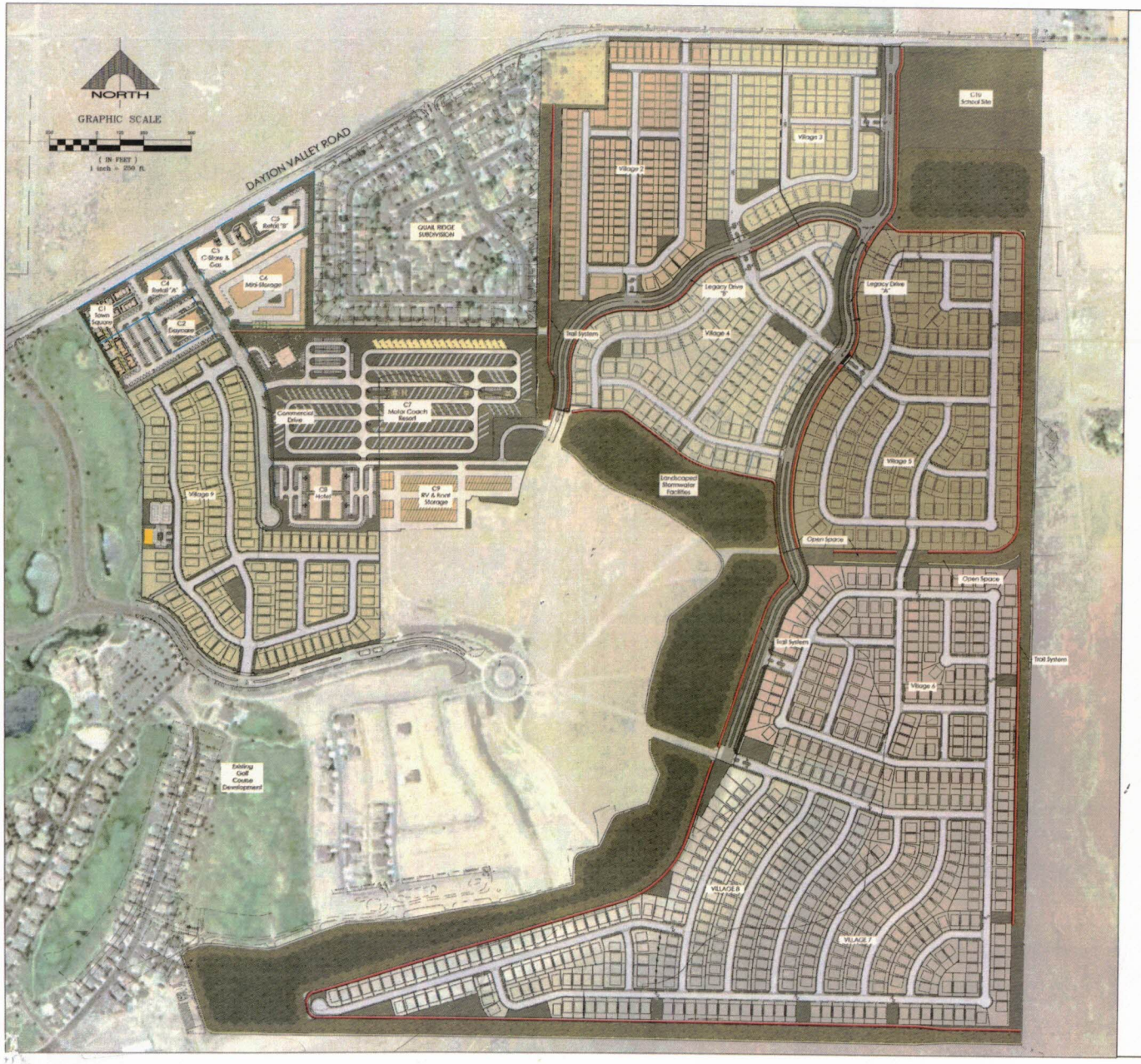
These documents were compiled by the Community Outreach Committee in July of 2024. They were intended to address issues in the DVCA community that are covered by the Facility Fee.

Legacy 49



LEGACY 49

403 ACRE PLANNED UNIT DEVELOPMENT

(DAYTON, LYON COUNTY, NEVADA)

ASSESSOR PARCEL NUMBER	016-361-65, 66 & 71
TOTAL PROJECT AREA	403 Acres

[A] RESIDENTIAL

ID	GENERAL DESCRIPTION	ACREAGE	LOTS	MIN LOT AREA	MAX LOT AREA	AVG LOT AREA	DENSITY
V2	Village 2	29.2 ac	129 lots	4,770 sf	8,486 sf	5,315 sf	5.6 du/ac
V3	Village 3	19.5 ac	89 lots	5,133 sf	12,910 sf	6,447 sf	4.6 du/ac
V4	Village 4	27.3 ac	108 lots	6,078 sf	17,332 sf	8,569 sf	4.0 du/ac
V5	Village 5	39.9 ac	169 lots	6,078 sf	17,332 sf	8,061 sf	4.2 du/ac
V6	Village 6	33.7 ac	153 lots	5,497 sf	17,503 sf	7,805 sf	4.5 du/ac
V7	Village 7	28.4 ac	141 lots	5,497 sf	14,961 sf	7,052 sf	5.0 du/ac
V8	Village 8	44.4 ac	218 lots	5,497 sf	15,058 sf	6,730 sf	4.9 du/ac
V9	Village 9	29.7 ac	129 lots	5,271 sf	15,776 sf	7,219 sf	4.3 du/ac
	RESIDENTIAL SUMMARY:	246.0 ac	1,158 lots	4,770 sf	17,503 sf	7,115 sf	4.6 du/ac

[B] COMMERCIAL

ID		ACREAGE	LOTS	SPECIFIC USE	DENSITY
C1	Town Square	4.5 ac	N/A	Tavern, Doggy Daycare, Restaurant with Bar, Church, Retail & Office	N/A
C2	Small Strides	1.0 ac	N/A	8,000 sf Daycare	N/A
C3	C-Store & Gas Station	1.1 ac	N/A	C-Store with Gas Station	N/A
C4	Retail Pad "A"	1.2 ac	N/A	Retail & Office	N/A
C5	Retail Pad "B"	2.8 ac	N/A	Retail & Office	N/A
C6	Mini Storage	4.8 ac	N/A	Mini Storage	N/A
C7	Motor Coach Resort	22.0 ac	155 daft.	Incl. C-Store, Restaurant & Bar	7.1 du/ac
C8	Hotel	4.9 ac	N/A	131 Room Hotel	N/A
C9	RV & Boat Storage	6.9 ac	N/A	Indoor/Outdoor RV & Boat Storage	N/A
	COMMERCIAL SUMMARY:	49.3 ac	155 lots		

[C] ROW

ID	GENERAL DESCRIPTION	ACREAGE
ROW 1	Legacy Drive	11.6 ac
ROW 2	Spine Road	2.8 ac
ROW 3	Commercial Drive	3.4 ac
	OPEN SPACE SUMMARY:	17.8 ac

[D] COMMON AREA

ID	GENERAL DESCRIPTION	ACREAGE
OS5	Landscaped Stormwater Area	69.5 ac
OS2	Trail System	10.4 ac
C10	School Site	10.0 ac
	COMMON AREA [D]:	89.9 ac

SUMMATION OF AREAS

A - RESIDENTIAL	246.0 ac
B - COMMERCIAL	49.3 ac
C - ROW	17.8 ac
D - COMMON AREA	89.9 ac
TOTAL = [A] + [B] + [C] + [D]	403.1 ac

OPEN SPACE CALCULATIONS

ID	OPEN SPACE DESCRIPTION	ACREAGE	% OF TOTAL
OS1	Landscaped Stormwater Area	69.5 ac	17.2%
OS5	Trail System	10.4 ac	2.6%
OS-V2	Village 2	0.6 ac	0.1%
OS-V3	Village 3	0.9 ac	0.1%
OS-V4	Village 4	0.5 ac	0.1%
OS-V5	Village 5	0.9 ac	0.2%
OS-V6	Village 6	0.9 ac	0.2%
OS-V7	Village 7	0.3 ac	0.1%
OS-V8	Village 8	0.5 ac	0.1%
OS-V9	Village 9	0.5 ac	0.1%
OS-C7	Motor Coach Resort	10.3 ac	2.6%
OS-C8	Hotel	1.1 ac	0.3%
	OPEN SPACE SUMMARY:	96.1 ac	23.8%

LEGEND

- OPEN SPACE (PRIVATE)
- OPEN SPACE (ROW)
- OPEN SPACE (LANDSCAPED STORMWATER FACILITIES)
- PAVEMENT (PRIVATE)
- PAVEMENT (ROW)
- PROPOSED SIDEWALK
- TRAIL SYSTEM

The information presented herein has been obtained from sources we believe to be reliable and assumptions as stated. The Red Ltd. however, does not guarantee accuracy of the information. Details of the property are subject to errors, omissions. Details may change without prior notice.

THE RED LTD

[A] RESIDENTIAL

ID	GENERAL DESCRIPTION	ACREAGE	LOTS	MIN LOT AREA	MAX LOT AREA	AVG LOT AREA	DENSITY
V2	Village 2	23.2 ac	129 lots	4,770 sf	8,686 sf	5,315 sf	5.6 du/ac
V3	Village 3	19.5 ac	89 lots	6,133 sf	10,910 sf	6,647 sf	4.6 du/ac
V4	Village 4	27.2 ac	108 lots	6,078 sf	17,320 sf	8,063 sf	4.0 du/ac
V5	Village 5	39.9 ac	169 lots	6,078 sf	17,320 sf	8,063 sf	4.2 du/ac
V6	Village 6	33.7 ac	153 lots	5,497 sf	17,503 sf	7,802 sf	4.5 du/ac
V7	Village 7	28.4 ac	141 lots	5,497 sf	14,961 sf	7,083 sf	5.0 du/ac
V8	Village 8	44.4 ac	215 lots	5,497 sf	15,008 sf	6,730 sf	4.8 du/ac
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C7	Motor Coach Resort	22.0 ac	155 stalls	Incl. C-Store, Restaurant & Bar	7.1 du/ac
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C9	RV & Boat Storage	6.9 ac	N/A	Indoor/Outdoor RV & Boat Storage	N/A
	COMMERCIAL SUMMARY:	49.3 ac	155 lots		

[C] ROW

ID	GENERAL DESCRIPTION	ACREAGE
ROW 1	Legacy Drive	11.6 ac
ROW 2	Spine Road	2.8 ac
ROW 3	Commercial Drive	3.4 ac

LEGEND



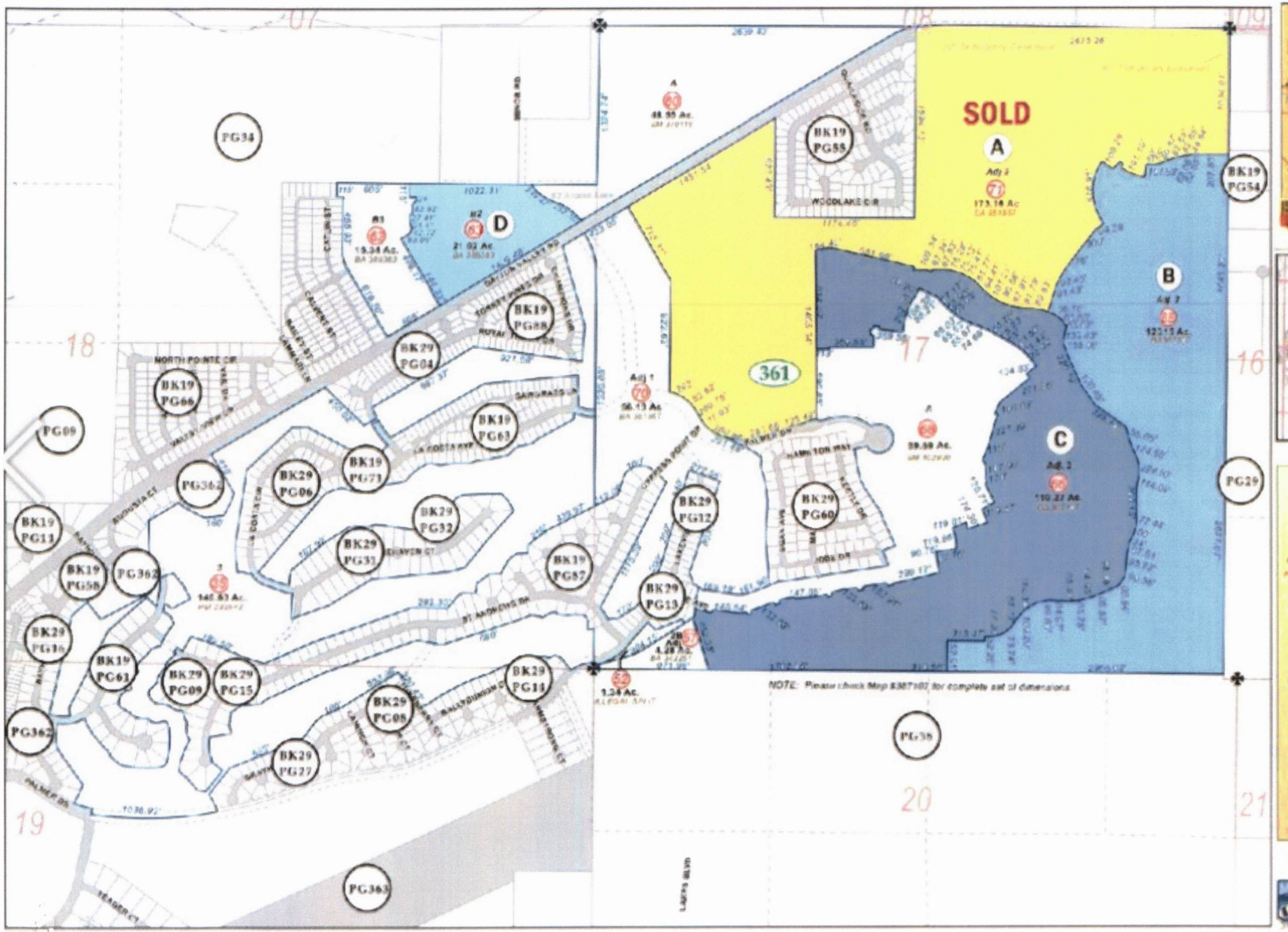
OPEN SPACE (PRIVATE)

OPEN SPACE (ROW)

OPEN SPACE

Portion Sections 17, 18 & 19 T16N-R22E, MD&M

16-36



NOTE: ... is the assessment country and does not represent a survey. No liability is assumed as to the accuracy of the data delineated hereon. Use of this plat for other than assessment purposes is prohibited unless approved by the Lyon County Assessor's Office.

EXECUTIVE SUMMARY


QUAIL RIDGE
MOTOR COACH
RESORT OVERLAY
RESORT CASITAS
PALMER DRIVE
RESORT CASINO
HOTEL
DRIVING
RANGE
RESIDENTIAL
1
2
3
9
10

- PALMER DRIVE BETWEEN GATES 3 AND 4 WILL BE DESIGNATED AS A NEIGHBORHOOD

LEGEND

- PUD 2 VILLAGES RESIDENTIAL
- CASINO RESORT HOTEL
- PUD2 VILLAGES RESIDENTIAL (MOTOR COACH RESORT OVERLAY)
- CLUB LEGADO
- GOLF CLUB HOUSE
- ELEMENTARY SCHOOL
  NEIGHBORHOOD PARK
- PUD 2 DRIVING RANGE
- GOLF
- GATES
  (GATES 1, 2 AND 3 BUILT WITH HOTEL RESORT.
  GATE 4 BUILT WITH VILLAGE 12 OR 13)
- MIRA VIDA COMMUNI
- PALMER DRIVE
- PUD 2 NORTHPOINTE
- PUD 2 MIRA VIDA DA'
  (AGE RESTRICTED RE
- PUD 1 EXISTING RES
- PUD 2 RESORT CASIT.
- PUD 1 COMMERCIAL
- PUD 1 INDUSTRIAL
- DAYTON VALLEY AIR

DATE: JANUARY 25, 2005

NORTH

LPA

Architecture
Planning
Interior Design
Landscape Architecture

HOA MEETING WITH LAKEMONT

January 25, 2007
10:00 am
Lakemont/Wade
Conference Room Reno

Meeting called by:	**Dayton (DVCA) Homeowners**	**Type of meeting:**	**Discuss HOA Issues**
Lakemont Attendees:	Joe Wade, Carol Dotson, and Greg Peitzmeier	**Note taker:**	Carol Dotson
HOA Attendees:	Rick Klippert, Gene Anderly and Paul Bess	**Note taker:**	Rick Klippert

AGENDA ITEMS – HOA ISSUES	**Remedy**
Lakeview Drive:	**Lakeview Drive:**
✓ Install a chain at Lakemont property entrance	Fence already installed (see map)
✓ Pave Lakeview Road thru Airpark - When?	Plans to pave in approx. 2-3 years. Maintenance and cleanup of area has been already been addressed. The area where a 5" landscape easement is located is taken care of by the Airpark.
	6" Wrought Iron fence installation will be complete within the next 90 days.
	There will be an orange construction fence built –in as a barrier until the home owners (in the surrounding area) have built their homes.
✓ Install Security fencing along golf course at Lakeview Drive to prevent access to/from BLM land by ATVs/Dirt Bikes	Lakemont expects the gate to be open during the nights & weekends, the gate will be locked during the daytime for work to be completed. Lakemont expect work to be completed after the first closing, our goals is the next 90 days.
	The second cul-de-sac will be completed this fall and Lakemont will need a written letter from the HOA Board to allow owners to access through the gates and then remove it after completion.
Maintenance and Cleanup:	**Maintenance/Cleanup:**
✓ Review CC&R's for Fence Maintenance on Lakeview Road	To the best of our knowledge it is the responsibility of each property owner to maintain the Fence on Lakeview Road.
✓ Cleanup of Gallery Property Dayton Vallley Road Corner– Review Bartos Contract for responsibility & timing of improvements.	The area surround the Gallery property area is currently being cleaned up and Bartos is scheduled to be done by next week. We will discuss the community corner area with Bartos and expect it will take 2 weeks to clean up if we have to send someone ourselves we will do that.
✓ Cleanup and landscaping of Dayton Valley road – Wall remaining area.	Lakemont will landscape the area on the north side of the road where Royal Troon is located. The south side of the road where Point Legado is located, will have landscaping installed in the corner where

	the models are located this spring. We will extend the corners as built.
✓ Landmark Homes Site at the Golf Course transition areas (4,5,&8 holes) – Maintenance Issue (not finished or maintained)	Transitions at the Golf Course – Ed Johanson will work with Landmark to help get the maintenance issue resolved We don't have an estimated completion date but will help put the pressure on to complete.
✓ Road repairs on La Costa & La Costa Circle - Maintenance Issue	Relates to Landmark issue – see above
Security: (Letter to Sheriff - Issues)	Lakemont is in the processing of formulating letter to the sheriff to address HOA concerns.
✓ Security – Speeding – Vandalism	See above
✓ Speeding Issue – Sheriff needs to patrol	See above
✓ Give Authorization to Homeowners to file complaints regarding trespassers on Lakemont Property.	See above
Security Issues:	**Security Issues:**
✓ No Security-Golf Course doesn't provide any security- complaint calls have gone out regarding people/animals on the course and nothing happens. DVCA has no authority over golf course.	Relates to the above letter we are sending to the Sheriff and also possibly hiring a security company to patrol course. Other questions/issues should be addressed to Golf Course Manager Fred Olsen.
✓ Security Company – Check into Cost, possibility?	HOA will follow up obtain costs for this.
Other:	**Other:**
✓ Placement and Installation of New Gate at Cypress Point & La Costa – Schedule	Cypress Point & La Costa gate can possibly be negotiated with HOA. It is not required to be built per our agreement until the casino is completed. Access, dual maintenance and access to future trails & parks can all be discussed. The gates will need to be open from 7:00am to 7:00 pm. We will need corporation by all and a written agreement will need to be drawn out to control functional hours of gate. Working together we can complete this possibly by the end of this year.
✓ Royal Troon/Bayhill landscaping of Dayton Valley road-Wall area-When?	Lakemont plans to work together with the HOA to landscape the Bayhill area though Lakemont doesn't own this particular portion of land. Lakemont will help obtain low costs for the HOA to landscape the area and will help the HOA with design. South Side of Royal Troon will be done this spring and landscaping will begin in the corner and continue down the fence.
✓ Speed Bumps – Cost to Greg for St. Andrews	Waiting on proposal from HOA.
✓ Existing Roads – Lakemont turn over to HOA – Who Maintains?	We need to have a separate meeting to discuss this in further detail. HOA is currently responsible for maintenance.
✓ Study fencing enclosure costs and Lakemont will get back to HOA	Completed

MESSNER RESPONSE

Hello DVCA Board:

I have read the letter from Joe Wade and Greg Pietzmeier and find it necessary to make some comments. If you number the paragraphs on their letter, you should find my comments below associated by paragraph. My comments are based on my opinion and my recollection of past events before and after my tenure on the Board.

First of all, it is nice of them to provide some clarity to the question of who is the Declarant. It Looks like that is DVI. Maybe we can find a document to that affect.

¶3 a) $300-$500 per home was not volunteered by them. It was something we (The Board) suggested in our April 2005 Meeting with Wade, Peitzmeier and Herron but they were never forthcoming.

b) At that same meeting we informed Wade and Peitzmeier and Herron we were making plans to Slurry Coat the "old" roads and asked them to contribute since they were having a detrimental effect on the roads with their heavy construction vehicles. Especially on Palmer Drive where the road was riddled with pot holes and was going to have to be saw-cut, ground down and resurfaced.

c) Dues collection by DVCA is irrelevant to this discussion. We collected dues on all constructed homes and Lot owned privately in the Custom (Bayhill) Area. The dues go for budgeted expense and Reserves for future Capital Expenses.

¶4 a) We met with David Burks and their Geotech Engineer and walked the streets in the Cypress Point and Grayhawk Areas and pointed out the defects in the roads. They took pictures (attached) We requested that that the roads be repaired and since the roads were 3-5 years old, an age when roads are typically Slurry Sealed, we want them Slurry Sealed before we take them over.

b) They came back with an offer to make <u>some</u> of the repairs and a ridiculously low $18,000. We know now after Crack Sealing and Slurry Coating the "old" roads this won't come close to the cost of getting the roads up to par.

c) We have subsequently found out that under Nevada Statute (NRS 116) the Declarent is required to provide a Reserve Study and must fully fund a Reserve for property held by the Declarant that is being conveyed by him to the HOA. It is my opinion that the Declarant and the Builder have been deceitful. They know the law (or should know) and are trying to skirt their responsibilities to what they believe is an uninformed HOA. We are right in not having scheduled a meeting. We are currently fact-finding and making sure we understand what we are due under the law.

¶5 a) The internal gates became an issue in 2003-2004 when the HOA was informed that there would be a "commercial area" made up of a hotel, casino,casitas and pads for Class A Motor Homes. It was at that point at one of our Board Meetings at which the Developer gave a presentation on these future plans that strenuous objection from Homeowners was made about our not being a "Gated Community" (which we were all sold on) if the gates were to be open to the public for access to the "commercial area". It was at that time, the first mention of internal gates (to gate off the residential areas, Lacosta/Royal Troon & Cypress Point). Lakemont agreed it was a good solution and could be accomplished.

b) Since 2004 we have been asking for these internal gates. Since early 2005, we have been told that they are in the budget but we get excuses ranging from "its on the designers table" to "Clubhouse is top priority" to "economic times are tight" to "we are waiting for money to be released that is being held by the County".

c) Charlie's meeting with the Board was a workshop to bring the new Board Members up to speed on roads and common area turn-over issues. There is a fear that Lakemont is going to hold the internal gates over our heads as a "carrot" to get us to take the roads and common areas.

¶6 a) The Board represents the homeowners and their desires with regard to the Community. We were all sold our homes with the promise that this was a Gated Community. With the Community standing at almost 700 homes, people want the gates closed. We are experiencing higher incidences of crime in the form of burglary, vandalism, and property damage. Proposal was sought and made to have a modified closure of the gates 24/7. The public would still have access during the day through an automatically opening gate.

b) This decision was made based on the fact that DVCA has controlling vote over the operation of the gate and in fact has been responsible for all repair and maintenance costs associated with the gates. If the Declarant is the controller/owner of the gates, he should incur all repair and maintenance and reimburse DVCA for all expenditures on the gate to-date.

c) It was never the intention of the DVCA (HOA) to impede the business of the Developer's commercial enterprise. In fact on the first day of the 24/7 Operation of the Palmer Gate, when the General Manager of the Golf Course strongly objected to the 24/7 Operation of the Palmer Gate, DVCA opened the gate and reprogrammed it back to its original operation. It has been operating that way ever since. NOTE: DVCA properly gave notice, more than 30-days in advance, to the Community and to the Golf Course of the change to 24/7 Operation. Golf Course Management was directly notified and indicated they foresaw no problem in the change. The Palmer Gate operated under the 24/7 Operation for less than one (1) day, approximately 10-hours.

d) If we own the gates (the Declarant leads us to believe we do) then we should have control. The C.C.&Rs do not say anything about gates. DVCA is not restricting or

preventing public use of the roads, just trying to get reasonable control of the traffic in the Community. The Declarant can't have it both ways....we are forced to own the gates, he gets to control them!!

¶7 a) Is seems that even when economic times are good, the developer won't spend the money he promised he would. For example, we are still waiting for a Swimming Pool, a permanent Fitness Center, and the internal gates. And the Clubhouse was two years later than promised. The developer could have put in the gates a couple of years ago when cash-flow was high and they had waiting lists and lotteries for people waiting to get into the Community.

¶8/9 The answer to all this is that if the Developer had done what he promised to do, ther would be no issue. The Community would have its internal gates at Cypress Point and at LaCosta/Royal Troon which controls access to the Residential areas and would more closely define our Community as the gated Community which sold to us.

¶10 The Palmer Gate is not closed. Its operation has reverted back to what it was prior to Wednesday, June 4. There is no restriction to The Developers commercial enterprises of the Golf Course, Clubhouse/Restaurant and the Model Homes.

¶11 a) Then let's get on with it. Let's get together, review the plans for the internal gates so we can all be in agreement as to where they will be located, how they will work and what they will look like.

b) We must not mix the gates with the roads. We cannot let The Developer bribe us with the installation of the internal gates for acceptance of the roads. The acceptance of the roads represent a far larger financial responsibility to DVCA.

Entrance/Exit Gates

In meeting with Kyle Brannan of Sierra Gate & Control and following-up with Ron McRae of NV Security & Data, here is a rough overview of establishing gates, cameras and security equipment in new locations to secure our community better. This are all 'rough idea' estimates based upon their experience. What is detailed below is not a firm quote.

1)Moving the Palmer Gate to a new location, such as the potential location on La Costa Avenue, is likely not cost effective. Some components can get moved though, such as controllers, etc.

2)The most expensive new gate would be the location on La Costa Avenue, due to the width of the street and a 'gate house' enclosure to house security equipment, etc.. The rough ballpark for this location is $125,000 for the gates, pilasters, etc., plus the cost to have NV Energy put in a power panel. The 'gate house' would be approximately $20,000, and with cameras costing about $6,000. Adding license plate readers is another $4000. We could save about $3k if we moved the LPR and "gate closeup" cameras from the Palmer gatehouse to La Costa. This location is noted on the map below as 1. Total here as outlined is approximately $152k plus the cost for NV Energy to run in power.

3)The next location is on Cypress Point Drive and is marked on the map as 2. The rough ballpark for gates & pilasters at this location is $110,000, plus the cost to have NV Energy put in a power panel. The cameras for this gate would cost about $6,000. Adding license plate readers is another $4000. Total as outlined is approximately $120k plus the cost of NV Energy to run in power.

NOTE: Using this location would require closing the side entrance to the Golf Course Clubhouse parking lot with bollards. This would have to be worked out with the golf course owners/management.

4)If closing that side entrance is not something that can get worked out, two gates would be needed in this area, one each at map locations 3 and 4 (and none at 2.) The rough ballpark for each of these would be the same as detailed above in section 3 of this writeup.

5)Estimating $10k for NV Energy per location puts the costs as outlined above at $292,000 for 2 gates, or $412,000 if 3 gates are required. That works out to $17.72 for 2 gates/household when spread across 20 years, or $25 for 3 gates/household when spread across 20 years.