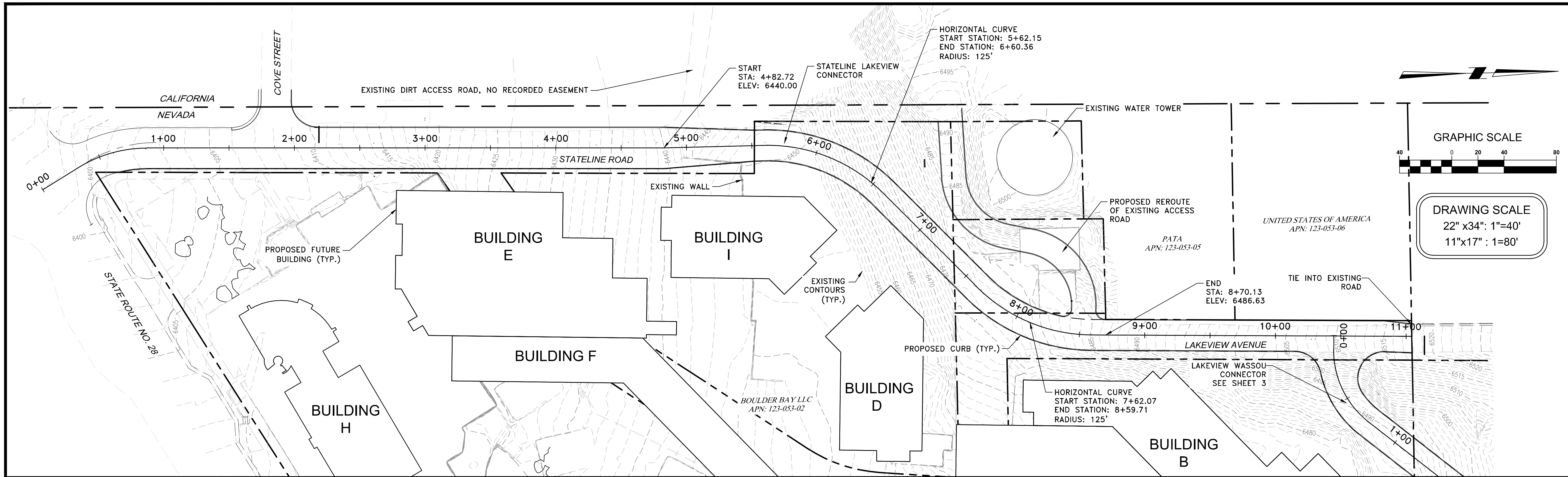
- 1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17
- 2) THE ADJACENT RESIDENTIAL AREA TO THE NORTH IS CLASSIFIED AS ZONES MDS AND HDS WITH LOT SIZES < 0.5 AC.
- 3) THE ALIGNMENT FOR WELLNESS WAY MATCHES WHAT WAS PREVIOUSLY APPROVED BY THE COUNTY. IT IS A PRIVATE ROADWAY WITH A PUBLIC EXCESS EASEMENT. ROADWAY SLOPES EXCEED COUNTY STANDARDS. WELLNESS WAY WAS INCLUDED AS PART OF THE TRPA APPROVED SITE PLAN.

**PRELIMINARY
(NOT FOR CONSTRUCTION)**

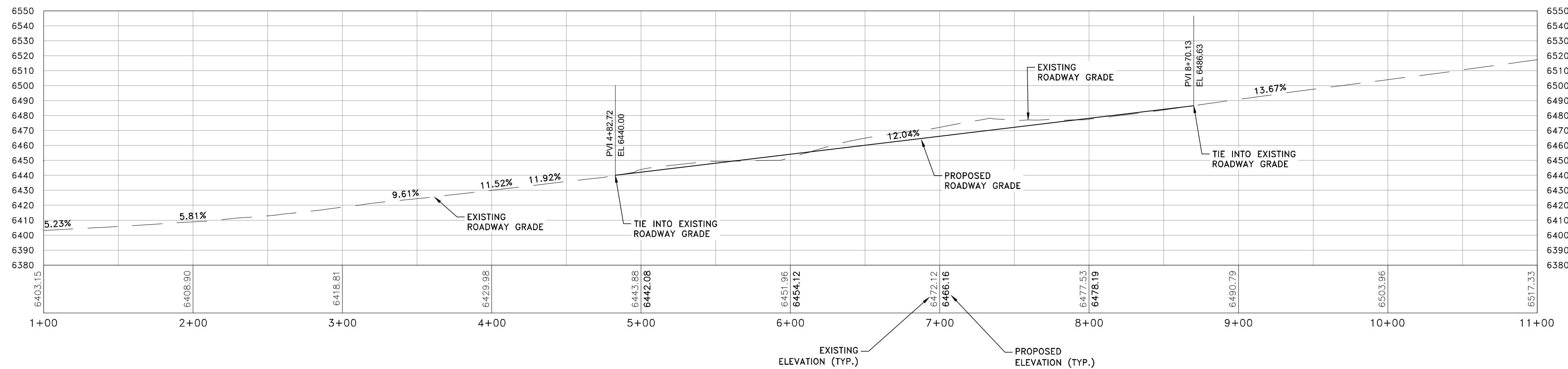
WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

WAB21-0002 & WPVAR21-0001
EXHIBIT O

<p>PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>REVISIONS</p>
<p>DATE</p>	<p>MARK</p>
<p>CFA, INC. LAND SURVEYORS LAND ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFAREN.COM</p>	
<p>BOULDER BAY</p>	
<p>PROPOSED PUBLIC ROADWAY WIDTHS-AMENDED WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS</p>	
<p>NEVADA WASHOE COUNTY</p>	
<p>JOB NO. 17042.07 DESIGNED BY CJ CHECKED BY MKS DATE 3/29/2021</p>	<p>SHEET 4 OF 4</p>



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

- NOTES:
 1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

**PRELIMINARY
 (NOT FOR CONSTRUCTION)**

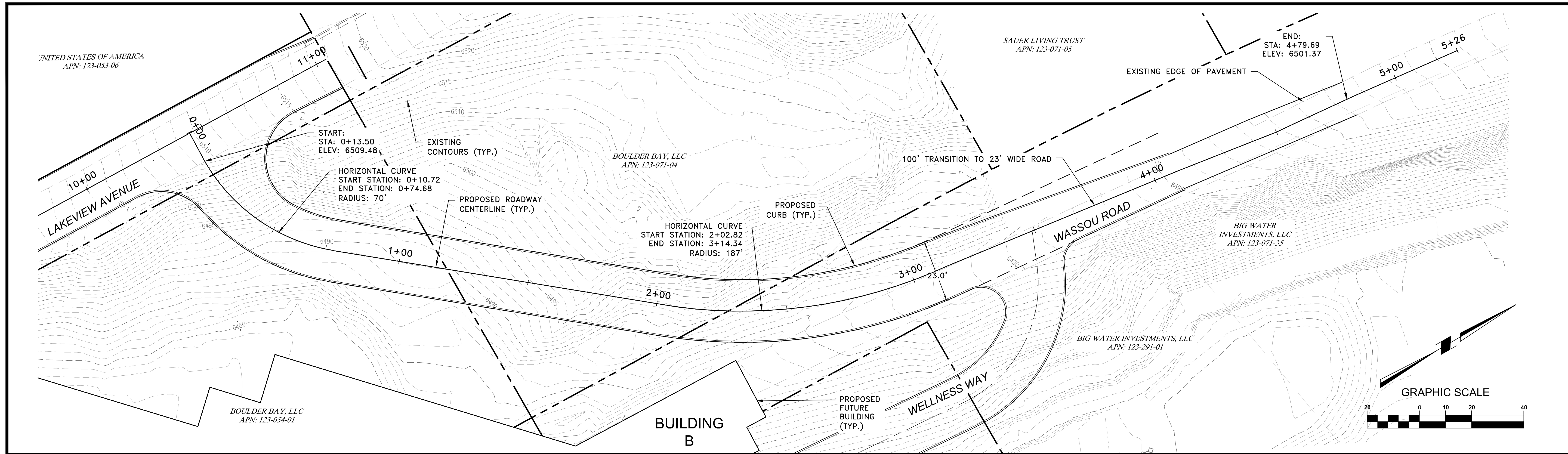
BY	
REVISIONS	
MARK	
DATE	

PRELIMINARY NOT FOR CONSTRUCTION

CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LAND USE PLANNERS
 1150 CORPORATE BOULEVARD • RENO, NEVADA 89502
 775-856-1150 MAIN • 775-856-1160 FAX • CFARENDO.COM

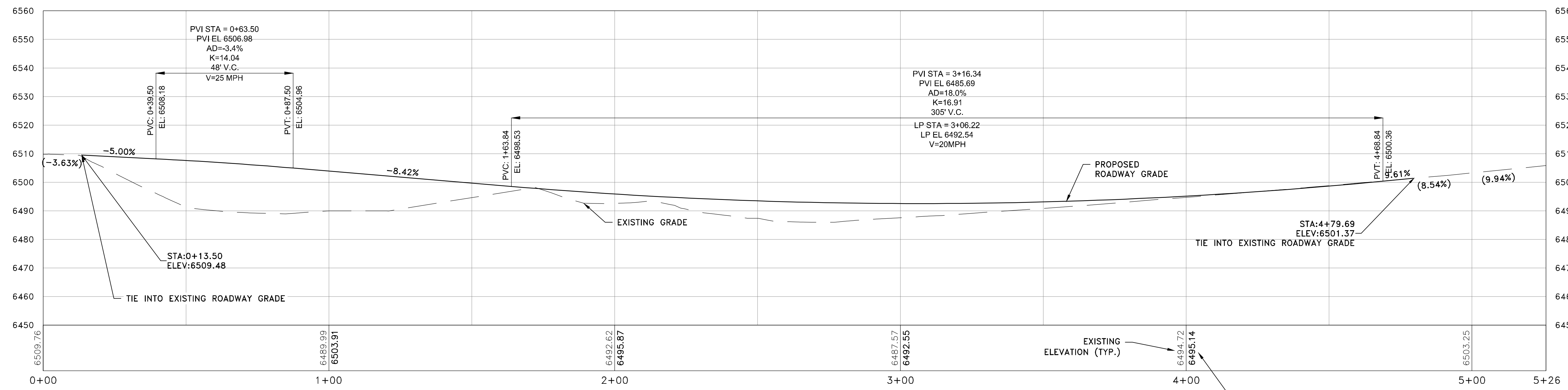
BOULDER BAY
 LAKEVIEW-STATELINE CONNECTOR- AMENDED
 PLAN & PROFILE
 WASHOE COUNTY NEVADA

JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	3/29/2021
SHEET	1
OF	4



LAKEVIEW TO WASSOU CONNECTOR PLAN VIEW

DRAWING SCALE
22" x 34" : 1" = 20'
11" x 17" : 1" = 40'



LAKEVIEW TO WASSOU CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 20' VERTICAL: 1" = 20'

- NOTES:
- REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

PRELIMINARY
(NOT FOR CONSTRUCTION)

NO.	DATE	MARK	REVISIONS	BY

PRELIMINARY NOT
FOR CONSTRUCTION

CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1150 CORPORATE BOULEVARD - RENO, NEVADA 89502
775-856-1150 MAIN • 775-856-1160 FAX • CFARENO.COM

BOULDER BAY
WASSOU-LAKEVIEW CONNECTOR - AMENDED
PLAN & PROFILE
NEVADA
WASHOE COUNTY

JOB NO. 17042.07
DESIGNED BY CJ
CHECKED BY MKS
DATE 3/29/2021

SHEET
2
OF
4

Boulder Bay Roadway Abandonment and Variance Request

IV/CB CAB Meeting Comment Responses from 3/1/2021

CAB Members Questions/Comments

1. Diane – to ask us to recommend the abandonment requires us to approve quite a bit of land addition to your development. I've never heard of someone asking for an abandonment before determining if there will be a traffic signal/turn lanes/etc. What would happen to all the access if the project as a whole wasn't approved?

The road alignment and abandonment were previously approved by Washoe County in 2009 and the project is approved. The development area will remain the same as what was approved before. The developers need to have continued progress on the project, and the road is the next phase in the project implementation.

2. Kathie – there might be some compensation for the abandoned road? That should be a critical element that should be provided. I'm concerned the county gives away valuable lands to developers. What would involve getting more detail about that payment/assurances about that payment? To the gentleman who is concerned about walkways into the central part of town – I appreciate your pedestrian ways in the resort, but what are the security assurances to residents and the public on Lakeview that there will be access?

Pedestrian access and walkability/bikability is integral to the Boulder Bay project and the approved design. The question of compensation was expressed and Boulder Bay has constructed a park that is not dedicated, but available to the public. A pedestrian stairway has been constructed by Boulder Bay to access the park from Wassou Road benefiting area residents.

3. Denise – by removing the roadway to the highway, how do people evacuate in an emergency?

All of the realigned roadways will be provided with a minimum of a 27-foot wide travel-way (curb face to curb face). This presents a much wider and safer roadway, especially when considering possible evacuation needs.

4. Kathie – who will you be consulting with? As CAB evaluates these things, there seems to be a tendency to come to the CAB before other agencies—it seems it should be reversed to me. Is that not possible?

Chris Bronczyk identified that he will send out a list of agencies that are required for review. There have been past meetings with the owner. The order of consulting is not usual; when this goes to Planning Commission, all of the items raised during the CAB will be available to be considered. An Advisory Board member provides a valuable role in providing initial comments, and we appreciate these comments and questions. These comments help make the project better in the long run.

The road realignment and abandonment were previously reviewed with the CAB and all other required agencies, including the Fire department and sheriff's office. In addition, during review and approval of the site plan by TRPA, a full EIS was conducted as well as a significant number of public meetings.

5. Diane – from our perspective, we want Crystal Bay to be protected, especially those residents up on Lakeview etc. to be in a safe condition. We are not fire experts/evacuation experts. I don't know what will be decided tonight, but we would like to know what the fire department thinks and what planning thinks about this project so we actually know what we are being asked to recommend on. We can see the prelim design you gave us, but there is so much we do not know about.

We agree that CB should be protected, and the design to improve the width and slope of the roads along with the design to separate vehicles and people is important in accomplishing that. With respect to emergency access, all of the realigned roadways will be provided with a minimum of a 27-foot side travelway (curb face to curb face). This presents a much wider and safer roadway, especially when considering possible evacuation needs. Additionally, all of the steep downhill stop conditions will be removed with the realignment.

Public Comment:

1. Kristina Hill – planner in Lake Tahoe, worked at TRPA, planning consultant, has been following development of Boulder Bay for years, represented Cal Neva. Taking away Reservoir Road is a huge inconvenience for residents in that area. Maps in that abandonment don't show anything north, so where are these people going to go? How will they access SR 28? I think it is premature to evaluate this. They are putting the carriage before the horse.

Roadways will be realigned with a connection to SR 28 prior at Stateline Road. The roadways were previously approved for realignment and abandonment by Washoe County and the project is approved. This application is an update of a prior application, review and approval.

2. Mark Alexander – too short of notice, shame on us for allowing two days to go through a package this large. Where did Wellness Way go? We had months of discussion and meetings to plan this and agreed to this, why did that get thrown out? Is Stateline in NV or CA? I didn't realize it's in NV. I carry CCW—if I carry, I'll be in violation of California state law. Who is responsible for maintenance of Stateline during the winter? CA does not do the level of road maintenance that NV does during the winter. We were told the crosswalk at 28 was going to go away. If we were trying to get off the mountain in an emergency, how are we going to get out of here? My property is 400ft behind Stateline, there was a fire already—this new plan gives us no escape. How can we get a copy of the presentation that was given? We have 150 homes in CB right now and there is only one other CB resident that is on this call that got the notice in time to be here.

The conceptual plan that was included in the graphics in the initial application and carried on to the CAB hearing was one of several conceptual layouts that our internal team had been playing around with to explore scenarios post-COVID. The TRPA approved plan continues to exist for the site. Any substantial change to that approved plan would include a new review process.

Stateline is in Nevada. As such, a NV CCW should be in compliance along this road. Washoe County maintains the public roads in Crystal Bay.

Wellness way was removed because the applicant believes that it creates risk for the Crystal Bay local residents in case of an evacuation. Narrow interior neighborhood roads (one car width only) will become gridlocked during an evacuation event if non-residents are able to wind into those roads from many directions.

3. Pete Todoroff – I was on the CAB before as well. This Boulder Bay project was approved 9 years ago; this is all completely new. I have no idea what is going on; to me, this is the cart before the horse. They need to talk to the fire department and police before us. This should not be on the agenda.

The approved plan and site area associated with that plan is the same as it was in the 2011 approval by TRPA. Any substantial change to that approved plan would include a new review process. The applicant has met with the fire department and they have provided a comments letter on the review of the application request of a roadway abandonment and variance request.

4. Ellie Waller – I've lived in Tahoe for 20 years, helping out on Tahoe projects. I think we should go back to having an applicant meeting like in the past where the road people/fire department were present. Questions got answered and public participated. Notification needs to happen way sooner. We need to know the details – are heights going to change? All of that was determined in the older project. Boulder Bay failed to complete a water quality improvement as of 9 years ago. Specificity is necessary. How many buildings, height, number of units to determine occupancy and parking requirements, new traffic analysis based on new design. Show old design v new design in presentation materials so the public and agencies know what has changed.

The approved plan and site area associated with that plan is the same as it was in the 2011 approval by TRPA. Any substantial change to that approved plan would include a new review process. Two significant water quality projects have already been constructed.

5. John Bosche – The applicant is not ready to have an abandonment at this time. This is premature.

The roadways were previously approved for realignment and abandonment and the project is approved. This application is an update of a prior application, review and approval.

6. Susan Sanders – Crystal Bay resident on Cal Neva side of 28. Carts and horses, buildings and roads. We have two different issues. Right now, all of those roads converge into an old parking lot that right now is just being used for construction storage. If I lived uphill, I would appreciate that they are looking to widen the roads and looking for a safer grade coming down the hill. All of that safety is separate from the permitting issues of the Boulder Bay development—that’s another fight to make. The safety of the grade and the proper drainage is at hand right now. As far as reducing auto traffic around the lake, I see the buses and trolleys in the summer with a trailer behind them for bikes. I would like to see a plan where there is a space where the buses can drop people off and pick up/overflow parking for some of those tourists. I would like to see a Master Plan for all these roads. Let’s deal with road and grade issues and then worry about Boulder Bay development as a whole. The fire department is on that road right behind the post office. We have to figure out traffic flow in anticipation of any development regardless.

The Boulder Bay project encourages walkability on the site and supports use of public transit through the mixed-use design, bus pull outs, etc... Moving cars away from people is also an important improvement for walkability.

7. Ryan Wexler – Kings Beach. Just found out about this yesterday, way too short of a notice to vet this through the public. In terms of abandonment, granting a special allowance of this nature where we are piece meal developing and giving them this approval, it should only be considered for a long and perfect developer in the area. This developer is not. If this was important to the developer, they would be present on this meeting.

The applicant cannot speak to any questions relating to notices the were sent by Washoe County. The road abandonment is not a new or piecemeal development. The roadways were previously approved for realignment and abandonment and the project is approved. This application is a restoration of a prior application approval.

8. Doug Flaherty – as a former Fire Marshal of the City of SLO and City of Orange, I have reviewed many major project plans in SoCal including the Irvine Company projects. I would never approve an abandonment request of this type without knowing the details scope of the project itself.

The roadways were previously approved for realignment and abandonment in 2009 and the project is approved. The TRPA approved project from 2011 went through an EIS and full review and vetting relative to density, traffic, etc. That project is still approved and the roadway realignment and abandonment application updates that approval so that construction of the improved roads can begin, which is the next phase in the project implementation.

9. Liz Penniman – Will you please tell the developers that they are starting off on the wrong foot. This community is now resistant to their project. The developers need to work with us.

The roadways were previously approved for realignment and abandonment by Washoe County and the project is approved.

The development team apologizes for placing a different conceptual site plan into the application/CAB and the confusion it created. There were many iterations of possible conceptual updates post covid that have been discussed and conceptualized by the

property owner and design team and we inadvertently utilized one of those conceptual drawings. It has been updated. The TRPA approved plan continues to exist for the site. Any substantial change to that approved plan would include a new review process.

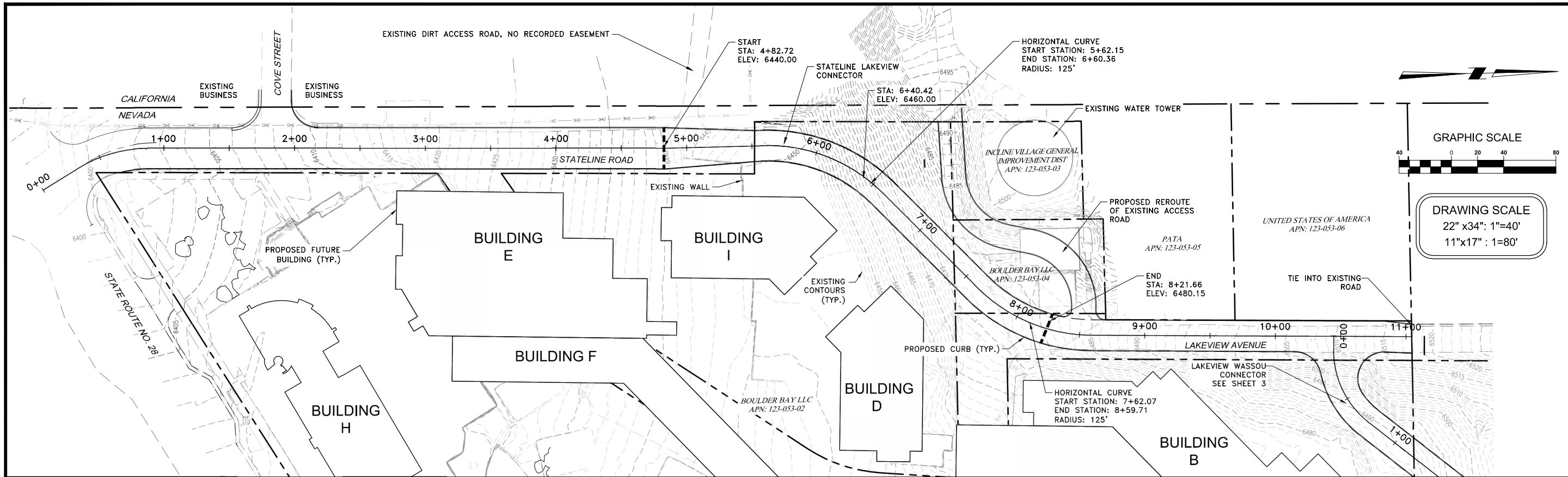
10. Leah Kaufman – I have been a land planner for a few years longer than Kristina Hill and longest standing member of North Tahoe Design Review Committee. I echo the comments that have been made. The presentation by the applicant is incomplete as to the project, the area is very congested with tourists going to the look out as it must be advertised in every tour book. It is imperative to have safe crossing across HWY 28. I am living in Brockway and have to use the cross walk and light signal every day to cross so am not sure about what is happening there.

The roadways were previously approved for realignment and abandonment in 2009 and the project is approved. The TRPA approved project from 2011 went through an EIS and full review and vetting relative to density, traffic, etc.

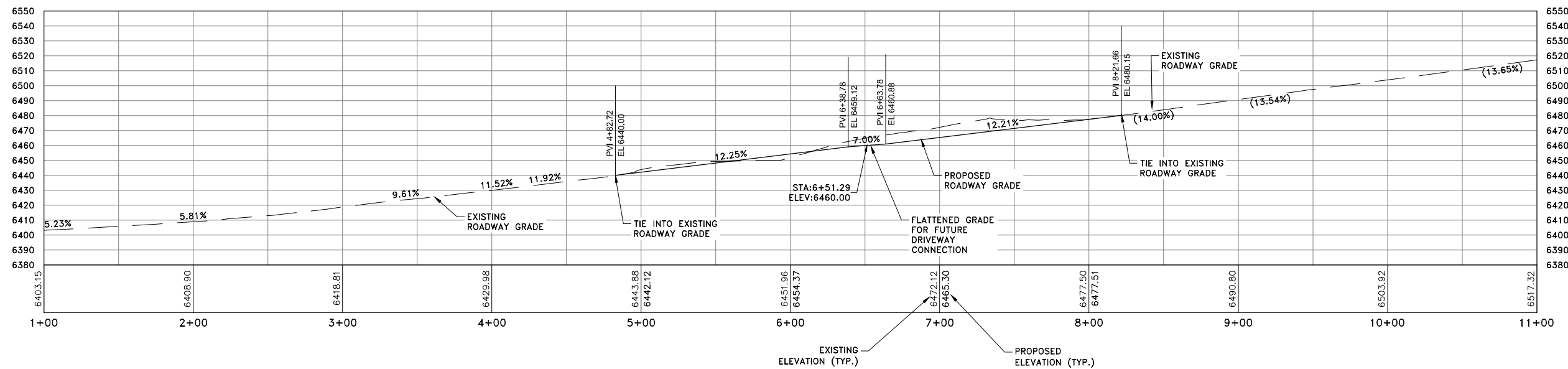
Access to the lookout will not be impeded. The Stateline Road to Lakeview Avenue connection will improve the slope and eliminate all of the steep downhill stopping conditions on the associated roads in access to and from the trailhead. Intersection improvements are supported by the applicant, in consultation with NDOT and other agencies, including cross walks and traffic light, roundabout or other intersection and pedestrian improvements at the Stateline Road SR 28 intersection.

11. Kristine Mitchell – this was not the same project that was approved previously.

The conceptual plan that was included in the graphics in the initial application and carried on to the CAB hearing was one of several conceptual layouts that our internal team had been playing around with to explore scenarios post COVID. The TRPA approved plan continues to exist for the site. Any substantial change to that approved plan would include a new review process.



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

NOTES:
1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

ALTERNATIVE I - FOR DISCUSSION PURPOSES ONLY - REQUESTED BY WASHOE COUNTY
PRIOR SUBMITTAL, INCORPORATES A DRIVEWAY LANDING

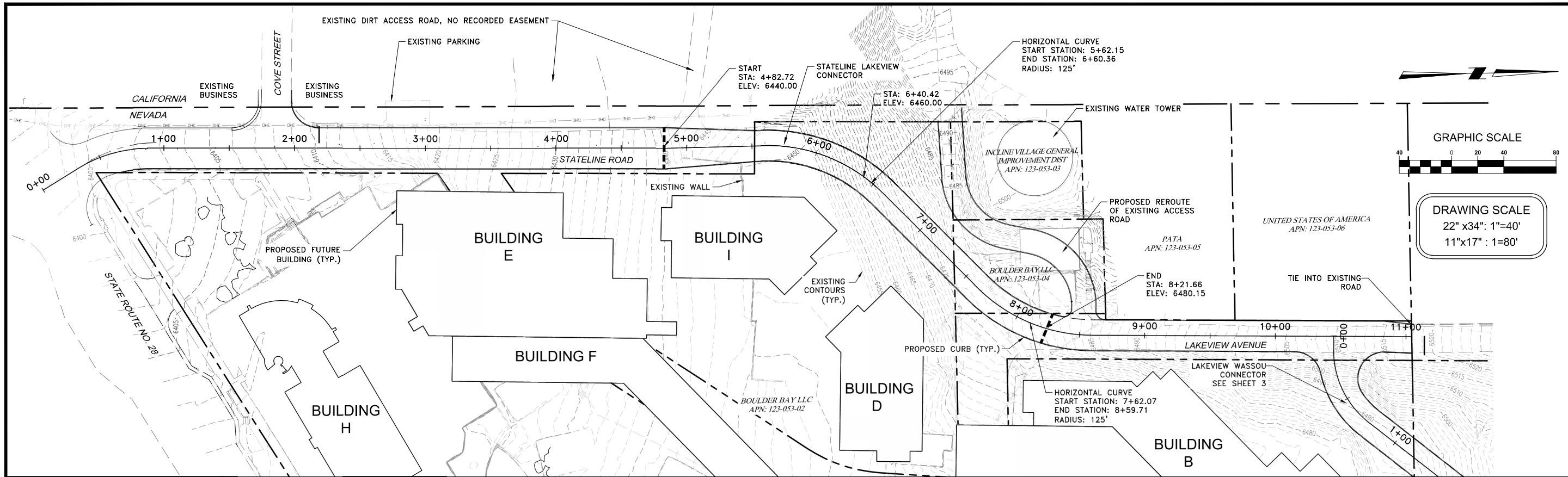
**PRELIMINARY
(NOT FOR CONSTRUCTION)**

**WAB21-0002 & WPVAR21-0001
EXHIBIT Q**

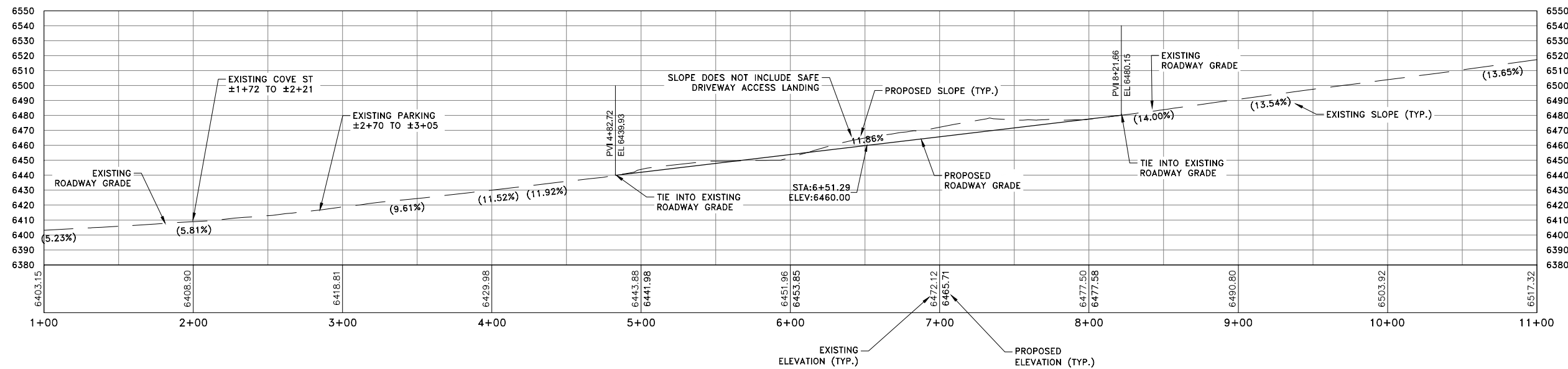
BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
BOULDER BAY ALTERNATIVE 1 LAKEVIEW-STATELINE CONNECTOR- AMENDED PLAN & PROFILE	
NEVADA	
WASHOE COUNTY	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	4/9/2021
SHEET	1
4	

WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

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LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

NOTES:

- 1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

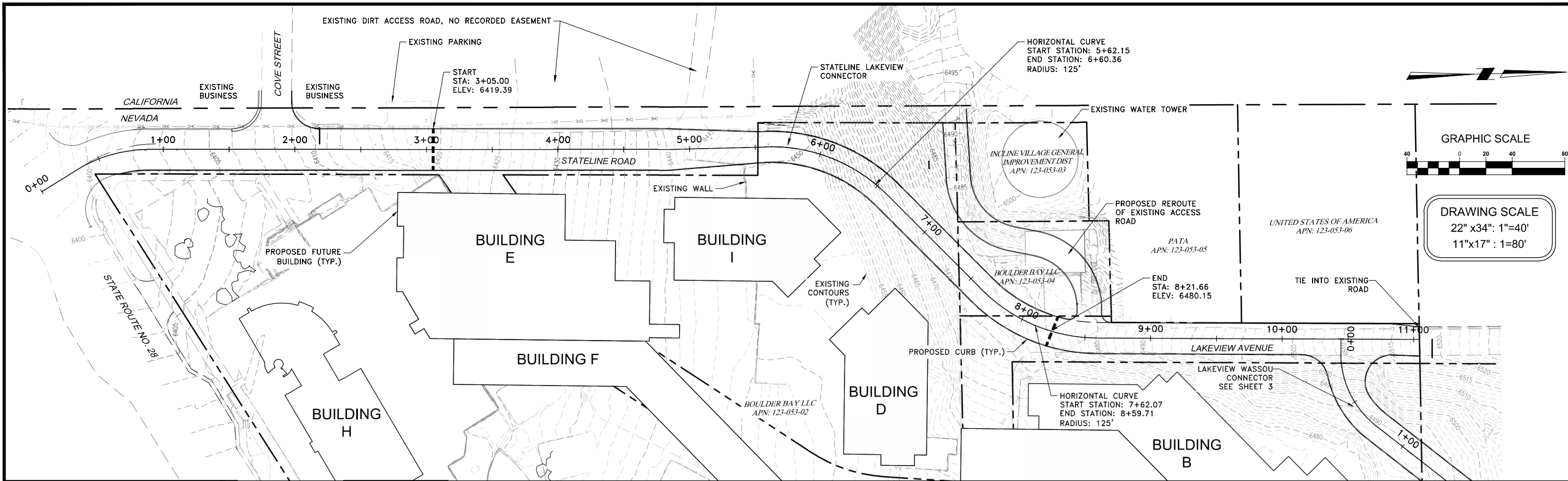
ALTERNATIVE II - FOR DISCUSSION PURPOSES ONLY - REQUESTED BY WASHOE COUNTY

ENDS NEW ROADWAY IMPROVEMENTS FURTHER SOUTH

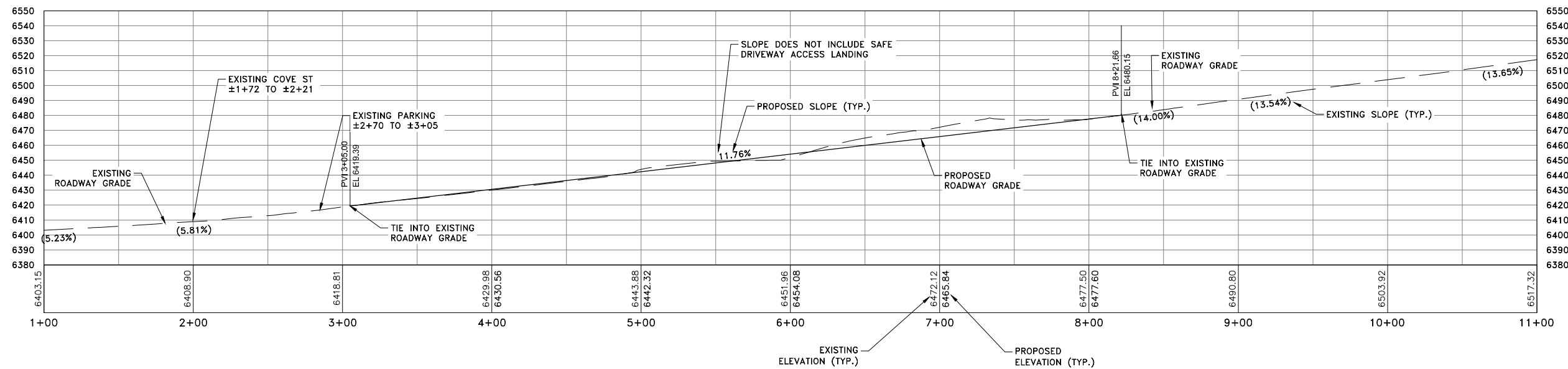
**PRELIMINARY
(NOT FOR CONSTRUCTION)**

**WAB21-0002 & WPVAR21-0001
EXHIBIT Q**

BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
BOULDER BAY ALTERNATIVE 2 LAKEVIEW-STATELINE CONNECTOR - AMENDED PLAN & PROFILE	
NEVADA	
WASHOE COUNTY	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	4/9/2021
SHEET	2
OF	4



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

- NOTES:
- 1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

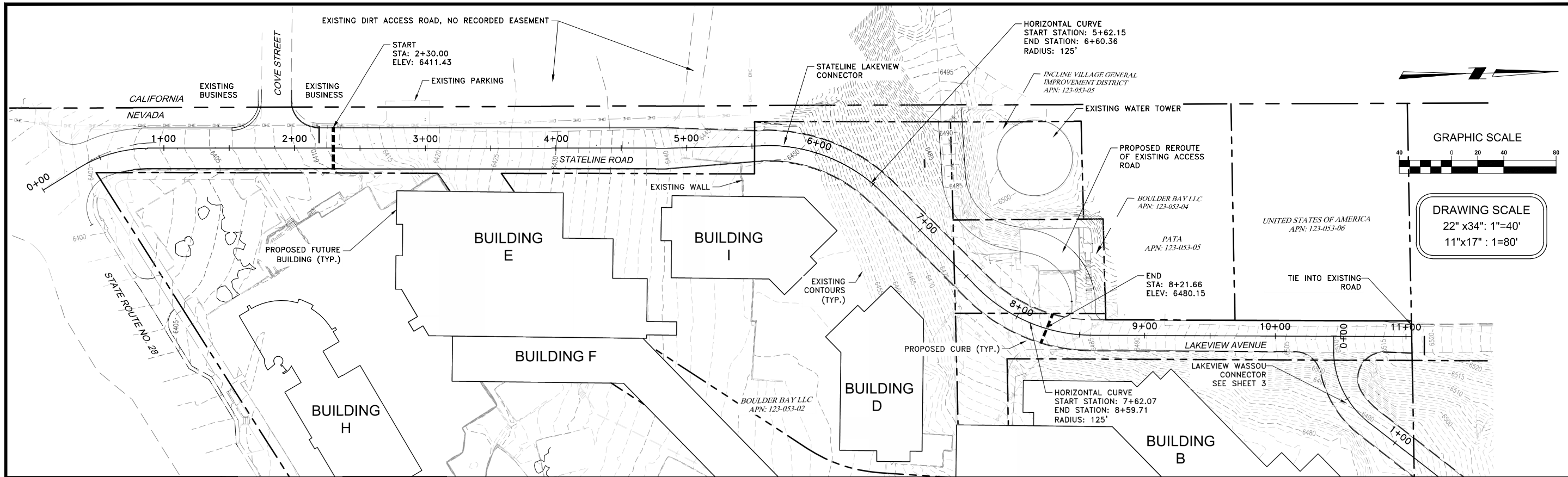
ALTERNATIVE III - FOR DISCUSSION PURPOSES ONLY - REQUESTED BY WASHOE COUNTY

ROADWAY IMPROVEMENTS AS SHOWN IN THIS ALTERNATIVE EXTEND ±178 FEET SOUTH ALONG STATELINE ROAD AS COMPARED TO THE INITIAL SUBMITTED PROFILE WITH THE ABANDONMENT APPLICATION. BEGINS TO IMPACT COMMERCIAL PROPERTIES AT COVE STREET INTERSECTION.

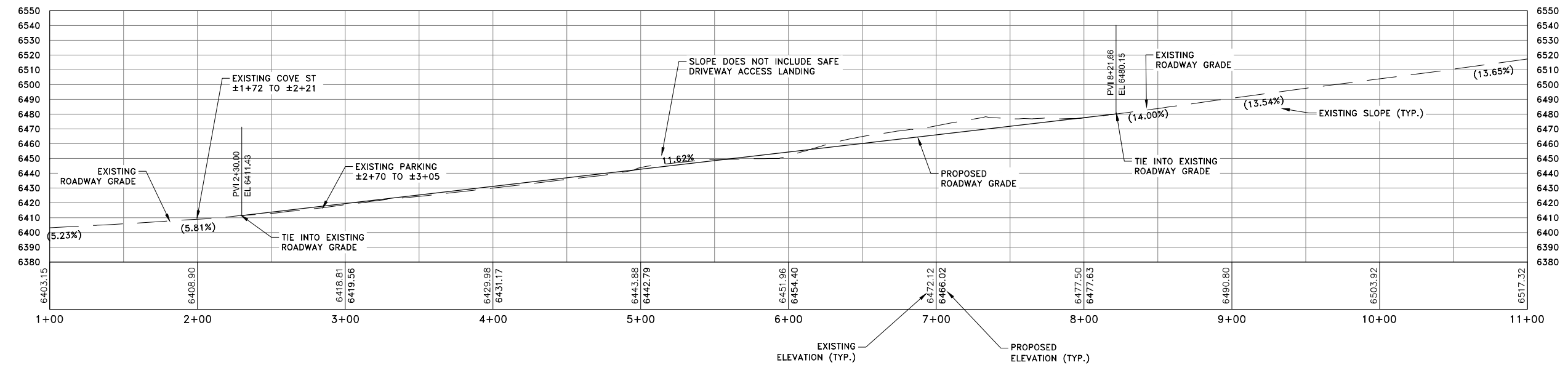
**PRELIMINARY
(NOT FOR CONSTRUCTION)**

**WAB21-0002 & WPVAR21-0001
EXHIBIT Q**

BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
<p>CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 FAX - 775-856-1160 FAX - CFARENDO.COM</p> 	
<p>BOULDER BAY ALTERNATIVE 3 LAKEVIEW-STATELINE CONNECTOR- AMENDED PLAN & PROFILE</p>	
NEVADA WASHOE COUNTY	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	4/9/2021
SHEET	3
OF	4



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

NOTES:
1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

ALTERNATIVE IV - FOR DISCUSSION PURPOSES ONLY - REQUESTED BY WASHOE COUNTY

ROADWAY IMPROVEMENTS AS SHOWN IN THIS ALTERNATIVE EXTEND ±253 FEET SOUTH ALONG STATELINE ROAD AS COMPARED TO THE INITIAL SUBMITTED PROFILE WITH THE ABANDONMENT APPLICATION. PRESENTS IMPACT TO PARKING SPACES AND COMMERCIAL USE AT NORTHWEST CORNER OF COVE STREET AND STATELINE.

**PRELIMINARY
(NOT FOR CONSTRUCTION)**

**WAB21-0002 & WPVAR21-0001
EXHIBIT Q**

BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
BOULDER BAY ALTERNATIVE 4 LAKEVIEW-STATELINE CONNECTOR- AMENDED PLAN & PROFILE	
NEVADA WASHOE COUNTY	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	4/9/2021
SHEET	4
OF	4

**Washoe County Citizen Advisory Boards
Project Review and Input Form**

Citizen Advisory Board: IV/CB

Meeting Date (if applicable):

Project Name and Case Number: WPVAR21-001 AND RELATED PROJECT ACTION

Washoe County Planner: CHRIS BRONCZYK

Please address your project comments below:

Compatibility of the project with the surrounding area:

The existing site is a heavily developed resort area and the proposed project appears compatible and consistent. Proposed road slopes are consistent with existing roads.

Traffic impacts and pedestrian safety concerns:

The residential neighborhoods of Crystal Bay should be delineated and errant commercial/resort vehicular traffic should be discouraged from entering via signage, traffic calming, etc.

The previous traffic report projected a reduction in traffic and a similar project today would not likely have adverse impacts.

A pedestrian over/under pass at SR28 would benefit traffic along the main thoroughfare.

Proposed design contributes to and enhances the character of the area:

The existing site is in disrepair and this project will provide long-needed environmental enhancements and business traffic

Environmental impacts:

The project will enhance stormwater and scenic characteristics of the area.

Appropriate signage:

Provide wayfinding signage for vehicles/pedestrians to keep out of neighborhoods

Other issues/concerns:

Suggested recommendations, modifications/alternatives:

I support approval of variances, extension of existing approved variances or other means necessary to allow this existing entitled project to proceed and succeed in much needed revitalization of Crystal Bay.

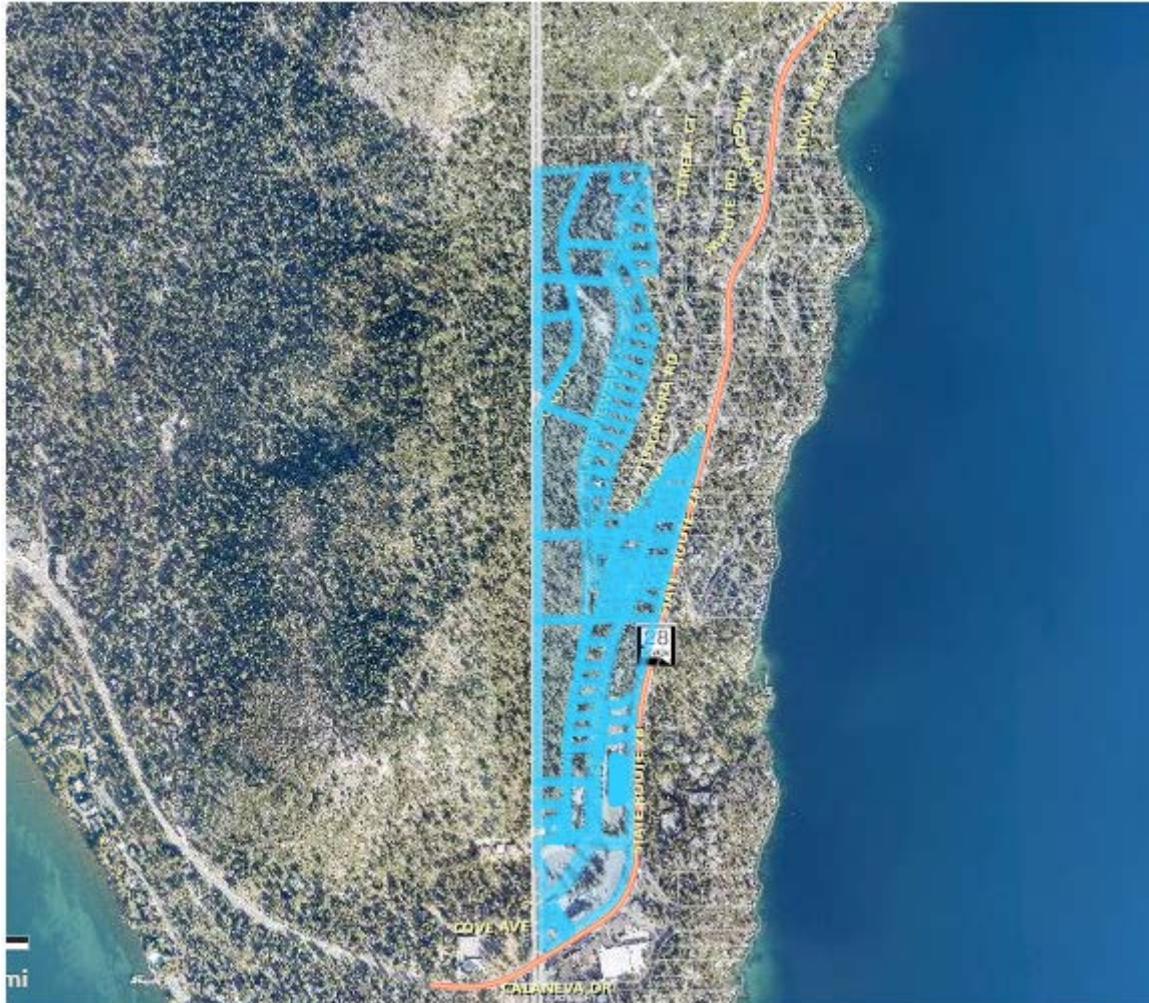
Name Date: Mike Lefrancois 5.12.2021

Signature:

Michael Lefrancois



75 Parcels within 500 Feet



101 Parcels

BOULDER BAY

ROADWAY ABANDONMENT AND VARIANCE REQUEST

PREPARED FOR:

Boulder Bay, LLC

PREPARED BY:



ORIGINAL SUBMITTAL: FEBRUARY 8, 2021

AMENDED: APRIL 8, 2021

PROJECT: 17042.07

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name:			
Project Description:			
Project Address:			
Project Area (acres or square feet):			
Project Location (with point of reference to major cross streets AND area locator):			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name:		Name:	
Address:		Address:	
Zip:		Zip:	
Phone: Fax:		Phone: Fax:	
Email:		Email:	
Cell: Other:		Cell: Other:	
Contact Person:		Contact Person:	
Applicant/Developer:		Other Persons to be Contacted:	
Name:		Name:	
Address:		Address:	
Zip:		Zip:	
Phone: Fax:		Phone: Fax:	
Email:		Email:	
Cell: Other:		Cell: Other:	
Contact Person:		Contact Person:	
For Office Use Only			
Date Received: Initial:		Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

EXHIBIT 1

Boulder Bay Property Owners

<u>Owner</u>	<u>Site Address</u>	<u>APN</u>	<u>Acreage</u>
Boulder Bay	0 Wassou Road	123-071-04	0.64
Boulder Bay	47 Reservoir	123-054-01	1.00
Boulder Bay	101 Lake View Ave	123-053-04	0.18
Boulder Bay	0 Wassou Road	123-053-02	1.42
Boulder Bay	5 State Route 28	123-052-04	3.23
Boulder Bay	5 State Route 28	123-052-02	0.28
Boulder Bay	0 State Route 28	123-052-03	0.28
Big Water Investments, Inc.	1 Big Water Drive	123-291-01	2.77
United States of America - Forest Servi	0 Lake View Ave	123-053-06	1.24

Abandonment Application Supplemental Information

(All required information may be separately attached)

1. What and where is the abandonment that is being requested?

2. On which map or document (please include with application) is the easement or right-of-way first referenced?

3. What is the proposed use for the vacated area?

4. What replacement easements are proposed for any to be abandoned?

5. What factors exist or will be employed to prevent the proposed abandonment from resulting in significant damage or discrimination to other property in the vicinity?

6. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the abandonment request? (If so, please attach a copy.)

* Yes	* No
-------	------

IMPORTANT

NOTICE REGARDING ABANDONMENTS:

To the extent that Washoe County does not own the easements in question, it cannot abandon them. Therefore, an abandonment request is in effect a “quitclaim” by the County of whatever interest it might have in the easements in favor of the owners who applied for the abandonment. For example, if the abandonment is approved by Washoe County and recorded, it will likely affect the allowable building envelope on the property, to the benefit of the applicant. However, even if the abandonment is approved, it should not be construed as an assertion by the County of ownership over the easements in question. To the extent other property owners nearby or other entities might have any ownership interests in these easements, an approved abandonment by the County does not affect those interests and the property owners associated with this abandonment are responsible for utilizing whatever legal mechanisms are necessary to address those interests on their own.

Variance Application Supplemental Information

(All required information may be separately attached)

1. What provisions of the Development Code (e.g. front yard setback, height, etc.) must be waived or varied to permit your request?

You must answer the following questions in detail. Failure to provide complete and accurate information will result in denial of the application.

2. What are the topographic conditions, extraordinary or exceptional circumstances, shape of the property or location of surroundings that are unique to your property and, therefore, prevent you from complying with the Development Code requirements?

3. What steps will be taken to prevent substantial negative impacts (e.g. blocking views, reducing privacy, decreasing pedestrian or traffic safety, etc.) to other properties or uses in the area?

4. How will this variance enhance the scenic or environmental character of the neighborhood (e.g. eliminate encroachment onto slopes or wetlands, provide enclosed parking, eliminate clutter in view of neighbors, etc.)?

5. What enjoyment or use of your property would be denied to you that is common to other properties in your neighborhood?

6. Are there any restrictive covenants, recorded conditions or deed restrictions (CC&Rs) that apply to the area subject to the variance request?

<input type="checkbox"/> Yes	<input type="checkbox"/> No	If yes, please attach a copy.
------------------------------	-----------------------------	-------------------------------

7. How is your current water provided?

8. How is your current sewer provided?

Property Owner Affidavit

Applicant Name: Boulder Bay, LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
)
COUNTY OF WASHOE)

I, Roger A. Wittenberg
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 123-071-04, 123-054-01, 123-053-02 & 123-053-04, 123-052-02, -03, & -04

Printed Name Roger A. Wittenberg

Signed Roger A. Wittenberg

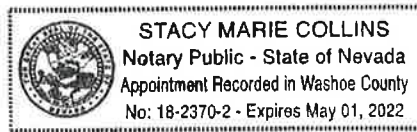
Address 563 Knotty Pine Dr Incline Village
NV 89451

Subscribed and sworn to before me this
5 day of February, 2021

(Notary Stamp)

Washoe County Nevada
Notary Public in and for said county and state

My commission expires: May 01, 2022



*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

Property Owner Affidavit

Applicant Name: Big Water Investments, LLC

The receipt of this application at the time of submittal does not guarantee the application complies with all requirements of the Washoe County Development Code, the Washoe County Master Plan or the applicable area plan, the applicable regulatory zoning, or that the application is deemed complete and will be processed.

STATE OF NEVADA)
COUNTY OF WASHOE)

I, Roger A. Wittenberg
(please print name)

being duly sworn, depose and say that I am the owner* of the property or properties involved in this application as listed below and that the foregoing statements and answers herein contained and the information herewith submitted are in all respects complete, true, and correct to the best of my knowledge and belief. I understand that no assurance or guarantee can be given by members of Planning and Building.

(A separate Affidavit must be provided by each property owner named in the title report.)

Assessor Parcel Number(s): 123-291-01

Printed Name Roger A. Wittenberg

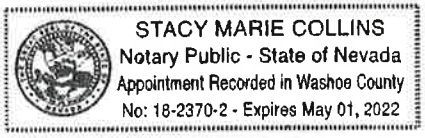
Signed Roger A. Wittenberg

Address 563 Knott & Pine Dr. Incline Village
NV 89451

Subscribed and sworn to before me this
5 day of February, 2021.

(Notary Stamp)

Washoe County Nevada
Notary Public in and for said county and state



My commission expires: May 01, 2022

*Owner refers to the following: (Please mark appropriate box.)

- Owner
- Corporate Officer/Partner (Provide copy of record document indicating authority to sign.)
- Power of Attorney (Provide copy of Power of Attorney.)
- Owner Agent (Provide notarized letter from property owner giving legal authority to agent.)
- Property Agent (Provide copy of record document indicating authority to sign.)
- Letter from Government Agency with Stewardship

RECORDING REQUESTED BY:

US Department of Agriculture
Forest Service

WHEN RECORDED MAIL TO:

USDA-Forest Service
Lake Tahoe Basin Management Unit
Attn: Kim Felton
35 College Drive
South Lake Tahoe, CA 96150

I
I
I

REAL PROPERTY TRANSFER TAXES EXEMPT

(R&T Code 1191 I) I
Declared: DANELLE D, HARRISON I
Acting Forest Supervisor I
By and For: Forest Service (USDA) I

QUIT CLAIM DEED

THIS DEED, made this ____ day of _____ 20 ____ between the United States of America, acting by and through the Forest Service, Department of Agriculture, hereinafter called Grantor, and County of Washoe, State of Nevada, hereinafter called Grantee.

WITNESSETH: The Grantor is authorized to convey certain National Forest System lands by the Adjustment of Land Title Act of July 8, 1943 (57 Stat. 388; P. L. 78-120).

NOW THEREFORE, the Grantor, for and in consideration of the Grantee's conduct of a survey of the boundaries of the property suitable for use by the United States, and relinquishment by the Grantee of all other claims related to the boundary between the resultant properties of the Grantee and the United States, the receipt whereof is hereby duly acknowledged, does hereby remise, release, and quitclaim unto the Grantees, its successors and assigns all its right, title, interest, and claim, in and to the real property situated in the County of Washoe, State of Nevada, described as follows:

See attached Exhibit A1: "Description for "Transfer Parcel"

See attached Exhibit A2: "Description for US Forest Service Resultant Parcel"

See attached Exhibit A3: "Description for Washoe County Resultant Parcel"

See attached Exhibit A4: "Plat to Accompany Description for Boundary Line Adjustment"

EXHIBIT A1

LEGAL DESCRIPTION TRANSFER PARCEL

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South 10°04'16" West, 202.95 feet to the True Point of Beginning, said point being further described as lying on the westerly right-of-way line of Lake View Ave and the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence departing said northerly line South 89°47'22" East, 30.23 feet to a point on the easterly right-of-way of Lake View Ave, being further described as the westerly line of Parcel 1 of Grant Deed Document No. 3548445, recorded June 27, 2007, Official Records of Washoe County, Nevada;

Thence along said easterly line South 1°30'26" West, 310.00 feet to a point on the northerly right-of-way of Reservoir Road, being further described as the southwest corner of Parcel 1 of Grant Deed Document No. 3548445;

Thence along the northerly line of Reservoir Road South 89°47'22" East, 140.00 feet to a point on the westerly right-of-way of Wassou Road, being further described as the southeast corner of Parcel 1 of Deed Document No. 3548445;

Thence along the westerly line of Wassou Road North 1°30'26" East, 310.00 feet to a point on the southerly terminus of Wassou Road, a varying width Washoe County public right-of-way;

Thence along said southerly terminus South 89°47'22" East 40.01 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Condominium Tract Map No. 5287, recorded October 5, 2018, as Filing No. 4856410, Official Records of Washoe County, Nevada;

Thence along said westerly line South 1°30'26" West, 348.41 feet to a point on the southerly right-of-way of Reservoir Road, being further described as the southwest corner of Common Area Parcel of Condominium Tract Map No. 5287;

Thence along the southerly line of Reservoir Road North 89°12'30" West, 88.48 feet;

Thence South 5°02'28" West, 0.65 feet;

Thence South 89°50'28" West, 126.14 feet to a point on the westerly right-of-way of Lake View Ave, being further described as the southeast corner of Grant Deed Document No. 335917, recorded April 24, 1961, Official Records of Washoe County, Nevada;

Thence along said easterly line North 1°22'28" East, 115.00 feet to the northeast corner of Document No. 335917;

Thence along the easterly line North 89°50'28" East, 4.68 feet to the southeast corner of Grant Deed Document No. 3331522, recorded January 3, 2006 Official Records of Washoe County, Nevada.

Thence along the easterly line of Document No. 3331522 North 1°30'26" East, 233.94 feet to the POINT OF BEGINNING, containing 30,344 square feet of land, more or less.

Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

EXHIBIT A2

LEGAL DESCRIPTION USFS RESULTANT PARCEL

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at a 5/8" rebar marking the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South 10°04'16" West, 202.95 feet to a point on the westerly right-of-way line of Lakeview Ave and the true POINT OF BEGINNING, said point being further described as the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence along said westerly right-of-way line South 1°30'26" West, 135.00 feet to a point on the southerly line, being further described as the northeast corner of Deed Document No.3331522, recorded January 3, 2006, Official Records, Washoe County, Nevada;

Thence along the northerly line of Document No. 3331522 to its northwest corner, North 89°47'22" West, 165.53 feet. Said point being further described as lying on the Nevada/California state line. A 1-1/2" iron pipe and cap designated "LS 2206 1992" was found S80°43'14"E, 0.46 feet from this position;

Thence along said state line, North 1°03'52" East, 134.98 feet to the southwest corner of Deed Document No. 1138513, recorded February 9, 1987, Official Records, Washoe County, Nevada;

Thence departing said state line along the southerly line of Document No. 1138513, South 89°47'22" East, 166.57 feet to the POINT OF BEGINNING, containing 22,411 square feet of land, more or less.

Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

EXHIBIT A3

**LEGAL DESCRIPTION
WASHOE COUNTY RESULTANT PARCEL**

All that certain real parcel of land, situate within a portion of the Southwest one-quarter (SW 1/4) of Section Nineteen (19), Township Sixteen (16) North, Range Eighteen(18) East, M.D.M., lying within the County of Washoe, State of Nevada, more particularly described as follows:

COMMENCING at the southwest corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada; thence South 10°04'16" West, 202.95 feet to the True Point of Beginning, said point being further described as lying on the westerly right-of-way line of Lake View Ave and the northerly line of Grant Deed Document No. 1217858, recorded January 8, 1989, Official Records, Washoe County, Nevada;

Thence departing said northerly line South 89°47'22" East, 30.23 feet to a point on the easterly right-of-way of Lake View Ave, being further described as the westerly line of Parcel 1 of Grant Deed Document No. 3548445, recorded June 27, 2007, Official Records of Washoe County, Nevada;

Thence along said easterly line South 1°30'26" West, 310.00 feet to a point on the northerly right-of-way of Reservoir Road, being further described as the southwest corner of Parcel 1 of Grant Deed Document No. 3548445;

Thence along the northerly line of Reservoir Road South 89°47'22" East, 140.00 feet to a point on the westerly right-of-way of Wassou Road, being further described as the southeast corner of Parcel 1 of Deed Document No.3548445;

Thence along the westerly line of Wassou Road North 1°30'26" East, 460.51 feet;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 1°11'15", a distance of 49.60 feet to the southeast corner of Grant Deed Document No. 2665643, recorded March 19, 2002, Official Records of Washoe County, Nevada;

Thence continuing along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 2°23'40", a distance of 100.00 feet to the southeast corner of Grant Deed Document No. 1437957, recorded November 1, 1990, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 2°24'10", a distance of 100.35 feet to the southeast corner of Grant Deed Document No. 1444645, recorded December 3, 1990, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of 2°24'48", a distance of 100.79 feet to the southeast corner of Grant Deed Document No. 4431465, recorded February 2, 2015, Official Records of Washoe County, Nevada;

Thence along said westerly line along the arc of a tangent curve to the right, having a radius of 2392.94 feet, through the central angle of $2^{\circ}25'44''$, a distance of 101.45 feet to the southeast corner of Grant

Nevada;

distance of 157.59 feet to the northeast corner of Deed Document No. 1135131;

Thence along the prolongation of the northerly line South $89^{\circ}33'34''$ East, 5.66 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Parcel 4 of Record of Survey Map No. 4509, recorded December 21, 2004, as Filing No. 3146107, Official Records of Washoe County, Nevada;

Thence along said easterly line South $15^{\circ}13'26''$ West, 289.76 feet;

Thence continuing along said easterly line along the arc of a tangent curve to the left, having a radius of 2352.94 feet, through the central angle of $13^{\circ}43'00''$, a distance of 563.30 feet to a point on the easterly right-of-way of Wassou Road, being further described as the westerly line of Condominium Tract Map No. 5287, recorded October 5, 2018, as Filing No. 4856410, Official Records of Washoe County, Nevada;

Thence along said westerly line South $1^{\circ}30'26''$ West, 498.06 feet to a point on the southerly right-of-way of Reservoir Road, being further described as the southwest corner of Common Area Parcel of Condominium Tract Map No. 5287;

Thence along the southerly line of Reservoir Road North $89^{\circ}12'30''$ West, 88.48 feet;

Thence South $5^{\circ}02'28''$ West, 0.65 feet;

Thence South $89^{\circ}50'28''$ West, 126.14 feet to a point on the westerly right-of-way of Lake View Ave, being further described as the southeast corner of Grant Deed Document No. 335917, recorded April 24, 1961, Official Records of Washoe County, Nevada;

Thence along said easterly line North $1^{\circ}22'28''$ East, 115.00 feet to the northeast corner of Document No. 335917;

Thence along the easterly line North 89°50'28" East, 4.68 feet to the southeast corner of Grant Deed Document No. 3331522, recorded January 3, 2006 Official Records of Washoe County, Nevada.

Thence along the easterly line of Document No. 3331522 North 1°30'26" East, 233.94 feet to the POINT OF BEGINNING, containing 68,897 square feet of land, more or less.

Kevin L. German, PLS 20461
CFA Inc.
1150 Corporate Blvd.
Reno, NV 89502

OWNER'S CERTIFICATE:

THE UNDERSIGNED OWNER OF THE AFFECTED PARCELS AS SHOWN ON THIS MAP DOES HEREBY STATE:

- 1. WE HAVE EXAMINED THIS PLAT AND APPROVE AND AUTHORIZE ITS RECORDATION.
2. WE AGREE TO EXECUTE THE REQUIRED DOCUMENTS CREATING ANY EASEMENT WHICH IS SHOWN HEREON.
3. WE AGREE TO EXECUTE THE REQUIRED DOCUMENTS ABANDONING ANY EXISTING EASEMENT PURSUANT TO THE PROVISIONS OF N.R.S. 278.010 TO 278.630, INCLUSIVE AS REQUIRED BY NRS 378.5693.
4. ALL PROPERTY TAXES ON THE LAND FOR THE FISCAL YEAR HAVE BEEN PAID.
5. ANY LENDER WITH AN IMPOUND ACCOUNT FOR THE PAYMENT OF TAXES HAS BEEN NOTIFIED OF THE ADJUSTMENT OF THE BOUNDARY LINE OR THE TRANSFER OF THE LAND.
6. THE PROPERTY OWNERS HEREBY ACCEPT ANY DRAINAGE ONTO THEIR PROPERTY RESULTING FROM THIS BOUNDARY LINE ADJUSTMENT.

USDA FOREST SERVICE
LAKE TAHOE BASIN MANAGEMENT UNIT

SIGNATURE _____ PRINT NAME/TITLE _____ DATE _____

WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT

SIGNATURE _____ PRINT NAME/TITLE _____ DATE _____

OWNER ACKNOWLEDGEMENTS

STATE OF _____ }
COUNTY OF _____ } S.S.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20____ BY _____ OF USDA FOREST SERVICE, LAKE TAHOE BASIN MANAGEMENT UNIT.

NOTARY PUBLIC _____

MY COMMISSION EXPIRES _____

OWNER ACKNOWLEDGEMENTS

STATE OF _____ }
COUNTY OF _____ } S.S.

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20____ BY _____ OF WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.

NOTARY PUBLIC _____

MY COMMISSION EXPIRES _____

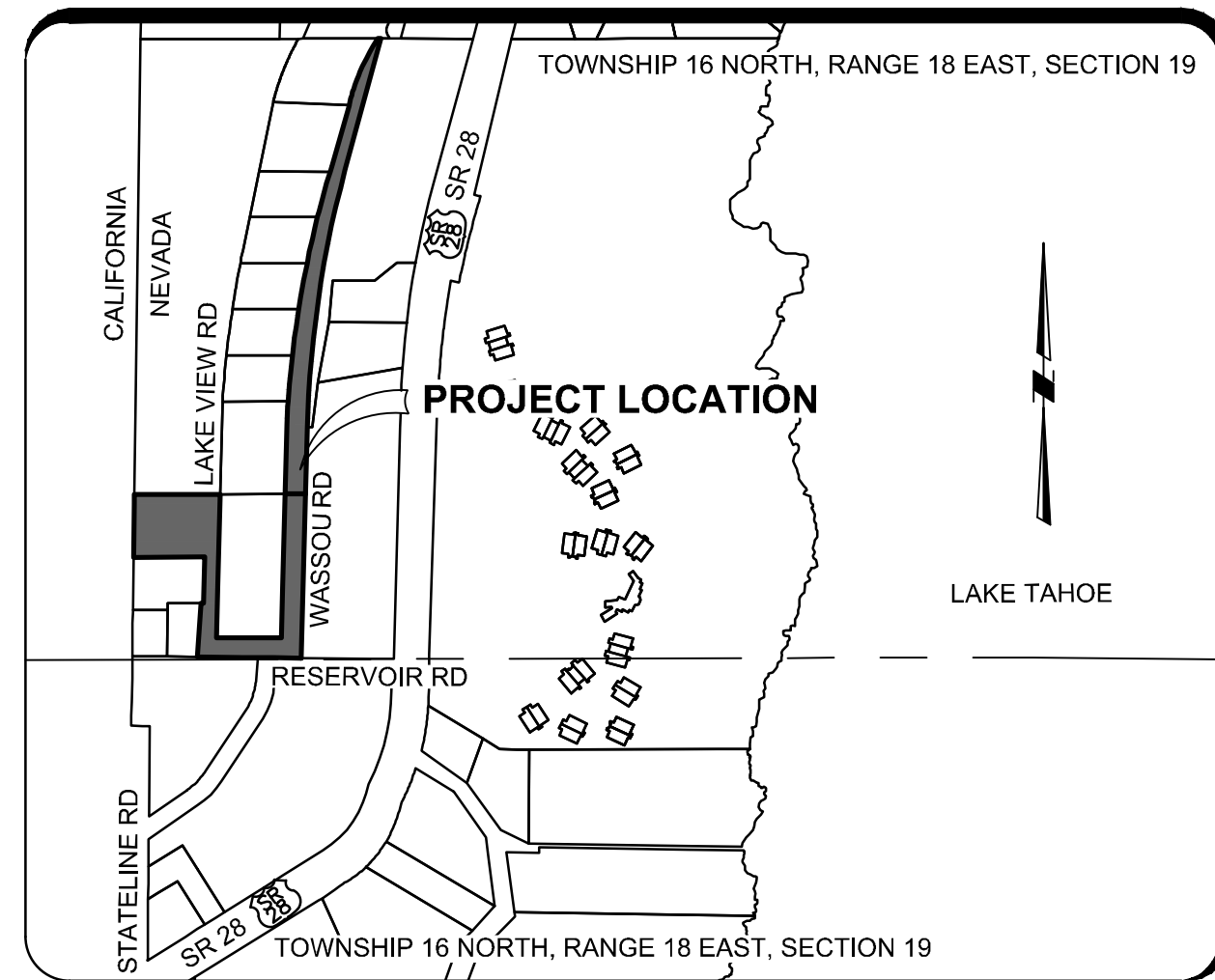
SURVEYOR'S CERTIFICATE

I, KEVIN L. GERMAN, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA HEREBY CERTIFY THAT:

- 1. THIS PLAT REPRESENTS THE RESULTS OF A FIELD SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION AT THE INSTANCE OF THE USDA FOREST SERVICE, LAKE TAHOE BASIN MANAGEMENT AND WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT.
2. THE LANDS SURVEYED LIE WITHIN A PORTION OF THE SOUTHEAST 1/4 OF SECTION 19, TOWNSHIP 16 NORTH, RANGE 18 EAST, M.D.M., WASHOE COUNTY, NEVADA, AND THE SURVEY WAS COMPLETED IN AUGUST 2019.
3. THIS PLAT COMPLIES WITH THE APPLICABLE STATE STATUTES AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE SURVEY WAS COMPLETED, AND THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH CHAPTER 625 OF THE NEVADA ADMINISTRATIVE CODE.
4. THE MONUMENTS DEPICTED ON THIS PLAT ARE OF THE CHARACTER SHOWN, OCCUPY THE POSITIONS INDICATED AND ARE OF SUFFICIENT NUMBER AND DURABILITY.
5. I HAVE PERFORMED A FIELD SURVEY SUFFICIENT TO LOCATE AND IDENTIFY PROPERLY THE PROPOSED BOUNDARY LINE ADJUSTMENT.
6. ALL CORNERS AND ANGLE POINTS OF THE ADJUSTED BOUNDARY LINE HAVE BEEN DEFINED BY MONUMENTS OR WILL BE OTHERWISE DEFINED ON A DOCUMENT OF RECORD AS REQUIRED BY NRS 625.340.
7. THIS MAP IS NOT IN CONFLICT WITH THE PROVISIONS OF NRS 278.010 TO 278.630, INCLUSIVE.



KEVIN L. GERMAN, PLS 20461



VICINITY MAP
NOT TO SCALE

TITLE COMPANY CERTIFICATE APN: 123-053-06

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT HAS BEEN EXAMINED AND THAT USDA FOREST SERVICE, LAKE TAHOE MANAGEMENT UNIT, OWNS OF RECORD AN INTEREST IN THE LANDS DELINEATED HEREON, AND THAT THEY ARE THE ONLY OWNERS OF RECORD OF SAID LAND; THAT NO ONE HOLDS OF RECORD A SECURITY INTEREST IN THE LAND TO BE DIVIDED; EXCEPT PER DEED OF TRUST AND THAT THERE ARE NO LIENS OF RECORD AGAINST THE LANDS DELINEATED HEREON FOR DELINQUENT STATE, COUNTY, MUNICIPAL FEDERAL OR LOCAL TAXES OR ASSESSMENTS COLLECTED AS TAXES OR SPECIAL ASSESSMENTS, AS OF _____, 2020.

FIRST CENTENNIAL TITLE COMPANY OF NEVADA

ORDER NO. 238608-RT

SIGNATURE _____ PRINT NAME/TITLE _____ DATE _____

TITLE COMPANY CERTIFICATE APN: UNAVAILABLE (FORMER WC 123-071-31)

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT HAS BEEN EXAMINED AND THAT WASHOE COUNTY COMMUNITY SERVICES DEPARTMENT, OWNS OF RECORD AN INTEREST IN THE LANDS DELINEATED HEREON, AND THAT THEY ARE THE ONLY OWNERS OF RECORD OF SAID LAND; THAT NO ONE HOLDS OF RECORD A SECURITY INTEREST IN THE LAND TO BE DIVIDED; EXCEPT PER DEED OF TRUST AND THAT THERE ARE NO LIENS OF RECORD AGAINST THE LANDS DELINEATED HEREON FOR DELINQUENT STATE, COUNTY, MUNICIPAL FEDERAL OR LOCAL TAXES OR ASSESSMENTS COLLECTED AS TAXES OR SPECIAL ASSESSMENTS, AS OF _____, 2020.

FIRST CENTENNIAL TITLE COMPANY OF NEVADA

ORDER NO. 249115-RT

SIGNATURE _____ PRINT NAME/TITLE _____ DATE _____

DISTRICT BOARD OF HEALTH CERTIFICATE

THIS MAP IS APPROVED BY THE WASHOE COUNTY DISTRICT BOARD OF HEALTH. THIS APPROVAL CONCERNS SEWAGE DISPOSAL, WATER POLLUTION, WATER QUALITY, AND WATER SUPPLY FACILITIES. THIS MAP HAS BEEN FOUND TO MEET ALL APPLICABLE REQUIREMENTS AND PROVISIONS OF THE ENVIRONMENTAL HEALTH SERVICES DIVISION OF THE WASHOE COUNTY HEALTH DISTRICT.

FOR THE DISTRICT BOARD OF HEALTH _____ PRINT NAME/TITLE _____ DATE _____

TAXATION CERTIFICATE APN: 123-053-06 AND APN: UNAVAILABLE (FORMER WC 123-071-31)

THE UNDERSIGNED HEREBY CERTIFIES THAT ALL THE PROPERTY TAXES ON THE LAND FOR THE FISCAL YEAR HAVE BEEN PAID AND THAT THE FULL AMOUNT OF ANY DEFERRED PROPERTY TAXES FOR THE CONVERSION OF THE PROPERTY FROM AGRICULTURE USE HAS BEEN PAID PURSUANT TO NRS 361A.265.

WASHOE COUNTY TREASURER

SIGNATURE _____ PRINT NAME/TITLE _____ DATE _____

GOVERNING AGENCY CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS MAP HAS BEEN REVIEWED AND APPROVED BY WASHOE COUNTY.

WAYNE HANDROCK, PLS 20464
WASHOE COUNTY SURVEYOR

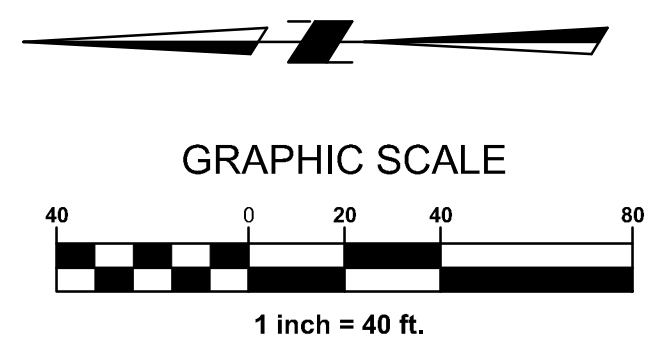
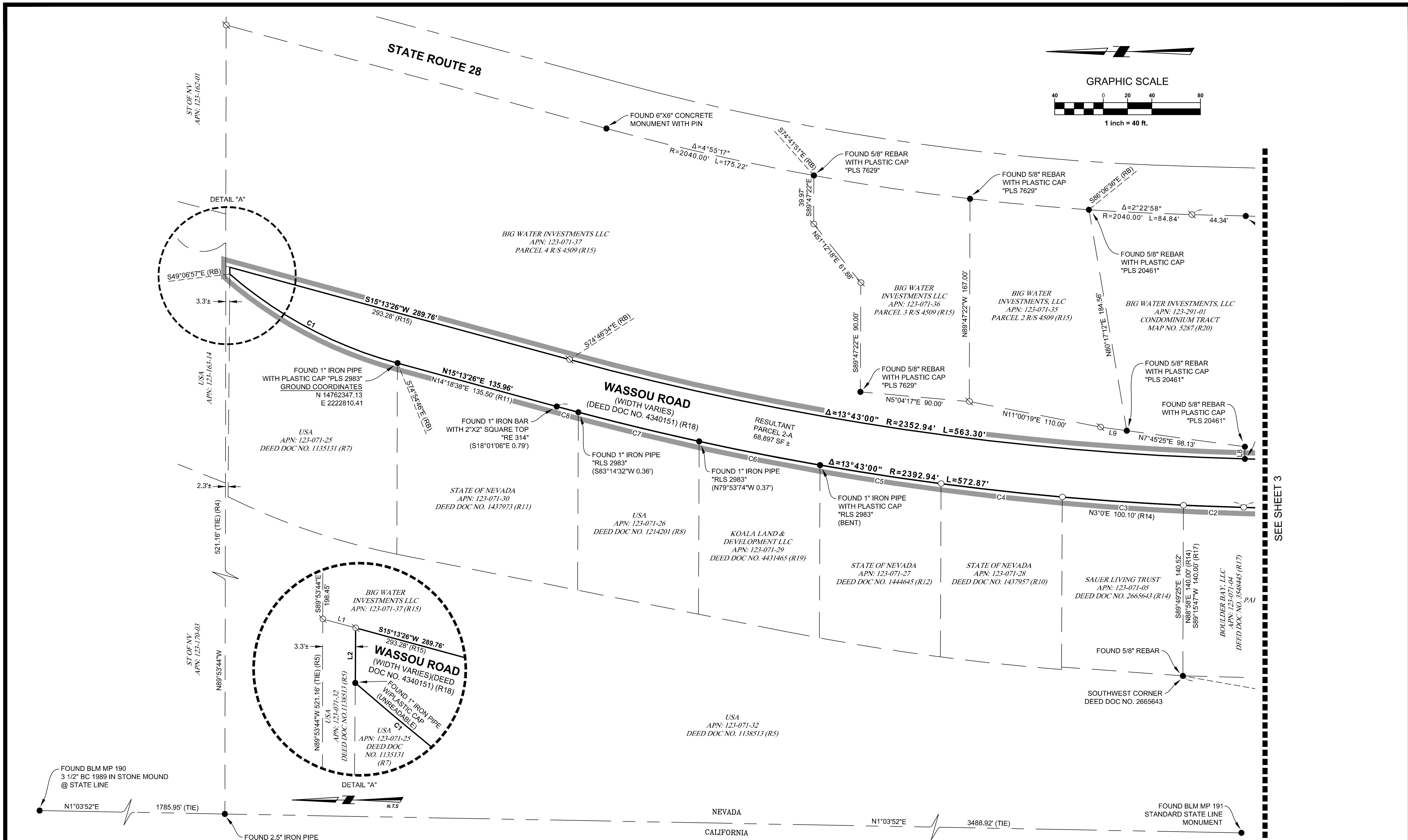
NOTES

- 1. THIS RECORD OF SURVEY SHOWS THE RESULT OF A BOUNDARY LINE ADJUSTMENT DEED RECORDED AS DOCUMENT NO. _____, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
2. NO ADDITIONAL PARCELS ARE BEING CREATED AS RESULT OF THIS BOUNDARY LINE ADJUSTMENT.
3. THIS RECORD OF SURVEY IS NOT IN CONFLICT WITH N.R.S. CHAPTERS 278.010 TO 278.630, INCLUSIVE, AS THE PARCELS SHOWN ARE A REARRANGEMENT OF EXISTING PARCELS.
4. THIS RECORD OF SURVEY IS IN CONFORMANCE WITH N.R.S. CHAPTER 625.340.
5. PUBLIC UTILITY AND CABLE TV EASEMENTS EXIST WITHIN EACH PARCEL FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY AND CABLE TV FACILITIES TO THAT PARCEL AND THE RIGHT TO EXIT THAT PARCEL WITH SAID UTILITY FACILITIES FOR THE PURPOSE OF SERVING OTHER PARCELS AT LOCATIONS MUTUALLY AGREED UPON BY THE OWNER OF RECORD, AT THAT TIME, AND THE UTILITY AND CABLE TV COMPANIES.
6. PER SPPCO & BELL TELEPHONE CO. EASEMENT DOC NO. 641779, RECORDED NOVEMBER 15, 1979, BK 1450, PG 750, AN EASEMENT TO CONSTRUCT, OPERATE & MAINTAIN ELECTRIC POWER & COMMUNICATION LINES & INCIDENTAL PURPOSES WAS GRANTED. EASEMENT IS A PORTION OF WASSOU ROAD AND BLANKET IN NATURE.
7. A PUBLIC UTILITY EASEMENT IS HEREBY GRANTED TO SOUTHWEST GAS WITHIN EACH PARCEL AS SHOWN FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY SERVICE FACILITIES TO THAT PARCEL, WITH THE RIGHT TO EXIT THAT PARCEL WITH SAID UTILITY FACILITIES FOR THE PURPOSE OF SERVING ADJACENT PARCELS.
8. THIS MAP DOES NOT PURPORT TO SHOW ALL EASEMENTS OF RECORD.

REFERENCES

- 1. TRACT MAP NO. 214 FOR ADDITION TO NEVADA VISTA SUBDIVISION, RECORDED FEBRUARY 6, 1928, AS FILING NO. 42437, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
2. GRANT DEED DOCUMENT NO. 79113, BOOK 111, PAGE 514, RECORDED SEPTEMBER 7, 1937, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
3. ROAD RE-ALIGNMENT DEED DOCUMENT NO. 406693, RECORDED FEBRUARY 12, 1964, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
4. GRANT DEED DOCUMENT NO. 268425, RECORDED DECEMBER 11, 1972, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
5. GRANT DEED DOCUMENT NO. 1138513, RECORDED, FEBRUARY 9, 1987, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
6. GRANT DEED DOCUMENT NO. 335917, BOOK 577, PAGE 684, RECORDED APRIL 24, 1961, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
7. GRANT DEED DOCUMENT NO. 1135131, BOOK 2485, PAGE 136, RECORDED JANUARY 27, 1987, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
8. GRANT DEED DOCUMENT NO. 1214201, BOOK 2664, PAGE 0330, RECORDED DECEMBER 22, 1987, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
9. GRANT DEED DOCUMENT NO. 1217858, BOOK 2672, PAGE, 897, RECORDED JANUARY 8, 1989, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
10. GRANT DEED DOCUMENT NO. 1437957, BOOK 3166, PAGE 0164, RECORDED NOVEMBER 1, 1990, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
11. GRANT DEED DOCUMENT NO. 1437973, BOOK 3166, PAGE 0198, RECORDED NOVEMBER 1, 1990, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
12. GRANT DEED DOCUMENT NO. 1444645, BOOK 3180, PAGE 0896, RECORDED DECEMBER 3, 1990, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
13. US DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT CADASTRAL RETRACEMENT, DEPENDANT RESURVEY, AND SUBDIVISION, PLAT NO. 41 1358-B, DATED MAY 19, 1993 OFFICIAL RECORDS OF NEVADA STATE OFFICE.
14. GRANT DEED DOCUMENT NO. 2665643, RECORDED MARCH 19, 2002, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
15. RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE ADJUSTMENT MAP NO. 4509 FOR SIERRA PARK, LLC, RECORDED DECEMBER 21, 2004, AS FILING NO. 3146107, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
16. GRANT DEED DOCUMENT NO. 3331522, RECORDED JANUARY 3, 2006, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
17. GRANT DEED DOCUMENT NO. 3548445, RECORDED JUNE 27, 2007, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
18. QUITCLAIM DEED DOCUMENT NO. 4340151, RECORDED APRIL 1, 2014, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
19. GRANT DEED DOCUMENT NO. 4431465, RECORDED FEBRUARY 2, 2015, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.
20. COMMON OPEN SPACE CONDOMINIUM TRACT MAP NO. 5287 FOR GRANITE PLACE, RECORDED OCTOBER 5, 2018, AS FILING NO. 4856410, OFFICIAL RECORDS OF WASHOE COUNTY, NEVADA.

County Recorder's Certificate section containing recording details and USDA Forest Service and Washoe County Community Dev. logo and contact information.



CURVE TABLE						
CURVE #	DELTA	RADIUS	LENGTH	(R#) DELTA	(R#) RADIUS	(R#) LENGTH
C1	25°47'49"	350.00'	157.59'	25°49'37" (R7)	350.00' (R7)	157.77' (R7)
C2	1°11'15"	2392.94'	49.60'	1°10'30" (R17)	2392.74 (R17)	49.07' (R17)
C3	2°23'40"	2392.94'	100.00'			
C4	2°24'10"	2392.94'	100.35'	2°24'10" (R10)	2392.74 (R10)	100.35' (R10)
C5	2°24'48"	2392.94'	100.79'	2°24'48" (R12)	2392.74 (R12)	100.80' (R12)
C6	2°25'44"	2392.94'	101.45'	2°25'44" (R19)	2392.74 (R19)	101.44' (R19)
C7	2°26'57"	2392.94'	102.28'	2°26'56" (R8)	2392.74 (R8)	102.28' (R8)
C8	0°26'26"	2392.94'	18.40'	0°27'04" (R11)	2392.74 (R11)	18.84' (R11)

LINE TABLE				
LINE #	DIRECTION	LENGTH	(R#) DIRECTION	(R#) LENGTH
L1	N15°13'26"E	3.52'		
L2	S89°33'34"E	5.66'		
L3	S5°02'28"W	0.65'		
L4	N89°50'28"E	4.68'		
L5	N89°50'28"E	72.34'	N89°58'00"E (R6)	115.18' (R6)
L6	N0°56'19"E	14.98'	N02°32'27"W (R6)	
L7	S89°47'22"E	196.80'		
L8	S89°47'22"E	10.00'		
L9	N7°45'25"E	21.87'		

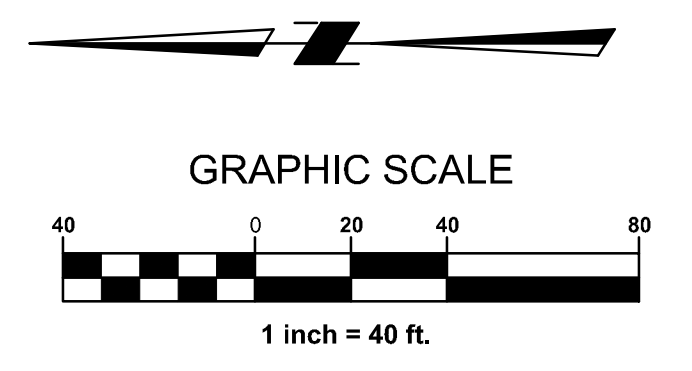
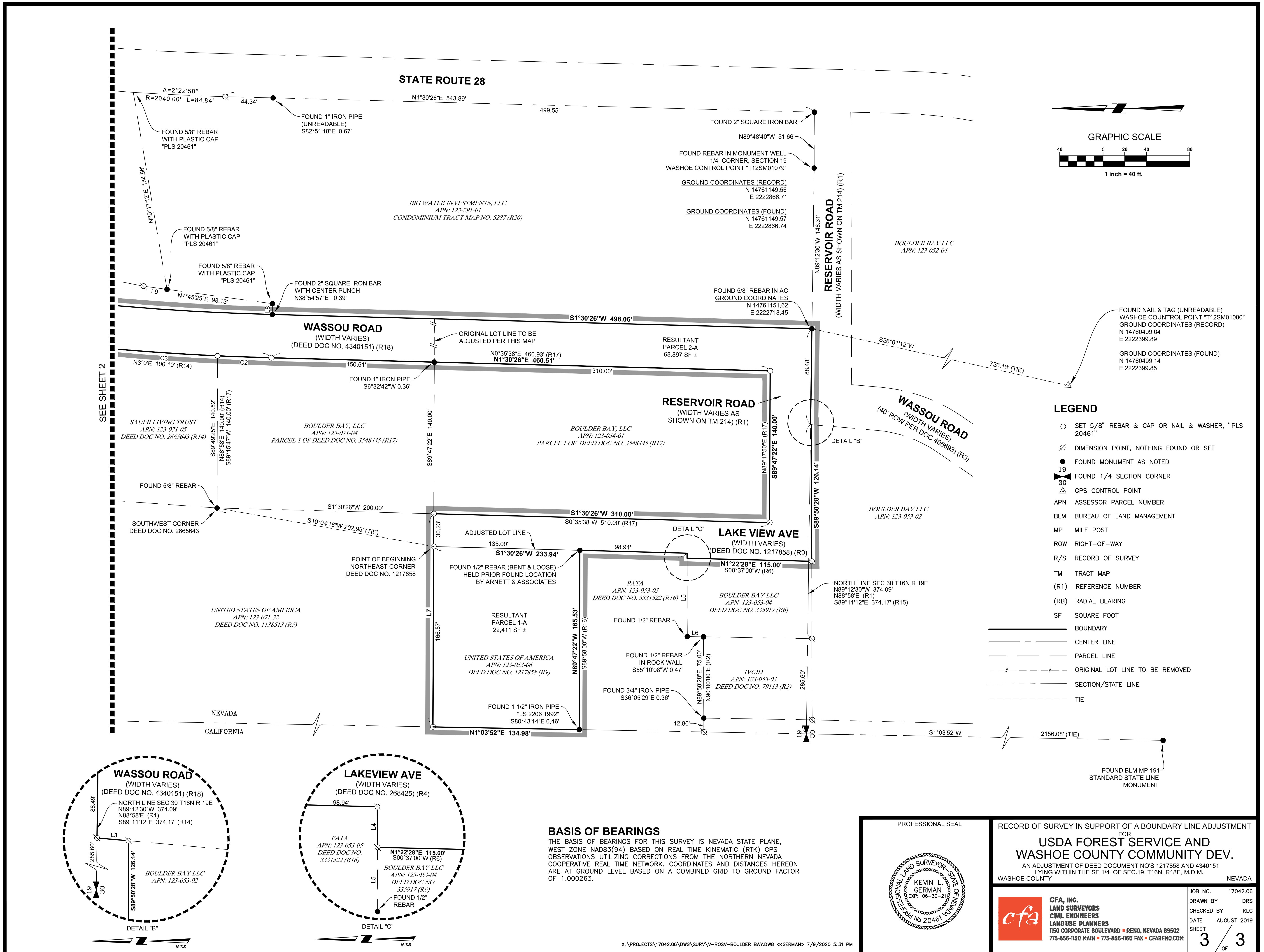
RESULTANT PARCEL AREAS

PARCEL	SQ. FT.	ACRES
PARCEL 1-A	22,411	.51
PARCEL 2-A	68,897	1.58
TOTAL	91,308	2.09

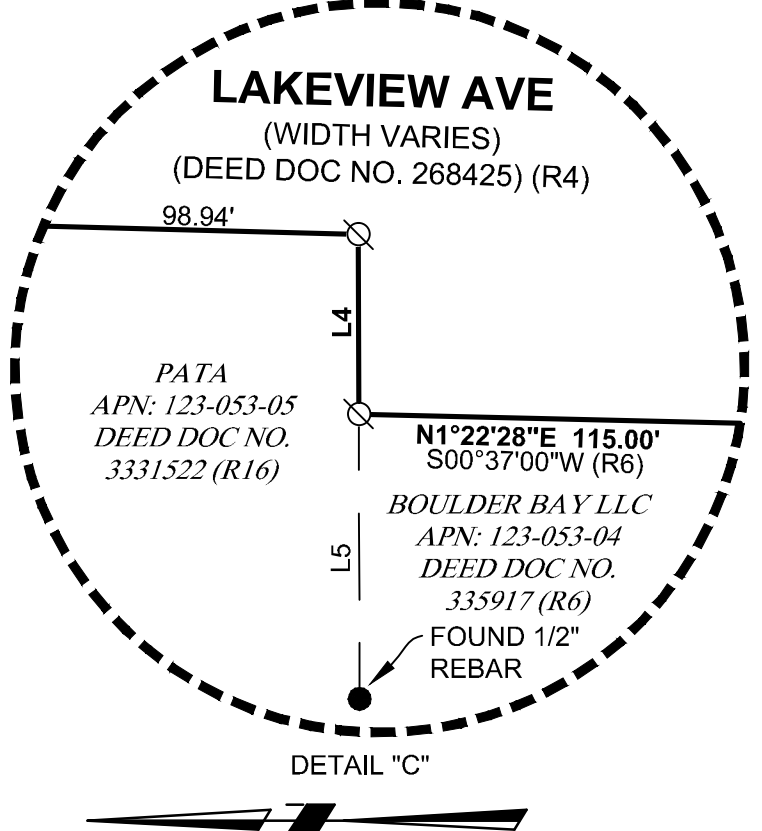
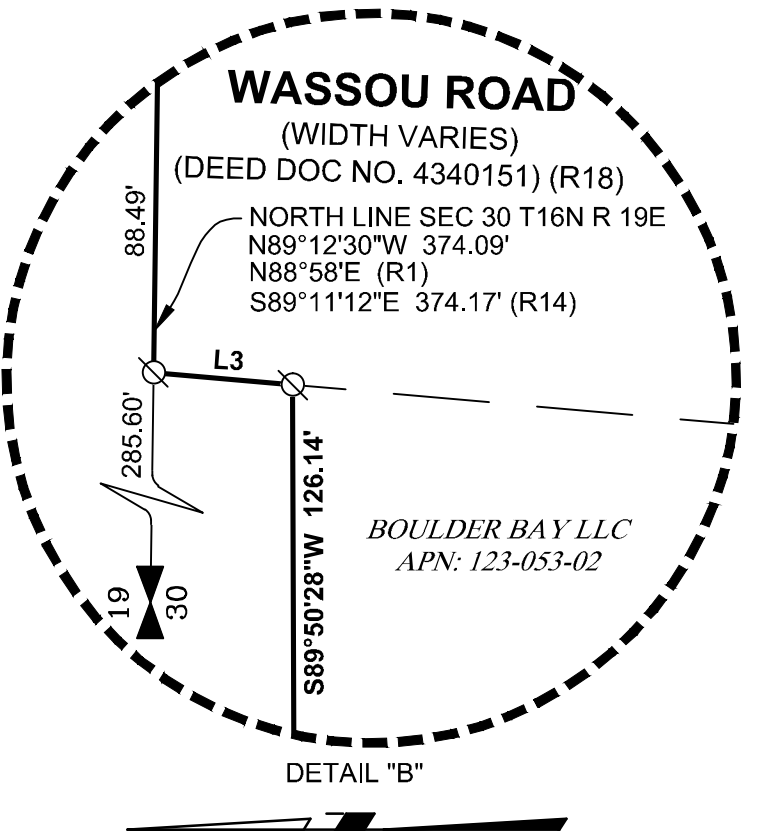


RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE ADJUSTMENT FOR
USDA FOREST SERVICE AND WASHOE COUNTY COMMUNITY DEV.
 AN ADJUSTMENT OF DEED DOCUMENT NO'S 1217858 AND 4340151 LYING WITHIN THE SE 1/4 OF SEC.19, T.16N, R.18E, M.D.M.
 WASHOE COUNTY NEVADA

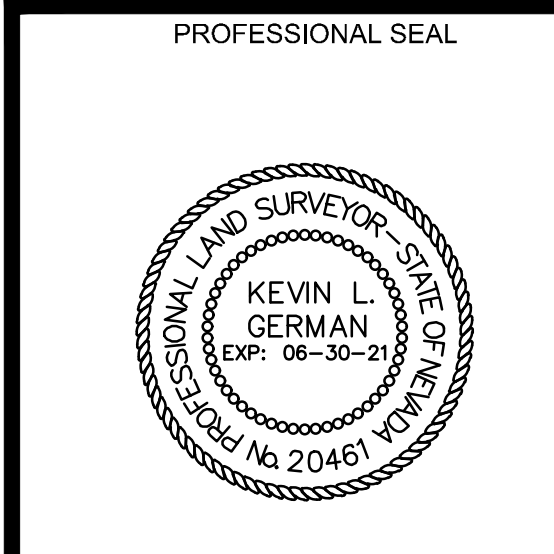
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD • RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFARENO.COM	JOB NO. 17042.06 DRAWN BY DRS CHECKED BY KLG DATE AUGUST 2019 SHEET 2 OF 3
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- LEGEND**
- SET 5/8" REBAR & CAP OR NAIL & WASHER, "PLS 20461"
 - ∅ DIMENSION POINT, NOTHING FOUND OR SET
 - FOUND MONUMENT AS NOTED
 - 19/30 FOUND 1/4 SECTION CORNER
 - △ GPS CONTROL POINT
 - APN ASSESSOR PARCEL NUMBER
 - BLM BUREAU OF LAND MANAGEMENT
 - MP MILE POST
 - ROW RIGHT-OF-WAY
 - R/S RECORD OF SURVEY
 - TM TRACT MAP
 - (R1) REFERENCE NUMBER
 - (RB) RADIAL BEARING
 - SF SQUARE FOOT
 - BOUNDARY
 - CENTER LINE
 - PARCEL LINE
 - ORIGINAL LOT LINE TO BE REMOVED
 - SECTION/STATE LINE
 - TIE



BASIS OF BEARINGS
 THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK. COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.



RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE ADJUSTMENT FOR
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 WASHOE COUNTY NEVADA

	JOB NO. 17042.06
	DRAWN BY DRS
	CHECKED BY KLG
DATE AUGUST 2019	SHEET 3 OF 3

PROJECT NARRATIVE

EXHIBIT A

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Tab D - Project Existing Roadways Exhibits D

Tab E - Conceptual Site/Utility Exhibit (Future Development) E

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Tab G - ALTA Survey G

Tab H - Title Reports H

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Project Narrative

Property Location

The Boulder Bay property is located in Crystal Bay, Nevada at the California state line. The subject property associated with this application request is part of the planned rejuvenation of the Tahoe Biltmore property. The parcels and ownership that are adjacent to the proposed abandoned roadway sections include the following Assessor's Parcel Numbers.

123-071-04 (Boulder Bay, LLC)

123-052-02, 03 & 04 (Boulder Bay, LLC)

123-053-02 & 04 (Boulder Bay, LLC)

123-054-01 (Boulder Bay, LLC)

123-291-01 (Big Water Investments Parcel – Common Area around Building A)

123-053-06 (USFS parcel that has been requested for Boundary Line Adjustment to separate the roadway portion for Washoe County Ownership and ultimate abandonment with this request)

A vicinity map is provided on page 2 showing the parcels adjacent to the sections of road that are requested for abandonment with this application.

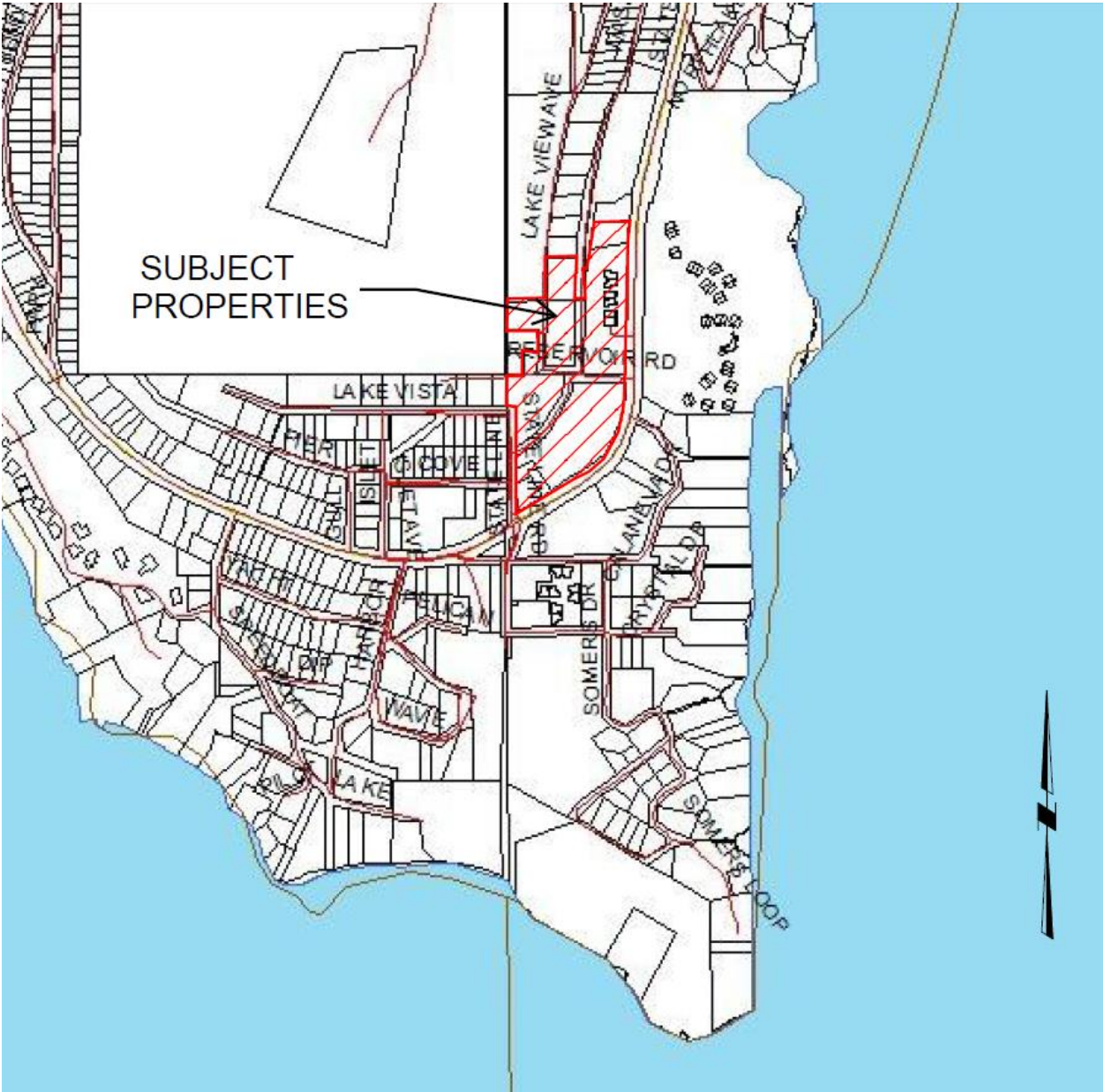
Property Ownership – all of the parcels adjacent to the roadway sections or slivers of sections where abandonment is sought are owned by either Boulder Bay, LLC or Big Water Investment, LLC with the exception of one parcel (APN 123-053-06), which is owned by the USFS. A boundary line adjustment application has been in the works with Washoe County and the USFS since October of 2019 and is nearing completion.

Project Background

A request for an abandonment and variance, nearly identical to this request, was approved on January 13, 2009 under case No. AX08-006 and VA08-014 by the Washoe County Commission. However, that approval has expired, and it is necessary for the applicant to resubmit this application for re-review. Some slight changes to the alignment and grades of the proposed roadway connectors that will replace the proposed abandoned streets have been made, (either as improvements to the previous approved application submittal or at the request of the County) but the basic configuration remains the same and is in conformance with the overall approved site plan (through TRPA) with the basic goal of redeveloping and rejuvenating the Tahoe Biltmore property.

A copy of the previous application package with detailed project description (what could be located in the applicant's, TRPA's and Washoe County's files) has been provided in hard copy and electronic format with this resubmittal of the roadway abandonment and variance application.

Figure 1 – Vicinity Map



Project Request

Roadway Abandonment and Proposed Replacement Connections - Requested is the abandonment of portions of County rights-of-way and the realignment of the existing road network. Specifically, the applicant is requesting the abandonment of a portion of right-of-way for Wassou Road and Lakeview Avenue and abandonment of the entire right-of-way of Reservoir Road. In addition to the full roadway sections identified in the Abandonment Map (provided in Tab B), sliver sections of roadway, adjacent to Boulder Bay, LLC property are also proposed for abandonment along Lakeview Avenue and Stateline Road. The total area of right-of-way that is proposed for abandonment is 60,291+/- SF. This existing road rights-of-way along Wassou Road and Lakeside Avenue are inclusive of paved sections that range from 12.8' to 22' in width of road that currently accommodate both vehicular and pedestrian travel without the safeguards and standard requirements of curbing, sidewalks or pedestrian paths. The proposed right-of-way widths of 24 feet present a wider, safer entirely paved surface exclusive for vehicular travel and stormwater management through curbs and gutters. Pedestrian access will no longer be provided within the paved asphalt travel lanes intended for vehicles. Rather, pedestrian paths that are separated from the public right-of-way will be provided on the private land of Boulder Bay. The total area of proposed new public rights-of-way is 25,578+/- s.f. Additionally, the interconnectivity of roads between the new alignments will create new/widened road sections totaling 13,762+/- s.f. It should be noted that this proposed new/realigned public right-of-way area is inclusive solely of vehicular travel and Tahoe Basin appropriate roadway stormwater control improvements. Pedestrian access will be handled privately, and is not accounted for within the above estimated square footages.

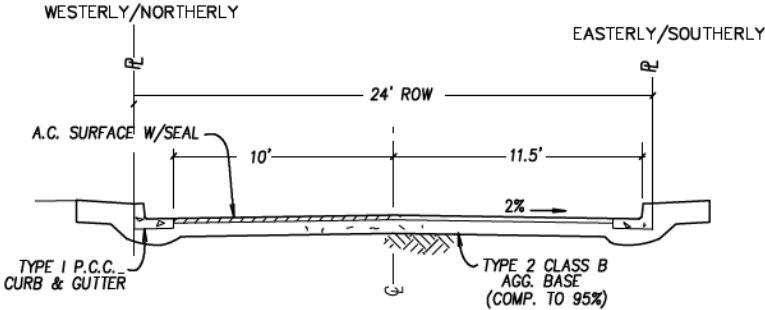
Wellness Way is proposed to be a private easement connector road presenting a travel lane width of 20-feet. This non-public right-of-way was previously approved as part of the abandonment and variance request under case No. AX08-006 and VA08-014.

The typical proposed right-of-way on the new sections of public roads is 24-feet in width from back-of-curb to back-of-curb. This typical section is proposed on the realigned sections of Wassou Road, Lakeview Drive and the northern portion of Stateline Road. This street section will provide for two 11.5-foot-wide travel lanes (total of 23-feet). Article 436, section 110.436.15(a) allows for alternative street standards in areas "where unique topographical or other physical constraints suggest the use of streets and associated systems that are not provided for in Code." It should be noted that the proposed 23-foot travelway is wider than the existing sections of Lakeview Avenue and Wassou Road that are proposed to be abandoned (ranging from 12.8 to 22 feet in width). A proposed roadway section for these roads is provided below.

It should be noted that no curbing or formal impervious stormwater management system is provided currently along the existing roadways. Rather stormwater run-off is handled through roadside ditches. Uncontrolled runoff and erosion conditions are common which creates situations of non-point sources of

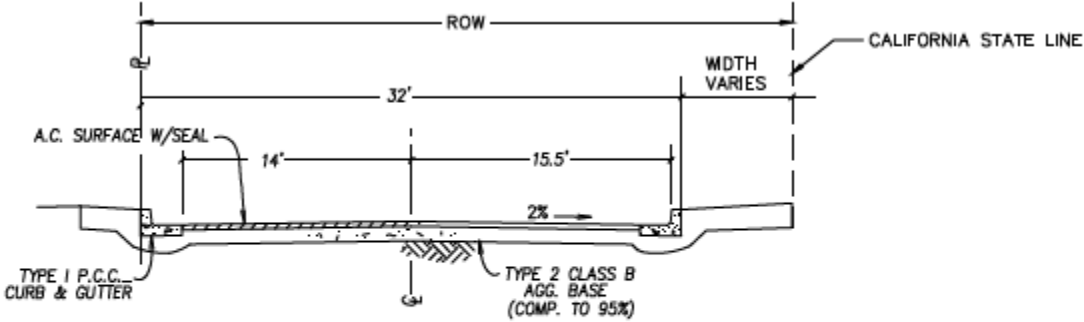
ROADWAY ABANDONMENT AND VARIANCE REQUEST

pollution into Lake Tahoe. The proposed roadway sections include stormwater management through curbs and gutters and will appropriately route water to collection points suitable for pollution control for stormwater runoff, reducing the current Washoe County pollution into Lake Tahoe, which is very important in the Tahoe Basin.



PROPOSED ROADWAY SECTION
WASSOU-LAKEVIEW CONNECTOR (PUBLIC)
LAKEVIEW-STATELINE CONNECTOR (PUBLIC)

The southern +/-450-feet of State Line Road, beginning at State Route 28 is proposed to have a future paved/improved section of roadway to be 32-feet from back-of-curb to back-of-curb. The 32-foot roadway section design is intended to continue to allow for on-street parking in that area. The on-street parking is currently used north of the intersection of SR 28 and Stateline Road and can benefit the existing businesses along this stretch of roadway. A proposed roadway section for Stateline Road is provided, below.



PROPOSED ROADWAY SECTION
STATELINE ROAD
ON-STREET PARKING ON WEST SIDE ONLY

Both the 24-foot and 32-foot proposed roadway sections do not provide sidewalk within the right-of-way, rather pedestrian level improvements are proposed that are appropriately located through a non-right-of-

ROADWAY ABANDONMENT AND VARIANCE REQUEST

way pedestrian path/sidewalk that will be provided on the property of and in conjunction with the future resort. Sidewalks may be located at back-of-curb or they may be separated to accommodate for slope, aesthetics or overall enhancement of connectivity to other paths through the site.

The proposed right-of-way widths and transition areas to existing road widths and future stop conditions can be seen on the Proposed Roadway Width Exhibit provided in Tab F.

Variance Requests

Due to the steep slopes within the area, variances are requested to some of the roadway standards that are found in Article 436 of the Washoe County Code. The specific sections request for variance are

- 110.436.25.2 (Street Section) – 42' ROW for local roads
- 110.436.30(b)(4)(i) (Maximum Grade) – 9% for north facing streets (the Wassou connector road profile shows a section below 9%, but future addition of driveways could creep the slope slightly over 9% and we need to make sure that there is reasonable flexibility in all of the road grades to provide appropriate softening of grades (as deemed necessary and acceptable to Washoe County) at future driveway locations.
- 110.436.30(b)(4)(ii) (Maximum Grade) – 10% for south facing streets – the Lakeview to Stateline connector road does exceed this threshold and is proposed at 12.4% as a straight graded road. No account has been provided at this point for future driveway locations where the road grade will need to be softened. As such, it is requested that flexibility for the grade to increase in some locations to accommodate future driveway locations is requested. The maximum grade (per previously approved condition was 12.5%).
- 110.436.35(a)(2) – (Grade at Intersection) – Cannot exceed 4% measured for 50 feet
- 110.436.45(a) (Vertical Curves) – Vertical curves required for any change in grade of 2% or greater.
- 110.436.45(c) (Street Curves) – Vertical curve must be separated by a tangent of not less than 100 feet.

In addition to the variance request associated with Article 436, it is additionally requested that a couple sections of the Grading section of County Code (Article 438) be varied and these are associated with retaining wall heights and permanent earthen structures. Specifically, the sections 110.438.35 and 110.438.45 pertaining to permanent earthen structures and wall heights necessary in construction of the connector roads. Through rough design, it is identified that there will be areas in excess of 4.5 feet of fill associated with both the Wassou to Lakeview connector and the Lakeview to Stateline connector. Additionally, a +/-15' tall cut wall will be necessary on the western side of the Lakeview to Stateline connector near the northwest corner of APN 123-053-02. These fill and wall locations are identified on the plan and profile sheet provided in Tab F with this application.

Existing Utilities

An Existing Utility Exhibit is provided in Tab C, which shows the location of the existing, mapped public utilities that are located in, around, or crossing the proposed abandonment areas. It is fully recognized by the client that these utilities will need to be relocated, undergrounded or quit claimed (if no longer in use or service).

Request Justification

The proposed abandonment and variance approval will allow for a reconfiguration of the roadways that abut and bisect the Crystal Bay Tourist Zoning District, identified in the Tahoe Area Plan. The existing sections of roads present 5 downhill stop conditions, identified in Tab D, Existing Roadway Grades Exhibit. Additionally, some sections of these roadways that are proposed for abandonment and realignment provide pavement widths as narrow as 12.8-feet on part of Wassou Road. There is no shoulder nor curbing provided along any of these roadways and this creates an unsafe and an uncontrolled non-point source of pollution in the Lake Tahoe environment.

The proposed abandonment and variance request will allow for some of the steeper and bisecting sections of the subject roadways to be realigned to accomplish the following:

- Improving road conditions by reducing the slopes on the roads to either meet the code identified slope maximum or bring the overall grades closer to the code requirements
- Reduction in the number of downhill stop conditions from five (5) to one (1). The one remaining downhill stop condition exists at Stateline Drive and SR 28 and needs to remain. Two of the downhill stop conditions that will be removed present steep slopes at intersections (Reservoir Road/Lakeview Avenue (11-12%) and Reservoir Road/SR 28 (13-14%))
- Address the policy requirement found in the NSCP and the Tahoe Area Plan that identify that Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot. The realignment of Wassou Road to connect to Lakeview Avenue and ultimately to Stateline Road will bring the roadway connection around the perimeter of the redevelopment area of the Crystal Bay Tourist Zoning District.
- New roadway sections will provide a minimum section of 23-feet from front face of curb to front face of curb for vehicular travel. (an improvement from 12.8 to 22 feet existing, without curbing)
- Pedestrian access in the area of the realigned roadways will be provided through a pedestrian path that will be provided on the Boulder Bay owned properties, per requirement through the TRPA approval.
- Street separated pedestrian pathways will include where applicable, per TRPA approval, to be heated for snow melt, rather than using snowmelt agents that can present pollutants that can get into Lake Tahoe.
- Disconnected paths from the public right-of-way also provides a situation where snow from plows will not block the safe pedestrian pathway during the winter months, thus requiring pedestrians to walk in the vehicular travel ways – as is currently the case.

Master Plan

The subject property is currently identified for master plan policies and designation under the North Stateline Community Plan (NSCP), part of the Tahoe Area Plan. The NSCP identifies the project area to be designated Commercial (along the SR 28 and Stateline Road frontages) and Tourist on the remainder of the subject parcels. A copy of the NSCP – Land Use Concept (Master Plan) Exhibit is provided on page 9 of this document. The BOCC approved modifications to the Tahoe Area Plan maintain consistency with the previously approved map.

Zoning

The area containing the proposed abandonment and variance requests relative to roadways is identified to be within the Crystal Bay Tourist Regulatory Zone, and the vision set forth in the Tahoe Area Plan is:

The vision for the Crystal Bay Tourist Regulatory Zone is creating a family-oriented destination resort. More emphasis should be placed on the outdoor and on human-scaled design. More priority should be given to pedestrians. This can be achieved through increasing the amount of green space, placing sidewalks and benches throughout the plan area, and reducing emphasis on the auto. A pedestrian oriented main street connecting the casinos will also help create a pedestrian friendly environment and increase opportunities to be outdoors. Providing a range of entertainment and recreational activities for families, as well as needed support services such as childcare, will improve the area's competitive advantage in the resort market. Improvements proposed by the plan will help create a sense of place, one which is unique to the Crystal Bay Tourist Regulatory Zone and which promotes a resort setting. This will be achieved primarily through architecture and site planning. Architecture and design should identify the Crystal Bay Tourist Regulatory Zone; signs should become secondary. The design standards and guidelines establish direction for development within the Crystal Bay Tourist Regulatory Zone. The intent of these guidelines is to ensure high quality development sensitive to the unique setting of Lake Tahoe and responsive to the efforts of creating a special sense of place unique to Crystal Bay. These standards and guidelines are also intended to provide a framework within which architects, builders and developers can work creatively.

Figure 2: Existing Master Plan

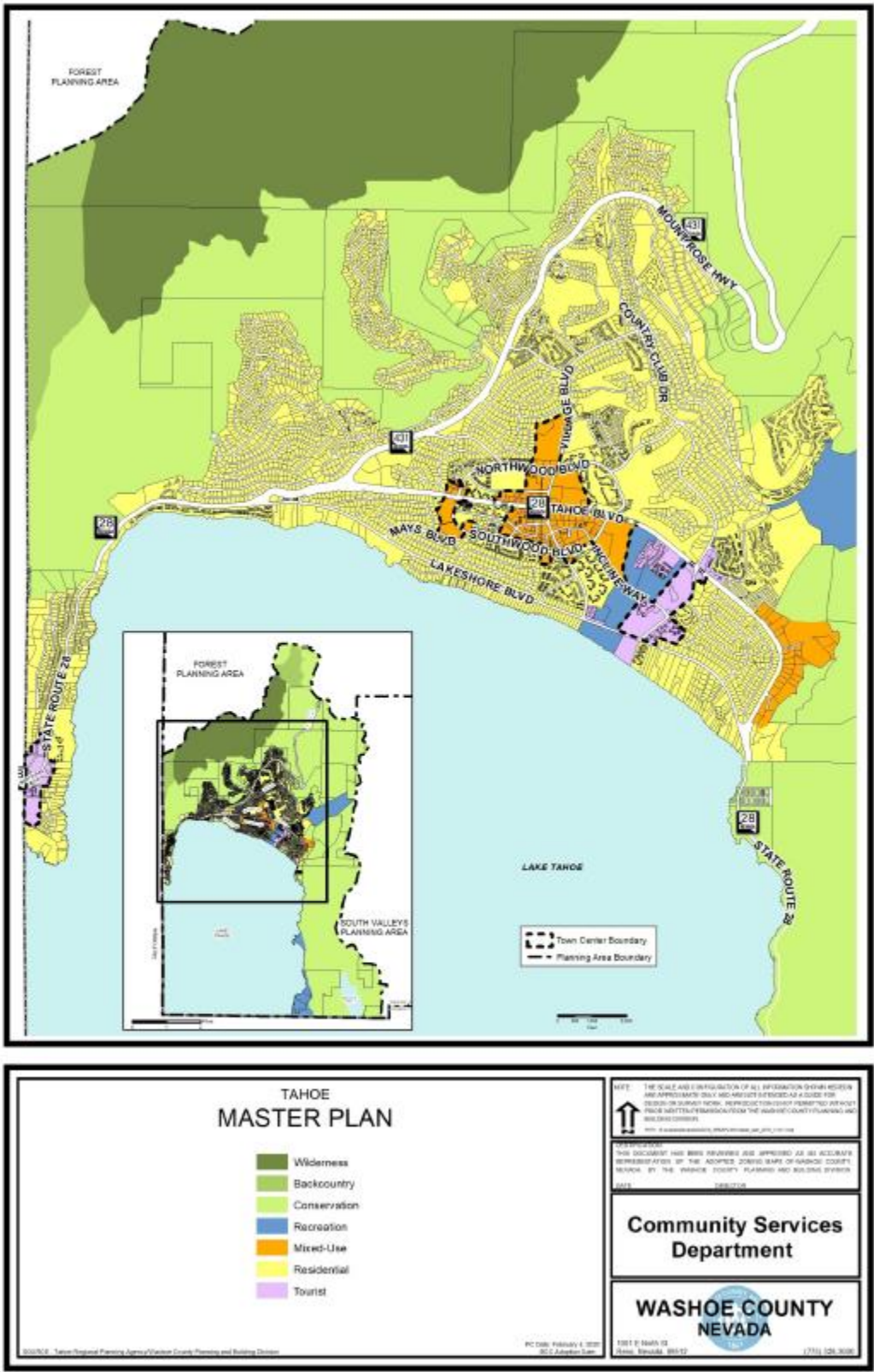


Figure 3: Existing NSCP – Land Use Concept (Master Plan Map)

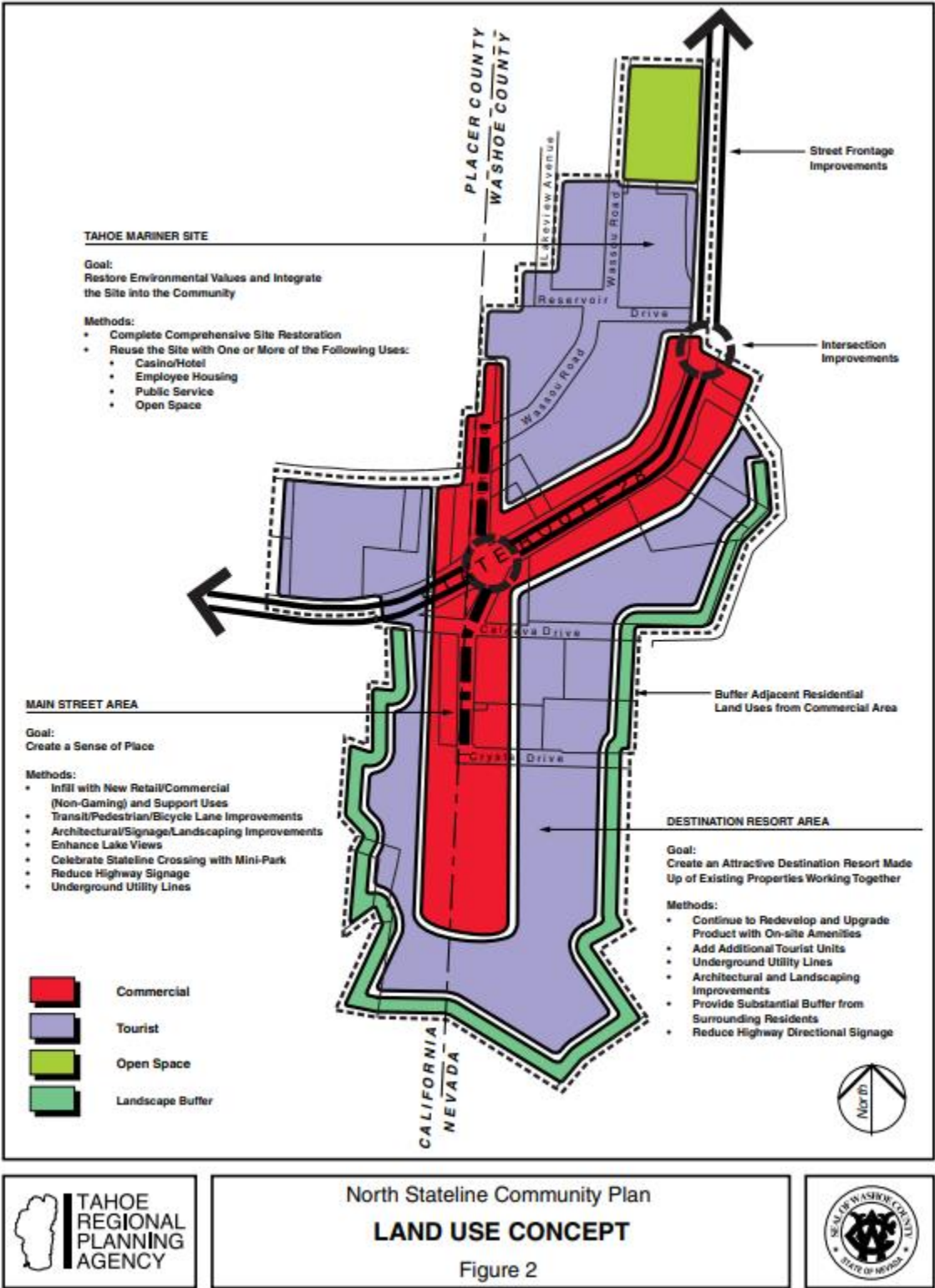
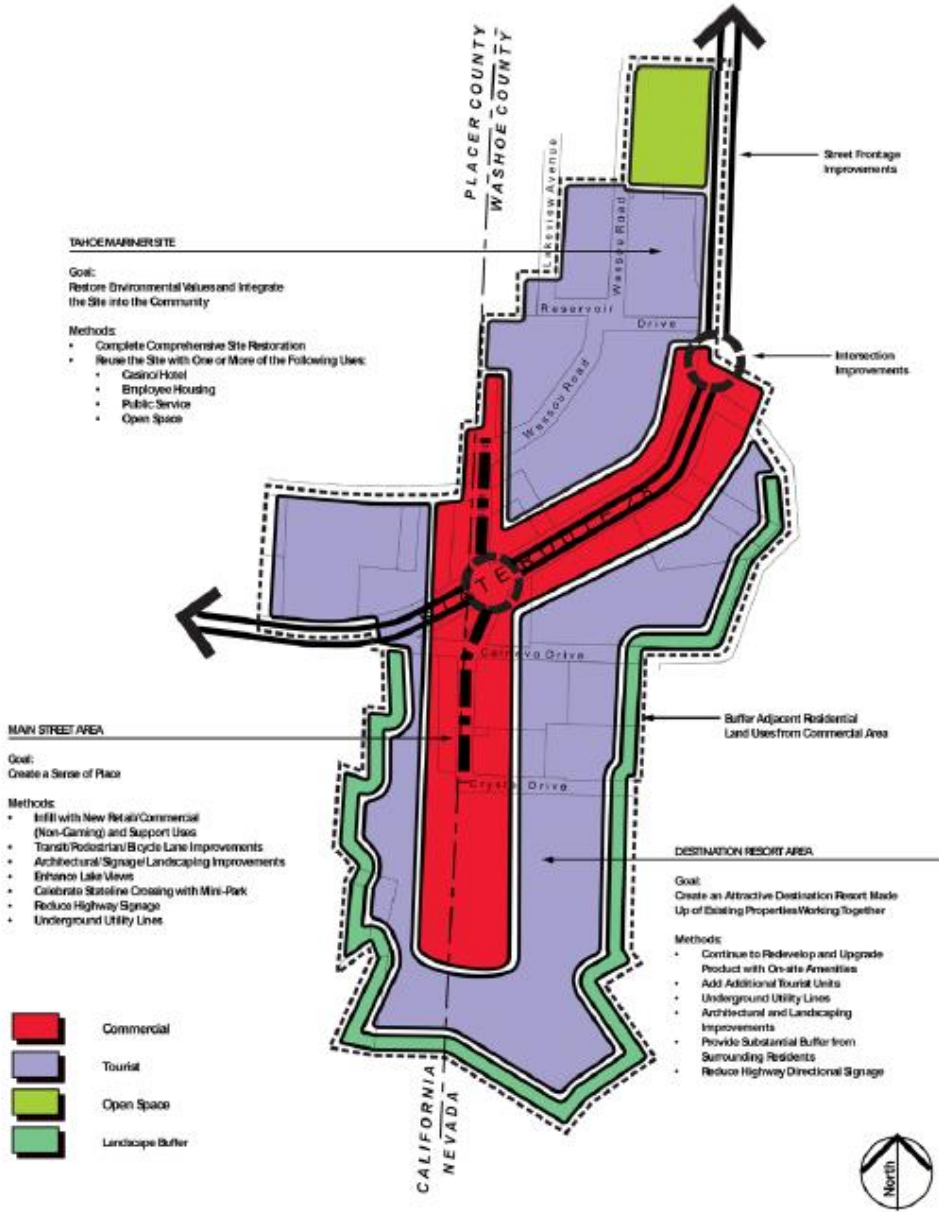


Figure 4: Proposed Tahoe Area Plan - Crystal Bay Tourist Concept Plan (Master Plan)



MAP 2.3. CRYSTAL BAY TOURIST CONCEPT PLAN

Figure 5: Crystal Bay Tourist Regulatory Zone from Article 220 (final draft)

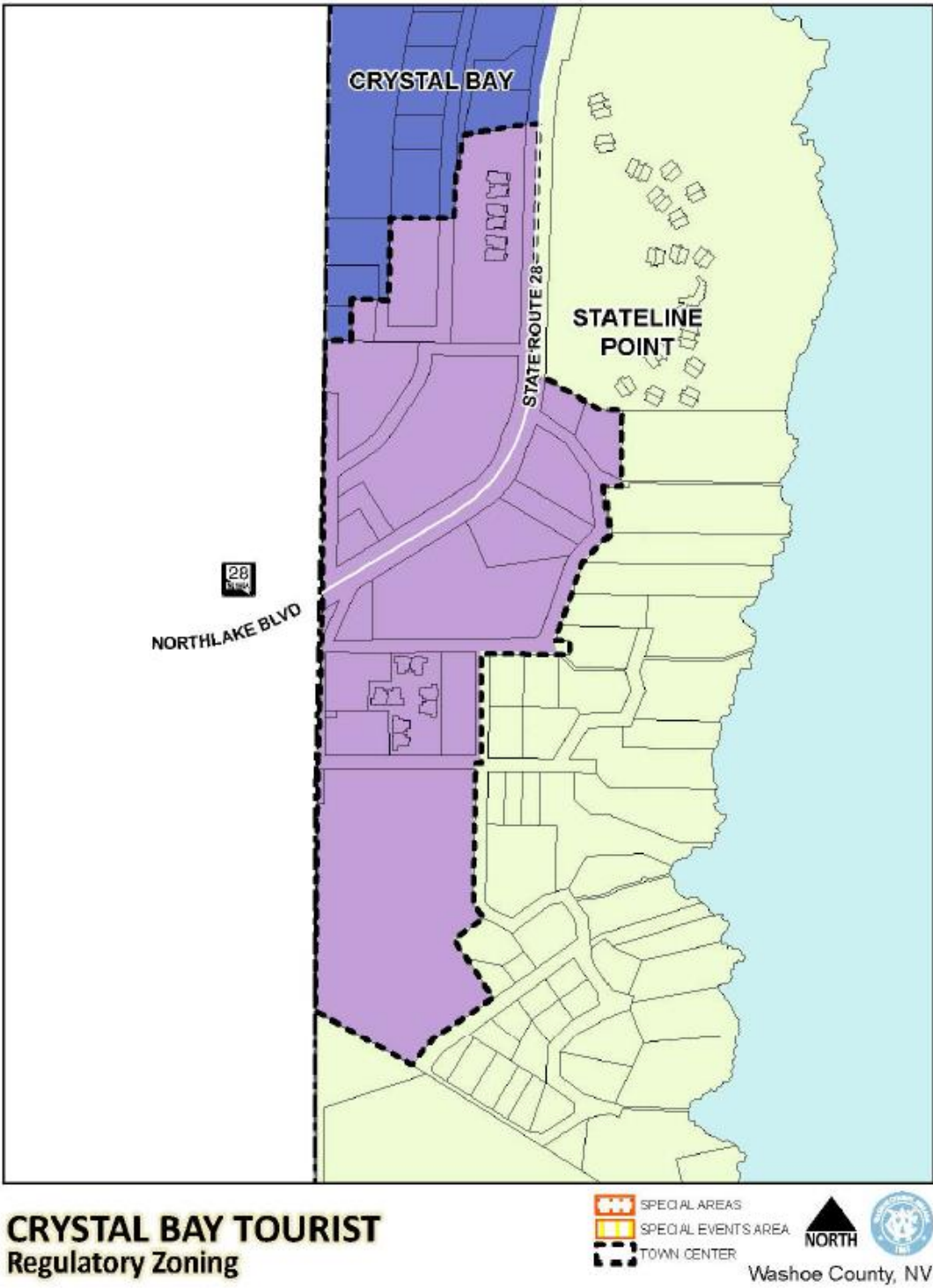


Figure 110.220.04 Crystal Bay Tourist Regulatory Zone Location Map

Existing Roadway Conditions

Following are photos of the existing roadways that are proposed for abandonment. The photos generally show the severity of existing slopes, existing pavement widths, and/or conditions surrounding the existing right-of-way that are less than optimal.

View of the intersection of Reservoir Drive and SR 28 (view to the west). Varied slope of Reservoir Drive can be seen, and a 13.1% to 14% slope exists as Reservoir Drive connects to the SR 28 right-of-way. Snow melt/run-off exists at the intersection that presents freezing conditions on a steep slope at a stop condition in winter months.



ROADWAY ABANDONMENT AND VARIANCE REQUEST

View to the west on Reservoir Road between Wassou Road and Lakeview Avenue. Roadway grades in this section exist between 11.1% and 14%, per the Existing Roadways Grades Exhibit provided in Tab D of this application package.



View to the north at the intersection of Reservoir Drive and Lakeview Avenue. A road grade of 14+% exists in the foreground and transitions of 13.1% to 14% near the white pole on the left side of the photo. This section is proposed to be modified and the stop condition on a steeply sloped section of road is proposed to be removed with the abandonment and realignment of rights-of-way, as proposed in this application.



ROADWAY ABANDONMENT AND VARIANCE REQUEST

View to the south along Stateline Road, near the point where the proposed realigned connection from Lakeview Avenue will be constructed.



View to the northeast along Wassou Road behind the existing Tahoe Biltmore. This section of Wassou Road functions as a parking lot driveway with parking spaces backing up into the right-of-way.



View of the site from the east property line, view to the west

Findings Review

Abandonment Findings

Section 110.806.20 Findings. Prior to recommending approval of an application for an abandonment or vacation, the Planning Commission shall find that all of the following are true:

(a) Master Plan. The abandonment or vacation is consistent with the policies, action programs, standards and maps of the Master Plan and the applicable area plans;

In considering this finding, the question is whether the road abandonment, and not the overall project, furthers the goals of the Comprehensive Plan, which are identified more specifically in the NSCP. The most applicable goals therefore are:

NSCP.1.4 Encourage land use patterns that reduce the need for travel and increase access to transit.

NSCP.2.3 Create a pedestrian friendly and pedestrian safe environment, which provides more opportunity for pedestrian activities and reduces emphasis on the auto.

NSCP.5.1 Maintain level of service at key intersections.

NSCP.5.1.4 Wassou Road should be clearly defined and delineated as separate from the Biltmore parking lot. Targeted as one of the planned roadway network projects within the Tahoe Area Plan, per the BOCC approved draft on 1/26/2021.

T.7.3 Maintain current disaster preparedness information and plans for the Tahoe planning area.

LUT 29.6 Streets and bicycle lanes within the neighborhood shall form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination.

LUT 29.8 Require that roadway facilities be maintained and constructed as needed to ensure high quality and safe travel.

a. The Department of Public Works, with the cooperation of the Department of Community Development, should continue to maintain an acceptable level of service (LOS) for all County-maintained roadway facilities. At a minimum, LOS congestion standards will be at the level delineated in the 2030 Regional Transportation Plan, and the access management standards will be maintained.

LUT.29.10 Protect roadway corridors through right-of-way acquisitions and dedications as development occurs. If property acquired or dedicated for roadway purposes is not needed, it may be abandoned or transferred to private ownership through the processes and terms set forth in NRS 278.480. Right-of-way is also encouraged by the County to be used, as appropriate, for non-motorized transportation, such as for pedestrian, equestrian and bicycle trails.

A general goal of Washoe County as outlined in the general Tahoe Area Plan's Public Services and Facilities section,

"In order to preserve the natural setting of the Tahoe planning area, utilities such as electrical lines and telephone lines should be placed underground, to the extent possible. Propane gas tanks should be screened completely from off-site view. "

It is intended that as part of the abandonment process, existing utilities will be placed underground.

(b) No Detriment. The abandonment or vacation does not result in a material injury to the public; and

The proposed abandonment does not result in a material injury to the public. In large part, the requested abandonment and subsequent improvements proposed by the Applicant will address several areas of concern regarding public safety by the continued existence of several substandard roadways and their existing conditions which, in whole or part, do not conform to current roadway design standards approved by Washoe County and based on current AASHTO best practices.

The request to abandon certain portions of existing right-o-way is not taken lightly, and the new roadway alignments with their accompanying dedication of right-of-way will provide a road network much more in conformance with current design standards.

(c) Existing Easements. Existing public utility easements in the area to be abandoned or vacated can be reasonably relocated to provide similar or enhanced service.

Existing utilities located within existing right of ways will be relocated to more appropriate locations in consultation with the appropriate utility providers to service the area with as minimal disruption as possible. Appropriate easements will be provided to replace those abandoned.

Variance Finding

Section 110.804.25 Findings. Prior to approving an application for a variance, the Board of Adjustment, the Planning Commission, or hearing examiner shall find that findings (a) through (d) apply to the property and, if a military installation is required to be noticed, finding (e):

ROADWAY ABANDONMENT AND VARIANCE REQUEST

- (a) Special Circumstances. Because of the special circumstances applicable to the property, including either the:
- (1) Exceptional narrowness, shallowness or shape of the specific piece of property, or
 - (2) By reason of exceptional topographic conditions, or
 - (3) Other extraordinary and exceptional situation or condition of the property and/or location of surroundings,
- the strict application of the regulation results in exceptional and undue hardships upon the owner of the property;

Reservoir Drive and the section of Wassou Road that are proposed to be abandoned both bisect the property that is targeted for redevelopment to bring a rejuvenated tourist-oriented project at this location and the property currently operated as the Tahoe Biltmore property. These two roads effectively bisect the property that is currently operated as the Tahoe Biltmore with the southern section of Wassou Road (proposed for abandonment) functioning as a parking lot driveway, while actually being a public right-of-way. Reservoir Drive presents slopes of varied severity with some sections between 13.1% and 14% as shown on the Existing Roadway Grades Exhibit provided with this application. Additionally, there are 5 existing downhill stop conditions that are presented by the existing road configuration. The stop condition that currently exists at the intersection of Reservoir Drive and SR. 28 is 13.1% to 14% (as shown on the Existing Roadway Slope Exhibit provided in Tab D of this application. These existing slopes and right-of-way widths present a less than county standard that will be improved with the realignment, as proposed within this application.

In order to develop a project that has reasonable connectivity and provides for an emphasis on the pedestrian environment and access (as is envisioned in the Tahoe Area Plan and Crystal Bay Tourist Zoning District requirements), elimination of the bisecting roadway pattern will be required. This will improve the ability to implement the TRPA approved plan a development pattern/plan that protects and respects the pedestrian level requirements of the TRPA and Washoe County rules and policies while providing a safer roadway pattern by providing a wider paved section of roadway width, providing roadway grades that are improved over the existing grades, and providing fewer downhill stop conditions on steeply sloped roads.

All of these existing conditions present an undue hardship to the envisioned redevelopment of the Tahoe Biltmore property. Any attempt to redevelop the subject property would necessitate variance requests for roadways, even if they were to be kept in the same alignment, due to the exceptional topographic conditions of that area. It has been demonstrated that the proposed realignments and configurations present a safer travel condition with lower grades. and fewer downhill stop conditions.

ROADWAY ABANDONMENT AND VARIANCE REQUEST

Over time, different engineering firms have attempted to reconcile the existing conditions with the standards set forth by Washoe County code. The Applicant has reviewed multiple scenarios in an attempt to either meet or come closer to the 10% slope requirement on roads with south facing slopes but could not in all instances. The area for the new road alignment is steep, while the total distance is short. It is physically impossible to ultimately tie the realigned Lakeview Avenue into Highway 28 unless reverse curves (S-curves) were designed. This is problematic, as the Fire District does not support S curves because they slow down emergency response vehicles and are safety hazards. The number of curves needed to meet the slope requirement would be a public safety issue as the emergency vehicles tried to navigate them. Since the public has identified the problems with Amagosa and Beoway, it is not wise to slow down the emergency responders with S curves, and the Fire District already stated it would not approve such a road design. The Applicant has kept the total length of roadways required to exceed the maximum slope to a minimum.

Because the project area exists within steep topography, there are limitations to addressing road grades to meet typical Washoe County requirements. Article 436, section 110.436.15(a) allows for alternative street standards in areas “where unique topographical or other physical constraints suggest the use of streets and associated systems that are not provided for in Code.” The Crystal Bay and Incline Village area are definitely areas that need the allowances for variation to the typical street standards, based on topography. It is impossible to lengthen Lakeview Avenue enough to allow more distance to reduce the slope. A report prepared by Acumen during the previous application review verifies this conclusion (report provided to Washoe County in background information from past approval).

It is definitely an undue hardship if the variance is not granted. This is due to the fact that any improvement or upgrade to roadways in or around the project boundary would necessitate a variance from County roadway standards. Without the approval of a variance, the status quo would be maintained which perpetuates existing steep and unsafe roadways and continues the substandard storm drainage controls that can present pollution detriment to Lake Tahoe.

Not only would the Applicant be harmed by the denial of the variance, but the general public would be harmed as well. The roads are not constructed to County standards for stormwater management practices and do not comply with environmental regulations. Additionally, the NSCP goal of clearly identifying Wassou Road would be impossible to fulfill because it basically requires a complete reconfiguration of the parking lot, which qualifies as a site improvement and thus triggers the requirement to improve the roads to County standards.

(b) No Detriment. The relief will not create a substantial detriment to the public good, substantially impair affected natural resources or impair the intent and purpose of the Development Code or applicable policies under which the variance is granted;

ROADWAY ABANDONMENT AND VARIANCE REQUEST

The current configuration of Lakeview Avenue has sections that range from 13% to 14% slope, which exceed the County Code requirement of 10%. The variance is only for the slope requirement, so the only issue to consider for the variance request is whether a reduction in the slope from a maximum of 14+% to a maximum 12 to 12.5%, is a detriment to the public. The answer is no. The Applicant is reducing the slope already present. The Applicant would like to reduce the slope on Lakeview Avenue to 10%, but it physically cannot achieve this standard due to the exceptional topographic conditions. The distance is too short, and the topography is too steep to achieve this goal. The improvement to existing slope provides an improvement to the public good and an improvement to the natural resources (Lake Tahoe).

The removal of Reservoir Road helps in the overall grade safety presented in the realignment of the connecting roadways in the area. Reservoir Road generally runs directly down the existing slopes in a shortest distance between two points manner, which creates some grades that far exceed code allowances (two sections with slopes ranging between 13.01% and 14% and evidence of road condition danger through vehicle accidents).

(c) No Special Privileges. The granting of the variance will not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and the identical regulatory zone in which the property is situated; and

The Applicant is not asking for any special consideration. The Applicant did not build the roads at issue and has no control over the topography of the site. The County owns the roads, so the Applicant cannot perform any improvements without the County's permission. Like much of the property in Incline Village and Crystal Bay, the project site has steep topographic conditions. Regardless of the project, when a property owner seeks to improve his/her property, the County requires non-conforming situations to be improved to County standards. This is true for both private and public improvements.

The Applicant is forced by the requirements of the Code and the topography to realign the roads. Lakeview Avenue currently exceeds 14% slope in certain areas, so it is already exceeding Code requirements. The Applicant is actually bringing the road into closer conformance to Code requirements. Granting the requested variance does not convey a special privilege on the Applicant. The roads do not meet County standards, and even the County, as owner of the roads, would be unable to meet all of its standards if the County decided to improve them.

(d) Use Authorized. The variance will not authorize a use or activity which is not otherwise expressly authorized by the regulation governing the parcel of property.

The granting of the variance will not permit an unauthorized use. All anticipated uses are permitted.

(e) Effect on a Military Installation. The variance will not have a detrimental effect on the location, purpose and mission of the military installation.

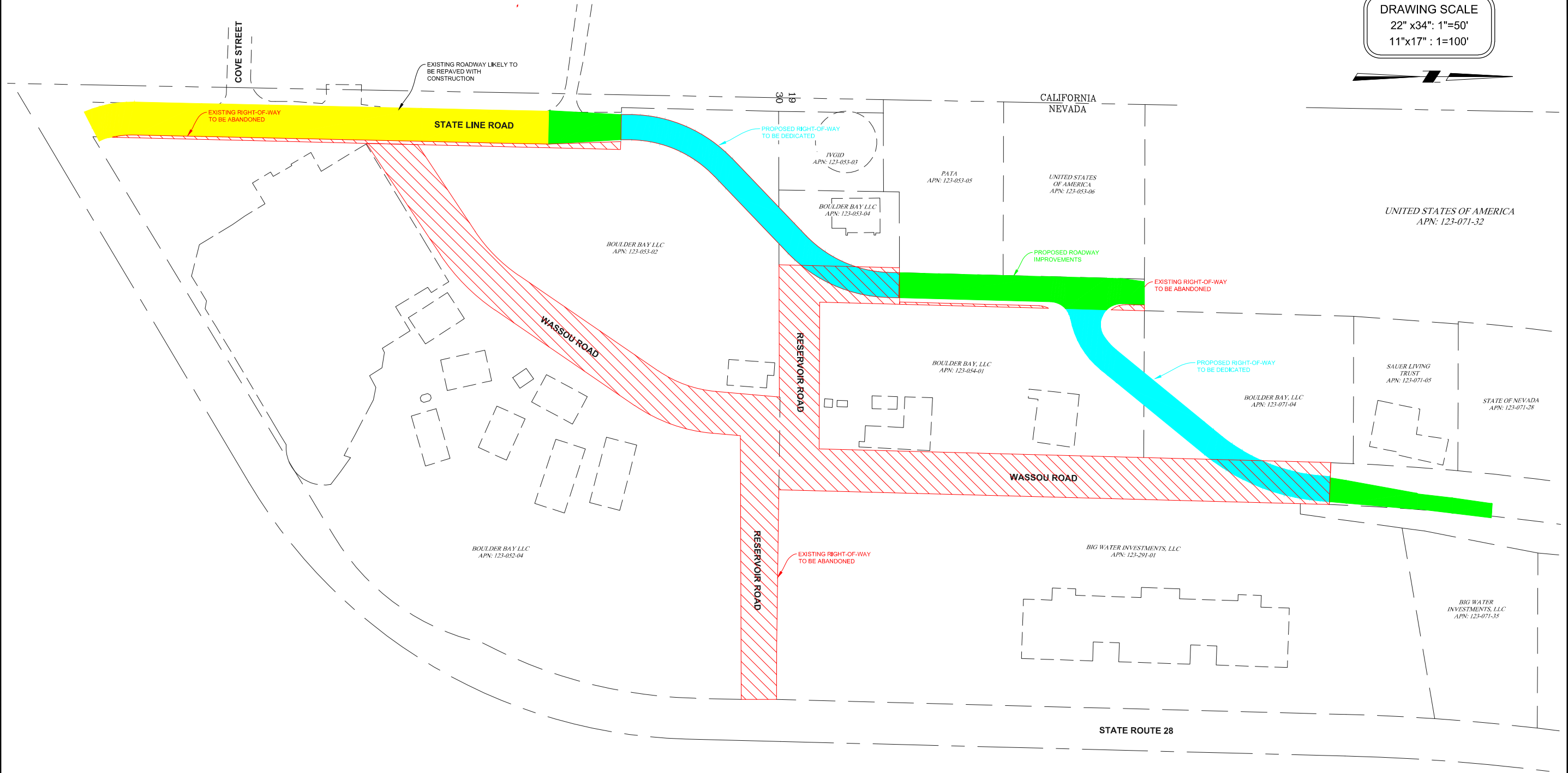
The granting of the variance will not have any effect on a military installation.

ABANDONMENT MAP

APPENDIX B




DRAWING SCALE
 22" x 34" : 1"=50'
 11" x 17" : 1"=100'




BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK. COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

PROPOSED RIGHT-OF-WAY TO BE DEDICATED/PROPOSED AREA OF IMPROVEMENT

 = ± 25,578 SQ.FEET, PLUS AREA OF STATELINE ROAD LIKELY TO BE REPAVED WITH CONSTRUCTION (13,762 SQ. FEET)

EXISTING RIGHT-OF-WAY TO BE ABANDONED

 = ± 60,291 SQ.FEET

**PRELIMINARY
 (NOT FOR CONSTRUCTION)**

NO.	DATE	MARK	REVISIONS

PROFESSIONAL SEAL:
**PRELIMINARY NOT
 FOR CONSTRUCTION**

CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LANDSCAPE ARCHITECTS
 TIER 1 CORPORATE BOULDER, CO. • DENVER, NEVADA, 85002
 775-866-1150 FAX: 775-866-1160 FAX • CFA@CFAINC.COM



EXHIBIT MAP
 OF
 ABANDONMENT VS ROADWAY IMPROVEMENTS
 BOULDER BAY PROJECT

NEVADA
 WASHOE COUNTY
 CRYSTAL BAY

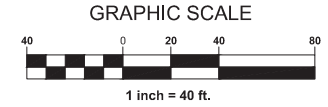
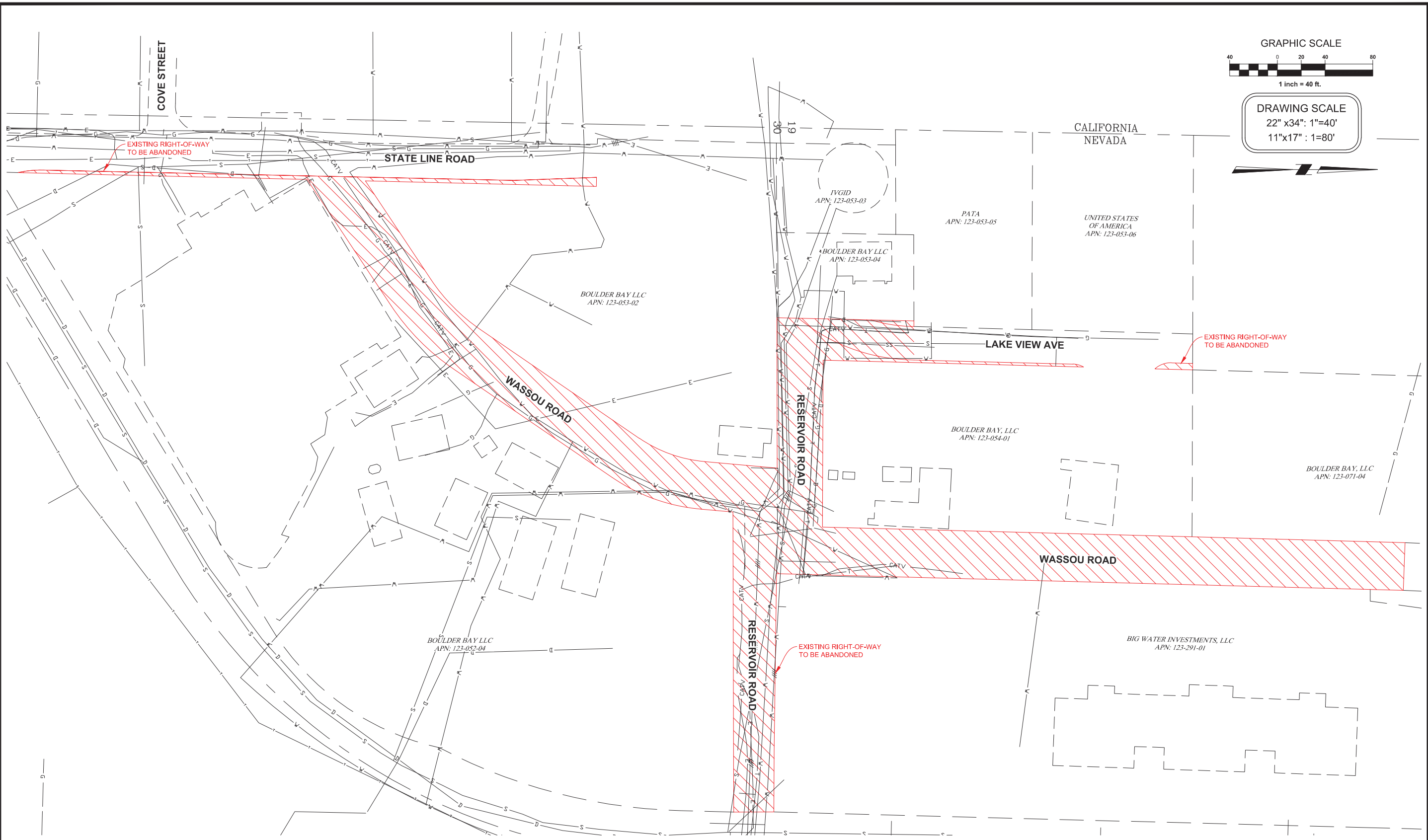
JOB NO. 17042.07
 DRAWN BY CJ
 CHECKED BY MKS

SHEET
1

WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

EXISTING UTILITY EXHIBIT

APPENDIX C



DRAWING SCALE
 22" x 34" : 1"=40'
 11"x17" : 1=80'

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) BASED ON REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING CORRECTIONS FROM THE NORTHERN NEVADA COOPERATIVE REAL TIME NETWORK. COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

EXISTING RIGHT-OF-WAY TO BE ABANDONED

= 60,291 SQ. FEET

LEGEND

- | | | |
|--|------|------------------------|
| | CATV | CABLE TV LINE |
| | E | ELECTRIC LINE |
| | G | GAS LINE |
| | DHE | OVERHEAD ELECTRIC LINE |
| | S | SANITARY SEWER LINE |
| | D | STORM DRAIN LINE |
| | T | TELEPHONE LINE |
| | W | WATER LINE |

PRELIMINARY
 (NOT FOR CONSTRUCTION)

WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

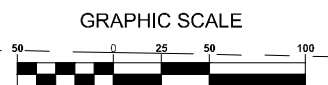
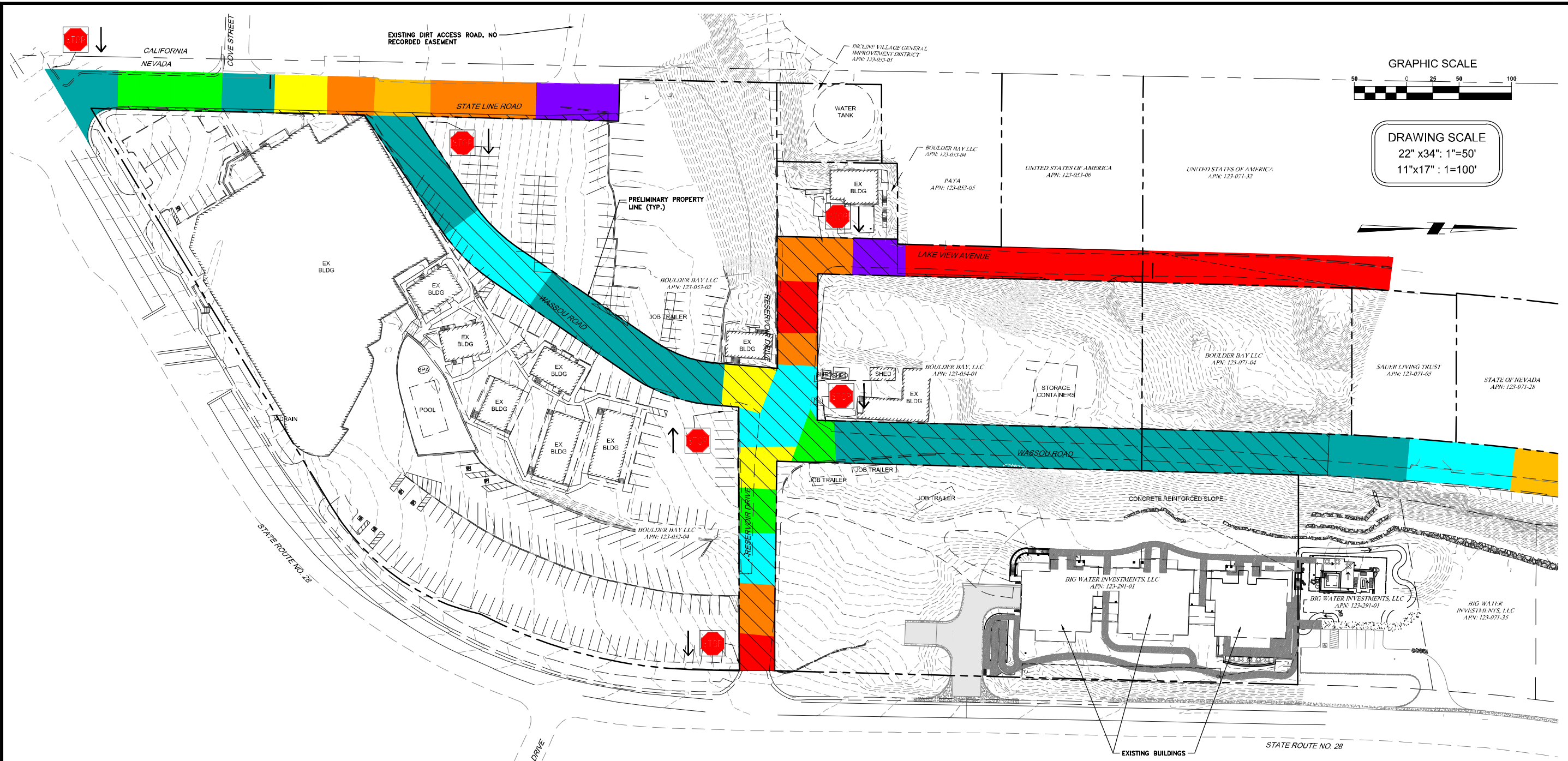
WAB21-0002 & WPVAR21-0001

REVISIONS			
DATE			
PROFESSIONAL SEAL:			
PRELIMINARY NOT FOR CONSTRUCTION			
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS TISSO CORPORATE REGULATORY • BEND, NEVADA 89602 775-866-1100 • 775-866-1860 FAX • CFA@CFAINC.COM			
EXHIBIT MAP OF EXISTING RIGHT-OF-WAY TO BE ABANDONED BOULDER BAY PROJECT WASHOE COUNTY NEVADA			
JOB NO.	17042.07		
DRAWN BY	DRS		
CHECKED BY	KLG		
SHEET	1		
EXHIBIT U			

EXISTING ROADWAY GRADES

EXISTING ROADWAY WIDTHS

APPENDIX D



DRAWING SCALE
 22" x 34": 1"=50'
 11" x 17": 1"=100'

SLOPE TABLE
 ABANDONMENT AREAS

SLOPE	COLOR	AREA (SF)	PERCENTAGE
0%–6%		3,194	5.3%
6.01%–8%		31,890	52.9%
8.01%–9%		9,851	16.3%
9.01%–10%		3,633	6.0%
10.01%–11%		183	0.3%
11.01%–12%		6,149	10.2%
12.01%–13%		0	0.0%
13.01%–14%		3,471	5.8%
14.01%+		1,920	3.2%

- LEGEND
- ABANDONMENT AREA (TYP.)
 - DOWNHILL STOPPING CONDITION (5)
 - UPHILL STOPPING CONDITION (1)

- NOTES:
- 1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17
 - 2) ALL SECTIONS OF ROADS IDENTIFIED IN THE SLOPE TABLE CAN BE CONSIDERED TO HAVE SOUTHERN EXPOSURE.

**PRELIMINARY
 (NOT FOR CONSTRUCTION)**

NO.	REVISIONS	DATE	BY

PRELIMINARY NOT
 FOR CONSTRUCTION

CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LAND USE PLANNERS
 1500 CORPORATE BOULEVARD - RENO, NEVADA 89502
 775-856-1150 MAIN • 775-856-1160 FAX • CFA@CFAINC.COM

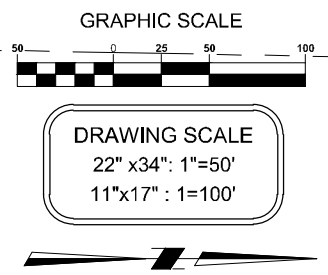
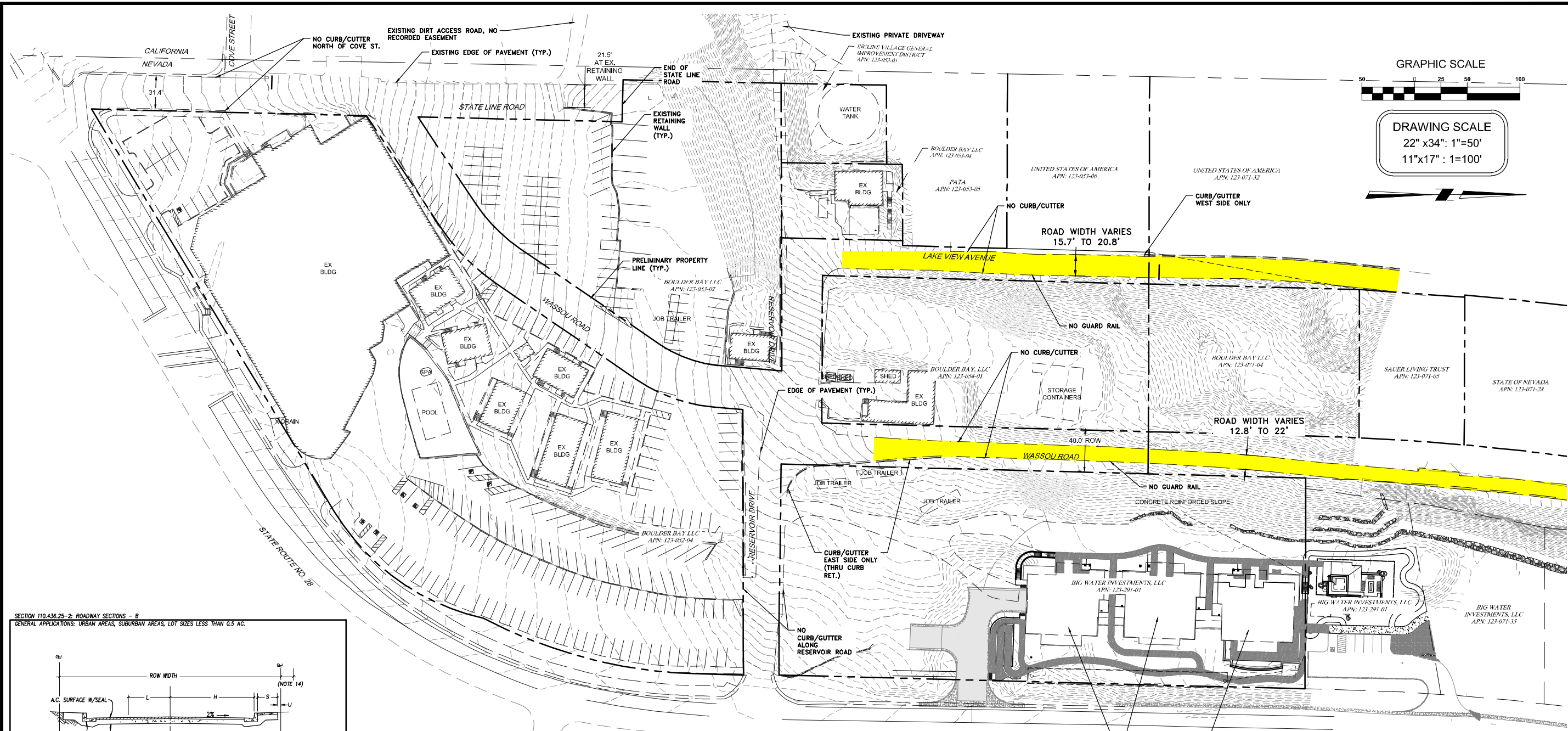
BOULDER BAY
 EXISTING ROADWAY GRADES
 WASHOE COUNTY
 NEVADA

JOB NO. 17042.07
 DESIGNED BY CJ
 CHECKED BY MKS
 DATE APRIL 2021

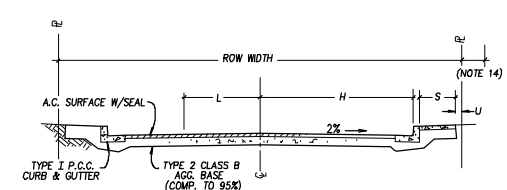
SHEET 1

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SECTION 110.436.25-2: ROADWAY SECTIONS - B
 GENERAL APPLICATIONS: URBAN AREAS, SUBURBAN AREAS, LOT SIZES LESS THAN 0.5 AC.



ROW	H	S	U	L	B	PL	ADT	MAX PER 2 TRAVEL LANES	REMARKS
52	20	5	0.5	12	4	0		7300	COLLECTOR
42	16	4	0.5	11	0	2		1000	LOCAL

- NOTES**
- ALL WIDTHS ARE IN FEET.
 - H IS MEASURED TO THE FRONT FACE OF CURB.
 - L IS TRAVEL LANE; S IS SIDEWALK; B IS BICYCLE LANE; PL IS MAX. NUMBER OF PARKING LANES ALLOWED; ROW IS RIGHT OF WAY; ADT IS AVERAGE DAILY TRAFFIC.
 - ADT REPRESENTS THE DESIGN VOLUME FOR A TWO LANE FACILITY.
 - BICYCLE LANE SHALL BE PROVIDED IN ACCORDANCE WITH THE BICYCLE AND PEDESTRIAN ELEMENT OF THE REGIONAL TRANSPORTATION PLAN AND TO THE SATISFACTION OF THE COUNTY ENGINEER.
 - STRUCTURAL SECTIONS SHALL BE DETERMINED BY GEOTECHNICAL ENGINEERING DESIGN BUT IN NO CASE SHALL BE LESS THAN 4" A.C. OVER 6" GRAVEL BASE FOR COLLECTOR STREETS AND 3" A.C. OVER 6" GRAVEL BASE FOR LOCAL STREETS.
 - ALL CURB AND GUTTER IS MONOLITHIC CONC. AND L SHAPED PER STANDARD DETAIL.
 - SIDEWALK AREA IS CONC. BOTH SIDES FOR COLLECTORS, ONE SIDE FOR LOCALS. ALTERNATE SIDEWALK LOCATIONS/CONFIGURATIONS MUST BE APPROVED BY THE COUNTY ENGINEER.
 - ALL A.C. SURFACES SHALL BE SEALED IN ACCORDANCE WITH WASHOE CO. STANDARDS.
 - RESIDENTIAL DRIVEWAY ACCESS NOT ALLOWED TO STREETS ON WHICH 10YR. DESIGN ADT EXCEEDS 2000.
 - DESIGN OF IMPROVEMENTS TO BE DONE IN ACCORDANCE WITH ARTICLES 420 & 436 OF WASHOE COUNTY DEVELOPMENT STANDARDS AND DESIGN GUIDELINES.
 - ALL CONSTRUCTION IS TO BE DONE TO CURRENT WASHOE CO. STANDARDS & SPECIFICATIONS.
 - SLOPE EASEMENTS MAY BE REQ'D IN CERTAIN TERRAIN TO ACCOMMODATE THE ROADWAY SECTION.
 - MIN 7.5' PUBLIC UTILITY/TRAFFIC CONTROL SIGNAGE/PLOWED SNOW EASEMENT IS REQ'D ON BOTH SIDES OF ROW.

NO.	REVISED	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION:
6	changed adt	12/05/24	ROADWAY SECTIONS GENERAL APPLICATIONS URBAN AREAS/SUBURBAN AREAS LOT SIZE: LESS THAN 0.5 ACRE	WASHOE
3	Sub/Notes	1/9/24		DRAWING NO: W-1.2
4	Corr. 1"	2/24/24		DATE: 2/23/24
5	Spig. As W-2.dwg	10/01/24		PAGE: 2

LEGEND

SUBSTANDARD ROADWAY SECTION (TYP.)

NOTES:

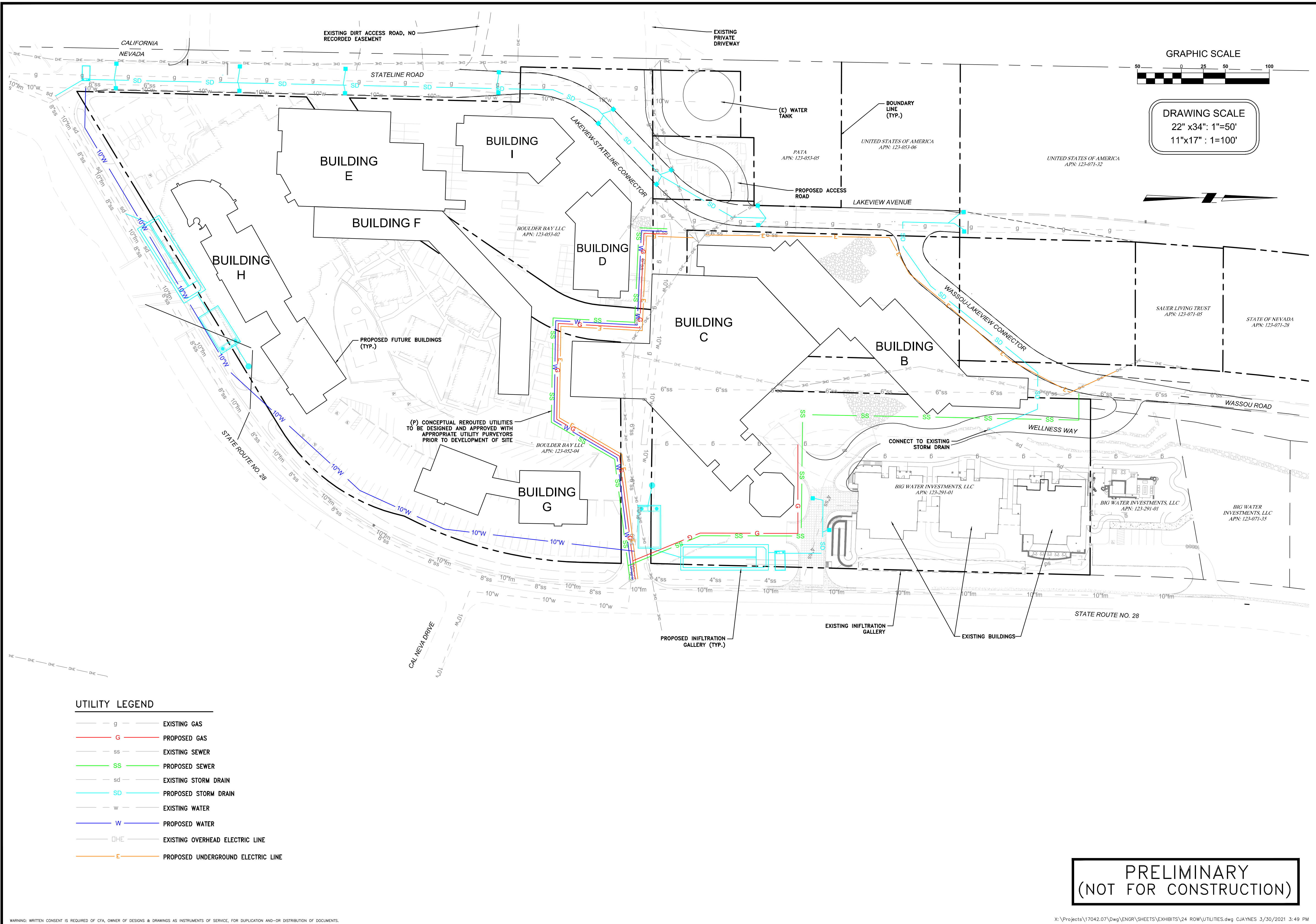
1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17

PRELIMINARY
 (NOT FOR CONSTRUCTION)

PRELIMINARY NOT FOR CONSTRUCTION	REVISIONS DATE MARK BY
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND-USE PLANNERS 1500 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFA@CFAINC.COM	BOULDER BAY EXISTING ROADWAY WIDTHS WASHOE COUNTY, NEVADA
JOB NO. 17042.07 DESIGNED BY CJ CHECKED BY MKS DATE APRIL 2021 SHEET 2	EXHIBIT U

CONCEPTUAL SITE-UTILITY EXHIBIT (FUTURE DEVELOPMENT)

APPENDIX E

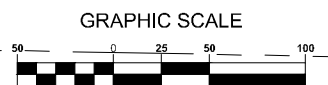
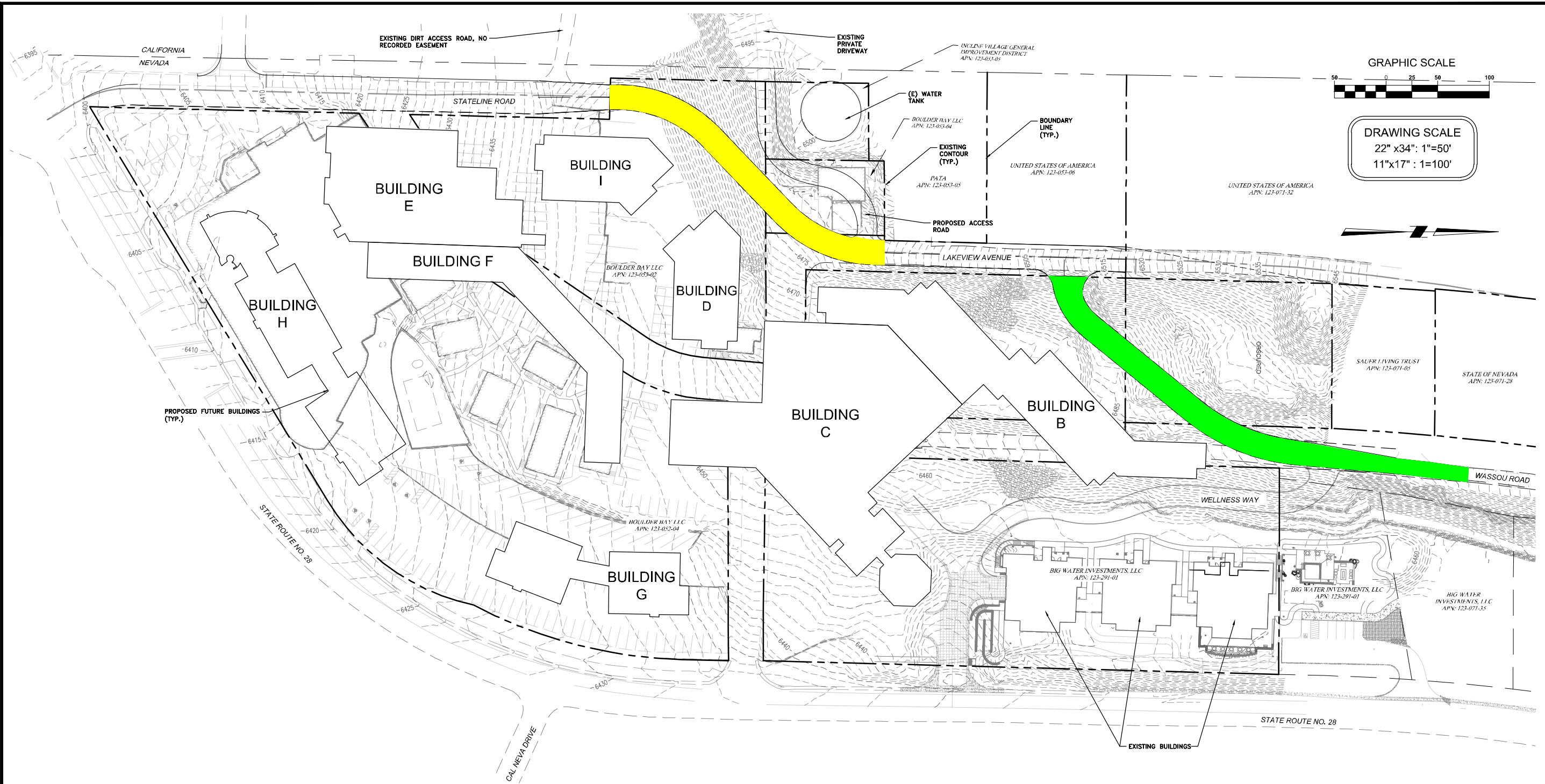


BY	
REVISIONS	
MARK	
DATE	
PRELIMINARY NOT FOR CONSTRUCTION	
CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1150 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFARENCO.COM	
	
BOULDER BAY CONCEPTUAL UTILITY PLAN WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS WASHOE COUNTY NEVADA	
JOB NO.	17042.07
DESIGNED BY	CJ
CHECKED BY	MKS
DATE	3/29/2021
SHEET	1
OF	1

**PRELIMINARY
(NOT FOR CONSTRUCTION)**

PROPOSED ROADWAYS PROPOSED
PROPOSED ROADWAY WIDTHS
LAKEVIEW-STATELINE CONNECTOR PLAN & PROFILE
WASSOU-LAKEVIEW CONNECTOR PLAN & PROFILE

APPENDIX F



DRAWING SCALE
 22" x 34" : 1"=50'
 11"x17" : 1"=100'



SLOPE TABLE

SLOPE	COLOR	AREA (SF)	PERCENTAGE
0%–10%	■	9,656	56.8%
10.01%–11%	■	0	0.0%
11.01%–12%	■	0	0.0%
12%+	■	7,355	43.2%

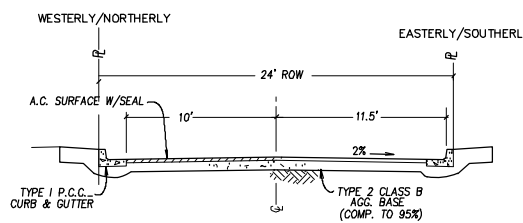
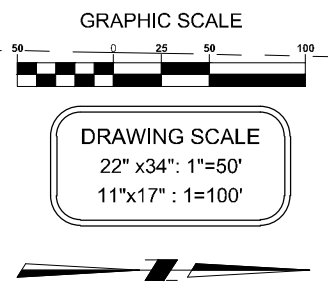
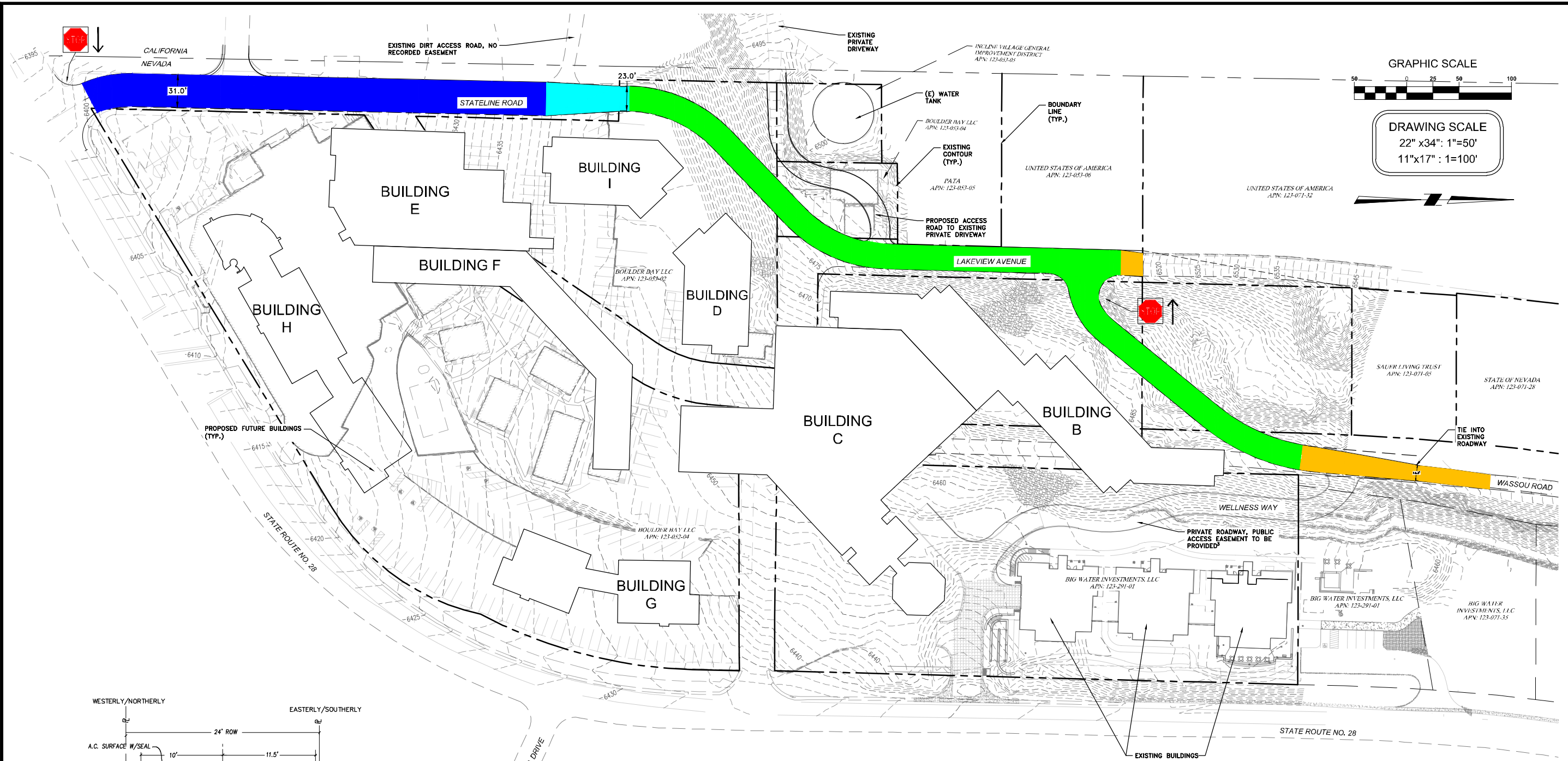
- NOTES:
- 1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17
 - 2) ALL SECTIONS OF ROADS IDENTIFIED IN THE SLOPE TABLE CAN BE CONSIDERED TO HAVE SOUTHERN EXPOSURE.

**PRELIMINARY
 (NOT FOR CONSTRUCTION)**

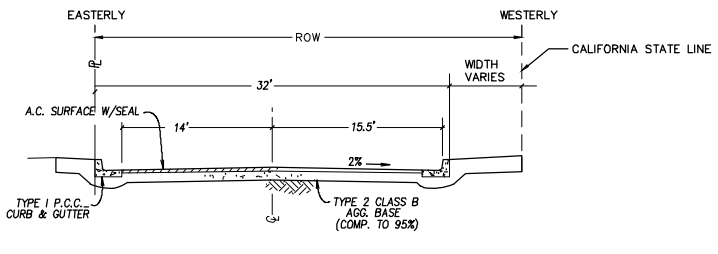
	BY
	REVISIONS
	MARK
	DATE
PRELIMINARY NOT FOR CONSTRUCTION	
<p>CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1500 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFA@CFAINC.COM</p>	
<p>BOULDER BAY PROPOSED PUBLIC ROADWAY GRADES-AMENDED WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS</p>	
NEVADA WASHOE COUNTY	
JOB NO. 17042.07	
DESIGNED BY CJ	
CHECKED BY MKS	
DATE 4/9/2021	
SHEET	3
<p>WAB21-0002 & WPVAR21-0001 EXHIBIT U</p>	

WARNING: WRITTEN CONSENT IS REQUIRED OF CFA, OWNER OF DESIGNS & DRAWINGS AS INSTRUMENTS OF SERVICE, FOR DUPLICATION AND/OR DISTRIBUTION OF DOCUMENTS.

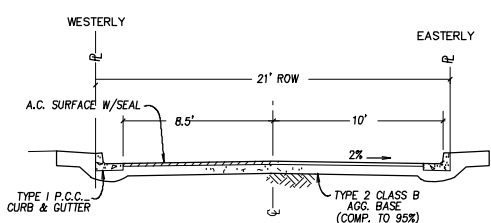
X:\Projects\17042.07\DWG\ENGR\SHEETS\EXHIBITS\24 ROW\Proposed Site Conditions.dwg CJ\JAMES 4/9/2021 11:35 AM



PROPOSED ROADWAY SECTION
WASSOU-LAKEVIEW CONNECTOR (PUBLIC)
LAKEVIEW-STATELINE CONNECTOR (PUBLIC)



PROPOSED ROADWAY SECTION
STATELINE ROAD (PUBLIC)
ON-STREET PARKING ON WEST SIDE ONLY



PROPOSED ROADWAY SECTION
WELLNESS WAY (PRIVATE)

LEGEND

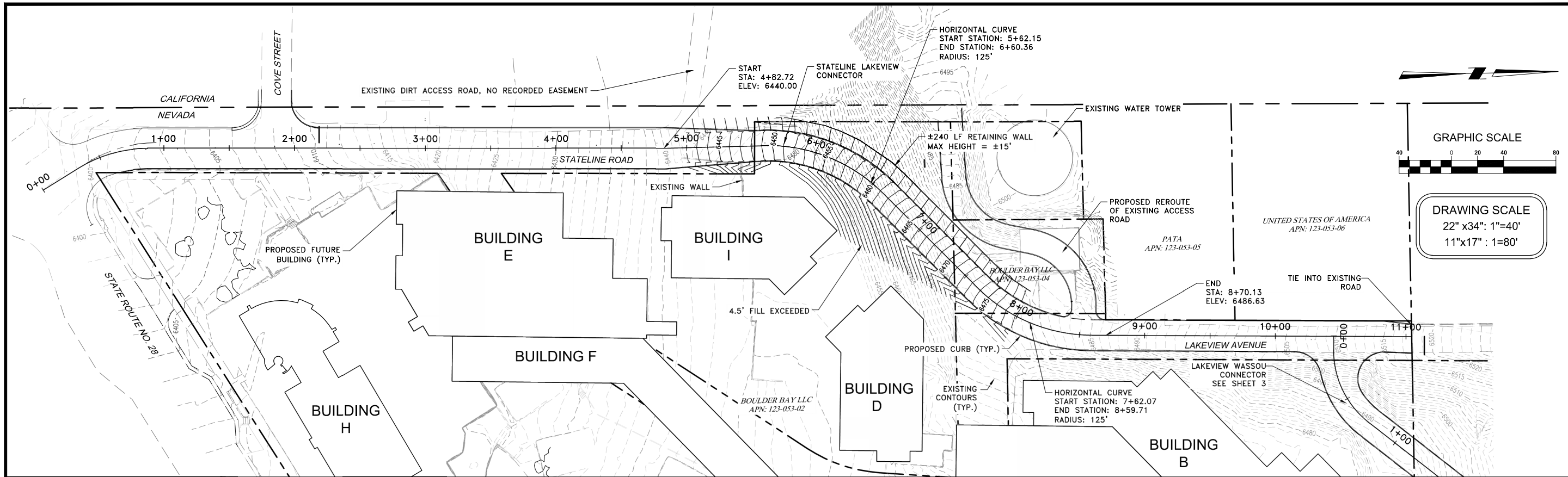
- EXPANDING ROADWAY FROM EXISTING ROADWAY WIDTH TO 23' PROPOSED ROADWAY WIDTH
- ROADWAY WIDTH = 23' (24' ROW) SEE PROPOSED ROADWAY SECTION WASSOU-LAKEVIEW CONNECTOR, LAKEVIEW STATELINE CONNECTOR
- ROADWAY WIDTH VARIES 23' TO 31'
- ROADWAY WIDTH = 31' (32' ROW) SEE PROPOSED ROADWAY SECTION STATELINE ROAD
- DOWNHILL STOPPING CONDITION (1)
- UPHILL STOPPING CONDITION (1)

NOTES:

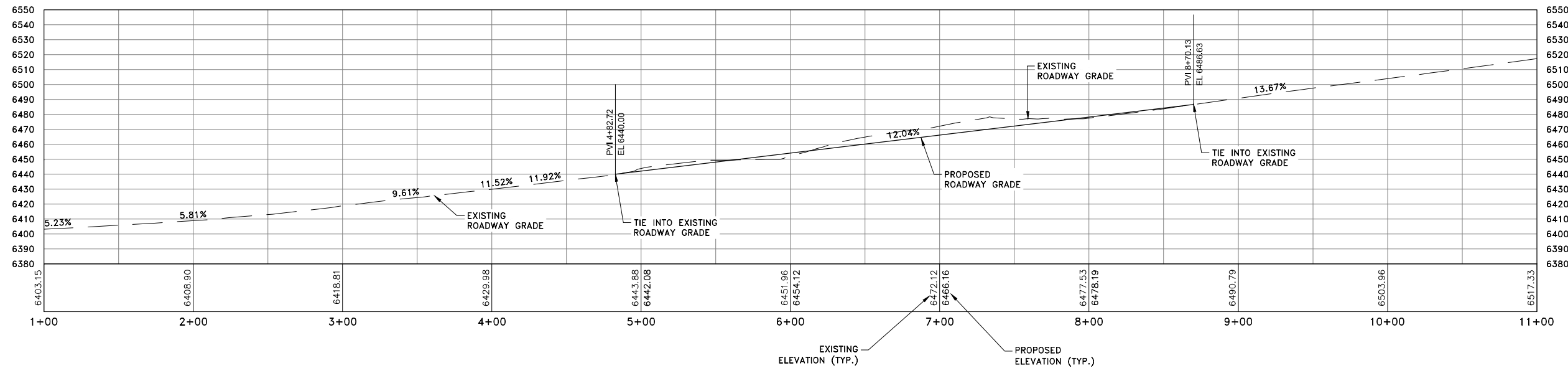
- 1) TOPOGRAPHY IS BASE ON FIELD WORK COMPLETED BY CFA 12/17
- 2) THE ADJACENT RESIDENTIAL AREA TO THE NORTH IS CLASSIFIED AS ZONES MDS AND HDS WITH LOT SIZES < 0.5 AC.
- 3) THE ALIGNMENT FOR WELLNESS WAY MATCHES WHAT WAS PREVIOUSLY APPROVED BY THE COUNTY. IT IS A PRIVATE ROADWAY WITH A PUBLIC ACCESS EASEMENT. ROADWAY SLOPES EXCEED COUNTY STANDARDS. WELLNESS WAY WAS INCLUDED AS PART OF THE TRPA APPROVED SITE PLAN.

PRELIMINARY
(NOT FOR CONSTRUCTION)

	BY
	REVISIONS
	MARK
	DATE
PRELIMINARY NOT FOR CONSTRUCTION	
<p>CFA, INC. LAND SURVEYORS CIVIL ENGINEERS LAND USE PLANNERS 1500 CORPORATE BOULEVARD - RENO, NEVADA 89502 775-856-1150 MAIN • 775-856-1160 FAX • CFARENDO.COM</p>	
<p>BOULDER BAY PROPOSED PUBLIC ROADWAY WIDTHS-AMENDED WASSOU-LAKEVIEW & LAKEVIEW-STATELINE CONNECTORS</p>	
NEVADA WASHOE COUNTY	
JOB NO. 17042.07	DESIGNED BY CJ
CHECKED BY MKS	DATE 4/9/2021
SHEET 4	



LAKEVIEW TO STATELINE CONNECTOR PLAN VIEW



LAKEVIEW TO STATELINE CONNECTOR PROFILE VIEW

HORIZONTAL: 1" = 40' VERTICAL: 1" = 40'

NOTES:
1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

**PRELIMINARY
(NOT FOR CONSTRUCTION)**

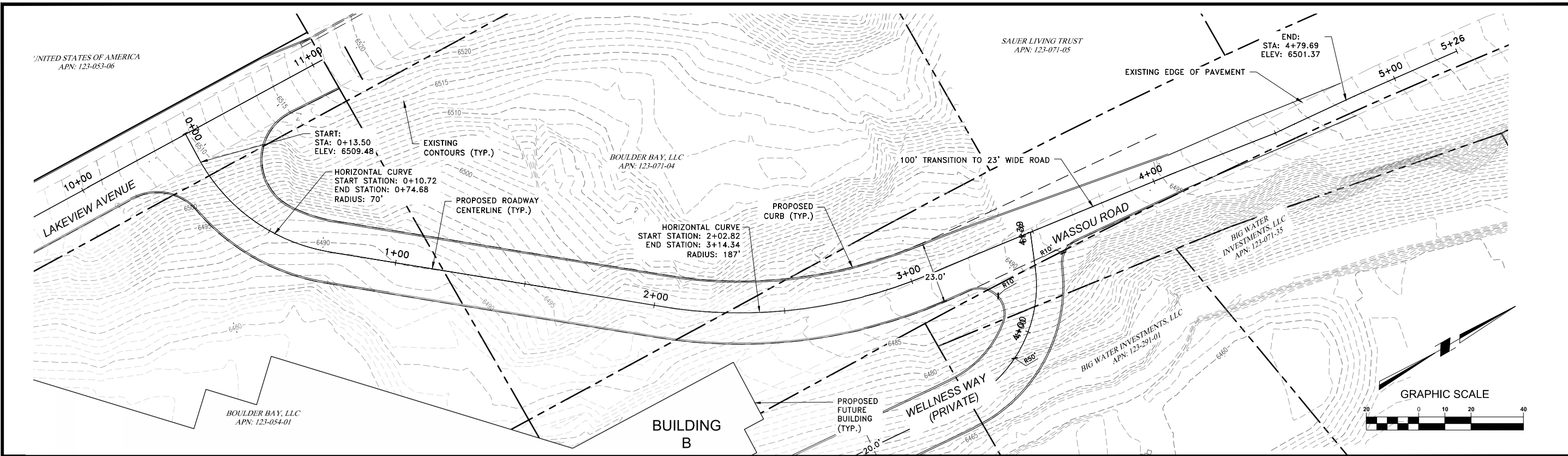
NO.	REVISIONS	DATE	BY

PRELIMINARY NOT FOR CONSTRUCTION

CFA, INC.
LAND SURVEYORS
CIVIL ENGINEERS
LAND USE PLANNERS
1150 CORPORATE BOULEVARD • BEND, NEVADA 89502
775-956-1150 FAX • 775-956-1160 FAX • CFA@CFAINC.COM

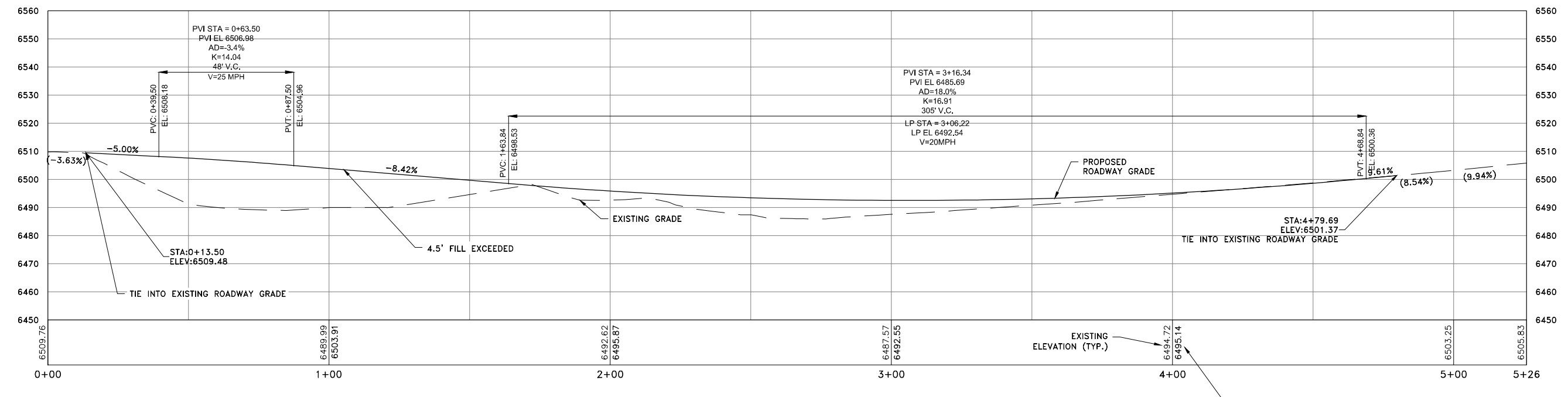
BOULDER BAY
LAKEVIEW-STATELINE CONNECTOR- AMENDED
PLAN & PROFILE
NEVADA
WASHOE COUNTY

JOB NO. 17042.07
DESIGNED BY CJ
CHECKED BY MKS
DATE 4/9/2021
SHEET 1



LAKEVIEW TO WASSOU CONNECTOR PLAN VIEW

DRAWING SCALE
 22" x 34" : 1" = 20'
 11" x 17" : 1" = 40'



LAKEVIEW TO WASSOU CONNECTOR PROFILE VIEW
 HORIZONTAL: 1" = 20' VERTICAL: 1" = 20'

- NOTES:
 1) REFERENCE PROPOSED ROADWAY WIDTHS EXHIBIT FOR ROAD SECTIONS.

PRELIMINARY
 (NOT FOR CONSTRUCTION)

NO.	DATE	MARK	REVISIONS	BY

PRELIMINARY NOT FOR CONSTRUCTION

CFA, INC.
 LAND SURVEYORS
 CIVIL ENGINEERS
 LAND USE PLANNERS
 1150 CORPORATE BOULEVARD • BEND, NEVADA 89502
 775-856-1150 FAX • 775-856-1160 FAX • CFA@CFAINC.COM

BOULDER BAY
 WASSOU-LAKEVIEW CONNECTOR - AMENDED
 PLAN & PROFILE
 WASHOE COUNTY NEVADA

JOB NO. 17042.07
 DESIGNED BY CJ
 CHECKED BY MKS
 DATE 4/9/2021

SHEET 2

ALTA 03-21-18

APPENDIX G

LEGAL DESCRIPTIONS

THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY FIRST CENTENNIAL TITLE COMPANY OF NEVADA, ORDER NO. 234540-LT, DATED MARCH 8, 2018.

PARCEL 1: (SEE SHEET 2)

Lot 1, in Block F of NEVADA VISTA SUBDIVISION, being a subdivision of portion of Lots 1 and 2 and I and II in Section 30, Township 16 North, Range 18 East, M.D.B.&M., State of Nevada, County of Washoe, according to the map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on August 26, 1926.

EXCEPTING THEREFROM that portion thereof, conveyed to the County of Washoe, by Deed recorded July 17, 1997, in Book 111, Page 241, Deed Records, as Instrument No. 78492.

The above legal description was taken from prior Document No. 3548449.

APN: 123-042-01
22 STATE ROUTE 28

PARCEL 2: (SEE SHEET 3)

All that portion of Lot 2, in Block F of NEVADA VISTA SUBDIVISION, as shown on the official map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on August 26, 1926, more particularly described as follows:

Beginning at the Northwest corner of said Lot 2; thence along the Northerly line thereof South 60°02' East 273.07 feet to the Northeast corner thereof; being a point on the Northwesterly line of Calaneva Drive; thence along said Northwesterly line, South 43°13' West 70.00 feet; thence leaving said Calaneva Drive, North 60°02' West 266.20 feet to a point on the Southeasterly line of Nevada State Route No. 28; thence along said line, and the Westerly line of said Lot 2, Northerly along the arc of a curve to the left, with a radius of 290 feet for an arc distance of 73.11 feet to the point of beginning.

The above legal description was taken from Prior Document No. 3548445.

APN: 123-042-02
0 CALANEVA DRIVE

PARCEL 3: (SEE SHEET 4)

Commencing at the intersection of the West line of the Nevada State Highway No. 28 with the South line of Section 19, Township 16 North, Range 18 East, M.D.B.&M., thence South 88°58' West, along said South line of Section 19, a distance of 420.00 feet to the true point of beginning; thence South 88°58'00" West, a distance of 65.96 feet; thence North 07°32'27" West, a distance of 115.18 feet; thence North 88°58'00" East, a distance of 72.34 feet; thence South 07°32'27" West, a distance of 115.00 feet to the true point of beginning. Situate wholly within Lot 4 of Section 19, Township 16 North, Range 18 East, M.D.B.&M.

The above legal description was taken from Prior Document No. 3548445.

APN: 123-043-04
101 LAKE VIEW AVENUE

PARCEL 4: (SEE SHEET 5)

All of Block C of the ADDITION TO NEVADA VISTA SUBDIVISION, as shown on the official map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on February 15, 1928.

EXCEPTING THEREFROM LOTS 1 AND 3

APN: 123-042-02 and a Portion of 123-042-04
5 STATE ROUTE 28

PARCEL 5: (SEE SHEET 5)

Beginning at the Northeast corner of Lot 28, in Block C of the ADDITION TO NEVADA VISTA SUBDIVISION, as shown on the official map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on February 15, 1928, said point being South 37°00'48" East a distance of 531.90 feet from the Northwest corner of Section 30, Township 16 North, Range 18 East, M.D.B.&M., said corner being a State line monument; thence North 88°58' East 30.30 feet to a point; thence South 07°37' West 44.53 feet to a point; thence on a curve to the right through an angle of 26°16'20" with a radius of 460 feet, a distance of 210.93 feet; thence on a curve whose tangent bearing in North 11°29'10" East through an angle of 7°15'10" with a radius of 220.33 feet a distance of 27.89 feet; thence North 4°10' East 220.05 feet to the point of beginning.

The above legal description was taken from Prior Document No. 3548445.

APN: The remaining Portion of 123-042-04
5 STATE ROUTE 28

PARCEL 6: (SEE SHEET 5)

Lots 1 and 3, in Block C, of the ADDITION TO NEVADA VISTA SUBDIVISION, as shown on the official map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on February 15, 1928.

APN: 123-042-03
0 STATE ROUTE 28

PARCEL 7: (SEE SHEET 5)

All of Block "D" of the ADDITION TO NEVADA VISTA SUBDIVISION, as shown on the official map thereof, filed in the office of the County Recorder of Washoe County, State of Nevada, on February 15, 1928.

EXCEPTING THEREFROM that portion thereof, conveyed to the County of Washoe for road purposes (Wassou Road Re-Alignment), as set forth in a Deed recorded February 17, 1964, under Filing No. 406693, Deed Records of Washoe County, Nevada.

APN: 123-043-02 and a portion of 123-042-04
0 WASSOU ROAD

PARCEL 8: (SEE SHEET 4)

Lots 14, 15, 16, 17 and 18 of the MATT GREEN UNOFFICIAL SUBDIVISION of a Portion of Lot 4 of Section 19, Township 16 North, Range 18 East, M.D.B.&M., more particularly described as follows:

COMMENCING at the intersection of the Westerly right-of-way line of Nevada State Highway Route No. 28 (80 feet wide) with the South line of Section 19, Township 16 North, Range 18 East, M.D.B.&M.; thence along said South line South 89°17'50" West 240.00 feet; thence North 0°35'38" East 40.00 feet to the True Point of Beginning; thence North 0°35'38" East along the Western line of Wassou Road, (40.00 feet wide) a distance of 460.53 feet; thence along the arc of a curve to the right, tangent to the preceding course, with a radius of 2392.74 feet for an arc distance of 49.07 feet; thence South 89°15'47" West 140.00 feet to the East line of Lake View Avenue, (40 feet wide); thence South 0°35'38" West along said East line 510.00 feet to a line drawn South 89°17'50" West from the Point of Beginning; thence North 89°17'50" East 140.00 feet to the True Point of Beginning.

EXCEPTING THEREFROM all that certain real property, lying within the exterior boundaries of Lots 17 and 18 of the MATT GREEN UNOFFICIAL SUBDIVISION of a Portion of Lot 4 of Section 19, Township 16 North, Range 18 East, M.D.B.&M.

APN: 123-044-01
47 RESERVOIR ROAD

PARCEL 9: (SEE SHEET 4)

Lots 14, 15, 16, 17 and 18 of the MATT GREEN UNOFFICIAL SUBDIVISION of a Portion of Lot 4 of Section 19, Township 16 North, Range 18 East, M.D.B.&M., more particularly described as follows:

COMMENCING at the intersection of the Westerly right-of-way line of Nevada State Highway Route No. 28 (80 feet wide) with the South line of Section 19, Township 16 North, Range 18 East, M.D.B.&M.; thence along said South line South 89°17'50" West 240.00 feet; thence North 0°35'38" East 40.00 feet to the True Point of Beginning; thence North 0°35'38" East along the Western line of Wassou Road, (40.00 feet wide) a distance of 460.53 feet; thence along the arc of a curve to the right, tangent to the preceding course, with a radius of 2392.74 feet for an arc distance of 49.07 feet; thence South 89°15'47" West 140.00 feet to the East line of Lake View Avenue, (40 feet wide); thence South 0°35'38" West along said East line 510.00 feet to a line drawn South 89°17'50" West from the Point of Beginning; thence North 89°17'50" East 140.00 feet to the True Point of Beginning.

EXCEPTING THEREFROM all that certain real property, lying within the exterior boundaries of Lots 14, 15 and 16 of the MATT GREEN UNOFFICIAL SUBDIVISION of a Portion of Lot 4 of Section 19, Township 16 North, Range 18 East, M.D.B.&M.

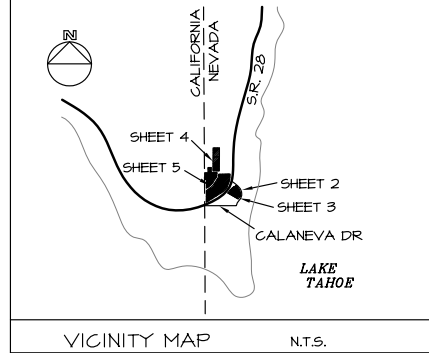
APN: 123-071-04
0 WASSOU ROAD

PARCEL 10: (SEE SHEET 5)

A portion of the NW ¼ of Section 30, Township 16 North, Range 18 East, M.D.B.&M., being that portion of Reservoir Drive bounded by that certain Order of Abandonment recorded February 17, 1964, under Filing No. 406694, Liens and Miscellaneous, Washoe County Nevada Records, more particularly described as follows:

BEGINNING at the North One-Quarter Section corner of said Section 30; thence South 89°19'17" West 236.90 feet to the Northeast corner of Lot 7, in Block D of the Addition to Nevada Vista Subdivision, as shown on the Official Map thereof, thence South 4°10'00" West 59.71 feet along the Westerly right of way line of Reservoir Drive; thence South 88°50'00" East 40.00 feet to a point on the Easterly right of way line of Reservoir Drive, and the True Point of Beginning; thence South 4°10'00" West 172.57 feet along said Easterly right of way line to a point; thence South 88°00'08" West 515.15 feet along the Southerly right of way line of Reservoir Drive to the Northwest corner of Lot 2, in Block C of the Addition to Nevada Vista Subdivision, as shown on the Official Map thereof; thence North 25°30'08" East 127.22 feet to the beginning of a curve to the left having a radius of 194.34 feet, a total curvature of 22°00'00" and a long chord of North 44°50'08" East 74.16 feet; thence along said curve a distance of 74.62 feet to a point of tangency; thence North 88°30'08" East 41.04 feet to the Northerly right of way line of Reservoir Drive; thence North 88°00'08" East 48.15 feet along said Northerly right of way line to a point; thence North 4°10'00" East 40.76 feet along the Westerly right of way line of Reservoir Drive to a point; thence North 33°30'08" East 41.18 feet to the beginning of a curve to the left having a radius of 124.62 feet, a total curvature of 29°10'08" and a long chord of North 18°50'04" East 78.32 feet; thence along said curve a distance of 79.17 feet to the True Point of Beginning.

APN: A portion of 123-042-04
5 STATE ROUTE 28



TITLE NOTES

- SOURCE OF LEGAL DESCRIPTIONS: DOC. NO. 3548445 AND DOC. NO. 3548444, WASHOE COUNTY OFFICIAL RECORDS.
- ENCROACHMENTS WERE DISCOVERED DURING THE COURSE OF THIS SURVEY.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE, WEST ZONE NAD83(94) AND IS BASED ON MONUMENTS SHOWN HEREON. COORDINATES AND DISTANCES HEREON ARE AT GROUND LEVEL BASED ON A COMBINED GRID TO GROUND FACTOR OF 1.000263.

NOTES:

- GROSS LAND AREA SURVEYED = 8.27 ACRES

TO NORTHLIGHT REAL ESTATE OPPORTUNITY FUND L.P., A DELAWARE LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS.
BOULDER BAY, LLC, A NEVADA LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS.
TAYLOR DERRICK CAPITAL, LLC, ITS SUCCESSORS AND ASSIGNS,
AND FIRST CENTENNIAL TITLE COMPANY OF NEVADA;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA & NSPS, AND INCLUDES ITEMS 2, 4, 7(a), 8, 9, 13 & 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON MARCH 13, 2018.



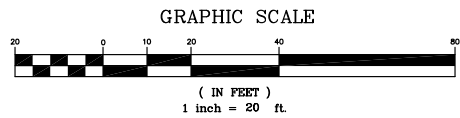
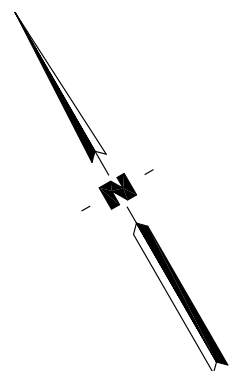
KENNETH R. ARNETT, PLS 7629 DATE 3/21/18

REVISIONS	BY

ALTANSPS LAND TITLE SURVEY
 BEING THE LANDS OF BOULDER BAY LLC
 AS DESCRIBED IN DOC. NOS. 3548445 & 3548444, W.C.O.R.
 BEING A PORTION OF SEC. 19 & SEC. 30, T.16N, R.18E., M.D.B.&M.
 WASHOE COUNTY, NEVADA

ARNETT & ASSOCIATES, INC.
 LAND SURVEYORS & PLANNERS
 TRUCKEE (831) 947-0622
 NORTH TANGIE (775) 834-8488
 NORTH DRIVE, NO. 13, INGLE VILLAGE, NEVADA 89411
 PLS 7629
 ARNETT@ARNETTINC.COM
 SOUTH TANGIE (831) 644-3008
 110 COUNTY CLUB DRIVE, NO. 13, INGLE VILLAGE, NEVADA 89411

DATE	3/21/18
SCALE	1"=80'
DRAWN	JDT
JOB	07-01-04
FILE	ALTA.DWG
SHEET	1



RECORD DOCUMENTS

THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY FIRST CENTENNIAL TITLE COMPANY OF NEVADA, ORDER NO. 234540-LT, DATED MARCH 8, 2018.

THE FOLLOWING AFFECT PARCEL 1:

1. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded July 13, 1971, in Book 17, Page 50, as Document No. 40986, and recorded November 20, 1978, in Book 74, Page 399, as Document No. 44430, and recorded February 28, 1979, in Book 75, Page 471, as Document No. 46168, Deed Records.
2. An easement and right of way for drainage facilities and incidental purposes, as granted to the County of Washoe, as set forth in an instrument recorded October 29, 1979, in Book 1442, Page 109, as Document No. 638454, Official Records. NOT LOCATABLE OF RECORD.
3. An easement for permanent easement and right of way for drainage facilities and incidental purposes, as granted to the County of Washoe, as set forth in an instrument recorded November 2, 1979, in Book 1447, Page 11, as Document No. 639443, Official Records.

LEGEND

- NOTHING FOUND OR SET
- FOUND AS NOTED
- ⊙ SEWER MANHOLE
- ⊙ SEWER CLEANOUT
- UTILITY AS NOTED
- POWER POLE W/ GUY ANCHOR
- WATER VALVE
- FIRE HYDRANT
- LIGHT
- TRAFFIC SIGN
- UNDERGROUND TELEPHONE
- OVERHEAD TELEPHONE/ELECTRIC
- WATER LINE
- D.I. DRAIN INLET
- GMP CORRUGATED METAL PIPE FOR STORM DRAINAGE
- EDGE OF PAVEMENT

RECORD REFERENCES

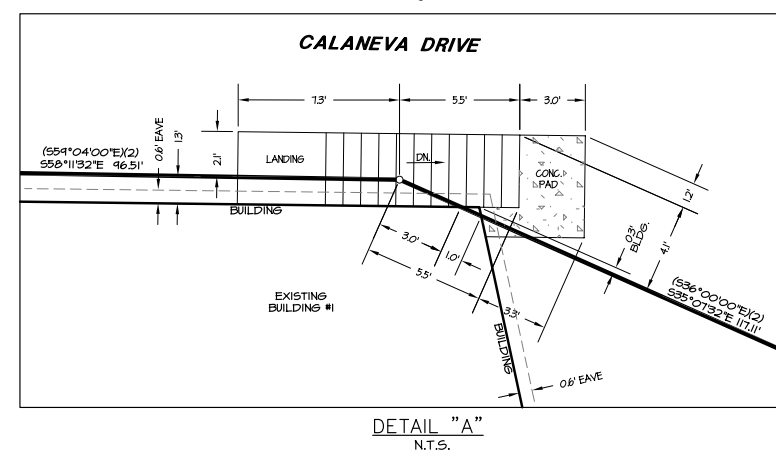
- (1) DOCUMENT NO. 3548445
- (2) DOCUMENT NO. 3548449
- (3) NDOT HIGHWAY MAP NO. 14, DATED AUGUST 1958
- (4) RECORD OF SURVEY NO. 120, W.C.O.R.
- (5) RECORD OF SURVEY NO. 2338, P.C.R.
- (6) RECORD OF SURVEY NO. 4504, W.C.O.R.
- (7) NEVADA VISTA SUBDIVISION, TRACT MAP NO. 148, W.C.O.R.
- (8) ADDITION TO NEVADA VISTA SUBDIVISION, TRACT MAP NO. 214, W.C.O.R.

NOTE: COURSES AND DISTANCES SHOWN HEREON ARE RECORD PER THE SUBJECT DEED DOC. NOS. 3548445 & 3548449 AND THE SUBDIVISION TRACT MAPS T148 & T214 AND THE UNRECORDED MAP OF MATT GREEN SUBDIVISION, WASHOE COUNTY RECORDS, ROTATED TO STATE PLANE RECORD BEARINGS IN PARENTHESES, UNLESS OTHERWISE NOTED AS NOTED ABOVE.

SHEET 5

SHEET 3

PARKING TABLE	
STANDARD SPACES	26
LOADING ZONE	2
TOTAL	28



REVISIONS	BY

ALTANSPS LAND TITLE SURVEY
 BEING THE LANDS OF BOULDER BAY LLC
 AS DESCRIBED IN DOC. NOS. 3548445 & 3548449, W.C.O.R.
 BEING A PORTION OF SEC. 19 & SEC. 30, T.16N., R.18E., M.D.B.#4M.
 WASHOE COUNTY, NEVADA

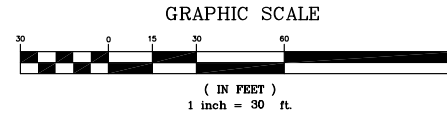
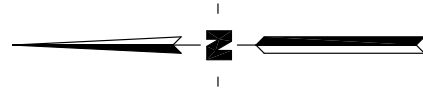
ARNETT & ASSOCIATES, INC.
 LAND SURVEYORS & PLANNERS
 110 COUNTRY CLUB DRIVE, NO. 13, INGLE VILLAGE, NEVADA 89417
 SOUTH TAHOE (352) 843-3008
 TRUCKEE (530) 947-0822
 FURNISHED FROM ARNETTCONSULTANTS.COM



DATE	3/21/18
SCALE	1"=20'
DRAWN	JDT
JOB	07-01-04
FILE	ALTADNG
SHEET	2

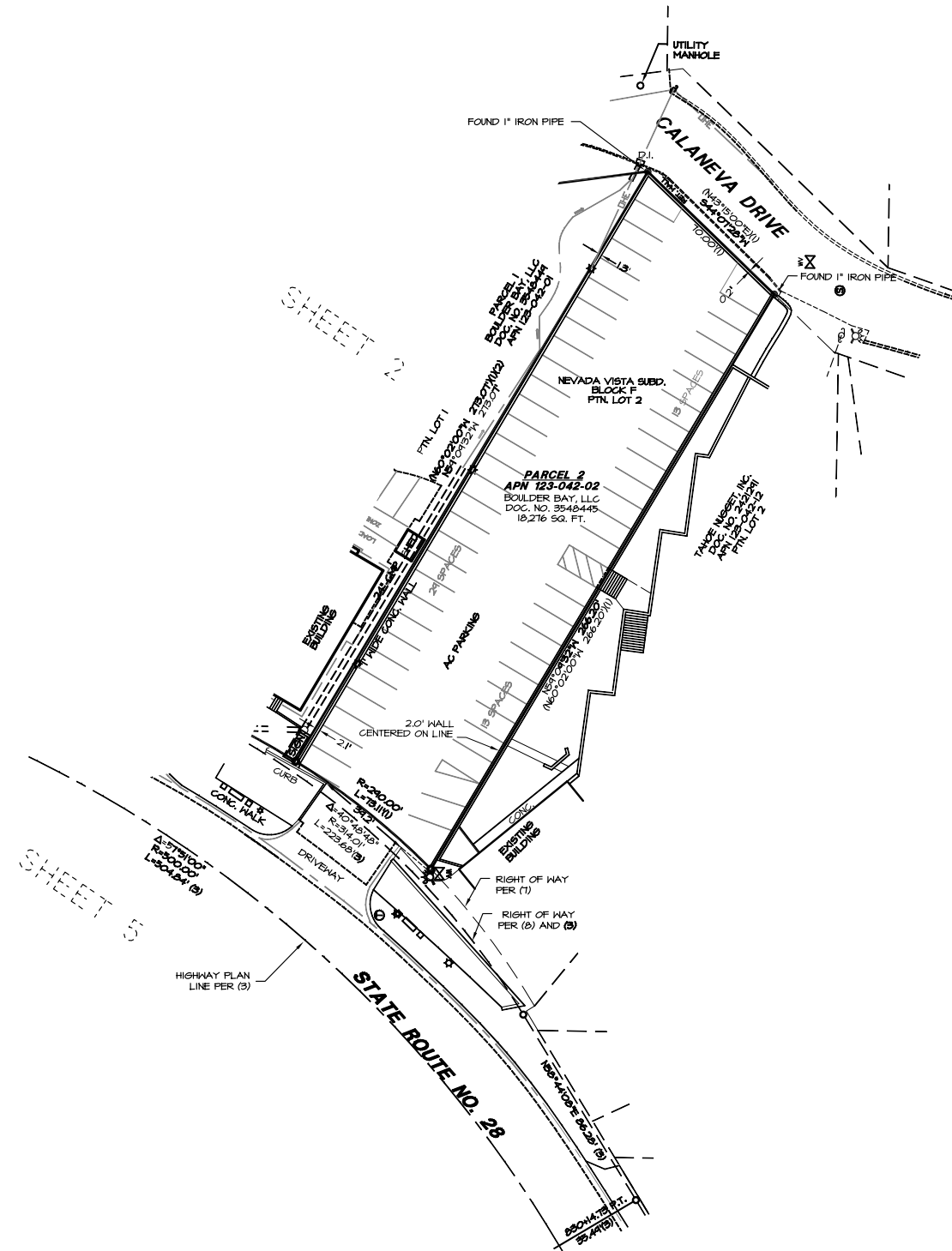
PARKING TABLE	
STANDARD SPACES	55
TOTAL PARKING SPACES	55

LAND AREA (BY APN)
 APN 123-042-02 = 18,216 SQ. FT.



LEGEND

- FOUND AS NOTED
- NOTHING FOUND OR SET
- ⊙ SEWER MANHOLE
- ⊙ TELEPHONE MANHOLE
- ⊙ DRAIN INLET
- ⊙ POWER POLE
- ⊙ WATER VALVE
- ⊙ FIRE HYDRANT
- ⊙ STREET LAMP
- BENCH W/ TRASH ENCLOSURES (T.E.)



RECORD REFERENCES

- (1) DOCUMENT NO. 3548445
- (2) DOCUMENT NO. 3548444
- (3) NDOT HIGHWAY MAP NO. 19, DATED AUGUST 1958
- (4) RECORD OF SURVEY NO. 120, W.C.O.R.
- (5) RECORD OF SURVEY NO. 2338, P.C.R.
- (6) RECORD OF SURVEY NO. 4509, W.C.O.R.
- (7) NEVADA VISTA SUBDIVISION, TRACT MAP NO. 198, W.C.O.R.
- (8) ADDITION TO NEVADA VISTA SUBDIVISION, TRACT MAP NO. 214, W.C.O.R.

NOTE: COURSES AND DISTANCES SHOWN HEREON ARE RECORD PER THE SUBJECT DEED DOC. NO'S 3548445 & 3548444 AND THE SUBDIVISION TRACT MAPS T198 & T214 AND THE UNRECORDED MAP OF MATT GREEN SUBDIVISION, WASHOE COUNTY RECORDS, ROTATED TO STATE PLANE (RECORD BEARINGS IN PARENTHESIS), UNLESS OTHERWISE NOTED AS NOTED ABOVE.

RECORD DOCUMENTS

THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY FIRST CENTENNIAL TITLE COMPANY OF NEVADA, ORDER NO. 234540-LT, DATED MARCH 8, 2018.

THE FOLLOWING AFFECT PARCEL 2:

19. An easement for Public Utilities and incidental purposes, as Reserved by Brookway Land, a water company, as set forth in an instrument recorded September 4, 1990, in Book 53, Page 443, as Document No. 33675, Deed Records. (NOT LOCATABLE OF RECORD.)
20. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded September 9, 1997, in Book 3667, Page 10, as Document No. 1603871, Official Records, Washoe County, Nevada.
21. The terms, covenants, conditions and provisions as contained in an instrument, entitled "Memorandum of Agreement," recorded July 28, 2011, as Document No. 4076250, of Official Records. (AFFECTS SAID LAND AND OTHER LAND)

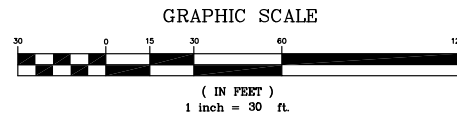
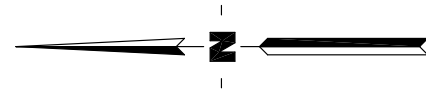
REVISIONS	BY

ALTANSPS LAND TITLE SURVEY
 BEING THE LANDS OF BOULDER BAY LLC
 AS DESCRIBED IN DOC. NOS. 3548445 & 3548444, W.C.O.R.
 BEING A PORTION OF SEC. 19 & SEC. 30, T.16N., R.18E., M.D.B.#M.
 WASHOE COUNTY, NEVADA

ARNETT & ASSOCIATES, INC.
 LAND SURVEYORS - PLANNERS
 110 COUNTRY CLUB DRIVE, SUITE 103, INGLE WILLOW, NEVADA 89441
 PHONE: 702.333.1100 FAX: 702.333.1101
 WWW.ARNETTCONSULTANTS.COM



DATE	3/21/18
SCALE	1"=30'
DRAWN	JDT
JOB	07-01-04
FILE	ALTA.DWG
SHEET	3



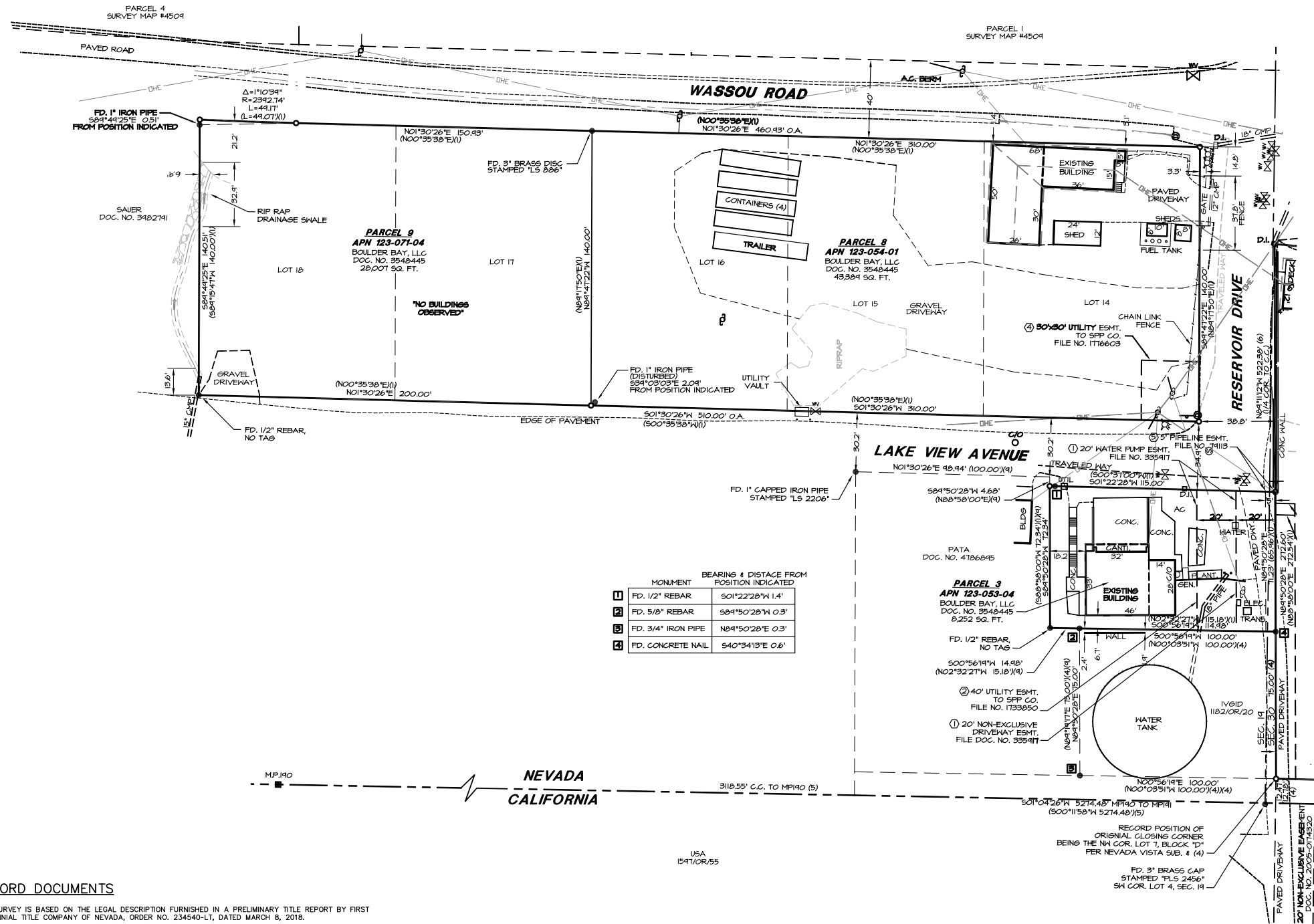
LEGEND

- FOUND AS NOTED
- NOTHING FOUND OR SET
- ⊙ SEWER MANHOLE
- ⊙ TELEPHONE MANHOLE
- ⊙ STORM MANHOLE
- D.I. DRAIN INLET
- ⊙ POWER POLE
- ⊙ WATER VALVE
- ⊙ CLEAN OUT
- ⊙ FIRE HYDRANT
- ⊙ STREET LAMP
- ⊙ SIGN
- UTILITY AS NOTED

RECORD REFERENCES

- (1) DOCUMENT NO. 3548445
- (2) DOCUMENT NO. 3548444
- (3) NDOT HIGHWAY MAP NO. 19, DATED AUGUST 1958
- (4) RECORD OF SURVEY NO. 120, W.C.O.R.
- (5) RECORD OF SURVEY NO. 2338, P.C.R.
- (6) RECORD OF SURVEY NO. 4504, W.C.O.R.
- (7) NEVADA VISTA SUBDIVISION, TRACT MAP NO. 198, W.C.O.R.
- (8) ADDITION TO NEVADA VISTA SUBDIVISION, TRACT MAP NO. 214, W.C.O.R.
- (9) DOCUMENT NO. 4186895

NOTE: COURSES AND DISTANCES SHOWN HEREON ARE RECORD PER THE SUBJECT DEED DOC. NOS. 3548445 & 3548444 AND THE SUBDIVISION TRACT MAPS T198 & T214 AND THE UNRECORDED MAP OF HATT GREEN SUBDIVISION, WASHOE COUNTY RECORDS, ROTATED TO STATE PLANE (RECORD BEARING IN PARENTHESIS), UNLESS OTHERWISE NOTED AS NOTED ABOVE.



MONUMENT	BEARING & DISTANCE FROM POSITION INDICATED
1	FD. 1/2" REBAR 501°22'28" N 1.4'
2	FD. 5/8" REBAR 584°50'28" N 0.3'
3	FD. 3/4" IRON PIPE N84°50'28" E 0.3'
4	FD. CONCRETE NAIL 540°34'13" E 0.6'

RECORD DOCUMENTS

- THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY FIRST CENTENNIAL TITLE COMPANY OF NEVADA, ORDER NO. 234540-LT, DATED MARCH 8, 2018.
- THE FOLLOWING AFFECT PARCEL 3:
29. An easement affecting a portion of said land for Pipelines and incidental purposes, as granted to Cal-Neva, Incorporated, a Nevada corporation, as set forth in an instrument recorded September 7, 1937, in Book 111, Page 514, as Document No. 79113, Deed Records.
 30. An easement affecting a portion of said land for Roadway, Water Pump, Pipelines and incidental purposes, as granted to Ted Malley, as set forth in an instrument recorded April 24, 1961, in Book 277, Page 684, as Document No. 332917, Official Records. (Affects the South 70 feet, the North 70 feet and the South 40 feet)
 31. An easement as granted to Sierra Pacific Power Company, to construct, operate and maintain electric power and communication lines and incidental purposes, by instrument recorded November 18, 1993, in Book 3903, Page 79, as Document No. 1733850, Official Records.
- THE FOLLOWING AFFECT PARCELS 8 & 9:
78. An easement as granted to Sierra Pacific Power Company to construct, operate and maintain electric power and communication lines and incidental purposes, by instrument recorded March 17, 1994, in Book 4010, Page 954, as Document No. 1776603, Official Records.
86. The terms, covenants, conditions and provisions as contained in an instrument, entitled "Memorandum of Agreement," recorded July 28, 2011, as Document No. 4076250, Official Records. (AFFECTS SAID LAND AND OTHER LAND)

LAND AREA (BY APN)	
APN 123-153-04	= 8,252 SQ. FT.
APN 123-154-01	= 43,389 SQ. FT.
APN 123-171-04	= 28,007 SQ. FT.

REVISIONS	BY

ALTANSPS LAND TITLE SURVEY
 BEING THE LANDS OF BOULDER BAY LLC
 AS DESCRIBED IN DOC. NOS. 3548445 & 3548444, W.C.O.R.
 BEING A PORTION OF SEC. 19 & SEC. 30, T.16N., R.18E., M.D.B.#4M.
 WASHOE COUNTY, NEVADA

ARNETT & ASSOCIATES, INC.
 LAND SURVEYORS & PLANNERS
 TRUCKEE (530) 587-5822
 NORTH TAHOE (775) 931-8888
 110 COUNTRY CLUB DRIVE, NO. 13, INGLE VILLAGE, NEVADA 89447
 P.O. BOX 1000, TOWSON, MARYLAND 21286
 WWW.ARNETTCONSULTANTS.COM



DATE	3/21/18
SCALE	1"=30'
DRAWN	JDT
JOB	07-01-04
FILE	ALTDWG
SHEET	4

LEGEND

- FOUND AS NOTED
- NOTHING FOUND OR SET
- ⊙ SEWER MANHOLE
- ⊕ TELEPHONE MANHOLE
- ⊗ STORM MANHOLE
- D.I. DRAIN INLET
- ⊕ POWER POLE
- ⊕ WATER VALVE
- CLEAN OUT
- ⊕ FIRE HYDRANT
- ⊕ STREET LAMP
- ⊕ SIGN
- UTILITY AS NOTED
- BENCH W/ TRASH ENCLOSURES (T.E.)

RECORD REFERENCES

- (1) DOCUMENT NO. 3548445
- (2) DOCUMENT NO. 3548444
- (3) NDOT HIGHWAY MAP NO. 14, DATED AUGUST 1958
- (4) RECORD OF SURVEY NO. 120, W.C.O.R.
- (5) RECORD OF SURVEY NO. 2398, P.C.R.
- (6) RECORD OF SURVEY NO. 4504, W.C.O.R.
- (7) NEVADA VISTA SUBDIVISION, TRACT MAP NO. 148, W.C.O.R.
- (8) ADDITION TO NEVADA VISTA SUBDIVISION, TRACT MAP NO. 214, W.C.O.R.

NOTE: COURSES AND DISTANCES SHOWN HEREON ARE RECORD PER THE SUBJECT DEED DOC. NO. 3548445 & 3548444 AND THE SUBDIVISION TRACT MAPS T148 & T214 AND THE UNRECORDED MAP OF MATT GREEN SUBDIVISION, WASHOE COUNTY RECORDS, ROTATED TO STATE PLANE (RECORD BEARINGS IN PARENTHESES), UNLESS OTHERWISE NOTED AS NOTED ABOVE.

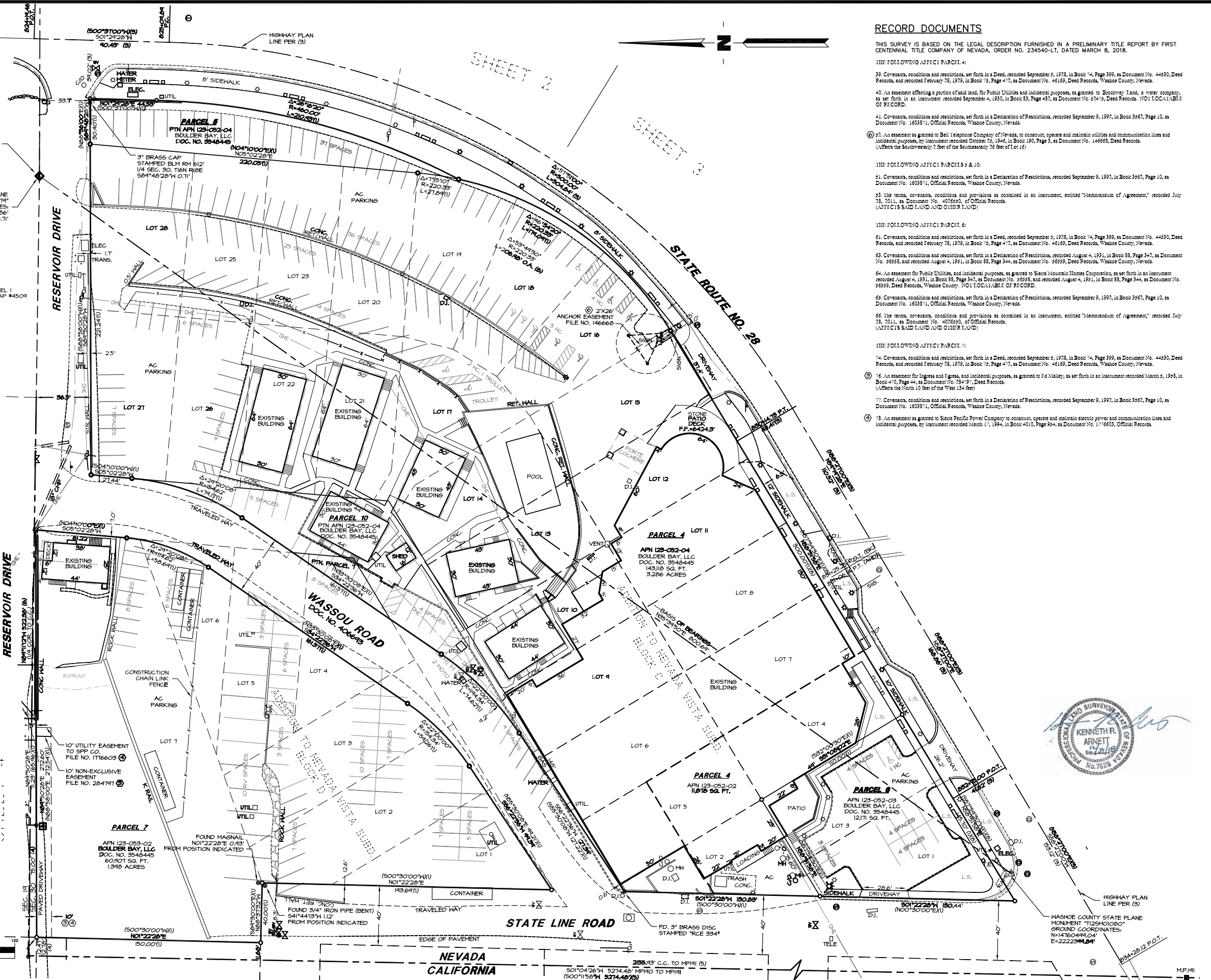
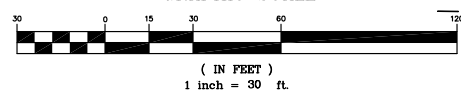
LAND AREA (BY APN)

- APN 123-152-02 = 11,878 SQ. FT.
- APN 123-152-03 = 12,171 SQ. FT.
- APN 123-152-04 = 143,118 SQ. FT. (3.286 ACRES)
- APN 123-153-02 = 60,907 SQ. FT. (1.398 ACRES)

PARKING TABLE

STANDARD SPACES	238
RV SPACES	10
MOTORCYCLE SPACES	2
HANDICAPPED SPACES	12
TROLLEY SPACES	1
TOTAL PARKING SPACES	263

GRAPHIC SCALE



RECORD DOCUMENTS

- THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION FURNISHED IN A PRELIMINARY TITLE REPORT BY FIRST CENTENNIAL TITLE COMPANY OF NEVADA, ORDER NO. 234540-LT, DATED MARCH 8, 2018.
- THE FOLLOWING AFFECT PARCEL 4:
39. Covenants, conditions and restrictions, set forth in a Deed, recorded September 2, 1978, in Book 74, Page 399, as Document No. 44530, Deed Records, and recorded February 28, 1979, in Book 75, Page 473, as Document No. 46169, Deed Records, Washoe County, Nevada.
 40. An easement affecting a portion of said land, for Public Utilities and incidental purposes, as granted to Brookview Land, a water company, as set forth in an instrument recorded September 4, 1930, in Book 83, Page 487, as Document No. 32473, Deed Records, NOT LOCATABLE OF RECORD.
 41. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded September 9, 1992, in Book 3567, Page 10, as Document No. 1603871, Official Records, Washoe County, Nevada.
 42. An easement as granted to Bell Telephone Company of Nevada, to construct, operate and maintain utilities and communication lines and incidental purposes, by instrument recorded October 25, 1946, in Book 190, Page 3, as Document No. 146668, Deed Records. (Affects the Southwesterly 2 Feet of the West 1/4 of Lot 16)
- THE FOLLOWING AFFECT PARCELS 5 & 10:
51. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded September 9, 1992, in Book 3567, Page 10, as Document No. 1603871, Official Records, Washoe County, Nevada.
 53. The terms, covenants, conditions and provisions as contained in an instrument, entitled "Memorandum of Agreement," recorded July 28, 2011, as Document No. 402650, of Official Records. (AFFECTS SAID LAND AND OTHER LAND)
- THE FOLLOWING AFFECT PARCEL 6:
61. Covenants, conditions and restrictions, set forth in a Deed, recorded September 2, 1978, in Book 74, Page 399, as Document No. 44530, Deed Records, and recorded February 28, 1979, in Book 75, Page 473, as Document No. 46169, Deed Records, Washoe County, Nevada.
 63. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded August 4, 1991, in Book 88, Page 347, as Document No. 36558, and recorded August 4, 1991, in Book 88, Page 344, as Document No. 36559, Deed Records, Washoe County, Nevada.
 64. An easement for Public Utilities, and incidental purposes, as granted to Sierra Mountain Homes Corporation, as set forth in an instrument recorded August 4, 1991, in Book 88, Page 347, as Document No. 36558, and recorded August 4, 1991, in Book 88, Page 344, as Document No. 36559, Deed Records, Washoe County, Nevada.
 65. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded September 9, 1992, in Book 3567, Page 10, as Document No. 1603871, Official Records, Washoe County, Nevada.
 66. The terms, covenants, conditions and provisions as contained in an instrument, entitled "Memorandum of Agreement," recorded July 28, 2011, as Document No. 402650, of Official Records. (AFFECTS SAID LAND AND OTHER LAND)
- THE FOLLOWING AFFECT PARCEL 7:
74. Covenants, conditions and restrictions, set forth in a Deed, recorded September 2, 1978, in Book 74, Page 399, as Document No. 44530, Deed Records, and recorded February 28, 1979, in Book 75, Page 473, as Document No. 46169, Deed Records, Washoe County, Nevada.
 76. An easement for Ingress and Egress, and incidental purposes, as granted to Ed Bailey, as set forth in an instrument recorded March 5, 1998, in Book 410, Page 44, as Document No. 28479, Deed Records. (Affects the North 10 Feet of the West 1/4 of Lot 12)
 77. Covenants, conditions and restrictions, set forth in a Declaration of Restrictions, recorded September 9, 1992, in Book 3567, Page 10, as Document No. 1603871, Official Records, Washoe County, Nevada.
 78. An easement as granted to Sierra Pacific Power Company to construct, operate and maintain electric power and communication lines and incidental purposes, by instrument recorded March 17, 1994, in Book 410, Page 94, as Document No. 1776603, Official Records.



REVISIONS BY

ALTANSPS LAND TITLE SURVEY
BEING THE LANDS OF BOULDER BAY LLC
AS DESCRIBED IN DOC. NOS. 3548445 & 3548444, W.C.O.R.
BEING A PORTION OF SEC. 19 & SEC. 30, T.16N., R.18E., M.D.B.#M.
WASHOE COUNTY, NEVADA

LAND SURVEYORS PLANNERS
ARNETT & ASSOCIATES, INC.
NORTH TAHOE 1778 831-888 TRUCKEE (831) 587-0822
10 COUNTRY CLUB DRIVE, NO. 13, INGLE VILLAGE, NEVADA 89417
SOUTH TAHOE (831) 644-3008
KARNEIT@ARNETTINC.COM

DATE 3/21/18
SCALE 1"=30'
DRAWN JDT
JOB 07-01-04
FILE ALTADNG
SHEET 5 OF 5 SHEETS

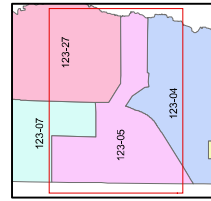
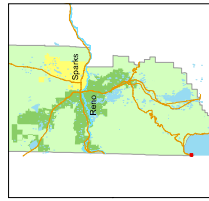
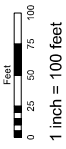
WAB21-002 & WPVAR21-001
EXHIBIT U

BOULDER BAY APN MAPS

APPENDIX I

Assessor's Map Number
123-05

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
Joshua G. Wilson, Assessor
1001 East Ninth Street
Building D
Reno, NV 89512
(775) 328-2231



created by: **CFB 06/07/2010**
last updated: **ENG 9/29/14**
area previously shown on map(s)

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a warranty of accuracy. No liability is assumed as to the sufficiency or accuracy of the data delineated hereon.

MATT GREEN SUBDIVISION (UNOFFICIAL)

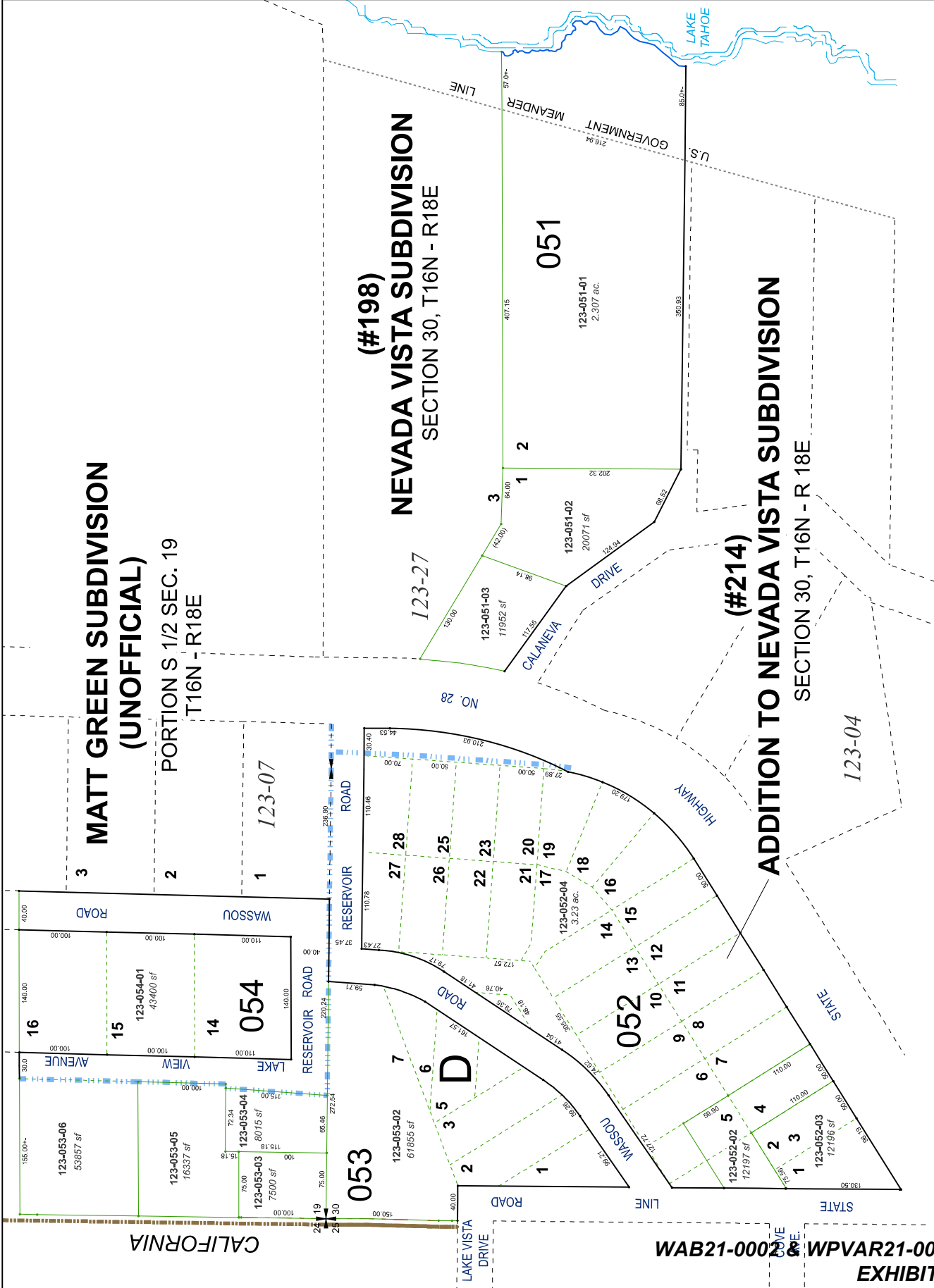
PORTION S 1/2 SEC. 19
T16N - R18E

NEVADA VISTA SUBDIVISION (#198)

SECTION 30, T16N - R18E

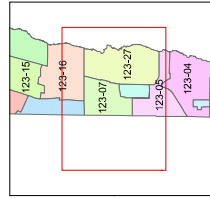
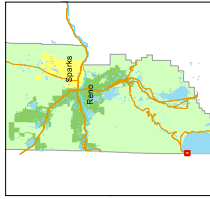
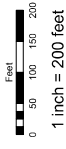
ADDITION TO NEVADA VISTA SUBDIVISION (#214)

SECTION 30, T16N - R 18E



Assessor's Map Number
123-07

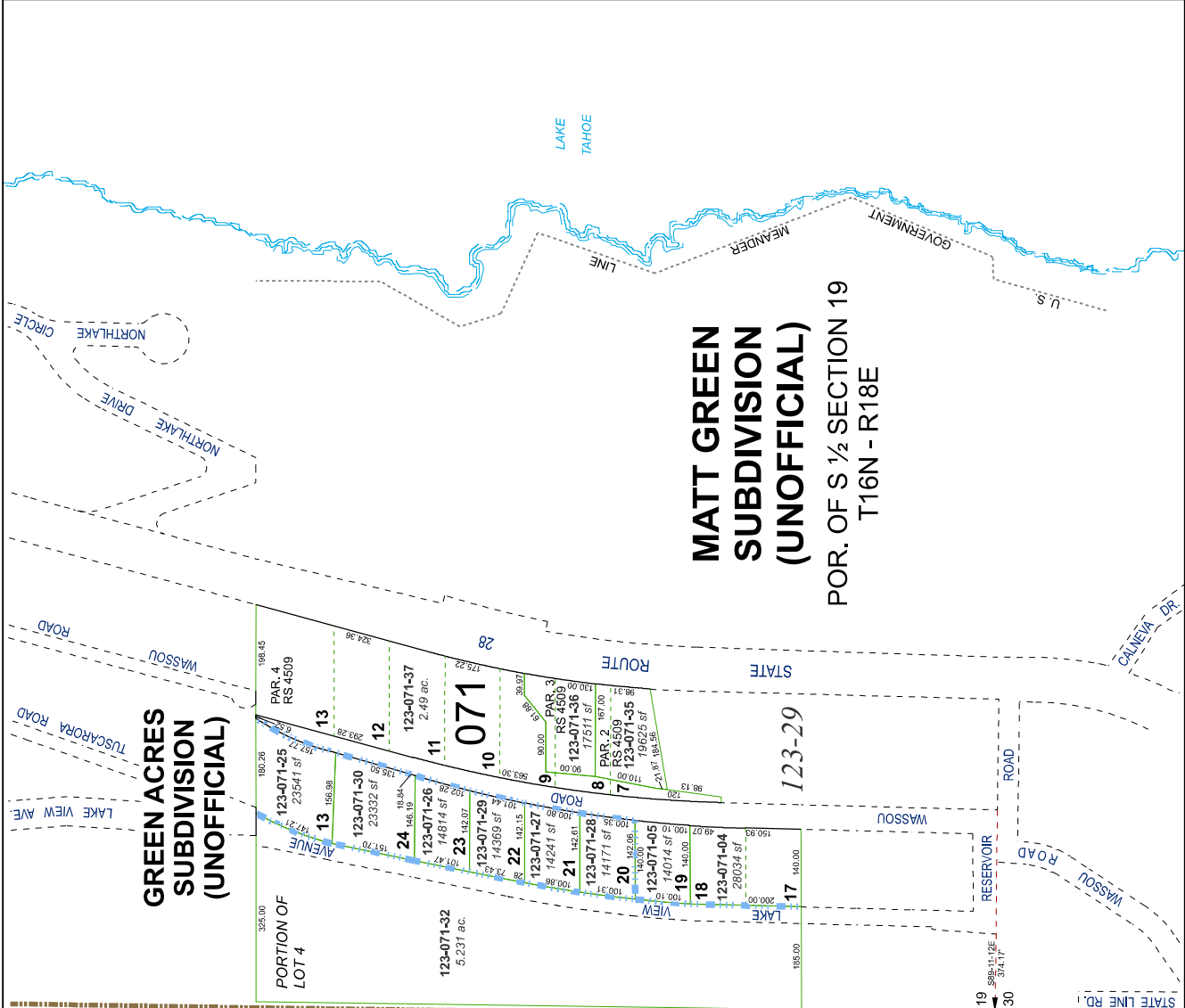
STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
1001 East Ninth Street, Building D
Reno, Nevada, 89512
(775) 328-2231



created by: EMC 09/30/2014
updated: KSB 7/18/18 SR 10/19/18

area previously shown on map(s):

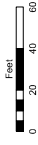
NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a legal description. No warranty is made as to the sufficiency or accuracy of the data delineated hereon.



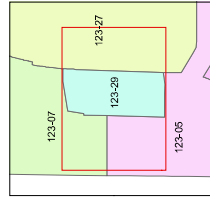
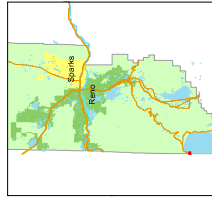
CALIFORNIA

Assessor's Map Number
123-29

STATE OF NEVADA
WASHOE COUNTY
ASSESSOR'S OFFICE
1001 East Ninth Street, Building D
Reno, Nevada, 89512
(775) 328-2231



1 inch = 60 feet



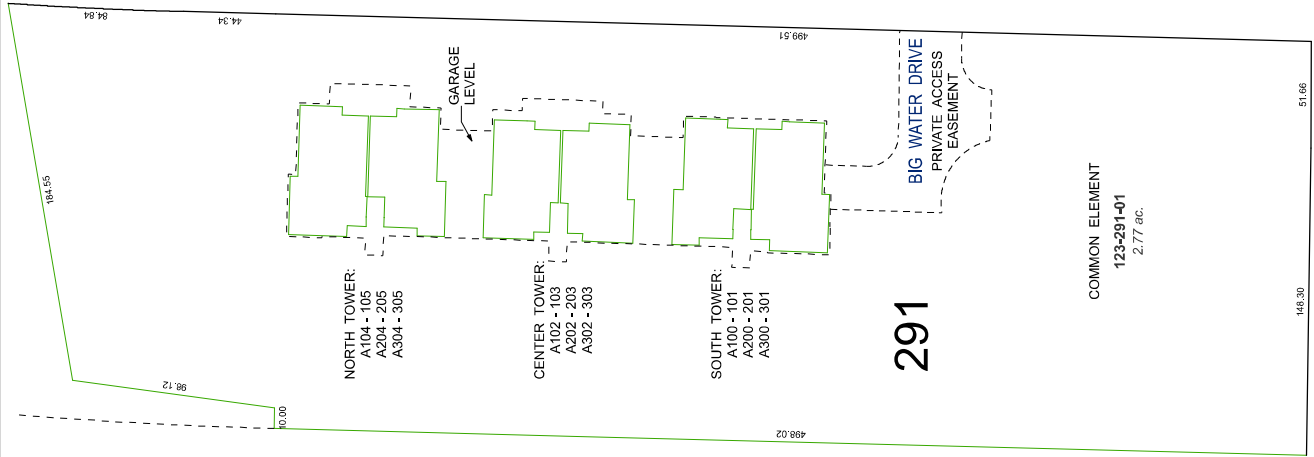
created by: SR 10/18/2018
updated:

area previously shown on map(s):
123-07

NOTE: This map was prepared for the use of the Washoe County Assessor for assessment and illustrative purposes only. It does not represent a legal description. No warranty is assumed as to the sufficiency or accuracy of the data delineated hereon.

(#5287)
GRANITE PLACE
PORTION OF SE1/4 SECTION 19
T16N - R18E

NOTES:
GARAGE LEVEL IS BELOW LEVEL 1
& PART OF THE COMMON ELEMENT
SEE PAGES 123-29-S1 & S2 FOR UNIT DETAILS
SEE PAGES 123-29-S3 thru S5 FOR UNITS



PROOF OF PROPERTY TAX PAYMENTS

APPENDIX J

Washoe County Treasurer
 Tammi Davis

Bill Detail

[Back to Account Detail](#)

[Change of Address](#)

[Print this Page](#)

Washoe County Parcel Information

Parcel ID	Status	Last Update
12305204	Active	1/20/2021 1:40:49 AM
Current Owner: BOULDER BAY LLC PO BOX 115 CRYSTAL BAY, NV 89402		SITUS: 5 STATE ROUTE 28 INCL NV
Taxing District 5200	Geo CD:	
Legal Description		
Lot Block Range 18 SubdivisionName NEVADA VISTA SUBDIVISION ADD Township 16 Section 30		

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$9,356.36	\$0.00	\$0.00	\$9,356.36
Total Due:			\$9,356.36	\$0.00	\$0.00	\$9,356.36

Tax Detail

	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$1,873.72	(\$601.88)	\$1,271.84
North Lake Tahoe 2	\$9,261.42	(\$2,492.24)	\$6,769.18
State of Nevada	\$2,429.69	(\$600.48)	\$1,829.21
Washoe County	\$19,890.62	(\$4,915.79)	\$14,974.83
Washoe County Sc	\$16,271.81	(\$4,021.43)	\$12,250.38
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$50,057.39	(\$12,631.82)	\$37,425.57

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453157	B20.191861	\$9,356.36	12/31/2020
2020	2020453157	B20.108349	\$9,356.36	9/29/2020
2020	2020453157	B20.63200	\$9,356.49	8/18/2020

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
 P.O. Box 30039
 Reno, NV 89520-3039

Overnight Address:
 1001 E. Ninth St., Ste D140
 Reno, NV 89512-2845

Change of Address

All requests for a mailing address change must be submitted in writing, including a signature (unless using the online form).

To submit your address change online [click here](#)

Address change requests may also be faxed to: (775) 328-3642

Address change requests may also be mailed to: Washoe County Assessor 1001 E 9th Street Reno, NV 89512-2845

Washoe County Treasurer
 Tammi Davis

Bill Detail

[Back to Account Detail](#)

[Change of Address](#)

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 Reno, NV 89512-2845

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Address change requests may also be mailed to: Washoe County Assessor 1001 E 9th Street Reno, NV 89512-2845

Washoe County Parcel Information		
Parcel ID	Status	Last Update
12305302	Active	1/20/2021 1:40:49 AM
Current Owner: BOULDER BAY LLC PO BOX 115 CRYSTAL BAY, NV 89402		SITUS: 0 WASSOU RD CRYSTAL BAY NV
Taxing District 5200	Geo CD:	
Legal Description		
Township 16 Section 30 Lot 1 thru 7 Block D Range 18 SubdivisionName NEVADA VISTA SUBDIVISION ADD		

Installments						
Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$1,852.21	\$0.00	\$0.00	\$1,852.21
Total Due:			\$1,852.21	\$0.00	\$0.00	\$1,852.21

Tax Detail			
	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$266.73	\$0.00	\$266.73
North Lake Tahoe 2	\$1,318.39	\$0.00	\$1,318.39
State of Nevada	\$345.88	\$0.00	\$345.88
Washoe County	\$2,831.50	\$0.00	\$2,831.50
Washoe County Sc	\$2,316.35	\$0.00	\$2,316.35
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$7,408.98	\$0.00	\$7,408.98

Payment History				
Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453772	B20.191863	\$1,852.21	12/31/2020
2020	2020453772	B20.108344	\$1,852.21	9/29/2020
2020	2020453772	B20.63198	\$1,852.35	8/18/2020

Washoe County Treasurer
 Tammi Davis

Bill Detail

[Back to Account Detail](#)

[Change of Address](#)

[Print this Page](#)

Washoe County Parcel Information

Parcel ID	Status	Last Update
12305304	Active	1/20/2021 1:40:49 AM
Current Owner: BOULDER BAY LLC PO BOX 115 CRYSTAL BAY, NV 89402		SITUS: 101 LAKE VIEW AVE INCL NV
Taxing District 5200	Geo CD:	
Legal Description		
Lot Block Range 18 SubdivisionName _UNSPECIFIED Township 16 Section 19		

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$328.68	\$0.00	\$0.00	\$328.68
Total Due:			\$328.68	\$0.00	\$0.00	\$328.68

Tax Detail

	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$43.37	(\$9.61)	\$33.76
North Lake Tahoe 2	\$214.38	(\$34.69)	\$179.69
State of Nevada	\$56.24	(\$7.68)	\$48.56
Washoe County	\$460.43	(\$62.92)	\$397.51
Washoe County Sc	\$376.66	(\$51.46)	\$325.20
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$1,481.21	(\$166.36)	\$1,314.85

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453322	B20.191860	\$328.68	12/31/2020
2020	2020453322	B20.108350	\$328.68	9/29/2020
2020	2020453322	B20.63201	\$328.81	8/18/2020

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
 P.O. Box 30039
 Reno, NV 89520-3039

Overnight Address:
 1001 E. Ninth St., Ste D140
 Reno, NV 89512-2845

Change of Address

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Address change requests may also be mailed to: Washoe County Assessor 1001 E 9th Street Reno, NV 89512-2845

Washoe County Treasurer
 Tammi Davis

Account Detail

[Back to Account Detail](#)

[Change of Address](#)

[Print this Page](#)

CollectionCart

Collection Cart	Items	Total	Checkout	View
Collection Cart	0	\$0.00		

Pay Online

Washoe County Parcel Information

Parcel ID	Status	Last Update
12305306	Active	2/8/2021 1:41:06 AM

Current Owner:
 UNITED STATES OF AMERICA
 ATTN: LAKE TAHOE BASIN MGMT UNIT
 35 COLLEGE DR
 SOUTH LAKE TAHOE, CA 96150

SITUS:
 0 LAKE VIEW AVE
 INCL NV

Taxing District
 5200

Geo CD:

Tax Bill (Click on desired tax year for due dates and further details)

Tax Year	Net Tax	Total Paid	Penalty/Fees	Interest	Balance Due
2020	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2019	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2018	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2017	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2016	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total					\$0.00

Disclaimer

- **ALERTS:** If your real property taxes are delinquent, the search results displayed may not reflect the correct amount owing. Please contact our office for the current amount due.
- For your convenience, online payment is available on this site. E-check payments are accepted without a fee. However, a service fee does apply for online credit card payments. See [Payment Information](#) for details.

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
 P.O. Box 30039
 Reno, NV 89520-3039

Overnight Address:
 1001 E. Ninth St., Ste D140
 Reno, NV 89512-2845

 **Payment Information**

 **Special Assessment District**

 **Installment Date Information**

 **Assessment Information**

Washoe County Treasurer
 Tammi Davis

Bill Detail

[Back to Account Detail](#)

[Change of Address](#)

[Print this Page](#)

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
 P.O. Box 30039
 Reno, NV 89520-3039

Overnight Address:
 1001 E. Ninth St., Ste D140
 Reno, NV 89512-2845

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Address change requests may also be mailed to:
 Washoe County Assessor
 1001 E 9th Street
 Reno, NV 89512-2845

Washoe County Parcel Information		
Parcel ID	Status	Last Update
12305401	Active	1/20/2021 1:40:49 AM
Current Owner: BOULDER BAY LLC PO BOX 115 CRYSTAL BAY, NV 89402		SITUS: 47 RESERVOIR RD INCLINE VILLAGE NV
Taxing District 5200	Geo CD:	
Legal Description		
Lot Block Range 18 SubdivisionName MATT GREEN SUB UNOFFICIAL Township 16 Section		

Installments						
Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$1,309.04	\$0.00	\$0.00	\$1,309.04
Total Due:			\$1,309.04	\$0.00	\$0.00	\$1,309.04

Tax Detail			
	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$184.87	\$0.00	\$184.87
North Lake Tahoe 2	\$913.75	\$0.00	\$913.75
State of Nevada	\$239.72	\$0.00	\$239.72
Washoe County	\$1,962.43	\$0.00	\$1,962.43
Washoe County Sc	\$1,605.41	\$0.00	\$1,605.41
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$5,236.31	\$0.00	\$5,236.31

Payment History				
Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453329	B20.192630	\$1,309.04	12/31/2020
2020	2020453329	B20.134826	\$1,309.05	10/15/2020
2020	2020453329	B20.79147	\$1,309.18	8/24/2020

Washoe County Treasurer
 Tammi Davis

Bill Detail

[Back to Account Detail](#)

[Change of Address](#)

[Print this Page](#)

Washoe County Parcel Information

Parcel ID	Status	Last Update
12329101	Active	1/20/2021 1:40:49 AM

Current Owner:
 BIG WATER INVESTMENTS LLC
 PO BOX 6622
 INCLINE VILLAGE, NV 89450

SITUS:
 1 BIG WATER DR
 INCLINE VILLAGE NV

Taxing District:
 5200

Geo CD:

Legal Description
 Township 16 Section 19 Lot CA Block Range 18 SubdivisionName GRANITE PLACE

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
Total Due:			\$0.00	\$0.00	\$0.00	\$0.00

Tax Detail

	Gross Tax	Credit	Net Tax
Incline Village	\$0.00	\$0.00	\$0.00
North Lake Tahoe 2	\$0.00	\$0.00	\$0.00
State of Nevada	\$0.00	\$0.00	\$0.00
Washoe County	\$0.00	\$0.00	\$0.00
Washoe County Sc	\$0.00	\$0.00	\$0.00
Total Tax	\$0.00	\$0.00	\$0.00

Payment History

No Payment Records Found

Pay By Check

Please make checks payable to:
WASHOE COUNTY TREASURER

Mailing Address:
 P.O. Box 30039
 Reno, NV 89520-3039

Overnight Address:
 1001 E. Ninth St., Ste D140
 Reno, NV 89512-2845

Change of Address

All requests for a mailing address change must be submitted in writing, including a signature (unless using the online form).

To submit your address change online [click here](#)

Address change requests may also be faxed to: (775) 328-3642

Address change requests may also be mailed to:
 Washoe County Assessor
 1001 E 9th Street
 Reno, NV 89512-2845

The Washoe County Treasurer's Office makes every effort to produce and publish the most current and accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation. If you have any questions, please contact us at (775) 328-2510 or tax@washoecounty.us

This site is best viewed using Google Chrome, Internet Explorer 11, Mozilla Firefox or Safari.

Washoe County Treasurer
 Tammi Davis

Bill Detail

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Washoe County Parcel Information		
Parcel ID	Status	Last Update
12305202	Active	1/20/2021 1:40:49 AM
Current Owner: BOULDER BAY LLC PO BOX 115 CRYSTAL BAY, NV 89402		SITUS: 5 STATE ROUTE 28 INCL NV
Taxing District 5200	Geo CD:	
Legal Description		
Lot 2, 4, 5 Block C Range 18 SubdivisionName NEVADA VISTA SUBDIVISION ADD Township 16 Section 30		

Installments						
Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$974.23	\$0.00	\$0.00	\$974.23
Total Due:			\$974.23	\$0.00	\$0.00	\$974.23

Tax Detail			
	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$337.41	(\$215.11)	\$122.30
North Lake Tahoe 2	\$1,667.73	(\$1,016.84)	\$650.89
State of Nevada	\$437.52	(\$261.63)	\$175.89
Washoe County	\$3,581.75	(\$2,141.86)	\$1,439.89
Washoe County Sc	\$2,930.12	(\$1,752.17)	\$1,177.95
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$9,284.66	(\$5,387.61)	\$3,897.05

Payment History				
Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453940	B20.191857	\$974.23	12/31/2020
2020	2020453940	B20.108353	\$974.23	9/29/2020
2020	2020453940	B20.63204	\$974.36	8/18/2020

Washoe County Treasurer
 Tammi Davis

Bill Detail

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[Change of Address](#)

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Washoe County Parcel Information

Parcel ID	Status	Last Update
12305203	Active	1/20/2021 1:40:49 AM

Current Owner:
 BOULDER BAY LLC
 PO BOX 115
 CRYSTAL BAY, NV 89402

SITUS:
 0 STATE ROUTE 28
 INCL NV

Taxing District
 5200

Geo CD:

Legal Description

Lot 1, 3 Block C Range 18 SubdivisionName NEVADA VISTA SUBDIVISION ADD Township 16 Section 30

Installments

Period	Due Date	Tax Year	Tax	Penalty/Fee	Interest	Total Due
INST 1	8/17/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 2	10/5/2020	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 3	1/4/2021	2020	\$0.00	\$0.00	\$0.00	\$0.00
INST 4	3/1/2021	2020	\$500.89	\$0.00	\$0.00	\$500.89
Total Due:			\$500.89	\$0.00	\$0.00	\$500.89

Tax Detail

	Gross Tax	Credit	Net Tax
Incline Recreati	\$330.00	\$0.00	\$330.00
Incline Village	\$63.06	\$0.00	\$63.06
North Lake Tahoe 2	\$311.69	\$0.00	\$311.69
State of Nevada	\$81.77	\$0.00	\$81.77
Washoe County	\$669.42	\$0.00	\$669.42
Washoe County Sc	\$547.62	\$0.00	\$547.62
LAKE TAHOE WATER BASIN	\$0.13	\$0.00	\$0.13
Total Tax	\$2,003.69	\$0.00	\$2,003.69

Payment History

Tax Year	Bill Number	Receipt Number	Amount Paid	Last Paid
2020	2020453186	B20.191859	\$500.89	12/31/2020
2020	2020453186	B20.108351	\$500.89	9/29/2020
2020	2020453186	B20.63202	\$501.02	8/18/2020

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