



STAFF REPORT

Report To: Board of Supervisors

Meeting Date: February 2, 2017

Staff Contact: Lee Plemel, Community Development Director

Agenda Title: For Possible Action: To consider an appeal of the Planning Commission's decision to approve a Special Use Permit (SUP-16-160) for an extended stay (maximum 180 days) RV park on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Road, APN 008-123-40. (Lee Plemel, lplemel@carson.org)

Staff Summary: The Planning Commission approved a Special Use Permit on November 30, 2016, for an extended stay RV park, with 215 RV parking spaces and assorted amenities, including a clubhouse, pool, fitness center, store, office, restaurant, limited gaming, laundry, restrooms, barbecues and pet areas. Up to 30-day stays are allowed by right in RV parks within the Tourist Commercial zoning district, but stays of more than 30 days up to a maximum of 180 days require review and approval of a Special Use Permit. An appeal of the Planning Commission's decision was made by a nearby property owner. The Board of Supervisors may deny the appeal and uphold the Planning Commission's approval, approve the appeal and deny the Special Use Permit, or modify the conditions of the Planning Commission's approval.

Agenda Action: Formal Action/Motion

Time Requested: 1.5 hours

Proposed Motion

I move to deny the appeal and uphold the Planning Commission's decision to approve a Special Use Permit for an extended stay (maximum 180 days) RV park on property zoned Tourist Commercial, located at 1400 Old Hot Springs Road, APN: 008-123-40, based on the findings for approval contained in the staff report to the Planning Commission and subject to the conditions of approval contained in the Planning Commission Notice of Decision.

Board's Strategic Goal

Quality of Life

Previous Action

November 30, 2016: The Planning Commission approved the Special Use Permit by a vote of 5-1 (1 absent).

December 21, 2016: Upon request from the appellant, the Airport Authority voted to join the appellant in the appeal against the approval of the Special Use Permit.

Background/Issues & Analysis

The Planning Commission has authority to make final decisions on all Special Use Permits. The Planning Commission's decision may be appealed to the Board of Supervisors. The subject Special Use Permit application was approved by the Planning Commission and subsequently appealed by a nearby property owner who participated in the Special Use Permit hearing.

Please refer to the attached staff memo for an analysis of the appeal as it pertains to the Planning Commission's approval. Also refer to the attached appeal letter and November 30, 2016 staff report to the Planning Commission for more information regarding the appeal and the Special Use Permit application.

Attachments:

- 1) Staff memo to Board of Supervisors
- 2) Appeal letter and supporting documents
- 3) Notice of Decision with the Planning Commission's conditions of approval
- 4) Draft Minutes of the November 30, 2016 Planning Commission meeting
- 5) Staff Report to the Planning Commission and SUP application packet

Applicable Statute, Code, Policy, Rule or Regulation

CCMC 18.02.080 (Special Use Permits); 18.02.060 (Appeals)

Financial Information

Is there a fiscal impact? ☐ Yes ☒ No

If yes, account name/number: N/A

Is it currently budgeted? ☐ Yes ☒ No

Explanation of Fiscal Impact: A business impact statement is not required for zoning matters pursuant to NRS Chapter 278.

Alternatives

1. If the Board of Supervisors finds the Planning Commission erred in making the required finding for approval of the Special Use Permit, approve the appeal and deny the Special Use Permit based on findings for denial.
2. If the Board of Supervisors finds that modification to the conditions of approval are required to make the required findings for approval of the Special Use Permit, modify the conditions of approval, as appropriate.

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



Carson City Planning Division

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

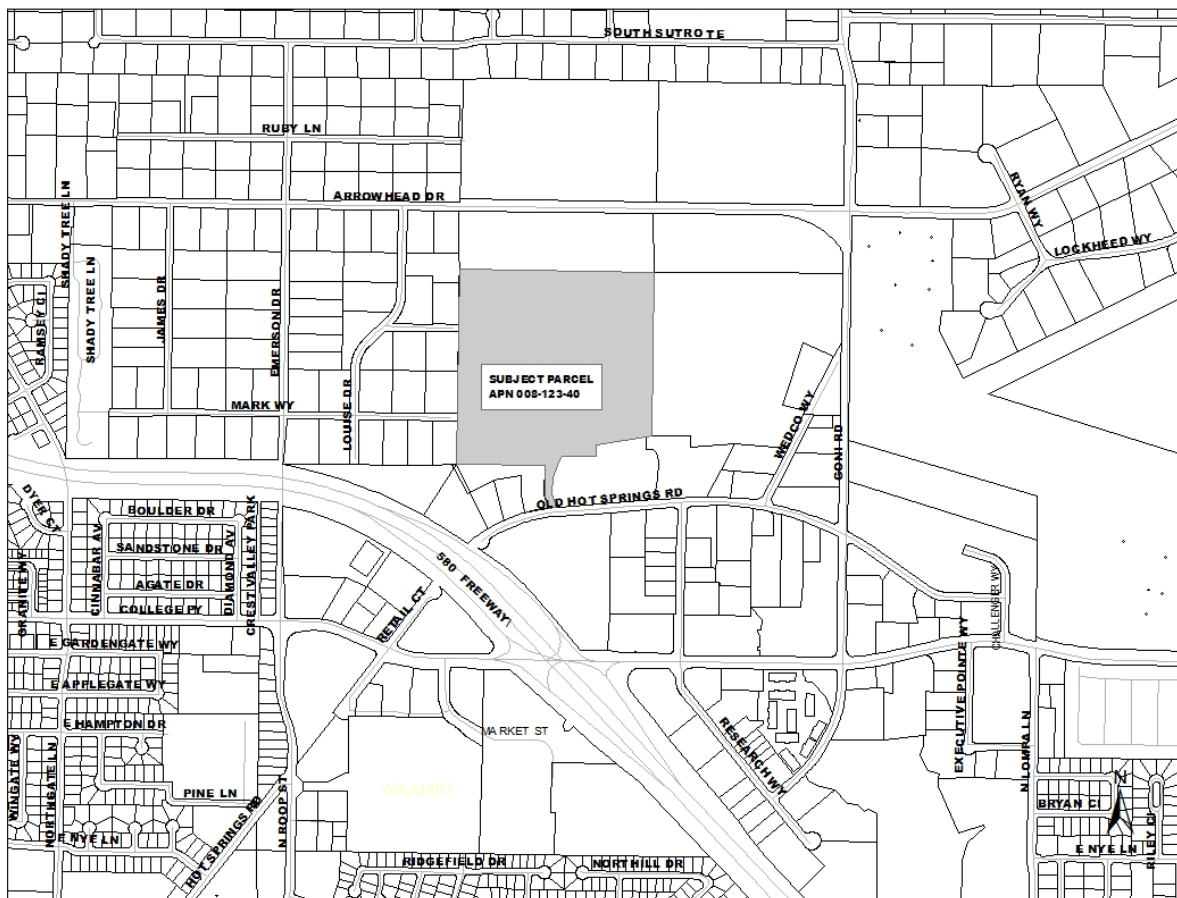
Board of Supervisors Meeting of February 2, 2017

TO: Board of Supervisors

FROM: Lee Plemel, Community Development Director

DATE: January 23, 2017

SUBJECT: Appeal of the Planning Commission's approval of a request from Roger Shaheen, (agent: Lumos & Associates, property owner: Western Insurance Co.) for a Special Use Permit (SUP-16-160) for an extended stay (maximum 180 days) RV park on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Road, APN: 008-123-40.



DISCUSSION:

On November 30, 2016, the Planning Commission considered a request from Roger Shaheen, (agent: Lumos & Associates, property owner: Western Insurance Co) for a Special Use Permit to allow the operation of an extended stay (maximum 180 days) RV park. A Special Use Permit is required in the Tourist Commercial zoning district for an RV park with stays of up to 180 days. A Special Use Permit is not required for an RV park with stays of up to 30 days, in which case only a staff reviewed Major Project Review would be required.

At the Planning Commission meeting, Michele Rambo of Rubicon Design Group and Michael Bennett of Lumos and Associates represented the applicant. Public testimony was solicited, and Tim Rowe, Carson City Airport Manager, and Linda Law, Airport Authority Chairperson, spoke regarding the proposed project. Approximately 12 other residents from the nearby neighborhood also provided testimony. After public comment, the Commission deliberated, and voted 5-1 (one absent) to approve the Special Use Permit to allow an extension of the time of stay from 30 days to a maximum of 180 days subject to the conditions of approval noted in the attached Notice of Decision.

The appellant is appealing the approval of the Special Use Permit by the Planning Commission based on several assertions. Following are the issues and aspects of the approval being appealed, as noted and numbered in the appellant's request for appeal, with staff's comments regarding these assertions:

1. Extended stay from 28 days to 180 days; loss of Transient Lodging Tax.

Staff comments: As discussed at the Planning Commission meeting, review of the "transient lodging tax" (as defined in CCMC 4.08) assessment is not a function of zoning and is not a part of the zoning review process. Allowing the period of stay in the recreational vehicle park to be extended from 30 days to 180 days does not change the allowed use of the site, only the allowed time individual recreational vehicles will be on the site. The request for this term of time was reviewed and approved by the Planning Commission. The collection of transient lodging tax is not a consideration of the Planning Commission in the findings that are required to be made in approving a Special Use Permit. Regardless, City staff contacted the Convention and Visitors Bureau and got the response that they are not interested in commenting regarding the proposed RV Park Special Use Permit or Appeal.

Transient occupancy tax is collected for RV park stays in addition to hotel/motel room stays. There is an exception to the collection of the tax when the hotel room or RV space renter pays in advance for 28 days or more (CCMC 4.08.100). The RV park would be responsible for collecting and paying transient occupancy tax for any RV park tenants paying daily, weekly, or for any other period less than 28 days. Even if the RV park were limited to stays of a maximum of 30 days, the RV park could collect rental for the entire 30-day stay and the collection of transient lodging tax would not apply.

2. Impacts of extended stay RV parks:
a. Inability to enforce term of occupancy.

Staff comments: There was discussion at the Planning Commission meeting about the difficulties of enforcing time limits in hotels and RV parks. It was noted that the majority (if not all) of the existing RV parks are “grandfathered” regarding long-term stays, i.e. they were in existence before time limits were imposed by the Carson City Municipal Code and may continue to operate as long-term stay RV parks.

Staff acknowledges that there is currently not a comprehensive Code Enforcement program to monitor length of stays in various transient occupancy facilities around the City. However, it does not prevent enforcement in the future should there be complaints regarding a particular establishment or if other problems related to the length of stay are identified by Code Enforcement staff. The question of whether or not the City currently has the capacity to provide citywide enforcement regarding this issue is not a valid reason for denying the permit. The Special Use Permit application is specifically to extend the permitted stay from 30 days up to 180 days. If tenants stay longer, that would be a violation of the Special Use Permit and would make the Special Use Permit subject to revocation by the Planning Commission. It is no more difficult to enforce a 180-day limit than a 30-day limit.

b. Inability of applicant to answer questions regarding transient occupancy tax.

Staff comments: The RV park will have to comply with City code requirements to pay transient lodging tax, as applicable or not, and as may be amended by the Carson City Board of Supervisors over time. As noted above, any lack of specific knowledge regarding collection of the tax was not material to the land use decision by the Planning Commission.

c. The “conceptual nature” of the proposal and the unwillingness of applicant to meet with neighbors to “address any risk levels for the immediate neighborhood and the community.”

Staff comments: Staff encourages applicants to contact adjacent property owners, but it is not a requirement of the Carson City Municipal Code. The proposed plans are of typical and sufficient detail for Special Use Permit review, meeting all the application submittal requirements. Certain detail elements, such as drainage studies discussed later, are not finalized at this point in the Special Use Permit process but must meet all City requirements with construction permits.

d. Non-familiarity of the consequences of existing elevation/grade relating to fencing and screening.

Staff comments: Staff and the Planning Commission acknowledged and were well aware of the grading and elevation difference. Though final grading for the proposed

project has not been determined, condition of approval #59 (see attached Planning Commission Notice of Decision) requires the applicant to consider the grade differential when determining the final placement of fencing for screening the RV park spaces.

- e. Noise-related issues: Both noise from the RV park tenants and complaints regarding noise from airplanes; lack of response to the Airport Manager.

Staff comments: The Planning Commission considered the statements from the applicant regarding the ability to monitor and control noise from within the park.

The appellant also asserts that the Planning Commission ignored comments from the Airport Authority Manager and Airport Authority Chair. It should be noted that Planning Division staff sent the Airport Manager the complete Special Use Permit packet on October 25, 2016, requesting comments from the Airport Authority. The Planning Division received comments from the Airport Manager on November 15, 2016. With the exception of the Airport Manager's objection to extending the permitted length of stay from 30 days to 180 days (for which the Special Use Permit is being requested), condition numbers 51-53 of the Planning Commission's conditions of approval address all of the concerns noted in the Airport Manager's written comments.

- f. 20-foot buffer will not alleviate noise.

Staff comments: The minimum perimeter setback for an RV park is 20 feet, and the minimum setback requirement along the west property boundary of the subject RV park, adjacent to the residential neighborhood, is 30 feet (see condition of approval #9). The Planning Commission considered the proposed setbacks and approved the project as presented.

- g. The targeted clientele will not alleviate noise; paved surfaces will "reflect/refract soundwaves that are currently not measurable."

Staff comments: No comment.

3. Ignoring long-term goals of the Airport Capital Improvement Program . . . "the purpose of acquiring this land is to prevent incompatible uses within the flight path of the runway."

Staff comments: The quote cites the purpose of "acquiring" specific property to prevent incompatible uses. The Airport and the City have the ability to identify and purchase property on which it desires to prevent development, but the Airport and the City cannot prohibit all economically viable development on a property it does not own. If this subject property has been identified by the Airport Authority for purchase, such documentation was not provided to the Planning Commission and has not been provided to Planning Division staff. It is not clear in the documentation presented with this appeal that the reference is specifically in regard to the subject property and not other property.

The appropriate “airspace study” application must be reviewed and approved by the FAA (Federal Aviation Administration) prior to the issuance of a construction permit for the proposed project (see condition of approval #53). This would be a requirement whether the proposal was for RV tenant stays of less than 30 days or up to 180 days. It is typical that a zoning approval occurs before such a study is conducted. A project that does not comply with FAA regulations will not get a construction permit to proceed.

4. An RV park under the Airport arrival/departure glide path creates a hazard (notes propane storage).

Staff comments: The Planning Commission considered information regarding the likelihood and location of airplane crashes upon takeoff and landing. It is acknowledged that a crash into the RV park or other developed properties in the vicinity would put lives at risk. However, as noted above, the City cannot put a prohibition on all economically feasible development of this property to create a “clear zone” without first purchasing the property. The maximum allowed storage of fuel on the site is limited per the standards of CCMC 18.09.110. There is no difference in the limitations for storage of propane tanks on the site or in the individual recreational vehicles if the tenancy is 30 days or 180 days.

5. Referencing the drainage issue with the existing retention basin without recognizing specific studies to determine its capacity.

Staff comments: Condition of approval #46 requires the applicant to submit a hydrological study prior to construction. The project must comply with all City, State and federal requirements for floodplain and drainage. Hydrological studies are dependent on the detailed construction plans. This is typical sequencing for the detailed hydrological study to be submitted and reviewed by staff prior to construction rather than being completed prior to zoning approvals, when project details may still change based on conditions imposed through the zoning process. The Engineering Division is comfortable with the conceptual drainage plans submitted with the Special Use Permit application to proceed with approval subject to conditions.

6. Ingress/Egress: Existing infrastructure is not designed to safely allow additional RV traffic based upon observation.

Staff comments: As stated by the City Engineer at the Planning Commission meeting, existing streets accessing the site ARE designed to safely allow additional RV traffic. The current streets in the area are designed in width and turn-radii to accommodate large semi-trucks. New access improvements necessary for the proposed development would be required to meet standards to accommodate large RVs.

7. Miscellaneous considerations:

a. The supportive position of city planners relative to supporting RV park development in spite of issues/concerns raised.

Staff comments: A recommendation of approval of the project was prepared by staff and included in the staff report presented to the Planning Commission. Staff does not “support” given projects but reviews projects for compliance with the zoning and other applicable City standards. Staff concluded that the application met the minimum requirements of the Code for development of an RV park within the TC zoning district and regarding the required findings for the project approval, with the 64 conditions of approval to ensure compliance with code provisions and mitigate the issues and concerns raised by property owners and the Airport Authority.

An RV park limited to 30-day stays is an allowed use in the Tourist Commercial zoning district. The Special Use Permit review presented to the Planning Commission for consideration was only necessary for the requested extension of the permitted length of stay from 30 to 180 days. An RV park with the 30-day limit is not a discretionary permit that can be denied by staff, as long as other applicable standards are met. Planning staff reviewed the Special Use Permit application in this context, and the Planning Commission discussed this, as well. Part of the justification for the Planning Commission’s approval included that fact that the Commission could impose additional conditions on the Special Use Permit that staff could not otherwise impose should the project be proposed with the 30-day time limit on occupancy.

b. The Tourist Commercial zoning is not suited for the property; “at best a restricted TC zone restricting dense populations would be better.”

Staff comments: City records show the zoning of the subject property as Tourist Commercial (TC) going back to 1977. As the name of the zoning district implies, it allows a range of uses, most of which are intended to attract tourists and allow associated commercial uses (see CCMC 18.04.140 for a complete list of uses). As a general matter of land use planning, staff is well aware that this is not the most compatible zoning with the nearby airport.

However, zoning and uses that are generally considered compatible with nearby airport operations—e.g. industrial uses—may not be compatible or desirable to the existing residential uses that are immediately adjacent to the property. Industrial uses can have 24-hour operations and almost always involve large truck traffic. Staff would anticipate opposition from adjacent residents to any proposed change of the property to an industrial use because of the potential associated impacts that may go along with such a use. In any private development scenario, the property would not be left open as a “clear zone” for potential airplane crashes.

During the last Master Plan update in 2004-2006, staff approached the property owner at that time to see if there was an alternative land use for the property that would be

acceptable to the property owner. The property owner at the time was adamant that the Master Plan designation and zoning of the property remain the same for the future use of the property.

Regardless, the property is, in fact, currently zoned TC and the property owner is allowed to operate uses that are permitted within the TC zoning district.

c. Economic feasibility of project.

Staff comments: The consideration of economic feasibility of a project is not a consideration for the Planning Commission when making a Special Use Permit land use decision. It is solely up to a property owner to determine if they want to conduct a permitted use on their property.

d. Opposition to a prior RV park proposal by the Airport Authority.

Staff comments: A change of zoning and Master Plan Amendment were previously submitted as a precursor for use of the site as a mobile home park (not an RV park), as noted within the minutes of the Planning Commission and Board of Supervisors meetings in 1996 submitted by the appellant. The request to change the zoning and master plan was denied by the Planning Commission and continued without a decision at the Board of Supervisors meeting. It is noted no change of zoning or change of Master Plan is under review with this application. The only review at this time is to extend the permitted duration of stays in an allowed recreational vehicle park from 30 days to 180 days.

e. Property purchase price.

Staff comments: The consideration of the value or purchase price of a property is not a consideration for the Planning Commission when making a Special Use Permit land use decision.

f. Soil conditions.

Staff comments: City staff acknowledges that the subject site contains “fill” that may not meet compaction standards for development on the site. Condition of approval #47 requires a full geotechnical study prior to construction to ensure that soils meet applicable standards.

g. “Excessive” water usage.

Staff comments: Water usage for the proposed RV park was evaluated by the Public Works department and approved as a commercial use by the Planning Commission through Growth Management review at the same meeting as the Special Use Permit review. The amount of water used for an RV park is not unusual compared to other commercial development on similarly-sized parcels.

h. Discrimination by not allowing tent camping.

Staff comments: City code allows RV parks and campgrounds in the TC zoning district. It is up to the property owner to determine how to operate the proposed use.

i. Solid waste disposal stations should be far away from the residential neighborhood.

Staff comments: Though this issue was not specifically discussed at the Planning Commission meeting, the approved site plan shows the location of various service facilities. Solid waste disposal areas (e.g. trash bins) will not be closer to the residences than those facilities, and central waste disposal facilities for pickup would likely be located near the main entrance based on consulting with Waste Management for final location.

j. Density of project.

Staff comments: Noted.

8. The subject site has a history of resistance from residents, Airport, and FAA with actual comments from a former Assessor that supports the appellant's position.

Staff comments: It is clear that there has been opposition to development of the subject property in the past. What is not always as clear is which property is being referenced in the various correspondence and meeting minutes that the appellant has provided. It should be noted that the property to the east of the subject property was purchased by the City around 1993 for the airport "clear zone." Discussions regarding clear zones could be referring to that property and not just the subject property. (Note: The purchase of the property for a clear zone is appropriate mechanism for establishing an undeveloped clear zone for the airport.)

In addition, the appellant references Airport Authority minutes from August 10, 1995, which reference a "memo of understanding that the subject parcel would be utilized as a clear zone." Those minutes, provided by the appellant, clearly indicate that the reference is NOT in regard to the subject property of the proposed RV site, but specifically to the BLM property on the north and south sides of Arrowhead Drive, which is now under Carson City ownership.

Staff Conclusion:

Based on the information presented to the Planning Commission and further substantiated in the discussion above, the Planning Commission was able to make the required findings in the affirmative to approve the Special Use Permit with conditions of approval.

Staff Recommendation:

Staff recommends that the Board of Supervisors deny the appeal and uphold the Planning Commission's approval of the Special Use Permit based on the ability to make required findings, subject to conditions included in the approval.

REQUEST FOR APPEAL
(Monday, December 12, 2016)

Planning Division
108 E. Proctor Street
Carson City, Nevada 89701



Ladies and Gentlemen,

To: Carson City, Nevada Board of Supervisors and the Planning Commission

From: Phillip B. Ware, 969 Mark Way, Carson City, Nevada *Phillip B. Ware 12-12-16*

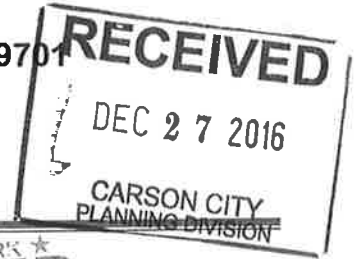
Re: November 30, 2016 Planning Commission Meeting - Community Center - 851 E. William Street
Carson City, Nevada

- Item F6 Special Use Permit - File No. SUP-16-160 - Approved 5:1 - Allows extended stays up to 180-days for the identified parcel (08-123-040) zoned TC:
 - Applicant: Roger Shaheen
 - Owner: Western Insurance Co.
 - Agent Rep: Lumos & Associates
- Acknowledgements:
 - Note 1: Discussion occurring under this Agenda Item ranged broadly and outside of Extended Stay SUP. Participants and Commissioners engaged as needed outside of the narrow confines of the SUP;
 - Note 2: The appellants recognize redundancy with some property conditions already identified as Conditions of Approval, but choose to include such as added emphasis;
 - Note 3: The appellants would like to acknowledge that many of our comments may be relegated as biased because of the tendency by some professionals and developers to recognize such comments as simply neighborhood opposition, or Not in My Backyard (NIMBY) efforts to disparage. We sincerely feel that when understood collectively and without bias, the evidence is overwhelming and compelling that an RV Park development at the referenced site is not a well-conceived development and is fraught with inherent risks from the developer's investment perspective and from the community's health, safety and welfare perspective.



Carson City Planning Division

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Carson City, Nevada 89701
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PLANNING COMMISSION
November 30, 2016

NOTICE OF DECISION

★ CLERK ★
FILED
Time 9:52a

DEC 07, 2016

By V. King
Deputy
Carson City Nevada

An application was received, SUP-16-160, to consider a request for a Special Use Permit from Roger Shaheen, (agent: Lumos & Associates, property owner: Western Insurance Co) to allow an extended stay (maximum 180 days) RV Resort, on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Rd., APN 008-123-40, pursuant to the requirements of the Carson City Municipal Code.

The Planning Commission conducted a public hearing on November 30, 2016, in conformance with City and State legal requirements, and approved SUP-16-160 based on the findings contained in the staff report and subject to the following conditions of approval.

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 to the Tourist Commercial zoning district, where adjacent to residential zoning. Improvements, 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:
 - a) 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.

- b) All roads and road structures shall be graded and surfaced and of sufficient design to support the weight of 20 ton vehicles.
 - c) 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 per 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 of 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 Avigation 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.

This decision was made on a vote of 5 ayes, 1 nay, 1 absent.



Lee Pjemel, AICP
Community Development Director

HS:ec

Mailed by: 12/15/16

By: RMT

**PLEASE SIGN AND RETURN THIS NOTICE OF DECISION WITHIN
TEN DAYS OF RECEIPT**

This is to acknowledge that I have read and will comply with the Conditions of Approval as approved by the Carson City Planning Commission.

Roger Shoheen
OWNER/APPLICANT SIGNATURE

12-28-16
DATE 23

ROGER SHAHEEN
PLEASE PRINT YOUR NAME HERE

RETURN TO:

Carson City Planning Division
108 E. Proctor St., Carson City, NV 89701

- Enclosures: 1. Planning Commission Notice of Decision (2 copies)-Please sign and return only one. The second one is for your records.
2. Self-addressed stamped envelope

Appellants:

Phillip B. Ware 969 Mark Way Carson City, Nv. 89706 775.690.2604 philbware@msn.com

For and on behalf of citizens making public comments at the Commissioners Meeting on November 30, 2016:

1. John Lubich 1001 Mark Way Carson City, Nv. 89706 775.841.5919
2. Tammie Lubich 1001 Mark Way Carson City, Nv. 89706 775.841.5919
3. Carol Garrett 909 Mark Way Carson City, Nv. 89706 775.882.6488
4. Arden Kelley 980 Mark Way Carson City, Nv. 89706 775.885.7564
5. Phillip Ware 969 Mark Way Carson City, Nv. 89706 775.690.2604
6. Glen Twitchell 4249 Louise Dr. Carson City, Nv. 89706 Unknown
7. Joseph Choat 4300 Louise Dr. Carson City, Nv. 89706 775.461.0596
8. Eric Antila 810 Mark Wy. Carson City, Nv. 89706 Unknown
9. John Drown 4200 Louise Dr. Carson City, Nv. 89706 Unknown
10. Rob Tiehm 4097 Louise Dr. Carson City, Nv. 89706 Unknown

For and on behalf of citizens not making public comments at the Commissioners Meeting on November 30, 2016:

1. Chris Schreiner 1050 Mark Way Carson City, Nv. 89706 775.884.0454
2. Tamara Nance 1047 Mark Way Carson City, Nv. 89706 415.531.3983
3. Karen Lubich 1001 Mark Way Carson City, Nv. 89706 775.883.7759
4. Mary Ware 969 Mark Way Carson City, Nv. 89706 775.690.2603
5. Carolyn Garrett 909 Mark Way Carson City, Nv. 89706 775.530.8766
6. Linda Raible 4193 Louise Dr. Carson City, Nv. 89706 775.882.8618
7. Don Frederick 1050 Holly Way Carson City, Nv. 89706 Unknown
8. Jenn Frederick 1050 Holly Way Carson City, Nv. 89706 Unknown

Issues/ Aspects Being Appealed (with Accompanying Information):

1. Extended Stay from 28 to 180-days: It is apparent that members of the community most knowledgeable of the impact on the revenue tax were not in attendance. On behalf of the identified citizens, I would like the passage of the SUP to be reconsidered because of the absence of expertise demonstrated by those present, including the representatives of the "Agent", Commission, planners, attorney and the public. I propose that the Commission and the Supervisors entertain comments from the likes of Joel Dunn, Carson City Visitor and Convention Bureau; the City Manager's Budget Office, and representatives from local hotel owners or manager associations. The potential impact of lost revenue from the transient tax was simply not addressed in sufficient detail to support the impact of forfeiting revenue; nor did the "Agent's" representatives support the need for a 180-day stay. The most compelling support was from those commissioners making comments opposed to the 180-day occupancy limit.

2. The recognition of the impact of extended stays may also be recognized by visiting local RV Parks. Citizens visited a sampling of these communities and photographs will be provided at the Supervisor Meeting if allowed. These photographs will demonstrate why the citizens believe the longer term RV Park tenant represents a risk to the community, including, ...

- Inability to enforce term of occupancy;



- Inability of “Agent” Shaheen’s representatives (from Lumos Engineering) to answer questions regarding transient tax, the implications and necessity for lengthy stays;
- The conceptual nature of the subject and reluctance to address any risk levels for the immediate neighborhood and the community; nor are they willing to meet with neighbors to discuss issues/risks;
- Non-familiarity of the consequences of existing elevation/grade of the proposed RV site, recommending a 6’ fence or wall on grades that are much higher than SFR property to the west;

Taken from easterly terminus of Holly Way 12.04.16: Eye level beneath the RV.



Taken from northerly side of Old Hot Springs showing elevation of easterly portion of proposed RV Park situs 12.04.16: Estimated aircraft height above the “deck”, slightly over 100’



- In response to noise related issues disturbing neighbors, ...
 - saying that management of the RV Park will address and that there are routinely quiet hours;
 - Also saying if RV'ers don't like airplane noise they can just leave, demonstrating an attitude;
 - Non-recognition and lack of response to Airport Manager Rowe and Airport Board Chair, Linda Law; I have personally calculated airplane altitude at 106' to 170' above the proposed site (the associated risks have not been mediated);

Aerial view demonstrating implications for noise and safety:



- Suggesting that a 20' buffer is a great amenity that could alleviate noise;
 - Suggesting that the clientele of the park, the target market will alleviate RV Park tenant generated noise;
 - The paved areas of the proposed RV Park will likely reflect/refract soundwaves that are currently not measurable;
3. Ignoring long term goals of the Airport Capital Improvement Program, ...“the purpose of acquiring this land is to prevent incompatible land uses within the flight path of the runway”.
- I talked to pilots who fly in and out of Carson multiple times per week as well as a professional aviation planner and laypersons who conclude the RV Park is an incompatible use, can be compared to high density residential and it is ludicrous to allow such a use under the glide path, between 100 to 200 feet above the “deck”, depending on aircraft variables; therefore a condition requiring Airport Planner professional review, above the local manager and Board authority, i.e. the FAA level should be mandatory before final approval and before the development process begins;
 - HUD and FFA have requirements for the potential risk levels for improved property under these extremely high risk locations;
 - No attempt has been made to contact the FAA to my knowledge;
4. Overnight, long term RV-tenants in confined designated spaces in a high density location within a arrival/departure glide path; in the event of an emergency or accident, ...
- Propane storage in virtually every occupied space





- Site plan states “possible propane sales”
5. Drainage: Referencing the drainage issue with the existing retention basin without recognizing specific studies to determine its capacity.
- The immediate area surrounding the proposed RV park represents the valley floor, consequently all storm water drainage effectively travels to the lower elevations of the neighborhood, hence the Floodplain/near floodway status at the entry. Implications for existing bar ditches, natural drainage, and existing retention pond are adequate without hydrology study

6. Ingress/Egress: Existing infrastructure is not designed to safely allow additional RV traffic based upon observation. Constraints include partial open bar ditches, and narrow two-way streets from all possible public street ingress/egress.



7. Miscellaneous but critical considerations:

- The supportive position of city planners relative to supporting RV Park development in spite of issues/conditions raised;
- Zoning Classification: The TC zoning classification is not a realistic classification for the subject site based upon issues raised; at best a restricted TC zone restricting dense populations would be better.
- Actual Feasibility: The valuation and feasibility model, while not applicable for the subject matter of this Letter of Appeal, is suspect. The "Agent", Roger Shaheen a successful real estate developer and investor is proposing and actively engaged in procuring all studies necessary to develop a multi-million dollar RV resort under a glide path to a municipal airport. If the resort were not so focused on overnight, weekly, monthly, semi-annual (extended) stays, but rather focused upon day-use entertainment facilities, there would be less associated risks. As planned, I believe the feasibility questionable and very risky. Read reviews from existing RV'ers who have posted complaints on-line. Noise is an issue. While the subject high risk location logically lowers the basis/cost of the land, giving some room for low performance levels (occupancy and revenue) a high risk of failure is also present if the occupancy and revenue performance is lower than industry standards.

- **Property history:** during the 1996-1997 time period, a similar RV Park proposal for the same site met with opposition from Airport officials and local residents. I do not know if the request was formally declined, or if the ownership just decided not to do the project for other reasons.
 - **Eminent Domain Strategy/Inverse Condemnation Strategy:** Since the property was purchased from an insurance company in liquidation, it is likely the actual or proposed contract or letter of intent purchase price could be influenced by a motivated seller. I would remind any reader of this Request for Appeal that under the Uniform Appraisal Standards for Federal Land Acquisitions, proposed plans are not usually a compensable item. The underlying ground is judged on its own merits and highest and best use theory. Ethically, under the Uniform Standards of Professional Appraisal Practice (USPAP), real estate appraisers may not take an advocacy position under normal appraiser/client relations.
 - **Soil conditions:** During construction of the freeway in the early to mid 2000's, virtually all the subject 38-acre parcel was excavated or mined for existing soils to be used in freeway construction. It was subsequently replaced and not likely compacted. Thus the current soils in place are likely inferior for construction purposes and may require added costs to develop the site, i.e. another risk for the development.
 - **Water usage:** Citizens would like to see the impact on reserves and utility rates ; 1-user usurping 59,700 gallons per day seems excessive;
 - **Intent to discriminate:** by suggesting no tent camping, no low-end or old RV campers allowed;
 - **Sanitation:** solid waste disposal stations should be far removed from nearby SFR districts;
 - **Density:** 215 RV-spaces plus 374 parking spaces is effectively 15.26-parking spaces per acre. There is potential therefore for a significant population within the RV-park at any point in time.
8. **History:** The subject site has a history of resistance from residents, Airport, and FAA with actual comments from a former Assessor that supports appellants' position.
- **Carson City Regional Planning Commission dated February 28, 1996 Public Hearing;**
 - Item G-2: MPA-95/96-5 Resolution from Don Langson
 - Item G-3: Z95/96-5 Change in Land Use by Don Langson
 - More detailed discussions included in minutes (see addenda)
 - Half the site is in a noise contour area (65);
 - In 1983 a MHP would have been allowed;
 - By 1994, after an FAA Grant, the city had eliminated MHP from permitted uses;
 - August 10, 1995, Minutes of Carson City Airport Authority meeting: Item 11, "the Community Development Department received a memorandum of understanding that the subject parcel would be utilized as a clear zone."

- December 28, 1995, letter from K.C. Weaver, Carson City Assessor to Sandra Danforth indicated “that an upscale MHP would be a more homogeneous use than a campground, commercial stable, RV Park or resort”.
- January 5, 1996, to John Lubich from K.C. Weaver, Assessor, indicated that the “best or most harmonious for the area” or “for the property owner would be to leave the property vacant” and “Good quality single family residences would also be a very harmonious use”.
- January 11, 1996, the FAA opined that an RV park was not compatible;
- January 28, 1996, the Chair of the Carson City Airport Authority wrote a letter regarding the proposed MHP, indicating it would not be compatible with the airport; that FAA grant documents gave direction to the city not to allow land uses or a change in land uses that will increase density to adjoining airport parcels; *Emphasis mine: why isn't 215 RV space park with ancillary and complementary facilities still considered a non-compatible use?*

Rule: historical and current issues raised all suggest that the proposed use is not compatible with neighborhoods and that current forces and personalities in play have ignored present and historical considerations.

Consideration: There are multiple compelling arguments and historical trends that indicate an RV park is not a good fit for the neighborhood and that additional rulings from authorities should be sought out including those identified in the above outline, e.g. Airport Board, FAA, Tourist Bureau, Local Chamber, City Manager’s Budget Office, etc. During the Commissioner’s Meeting on November 30, 2016 it was affirmed that Agent for property owner was not willing to discuss the project in an open forum with local citizens.

Conclusion: I recommend that the 180-day SUP be reversed and denied and that the Planning Commission and Supervisors restrict the uses to which the property may be utilized to mitigate risk to public health, safety and welfare.

Item F6 Special Use Permit –
File No. SUP-16-160
November 30, 2016 Plan Commission Meeting Appeal
Submitted Monday, December 12, 2016

ADDENDA

Late letters

Historical Documents

Tamara Nance
1047 Mark Way
Carson City, NV 89706

November 30, 2016

TO: Carson City Planning Commission
RE: Public Hearing, November 30, 2016
Special Use Permit, File No. SUP-16-160

Dear Planning Commission Members:

I recently moved into my home at the end of Mark Way, which is directly on the other side of the property line of the proposed RV Resort. I had planned on attending this evening's hearing, but am not feeling well.

There are many questions I have not had time to have answered regarding the proposed project, due to being new to the neighborhood and Carson City. I'm especially concerned about the safety of the planned project, given the proximity to the airport. I would like to do some research to find out what the FAA rules are regarding such a dense population being put in the flight path, not only because of the possibility of an accident, but also the impact of lights from the RV Resort compromising safety.

There are also questions of noise, lights, management of water run-off (flooding), fencing or walls, access, etc., impacting the neighborhood, that I would like extra time to research.

I'm requesting a postponement in any decisions regarding the special use permit, so myself and others most directly impacted by the decision can have time to research its potential outcomes. A four-month delay would seem reasonable considering the change to the neighborhood this project would bring, and the concerns regarding safety and its proximity to the airport.

Sincerely,



Tamara Nance

11-30-16

Planning Commission

I am a resident of Louise
La. next to the area west
of the airport. I hope you
will do a continuance
on the R.V. project planned
for that area for further
study. Thank you

Linda Raible

CARSON CITY REGIONAL PLANNING COMMISSION
Minutes of the February 28, 1996, Meeting
Page 1

A regularly scheduled meeting of the Carson City Regional Planning Commission was held on Wednesday, February 28, 1996, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 3:30 p.m.

PRESENT: Chairperson Alan Rogers, Vice Chairperson Vern Horton,
and Commissioners Allan Christianson, William Mally,
Maxine Nietz, and Deborah Uhart

STAFF PRESENT: Community Development Director Walter Sullivan, Deputy
District Attorney Mark Forsberg, Senior Planner Juan
Guzman, Senior Engineer John Givlin, Associate Planner
Tara Hullinger, and Recording Secretary Katherine
McLaughlin (R.P.C. 2/28/96 Tape 1-0001.5)

NOTE: Unless otherwise indicated, each item was introduced by the Chairperson. Staff then presented/clarified the staff report/supporting documentation. Any other individuals who spoke are listed immediately following the item heading. A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

A. ROLL CALL, DETERMINATION OF A QUORUM, AND PLEDGE OF ALLEGIANCE -
Chairperson Rogers convened the meeting at 3:33 p.m. by leading the Pledge of Allegiance. Roll call was taken and a quorum was present although Commissioner Pozzi was absent and Commissioners Mally and Uhart had not yet arrived.

B. COMMISSION ACTION - APPROVAL OF JANUARY 3, 1996, MINUTES (1-0025.5) -
Commissioner Nietz corrected the typographical error on Page 7 to be "'An aviation easement" rather than "A navigational easement". (Commissioner Mally arrived during the correction--3:35 p.m. A quorum was present as indicated.) Commissioner Nietz moved that the Regional Planning Commission approve the January 3, 1996, meeting minutes as amended. Commissioner Horton seconded the motion. Motion carried 6-0.

PUBLIC COMMENTS (1-0043.5) - Community Development Director Sullivan introduced Deputy Utilities Director Jay Ahrens. Mr. Ahrens then introduced the new Acting Health Officer Daren Winkelman. Mr. Winkelman gave a brief synopsis of his background. Chairperson Rogers welcomed him.

AGENDA MODIFICATIONS (1-0078.5) - Mr. Sullivan explained the request to continue Items F-5, F-6, F-7, and F-10. Direction from staff indicated Items F-5, F-6, and F-7 could be considered as part of the Consent Agenda.

E. CONSENT AGENDA (1-0100.5)

F-5. MPA-95/96-6 - DISCUSSION AND POSSIBLE ACTION ON A RESOLUTION FROM CARSON CITY

F-6. Z-95/96-6 - DISCUSSION AND POSSIBLE ACTION ON A CHANGE OF LAND USE REQUEST FROM CARSON CITY

F-7. Z-95/96-7 - DISCUSSION AND POSSIBLE ACTION ON A CHANGE OF LAND USE REQUEST FROM CARSON CITY - (Commissioner Uhart arrived during the introduction--3:40 p.m. A quorum was present as previously indicated.) Commissioner Nietz moved that Items F-5, F-6, and F-7 on the Consent Agenda be continued to the next regular meeting. Commissioner Mally seconded the motion. Motion carried 6-0.

F. PUBLIC HEARINGS (1-1035.5)

F-1. U-94/95-6 - DISCUSSION AND POSSIBLE ACTION ON AN AMENDMENT TO A PREVIOUSLY APPROVED SPECIAL USE PERMIT FROM ROCHELLE HOSKINS - Associate Planner Tara Hullinger and Rochelle Moniz-Lewis - Ms. Moniz-Lewis corrected her name. She indicated she had read the

CARSON CITY REGIONAL PLANNING COMMISSION
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COMMISSION (1-3222.5) - Chairperson Rogers recessed the Planning Commission and immediately reconvened the meeting as the Growth Management Commission. He noted for the record that a quorum was present.

F-10. GM-95/96-1 - DISCUSSION AND POSSIBLE ACTION FROM CARSON CITY TO AMEND TITLE 18.82 (1-3225.5) - Commissioner Nietz moved that Item F-10 be continued to the next regular meeting. Commissioner Horton seconded the motion. Motion carried 6-0.

RECESS THE GROWTH MANAGEMENT COMMISSION AND RECONVENE THE PLANNING COMMISSION (1-3228.5) - Chairperson Rogers recessed the Growth Management Commission and immediately reconvened the Planning Commission. (A quorum was present as previously indicated.)

DINNER RECESS (1-3230.5) - Chairperson Rogers then recessed the Planning Commission - 6:20 p.m. At 7:08 p.m. Chairperson Rogers reconvened the Planning Commission. A quorum of the Commission was present although Commissioner Pozzi was absent as previously indicated. Staff present included: Community Developer Director Sullivan, Fire Chief Buckley, Deputy District Attorney Forsberg, Senior Planner Guzman, Senior Planner Danforth, Associate Planner Hullinger, and Recording Secretary McLaughlin.

G. PUBLIC HEARINGS

G-1. DISCUSSION AND POSSIBLE ACTION REGARDING THE ADOPTION OF THE CARSON RIVER MASTER PLAN (2-0015.5) - Mr. Sullivan and Carson River Advisory Committee Member Mark Kimbrough - Mr. Kimbrough briefly defined the changes made since the last meeting. Public testimony was solicited but none given. Chairperson Rogers indicated the Commission would take action on the element at a special meeting in March. The actual date is to be selected later in the meeting. Public testimony was again solicited but none given. Commissioner Nietz moved that Item G-1, adoption of the Carson River Master Plan be continued to a special meeting to be scheduled later in this meeting. Commissioner Mally seconded the motion. Motion carried 6-0.

G-2. MPA-95/96-5 - DISCUSSION AND POSSIBLE ACTION ON A RESOLUTION FROM DON LANGSON; AND, G-3. Z-95/96-5 - DISCUSSION AND POSSIBLE ACTION ON A CHANGE OF LAND USE REQUEST FROM DON LANGSON (2-0181.5) - Carol Dotson and Glen Martel from Lumos and Associates, Don Langson, Associate Planner Hullinger, Senior Planner Danforth, Attorney Scott Heaton who represented Mr. Langson, Bill Mabray, John Lubich, Deputy District Attorney Forsberg, Carson City Airport Authority Chairperson Neil Weaver, Carson City Airport Authority Member and Carson City Fire Chief Louis Buckley - Ms. Dotson reviewed the request, the application's history, staff and neighborhood concerns and efforts to mitigate same. A primary access has been acquired from Hot Springs Road. Architectural standards and setbacks have been created and are contained in the CC&Rs. The project purportedly will not impact the surrounding property values. The project is outside the Airport's clear zone. The project and its CC&Rs were then explained.

Mr. Martel expounded on the details and mitigation measures. The project is within the airport approach zone and noise impact zone, however, it is outside the clear zone. He indicated that any items contained in staff's January 9, 1995, letter which were not addressed by his comments were considered either non-issue items, not applicable, or had been agreed with earlier. Another access from Hot Springs Road had been acquired. The proposal is a more compatible use than other permitted uses regarding density, other potential conflicts, etc., indicated in Item 2. Numerous standards referenced in Item 3 had been met or exceeded, i.e., open space requirements, landscaping, layout, lighting, and the density. The project had a lower density than allowed under the other uses. The lighting indicated was double that required. Item 10 had been accomplished. A buffer zone along the west and south sides of the property had been provided as requested in Item 11. Walkways were also included as well as access to the open space and public areas on the north. The parking area had been relocated as recommended in Item 15. The detention pond had been converted as recommended in Item 16 and will serve a dual purpose. Sidewalks and wider streets will be provided as recommended in Items 17 and 18. Item 20 has been provided by the applicant. He felt that the project had been redesigned due to these changes. Mr. Martel then reference the January 11th

CARSON CITY REGIONAL PLANNING COMMISSION
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letter and indicated that the applicant has applied for a major project review of an RV park for the site. This project is a permitted use allowed under the zoning and would allow a greater density. The airport would allow the RV park as a compatible use. Mr. Martel indicated the applicant would have been allowed to construct the mobile home park on the project in 1983, which was before the FAA airport grant had been obtained. Therefore, he felt that this would be a non-issue item and not violate the FAA contract requirements placed on the City when the grant was obtained. In response to the February 9th letter, Mr. Martel felt that the applicant could apply for another project in less than one year if the second project is not "substantially similar" and indicated that the applicant may return with a "substantially different" mobile home park within one year. The applicant felt that the project would be a better neighbor and a more compatible use than allowed under Paragraph 1 at the bottom of Page 4. There are other residential structures in the airport's approach zone. The applicant had initiated a couple of meetings with the neighbors and staff as suggested in Paragraph 2 on Page 5. Modifications to the original plan as a result of these meetings were noted. The original block wall was eliminated from the plan when it was determined that staff would not reduce the 30 foot buffer requirement. The applicant then proposed the 30 foot heavily bermed and "treed" buffer along the west and south sides and a 90 percent sight obscuring permanent, chain-linked type fence around the entire property. This was the only change made regarding Paragraph 4 on Page 5. He requested clarification as to whether this fencing and buffer was adequate to replace the block wall. This buffer, the wall, and the lease disclaimer should adequately notify any lessees of the noise and animals adjacent to the park. He agreed that it may not eliminate all of the complaints. He felt that the noise and safety issues would plague any project proposed for the site in reference to Paragraph 1 on Page 6. He reiterated his reasons for feeling that the proposed density was a better use of the site and much safer than an RV park. The applicant had not been advised that noise testing would be conducted on the property which was indicated in Paragraph 2. Therefore, the decibel data is misleading as the "ldn" noise contour master plan map does not directly correlate to a direct dba reading. The complex formula for establishing this correlation was noted. Approximately half of the project is under the map's 65 noise contour area. He then explained the purpose of the airport master plan in response to Paragraph 3 on Page 6. There are several conflicts in the surrounding area with this plan. The property was added to the airport's 1995 wish list for acquisition. There has not been a short-term funding program established for this acquisition. The buffer and bermed area addressed Paragraph 2 on Page 7. He felt that the proposal was compatible with the property on the east side as the 90 percent sight-obscuring fence would appropriately buffer the two parcels. He reiterated his comments concerning the property's 1982 land use designation, the airport's master plan, and reasons for feeling that the City would not have a problem with its 1993 FAA grant in response to Page 7, Paragraph 4. The Title 18 changes reference on Page 8, Paragraph 1, would impose a hardship to the property owner by the removal of the mobile home park from the list of primary permitted uses as he would incur numerous time delays due to the master plan amendment and change of land uses requirements and their related financial impositions mandated for additional engineering and planning costs.

(2-0748.5) Mr. Langson explained his relocation to Carson City and years of support donated to the community. Ashton Park would be a nice, desirable, senior park. He had been involved with the project since 1982. Its financial problems were noted to explain the delay in its construction. He had pursued the project whenever "windows of opportunities" opened. In 1994 he actively began again, however, the City eliminated mobile homes parks from the list of primary permitted uses in the Tourist Commercial district. During the last year he had been working with the City in an attempt to mitigate the many staff and neighborhood concerns at a great expense. The need for the project was stressed to emphasize his reasons for feeling that the project would be a more compatible project for the area than other designated uses. He then explained his request for a major project review of a recreational vehicle resort as an alternative to the mobile home park.

Ms. Hullinger then reviewed the staff report and emphasized staff's concerns with the proposed project and its incapability. FAA indicated in a January 11, 1996, that the project is not an compatible use and support for the Tourist Commercial zoning. The Airport Authority supported this letter. Staff's on-site noise study was explained. It determined that the aircraft noise level on the property is 65 dba. Her comments stressed the need for the applicant to provide facts to support his application for the change of land use and master plan amendment. Reasons for feeling that the applicant had failed to provide these findings/facts were outlined. A mobile home park requires a change of land use even if it is a primary permitted use in that zoning district. This would require justification and findings to support his request. Therefore, staff did not feel that the elimination of the mobile home park from the primary permitted uses created an impact on the request. When the buffer was initially discussed, staff had recommended using larger lots, i.e., one acre parcels, with a transition to smaller lots as a more

CARSON CITY REGIONAL PLANNING COMMISSION
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acceptable buffer. The applicant did not accept this suggestion, therefore, staff had recommended larger than 6,000 square foot lots and a buffer in combination with the solid masonry wall. Staff was still concerned about the potential for nuisance complaints in view of the large animals allowed on the abutting parcels. Disclosures are useful but do not mitigate the adverse impacts. Complaints are still made. The City would still be responsible to mitigate those complaints. The Code restriction on projects which are denied was explained. Notices were sent to 40 property owners and two written objections received.

(2-1025.5) Staff and the Commission discussed the FAA letter, the applicant's failure to provide findings to mitigate it, and the major project review request for an RV park.

(2-1068.5) Mr. Heaton indicated the applicant would pursue other primary permitted uses allowed under the Tourist Commercial designation. This project will be an RV park. A RV park would eliminate the Commission, Board of Supervisors, and the neighbors from the discussions. This was not the applicant's first choice. He questioned the reasons a higher density as provided by the RV park would be more compatible than the mobile home park proposed. A RV park would not require review by the FAA nor the Airport Authority. Neither proposal would address the FAA and Airport Authority concerns regarding the noise and safety issues. If they do not wish to see the property developed, they should acquire it. It was not fair to force the applicant to mitigate the safety and noise concerns. The property is not located in the clear zone. If asked, the FAA and the Authority may support a 221 space mobile home park rather than have 1,000 RV spaces. The neighbors may also find the same density issues more compatible. His legal opinion indicated the FAA grant did not state a prohibition against zoning changes. He claimed that the grant indicated that to the extent reasonable, the City would not change zoning to an incompatible use. In 1993 when the grant was obtained, a mobile home park was a primary permitted use. The FAA knew at that time that the property was zoned for a mobile home park. The City excluded it in 1995 during the processing of the application. He felt that staff had misstated the requirements when it is indicated that the zoning must be changed to mobile home park when it is a primary permitted use. It should not be a discretionary function of either the Board of Supervisors nor the Planning Commission.

(2-1190.5) Mr. Martel explained that his review of the FAA letter indicated that a RV park is an allowed use under the 65 dba contour, which half of the property is.

(2-1205.5) Public testimony was solicited. Mr. Mabray, Eagle Valley Vista Subdivision representative, explained that the neighbors had elected two spokespersons to represent them. This was the reason only two objections had been received by staff. Chairperson Rogers requested a sign-up sheet be circulated and that all of the individuals who were represented by Mr. Mabray sign it. The neighborhood has had concerns with the project since January 1995. Several of the mitigation efforts indicated had not been discussed by the neighborhood. The original presentation had indicated that the park would contain only double and triple wide units which were placed on foundations. The streets would be 60 feet wide. Mr. Langson had discussed the fencing with him. Mr. Mabray felt that only a block wall would be appropriate. At the end of the second meeting, the neighbors had not voiced any opinions as none of the concerns had been addressed. Legal access is from Mark and Holly Way. This would create a traffic problem for the neighborhood. The rural residential neighborhood was explained. Only today was it known that they had obtained an access from Hot Springs. Their January 17, 1996, letter was cited to illustrate that it originally was only an offer to obtain the access which was based on approval of the project. He then questioned the reasons the density had fluctuated since January 1995 as well as the actual size of mobiles which would be allowed in the park, which had been changed between September 1995 and December 1995. The construction period for the project was questioned as it was felt that five years was a long time for the neighborhood to be disrupted. Concerns were expressed about the impact the park would have on the rural lifestyle of the neighborhood regardless of the notification procedures given to the lessees. He also questioned the size of the park and outlined the areas designated for open space, streets, etc., which indicated the calculations were incorrect. He stressed that the neighborhood was present only to fight the mobile home park proposal and not any other proposal. He indicated that it had been explained that the RV park could be developed without considering the neighborhood or its concerns in response to Commissioner Mally's question. Mr. Mabray indicated the reason for leaving the second meeting so quietly had been due to the applicant's failure to address any of the concerns for a year. Commissioner Mally urged the neighborhood to work with the applicant.

(2-1412.5) Mr. Lubich, another spokesperson for Eagle Vista Subdivision, explained that originally the applicant

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would be responsible for the landscaping, however, the news article indicated each lessee would be responsible for the landscaping. The Hot Springs easement was obtained from his brother and questioned the difficulty in obtaining same. Four paragraphs from a January 30, 1996, Washoe County Airport Authority press release was read to illustrate the need to maintain open space/rural areas around an airport. Costs incurred to relocate the adjacent residents in Washoe County were explained. Mobile homes cannot be retrofitted, therefore, they are not relocated. Modular homes are the same. Recommendations encourage the elimination of any uses in 65 dba noise zones due to the lawsuits and Federal rules and regulations. He displayed a letter from City Assessor Kit Weaver which indicated that his review of the financial impact to residences adjacent to Park de Maison shows no reduction in value. Mr. Lubich then explained that Assessor Weaver's response to his January 3rd letter had indicated that the best or most harmonious use of the area would be to leave the property vacant although a good quality, single family residences would also be a harmonious use. A copy of this letter was given to the Commission. Mr. Lubich then noted a Boulder, Colorado, open space project which supported retention of open spaces. The By-pass is proposed to cut between Mark Way and College Park Way. This would cut the one acre residential area off and place it adjacent to the mobile home park which he felt was poor planning. He then explained several aircraft accidents in the area to support his safety concerns. He commended the staff for listening to the neighborhood concerns. He indicated that he did not wish to live adjacent to an RV park. Discussion ensued between Commissioner Mally and Mr. Lubich on this proposal and Mr. Langson's ability to construct an RV park. Discussion noted all of the homes are located in the take-off pattern from the airport which is the worst area to be in. Commissioner Mally encouraged the residents to acquire the property. Mr. Lubich expounded on his safety concerns if a RV park is constructed and encouraged Mr. Langson to construct single family one acre residences.

Chairperson Rogers request anyone who had not yet signed the sheet to come to the podium and do so.

(2-1678.5) Airport Authority Chairperson Weaver explained that the property is on the Authority's wish list, however, he was unsure of when funding would be available for its acquisition. The best use for the property according to the airport needs would be to maintain it in an open and unused state. The airport safety concerns were cited to support this recommendation. Property surrounding Mr. Langson's had been acquired. He cautioned the Commission against approving any use which would jeopardize the Federal AIP funding even though he was unsure whether this program would continue to be funded by Congress. FAA could not make a commitment on funding for acquisition of the property due to this problem. Current projects and their funding were noted to illustrate the cost to operate the airport. He urged the Commission to consider the economic impact which would be created in Carson City if the airport is lost based on a bad decision. He indicated there is a report showing that the airport is worth millions of dollars and provides hundreds of jobs to the City. The safety concerns were noted to emphasize the need for a clear zone around the airport. He was willing to meet with Mr. Langson or his attorney, however, a firm commitment could not be given as funding is unknown. Discussion ensued between Commissioner Nietz, Chairperson Weaver, and Airport Authority Member Buckley regarding a question of a potential conflict of interest involving Mr. Paul Lumos, whose firm had done a considerable amount of work at the airport and was involved with Mr. Langson and other property owners surrounding the airport. Mr. Buckley indicated that there had not been a conflict of interest shown and discussions are now centering around extending a contract to Mr. Lumos for additional services or seeking another RFP for general response.

(2-1818.5) Mr. Forsberg advised the Commission against considering the proposal RV park. Chairperson Weaver indicated the Authority had not considered this proposal and he could not respond to questions on it. Chairperson Weaver responded to Chairperson Rogers' question by expressing his opinion that the highest and best use of the property due to the airport's concerns would be the safest use which is to leave it open. Mr. Buckley, as the Fire Chief, then expressed his feeling that the more people who are located on the site, the higher the risk. This would increase his concerns. The Airport Authority, however, may not receive as many complaints from the RV park users as compared to the permanent mobile home park residents. This is the reason for the FAA and Airport Authority's feelings on compatible uses. He then suggested that the Commission contact either San Francisco or Orange County to determine the impact on the airport created by development. He did not have the report on the number of complaints currently made. There are certain individuals who oppose the airport/airplanes who are continuously calling.

Chairperson Rogers then explained the procedures and again solicited public comments. No response was made

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Mr. Sullivan explained that the Board of Supervisors would consider these Items on March 21.

BREAK: An eight minute recess was declared at 9:35 p.m. When the meeting reconvened at 9:43 p.m., a quorum was present as indicated although Commissioner Pozzi was absent.

G-4. M-94/95-32 - DISCUSSION AND POSSIBLE ACTION REGARDING A REQUEST FROM CARSON CITY (2-2697.5) (3-0277.5) - Continued until later in the meeting. The Commission requested separate meetings be held on the Design Standards even though it would mean additional special meetings rather than to have a meeting on both the Design Standards and Master Plan at the same time. Commissioner Nietz indicated she had additional items. Mr. Sullivan encouraged the Commission to provide Mr. Joiner with suggestions/comments on the guidelines as soon as possible. No formal action was taken.

G-5. U-95/96-19 AND U-95/96-20 - DISCUSSION AND POSSIBLE ACTION ON A SPECIAL USE PERMIT FROM CARSON-TAHOE HOSPITAL (2-2692.5) - Mr. Sullivan, Carson-Tahoe Hospital Project Coordinator Roger Sedway, Gene Chaney's Representative Steve Tackes, John Copoulos, Carson-Tahoe Hospital Legal Counsellor Mike Pavlakis, Mr. Givlin - Mr. Sedway explained the Hospital's reasons for appealing Condition 7 concerning the parking lot hours of operation and lighting. As it is a public parking lot, the Hospital should not close the lot during certain hours nor turn off the lights. He had been advised that the City would not be able to do this either. Copies of a letter from his electrical engineer explaining the lighting requirements were given to the Commission. (A copy was not given to the Clerk.) Details of the "compromised" lighting plan were explained. He acknowledged the security issues as well as the light pollution concerns but felt that the plan would minimize both. He also indicated that the parking lot would not be constructed until the Spring/Summer of 1998. He then explained the ballard fixture for Commissioner Mally. He did not feel that vandalism of the four foot lights could be prohibited. The parking lot would remain open 24-hours a day and employees will be encouraged to utilize the area. Reasons for hiring Barrett Engineering to do the lighting plan were explained. Mr. Barrett's daughter is the closest neighbor to the parking lot and had indicated support for the project. The five foot fence would be "solid" and help reduce the light pollution. It would be either a wooden fence or block wall. He did not feel that a landscaped fence would have an adequate growth period within an acceptable timeframe to meet the Hospital's need. Commissioner Nietz felt that the fence was to be six feet high and Mr. Sedway indicated the Hospital would meet the standard. Mr. Sullivan indicated the Code would be met. Mr. Sedway indicated that the majority of the parking lot usage would occur during the daytime. Commissioner Christianson expressed his reluctance to accept the "liability" reasons for not maintaining Condition 7. He felt that the lights could be a pollution problem for the neighborhood. Mr. Sedway responded by explaining the liability concerns if the lot is gated. Commissioner Christianson explained his personal knowledge about the lack of use of the Mountain Street trailhead parking lot after 9 p.m. Those lights remain on all night. Mr. Sedway emphasized that his contact with Public Works indicated the City had the same liability concerns. Commissioner Christianson pointed out that this was the very reason for insurance. Discussion noted the easement to the parcel on the north which indicate it is not landlocked. Commissioner Uhart disagreed with the gate requirement and the original decision to turn off the lights due to the potential for vandalism, etc. She supported the new lighting design.

(2-3070.5) Mr. Tackes indicated his representation of Gene Chaney and explained the restrictions on the parcel, his involvement with the neighbors and the hospital including his personal contacts with the neighbors, Mr. Chaney's agreement to install a fence, the lighting concerns, and his support for the current lighting plan.

(2-3181.5) Public testimony was solicited. Mr. Copoulos explained that his residence is located ten feet to the east of the site. He opposed the request to remove the "safe guards". He felt it would make his property unmarketable and indicated he would be looking to Carson City and the Hospital for a resolution. Reasons for his feeling that his property would be unmarketable was due to the feeling that a buyer would not wish to live adjacent to the parking lot. He did not feel that the Hospital would be interested in the site as it is a small lot. An offer had not been made. There is a six foot hedge and one mature tree adjacent to the parcel. Additional public comments were solicited but none made. Public testimony was closed.

Commissioner Uhart stated for the record that she had in the past represented the Hospital in the acquisition of a residential piece of property. She did not feel that it would affect her ability to make a rational decision in this



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

January 20, 1995

Lumos & Associates
800 East Graves Lane
Carson City, NV 89706

Attention: Carl Cavolick

Dear Mr. Cavolick:

In review of the Langson Mobile Home Park submittal for the January 19, 1995 Major Project Review, our staff has the following comments.

In reviewing Title 18.08 (Mobile Home Park Ordinance), the following sections raised concerns in staff's minds when reviewing the site plan.

CCMC 18.08.010(b)

1. Assuring land use patterns consistent with the circulation network and availability of public services and facilities.

Steve Mihelic, Fire Department representative, indicated that with construction of the bypass, the Fire Department response time would be increased from two minutes to approximately five to six minutes.

Conversation ensued discussing possible alternative routes across the public zoned land to Arrowhead Drive and the second access route across Richard Langson's property to Hot Springs Road. A two minute Fire Department response time could be maintained via the Hot Springs Road access to the site.

CCMC 18.08.010(d)

2. Resolving potential conflicts between adjacent land uses.

Staff wonders how the applicant intends to resolve potential conflict between Single Family One Acre and Mobile Home Park land uses, and potential conflict between MHP and Airport uses?

CCMC 18.08.010(q)

3. Promoting better community design appearance and recognition of Carson City by providing a more pleasing environment for residents, business and visitors.

Please address how this project will promote better community design, and appearance by providing a more pleasing environment. What type of aesthetic amenities will be provided to attain this end?

The submittal did not address landscape, berming, and fencing requirements of the MHP Ordinance. Please provide details meeting this code requirement.

CCMC 18.08.030(1)

4. Permitted uses in a mobilehome park
 - a. Mobilehomes
 - b. Managers office for the MHP
 - c. Recreation center for the MHP
 - d. Laundry for the MHP
 - e. Home occupations
 - f. Other uses substantially similar to those above, with Community Development approval

Please provide a detailed plan of all the above amenities to be provided in this project.

CCMC 18.08.030(2)

5. Permitted uses in a MHP with S.U.P. approval
 - a. Recreation center for other than MHP residents
 - b. Child care centers
 - c. Convenience stores
 - d. Limited sales related to mobilehome maintenance and operation with the MHP
 - e. Limited display and sale of Mobilehomes installed as model units
6. A fee of \$150.00 plus \$1.00/space over 25 spaces was required as part of today's meeting and was overlooked in the application submittal. Payment would be very much appreciated.
7. The mobilehome park requires a CHANGE OF LAND USE to MOBILEHOME PARK (MHP) zoning district to be in place prior to any construction or improvements (CCMC 18.08.020 {1, 3}).
8. In accord with State Division of Environmental Protection agency requirements, an Air Quality surface disturbance permit is required prior to any surface disturbance associated with this project.

9. Please include a plan showing the proposed lighting plan for the project with your submittal.
10. CCMC 18.08.050(7, 8) states: The applicant is encouraged to provide a diversity of space sizes and configurations and is encouraged to provide a diversity of setback configurations.

Staff would like to see the above type of diversity provided in this MHP design:

11. CCMC 18.08.050 states: The standards provided in this section are intended to require sufficient open space and complementary uses under conditions which assure protection of the character of the district in which the MHP is located.

Please address how the proposed project provides sufficient open space, complementary uses and how the Character of the Tourist Commercial district is assured.

12. Please revise the vicinity map to more accurately show project location and shape.
13. Please provide a plan for the southeastern portion of the project or show it as "Not a Part". However, staff would prefer to review the design of this portion as part of the overall design.
14. All requirements of Title 18.08 need to be met in designing and processing of the MHP project.
15. The "guest parking" spaces located at the entrance are not well designed from the aspect of cars backing onto the entrances and from the code requirement that the entrances are to be landscaped. Please address these items in the revised submittal.
16. What are the applicants plans for development of the detention basin? How will the spaces backing onto the detention basin be treated? Please provide detailed plans for this area.
17. Where are sidewalks, pathways, etc. to be provided throughout the project? Are they landscaped? Please provide detailed plans.
18. Please provide street widths and indicate if parking is to be provided along one side or along both sides of the street.
19. Please relocate or redesign the guest parking areas which back into intersections.
20. Staff requires an updated topo map to show the recent grading that has been done on this site.

21. CCMC 18.08.040 allows the applicant to apply for a building permit within 180 days of today's project review meeting.

Discussion also ensued regarding the feasibility of a single family one acre development on the site as well as possible alternative lot sizes. Since staff has received several protest calls from owners of neighboring parcels, the applicant may wish to contact their neighbors prior to further submittal in order to be aware of their concerns.

Since the applicant's submittal does not adequately address the needs and requirements stated in Title 18.08 in the proposed MHP design, staff suggests that the applicant provide a redesign of the project more in keeping with CCMC 18.08.010 - Purpose of Mobilehome Park Development Ordinance, and keeping in mind especially fencing, berming, landscaping, a diversity of space sizes, and configurations, and a diversity of setback configurations.

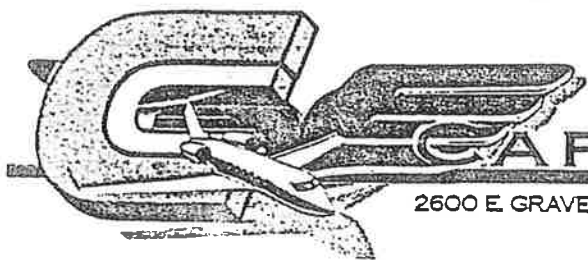
Staff looks forward to working with you in creating a viable project on this site. Please contact me if I can assist you with this project.

Sincerely,



Sandra Danforth, Senior Planner

SD/dt

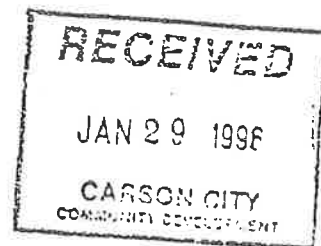


CARSON CITY AIRPORT

2600 E. GRAVES LANE #6, CARSON CITY, NV 89706 • (702) 887-1234 • 882-1311 • FAX (702) 887-123

January 28, 1996

Ms. Tara Hullinger
Associate Planner
Carson City Community Development Dept.
2621 Northgate Lane Suite 62
Carson City, NV 89706



Re: Hot Springs Mobile Home Park

Dear Ms. Hullinger:

This letter is to advise your office of action taken in regards to the Hot Springs Mobile Home Park, at the January meeting of the Carson City Airport Authority. Authority Members agreed to recommend to the Planning Commission that a Mobile Home Park would not be compatible with the Airport. Adjacent lands were acquired by the Airport Authority in past years in order to assure clear safety zones and to mitigate noise. The Authority has also reviewed FAA grant documents that give direction to the city not to allow land uses, or allow changes to land uses that will increase density to adjoining airport parcels.

Sincerely,

Neil A. Weaver
Chairman
Airport Authority



CARSON CITY, NEVADA
CONSOLIDATED MUNICIPALITY AND STATE CAPITAL



December 28, 1995

Mrs. Sandra Danforth
Senior Planner
Community Development Department
City of Carson City

Dear Mrs. Danforth,

I have been asked by Carol Dotson of Lumos & Associates to write you concerning my opinion of the potential financial impact on the values of nearby residential lots if a proposed mobile home park is developed behind the Carson Hot Springs property.

The description of the proposed park leads me to believe it would be comparable or superior to Parc de Maison on Colorado Street. If so, of all the legal uses of property zoned tourist commercial, an upscale mobile home park would have the most positive affect on the nearby residential lots. The proposed park would certainly be a more homogeneous, residential community than a campground, commercial stable, R.V. Park or resort.

Based on recent sales, in the neighborhood, Parc de Maison does not have a negative influence on the value of nearby residential properties. The residents of Parc de Maison show a certain "pride of ownership" of their manufactured housing by the way they care for and maintain their properties.

If you have any questions for me about this matter, please advise.

Sincerely,

Kit Carson Weaver
Carson City Assessor

KCW/df



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

January 5, 1996

Mr. John Lubich
1001 Mark Way
Carson City, NV 89706

Dear Mr. Lubich,

In my letter to Sandy Danforth of December 28, 1995, I was responding to questions concerning the potential financial impact on nearby residences if a proposed upscale mobile home park was developed behind Carson Hot Springs. My review of residential sales near Parc de Maison showed no reduction in value due to their proximity to that mobile home park.

In your letter of January 3, 1996, you ask me what use would be the "best or most harmonious for the area". The best use for the existing property owner would be to leave the property vacant. Good quality single family residences would also be a very harmonious use.

If I may be of any further service in this matter, please advise.

Sincerely,

Kit Carson Weaver
Carson City Assessor

KCW/df

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

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 _____

(6:01:05) – Chairperson Esswein introduced the item. Ms. Sullivan presented the agenda materials, including photographs of the property, all of which are incorporated into the record.

(6:05:20) – Applicant Janet Mello introduced herself and reiterated her request for a zoning change. Terry Edwards, co-applicant, also noted that they wished to have the zoning change to make the property “more attractive to buyers”. Chairperson Esswein received clarification that the current church on the property was leased by another entity and was an active church. Ms. Sullivan explained to Commissioner Green that the church in its current state could continue to exist; however, should they request an expansion, a Special Use Permit will be required. Chairperson Esswein noted that this item “was bringing the zoning in to compliance with the Master Plan” and that it made “a lot of sense”. There were no public comments or objections to the request.

(6:09:03) – I move to recommend to the Board of Supervisors approval of ZMA-16-153, a Zoning Map Amendment to change the zoning of APNs 009-197-02 and 009-197-03 from a Single Family 1 Acre to Multi-Family Apartment, on property located at 150 E. Roland St. and 4810 Snyder Ave., based on the findings contained in the Staff Report.

RESULT:	APPROVED (6-0-0)
MOVER:	Sattler
SECONDER:	Green
AYES:	Esswein, Sattler, Borders, Green, Monroy, Owens
NAYS:	None
ABSTENTIONS:	None
ABSENT:	Salerno

F-6 SUP-16-160 FOR POSSIBLE ACTION: TO CONSIDER A REQUEST FOR A SPECIAL USE PERMIT FROM ROGER SHAHEEN (AGENT) LUMOS & ASSOCIATES (PROPERTY OWNER: WESTERN INSURANCE CO) TO ALLOW AN EXTENDED STAY (MAXIMUM 180 DAYS) RV RESORT, ON PROPERTY ZONED TOURIST COMMERCIAL (TC), LOCATED AT 1400 OLD HOT SPRINGS RD., APN 008-123-40.

(6:10:12) – Chairperson Esswein introduced the item. Mr. Plemel presented the agenda materials, including late information public comments, both of which are incorporated into the record. Chairperson Esswein invited the applicant or representative to the podium.

(6:23:50) – Michele Rambo of Rubicon Design Group introduced herself as the applicant representative and delivered a PowerPoint presentation, incorporated into the record, and addressed several of the conditions. She noted the three-phased plan would be modified to state that “it would comply with Section 1809”. Additionally, the applicant believed “there’s really no way to enforce [the airport noise complaints]”, noting that they agreed with all the other conditions of approval. Commissioner Monroy inquired about the Section 1809 requirements and Mr. Plemel clarified that some of the amenities such as a putting green and a fitness center were not required by and RV park that will be included; however, all other requirements of Section 1809, such as a resident manager, required number of restrooms, etc., will be included. Mike Bennett of Lumos and Associates clarified for Chairperson Esswein that the application did include a three-phased approach; however, the developer planned to accelerate the project. Mr. Plemel explained that the requirements were based on the number of RV spaces and would be different for each phase.

Vice Chair Sattler received clarification from Mr. Bennett that each space could have one recreational vehicle and one tow vehicle, but not more. Mr. Bennett also believed that residents staying 180 days could leave the park and return on the same day to enroll in another 180-day stay. Commissioner Borders was informed that there were restroom and shower facilities in the clubhouse and “there are buildings scattered all over the development that have restroom, shower, and laundry facilities”, and that the clubhouse would contain enough amenities to comply during the first phase. As for the development height, Mr. Bennett noted that the architectural examples are conceptual as part of the Special Use Permit (SUP) and that the two-story buildings will be limited to 26 feet. Commissioner Monroy expressed concern over the use of Hot Springs Road as it is a “pretty narrow road”. Mr. Bennett noted that a traffic study was planned as it was a condition of approval, adding that the planned casino and restaurant would most likely be open to the public as well.

Commissioner Green believed 180 days is too long of a stay and Mr. Bennett noted that the clientele the applicant wished to attract were “snowbirds” who would stay for a season. Discussion ensued regarding RV size and the six-month stay and Mr. Bennett explained that the planned spaced will be able to accommodate large RVs, adding that the applicant was trying to attract long-term residents. Commissioner Borders and Chairperson Esswein discussed the long-term stay tax implications and stated that a stay longer than 28 days would exempt RV owners from the transient tax. Mr. Plemel did not believe that another tax for long-term rentals applied. He also clarified for Mr. Plemel that there were no unusual requirements from the Carson City Fire Department and the Carson City Sheriff's Office. Chairperson Esswein entertained public comments and reminded speakers to limit their statements to 3 minutes.

PUBLIC COMMENT

(6:50:29) – Carson City Airport Manager Tim Rowe noted that the study cited in the agenda materials was called an FAA Part 77 Study and not a Part 17 Study, required by the FAA. He also thanked the developers for removing the planned pond as birds would have interfered with aircraft. Mr. Rowe noted that the RV park would be located “directly under the flight path of the west side of the Airport, a primary runway for departures”, calling it the loudest and most critical phase of flight for an aircraft. He also gave examples of three crashes near area airports, noting that one had crashed in an RV park north of Reno Airport, an area of concern for many airport operators. Mr. Rowe explained that the Airport was not going anywhere and that “everything that we have done over the past 50 years at this Airport has been done to improve safety” and invited the applicant to attend an Airport Authority meeting to discuss the issue further. Airport Authority Chairperson Linda Law noted that she was both a pilot and an RV traveler. Ms. Law noted that as a homeowner in the area, she had disclosed the aircraft noise when selling her home. She stressed the importance of disclosing the aircraft noise early in the mornings when planes were taking off, no matter how inconvenient the process was for the developer. Ms. Law also invited the applicant to an Airport Authority meeting for further discussion.

(6:59:14) – John Lubich noted that he lived “one house west of the proposed site” and requested the item to be continued, as the information was received shortly before the Thanksgiving holiday and many people were traveling. Mr. Lubich requested three or four months for the residents to “get together” and discuss the project as he would be recovering from an upcoming surgery. He also introduced two additional letters of opposition by neighbors. If an extension will not be possible, Mr. Lubich requested several hours to discuss the project and added that he had spoken to the FAA and was informed that they had not yet been notified.

(7:06:12) – Phil Ware, a Mark Way resident, expressed concern over the property becoming “a hangout during the low occupancy periods” and disturbing the peace, since alcohol will be sold on the premises. He also noted that

“very little open space” will be maintained as the proposed density is 5.6 units per acre. Mr. Ware was concerned about the narrow streets that would back up the entrance to the facility. He also stated that he had researched the ownership and had found that Western Insurance was “an insolvent company”, adding that the owner should be identified. Additionally, Mr. Ware expressed concern over storm water and flooding.

(7:11:02) – Randy Gaa introduced himself as a resident of Ward Two and inquired about Carson City’s growth cap of 75,000 residents and wondered whether the transient nature of the RV park excluded the residents from that cap. Glenn Twitchell introduced himself as a Louise Drive resident and wished to make certain Holly Way would be blocked except for fire use, and Chairperson Esswein noted that it may be used for construction equipment as well. Mr. Twitchell was also informed that the developer would be responsible for the water and sewage hookups. Joseph Choat, another Louise Drive resident, wished to understand the water consumption levels and Mr. Plemel clarified that the next agenda item would address the water usage in the Growth Management portion of this meeting.

(7:18:34) – Tammy Lubich, a Mark Way resident, inquired whether the applicant should be Roger Shaheen and not Western Insurance. Ms. Lubich was concerned about airplane crashes in an RV park “full of propane tanks” and feared that her house would “blow up” as well in that case. She believed that the land “should have been bought by the Airport Authority years ago”. Eric Antila who introduced himself as a Mark Way resident believed that the 180-day stay would not be enforced, similar to the motel residents who have lived there for many years. He considered any stay beyond 28 days a loss in [occupancy] tax revenue. Mr. Antila also objected to the water consumption and believed that 40 one-acre homes would have been a better choice for the area. He believed that the occupants will not be quiet because they will be on vacation.

(7:22:19) – John Drown introduced himself as a Louise Drive resident and inquired about the method of blocking Holly Way. He also noted his opposition to the project for many reasons iterated by other people who had spoken against the project. Rob Tiehm, a Louise Drive Resident, noted that the six-foot fence would not prohibit anyone from “looking straight down into the backyard, into my daughter’s bathroom and a lot of other areas” and believed that “a wall would be much more appropriate for the situation”. Carol Garrett introduced herself as a Mark Way resident and inquired about compensation “when our wells go dry”. Chairperson Esswein noted that the water issues would be addressed in the Growth Management portion of this meeting.

(7:25:30) – Chairperson Esswein entertained additional public comments and when none were forthcoming, he declared the public hearing portion closed and asked for commissioner comments. Commissioner Monroy was informed that the property was currently zoned as Tourist Commercial and requested information on previous application denials. Mr. Plemel noted that “all previous applications pre-date me”; however, he believed that an application for a senior mobile home park had been denied and had led to litigation, adding that this was a different project than the prior ones and the denials were not relevant to this particular project. He also noted that many of the Tourist Commercial businesses could be established on the property without the Commission’s approval such as: bar, bed and breakfast inn, RV park with less than 28-day stay, amusement park, unlimited gaming, hotel, etc.

(7:29:38) – Carson City Public Works Engineering Manager Danny Rotter noted that “severely over-appropriated (not Eagle Valley) water basins” were being addressed in a statewide discussion. He also noted that the current residents would not be required to participate in the hookups which will be in the Hot Springs area. Mr. Rotter explained that “this area is not good for municipal wells”, adding that currently the City wells are on the east and west side and any additional water would be supplied by those wells. He also clarified for Commissioner Monroy

that the water usage will not impact the Commission's decision on the 180-day stay. Chairperson Esswein noted his agreement with Airport Manager Rowe that an agreement should be signed by the tenants regarding acknowledgment of airport noise. Mr. Plemel clarified that older establishments were grandfathered to be exempt from the 28-day stay limit, adding that enforcement was difficult. Commissioner Borders expressed concern over granting the 180-day stay to those who would leave earlier and avoid paying the occupancy tax. Mr. Plemel stated that the Carson City Assessor's Office records showed that the property ownership was still disclosed as Western Insurance; however, he reminded the Commission that the ownership did not have any significance over the 180-day stay decision.

(7:42:44) – Mike Bennett of Lumos and Associates also addressed several of the concerns. He noted that the request for extended stay was not intended to avoid the occupancy tax. Mr. Bennett also noted that the initial access to the property was not through Hot Springs Road; however, through negotiations with the Hot Springs, access was granted to avoid impact to the residents, adding that they needed to control the access to the RV park. Chairperson Esswein inquired about a photograph supplied by a resident of a flood in 2005. Mr. Bennett acknowledged that "the fill" had been a problem for area residents but he believed that the storm water will be contained on the RV side of the wall and will conform to City standards. Discussion ensued regarding aircraft noise and RV hookups and Mr. Bennett noted that the tenants tend to direct their noise complaints to the owners and not the Airport. He also confirmed for Vice Chair Sattler that all spaces will have individual hookups. Chairperson Esswein received confirmation from Chief Deputy District Attorney Fralick that public comments could be reopened since a motion had not been made yet.

(7:50:48) – John Lubich inquired about the number of the RV parks in Carson City and the impact of the 180-day stay to those businesses. He also questioned the grant assurances that would prohibit any construction on the property, resulting in FAA grant recalls or fines to the City. Arden Kelley, a Mark Way resident, inquired about the history behind the current zoning. A speaker who did not identify himself spoke in favor of a sound wall. Mr. Ware noted that the answers from Lumos and Associates have been "pie in the sky" without any feasibility studies, and suggested continuing the item. Ms. Fralick clarified that the term "room" would apply to RVs and they would be exempt from occupancy taxes for 180-day stays. Chairperson Esswein asked the applicant representatives whether they would be amenable to continue the item. Mr. Bennett stated that they intended to be good neighbors; however, he reminded the commission that the project is "permissible" and their only request is the 180-day stay Special Use Permit. Chairperson Esswein clarified the timelines were required by State Law and reminded the audience that tonight's decision would not be escalated to the Board of Supervisors unless it is appealed. Tammy Lubich noted her opposition to the plan, even though she realized the hearing was for the 180-day stay which she also opposed. Chairperson Esswein closed the public hearing portion when no additional speakers came forward.

(8:00:42) – Mr. Plemel clarified that a residential project had been denied in the past. He also stated that the Carson City Visitors Bureau had not been asked to comment on the project. Member Borders believed that the developers had decided to pursue the project even if the 180-day Special Use Permit is denied. Mr. Plemel noted that the discretionary conditions would still apply if the developer pursues the project even if the 180-day stay is denied. Discussion ensued regarding the conditions of approval and the 180-day stay. Vice Chair Sattler and Commissioner Monroy noted that they would not feel comfortable with a motion unless condition number 52, notification of tenants about low flying and noisy aircraft, and obtaining a signed agreement are implemented. After further discussion on the 180-day stay and the park's proximity to the Airport runways, Chairperson Esswein entertained a motion.

(8:21:06) – **MOTION:** I move to approve SUP-16-160, a request for a Special Use Permit to allow an extended stay (maximum 180 days) RV Resort, on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Rd., APN 008-123-40, based on the findings and subject to [all] the conditions of approval contained in the Staff Report, including [conditions number] seven and [number] 52.

(8:22:01) – Further discussion ensued regarding the 180-day stay. Chairperson Esswein noted that many visitors had found a workaround for the 28-day stay limit, as they could leave a site and return later. Commissioner Monroy similarly felt that the laws were not being enforced now. She also believed it was a good opportunity to drive tourism to the area. Vice Chair Sattler reiterated his concern for finding number two, noting that the project did affect the surrounding neighborhoods. Chairperson Esswein clarified that while the RV park may affect the neighborhood, the Special Use Permit was for the 180-day stay, as the park could be built based on the current zoning. Commissioner Green believed 180 days was too long of a stay for an RV park. Vice Chair Sattler inquired about considering a sound wall requested by one of the residents. Commissioner Owens noted that he disliked many of the project's elements; however, he believed the only relevant discussion currently was the extended stay. He also called for "a bigger buffer between the neighborhoods". Ms. Fralick suggested making sure the findings are specified for the vote in case of an appeal. Chairperson Esswein recapped the motion, subject to the 64 conditions outlined in the Staff Report, and called for a vote.

RESULT:	APPROVED (5-1-0)
MOVER:	Monroy
SECONDER:	Borders
AYES:	Esswein, Sattler, Borders, Monroy, Owens
NAYS:	Green
ABSTENTIONS:	None
ABSENT:	Salerno

(8:28:01) – Mr. Plemel noted that anyone who had participated in this hearing or had written a letter regarding the agenda item may appeal this decision within 10 calendar days of this meeting, by Monday, December 12, 2016, by contacting the Planning Division Office, adding that the appeal fee was \$250.

G. Recess as the Planning Commission.

(8:29:24) – Chairperson Esswein recessed the Planning Commission.

GROWTH MANAGEMENT COMMISSION AGENDA

1. CALL TO ORDER, ROLL CALL AND DETERMINATION OF A QUORUM

(8:36:50) – Chairperson Esswein called the meeting to order. Roll was called and a quorum was present. Commissioner Salerno was absent.

2. PUBLIC COMMENT

(8:37:42) – There were no public comments.

3. FOR POSSIBLE ACTION: APPROVAL OF THE MINUTES – May 25, 2016

(8:38:00) – I move to approve the [May 15, 2016] minutes as written.

RESULT:	APPROVED (4-0-2)
MOVER:	Sattler
SECONDER:	Green
AYES:	Sattler, Green, Monroy, Owens
NAYS:	None
ABSTENTIONS:	Esswein, Borders
ABSENT:	Salerno

A. GM-16-161 For Possible Action: To consider a request for a Growth Management Review from Roger Shaheen (Agent) Lumos & Associates (property owner: Western Insurance Co) to allow for average daily water usage greater than 15,000 gallons per day, on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Rd., APN 008-123-40.

(8:38:40) – Chairperson Esswein introduced the item. Mr. Plemel gave background via the Staff Report and Mr. Rotter presented the agenda materials, all of which are incorporated into the record, and recommended approval. Commissioner Owens inquired whether the over 200 spaces were considered part of Carson City's growth management cap and Mr. Plemel clarified that they did not count as residential units or towards the annual allocation of residential units; however, they were regulated through water usage, similar to hotel rooms. In response to a question by Commissioner Green, Mr. Rotter explained that "our total permitted rights [are] actually over 20,000 acre feet...we've chosen to go with usable water which is the 18,000 number". He also clarified that "the water coming out of the Minden Wells is our water". Adding that the City had entered into a cost saving agreement with Minden in order not to drill wells in Carson City.

(8:47:44) – Applicant Representative Mike Bennett noted his agreement to the conditions outlined in the Staff Report. He also clarified that the water use numbers they had presented signified "max day" usage which would amount to 75 – 150 gallons of water per day, per RV space and added that they had used similar local RV parks for comparison, which used 150 gallons per day on average, per each space. He stated that they had calculated their needs based on a full park, which would not happen year round. Commissioner Green received confirmation that even though she had voted against the RV park project, she could vote for this item, since she believed the applicant had met all the findings. Chairperson Esswein entertained public comments and when none were forthcoming, a vote.

(8:49:54) – **MOTION:** I move to approve GM-16-161 a request for Growth Management approval for applicant Roger Shaheen to allow daily water usage above 15,000 gallons per day, for a recreational vehicle resort facility on property zoned Tourist Commercial (TC), located at 1400 Old Hot Springs Rd., APN 008-123-40, subject to the conditions of approval outlined in the Staff Report.

RESULT:	APPROVED (6-0-0)
MOVER:	Sattler
SECONDER:	Borders
AYES:	Esswein, Sattler, Borders, Green, Monroy, Owens
NAYS:	None
ABSTENTIONS:	None
ABSENT:	Salerno

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 Avigation 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 Part 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 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 are 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 foot 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.*

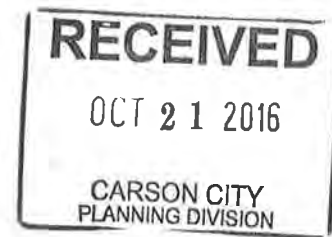
The proposed recreational vehicle park resort is not anticipated to be detrimental to the public health, safety, convenience and welfare. Traffic will be directed to use a street which is utilized by only commercial businesses

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)



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

November 4, 2016

SUP-16-160



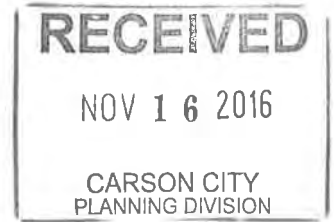
Fire

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



**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.

CCMC 18.02.080 (5a) - Master Plan

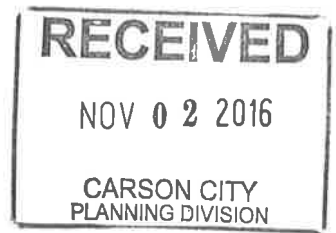
The request is not in conflict with any Engineering Master Plans for streets or storm drainage. The water and sewer demands are well below the city's available capacity.

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.



November 2, 2016

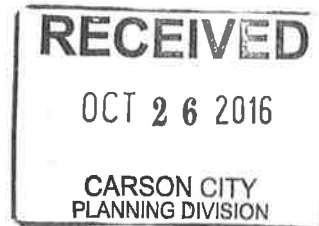
SUP-16-160

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



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.

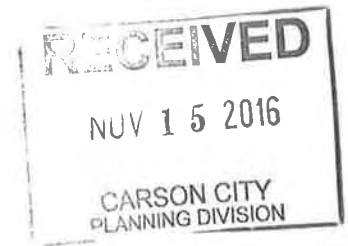
Please notify Mark Irwin if you have any questions regarding these comments, I can be reached at 775-283-7380.

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 OPMLA 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 Krahn if you have any questions.

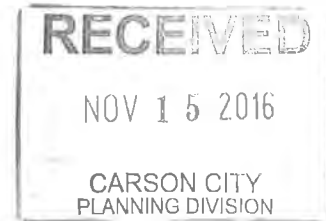
Vern & Patti

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 Parks is Carson City's most heavily used community park.

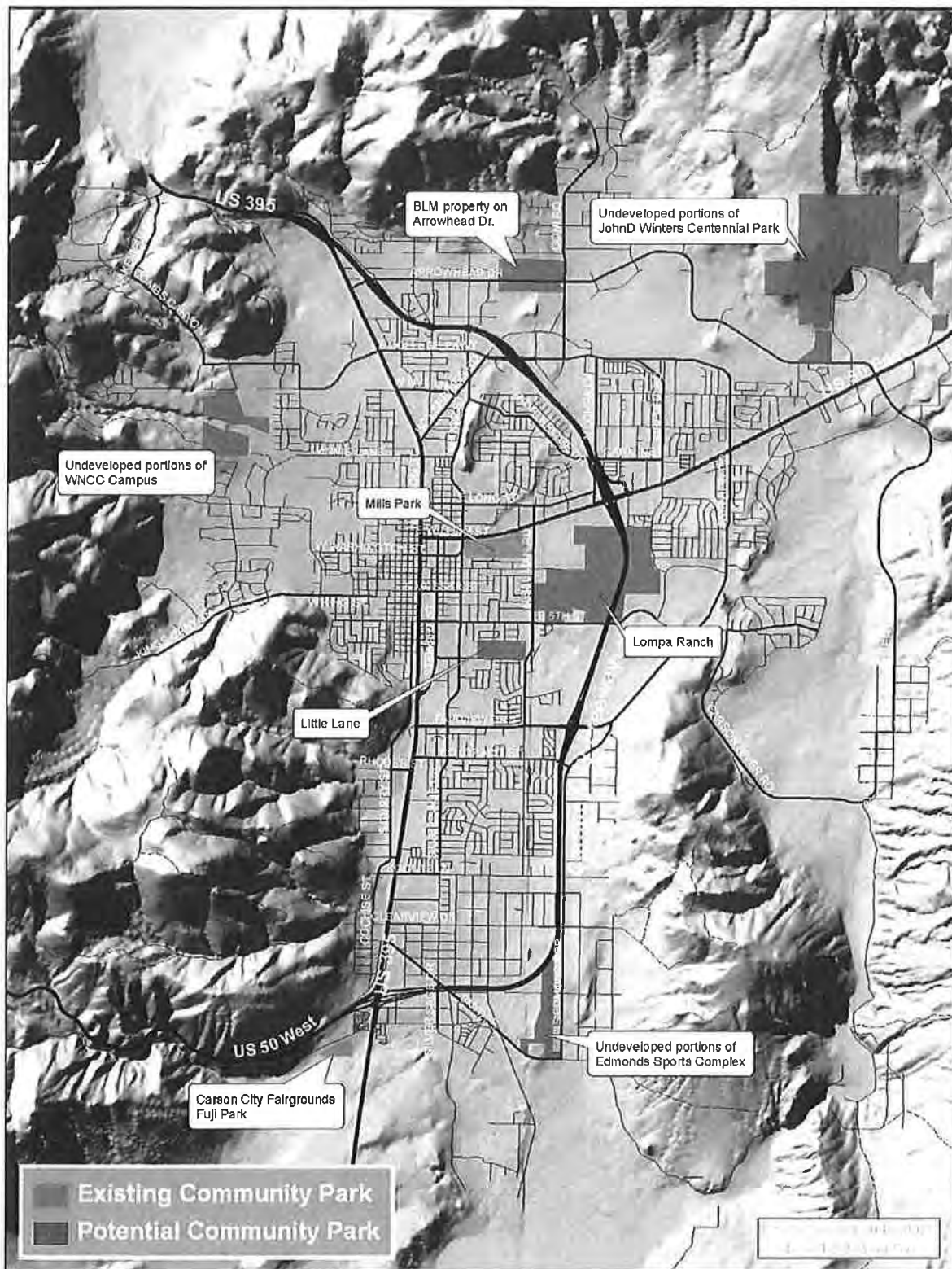
6.3.3 OPPORTUNITIES

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:

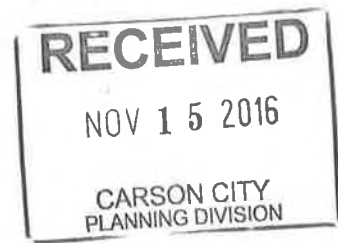
- ⌘ Undeveloped portions of Edmonds Sports Complex—The freeway will cut off a portion of Edmonds, but it will still have undeveloped areas that could become a Community park. Although relatively central to Carson City in the east/west dimension, it is somewhat south of the core area of the community. 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 JohnD Winters Centennial Park—There are portions of JohnD 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 it's 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 avigation easement. An avigation 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: cyp-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



BRIAN SANDOVAL
Governor

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

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

April 12, 2016

Carson City Planning

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". The signature is fluid and cursive, with the first name "Kurt" being more prominent.

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*.

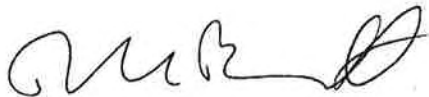
5. BACKGROUND. Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety 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
Hérons	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

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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 exceeds 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 spotlighting 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)

Recreational Vehicle Parks – Carson City Municipal Code, Chapters 18.09.050 – 18.09.130

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:

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

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:

Recreational Vehicle Spaces

Handicapped Facilities

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 - Avigation 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: dboothe@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



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.

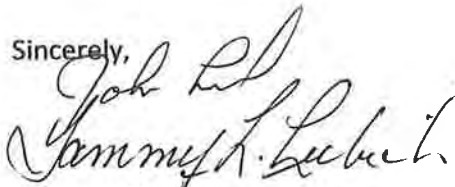
As we were advised of this meeting on 11/16/2016 and the meeting is on November 30 2016, this gives us a little less than two weeks to prepare and find any and all old documents concerning said property, whereas the applicant has had more than ample time to prepare their presentation concerning this 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,

John and Tammy Lubich

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

RECEIVED

NOV 17 2016

CARSON CITY
PLANNING DIVISION

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

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 WARBIRODS 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.

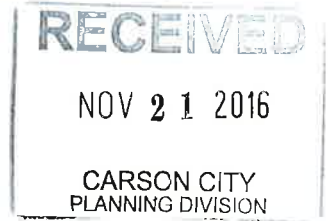
Member Welsh moved to adjourn the meeting at 9:10 p.m. Member Buckley seconded the motion. The motion carried 5-0-2-0.

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 _____



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 (HOLLYWAY LOOKING SOUTHEAST).



MARCH 1995 - SAGEBRUSH REMOVED (HOLLYWAY LOOKING SOUTH).



4 FT.
FENCE
←

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



6 FT.
FENCE
↙

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



6 FT.
FENCE



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)



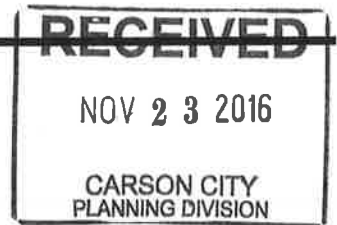
NOVEMBER 2016 - CURRENT DITCH
(HOLLY WAY LOOKING SOUTH)



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.

Kathe Green

From: John Lubich <jilubich@sbcglobal.net>
Sent: Wednesday, November 23, 2016 12:44 PM
To: Kathe Green
Subject: R/v Park



Kathi, my e mail address is jilubich@sbcglobal.net, thank you for the help. I am asking the planning commission for the extension as I am not able to walk real well right now, and am going to have major surgery on 12-8. It is that reason that I am asking for a 2 month extension so that I can recoup some and be able to put on a presentation along with speaking to my neighbors. The 4 that I have spoke too do not wish to have the R/V Park and feel that the Planning Commission and the Airport Authority and the City has failed to follow through with promises that were made regarding the property. I also have additional info that will make things come to light such as the density and compaction of the dirt put in the field. I worked at NDOT at the time, and I independently took samples with a compaction machine, and none of the land had a compaction better than 50%, that is why it was removed and put there, It had no Compaction Value, and was not able to in any way be able to be compacted.

Thanx for the info.

John L

Eva Chwalisz

late Material.

From: Kathe Green
Sent: Wednesday, November 30, 2016 2:32 PM
To: Eva Chwalisz; ktokheim@lumosinc.com
Subject: FW: PC Agenda for November 30 meeting
Attachments: Comments Regarding RV Park.docx

Please add this to the late materials received for tonight. Kathe

From: Ware, Phillip B [<mailto:pware@dot.state.nv.us>]
Sent: Wednesday, November 30, 2016 1:12 PM
To: Kathe Green
Subject: RE: PC Agenda for November 30 meeting

Kathe,

I thought I would send this to you during my lunch hour. If it is not too late please place this in your work file. Thanks for your assistance!

From: Kathe Green [<mailto:KGreen@carson.org>]
Sent: Tuesday, November 22, 2016 9:31 AM
To: Ware, Phillip B <pware@dot.state.nv.us>
Subject: PC Agenda for November 30 meeting

Mr. Ware, attached is the information for the Planning Commission meeting of November 30, including the information for the proposed RV Resort. If you would like to review the information in its entirety, please open the link below. Let me know if you have any problems with access.

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

<https://www.carson.org/government/meeting-information/agendas/-planning-commission-agendas-with-supporting-materials/11-30-16-agenda-w-supporting-material>

This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.

1.

Quality of Life/Property Values:

- Alcohol would be sold on the premises. What prevents the property from becoming a hangout during low occupancy periods; or having raucous "tailgating" parties that disturb the peace? *Even if a raucous party never occurred, an RV with music and TV playing is disturbing to adjacent and nearby residents. This has a severe impact on west side residents who only have a 20' buffer as currently designed.*
- Restaurant / Retail / Pool / Recreation-Club room facilities on site will draw traffic over and above RV traffic. Will existing infrastructure handle added traffic, e.g. *Old Hot Springs is narrow with open bar ditches; Research becomes narrow when significant on-street parking is present; Goni, like Old Hot Springs is narrow with open bar ditches?*
- The subject has a proposed density of 5.66 upa (215/38) while maintaining very little open space on the west side (a 20' buffer). *In my view, the density is too high for the infrastructure provided by existing roadways and the 20' buffer is too narrow. A minimum of 100' is preferred.*
- Will security be provided 24/7 to handle neighborhood complaints?

2.

Stress on infrastructure:

- Street widths for main entry; are widths sufficient on Research/Goni/Old Hot Springs to handle significant bump in large motorcoach and RV trailer traffic? *How will this affect the existing NDOT facilities and storage yard"? Have traffic studies been provided city planning?*
- Common sense would dictate that if the existing narrow roads were heavily traveled and backed up with over-sized vehicles, it would detract from the desirability of living in nearby homes and working in nearby business parks, thus diminishing the values of commercial and residential property.
- Holly Avenue emergency ingress/egress: what is the probability this will become routine use instead of sporadic use? What assurances can be given? Would there be an emergency vehicle crash gate or no restrictions on usage?
- Additionally, this project decision will one day create various other issues: impeding the evacuation process of people trying to evacuate in a timely fashion with many over-sized vehicles on the narrow roadways, or given accident or traffic jam on existing neighborhood streets, a hazardous situation for Holly Way/Louise Drive residents. *In response to this I recommend an agreement with the city to allow offsite development to occur across existing city park lands for primary and/or secondary access to the RV Park. This alleviates added traffic to existing narrow, 2-lane streets.*

- Traffic Impact Statements may be flawed unless resort area traffic models are recognized.
- Increased traffic congestion from the RV Campground will increase the response time for our first responders, creating potentially life threatening events to all those residents within its proximity.
- Existing infrastructure especially streets do not support 215 RVs (@100% occ) plus added traffic for retail, restaurant and community center activities. Have planners truly considered the impact of event based 100% occupancy; 75% to 80% occupancy; 50% occupancy; 25% occupancy. Shouldn't City Planners and the public have the right to review feasibility of the proposed plans?
- Do lot dimensions, setback, density and use comply with existing zoning and ordinances?

3. **Financial burden to taxpayer / Economic**

- Western Insurance, the owner is an insolvent insurance company. What assurance is there that taxpayers won't have to subsidize or bail out an insolvent owner to finish/complete or manage the project? Does Western Insurance have the capital on hand to develop the project? Is there a lender involved? Who has performed a feasibility analysis for the proposed RV Park to determine that this will not be a "white elephant" project or a partially completed project left to deteriorate and attract undesirable transients?
- What assurance can be given that this is not some kind of strategy, i.e. that the real intended owners will pick up the property for back taxes or by-through mechanic's lien laws?
- Who will manage the proposed resort; what is their track record; what restrictions are in place to control transient residents?
- There is potential loss of additional transfer tax revenues if the property were to be developed in an alternative fashion, e.g. modern business park or light industrial.
- We don't have any issue with a land owner wanting to make money from their property. But we DO have an issue with them making money at the cost of hundreds of families losing THOUSANDS of dollars of value in their homes, especially if the project is unsuccessful.

4. **Environmental impact:**

- There is a lot of paving associated with 215-RV spaces:
 - Storm water: What assurance is there that storm water runoff will adequately be handled by existing capacity without flooding lower elevations of local neighbors, commercial business park and SFRs?
 - Air Quality: 215-RVs produce a lot of exhaust fumes.
 - Noise: Toy haulers will bring ATVs; what restrictions will be in place to keep illegal vehicles off neighborhood streets? Are you going to allow adjacent, undeveloped City Park lands and nearby BLM lands to become inundated with high decibel generating ATVs? It has been observed that local police does not have the manpower to enforce current violators, much less additional ATV traffic. Similarly, a large concentration of Harleys during "Street Vibrations" will result in intolerable levels of noise for adjacent residents.

5. **Close**

- Support for the health and safety of the RV Campground visitors will further stress the demand on public services and create excess cost to the City Budget. You referenced 15,000 gallons of additional water usage, what will additional sewer connects do to existing sewer capacity?
- Is it in the best interest of the long range growth of Carson City to provide this highly dense, seasonal and transient population directly into established, business parks and residential neighborhoods?
- Is it in the best interest of the current employees and residents, as well as future residents to insert an ill-conceived, highly concentrated population of transient individuals if it does not permanently improve the safety, health, order or welfare of the city?
- In the end, does the Commission wish to sustain and promote the quality of life in Carson City, or should the decision simply be to promote the subsequent owner's quantity and quality of life? This proposed development, even though compliant with existing TC zoning, is inconsistent with the surrounding community, would irreparably harm traffic flow on existing, constrained infrastructure and is unfair to your constituents.

Late Material
F-6 and 4A

Don and Jennifer Frederick
1050 Holly Way
Carson City, NV 89706

Dear Carson City Commissioners,

My wife and I own the home at 1050 Holly Way, adjacent to the proposed RV park development. We are not able to attend the hearing on Nov 30th, however we have several concerns and are writing a public comment we would like considered.

We strongly oppose the RV park development. The neighborhood we live in consists of large acreage, single family, residential homes. We feel that the extended stay is, in essence, a trailer park in disguise and will devalue our property and living situation. We purchased a 1 acre plot specifically because we desired the peace and quiet, as well as solitude and privacy from neighbors - *an RV park next door will completely invalidate what we have worked so hard to purchase and invest in.* Summarized next are our main concerns:

Extended Stay: We do not want people in temporary living situations adjacent to our property – 30 days is a temporary living situation and 180 days is literally an apartment lease term agreement length. With these lengths of stay, it's hard to imagine something other than a semi-permanent living situation directly across the fence from our home. Further, without enforcement, how can we be assured of even 30 day limits let alone a 180 day limit?

Proximity: Planned 'back-in spaces' and a walking path are shown directly adjacent to our property. We think this will invite peeping from nearby 'campers' and we feel very uncomfortable with strangers walking directly along our fence. Not to mention people smoking and littering cigarette butts or airing their dogs along the path thereby antagonizing our dog in our backyard. Or staring at our children playing.

Noise and light pollution: As a 'resort,' people will likely be in a vacation mentality which leads to partying and a non-work oriented bed time. Beyond the noise, the lights necessary in a 24 hr. resort are not something we want blaring through our bedroom window all night long, or excessively loud chatter and intoxication-driven arguments and excitement.

Well Water Poisoning: While the water source for the proposed RV Park may come from the city, the large amount of landscaping will necessitate pesticide/herbicide use, as well as vehicle pollution (oil/gas spillage) directly to the ground, contaminating the ground water. Our well is our sole source of water, and it is located only ~100 feet from the proposed border of the RV Park. This will poison the water our family drinks.

In conclusion, we are strongly opposed to the development of the adjacent property as an extended stay RV resort.

Sincerely,

Don and Jenn Frederick

SIERRA SKIES RV RESORT SPECIAL USE PERMIT APPLICATION



Prepared by:



October 20, 2016

SIERRA SKIES RV RESORT SPECIAL USE PERMIT

Prepared for:

Roger Shaheen
3427 Goni Road, #109
Carson City, NV 89706
775-883-3040

Prepared by:

Rubicon Design Group, LLC
100 California Avenue, Suite 202
Reno, Nevada 89509
(775) 425-4800

Lumos & Associates
800 E. College Parkway
Carson City, NV 89706
775-883-7077

October 20, 2016

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Appendix C – Photo Representations of Building Elevations

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Appendix G – Traffic Impact Letter

Appendix H – Conceptual Drainage Study

Appendix I – 24x36 Site Plan

Introduction

This application includes the following request:

- A **Special Use Permit** to allow stays of up to 180 days (an increase from 30 days allowed by zoning) at 1400 Old Hot Springs Road, generally located north of Old Hot Springs Road and east of Louise Drive.

Project Location

The project site (APN 008-123-40) consists of 38.61 acres located north of Old Hot Springs Road, east of Louise Drive, south of Arrowhead Drive and west of Goni Road. Figure 1 (below) depicts the project location.



The project site is located adjacent to several different zoning designations, including PR (Public Regional) to the north (vacant), PC (Public Community) to the east (vacant), TC (Tourist Commercial) to the south (the Carson Hot Springs Resort and vacant), and SF1A (Single-Family Residential 1 Acre) to the west (single family residential). The proposed property is zoned TC (Tourist Commercial) and currently consists of vacant land.

Figure 2 (below) depicts the existing site conditions.



Looking North



Looking East



Looking South



Looking West

Figure 2 – Existing Conditions

Project Summary

The proposed RV Resort will consist of 215 RV parking areas, clubhouse, pool, and assorted amenities located to the northwest of the existing Carson Hot Springs Resort with primary access from Old Hot Springs Road. The project site is currently zoned TC (Tourist Commercial), which allows for the

SIERRA SKIES RV RESORT

development of up to 30-day stay RV parks by right. However, per Section 18.04.140 of the Carson City Municipal Code, RV parks allowing stays of up to 180 days require the approval of a Special Use Permit (SUP). Therefore, because the proposed RV Resort will provide spaces which will be available for up to 180 days, a Special Use Permit is required.

As part of this project, several amenities will be provided. An approximately 10,000 square foot clubhouse will be located at the main entrance of the resort. Behind the clubhouse will be a large pool and a walking trail connecting the clubhouse/pool with the rear of the property. Also near the front entrance are a putting green and two one-story buildings, one (3,500 square feet) containing an office, store, and fitness center and the other (1,500 square feet) containing a manager residence. Another 5,000 square foot building will house a restaurant/casino. Two accessory buildings housing showers, restrooms, and laundry facilities will be located on both sides of the property, along with trash enclosure collection areas. Barbecues and fire pits are scattered throughout the property, along with several pet areas.

The project is adjacent to existing single-family residences along the western property line. To mitigate any issues that may result from the development of an RV resort, the site has been designed with a buffer between the two uses. A fence or wall is proposed along the western property line itself. Along with this, a combination walking trail and landscape area will be located between the property line and RV parking spaces to be a minimum of 20 feet wide.

The overall project is proposed to be developed in three phases. The first phase will consist of the central portion of the site, including the clubhouse, pool, office, manager's office, and approximately 70 RV spaces. Phase two is the development of the western side of the property, and Phase 3 consists of the eastern portion of the property.

There will be a total of 374 parking spaces. Included in this count are the RV spaces and scattered parking throughout the site, including adjacent to the manager's residence, clubhouse, restaurant/casino, and check-in area.

The main access to the RV resort will be from Old Hot Springs Drive, with a secondary emergency access from Holly Way near the northwest corner of the site. Street improvements to Old Hot Springs Road, while needed at some point in the future, are not being required by the city at this time.

Landscaping will be provided to city standards and landscape plans will be submitted prior to the development of the site.

Figure 3 (below) depicts the site plan developed for the RV Resort.

SIERRA SKIES RV RESORT

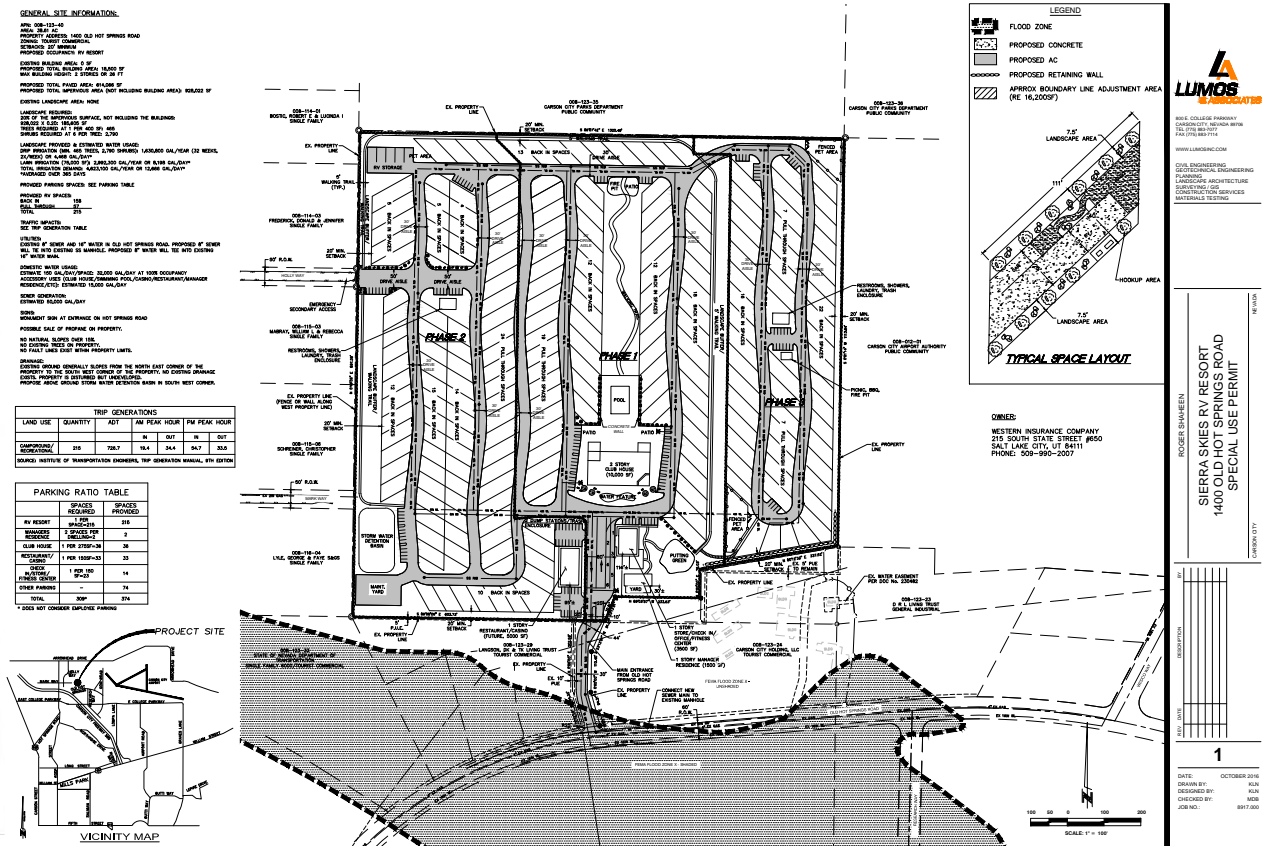


Figure 3 –Site Plan

The exact design of the clubhouse building and other accessory structures has not yet been finalized. However, the applicant has provided photographs of buildings found at other RV resorts to serve as a representation of what other luxury resort facilities look like such as the one proposed. Figure 4 (below) depicts these typical elevations.

SIERRA SKIES RV RESORT





Figure 4 – Typical Elevations
(Durango RV Resort, Red Bluff, CA)

Major Project Review

This project was submitted for a Major Project Review earlier this year, with comments being received on April 29, 2016. Since that review, the following changes have been made to the site plan:

- Addition of property line lengths and bearings
- Setback distance changed to 20 feet in the notes and labeled along the property lines
- The maximum building height of 2 stories/26 feet added to notes
- Trash storage locations labeled
- Owner information added
- Distances from property lines to structures added
- Ponds removed from the north side of the pool and from near the putting green at the front of the property
- Recreation areas removed from the west side of the property near the existing residences
- Address and APN updated to reflect recorded lot line adjustment
- Fencing/wall included on west property line adjacent to single-family residential

Master Plan Policy Checklist

Consistent with Carson City Special Use Permit application requirements, this section is taken directly from Carson City documents and forms part of the application process. Responses to the checklist questions are included in this section and are printed in **bold type**.

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master

Plan that are related to Special Use Permits. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN

The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

Is or does the proposed development:

- ✓ Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?

The proposed project does not include any permanent residential component. The proposed RV Resort will be connected to the city water and sewer system, but will have a limited impact due to the variable occupancy of the resort.

- ✓ Encourage the use of sustainable building materials and construction techniques to promote water and energy conservation (1.1e and f)?

Final building design is still in process. However, it makes sense to use modern materials that reduce energy use as it saves money over the life of the project. Landscaping will be designed to reduce water use. These details will be defined in greater depth during the Building Permit phase of the project.

- ☐ Located in a priority infill development area (1.2a)?

The project site is not in a priority infill area but it is an infill project.

- ☐ Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

The property to the north of the project is owned by the Cason City Parks Department which should, when developed, include pathways usable by the visitors of this RV resort. The project itself does provide for a walking trail around the property for the enjoyment of the visitors. However, there is no access proposed between these two properties.

- ☐ Protect existing site features including mature trees and other character-defining features (1.4c)?

There are no trees or character-defining features currently located on the project site.

- ☐ At adjacent county boundaries, coordinated with adjacent existing or planned development with regards to compatibility, access, and amenities (1.5a)?

The site is not located along a county boundary.

- ☐ In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?

The site is not within an identified mixed-use area.

- ✓ Meet adopted standards for transitions between non-residential and residential zoning districts (2.1d)?

The project includes a minimum 20-foot combination landscape buffer and walking trail along the west side of the property adjacent to existing single-family residential units.

- ☐ Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?

There are no environmentally sensitive areas on the site.

- ✓ Site outside the primary floodplain and away from geologic hazard areas or follow the required setbacks or other mitigation measures (3.3d, e)?

The majority of the site is outside the primary floodplain with the exception of the very southern end of the access road at Old Hot Springs Road. No buildings are proposed in that area. There are no known geologic hazards present. FEMA identifies the developed portion of the site as Low Risk (unshaded X) flood zone.

- ✓ Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?

The site will be served by all utilities and city services. No decrease in service is to be expected.

- ☐ If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

The site is not within a Specific Plan Area.

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES

The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed development:

- ✓ Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?

The project will provide a variety of outdoor space and recreational amenities on the site which will be open to guests only. This includes a clubhouse, pool, walking trail, and putting green. Due to these amenities, there will be an insignificant impact on City facilities.

- ☐ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

The project does not affect overall public open space and has no impact on the River Master Plan.

CHAPTER 5: ECONOMIC VITALITY

The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed development:

- ☐ Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)

This project does not provide any permanent additional housing.

- ☐ Encourage the development of regional retail centers (5.2a)

This project does not include any retail but it does support existing retail operations by locating potential customers close to businesses.

- ☐ Encourage reuse or redevelopment of underused retail spaces (5.2b)?

By adding potential customers close to existing businesses, this project should be seen as encouraging local retail.

- ✓ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?

Due to its location adjacent to Carson Hot Springs, there is potential for this project to support visitors of the neighboring hot springs facility.

- ☐ Promote revitalization of the Downtown core (5.6a)?

By locating this project within the existing City boundary it could be argued that it encourages greater use of nearby retail, including downtown businesses. However, it will have little direct impact on specific revitalization efforts.

- ☐ Incorporate additional housing in and around the Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

This project does not provide any permanent additional housing.

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS

The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed development:

- ✓ Use durable, long-lasting building materials (6.1a)?

The project appearance will be an improvement over the surrounding area and will utilize durable materials that are suitable for the northern Nevada climate.

- ✓ Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?

The project will provide new buildings with articulation, interesting architectural features, and contemporary colors.

- ✓ Promote variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?

The included typical elevation exhibits show that the proposed buildings are articulated and provide visual appeal. Pedestrian pathways and entrances will be obvious and well-marked. Overall site landscaping will be provided.

- ✓ Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?

The project will be complementary to surrounding development in terms of height, density, and setbacks. A buffer is provided between uses and will therefore be compatible.

- ☐ If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?

The project is not in a mixed-use activity center.

- ☐ If located Downtown:
 - o Integrate an appropriate mix and density of uses (8.1a, e)?

The project is not located downtown.

- o Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?

The project is not located downtown.

- o Incorporate appropriate public spaces, plazas and other amenities (8.1d)?

The project is not located downtown.

- ☐ Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

This project does not provide any permanent additional housing.

CHAPTER 7: A CONNECTED CITY

The Carson City Master Plan seeks to promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed amendment:

- ✓ Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?

The project is located along existing streets and is close to major arterials. The site is therefore suitable

for accessing public transit and for pedestrian travel.

- ✓ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?

The project is accessed by the existing roadway network and provides development close to major arterial roadways.

- ☐ Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan and the proposed use and density (12.1a, c)?

While the project does include walking trails within the site, there are no connectors to off-site trails. Therefore, there will be no impact to local trails or pathways.

Special Use Permit Application Questionnaire (Findings)

The following questions form a portion of the SUP application and are considered the legal findings for approving a Special Use Permit. These questions replicate, and in some cases expand on, the findings listed in Carson City Municipal Code *Section 18.02.080 Special Use Permit Findings*

Responses to these questions are addressed in **bold face** type:

Question 1. How will the proposed development further and be in keeping with, and not contrary to, the goals of the Master Plan Elements?

This project directly supports the Master Plan by providing a buffer between adjacent uses, by adding potential customers close to existing commercial development and roadways, and by being an infill project.

Question 2. Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?

The project will not be a detriment to the immediate vicinity or general neighborhood in that there are buffers built into the project to minimize impacts.

A. Surrounding zoning includes: PR (Public Regional) to the north, PC (Public Community) to the east, TC (Tourist Commercial) to the south, and SF1A (Single-Family Residential 1 Acre) to the west.

B. The project architecture will be an upgrade to what is currently found in the general area. The project includes amenities and upgrades that will make the overall site more appealing both to residents and to neighbors.

C. This project will not be detrimental to the enjoyment or development of surrounding property in that it will not change any use patterns in the neighborhood. Parking will be contained on site and the new clubhouse will add to the overall appeal of the property.

D. Streets in the area are sized for this type of use and so can accommodate this project with ease. The included traffic letter makes clear that there are no expected impacts from the moderate traffic increase. This traffic letter was developed through consultation with City staff, including Planning, Public Works, Transportation, and Engineering.

The site is already served by city services, including emergency vehicles. It is therefore already part of planned response times. Emergency services provision does not present any unusual problems.

E. Benefits from the project include additional tourism money, infrastructure-efficient infill, and additional customers to surrounding businesses.

Question 3. Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?

In general, the project is entirely adapted to existing improvements in that it utilizes the existing: zoning, roadways, and driveways. No major site changes are required.

A. The project will not generate new students in the area. Any new development has the ability to impacts the Sheriff's department but there is nothing in this project that would cause an abnormal impact. Developing the site could have a positive impact in that improved lighting and landscaping that discourages illicit activity can be installed.

B. Limited site grading will be needed with this project. However, the new buildings will require additional drainage mitigation. The project design has been developed through discussion with city Engineering staff.

C. The site will be served by the public water system and there are no known service delivery problems in the area. The project team met with City staff, through the major project review process, and no service delivery problems were identified.

D. The site will be connected to the area sewage system. Similar to water service, the project team met with City staff to discuss sewer needs. An existing gravity sewer main in Old Hot Springs Road will be extended to the site as part of the project development.

E. No road improvements are required. Any impacts from an increase in traffic will be mitigated by the signal light planned to be installed at Research Way and College Parkway.

F. The project team includes a licensed civil engineer. Input has been provided by City staff.

G. Lighting will be the minimum required to provide site security. It will not be allowed to shine directly onto adjoining property, through the use of modern cut-off light fixtures.

H. The site will be developed with perimeter landscaping that will remain in place with this project. A landscape plan, showing upgrades to the site, will be submitted prior to project development.

I. Parking for the proposed use can be contained on the site. With the project, a total of 374 off-street parking spaces is provided. The site plan shows the location and dimensions of these spaces.

Appendix A

Carson City Special Use Permit Application

Carson City Planning Division 108 E. Proctor Street • Carson City NV 89701 Phone: (775) 887-2180 • E-mail: planning@carson.org		FOR OFFICE USE ONLY: CCMC 18.02 SPECIAL USE PERMIT FEE: \$2,450.00 MAJOR \$2,200.00 MINOR (Residential zoning districts) + noticing fee SUBMITTAL PACKET <input type="checkbox"/> 8 Completed Application Packets (1 Original + 7 Copies) including: <input type="checkbox"/> Application Form <input type="checkbox"/> Written Project Description <input type="checkbox"/> Site Plan <input type="checkbox"/> Building Elevation Drawings and Floor Plans <input type="checkbox"/> Proposal Questionnaire With Both Questions and Answers Given <input type="checkbox"/> Applicant's Acknowledgment Statement <input type="checkbox"/> Documentation of Taxes Paid-to-Date (1 copy) <input type="checkbox"/> Project Impact Reports (Engineering) (4 copies) <input type="checkbox"/> CD containing application digital data (to be submitted once the application is deemed complete by staff) Application Reviewed and Received By: Submittal Deadline: See attached PC application submittal schedule. Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional Information may be required.	
FILE # SUP – 16 -		(Continued from previous page)	
APPLICANT Roger Shaheen PHONE # 775-883-3040			
MAILING ADDRESS, CITY, STATE, ZIP 3427 Goni Road #109, Carson City, NV 89706			
EMAIL ADDRESS rlsfoxwood@gmail.com			
PROPERTY OWNER Western Insurance Company PHONE # 509-990-2007			
MAILING ADDRESS, CITY, STATE, ZIP 215 S. State St. #650, Salt Lake City, UT 84111			
EMAIL ADDRESS tzinkgraf@stillmanconsulting.com			
APPLICANT AGENT/REPRESENTATIVE Lumos & Associates PHONE # 775-883-7077			
MAILING ADDRESS, CITY STATE, ZIP (Kristin Tokheim) 800 E. College Parkway, Carson City NV 89706			
EMAIL ADDRESS ktokheim@lumosinc.com			
Project's Assessor Parcel Number(s): 008-123-40		Street Address ZIP Code 1400 Old Hot Springs Road, 89706	
Project's Master Plan Designation Community/Regional Commercial		Project's Current Zoning TC (Tourist Commercial)	
Project's Master Plan Designation Community/Regional Commercial		Nearest Major Cross Street(s) Research Way	
Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: 18.02.060, or Development Standards, Division 04, Section 140, a request to allow as a conditional use is as follows: Request to allow for an extended-stay (up to 180-days) for the Sierra Skies RV Resort planned at 1400 Old Hot Springs Road.			
PROPERTY OWNER'S AFFIDAVIT I, <u>Len Stillman</u> , being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application. Signature: <u>[Signature]</u> Address: <u>215 S State #650 Salt Lake City 84111</u> Date: <u>10/14/16</u> Use additional page(s) if necessary for other names.			
STATE OF NEVADA <u>Utah</u>) COUNTY <u>Salt Lake</u>) On <u>October 14</u> , 2016, <u>Len Stillman</u> , personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document. <u>Melissa Christi Keithley</u> Notary Public Comm. Expires <u>7-23-2017</u>			
NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, and/or the Redevelopment Authority Citizens Committee prior to being scheduled for review by the Planning Commission. Planning personnel can help you make the above determination.			



Appendix B

Reduced Site Plan

GENERAL SITE INFORMATION:

APN: 008-123-40
 AREA: 38.61 AC
 PROPERTY ADDRESS: 1400 OLD HOT SPRINGS ROAD
 ZONING: TOURIST COMMERCIAL
 SETBACKS: 20' MINIMUM
 PROPOSED OCCUPANCY: RV RESORT

EXISTING BUILDING AREA: 0 SF
 PROPOSED TOTAL BUILDING AREA: 18,500 SF
 MAX BUILDING HEIGHT: 2 STORES OR 26 FT
 PROPOSED TOTAL IMPERVIOUS AREA (NOT INCLUDING BUILDING AREA): 928,022 SF
 PROPOSED TOTAL IMPERVIOUS AREA (INCLUDING BUILDING AREA): 928,022 SF
 EXISTING LANDSCAPE AREA: NONE

LANDSCAPE REQUIRED:
 25% OF THE IMPERVIOUS SURFACE, NOT INCLUDING THE BUILDINGS:
 928,022 X 0.25 = 232,005 SF
 TREES REQUIRED AT 1 PER 400 SF: 465
 SHRUBS REQUIRED AT 6 PER TREE: 2,790

LANDSCAPE PROVIDED & ESTIMATED WATER USAGE:
 Drip Irrigation (VAN, 465 TREES, 2,790 SHRUBS): 1,630,800 GAL/YEAR (32 WEEKS, 2X/WEEK) OR 4,468 GAL/DAY**
 LAWN IRRIGATION (75,000 SF): 2,992,300 GAL/YEAR OR 8,198 GAL/DAY**
 TOTAL IRRIGATION DEMAND: 4,623,100 GAL/YEAR OR 12,666 GAL/DAY**
 **AVERAGED OVER 365 DAYS

PROVIDED PARKING SPACES: SEE PARKING TABLE

PROVIDED RV SPACES:
 BACK IN: 159
 BULL THROUGH: 57
 TOTAL: 215

TRAFFIC IMPACTS:
 SEE TRIP GENERATION TABLE

UTILITIES:
 EXISTING 8" SEWER AND 16" WATER IN OLD HOT SPRINGS ROAD, PROPOSED 8" SEWER WILL BE INTO EXISTING 55 MANHOLE, PROPOSED 8" WATER WILL BE INTO EXISTING 16" WATER MAIN.

DOMESTIC WATER USAGE:
 ESTIMATE 50 GAL/DAY/SPACE: 32,000 GAL/DAY AT 100% OCCUPANCY
 ACCESSORY USES (CLUB HOUSE, SWIMMING POOL/CASINO/RESTAURANT/MANAGER RESIDENCE, ETC): ESTIMATED 15,000 GAL/DAY

SEWER GENERATION:
 ESTIMATED 50,000 GAL/DAY

SIGNS:
 MONUMENT SIGN AT ENTRANCE ON HOT SPRINGS ROAD
 POSSIBLE SALE OF PROPANE ON PROPERTY.

NO NATURAL SLOPES OVER 15%.

NO EXISTING TREES ON PROPERTY.

NO FAULT LINES EXIST WITHIN PROPERTY LIMITS.

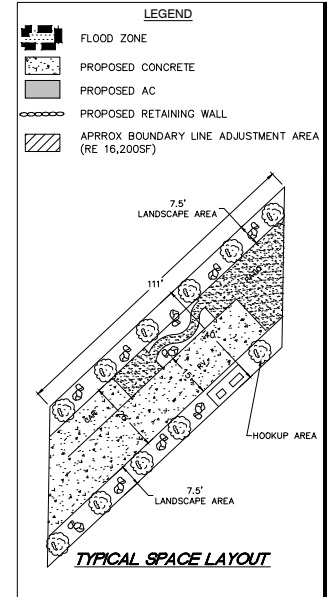
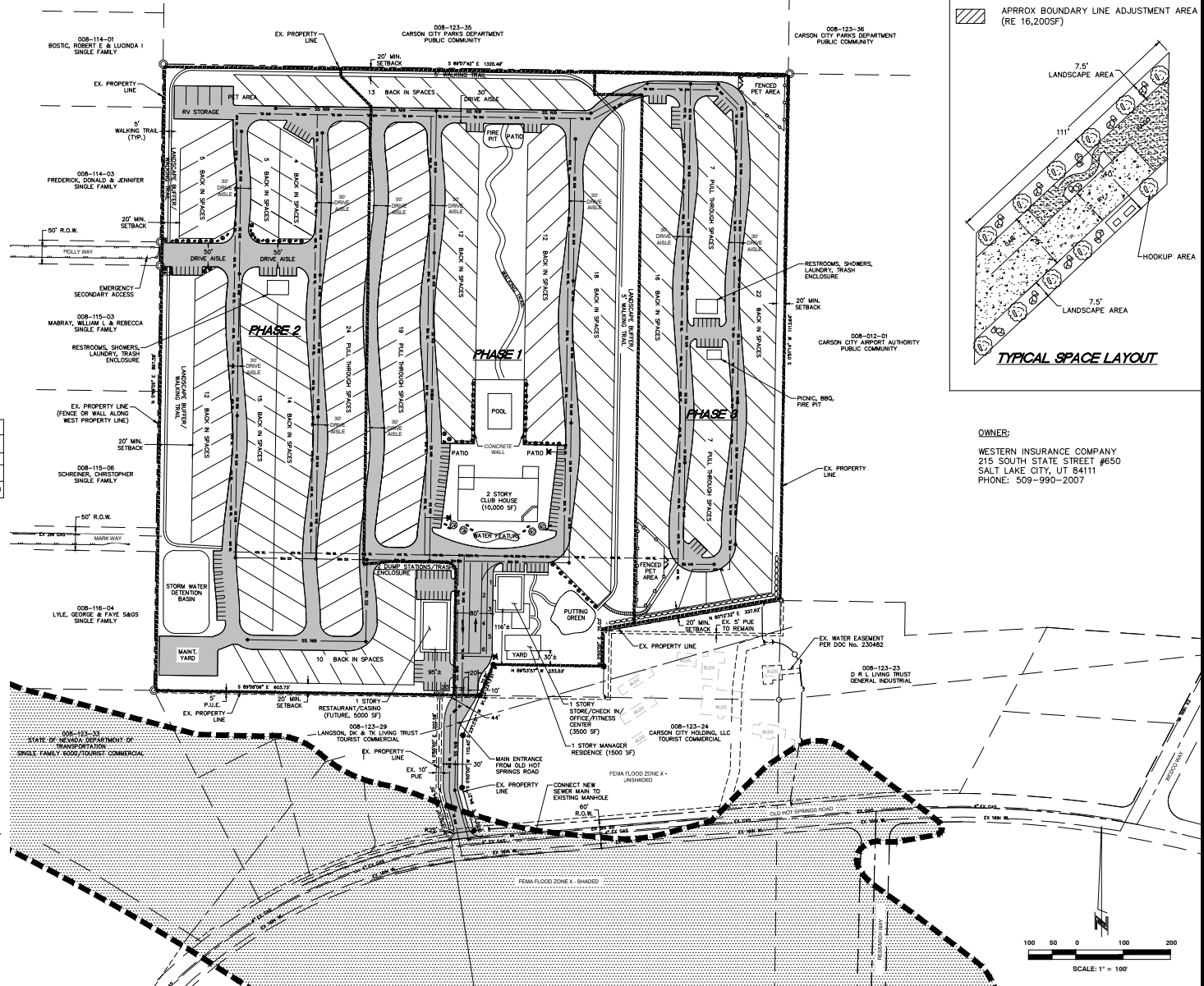
DRAINAGE:
 EXISTING GROUND GENERALLY SLOPES FROM THE NORTH EAST CORNER OF THE PROPERTY TO THE SOUTH WEST CORNER OF THE PROPERTY. NO EXISTING DRAINAGE EXISTS. PROPERTY IS DISTURBED BUT UNDEVELOPED.
 PROPOSE ABOVE GROUND STORM WATER DETENTION BASIN IN SOUTH WEST CORNER.

TRIP GENERATIONS						
LAND USE	QUANTITY	ADT	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
CAMPGROUND/RECREATIONAL	215	728.7	19.4	34.4	54.7	33.5

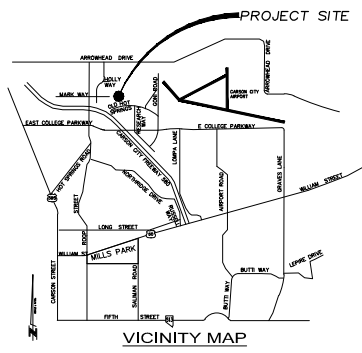
SOURCE: INSTITUTE OF TRANSPORTATION ENGINEERS, TRIP GENERATION MANUAL, 9TH EDITION

PARKING RATIO TABLE		
	SPACES REQUIRED	SPACES PROVIDED
RV RESORT	1 PER SPACE=215	215
MANAGERS RESIDENCE	2 SPACES PER DWELLING=2	2
CLUB HOUSE	1 PER 275SF=36	36
RESTAURANT/CASINO	1 PER 1500SF=33	33
CHECK IN/STORAGE/FITNESS CENTER	1 PER 150 SF=33	14
OTHER PARKING	-	74
TOTAL	309P	374

* DOES NOT CONSIDER EMPLOYEE PARKING



OWNER:
 WESTERN INSURANCE COMPANY
 215 SOUTH STATE STREET #650
 SALT LAKE CITY, UT 84111
 PHONE: 509-990-2007



800 E. COLLEGE PARKWAY
 CARSON CITY, NEVADA 89706
 TEL (775) 883-7077
 FAX (775) 883-7114

WWW.LUMOSINC.COM

CIVIL ENGINEERING
 GEOTECHNICAL ENGINEERING
 PLANNING
 LANDSCAPE ARCHITECTURE
 SURVEYING / GIS
 CONSTRUCTION SERVICES
 MATERIALS TESTING

SIERRA SKIES RV RESORT
 1400 OLD HOT SPRINGS ROAD
 SPECIAL USE PERMIT

REV.	DATE	DESCRIPTION
1		

DATE: OCTOBER 2016
 DRAWN BY: KLN
 DESIGNED BY: KLN
 CHECKED BY: MDS
 JOB NO.: 8917.000

Appendix C

Photo Representations of Building Elevations

Sierra Skies RV Resort
Example Building Elevations
(Example Photos of Durango RV Resort, Red Bluff, CA)



Appendix D

Applicant's Acknowledgement

ACKNOWLEDGMENT OF APPLICANT

I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.

Roger Shokeen
Applicant

10-19-16
Date

Appendix E

Documentation of Taxes Paid

[Treasurer Home](#)[Assessor Data Inquiry](#)[Back to Last Page](#)**Secured Tax Inquiry Detail for Parcel # 008-123-40**

Property Location: 1400 OLD HOT SPRINGS RD
Billed to: WESTERN INSURANCE COMPANY
P O BOX 21030
RENO, NV 89515-0000

Tax Year: 2016-17
Roll #: 018666
District: 2.4
Tax Service:
Land Use Code: 140

[Code Table](#)

Current Owner: WESTERN INSURANCE COMPANY
215 S STATE ST #650
SALT LAKE CITY, UT 84111-0000

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
------------	-----	------------------	-------	-------------	-----------

No Prior Year Taxes

Current Year

08/15/16	1,676.56		1,676.56	1,676.56	.00
10/03/16	1,674.00		1,674.00	1,674.00	.00
01/02/17	1,674.00		1,674.00	.00	1,674.00
03/06/17	1,674.00		1,674.00	.00	3,348.00

Totals:	6,698.56	.00	6,698.56	3,350.56	
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[History](#)**Additional Information**

	2016-17	2015-16	2014-15	2013-14	2012-13
Tax Rate	3.5200	3.5200	3.5400	3.5600	3.5600
Tax Cap Percent	.2	3.2	3.0	4.2	6.4
Abatement Amount					1,629.49

Appendix F

Water and Sewer Impact Letter



October 19, 2016

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

RE: Water and Sewer Impact Letter for the Proposed Sierra Skies RV Resort

Dear Hope:

Lumos & Associates, Inc. has prepared this water and sewer impact letter to support the Special Use Permit (SUP) and Growth Management applications for the proposed Sierra Skies RV Resort at 1400 Old Hot Springs Road (APN 008-123-40). The luxury RV Resort will consist of approximately 215 RV spaces, a club house, office building, manager's residence, restroom/laundry facilities, and associated facilities. The SUP is being requested to allow stays of up to 180 days from 30 days as currently permitted by zoning. The proposed water and sewer improvements to serve the RV Resort and its effects on the City's utility systems are described below.

WATER DEMANDS

Projected water demands for the RV Resort include both domestic and irrigation demands. Full hookups are planned for the RV Resort which includes an individual water connection at each RV space. Projected water demands are summarized in the table below. The average day demand (ADD) is estimated at 59,700 gallons per day (gpd).

Demand Type	Average Day Demand (gpd)
RV Spaces (215 Total)	32,000 ¹
Accessory Uses	15,000 ²
Landscape Irrigation (trees, shrubs, turf)	12,700 ³
Total	59,700

¹ Demand factor of 150 gpd per RV space.

² Accessory uses include club house, swimming pool, manager's residence, laundry facilities, central showers/restrooms, potential future restaurant/casino, etc.

³ Total annual irrigation demand of 4,623,100 gallons over 32 irrigation weeks per year averaged over 365 days.

The RV Resort will be served by the City's public water system. The proposed on-site water system includes waterlines ranging from 4-inch to 8-inch diameter (not including service connections) which will connect into an existing 16-inch water main in Old Hot Springs Road. The

project site is located near a pressure zone split within the City's distribution system (the 4960 zone and 4800 zone). The City has indicated that pressures in the 4960 zone near the project site entrance on Old Hot Springs Road range from 80 to 100 pounds per square inch (psi). Pressures in the 4800 zone, however, could be as low as 40 psi near the project site during booster pumping. The preferred connection is to the 4960 zone so that adequate pressures can be maintained during all demand scenarios without the need for booster pumping. If the City requires connection to the 4800 zone, a privately-owned booster pump will be needed to maintain minimum pressures meeting the requirements of the Nevada Administrative Code (NAC) and Carson City Municipal Code (CCMC).

In accordance with City requirements, the development will be served by a single water meter located near the property line. A reduced pressure backflow assembly will be located behind the water meter within the property boundaries.

Based on input from the City, it appears that water demands associated with the proposed RV Resort will not have any significant impacts on the City's water system.

FIRE FLOW

The largest proposed building at the RV Resort will be the club house at approximately 10,000 square feet (preliminary sizing). Based on this floor area, the minimum fire flow per the International Fire Code (IFC) is 1,500 gallons per minute (gpm) for a duration of 2 hours. As required by the Fire Marshal, an electronically monitored fire sprinkler system will be installed in the club house. The IFC allows a 50% reduction in fire flow with an approved automatic sprinkler system, however, the minimum required fire flow after the reduction is still 1,500 gpm.

The City does not have any recent fire flow tests in the project site area so a test will need to be conducted and results submitted to the City during the design phase of the project.

Correspondence with City Public Works staff has indicated that sufficient capacity should be available in the City's water system for fire flow demands associated with the proposed RV Resort.

SEWER FLOWS

Full hookups for the RV Resort will include a sewer connection at each RV space. Sewer flows will also be generated from accessory uses at the resort (club house, manager's residence, laundry facilities, central showers/restrooms, and potential future restaurant/casino). Peak sewer flows for the RV resort are estimated at 50,000 gpd.

The RV Resort will be served by the City's public sewer system for collection and treatment. The proposed on-site sewer system includes 6-inch to 8-inch diameter gravity sewer pipelines (not including laterals) which will connect into an existing 8-inch gravity sewer main in Old Hot Springs Road. The existing 8-inch sewer main in Old Hot Springs Road ends approximately 300 feet west of the intersection with Research Way. The project will include an extension of the existing 8-inch sewer to the entrance of the RV Resort. From the point of connection, wastewater will gravity

flow east along Old Hot Springs Road, south along Research Way, and then east along College Parkway. City Public Works staff have indicated that the 8-inch PVC sewer main in Old Hot Springs Road and Research Way is only at 8% capacity (or less) and the 18-inch concrete main in College Parkway is only at 10% capacity.

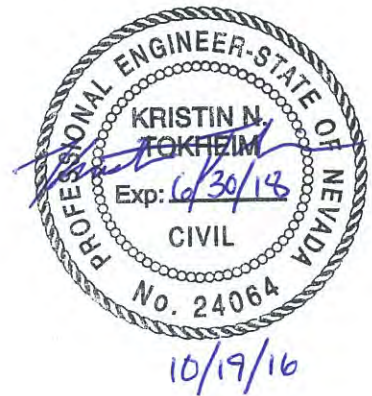
Based on input from the City, there is more than sufficient capacity within the City's sewer mains near the project area to handle flows from the RV Resort.

In summary, the proposed Sierra Skies RV Resort will not have any significant effects on the City's water and sewer systems. There is sufficient capacity within the City's infrastructure to meet the projected water demands, fire flows, and sewer flows. Please feel free to contact me at 775.883.7077 or ktokheim@lumosinc.com with any questions.

Sincerely,



Kristin Tokheim, P.E.
Senior Engineer



Appendix G

Traffic Impact Letter



October 19, 2016

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

RE: Traffic Impact Letter for the Proposed Sierra Skies RV Resort

Dear Hope:

Pursuant to the Carson City Special Use Permit (SUP) requirements, Lumos & Associates, Inc. has prepared the following traffic impact letter to support the SUP application. The proposed Sierra Skies RV Resort will be located at 1400 Old Hot Springs Road (APN 008-123-40) and will consist of approximately 215 RV spaces, a club house, office building, manager's residence, and associated facilities. The SUP is being requested to allow stays of up to 180 days from 30 days as currently permitted by zoning.

Carson City Development Standards Section 12.13.1 indicates that traffic studies are required under one or more of the following conditions: 1) the proposed development generates 80 or more peak hour trips; 2) the proposed development generates 500 or more total trips per day; 3) cumulative phasing results in conditions 1 or 2; 4) the city engineer determines a study is necessary; or 5) the proposed development triggers the need for a traffic signal. Projected traffic impacts from the Sierra Skies RV Resort are summarized below.

Trip generations for the proposed development were calculated using generation rates from the Institute of Transportation Engineers (ITE), Trip Generation Manual as summarized in the table below. Total average daily trips are estimated at 726.7, AM peak hour trips are estimated at 53.8, and PM peak hour trips are estimated at 88.2.

Projected Trip Generations ¹								
Land Use	Quantity (RV Spaces)	Average Daily Trips ²	AM Peak Hour ³			PM Peak Hour ³		
			In	Out	Total	In	Out	Total
Campground/ Recreational	215	726.7	19.4	34.4	53.8	54.7	33.5	88.2

¹ Source: Institute of Transportation Engineers, Trip Generation Manual, 9th Edition.

² Average daily trip rates unavailable in ITE Manual for campground/RV parks (code 416). Estimated using average daily trip rate for recreation homes (code 260) and multiplying by ratio of peak hour trips for campground/RV parks to peak hour trips for recreation homes.

³ Estimated from peak hour rates for campground/RV parks (code 416).

The main entrance to the proposed development will be through Old Hot Springs Road and a secondary emergency access is planned through the west side of the property at Holly Way. Because of the nature of the proposed development and the need for a controlled inlet/outlet (i.e., RV check-ins and check-outs), a secondary permanent access is not planned and has been confirmed acceptable by the City's Transportation Manager. The nearest major intersection to the proposed development is Research Way and College Parkway. The City's Transportation Manager has indicated that a traffic signal will be installed at this intersection in the near future and will help mitigate concerns with traffic-related impacts from the proposed RV Resort.

In summary, the proposed Sierra Skies RV Resort may require a traffic study based on trip generation estimates. If required, a traffic study will be prepared and submitted during the design phase of the project. Please feel free to contact me at 775.883.7077 or ktokheim@lumosinc.com with any questions.

Sincerely,



Kristin Tokheim, P.E.
Senior Engineer



Appendix H

Conceptual Drainage Study

**CONCEPTUAL DRAINAGE STUDY
TO ACCOMPANY THE SPECIAL USE PERMIT APPLICATION**

for the

Sierra Skies RV Resort
APN 008-123-40
Carson City, Nevada

Prepared For:

Roger Shaheen

3427 Goni Road #109
Carson City, NV 89706

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October, 2016
Job No. 8917.000



10/19/16

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I. Introduction

A. Description of Project

This conceptual drainage report presents the findings of the preliminary drainage study for the Special Use Permit (SUP) application for APN 008-123-40 located in Section 5, Township 15N, Range 20E of the Mount Diablo Meridian. It identifies the existing and conceptually proposed site conditions, and the potential drainage improvements. This study has been conducted in accordance with the Carson City Municipal Code and Carson City Development Standards.

The proposed project consists of the construction of a luxury RV Resort and associated building and facilities. The RV Resort would include approximately 215 RV spaces, club house, store/office, pool, laundry facilities, walking trail and necessary roadway and utility improvements to support the development. The property is currently undeveloped, disturbed, and overgrown with invasive weeds.

B. Existing Site Conditions

The property, located at 1400 Old Hot Springs Road, was used previously as a stockpile and disposal site for the construction of the new I-580 corridor through the northern portion of Carson City. The site is currently undeveloped and consists of 38.61 acres that has been filled by a previous grading operation. It is bound by undeveloped property to the north and east. It is bounded to the west by blocks 8, 9 and 12 of the East Addition of the Eagle Valley Vista Subdivision. The project location is bounded to the south by several properties including a storage yard for NDOT, the Carson Hot Springs Resort and an undeveloped 2.24-acre parcel. South of the 2.24-acre parcel are two smaller parcels, one is undeveloped and the other is owned by California Broadband Corp. which has a small communications building.

C. General Location Map

See Appendix A for an APN Map and Location Map.

II. Existing and Proposed Hydrology

A. Discuss existing and proposed drainage basin boundaries

Existing

There are several drainage subbasins on the property currently. There is one large drainage subbasin (subbasin 1) on the project site that is 30.15 acres. Outside of this subbasin, off-site flows from the north combine with subbasin 2 and are channeled to the west and then south along the perimeter of the property. Precipitation that falls on the southern (subbasin 3) and eastern (subbasin 4) sides of the property outside of the basin flows southwardly down the manmade hill onto the adjacent properties. Towards the southwestern portion of the property, there is an existing detention pond with an outflow structure that discharges into a channel

that runs along the westernmost portion of the project location. All 30.15 acres of subbasin 1 flows into this detention pond. See Appendix A for a drainage map.

Off-site flow is channelized on the north side of the property and conveyed west. At the northwest corner of the property there is a sedimentation basin where the channelized flow from the basin north of the property is combined with flows from a larger basin that originates in the hills to the north. From the sedimentation basin storm water flows travel south along the western side of the property where they eventually join the NDOT drainage system.

Proposed

The proposed drainage will be graded so that the entire property is the same drainage basin. Grading will be designed so that runoff will no longer exit the property to the south, but will instead be routed on-site to a detention basin in the southwest corner. The channel that runs along the north and west sides of the property will be reshaped to convey the off-site flow that enters the project site along the perimeter of the property to its current discharge point. Since the proposed development is an RV Resort, valley gutters and other surface conveyance features will be kept to a minimum to make the access roads and vehicle spaces more RV friendly.

Off-site flows will be routed along the perimeter of the project site in a similar manner as the existing conditions. The drainage basin that is intercepted by the channel on the north side is small and not expected to produce much runoff. As the channel turns south on the west side it converges with runoff from larger drainage basins that originate in the hills north of the property. The two flows will be collected and channelized along the west side where it will join with the onsite flows in the new detention pond.

Drainage Basin Map

See Appendix A for the Drainage Basin Map

B. Design Storm and 100-Year, 24-Hour Flow Calculations

Table 1: Flow Calculations

Basin	Pre-Development (cfs)		Post-Development (cfs)		Increase (cfs)	
	5-Year	100-Year	5-Year	100-Year	5-Year	100-Year
Basin	0.903	1.61	1.918	3.418	1.015	1.808

Volume calculations were performed in order to determine a preliminary size for the detention basin. The increased runoff due to the 5-year 24-hour storm event is approximately 27,722 cubic feet. Volume calculations are provided in Appendix B along with the Rational Method calculations. Supplemental information used for calculations is included in Appendix C.

C. Existing Drainage Problems

There are no known drainage problems on-site, however, anecdotal information was collected during a field visit from a resident located west of the project site indicating a flooding issue in the past. Apparently the existing drainage channel had overflowed and flooded the resident's home. This issue will be taken into consideration when performing final grading and storm water containment design.

D. On-site and Downstream Drainage

On-site drainage currently sheet flows from northeast to southwest across the elevated portion of the property to a detention pond located in the southwest corner. The proposed condition would be similar in that proposed grading would allow the water to flow from northeast to southwest.

Runoff discharged from the existing detention pond on the project site flows to the channel along the western perimeter of the property and joins the NDOT drainage system. The proposed site conditions would be very similar, but with the new detention pond in a different location as shown in Appendix A. The proposed condition will increase runoff. The increase in runoff will be detained in the proposed detention basin.

E. Floodplain

The project site is located outside of the 100-year floodplain. There is a small portion on the southernmost tip of the property where a proposed access road will connect to Old Hot Springs Road that is located in FEMA Zone X. A FEMA Firmette for the project location is included in Appendix C.

III. Proposed Drainage Facilities (on-site and off-site)

A. Routing of flow in and/or around site, downstream, and location of drainage facilities

On-Site Flow

The proposed design will be graded such that runoff will generally flow across the site from the northeast corner to the southwest corner where it will be routed into a new detention pond. The new detention pond will be sized to detain the increase in storm water runoff for a 5-year 24-hour event as required by Carson City Code. Above ground drainage features, like valley gutters, will be kept to a minimum for RV friendly access roads and vehicle spaces.

Off-Site Flow

Off-site flows will be routed along the perimeter of the project site in a drainage channel in the same general manner as currently routed. The offsite drainage basin directly north of the property is small and not expected to produce much runoff and will be collected by the reshaped channel along the northern border. As this channel

that turns south along the west property line it is intercepted by runoff from larger drainage basins that originate in the hills north of the property. These flows will be collected and channelized along the west side where it will join with the on-site flows in the new detention pond.

B. Mitigation Measures

Best Management Practices techniques should be implemented to manage the quantity and improve the quality of storm water runoff, minimize local erosion, and minimize potential discharges to adjacent properties.

C. Floodplain Modifications

The Sierra Skies RV Resort improvements will not require any modification of the floodplain.

D. Exhibit

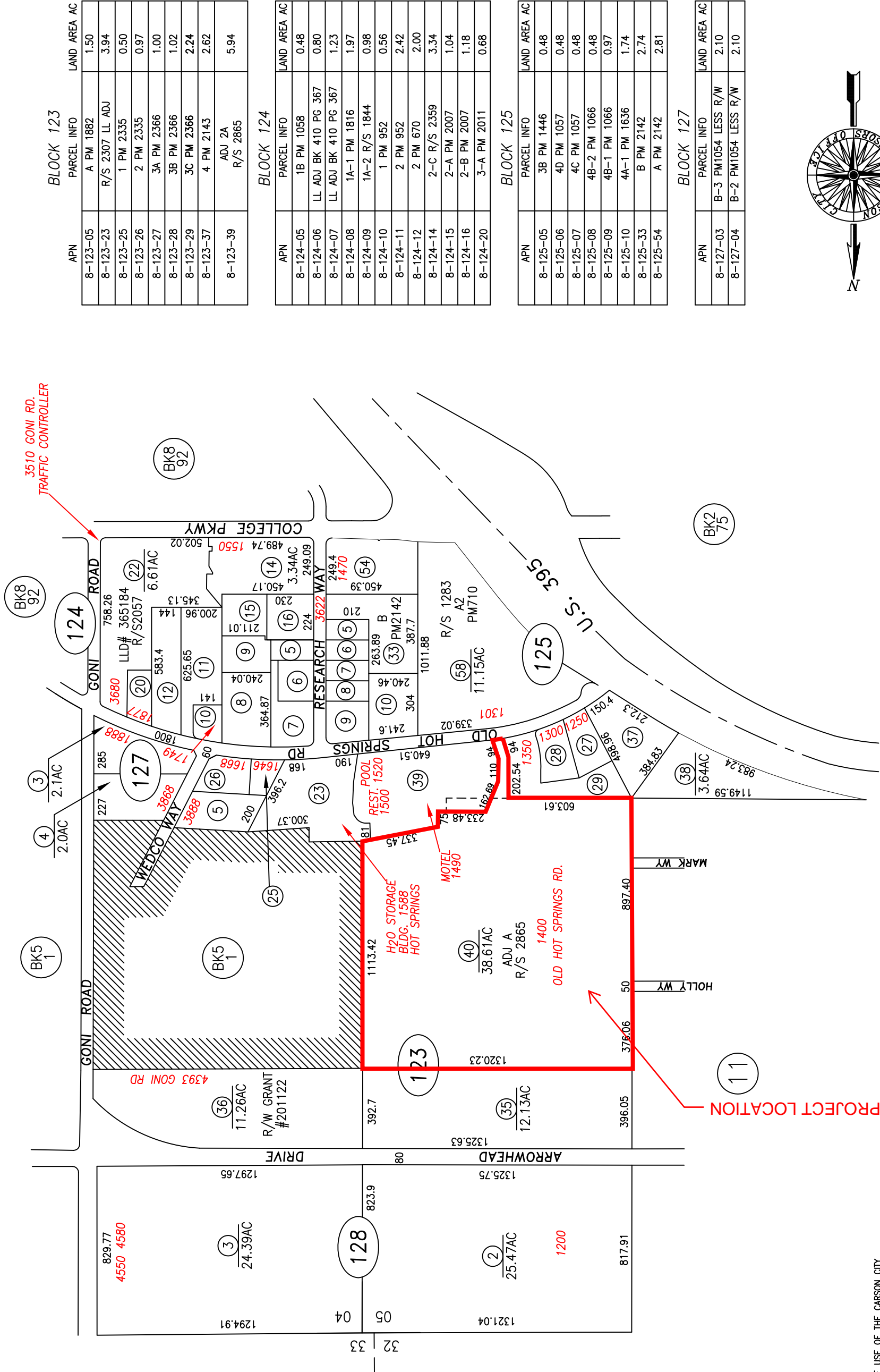
A copy of the SUP map showing proposed improvements and drainage features is included in Appendix A.

IV. Conclusions

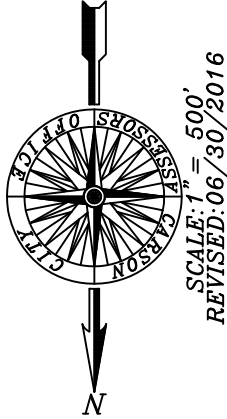
The Sierra Skies RV Resort improvements will be designed in accordance with Carson City Municipal Code and Carson City Development Standards. The project will not have a detrimental effect on surrounding properties in terms of storm water. The increase in storm water runoff will be detained on-site and will not affect the downstream storm water system.

Appendix A

Maps



CARSON CITY, NEVADA
THIS MAP IS PREPARED FOR THE USE OF THE CARSON CITY
ASSESSOR FOR ASSESSMENT AND ILLUSTRATIVE PURPOSES
ONLY; IT DOES NOT REPRESENT A SURVEY. NO LIABILITY
IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE
DATA DELINEATED HEREON. YOU CAN VIEW AND PRINT OUR
MAPS AT NO CHARGE FROM OUR WEBSITE AT: <http://ccapps.org/publicgis/>



PARCELS 008-123-24 & 34 ARE NOW 008-123-39 & 40 R/S 2865
UPDATE PARCELS 008-123-37 & 38 PER DOC #465731 062816

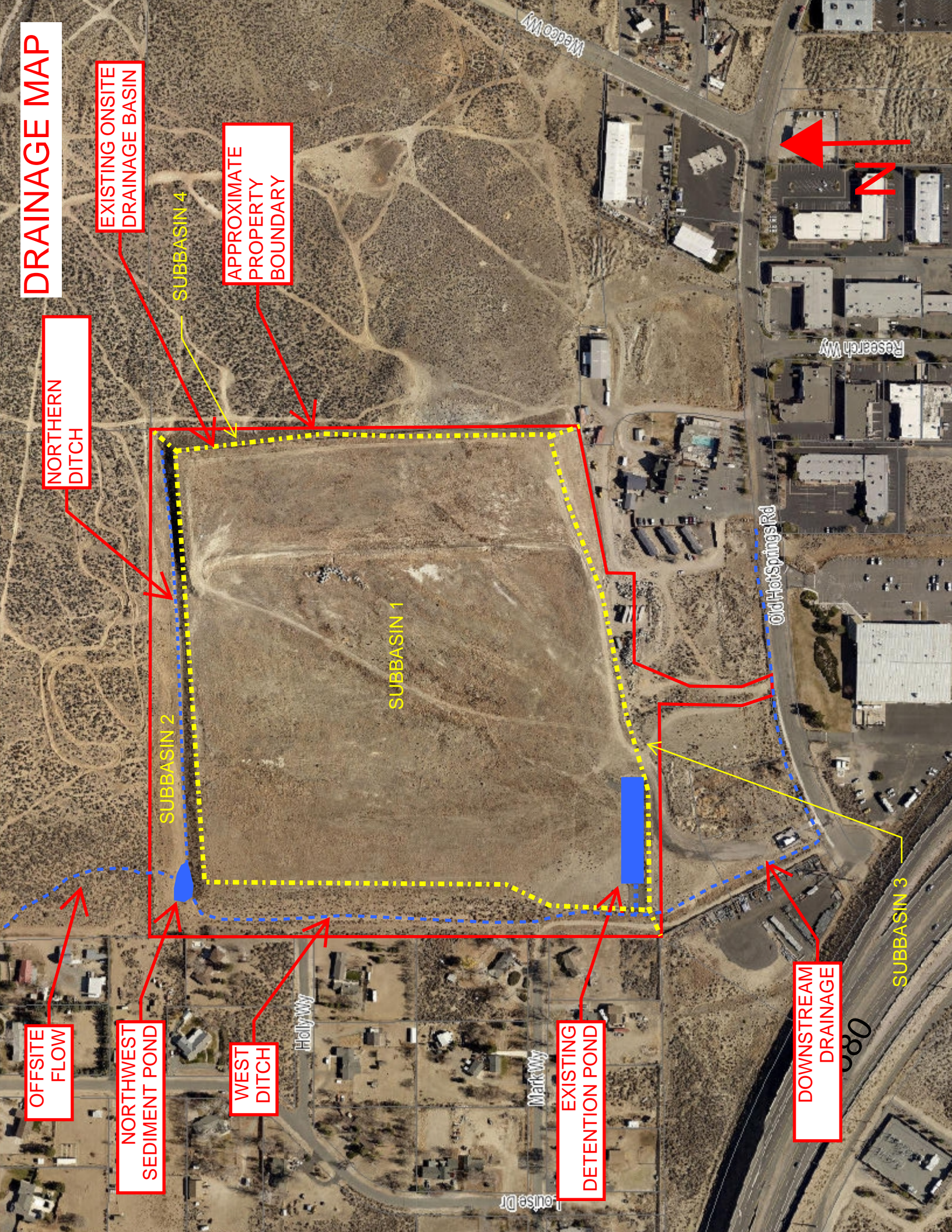
LOCATION MAP



APPROXIMATE
PROPERTY
BOUNDARY

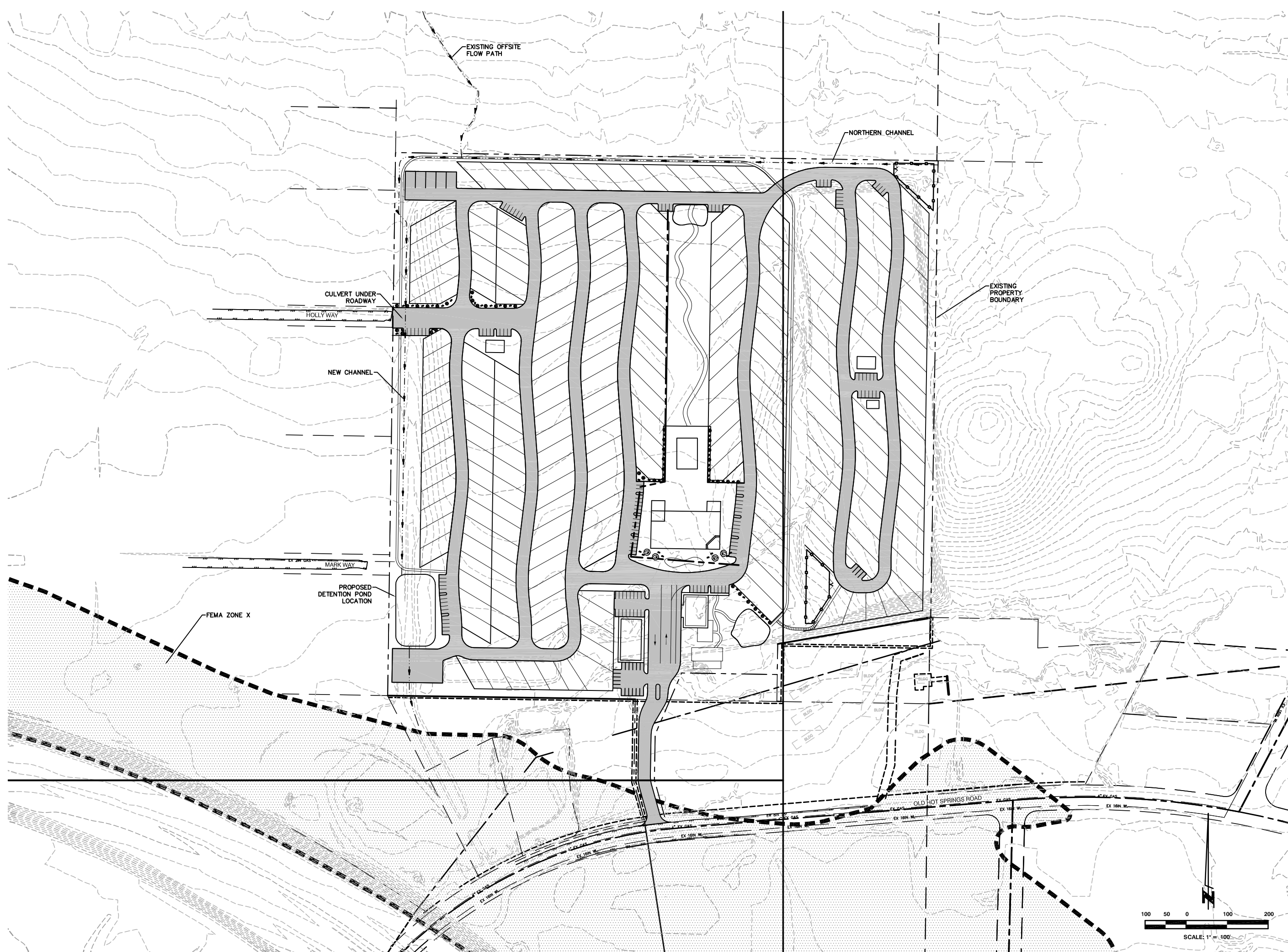
N

DRAINAGE MAP



[illegible]

DATE: OCTOBER 2016
DRAWN BY: CAS
DESIGNED BY: KLN
CHECKED BY: MDB
JOB NO.: 8917.000



Appendix B

Calculations



Sierra Skies RV Resort
Drainage Calculation
Rational Method
October 2016



Basin Pre-Development

5-year, 24-hr Storm Event
Formula: $Q = C \cdot i \cdot A$

1)	Runoff Coefficient C			2)	Total Area (A)			3)	Weighted "C" Value			
		Range	Design Value		Impervious	Pervious	Units		Design Value	Areas (Acres)	Total	
	Impervious Areas =	.7 - .95	0.9		0	1,681,852	Sq. Ft.		Impervious Areas =	0.9	0.00	0.00
	Pervious Areas =	0.1 - 0.3	0.3		0.00	38.61	Acres		Pervious Areas =	0.3	38.61	11.58
									Total	38.61	11.58	
									C (Total/Total Area) =		0.30	

4)	Time of Concentration (Tc = Lo + Lsc + Lc)			5)	Peak Flow Rate (Q = CiA)	
	Overland Flow - Lo (Min)	Shallow Concentrated Flow - Lsc (Min)	Channel Flow Lc (Min)		Intensity @ Tc (in/hr)	Peak Flow Rate (cfs)
	4.2	21.8	0.0		0.078	0.903
	Time of Concentration (Tc) =		26.0			

**NOTE: Tc Minimum = 10 Minutes

100-year, 24-hr Storm Event
Formula: $Q = C \cdot i \cdot A$

1)	Runoff Coefficient C			2)	Total Area (A)			3)	Weighted "C" Value			
		Range	Design Value		Impervious	Pervious	Units		Design Value	Areas (Acres)	Total	
	Impervious Areas	.7 - .95	0.90		0	1,681,852	Sq. Ft.		Impervious Areas =	0.9	0.00	0.00
	Pervious Areas =	0.1 - 0.3	0.3		0.00	38.61	Acres		Pervious Areas =	0.3	38.61	11.58
									Total	38.61	11.58	
									C (Total/Total Area) =		0.30	

4)	Time of Concentration (Tc = Lo + Lsc + Lc)			5)	Peak Flow Rate (Q = CiA)	
	Overland Flow - Lo (Min)	Shallow Concentrated Flow - Lsc (Min)	Channel Flow Lc (Min)		Intensity @ Tc (in/hr)	Peak Flow Rate (cfs)
	4.2	21.8	0.0		0.139	1.610
	Time of Concentration (Tc) =		26.0			

**NOTE: Tc Minimum = 10 Minutes



Basin Post-Development

5-year, 24-hr Storm Event

1)	Runoff Coefficient C		2)	Total Area (A)			3)	Weighted "C" Value								
		Range		Design Value		Impervious		Pervious	Units		Design Value	Areas (Acres)	Total			
	Impervious Areas =	.7 - .95		0.9		944,075		737,860	Sq. Ft.		AC and Concrete =	0.9	21.67	19.51		
	Pervious Areas =	0.1 - 0.3		0.3		21.67		16.94	Acres		Pervious Areas =	0.3	16.94	5.082		
													Total	38.61	24.59	
													C (Total/Total Area) =		0.64	
4)	Time of Concentration (Tc = Lo + Lsc + Lc)			5)	Peak Flow Rate (Q = CiA)											
	Overland Flow - Lo (Min)	Shallow Concentrated Flow - Lsc (Min)	Channel Flow Lc (Min)			Intensity @ Tc (in/hr)	Peak Flow Rate (cfs)									
	4.2	21.8	0.0			0.078	1.918									
		Time of Concentration (Tc) =			26.0											

****NOTE: Tc Minimum = 10 Minutes**

100-year, 24-hr Storm Event
Formula: $Q = C * i * A$

1)	Runoff Coefficient C			2)	Total Area (A)			3)	Weighted "C" Value					
		Range	Design Value			Impervious	Pervious		Units		Design Value	Areas (Acres)	Total	
	Impervious Areas =	.7 - .95	0.9			944,075	737,860		Sq. Ft.		AC and Concrete =	0.9	21.67	19.51
	Pervious Areas =	0.1 - 0.3	0.3		21.67	16.94	Acres		Pervious Areas =	0.3	16.94	5.082		

****NOTE: Tc Minimum = 10 Minutes**



Sierra Skies RV Resort
Drainage Calculation
Rational Method
October 2016



Sierra Skies RV Resort
Retention Basin Calculations
5 Year Frequency @ 24 Duration

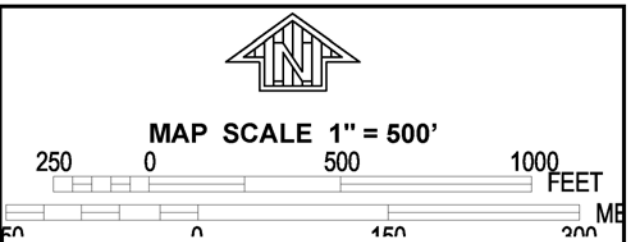


$$Volume = c * depth * area$$

	c (Runoff Coefficient)	d (Depth, in)	a (Area, sf)	Volume (cu. Ft)
Future	0.64	1.87	1,681,852	167,737
Existing	0.30	3.33	1,681,852	140,014
Design Volume	Volumes based the delta value of the existing vs proposed			27,723

Appendix C

Supplemental Information



NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 15 NORTH, RANGE 20 EAST AND TOWNSHIP 16 NORTH, RANGE 20 EAST.

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0084F

FIRM
FLOOD INSURANCE RATE MAP

CARSON CITY,
NEVADA
INDEPENDENT CITY

PANEL 84 OF 275
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CARSON CITY	320001	0084	F

MAP NUMBER
3200010084F
MAP REVISED
FEBRUARY 19, 2014

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NOAA Atlas 14, Volume 1, Version 5
Location name: Carson City, Nevada, USA*
Latitude: 39.1955°, Longitude: -119.7541°
Elevation: 4717.52 ft**

* source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.19 (1.02-1.39)	1.46 (1.28-1.75)	1.96 (1.69-2.33)	2.44 (2.06-2.88)	3.20 (2.64-3.80)	3.91 (3.12-4.67)	4.74 (3.66-5.72)	5.74 (4.26-7.04)	7.33 (5.12-9.19)	8.77 (5.83-11.2)
10-min	0.900 (0.774-1.06)	1.12 (0.972-1.33)	1.49 (1.28-1.78)	1.85 (1.57-2.19)	2.44 (2.01-2.89)	2.98 (2.38-3.55)	3.61 (2.79-4.35)	4.37 (3.24-5.36)	5.58 (3.90-7.00)	6.68 (4.45-8.53)
15-min	0.744 (0.640-0.880)	0.924 (0.804-1.10)	1.24 (1.06-1.46)	1.53 (1.30-1.81)	2.02 (1.66-2.39)	2.46 (1.96-2.93)	2.98 (2.30-3.60)	3.61 (2.68-4.43)	4.61 (3.22-5.78)	5.52 (3.67-7.05)
30-min	0.500 (0.432-0.592)	0.624 (0.540-0.740)	0.832 (0.714-0.988)	1.03 (0.876-1.22)	1.36 (1.12-1.61)	1.65 (1.32-1.98)	2.01 (1.55-2.42)	2.43 (1.80-2.98)	3.10 (2.17-3.89)	3.72 (2.47-4.75)
60-min	0.310 (0.267-0.366)	0.386 (0.334-0.457)	0.515 (0.441-0.611)	0.638 (0.542-0.755)	0.839 (0.692-0.996)	1.02 (0.818-1.22)	1.24 (0.960-1.50)	1.50 (1.12-1.85)	1.92 (1.34-2.41)	2.30 (1.53-2.94)
2-hr	0.208 (0.184-0.238)	0.258 (0.229-0.296)	0.329 (0.290-0.376)	0.392 (0.341-0.447)	0.486 (0.412-0.558)	0.570 (0.473-0.662)	0.666 (0.538-0.781)	0.782 (0.610-0.930)	0.982 (0.733-1.22)	1.17 (0.841-1.48)
3-hr	0.166 (0.148-0.187)	0.206 (0.186-0.233)	0.259 (0.231-0.292)	0.302 (0.267-0.340)	0.363 (0.316-0.411)	0.415 (0.355-0.474)	0.473 (0.396-0.546)	0.548 (0.449-0.643)	0.671 (0.533-0.819)	0.788 (0.609-0.998)
6-hr	0.115 (0.103-0.129)	0.144 (0.129-0.161)	0.179 (0.159-0.200)	0.206 (0.183-0.231)	0.243 (0.213-0.274)	0.272 (0.235-0.308)	0.302 (0.256-0.345)	0.336 (0.280-0.389)	0.386 (0.313-0.455)	0.430 (0.341-0.515)
12-hr	0.076 (0.067-0.085)	0.095 (0.085-0.107)	0.119 (0.106-0.134)	0.139 (0.122-0.156)	0.164 (0.143-0.186)	0.184 (0.159-0.210)	0.205 (0.174-0.236)	0.225 (0.188-0.263)	0.253 (0.205-0.301)	0.275 (0.218-0.333)
24-hr	0.049 (0.045-0.055)	0.062 (0.056-0.069)	0.078 (0.071-0.086)	0.091 (0.082-0.101)	0.109 (0.098-0.121)	0.124 (0.110-0.137)	0.139 (0.123-0.154)	0.154 (0.135-0.172)	0.175 (0.151-0.197)	0.192 (0.164-0.218)
2-day	0.029 (0.026-0.033)	0.037 (0.033-0.042)	0.047 (0.042-0.053)	0.055 (0.049-0.062)	0.067 (0.059-0.075)	0.076 (0.067-0.086)	0.085 (0.074-0.097)	0.095 (0.082-0.109)	0.109 (0.093-0.126)	0.120 (0.100-0.141)
3-day	0.022 (0.019-0.024)	0.027 (0.024-0.031)	0.035 (0.031-0.039)	0.041 (0.037-0.046)	0.050 (0.044-0.056)	0.057 (0.050-0.064)	0.064 (0.056-0.073)	0.072 (0.062-0.083)	0.083 (0.070-0.096)	0.092 (0.076-0.108)
4-day	0.018 (0.016-0.020)	0.022 (0.020-0.025)	0.029 (0.026-0.033)	0.034 (0.030-0.038)	0.041 (0.036-0.047)	0.047 (0.041-0.054)	0.054 (0.046-0.061)	0.061 (0.052-0.069)	0.070 (0.059-0.081)	0.078 (0.064-0.091)
7-day	0.012 (0.010-0.013)	0.015 (0.013-0.017)	0.019 (0.017-0.022)	0.023 (0.020-0.026)	0.028 (0.024-0.031)	0.032 (0.028-0.036)	0.036 (0.031-0.041)	0.040 (0.034-0.046)	0.046 (0.039-0.053)	0.051 (0.042-0.060)
10-day	0.009 (0.008-0.010)	0.012 (0.010-0.013)	0.015 (0.013-0.017)	0.018 (0.016-0.020)	0.022 (0.019-0.024)	0.024 (0.021-0.028)	0.027 (0.024-0.031)	0.031 (0.026-0.035)	0.035 (0.029-0.040)	0.038 (0.032-0.044)
20-day	0.006 (0.005-0.006)	0.007 (0.006-0.008)	0.009 (0.008-0.010)	0.011 (0.010-0.012)	0.013 (0.011-0.015)	0.015 (0.013-0.016)	0.016 (0.014-0.018)	0.018 (0.016-0.020)	0.020 (0.017-0.023)	0.022 (0.018-0.025)
30-day	0.004 (0.004-0.005)	0.005 (0.005-0.006)	0.007 (0.006-0.008)	0.008 (0.007-0.009)	0.010 (0.009-0.011)	0.011 (0.010-0.012)	0.012 (0.011-0.014)	0.013 (0.012-0.015)	0.015 (0.013-0.017)	0.016 (0.014-0.019)
45-day	0.003 (0.003-0.004)	0.004 (0.004-0.005)	0.005 (0.005-0.006)	0.006 (0.006-0.007)	0.008 (0.007-0.008)	0.008 (0.007-0.009)	0.009 (0.008-0.010)	0.010 (0.009-0.011)	0.011 (0.010-0.012)	0.012 (0.010-0.013)
60-day	0.003 (0.003-0.003)	0.004 (0.003-0.004)	0.005 (0.004-0.005)	0.006 (0.005-0.006)	0.006 (0.006-0.007)	0.007 (0.006-0.008)	0.008 (0.007-0.009)	0.008 (0.007-0.009)	0.009 (0.008-0.010)	0.010 (0.008-0.011)

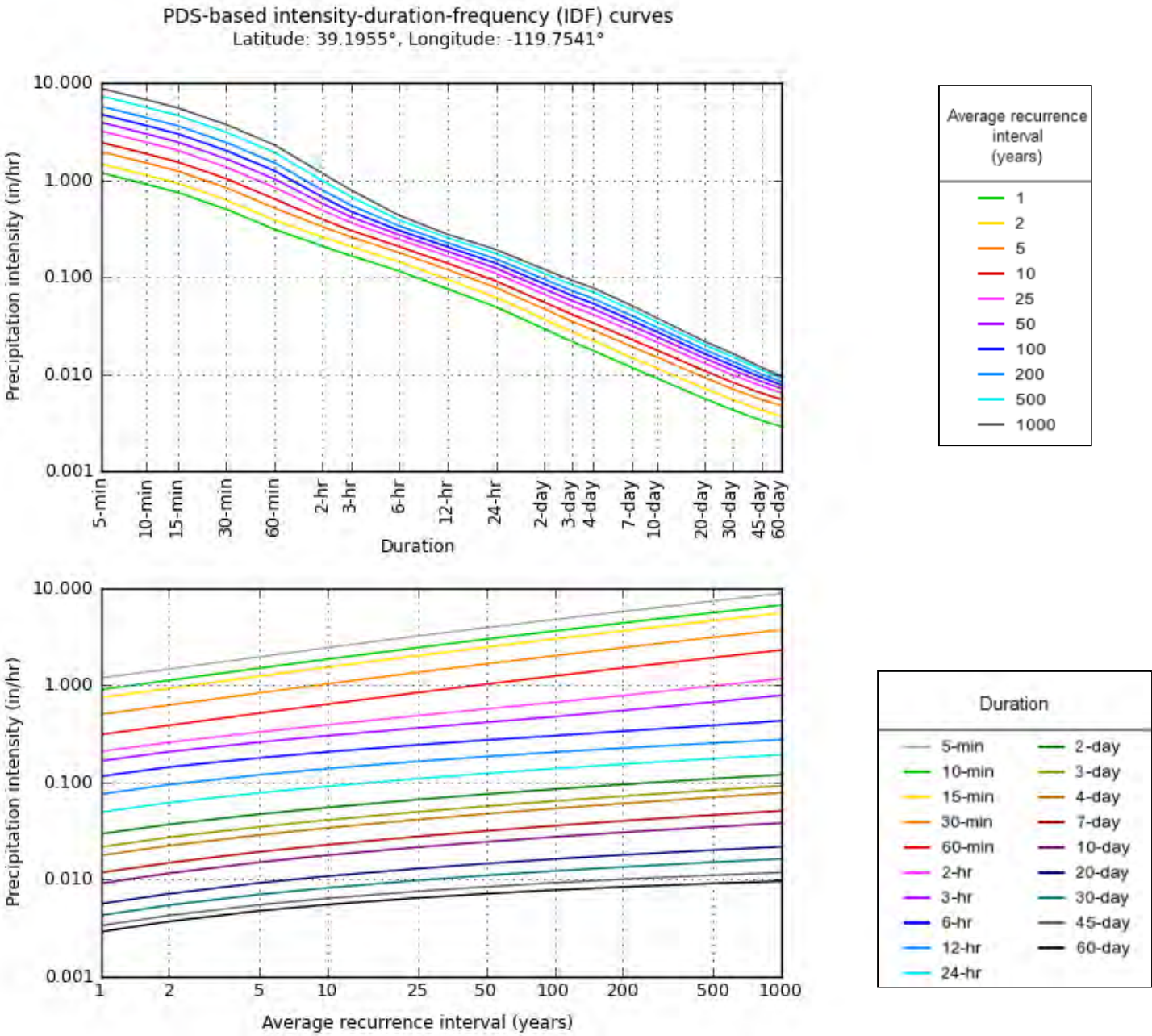
¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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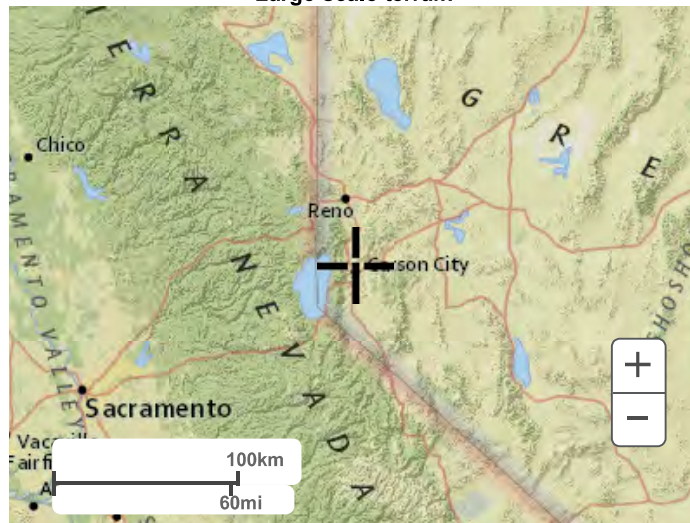
PF graphical



[Back to Top](#)

Maps & aerials

Small scale terrain

**Large scale terrain****Large scale map****Large scale aerial**



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[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)



NOAA Atlas 14, Volume 1, Version 5
Location name: Carson City, Nevada, USA*
Latitude: 39.1955°, Longitude: -119.7541°
Elevation: 4717.52 ft**

* source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.099 (0.085-0.116)	0.122 (0.107-0.146)	0.163 (0.141-0.194)	0.203 (0.172-0.240)	0.267 (0.220-0.317)	0.326 (0.260-0.389)	0.395 (0.305-0.477)	0.478 (0.355-0.587)	0.611 (0.427-0.766)	0.731 (0.486-0.934)
10-min	0.150 (0.129-0.177)	0.187 (0.162-0.221)	0.249 (0.213-0.296)	0.309 (0.262-0.365)	0.406 (0.335-0.482)	0.496 (0.396-0.591)	0.602 (0.465-0.725)	0.728 (0.540-0.894)	0.930 (0.650-1.17)	1.11 (0.741-1.42)
15-min	0.186 (0.160-0.220)	0.231 (0.201-0.274)	0.309 (0.265-0.366)	0.383 (0.325-0.453)	0.504 (0.415-0.597)	0.614 (0.491-0.733)	0.746 (0.576-0.899)	0.903 (0.669-1.11)	1.15 (0.806-1.45)	1.38 (0.918-1.76)
30-min	0.250 (0.216-0.296)	0.312 (0.270-0.370)	0.416 (0.357-0.494)	0.516 (0.438-0.610)	0.678 (0.559-0.805)	0.827 (0.661-0.988)	1.00 (0.776-1.21)	1.22 (0.901-1.49)	1.55 (1.08-1.95)	1.86 (1.24-2.37)
60-min	0.310 (0.267-0.366)	0.386 (0.334-0.457)	0.515 (0.441-0.611)	0.638 (0.542-0.755)	0.839 (0.692-0.996)	1.02 (0.818-1.22)	1.24 (0.960-1.50)	1.50 (1.12-1.85)	1.92 (1.34-2.41)	2.30 (1.53-2.94)
2-hr	0.416 (0.369-0.476)	0.516 (0.458-0.591)	0.658 (0.580-0.752)	0.783 (0.682-0.894)	0.972 (0.825-1.11)	1.14 (0.946-1.32)	1.33 (1.07-1.56)	1.56 (1.22-1.86)	1.96 (1.47-2.43)	2.33 (1.68-2.97)
3-hr	0.498 (0.445-0.561)	0.620 (0.558-0.701)	0.778 (0.693-0.877)	0.907 (0.802-1.02)	1.09 (0.948-1.23)	1.25 (1.06-1.42)	1.42 (1.19-1.64)	1.65 (1.35-1.93)	2.02 (1.60-2.46)	2.37 (1.83-3.00)
6-hr	0.690 (0.619-0.771)	0.861 (0.774-0.966)	1.07 (0.955-1.20)	1.23 (1.09-1.38)	1.46 (1.27-1.64)	1.63 (1.41-1.85)	1.81 (1.53-2.07)	2.01 (1.67-2.33)	2.31 (1.87-2.72)	2.58 (2.04-3.09)
12-hr	0.910 (0.811-1.02)	1.14 (1.02-1.29)	1.44 (1.28-1.62)	1.67 (1.47-1.88)	1.98 (1.73-2.24)	2.22 (1.91-2.53)	2.46 (2.09-2.84)	2.71 (2.26-3.17)	3.05 (2.47-3.63)	3.32 (2.63-4.01)
24-hr	1.19 (1.07-1.31)	1.48 (1.35-1.65)	1.87 (1.70-2.07)	2.19 (1.98-2.42)	2.62 (2.35-2.90)	2.96 (2.65-3.28)	3.33 (2.94-3.70)	3.70 (3.24-4.13)	4.21 (3.63-4.74)	4.61 (3.92-5.24)
2-day	1.41 (1.27-1.59)	1.77 (1.59-2.00)	2.26 (2.02-2.54)	2.65 (2.37-2.98)	3.19 (2.83-3.60)	3.63 (3.19-4.11)	4.09 (3.57-4.65)	4.57 (3.95-5.24)	5.23 (4.44-6.06)	5.76 (4.82-6.75)
3-day	1.55 (1.39-1.75)	1.96 (1.75-2.21)	2.51 (2.24-2.83)	2.96 (2.63-3.33)	3.58 (3.16-4.06)	4.09 (3.58-4.64)	4.63 (4.01-5.27)	5.19 (4.45-5.95)	5.99 (5.04-6.93)	6.62 (5.50-7.75)
4-day	1.70 (1.51-1.92)	2.14 (1.91-2.42)	2.76 (2.45-3.12)	3.26 (2.89-3.69)	3.98 (3.49-4.51)	4.55 (3.97-5.18)	5.17 (4.46-5.90)	5.82 (4.96-6.67)	6.74 (5.64-7.80)	7.49 (6.17-8.75)
7-day	1.98 (1.76-2.24)	2.50 (2.22-2.83)	3.24 (2.88-3.67)	3.83 (3.39-4.33)	4.66 (4.10-5.29)	5.32 (4.65-6.05)	6.01 (5.20-6.86)	6.74 (5.78-7.73)	7.75 (6.55-8.99)	8.56 (7.13-10.0)
10-day	2.19 (1.94-2.47)	2.78 (2.47-3.15)	3.62 (3.20-4.08)	4.27 (3.77-4.82)	5.16 (4.53-5.84)	5.86 (5.11-6.65)	6.59 (5.70-7.49)	7.34 (6.29-8.38)	8.36 (7.08-9.65)	9.15 (7.66-10.7)
20-day	2.69 (2.41-3.02)	3.42 (3.06-3.84)	4.43 (3.96-4.96)	5.20 (4.63-5.81)	6.22 (5.52-6.96)	7.00 (6.17-7.85)	7.80 (6.82-8.78)	8.59 (7.47-9.71)	9.65 (8.29-11.0)	10.4 (8.88-12.0)
30-day	3.08 (2.76-3.45)	3.92 (3.51-4.38)	5.06 (4.53-5.65)	5.92 (5.28-6.60)	7.07 (6.28-7.88)	7.94 (7.00-8.88)	8.82 (7.73-9.90)	9.70 (8.43-11.0)	10.9 (9.34-12.4)	11.8 (10.0-13.5)
45-day	3.62 (3.25-4.02)	4.61 (4.13-5.11)	5.93 (5.32-6.57)	6.91 (6.19-7.65)	8.17 (7.29-9.06)	9.10 (8.09-10.1)	10.0 (8.85-11.1)	10.9 (9.58-12.1)	12.0 (10.4-13.5)	12.7 (11.1-14.4)
60-day	4.17 (3.73-4.64)	5.33 (4.77-5.93)	6.86 (6.14-7.62)	7.95 (7.10-8.82)	9.31 (8.30-10.3)	10.3 (9.14-11.5)	11.2 (9.94-12.5)	12.1 (10.7-13.5)	13.1 (11.5-14.8)	13.8 (12.1-15.6)

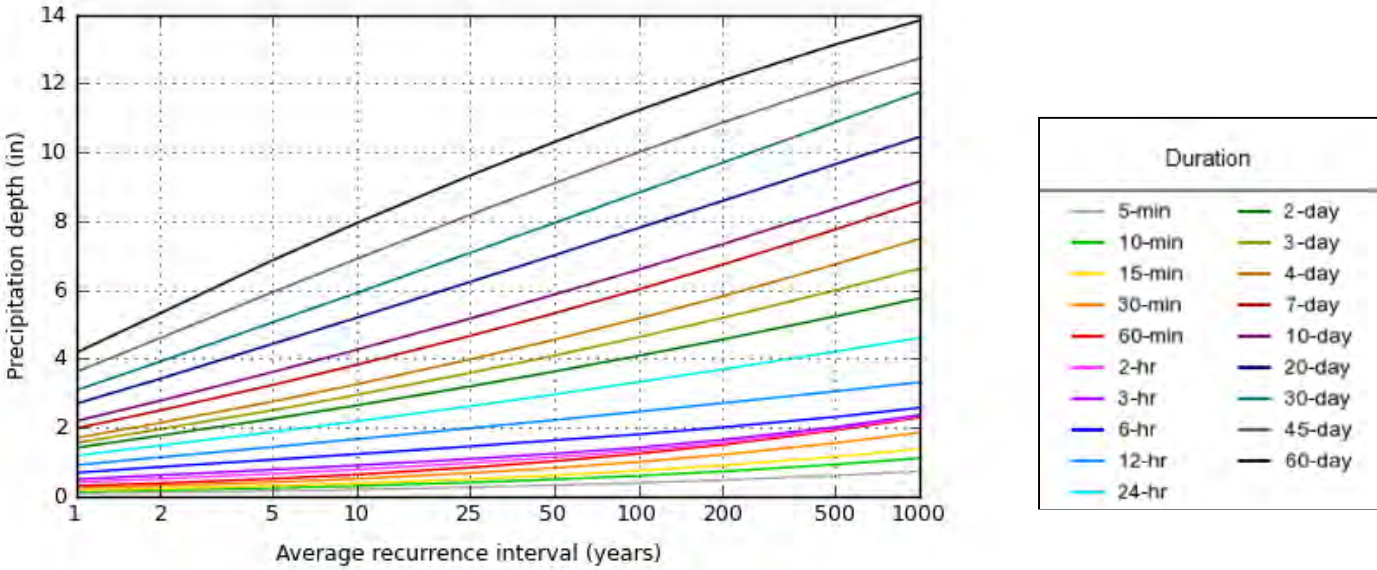
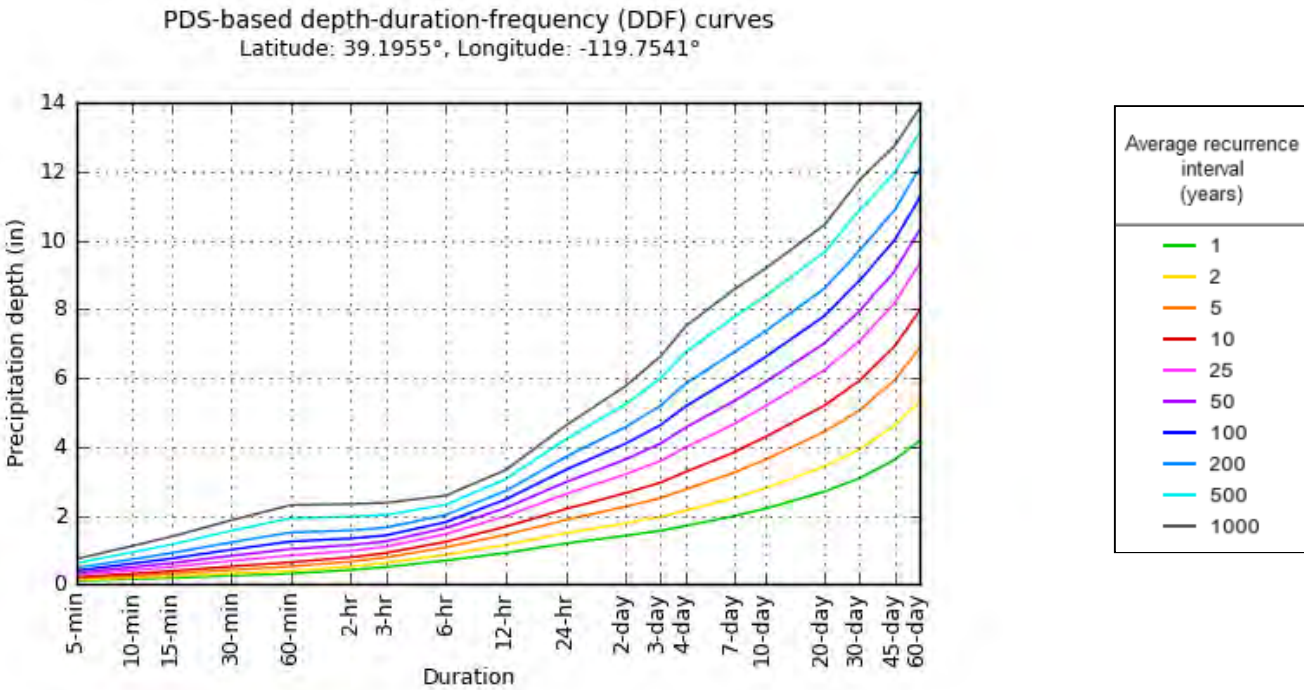
¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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PF graphical



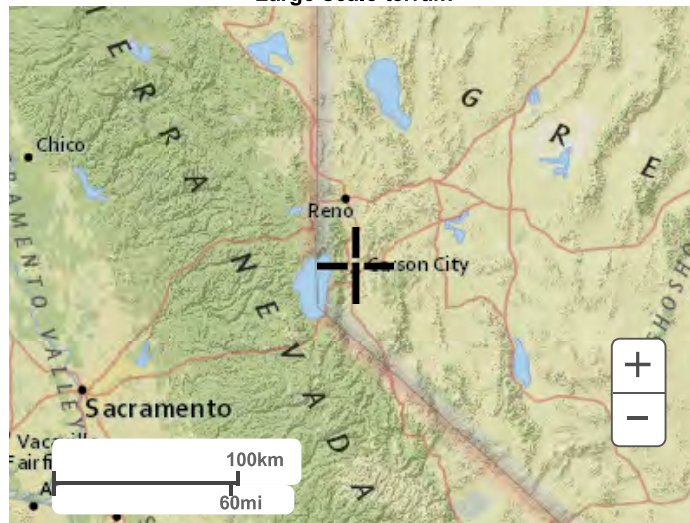
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Maps & aerials

Small scale terrain



Large scale terrain



Large scale map



Large scale aerial



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Stations, and local
participants

Custom Soil Resource Report for **Carson City Area, Nevada**



October 12, 2016

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<http://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil scientists classified and named the soils in the survey area, they compared the

individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.


Custom Soil Resource Report Soil Map




Custom Soil Resource Report


MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)


Soils


 Soil Map Unit Polygons


 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit


 Clay Spot


 Closed Depression

 Gravel Pit

 Gravelly Spot


 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water


 Perennial Water

 Rock Outcrop


 Saline Spot

 Sandy Spot

 Severely Eroded Spot


 Sinkhole

 Slide or Slip


 Sodic Spot

 Spoil Area

 Stony Spot


 Very Stony Spot

 Wet Spot


 Other

 Special Line Features

Water Features

 Streams and Canals


Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Carson City Area, Nevada
Survey Area Data: Version 9, Aug 28, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 26, 2013—Jul 28, 2013

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Carson City Area, Nevada (NV629)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
4	Bishop loam, saline	0.8	2.0%
35	Indiano variant gravelly fine sandy loam, 4 to 15 percent slopes	16.1	42.8%
58	Surprise coarse sandy loam, 2 to 4 percent slopes	19.1	50.8%
74	Vamp fine sandy loam, slightly saline-alkali	1.7	4.4%
Totals for Area of Interest		37.7	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic

classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Carson City Area, Nevada

4—Bishop loam, saline

Map Unit Setting

National map unit symbol: 2nnnd
Elevation: 4,500 to 4,700 feet
Mean annual precipitation: 8 to 12 inches
Mean annual air temperature: 49 to 50 degrees F
Frost-free period: 100 to 110 days
Farmland classification: Not prime farmland

Map Unit Composition

Bishop and similar soils: 95 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Bishop

Setting

Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from mixed

Typical profile

H1 - 0 to 28 inches: loam
H2 - 28 to 60 inches: stratified sandy loam to clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Poorly drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 18 to 24 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Calcium carbonate, maximum in profile: 5 percent
Salinity, maximum in profile: Slightly saline to moderately saline (4.0 to 8.0 mmhos/cm)
Sodium adsorption ratio, maximum in profile: 13.0
Available water storage in profile: High (about 9.8 inches)

Interpretive groups

Land capability classification (irrigated): 4w
Land capability classification (nonirrigated): 6w
Hydrologic Soil Group: C/D
Ecological site: WET MEADOW 10-14 P.Z. (R026XY003NV)
Hydric soil rating: No

Minor Components

Voltaire

Percent of map unit: 5 percent

Custom Soil Resource Report

Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: WET SODIC BOTTOM (R026XY002NV)
Hydric soil rating: Yes

35—Indiano variant gravelly fine sandy loam, 4 to 15 percent slopes

Map Unit Setting

National map unit symbol: 2nnpd
Elevation: 4,600 to 5,000 feet
Mean annual precipitation: 10 to 12 inches
Mean annual air temperature: 49 to 51 degrees F
Frost-free period: 100 to 110 days
Farmland classification: Not prime farmland

Map Unit Composition

Indiano variant and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Indiano Variant

Setting

Landform: Hills
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Colluvium and/or residuum

Typical profile

H1 - 0 to 11 inches: gravelly fine sandy loam
H2 - 11 to 29 inches: gravelly clay loam
R - 29 to 39 inches: bedrock

Properties and qualities

Slope: 4 to 15 percent
Depth to restrictive feature: 24 to 39 inches to lithic bedrock
Natural drainage class: Well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Low (about 3.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: C
Ecological site: STONY SLOPE 8-10 P.Z. (R026XY022NV)
Hydric soil rating: No

58—Surprise coarse sandy loam, 2 to 4 percent slopes

Map Unit Setting

National map unit symbol: 2nnq4
Elevation: 4,500 to 4,700 feet
Mean annual precipitation: 10 to 16 inches
Mean annual air temperature: 50 to 52 degrees F
Frost-free period: 100 to 110 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Surprise and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Surprise

Setting

Landform: Alluvial fans
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Alluvium derived from mixed

Typical profile

H1 - 0 to 18 inches: coarse sandy loam
H2 - 18 to 37 inches: stratified gravelly sandy loam to gravelly loam
H3 - 37 to 60 inches: stratified very gravelly sandy loam to gravelly sandy loam

Properties and qualities

Slope: 2 to 4 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.1 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: A
Ecological site: LOAMY 10-12 P.Z. (R026XY010NV)
Hydric soil rating: No

74—Vamp fine sandy loam, slightly saline-alkali

Map Unit Setting

National map unit symbol: 2nnqn
Elevation: 4,500 to 4,700 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 49 to 51 degrees F
Frost-free period: 100 to 110 days
Farmland classification: Not prime farmland

Map Unit Composition

Vamp and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Vamp

Setting

Landform: Alluvial fans
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Alluvium derived from mixed

Typical profile

H1 - 0 to 3 inches: fine sandy loam
H2 - 3 to 36 inches: stratified fine sandy loam to silt loam
H3 - 36 to 42 inches: cemented material
H4 - 42 to 60 inches: stratified loamy sand to silt loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: 20 to 39 inches to duripan
Natural drainage class: Somewhat poorly drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 36 to 60 inches
Frequency of flooding: Rare
Frequency of ponding: None
Calcium carbonate, maximum in profile: 5 percent
Salinity, maximum in profile: Slightly saline to moderately saline (4.0 to 8.0 mmhos/cm)
Sodium adsorption ratio, maximum in profile: 30.0
Available water storage in profile: Low (about 5.3 inches)

Interpretive groups

Land capability classification (irrigated): 3w
Land capability classification (nonirrigated): 6w
Hydrologic Soil Group: C
Ecological site: SALINE BOTTOM (R026XY004NV)
Hydric soil rating: No

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Appendix I

24x36 Site Plan

GENERAL SITE INFORMATION:

APN: 008-123-40
AREA: 38.61 AC
PROPERTY ADDRESS: 1400 OLD HOT SPRINGS ROAD
ZONING: TOURIST COMMERCIAL
SETBACKS: 20' MINIMUM
PROPOSED OCCUPANCY: RV RESORT

EXISTING BUILDING AREA: 0 SF
PROPOSED TOTAL BUILDING AREA: 18,500 SF
MAX BUILDING HEIGHT: 2 STORIES OR 26 FT

PROPOSED TOTAL PAVED AREA: 614,066 SF
PROPOSED TOTAL IMPERVIOUS AREA (NOT INCLUDING BUILDING AREA): 928,022 SF

EXISTING LANDSCAPE AREA: NONE

LANDSCAPE REQUIRED:
20% OF THE IMPERVIOUS SURFACE, NOT INCLUDING THE BUILDINGS:
928,022 X 0.20: 185,605 SF
TREES REQUIRED AT 1 PER 400 SF: 465
SHRUBS REQUIRED AT 6 PER TREE: 2,790

LANDSCAPE PROVIDED & ESTIMATED WATER USAGE:
DRIP IRRIGATION (MIN. 465 TREES, 2,790 SHRUBS): 1,630,800 GAL/YEAR (32 WEEKS, 2X/WEEK) OR 4,468 GAL/DAY*
LAWN IRRIGATION (75,000 SF): 2,992,300 GAL/YEAR OR 8,198 GAL/DAY*
TOTAL IRRIGATION DEMAND: 4,623,100 GAL/YEAR OR 12,666 GAL/DAY*
*AVERAGED OVER 365 DAYS

PROVIDED PARKING SPACES: SEE PARKING TABLE

PROVIDED RV SPACES:
BACK IN 158
PULL THROUGH 57
TOTAL 215

TRAFFIC IMPACTS:
SEE TRIP GENERATION TABLE

UTILITIES:
EXISTING 8" SEWER AND 16" WATER IN OLD HOT SPRINGS ROAD. PROPOSED 8" SEWER WILL TIE INTO EXISTING SS MANHOLE. PROPOSED 8" WATER WILL TEE INTO EXISTING 16" WATER MAIN.

DOMESTIC WATER USAGE:
ESTIMATE 150 GAL/DAY/SPACE: 32,000 GAL/DAY AT 100% OCCUPANCY
ACCESSORY USES (CLUB HOUSE/SWIMMING POOL/CASINO/RESTAURANT/MANAGER RESIDENCE,ETC): ESTIMATED 15,000 GAL/DAY

SEWER GENERATION:
ESTIMATED 50,000 GAL/DAY

SIGNS:
MONUMENT SIGN AT ENTRANCE ON HOT SPRINGS ROAD

POSSIBLE SALE OF PROPANE ON PROPERTY.

NO NATURAL SLOPES OVER 15%
NO EXISTING TREES ON PROPERTY.
NO FAULT LINES EXIST WITHIN PROPERTY LIMITS.

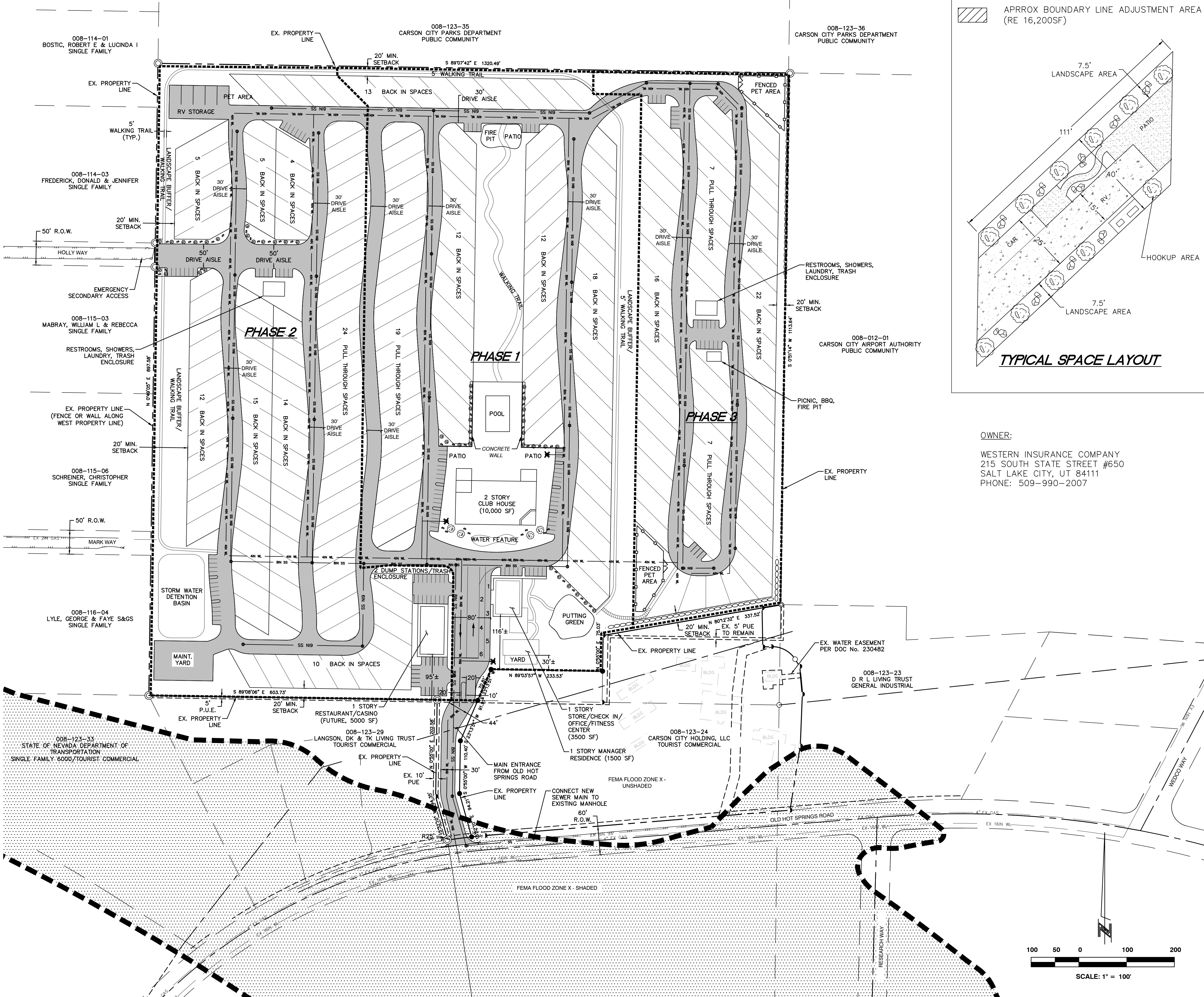
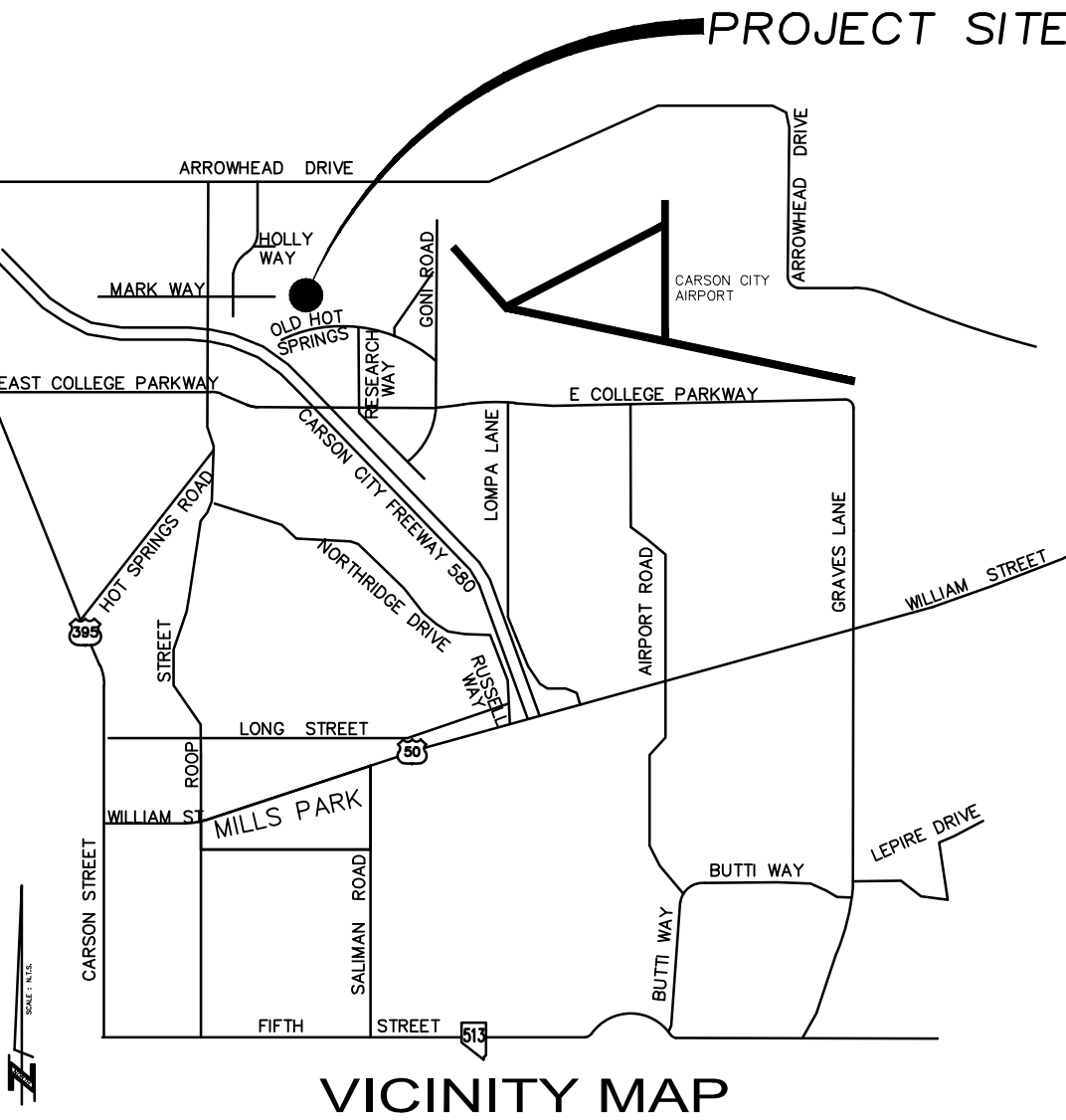
DRAINAGE:
EXISTING GROUND GENERALLY SLOPES FROM THE NORTH EAST CORNER OF THE PROPERTY TO THE SOUTH WEST CORNER OF THE PROPERTY. NO EXISTING DRAINAGE EXISTS. PROPERTY IS DISTURBED BUT UNDEVELOPED.
PROPOSE ABOVE GROUND STORM WATER DETENTION BASIN IN SOUTH WEST CORNER.

TRIP GENERATIONS						
LAND USE	QUANTITY	ADT	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
CAMPGROUND/ RECREATIONAL	215	726.7	19.4	34.4	54.7	33.5

SOURCE: INSTITUTE OF TRANSPORTATION ENGINEERS, TRIP GENERATION MANUAL, 9TH EDITION

PARKING RATIO TABLE		
	SPACES REQUIRED	SPACES PROVIDED
RV RESORT	1 PER SPACE=215	215
MANAGERS RESIDENCE	2 SPACES PER DWELLING=2	2
CLUB HOUSE	1 PER 275SF=36	36
RESTAURANT/ CASINO	1 PER 150SF=33	33
CHECK IN/STORE/ FITNESS CENTER	1 PER 150 SF=23	14
OTHER PARKING	-	74
TOTAL	309*	374

* DOES NOT CONSIDER EMPLOYEE PARKING



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ROGER SHAHEEN

SIERRA SKIES RV RESORT
1400 OLD HOT SPRINGS ROAD
SPECIAL USE PERMIT

NEVADA

CARSON CITY

DATE: OCTOBER 2016

DRAWN BY: KLN

DESIGNED BY: KLN

CHECKED BY: MDB

JOB NO.: 8917.000