

## **Parks and Recreation Commission Staff Report**

**Meeting Date:** October 7, 2014

**Agenda Item Number:** 3D

**Applicant:** Roger Moellendorf, Parks & Recreation Director

**Request:** For discussion only regarding landscape plans including: parks, streetscapes, and open space areas for the planned Schulz Ranch Development.

**General Discussion:** Christopher Baker, Planning Manager for Manhard Consulting will be presenting the landscape plan (Exhibit A) for the planned Schulz Ranch development which is to be located in south Carson City near Center Drive, Topsy Lane, and Race Track Road. The development plans include landscaped streets, a centrally located neighborhood park, landscaped linear pedestrian access corridors and two landscaped detention basins. This plan was originally brought to the Commission on April 5, 2005 for approval. The plan was approved by the Commission with the caveat that the neighborhood park be made larger. The original plan's neighborhood park was 3.5 acres. The new plan's park is now 4.6 acres. The plan was subsequently approved by the Planning Commission and the Board of Supervisors.

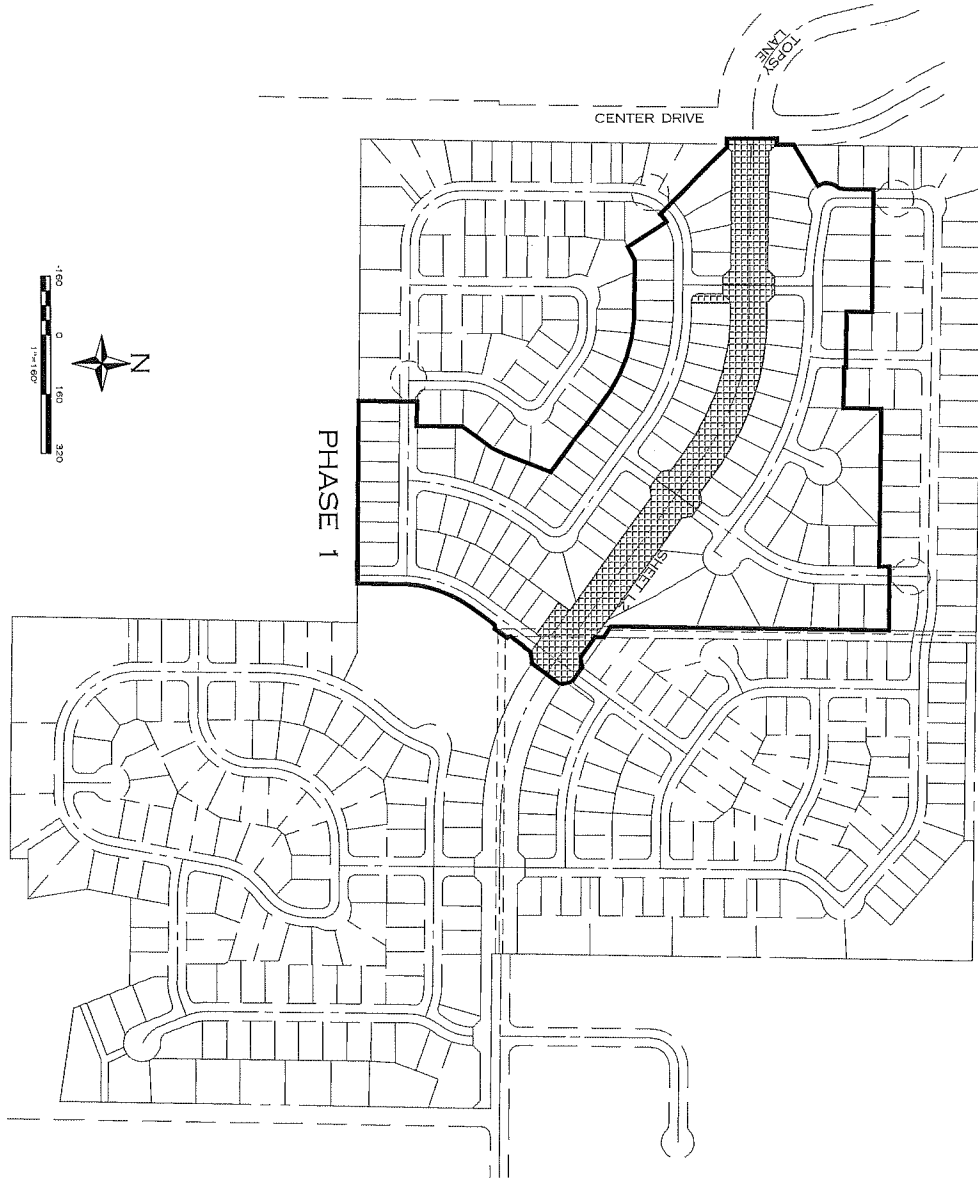
Schulz Ranch will eventually include 420 home sites. The landscape improvements will be developed in four phases consistent with the completion of the development. Attached as Exhibit B is phasing sequence provided by Mr. Baker. The first phase will include the first 100 lots. The neighborhood park will be included with the third phase of the project.

The purpose of this item is to re-acquaint the Commission with the project. The developer will be petitioning the City to be included in a Landscape Maintenance District, (LMD) which by ordinance allows for the formation of a maintenance district within a development to fund the maintenance of the landscape improvements. Individual property owners will pay an assessment for the maintenance. The Parks and Recreation Department will perform the maintenance or contract it out. The developer must provide a petition to the City to form the LMD. By ordinance, the Parks and Recreation Commission is one step in the review and approval process of the petition. The petition will be brought to the Commission at a later date. Because of timing it may be necessary to conduct a special meeting to address and review the petition.

Also attached as Exhibit C are the minutes of the two agenda items 3A and 3B from the April 5, 2005 Parks and Recreation Commission meeting.

**Recommended Action:** This a discussion only item; therefore, no action may be taken.

# Exhibit A



DRAWING TITLE  
 OVERVIEW  
 SHEET:  
 1  
 OF 2 SHEETS

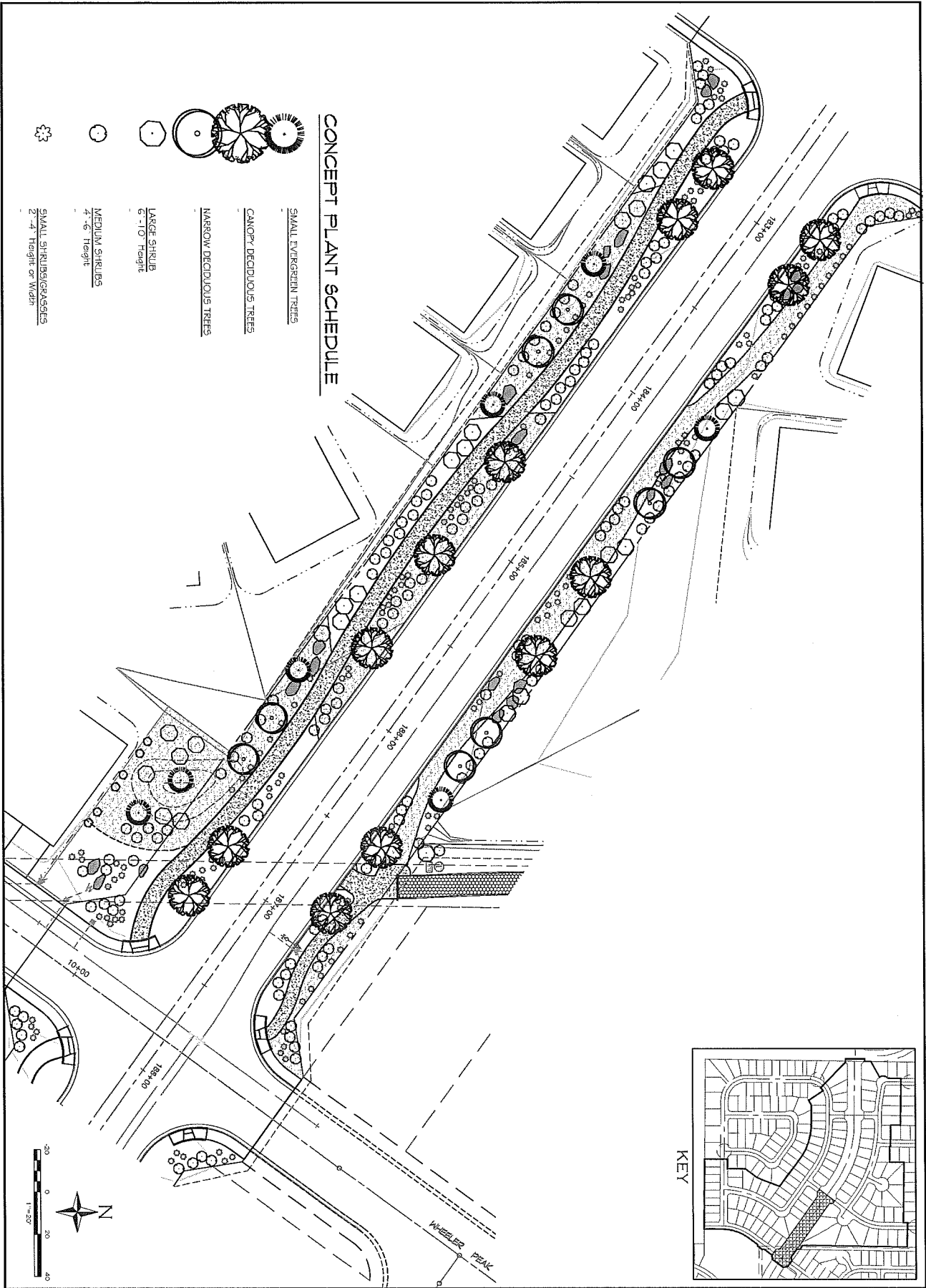
DATE  
 SEPTEMBER 2014  
 SCALE  
 1" = 160'  
 DRAWN  
 SW  
 CHECKED  
 SW

REVISION







SCHULZ RANCH  
 IMPROVEMENT PLANS  
 PHASE 1 - LANDSCAPE OVERVIEW

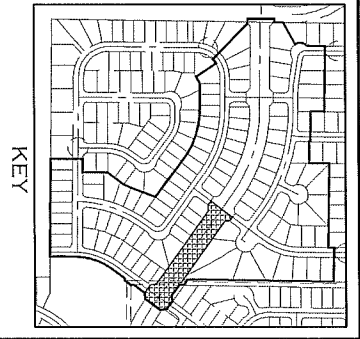


SANDRA WENDEL  
 & ASSOCIATES  
 1624 10th STREET, SUITE 3  
 IRVINE, CA 92614  
 PHONE: 714.952.4444  
 FAX: 714.952.4444  
 WWW.SANDRAWENDEL.COM



**CONCEPT PLANT SCHEDULE**

-  SMALL EVERGREEN TREES
-  CANOPY DECIDUOUS TREES
-  NARROW DECIDUOUS TREES
-  LARGE SHRUBS  
6'-10' Height
-  MEDIUM SHRUBS  
4'-6' Height
-  SMALL SHRUBS/GRASSSETS  
2'-4' Height or Width



REVISION

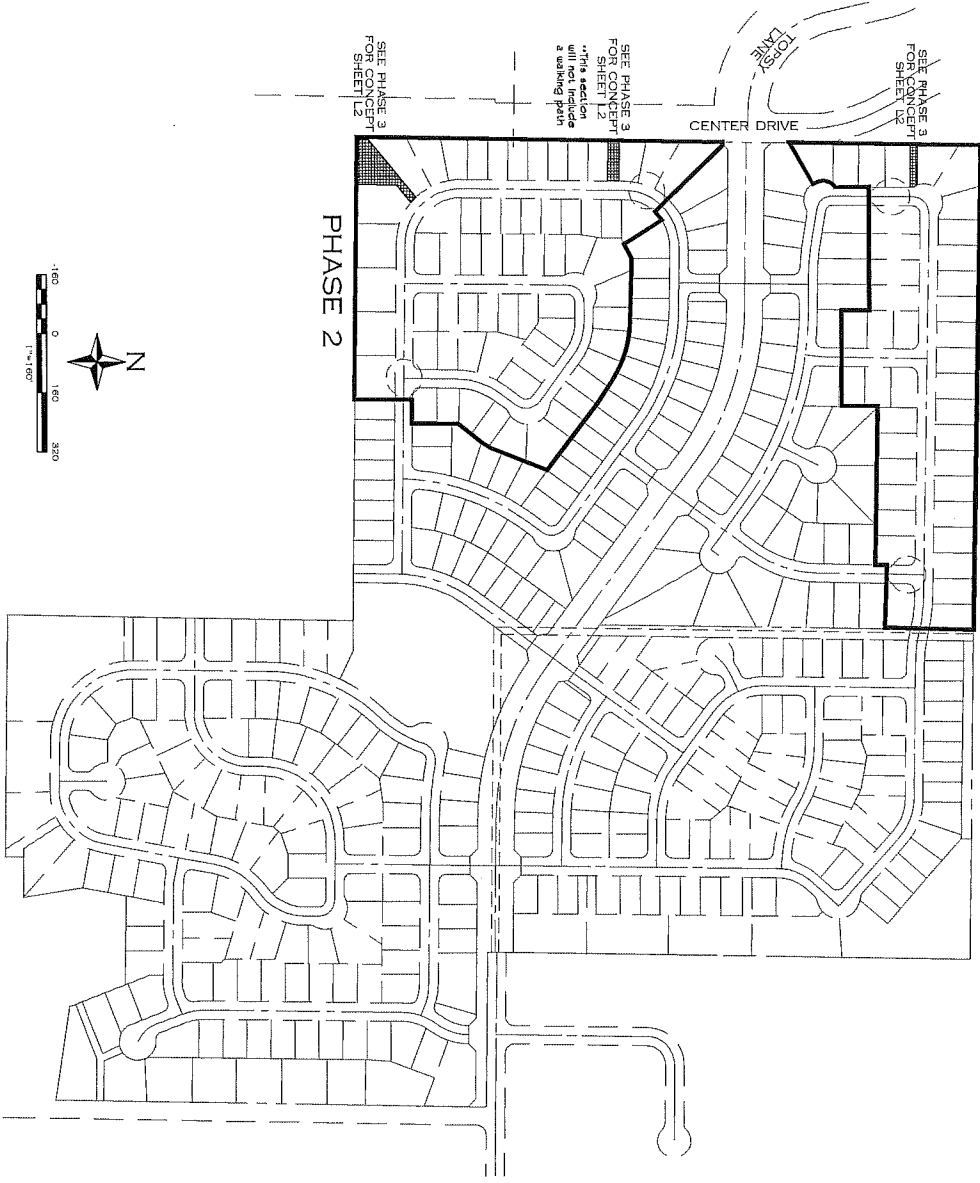
DATE: SEPTEMBER 2014  
 SCALE: 1"=20'  
 DRAWN: SW  
 CHECKED: SW

**SCHULZ RANCH**  
**IMPROVEMENT PLANS**  
 PHASE 1 - ENTRY RD. LANDSCAPE CONCEPT



**SANDRA WENDEL & ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 1524 10TH STREET, SUITE 3  
 SAN DIEGO, CA 92103  
 PH: 776-7826942  
 WWW.SANDRAWENDEL.COM  
 FAX: 776-7826948

DRAWING TITLE:  
 LANDSCAPE  
 SHEET:  
**L2**  
 OF 2 SHEETS



SEE PHASE 3  
FOR CONCEPT  
SHEET 12

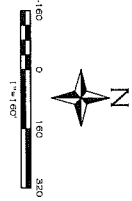
SEE PHASE 3  
FOR CONCEPT  
SHEET 12  
\*This section  
will not include  
a walking path

SEE PHASE 3  
FOR CONCEPT  
SHEET 12

CENTER DRIVE

TODS  
LANE

PHASE 2



SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 2 - LANDSCAPE OVERVIEW

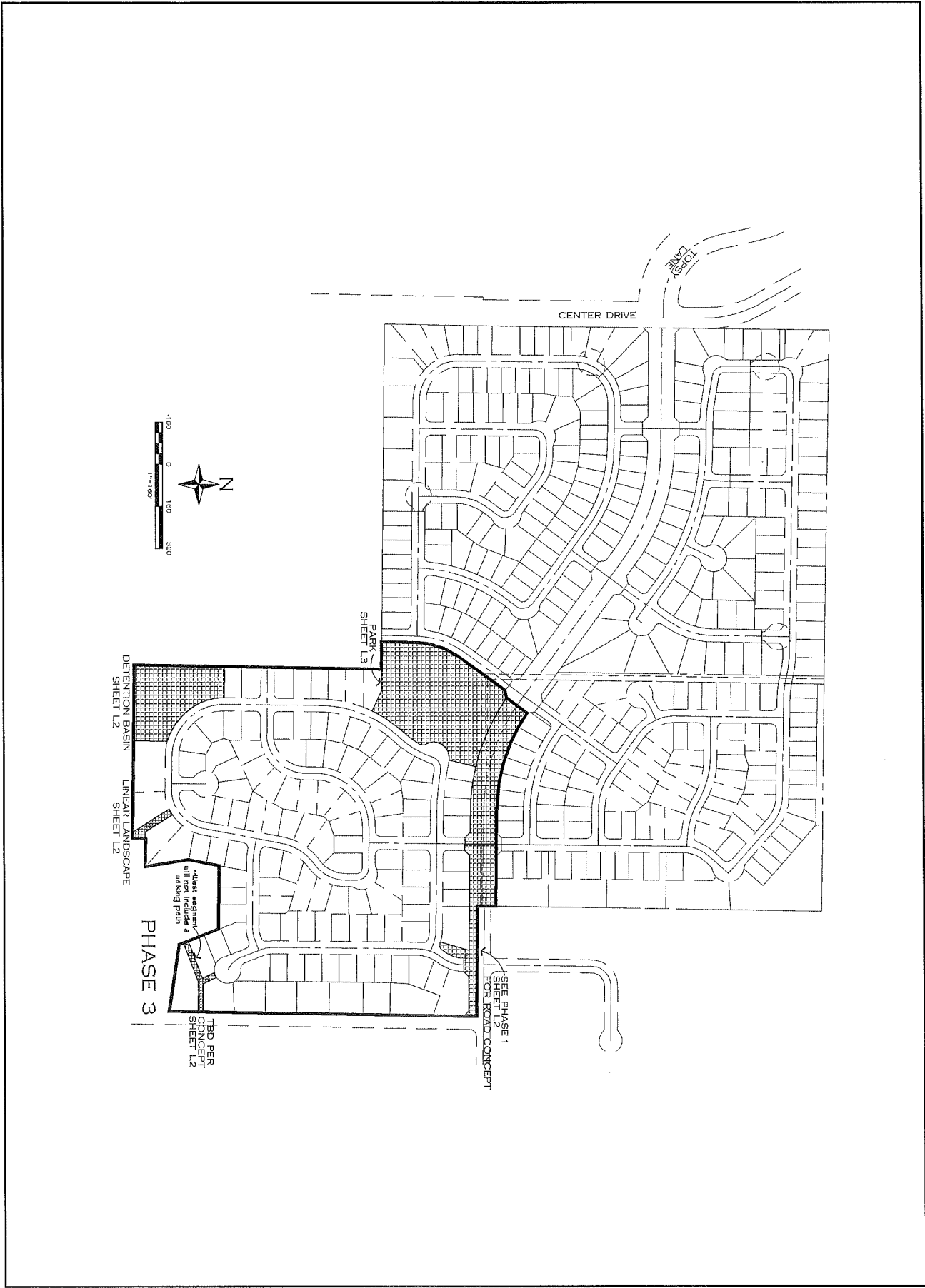
REVISION

DATE  
SEPTEMBER 2014  
SCALE  
1" = 100'  
DRAWN  
SW  
CHECKED  
SW

DRAWING TITLE  
OVERVIEW  
SHEET:  
1  
OF 1 SHEETS



SANDRA WENDEL  
& ASSOCIATES  
1624 10th STREET, SUITE 3  
MIRAMONTE, CA 94489  
PH: 772-228-6642  
WWW.SANDRAWENDEL.COM  
BY: 8/23/14 ANCA 102018



SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 3 - LANDSCAPE OVERVIEW




**SANDRA WENDEL & ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 1624 10th STREET, SUITE 3  
 MINOCA, WY 83403  
 PH: 775-282-8642  
 SW@DRWENDEL.COM  
 WY 8301 AND CA 40908

REVISION

DATE

SCALE

DRAWN

CHECKED

SW

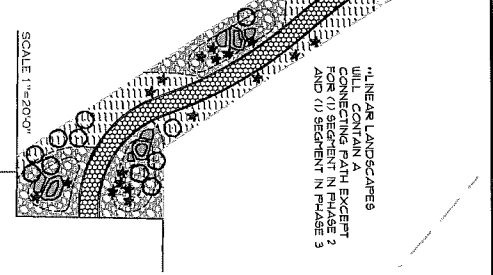
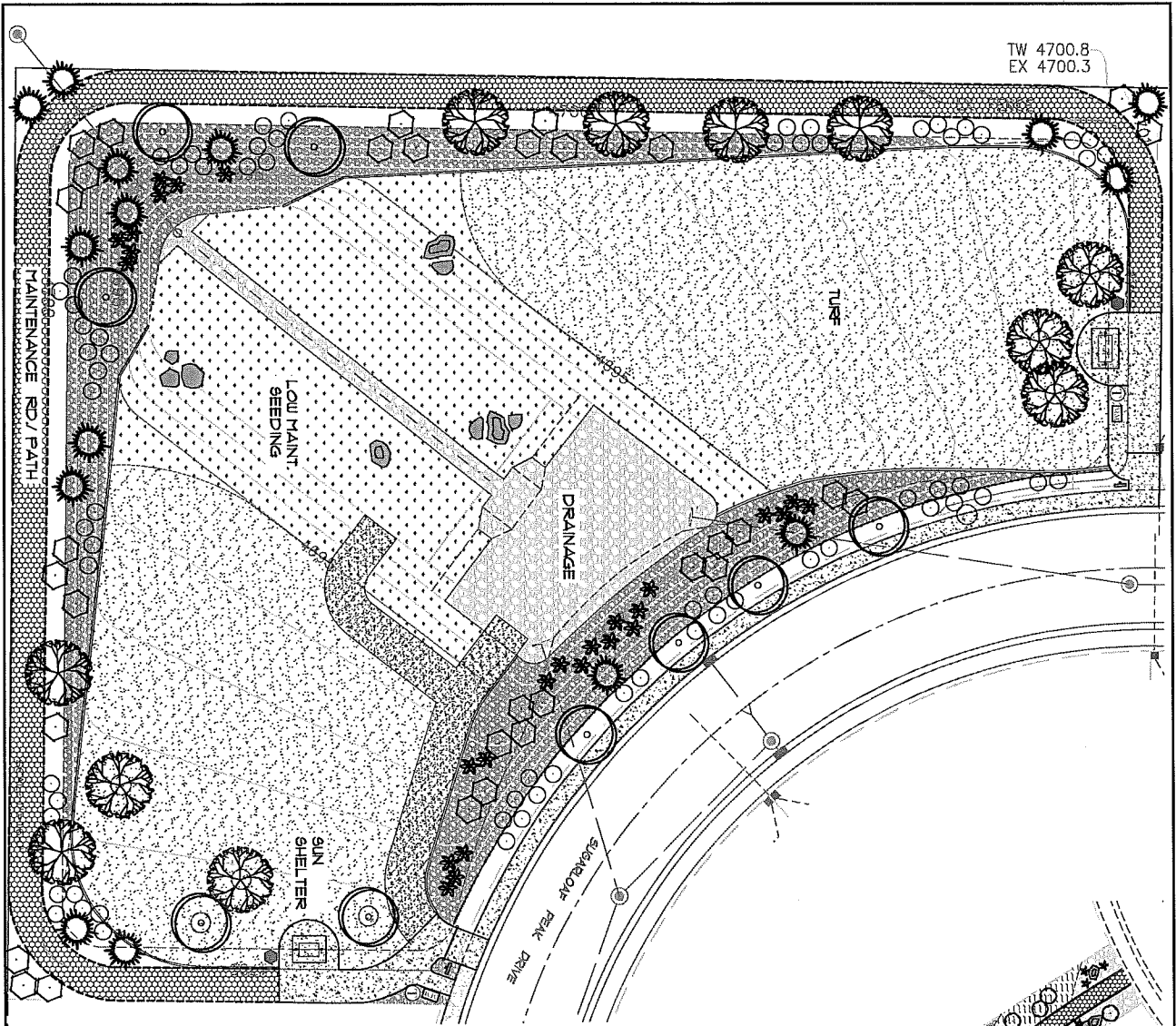
DRAWING TITLE

OVERVIEW

SHEET:

1 OF 3 SHEETS

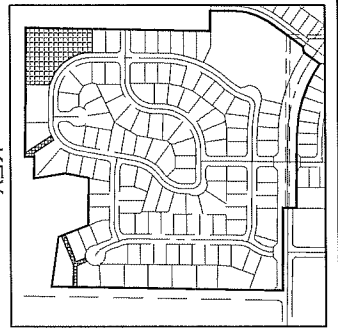
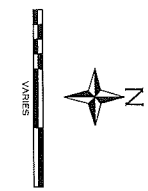
TW 4700.8  
EX 4700.3



LINEAR LANDSCAPE CONCEPT

DETENTION BASIN CONCEPT

- DIVERGENT TREES
- CANOPY DECIDUOUS TREES
- ORNAMENTAL DECIDUOUS TREES
- VINES
- MEDIUM SHRUBS/GRASSES
- LARGE SHRUBS



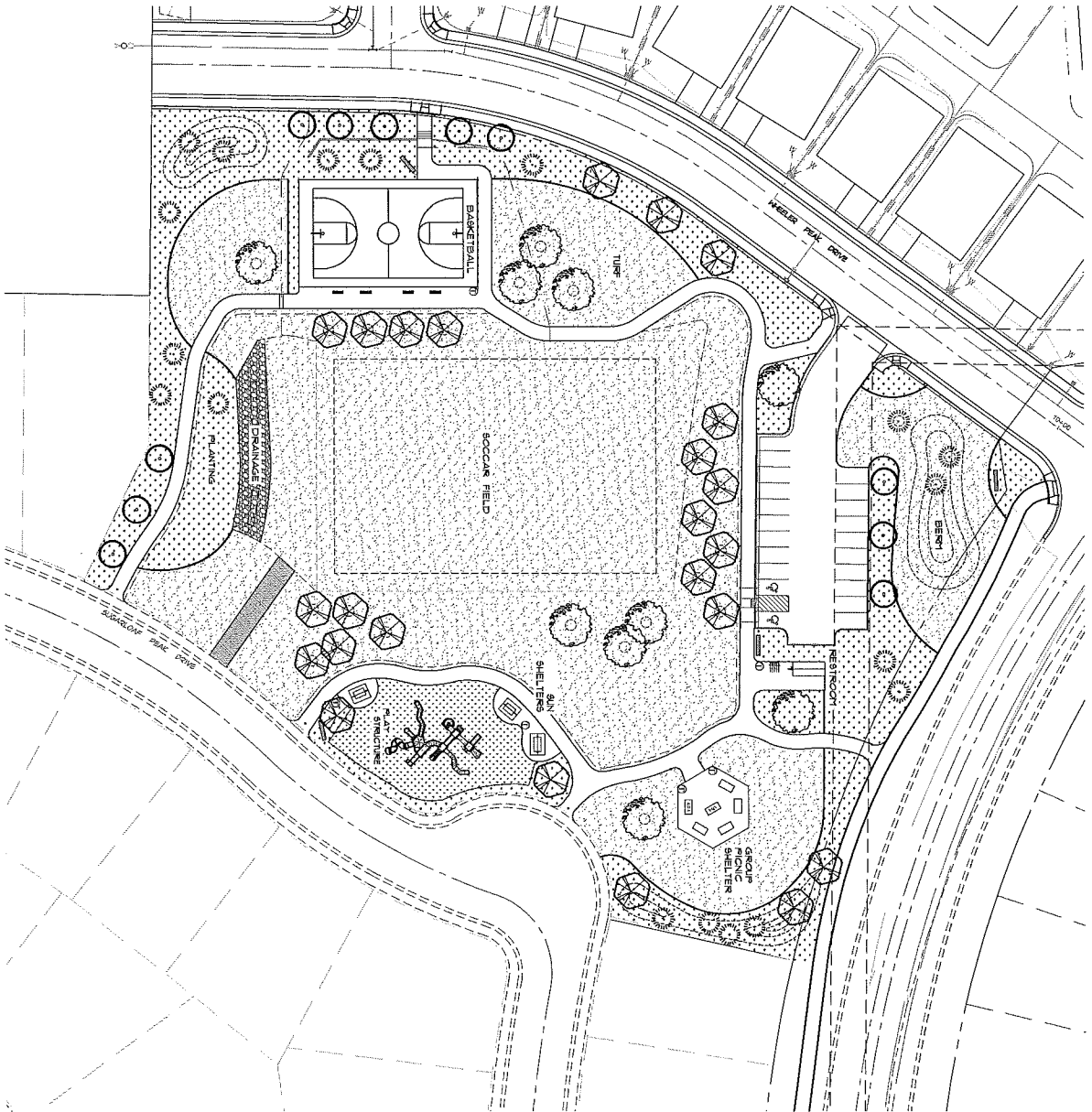
SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 3 - DETENTION & PATH CONCEPTS



SANDRA WENDEL & ASSOCIATES  
1824 10th STREET, SUITE 3  
DENVER, CO 80202  
PH 773.828.6442  
WWW.SANDRAWENDEL.COM  
1001 10th St. Suite 301  
DENVER, CO 80202

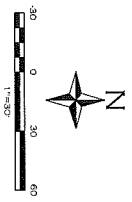
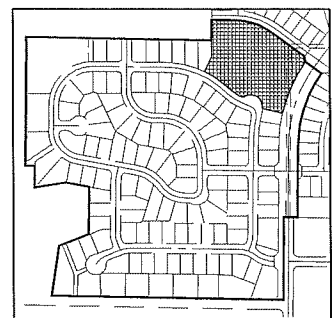
DRAWING TITLE  
DETENTION  
SHEET: L2  
OF 3 SHEETS

REVISION	DATE	SCALE	DRAWN	CHECKED
	SEPTEMBER 2014	VARIABLES	SW	SW



CONCEPT PLANT SCHEDULE

- EVERGREEN TREES
- CANOPY DECIDUOUS TREES
- SPECIMAN DECIDUOUS TREES
- NARROW DECIDUOUS TREES



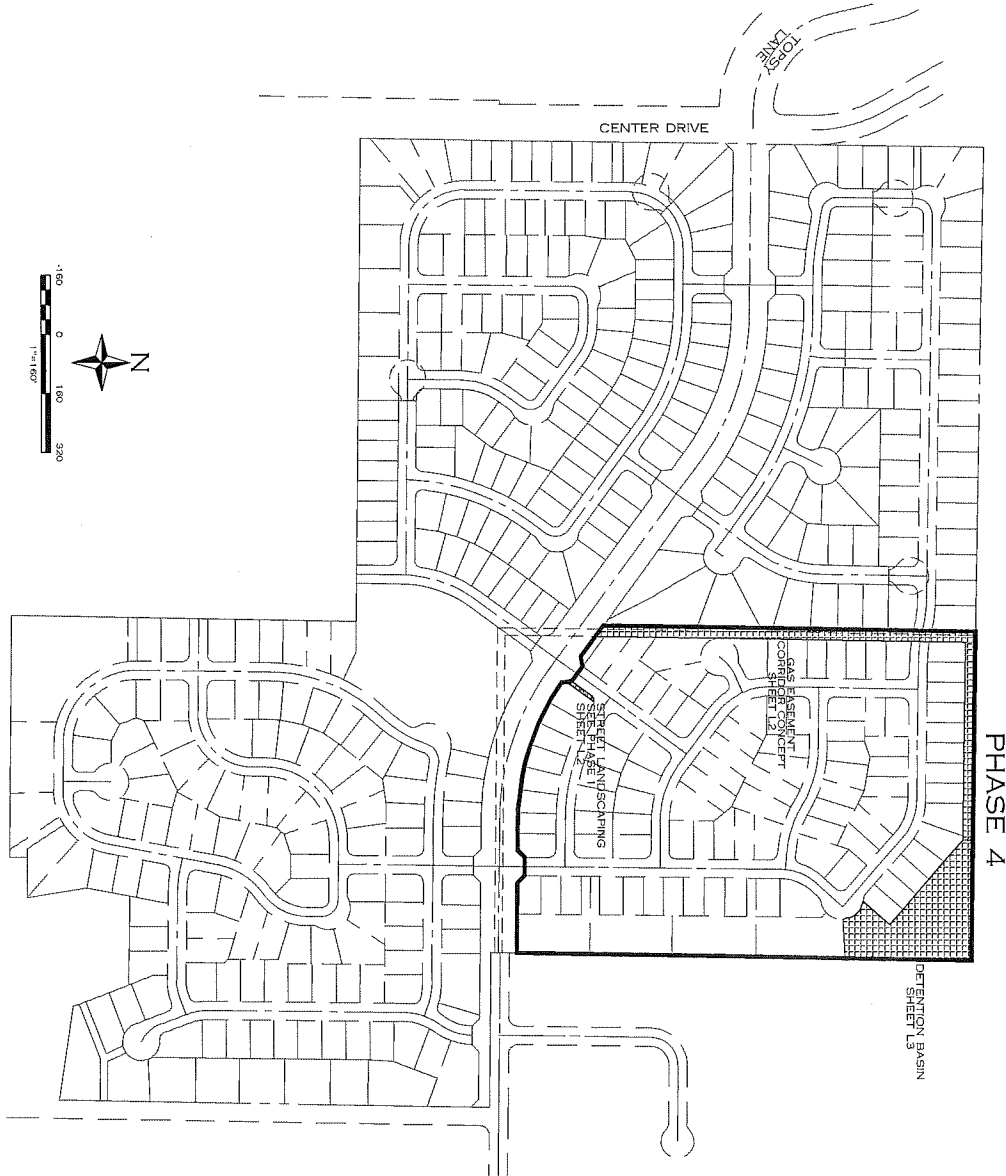
SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 3 - PARK CONCEPT



**SANDRA WENDEL & ASSOCIATES**  
LANDSCAPE ARCHITECTS  
1624 10th STREET, SUITE 3  
PORTLAND, OREGON 97202  
PH 755-686-642  
WWW.SANDRAWENDEL.COM  
N.E. #500 - AMERICA #1000

DRAWING TITLE  
PARK  
SHEET: **L3**  
OF 3 SHEETS

REVISION	DATE	SCALE	DRAWN	CHECKED
	SEPTEMBER 2014	1"=30'	SW	SW



PHASE 4

SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 4 - LANDSCAPE OVERVIEW

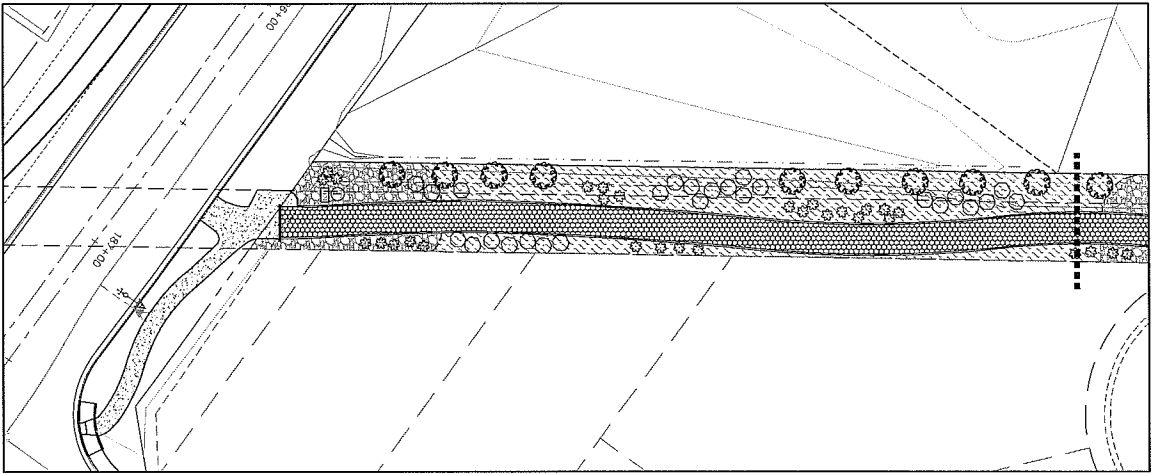


**SANDRA WENDEL & ASSOCIATES**  
LANDSCAPE ARCHITECTS  
1624 10TH STREET, SUITE 3  
LAUREL, OR 97032  
P: 503-862-8842  
SANDRA@SWA.COM  
WWW.SWA.COM

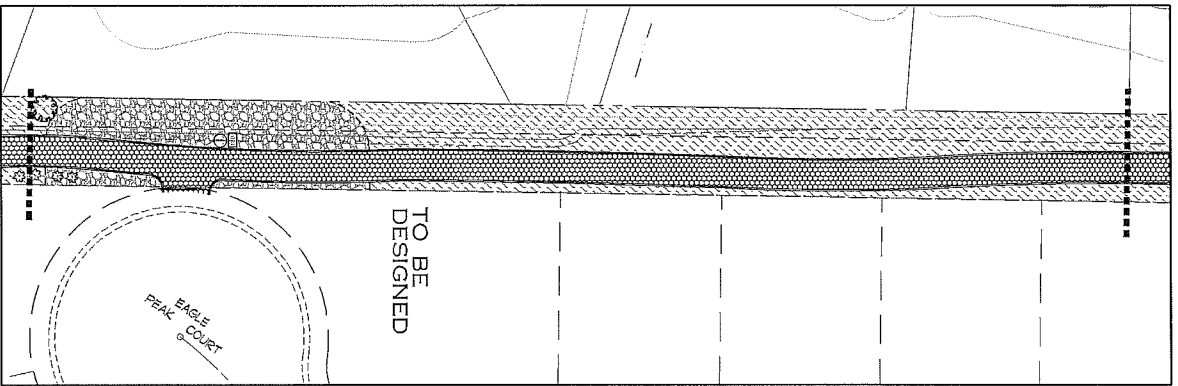
DRAWING TITLE  
OVERVIEW  
SHEET  
**L1**  
OF 3 SHEETS

REVISION	DATE	SCALE	DRAWN	CHECKED
	SEPTEMBER 2014	1" = 160'	SW	SW

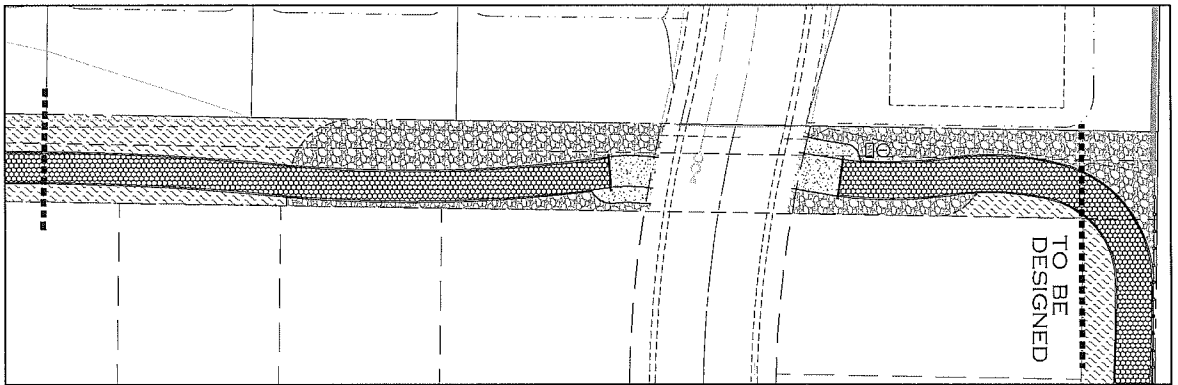




A

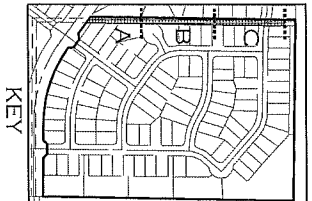
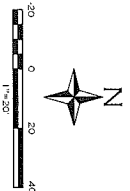


B



C

- CONCEPT PLANT SCHEDULE**
- LARGE TREE SHRUBS
  - MEDIUM SHRUBS
  - SMALL SHRUBS/LAUNCH GRASS



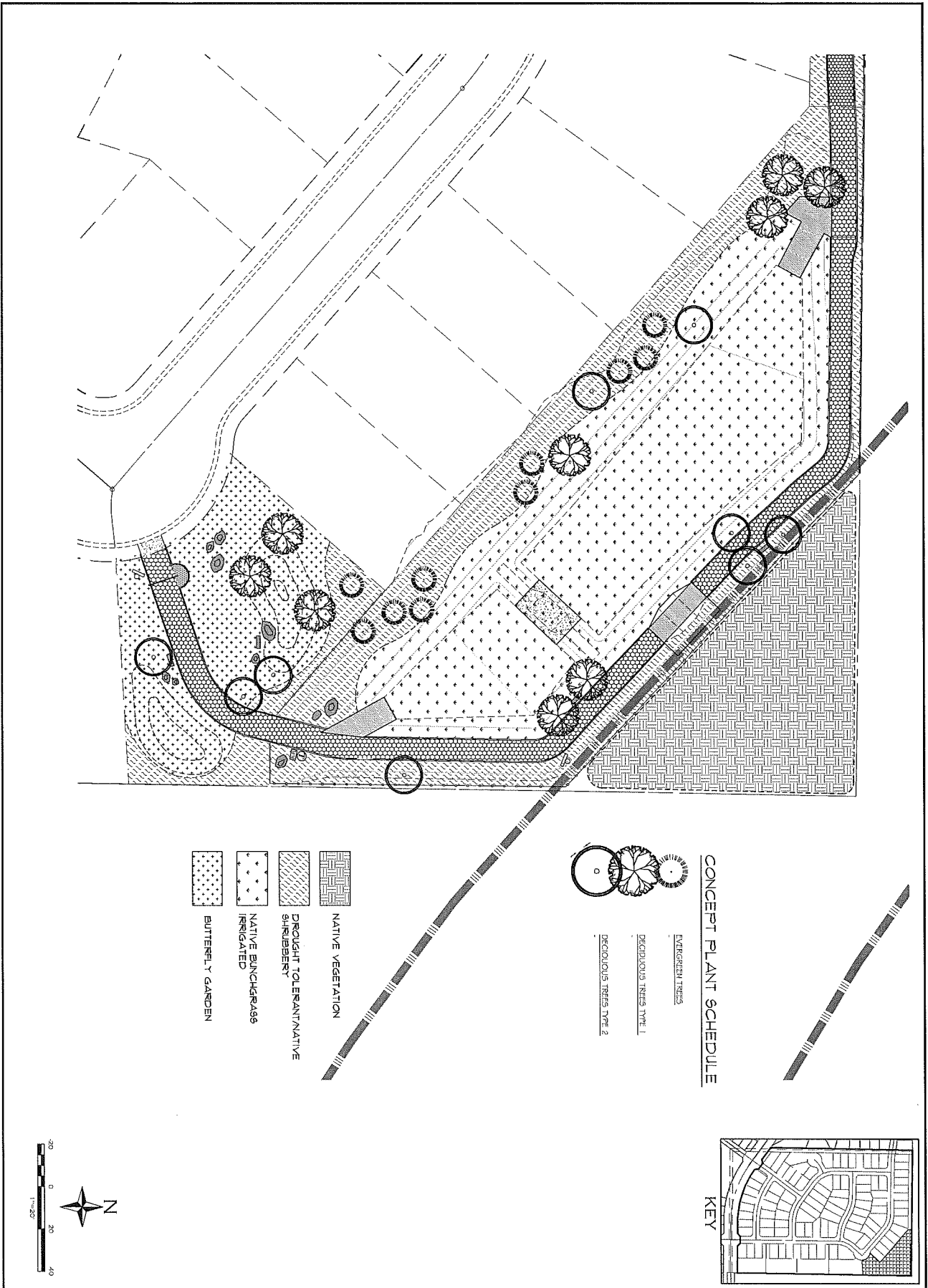
DATE: SEPTEMBER 2012  
 SCALE: 1" = 20'  
 DRAWN: SW  
 CHECKED: SW

DRAWING TITLE: LANDSCAPE A.B.C.  
 SHEET: L2  
 OF 3 SHEETS

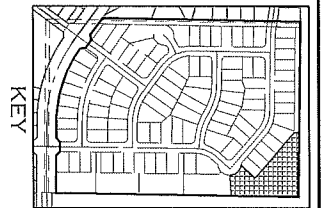
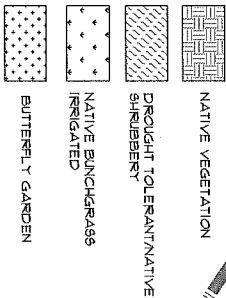
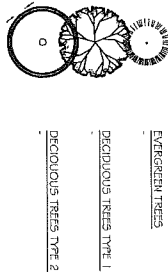
**SCHULZ RANCH  
 IMPROVEMENT PLANS  
 PHASE 4 - GAS EASEMENT CONCEPTS**



**SANDRA WENDEL & ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 1824 10th STREET, SUITE 3  
 MINORCA, WA 98523  
 PH: 775-782-8942  
 WWW.SANDRAWENDEL.COM  
 114 E 82nd AVE, SUITE 200



CONCEPT PLANT SCHEDULE



SCHULZ RANCH  
IMPROVEMENT PLANS  
PHASE 4 - NORTH DETENTION CONCEPT



**SANDRA WENDEL & ASSOCIATES**  
 LANDSCAPE ARCHITECTS  
 1524 16TH STREET, SUITE 3  
 MENLO PARK, CA 94025  
 (415) 321-8800  
 WWW.SANDRAWENDEL.COM  
 100 EIGHTH AND CALIFORNIA

DATE: SEPTEMBER 2014  
 SCALE: 1" = 20'  
 DRAWN: SW  
 CHECKED: SW

REVISION

DRAWING TITLE: DETENTION  
 SHEET: L3  
 OF 3 SHEETS

# Exhibit B

**Roger Moellendorf**

---

**From:** Chris Baker <CBaker@manhard.com>  
**Sent:** Thursday, September 25, 2014 5:13 PM  
**To:** Roger Moellendorf; Scott Fahrenbruch  
**Subject:** schulz ranch exhibits  
**Attachments:** Phase 1 Exhibit L1.pdf; Phase 1 Exhibit L2.pdf; Phase 2 Exhibit L1.pdf; Phase 3 Exhibit L1.pdf; Phase 3 Exhibit L2.pdf; Phase 3 Exhibit L3.pdf; Phase 4 Exhibit L1.pdf; Phase 4 Exhibit L2.pdf; Phase 4 Exhibit L3.pdf

Attached are the requested exhibits for the parks commission staff report. The LMD improvements exhibits are labeled by phase and I have also included the table below for additional information. Have a good day, CB

PHASE	# OF LOTS	LMD IMPROVEMENTS
1	100	PORTION OF RACETRACK ROAD
2	105	LINEAR PATHWAYS
3	119	*NEIGHBORHOOD PARK, REMAINING PORTION OF RACETRACK ROAD, LINEAR PATHWAYS AND SOUTH DETENTION/PARK
4	100	NORTH DETENTION/ PARK AND GAS-LINE EASEMENT LINEAR PATHWAY

\* THE NEIGHBORHOOD PARK WILL BE COMPLETED WITH THE 210<sup>TH</sup> RESIDENTIAL LOT

Christopher Baker  
Planning Manager  
[cbaker@manhard.com](mailto:cbaker@manhard.com)  
O:775.746.3500 ex.4861  
C:775.745.4033



This electronic message and any files or attachments are confidential and may be privileged information. The information is solely for the use of the individual(s) or entity to which it was addressed. If you are not the intended recipient(s), you are hereby notified that distributing, copying, or in any way disclosing any of the information in this e-mail is strictly prohibited. Receipt by anyone other than the named recipient(s) is not a waiver of any work product, or other applicable privilege. If you have received this e-mail in error, please notify sender immediately, and destroy the material in its entirety, whether in electronic or hard copy format. Since data stored on electronic media can deteriorate, be translated or modified, Manhard Consulting Ltd. will not be liable for the completeness, correctness or readability of the electronic data. The electronic data should be verified against the hard copy.

# Exhibit C

## CARSON CITY PARKS AND RECREATION COMMISSION

Minutes of the April 5, 2005 Meeting

Page 1

DRAFT

A regular meeting of the Carson City Parks and Recreation Commission was scheduled for 5:30 p.m. on Tuesday, April 5, 2005 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Tom Keeton  
Vice Chairperson Donna DePauw  
Donna Curtis  
John Felesina  
Charlene Herst  
Michael Hoffman  
Pete Livermore  
John McKenna  
Tom Patton

**STAFF:** Roger Moellendorf, Parks and Recreation Department Director  
Scott Fahrenbruch, Parks and Recreation Director of Operations  
Vern Krahn, Park Planner  
Barbara Singer, Recreation Superintendent  
Lee Plemel, Planning and Community Development Principal Planner  
Kathleen King, Recording Secretary

**NOTE:** A tape recording of these proceedings is on file in the Clerk-Recorder's Office, and is available for review during regular business hours.

**CALL TO ORDER AND ROLL CALL (1-0007)** - Chairperson Keeton called the meeting to order at 5:30 p.m. Roll was called; a quorum was present. Commissioner Patton arrived at 5:39 p.m. Vice Chairperson DePauw arrived at 5:47 p.m.

**CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (1-0013)** - None.

1. **ACTION ON APPROVAL OF MINUTES - March 1, 2005 (1-0016)** - Commissioner Livermore moved to approve the minutes. Commissioner Felesina seconded the motion. Motion carried 7-0.

2. **CHANGES TO THE AGENDA (1-0020)** - None.

3. **AGENDA ITEMS:**

3-A. **ACTION TO RECOMMEND TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS APPROVAL OF THE SCHULZ RANCH (RACE TRACK ROAD VICINITY) SPECIFIC PLAN AREA GENERAL POLICIES FOR CIRCULATION AND ACCESS SPA-RR-2.3, AND SPA-RR-4.1 THROUGH SPA-RR-4.6 FOR PARKS AND OPEN SPACE (1-0025)** - Mr. Krahn provided an overview of the presentation, the staff report, and the attachments. [Commissioner Patton arrived at 5:39 p.m.]

Mr. Plemel explained the specific plan areas identified as part of the Citywide master planning process, and discussed various aspects of the subject area. He advised that a neighborhood meeting was conducted at which Mark Rotter, of Capital Engineering, and the developers provided a presentation on conceptual ideas for the proposed development. In addition, a public workshop was conducted as part of the March 28<sup>th</sup>

## CARSON CITY PARKS AND RECREATION COMMISSION

### Minutes of the April 5, 2005 Meeting

#### Page 2

#### DRAFT

Planning Commission meeting. Recommendations of this Commission will be presented, together with the final application, to the Planning Commission at their April 27<sup>th</sup> meeting.

Mr. Plemel defined specific plan areas ("SPAs"), and advised that the subject SPA includes proposed land use designations, various setbacks and a variety of lot sizes, plan phases, park and trail facilities, neighborhood park requirements, and more specific residential design standards than would typically be included in a subdivision setting. Mr. Plemel referred to a color map, included in the agenda materials, and oriented the Commissioners to the Carson City / Douglas County boundary. He pointed out the area of the Douglas County North Valley Specific Plan which has been adopted and will include residential and commercial development. [Vice Chairperson DePauw arrived at 5:47 p.m.] Mr. Plemel pointed out the project area, the Stewart facility, Clear Creek and its flood plain, and Washoe Tribe property. He advised of discussions with regard to the State rehabilitating portions of the Stewart facility and constructing additional buildings over the next 1-3 years. He reiterated that this Commission's recommendations would be forwarded to the Planning Commission.

Mr. Krahn advised of having attended the neighborhood meeting in December 2004 and the Planning Commission workshop on March 28<sup>th</sup>. He reviewed comments and input regarding park and trail facilities, and the park policies included in the agenda materials.

Mark Rotter, of Capital Engineering, advised he was representing Reynen & Bardis and Barker Coleman Homes. He pointed out, on a displayed map, the areas of interest to Reynen & Bardis and Barker Coleman (Area A), the race track parcel, and five parcels which make up what used to be the Schulz Ranch. He provided background information on discussions with Planning and Community Development staff regarding the SPA. He described the location of the property in relation to Highway 395, Topsy Lane, Center Drive, Bigelow Drive, and Race Track Road. He pointed out, on the displayed map, a parcel previously owned by the Bureau of Land Management which was recently released for commercial development. Two other BLM parcels will be released for auction in the near future, and are planned for residential development. He pointed out open space areas primarily related to steeper terrain and drainage terrain, the Stewart facility, Clear Creek, and the State Prison Farm. He advised that, in accommodating a number of policies and goals, a medium density residential designation had been proposed for the master plan, specifically single family 6,000-type zoning.

Mr. Rotter reviewed planning accomplished for the site which accounts for a number of different issues, including parks and traffic circulation. He discussed a connection between Topsy Lane and Center Drive, which will provide a transportation network to Highway 395, alleviate many traffic issues associated with Center Drive and Bigelow Drive, and provide an interconnection as part of the existing Carson City Bicycle Plan. He advised that bike paths are proposed for the connection which correspond with Douglas County's plans for Topsy Lane where on-street bike paths are also proposed. Mr. Rotter pointed out a proposed linear park facility along Topsy Lane whereby a large width landscape area and pathway system would be provided. In addition, the north side of Topsy Lane will be landscaped. Mr. Rotter advised of having worked with the Parks and Recreation Department staff for a period of approximately six months. The engineering design includes detention facilities in the northern and southern portions of the site. A detention facility is proposed immediately adjacent to Clear Creek which will also allow access to Clear Creek, the Clear Creek corridor, and the Stewart facility.

Mr. Rotter discussed the 3.5-acre park proposed for the center of the proposed development, and reviewed connectivity to the linear park, the existing development to the east, the open space to the west, and a north/south parkway and pedestrian pathway. He advised that the one-acre detention basin designs are

## CARSON CITY PARKS AND RECREATION COMMISSION

### Minutes of the April 5, 2005 Meeting

#### Page 3

#### DRAFT

proposed for very passive recreation. He pointed out the approximately four neighborhood developments which would surround the proposed 3.5-acre park. He acknowledged that all the developed streets will include curb, gutter, and sidewalk. He pointed out the buffer lots which will surround the one-acre parcels on the perimeter, and described access to the park facilities.

Mr. Rotter advised that most of the policies included in the proposed development relate to the comments and input received during development of the SPA document. He noted that horses will not be allowed on the medium density residential or the buffering lots. He advised that, of the 90 homes in the area, there are approximately 18 properties which keep horses or some other form of livestock. He reviewed existing equestrian routes to access Prison Hill and the Carson River, and advised that the development plan will provide for access routes to the east.

Mr. Rotter advised that if the plan proceeds and is approved, as presented, a more specific plan will be presented, including drawings of the linear park, neighborhood, and detention basin facilities. He responded to questions regarding delineations of the entire SPA and specific areas identified on the displayed map.

Commissioner McKenna noted that the Topsy Lane area of Highway 395 is fairly heavily traveled, and that a new access would be created through the residential development. He inquired as to how much the increased traffic will impact the proposed park sites. Mr. Rotter advised that the proposed park location was purposeful in order to allow Citywide access to the park. He pointed out access points on a displayed map.

Mr. Rotter acknowledged that the residential development will have City sewer and water. In response to a further question, he advised that the proposed configuration would allow for development of an effluent line to serve as the irrigation source for the park. He responded to further questions regarding connectivity via Center Drive and Bigelow Drive. Commissioner Livermore expressed a preference that the design include connected pathways which would discourage use of Topsy Lane and Highway 395. In response to an additional question, Mr. Rotter explained that the SPA document is intended to be more general. The next agenda item includes more specific details.

In response to a question, Mr. Rotter advised the SPA document policies include that no homes will front Topsy Lane. In response to a further question, he advised that the intent of the phasing program is to have the park and recreation facilities completed by the time half the development is completed. The development agreement will clearly define the phasing program through the project, including all associated facilities. In response to a question, he advised of the goal to provide "a street tree scene."

In response to a question, Mr. Rotter advised that the lot sizes will be similar to both the Landmark subdivision and the Silver Oak planned unit development. Vice Chairperson DePauw expressed concern with regard to the proposed park size and sizes of the detention basins. She advised that the park site at Silver Oak was allowed to be smaller because of the green space provided by the golf course. Mr. Krahn advised of having spent much time discussing the proposed park size with Mr. Rotter and with parks, recreation, and trails master plan consultant Jeff Winston. He advised that Mr. Winston has indicated Carson City is below the national average of a three to six-acre park facility per 1,000 people. He noted that the typical Carson City neighborhood park is 2-2.5 acres, and that the proposed park size is larger than the City's average. He discussed the Northridge subdivision, comprised of approximately 400 homes, which includes detention facilities, the 3-acre Blackwells Pond Park and the 2-acre Steinheimer Park. He advised that for the proposed development and density, the proposed 3.5-acre park is reasonable. Vice

## CARSON CITY PARKS AND RECREATION COMMISSION

### Minutes of the April 5, 2005 Meeting

Page 4

DRAFT

Chairperson DePauw reiterated the opinion that the proposed park size should be larger to provide more green space for the development. In response to a question, Mr. Krahn advised that the street frontage landscape will be managed by the Parks Department. Anything to be maintained by the City will be built to Parks Department standards, including irrigation and landscape. The parks will be mostly turf with trees to provide shade. Mr. Plemel advised that the developers will be required to present landscape schemes for the individual front yards. Mr. Krahn acknowledged that the Parks and Recreation Department landscape standards are more detailed than the Planning and Community Development landscape standards.

In response to a question, Mr. Rotter advised that Long Ranch Park is seven acres, 3-4 acres of which are more developed than the rest. He acknowledged that the developers will be responsible for constructing and installing the detention facilities, pathways, the connectivity, and the park. He clarified that development of the facilities is relative to the residential construction tax associated with the 500 units. In response to a question, Mr. Plemel advised of no other applications for development in the southern portion of town.

In response to a question, Mr. Krahn pointed out the Bently property. Commissioner Livermore expressed concern with regard to connectivity from the development to the open space. Mr. Krahn advised of the multi-use trail along the old V&T right-of-way which is included in the Bicycle System Plan. He described connectivity opportunities via the multi-use trail into the Bently conservation easement in Douglas County. Discussion ensued, and Commissioner Livermore requested that the development agreement include connectivity as a requirement.

Commissioner Herst inquired as to connectivity to the Edmonds Sports Complex, and Mr. Krahn described the route using a displayed map. Mr. Rotter responded to additional questions regarding the proposed width of Topsy Lane. Commissioner Patton expressed support for trail connectivity to the Edmonds Sports Complex. He advised that pedestrian and bicycle access via Bigelow and Snyder is "absolutely horrible." He suggested a more direct route straight up to the west side of the Edmonds Sports Complex somewhere along Bigelow Drive. Mr. Krahn pointed out a route on a displayed map. He agreed with Commissioner Patton's comments, and advised that a multi-use path has been identified on the Bicycle System Plan.

In response to a question, Mr. Rotter advised that detention basins can be developed to accommodate more than passive recreation. He referred to Mayor's Park and Blackwell's Pond Park as examples. The northern detention basin will be landscaped in such a way as to fit appropriately with the vegetation of the Clear Creek corridor. Mr. Rotter described the method by which detention facilities are designed to be more usable.

Commissioner Curtis provided an e-mail message, from Sue Newberry, President of Muscle Powered, to Mr. Rotter, staff, and the Commissioners. In response to a comment, Mr. Plemel advised that comments and input are being received with regard to the direction of the Citywide master plan. The SPAs with development potential may lead to policy decisions in the overall master plan. The Planning and Community Development Department is responsible to respond to applications as they are submitted, while incorporating them into the master plan process.

Chairperson Keeton expressed concern that there is agreement between the SPA, the proposed development, and the parks, recreation, and trails master plan as each moves forward. Mr. Plemel commented that Ms. Newberry's remarks were excellent. He advised that the proposed development in the SPA is an opportunity to provide required amenities. He expressed the opinion that the proposed development plan provides for excellent connectivity to coordinate with any future planned trails under any

## CARSON CITY PARKS AND RECREATION COMMISSION

### Minutes of the April 5, 2005 Meeting

#### Page 5

#### DRAFT

scenario. He advised that the form of trails, open space, parks and recreation will directly respond to any scenario presented in the master plan. Mr. Krahn acknowledged that the Muscle Powered organization will have another opportunity to provide comments and input. He suggested that their representatives attend the April 27<sup>th</sup> Planning Commission meeting. Chairperson Keeton expressed support for the design, in that it includes connectivity and recreation facilities.

Commissioner Livermore requested the developers to consider designating one of the two detention basins as a dog park. In response to a question, Commissioner Felesina and Chairperson Keeton provided background information on the race track. In response to a question, Mr. Krahn described the sidewalk and landscape design for the area from the south detention basin to Clear Creek, and along Race Track Road. He acknowledged that sidewalks in the residential area will be directly adjacent to the curb. Mr. Plemel advised that landscape plans will be submitted.

Chairperson Keeton opened this item to public comment.

(1-1411) Jon Nowlin expressed the opinion that approving the SPA in advance of settling on the master plan vision is "almost a pre-emptive strike." He described the SPA as "one of the last significant, rural-flavored areas in this valley with acre and larger lots and a fair amount of livestock on some of those lots." He suggested that the proposed medium density development is "really quite high density when you look at some of the lots." He expressed the opinion that, before the decision is made, the master plan visioning process should be completed. He advised that the proposed development will change the rural aspect and view shed of the southern part of Eagle Valley. He expressed agreement that the proposed park is not large enough for the planned population of the area, and given the fact that the nature of the view shed will be changed so significantly. He expressed concern over bike / pedestrian access. He referred to the presentation which indicated that a revised Topsy Lane will be a major pedestrian / bike route. He stated, "No one's going to take that to go to 395 to go to Carson City." He advised that the intersection of Topsy Lane and Highway 395 "is a large disaster area now prior to doubling the commercial development around that intersection." He suggested that, at best, Topsy Lane will be an access route to get to Center Drive and Bigelow Drive and then into Carson City for pedestrians and bicyclists. He expressed the opinion there should be specific requirements in approving the proposed plan for those portions of Center and Bigelow going through the development to provide for access. Then, in the future, the master plan for bike lanes and pathways could connect to that. In response to a question, Mr. Nowlin expressed appreciation for the consideration given to details by City staff and the developers. He reiterated his objection to the proposed development being approved prior to conclusion of the master plan visioning process.

Chairperson Keeton called for additional public comment and, when none was forthcoming, closed public comment. Commissioner Felesina pointed out that the proposed development only appears to border Center Drive, not Bigelow Drive. He expressed agreement with requiring the developer to provide for bike lanes on Center Drive, but not on Bigelow Drive. Discussion followed, and Chairperson Keeton entertained a motion. Additional discussion took place with regard to the appropriate action. **Vice Chairperson DePauw moved to recommend to the Planning Commission and the Board of Supervisors approval of the Schulz Ranch (Race Track Road vicinity) Specific Plan Area general policies for circulation and access SPA-RR-2.3, and SPA-RR-4.1 through SPA-RR-4.6 for parks and open space, providing that the park is made larger. Commissioner Curtis seconded the motion. Motion carried 9-0.**



# CARSON CITY PARKS AND RECREATION COMMISSION

## Minutes of the April 5, 2005 Meeting

Page 6

DRAFT

**3-B. DISCUSSION ONLY REGARDING THE DESIGN CHARACTER AND SITE AMENITIES FOR PARKS WITHIN THE SCHULZ RANCH (RACE TRACK ROAD VICINITY) SPECIFIC PLAN AREA (1-1638)** - Mr. Krahn reviewed the staff report. Commissioner Herst suggested that a larger park will require more parking, and inquired as to how this will fit with traffic circulation. Commissioner Livermore expressed the hope that the park will be designed in such a way as to encourage people to bike or walk to it. In response to a question, Mr. Rotter discussed the developers' intent that the Edmonds Sports Complex serve as the regional park facility in the area, and to include a neighborhood park in the proposed development. He suggested that a larger park with more parking and expanded turf will begin to create a regional park. Mr. Rotter noted the importance of a neighborhood park from the standpoint of the development, and the four neighborhoods which will primarily be accessing the facility. He referred to the park design described by Mr. Krahn, and advised that determining the difference between a neighborhood and a regional facility has been a topic of much discussion.

In response to a question, Mr. Rotter advised that a portion of the proposed development calls for entry level housing. He anticipates there will be some children in the area. Commissioner McKenna expressed a preference for park equipment to accommodate seniors, short walks, and sitting; places for families to gather; and some playground equipment for young children. He expressed support for "a place where the community can go to meet its neighbors, people that live in that area, and some minor recreational things for the little ones and, short of that, ... a bunch of grass."

Commissioner Patton expressed understanding for the developers' intent to construct a neighborhood park. He suggested the park may, in fact, be used regionally in that Edmonds is a sports complex, limited to soccer and softball. He referred to Ross Gold Park as the only other neighborhood park in the area, and expressed the opinion that the park will draw from much more than the proposed development. He expressed support for barbecue and restroom facilities. Mr. Rotter clarified that the developers did not want to create a large field area which would invite soccer, softball, etc. and scheduling of those types of activities. The idea is to include picnic areas, walking paths, seating, and places to meet.

In response to a question, Mr. Rotter pointed out a neighborhood roadway which will have houses on one side of the street, and parking on both sides of the street to accommodate overflow parking for the park. Mr. Moellendorf advised that sizing a park is a "delicate situation" in order to meet the needs of the neighborhood, provide green space, and provide an area for pick up games, without creating a park that people will be tempted to program as soccer and softball fields. He pointed out that the streets in the proposed neighborhoods will not accommodate the type of traffic such activities would bring about. He suggested that "size matters" is not always true of park development. The amenities included in a park are more important than size. A well-designed park, even on a smaller scale, can be very functional. Mr. Moellendorf advised that staff will work closely with the developers to ensure the park is designed appropriately to allow for ease of maintenance and provision of the amenities needed by the neighborhood and the City. In response to a question, Mr. Rotter advised that the current size of the proposed park is 3.5 acres. He acknowledged that avoiding the wrong type of scheduling for the park can be done through design. Commissioner Hoffman suggested that developing the southern detention pond with turf only would make it a better place for a dog park.

Vice Chairperson DePauw suggested the opportunity to relocate the Mills Park tennis courts at the proposed park site. She expressed support for lots of trees and a pavilion, and emphasized that the park belongs to the entire community. Commissioner Livermore discussed the history of the Schulz Ranch, and suggested the opportunity to recognize its historic significance. Chairperson Keeton expressed support for lots of trees, exercise stations, a pavilion, and picnic facilities.

## CARSON CITY PARKS AND RECREATION COMMISSION

### Minutes of the April 5, 2005 Meeting

Page 7

DRAFT

Mr. Rotter requested additional input from the Commissioners with regard to the portable toilet enclosure. Commissioner Curtis suggested the Commission should develop a restroom policy, and expressed support for some type of restroom facility. Mr. Moellendorf acknowledged that restroom facilities are important, particularly to neighborhood parks. He discussed difficulties associated with maintaining fixed restroom facilities, and reasons for portable toilet facilities. Mr. Fahrenbruch agreed that fixed restroom facilities are "huge magnets" for vandalism and crime. He advised they are necessary for regional park facilities, but are very inappropriate for neighborhood park. He further advised that fixed restroom facilities change the dynamic of a park, and are "huge maintenance drains" for Parks staff. He expressed full support for the portable restroom facility at the proposed park. Commissioner McKenna expressed support for including water fountains. Commissioner Livermore requested staff to bring back some imaginative solutions for portable toilet enclosure designs. Mr. Fahrenbruch acknowledged that an ADA unit would be included.

Mr. Krahn reviewed the Detention Basin / Natural Area Parks portion of the staff report. Commissioner Felesina requested that the Clear Creek detention basin be designed as "natural and peaceful" as possible. He agreed with designating the southern detention basin as a dog park. Mr. Rotter acknowledged that each of the detention basins are slightly larger than one acre. He estimated the linear park area at 1.5 acres. Commissioner Hoffman noted that approximately 7.5 acres of total green area is proposed to be included in the development. Mr. Krahn responded to questions regarding the connector path between the two detention basins. In response to a further question, he advised that no lighting is proposed for the park other than what may be required in the parking lot. Mr. Rotter acknowledged that roadway lighting will be required along Topsy Lane. Discussion has included lighting the linear park pathway as well. Mr. Rotter acknowledged that shielded lighting to protect dark skies is now required. He thanked the Commissioners for their input.

Chairperson Keeton called for public comment; however, none was provided. [Chairperson Keeton recessed the meeting at 7:47 p.m. and reconvened at 7:55 p.m. Commissioner Herst had left the meeting; a quorum was still present.]

**3-C. ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS TO APPROVE MILLS PARK AS THE LOCATION FOR THE NEW RECREATION CENTER, SPECIFICALLY LOCATED ADJACENT TO THE EAST SIDE OF THE CARSON AQUATIC FACILITY (1-2537)-**  
Mr. Moellendorf reviewed the staff report. He acknowledged that parking is a big issue, and advised that the west side parking lot is important to the Community Center regardless of where the recreation center is constructed. He advised that if the west side parking lot is not constructed, other parking options would have to be identified in order to facilitate locating the recreation center at Mills Park. He acknowledged that if parking issues can't be solved, locating the recreation center at Mills Park would become infeasible. He advised that a parking plan will need to be developed as part of the planning process for the recreation center. In response to a question, Mr. Moellendorf advised that the Land and Water Conservation Fund issue has more to do with a time element than anything else. He advised there is no reason to begin to address the issue if the recreation center will not be located at Mills Park.

In response to a question, Mr. Moellendorf reminded the Commission that three sites were selected as part of the planning charette. The Mills Park site graded out, through the matrix system, as the highest; however, two other sites can be considered: Centennial Park and property across the street from Eagle Valley Middle School. Commissioner Patton expressed concern that the site, in large part, will determine the type of facility to be constructed. He expressed additional concerns with "the sequence of events" and whether the recreation center will accommodate racquetball. He inquired as to whether the site will limit

**PARKS AND RECREATION COMMISSION**  
**STAFF REPORT**

**MEETING DATE:** April 5, 2005

**AGENDA ITEM NUMBER:** 3A

**APPLICANT:** Lee Plemel, Principal Planner  
Vern L. Krahn, Park Planner

**REQUEST:** Action to recommend to the Planning Commission and Board of Supervisors approval of the Schulz Ranch (Race Track Road vicinity) Specific Plan Area general policies for circulation and access SPA-RR-2.3, and SPA-RR-4.1 through SPA-RR-4.6 parks and open space.

**GENERAL DISCUSSION:**

Over the past six months, Parks and Recreation Department staff has been working with the Planning and Community Development Department and the developers for the Schulz Ranch Specific Plan Area to develop general planning policies for this residential subdivision, including policies specifically related to parks, paths/multi-use trails, and open space.

On March 31, 2005, the Carson City Planning Commission will have a workshop to provide the Planning Commission and the public with information regarding the proposed Master Plan Amendment and Specific Plan Area (SPA) and to solicit public comment and Planning Commission feedback on the developer's proposal. As a part of the City's approval process for this Master Plan Amendment and Specific Plan Area, City staff is bringing a number of general planning policies for parks, path/multi-use trails, and open space amenities to the Parks and Recreation Commission for the Commission's review and to receive additional public comment.

To assist the Parks and Recreation Commission in understanding the subdivision's overall planning context and the proposed parks, paths/multi-use trails, and open space in relation to this planning effort, City staff has provided the Parks and Recreation Commission with the same informational material that the Planning Commission received for their public workshop (Exhibit A). As a part of this agenda item, our department is seeking Commission approval for the following general planning policies:

Circulation and Access

1. SPA-RR-2.3 Pedestrian and Bicycle Connections, Page 9

Parks and Open Space

1. SPA-RR-4.1 Regional Open Space Network, Page 12
2. SPA-RR-4.2 Neighborhood Parks, Page 12
3. SPA-RR-4.3 Parks Detention Basin/Natural Areas, Page 12
4. SPA-RR-4.4 Linear Park/Pathway System, Page 12
5. SPA-RR-4.5 Clear Creek Corridor, Page 12
6. SPA-RR-4.6 Design Approval, Page 13

On April 5, 2005, City staff will provide the Parks and Recreation Commission any public comments received at the Planning Commission workshop specifically related to parks, paths/multi-use trails, and open issues.

**RECOMMENDED ACTION:** Move to recommend to the Planning Commission and Board of Supervisors approval of the Schulz Ranch (Race Track Road vicinity) Specific Plan Area general policies for circulation and access SPA-RR-2.3, and SPA-RR-4.1 through SPA-RR-4.6 parks and open space.

**HANDOUT**

**From:** "SUE Newberry" <suenewb@nvcbell.net>  
**To:** "Donna Curtis" <donna.jcurtis@sbcglobal.net>  
**Date:** 4/2/05 4:31:16 PM  
**Subject:** Schultz Racetrack Subdivision

Donna:

As President of Muscle Powered, I must express concern about the Schulz Ranch proposal that will be heard by the Parks and Rec Committee on Tuesday. Unfortunately I will be unable to attend, but please consider the following comments:

The trails, bicycle, and pedestrian plans for the City are currently being revised. I fear the developer will not meet the vision that is emerging from the numerous public meetings in which our group has participated. I would rather their proposal is delayed until new plans are adopted, or that they voluntarily expand their plan to a "best practices" proposal. It doesn't appear to be such at this point. It looks just like all the other developments in Carson City.

Speaking on my own behalf, not Muscle Powered, please consider the following:

I support a zoning change to increase density in the above development, but it does seem to me that since they want more density they should return something to the community as a mitigation effort. I think they need to sharpen their pencil and offer some of the amenities that will help mitigate the density increase. These could include:

Open spaces with shared-use paths that make the subdivision into a place where people of all ages can easily walk or bicycle.

A park that is within easy walking distance of all residents. Maybe this is a linear park that includes a shared use path.

Narrow streets, designed for slow-speed travel. Narrow streets help slow traffic, reduce pervious coverage, reduce maintenance costs, etc.

Ample space between sidewalks and curbs for trees, as was provided on Division Street many years ago.

Housing for people of differing income levels, including at least a few "affordable" homes among the fancier, larger homes.

### Schulz Ranch: Race Track Road Specific Plan Area

Comments related to parks, recreation, and non-motorized mobility in and near the proposed development.

1. Parks: No detailed site plan is provided. Open space is mentioned under Development Context, but impossible to evaluate without a site plan. Will every resident be within walking distance of a park?
2. Bicycle Master Plan
  - a. The Specific Area Plan states "A system of pedestrian and bicycle connections shall be provided as specified on the City's adopted Master Plan to establish visual and physical connections to and between" listed destinations. The current plan depicts one multi-use path through Edmonds Field, then parallel to Bigelow Drive, and passing the development to the east. Provision of the depicted sidepath, or "multi-use path," adjacent to Bigelow Drive could be construed to comply with the provision of the Specific Area Plan, but it certainly falls short a "system." It is also likely to fall short of the vision and policies that are currently being developed in the updated trails plan and the soon to be updated Bicycle/Pedestrian Master Plan. Is the developer considering open space with trails within the development, or some similar configuration which will actually create a system? If not, can that requirement be imposed in exchange for the requested increased density as a mitigation to help preserve the rural character of the area?
3. Topsy Lane Connection
  - a. A sidewalk/pathway 8 feet in width, separated from the roadway by 8 feet is proposed. The American Association of State Highway and Transportation Officials (AASHTO) provides widely accepted guidance for paths to be used by bicyclists and/or pedestrians in their publications, Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities. Key points includes:
    - i. Paths or trails in urban areas will be used by a variety of users, including bicyclists, whether or not on-street facility is provided.
    - ii. Shared use paths parallel to roadways are likely to experience operational and safety problems.<sup>1</sup> (note: several studies have demonstrated that riding on sidewalks or trails that parallel roadways is 2 to 3 times more likely to result in a crash due to the conflicts at crossing points)
    - iii. When used, recommended minimum width is 10', with 2' shoulders both sides.
    - iv. Snow is seldom removed from "sidepaths," which renders the facilities unusable in winter conditions.
    - iv. Sidewalks should be provided on both sides of every street

<sup>1</sup> Page 34, Bicycle Facilities lists 9 potential problems. In this case, a separation is suggested, but the remaining issues are not as easily overcome.



## CARSON CITY NEVADA

Consolidated Municipality and State Capital

### DEVELOPMENT SERVICES DEPARTMENT

#### ADMINISTRATION

3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

#### BUILDING and SAFETY DIVISION PERMIT CENTER

2621 Northgate Lane, Suite 6  
Carson City, NV 89706-1319  
Ph: 775-887-2310  
Fx: 775-887-2202

#### CAPITAL PROJECTS

3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

#### CONTRACTS

3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

#### ENGINEERING DIVISION

2621 Northgate Lane, Suite 54  
Carson City, NV 89706-1319  
Ph: 775-887-2300  
Fx: 775-887-2283

#### FLEET SERVICES

3303 Butti Way, Building 2  
Carson City, NV 89701-3498  
Ph: 775-887-2356  
Fx: 775-887-2258

#### PLANNING DIVISION

2621 Northgate Lane, Suite 62  
Carson City, NV 89706-1319  
Ph: 775-887-2180  
Fx: 775-887-2278

#### PUBLIC WORKS OPERATIONS

(Water, Sewer, Wastewater, Streets, Landfill, Environmental)  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

#### TRANSPORTATION

3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**TO:** Planning Commission  
**FROM:** Planning Division *AP*  
**DATE:** March 30, 2005  
**SUBJECT:** Schulz Ranch Specific Plan Area Workshop  
Race Track Road Vicinity

#### PURPOSE:

The purposes of this workshop with the Planning Commission are to provide the Commission and the public with information regarding the proposed Master Plan Amendment and Specific Plan Area (SPA) and to solicit public comment and Commission feedback on the proposal. No formal action will be taken by the Planning Commission at this meeting.

#### BACKGROUND:

Certain properties in the Race Track Road area were the subject of two Master Plan Amendment applications submitted by the property owners in January, 2002. On February 17, 2002, the Planning Commission voted to continue the item, with the applicants' concurrence, to allow staff to develop a "Specific Plan Area" (SPA) through the Master Plan Land Use Element update process.

The review of this SPA is being undertaken in conjunction with the current Master Plan update process, Envision Carson City. Early in the Master Plan update process, staff identified several areas of specific focus based on prior applications received for land use changes. The Race Track Road area was one of those identified.

Since that time, new potential developers of the area ("applicants") have come forward to city staff with a proposed development plan for incorporation into an SPA. Over the past several months, city staff has worked with our Master Plan consultants (Clarion Associates) and the applicants to identify the issues associated with development of the area and to develop a draft SPA for review and processing.

On December 14, 2004, a neighborhood meeting was conducted jointly by city staff and the applicants to allow the applicants to present preliminary plans to the neighborhood, have staff explain the public process, and to allow the residents of the area an opportunity to ask questions of the applicants and staff. Approximately 55 residents from the Race Track Road vicinity attended the meeting. The most common comment from the residents in attendance was that they would like the future development to be one-acre residential, although some comments were in favor or neutral to the proposed density. Comments were also made that if the proposed plan were approved, they would like to be able to split their parcel, as well.

Specific Plan Areas, upon adoption, become part of the Master Plan Land Use Element. Pursuant to the Carson City Municipal Code 18.02.070(7)(b), a Specific Plan is intended to "allow for more precise implementation of the Master Plan by requiring or permitting review of large scale planning issues in order to protect the natural environment, ensure compatible uses, conserve energy, achieve coherent and diverse

development patterns, and ensure that roads and other infrastructure are or will be adequate to serve new development.” An SPA may include certain modifications to zoning standards, including specific setbacks, height, design features, etc.

Attached is the draft Schulz Ranch SPA document for review.

**DISCUSSION:**

The attached document provides discussion regarding the intent of the SPA, the existing conditions, the development context and key issues that the plan tries to address. The “Future Land Use” map included with the SPA document shows the proposed land use designations of the subject property. Also included is a conceptual site layout map from the applicants showing conceptual park and open space areas, larger buffer lots along the perimeter of the subject area, and a conceptual street layout.

The attached Future Land Use map also shows the current Master Plan designations for the BLM and private properties to the west of the subject area, which are identified for future development. The residential properties in Douglas County are zoned to be developed with 8,000 to 12,000 square foot single family residential lots. Commercial development is also planned for the Douglas County side along Highway 395, and Topsy Lane is scheduled to be completed with the Douglas County development from Highway 395 to Center Drive on the general alignment shown on the map.

The attached SPA document includes policies related to several issues, including land use, circulation and access, community character and design, and parks. The following are some brief staff comments related to these sections.

Land Use

Policy 1.1 provides for transitional density on surrounding properties to allow future “lot splits” on existing parcels. This is in response to some of the comments made at the neighborhood meeting. Policy 1.2 allows a range of lot sizes; however, the permitted overall density would be that allowed by the proposed Single Family 6,000 zoning designation. This range in lot sizes will allow a variety and diversity of “product” types and various “price points” for the homes within the area.

Circulation and Access

This section provides for the connectivity of streets and pedestrian/bike ways. With the development of the area at any density, a critical link from an efficient transportation standpoint will be the continuation of Topsy Lane through to Bigelow Drive (via current Race Track Road). The completion of Topsy Lane from Highway 395 to Center Drive is scheduled as part of the Douglas County development plan. The exact timing of when this occurs in relation to the development of the property will likely be defined further through review by the City Engineering Division and any traffic study that may be a part of the development proposal. Staff will have more information on this prior to final review of the SPA.

Community Character and Design

The policies of this section are intended to address the impacts to and compatibility with existing, adjacent development, and to provide standards to ensure quality development of the area.

Parks and Open Space

These policies are intended to detail the requirements related to parks, open space, and bicycle/pedestrian connectivity. The applicant is proposing to provide a centrally located neighborhood park. The adjacent plans in Douglas County include an open space network that connects the commercial areas with Center Drive. It is the hopes of this plan to work with Douglas County as that area develops to connect the Carson City trail system to this open space to provide alternative access to on-street bike and pedestrian facilities.

The applicants and staff will be available to answer questions and clarify these issues further, as necessary.

**CONCLUSION:**

This specific issue begins to get at the “big picture” Master Plan issue of how we want to grow as a city—i.e. compact growth versus urban expansion. Under the compact growth scenario, we must be willing to accept higher densities within certain areas to accommodate our residential growth demands. Alternatively, we can continue to develop at lower densities, which will put development pressures on expanding our urban boundaries to the perimeter of our developed lands and possibly onto BLM lands.

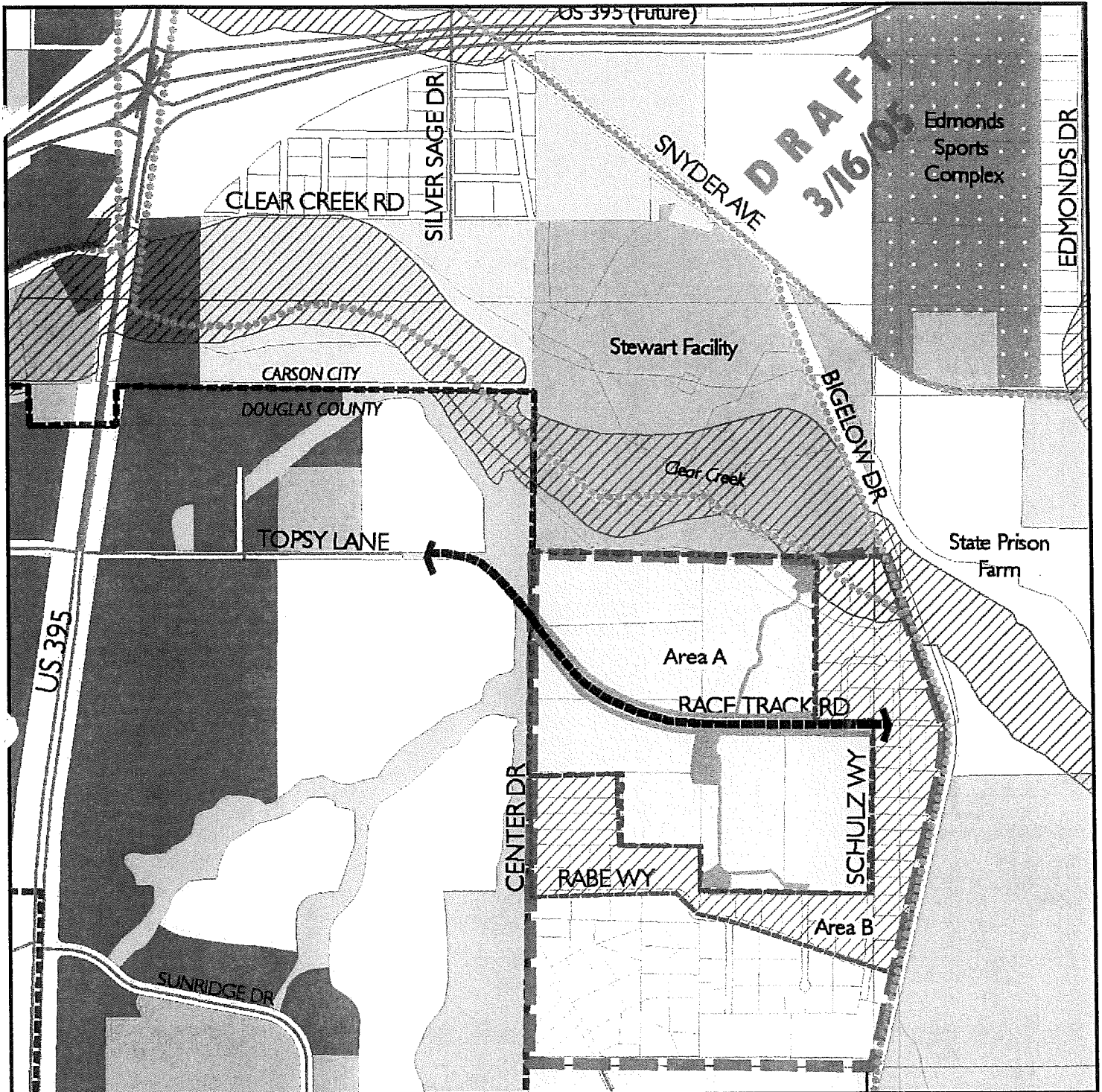
This is not to say that this particular area must be higher density. However, with the relatively large vacant area and its proximity to future infrastructure and services (e.g. shops and major transportation facilities to the west), staff believes that this is an area that should be considered for such development to meet the housing demands currently being placed on the city. As the development capacity analysis completed by Clarion Associates indicates, we are quickly running out of vacant residential lands. This is leading to pressures to convert existing industrial and commercial properties to residential uses, in addition to increased densities.

Staff requests that the Planning Commission conduct a public hearing and provide comments to the applicants and staff to assist in the development of a final SPA document for the Planning Commission’s and Board of Supervisor’s review. Again, no formal action will be taken by the Planning Commission at this meeting. Subject to comments from the Planning Commission, the item will be brought back to the Planning Commission as a regular agenda item for formal recommendation to and final decision by the Board of Supervisors.

Attachments:

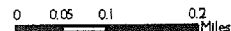
Draft Schulz Ranch SPA Document





**Future Land Use: Schulz Ranch-Race Track Road SPA**

- |  |  |  |   |  |                             |
|--|--|--|---|--|-----------------------------|
|  | Rural Residential                              |  | Open Space/Recreational/<br>Public Regional |  | Proposed Trail              |
|  | Low Density Residential                        |  | Washoe Tribe                                |  | Existing Trail              |
|  | Suburban Residential                           |  | SR-RRSPA Boundary                           |  | Required Roadway Connection |
|  | Medium Density Residential                     |  | North Douglas County<br>Specific Plan Area  |  |                             |
|  | Commercial                                     |  | Area A                                      |  |                             |
|  | Public Facilities                              |  | Area B                                      |  |                             |
|  | Open Space /Recreational/<br>Rural Residential |  | 100-year Floodplain                         |  |                             |



# Schulz Ranch—Race Track Road Specific Plan Area

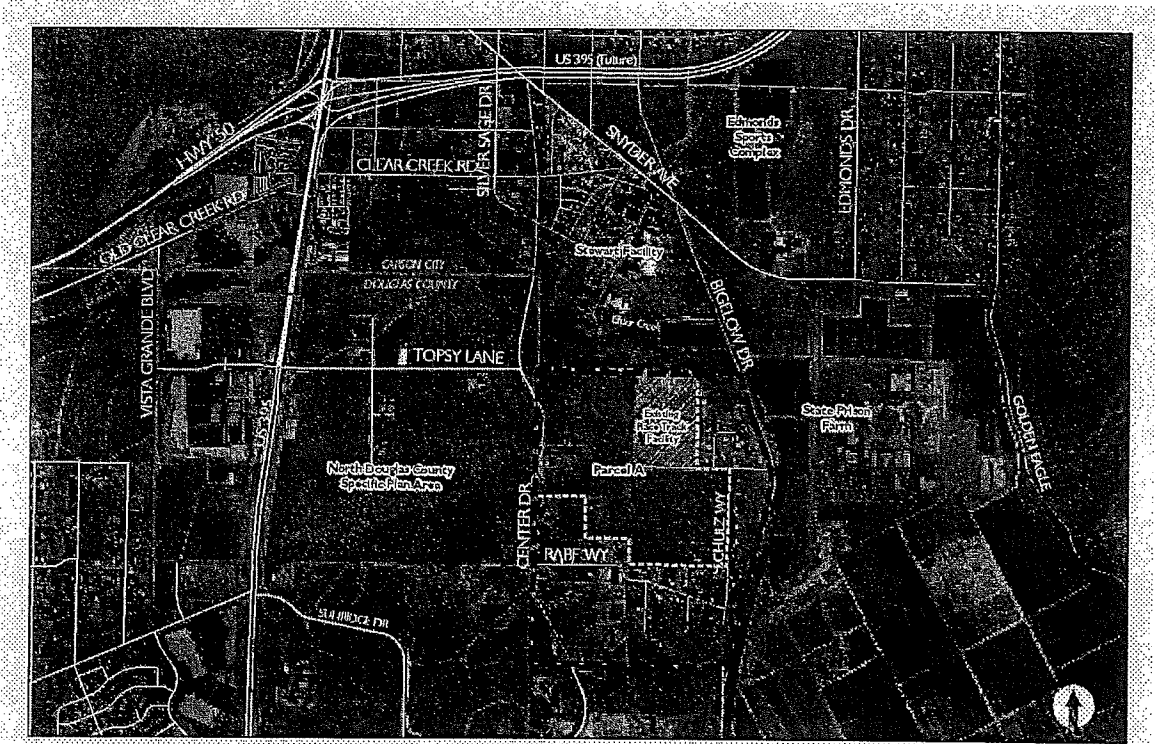
## INTENT

The intent of the Schulz Ranch—Race Track Road Specific Plan Area (SR—RRSPA) is to establish policies that provide a framework for the incorporation of additional housing in the area following the closure of the Race Track in a manner that:

- ensures the compatibility of future development with established rural neighborhoods in the area and future development on adjacent property in Douglas County;
- protects the natural features of the site and of surrounding lands;
- provides a distinct benefit to and protects the quality of life for existing and future residents in the area; and
- ensures that adequate public facilities and services will be provided to serve the area.

## LOCATION AND APPLICABILITY

The SR—RRSPA is located south of the City's existing urbanized area between Bigelow Drive and Center Street. The area is defined with a red boundary on the map below.





## EXISTING CONDITIONS

The SR-RRSPA is currently home to a 20-acre automobile and motocross race track facility and several single-family neighborhoods (1-acre lots). The area also contains approximately 150 acres of contiguous vacant property to the west and south of the race track facility, some of which is used for agricultural purposes. The race track facility will close permanently upon development of the area pursuant to this Plan.

Key features of the SR-RRSPA are summarized in the table below.

## PROPERTY CHARACTERISTICS

	SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA
<b>Ownership</b>	Multiple private owners
<b>Current Master Plan Designation</b>	Suburban Residential
<b>Permitted Uses (Current Master Plan)</b>	Suburban Residential (1-3 acres per dwelling unit)
<b>Current Zoning</b>	Single Family 1-Acre (SF1A) and Mobile Home 1-Acre (MH1A)
<b>Permitted Uses (Current Zoning)</b>	One acre residential
<b>Total Property Area</b>	253 acres

## DEVELOPMENT CONTEXT

The SR-RRSPA abuts the North Douglas County Specific Plan Area on the west, much of which is currently vacant, but is planned for a range of commercial (adjacent to Highway 395), public facilities, single-family residential uses (8,000–12,000 square foot lots), and open space. The area abuts property owned by the Washoe Tribe to the north, between Clear Creek and the Plan area. The Stewart Facility, owned by the State, is located north of Clear Creek and used for a variety of purposes, including State offices and training facilities. On the south lie additional vacant lands within Douglas County which are not included in the North Douglas County Specific Plan Area. The State Prison Farm is located to the east, across Bigelow Drive.

## KEY ISSUES

Several issues have been identified as a result of recent discussions regarding the potential closure of the race track and the potential of incorporating higher-density residential on the race track site and surrounding vacant properties. They are as follows:

### *Land Use*

- Compatibility of higher density residential with adjacent neighborhoods.
- Urban/rural interface.



## SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA

### *Circulation and Access*

- Internal/external circulation.
- Connection to Topsy Lane.
- Connection to Edmonds Sports Complex and the existing Bicycle Plan and trails network in the vicinity.
- Potential impacts of Highway 395 Corridor Study (NDOT).

### *Infrastructure, Services, and Facilities*

- Urban infrastructure must be provided to accommodate higher densities.
- A neighborhood park must be provided in the area to serve the higher densities and the general vicinity.

### *Regional Coordination*

- Coordination with Douglas County and the Indian Hills General Improvement District to mitigate impacts on both sides of border, including streets and non-motorized path connections to open space and other amenities and services in the area.

### *Environmental and Cultural*

- Protection of Clear Creek and potential cultural resources in the area.

## **POLICIES**

### **LAND USE**

#### ***SPA-RR-1.1 Master Plan and Zoning Designation***

Parcel A shall be designated Medium Density Residential (4 to 10 dwelling units per acre) on the Master Plan Land Use Map. Parcel A shall be zoned Single Family 6000 (SF6) on the official zoning map of Carson City only upon approval of a tentative map for the property on which the race track facilities are located (see hatched area on Locator Map, pg 1). Development of Parcel A will be by subdivision, planned unit development, or common open space subdivision encouraging a development with varying lot sizes.

Area B shall be designated Low Density Residential (1 to 3 dwelling units per acre) on the Master Plan Land Use Map. Area B shall be zoned Single Family 21,000 upon rezoning of Parcel A to SF6 as a transitional area between Parcel A and remaining Single Family One Acre and Mobile Home One Acre zoning.

#### ***SPA-RR-1.2 Variety of Lot Sizes and Setbacks***

A variety of lot sizes shall be provided to allow for a gradual transition in density between existing 1-acre lots and the more urban development



## SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA

pattern permitted and to encourage a diversity of housing types. To accomplish this, the following standards shall apply:

- Lots may range from 2,500 square feet to 1-acre in size;
- Subdivisions within Parcel A shall provide a minimum of three distinctly different neighborhoods with different lot sizes;
- A variety of setbacks is encouraged.
  - Where larger buffer lots are required on the perimeter of Parcel A, setbacks from parcels in Area B shall be a minimum of 30 feet, whether front or rear yards. Opposite yards from those facing Area B may be a minimum of 20 feet. Side yards on such lots shall be a minimum of 10 feet.
  - Where lots are 4,500 square feet or larger, minimum setbacks are as follows: Front and rear yards: 15 feet; side yards: 5 feet. A 20 foot driveway shall be provided from the property line to the face of the garage.
  - Where lots are smaller than 4,500 square feet, setbacks may either conform to the standards for lots 4,500 square feet or larger or alternative setbacks may be determined with the tentative map submittal.

For the purposes of satisfying the above standards, a distinctly different lot size shall vary by a minimum of 500 square feet from other lot sizes provided. Larger lots may be used around the perimeter as a transition.

### *SPA-RR-1.3 Phasing of Development*

A phasing plan for Parcel A shall be submitted for review and approval with any development application for that area. For any subdivision of property on Parcel A to lots of less than one acre in size, the property on which the race track facilities are located shall be identified and developed as part of the overall development plan. Prior to the issuance of the first certificate of occupancy within Parcel A, the racetrack operations shall cease.

## **CIRCULATION AND ACCESS**

### *SPA-RR-2.1 Interconnected Street Network*

An interconnected system of streets shall be established to provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Developing isolated neighborhood street networks that only serve small segments of a particular development or the SPA is strongly discouraged.

### *SPA-RR-2.2 Topsy Lane Connection*

Right-of-way for the extension of Topsy Lane, through Parcel A, from Center Drive to Schulz Drive shall be provided (at a minimum) to collector street standards. The street section shall include a bicycle lane on both sides of the street. A sidewalk/pathway, 8 feet in width, separated from the



## SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA

roadway with a minimum landscape buffer of 5 feet, shall be provided on one side of the street. The Topsy Lane extension may be constructed in one or two phases. If the extension is constructed in two phases, the final improvement plans that complete the connection shall be submitted with the final map containing the 251<sup>st</sup> lot.

### *SPA-RR-2.3 Pedestrian and Bicycle Connections*

A system of pedestrian and bicycle connections shall be provided as specified on the City's adopted Bicycle Master Plan to establish visual and physical connections to and between the following:

- Any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared within the development;
- Any adjacent public park, open space, or civic use including but not limited to schools and public recreation facilities;
- Edmonds Sports Complex;
- Stewart Facility;
- Clear Creek Corridor;
- Bigelow Drive and Center Drive;
- V&T right-of-way along the Carson River; and
- North Douglas County Specific Plan open space areas.

### *SPA-RR-2.4 Traffic Analysis*

An evaluation of the condition of Bigelow Drive and Center Drive shall be conducted in conjunction with a traffic analysis upon review of the development plan for Parcel A to determine the impacts and adequacy of the existing roads to accommodate additional traffic.

## **COMMUNITY CHARACTER AND DESIGN**

### *SPA-RR-3.1 Varied Streetscapes*

To promote more interesting streetscapes and offer consumers a wider choice of housing styles, a variety of home models shall be provided. To accomplish this, the following standards shall apply:

- Subdivisions with 150 or more units shall provide a minimum of four distinctly different homes models.
- Subdivisions with less than 150 units shall provide a minimum of 3 distinctly different homes models.

For the purposes of satisfying the above standard, each model home elevation shall distinctly differ from other home elevations in a minimum of three of the following areas:

- The placement of all windows and doors on the front façade elevation.
- The use of different materials on the front façade elevation.



## SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA

- Substantial variation in the location and/or proportion of garages and garage doors.
- The width of the front façade elevation must differ more than two feet.
- Variation in the location and proportion of front porches.
- Substantial variations in roof-lines and/or in the angle of roof runs.
- Use of roof dormers.
- A variation of building types, i.e., ranch, two-story, and split level.
- Window shapes that are substantially different.
- Use of different roof materials.
- Other distinct design variations approved by the City.

Additionally, new residential structures on lots 70 feet or wider shall use a minimum of three of the following techniques and new residential structures on lots narrower than 70 feet shall use a minimum of two of the following techniques to reduce the prominence of garages, promote pedestrian activity and create visual diversity in the neighborhood:

- House forward - Living areas that extend a minimum of five feet in front of the garage face.
- Front porches - A 60 square foot or larger covered front porch that extends a minimum of 6 feet in front of the living area.
- Courtyards - A 60 square foot or larger front yard courtyard with a hard finished floor surface (concrete, wood, brick, pavers, etc.) and walls not exceeding three feet in height, extending a minimum of three feet in front of the garage face.
- Varied front setback - Front setbacks of adjacent homes on the same side of the street vary by a minimum of three feet.
- Garage orientation - Garage doors that do not face the street (i.e. provide side loaded garages) with front elevations of garages that are architecturally consistent with the living area front elevation.
- Reduced garage width - Garages that do not exceed 40% of the front elevation.
- Enhanced landscaping - On lots narrower than 70 feet, a minimum of one additional 2-inch caliper tree is provided in the front yard. On lots 70 feet or wider, a minimum of two additional 2-inch caliper trees are provided in the front yard. In addition, the entire front yard area is landscaped and irrigated. A maximum 10% of the front yard landscaping may consist of empty shrub beds with landscape fabric and irrigation to provide homebuyers with landscape options. Bare dirt shall be prohibited in front yards.



## SCHULZ RANCH--RACE TRACK ROAD SPECIFIC PLAN AREA

- Front door path - A three foot or wider path that is physically separated from the driveway is provided from the sidewalk to the front door.
- Structure articulation - A minimum of four separate roof planes are incorporated within the front elevation and the front elevation contains a minimum of two wall planes that are offset by a minimum of three feet.

### ***SPA-RR-3.2 Building Orientation***

Homes shall be oriented so as to not back (rear yards) onto streets, excluding Topsy Lane and Center Drive. Individual driveway access onto Topsy Lane/Race Track Road and Center Drive is prohibited.

### ***SPA-RR-3.3 Development Compatibility***

A transition in development intensity shall be provided between urban residential uses and rural residential uses. Transitions may be accomplished through the use of open space buffers, larger lot sizes, or a combination of these methods.

### ***SPA-RR-3.4 Street Trees***

Street trees shall be provided along the Race Track Road/Topsy Lane connection between Schulz Drive and Center Drive, spaced on average at 40-foot intervals. Species grouping and diversity is encouraged.

### ***SPA-RR-3.5 Front Yard Landscaping***

Front yard landscaping and irrigation shall be provided by the developer(s) of each subdivision. Landscaping shall include a minimum of two trees (1-1/2 inch caliper deciduous or five foot high evergreen) and 12 five gallon mix of evergreen and deciduous shrubs. Turf and/or groundcover areas shall also be provided in the landscape alternatives. A minimum of three typical landscape schemes for each neighborhood shall be provided with development approval.





## **PARKS AND OPEN SPACE**

### *SPA-RR-4.1 Regional Open Space Network*

Open space within the SR-RRSPA should serve as an extension of open space designated within the North Douglas County Specific Plan, creating a unified system that serves both Carson City and Douglas County residents in the future. A Linear Park connection adjacent to Topsy Lane/Race Track Road will be provided to a centrally located neighborhood park within Parcel A.

### *SPA-RR-4.2 Neighborhood Parks*

A 3-1/2 to 5 acre neighborhood park shall be centrally located within the Parcel A development area. The park will be integrated into the overall layout and design of the surrounding neighborhoods and function as a central component of a linear park/pathway system that provides east-west and north-south connectivity to Parks detention areas and adjacent properties.

### *SPA-RR-4.3 Parks Detention Basin/Natural Areas*

Detention basin facilities will be required in the northern and southern areas of Parcel A. The Parks and Recreation Department is interested in these sites as park facilities integrated into the neighborhood design and connected to the neighborhood park via the linear park/pathway system. A natural passive setting is anticipated at the site adjacent to Clear Creek in the northern portion of Parcel A and a developed passive setting is anticipated for the southerly site.

### *SPA-RR-4.4 Linear Park/Pathway System*

An east-west linear park/pathway system will be provided adjacent to Topsy Lane/Racetrack Road. This will provide connectivity for bicycle circulation via 5 foot on street bike lanes and pedestrian connectivity via an 8 foot pathway on the south side of the roadway section. The 8 foot pathway will be provided within a 30 foot area to allow for a landscaped linear park. The 30 foot width may be reduced near intersections where additional lane width is required. A 10 foot wide landscaped area will be provided on the north side of the roadway to provide landscape continuity.

North-south circulation between the neighborhood park and the detention basin parks will be provided adjacent to neighborhood streets with a 10 foot landscaped parkway and 6 foot sidewalk which will be incorporated into the parks system to provide linear connectivity and continuity.

### *SPA-RR-4.5 Clear Creek Corridor*

The Clear Creek corridor represents a valuable natural resource and amenity for Carson City, the Stewart Facility, and this development area. As a result, direct public access to the Clear Creek corridor is important to the City. Incorporation of a detention basin park in this area provides a creek crossing point for future access to the Stewart Facility.



## SCHULZ RANCH—RACE TRACK ROAD SPECIFIC PLAN AREA

### *SPA-RR-4.6 Design Approval*

Conceptual site designs for the neighborhood park, the linear parks, and the detention basin parks will be presented to the Parks and Recreation Commission, the Planning Commission, and the Board of Supervisors for final approval.

## **INFRASTRUCTURE, SERVICES, AND FACILITIES**

### *SPA-RR-5.1 Extension of Public Utilities*

Municipal water and sewer facilities, as well as natural gas, electric, and cable television services shall be extended to serve the development.

**DEVELOPMENT  
SERVICES  
DEPARTMENT**

**ADMINISTRATION**  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**BUILDING and  
SAFETY DIVISION  
PERMIT CENTER**  
2621 Northgate Lane, Suite 6  
Carson City, NV 89706-1319  
Ph: 775-887-2310  
Fx: 775-887-2202

**CAPITAL PROJECTS**  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**CONTRACTS**  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**ENGINEERING DIVISION**  
2621 Northgate Lane, Suite 54  
Carson City, NV 89706-1319  
Ph: 775-887-2300  
Fx: 775-887-2283

**FLEET SERVICES**  
3303 Butti Way, Building 2  
Carson City, NV 89701-3498  
Ph: 775-887-2356  
Fx: 775-887-2258

**PLANNING DIVISION**  
2621 Northgate Lane, Suite 62  
Carson City, NV 89706-1319  
Ph: 775-887-2180  
Fx: 775-887-2278

**PUBLIC WORKS OPERATIONS**  
(Water, Sewer, Wastewater,  
Streets, Landfill, Environmental)  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**TRANSPORTATION**  
3505 Butti Way  
Carson City, NV 89701-3498  
Ph: 775-887-2355  
Fx: 775-887-2112

**CARSON CITY NEVADA**  
Consolidated Municipality and State Capital



**Planning Commission  
Notice of Public Workshop**

**Date:** Wednesday, March 30, 2005  
**Time:** 5:15 p.m.  
**Place:** Community Center, Sierra Room  
851 East William Street  
**Subject:** **Proposed Race Track Road Area Development**

Dear Property Owner:

The Carson City Planning Division has received applications to change the Master Plan and Zoning designations of specific properties in your vicinity (the "Subject Parcels" identified on the map on the back of this notice) in order to develop the property as a single-family residential subdivision. The Planning Commission will be conducting a public workshop regarding the proposed development during their regularly scheduled meeting of March 30. You have received this courtesy notice as a property owner in the vicinity of the proposed development.

City staff is recommending a "Specific Plan Area" (SPA) for the subject area to regulate any future development of the subject parcels. A Specific Plan Area allows the City to adopt more specific policies related to the development of the area in order to address such things as access, public services, aesthetics, vehicular circulation, land use conflicts with existing uses and other zoning requirements. A copy of the draft SPA document and maps will be available for review by March 23, 2005. Copies of the SPA may be obtained at the Planning office, sent via email upon request, or from the Envision Carson City website ([www.carsoncitymasterplan.com](http://www.carsoncitymasterplan.com)) after that date.

**Purpose of workshop:**

The purpose of the workshop is to solicit comments and feedback from the surrounding residents and Planning Commission regarding the proposed plan. Representatives of the potential developers of the property and city staff will also be there to answer questions regarding the proposal.

**There will be no action taken on this item by the Planning Commission at this workshop.** Future review and action by the Planning Commission and Board of Supervisors would be required for the approval of the plan.

If you have questions regarding this workshop or would like to be sent a copy of the draft plan, please contact Lee Plemel, Planning Division, at 887-2188 x1003, or [lplemel@ci.carson-city.nv.us](mailto:lplemel@ci.carson-city.nv.us).

**PARKS AND RECREATION COMMISSION**  
**STAFF REPORT**

**MEETING DATE:** April 5, 2005

**AGENDA ITEM NUMBER:** 3B

**APPLICANT:** Roger Moellendorf, Parks and Recreation Director  
Vern L. Krahn, Park Planner  
Lee Plemel, Principal Planner

**REQUEST:** *Discussion only* regarding the design character and site amenities for parks within the Schulz Ranch (Race Track Road vicinity) Specific Plan Area.

**GENERAL DISCUSSION:**

During the planning process for the Schulz Ranch Specific Plan Area, the Parks and Recreation Department has been having preliminary discussions with the subdivision developers regarding the design character of the proposed traditional neighborhood park and the two smaller detention basin parks. Also, these discussions have included what would be the appropriate site amenities for these future City park facilities.

Traditional Neighborhood Park:

A neighborhood park shall be located near the center of the subdivision. The park will be integrated into the overall layout and design of the surrounding neighborhoods and function as a central component of a multi-use path system along Topsy Lane / Race Track Road, including a landscaped pathway system to the small detention basin parks. The design components within the neighborhood park could include, but would not be limited to, the following site amenities:

1. Asphalt parking lot (approximately 15-20 stalls / no parking lot lighting) with on-street overflow parking
2. Picnic shelter(s) w/ picnic tables
3. Basketball court(s)
4. Large modular playground unit
5. Climbing/boulder wall
6. 1 to 2 acres (min.) of open turf area for multi-purpose activities
7. Portable toilet enclosure
8. Concrete walking paths within/around the park

Detention Basin / Natural Area Parks:

Storm water detention basins will be required in several locations as part of this subdivision development. One basin would be located adjacent to Clear Creek and the other one in the subdivision's southwest corner. The Parks and Recreation Department is interested in these detention basins as smaller neighborhood parks or natural areas. As a result, these facilities are currently not being considered for high intensity recreational development.

Clear Creek Detention Basin Park's design character and components could include, but would not be limited to, the following site amenities:

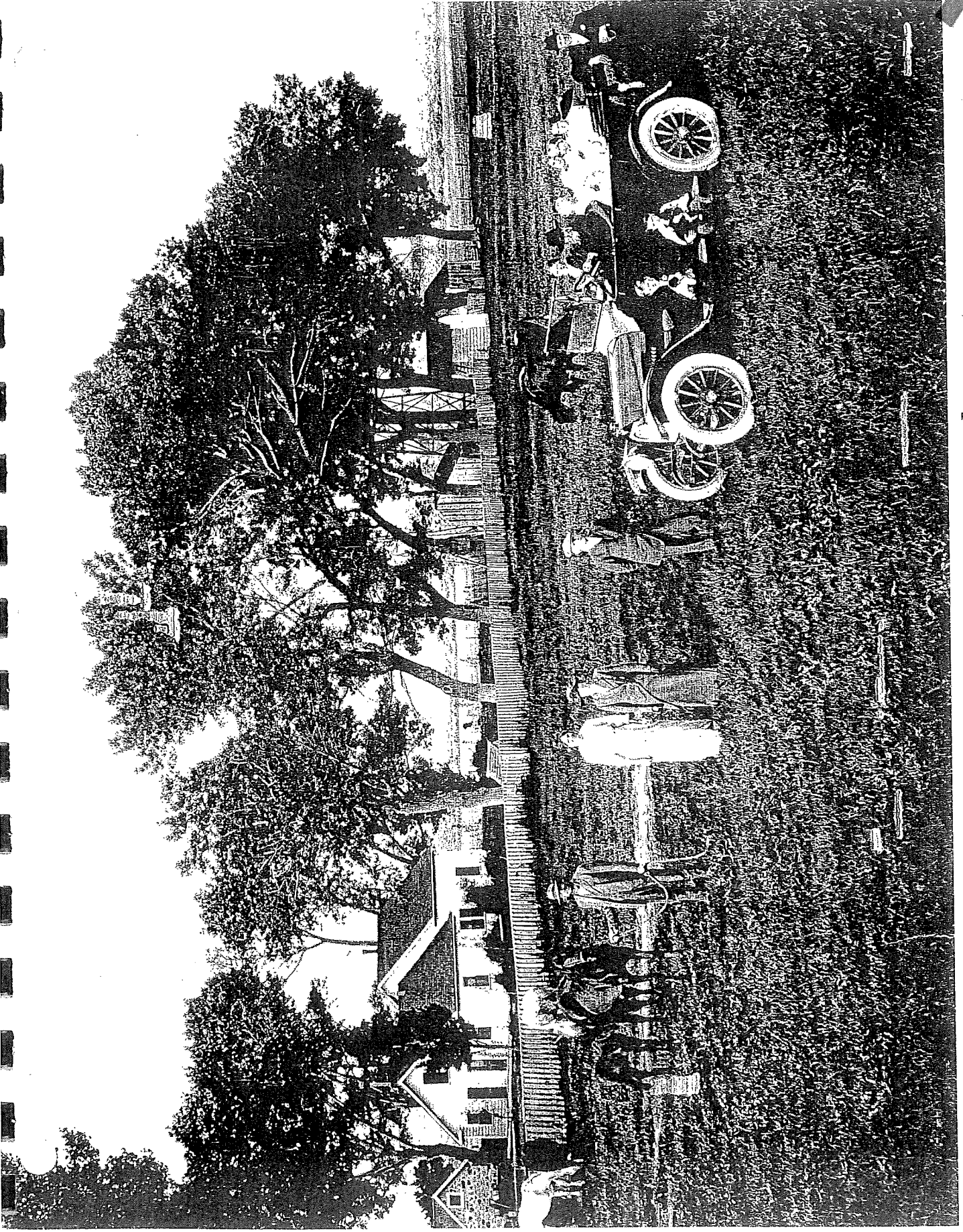
1. Small natural / passive park with native grass
2. Walking paths within / around the park
3. Viewing platform w/ benches of the Clear Creek corridor

Southwest Detention Basin Park's design character and components could include, but would not be limited to, the following site amenities:

1. Small active neighborhood park with turf grass
2. Tot lot / play structure
3. Shade structure with picnic tables

The Parks and Recreation Department staff felt that the timing was good for a discussion with the Commission and the subdivision's developers regarding the park system within this development. Staff feels it is important to identify early the Commission's and the public's expectations regarding the design character and site amenities for these parks. This information will assist both City staff and the developer in the future planning of this development's park system.

**RECOMMENDED ACTION:** This item is for discussion only. No formal action can be taken at this time



FVI

John R. Schulz Homestead  
Parcels 1 & 2, RS 321

## SOUTH OF CLEAR CREEK - AN AREA IN TRANSITION

FYI

Normal business expansion in an area zoned for commercial use is a natural part of the economic cycle. The function of the special use permit process is to protect residential neighborhoods from expansion of non conforming uses.

**HOMESTEADS AND LAND VALUES.** Think of valuable land in Washoe County and the Callahan Ranch and Caughlin Ranches come to mind. The Callahan Ranch was homesteaded at the same time John R. Schulz filed the homestead application his farm south of Clear Creek. The Schulz Ranch south of Clear Creek has similar value to Carson City.

- **SCHULZ FAMILY GOAL**

- To reverse the approval by the Planning Commission of expanded uses and expanded days of use at the raceway. **Decades of failed zoning compliance do not confer grandfather status**
- To require a "sunset" provision as a condition for continued operations at the raceway, assuring that all uses at the raceway will cease by the year 2007.<sup>1</sup>
- To obtain the support of the Board of Supervisors for the Specific Plan Area (SPA)
- To ask the Supervisors to encourage and assist Carson City staff in identifying and making available to the raceway owner and lessee a new site for motor sport activities.

- **WHAT WE WANT TO SHOW:**

- That the applicant for Special Use Permit U-01/02-18 and the Carson City planning staff incorrectly analyzed legitimate uses at the raceway. That over time Carson City has failed to properly enforce zoning standards at the raceway and as a result Carson City has substantially diminished the value of lands surrounding the raceway and the rights of property owners to the peaceful enjoyment of their lands.

- **HISTORY AND GEOGRAPHY**

- Carson City is in Eagle Valley
- Minden and Gardnerville are in Carson Valley.
- Where is the Schulz Ranch? It lies between the two in Jack's Valley.<sup>2</sup>

---

<sup>1</sup>On February 26, 2002 in a telephone conversation placed from the conference room at Carson City Planning and Community Development offices by Carol Dotson of Lumos and Associates, our planners, to Glen Martel, applicant for the Special Use Permit, Mr. Martel agreed that he supported the Specific Plan Area and continued to support the sunset provisions he agreed to in person at the January 3, 2002 meeting held at Lumos and Associates. Mr. Burton, representing Burton Family Holdings, owner of the raceway, likewise has agreed to support the SPA and the sunset provision.

<sup>2</sup> Recorded territorial surveys and assessment records show the Schulz Ranch in Jacks Valley. Today Jacks Valley Road terminates at U S 395. However in 1862 Jacks Valley Road terminated at the Schulz Ranch where it joined Clear Creek Road and Carson Valley Road.

## SOUTH OF CLEAR CREEK - AN AREA IN TRANSITION

FYI

### ● SCHULZ RANCH HISTORY.

- John R. Schulz came to Carson City in 1872. He could have located his family in Eagle Valley or Carson Valley where vacant lands were available, but this wise German farmer immediately saw the value of the land just south of Clear Creek. In 1872 he applied for his 160-acre homestead on the Carson Valley Pioneer Wagon Road, now Silver Sage and Center Drive.<sup>3</sup>
- For over 100 years the Schulz Ranch was in Douglas County. From 1864 to 1965 the Clear Creek formed the boundary between Ormsby County and Douglas County. In 1965 the county line was changed by means of a survey and the Schulz property became a part of Ormsby County. In 1969 Ormsby County and Carson City merged.
- In 1987 an effort was made to develop the Parcels 1 & 2 of the Schulz Ranch. The Emigrant Trails Subdivision map was presented to Carson City Community Development and all fees paid. At the time Carson City Staff told the applicant Don Schulz that they would recommend denial of the subdivision to the Planning Commission based on existence of Raceway. Based on Planning staff's recommendation the application was deferred. This application remains in deferred status.

● **LAND USE THEN AND NOW.** Jacks Valley including the area south of Clear Creek area has tremendous economic value to the entire region. In 1965 the area surrounding the raceway was rural in character. Existence of the raceway with its very limited days and hours of operation had little impact on the surrounding region.<sup>4</sup> Now, in 2002 the land south of Clear Creek area is a major economic development region with new land use characteristics. Existence of the raceway presents a major negative impact to the immediate area and to the region as a whole. The raceway is a nuisance.

● **ZONING.** In the late 1960's Ormsby County had a clear policy regarding "grandfathered uses." If title to a property changed, the "grandfathered" use ceased. This excellent policy protecting neighborhoods from endless continuance of non-conforming uses was eliminated by Carson City in 1978. Carson City Community Development staff verbally contends that the track is "grand fathered" but does not define the term. Carson City thus allows a nuisance situation to exist and now to expand.

---

<sup>3</sup>The homestead was finalized ten years later in 1882 and the land has been in the family continuously since then. For more than 100 years the John R. Schulz Homestead was a part of Douglas County.

<sup>4</sup>In 1969 the track operated from Memorial Day to Labor Day on Saturday evenings. Practices were held one hour prior to racing.