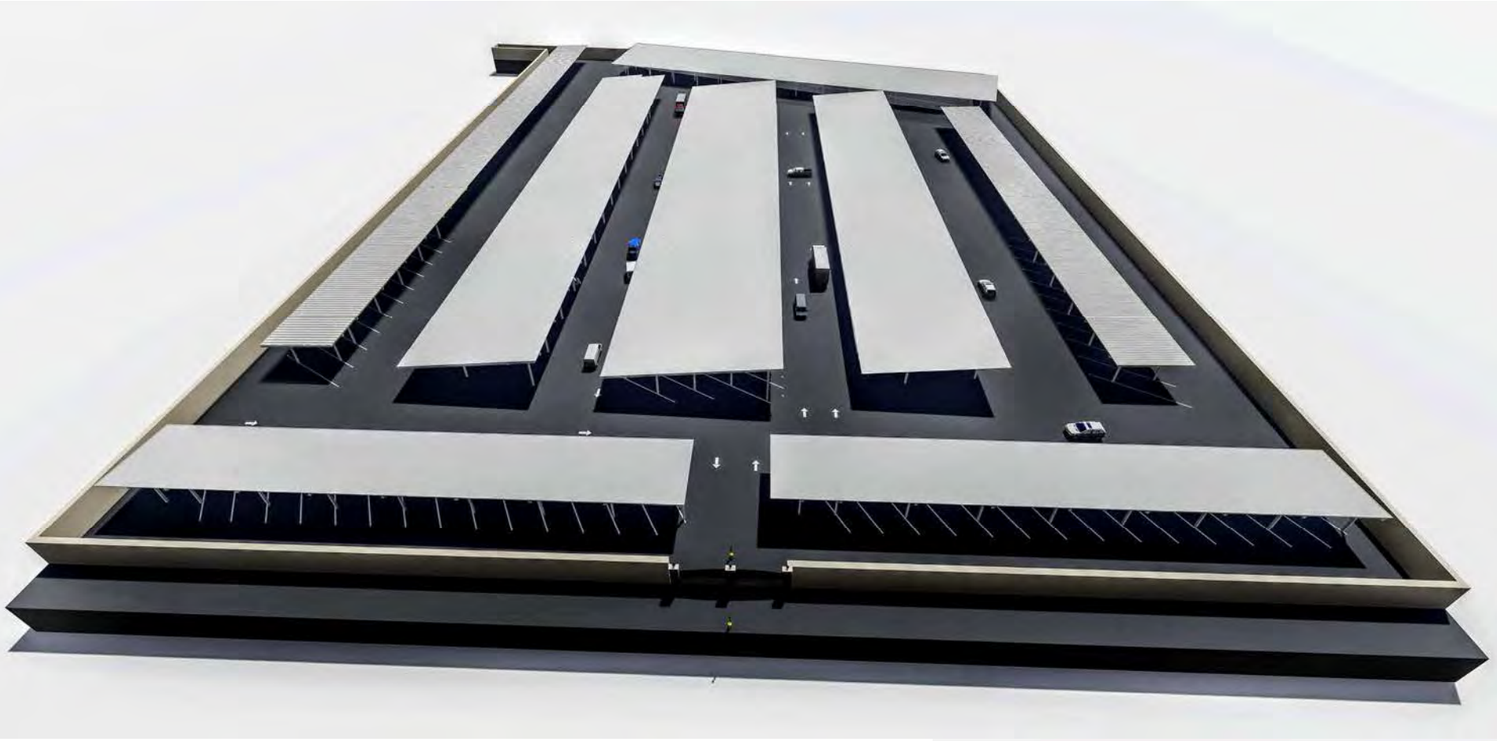
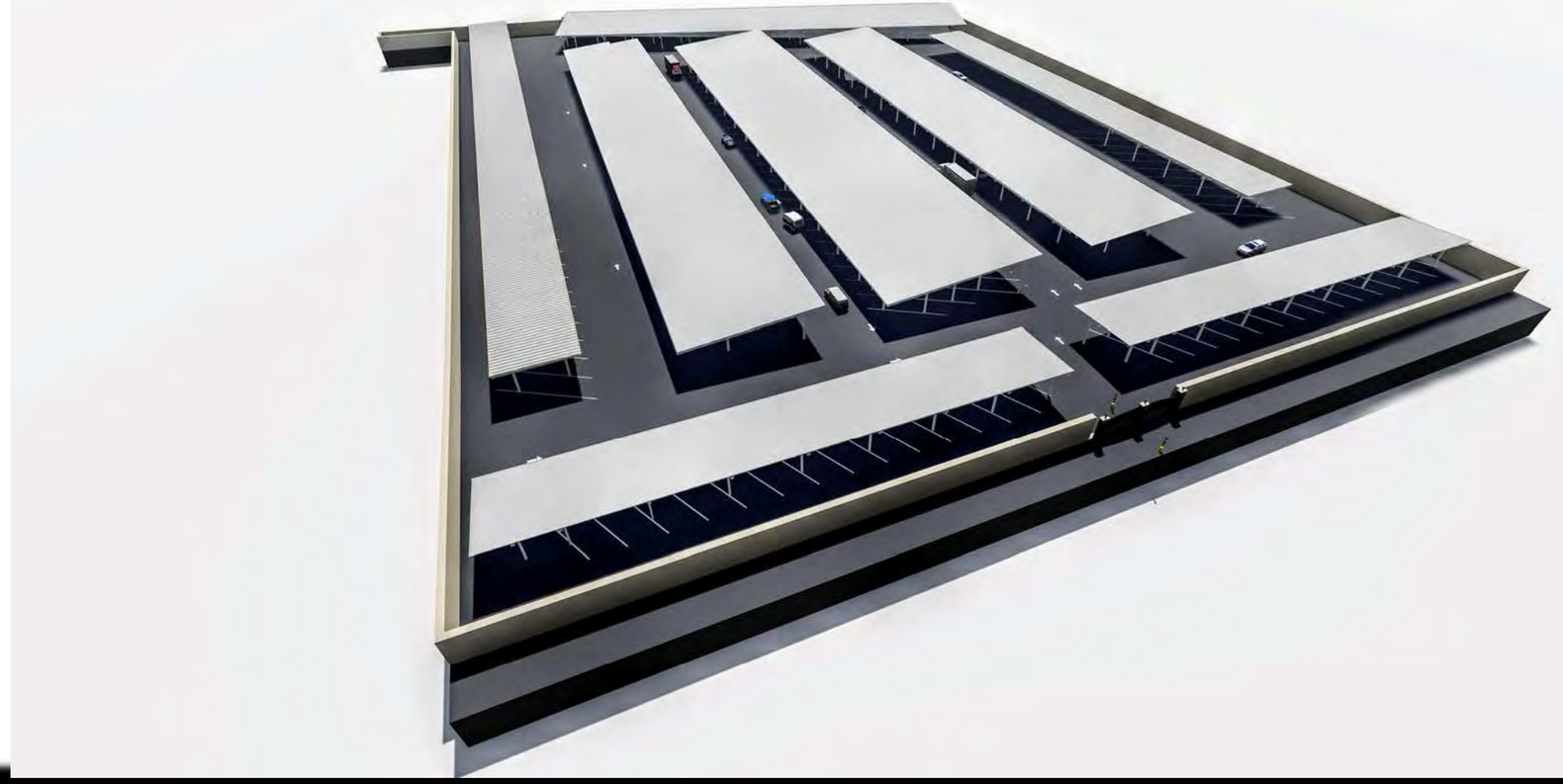
*REVIEW BAJA PROPOSAL TO CONFIRM WHAT WILL BE INCLUDED ON THIS PROJECT



3D RV LAYOUT (60 DEGREES)



*REVIEW BAJA PROPOSAL TO CONFIRM WHAT WILL BE INCLUDED ON THIS PROJECT

baja CONSTRUCTION INC.

BAJA CONSTRUCTION INC.

RV COVER NON SOLAR 60 DEGREES

*REVIEW BAJA PROPOSAL TO CONFIRM WHAT WILL BE INCLUDED ON THIS PROJECT

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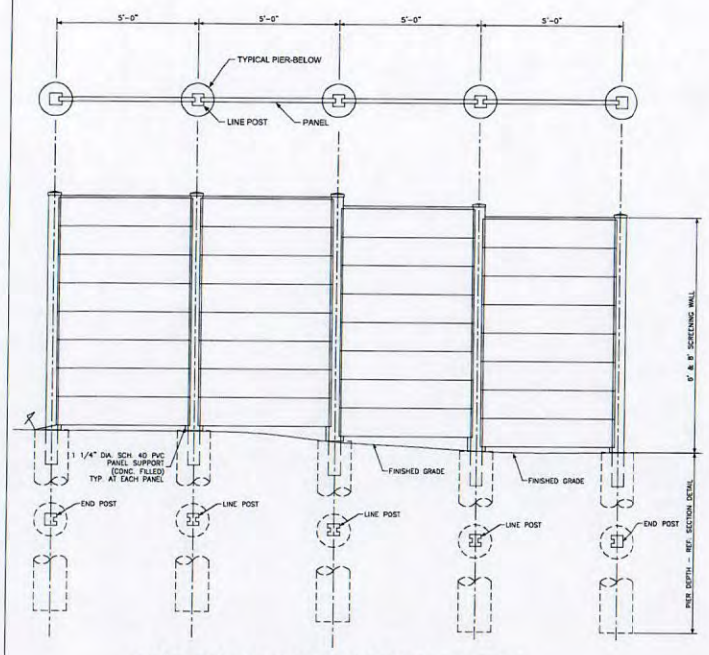
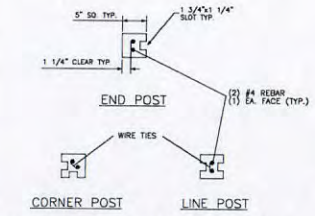
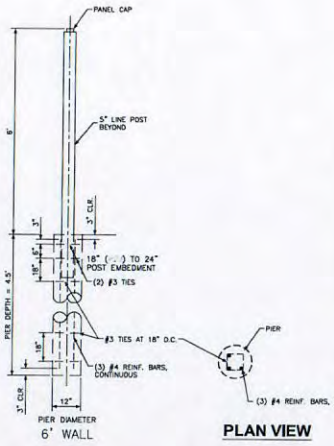


ELEVATION - 6' & 8' SCREENING WALL AND PIERS

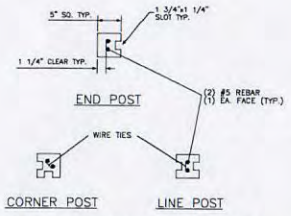


SECTION- 6' SCREENING WALL POST

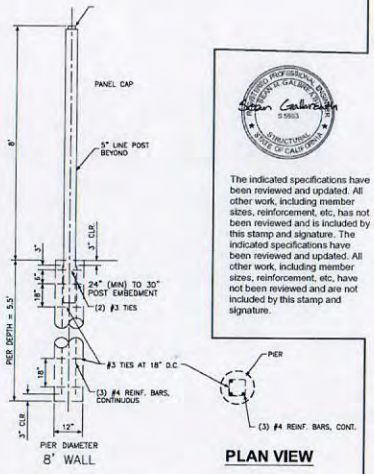


SECTION - 6' SCREENING WALL AND PIER

PLAN VIEW

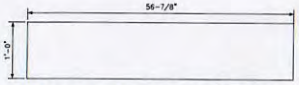


SECTION- 8' SCREENING WALL POST

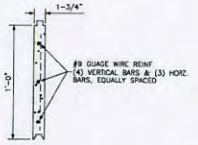


SECTION - 8' SCREENING WALL AND PIER

PLAN VIEW



SMOOTHSTONE STANDARD PANEL



SMOOTHSTONE PANEL - SECTION

The indicated specifications have been reviewed and updated. All other work, including member sizes, reinforcement, etc., has not been reviewed and is included by this stamp and signature. The indicated specifications have been reviewed and updated. All other work, including member sizes, reinforcement, etc., have not been reviewed and are not included by this stamp and signature.

Specifications and Notes

General:

1. This project has been designed in accordance with the 2015 International Building Code (IBC)/2016 California Building Code (CBC Los Angeles Building Code (LABC)
PICK ONE FROM ABOVE
2. Applied loads:
   a. Wind Velocity (V) = 90 mph
   b. Exposure: C
   c. Importance Factor (I) = 1.0
   d. Velocity Pressure Exposure Coefficient (Kz) = 0.85
   e. Wind Directionality Factor (Kd) = 0.85
   f. Topographic Factor (Kzt) = 1.0
   g. Wind Pressure P = 0.00256(Kz)(Kzt)(Kd)(V^2)(I)
      P = 0.00256(0.85)(1.0)(0.85)(90)^2(1.0)
      P = 15.0 psf
   h. Working Design Stress: 33% increase (1.33)
   i. Seismic Design: Site Class D
3. Screening wall is to be constructed entirely on the project property.

Concrete

1. Concrete Materials:
   a. Concrete shall be normal weight concrete having sand and gravel or crushed stone aggregate. Mixed with ASTM C150, type I or III portland cement to meet the minimum compressive strength as follows:
1. panels & post: 5000 psi @ 28 days
2. footings & piers: 3000 psi @ 28 days
3. sidewalk & non-structural: 3000 psi @ 28 days
   b. Water used for concrete shall be clean water and free from injurious amounts of oils, acids, alkalites, organic or other deleterious substances.
   c. All concrete permanently exposed to the weather shall contain an air-entraining admixture resulting in 3 to 6 percent entrained air or recommended by the manufacturer.

2. Concrete workmanship:
   a. Fresh poured concrete shall be tamped in to place using steel rammer, slicing tools, or mechanical vibrator, until concrete is thoroughly compact and without void.
   b. Excavation for footing shall be on undisturbed soil or to the depth noted on the drawings. Leave the bottom bearing surface clean and smooth. If footing excavations are made deeper than intended, only concrete shall be used for fill. Remove all loose material from excavations prior to concrete pour.

Reinforcements:

1. Reinforcing material:
   a. Deformed type bars shall conform to ASTM A615, Grade 60 placed as shown on the drawings.
   b. Steel reinforcing wire shall meet U.S. Steel Wire gauge, ASTM A82, fy = 70,000 psi min galvanized.
   c. All ties and stirrups shall conform to the requirements of ASTM A615, grade 40.
   d. All wire mesh shall be 9 gauge galvanized having 3 horizontal bars and 4 vertical on 16 inch centers.

2. Reinforcing workmanship:
   a. Reinforcement steel shall be fabricated in accordance with the CRSI Standard Detail. Reinforcing bars shall be cold-bent only. Use of heat to bend reinforcement steel shall be cause for rejection.
   b. Reinforcement steel bars and wire fabric shall be thoroughly cleaned before placing and again before the concrete is placed. Shall be accurately positioned and secured in place. No brick of porous materials may be used to support the steel off the ground.
   c. Install all reinforcement with the following clearance between reinforcing steel and face of concrete:
      1. Footing, pier or beam bottom (3")
      2. Earth-formed pier or beam side (2")
      3. Formed footing, pier or beam sides, exposed (1")
      4. Precast exposed to weather: panels (3/4"), posts (1-1/4")
   d. Splices within continuous unscheduled reinforcing steel shall have a minimum lap of 30 bar diameters.

Soils

1. Footing size is based on the following minimum soil properties:
   a. Soil Compaction ******* 90% std. proctor
   b. Bearing Capacity ******* 1,500 psf
   c. Friction Resistance ****** 260 psf
   d. Lateral Bearing ******* 100 psf/ft of depth

Fill

1. All design criteria based on construction on natural ground. Screenwall not to be constructed on berms or fill dirt.

REVISIONS	BY

AMERICAN PRECAST CONCRETE, INC.
2246 N. DURFEE AVE.
EL MONTE, CA. 91372
(626) 443-0970

PRECAST CONC. SCREENING WALL
SMOOTHSTONE

PROJECT
CLIENT
LOCATION

Date
Scale
Drawn
Job
Sheet
S1.0
Of Sheet

Tholl FENCE
SPARKS, NEVADA

ESTABLISHED
1912

NEVADA LICENSE 5493 A
CALIFORNIA LICENSE 199672

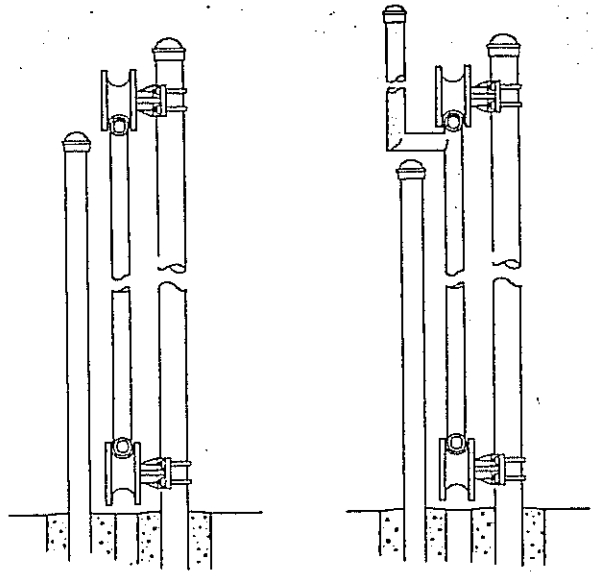
800 Glendale Avenue • P.O. Box 855 • Sparks, Nevada 89432 • Fax #: (775)358-7197 • Telephone (775)358-8680

CANTILEVER GATES
Commercial & Industrial

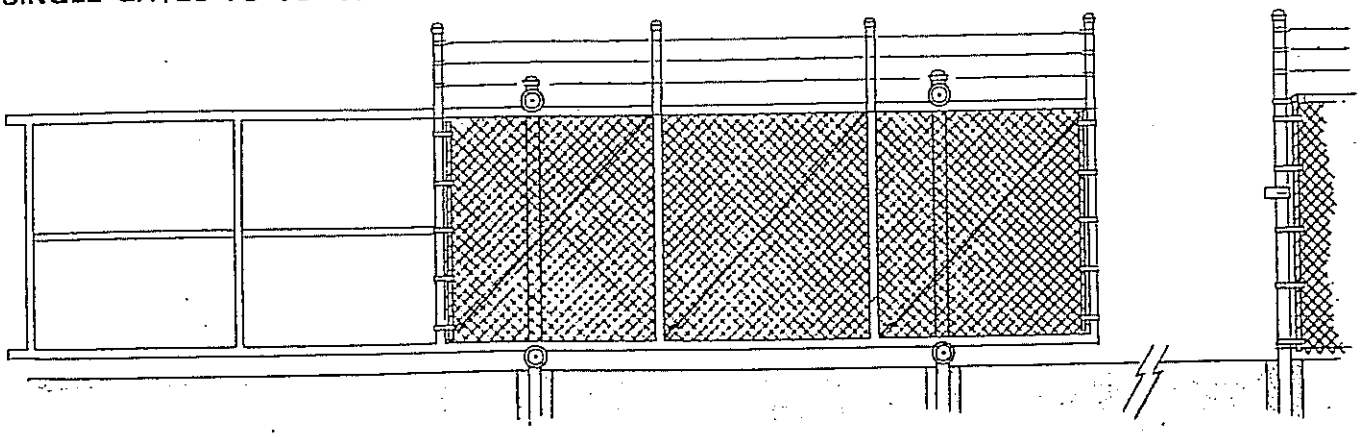
(Made to customer specifications)

CANTILEVER GATE PRICING BASED ON STYLES SHOWN BELOW AND DOES NOT INCLUDE HARDWARE.

OPENING	OVERALL HEIGHT
5' - 8'	5' - 8'
8' - 12'	5' - 8'
12' - 15'	5' - 8'
15' - 20'	5' - 8'
20' - 24'	5' - 8'



SINGLE GATES TO 15' OPENING



CONSTRUCTION: 2⅜" FW/DQ HORIZONTAL RAIL
1⅞" FW/DQ VERTICAL BRACE
1⅝" STRUCTURAL/CQ COUNTER BALANCE
TRUSS ROD DIAGONAL BRACE
9 GAUGE FILL
2⅜" FW/DQ SAFETY POST

VIEWGUARD® & slatted

Viewguard® and Viewguard Plus® are nationally recognized as the premier privacy fencing products on the market today. An attractive, cost effective and extremely durable alternative to wood-slatted fencing, Viewguard® products are perfect for a wide variety of fencing needs. The High Density Polyethylene slats come in a wide range of colors. The colors shown in the brochure are stocked by Security Contractor Services. However, many more colors are available. See your SCS representative for a full line.

All ViewGuard® and ViewGuard Plus® slatted fences include:

- *Comprehensive Manufacturing Process*

  Each 2-3/8" slat is inserted vertically and individually secured to the wire with a stainless steel staple. This process ensures the stability and integrity of each individual component. VIEWGUARD® is also available using PVC coated Bonded (fusion adhered) wire to match the plastic slats.

- *Durable Quality Material*

  Our standard VIEWGUARD® and VIEWGUARD PLUS® with galvanized wire is woven using 9 ga. weaving wire (.148" diam.) with an average of 1.2 oz. Zinc coating per square foot. The diamond size needed to accommodate the 2-3/8" slats is 3-1/2" x 5-1/2".

- *Weather Resistant*

  Made from a high density polyethylene blend, our UV stabilized wide slats (2-3/8") are resistant to chemicals, salt and petroleum products.

- *Multiple Uses*

  With the privacy that VIEWGUARD® and VIEWGUARD PLUS® have to offer, in addition to its durability, it is a natural application for commercial, industrial and residential environments.

- *Easy Maintenance*

  Because of the VIEWGUARD® and VIEWGUARD PLUS® high density polyethylene finish, its natural, clean look can always be restored by rain or one quick rinse with a garden hose.

- *Made to Order*

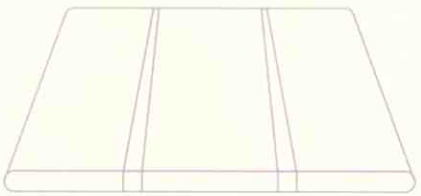
  8 ga. Vinyl Coated Fused Bonded Wire is available in Black, Green, Brown, Beige and White.

  You can order any of our eight standard colors (featured below) or design your own color scheme by using an infinite number of combinations with our various colors.

VIEWGUARD *plus* Fencing

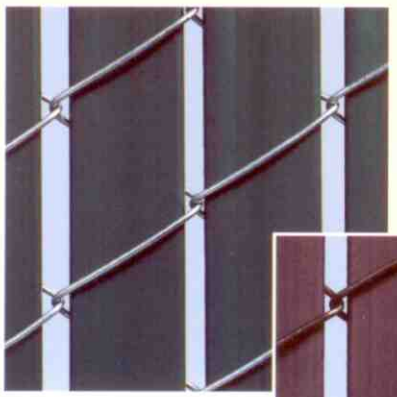
VIEWGUARD

Isometric View

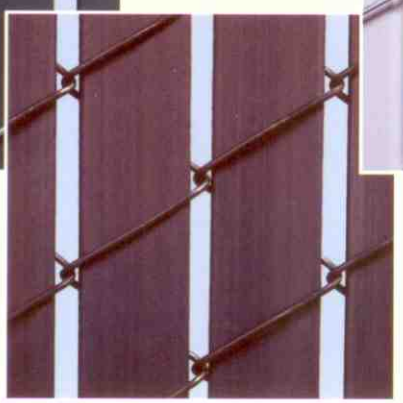


Section View

Galvanized Wire

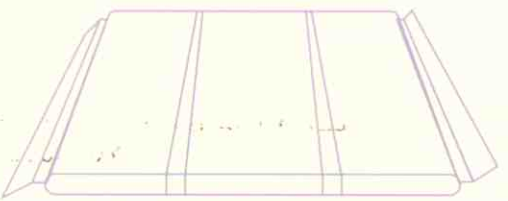


Bonded Wire

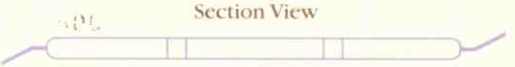


VIEWGUARD *plus*

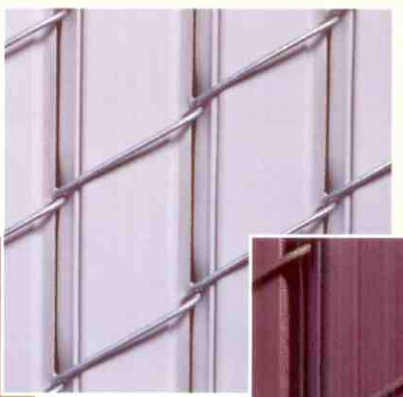
Isometric View



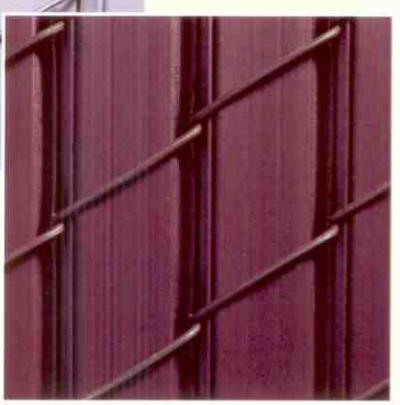
Section View



Galvanized Wire



Bonded Wire



ViewGuard Plus® slats shown for colors. Standard Viewguard® slats also available in same colors.

CARSON CITY
Capital of Nevada

Treasurer Home | Assessor Data Inquiry | Back to Last Page

Secured Tax Inquiry Detail for Parcel # 010-041-76

Property Location: BUTTI WY
Billed to: TERRASAS & TRIPP LLC
250 GREG ST
SPARKS, NV 89431-0000

Tax Year: 2018-19
Roll #: 017689
District: 2.4
Tax Service:
Land Use Code: 160

Code Table

Current Owner: SIERRA TAHOE RV & BOAT STORAGE
892 SOUTHWOOD BLVD
INCLINE VILLAGE, NV 89451-0000

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
Current Year					**No Taxes Owing**
08/20/18	3,005.29		3,005.29	3,005.29	.00
10/01/18	3,003.00		3,003.00	3,003.00	.00
01/07/19	3,003.00		3,003.00	3,003.00	.00
03/04/19	3,003.00		3,003.00	3,003.00	.00
Totals:	**12,014.29**	**.00**	**12,014.29**	**12,014.29**	

Payment Cart | History

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0

Reports

MONTE VISTA CONSULTING

Carson City
Community Development Department
108 E. Proctor Street
Carson City, NV 89701

September 25, 2019

RE: Sierra Tahoe RV & Boat Storage – Traffic Letter

The Sierra Tahoe RV & Boat Storage is located on Airport Road (APN: 010-041-76). The site is currently undeveloped and is part of the Lompa Ranch Development. The developed site will include the construction of a ±1,000 s.f. managers office, ±300 enclosed personal storage units, covered storage spaces for ±180 recreational vehicles, a sanitary waste dump station and a wash bay. The ITE Trip Generation Manual does not have a parking rate for RV & Boat Storage so the Mini-Warehouse (151) rate has been utilized to analyze the full site which is believed to be a conservative estimate. Based on the proposed unit count the ITE Trip Generation Manual (9th Edition) the project will generate 120 daily trips with a peak of 10 trips in both the AM and PM periods falling below Carson City's threshold for a full traffic study. No additional traffic study has been performed.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,
Monte Vista Consulting

9.25.19

Michael Vicks, P.E.
Principal

MONTE VISTA CONSULTING

Carson City
Community Development Department
108 E. Proctor Street
Carson City, NV 89701

September 25, 2019

RE: Sierra Tahoe RV & Boat Storage – Parking Justification Letter

The Sierra Tahoe RV & Boat Storage is located on Airport Road (APN: 010-041-76). The site is currently undeveloped and is part of the Lompa Ranch Development. The developed site will include the construction of a ±1,000 s.f. managers office, ±300 enclosed personal storage units and covered storage spaces for ±180 recreational vehicles, a sanitary waste dump station and a wash bay. The ITE Parking Generation Manual does not have a parking rate for RV & Boat Storage so the Mini-Warehouse (151) rate has been utilized to analyze the full site which is believed to be a conservative estimate. Based on the proposed unit count the ITE Parking Generation Manual (4th Edition) the project will require 7 spaces. The proposed project will include 7 parking spaces and will also have oversized drive isles which would allow for additional temporary parking in the drive isles if required. No additional parking study has been performed. Based on similar operations, the proposed site layout provides more than adequate parking.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,
Monte Vista Consulting

9.25.19

Michael Vicks, P.E.
Principal

MONTE VISTA CONSULTING

Carson City
Community Development Department
108 E. Proctor Street
Carson City, NV 89701

September 25, 2019

RE: Sierra Tahoe RV & Boat Storage – Sanitary Sewer Letter

The Sierra Tahoe RV & Boat Storage is located on Airport Road (APN: 010-041-76). The site is currently undeveloped and is part of the Lompa Ranch Development. The developed site will include the construction of a ±1,000 s.f. managers office, ±300 enclosed personal storage units and covered storage spaces for ±180 recreational vehicles, a sanitary waste dump station and a wash bay (Both the dump station and wash bay will be restricted use for customers only). No sanitary sewer infrastructure is extended to the site, however, the main interceptor does run along the western boundary of the property. In order to provide sanitary sewer service, a new main will be extended from an existing manhole on the western side of the site and then a private lateral will be constructed. The threshold for a full sanitary sewer report is 200 drainage fixture units daily (5,000 gallons). The office will have (2) bathrooms and a shower which will equate to 10 fixture units. Based on discussions with Carson City Development Engineering, the average usage over a summer month would be utilized in determining the approximate peak contribution. The owners have reached out to several other facilities with a similar business model and estimated that they would anticipate 5.0 sewer dumps per day and a similar usage for the wash bay. Considering the average RV has a capacity of 100 gallons or less of waste water, it is estimated that the project is likely to contribute less than 500 gallons (25 fixture units) of waste water to the sanitary sewer system daily during summer months. No additional analysis of the existing offsite sanitary sewer system has been completed.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,
Monte Vista Consulting

9.25.19

Michael Vicks, P.E.
Principal

MONTE VISTA CONSULTING

Carson City
Community Development Department
108 E. Proctor Street
Carson City, NV 89701

September 25, 2019

RE: Sierra Tahoe RV & Boat Storage – Drainage Letter

The Sierra Tahoe RV & Boat Storage is located on Airport Road (APN: 010-041-76). The site is currently undeveloped and is part of the Lompa Ranch Development. The developed site will include the construction of a ±1,000 s.f. managers office, ±300 enclosed personal storage units and covered storage spaces for ±180 recreational vehicles, a sanitary waste dump station and a wash bay. The site is located adjacent to community detention ponds which are directly to the south and west of the site. Portions of the development are located in FEMA flood Zone AE. Those portions of the project will be elevated in a manner to bring them out of the flood plain and will be officially removed from the flood plain with a LOMA prior to Certificate of Occupancy.

Based on the findings of the Major Project Review and subsequent meetings with Carson City Public Works, it has been determined no additional onsite detention will be required for the development and it can drain directly into the ponds to the south. The development will increase impervious coverage by approximately 233,000 s.f. (5.34 acres). Utilizing the Rational Method the increased impervious area results in anticipated additional site contributions to the adjacent detention facilities of:

5-Year Storm Event = 7.34 cfs
100-Year Storm Event = 13.50 cfs

This flow will be treated through a rock lined swale prior to entering the ponds, however little infiltration is anticipated. In order expand the available storage in the adjacent ponds, the grading of the site has been modified to allow for deeper cuts on the adjacent property which is owned by Carson City.

Please contact Monte Vista Consulting if you have any questions or if there is anything else I can help with.

Sincerely,
Monte Vista Consulting

9.25.19

Michael Vicks, P.E.
Principal

March 13, 2017

Feasibility Geotechnical Investigation

LOMPA RANCH BOAT AND RV STORAGE PROJECT

Carson City, Nevada

Prepared For:

Terasas and Tripp
250 Greg Street
Reno, Nevada 89431

Prepared By:

Resource Concepts, Inc.
340 N. Minnesota St.
Carson City, Nevada 89703

www.rci-nv.com

Resource Concepts Inc

March 13, 2017

Frank Terasas
Terasas and Tripp
250 Greg Street
Reno, NV 89431

Subject: Feasibility Geotechnical Investigation for the Lompa Ranch Boat and RV Storage Project, Butti Way, Carson City, Nevada APN 010-041-76

Dear Mr. Terasas:

In accordance with your authorization, we have prepared our "Feasibility Site Geotechnical Investigation" report for the subject site titled "Lompa Ranch and RV Storage Project", located on Butti Way, Carson City, Nevada, Nevada APN 010-041-76. The purpose of our investigaton was to provide information regarding the constructability of the proposed project on the site from geotechnical and geo-hazards perspectives.

The accompanying report presents our findings and conclusions from our investigation. The project site appears to be generally well suited, except as noted below, to the proposed commercial use as described herein. Liquefaction potential has been indicated on previous geologic mapping reviewed for this investigation and should be further assessed by a site specific geotechnical investigation. Liquefaction potential is common throughout Carson City and is routinely addressed during investigations. This report is not intended to take the place of a site specific geotechnical investigation.

Please contact us if you have any questions concerning the contents of this report. We look forward to reviewing the project plans as they develop further and providing additional geotechnical engineering consultation as needed.

Thank you for the opportunity to be of service.

Resource Concepts, Inc.

PROFESSIONAL ENGINEER - STATE OF NEVADA
GARY C. LUCE
Exp. 12-31-17
CIVIL
No. 12001
3/13/2017

Gary C. Luce, PE
Sr. Geotechnical Engineer/Geologist

David Edgington, EI
Geotechnical Engineering Intern

Enclosures: Figures 1 Through 5
Appendix A- Field Investigation and Laboratory Tests Results
Sample Grading Specification

FEASIBILITY GEOTECHNICAL INVESTIGATION
LOMPA RANCH BOAT AND RV STORAGE PROJECT

APN 010-041-76

Butti Way
Carson City, Nevada

1.0 PURPOSE AND SCOPE

This report presents the results of Resource Concepts Inc. (RCI) Feasibility Site Geotechnical Investigation for the proposes Lompa Ranch and RV Storage Project. The subject parcels are identified by the Carson City County Assessor as APN 010-041-76. The proposed development area totals approximately 7.25 acres located on Butti Way in Carson County, Nevada. It is our understanding that the parcel will have vehicle access from Butti Way as shown on the Vicinity Map, Figure 1. The topography of the site can be generally characterized as flat lying with gentle to moderate slopes to the south and west. The property has an average elevation of approximately 4630 feet. The preliminary layout of the proposed development is presented on Figure 2, the project Site Plan.

For the preparation of this report, we reviewed the following documents:

- *BAJA Construction Company Inc., Prelilminary Site Plan, RV Enclosed and Canopy January 17, 2017*
- *Black Eagle Consultants Inc., Geotechnical Investigation, (July 2005), Carson City Freeway, Phase 2A.*
- *Geocon Consultants Inc., (October 2010), Robinson Transmission Main Geotechnical Investigation.*
- *Katzer, T. (1980), Carson City Quadrangle, General Groundwater Map, Nevada Bureau of Mines and Geology, Scale 1:24,000.*
- *Katzer, T. and Schroer, C.V (1981), Carson City Quadrangle, Flood and Related Debris Flow Hazards Map, Nevada Bureau of Mines and Geology, Scale 1:24,000.*
- *Natural Resources Conservation Service Website, Soil Survey of Carson City Area, Nevada, (http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm).*

- *Resource Concepts Inc., Geotechnical Investigation for the Carson City Animal Shelter, Butti Way, Carson City, Nevada, January 20, 2015*
- *Trexler, D.T. (1977), Carson City Folio Geologic Map, Nevada Bureau of Mines and Geology, Carson City 7.5' Minute Quadrangle, Nevada, Scale 1:24,000.*
- *Trexler, D.T. and Bell, J.W., (1979), Carson City Quadrangle, Earthquake Hazards Map, Nevada Bureau of Mines and Geology, Scale 1:24,000.*

RCI's scope of work consisted of a limited field investigation and summarizing published information regarding soil conditions, geologic hazards, and site geology. The published NRCS soils information included in our site review only extends to five feet below the surface. Our limited field investigation included a limited number of exploration test pits accross the site to provide additional confidence in the reliability of the published soil information and to extend the soils information depth to approximatly 10 feet for consideration of footing bearing and settlement concerns and utility installation criteria.

Resource Concepts, Inc. (RCI) performed the following scope of geotechnical services:

- Observed the excavation of five exploratory test pits (TP-1 through TP-5) at the site. The test pits were excavated using a Cat Backhoe equipped with a 24-inch bucket to depths of approximately ten feet below the existing ground surface (bgs). The approximate locations of the exploratory test pits are depicted on the Site Plan, Figure 2.
- Logged the test pits in general accordance with the Unified Soil Classification System (USCS).
- Obtained bulk samples from the test pits. Logs of the exploratory test pits and other details of the field investigation are included in Appendix A.
- Submitted selected soil samples for geotechnical laboratory testing.

2.0 REGIONAL GEOLOGY

The geology of the site is referenced from Carson City Folio Geologic Map (Trexler, 1977). Carson City lies within a large fault bounded valley referred to as Eagle Valley. The valley area is typical of the western edge of the Great Basin geomorphic province. The geologic map indicates the project site area is predominantly underlain by Quaternary alluvial plain deposits. These deposits are described by Trexler (1977) as yellowish brown to gray, unstratified to poorly bedded, poorly to moderately sorted fine silty sand, sandy silt, granular clayey coarse sand, and minor sandy gravel. The alluvial plain deposits are on the order of 2,000 feet deep in the Eagle Valley basin based on geophysical data.

Intrusive and extrusive igneous rocks form the mountains that surround the valleys in the Carson City region. These mountains provide the source for sediments that form the alluvial deposits underlying the valley and that form the modern alluvial fans that ring the valleys. The geology of the site and surrounding areas is depicted on the Geology Map, Figure 3.

3.0 SOIL CONDITIONS

The soil conditions observed in the five exploratory test pits excavated at the site are relatively consistent with the Natural Resources Conservation Service (NRCS) mapping and related data. The NRCS data is limited to the top five feet of soil. The soil units mapped by NRCS on the site are shown on the Soil Map, Figure 4. The soils observed in our test pits to a depth of five feet bgs consist of alluvial deposits of loose to medium dense, moist to wet, interbedded poorly graded sand (SP), Silty Sand (SM) and clayey sand (SC). Soils observed and sampled in the five test pits from approximately five to eleven feet below ground surface (bgs) consisted of loose to medium dense, moist to wet, poorly to well graded, Silty Sand with gravel (SM, SM-SW and SP-SM). Test results on representative samples are attached in Appendix A.

4.0 GROUNDWATER CONDITIONS

At the time of our investigation, March, 2017, Carson City has experienced a record amount precipitation. Precipatation records indicate over 25 inches since October 1, 2016 which is almost double the yearly average. Our field measurements are likely to reflect the approximate high groundwater level on the site. During the spring melting period these levels may be anticipated to continue to rise by a foot or more.

Groundwater depth in two of our five test pits (TP-01 and TP-02) ranged from 8 to 10 feet. The groundwater in this interval is contained in medium to coarse grained sand aquifers. Review of the General Groundwater Map of the Carson City Quadrangle indicates permanent groundwater levels of 20 to 30 feet below existing grade for the May to June 1976 period. Variations in rainfall, snowmelt, temperature, and other factors can cause fluctuations in the level of groundwater. Groundwater flow in the project site area is generally to the southeast toward the Carson River.

5.0 GEOLOGIC HAZARDS

Faulting

The project site as all of Carson City is located near active faults which are considered capable of producing significant ground motions due to seismic events. Based on the Nevada Bureau of Mines and Geology and the USGS Quaternary Fault Fold Database, there are no known active faults (Holocene-age, exhibiting displacement within the last 11,000 years) crossing the subject site. Therefore the risk of fault ground rupture at the site is considered low.

A single fault is mapped across the west site of the site. The mapped fault is considered older than would be considered active for the proposed development. Unoccupied projects such as proposed are recommend uses in areas subject to potential ground ruptures and therefore we do not recommend a site specific investigation. The Fault Map, Figure 5 is attached showing the distribution of faults in the vicinity of the site and the Carson City area.

Seismic Hazard Analysis

The Nevada Bureau of Mines has evaluated faulting along the Carson Range and Geology to be capable of producing earthquake Richter Magnitudes of approximately 7.3 with peak ground

accelerations of approximately 2.0g. These values are equivalent to Modified Mercalli Intensities of X (ten) or greater. The seismic risk at the site is not significantly greater than that of the surrounding developments and the Carson City area in general. We recommend that seismic design of the structures be in accordance with the latest version of the International Building Code (IBC) and the American Society of Civil Engineers (ASCE) Standard 7-10. For preliminary design and cost estimations an IBC Site Class of "D"or stiff soil should be employed. Final design should be bassed on a site specific geotechnical investigation.

Liquefaction

No specific investigation for the possibility of liquefaction at the site was performed. Liquefaction of granular soils can be caused by strong vibratory motion due to earthquakes. Soils that are highly susceptible to liquefaction are loose, granular and saturated. Liquefaction of soils may cause surface distress, loss of bearing capacity, and settlement of structures.

Mapping by the Nevada Bureau of Mines and Geology shows the site to be in an area of moderate severity of shaking where groundwater is generally greater than ten feet below the surface. Areas such as this may be susceptible to liquefaction due to strong shaking caused by large seismic events.

We know of no residential or commercial buildings in this portion of Carson City to have deep foundations due to liquefaction concerns. To our knowledge the buildings surrounding the site are built on conventional shallow foundations.

Flooding and Debris Flow

Review of the FIRM map 320001011G issued on December 22, 2016 indicates that the site is bound by areas within the 0.2 percent annual chance of flooding. The site itself is listed on the FIRM map as an area of minimal flooding. The scope of our work does not include any evaluation or validity of the map. The owner will need to further evaluate the site conditions and determine if the project will need to have additional design or drainage requirements for the project.

5.0 CONCLUSIONS AND RECOMMENDATIONS

General

Based on the results of our preliminary investigation, site soils are generally granular, cohesionless varieties and are well suited for the support of the type of commercial structures we would anticipate being constructed on the site. A thin (< 1 foot) clay layer was identified on the upper portion of the site. This soils should be avoided for direct support of foundations or pavements. Due to the general location and thickness of the clay layer, it will likely be largely removed during clearing and grubbing as well as mass grading of the site. We anticipate that to level the site approximately one to three feet of cut is likely. Deposition of the clay materials in the lower portions of fills or outside of building areas is an effective means of mitigation.

The only potential geologic hazard identified on the site is liquefaction which should be further addressed by a site specific geotechnical investigation. Liquefaction hazards are common in the

Carson City area on low lying sites. Determination of the liquefaction potential and the need for any mitigation can be determined through drilling and subsequent routine geotechnical analyses.

Site Grading

Site grading should be able to be accomplished with moderate size equipment suitable for handling medium dense to dense sandy soils.

Earthwork operations should be observed and compacted fill tested for density. All fill placed within the structural areas should meet the structural fill requirements of the most recent edition of the *Standard Specification for Public Works.*

Attached to this report is a sample grading specification which is intended for planning and cost estimating purposes only. Specific grading recommendations should be developed as part of a site specific geotechnical investigation.

Preliminary Foundation Design Criteria

Conventional foundations are likely to consist of continuous perimeter spread footings and or column footings. Frost depth in Carson City is 24 inches below adjacent exterior grade. For preliminary cost estimates the IBC presumptive bearing capacity of 1,500 psf with lateral bearing of 150 psf/ft below natural grade and a coefficient of friction of 0.25 are recommended. A site specific investigation in our opinion may result in some increase to these values.

Slabs on Grade and Pavements

Site soils, except clay soils as noted above, are well suited to the support of slab on grade and flexible pavement construction. It should be noted that placement conditions of concrete are often adverse due to the dry climate, propenstity for winds and hot and cold seasons. Mitigations measures have been developed by local contractors but caution should be used especially if using contractors from outside of the area. Due to freeze thaw extremes at the elevation of Carson City, exterior concrete should be air entrained, as is required in the Standard Specifications for Public Works Construction, with from 4.5% to 7.0% entrained air content. The water cement ratio for all exterior concrete should be 0.45 or less. A mid-range plasticizer is commonly used to facilitate the finishing process while maintaining the desired water cement ratio. Exterior concrete should be placed and finished in accordance with American Concrete Institute (ACI) recommendations for concrete placed in areas subject to freeze-thaw environments.

6.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

The recommendations of this report pertain only to the limits of the site as identified on the Site Plan and are based upon the assumption that the soil conditions do not significantly deviate from those disclosed in the investigation. This report is not intended to take the place of a design specific geotechnical investigation for the project area. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by RCI.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or the works

of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years or after the acceptance of a newer version of the building code by Carson City.

Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices used in Carson City, Nevada in March of 2017. This warranty is in lieu of all other warranties, either expressed or implied.

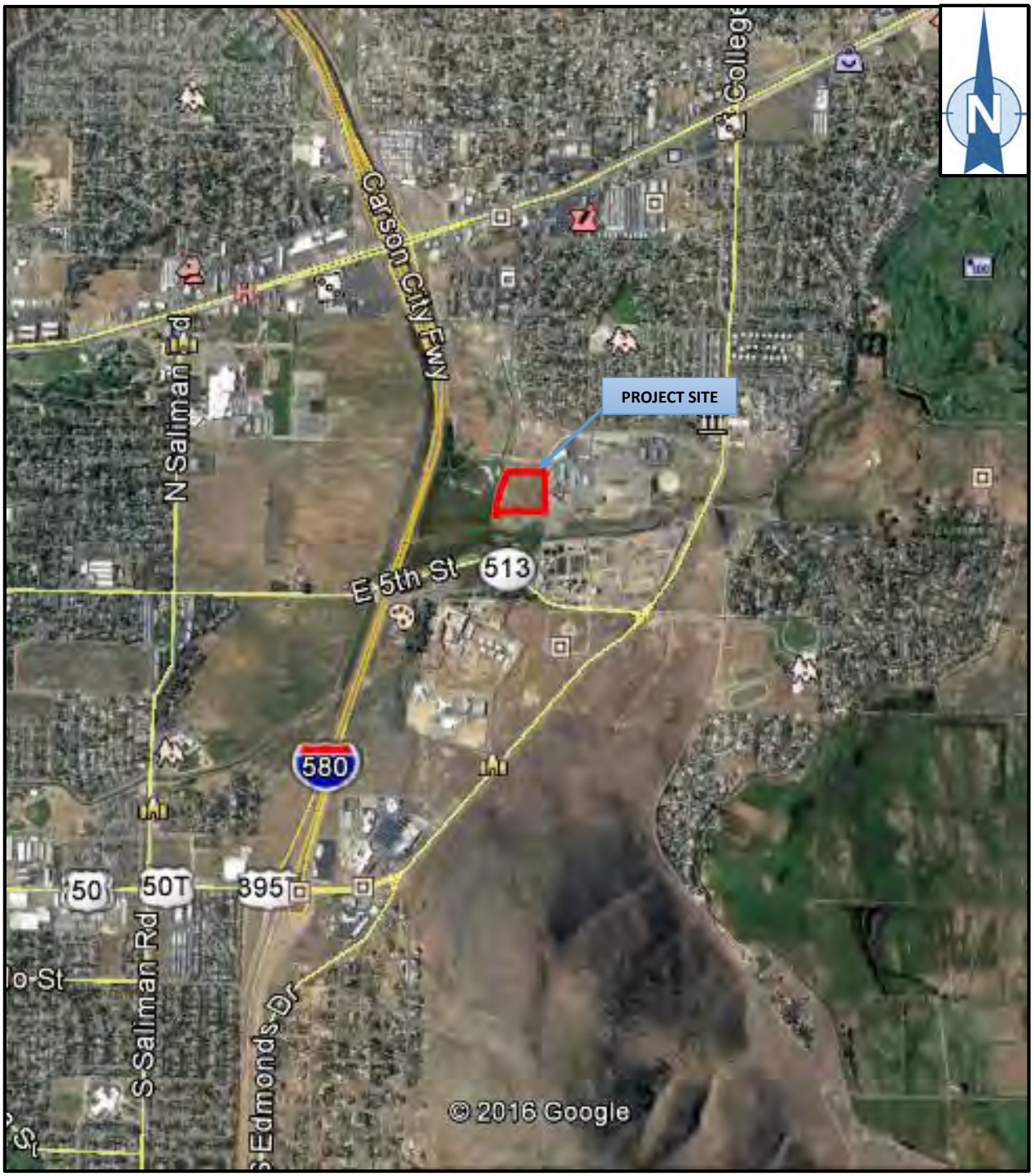


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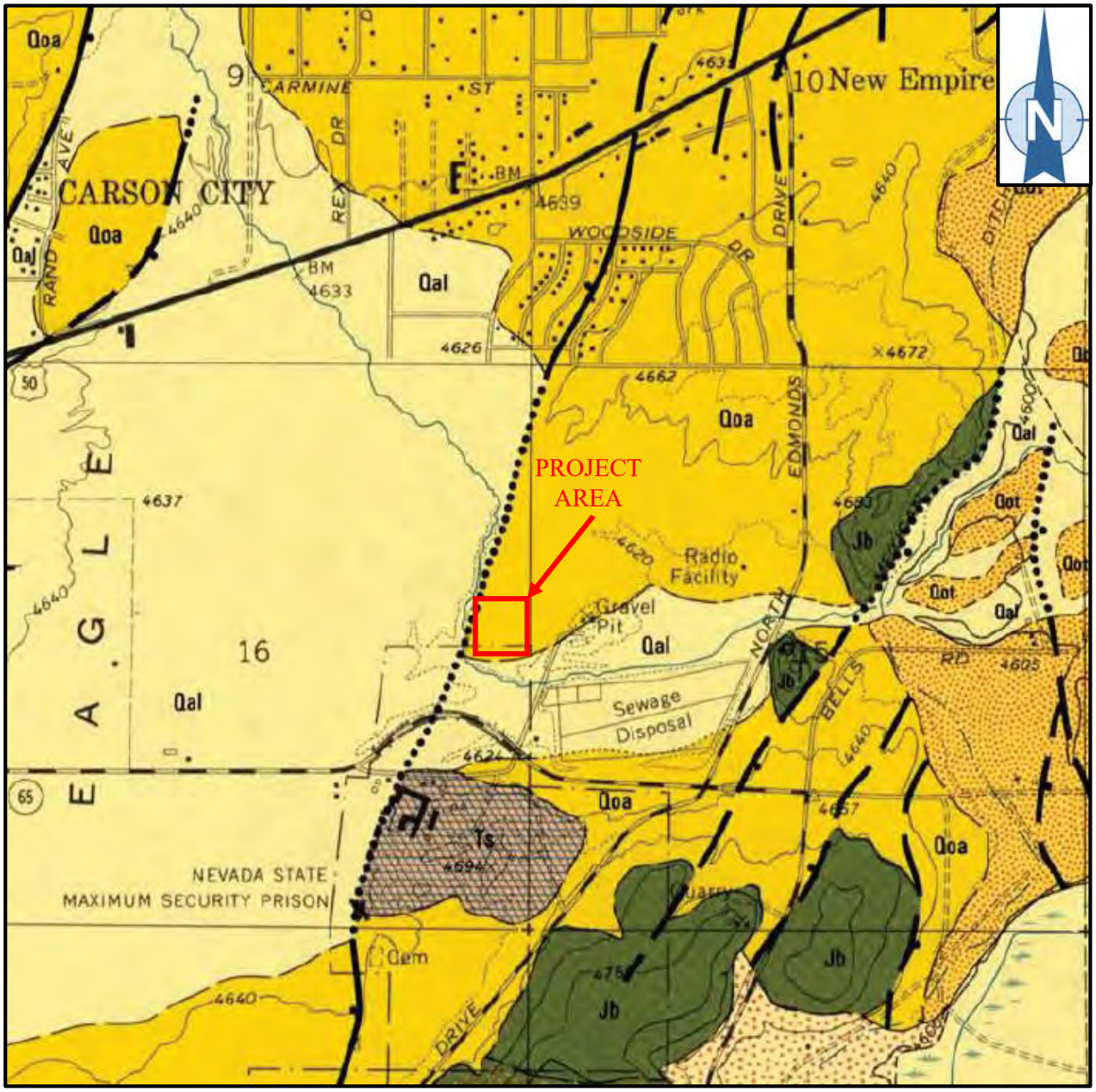
FIGURE 1 VICINITY MAP

LOMPA RANCH
BOAT AND RV STORAGE PROJECT
CARSON CITY, NV

PROJECT NO. 16-302.1



Not to Scale E. C. Bingler, 1977

Qoa- Older Alluvial-Plain Deposits
Qal- Alluvial Plain Deposits
Ts- Sedimentary Rocks
Jb- Metavolcanic Breccia

——— FAULT
------- INFERRED FAULT LOCATION

Map Reference: *Nevada Bureau of Mines and Geology, 1977*
U.S. Geological Survey, New Empire 7 ½' quadrangle

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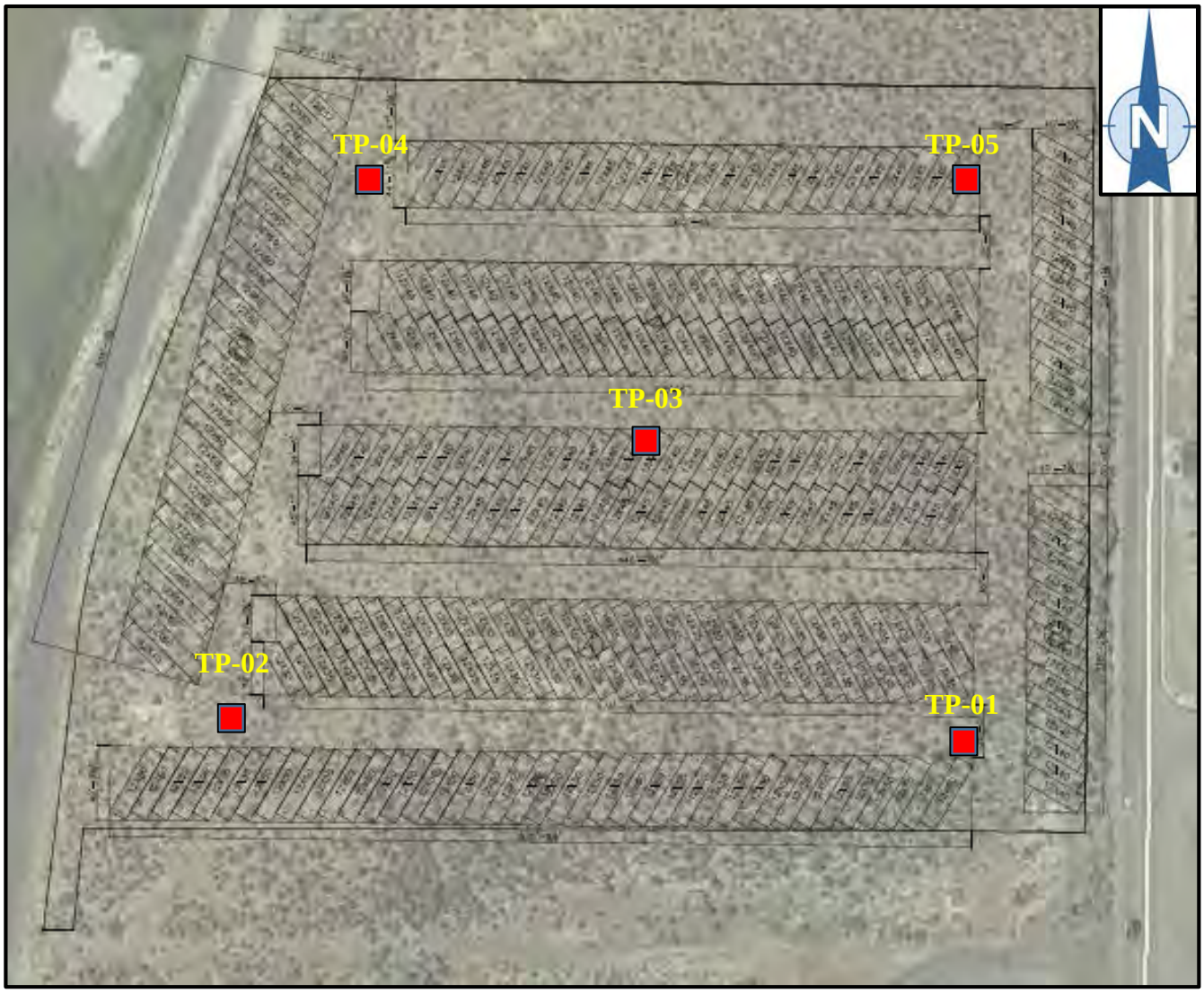
FIGURE 3 GEOLOGIC MAP

LOMPA RANCH
BOAT AND RV STORAGE PROJECT
CARSON CITY, NV

PROJECT NO. 16-302.1



Not to Scale

TEST PIT LOCATIONS OBSERVED BY RESOURCE CONCEPTS, INC. ON MARCH 7, 2017

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FIGURE 2 SITE PLAN

LOMPA RANCH
BOAT AND RV STORAGE PROJECT
CARSON CITY, NV

PROJECT NO. 16-302.1

Map Unit Symbol	Map Unit Name
50	**Orizaba Loam, Saline-Alkali**
38	**Kimmerling Silty Clay Loam**
22	**Greenbrae Fine Sandy Loam**

Map Reference: *Natural Resources Conservation Service Website, Soil Survey of Carson City Area*

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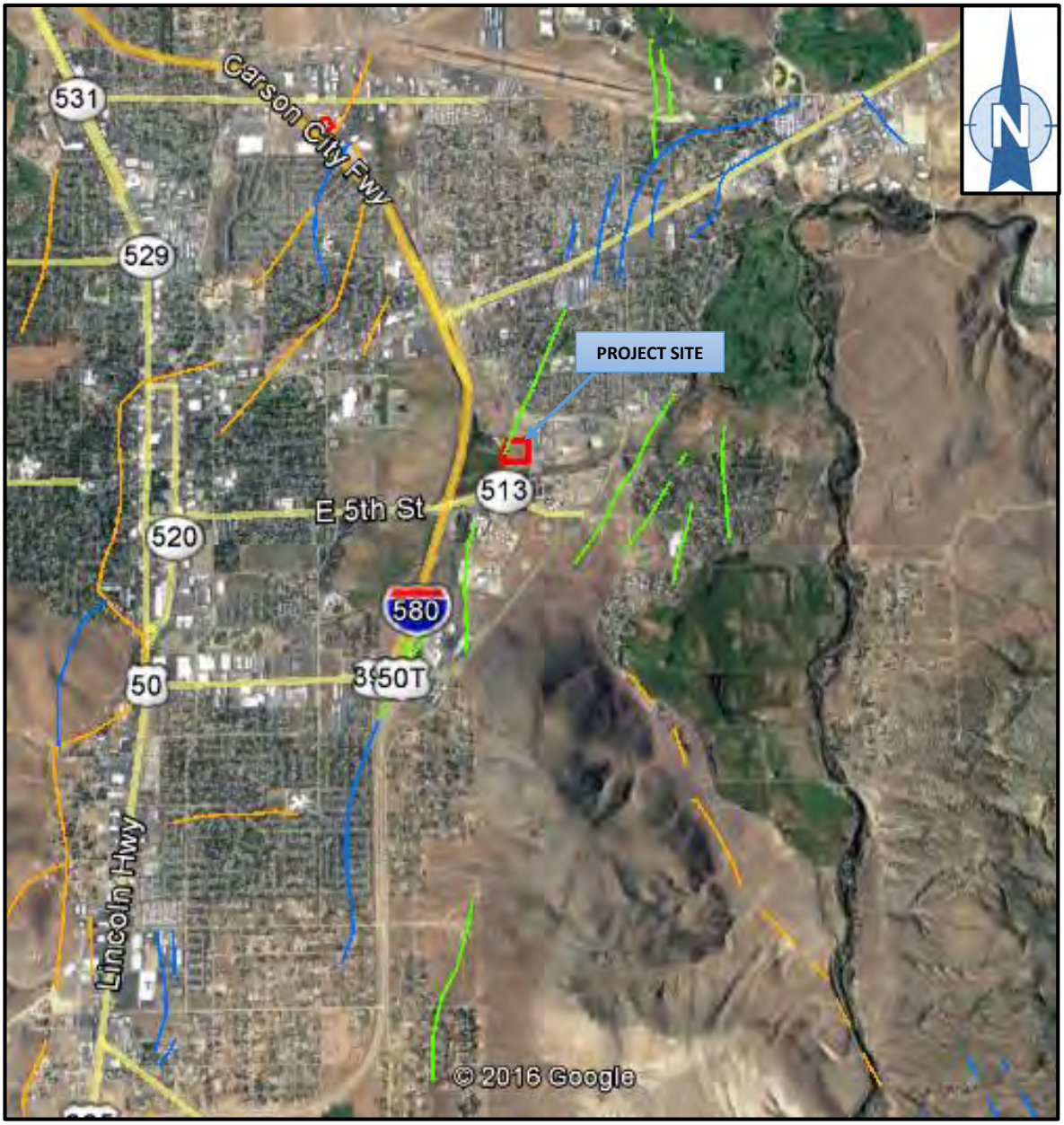
FIGURE 4 SOILS MAP

LOMPA RANCH
BOAT AND RV STORAGE PROJECT
CARSON CITY, NV

PROJECT NO. 16-302.1



Quaternary Fault (Inactive)
Late Quaternary Fault (Inactive)
Active Holocene Fault

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FIGURE 5 FAULT MAP

LOMPA RANCH
BOAT AND RV STORAGE PROJECT
CARSON CITY, NV

PROJECT NO. 16-302.1

APPENDIX A

Field Investigation and Laboratory Tests Results

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TEST PIT NUMBER TP-01

CLIENT Terrasas and Tripp
PROJECT NAME Lompa Ranch Mini Storage Project
PROJECT NUMBER 16-302.1
PROJECT LOCATION Carson City Nevada
DATE STARTED 3/7/17 **COMPLETED** 3/7/17
GROUND ELEVATION 4625 ft **TEST PIT SIZE** inches
EXCAVATION CONTRACTOR Armac
GROUND WATER LEVELS:
EXCAVATION METHOD Backhoe
▽ **AT TIME OF EXCAVATION** 8.00 ft / Elev 4617.00 ft
LOGGED BY GL **CHECKED BY** GL
AT END OF EXCAVATION ---
NOTES
AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	GRAPHIC LOG	MATERIAL DESCRIPTION
0.0				SILTY SAND (SM)- Dark Yellowish Brown, Moist, Loose
		MC = 9% Fines = 22%		
2.5				2.3 4622.7
		MC = 9% Fines = 13%		SILTY SAND (SM)- Dark Yellowish Brown, Moist, Medium Dense
				4.3 4620.7
5.0				SILTY SAND (SM) Weakly Cemented Caliche Layer- Dark Yellowish Brown, Slightly Moist, Medium Dense, Mottling Apparent
				5.2 4619.8
7.5				POORLY GRADED SAND with Gravel (SP)- Brown, Moist to Saturated, Loose ▽
				9.5 4615.5
				Bottom of test pit at 9.5 feet.

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TEST PIT NUMBER TP-02

CLIENT Terrasas and Tripp
PROJECT NAME Lompa Ranch Mini Storage Project
PROJECT NUMBER 16-302.1
PROJECT LOCATION Carson City Nevada
DATE STARTED 3/7/17 **COMPLETED** 3/7/17
GROUND ELEVATION 4636 ft **TEST PIT SIZE** inches
EXCAVATION CONTRACTOR Armac
GROUND WATER LEVELS:
EXCAVATION METHOD Backhoe
▽ **AT TIME OF EXCAVATION** 9.80 ft / Elev 4626.20 ft
LOGGED BY GL **CHECKED BY** GL
AT END OF EXCAVATION ---
NOTES
AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	GRAPHIC LOG	MATERIAL DESCRIPTION	
0.0				SILTY SAND with Fine Sand (SM)- Dark Brown, Moist, Loose	
				1.0	4635.0
				SILTY SAND (SM)- Yellowish Brown, Moist, Medium Dense	
2.5				2.4	4633.6
				SANDY SILT (ML)- Gray, Moist, Medium Dense	
				4.0	4632.0
				SILTY SAND with Fine to Coarse Sand (SM)- Grayish Brown, Moist, Loose to Medium Dense	
5.0					
7.5				7.4	4628.6
				SILTY SAND (SM)- Grayish Brown, Moist, Medium Dense	
		MC = 14% Fines = 6%		9.0	4627.0
				POORLY GRADED SAND with Fine Sand (SP)- Yellowish Brown, Moist to Saturated, Medium Dense, Strong Mottling Apparent	
10.0				▽	
				10.4	4625.6
				Bottom of test pit at 10.4 feet.	

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TEST PIT NUMBER TP-03

CLIENT Terrasas and Tripp
PROJECT NAME Lompa Ranch Mini Storage Project
PROJECT NUMBER 16-302.1
PROJECT LOCATION Carson City Nevada
DATE STARTED 3/7/17 **COMPLETED** 3/7/17
GROUND ELEVATION 4635 ft **TEST PIT SIZE** inches
EXCAVATION CONTRACTOR Armac
GROUND WATER LEVELS:
EXCAVATION METHOD Backhoe
AT TIME OF EXCAVATION ---
LOGGED BY GL **CHECKED BY** GL
AT END OF EXCAVATION ---
NOTES
AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	GRAPHIC LOG	MATERIAL DESCRIPTION	
0.0				SILTY SAND with Rootlets (SM)- Dark Brown, Moist, Loose	
0.4					4634.6
		MC = 18% LL = 35 PL = 21 Fines = 45%		CLAYEY SAND (SC)- Dark Yellowish Brown, Wet, Stiff	
1.4					4633.6
				CLAYEY SAND (SC)- Dark Yellowish Brown, Moist, Medium Dense	
2.5					4632.5
		MC = 4% Fines = 1%		SILTY SAND (SM)- Dark Yellowish Brown, Moist, Medium Dense	
3.5					4631.5
				POORLY GRADED SAND (SP)- Brown, Moist, Loose, Mottling Apparent	
5.0					
6.7					4628.3
				POORLY GRADED SAND (SP)- Brown, Moist, Loose, Strong Mottling Apparent	
7.5					
10.0					
11.0					4624.0

Bottom of test pit at 11.0 feet.

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TEST PIT NUMBER TP-04

CLIENT Terrasas and Tripp
PROJECT NAME Lompa Ranch Mini Storage Project
PROJECT NUMBER 16-302.1
PROJECT LOCATION Carson City Nevada
DATE STARTED 3/7/17 **COMPLETED** 3/7/17
GROUND ELEVATION 4635 ft **TEST PIT SIZE** inches
EXCAVATION CONTRACTOR Armac
GROUND WATER LEVELS:
EXCAVATION METHOD Backhoe
AT TIME OF EXCAVATION ---
LOGGED BY GL **CHECKED BY** GL
AT END OF EXCAVATION ---
NOTES
AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	GRAPHIC LOG	MATERIAL DESCRIPTION	
0.0				
			0.3 SILTY SAND with Rootlets (SM)- Dark Brown, Moist, Loose	4634.7
			CLAYEY SAND (SC)- Dark Yellowish Brown, Moist, Loose	
			0.8	4634.2
			SILTY SAND (SM)- Gray, Moist, Medium Dense	
2.5				
			3.1	4631.9
			SILTY SAND with Fine Sand (SM)- Gray, Moist, Medium Dense	
			4.0	4631.0
			POORLY GRADED SAND with Gravel (SP)- Grayish Brown, Moist, Loose to Medium Dense	
5.0				
7.5				
10.0				
			10.6	4624.4

Bottom of test pit at 10.6 feet.

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TEST PIT NUMBER TP-05

CLIENT Terrasas and Tripp
PROJECT NAME Lompa Ranch Mini Storage Project
PROJECT NUMBER 16-302.1
PROJECT LOCATION Carson City Nevada
DATE STARTED 3/7/17 **COMPLETED** 3/7/17
GROUND ELEVATION 4635 ft **TEST PIT SIZE** inches
EXCAVATION CONTRACTOR Armac
GROUND WATER LEVELS:
EXCAVATION METHOD Backhoe
AT TIME OF EXCAVATION ---
LOGGED BY GL **CHECKED BY** GL
AT END OF EXCAVATION ---
NOTES
AFTER EXCAVATION ---

DEPTH (ft)	SAMPLE TYPE NUMBER	TESTS	GRAPHIC LOG	MATERIAL DESCRIPTION	
0.0				SILTY SAND (SM)- Dark Brown, Wet, Loose	
				1.6	4633.4
		MC = 16% Fines = 38%		CLAYEY SAND with Fine Sand (SC)- Gray, Moist, Loose	
				2.0	4633.0
2.5				CLAYEY SAND (SC)- Dark Yellowish Brown, Moist, Medium Dense	
				3.8	4631.2
5.0				SILTY SAND with Gravel (SM)- Reddish Brown, Moist, Medium Dense, Mottling Apparent	
7.5					
10.0					
				10.5	4624.5

Bottom of test pit at 10.5 feet.

GRAIN SIZE DISTRIBUTION

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Carson City, Nevada 89703
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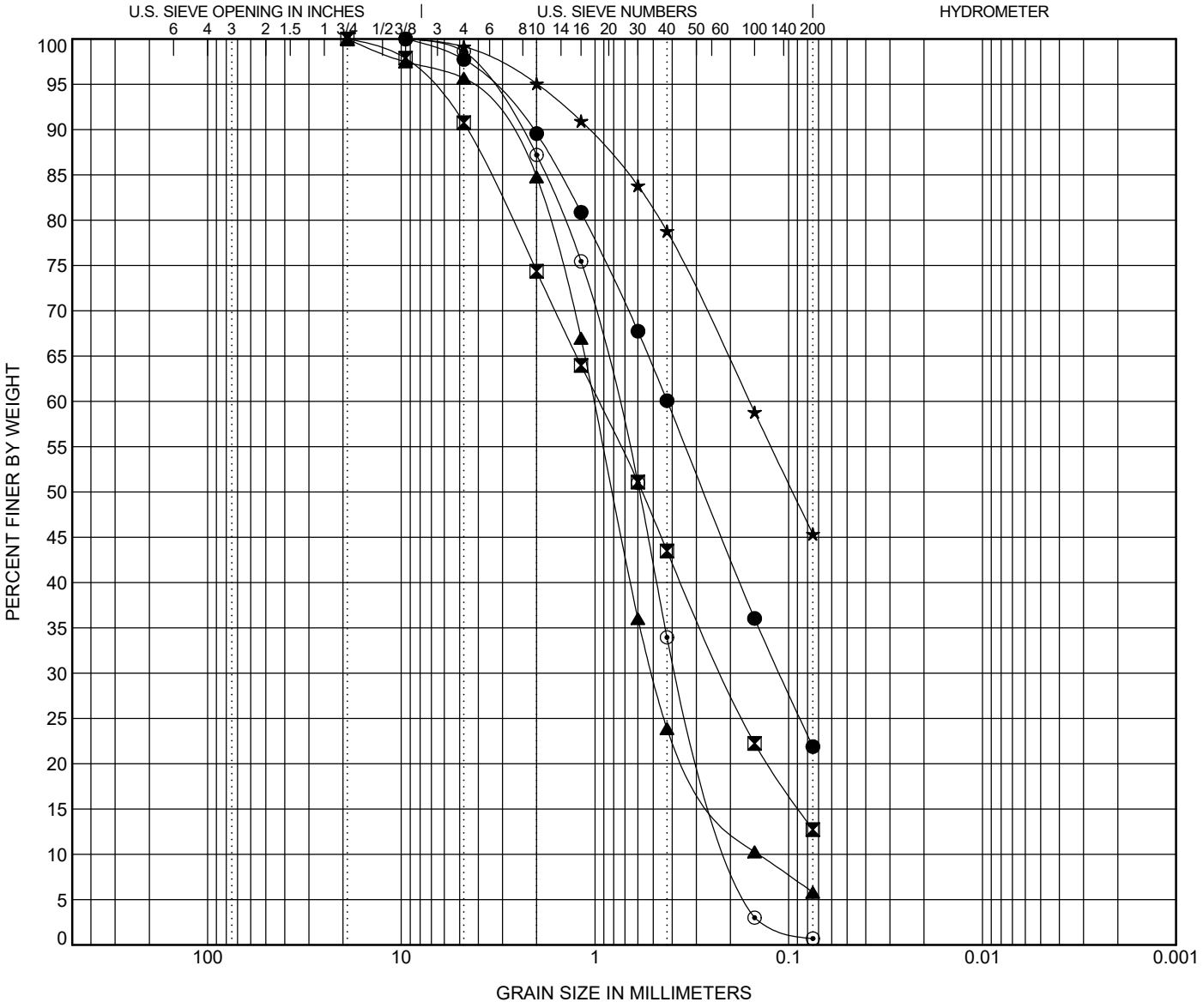
CLIENT Terrasas and Tripp **PROJECT NAME** Lompa Ranch Mini Storage Project

PROJECT NUMBER 16-302.1 **PROJECT LOCATION** Carson City Nevada



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	BOREHOLE	DEPTH	Classification	LL	PL	PI	Cc	Cu
●	TP-01	2.0	SILTY SAND (SM)					
⊠	TP-01	3.0	SILTY SAND with Gravel (SM)					
▲	TP-02	9.0	POORLY GRADED SILTY SAND (SM-SP)				1.75	7.04
★	TP-03	1.0	CLAYEY SAND (SC)	35	21	14		
⊙	TP-03	3.0	POORLY GRADED SAND (SP)				0.95	4.05

	BOREHOLE	DEPTH	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
●	TP-01	2.0	9.5	0.424	0.112		2.3	75.9	21.9	
⊠	TP-01	3.0	19	0.958	0.219		9.2	78.0	12.7	
▲	TP-02	9.0	19	1.013	0.506	0.144	4.3	89.9	5.8	
★	TP-03	1.0	9.5	0.16			0.8	53.8	45.4	
⊙	TP-03	3.0	9.5	0.769	0.372	0.19	1.3	98.0	0.7	

GRAIN SIZE DISTRIBUTION

Resource Concepts, Inc.
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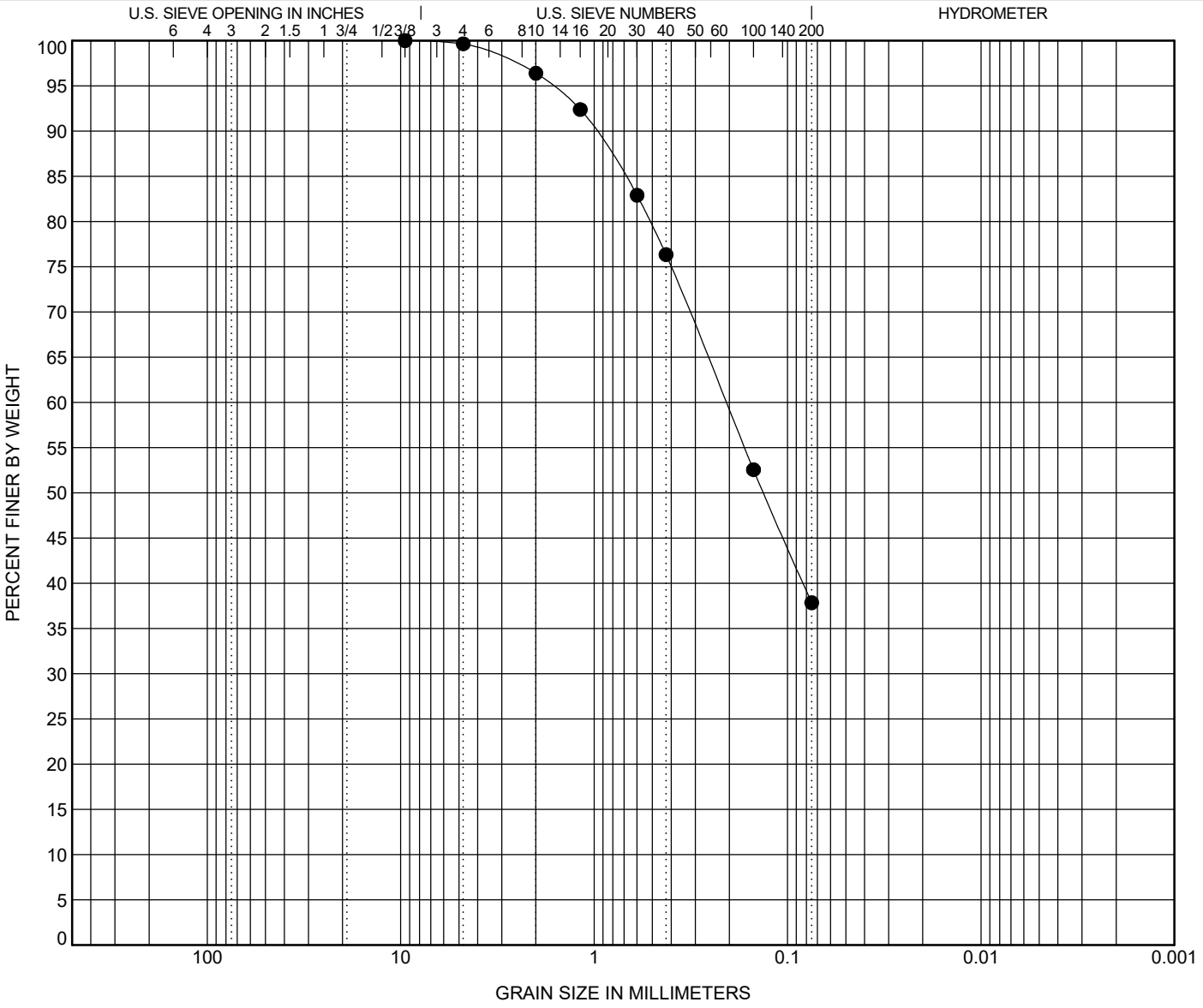
CLIENT Terrasas and Tripp **PROJECT NAME** Lompa Ranch Mini Storage Project

PROJECT NUMBER 16-302.1 **PROJECT LOCATION** Carson City Nevada



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

BOREHOLE	DEPTH	Classification	LL	PL	PI	Cc	Cu
● TP-05	2.0	**CLAYEY SAND (SC)**					

BOREHOLE	DEPTH	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
● **TP-05**	**2.0**	**9.5**	**0.208**			**0.3**	**61.8**	**37.8**	

ATTERBERG LIMITS' RESULTS

Resource Concepts, Inc.
4010 Technology Way
Carson City, Nevada 89703
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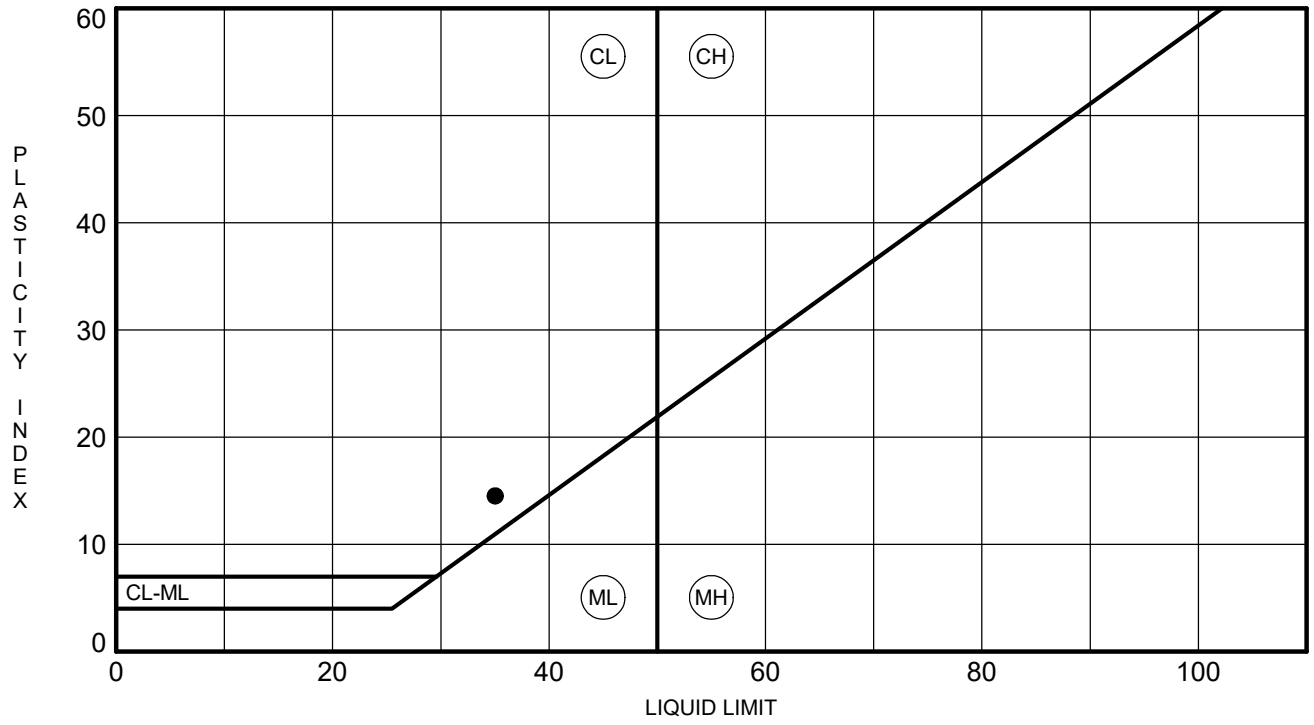
CLIENT Terrasas and Tripp **PROJECT NAME** Lompa Ranch Mini Storage Project

PROJECT NUMBER 16-302.1 **PROJECT LOCATION** Carson City Nevada



	TEST PIT	DEPTH	LL	PL	PI	Fines	Classification
●	**TP-03**	**1.0**	**35**	**21**	**14**	**45**	**CLAYEY SAND (SC)**

SAMPLE EARTHWORK SPECIFICATIONS

General

The geotechnical report is available to bidders as a general guide to project and site conditions. The geotechnical report is not a part of the contract documents and is not a warranty as to site conditions. Bidders are encouraged to pothole the site as changes in site conditions between exploration points or due to weather or man- made influences can impact the site. Access to the site to perform independent evaluations should be provide upon reasonable request. Contract documents should address access and independent evaluations as to site conditions at the time of bidding.

The specifications for earthwork, flatwork and pavements should conform to the Standard Specifications for Public Works Construction (the "Orange Book") except as modified herein or as specified in the contract documents (including drawings).

1.1 Soil Handling and Excavation Characteristics

1.1.1 In our opinion, grading and excavations **may/may not** be accomplished with light to moderate effort with conventional heavy-duty grading/excavation equipment. Excavations in native soils **are/are not** anticipated to generate significant quantities of oversized material (greater than six inches in dimension) that would require special handling or exporting from the site.

1.1.2 Excavated native soils generated from cut operations at the site **are/are not** anticipated to be suitable for re-use as engineered fill.

1.1.3 Imported structural fill material may be necessary. If needed, imported materials should meet the Standard Specifications for Public Works specifications (304.03). Structural fill is defined herein as all fill placed within two feet of foundations and all fill placed beneath pavement sections. Import structural fill material should be sampled and approved by us prior to its transportation to the site.

1.1.4 Temporary excavations, such as utility trench sidewalls excavated within undisturbed, unsaturated native soils or structural fill should remain near-vertical to depths of **XX** feet. Some minor sloughing should be expected within some of cleaner sand lenses or during periods of high precipitation. Native soils within **XX** feet of the existing surface should be considered **Type X** by OSHA Standards. It is the contractor's responsibility to provide sufficient and safe excavation support per OSHA Standards as well as protecting nearby utilities, structures, and other improvements, which may be damaged by earth movements.

1.2 Grading – General, Site Preparation

1.2.1 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance. Soil handling and grading requirements can be discussed at that time. Earthwork operations should be observed and compacted fill tested by our representative.

1.2.2 All references to relative compaction and optimum moisture content in this report are based on the newest version ASTM D1557 Test Procedure.

1.2.3 Site preparation should begin with the removal of vegetation and debris if any. The depth of removal should be such that material exposed in the cut areas or soils to be used as fill is relatively free of organic matter. This will likely result in removal depths ranging from approximately **XX** inches, depending on location. Material generated during stripping should be disposed of as directed by the Engineer.

1.2.4 During or immediately following wet weather, the near-surface soil may deflect or pump under heavy equipment loads. Yielding soil conditions can typically be stabilized using one of the methods listed below. However, soil conditions and mitigation methods should be reviewed and approved by us when encountered.

- **Option 1.** Deeply scarify (10 to 12 inches) allow to air dry to near optimum moisture content and re-compact.
- **Option 2**. Remove unstable (wet) soils to a firm base and allow the wet subgrade soil to dry to near optimum moisture content and re-compact. Replace the removed soils with drier soil meeting the structural fill specifications.
- Other stabilization alternatives may be appropriate depending on the situation. Consultation with us is crucial for expedient and appropriate mitigation.

1.3 Grading – Building Pad Preparation

1.3.1 For the purposes of this report, structural building pad areas should be considered areas extending a minimum of **XX** feet beyond the outside dimensions of the building or any foundation element.

1.3.2 Cut surfaces should be scarifed at least X inches and compacted to XX % of maximum dry density.

1.3.3 Areas to receive fill should be prepared as described above for cut surfaces. Fill should be place in X inch lifts, moisture conditioned to within XX% of optimum moisture content and compacted to a minimum of XX% of maximum dry density.

1.4 Grading – Underground Utilities

1.4.1 Underground utility trenches within structural areas (building pads, parking lots, and streets) should be backfilled with properly compacted material. The material excavated from the trenches

will/will not be adequate for on-site use as backfill provided it **does/does not** contain deleterious matter, vegetation or rock larger than six inches in maximum dimension. Trench backfill should be placed in loose lifts not exceeding eight inches. The lifts should be compacted to a minimum of 90% relative compaction at or near optimum moisture content.

1.4.2 Site soils **will/will not** be suitable for utility trench pipe bedding. Importation of bedding materials should be planned for accordingly.

1.4.3 Bedding and pipe zone backfill should extend from the bottom of the trench excavation to a minimum of 6 inches above the crown of the pipe. Pipe bedding material should consist of Class A Backfill material as defined by the Standard Specifications for Public Works (Orange Book). Bedding and pipe zone material should be compacted in 6 inch maximum lifts.

1.5 Grading – Pavement and Flatwork Areas

1.5.1 In pavement and flatwork subgrade areas the subgrade (whether fill or undisturbed native soil) should be scarified to a depth of 8 to 10 inches and moisture conditioned at or near optimum moisture content. The upper 6 inches of pavement subgrade soils should be compacted to a minimum of 90% relative compaction at or near optimum moisture content. If the compacted surface becomes dry and loose after it has been tested for compaction, it should be moisture conditioned and lightly compacted to a firm surface prior to the placement of additional fill or aggregate base.

1.5.2 The subgrade soils for pavements should be finished to a compacted smooth unyielding surface. We recommend proof-rolling the subgrade with a loaded water truck (or similar equipment) to verify the stability of the subgrade prior to placing aggregate base.

1.5.3 Aggregate base used to support pedestrian and vehicular pavements should be compacted to a minimum of 95% relative compaction.

1.6 Slabs-on-Grade

1.6.1 Earthwork below conventional concrete slab-on-grade floors should be prepared as recommended for cuts or fills in building pad areas. A vapor barrier should be provided consisting of a minimum of 10 mil polyethylene material of other approved material. The vapor barrier should be lapped and sealed in accordance with the manufacturer's recommendations. At a minimum, joint laps should be at least six inches in width. In any case, care should be taken to avoid any disturbance or rupture to the vapor barrier measures throughout the construction process.

1.6.2 Slabs should be underlain by a minimum of **X** inches of compacted (95% minimum relative density) aggregate base. Slab thickness and reinforcement should be determined by the structural engineer based on the anticipated loading.

1.6.3 If a significant amount of time has passed since building pad grading and the soil surface of the building pad has become dry, then it should be re-moistened prior to placing the moisture retarding system. The building pad should be moistened by soaking or sprinkling such that the upper 12 inches of soil is near optimum moisture, as determined by our representative at least 48 hours before concrete placement.

1.6.4 Some floor coverings, such as tile or linoleum, are sensitive to moisture that can be transmitted from and through the slab. Slab floors should be moist cured for a minimum of 7 days prior to placing any floor coverings. Floor coverings should be installed in accordance with the manufacturer's recommendations including any moisture transmissivity testing requirements.

1.6.5 Crack control spacing should be determined by the project structural engineer based on slab thickness and intended usage.

1.6.6 All exterior concrete should be air entrained with from 4.5% to 7.0% air content. The water cement ratio for all exterior concrete should be 0.45 or less. The use of mid-range plasticizer is recommended to facilitate the finishing process while maintaining the desired water cement ratio.

1.6.7 Exterior concrete should be placed and finished in accordance with American Concrete Institute (ACI) recommendations for concrete placed in areas subject to freeze-thaw environments.

Recommendations presented herein are intended to reduce the potential for cracking of slabs as a result of differential movement. However, even with the incorporation of the recommendations presented herein, slabs-on-grade will still exhibit some cracking. The occurrence of concrete shrinkage cracks is independent of the soil supporting characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of concrete, the use of crack control joints and proper concrete placing and curing. Adherence to ACI and Portland Concrete Association (PCA) recommendations including those for low humidity and wind, if applicable, should be incorporated into project construction practices.

1.7 Flexible Pavements

1.7.1 Earthwork below conventional flexible pavements should be prepared as recommended for cuts or fills in building pad areas. Aggregate base should consist of Type 2 Class B and be compacted to 95% of maximum dry density.

1.7.2 Asphalt concrete should conform Section 320.02 of the Standard Specifications for Public Works Construction ("Orange Book"). We recommend that the asphalt consist of polymerized oil type PG64-28NV as it substantially reduces maintenance and extends pavement life in our experience.

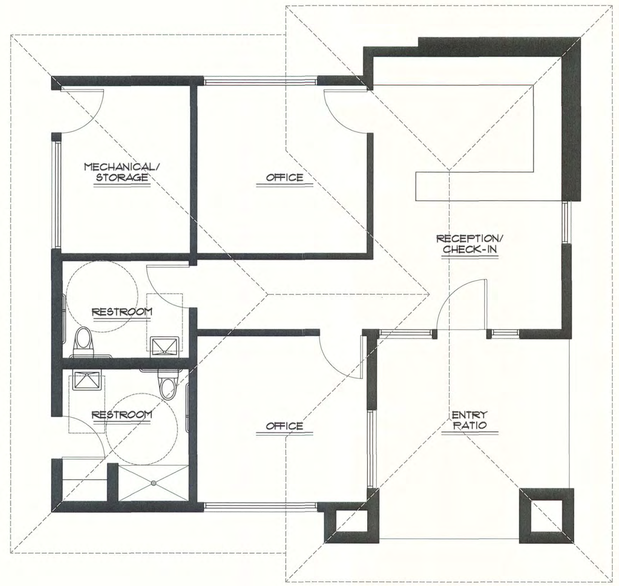
1.7.3 The asphalt concrete should consist of Type II or Type III of Section 200.02.02 of the Standard Specifications for Public Works Construction ("Orange Book").

1.8 Site Drainage

1.8.1 Adequate drainage is crucial to reduce the potential for differential soil movement, erosion and subsurface seepage. Under no circumstances should water be allowed to pond adjacent to footings. The site should be graded and maintained such that surface drainage is directed away from structures and the top of slopes into swales or other controlled drainage devices. The percent fall of slopes around structures should be as per the most current version of the IBC as adopted by the local governing agency.

1.8.2 Roof and pavement drainage should be directed into conduits to carry runoff away from the structures. Landscape irrigation should be kept at least three feet away from all foundations. We recommended that drip irrigation be installed within six feet of foundations wherever feasible.

Full Size Drawings



1 OFFICE FLOOR PLAN

0' 5' 10' 20'

NORTH

3 WEST ELEVATION

0' 5' 10' 20'

2 SOUTH ELEVATION

0' 5' 10' 20'

5 EAST ELEVATION

0' 5' 10' 20'

4 NORTH ELEVATION

0' 5' 10' 20'

REVISIONS	DATE

ECJ ARCHITECT
ERIC JOHNSON ARCHITECT
PO BOX 34282
RENO NEVADA 89523
775-750-1133
ECJARCH@CHARTER.NET

ARCHITECTURAL ONLY

FLOOR PLAN & EXTERIOR BUILDING ELEVATIONS - SUP SUBMITTAL

NEW RV & BOAT STORAGE FACILITY FOR:

SIERRA TAHOE RV & BOAT STORAGE

BUTTI WAY | CARSON CITY | NEVADA | APN 010-041-76

DRAWN BY	
CHECKED	-
DATE	130513
SCALE	AS SHOWN
JOB NUMBER	STRVB
SHEET NUMBER	A4.1

NEW RV BOAT & MINI STORAGE FACILITY FOR:

SIERRA TAHOE RV BOAT & STORAGE

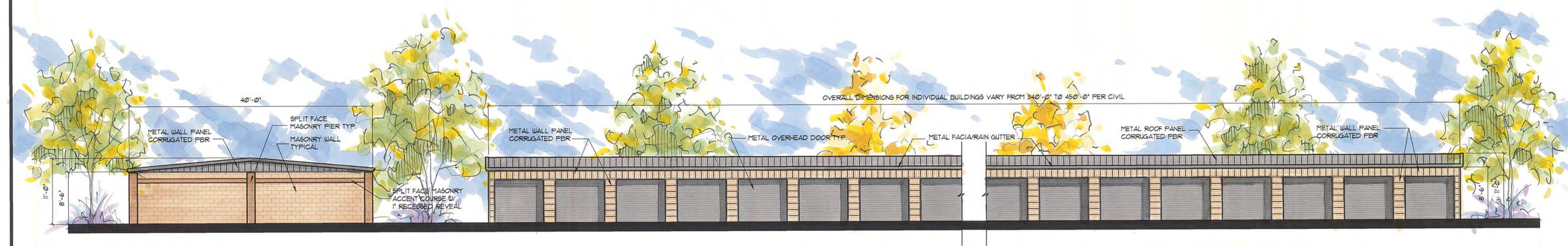
BUTTI WAY | CARSON CITY | NEVADA | APN 010-041-76

STORAGE UNIT - REAR FACADE CONDITION

Ø' 5' 10' 20' 30'

STORAGE UNIT - END FACADE CONDITION

Ø' 5' 10' 20' 30'



STORAGE UNIT - END FACADE CONDITION

Ø' 5' 10' 20' 30'

STORAGE UNIT - ACCESS FACADE CONDITION

Ø' 5' 10' 20' 30'

REVISIONS	DATE

ECJ ARCHITECT

ERIC JOHNSON ARCHITECT

PO BOX 34282
RENO NEVADA 89523
775-750-1133
ECJARCH@CHARTER.NET

ARCHITECTURAL ONLY

MIN-STORAGE TYPICAL EXTERIOR BUILDING ELEVATIONS - REVISED SUP SUBMITTAL

NEW RV BOAT & MINI STORAGE FACILITY FOR:

SIERRA TAHOE RV BOAT & STORAGE

BUTTI WAY | CARSON CITY | NEVADA | APN 010-041-76

DRAWN BY	
CHECKED	-
DATE	191003
SCALE	AS SHOWN
JOB NUMBER	STRVB
SHEET NUMBER	A4.2

PLANT LIST:

LARGE/STREET TREES: (2" Caliper)
IRRIGATE ALL PLANTINGS W/RESOURCE EFFICIENT DRIP IRRIGATION SYSTEM.

BOTANICAL NAME	COMMON NAME
RED MAPLE	ACER RUBRUM
BLACK GUM	NYSSA SYLVATICA
GLEDITSIA TRIACANTHOS	SHADEMASTER HONELOCUST
QUERCUS PALUSTRIS	PIN OAK
QUERCUS RUBRA	RED OAK

SMALL/ACCENT TREES:

BOTANICAL NAME	COMMON NAME
ACER GINNALA	AMUR MAPLE
CERCIS CANADENSIS	EASTERN REDBUD
LIQUIDAMBAR STYACIFLUA	SWEETGUM
MALUS PRARIEFIRE	PRARIEFIRE CRABAPPLE
PYRUS CALLERYANA 'REDSPIRE'	REDSPIRE PLUM

EVERGREEN TREES: (6' Min. Height)

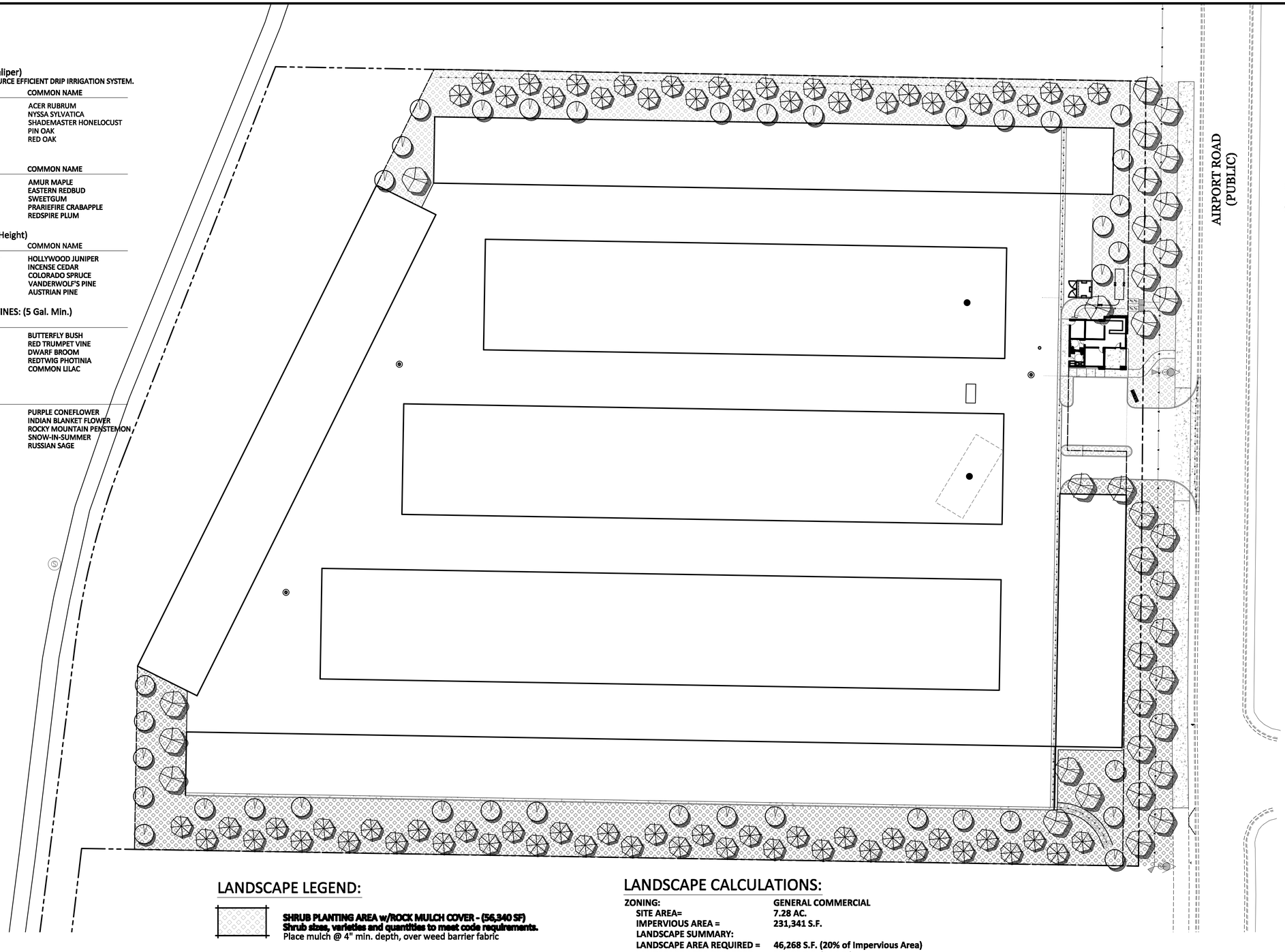
BOTANICAL NAME	COMMON NAME
JUNIPERUS CHINENSIS 'TORULOSA'	HOLLYWOOD JUNIPER
CALOCEDRUS DECURRENS	INCENSE CEDAR
PICEA PUNGENS	COLORADO SPRUCE
PINUS FLEXILUS 'VANDERWOLF'	VANDERWOLF'S PINE
PINUS NIGRA	AUSTRIAN PINE

SHRUBS/GROUNDCOVERS/VINES: (5 Gal. Min.)

BOTANICAL NAME	
BUDDLEIA DAVIDII	BUTTERFLY BUSH
CAMPSIS RADICANS	RED TRUMPET VINE
GENISTA LYDIA	DWARF BROOM
PHOTINIA FRASERI	REDTWIG PHOTINIA
SYRINGA VULGARIS	COMMON LILAC

PERENNIALS: (1 Gal.)

BOTANICAL NAME	
ECHINACEA PURPUREA	PURPLE CONEFLOWER
GAILLARDIA ARISTATA	INDIAN BLANKET FLOWER
PENSTEMON STRICTUS	ROCKY MOUNTAIN PENSTEMON
CERASTEUM TOMENTOSUM	SNOW-IN-SUMMER
PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE



LANDSCAPE LEGEND:

SHRUB PLANTING AREA w/ROCK MULCH COVER - (56,340 SF)
Shrub sizes, varieties and quantities to meet code requirements.
Place mulch @ 4" min. depth, over weed barrier fabric

LANDSCAPE CALCULATIONS:

ZONING:	**GENERAL COMMERCIAL**
SITE AREA=	**7.28 AC.**
IMPERVIOUS AREA =	**231,341 S.F.**
LANDSCAPE SUMMARY:	
LANDSCAPE AREA REQUIRED =	**46,268 S.F. (20% of Impervious Area)**
LANDSCAPE AREA PROVIDED =	**56,925 S.F. (24.6 %)**
TREE/SHRUB REQUIREMENTS:	
1 TREE/400 S.F. (= 141 TREES)	
Includes: 1 TREE/10 PARKING SPACES (7 SPACES = 1 TREE)	
and 1 TREE/30 LF STREET FRONTAGE (497 L.F. = 17 TREES)	
TOTAL TREES REQUIRED =	**141 TREES**
TREES PROVIDED =	**141 TREES**
6 SHRUBS per TREE REQUIRED =	**846 SHRUBS**

0' 15' 30' 60'

NORTH

REVISIONS	BY

TreeHugger Studio, LLC
landscape architecture
and site planning services
140 West Guffey Drive
Washoe Valley, NV 89704
(775) 530-0665

REGISTERED LANDSCAPE ARCHITECT
RICH SHOCK
9-25-19
101
Expires: 7-'2020
STATE OF NEVADA

JOB INFORMATION:
preliminary landscape plan for:
SIERRA TAHOE RV, BOAT and SELF STORAGE
Airport Road, Carson City, NV APN: 010-041-76

SHEET INFORMATION:
PRELIMINARY LANDSCAPE PLAN

ISSUE DATE: May 2019, REV Sept 2019
SCALE: 1" = 30'-0"
DRAWN BY: R. SHOCK
CHECKED BY:
PROJECT NUMBER: 228-'19-006

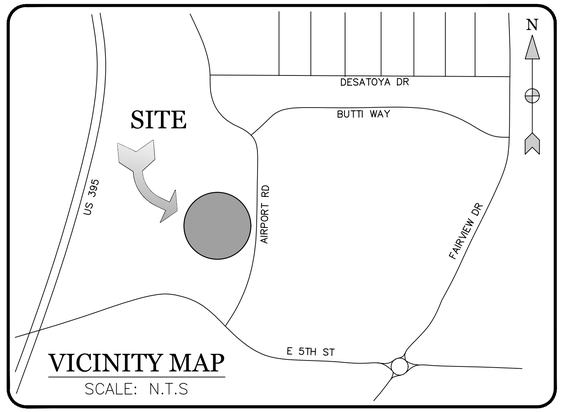
L.1

C:\Users\Rich Shock\Documents\Work Docs\TreeHugger Studio\Tree Hugger Studio Project Files\228 - Pinecrest Conef\006 - Sierra Tahoe$T RV_LA Base_9-25-19.dwg,Layout1, 09/25/2019 01:47 pm Rich Shock

THIS PLAN IS INTENDED FOR SPECIAL USE PERMIT REVIEW BY CARSON CITY ONLY - NOT FOR CONSTRUCTION

SITE & GRADING LEGEND

- A.C. PAVEMENT AREA
- CONCRETE AREA
- ACCESSIBLE PARKING SPACE W. SIGN & PAVEMENT MARKINGS
- PEDESTRIAN ACCESS RAMP
- ACCESSIBLE ROUTE
- (12) PARKING SPACE COUNT
- (1) (1) (1) (1) KEYNOTE (REF. CORRESPONDING LEGEND)
- UTILITY — PROPOSED UTILITY LINE W. DESCRIPTION
- (UTILITY) EXISTING UTILITY LINE W. DESCRIPTION
- MANHOLE W. DESCRIPTION (EXISTING/PROPOSED)
- CLEANOUT (EXISTING/PROPOSED)
- CATCH BASIN/DROP INLET
- YARD DRAIN
- DIRECTIONAL FLOW LINE
- GRADE BREAK
- 4900 PROPOSED CONTOUR LINE
- 4900 EXISTING CONTOUR LINE
- 52.00 (TC) 52.00 TC SPOT ELEVATION (EXISTING/PROPOSED)



VICINITY MAP
SCALE: N.T.S

SITE ANALYSIS		
AREA	7.28 AC	
ZONING	GENERAL COMMERCIAL(GC)	
SETBACKS (F/R/S)	0/0/0(FT)*	
BUILDING FOOTPRINT	±1,000 S.F.	0.3%
PAVED/IMPERVIOUS	±232,629 S.F.	73%
LANDSCAPED	±63,423 S.F. MIN.	20%
UNDEVELOPED	±20,065 S.F.	6.7%

30' MIN. SETBACK FROM RESIDENTIAL & 10' MIN. LANDSCAPE SETBACK ALONG AIRPORT ROAD

EARTHWORK ANALYSIS	
SITE AREA	±7.0 AC
SITE DISTURBANCE	±7.0 AC
PROPOSED CUT	±19,500 YD^3
PROPOSED FILL	±5,000 YD^3
NET EARTHWORK	±14,500 YD^3 CUT

THESE QUANTITIES ARE PRELIMINARY AND ARE BASED ON THE INTENT OF THE DEVELOPER TO WORK WITH THE PROPERTY TO THE NORTH WHICH REQUIRES FILL MATERIAL. A MORE BALANCED SITE MAY ULTIMATELY BE PROPOSED.

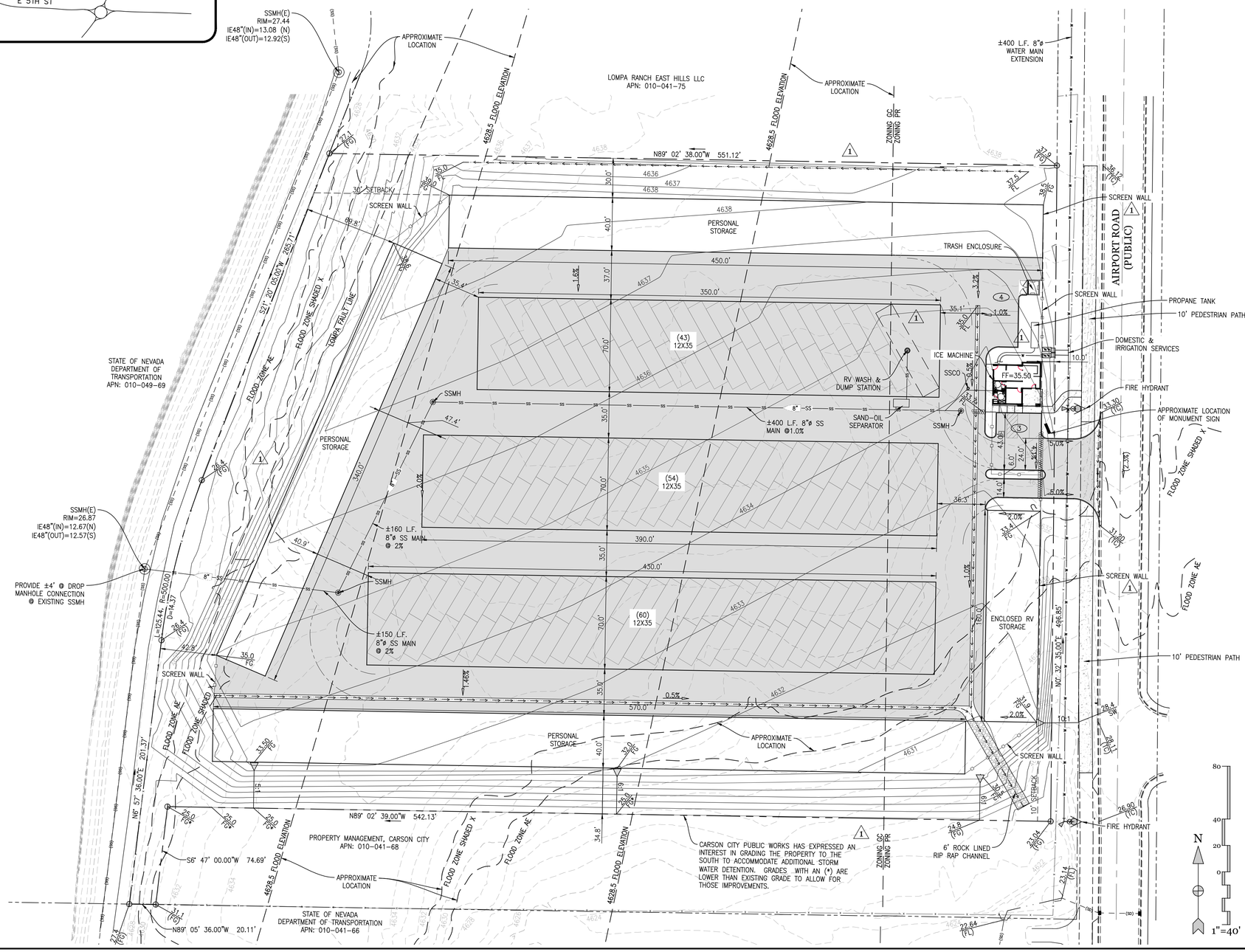
PARKING ANALYSIS			
USE	AREA (FT^2)	CRITERIA	REQUIRED SPACES
OFFICE	±975	1/325	3.0
TOTAL REQUIREMENT	SPACES PROVIDED	ADA SPACES	VAN ACCESSIBLE
3 SPACES	7	1	1

NOTES:
1. ALL BUILDING INFORMATION PROVIDED BY **THE ERIC JOHNSON ARCHITECT.**
2. REQUIREMENTS DETERMINED USING **CMC 18A2.2.**

NOTES

1. THE FIELD SURVEY PREPARED BY WOOD RODGERS IS THE BASIS OF THIS DESIGN. MVC TAKES NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY.
2. BASIS OF BEARINGS WAS DERIVED FROM NATIONAL GEODETIC SURVEY MONUMENT "V 357" DESCRIBED AS A DISC SET IN CONCRETE STAMPED "V 357 1953. THE MONUMENT IS LOCATED ON THE SOUTH SIDE OF U. S. HIGHWAY 50, SOUTHEAST OF THE INTERSECTION OF THE HIGHWAY AND AKRON WAY. 101 FEET SOUTHEAST OF THE CENTER LINE OF THE HIGHWAY, 54 FEET NORTHEAST OF THE CENTER OF A WOODEN CATTLE GUARD, PUBLISHED ELEVATION = 4633.40.
3. BASIS OF ELEVATION IS THE NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM OF 1983/1994, HIGH ACCURACY REFERENCE NETWORK (NAD 83/94–HARN), AS DETERMINED USING REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS OF CARSON CITY CONTROL MONUMENTS "CC038" AND "V357". THE BEARING BETWEEN CARSON CITY CONTROL MONUMENT "CC038" AND "V357" IS TAKEN AS SOUTH 31°48'44" WEST . ALL DIMENSIONS SHOWN ARE GROUND DISTANCES. COMBINED GRID–TO–GROUND FACTOR = 1.00020000.
4. ALL WORK WITHIN THE CARSON CITY RIGHT–OF–WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST CODES, STANDARD SPECIFICATIONS & DETAILS.
5. REFERENCE ARCHITECTURAL PLANS FOR ALL BUILDING DIMENSIONS.
6. ALL DIMENSIONS ARE TO FRONT FACE OF CURB, FACE OF BUILDING, FACE OF WALL, CENTER OF PIPE, CENTER OF MANHOLE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
7. ALL PERMANENT STRIPING, SIGNAGE & TRAFFIC CONTROL IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) REQUIREMENTS.
8. THE ACCESSIBILITY ROUTE SHALL NOT HAVE A RUNNING SLOPE EXCEEDING 5% OR A CROSS SLOPE EXCEEDING 2%. REFERENCE SITE PLAN FOR LOCATION.
9. THIS SITE LIES IN FEMA FLOOD ZONE X AND ZONE AE (3200010111G). ZONE AE IS DEFINED AS AREAS WITHIN THE 1–PERCENT ANNUAL CHANCE FLOOD IS ALSO REFERRED TO AS THE BASE FLOOD OR 100–YEAR FLOOD. MODERATE FLOOD HAZARD AREAS, ZONE X (SHADED) IS DEFINED AS A MODERATE FLOOD HAZARD AREA AND IS BETWEEN THE LIMITS OF THE BASE FLOOD AND THE 0.2–PERCENT–ANNUAL–CHANCE (OR 500–YEAR) FLOOD. ZONE X (UNSHADED) IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD, WHICH ARE THE AREAS OUTSIDE THE 0.2–PERCENT–ANNUAL–CHANCE FLOODPLAIN.

UTILITY PROVIDERS	
DOMESTIC WATER	CARSON CITY UTILITIES DEPARTMENT
IRRIGATION WATER	CARSON CITY UTILITIES DEPARTMENT
SANITARY SEWER	CARSON CITY UTILITIES DEPARTMENT
STORM DRAIN	CARSON CITY UTILITIES DEPARTMENT
NATURAL GAS	SOUTHWEST GAS CORPORATION
ELECTRICITY	NV ENERGY
TELECOMMUNICATIONS	AT&T / CHARTER COMMUNICATIONS
FIRE	CARSON CITY FIRE DEPARTMENT
POLICE	CARSON CITY SHERIFFS OFFICE



811 Know what's below. Call before you dig.

G:\Shared drives\MVC Team Drive\2018 Projects\041 Lompa Storage\Lompa Storage Civil(5.15.19) (1).dwg 9/25/2019 1:46 PM

MONTE VISTA CONSULTING
720 Tahoe Street, Suite 1
Reno, NV 89509
775.636.7905
montevistaconsulting.com

Sierra Tahoe RV, Boat & Self Storage

Butti Way | APN: 010-041-76 | Carson City | Nevada

PRELIMINARY UNTIL APPROVED BY CARSON CITY

PROFESSIONAL ENGINEER STATE OF NEVADA MICHAEL W. VICKS Exp: 6.30.2020 CIVIL No. 21025

Revisions		
△	Date	
1	5-23-19	Initial Review Responses

Date	5.16.19
Drawn	MWV
Checked	MWV
Project No.	18.041

Preliminary Site Plan

C1.0