

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF NOVEMBER 30, 2016

FILE NO: SUP-16-160

AGENDA ITEM: F-6

STAFF AUTHOR: Kathe Green, Assistant Planner

REQUEST: To consider a request for a Special Use Permit from Roger Shaheen, (agent: Lumos & Associates; property owner: Western Insurance Company) to allow an extended stay (maximum 180 days) recreational vehicle (RV) resort, on property zoned Tourist Commercial (TC)

APPLICANT: Roger Shaheen

AGENT: Lumos & Associates

OWNER: Western Insurance Company

LOCATION: 1440 Old Hot Springs Road

APN: 008-123-40

RECOMMENDED MOTION: "I move to approve SUP-16-160, a request for a Special Use Permit to allow an extended stay (maximum 180 days) recreational vehicle resort on property zoned Tourist Commercial, located at 1440 Old Hot Springs Road, APN 008-123-40, based on the findings and subject to the conditions of approval contained in the staff report."



RECOMMENDED CONDITIONS OF APPROVAL:

1. The applicant must sign and return the Notice of Decision for conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements shall conform to City standards and requirements.
4. The applicant shall obtain a building permit from the Carson City Building Division prior to any proposed construction.
5. The use for which this permit is approved shall commence within 12 months of the date of final approval. A single, one year extension of time may be requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated (obtain a Building Permit) within one year and no extension granted, the permit shall become null and void.

The following shall be submitted with any building permit application:

6. The applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any building permit application.
7. The project is proposed in three phases. The first phase must include amenities shown on the application submission, including check-in area, clubhouse, pool, office, manager's office and required on-site residence, store, fitness center, putting green, laundry, an adequate number of plumbing facilities as required per Title 18.09.090 Accessory Buildings and Service Facilities, including showers, urinals and restrooms, as well as trash enclosure collection area(s), barbecue, fire pit and pet area.
8. Total density shall not be greater than 30 recreational vehicle park sites per acre for the entire project. Provide detail showing acceptable density for each phase proposed for the site with the initial phase building permit plans. Title 18.09.050.7.e.
9. The minimum setback of any building or recreational vehicle space park space from any public street right-of-way line or exterior boundary line is 20 feet, with the exception of the western boundary, where the setback is increased to 30 feet adjacent in the Tourist Commercial zoning district, where adjacent to residential zoning. Improvement, landscaping and buffering as shown on the site plan and as shown in these conditions are required adjacent to this western property line. Title 18.09.050.7.d. and Title 18.04.095

10. All exterior lighting must be reviewed and approved during the building permit process. Submit manufacturer's specification detail sheets. Exterior lighting must be downward, not outward or upward, in compliance with Development Standards Division 1.3. Provide manufacturer's specification detail pages showing all proposed exterior light fixtures during the Building Permit submission process. No lighting which extends off-site is allowed. Adjacent to the western property line, house shields are also required on all overhead light fixtures to provide additional privacy to the residences to the west.
11. Provide detail showing placement setbacks required for recreational vehicles on individual recreational vehicle spaces will meet the following per Title 18.09.050.8:
 - a. Minimum setback from an access street shall be 10 feet.
 - b. Minimum distance between recreational vehicles, front, side or rear, shall be 15 feet.
 - c. Minimum distance between any recreational vehicle and any building shall be 20 feet.
 - d. Expandable sections of recreational vehicles shall be considered part of the recreational vehicle proper and must meet required setbacks.
12. Each recreational vehicle space shall have a hard surfaced parking pad with a minimum dimension of 40 feet by 12 feet. A multiple recreational vehicle space shall have a hard surfaced parking pad of the same minimum dimensions for each space. Title 18.09.050.9.a
13. Exposed ground surfaces in all other parts of the recreational vehicle park shall be covered with stone screening or other approved organic material or protected with a vegetative growth that is capable of preventing soil erosion and eliminating dust. Title 18.09.050.9.b
14. Singular recreational vehicle park spaces must meet the following standards in compliance with Title 18.05.090.10:
 - a. Grade not to exceed 5% per individual recreational vehicle park site.
 - b. One water spigot for common use for every recreational vehicle space.
15. Provide at least one recreational open space area accessible from all recreational vehicle spaces. The cumulative size of the recreation area shall not be less than 10% of the gross recreational vehicle park area. Title 18.09.11.
16. Roadways within the recreational vehicle park shall have a minimum width of 26 feet if a two-way street and a minimum 20 feet in width if a one-way street. Title 18.09.12
17. All recreational vehicle park spaces shall be served by safe and convenient roadways extending from the access point of the site to each vehicle space per Title 18.09.12. The following shall be shown on building permit plans:
 - a. Access designed to minimize congestion and traffic hazards on adjacent street. Ingress and egress through controlled entrance and exits.
 - b. All driveways and roads within the recreational vehicle park must be asphalt paved.
 - c. All internal recreational vehicle park site spaces shall be served by safe and convenient roadways and provide access to each vehicle space.
 - i. Alignment and Grade: Access roadways shall be properly adapted to the topography of the site.

- ii. Surfacing: All internal recreational vehicle park site access roadways and individual vehicle parking spaces must be hard surfaced and well drained.
- iii. Turnarounds: Roadways in excess of 500 feet shall be prohibited and all cul-de-sac roadways shall include a sufficient turnaround area, minimum of 90 feet in diameter.
- iv. Maneuvering Space:
 - (1) Each recreational vehicle park space shall provide one parking space and sufficient maneuvering space so that the parking, loading or maneuvering of vehicles incidental to parking shall not necessitate the use of any public street, sidewalk or right-of-way, or any private grounds not a part of the recreational vehicle park site.
 - (2) All roads and road structures shall be graded and surfaced and of sufficient design to support the weight of 20 ton vehicles.
 - (3) Dead end roads shall have a turnaround at the closed end of at least 90 feet diameter measured at the outside of the traveled way.

18. An adequate and safe sewerage system (connection) must be provided. The system must comply with applicable state and city codes, requirements and standards. Connection to the Carson City public sewer system is required. Title 18.09.070. In addition, provide details showing sanitation shall comply with the following:

- a. Provide a sanitary station for every 25 recreational vehicle park spaces or fractional part thereof. Title 18.090.070.2
- b. Must comply with the requirements of Title 18.09.070.2.a. regarding construction of the sanitary station.
- c. Must be screened from view by fencing and/or landscaping and must be located at least 50 feet away from any recreational vehicle park space. Title 18.090.070.2.b
- d. Approval of the sewerage disposal system is required from the Carson City Development Services (Engineering), Health Department, Environmental Control Department and if over 5,000 gallons, approval by the Nevada Department of Environmental Protection must be a condition of final approval. Title 18.09.070.

19. The maximum height for all amenities in this development is two stories, but in no instance greater than 26 feet. Title 18.09.050.7.a

20. The minimum net area per recreational vehicle space must be a minimum of 1,000 square feet. Title 18.09.050.7.b.

21. Only one vehicle or one recreational vehicle is permitted per recreational vehicle space unless designated as a multiple recreational vehicle parking space. Title 18.09.050.7.c.

22. Multiple recreational vehicle spaces shall be allowed to have a maximum of three vehicles or three recreational vehicles with a net minimum area of 1,500 square feet for the placement of each vehicle. Each vehicle space will be counted toward the maximum number of spaces allowed per acre. Title 18.090.50.c

23. Show one single family dwelling or one mobile home dwelling (not a recreational vehicle) on the plan. This dwelling is required to be used as a living quarters by the operators or managers of the park. Only one such required permanent living unit is allowed. Title 18.09.050.6.b.

24. Show a central accessory building containing the necessary toilet and other plumbing fixtures. Accessory buildings must be conveniently located within a radius of 500 feet to the recreational vehicle park spaces to be served and must conform to the standards for the minimum number of toilet/shower fixtures and facilities as shown in Title 18.09.090 for more than 60 spaces, as Phase 1 is shown as proposed for 61 recreational vehicle park spaces. As shown in the schedule, 1.25% of total toilet/shower facilities must be handicapped, unless additional facilities are required by the Building or Health Departments. Title 18.09.090.
25. Show all plumbing fixtures for toilets, urinals and showers shall be ultra-low flow. Title 18.09.090.1
26. Show trash enclosures which meet the requirement of Development Standards Division 1.2.6 shall be installed. The design and minimum size shall be shown on the building permit submission. The location and design must also meet the requirements of Title 18.09.100 and must be located not less than 50 feet and not more than 150 feet from any recreational vehicle park space. Refuse collection areas must be screened from view by fencing and/or landscaping. Refuse containing garbage must be collected at least twice weekly or as often as necessary and transported in covered containers to an approved disposal site. Smaller refuse collection station locations within the park are allowed, if screened, maintained and emptied into a larger trash enclosure or collected on a regular basis, with no overflow of trash. No uncovered trash collection bins/cans/boxes or unscreened trash stations are allowed. Title 18.09.100.1
27. Emergency access on the west on Holly Way to be limited by a gate or other means to allow only emergency vehicle ingress/egress.
28. Construction times are limited to 7:00 am to 7:00 pm, Monday through Friday and 7:00 am to 5:00 pm Saturday and Sunday.
29. Provide a landscaping plan with building permit submission which shall be reviewed, approved and installed in compliance with Development Standards Division 3 Landscaping.
30. Provide a 20 foot wide landscape buffer interior to the western and northern property lines, with evergreen trees along the property line. The Parks Department must approve the evergreen tree species selection and tree spacing in the northern landscape buffer area. Maintenance of this landscaping will remain the responsibility of the Recreational Vehicle Park Resort. An automatic irrigation system is required for all landscaping. The required setback on the western property line is 30 feet.
31. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 623 and 624 and Carson City Municipal Code (CCMC) 15.05.020.
32. All repairs, replacements and alterations must have proper building permits and comply with International Building Code, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, International Energy Conservation Code and Northern Nevada Amendments.
33. All improvements must meet current accessibility standards.
34. All contractors are required to carry state and local licenses.

35. The project must comply with the 2012 International Fire Code (IFC) and Northern Nevada Fire Code Amendments as adopted.
36. Gates with electric operators must have Knox key switches.
37. Group fire pits must be natural gas or liquid petroleum gas (LPG). No wood fuel is allowed.
38. LPG dispensers must be approved by the Nevada LPG Gas Board.
39. Clubhouse requires fire sprinklers. Sprinklers must be electronically monitored (fire alarm).
40. Other buildings may require fire sprinklers, depending on the final design.
41. Applicant is designing to 1500 gpm fire flow. The proposed casino would require 2000 gpm fire flow as presented. System must be sized to accommodate proposed casino.
42. Additional fire hydrants are required. Spacing must meet 2012 IFC Appendix C. Spacing in recreational vehicle (RV) space area must be no more than 500 feet spacing.
43. Plans for the proposed project, including RV Park, pool, clubhouse, and etc., will need to be submitted to the Carson City Building Department for Health and Human Services review, prior to construction.
44. A final inspection and written approval for certificate of use occupancy must be obtained from the Carson City building department and any applicable State departments prior to initiation of the use.
45. All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.
46. A technical drainage study will be required prior to issuing any construction permits which must analyze, and propose mitigation for existing flooding issues near the southwest corner of the property and the ditch along the west property boundary.
47. A full geotechnical study will be required prior to issuing any construction permits which must analyze the effect and design impacts of soils placed on site during construction if I-580.
48. Water and sewer main analysis will be required prior to issuing any construction permits.
49. A traffic impact study will be required prior to issuing any construction permits. The scope of this study should be discussed with the Carson City Transportation Manager.
50. Conditions of MPR-16-028 must be addressed prior to issuing any construction permits.
51. The project is in the Airport Review area. Any conditions required by the Airport Authority must be satisfied prior to or during the building permit process. If required by the Airport Authority, an Aviation Easement must be recorded. A copy of the recorded document must be provided to the Planning Division with the building permit.

52. All tenants of the RV Park must be notified with plain language and sign an agreement stating that there is an airport nearby and there will be low flying and noisy aircraft overhead. All tenants must sign this form as a condition of staying in the park. The notification must include text stating no complaints to the Airport Authority regarding airport noise will be allowed.
53. The Airport Authority requires a FAA Park 77 airspace study to insure that the heights of any buildings do not penetrate the approach or takeoff zones of the airport.

The following applies to the site throughout the life of the project:

54. The owner or operator of the recreational vehicle park must maintain a register containing a record of all vehicles and occupants in compliance with Title 18.09.130. Maximum stay is 180 days. A caretaker, owner or manager must remain in the park to enforce all conditions.
55. Grounds, buildings and structures must be maintained free of insect and rodent harborage and infestation. Extermination methods and other measures to control insects/rodents shall conform to requirements of existing laws. Title 18.09.100.2
56. All animals must remain under the control of the person or persons within the same recreational vehicle park space area or under his or her control when not within the recreational vehicle spaces but still within the confines of the recreational vehicle park. All animal living areas shall be kept clean and free from offensive odors, animal wastes and rodents, flies or any other offensive or unwholesome conditions. Title 18.09.100.3
57. Storm water drainage and runoff must be controlled so that the quantity and quality of runoff is managed adequately to minimize local erosion and potential discharges to adjacent properties.
58. A six foot tall 100% sight-obscuring fence or wall is required on the west and north perimeter of the property to provide safety, security and privacy to the adjacent properties. Fencing on the east is not restricted to be sight-obscuring.
59. Address the elevation change on the property under review when compared to adjacent properties. Staff may require fencing at the top of the grade to provide privacy to neighboring properties.
60. The maximum allowed occupied stay of any recreational vehicle is 180 days. Any recreational vehicle unit which has occupied a rental space with human occupation (not storage) must be removed from the site at the end of 180 days. Title 18.04.140

61. Retail sales of propane and liquid petroleum gas (LPG) are allowed on the site. The location of the containers for the retail sales must be securely, but not permanently, fastened to prevent overturning. Fuel oil storage tanks or cylinders must be securely fastened in place and must be located in approved storage areas. Such containers shall not contain a gross capacity of more than sixty (60) U. S. gallons and must be located in an approved storage area. The quantity or volume and method of propane and liquid petroleum gas to be stored on site may be further restricted or modified by the Fire Department in conjunction with a Building Permit through the Building Division. Title 18.09.110
62. Future development may include a restaurant and limited gaming casino. The maximum number of slot machines on site is limited to 15, in compliance with Title 4.14.045.
63. The entire recreational vehicle park must be kept free of weeds, litter, rubbish and other flammable materials. Title 18.09.120.3
64. A sign permit will be required for all proposed advertising. Apply for a sign permit separately from the building permit. Development Standards Division 4 Signs.

LEGAL REQUIREMENTS: CCMC 18.02.080 (Special Use Permits), CCMC 18.04.140 Tourist Commercial (TC)

MASTER PLAN DESIGNATION: Community/Regional Commercial (CC)

PRESENT ZONING: Tourist Commercial (TC)

KEY ISSUES: Recreational Vehicle Park stays of up to 30 days are allowed outright in the Tourist Commercial zoning district. Will the proposed development of the RV park resort for extended stay of up to 180 days, with amenities as shown, be compatible with the surrounding neighborhood, as well as Tourist Commercial uses? Will the project be in keeping with the standards of the Carson City Municipal Code?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: Public Regional (PR)/vacant

EAST: Public Community (PC)/vacant

WEST: Single Family 1 Acre (SF1A)/residential

SOUTH: Tourist Commercial (TC)/Carson Hot Springs resort and vacant

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: X, FEMA firm number 3200010084F

EARTHQUAKE FAULT: beyond 500 feet

SLOPE/DRAINAGE: From northeast corner to the southwest corner. A detention basin is proposed in the southwest corner.

SITE DEVELOPMENT INFORMATION:

LOT SIZE: 38.6 acres

STRUCTURE SIZE: Specific details of proposed structures were not provided at this time. Examples of single and two story building elevations are included. The clubhouse is described as approximately 10,000 square feet, two one-story buildings of 3,500 square feet for an office, store and fitness center and a second of 1,500 square feet for a manager's residence, with a third 5,000 square foot building for a restaurant and casino. Accessory buildings will also house showers, restrooms and laundry facilities.

HEIGHT: No details of proposed structures were provided at this time. Height of structures is limited to two stories and a maximum of 26 feet.

PARKING: 374 parking spaces, including 215 recreational vehicle spaces are proposed
SETBACKS required:

South (front): 20 feet, including business arterial landscape six feet wide

West (side): adjacent to residential 30 feet

East (side): 20 feet

North: (rear): 20 feet

VARIANCES REQUESTED: None

PREVIOUS REVIEW: MPR-16-028 under APN 008-123-34, for review of this recreational vehicle park proposal.

DISCUSSION:

Per Carson City Municipal Code Title 18.04.140, a campground or recreational vehicle park is an allowed use in the Tourist Commercial (TC)zoning district as long the stay does not exceed 30 days and all conditions of Title 18.09.050 Recreational Vehicle Park Requirements have been met. However, if the proposed use is for extended stay, defined as a stay of 31 to a maximum of 180 days, approval by the Planning Commission of a Special Use Permit is required. This review of the recreational vehicle park is to allow the amount of time to be extended from the allowed 30 days to a conditional maximum of 180 days. The requirements of Title 18.09 for creation of a recreational vehicle park are included in the recommended conditions of approval shown above.

This request is for approval of a Special Use Permit for the recreational vehicle park resort concept, with 215 recreational vehicle spaces and amenities proposed for the site. If the proposal were for no more than 30 day stay, a Major Project Review and building permit review is all that would be required, and would include review for compliance with the standards described in Title 18.09 Recreational Vehicle Parks. As this proposal is for extended stay of up to 180 days, Special Use Permit review and approval is required.

The proposed project is a recreational vehicle park resort, proposed to be developed in three phases, with the completed development able to accommodate 215 recreational vehicle units, with various amenities and a total of 374 parking spaces on site. The building permit for proposed construction of Phase 1 must include the improvements to the site described in the application submission. These include amenities as shown in Title 18.09.050, Recreational Vehicle Park Requirements, including check-in area, clubhouse, pool, office, manager's office and required on-site manager/owner/agent residence, store, fitness center, putting green, laundry and an adequate number of plumbing facilities as required per Title 18.09.090 Accessory Buildings and Service Facilities, including showers, urinals and toilets, as well as trash enclosure collection area(s), a minimum of one each: barbecue, fire pit and pet area. If phase II and phase III are not developed in the future, the site would have the minimum facilities required under the code if Phase I is developed with all required features.

The submission does not include specific detail of the proposed site development. A single site plan page was provided and limited text was included describing the amenities to be placed on the site in three phases. There is not enough detail to determine compliance with the specific requirements of Title 18.09.050. However, the recommended conditions of approval listed above specify the items and terms which will need to be provided during the building permit submission process and which will need to be met during the building permit process for the project to go forward. The standards in Title 18.09.050 are intended to encourage proper development of a recreational vehicle park site, by providing sufficient open space and complementary uses under

conditions which assure protection of the character of the zoning district where the use is proposed as well as providing an attractive and well maintained commercial use. It is noted the last recreational vehicle park approval in Carson City was in 1995, prior to the creation of the standards outlined in Title 18.09.

The proposal for the physical development of the elevations of the site at ground level was not provided in the submission. It is noted there is an elevation change from the surrounding properties to the area of proposed development. It is not clear from the application if the additional soil creating this elevation change is to be removed from the site, compacted on site, or relocated from or on site. If the additional soil remains on the site, it appears there will be an elevation change (rise) from the residences to the west to the development of the recreational vehicle park to the east, which could impact the privacy of the residents on the west. The applicant has not addressed this concern in the submission. Staff has added a condition to address this issue and will require review of the elevation change during building permit review.

PUBLIC COMMENTS: Public notices were mailed to 35 property owners within 600 feet of the subject site (minimum distance required) on November 10, 2016. As of the writing of this report, two letters in opposition to the request have been received. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on November 30, 2016, depending on the date of submission of the comments to the Planning Division.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS: The following comments were received by various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Building Division:

1. All projects and improvements must be performed in accordance with Nevada Revised Statutes (NRS) 623 and 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All repairs, replacements and alterations must have proper building permits and comply with International Building Code, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, International Energy Conservation Code and Northern Nevada Amendments.
3. All improvements must meet current accessibility standards.
4. All contractors are required to carry state and local licenses.

Fire Department:

1. The project must comply with the 2012 International Fire Code (IFC) and Northern Nevada Fire Code Amendments as adopted.
2. Gates with electric operators must have Knox key switches.
3. Group fire pits must be natural gas or liquid petroleum gas (LPG). No wood fuel is allowed.
4. LPG dispensers must be approved by the Nevada LPG Gas Board.
5. Clubhouse requires fire sprinklers. Sprinklers must be electronically monitored (fire alarm).
6. Other buildings may require fire sprinklers, depending on the final design.
7. Applicant is designing to 1500 gpm fire flow. The proposed casino would require 2000 gpm fire flow as presented. System must be sized to accommodate proposed casino.
8. Additional fire hydrants are required. Spacing must meet 2012 IFC Appendix C. Spacing in recreational vehicle (RC) space area must be no more than 500 feet spacing.

Engineering Division:

1. All construction and improvements must meet the requirements of Carson City and State of Nevada
2. A technical drainage study will be required prior to issuing any construction permits which must analyze, and propose mitigation for existing flooding issues near the southwest corner of the property and the ditch along the west property boundary.
3. A full geotechnical study will be required prior to issuing any construction permits which must analyze the effect and design impacts of soils placed on site during construction of I-580.
4. Water and sewer main analysis will be required prior to issuing any construction permits.
5. A traffic impact study will be required prior to issuing any construction permits. The scope of this study should be discussed with the Carson City Transportation Manager.
6. Conditions of MPR-16-028 must be addressed prior to issuing any construction permits.

Health and Human Services:

1. Plans for the proposed project, including RV Park, pool, clubhouse, and etc., will need to be submitted to the Carson City Building Department for Health and Human Services review, prior to construction.

Environmental Control Authority:

No concerns

Transportation:

No comments received.

Parks and Recreation:

1. Our department will require the owner/developer of the subject parcel to provide a 20 foot landscape buffer (on their property) with evergreen trees along the property boundary to our park.
2. Our department will need to approve the evergreen tree species selection and tree spacing for the landscape buffer.
3. The Parks, Recreation and Open Space Department will not be responsible for the maintenance of any landscaping or open space areas identified in the proposed project.

Airport Authority:

1. Emphasize that aircraft noise over the proposed RV Park would be greatest given that westerly departing aircraft are at a low altitude in their climb-out and at their loudest noise level in this segment of flight. As a result, we would put the developer on notice of the pre-existing use of the airspace, and request that the developer and property owner disclose to all tenants that there is an airport nearby and there will be low flying and noisy aircraft overhead.
2. Require a FAA Part 77 airspace study to insure that the heights of any buildings not penetrate the approach or takeoff zones of the airport. It appears that the proposed two story clubhouse lies directly under the voluntary noise abatement course used by aircraft departing the airport.
3. A concern is that the RV Park designation only allows tenants to remain 30 days or less. A Special Use Permit to convert the project into one that allows longer term tenancies may be approved and we strongly oppose any tenancies over 30 days. Tenants that sign a lease for six months or longer would tend to generate chronic noise complaints of aircraft operating to and from the airport. A written notice signed by tenants regarding knowledge of the airport and its operations should be made to each tenant. A point needs to be made in strong terms that if they do make noise complaints that we would have a record that shows they knew the airport was there before they moved in.

4. The Airport Authority may want to ask for an aviation easement, or right of overflight in the airspace above or in the vicinity of an airport. It also includes the right to create such noise or other effects as may result from the lawful operation of aircraft in such airspace and the right to remove any obstructions to such overflight. This is a grant of use of the airspace above the RV Park.

FINDINGS: Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

- 1. *Will be consistent with the objectives of the Master Plan elements.***

Goal 4.2 Expand the City's Capacity and Excellence in Community-Wide Recreation facilities and Programs

4.2a- Expand Recreation Opportunities

4.2b- Maintain and Expand Recreation Partnerships

Goal 5.4 Promote Tourism Activities and Amenities that Highlight the City's Historic and Cultural Resources

As the City grows, provide additional community parks, pathways, sports complexes, and indoor recreational facilities to meet the needs of future residents. To the degree land can be assembled, distribute future facilities to provide facilities convenient to all major quadrants of the City.

More than many communities, Carson City has a large number of partners that significantly increase the quantity and quality of our recreation services available to City residents. Continue to expand cost-effective sharing of facilities and resources with the City's existing and potential recreation partners.

This proposal is for recreational vehicle stays of up to 180 days in a recreational vehicle park resort. Recreational Vehicle stays of up to 30 days area allowed outright in the Tourist Commercial zoning district. The additional length of stay is under review with this request. This extended stay will make it possible for visitors and tourists to the area to enjoy the many facilities including recreational opportunities as well as heritage tourism, arts and culture, and various sponsored events available while visiting in the vicinity. This proposal will provide an expansion of the desirable tourist spending and income to businesses in the local area. This will support and promote related tourism activities and amenities.

- 2. *Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.***

Buffering of neighboring properties to the west and north has been designed in the project, with a walkway, landscaping along the western property line, and as a requirement as a condition of approval for a 20 feet wide strip of evergreen trees along the northern property line and construction of a wall to provide additional privacy and security between the residential uses to the west, eventual park to the north and vacant land on the east, from the proposed recreational vehicle park resort. There is also a requirement for a 30 foot wide setback on the western portion of the property adjacent to residential uses. As a condition of approval, the uses in this area are further reduced to lower impact noise and activities, by placing a landscape buffer and

walkway in this area. This location is zoned as Tourist Commercial, a zoning district that encourages tourist uses and temporary rather than long term tenancy. The proposed recreational vehicle park resort will be compatible with this use. Recreational vehicles are not likely to create objectionable conditions. Development of the site is proposed in three phases, with the amenities of the site in the center of the parcel, and only recreational vehicle parking adjacent to the existing residential uses on the west. The property to the southeast of the site is also a tourist destination, the Carson Hot Springs Resort, another recreational opportunity. The property to the north is vacant, with the planned eventual development of the site as a community park, and south are other businesses. The proposal includes improvements to the site to provide amenities as well as meeting the specific requirements of Title 18.09 Recreational Vehicle Parks.

It is noted this area is on a flight path from the nearby airport to the east. The Airport Authority has required that all tenants of the park sign an agreement stating they are aware that loud noises created by aircraft flying over this location, and that no complaints to the Airport Authority regarding this noise is allowed.

3. *Will have little or no detrimental effect on vehicular or pedestrian traffic.*

The project will have an effect on vehicular traffic, but traffic will not be a detriment. Recreational vehicle traffic will be directed to travel on Research Way and/or Old Hot Springs Road to this location. Old Hot Springs Road is a dead end street that terminates in a turn around. Only traffic that is intending to be on this road will be utilizing this area. Access to the resort will be from Old Hot Springs Road, then to the north, where the recreational vehicle park resort is proposed. Once inside the resort, recreational vehicles are likely to be parked for the term of the stay. A secondary emergency access route is proposed from the west on Holly Way. Pedestrian traffic is not likely to increase substantially in this area as a result of this development.

4. *Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.*

No additional or remarkable need for existing public services and facilities is anticipated. The need for police and fire protection will be the same as for other traveling vehicles. These vehicles will be parking on the site for up to 180 days. The need for water, sanitary sewer, public roads, storm drainage and other public improvements will be addressed during the building permit process. The response from the other City Departments did not indicate a concern with providing these public services.

It is noted the applicant has provided traffic, soil and drainage studies in support of the project.

5. *Meets the definition and specific standards set forth elsewhere in this Title for such particular use and meets the purpose statement of that district.*

The Tourist Commercial zoning district is intended to permit a broad range of primary and accessory tourist commercial uses to encourage tourism and to serve the visitor-related activities of Carson City. All uses within this district shall be oriented toward the promotion, accommodation and service of tourism and associated needs of the commercial tourist related activities and services. Accessory services, which serve to foster the tourist commercial nature of the district, are encouraged and allowed to provide balance for the community.

Campground/Recreational Vehicle Park with a maximum stay of 30 days is allowed outright in

this zoning district after a required Major Project Review of the proposed project. If the stay is proposed to be extended to a maximum of 180 days, approval of a Special Use Permit by the Planning Commission is required.

6. *Will not be detrimental to the public health, safety, convenience and welfare.*

The proposed recreational vehicle park resort is not anticipated to be detrimental to the public health, safety, convenience and welfare. Traffic will be directed to use a street which is utilized by only commercial businesses

7. *Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.*

The conditions of approval are intended to mitigate the impact of the project on the area. Many anticipated areas of concern have been addressed through proposed conditions of approval, fencing, landscaping, and height restrictions included in these conditions.

Attachments:

- Building Division comments
- Fire Department comments
- Engineering comments
- Health Department comments
- Environmental Control comments
- Parks and Recreation comments
- Airport Authority comments
- Site photos
- MPR-16-028 Letter
- Letter from John and Tammy Lubich
- Letter from William and Rebecca Mabray
- Application (SUP-16-160)

RECEIVED

OCT 21 2016

CARSON CITY
PLANNING DIVISION

October 21, 2016

SUP-16-160

Building

SUP-16-080:

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. All Repairs, Replacement, and Alterations must have proper building permits and comply with International Building Code, Uniform Plumbing Code, Uniform Mechanical Code or International Mechanical Code, Fuel Gas Code, Electrical Code, International Energy Conservation Code, and Northern Nevada Amendments.
3. All improvements have to meet current accessibility standards.
4. All Contractors are required to carry state and local license.

Shawn Keating CBO

"There's no use talking about the problem unless you talk about the solution"

Building Official

Carson City Community Development Department

Web page <http://www.carson.org/index.aspx?page=172>

skeating@carson.org

Office 775-887-2310 X 7052

Fax 775-887-2202

Cell 775-230-6623

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NOV 04 2016

CARSON CITY
PLANNING DIVISION

November 4, 2016

SUP-16-160

Fire

1. Project must comply with the 2012 IFC and N. NV fire code amendments as adopted.
2. Gates with electric operators must have Knox key switches.
3. Group fire pits must be natural gas or LPG. No wood fuel is allowed.
4. LPG dispensers must be approved by the NV LPG Gas Board.
5. Clubhouse requires fire sprinklers. Sprinklers must be electronically monitored (fire alarm).
6. Other buildings may require fire sprinklers depending on the final design.
7. Applicant is designing to a 1500 gpm fire flow. The proposed casino would require 2000 gpm fire flow as presented. System must be sized to accommodate proposed casino.
8. Additional fire hydrants are required. Spacing must meet 2012 IFC Appendix C. Spacing in RV space area must be no more than 500' spacing.

Dave Ruben

Fire Marshal
Carson City Fire Department
777 S. Stewart Street
Carson City, NV 89701

Direct 775-283-7153
Main 775-887-2210
FAX 775-887-2209

RECEIVED

NOV 16 2016

CARSON CITY
PLANNING DIVISION

**Engineering Division
Planning Commission Report
File Number SUP 16-160 & GM 16-161**

TO: Planning Commission

FROM: Stephen Pottéy – Development Engineering Department

DATE: November 16, 2016 **MEETING DATE:** November 30, 2016

SUBJECT TITLE:

Action to consider an application for a Special Use Permit from Roger Shaheen to allow an extended stay RV Resort, and Growth Management review to allow water usage greater than 15,000 gallons per day at 1400 Old Hot Springs Rd, apn 008-123-40.

RECOMMENDATION:

The Engineering Division has no preference or objection to the special use or growth management requests. The Engineering Division offers the following condition of approval:

- All construction and improvements must meet the requirements of Carson City and State of Nevada Codes and Development Standards.
- A technical drainage study will be required prior to issuing any construction permits which must analyze, and propose mitigation for existing flooding issues near the southwest corner of the property and the ditch along the west property boundary.
- A full geotechnical study will be required prior to issuing any construction permits which must analyze the effect and design impacts of soils placed on site during construction of I-580.
- Water and sewer main analysis will be required prior to issuing any construction permits.
- A traffic impact study will be required prior to issuing any construction permits. The scope of this study should be discussed with the Carson City Transportation Manager.
- Conditions of MPR-16-028 must be addressed prior to issuing any construction permits.

DISCUSSION:

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses.

CCMC 18.02.080 (2a) - Adequate Plans

The information submitted by the applicant is adequate for this analysis.

Engineering Division
Planning Commission Report
SUP 16-160, GM 16-161
Page 2

CCMC 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans for streets or storm drainage. The water and sewer demands are well below the city's available capacity.

CCMC 18.02.080 (5c) - Traffic/Pedestrians

The proposal will not affect traffic or pedestrian facilities.

CCMC 18.02.080 (5d) - Public Services

Existing facilities appear to be adequate for this project.

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NOV 02 2016

CARSON CITY
PLANNING DIVISION

November 2, 2016

SUP-16-160

Health Department

*No concerns with the application as submitted to allow stays of up to 180 days.
Plans for the proposed project (RV park, Pool, Clubhouse, etc.) will need to be submitted to the Carson City Building Department for Health and Human Services review, prior to construction.*

Dustin Boothe, MPH, REHS
Carson City Health and Human Services
900 E. Long St.
Carson City, NV 89706
(775) 887-2190 ext. 7220

dboothe@carson.org

RECEIVED

OCT 26 2016

CARSON CITY
PLANNING DIVISION

10/25/2016

SUP – 16-160

After initial plan review the Carson City Environmental Control Authority (ECA), a Division of Carson City Public Works Department (CCPW), has the following requirements per the Carson City Municipal Code (CCMC) and the Uniform Plumbing Code (UPC) for the SUP – 16-160 at 1400 Hot Springs Rd. request:

1. ECA has no comments concerning this request.

Please notify Mark Irwin if you have any questions regarding these comments, I can be reached at 775-283-7380.

Sincerely;

Mark Irwin
Environmental Control Officer 3

c: Kelly Hale, Environmental Control Supervisor

November 15, 2015



Parks

SUP-16-160

GM-16-161

SUP-16-160 Sierra Skies Resort:

On April 15, 2016 our department provided comments on Sierra Skies Resort (MPR-16-028). Please refer to the attached document as back ground information for the following comments:

- 1) The property to the north (APN 008-123-35) is owned/managed by the Carson City Parks, Recreation & Open Space Department. In May 2015, it was conveyed to Carson City per the Omnibus Public Land Management Act of 2009 (OPLMA). During the City's public process in preparation for the OPLMA as well in the City's Parks and Recreation Master Plan, this property was identified for a future community park site. As a result, our department's comments are as follows:
 - a) Our department would require the owner/developer of the subject parcel to provide a 20' landscape buffer (on their property) with evergreen trees along the property boundary to our park.
 - b) Our department will need to approve the evergreen tree species selection and tree spacing for the landscape buffer.
 - c) The Parks, Recreation and Open Space Department will not be responsible for the maintenance of any landscaping or open space areas identified in the proposed project.

GM-16-161 Sierra Skies Resort:

Our department has no comments related to the total gallons per day of water usage for the proposed development. It is our department's expectation that the evergreen trees in the 20' landscape buffer will be irrigated with a drip irrigation system.

Thank you for this opportunity to comment. Please feel free to contact Vern Krahne if you have any questions.

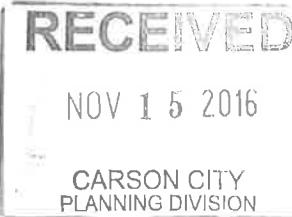
Vern & Patti

Patti Liebespeck
Office Specialist
Carson City Parks, Recreation & Open Space
3303 Butti Way, Bldg 9
Carson City, NV 89701
Phn: (775) 887-2262 x 7342
Fax: (775) 887-2145
pliebespeck@carson.org
www.carson.org



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL



April 15, 2016

Hope Sullivan, Planning Manager
and
Kathe Green, Assistant Planner
Carson City Planning Division
108 E. Proctor Street
Carson City, NV 89701

Major Project Review: MPR-16-028

Project Description: Sierra Skies RV Resort, 1100 Mark Way

Review Date: April 5, 2016

Parks, Recreation and Open Space Department Comments

Contacts: Ann Bollinger, Open Space Administrator
Vern L. Krahn, Senior Park Planner

The property to the north (APN 008-123-35) is owned/managed by the Carson City Parks Division. In May 2015, it was conveyed to Carson City per the Omnibus Public Land Management Act of 2009 (OPLMA). During the City's public process in preparation for the OPLMA as well in the City's Parks and Recreation Master Plan, this property was identified for a future community park site. For your reference, three pages from our Master Plan have been attached.

- 1) As a condition of project approval, our department would require the owner/developer of the subject parcel to provide a 20' landscape buffer (on their property) with evergreen trees along the property boundary to our park.
- 2) Prior to the City's final project approval, our department would need to approve the evergreen tree species selection and tree spacing.

In the MPR meeting, our department discussed the possible option of a road from Arrowhead Drive, across our property, and to the resort (as a second ingress/egress required by the City). After further internal discussions and confirmation from the Bureau of Land Management, this does not appear to be an option.

- 1) Without a development plan for our future community park, our department does not want to surrender any area of the park for a private use.

PARKS & RECREATION DEPARTMENT • 3303 Butti Way, Building #9 • 89701 • (775) 887-2262
Parks • Recreation • Open Space • Facilities • Lone Mountain Cemetery

2) A copy of the BLM correspondence is included below:

Good afternoon Ann,

It looks like this parcel (APN 008-123-35) is covered by OPLMA under section 2601 (b)(4)(C). This section states that this parcel (as a portion of a greater area) will be managed by Carson City for “undeveloped open space and recreation and public purposes consistent with the Act of June 14, 1926...”

My first reaction is that building road across this parcel does not conform to the conditions written under section 2601(b)(4)(C) of OPLMA for the following reasons:

1. *It seems that the road proposal would not fall under the “undeveloped open space” criteria, as building a road may be considered “development.”*
2. *It also seems that the road proposal would not fall under the criteria for qualifying under the Act of June 14, 1926, also known as the Recreation and Public Purposes Act (R&PP). Generally, the BLM does not use the R&PP Act to authorize roads on public land. Instead, the BLM typically authorizes roads with right-of-way grants pursuant to the Federal Land Policy and Management Act (FLPMA). Moreover, there are instances when the BLM will approve a right-of-way for a road across R&PP lands even though the use does not qualify under the R&PP Act on its face. This can happen when the approval of the road does not transfer ownership or title to another party. Transfer of control is defined as any right granted that makes the granted right superior to the patent holder’s right (for example, an easement transfers control because they are permanent encumbrances on title and usually make the grantor’s rights subservient to the grantee’s rights). In addition to not transferring control, the road must also provide some sort of direct or indirect support or benefit to the R&PP lands or be in furtherance of a public purpose.*

Nevertheless, if this is the builder’s only option is to build across this parcel to access his or her parcel, then we might be able to find a suitable exception to OPLMA or the R&PP Act that would allow this use, but we would need to do research to find such an exception.

*Best,
Shaina Shippen*

6.3 COMMUNITY PARKS

6.3.2 NEEDS

The high level of use of Mills Park is a strong indication of the need for another Community park. This is reinforced by the public opinion survey, where 45% of survey respondents indicated it was important or very important for the City to add more Community parks to the City. An additional one or two Community parks in Carson City would help to alleviate the pressure that is currently being placed on Mills Park.



Mills Park is Carson City's most heavily used community park.

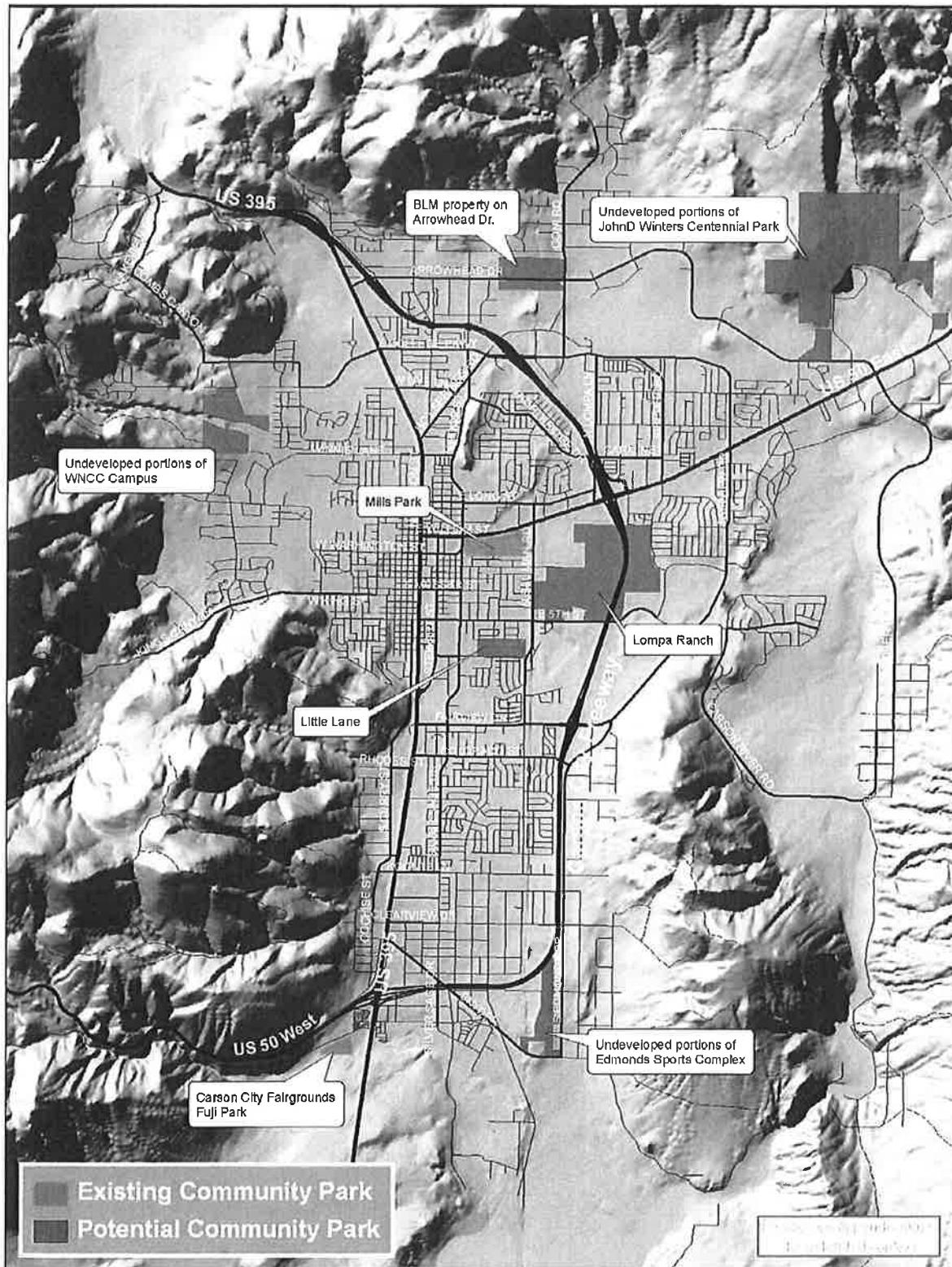
6.3.3 OPPORTUNITIES

There are currently a number of vacant tracts of land within Carson City large enough to be considered for Community parks. Each is evaluated below:

- ☒ Undeveloped portions of Edmonds Sports Complex—The freeway will cut off a portion of Edmonds, but it will still have undeveloped areas that could become a Community park. Although relatively central to Carson City in the east/west dimension, it is somewhat south of the core area of the community. This land is already in City ownership. It will not have direct, convenient Freeway access, and Freeway crossings will make it a little difficult to access from neighborhoods to the northwest.
- ☒ Undeveloped land on Little Lane—This relatively large tract of land on the north side of Little Lane is relatively flat, surrounded by residential development and very central to the city. But it is only 1/2 mile south of Mills Park and significantly duplicates its service area. The fact that it is in private ownership, with relatively high densities surrounding suggests that it may be somewhat expensive to acquire.
- ☒ BLM property on Arrowhead Drive combined with additional unused Airport land west of Goni Road—The BLM manages an 80-acre parcel that spans both sides of Arrowhead Drive, northwest of the airport, all of which would make an excellent community park. The eastern 40 acres of this BLM property are currently used (under a patent/lease) as a milling site. The City may not be able to acquire the eastern 40 acres until it is no longer leased for private use. The land is gently sloping to the south, but has excellent views of the City. It could be combined with unused airport land to the southeast (flight patterns make it unusable for development purposes). The BLM parcel is central to the city in an east/west direction and could serve the northern quadrant of the community. It will have relatively good access from new Freeway exits. It may be possible to acquire the BLM parcel through the Recreation & Public Purposes (R&PP) process. A no- or low-cost-lease may be possible from the Airport Authority.
- ☒ Lompa Ranch property—Perhaps the largest vacant parcel in Carson City is the Lompa Ranch. It is adjacent to Carson High School and they could have joint uses. However, there are a number of considerations that make the Lompa property less suitable for a Community park:
 - It is relatively close to Mills Park.
 - Its visibility from the Freeway suggests a value as a commercial use.
 - Private ownership will increase the cost of acquisition
- ☒ Portions of the WNCC campus—As the WNCC campus continues to expand, there is growing interest in providing sports fields for student use. It may be possible to joint venture with the College to develop a Community park with sports facilities shared between the college and the city. However, the negative factors are that the campus location is not central or accessible from a significant portion of the city, and there are major practical challenges to shared uses with a college program—the demands for use will be concurrent rather than complementary.
- ☒ Undeveloped portions of John D Winters Centennial Park—There are portions of John D Winters Centennial Park large enough to serve Community park functions, but they have rolling, steeper terrain and are not particularly close to, or accessible from, residential areas.

6.3.4 IMPLEMENTATION STRATEGIES

1. Priorities for a third Community park for the city are:
 - A. Arrowhead Drive/Airport parcel
 - B. Improve undeveloped portions of Edmonds Sports Complex as a Community park



Existing Community Parks and Potential Community Park Sites.



November 15, 2016

SUP-16-160

Airport

RE: Proposed RV Park

The following are concerns that the Airport Authority and Airport Management are concerned about regarding the proposed RV Park:

We would like to emphasize that aircraft noise over the proposed RV Park would be greatest given that westerly departing aircraft are at a low altitude in their climb-out and at their loudest noise level in this segment of flight. As a result, we would put the developer on notice of the pre-existing use of the airspace, and request that the developer and property owner disclose to all tenants that there is an airport nearby and there will be low flying and noisy aircraft overhead.

We would require a FAA Part 77 airspace study to insure that the heights of any buildings not penetrate the approach or takeoff zones of the airport. It appears that the proposed two story clubhouse lies directly under the voluntary noise abatement course used by aircraft departing the airport.

Also of concern is that the RV Park designation only allows tenants to remain 30 days or less. A special use permit to convert the project into one that allows longer term tenancies may be approved and we strongly oppose any tenancies of over 30 days. Tenants that sign a lease for 6 months or longer would tend to generate chronic noise complaints of aircraft operating to and from the airport. A written notice signed by tenants regarding knowledge of the airport and its operations should be made to each tenant. A point needs to be made in strong terms so that if they do make noise complaints that we would have a record that shows they knew the airport was here before they moved in.

The Airport Authority may want to ask for an aviation easement. An aviation easement is an easement or right of overflight in the airspace above or in the vicinity of an airport. It also includes the right to create such noise or other effects as may result from the lawful operation of aircraft in such airspace and the right to remove any obstructions to such overflight. This is a grant of use of the airspace above the RV Park.

Please let me know if you have any questions.

Regards,

Tim Rowe
Airport Manager

Kathe Green

From: Kathe Green
Sent: Tuesday, October 25, 2016 11:42 AM
To: cxp-mgr@att.net
Subject: SUP-16-160 Sierra Skies RV Resort
Attachments: Sierra Skies SUP Application Package.pdf

Mr. Rowe, attached is the application for the proposed RV Resort. The application is scheduled to be heard at the Planning Commission meeting on November 30 beginning at 5:00 at the Community Center. If you have comments regarding this project, can you please forward them to me by November 14 to have them included in the Staff Report? Thank you.

Kathe Green, Assistant Planner
Carson City Planning Division
108 E. Proctor Street
Carson City, NV 89701
(775) 283-7071
KGreen@carson.org



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

BRIAN SANDOVAL
Governor

RUDY MALFABON, P.E., Director

April 12, 2016

Hope Sullivan
Planner Manager
Carson City Community Development, Planning Division
Carson City Planning Division
108 E Proctor St,
Carson City, NV 89701

Dear Ms. Sullivan;

The Nevada Department of Transportation (NDOT) Aviation Section was contacted regarding a proposed project to construct an RV Park, with 215 parking spaces, office, store, fitness center, manager residence, club house, and a possible Casino/Restaurant in the future. The proposed location is about 3300 feet from the western runway-end of Runway 9/27 at the Carson City Airport (CXP) and is positioned a few feet south of the extended runway centerline. The proposed property location is also beneath the Federal Aviation Administration (FAA) Regulations (FAR) Part 77 inner and outer approach and departure surfaces. The airport receives and is currently participating in FAA Airport Improvement Programs (AIP) and provides grant assurances to the FAA to protect the airport and its surroundings.

Carson City Airport is currently performing a Wildlife Hazard Assessment (WHA) under an FAA AIP Grant to produce a long term Wildlife Hazard Management Plan (WHMP). We referred to FAA Advisory Circulars (AC), in this case FAA AC 150/5200-33B titled, "*Hazardous Wildlife Attractants on or Near Airports*" that provides guidance for land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports. In general FAA recommends a separation distance of 5,000 feet at airports serving piston powered aircraft and 10,000 feet separation distance at airports serving turbine-powered aircraft from any wildlife attractants. We noted that 2 interconnected open air ponds may be developed as a part of the RV Park and possibly 2 more small ponds near the putting green and were depicted on published drawings for the proposed project site. These proposed water projects could potentially attract birds and may naturally add birds specifically to the

airport environment as additional habitat is created. Mitigation of any potential bird habitat area in the vicinity of the airport is highly desirable. NTSB notes that of 78% of all bird strikes occur under 1,000 feet and 90% occur under 3,000 feet above the ground level and is the basis of the separation levels recommended. We strongly encourage coordination with CXP Airport Officials and review of the FAA AC, Section 2, *Land-Use Practices on or Near Airports that Potentially Attract Hazardous Wildlife*.

Thank you for this opportunity to provide comments and recommendations.

Kindest regards,

A handwritten signature in black ink, appearing to read "Kurt O. Haukohl".

Kurt O. Haukohl
State Aviation Manager

Enclosure

FAA AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*

CC

Carson City Airport Authority
FAA ADO, Phoenix, AZ



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

**Subject: HAZARDOUS WILDLIFE
ATTRACTANTS ON OR NEAR
AIRPORTS**

Date: 8/28/2007

AC No: 150/5200-33B

Initiated by: AAS-300 Change:

1. PURPOSE. This Advisory Circular (AC) provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICABILITY. The Federal Aviation Administration (FAA) recommends that public-use airport operators implement the standards and practices contained in this AC. The holders of Airport Operating Certificates issued under Title 14, Code of Federal Regulations (CFR), Part 139, Certification of Airports, Subpart D (Part 139), may use the standards, practices, and recommendations contained in this AC to comply with the wildlife hazard management requirements of Part 139. Airports that have received Federal grant-in-aid assistance must use these standards. The FAA also recommends the guidance in this AC for land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports.

3. CANCELLATION. This AC cancels AC 150/5200-33A, *Hazardous Wildlife Attractants on or near Airports*, dated July 27, 2004.

4. PRINCIPAL CHANGES. This AC contains the following major changes, which are marked with vertical bars in the margin:

- a. Technical changes to paragraph references.
- b. Wording on storm water detention ponds.
- c. Deleted paragraph 4-3.b, *Additional Coordination*.

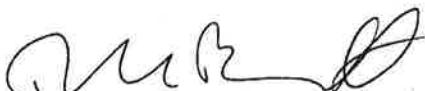
5. BACKGROUND. Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety problem. While many species of wildlife can pose a threat to aircraft safety, they are not equally hazardous. Table 1

ranks the wildlife groups commonly involved in damaging strikes in the United States according to their relative hazard to aircraft. The ranking is based on the 47,212 records in the FAA National Wildlife Strike Database for the years 1990 through 2003. These hazard rankings, in conjunction with site-specific Wildlife Hazards Assessments (WHA), will help airport operators determine the relative abundance and use patterns of wildlife species and help focus hazardous wildlife management efforts on those species most likely to cause problems at an airport.

Most public-use airports have large tracts of open, undeveloped land that provide added margins of safety and noise mitigation. These areas can also present potential hazards to aviation if they encourage wildlife to enter an airport's approach or departure airspace or air operations area (AOA). Constructed or natural areas—such as poorly drained locations, detention/retention ponds, roosting habitats on buildings, landscaping, odor-causing rotting organic matter (putrescible waste) disposal operations, wastewater treatment plants, agricultural or aquaculture activities, surface mining, or wetlands—can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Even small facilities, such as fast food restaurants, taxicab staging areas, rental car facilities, aircraft viewing areas, and public parks, can produce substantial attractions for hazardous wildlife.

During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, as well as billions of dollars in aircraft damage. Hazardous wildlife attractants on and near airports can jeopardize future airport expansion, making proper community land-use planning essential. This AC provides airport operators and those parties with whom they cooperate with the guidance they need to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land-use practices on or near public-use airports.

6. MEMORANDUM OF AGREEMENT BETWEEN FEDERAL RESOURCE AGENCIES. The FAA, the U.S. Air Force, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture - Wildlife Services signed a Memorandum of Agreement (MOA) in July 2003 to acknowledge their respective missions in protecting aviation from wildlife hazards. Through the MOA, the agencies established procedures necessary to coordinate their missions to address more effectively existing and future environmental conditions contributing to collisions between wildlife and aircraft (wildlife strikes) throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety while protecting the Nation's valuable environmental resources.



DAVID L. BENNETT
Director, Office of Airport Safety
and Standards

Table 1. Ranking of 25 species groups as to relative hazard to aircraft (1=most hazardous) based on three criteria (damage, major damage, and effect-on-flight), a composite ranking based on all three rankings, and a relative hazard score. Data were derived from the FAA National Wildlife Strike Database, January 1990–April 2003.¹

Species group	Ranking by criteria			Composite ranking ²	Relative hazard score ³
	Damage ⁴	Major damage ⁵	Effect on flight ⁶		
Deer	1	1	1	1	100
Vultures	2	2	2	2	64
Geese	3	3	6	3	55
Cormorants/pelicans	4	5	3	4	54
Cranes	7	6	4	5	47
Eagles	6	9	7	6	41
Ducks	5	8	10	7	39
Osprey	8	4	8	8	39
Turkey/pheasants	9	7	11	9	33
Herons	11	14	9	10	27
Hawks (buteos)	10	12	12	11	25
Gulls	12	11	13	12	24
Rock pigeon	13	10	14	13	23
Owls	14	13	20	14	23
H. lark/s. bunting	18	15	15	15	17
Crows/ravens	15	16	16	16	16
Coyote	16	19	5	17	14
Mourning dove	17	17	17	18	14
Shorebirds	19	21	18	19	10
Blackbirds/starling	20	22	19	20	10
American kestrel	21	18	21	21	9
Meadowlarks	22	20	22	22	7
Swallows	24	23	24	23	4
Sparrows	25	24	23	24	4
Nighthawks	23	25	25	25	1

¹ Excerpted from the *Special Report for the FAA, "Ranking the Hazard Level of Wildlife Species to Civil Aviation in the USA: Update #1, July 2, 2003"*. Refer to this report for additional explanations of criteria and method of ranking.

² Relative rank of each species group was compared with every other group for the three variables, placing the species group with the greatest hazard rank for ≥ 2 of the 3 variables above the next highest ranked group, then proceeding down the list.

³ Percentage values, from Tables 3 and 4 in Footnote 1 of the *Special Report*, for the three criteria were summed and scaled down from 100, with 100 as the score for the species group with the maximum summed values and the greatest potential hazard to aircraft.

⁴ Aircraft incurred at least some damage (destroyed, substantial, minor, or unknown) from strike.

⁵ Aircraft incurred damage or structural failure, which adversely affected the structure strength, performance, or flight characteristics, and which would normally require major repair or replacement of the affected component, or the damage sustained makes it inadvisable to restore aircraft to airworthy condition.

⁶ Aborted takeoff, engine shutdown, precautionary landing, or other.

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SECTION 2.

LAND-USE PRACTICES ON OR NEAR AIRPORTS THAT POTENTIALLY ATTRACT HAZARDOUS WILDLIFE.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment vary considerably, depending on several factors, including land-use practices on or near the airport. This section discusses land-use practices having the potential to attract hazardous wildlife and threaten aviation safety. In addition to the specific considerations outlined below, airport operators should refer to *Wildlife Hazard Management at Airports*, prepared by FAA and U.S. Department of Agriculture (USDA) staff. (This manual is available in English, Spanish, and French. It can be viewed and downloaded free of charge from the FAA's wildlife hazard mitigation web site: <http://wildlife-mitigation.tc.FAA.gov.>). And, *Prevention and Control of Wildlife Damage*, compiled by the University of Nebraska Cooperative Extension Division. (This manual is available online in a periodically updated version at: ianrwww.unl.edu/wildlife/solutions/handbook/.)

2-2. WASTE DISPOSAL OPERATIONS. Municipal solid waste landfills (MSWLF) are known to attract large numbers of hazardous wildlife, particularly birds. Because of this, these operations, when located within the separations identified in the siting criteria in Sections 1-2 through 1-4, are considered incompatible with safe airport operations.

- a. Siting for new municipal solid waste landfills subject to AIR 21.** Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Public Law 106-181) (AIR 21) prohibits the construction or establishment of a new MSWLF within 6 statute miles of certain public-use airports. Before these prohibitions apply, both the airport and the landfill must meet the very specific conditions described below. These restrictions do not apply to airports or landfills located within the state of Alaska.

The airport must (1) have received a Federal grant(s) under 49 U.S.C. § 47101, et seq.; (2) be under control of a public agency; (3) serve some scheduled air carrier operations conducted in aircraft with less than 60 seats; and (4) have total annual enplanements consisting of at least 51 percent of scheduled air carrier enplanements conducted in aircraft with less than 60 passenger seats.

The proposed MSWLF must (1) be within 6 miles of the airport, as measured from airport property line to MSWLF property line, and (2) have started construction or establishment on or after April 5, 2001. Public Law 106-181 only limits the construction or establishment of some new MSWLF. It does not limit the expansion, either vertical or horizontal, of existing landfills.

NOTE: Consult the most recent version of AC 150/5200-34, *Construction or Establishment of Landfills Near Public Airports*, for a more detailed discussion of these restrictions.

- b. Siting for new MSWLF not subject to AIR 21.** If an airport and MSWLF do not meet the restrictions of Public Law 106-181, the FAA recommends against locating MSWLF within the separation distances identified in Sections 1-2 through 1-4. The separation distances should be measured from the closest point of the airport's AOA to the closest planned MSWLF cell.
- c. Considerations for existing waste disposal facilities within the limits of separation criteria.** The FAA recommends against airport development projects that would increase the number of aircraft operations or accommodate larger or faster aircraft near MSWLF operations located within the separations identified in Sections 1-2 through 1-4. In addition, in accordance with 40 CFR 258.10, owners or operators of existing MSWLF units that are located within the separations listed in Sections 1-2 through 1-4 must demonstrate that the unit is designed and operated so it does not pose a bird hazard to aircraft. (See Section 4-2(b) of this AC for a discussion of this demonstration requirement.)
- d. Enclosed trash transfer stations.** Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are not located on airport property or within the Runway Protection Zone (RPZ). These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife. Trash transfer facilities that are open on one or more sides; that store uncovered quantities of municipal solid waste outside, even if only for a short time; that use semi-trailers that leak or have trash clinging to the outside; or that do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations. The FAA considers these facilities incompatible with safe airport operations if they are located closer than the separation distances specified in Sections 1-2 through 1-4.
- e. Composting operations on or near airport property.** Composting operations that accept only yard waste (e.g., leaves, lawn clippings, or branches) generally do not attract hazardous wildlife. Sewage sludge, woodchips, and similar material are not municipal solid wastes and may be used as compost bulking agents. The compost, however, must never include food or other municipal solid waste. Composting operations should not be located on airport property. Off-airport property composting operations should be located no closer than the greater of the following distances: 1,200 feet from any AOA or the distance called for by airport design requirements (see AC 150/5300-13, *Airport Design*). This spacing should prevent material, personnel, or equipment from penetrating any Object Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway. Airport operators should monitor composting operations located in proximity to the airport to ensure that steam or thermal rise does not adversely affect air traffic. On-airport disposal of compost by-products should not be conducted for the reasons stated in 2-3f.

- f. **Underwater waste discharges.** The FAA recommends against the underwater discharge of any food waste (e.g., fish processing offal) within the separations identified in Sections 1-2 through 1-4 because it could attract scavenging hazardous wildlife.
- g. **Recycling centers.** Recycling centers that accept previously sorted non-food items, such as glass, newspaper, cardboard, or aluminum, are, in most cases, not attractive to hazardous wildlife and are acceptable.
- h. **Construction and demolition (C&D) debris facilities.** C&D landfills do not generally attract hazardous wildlife and are acceptable if maintained in an orderly manner, admit no putrescible waste, and are not co-located with other waste disposal operations. However, C&D landfills have similar visual and operational characteristics to putrescible waste disposal sites. When co-located with putrescible waste disposal operations, C&D landfills are more likely to attract hazardous wildlife because of the similarities between these disposal facilities. Therefore, a C&D landfill co-located with another waste disposal operation should be located outside of the separations identified in Sections 1-2 through 1-4.
- i. **Fly ash disposal.** The incinerated residue from resource recovery power/heat-generating facilities that are fired by municipal solid waste, coal, or wood is generally not a wildlife attractant because it no longer contains putrescible matter. Landfills accepting only fly ash are generally not considered to be wildlife attractants and are acceptable as long as they are maintained in an orderly manner, admit no putrescible waste of any kind, and are not co-located with other disposal operations that attract hazardous wildlife.

Since varying degrees of waste consumption are associated with general incineration (not resource recovery power/heat-generating facilities), the FAA considers the ash from general incinerators a regular waste disposal by-product and, therefore, a hazardous wildlife attractant if disposed of within the separation criteria outlined in Sections 1-2 through 1-4.

2-3. WATER MANAGEMENT FACILITIES. Drinking water intake and treatment facilities, storm water and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, and ponds that result from mining activities often attract large numbers of potentially hazardous wildlife. To prevent wildlife hazards, land-use developers and airport operators may need to develop management plans, in compliance with local and state regulations, to support the operation of storm water management facilities on or near all public-use airports to ensure a safe airport environment.

- a. **Existing storm water management facilities.** On-airport storm water management facilities allow the quick removal of surface water, including discharges related to aircraft deicing, from impervious surfaces, such as pavement and terminal/hangar building roofs. Existing on-airport detention ponds collect storm water, protect water quality, and control runoff. Because they slowly release water

after storms, they create standing bodies of water that can attract hazardous wildlife. Where the airport has developed a Wildlife Hazard Management Plan (WHMP) in accordance with Part 139, the FAA requires immediate correction of any wildlife hazards arising from existing storm water facilities located on or near airports, using appropriate wildlife hazard mitigation techniques. Airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a wildlife damage management biologist.

Where possible, airport operators should modify storm water detention ponds to allow a maximum 48-hour detention period for the design storm. The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat.

When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wires grids, pillows, or netting, to deter birds and other hazardous wildlife. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office.

The FAA recommends that airport operators encourage off-airport storm water treatment facility operators to incorporate appropriate wildlife hazard mitigation techniques into storm water treatment facility operating practices when their facility is located within the separation criteria specified in Sections 1-2 through 1-4.

- b. New storm water management facilities.** The FAA strongly recommends that off-airport storm water management systems located within the separations identified in Sections 1-2 through 1-4 be designed and operated so as not to create above-ground standing water. Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. When it is not possible to place these ponds away from an airport's AOA, airport operators should use physical barriers, such as bird balls, wires grids, pillows, or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages

the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

- c. **Existing wastewater treatment facilities.** The FAA strongly recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport. Where required, a WHMP developed in accordance with Part 139 will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should encourage wastewater treatment facility operators to incorporate measures, developed in consultation with a wildlife damage management biologist, to minimize hazardous wildlife attractants. Airport operators should also encourage those wastewater treatment facility operators to incorporate these mitigation techniques into their standard operating practices. In addition, airport operators should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.
- d. **New wastewater treatment facilities.** The FAA strongly recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in Sections 1-2 through 1-4. Appendix 1 defines wastewater treatment facility as "any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes." The definition includes any pretreatment involving the reduction of the amount of pollutants or the elimination of pollutants prior to introducing such pollutants into a publicly owned treatment works (wastewater treatment facility). During the site-location analysis for wastewater treatment facilities, developers should consider the potential to attract hazardous wildlife if an airport is in the vicinity of the proposed site, and airport operators should voice their opposition to such facilities if they are in proximity to the airport.
- e. **Artificial marshes.** In warmer climates, wastewater treatment facilities sometimes employ artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. The FAA strongly recommends against establishing artificial marshes within the separations identified in Sections 1-2 through 1-4.
- f. **Wastewater discharge and sludge disposal.** The FAA recommends against the discharge of wastewater or sludge on airport property because it may improve soil moisture and quality on unpaved areas and lead to improved turf growth that can be an attractive food source for many species of animals. Also, the turf requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw, both of which can attract hazardous wildlife. In addition, the improved turf may attract grazing wildlife, such as deer and geese. Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

2-4. WETLANDS. Wetlands provide a variety of functions and can be regulated by local, state, and Federal laws. Normally, wetlands are attractive to many types of wildlife, including many which rank high on the list of hazardous wildlife species (Table 1).

NOTE: If questions exist as to whether an area qualifies as a wetland, contact the local division of the U.S. Army Corps of Engineers, the Natural Resources Conservation Service, or a wetland consultant qualified to delineate wetlands.

- a. **Existing wetlands on or near airport property.** If wetlands are located on or near airport property, airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations. At public-use airports, the FAA recommends immediately correcting, in cooperation with local, state, and Federal regulatory agencies, any wildlife hazards arising from existing wetlands located on or near airports. Where required, a WHMP will outline appropriate wildlife hazard mitigation techniques. Accordingly, airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a wildlife damage management biologist.
- b. **New airport development.** Whenever possible, the FAA recommends locating new airports using the separations from wetlands identified in Sections 1-2 through 1-4. Where alternative sites are not practicable, or when airport operators are expanding an existing airport into or near wetlands, a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the state wildlife management agency should evaluate the wildlife hazards and prepare a WHMP that indicates methods of minimizing the hazards.
- c. **Mitigation for wetland impacts from airport projects.** Wetland mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects or projects required to correct wildlife hazards from wetlands. Wetland mitigation must be designed so it does not create a wildlife hazard. The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Sections 1-2 through 1-4.
 - (1) **Onsite mitigation of wetland functions.** The FAA may consider exceptions to locating mitigation activities outside the separations identified in Sections 1-2 through 1-4 if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge, which cannot be replicated when moved to a different location. Using existing airport property is sometimes the only feasible way to achieve the mitigation ratios mandated in regulatory orders and/or settlement agreements with the resource agencies. Conservation easements are an additional means of providing mitigation for project impacts. Typically the airport operator continues to own the property, and an easement is created stipulating that the property will be maintained as habitat for state or Federally listed species.

Mitigation must not inhibit the airport operator's ability to effectively control hazardous wildlife on or near the mitigation site or effectively maintain other aspects of safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife must be avoided. The FAA will review any onsite mitigation proposals to determine compatibility with safe airport operations. A wildlife damage management biologist should evaluate any wetland mitigation projects that are needed to protect unique wetland functions and that must be located in the separation criteria in Sections 1-2 through 1-4 before the mitigation is implemented. A WHMP should be developed to reduce the wildlife hazards.

(2) Offsite mitigation of wetland functions. The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Sections 1-2 through 1-4 unless they provide unique functions that must remain onsite (see 2-4c(1)). Agencies that regulate impacts to or around wetlands recognize that it may be necessary to split wetland functions in mitigation schemes. Therefore, regulatory agencies may, under certain circumstances, allow portions of mitigation to take place in different locations.

(3) Mitigation banking. Wetland mitigation banking is the creation or restoration of wetlands in order to provide mitigation credits that can be used to offset permitted wetland losses. Mitigation banking benefits wetland resources by providing advance replacement for permitted wetland losses; consolidating small projects into larger, better-designed and managed units; and encouraging integration of wetland mitigation projects with watershed planning. This last benefit is most helpful for airport projects, as wetland impacts mitigated outside of the separations identified in Sections 1-2 through 1-4 can still be located within the same watershed. Wetland mitigation banks meeting the separation criteria offer an ecologically sound approach to mitigation in these situations. Airport operators should work with local watershed management agencies or organizations to develop mitigation banking for wetland impacts on airport property.

2-5. DREDGE SPOIL CONTAINMENT AREAS. The FAA recommends against locating dredge spoil containment areas (also known as Confined Disposal Facilities) within the separations identified in Sections 1-2 through 1-4 if the containment area or the spoils contain material that would attract hazardous wildlife.

2-6. AGRICULTURAL ACTIVITIES. Because most, if not all, agricultural crops can attract hazardous wildlife during some phase of production, the FAA recommends against the use of airport property for agricultural production, including hay crops, within the separations identified in Sections 1-2 through 1-4. If the airport has no financial alternative to agricultural crops to produce income necessary to maintain the viability of the airport, then the airport shall follow the crop distance guidelines listed in the table titled "Minimum Distances between Certain Airport Features and Any On-Airport Agricultural Crops" found in AC 150/5300-13, *Airport Design*, Appendix 17. The cost of wildlife control and potential accidents should be weighed against the income produced by the on-airport crops when deciding whether to allow crops on the airport.

- a. Livestock production.** Confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg laying operations) often attract flocking birds, such as starlings, that pose a hazard to aviation. Therefore, The FAA recommends against such facilities within the separations identified in Sections 1-2 through 1-4. Any livestock operation within these separations should have a program developed to reduce the attractiveness of the site to species that are hazardous to aviation safety. Free-ranging livestock must not be grazed on airport property because the animals may wander onto the AOA. Furthermore, livestock feed, water, and manure may attract birds.
- b. Aquaculture.** Aquaculture activities (i.e. catfish or trout production) conducted outside of fully enclosed buildings are inherently attractive to a wide variety of birds. Existing aquaculture facilities/activities within the separations listed in Sections 1-2 through 1-4 must have a program developed to reduce the attractiveness of the sites to species that are hazardous to aviation safety. Airport operators should also oppose the establishment of new aquaculture facilities/activities within the separations listed in Sections 1-2 through 1-4.
- c. Alternative uses of agricultural land.** Some airports are surrounded by vast areas of farmed land within the distances specified in Sections 1-2 through 1-4. Seasonal uses of agricultural land for activities such as hunting can create a hazardous wildlife situation. In some areas, farmers will rent their land for hunting purposes. Rice farmers, for example, flood their land during waterfowl hunting season and obtain additional revenue by renting out duck blinds. The duck hunters then use decoys and call in hundreds, if not thousands, of birds, creating a tremendous threat to aircraft safety. A wildlife damage management biologist should review, in coordination with local farmers and producers, these types of seasonal land uses and incorporate them into the WHMP.

2-7. GOLF COURSES, LANDSCAPING AND OTHER LAND-USE CONSIDERATIONS.

- a. Golf courses.** The large grassy areas and open water found on most golf courses are attractive to hazardous wildlife, particularly Canada geese and some species of gulls. These species can pose a threat to aviation safety. The FAA recommends against construction of new golf courses within the separations identified in Sections 1-2 through 1-4. Existing golf courses located within these separations must develop a program to reduce the attractiveness of the sites to species that are hazardous to aviation safety. Airport operators should ensure these golf courses are monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be immediately implemented.
- b. Landscaping and landscape maintenance.** Depending on its geographic location, landscaping can attract hazardous wildlife. The FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. A wildlife damage management biologist should review all landscaping plans. Airport operators should also monitor all landscaped areas on a continuing basis for the presence of hazardous wildlife. If

hazardous wildlife is detected, corrective actions should be immediately implemented.

Turf grass areas can be highly attractive to a variety of hazardous wildlife species. Research conducted by the USDA Wildlife Services' National Wildlife Research Center has shown that no one grass management regime will deter all species of hazardous wildlife in all situations. In cooperation with wildlife damage management biologist, airport operators should develop airport turf grass management plans on a prescription basis, depending on the airport's geographic locations and the type of hazardous wildlife likely to frequent the airport.

Airport operators should ensure that plant varieties attractive to hazardous wildlife are not used on the airport. Disturbed areas or areas in need of re-vegetating should not be planted with seed mixtures containing millet or any other large-seed producing grass. For airport property already planted with seed mixtures containing millet, rye grass, or other large-seed producing grasses, the FAA recommends disking, plowing, or another suitable agricultural practice to prevent plant maturation and seed head production. Plantings should follow the specific recommendations for grass management and seed and plant selection made by the State University Cooperative Extension Service, the local office of Wildlife Services, or a qualified wildlife damage management biologist. Airport operators should also consider developing and implementing a preferred/prohibited plant species list, reviewed by a wildlife damage management biologist, which has been designed for the geographic location to reduce the attractiveness to hazardous wildlife for landscaping airport property.

- c. **Airports surrounded by wildlife habitat.** The FAA recommends that operators of airports surrounded by woodlands, water, or wetlands refer to Section 2.4 of this AC. Operators of such airports should provide for a Wildlife Hazard Assessment (WHA) conducted by a wildlife damage management biologist. This WHA is the first step in preparing a WHMP, where required.
- d. **Other hazardous wildlife attractants.** Other specific land uses or activities (e.g., sport or commercial fishing, shellfish harvesting, etc.), perhaps unique to certain regions of the country, have the potential to attract hazardous wildlife. Regardless of the source of the attraction, when hazardous wildlife is noted on a public-use airport, airport operators must take prompt remedial action(s) to protect aviation safety.

2-8. SYNERGISTIC EFFECTS OF SURROUNDING LAND USES. There may be circumstances where two (or more) different land uses that would not, by themselves, be considered hazardous wildlife attractants or that are located outside of the separations identified in Sections 1-2 through 1-4 that are in such an alignment with the airport as to create a wildlife corridor directly through the airport and/or surrounding airspace. An example of this situation may involve a lake located outside of the separation criteria on the east side of an airport and a large hayfield on the west side of an airport, land uses that together could create a flyway for Canada geese directly across the airspace of the airport. There are numerous examples of such situations;

therefore, airport operators and the wildlife damage management biologist must consider the entire surrounding landscape and community when developing the WHMP.

SECTION 3.

PROCEDURES FOR WILDLIFE HAZARD MANAGEMENT BY OPERATORS OF PUBLIC-USE AIRPORTS.

3.1. INTRODUCTION. In recognition of the increased risk of serious aircraft damage or the loss of human life that can result from a wildlife strike, the FAA may require the development of a Wildlife Hazard Management Plan (WHMP) when specific triggering events occur on or near the airport. Part 139.337 discusses the specific events that trigger a Wildlife Hazard Assessment (WHA) and the specific issues that a WHMP must address for FAA approval and inclusion in an Airport Certification Manual.

3.2. COORDINATION WITH USDA WILDLIFE SERVICES OR OTHER QUALIFIED WILDLIFE DAMAGE MANAGEMENT BIOLOGISTS. The FAA will use the Wildlife Hazard Assessment (WHA) conducted in accordance with Part 139 to determine if the airport needs a WHMP. Therefore, persons having the education, training, and expertise necessary to assess wildlife hazards must conduct the WHA. The airport operator may look to Wildlife Services or to qualified private consultants to conduct the WHA. When the services of a wildlife damage management biologist are required, the FAA recommends that land-use developers or airport operators contact a consultant specializing in wildlife damage management or the appropriate state director of Wildlife Services.

NOTE: Telephone numbers for the respective USDA Wildlife Services state offices can be obtained by contacting USDA Wildlife Services Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157 (<http://www.aphis.usda.gov/ws/>).

3-3. WILDLIFE HAZARD MANAGEMENT AT AIRPORTS: A MANUAL FOR AIRPORT PERSONNEL. This manual, prepared by FAA and USDA Wildlife Services staff, contains a compilation of information to assist airport personnel in the development, implementation, and evaluation of WHMPs at airports. The manual includes specific information on the nature of wildlife strikes, legal authority, regulations, wildlife management techniques, WHAs, WHMPs, and sources of help and information. The manual is available in three languages: English, Spanish, and French. It can be viewed and downloaded free of charge from the FAA's wildlife hazard mitigation web site: <http://wildlife-mitigation.tc.FAA.gov/>. This manual only provides a starting point for addressing wildlife hazard issues at airports. Hazardous wildlife management is a complex discipline and conditions vary widely across the United States. Therefore, qualified wildlife damage management biologists must direct the development of a WHMP and the implementation of management actions by airport personnel.

There are many other resources complementary to this manual for use in developing and implementing WHMPs. Several are listed in the manual's bibliography.

3-4. WILDLIFE HAZARD ASSESSMENTS, TITLE 14, CODE OF FEDERAL REGULATIONS, PART 139. Part 139.337(b) requires airport operators to conduct a Wildlife Hazard Assessment (WHA) when certain events occur on or near the airport.

Part 139.337 (c) provides specific guidance as to what facts must be addressed in a WHA.

3-5. WILDLIFE HAZARD MANAGEMENT PLAN (WHMP). The FAA will consider the results of the WHA, along with the aeronautical activity at the airport and the views of the airport operator and airport users, in determining whether a formal WHMP is needed, in accordance with Part 139.337. If the FAA determines that a WHMP is needed, the airport operator must formulate and implement a WHMP, using the WHA as the basis for the plan.

The goal of an airport's Wildlife Hazard Management Plan is to minimize the risk to aviation safety, airport structures or equipment, or human health posed by populations of hazardous wildlife on and around the airport.

The WHMP must identify hazardous wildlife attractants on or near the airport and the appropriate wildlife damage management techniques to minimize the wildlife hazard. It must also prioritize the management measures.

3-6. LOCAL COORDINATION. The establishment of a Wildlife Hazards Working Group (WHWG) will facilitate the communication, cooperation, and coordination of the airport and its surrounding community necessary to ensure the effectiveness of the WHMP. The cooperation of the airport community is also necessary when new projects are considered. Whether on or off the airport, the input from all involved parties must be considered when a potentially hazardous wildlife attractant is being proposed. Airport operators should also incorporate public education activities with the local coordination efforts because some activities in the vicinity of your airport, while harmless under normal leisure conditions, can attract wildlife and present a danger to aircraft. For example, if public trails are planned near wetlands or in parks adjoining airport property, the public should know that feeding birds and other wildlife in the area may pose a risk to aircraft.

Airport operators should work with local and regional planning and zoning boards so as to be aware of proposed land-use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in Sections 1-2 through 1-4. Pay particular attention to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas. At the very least, airport operators must ensure they are on the notification list of the local planning board or equivalent review entity for all communities located within 5 miles of the airport, so they will receive notification of any proposed project and have the opportunity to review it for attractiveness to hazardous wildlife.

3-7 COORDINATION/NOTIFICATION OF AIRMEN OF WILDLIFE HAZARDS. If an existing land-use practice creates a wildlife hazard and the land-use practice or wildlife hazard cannot be immediately eliminated, airport operators must issue a Notice to Airmen (NOTAM) and encourage the land-owner or manager to take steps to control the wildlife hazard and minimize further attraction.

SECTION 4.

FAA NOTIFICATION AND REVIEW OF PROPOSED LAND-USE PRACTICE CHANGES IN THE VICINITY OF PUBLIC-USE AIRPORTS

4-1. FAA REVIEW OF PROPOSED LAND-USE PRACTICE CHANGES IN THE VICINITY OF PUBLIC-USE AIRPORTS.

- a. The FAA discourages the development of waste disposal and other facilities, discussed in Section 2, located within the 5,000/10,000-foot criteria specified in Sections 1-2 through 1-4.
- b. For projects that are located outside the 5,000/10,000-foot criteria but within 5 statute miles of the airport's AOA, the FAA may review development plans, proposed land-use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. The FAA considers sensitive airport areas as those that lie under or next to approach or departure airspace. This brief examination should indicate if further investigation is warranted.
- c. Where a wildlife damage management biologist has conducted a further study to evaluate a site's compatibility with airport operations, the FAA may use the study results to make a determination.

4-2. WASTE MANAGEMENT FACILITIES.

- a. **Notification of new/expanded project proposal.** Section 503 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Public Law 106-181) limits the construction or establishment of new MSWLF within 6 statute miles of certain public-use airports, when both the airport and the landfill meet very specific conditions. See Section 2-2 of this AC and AC 150/5200-34 for a more detailed discussion of these restrictions.

The Environmental Protection Agency (EPA) requires any MSWLF operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, Section 258.10, *Airport Safety*). The EPA also requires owners or operators of new MSWLF units, or lateral expansions of existing MSWLF units, that are located within 10,000 feet of any airport runway end used by turbojet aircraft, or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft. (See 4-2.b below.)

When new or expanded MSWLF are being proposed near airports, MSWLF operators must notify the airport operator and the FAA of the proposal as early as possible pursuant to 40 CFR 258.

- b. Waste handling facilities within separations identified in Sections 1-2 through 1-4.** To claim successfully that a waste-handling facility sited within the separations identified in Sections 1-2 through 1-4 does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 2-2.d. The FAA strongly recommends against any facility other than that as outlined in 2-2.d (enclosed transfer stations). The FAA will use this information to determine if the facility will be a hazard to aviation.
- c. Putrescible-Waste Facilities.** In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, no such facility has been able to demonstrate an ability to reduce and sustain hazardous wildlife to levels that existed before the putrescible-waste landfill began operating. For this reason, demonstrations of experimental wildlife control measures may not be conducted within the separation identified in Sections 1-2 through 1-4.

4-3. OTHER LAND-USE PRACTICE CHANGES. As a matter of policy, the FAA encourages operators of public-use airports who become aware of proposed land use practice changes that may attract hazardous wildlife within 5 statute miles of their airports to promptly notify the FAA. The FAA also encourages proponents of such land use changes to notify the FAA as early in the planning process as possible. Advanced notice affords the FAA an opportunity (1) to evaluate the effect of a particular land-use change on aviation safety and (2) to support efforts by the airport sponsor to restrict the use of land next to or near the airport to uses that are compatible with the airport.

The airport operator, project proponent, or land-use operator may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents similar to FAA Form 7460-1 to notify the appropriate FAA Regional Airports Division Office. Project proponents can contact the appropriate FAA Regional Airports Division Office for assistance with the notification process.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land-use operator or project proponent should also forward specific details of the proposed land-use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

- a. Airports that have received Federal grant-in-aid assistance.** Airports that have received Federal grant-in-aid assistance are required by their grant assurances to take appropriate actions to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations. The FAA recommends that airport operators to the extent practicable oppose off-airport land-use changes or practices within the separations identified in Sections 1-2 through 1-4 that may attract hazardous wildlife. Failure to do so may lead to noncompliance with applicable grant assurances. The FAA will not approve the placement of airport

development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants without appropriate mitigating measures. Increasing the intensity of wildlife control efforts is not a substitute for eliminating or reducing a proposed wildlife hazard. Airport operators should identify hazardous wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

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APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. GENERAL. This appendix provides definitions of terms used throughout this AC.

- 1. Air operations area.** Any area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.
- 2. Airport operator.** The operator (private or public) or sponsor of a public-use airport.
- 3. Approach or departure airspace.** The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.
- 4. Bird balls.** High-density plastic floating balls that can be used to cover ponds and prevent birds from using the sites.
- 5. Certificate holder.** The holder of an Airport Operating Certificate issued under Title 14, Code of Federal Regulations, Part 139.
- 6. Construct a new MSWLF.** To begin to excavate, grade land, or raise structures to prepare a municipal solid waste landfill as permitted by the appropriate regulatory or permitting agency.
- 7. Detention ponds.** Storm water management ponds that hold storm water for short periods of time, a few hours to a few days.
- 8. Establish a new MSWLF.** When the first load of putrescible waste is received on-site for placement in a prepared municipal solid waste landfill.
- 9. Fly ash.** The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.
- 10. General aviation aircraft.** Any civil aviation aircraft not operating under 14 CFR Part 119, Certification: Air Carriers and Commercial Operators.
- 11. Hazardous wildlife.** Species of wildlife (birds, mammals, reptiles), including feral animals and domesticated animals not under control, that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard.
- 12. Municipal Solid Waste Landfill (MSWLF).** A publicly or privately owned discrete area of land or an excavation that receives household waste and that is not a land application unit, surface impoundment, injection well, or waste pile, as those terms are defined under 40 CFR § 257.2. An MSWLF may receive

other types wastes, such as commercial solid waste, non-hazardous sludge, small-quantity generator waste, and industrial solid waste, as defined under 40 CFR § 258.2. An MSWLF can consist of either a stand alone unit or several cells that receive household waste.

13. **New MSWLF.** A municipal solid waste landfill that was established or constructed after April 5, 2001.
14. **Piston-powered aircraft.** Fixed-wing aircraft powered by piston engines.
15. **Piston-use airport.** Any airport that does not sell Jet-A fuel for fixed-wing turbine-powered aircraft, and primarily serves fixed-wing, piston-powered aircraft. Incidental use of the airport by turbine-powered, fixed-wing aircraft would not affect this designation. However, such aircraft should not be based at the airport.
16. **Public agency.** A State or political subdivision of a State, a tax-supported organization, or an Indian tribe or pueblo (49 U.S.C. § 47102(19)).
17. **Public airport.** An airport used or intended to be used for public purposes that is under the control of a public agency; and of which the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft is publicly owned (49 U.S.C. § 47102(20)).
18. **Public-use airport.** An airport used or intended to be used for public purposes, and of which the area used or intended to be used for landing, taking off, or surface maneuvering of aircraft may be under the control of a public agency or privately owned and used for public purposes (49 U.S.C. § 47102(21)).
19. **Putrescible waste.** Solid waste that contains organic matter capable of being decomposed by micro-organisms and of such a character and proportion as to be capable of attracting or providing food for birds (40 CFR §257.3-8).
20. **Putrescible-waste disposal operation.** Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.
21. **Retention ponds.** Storm water management ponds that hold water for several months.
22. **Runway protection zone (RPZ).** An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the airport design, aircraft, type of operation, and visibility minimum.
23. **Scheduled air carrier operation.** Any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier or commercial

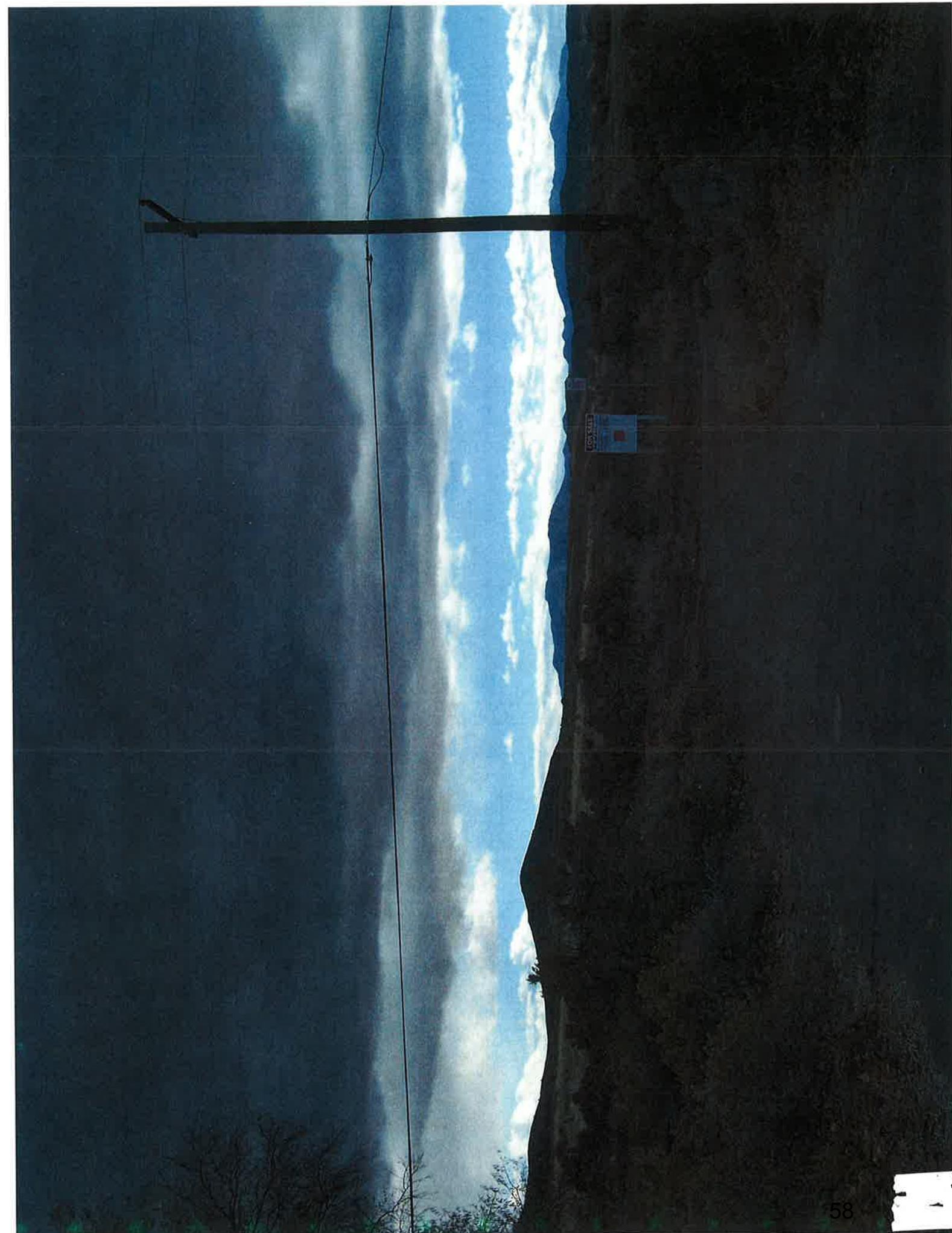
operator for which the air carrier, commercial operator, or their representative offers in advance the departure location, departure time, and arrival location. It does not include any operation that is conducted as a supplemental operation under 14 CFR Part 119 or as a public charter operation under 14 CFR Part 380 (14 CFR § 119.3).

24. **Sewage sludge.** Any solid, semi-solid, or liquid residue generated during the treatment of domestic sewage in a treatment works. Sewage sludge includes, but is not limited to, domestic septage; scum or solids removed in primary, secondary, or advanced wastewater treatment process; and a material derived from sewage sludge. Sewage does not include ash generated during the firing of sewage sludge in a sewage sludge incinerator or grit and screenings generated during preliminary treatment of domestic sewage in a treatment works. (40 CFR 257.2)
25. **Sludge.** Any solid, semi-solid, or liquid waste generated from a municipal, commercial or industrial wastewater treatment plant, water supply treatment plant, or air pollution control facility or any other such waste having similar characteristics and effect. (40 CFR 257.2)
26. **Solid waste.** Any garbage, refuse, sludge, from a waste treatment plant, water supply treatment plant or air pollution control facility and other discarded material, including, solid liquid, semisolid, or contained gaseous material resulting from industrial, commercial, mining, and agricultural operations, and from community activities, but does not include solid or dissolved materials in domestic sewage, or solid or dissolved material in irrigation return flows or industrial discharges which are point sources subject to permits under section 402 of the Federal Water Pollution Control Act, as amended (86 Stat. 880), or source, special nuclear, or by product material as defined by the Atomic Energy Act of 1954, as amended, (68 Stat. 923). (40 CFR 257.2)
27. **Turbine-powered aircraft.** Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.
28. **Turbine-use airport.** Any airport that sells Jet-A fuel for fixed-wing turbine-powered aircraft.
29. **Wastewater treatment facility.** Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 CFR Section 403.3 (q), (r), & (s)).

30. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring thereof (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, wildlife includes feral animals and domestic animals out of the control of their owners (14 CFR Part 139, *Certification of Airports*).
31. **Wildlife attractants.** Any human-made structure, land-use practice, or human-made or natural geographic feature that can attract or sustain hazardous wildlife within the landing or departure airspace or the airport's AOA. These attractants can include architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquaculture activities, surface mining, or wetlands.
32. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport.
33. **Wildlife strike.** A wildlife strike is deemed to have occurred when:
 - a. A pilot reports striking 1 or more birds or other wildlife;
 - b. Aircraft maintenance personnel identify aircraft damage as having been caused by a wildlife strike;
 - c. Personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
 - d. Bird or other wildlife remains, whether in whole or in part, are found within 200 feet of a runway centerline, unless another reason for the animal's death is identified;
 - e. The animal's presence on the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal) (*Transport Canada, Airports Group, Wildlife Control Procedures Manual, Technical Publication 11500E, 1994*).

2. RESERVED.







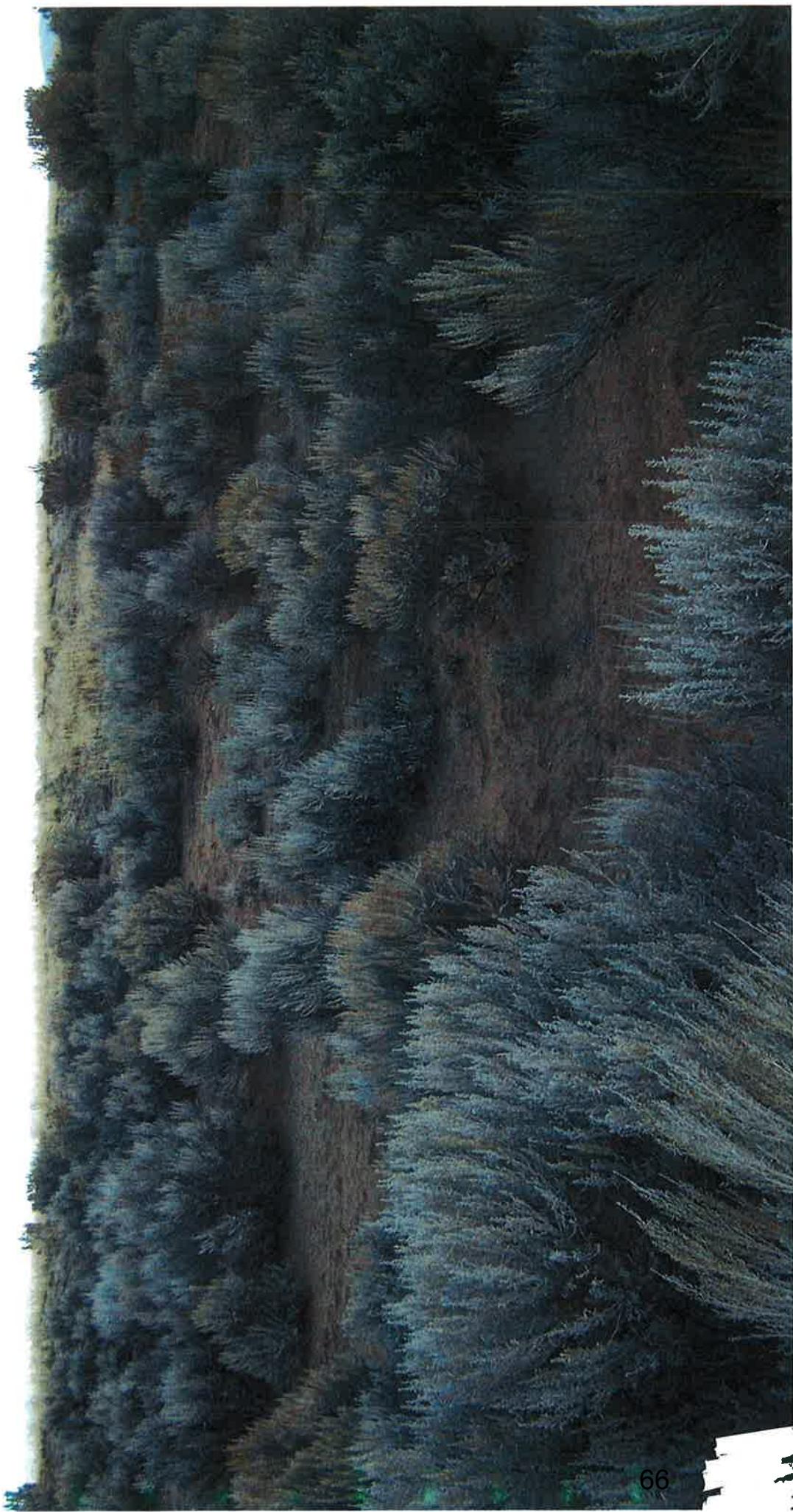


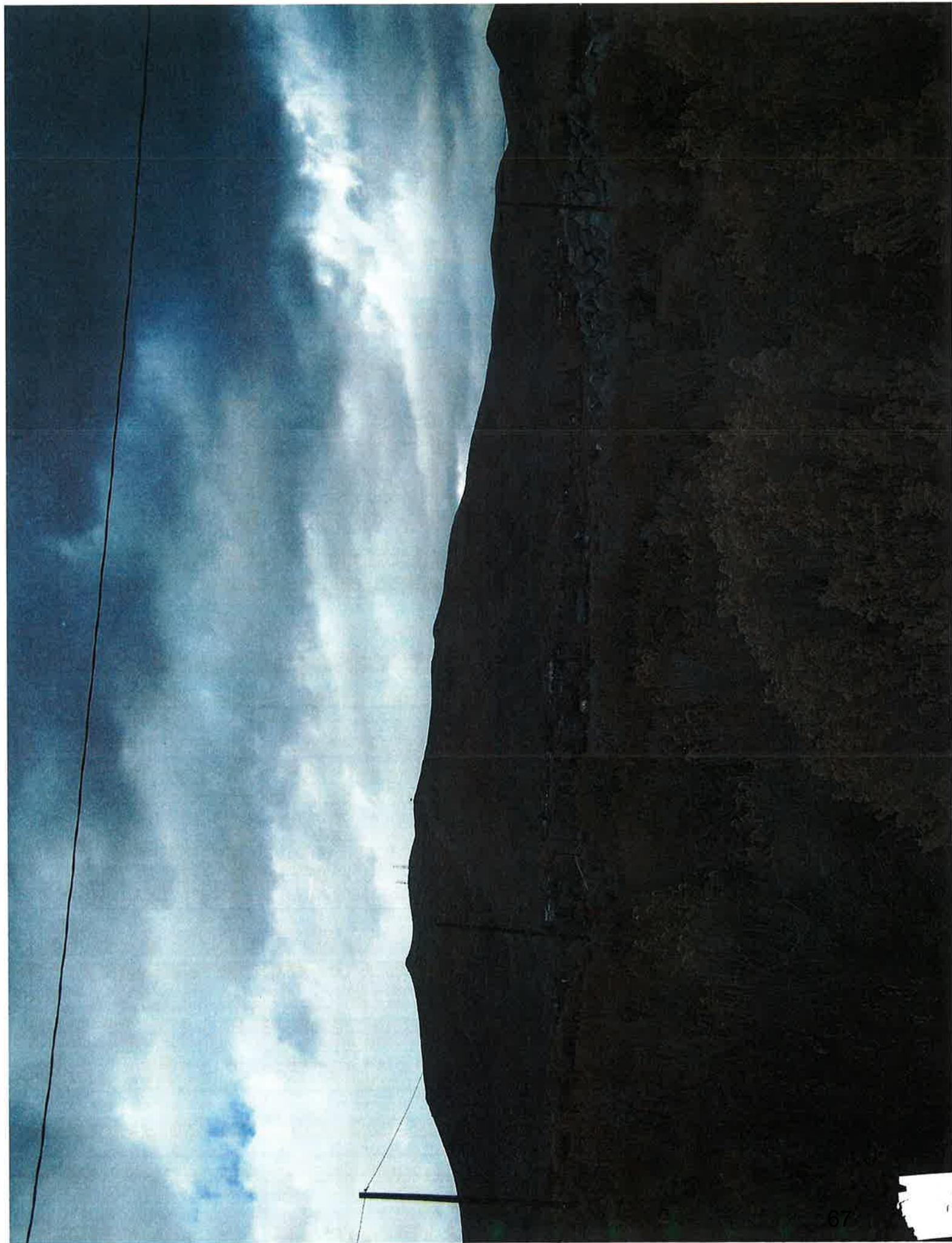


















Carson City Planning Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180-Hearing Impaired: 711

www.carson.org
www.carson.org/planning

April 29, 2016

Michael Bennett
Lumos & Associates
800 East College Parkway
Carson City, NV 89706

Major Project Review: MPR-16-028

Project Description: Proposed development of 1100 Mark Way as an RV Resort with 215 spaces and other amenities.

Review Date: April 5, 2016

Major Project Review Comments

The Major Project Review Committee has reviewed the proposed plans for the above referenced project. The following requirements and comments are provided for your use in preparing final plans and submittals for the project. Please be advised that the comments presented in this letter are based on the plans submitted with the Major Project Review application and may not include all the requirements or conditions which may be placed on the project at the time of submittal of planning applications for approval (if applicable) or final plans for building permits. It is hoped, however, that this review will expedite the completion of your project.

Some of the requirements noted below may have already been shown or otherwise indicated in the plans and need only be submitted in the final improvement plan form. Final on- and off-site improvement plans shall be submitted to the Building Division, (108 E. Proctor Street). These plans must contain all appropriate requirements of Development Engineering, Health, Utilities, Fire, and Planning Divisions/Departments.

Planning applications (if applicable), such as Master Plan Amendments, Zoning Changes, Special Use Permits, Variances, Lot Line Adjustments, Parcel Maps, etc. shall be submitted to the Planning Division (108 E. Proctor Street) for review and approval.

SITE INFORMATION:

Address: 1100 Mark Way

APN: 008-123-34

Parcel Size: 38 acres

Master Plan Designation: Community / Regional Commercial

Zoning: Tourist Commercial (TC)

PLANNING DIVISION

Contact Hope Sullivan, Planning Manager

1. The proposed use is permitted by right by zoning district if the stay does not exceed 30 days.
2. The proposed use is permitted by Special Use Permit if the stay exceeds 30 days. The stay may not exceed 180 days.
3. A boundary line adjustment is required as the proposed design relies on frontage on Old Hot Springs Road.

Special Use Permit - CCMC 18.02.080

4. The project may require a Special Use Permit.

Setbacks - CCMC 18.09.050.7.d

Minimum setback of any building or recreational vehicle park space from any public street right-of-way line or exterior boundary line: 20 feet.

5. The narrative on the site plan must be modified to recognize the setback requirement. The site plan should demonstrate compliance with this requirement. Compliance on the north, south, and east property lines was difficult to ascertain utilizing the MPR plans.

Height - CCMC 18.09.050.7.a

6. The maximum building height is two (2) stories, but no greater than twenty-six feet. As the buildings are not yet designed, compliance could not be determined as part of the MPR review.

Signs - Carson City Development Standards, Division 4

7. A Sign Permit will be required prior to the placement or erection of any sign, or to install or alter any electrical wiring or fixture. See the Planning Division for information and standards. A Sign Permit application may be obtained from the Building Division. (Development Standards, Division 4.4.1)

Landscaping - Carson City Development Standards, Division 3

8. A landscape and irrigation plan shall be filed with the City and approved by the Director prior to the approval of a site plan or issuance of a building permit. The plan shall be prepared by a landscape architect registered in the State of Nevada, or other person permitted to prepare landscape plans pursuant to Chapter 623A of the Nevada Revised Statutes (NRS). Landscaping on all commercial/industrial projects must be installed or supervised by an individual at the job location with at least one of the following credentials: Certified Landscape Technician, Licensed Landscape Contractor, Certified Landscape Professional, ISA Certified Arborist, Registered Landscape Architect, a C10 Qualified Employee as recognized by the State Contractor's Board, or an equivalent certification, approved by the Parks & Recreation Department. (Development Standards, Division 3.3)

9. The plans shall include landscape calculations relevant to the application of the standards of Division 3 of the Development Standards and shall include a plant list in a legend format giving the common and botanical names of each plant with a key number or identifying symbol assigned to each plant, the size of the plant, its spacing and the quantity to be used. (Development Standards, Division 3.3.2)
10. The landscape plans shall include construction details for planting, staking, soil amendments and any special requirements for the project and may be an attachment to the plans. (Development Standards, Division 3.3.3)
11. Identification and description of automatic irrigation components to insure that vegetation is adequately serviced through water conserving features is required. Overhead sprinkler irrigation is only allowed on turf areas or other areas requiring overhead sprinkler irrigation. (Development Standards, Division 3.3.5)
12. Trees and significant shrubs shall be preserved whenever possible and shall be considered part of the required landscape area. Preservation of existing 4-inch caliper (6-8 foot for evergreens) healthy trees will be eligible for a 2:1 credit toward the total tree requirement if approved by the Director, up to a maximum of 25% of the requirement for trees on the site. Provide an overlay on all submitted plans of all existing trees with caliper (deciduous) or height (evergreen) and significant shrubs on the site and clearly mark which will be retained on the site and which are proposed to be removed. (Development Standards, Division 3.4)
13. Tree Protection. All deviations from the Tree Protection Code must be approved by the Planning Division. Construction activities can severely damage or kill trees. See the Tree Retention/Protection, Root Pruning Detail, and Excavation Adjacent to Retained Trees in the Development Standards, Division 3 Appendix for additional requirements and information. (Development Standards, Division 3.4.2)
14. Protective Fencing shall enclose the entire area under the canopy drip line of the tree protection zone throughout the life of the project, or until work within the tree protection zone is completed. The fence shall not be moved during construction phase without prior approval of the qualified site professional utilizing the best management practices. The protective fence may be removed at final grading inspection or at the time final landscaping is installed. Refer to the detail in the Development Standards, Division 3 Appendix for sample fence drawing. (Development Standards, Division 3.4.2)
15. All landscaping shall aesthetically enhance and be compatible with the site area. Landscaping shall be installed to enhance the view of the site from public street(s) and adjacent properties. (Development Standards, Division 3.5.1)
16. A minimum of 20% of the site's impervious surfaces excluding the building coverage must be pervious areas of landscape material. The area within the public right-of-way adjacent to a site must be landscaped and may be counted for 25% of the total required landscaped area. In areas with right-of-ways over 20 feet in depth, the Director may modify or waive the requirement for landscaping of the right-of-way. The requirement may also be waived by the Director if the public agency denies permission for an encroachment permit or lease of the area to be landscaped. (Development Standards, Division 3.5.2)
17. Where landscape areas abut sidewalks, drive-aisles, parking areas or other hardscape surfaces, a minimum three-foot wide landscape buffer area must be provided between any turf areas and the hard scape to capture irrigation overspray and runoff. The buffer

area may be drip-irrigated plant materials or non-living landscape materials. (Development Standards, Division 3.6.3)

18. The minimum number of trees shall be one tree per 400 square feet of landscape area. Additional trees are required if the number of trees for parking areas and along right-of-way areas as described in Development Standards, Division 3.7.1.a and 3.7.1.b exceed this minimum. The Director may modify this standard for public uses such as parks. (Development Standards, Division 3.7.1)
 - Included in the minimum required number of trees, a minimum of one shade tree must be planted for every 10 parking spaces or fraction thereof, and distributed throughout the parking area surface to provide even shading within the parking lot. For example, 18 parking spaces shall require two trees. A minimum of one deciduous tree shall be placed in each standard sized parking island.
 - Included in the minimum required number of trees, at least one tree shall be placed along the right-of-way frontage for every 30 lineal feet of right-of-way at a point not more than 20 feet from the right-of-way. The Director may allow for different spacing or locations of trees for projects with outside display such as automobile sales lots.
19. Where more than 10 deciduous trees are provided as a part of the landscape plan, a minimum of 50% of the trees shall be of a different species to ensure diversity. Additional species may be required on larger projects. (Development Standards, Division 3.7.2)
20. Non-planted, non-living materials such as wood chips, bark, decorative rock, mulch, stone or other non-living materials may be used as groundcover, and shall be distributed throughout the site. All landscape areas shall be covered with materials suitable for reducing dust and evaporation and shall be designed to improve the aesthetic appearance of the area. An attractive mix of organic and non-organic materials is encouraged. Products which appear to be dirt shall not be used. (Development Standards, Division 3.8.2)
21. A ratio of at least six shrubs (five gallon size), is required for each tree placed or retained on the site. If a large quantity of turf is proposed for the site, the required shrub count may be reduced after review and approval of the submitted landscaping plans by the Planning Division. (Development Standards, Division 3.8.3)
22. On arterial streets, minimum 10 foot wide landscape areas shall be provided along the frontage of the site adjacent to the street. On all other streets, a minimum of six foot wide landscape area shall be provided along the frontage of the site adjacent to the street. On sites with unique constraints, the Director may approve an alternative dimension if the alternative does not compromise the integrity of the landscape plan. (Development Standards, Division 3.9)
23. Tree selection for projects will be guided by the approved Carson City Tree List for Commercial Projects. Trees planted in the City will be installed according to the City's tree planting standards. The approved tree list and standard planting details are located in the Appendix of the Development Standards, Division 3. (Development Standards, Division 3.10.8)
24. Parking and driveway areas shall include concrete curbs or similar improvements as approved by the Director for protection of landscaping. Vehicle overhangs into

landscaped areas shall not exceed two feet. Planter areas shall not be less than 72 square feet in size and shall have a minimum width of six feet. (Development Standards, Division 3.11.1)

25. Snow storage should be incorporated within the design of projects and should be oriented for maximum sun exposure for acceleration of melting. Driveways, drive aisles, sidewalks and landscape areas cannot be used for snow storage. Drainage and run-off from snow storage areas shall be considered in the design. (Development Standards, Division 3.11.3)
26. All non-planted landscape areas shall be covered with materials such as mulch. Products which appear to be dirt shall not be used. A weed barrier fabric is required under all rock and cobble mulches and pre-emergent herbicide is recommended. (Development Standards, Division 3.11.5)
27. Conflicts shall be avoided in design of landscape improvements by considering the size and breadth of mature landscaping. Show existing and proposed overhead and underground power lines, utility poles, light standards and utility easements on submitted landscape plans. Fire hydrants, fire connections, water boxes (three feet clearance required), water and sewer service lines (10 feet clearance required for trees), overhead utilities, signs, roof overhangs, light standards etc., shall be taken into consideration in design of landscaping. Show all proposed and existing signage for the site. (Development Standards, Division 3.11.7)
28. All landscape areas must be maintained by the property owners, including using the most current pruning standards accepted by the ANSI International Society of Arboriculture and/or the National Arborist Association. Any damaged or dead plant(s) must be replaced or repaired by the property owners within 30 days following notification by the Director. If the season of the year makes this repair or replacement within a 30 day period impractical, the person responsible for landscaping shall schedule an appropriate time for the completion of the accomplishment of this work as required and approved by the Director. Property owner shall provide a financial security in a form acceptable to the City, in the amount of 150% of the estimated cost of installation of remaining landscape improvements, which shall be filed with the City guaranteeing installation. The estimated cost of the landscaping improvements not yet completed must be verified by the City. (Development Standards, Division 3.13.1)
29. An acknowledgment by the property owner of the required maintenance for a project must be submitted to the City as a part of landscape and irrigation plan submittals. (Development Standards, Division 3.13.3)
30. Diagrams, text and examples are located in the Appendix of the Development Standards, Division 3 including, but not limited to, general landscape and irrigation notes, irrigation legend detail, typical plant list legend example, tree and shrub planting details, emitter layout and staking, bubbler, tree protection, flushing end cap, drip, spray and coupling valves, rotor/pop-up head, irrigation trench wall section, rock wall, wood and pipe bollards, approved tree, shrub, riparian and Historic District lists, pruning, tree retention/protection, root pruning and excavation adjacent to retained tree details. (Development Standards, Division 3.15)

31. The number of parking spaces required for various uses is described in the parking section of the CCMC, Division 2.2 of the Carson City Development Standards. When the function of the use is better understood, we will determine the parking requirement. If amenities would be primarily for park users as opposed to the general public, the Hotel, Motels parking standards may be applicable as opposed to determining the parking demand of each accessory use.
32. Parking lots adjacent to residential uses must provide proper screening. (Development Standards, Division 2.3.1).

Architectural Design - Carson City Development Standards, Division 1

33. Proposed structures must meet the architectural standards outlined in the Development Standards, Division 1. (Development Standards, Division 1.1)
34. Variations of building details, form, line, color and materials shall be employed to create visual interest. Variations in wall planes, roof lines and direction are encouraged to prevent monotonous appearance in buildings. Large expanses of walls devoid of any articulation or embellishment shall be avoided. Similarly vertical variation in the roof line is encouraged. Mansard roofs shall wrap around the entire building. (Development Standards, Division 1.1.3)
35. All building elevations shall receive architectural treatment, except in special situations where an elevation is not visible from an adjoining property or street. (Development Standards, Division 1.1.4)
36. Exterior building colors should blend with surrounding development and not cause abrupt changes. Primary building surfaces (excluding trim areas) should be muted or earth-tone in color. Bold colors shall be avoided except when used as accent or trim. (Development Standards, Division 1.1.6)

Lighting - Carson City Development Standards, Division 1

37. All nonresidential uses shall provide lighting within public parking areas and access ways to provide safety and security. All light sources shall be located and installed in such a way as to prevent spillover lighting onto adjoining properties and glare to the sky. (Development Standards, Division 1.3.3)
38. Any lighting facilities shall be so installed as to project light downward and away from adjoining properties and glare to the sky, with the exception of accent lighting, which is limited to a maximum upward angle of 45 degrees. Site lighting trespass onto adjacent locations and the night sky shall be minimized. Covers must be installed on all lighting fixtures and lamps must not extend below the bottom of the cover. All light fixtures, except streetlights, shall be located, aimed or shielded so as to minimize stray light trespassing beyond property boundaries. (Development Standards, Division 1.3.3.1)
39. All light fixtures that are required to be shielded shall be installed in such a manner that the shielding is installed as designed. Fixtures which are International Dark Sky Association approved such as Dark Sky Friendly or equivalent with full cutoff lighting for area and wall pack fixtures are recommended. Sag, convex, drop lenses and luminaries with open bulbs are prohibited. (Development Standards, Division 1.3.3.2)
40. If elevations of buildings are proposed for accent illumination, drawings and a photometric plan shall be provided for all relevant building elevations showing the

fixtures, the portions of the elevations to be illuminated, the luminance levels of the elevations and the aiming points. The maximum upward angle is 45 degrees. (Development Standards, Division 1.3.3.3)

41. Light standards, light poles and wall pack lighting adjacent to residential zones shall be limited in height as follows: Fixtures shall not exceed an overall height of 12 feet within 75 feet, 16 feet within 100 feet, 20 feet within 125 feet, 24 feet within 150 feet and 28 feet within 175 feet of property line, or center of street, whichever is closer, when adjacent to residential zones. Additional height may be permitted by the Director provided such lights are a sharp cutoff lighting system. Illumination levels at the property line of a project shall be reduced by the use of house side shields and reflectors, and shall be maintained in such a manner as to confine light rays to the premises of the project. (Development Standards, Division 1.3.3.4)
42. Parking area lights are encouraged to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height and higher in light level. A photometric plan is required on all projects with building size of 50,000 square feet or larger and may also be required at the discretion of the Director. (Development Standards, Division 1.3.3.6)
43. For all projects where the total initial output of the proposed lighting equals or exceed 100,000 lumen, certification that the lighting, as installed, conforms to the approved plans shall be provided by a certified engineer before the certificate of occupancy is issued. Until this certification is submitted and reviewed, approval for use of a certificate of occupancy shall not be issued for the project. (Development Standards, Division 1.3.3.7)
44. Exterior lighting installations shall include timers, dimmers, sensors or photocell controllers that turn the lights off during daylight hours or when lighting is not needed, which will reduce unnecessary lighting, as practical. Businesses are encouraged to turn lighting down or off when businesses are not open. (Development Standards, Division 1.3.3.8)
45. Glare. Reflected glare on nearby buildings, streets or pedestrian areas shall be avoided by incorporating overhangs and awnings, using building materials and colors which are less reflective for exterior walls and roof surfaces, controlling angles of reflection and placing landscaping and screening in appropriate locations. (Development Standards, Division 1.3.3.9)
46. Luminaries which have a maximum output of 500 lumen per fixture, (equivalent to one 40-watt incandescent bulb) regardless of number of bulbs, may be left unshielded provided the fixture has an opaque top to keep light from shining directly up. Luminaries which have a maximum output of 850 lumen per fixture, (equal to one 60 watt incandescent light) regardless of number of bulbs, may be partially shielded, provided the bulb is not visible from off-site, no direct glare is produced, and the fixture has an opaque top to keep light from shining directly up. (Development Standards, Division 1.3.5.1)
47. Accent lighting. Architectural features may be illuminated by up-lighting or light directed to the building, such as wall washing, provided that the light is effectively aimed to or contained by the structure by such methods as caps, decks, canopies, marquees, signs, etc., the lamps are low intensity to produce a subtle lighting effect, and no light trespass is produced. The angle of up-lighting shall not exceed 45 degrees. Luminaries shall not be installed above the height of the parapet or roof. For national flags, statutes, public

art, historic buildings or other objects of interest that cannot be illuminated with down-lighting, upward lighting may be used in the form of narrow-cone spotighting that confines the illumination to the object of interest. (Development Standards, Division 1.3.5.2)

48. All luminaries shall be aimed and adjusted to provide illumination levels and distribution as indicated on submitted plans. All fixtures and lighting systems shall be in good working order, cleaned and maintained in a manner that serves the original design intent of the system. (Development Standards, Division 1.3.5.3)
49. Floodlights that are not full cut-off (light emitted above the fixture) may be used if permanently directed downward, not upward, and aimed at no more than a 45 degree angle, so no light is projected above the horizontal plane, and fitted with external shielding for top and side to prevent glare and off-site light trespass. Unshielded floodlights are prohibited. (Development Standards, Division 1.3.5.4)
50. Maintenance. All fixtures shall be maintained in good working order, with aiming, angles, wattage and intensity as originally approved. Replacement bulbs shall be the same or less wattage and intensity as originally approved. Fixtures and reflecting surfaces shall be cleaned on a regular schedule to reduce additional unapproved glare. (Development Standards, Division 1.3.5.10)
51. The Director may approve variations to the standards set out in this Division if variations are more appropriate to a particular site, provide an equivalent means of achieving the intent of these lighting standards and are in keeping with the purpose statement of the Development Standards. A letter of request detailing the reason for the variation and changes requested is required to be submitted to the Director. (Development Standards, Division 1.3.5.11)

Roof-Mounted Equipment - Carson City Development Standards, Division 1

52. Roof-mounted equipment (HVAC, etc.) must be screened from view from a public right-of-way or adjacent property through the use of architectural means such as parapet walls and equipment wells. The use of a picket fence or chain link slatted screening is prohibited. Show all roof-mounted equipment on the elevation plan. (Development Standards, Division 1.1.7)

Trash Storage - Carson City Development Standards, Division 1

53. Outdoor areas used for the storage of trash or refuse must be completely enclosed by a solid gate and a six foot masonry block wall and be designed to integrate with the building and site design, including colors and materials. Enclosures shall be screened with appropriate plant materials wherever possible. Please provide storage locations on the site plan. Provide trash enclosure construction details with the final building permit plans. (Development Standards, Division 1.2.6)
54. Trash enclosures shall be designed to meet or exceed minimum size requirements as determined by the sanitation company and shall be located to provide unobstructed access to refuse vehicles. All trash, refuse or recycled material shall be stored in containers within its walled enclosure. (Development Standards, Division 1.2.6)

18.09.050 Recreational vehicle park requirements. The standards provided in this section are intended to encourage proper recreational vehicle park development by providing sufficient open space and complementary uses under conditions which assure protection of the character of the district in which the recreational vehicle park is located. Each recreational vehicle park constructed and operated under the provisions of this chapter must provide for the following in the manner herein specified:

1. All recreational vehicle parks must be developed in accordance with the existing codes, requirements and standards of development services, environmental health and fire departments.
2. The standards of development for any locations, width, course, and servicing of public and private streets and highways, alleys, ways for public service facilities, curbs, gutters, street lighting, parks or playgrounds, storm water drainage, water supply and distribution, sanitary sewers and sewage collection for recreational vehicle parks must be in accordance with those standards adopted by Carson City.
3. Recreational vehicle parks must be located on a well drained site, properly graded in accordance with city standards.
4. Recreational vehicle parks must not be developed within the floodway of an A flood zone as indicated on Flood Insurance Rate Map (FIRM).
5. One (1) vehicle or one (1) recreational vehicle shall be permitted per recreational vehicle park space unless designated as a multiple recreational vehicle park space.
6. Accessory uses within recreational vehicle parks that are permitted are as follows:
 - a. Recreational Vehicle Park Recreation Buildings and Recreational Vehicle Park Commercial Buildings. Commercial buildings shall be limited to the following uses:
 - (1) Grocery store;
 - (2) Laundry room;
 - (3) Other uses not listed in this chapter which, in the opinion of the planning commission, are in keeping with the purpose of the recreational vehicle park facilities.
 - b. Management offices, one (1) single family dwelling or one (1) mobilehome used for living quarters by the operators or manager of the park.
7. Property development standards are:
 - a. Maximum building height: Two (2) stories but no greater than twenty-six feet (26').
 - b. Minimum net area per recreational vehicle space: One thousand (1,000) square feet.
 - c. Multiple recreational vehicle spaces shall be allowed to have a maximum of three (3) vehicles or three (3) recreational vehicles with a net minimum area of one thousand five hundred (1,500) square feet for the placement of each vehicle. Each vehicle space will be counted toward the maximum number of spaces per acre.

- d. Minimum setback of any building or recreational vehicle park space from any public street right-of-way line or exterior boundary line: Twenty feet (20').
- e. Recreational vehicle park spaces may be clustered, but total density shall not be greater than thirty (30) recreational vehicle park sites per acre for the entire project.

8. Placement required for recreation vehicles on individual recreational vehicle spaces are:

- a. Minimum setback from an access street shall be ten feet (10').
- b. Minimum distance between recreational vehicles, front, side or rear, shall be fifteen feet (15').
- c. Minimum distance between recreational vehicle and any building shall be twenty feet (20').
- d. Expandable sections of recreational vehicles shall be considered a part of the recreational vehicle proper.

9. General requirements for recreational vehicle park areas are:

- a. Soil and Groundcover Requirements for Vehicle Parking Space. Each recreational vehicle space shall have a hard surfaced parking pad with a minimum dimension of forty feet (40') by twelve feet (12'). A multiple recreational vehicle space shall have a hard surfaced parking pad of the same minimum dimensions forty feet (40') by twelve feet (12') for each space.
- b. Exposed ground surfaces in all other parts of a recreational vehicle park shall be covered with stone screening or other approved organic material or protected with a vegetative growth that is capable of preventing soil erosion and eliminating dust.

10. Recreational Vehicle Park Site Development Standards. Singular recreational vehicle park spaces shall have the following standards:

- a. Grade not to exceed five percent (5%) per individual recreational vehicle park site.
- b. One (1) water spigot for common use for every recreational vehicle space.

11. Open Space Areas. All recreational vehicle parks shall have at least one (1) recreation open space area accessible from all recreational vehicle spaces; the cumulative size of the recreation area shall not be less than ten percent (10%) of the gross recreational vehicle park area.

12. Requirements for recreational vehicle park roadway systems are:

- a. Access to recreational vehicle parks must be designed to minimize congestion and traffic hazards on adjacent streets. All traffic ingress and egress from recreational vehicle parks shall be through controlled entrance or exits.
- b. Driveways and roads from the controlled entrance/exit points to the office/residence area of the site and all parking areas for the office/residence use must be asphalt paved in accordance with Carson City parking lot standards unless the public roadway accessing the site is dirt or gravel, in which case, these driveways may be hard surfaced. The driveways or roads within the

recreational vehicle park shall have the following width: twenty-six feet (26') in width if a two-way street; and twenty feet (20') in width if a one-way street.

- c. All recreational vehicle park spaces shall be served by safe and convenient roadways extending from the access points of the site to each vehicle space.
 - (1) Alignment and Grade. All internal recreational vehicle park site access roadways shall be properly adapted to the topography of the site.
 - (2) Surfacing. All internal recreational vehicle park site access roadways and individual vehicle parking spaces must be hard surfaced and well drained.
 - (3) Turnarounds. Roadways in excess of five hundred feet (500') shall be prohibited and all cul-de-sac roadways shall include a sufficient turnaround area, minimum of ninety feet (90') in diameter.
 - (4) Maneuvering Space.
 - (a) Each recreational vehicle park space shall provide one (1) parking space and sufficient maneuvering space so that the parking, loading or maneuvering of vehicles incidental to parking shall not necessitate the use of any public street, sidewalk or right-of-way, or any private grounds not a part of the recreational vehicle park site.
 - (b) All roads and road structures shall be graded and surfaced and of sufficient design to support the weight of twenty (20) ton vehicles.
 - (c) Dead end road shall have a turnaround at the closed end of at least ninety (90) foot diameter measured at the outside of the traveled way.

18.09.060 Water system. Water system shall comply with the latest Uniform Plumbing Code, as adopted by Carson City.

18.09.070 Sewage disposal.

1. An adequate and safe sewerage system must be provided in all recreational vehicle parks for conveying and disposing of all sewage. All systems must be designed, constructed and maintained in accordance with all applicable state and city codes, requirements and standards. Where a public sewerage is available, connection must be made thereto subject to all necessary and appropriate Carson City fees.
2. One sanitary station must be provided for every twenty-five (25) recreational vehicle park spaces or fractional part thereof not having individual sewer connections and shall conform to the following minimum standards:
 - a. Each sanitary station must contain a trapped four (4) inch sewer riser pipe, connected to the recreational vehicle park sewerage system, surrounded at the inlet end by a concrete apron, that must have at a minimum a six hundred (600) square foot drainage area, sloped to the drain, and provided with a hinged cover and a water outlet, with the necessary appurtenances, connected to the recreational vehicle park water supply system to permit periodic washdown of the drain area. The water supply must have a backflow prevention device.

- b. Sanitary stations must be screened from view by fencing and/or landscaping and must be located at least fifty feet (50') away from any recreational vehicle park space.

1. Approval of the sewage disposal system from the development services and environmental health departments, and if over five thousand (5,000) gallons, approval by the Nevada Department of Environmental Protection must be a condition of final approval.
2. Compliance with the latest Uniform Plumbing Code, as adopted by Carson City.

18.09.080 Electrical system. All electrical systems must comply with the National Electrical Code as adopted by Carson City.

18.09.090 Accessory buildings and service facilities.

1. A central accessory building containing the necessary toilet and other plumbing fixtures must be provided in recreational vehicle parks. Accessory buildings must be conveniently located within a radius of five hundred feet (500') to the recreational vehicle park spaces to be served and must conform to the following standards:

No. of Vehicle Spaces	Toilets: Men / Women	Urinals: Men	Lavatories: Men / Women	Showers: Men / Women	Other Fixtures
1-10	1 1	1	1 1	1 1	1
11-20	1 2	1	2 2	1 1	service sink
21-30	2 3	1	3 3	1 1	with a flushing rim
31-40	2 4	2	3 3	2 2	
41-50	3 5	2	4 4	2 2	
51-60	3 6	2	4 4	3 3	

For recreational vehicle parks having more than sixty (60) recreational vehicle park spaces there must be provided: One (1) additional toilet and lavatory for each sex per additional thirty (30) recreational vehicle spaces; one (1) additional shower for each sex per additional forty (40) recreational vehicle spaces; and one (1) additional urinal for each additional one hundred (100) recreational vehicle spaces. The number of toilets, lavatories and showers for handicapped men and women must be as follows:

<u>Recreational Vehicle Spaces</u>	<u>Handicapped Facilities</u>
01 to 50	1
51 or greater	1.25% of total

All plumbing fixtures for toilets, urinals and showers shall be ultra low flow.

1. All uses and related facilities shall be subject to approval by the planning commission and shall be shown on the plot plan when application for a permit is filed.

18.09.100 Refuse storage and insect control.

1. The storage, collection and disposal of refuse in the recreational vehicle park must be so conducted as to create no health hazards or air pollution. The minimum standards for the handling of refuse shall be as follows:
 - a. All refuse must be stored in containers which are watertight and rodent proof and must be located not less than fifty feet (50') and not more than one hundred fifty feet (150') from any recreational vehicle park space. Containers must be provided in sufficient number and capacity to properly store all refuse.
 - b. Refuse collection areas must be screened from view by fencing and/or landscaping.
 - c. All refuse containing garbage must be collected at least twice weekly or as necessary and transported in covered containers to a disposal site approved by local law.
2. Grounds, buildings and structures must be maintained free of insect and rodent harborage and infestation. Extermination methods and other measures to control insects/rodents shall conform to requirements of existing laws
3. Every person who is the owner of any animal must keep the same within the recreational vehicle space area or shall keep the same under his or her control when not within the recreational vehicle space but still within the confines of the recreational vehicle park. No person shall keep any such animal unless its living area is kept clean and free from offensive odors, animal wastes and rodents, flies, or any other offensive or unwholesome condition.

18.09.110 Fuel supply and storage.

1. Liquefied petroleum gas containers installed on a recreational vehicle space shall be securely, but not permanently, fastened to prevent overturning. Such containers must not contain a gross capacity of more than sixty (60) U.S. gallons and must be located in approved storage area.
2. All fuel oil storage tanks or cylinders installed on a recreational vehicle space must be securely fastened in place and must be located in approved storage areas. A gross capacity in excess of sixty (60) U.S. gallons is prohibited.

18.09.120 Fire protection standards.

1. All recreational vehicle parks shall be subject to the rules and regulations of the Carson City fire department.
2. Fire Protection. In every recreational vehicle park there shall be installed and maintained fire hydrants, and fire extinguishers of the number and size, and in such locations as may be required by the fire department.
 - a. Where public water supply is available fire hydrants will be placed at a maximum of three hundred feet (300') spacing and/or as determined by the fire department.

- b. When a satisfactory public water supply is not available, requirements will be based upon information contained in NFPA 1231 (Suburban and Rural Fire Fighting).
3. Recreational vehicle parks must be kept free of weeds, litter, rubbish and other flammable materials.

18.09.130 General regulations.

1. Every owner or operator of a recreational vehicle park must maintain a register containing a record of all vehicles and occupants. Such register shall be made available to authorized persons inspecting the campground. Such register must contain:
 - a. The names and addresses of the vehicle occupants;
 - b. The make, model and license number of any vehicles;
 - c. The arrival and departure date of the vehicles.
2. It is unlawful for any person to operate, maintain or permit the operation or maintenance of any recreational vehicle park unless there is a caretaker, owner or manager in the park to enforce the provisions of this chapter.
3. No recreational vehicle park shall be occupied unless a final inspection and written approval is obtained by the environmental health department and a certificate of use occupancy has been obtained from Carson City building department and applicable state departments.

The application for a Special Use Permit should demonstrate compliance with the terms of Chapter 18.09 of the Municipal Code.

Growth Management - CCMC 18.12

- Growth Management applies to all residential, commercial and industrial property that is required to be served by city water and/or sewer service within the consolidated municipality of Carson City.
- A Growth Management application is required for all commercial and industrial developments that exceed an average daily water usage of 15,500 gallons per day and may be obtained from the Planning Division. Growth Management applications are reviewed by the Planning Commission acting as the Growth Management Commission.

General Issue

74. Airport Review Area - Aviation easement review by the Airport Authority is required.

Conclusion

Due to changing conditions of business and requirements for zoning, master plan and development codes of Carson City, this MPR information will expire and will need to be updated with a new MPR if the developer has not applied for a building permit within one year of the date of the MPR meeting.

The applicant shall provide the following with any building permit submittal in relation to the

proposed project in addition to the required plans:

- Copy of this MPR letter packet.
- Exterior light fixture details must be submitted with a building permit application for review and approval by the Planning Division prior to installation.

BUILDING DIVISION

Contact Shawn Keating, Chief Building Official

1. All projects and improvements must be performed in accordance with Nevada State Revised Statute (NRS) 623 & 624 and Carson City Municipal Code (CCMC) 15.05.020.
2. Improvements, Repairs, Replacement, and Alterations must comply with 2012 International Building Codes, 2012 Uniform Plumbing Code, Uniform Mechanical Code or 2012 International Mechanical code, 2012 Fuel Gas Code, 2011 Electrical Code, adopted International Energy Conservation Code, and 2012 Northern Nevada Amendments.
3. This project can be broken down by a site improvement with permits for structures or selected phases of construction for control.
4. All improvements would have to comply with current Accessible Standards.
5. Provide (2) two original sign copies geotechnical, specification book, and structural information when submitting the application.
6. All Contractors are required to carry state and local license.

ENGINEERING AND UTILITIES

Contact Rory Hogen, Assistant Project Manager

1. Any engineering work done on this project must be wet stamped and signed by an engineer licensed in Nevada. This will include site, grading, utility and erosion control plans as well as standard details.
2. All construction work must be to Carson City Development Standards (CCDS) and meet the requirements of the Carson City Standard Details.
3. Fresh water must be used for Dust control. Contact Rit Palmer at Public Works at 283-7382 for more information.
4. A wet stamped main analysis must be submitted in accordance with CCDS 15.3.1(a) to show that adequate pressure will be delivered to the meter and fire flows meet the minimum requirements of the Carson City Fire Department. This project is near a zone split, so the analysis must look at receiving water from both zones. One of the zones has low pressure, 40 psi, which meets minimum pressure requirements, but may not be sufficient for this size project when due to head losses, so head losses must be analyzed. Also, a privately owned, operated, and maintained booster pump may be advisable for this project. Please contact Tom Grundy, P.E. at (775) 283-7081 for fire flow test data.
5. A wet stamped sewer analysis must be submitted that includes addressing the effect of flows on the existing City system. See section 15.3.2 of CCDS.
6. It is likely that a separate fire line may be necessary. If a commercial fire line is required, the system must be designed by an engineer. The double check assembly must be

above ground in a hot box, and located as close to the property line (on the private side) as possible. Please see Chapter 445A of Nevada Administrative Code.

7. A private testing agreement will be necessary for the compaction and material testing in the street right of way. The form can be obtained through Carson City Permit Engineering.
8. The domestic water service line will need a reduced pressure backflow preventer as shown in Chapter 445A of the Nevada Administrative Code.
9. The irrigation service will need a reduced pressure backflow preventer if a vacuum breaker system cannot be designed to operate properly.
10. An erosion control plan meeting section 13 of CCDS will be required in the plan set.
11. Please show all existing water and sewer utilities, including mains in the street.
12. Any existing water and sewer services not being used must be abandoned at the main.
13. New electrical service must be underground.
14. Please show gas and electric connections for this project.
15. A water and sewer connection fee form will be required. Please submit with the construction permit application. This should include the form, the calculations used, and any back up information.
16. Any work performed in the street right of way will require a traffic control plan and a time line type schedule to be submitted before the work can begin. A minimum of one week notice must be given before any work can begin in the street right of way.
17. The sewer main in Hot Springs Rd will need to be extended at least to your new entrance, as shown in the submitted plan.
18. The grading and drainage plan will be very important. You will need to show how the emergency exit will connect to Holly Way, and you will need to show how drainage will be handled. Existing swales and proposed detention facilities must be shown.
19. Parking areas must either be AC pavement or concrete.
20. A Technical Drainage Study meeting the requirements of section 14 of the Carson City Development Standards must be submitted with the permit and plans.
21. A geotechnical report will likely be required as part of the submittal. Please see building department comments.
22. Water usage of 32,000 gpd will require Growth Management approval.
23. A second permanent access to this site must be provided through adjacent properties if practicable.

FIRE DEPARTMENT

Contact Dave Ruben, Fire Marshal

1. Project must comply with the 2012 IFC and Northern Nevada Fire Code Amendments.
2. Based on the very conceptual nature of the plans, comments are somewhat limited.
3. Clubhouse will require fire sprinklers. Sprinklers must be electronically monitored.
4. The large group fire pits must be gas. No wood fuel.

5. More discussion is needed on the second emergency egress point.
6. Additional hydrants may be required on the north end of the project.
7. LPG dispenser installations must be approved by the NV LPG Board.

HEALTH DEPARTMENT

Contact Dustin Boothe, Division Manager

Plans for this project need to be submitted to the Carson City Building Department for Health Department review. The proposed RV park with a pool/spa and club house would need to be built to all applicable Federal, State and Local codes; not limited to Nevada Revised Statutes (NRS) 446, 444 and Nevada Administrative Code (NAC) 446, 444.

PARKS AND RECREATION DEPARTMENT

Contact Roger Moellendorf, Director

The property to the north (APN 008-123-35) is owned/managed by the Carson City Parks Division. In May 2015, it was conveyed to Carson City per the Omnibus Public Land Management Act of 2009 (OPLMA). During the City's public process in preparation for the OPLMA as well in the City's Parks and Recreation Master Plan, this property was identified for a future community park site. For your reference, three pages from our Master Plan have been attached.

- 1) As a condition of project approval, our department would require the owner/developer of the subject parcel to provide a 20' landscape buffer (on their property) with evergreen trees along the property boundary to our park.
- 2) Prior to the City's final project approval, our department would need to approve the evergreen tree species selection and tree spacing.

In the MPR meeting, our department discussed the possible option of a road from Arrowhead Drive, across our property, and to the resort (as a second ingress/egress required by the City). After further internal discussions and confirmation from the Bureau of Land Management, this does not appear to be an option.

- 1) Without a development plan for our future community park, our department does not want to surrender any area of the park for a private use.
- 2) A copy of the BLM correspondence is included below:

Good afternoon Ann,

It looks like this parcel (APN 008-123-35) is covered by OPLMA under section 2601 (b)(4)(C). This section states that this parcel (as a portion of a greater area) will be managed by Carson City for "undeveloped open space and recreation and public purposes consistent with the Act of June 14, 1926..."

My first reaction is that building road across this parcel does not conform to the conditions written under section 2601(b)(4)(C) of OPLMA for the following reasons:

1. *It seems that the road proposal would not fall under the "undeveloped open space" criteria, as building a road may be considered "development."*
2. *It also seems that the road proposal would not fall under the criteria for qualifying under the Act of June 14, 1926, also known as the Recreation and Public Purposes Act (R&PP). Generally, the BLM does not use the R&PP Act to*

authorize roads on public land. Instead, the BLM typically authorizes roads with right-of-way grants pursuant to the Federal Land Policy and Management Act (FLPMA). Moreover, there are instances when the BLM will approve a right-of-way for a road across R&PP lands even though the use does not qualify under the R&PP Act on its face. This can happen when the approval of the road does not transfer ownership or title to another party. Transfer of control is defined as any right granted that makes the granted right superior to the patent holder's right (for example, an easement transfers control because they are permanent encumbrances on title and usually make the grantor's rights subservient to the grantee's rights). In addition to not transferring control, the road must also provide some sort of direct or indirect support or benefit to the R&PP lands or be in furtherance of a public purpose.

Nevertheless, if this is the builder's only option is to build across this parcel to access his or her parcel, then we might be able to find a suitable exception to OPLMA or the R&PP Act that would allow this use, but we would need to do research to find such an exception.

*Best,
Shaina Shippen*

PUBLIC WORKS-TRANSPORTATION

Contact Dirk Goering, Transportation Planner

1. When appropriate, Transportation staff requests a traffic study or a letter from the applicant indicating why one is not needed.

PUBLIC WORKS-ENVIRONMENTAL

Contact Mark Irwin, Environmental Control Officer

1. The Clubhouse and its trash enclosure will be required to connect to a properly sized grease interceptor(s), if this facility will be preparing and/or serving food for public consumption.
2. The Casino and its trash enclosure will be required to connect to a properly sized grease interceptor(s), if this facility will be preparing and/or serving food for public consumption.
3. Secondary containment will be required for any chemicals stored at this facility that are in containers equal to or larger than 30 gallons. I.E. pool chemicals., if chemicals are going to be kept outside the secondary containment are will need to be covered.
4. Project will need to meet all applicable codes found in Title 12.06 and Appendix 18 Division 15.5 of the Carson City Municipal Code (CCMC) and all applicable codes found in Chapters 7 and 10 of the 2012 Uniform Plumbing Code (UPC).

NEVADA DEPARTMENT OF TRANSPORTATION

Contact Kurt Haukohl, State Aviation Manager

The Nevada Department of Transportation (NDOT) Aviation Section was contacted regarding a proposed project to construct an RV Park, with 215 parking spaces, office, store, fitness center, manager residence, club house, and a possible Casino/Restaurant in the future. The proposed location is about 3300 feet from the western runway-end of Runway 9/27 at the Carson City

Airport (CXP) and is positioned a few feet south of the extended runway centerline. The proposed property location is also beneath the Federal Aviation Administration (FAA) Regulations (FAR) Part 77 inner and outer approach and departure surfaces. The airport receives and is currently participating in FAA Airport Improvement Programs (AIP) and provides grant assurances to the FAA to protect the airport and its surroundings.

Carson City Airport is currently performing a Wildlife Hazard Assessment (WHA) under an FAA AIP Grant to produce a long term Wildlife Hazard Management Plan (WHMP). We referred to FAA Advisory Circulars (AC), in this case FAA AC 150/5200-33B titled, "*Hazardous Wildlife Attractants on or Near Airports*" that provides guidance for land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports. In general FAA recommends a separation distance of 5,000 feet at airports serving piston powered aircraft and 10,000 feet separation distance at airports serving turbine-powered aircraft from any wildlife attractants. We noted that 2 interconnected open air ponds may be developed as a part of the RV Park and possibly 2 more small ponds near the putting green and were depicted on published drawings for the proposed project site. These proposed water projects could potentially attract birds and may naturally add birds specifically to the airport environment as additional habitat is created. Mitigation of any potential bird habitat area in the vicinity of the airport is highly desirable. NTSB notes that of 78% of all bird strikes occur under 1,000 feet and 90% occur under 3,000 feet above the ground level and is the basis of the separation levels recommended. We strongly encourage coordination with CXP Airport Officials and review of the FAA AC, Section 2, *Land-Use Practices on or Near Airports that Potentially Attract Hazardous Wildlife*.

The aforementioned comments are based on the Major Project Review Committee's review. If you have any questions, please feel free to contact the following members of staff, Monday through Friday 8:00 AM to 4:00 PM.

Planning Division –

Hope Sullivan, Planning Manager
(775) 283-7922
Email: hsullivan@carson.org

Engineering Division –

Stephen Pottey, Project Manager
(775) 887-7079
Email: rhogen@carson.org

Building Division –

Shawn Keating, Chief Building Official
(775) 887-2310
Email: skeating@carson.org

Fire Prevention –

Dave Ruben, Fire Marshal
(775) 283-7153
Email: druben@carson.org

Health Department –

Dustin Boothe, Division Manager
(775) 887-2190
Email: dbooth@carson.org

Parks and Recreation Department –

Ann Bollinger, Open Space Administrator
(775) 887-2262
Email: abollinger@carson.org

Transportation –
Dirk Goering, Transportation Planner
(775) 887-7431
Email: ddoenges@carson.org

Environmental Control –
Mark Irwin, Environmental Control Officer
(775) 283-7380
Email: mirwin@carson.org

Sincerely,
Community Development Department, Planning Division

Hope Sullivan
Planning Manager

Attachments
US Department of Transportation: Advisory Circular Subject: Hazardous Wildlife Attractants on or Near Airports.

Portion of Carson City Parks and Recreation Master Plan

cc: Major Project Review Committee
MPR-16-028

RECEIVED

NOV 17 2016

CARSON CITY
PLANNING DIVISION

SUP-16-160

GM-16-161

November 17, 2016

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

Attn: Kathe Green, Associate Planner

Subject: Special Use Permit File No. SUP-16-160; Growth Management File No. GM-16-161

Ms. Green,

As owners of the property at 1001 Mark Way, Carson City, Nevada, we are in the area that has been notified of the public hearing on Wednesday, November 30, 2016 concerning the above proposed RV Park.

As we were advised of this meeting on 11/16/2016 and the meeting is on November 30 2016, this gives us a little less than two weeks to prepare and find any and all old documents concerning said property, whereas the applicant has had more than ample time to prepare their presentation concerning this application. As such, we are requesting a one to two month postponement due to the facts of only being given a two week notice, the holidays of Thanksgiving and Christmas which are coming up. We believe this postponement would give us ample chance to prepare a truthful presentation of all items regarding this property including past denials from both the planning commission and the supervisors due to FAA rules and regulations, noise abatement, lighting, etc.

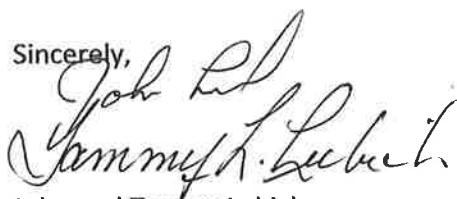
Also, the new length and readjustment of the runway at the airport has brought new and additional complications regarding extended clear zones required through the FAA for such properties and the fact that sometime in the near future it is understood that the FAA wishes to put an instrument landing device at the airport which may call for additional instrumentation which would need to be placed in or about the property in question. Additional information shows that the Carson City Airport Authority minutes of the August 10, 1995 meeting (refer to attached copy of said Meeting) states that item 10 discussion and possible action regarding amendment to airport layout plan and possible FAA grant consideration of the Langson undeveloped property. At that time there was a proposal to create a 200 unit mobile home park and that the minutes show that the airport was in denial of any of said mobile home park or RV Park and at that time member Buckley moved to amend the airport layout plan to include the Langson property as a further acquisition. Member Hutter seconded the motion and the motion was carried.

Item 11 on the said above Airport Authority Minutes show that there was Action regarding the Acquisition of the BLM Property just north of the 40 Acres in Question. This land was acquired by Chairman Weaver and Walt Sullivan of the Planning Commission, to act as a clear zone for the Airport. This was accomplished as a result of a land transfer from the BLM to Carson City, and that it stay as it was proposed as a Clear zone for the Airport. At a later date the Airport Master Plan showed that the

acquisition of the Langson property was No. 2 on the Airports Master Plan. The Above two items show that the Airport Authority and the Planning Commission had a plan to purchase said property and keep it clear and to be used only as a Safety Area for the Landing and Taking off of Airplanes. As the FAA and any pilot will tell you the two most viable times for a plane to have some sort of incident is during the landing and taking off of such airplane. By putting a R.V. park in that area, it would only create the possibility of increasing a larger than normal crash due to the high volumes of Propane that are stored in said R.V.'s and the possibility of a propane filling station.

Based on the above time factor and the documents which are attached we respectfully request a postponement of the meeting on November 30,2016, for minimum of one, but requesting two months to be able to obtain any and all documentation related to this application from prior meetings and Denials from the City County of Carson City.

Sincerely,

The image shows two handwritten signatures. The first signature is "John Lubich" and the second is "Tammy R. Lubich". They are written in a cursive, flowing script.

John and Tammy Lubich

Attachment: Copy of Carson City Airport Authority Minutes of the August 10, 1995 Meeting.

RECEIVED

NOV 17 2016

CARSON CITY AIRPORT AUTHORITY
MINUTES OF THE AUGUST 10, 1995 MEETING

CARSON CITY
PLANNING DIVISION

A regular meeting of the Carson City Airport Authority was held on August 10, 1995, at El Aero Services, Inc., 2101 Arrowhead Drive, Second Floor Conference Room, Carson City, Nevada at 7:00 p.m.

MEMBERS PRESENT: Neil Weaver
John Kelly
Kevin Welsh
Lou Buckley
Charles Hutter

MEMBERS ABSENT: Steve Tackes
David Foley

- A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM: Chairman Weaver called the meeting to order at 7:00 p.m. Roll call was taken and a quorum was present.
- B. APPROVAL OF MINUTES: Member Welsh moved to approve the minutes of the July 13, 1995, meeting. Member Hutter seconded the motion. The motion carried 5-0-2-0.
- C. MODIFICATION TO THE AGENDA: None.
- D. PUBLIC COMMENT: Walter Sullivan commended Mr. Melshimer for his add in the Nevada Appeal notifying residents of his anticipated take-off times during the Truckee Air Show.
- E. REPORT FROM AIRPORT ENGINEER (NON-ACTION ITEM): Glen Martel of Lumos & Associates reported that the construction work for the 1994 improvement program has been completed and the final settlement costs are being determined. Mr. Corrao's hangars are coming along and expects to have them completed by the end of next month. Mr. Serpa has materials on site, the site has been staked and should begin work to attach the sewer and water to the south end as agreed. Member Hutter asked if everyone was satisfied with the quality of the work. Mr. Martel stated overall the quality was good, however, at the end the quality declined and they are discussing this matter with Mr. Bertagnolli and the FAA. Malcom Redwine of Sage Air stated that during the construction work some airplanes were sprayed. Member Kelly stated that he is to arrange for the cleaning of the planes and Mr. Bertagnolli will cover the expense.

F. PUBLIC HEARINGS:

1. DISCUSSION AND POSSIBLE ACTION REGARDING LOCATION OF AIRPORT DETENTION FACILITY. Glen Martel explained that the City is planning to place a detention facility at the end of 5-27 and the City has also required that a regional detention facility be created for the airport. Mr. Martel distributed preliminary plans for an airport detention facility to briefly hold the water until it can be metered out to the City's facility and then to College Parkway. The airport detention facility would be sited at either the end of 5-27 or to the north at the end of the runway. Discussion ensued regarding the placement of the detention facility and the possibility of creating one facility for both the City and the airport. No action taken.
2. DISCUSSION AND POSSIBLE ACTION REGARDING THE SHERIFF'S AEROSQUADRON LEASE. Gary Handelin of the Sheriff's Aerosquadron stated that he Steve Tackes had not reviewed the lease and would like to continue the item to the September meeting.
3. DISCUSSION AND POSSIBLE ACTION REGARDING A REQUEST BY TIFFANY PROMOTIONS TO EXTEND LEASE AREA. Sam Glass presented plans for a north/south direction of hangar placement on his lease hold. Mr. Glass anticipates 12,000 square feet, 50 feet wide by two hundred and forty feet long, of nested T-hangars. In addition to the T-hangars Mr. Glass would like to construct a coin operated wash rack which will replace approximately eight tie-downs. Chairman Weaver stated concern over allowing a wash rack on an area leased for tie-downs with respect to the lease agreement. Mr. Glass requested a meeting with Chairman Weaver and Member Tackes for tomorrow to discuss the legal issues of the project with respect to the lease agreement. Discussion ensued regarding the project. Member Hutter moved that we defer this until the next meeting. Member Welsh seconded the motion. Motion carried 5-0-2-0.
4. DISCUSSION AND POSSIBLE ACTION REGARDING AMERICAN WARBIRDS LEASE. Dennis Buehn stated that he had previously proposed to lease a small area for storage, however, he has decided to remove his storage materials and rescind his request. No action taken.
5. DISCUSSION AND POSSIBLE ACTION REGARDING CONTRACT FOR AIRPORT SECURITY SERVICES WITH ED OLMSTEAD. Member Buckley stated that he had not completed the contract for security services. The primary concern to be addressed in the contract is mileage limitations. Member Buckley requested that this item be continued to the September meeting.

6. DISCUSSION AND POSSIBLE ACTION REGARDING THE BID PROCESS AND DEVELOPMENT OF THE CENTER TRIANGULAR PORTION OF THE AIRPORT. Chairman Weaver and Glen Martel presented plans for development of the center triangle to the Authority and suggested that LP-38 through LP-44 be reserved for the larger hangars. Discussion ensued regarding the development of the center triangle and the requirements of the bid process. Chairman Weaver stated that the next step is to draw up the bid document with specific requirements for the lots to be developed and would like suggestions from the Authority and the public. Member Buckley stated he would like to see some one acre parcels, one-half acre parcels, and one-quarter acre parcels and the usage of those properties limited to activities directly related to aircraft storage, restoration, or painting - not manufacturing. Member Kelly stated he would like 38, 39, 40, 41, 48, and 50 to be put up for lease and see how it goes. Chairman Weaver suggested holding a workshop to develop the bid requirements. Member Buckley moved that we do a workshop and plan this out, specific uses, specific land sizes considering diverse interests and make a recommendation to the Board for it as far as use limitations, parcel sizes, and that kind of thing. Member Kelly seconded the motion. Motion carried 5-0-2-0.

7. DISCUSSION AND POSSIBLE ACTION REGARDING THE FIRST PHASE OF THE EAA'S LEASE AGREEMENT. Chairman Weaver stated that Tony Ferris, President of the EAA, could not be present and requested to have this item continued to the September meeting.

8. DISCUSSION AND POSSIBLE ACTION REGARDING ADOPTION OF SCHEDULE FOR REPLACEMENT OF AUTHORITY MEMBERS FOR PILOT AT LARGE AND CITIZEN AT LARGE. Member Welsh distributed a schedule for replacement of Authority Members. Member Kelly moved to accept the schedule. Member Buckley seconded the motion. Motion carried 5-0-2-0.

9. DISCUSSION AND POSSIBLE ACTION REGARDING CLEARING OF BRUSH ON AIRPORT PROPERTY. Chairman Weaver stated that Member Foley was not present this evening and that he was to look into the possible purchase of a brush-hog attachment for El Aero's tractor. Chairman Weaver requested to continue this item to the September meeting.

10. DISCUSSION AND POSSIBLE ACTION REGARDING AMENDMENT TO AIRPORT LAYOUT PLAN AND POSSIBLE FAA GRANT CONSIDERATION OF THE LANGSON UNDEVELOPED PROPERTY. Member Buckley asked Walter Sullivan, Community Development Director, to offer information to the Authority. Mr. Sullivan stated that the subject property is approximately 40 acres located to the west of the airport. There is currently a proposal to

create a 200 unit mobile home park. Members Tackes and Buckley asked if Mr. Langson, the owner of the property, would be interested in selling the property to the Airport. Mr. Sullivan stated that in order to purchase the property the Authority would need to amend the airport layout plan and have the FAA approve the amended layout plan which would then make the purchase grant fundable. Member Buckley moved to amend the airport layout plan to include the Langson property as a future acquisition. Member Hutter seconded the motion. Motion carried 5-0-2-0.

11. DISCUSSION AND POSSIBLE ACTION REGARDING ACQUISITION OF BLM PROPERTY WEST OF GONI ROAD AND NORTH AND SOUTH OF ARROWHEAD DRIVE. Walter Sullivan stated that when the Airport Authority was the Airport Advisory Body the Advisory Body asked the Community Development Department to negotiate something with BLM on this property. The Community Development Department received a memorandum of understanding from the BLM that this would be utilized as clear zone. It is still zoned Public, however, BLM does have a memo on file to keep the area clear for the airport. Mr. Sullivan stated that the only way he knows of acquiring this property is through the Recreation and Public Purpose Act. Chairman Weaver stated that there is also an interagency transfer method. Mr. Sullivan stated that there has been some interest to put a school on this property. Chairman Weaver stated that the FAA has issued the Authority a letter that has gone to the BLM and the initial process to transfer from the BLM to the Airport Authority has begun.

Mr. Sullivan also suggested to include the drainage facility in the layout plan. Member Hutter asked Mr. Sullivan if the City planned to extend the airport roadway to Arrowhead Road. Mr. Sullivan suggested including it in the request to the FAA. Member Buckley requested that the drainage facility and the roadway plan be put on the September agenda.

Member Buckley moved that the Board approve acquisition of the BLM land through an interagency transfer process, that may be in process, but I think we have to endorse it to legitimize it. Member Hutter seconded the motion. Motion carried 5-0-2-0.

H. REVIEW OF PLANNING COMMISSION ITEMS.

1. V-95/96-1 DISCUSSION AND POSSIBLE ACTION REGARDING A VARIANCE REQUEST FROM A.A. GASPER (PROPERTY OWNER: FIRST INTERSTATE BANK OF NEVADA) TO VARY FROM THE MINIMUM LOT SIZE ON PROPERTY ZONED MOBILE HOME 12,000 (MH12000), LOCATED AT 3371 E. NYE LANE, APN 8-221-17. Walter Sullivan, Community Development Director, stated that Mr. Gasper is requesting

to create four 11,000 square foot parcels and stated that the Authority may want to make a recommendation to the Planning Commission to require an avigation easement. Member Kelly moved to require an avigation easement. Member Buckley seconded the motion. Motion carried 5-0-2-0.

G. TREASURER'S REPORT. (NON-ACTION ITEM)

Member Buckley reported a current balance of \$38,037.24. Major expenses were to Lumos & Associates for \$723.00 and \$13,730.45.

I. CORRESPONDENCE FROM AUTHORITY MEMBERS. (NON-ACTION ITEM)

Chairman Weaver stated that the flight standards district office that encompasses the geographical area that we are located in received the number one rating in the United States and he dispatched a certificate from the Carson City Airport Authority to them. They in turn wrote a letter of appreciation.

Chairman Weaver asked Glen Martel to explain the Armex Debocal stripper recently used on the airport to strip paint off of an aircraft outside of a hangar. Chairman Weaver, while washing off the pavement in front of his hangar, noticed the water turning a brown/black color. Mr. Martel and an associate came to the airport to inspect the problem and felt that the product was stripping the oil off of the pavement. Mr. Martel called the manufacturer who informed him that the Armex did not strip oil from pavement, but an informational bulletin had been distributed that if the asphalt was in poor condition and Armex was allowed to get into the asphalt it could cause it to loosen. It is suggested that it be vacuumed or sprayed off with water or detergent immediately to neutralize it. Chairman Weaver requested the EPA to inspect the area and the local EPA office stated that it was not a concern. Mr. Martel stated that it is his personal feeling to tightly restrict the use of this product on the airport and that if used on the airport that the contractor be made aware of the proper clean-up procedures. Member Buckley suggested the federal EPA office be contacted.

Chairman Weaver received a letter from the FAA and they have no objections to the Goni Road realignment. They want to 1) ensure that the roadway will not be an obstruction to the airport and they will conduct an airspace study, 2) they require that the Airport request a release of airport land, and 3) any street lighting on Goni Road must be approved by the FAA.

J. REPORTS FROM AUTHORITY MEMBERS. (NON-ACTION ITEM)

Member Buckley stated that at some time in the future he would like to address security other than a three strand barbed wire fence on this airport and develop security measures to provide for a secure environment for the airport and the users of the airport.

Chairman Weaver stated that prior Airport Boards have allowed sublessees to operate outside the intent of the leases which create an area of liability to the airport. Chairman Weaver stated that he does not believe that this should be allowed due to liability issues. Member Kelly stated he would like to see the uses allowed. Member Buckley requested that this be addressed at the September meeting.

Chairman Weaver presented an appreciation plaque to Pat Austin for her services to the Authority.

K. FUTURE AGENDA ITEMS FOR THE MEETING OF SEPTEMBER 14, 1995.

Member Welsh would like to discuss adjustment of compensation of the airport manager.

L. ADJOURNMENT.

Member Welsh moved to adjourn the meeting at 9:10 p.m. Member Buckley seconded the motion. The motion carried 5-0-2-0.

A tape recording of these proceedings is on file and is available for review and inspection during the normal business hours.

The minutes of the August 10, 1995 meeting of the Carson City Airport Authority

ARE SO APPROVED ON _____, 1995.

BY _____.

RECEIVED

NOV 21 2016

CARSON CITY
PLANNING DIVISION

To: Carson City Planning Commission
From: William & Rebecca Mabray
Date: Saturday, November 19, 2016
Ref: Sierra Skies RV Resort
November 30, 2016 Agenda

We are current owners of the property west of the proposed Sierra Skies RV Resort and would like to make some comments and requests regarding this development.

- A block sound/privacy wall installed along the properties to the west of this development.
- The emergency exit off of Holly Way has a fully fenced locked gate.
- Have a culvert pipe installed in the ditch along the west side of the property.
- The pictures depicting the site conditions (on pages 4 & 5 of your application packet) are misleading. This is not what we see when looking towards the east from our property. We are looking at several feet of fill dirt above a 6 foot fence from our yard. We have attached some photos for your review with a little history of this vacant parcel.

Thank you for considering our request and for serving as members of the planning commission.

Sincerely,



William Mabray



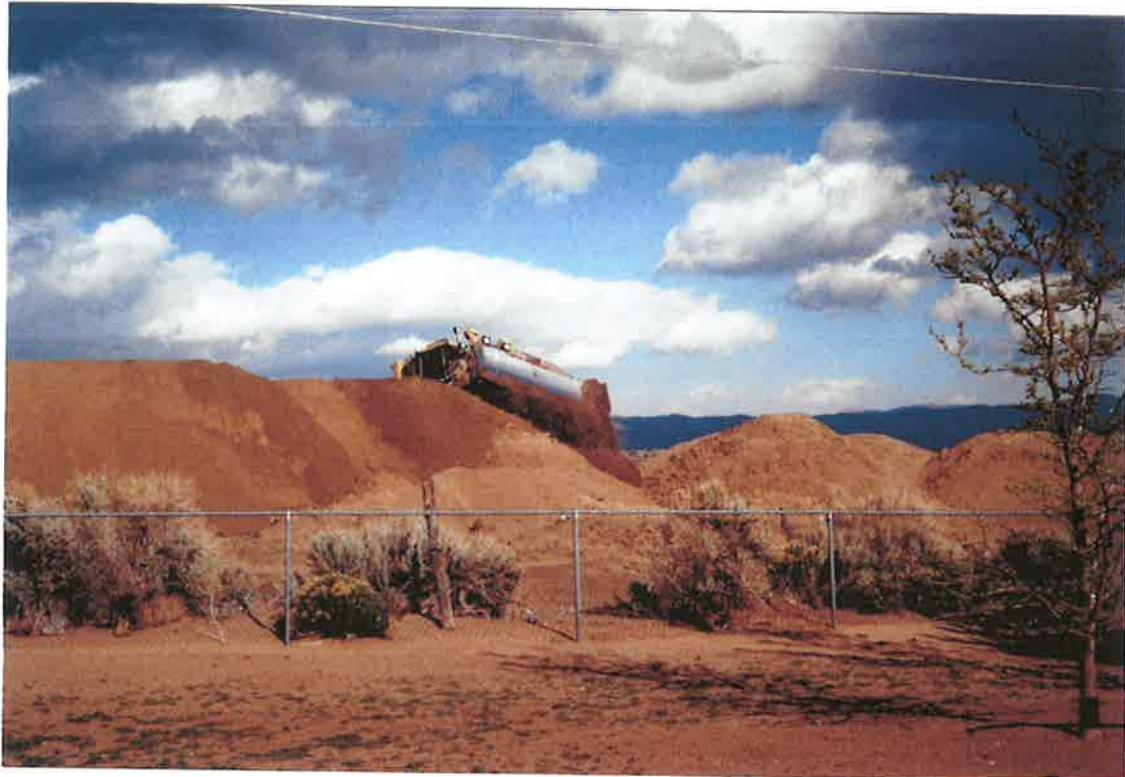
Rebecca Mabray
1049 Holly Way
Carson City, NV 89706



MARCH 1995 - PREVIOUS LAND OWNER REMOVES SAGEBRUSH WITH A BRUSH HOG (HOLLY WAY LOOKING SOUTHEAST).



MARCH 1995 - SAGEBRUSH REMOVED (HOLLY WAY LOOKING SOUTH).



FEBRUARY 2004 - FILL DIRT BEING BROUGHT IN BY AMES CONSTRUCTION (HOLLY WAY LOOKING EAST).



FEBRUARY 2004 - FILL DIRT BEING BROUGHT IN BY AMES CONSTRUCTION (HOLLY WAY LOOKING EAST).



FEBRUARY 2004 - FILL DIRT (HOLLY WAY LOOKING EAST)



FEBRUARY 2004 - FILL DIRT AT THE END OF HOLLY WAY
(LOOKING EAST)



DECEMBER 2005- DITCH ERODES AFTER HEAVY RAIN
(HOLLY WAY LOOKING NORTH)



DECEMBER 2005 - PICTURE TAKEN AT THE NORTH END OF VACANT
LOT (LOOKING SOUTH TOWARDS HOLLY AND
MARK WAY).



NOVEMBER 2016 - CURRENT LEVEL OF FILL DIRT
(HOLLY WAY LOOKING SOUTH)



NOVEMBER 2016 - CURRENT DITCH
(HOLLY WAY LOOKING SOUTH)



NOVEMBER 2016 - CURRENT LEVEL OF FILL DIRT
AT THE END OF HOLLY WAY
(LOOKING EAST). THE LEVEL OF
DIRT IS APPROXIMATELY 20
FEET ABOVE STREET LEVEL.