

Olivia John

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**From:** Hope Sullivan <HSullivan@carson.org>  
**Sent:** Wednesday, April 28, 2021 10:36 AM  
**To:** Olivia John  
**Subject:** FW: Discussion Review, Stipulations Draft, and Additional Documents  
**Attachments:** SFC Letter Carson City.pdf; Skwara Memo Facility Noise Impact.pdf; Skwara Memo Facility Utilization.pdf; Soccer Field Trip Generation -ITE Trip Gen Weekday.pdf; Soccer Field Trip Generation - ITE Trip Gen Weekend.pdf; Empire Ranch Site Plan 21-04-27 (Parking Space Size Adjustment) (2).pdf; Floodplain Delineation Overlay Site Plan.pptx.pdf

O:  
Please print email and attachments. Date stamp all & upload to energov. Please give me hard copies (I'll put them in the file).

Hope Sullivan, AICP  
Planning Manager  
Carson City, NV  
108 E. Proctor Street  
Carson City, NV  
775-283-7922



**From:** marc radow <marc@radow.net>  
**Sent:** Wednesday, April 28, 2021 3:41 AM  
**To:** Hope Sullivan <HSullivan@carson.org>  
**Subject:** Discussion Review, Stipulations Draft, and Additional Documents

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Hope,  
Thank you for meeting with Dwight, Jon, and me today as well as assembling Stephen and Rob. We appreciate your cooperation in the effort to gain approval for the flat field & recreation use at Empire Ranch Golf Course.

Attached are the following documents:

- Empire Ranch Site Plan 21-04-27 (Parking Space Size Adjustment): 32 Spaces
- Floodplain Delineation Overlay to Site Plan
- SFC Letter to Carson City (Eric Sullivan, traffic)

- Skwara Memo Facility Utilization (Traffic)
  - ITE Trip Gen Weekday (I believe you had this information, but part of Skwara's memo)
  - ITE Trip Gen Weekend (I believe you had this information, but part of Skwara's memo)
- Skwara Memo Facility Noise Impact

Please note, that you should receive the golf trip generation report tomorrow. This will supplement previous statements in the documentation (from Dwight) concerning the rounds during the recent periods played at Empire Ranch Golf Course and how this relates to traffic impacts (as well as frequency of special events).

Items to stipulate (draft)

1. Locate storage and portable restrooms at the west side of the fat fields, with sufficient distance for setbacks, so as to locate outside of the floodplain.
2. Utilize tent / fabric enclosures for concessions at the east end of the flat fields limited to during seasons that are not prone to flood
3. Porus parking surface to address sediment traction onto roadway (gravel).

Again, thank you for your coopération,  
Marc

--  
Marc Radow  
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600 Cleveland Street, Suite 910  
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Tel: (727) 474-3845  
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sportadvisory.com | sfmnetwork.com

TO: Carson City Planning Commission  
Steve Pottey, P.E., Senior Project Manager  
Rob Fellows, P.E., Senior Project Manager – Stormwater  
Hope Sullivan, AICP, Planning Manager  
Chris Martinovich, Transportation Engineer  
Carson City Public Works Department

SUBJECT: Proposed Site Plan including flat fields at Empire Ranch Golf Course,  
hearing scheduled for April 28, 2021

Dear Carson City Planning Commission & Staff:

The Sports Facilities Companies ("SFC") is the Nation's preeminent resource for planning, development, and operations of sports and recreation facilities. SFC and is comprised by three internal sub-brands: The Sports Facilities Advisory (SFA), The Sports Facilities Development (SFD), and The Sports Facilities Management. SFA supports the planning and financing of new park projects. SFD serves as a subject matter expert through the venue planning and construction of the facility and SFM is our operational arm where support the day-to-day operations of the venue. Collectively, the SF Companies have served more than 3,000 communities totaling more than \$15 billion in planned and developed assets. The SFM Network is the largest network of "like facilities" of its kind in the United States and will host more than 50 million guest visits this year.

In early 2020, SFC had the opportunity to visit Carson City and I have personally toured the Empire Ranch Golf Course, its surrounding areas, and local sports facilities. Most recently, we have reviewed the proposed site plan (1 full size and 1 small accessory practice field), evaluated its playing surface, reviewed parking options. Additionally, we understand the proposed site plan from a wide-angle access, and immediate ingress and egress options, as well as its proposed snack stand, and seating.

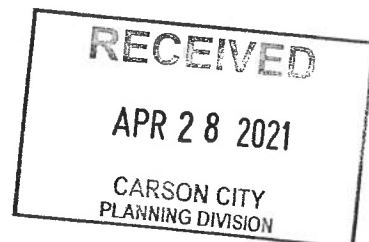
The subject proposal is a limited use sport field and a half. Due to the limited inventory and narrow focus of the flat fields, the proposed layout will only accommodate single sport game at a time or limited to a single sport club practice use at any given time. Additionally, the natural surface limits the amount of play per day/week to preserve field conditions. Facilities of the proposed size and scope are ideal for local community use and engagement. Local clubs and teams of various sports may form around these facilities and provide excellent outlets for continued introductions to sport and the overall health and wellness of the community. However, as an operator of more sports tourism than any other firm in the US, SFC can confidently assess that the proposed venue in Carson City, with 1.5 fields, will not be able to host large tournaments and events.

Without large tournaments and events in the programming mix, this naturally limits the vehicular trip generation during weekdays and weekends. Based on our calculations for venue usage, SFC estimates the venue will host on average 30-40 vehicular trips per weekday and between 70-80 vehicular trips on average per weekend day. Based on this limited traffic generation we do not believe a full traffic study is warranted and we are hopeful the planning commission can approve the Modified Special Use Permit to include flat field sports & recreation. If so, we are confident the proposed flat field use can make a positive impact in the health and economic vitality of Carson City!

Very Truly,

Eric Sullivan  
Partner – The Sports Facilities Companies

Sports Facilities Companies

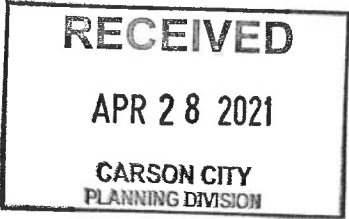




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TO: Steve Pottey, P.E., Senior Project Manager  
Rob Fellows, P.E., Senior Project Manager – Stormwater  
Hope Sullivan, AICP, Planning Manager  
Chris Martinovich, Transportation Engineer  
Carson City Public Works Department



Carson City Planning Commission (7 Members)

SUBJECT: Proposed Site Plan including flat fields at Empire Ranch Golf Course, hearing scheduled for April 28, 2021  
Field and Facility Use and Noise Impact to surrounding areas

At the request of Marc Radow, the person who is leading the effort for the proposed flat fields referenced above, please accept this memorandum as it pertains to noise or audible sounds as they may emanate from activities on sport fields and the subject field(s). Please accept this memorandum as a supplement to my earlier memorandum concerning field utilization, withstanding the due diligence performed concerning the site specific plan.

Noise impact may at certain facilities, be a consideration, particularly when residential, industrial, or commercial neighborhoods or development are in near proximity. The type of adjacent locations are typically considered (zoning or land use) as well as the actual ‘line of sight’ distance. Radow shared with me a Sports Crowd Noise Study (Jack Evans & Assoc., Inc., Engineered Vibration Acoustic & Noise Solutions, October 1990) that has been presented to the Carson City Planning Commission for my comment and for my opinion in the field of Sports Facilities, in which my experience includes the impact of noise.

In light of the foregoing, and noting the location of the subject study compared to the subject proposed, I made the following notations;

| Item / Description     | Jack Evans Analysis | Proposed Empire Ranch   | Data Source(s)                     |
|------------------------|---------------------|---|------------------------------------|
| Size / Scope           | 35 acres            | 2 acres   | Jack Evans / Site Plan             |
| # Playing Fields       | 15 playing fields   | 1 playing field   | Optimist Club / Site Plan Analysis |
| Closest Residence      | 15-25 feet          | ~750 feet   | Jack Evans / Carson City MapGeo    |
| Nearby Residences (50) | 1-25 feet           | 1525 feet (intersection Divot / Empire Ranch Rd) – 8000 feet (Empire Ranch Estates) | Jack Evans / Carson City MapGeo    |

Because I have personally studied Carson City and I have personally inspected the Empire Ranch Golf Course, its surrounding areas, and sports facilities, the subject of the study as compared to the proposed



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at Empire Ranch has exceedingly low comparative characteristics. On the surface, the magnitude of 35 acres to 2 acres and the impact of 15 fields to a single field with a supplemental practice area are incompatible to compare. Furthermore, as outlined below, the distance of the listener from the noise source as well as the surrounding ambient noise are important considerations.

Empire Ranch Estates begins (at the northern boundary) at approximate 1000 feet from Hwy 50, a significant traffic artery within Carson City (GeoMap). Therefore, the following chart ([https://www.engineeringtoolbox.com/outdoor-noise-d\\_62.html](https://www.engineeringtoolbox.com/outdoor-noise-d_62.html)) is a depiction of the ambient sound that would be found at and within the residential developments adjacent to Empire Ranch Golf Course, 55.5dB.

The table below indicates common outdoor sound pressure levels in rural and urban environments at the different octave bands. The highlighted rows illuminate 30 dB are the result of existent Hwy 50 traffic (55.5-25.5 = 30 dB).

| Outdoor Sound Pressure (dB) |  |                                   |     |     |     |      |      |      |      |                    |
|-----------------------------|--|-----------------------------------|-----|-----|-----|------|------|------|------|--------------------|
| Conditions                  |  | Octave Band Center Frequency (Hz) |     |     |     |      |      |      |      |                    |
|                             |  | 63                                | 125 | 250 | 500 | 1000 | 2000 | 4000 | 8000 | Ave                |
| Night-time                  |  |                                   |     |     |     |      |      |      |      |                    |
|                             | Rural, no nearby traffic of concern              | 42                                | 37  | 32  | 27  | 22   | 18   | 14   | 12   | 204/8<br>=<br>25.5 |
|                             | Suburban, no nearby traffic of concern           | 47                                | 42  | 37  | 32  | 27   | 23   | 19   | 17   |                    |
|                             | Urban, no nearby traffic of concern              | 52                                | 47  | 42  | 37  | 32   | 28   | 24   | 22   |                    |
|                             | Business or commercial area                      | 57                                | 52  | 47  | 42  | 37   | 33   | 29   | 27   |                    |
| Daytime                     |  |                                   |     |     |     |      |      |      |      |                    |
|                             | Business or commercial area                      | 62                                | 57  | 52  | 47  | 42   | 38   | 34   | 32   |                    |
|                             | Industrial or manufacturing area                 | 67                                | 62  | 57  | 52  | 47   | 43   | 39   | 37   |                    |
|                             | Within 300 ft (91 m) of continuous heavy traffic | 72                                | 67  | 62  | 57  | 52   | 48   | 44   | 42   | 444/8<br>=<br>55.5 |

In managing noise, distance is a key constituent, particularly in the absence of an erected sound barrier, as would be the case at Empire Ranch Flat Fields and Golf Course. According to the formula for sound reduction over distance, for each doubling of the distance between the listener and the sound source, will reduce decibels by 6 dB (<https://www.calculators.live/decibels-distance>). A calculation of sideline noise at a distance of 5 feet to the nearest residence to the sideline of 750 feet (GeoMap), causes a reduction in dB noise of 43.5dB.

The distance of 750 feet eliminates the impact of noise from the source. For comparative purposes the average professional football game noise levels averages 90 dB (<https://www.earg.com/hearing-health/articles/going-to-a-football-game>) and it is important to note the subject proposed community



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field is not a comparison to anything close to resemble a NFL game. However, at a distance of 750 feet to the first residence (and notwithstanding others as far away as 1.5 miles within Empire Ranch Estates, ~8000 feet), the detectible dB is reduced to 46.5 db ( $90 - 43.5 = 46.5$ ). Importantly, 46.5 is a level below the ambient traffic noise of Hwy 50, therefore rendering an extreme case of noise undetectible.

In conclusion, the subject of noise from the subject proposed flat field is a moot issue and doubtful that it would be recognizable above the existent traffic on Hwy 50.

Very Truly,  
*Yan Skwara*  
Yan Skwara  
Commissioner  
UPSL  
yan@upsl.com  
714-379-4440



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TO: Steve Pottey, P.E., Senior Project Manager  
Rob Fellows, P.E., Senior Project Manager – Stormwater  
Hope Sullivan, AICP, Planning Manager  
Chris Martinovich, Transportation Engineer  
Carson City Public Works Department

Carson City Planning Commission (7 Members)

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APR 28 2021

CARSON CITY  
PLANNING DIVISION

SUBJECT: Proposed Site Plan including flat fields at Empire Ranch Golf Course, hearing scheduled for April 28, 2021  
Field and Facility Use Capacities, Design, Infrastructure  
Tournament Sport Tourism Facilities vs Single Field

I am the acting Commissioner of the United Premiere Soccer League (UPSL). I have more than 40 years of experience in the industry of sport including all verticals from facilities, communities, teams, to coaches and athletes. I founded the UPSL 10 years ago because there was a weakness in the American system, particularly as compared to my tenure as an overseas professional athlete and later a sports industry professional. America is the richest nation with the greatest potential, but from a sports facilities and community cultural experience, and opportunity for young aspiring boys and girls, we as Americans were far behind. Filling this void, and understanding the dynamics throughout the entire eco system from many perspectives are the reasons the UPSL has become the largest and most successful development level sport system in the United States and the world.

I am, and have been, personally involved in the creation of more than 500 facilities, clubs, teams, communities. They vary in size, scope, financial backing, and rural to urban settings. And in each instance my management team and I worked closely with the communities, their cities, the planning commissions, city officials, all the way through to the individual athletes and coaches as well as the individuals who were the primary backers of the facilities, without who's love for sport and commitment to community and kids, none of which would be possible.

I have personally studied Carson City and I have personally inspected the Empire Ranch Golf Course, its surrounding areas roadways, and sports facilities. I have carefully reviewed the proposed site plan (1 full size and 1 small accessory practice field). I have evaluated its playing surface, studied its parking options, I understand the proposed site plan from a wide angle, it's access, and immediate ingress and egress options, as well as its proposed snack stand, and seating.

The subject proposal is a limited use sport field. Because of the small scale and narrow focus on flat fields only, the proposed will accommodate only a single sport game at a time or limited to a single sport club practice use at any given time. Because of its playing surface of natural grass, use management becomes a top priority otherwise it would be subject to abuse, degradation, or destruction if overused. Therefore this facility will support, and should be considered for, low volume traffic (player use and



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vehicular traffic) patterns only. Any extended play or use, over any time frame, will be severely detrimental to the field.

Such facilities that are limited in scope in this regard are ideal for local community orientation. Local clubs and teams of various sports may form around these facilities and provide excellent outlets for continued introductions to sport and the overall wellness for a community.

Comparison of the subject proposed site plan to a larger sport complex is not appropriate. These facilities are noted by multiple sport fields and multiple type facilities (baseball, softball, bicycling, tracks, flat fields, and so forth). Sport Complex facilities of this nature are noted attractions for Sport Tourism whereby sport teams travel to destinations typically over weekends and holidays. Sport Tournaments are widely known as the primary driver for increased traffic (user and vehicular) during these periods.

I have studied the Pete Livermore facility as well as the region's other facilities. Livermore has 10 soccer fields, 4 youth softball fields, a BMX (bicycle) track, permanent concession stands, permanent restrooms, with mini park including benches, picnic tables and playground equipment. Another example, Golden Eagle (in Reno) rivals the Livermore destination with 9 baseball / softball, 3 football / soccer fields, a full service restaurant, playgrounds, and parks and benches. At either destination, all of these amenities can be used simultaneously. Specifically at Livermore, the destination can conceivably host consecutively 20 soccer teams (i.e. 2 teams per field), 8 softball teams (2 teams per field), unlimited attendance at the BMX track, no attendance limit at the concession stand, park with benches, tables and playground, the attendance and vehicle traffic will overwhelm the onsite and nearby parking and roadway resources. There are also several parks with 'open space' and these often can host a plurality of simultaneous games, often used for tournaments and high demand weekend play.

My team and I have profound expertise in the area of Sports Tourism as it has become one of the largest growth industries in the US. These examples are clearly destination facilities for Sports Tourism and they are set up to attract teams (visitors) from wide distances to descend on the destination. This creates a pronounced compounding effect of peaks in traffic during these events, weekends and holidays.

Conversely, the proposed site has only 1 single field with an ancillary and adjacent smaller training field, that by itself would not support a game experience other than for the youngest of youth play or for relief play while the larger primary field is required to 'heal' (repairs and maintenance). As shown in the below chart, there is not a flat field sport that the site plan will support with more than 1 field, i.e. 1 game. There are no complementary amenities within the subject site plan comparable to the Sports Tourism facilities Livermore, Golden Eagle, and or other Sport Tourism or sport complexes. Because there is no compounding effect of amenities and no compounding effect from a multiple of full sized fields, comparisons for vehicular traffic, and ITE comparisons for the peak hour, must be limited to non-peak and weekday operation hours only.





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| Sport        | Source  | Regulation / Actual Widths | Regulation / Actual Lengths | Ave. Calculated Size (yds) | # Fields Capable at Empire |
|--------------|---|----------------------------|-----------------------------|----------------------------|----------------------------|
| Empire Field | Site Plan (Proposed Field)  | 70 yards<br>210 ft         | 120 yards<br>360 ft         | 8,400                      |                            |
|              | Site Plan (Proposed Relief Area)  | 64 yards<br>192 ft         | 70 yds<br>210 ft            | 4,480                      |                            |
| Soccer       | <a href="http://www.socceru.com/youth-soccer-information/soccer-field-sizes/">http://www.socceru.com/youth-soccer-information/soccer-field-sizes/</a>   | 65-80 yds<br>135 – 240 ft  | 110-120 yds<br>330 – 360 ft | 8,337                      | 1 Field                    |
| Lacrosse     | <a href="https://sportsknowhow.com/lacrosse/dimensions/lacrosse-field-dimensions.html">https://sportsknowhow.com/lacrosse/dimensions/lacrosse-field-dimensions.html</a>   | 60 yards<br>180 ft         | 110 yard<br>330 ft          | 6,600                      | 1 Field                    |
| Football     | <a href="https://sportsknowhow.com/football/field-dimensions/football-field-dimensions.html">https://sportsknowhow.com/football/field-dimensions/football-field-dimensions.html</a> (HS, College, NFL)  | 53.5 yards<br>160 ft       | 120 yards<br>360 ft         | 6,420                      | 1 Field                    |
| Field Hockey | <a href="https://sportsknowhow.com/field-hockey/dimensions/field-hockey-dimensions.html">https://sportsknowhow.com/field-hockey/dimensions/field-hockey-dimensions.html</a><br>* Grass is rarely used for national and international games these days, although small local hockey clubs may still use this surface | 60 yards<br>180 ft         | 100 yards<br>299 ft         | 6,000                      | 1 Field                    |

The ITE soccer complex analysis from the ITE Trip Generation Manual, Tenth Edition provides for data exclusively for expansive Sport Tourism facilities. Given the contrast to local community oriented fields for play, important distinctions must be drawn;

- Larger facilities with a variety of attractions and amenities have a compounding effect on participant attendance and trip generation
  - Smaller & singular field facilities have modest and steady low volume attendance
- Larger facilities have stronger and taller peak participant attendance and vehicular trip generation
  - Small & singular facilities have no peak participant attendance because they have no excess capacity. They are limited to single game experience.
- Larger facilities are oriented toward weekend destination traffic and attendance as teams from varied destinations and backgrounds descend to compete against each other in round robin formats. A multiplicity of teams, unknown to each other travel to the destination for wide spread competition.
  - Small & singular facilities orient toward individual club use. Attendance is consistent and static, i.e. visitor traffic is reduced to a single team as travel is exclusively to compete with the home domestic club. Stated otherwise, 1 travel team and 1 home team per visit.
- Larger facilities are oriented toward destination travel tourism
  - Singular fields are home to small community clubs and individual members
- Larger facilities are located near major vehicular arteries surrounded by hotels, restaurants and tourism infrastructure
  - Singular field facilities are nestled into communities



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The raw and unprocessed ITE Data (for Sport Tourism facilities with 10 and 14 fields each) suggest that total weekday vehicle trip generation for a field is 71 vehicles per day with peak hour at 16 vehicles.

*Noteworthy, weekend vehicle trip generation (for Sport Tourism facilities with 8 and 10 fields each) is 405 vehicles per day with peak hour at 40 vehicles.*

Again, applying weekend Sport Tourism facility trip generation from a much larger facility and simply applying a reduction to the subject's quantity of fields (1), is a non-equivalent deduction. The foundational infrastructure of a single field can not, and will not, support the compounding effects that drive the larger Sport Tourism facility.

The motivations behind the disparate facilities are revealed; Sport Tourism facilities generate Travel & Tourism tax revenues for a city and offers theaters for entertainment. In contrast a Community Facility serves a local population. It is this phenomenon that is driving new development toward more Sport Tourism facilities as an economic engine and away from smaller community fields because of the latter expense for construction, maintenance, and operation are not able to compete economically.

Carson City code § 12.13. Traffic and impact study requirements. ([http://carson-nv.elaws.us/code/coor\\_title\\_div12\\_sttr\\_sec12.13](http://carson-nv.elaws.us/code/coor_title_div12_sttr_sec12.13)) outlines the requirements for traffic analysis. Under each perspective, there is no justification for a traffic impact study because the proposed does not reach the minimum thresholds or development to initiate such a study.

| Traffic engineering studies are required if one or more of the following conditions are met  | Status<br>Proposed Site Plan   |
|--|--|
| 1. The proposed development shall generate eighty (80) or more peak hour trips as determined using the Institute of Traffic Engineers (ITE) trip generation rates or other such sources accepted by the city engineer.   | No. The proposed site will generate 16 vehicles per hour (ITE data).   |
| 2. The proposed development shall generate five hundred (500) or more trips per day.   | No, The proposed site will generate 71 vehicles per day (ITE Data).  |
| 3. The proposed development contains phasing, and impacts from the cumulative phasing have net effects of items 1 or 2. In this case, a traffic study shall be required with the first phase of the development.   | No. There is no proposed phasing.  |
| 4. The city engineer determines that a traffic study is required. For example, a traffic engineering study may be required for small developments that do not satisfy one of the above requirements if they are near a school, community shopping or recreation area, near a historic area, or shall generate truck traffic. On small developments, the city may require an analysis of the proposed access, safety issues, and the internal street system or parking. | No. There is no nearby school, no community shopping, no visitor historic area, and shall not generate truck traffic. The proposed is synergistic to the city amenities of open space, outdoor activity, recreation. |
| 5. The proposed development contributes to the need for a traffic signal.  | No. Traffic is directed to Deer Run Road where an existing traffic light already   |



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exists at Hwy 50, and a stop sign exists at the end of Morgan Mill Road at Deer Run Road.

In conclusion, applying and processing this ITE data to the subject site plan, it is my opinion the maximum daily trip generation will be 16 vehicles per hour and 71 vehicles per day. In consideration of this data, a traffic impact study is not triggered and therefore not warranted.

Very Truly,  
Yan Skwara  
Yan Skwara  
Commissioner  
UPSL  
yan@upsl.com  
714-379-4440

Attachments:

- 1) Soccer Field Trip Generation – ITE Trip Gen Weekday
- 2) Soccer Field Trip Generation – ITE Trip Gen Weekend

**Soccer Complex**  
(488)

Vehicle Trip Ends vs: Fields  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

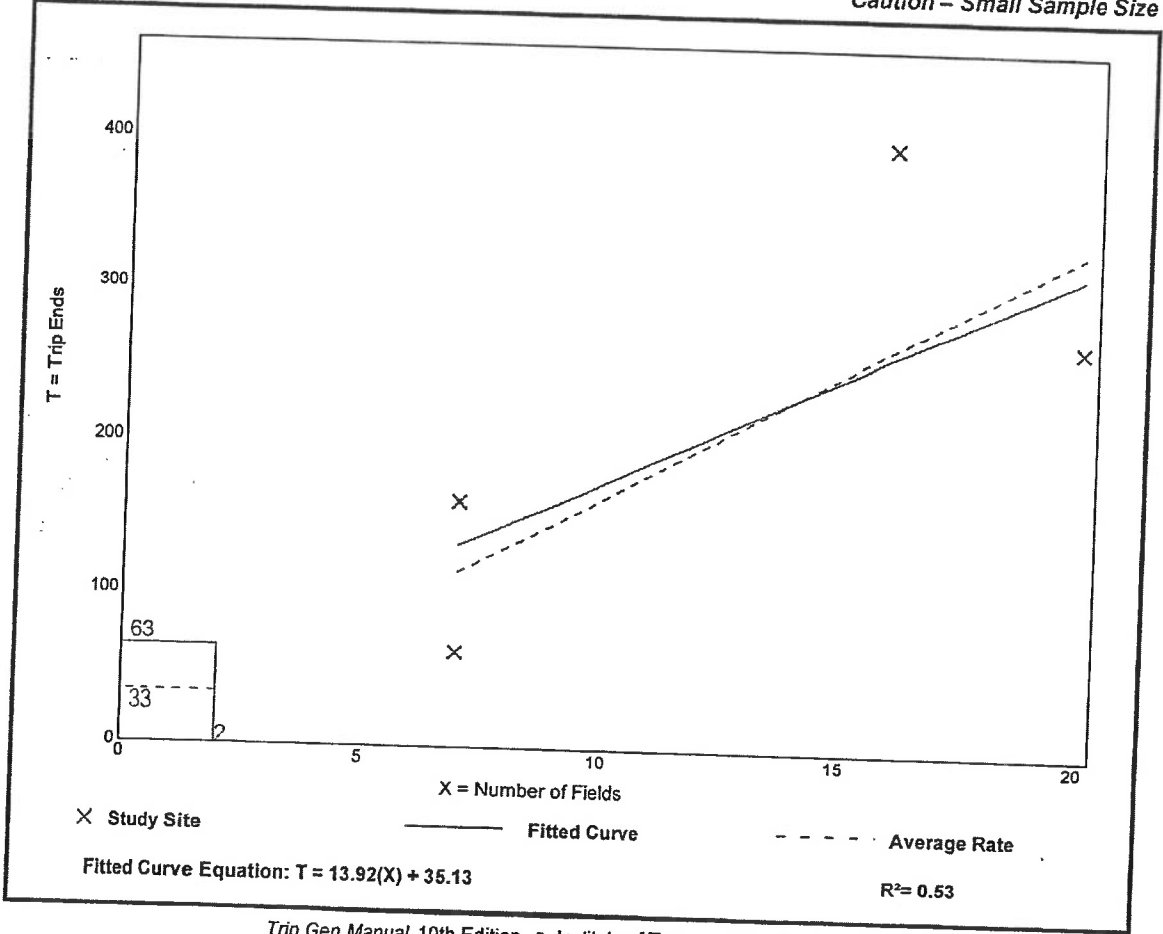
Setting/Location: General Urban/Suburban  
Number of Studies: 5  
Avg. Num. of Fields: 14  
Directional Distribution: 66% entering, 34% exiting

**Vehicle Trip Generation per Field**

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 16.43        | 8.71 - 24.88   | 6.36               |

**Data Plot and Equation**

Caution - Small Sample Size



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

**Soccer Complex**  
(488)

Vehicle Trip Ends vs: Fields  
On a: Weekday

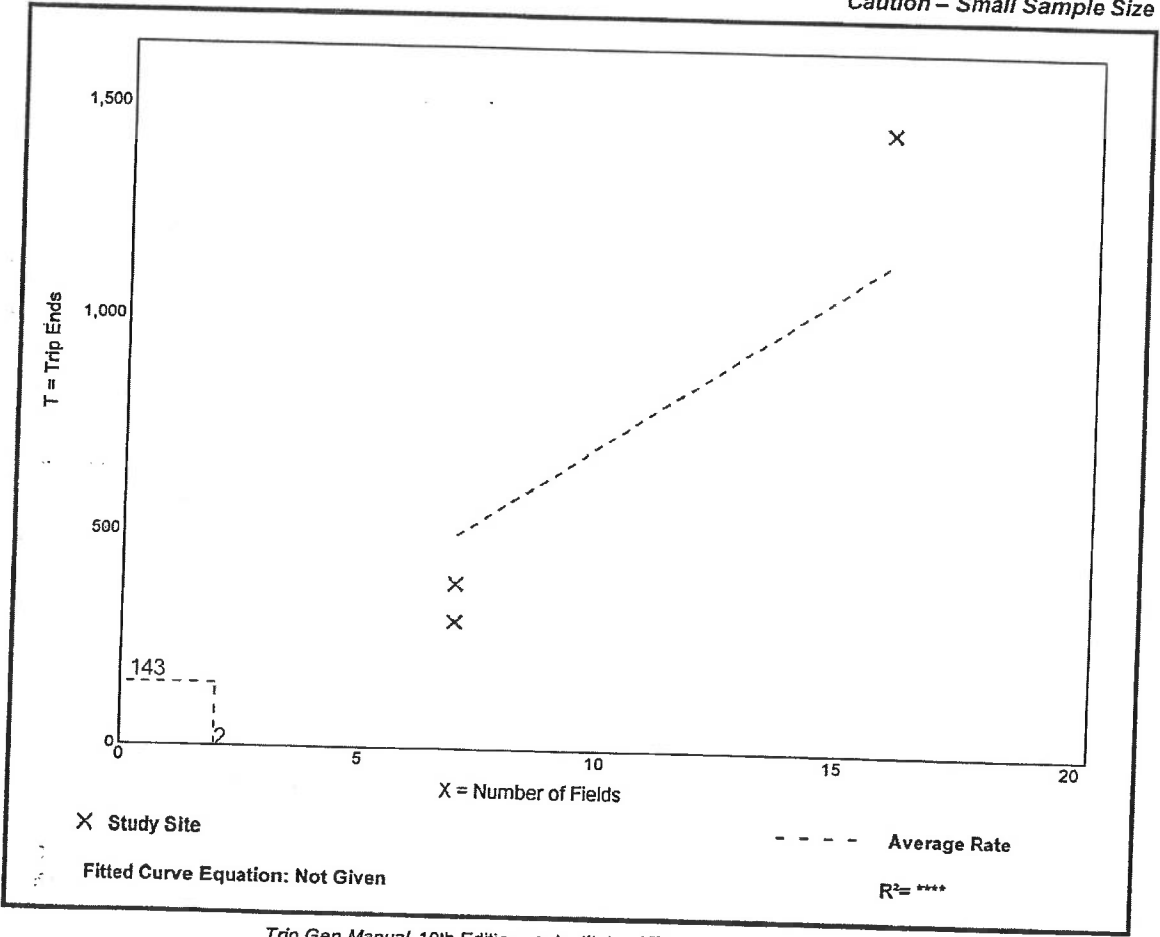
Setting/Location: General Urban/Suburban  
Number of Studies: 3  
Avg. Num. of Fields: 10  
Directional Distribution: 50% entering, 50% exiting

**Vehicle Trip Generation per Field**

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 71.33        | 42.86 - 90.81  | 26.03              |

**Data Plot and Equation**

Caution - Small Sample Size



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Soccer Complex  
(488)

Vehicle Trip Ends vs: Fields  
On a: Saturday

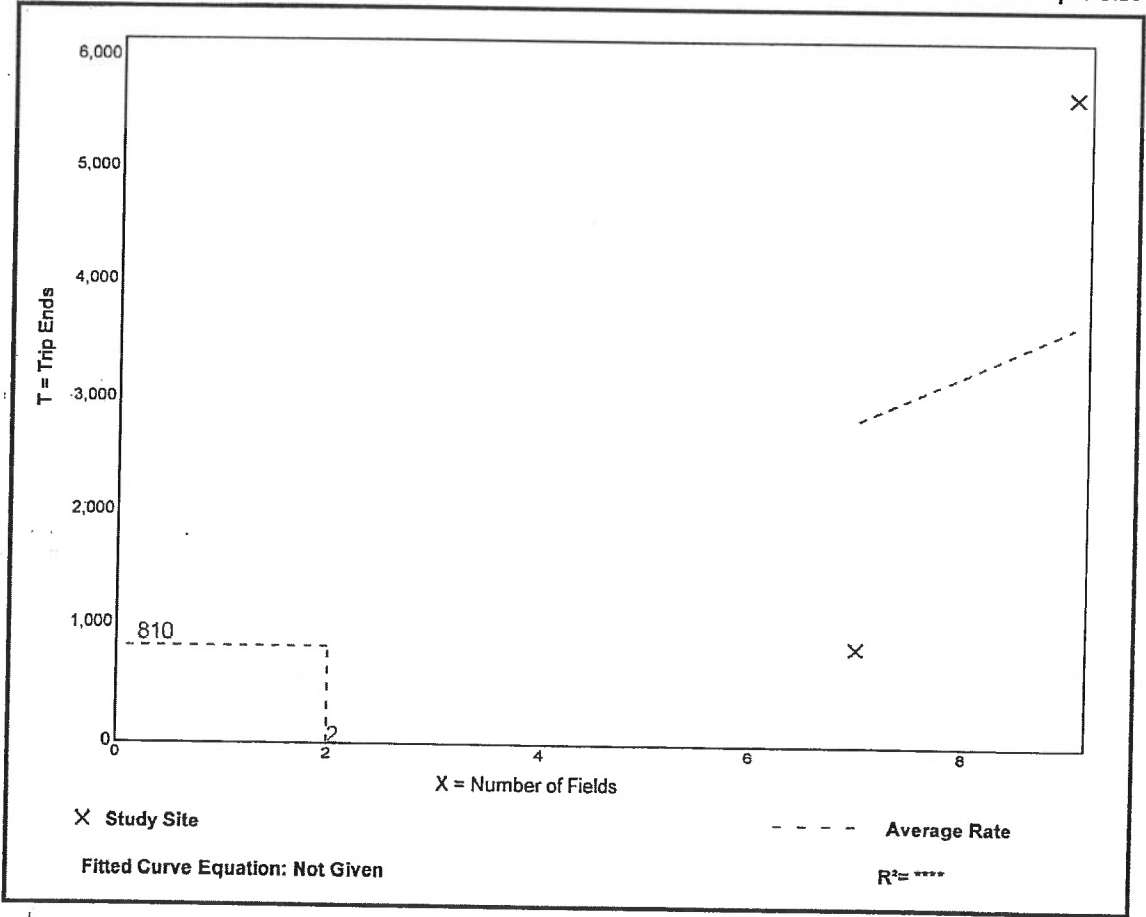
Setting/Location: General Urban/Suburban  
Number of Studies: 2  
Avg. Num. of Fields: 8  
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

| Average Rate | Range of Rates  | Standard Deviation |
|--------------|-----------------|--------------------|
| 404.88       | 117.43 - 628.44 | *                  |

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

**Soccer Complex**  
(488)

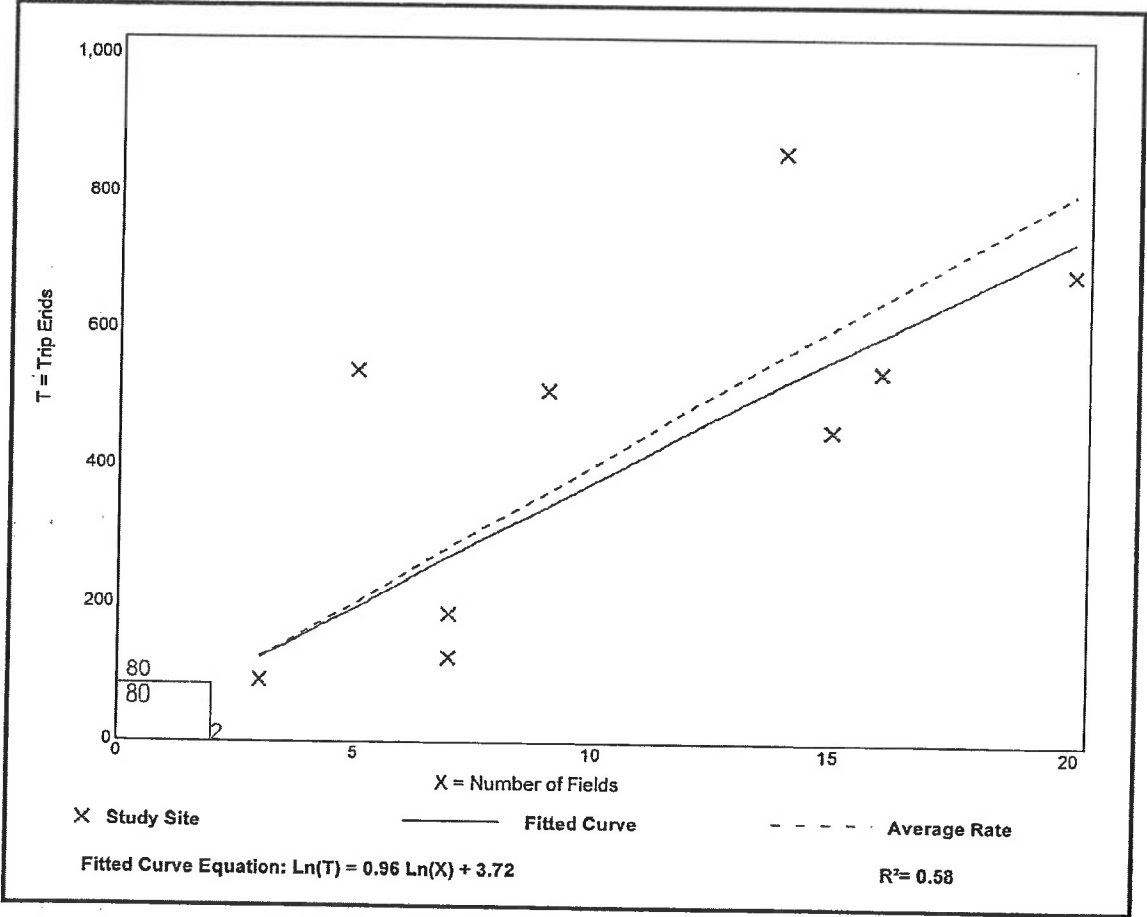
Vehicle Trip Ends vs: Fields  
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 10  
Avg. Num. of Fields: 12  
Directional Distribution: 48% entering, 52% exiting

**Vehicle Trip Generation per Field**

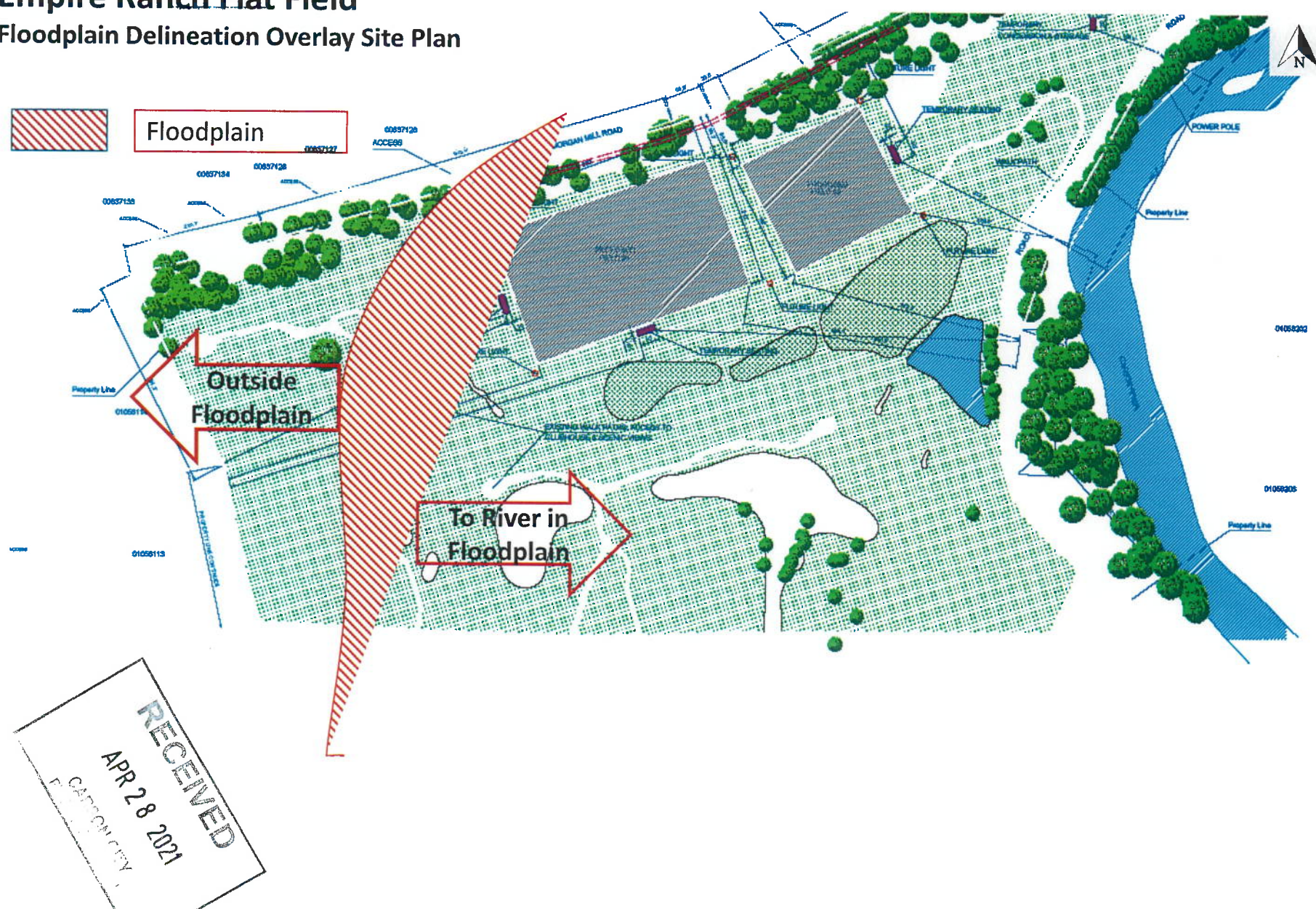
| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 40.10        | 17.14 - 107.40 | 19.67              |

**Data Plot and Equation**

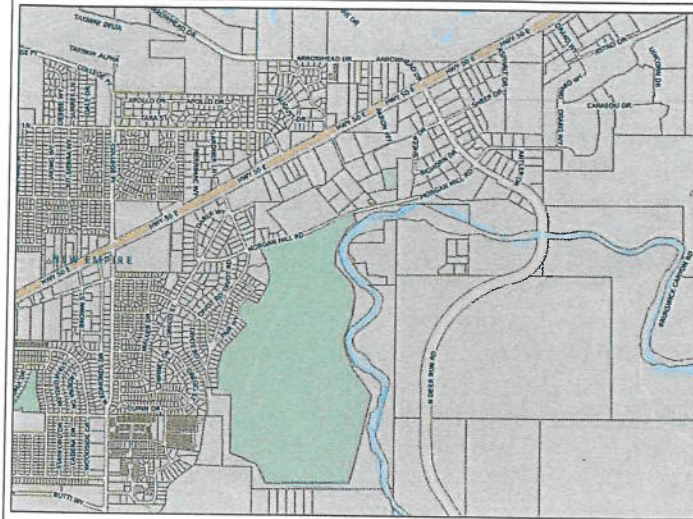




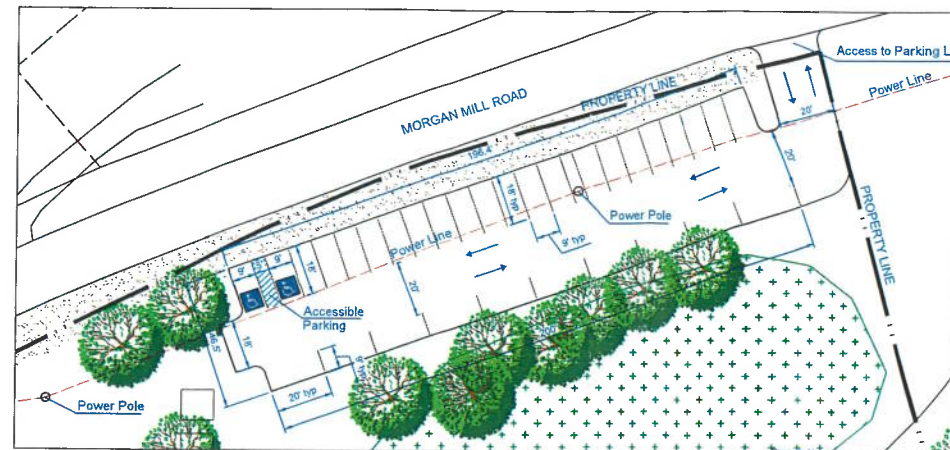
## Floodplain Delineation Overlay Site Plan



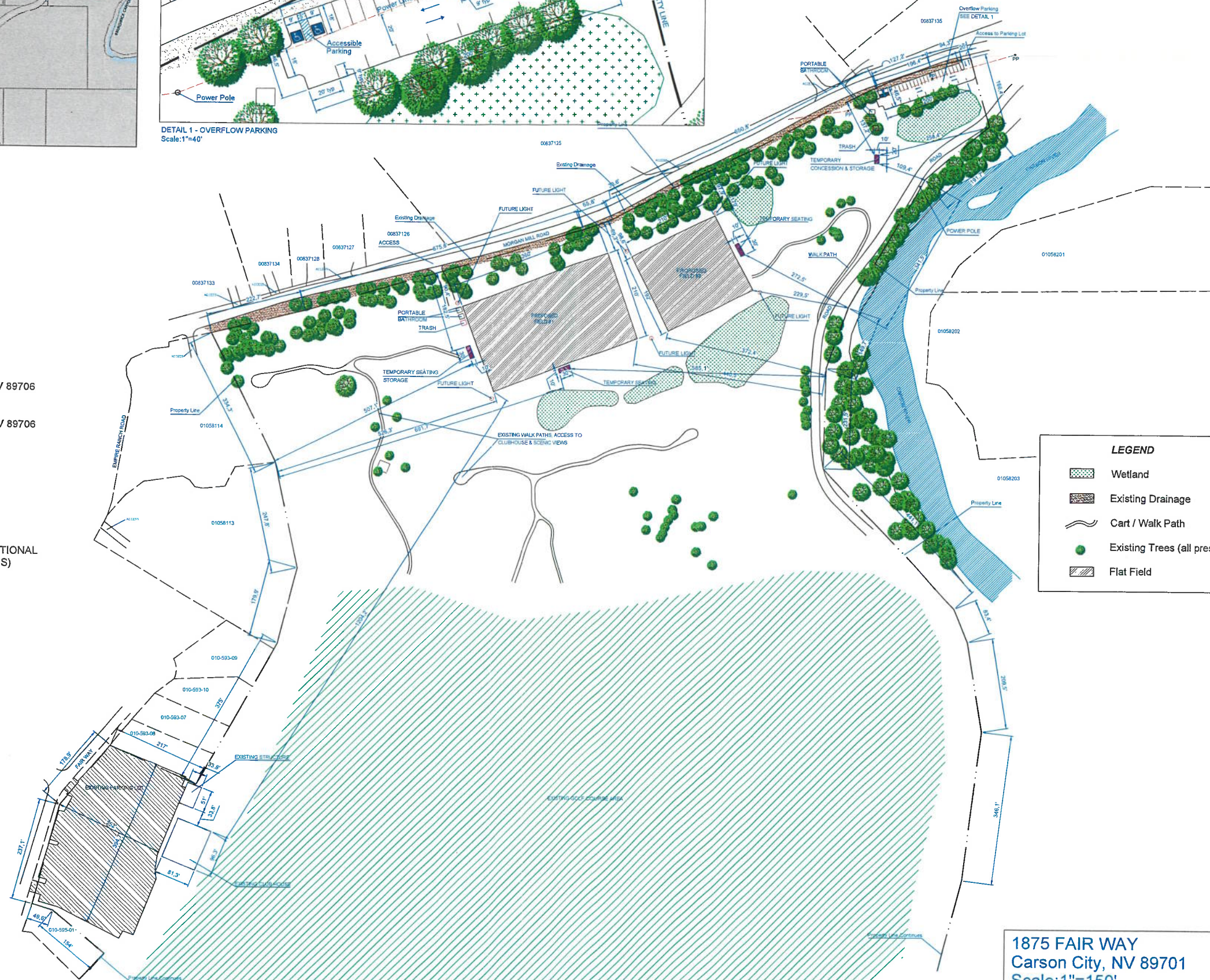




Vicinity Map, Not to Scale



DETAIL 1 - OVERFLOW PARKING  
Scale: 1"=40'



Applicant: Empire Ranch Golf Course  
 Mailing Address: 1885 East Long St, Carson City, NV 89706  
 775-882-5000  
 Property Owner: Dwight Millard  
 Mailing Address: 1885 East Long St, Carson City, NV 89706  
 775-882-5000  
 Designed By Roberto Garcia  
 Mysiteplan.com  
 1-800-969-6415  
 Project Title/Permit Request  
 Modification of Special Use Permit # U-93/94-67  
 for the existing facilities to be used for flat field sports,  
 recreation, and related activities  
 Parcel No. (APN) 010-581-15  
 Land Use MISCELLANEOUSRECREATIONAL  
 Lot Area 9,631,552 SF (221.11 ACRES)

**LEGEND**

- Wetland
- Existing Drainage
- Cart / Walk Path
- Existing Trees (all preserved)
- Flat Field

RECEIVED

APR 28 2021

CARSON CITY  
PLANNING DIVISION

1875 FAIR WAY  
Carson City, NV 89701  
Scale: 1"=150'