



STAFF REPORT

Report To: Board of Supervisors

Meeting Date: October 17, 2019

Staff Contact: Heather Ferris, Associate Planner

Agenda Title: For Possible Action: Discussion and possible action to introduce, on first reading, an ordinance changing the zoning from Tourist Commercial to Tourist Commercial Planned Unit Development for a Tentative Planned Unit Development proposing 227 RV lots for sale on property zoned Tourist Commercial, located at 1400 Old Hot Springs Road, APN 008-123-40. (Heather Ferris, hferris@carson.org)

Staff Summary: The Board of Supervisors is authorized to approve a Tentative Planned Unit Development subject to the provisions of Carson City Municipal Code (CCMC) 17.09. The applicant is seeking approval of a Planned Unit Development that would allow for the sale of individual RV lots. Amenities would include a sales office, gate house, clubhouse (with restroom and laundry facilities), maintenance building, pool, tennis court, pickleball court, café, a 9 hole putting golf course, and open space. Pursuant to NRS 278A.480, hearings for a Tentative Planned Unit Development shall be held consistent with hearings for amendments to a zoning ordinance; therefore, a first and second reading of the ordinance is required.

Agenda Action: Ordinance - First Reading

Time Requested: 30 Minutes

Proposed Motion

I move to introduce, on first reading, Bill No. _____.

Board's Strategic Goal

Quality of Life

Previous Action

September 25, 2019: The Planning Commission recommended approval by a vote of 6 - 1, 0 absent, 0 abstention, based on the ability to make the required findings in the affirmative and subject to the conditions of approval as outlined in staff's memo dated October 3, 2019 (attached).

Background/Issues & Analysis

The Board of Supervisors is authorized to approve Tentative Planned Unit Developments after a recommendation from the Planning Commission.

Of note, during the Planning Commission public hearing, four area residents and property owners expressed concerns regarding the proximity to the airport, the possibility of full-time residency, and buffering for neighboring properties. Additionally, prior to the Planning Commission meeting, staff received two letters (attached) outlining similar concerns.

For additional information, please see the attached staff report to the Planning Commission.

Applicable Statute, Code, Policy, Rule or Regulation

CCMC 17.09 (Planned Unit Development); CCMC 17.07 (Findings); NRS 278.330 (Tentative Map); NRS Chapter 278A (Planned Unit Development); NRS Chapter 244; Article 2 of the Carson City Charter.

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

- 1) Deny the request based on an inability to make the required findings, noting what finding cannot be made.
- 2) Approve the request subject to modified conditions of approval.

Attachments:

[TPUD-19-142-Ordinance \(10.17.19\).doc](#)

[MINUTE ORDER.pdf](#)

[Memo to BOS-TPUD-19-142.pdf](#)

[PC SR TPUD-19-142 Sierra Skies \(9-25-19\).pdf](#)

[Public Correspondence.pdf](#)

[Application.pdf](#)

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)

SUMMARY – An ordinance amending the Carson City zoning map.

BILL NO. _____
ORDINANCE NO. 2019-__

AN ORDINANCE TO CHANGE THE ZONING FROM TOURIST COMMERCIAL TO TOURIST COMMERCIAL-PLANNED UNIT DEVELOPMENT, ON A 38.6 ACRE PARCEL, LOCATED AT 1400 OLD HOT SPRINGS ROAD, ON THE NORTH SIDE OF OLD HOT SPRINGS ROAD, APPROXIMATELY 0.4 MILES WEST OF GONI ROAD, APN 008-123-40, AND PROVIDING OTHER MATTERS PROPERLY RELATED THERETO.

The Board of Supervisors of Carson City do ordain:

SECTION I:

An application for a Planned Unit Development on Assessor’s Parcel Number 008-123-40, property located at 1400 Old Hot Springs Road, Carson City, Nevada, was duly submitted by the Carson City Planning Division in accordance with Section 17.09, et seq. of the Carson City Municipal Code (CCMC). The request will result in the zoning designation of the subject parcel being changed from Tourist Commercial to Tourist Commercial-Planned Unit Development. After proper noticing pursuant to NRS 278 and CCMC Title 18, on September 25, 2019, the Planning Commission, during a public hearing, reviewed the Planning Division staff report, took public comment and voted 6 ayes, 1 nay to recommend to the Board of Supervisors approval of the Tentative Planned Unit Development.

SECTION II:

Based on the findings of fact enumerated in Carson City Municipal Code 17.07.005 and 17.09.050, the zoning map of Carson City is amended changing the zoning of Assessor’s Parcel Number 008-123-40, a total of 38.6 acres, from Tourist Commercial to Tourist Commercial-Planned Unit Development, as depicted on Attachment A.

In the event the final map(s) related to the Planned Unit Development are not recorded or if the Planned Unit Development project is withdrawn, the zoning map of Carson City will reflect the previous zoning district(s) as noted above.

PROPOSED this ____ day of _____, 2019.

PROPOSED BY Supervisor _____

PASSED on the ____ day of _____, 2019.

VOTE: AYES: _____

NAYS: _____

ABSENT: _____

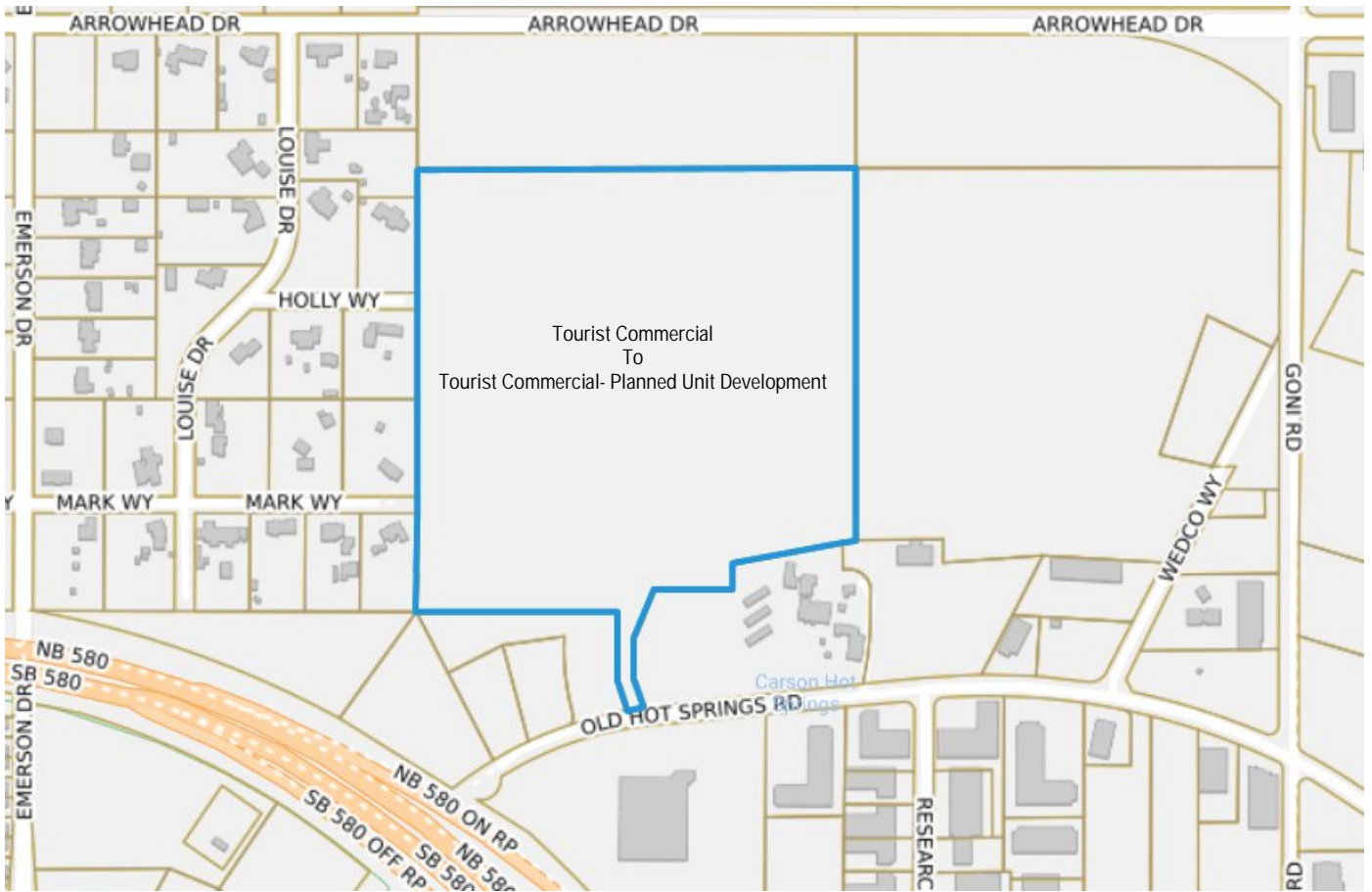
ROBERT L. CROWELL, Mayor

ATTEST:

Aubrey Rowlett, Clerk-Recorder

This ordinance shall be in force and effect from and after the ____ of _____, 2019.

Attachment A



MINUTE ORDER
SIERRA SKIES RV RESORT, LLC
TENTATIVE PLANNED UNIT DEVELOPMENT
(TPUD-19-142)

Applicant: Sierra Skies RV Resort, LLC
Meeting Date: October 17, 2019

The Board of Supervisors has granted tentative approval of the Planned Unit Development with conditions of approval and the findings pursuant to NRS 278A.500, which are made part of Carson City Municipal Code 17.07.005 and 17.09.050, as follows:

FINDINGS PURSUANT TO 17.07.005

1. ***Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.***

The development is required to comply with all applicable environmental and health laws concerning water and air pollution and disposal of solid waste.

2. ***The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.***

Water supplied to the development will meet applicable health standards. Carson City's water supply will not be exceeded by final approval of this development. The City has sufficient system capacity and water rights to meet the required water allocation for the PUD. A Growth Management application is required for all commercial and industrial developments that exceed an average daily water usage of 15,000 gallons per day. The anticipated daily water usage is 33,793 gallons per day and therefore requires review and approval of the Growth Management application. The proposed Tentative Planned Unit Development is dependent upon the approval of Growth Management Application (GM-19-141). The Growth Management Commission approved this application at their September 25, 2019 meeting.

3. ***The availability and accessibility of utilities.***

All utilities are available in the area to serve this development. The existing sewer, water, and storm drain infrastructure are sufficient to provide service to the project. A Growth Management application is required for all commercial and industrial developments that exceed an average daily water usage of 15,000 gallons per day. The anticipated daily water usage is 33,793 gallons per day and therefore requires review and approval of the Growth Management application. The Growth Management Commission approved this application at their September 25, 2019 meeting.

4. ***The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.***

The Fire Department has provided comments on the project and their conditions are incorporated as appropriate.

A traffic study was completed for the project. The proposed development is anticipated to generate 788 average weekday trips with 50 trips occurring during the AM peak hour and 64 trips occurring during the PM peak hour. Key intersections were studied and no intersection would function below Level Of Service D which is the standard for all city maintained streets and intersections. The traffic analysis determined the traffic generated by the proposed development will have some impact on the adjacent street network and made the following recommendations:

- Any required signing, striping, or traffic control improvements comply with Carson City requirements.
- The project driveway road, all internal streets, and on-site parking areas be designed to conform to Carson City standards.

The public roads are capable of serving the project. The applicant is proposing primary access from Old Hot Spring Road with an emergency secondary access to the west connecting to Holly Way. The previously approved Special Use Permit for the Sierra Skies RV Park was only required to provide a single fully functional access plus emergency access. The applicant is requesting the same requirement be applied to the TPUD. While Carson City Development Standards 12.4 requires two fully operational points of access to serve a subdivision or development, this standard also provides the City Engineer with the ability to waive or modify the requirements. In this case, the City Engineer has waived the requirement for two fully operational points of access and is allowing secondary access to be limited to the emergency access off of Holly Way.

The Parks Recreation and Open Space Department has reviewed the proposed Tentative Planned Unit Development. Recreational amenities are provided on-site for use by the lot owners and their guests. Impacts to City recreational facilities are anticipated to be minimal.

5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*

Property immediately north of the project site is owned and managed by Carson City. The property is intended for public use; however, it is currently undeveloped. At this time, connection to the vacant land is neither required nor desired. The Parks Recreation and Open Space Department has required a 6 foot tall chain link fence along the northern property line adjacent to the City's property. The developer will be required to maintain the fence in perpetuity.

6. *Conformity with the zoning ordinance and land use element of the City's Master Plan.*

The project is zoned Tourist Commercial with a Community/Regional Commercial master plan designation. Pursuant to Carson City Municipal Code (CCMC) 17.09.015.2 uses allowed in a commercial or industrial planned unit development are limited to permitted uses within the underlying zoning district. Pursuant to Carson City Municipal Code (CCMC) 18.04.140, a Recreational Vehicle (RV) park is an allowed use in the Tourist Commercial (TC) zoning district with a maximum stay of 30 days, subject to completing a Major Project Review. Additionally, all requirements of CCMC 18.09.050 *RV Park Requirements* must be met. RV Parks with maximum stays of 180 days require review and approval of a Special Use Permit. However, a Special Use Permit is not required in this case because the applicant is proposing a Planned Unit Development. In order to ensure an efficient method for processing a Tentative Planned Unit Development, Carson City Municipal Code 17.09.030 incorporates all procedures with regard to the division of land, zoning map amendment, and regulations otherwise applicable to the property, with respect to the approval or disapproval of the Planned Unit Development.

7. General conformity with the City's Master plan for streets and highways.

Subject to compliance with the proposed conditions of approval, the proposed subdivision conforms to the City's master plan for streets.

8. The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.

A traffic study was conducted and determined that the existing infrastructure is sufficient to meet the additional demand imposed by the proposed PUD.

9. The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.

The physical characteristics of the land do not preclude the development as proposed. The property is located outside of any Special Flood Hazard Area. Fill from the I-580 freeway project was placed on this site. The fill is undocumented. The geotechnical report, submitted with the application, outlines construction requirements to address this undocumented fill. Staff has incorporated conditions of approval to require the implementation of those requirements.

10. The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.

The proposed tentative map has been routed to the Nevada Department of Environmental Protection and the Nevada Division of Water Resources. The Division of Water Resources has requested that a Will Serve letter from Carson City Public Works and a final mylar map of the proposed project be presented to the State Engineer for approval and signed through his office prior to development. Public Works has indicated there is sufficient water supply and sewer capacity to serve the project.

11. The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.

The Carson City Fire Department will provide fire protection services to the project location. The Fire Department has reviewed the project and provided comments. The development will be required to provide fire hydrants every 500 feet consistent with the International Fire Code (2018) Appendix C. Additionally, the project is required to comply with the currently adopted edition of the International Fire Code amendments.

12. Recreation and trail easements.

The Parks Recreation and Open Space Department has reviewed the proposed Tentative Planned Unit Development. Recreational amenities are provided on-site for use by the lot owners and their guests. Impacts to City recreational facilities are anticipated to be minimal.

Section 17.09.050 (Approval or Denial of PUD Application):

1. In what respects the plan is or is not consistent with the statement of objectives of the Planned Unit Development ordinance.

The proposed plan is consistent with the statement of objectives of the Planned Unit Development ordinance. The proposed project has been designed to meet all requirements of the Planned Unit Development Ordinance, including providing open space and access to light and air. Additionally, the project proposes a unique commercial use that will complement the other commercial uses in the area, while being designed to be sensitive to neighboring residential uses.

2. The extent to which the plan departs from zoning and Planned Unit Development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest.

The proposed plan does not depart from the PUD regulations. Within the parameters of the PUD regulations, an applicant can propose modifications to Carson City land use regulations otherwise applicable to the subject property. The requested modifications from the standards include the following:

- Lot size: The Tourist Commercial zoning district requires a minimum lot size of 6,000 square feet. The applicant is proposing a reduced lot size. As proposed, the typical lot is approximately 40' x 90' in size with the smallest lot being 3,275 square feet in size and the largest lot being 9,269 square feet.
- Parking: Parking requirements for RV parks are not specifically listed within the City's parking standards (Division 2 of Carson City Development Standards). Carson City Municipal Code 18.09.050 requires parking for one vehicle or one recreational vehicle per RV space. The applicant is proposing parking for one RV and two additional vehicles per RV space/lot. One car/truck parking space would be used for the parking of the lot owner's tow vehicle and the additional parking space provided within each space/lot will provide parking for guests. Additionally, 35 parking spaces will be provided near the clubhouse and sales/welcome center in the center of the development.
- Restrooms/showers: As proposed, all recreational vehicles permitted within the development will be fully contained including a full restroom with a toilet and shower for the occupants of the RV. The applicant is requesting a reduction in the number of restrooms/showers provided throughout the development. The accessory buildings, including the clubhouse, sales office, and café, will include restrooms. Shower facilities will be provided in the clubhouse. The intent is for the individual RV to serve as the primary bathroom and shower facilities. The modified numbers of each required facility are listed below:

TYPE OF FACILITY	NUMBER REQUIRED	NUMBER REQUESTED
Toilets: Men	9	5
Toilets: Women	12	6
Urinals: Men	4	3
Lavatories: Men	10	7
Lavatories: Women	10	7
Shower: Men	7	3
Shower: Women	7	3
Toilets: Unisex	0	1
Lavatories: Unisex	0	1

Two fully operational points of access: The applicant is proposing primary access from Old Hot Springs Road with an emergency secondary access to the west connecting to Holly Way. The previously approved Special Use Permit for the Sierra Skies RV Park was only required to provide a single fully functional access plus emergency access. The applicant is requesting the same requirement be applied to the TPUD. It should be noted, while Carson City Development Standards 12.4 requires two fully operational points of access to serve a subdivision or development, this standard also provides the City Engineer with the ability to waive or modify the requirements. In this case, as noted above in finding 4 under CCMC 17.07.005, the City Engineer has waived the requirement for two fully operational points of access and is allowing secondary access to be limited to the emergency access off of Holly Way. Additionally, garbage trucks may be allowed to access the trash enclosure for the property via Holly Way.

These modifications to the standards can be deemed to be in the public interest because they support a unique development near commercial services that will complement the existing adjacent commercial uses while being sensitive to the neighboring residences and providing for a minimum of 30% open space with buffers between the development and the existing uses.

3. *The purpose, location and amount of the open space in the Planned Unit Development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development.*

The purpose, location and amount of open space in the PUD is appropriate for the project, and consistent with the requirements. The development is required to incorporate 30% open space or 11.58 acres. The development will provide over 12 acres of open space. The open space will include over 9 acres of common open space improved with recreational amenities as well as open areas with landscaping throughout the development. Additionally, each lot will have a substantial amount of private open space. The maintenance responsibility will be assigned to an owner's association or similar entity.

4. *A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment.*

As detailed in the Engineering Division comments the physical design of the plan makes adequate provisions for public services and provides adequate control over vehicular traffic. Additionally, sufficient parking, open space, and recreational amenities will be provided on-site (see #2 and #3 above).

5. *The relationship, beneficial or adverse, of the proposed Planned Unit Development to the neighborhood in which it is proposed to be established.*

The TPUD will be beneficial to the neighborhood. The TPUD proposes a unique commercial use that will complement the other commercial uses, while being designed to be sensitive to neighboring residential uses. The design includes minimum 91 foot buffer along the west side of the project between the existing residences and the closest RV space lots. The development will provide over 12 acres of open space including recreational amenities for the occupants and landscaped open space areas.

6. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the Planned Unit Development in the integrity of the plan.

The applicant has provided a phasing plan that includes 132 RV space lots in phase 1, as well as, all buildings and amenities. Phase 2 will include the remaining 95 RV space lots. With the incorporation of the conditions of approval, staff finds that the interest of the public and occupants of the commercial Planned Unit Development will be protected.

TIME FOR FILING OF PLAN:

The recording of final maps shall be consistent with NRS 278.360.

Phase I: 132 lots; all buildings and amenities; and associated infrastructure

Phase II: 95 lots and associated infrastructure

ROBERT L. CROWELL, Mayor

ATTEST:

AUBRY ROWLATT, Clerk-Recorder



Carson City Planning Division

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180 – Hearing Impaired: 711
planning@carson.org
www.carson.org/planning

MEMORANDUM

TO: Board of Supervisors

FROM: Heather Ferris
Associate Planner

DATE: October 3, 2019

SUBJECT: **TPUD-19-142: A request for a Tentative Commercial Planned Unit Development that would create 227 RV lots for sale on property zoned Tourist Commercial, located at 1400 Old Hot Springs Road, APN 008-123-40.**

DISCUSSION

At its meeting of September 25, 2019, the Planning Commission recommended, by a vote of 6-1, approval of the Tentative Planned Unit Development subject to the following conditions of approval. Please note the numbering of the conditions shown below differs from the numbering in the staff report to the Planning Commission as a result of the Planning Commission modifications to conditions. Additionally, staff is recommending additional modifications to correct Conditions 16 and 37. The additions to conditions are in bold and underlined, and deletions are struck through.

RECOMMENDED CONDITIONS OF APPROVAL:

The following are conditions of approval required per CCMC 18.02.105.6

1. All final maps shall be in substantial accord with the approved tentative map.
2. Prior to submittal of any final map, the Development Engineering Department shall approve all on-site and off-site improvements. The applicant shall provide construction plans to Development Engineering for all required on-site and off-site improvements, prior to any submittals for approval of a final map. The plan must adhere to the recommendations contained in the project soils and geotechnical report.
3. Lots not planned for immediate development shall be left undisturbed and mass grading and clearing of natural vegetation shall not be allowed. Any and all grading shall comply with city standards. A grading permit from the Nevada Division of Environmental Protection shall be obtained prior to any grading. Noncompliance with this provision shall cause a cease and desist order to halt all grading work.
4. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any final map.

5. With the submittal of any final maps, the applicant shall provide evidence to the Community Development Department from the Health and Fire Departments indicating the agencies' concerns or requirements have been satisfied. Said correspondence shall be included in the submittal package for any final maps, and shall include approval by the Fire Department for all hydrant locations.
6. Placement of all utilities, including AT&T Cablevision, shall be underground within the subdivision. Any existing overhead facilities shall be relocated prior to the submittal of a final map.
7. The applicant must sign and return the notice of decision for conditions for approval within 10 days of receipt of notification after the Board of Supervisors meeting. If the notice of decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
8. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City Building Department will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
9. The applicant shall adhere to all city standards and requirements for water and sewer systems, grading and drainage, and street improvements.
10. The applicant shall obtain a dust control permit from the Nevada Division of Environmental Protection ("NDEP"). The site grading must incorporate proper dust control and erosion control measures.
11. A detailed storm drainage analysis, water system analysis, and sewer system analysis shall be submitted to Development Engineering prior to approval of any final map.
12. Prior to recordation of the final map for any phase of the project, the improvements associated with the project must either be constructed and approved by Carson City, or the specific performance of said work secured, by providing the city with a proper surety in the amount of 150 percent of the engineer's estimate. In either case, upon acceptance of the improvements by the city, the developer shall provide the city with a property surety in the amount of 10% of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within 1 year of acceptance by the city.
13. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
14. The district attorney shall approve any CC&R's prior to recordation of the first final map. **The CC&R's must speak to the private maintenance of all on-site sewer, water, and storm drain utilities.**
15. The applicant shall preserve as many trees as practicable within the common open space areas. Mature trees damaged by fire and others in poor health shall be removed only after approval of the Planning Division.

16. A private Owners Association (association) or similar entity shall be formed to provide 100% funding and maintenance for all common areas, open space, amenities, fences and vegetative screening, ~~and on-site sewer, water, and storm drain utilities.~~ The maintenance and funding shall be addressed in the development's CC&R's as well as in the Handbook to the satisfaction of the Carson City District Attorney and Community Development Director. A separate development agreement regarding maintenance of these facilities shall be entered into between the association and the City, and the maintenance agreement shall be referenced in the Handbook. A recorded covenant or deed restriction shall be placed on all properties included in the development agreement to ensure maintenance of these amenities is funded in perpetuity. The restrictions will provide that should the association ever cease to exist or becomes inactive; an assessment will then be implemented by the City via a Landscape Maintenance District (LMD) per the Carson City Municipal Code at the time of initiation to provide for the maintenance and upkeep ~~of these areas.~~

Specific Conditions to be included in the Design of the Improvement Plans, to be met prior to approval of the construction permit:

17. Prior to issuance of any site improvement permit or building permit, the applicant at his expense shall have the subject property's northern and eastern property lines surveyed. The applicant shall install an orange construction fence to prevent any construction related activities from occurring on the adjacent City property. The applicant shall maintain the integrity of the fence until the project's construction is completed or until the six foot chain link fence has been permanently installed along this property line.
18. There shall be no construction activities, access routes, material storage, or contractor related parking on the adjacent City property.
19. The applicant shall incorporate "Best Management Practices" into the project's construction documents and specifications to reduce the spread of noxious weeds.
20. The applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any site improvement permit or building permit application.
21. The site improvement plans must include a turning path analysis of the following turning movements at the specified intersections: Goni Road and Old Hot Springs Road (eastbound turning right onto Goni Road); Research Way and College Parkway (southbound turning right and left onto College Parkway and westbound turning right onto Research Way); and Old Hot Springs Road and Research Way (eastbound turning right onto Research Way and northbound turning left onto Old Hot Springs Road). Should the analysis demonstrate the RV's will be unable to make the turns without crossing over the centerline of the road, necessary improvements shall be made consistent with the analysis.
22. The sewer and water utility plans must be reviewed and approved by NDEP prior to issuance of a construction permit.
23. The applicant shall submit, with the site improvement permit, a water main analysis that

analyzes receiving water from both pressure zones and provides an estimated pressure at the highest point of use.

24. The construction recommendations of the geotechnical report must be implemented in the site improvement permit plans. The site improvement permit application must include a written description of how these recommendations have been implemented in the grading plans, and standard details must be included in the grading plans as necessary for clarity.
25. The applicant shall install a six foot tall sight obscuring fence or wall, in conjunction with vegetative screening, along the western property line to provide privacy to adjacent properties. A six foot tall chain link fence shall be installed along the northern and eastern property line, adjacent to the City's property. Fencing along the northern and western boundaries shall be installed with Phase 1 of the project. The existing fence along the eastern boundary shall remain until replaced with Phase 2 of the project.
26. A lighting plan, including a photometric survey, consistent with 1.3 of the Development Standards, shall be submitted for review and approval by City staff.
27. The site improvement permit plans must include a trash enclosure which meets the requirements of Development Standards Division 1.2.6. Location and design of trash enclosures must meet the requirements of CCMC 18.09.100.
28. In order to mitigate potential for an increase in bird population on-site and the possibility of bird strikes, the applicant shall develop a refuse storage and disposal plan. The plan shall be reviewed and approved by the Airport Manager prior to the issuance of the site improvement permit.
29. Access onto Holly Way shall be limited to emergency access and trash pick-up only. Access shall be limited by a gate or other means to allow only for emergency and trash truck ingress/egress. Holly Way shall not be used for construction traffic. Access shall be wide enough to accommodate turning movements.
30. A landscape plan consistent with Division 3 of the Development Standards is required for review and approval by the staff. The landscape plan shall include plans for the landscape buffer at the rear of each individual lot.
31. Landscaping for the perimeter buffer shall be of plant material identified in the University of Nevada Cooperative Extension's publication--*Choosing the Right Plants for Northern Nevada's High Fire Hazard Areas*. Final plant material selection must be reviewed and approved by the Community Development Department, Carson City Fire Department, and the Parks, Recreation & Open Space Department. Landscape maintenance and any required plant material replacement necessary to maintain the landscape buffer will be the responsibility of the property owner in perpetuity. The plant material and landscape buffer shall be irrigated with an automatic drip irrigation system.
32. Carson City is a Bee Friendly USA City. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site, but not within the buffer area referenced in ~~34~~ **31** above.

33. The applicant shall use pollinator friendly plant material for any landscaped areas within the development. A tree and shrub species list can be obtained from the Parks, Recreation & Open Space Department.
34. The maintenance yard shall be screened using a six foot tall site obscuring fence such as a solid wood fence or chain link fence with slats.
35. The applicant shall file with the Federal Aviation Administration (FAA) a form 7460-1, providing the FAA with notice and opportunity for review of construction near the airport. The Form 7460-1 can be found at this link <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
36. The site improvement permit shall include placement of signage notifying guests of the resort's proximity to the airport. The applicant shall install signage notifying guests of the resort's proximity to the airport and advising of potential for low flying aircraft and associated noise. The applicant shall coordinate with the Airport Authority regarding the specific language on the signs as well as the location of the signs.

Conditions to be Addressed with the Final Map:

37. The final map must note that all on-site sewer, water, and storm drain utilities are to be privately owned and maintained. **The CC&R's must speak to the maintenance of these utilities.**
38. Drainage and utility easements must be granted over the lots where drainage and/or water or sewer mains cross lots.
39. The applicant shall execute and record an avigation and noise easement granting the Carson City Airport and Airport Authority the right of overflight in the airspace above and in the vicinity of the subject property and recognizing the right to create noise or other effects associated with the lawful operation of aircraft in such airspace. The applicant shall coordinate with the Airport Authority regarding the specific language in the document.

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

40. Except as modified by these conditions, the resort shall operate consistent with the requirements of Carson City Municipal Code 18.09 (Recreational Vehicle Parks).
41. Maintenance of the fences and vegetative screening shall be the responsibility of the owner's association or similar entity, in perpetuity. The Parks, Recreation & Open Space Department will not be responsible for maintenance of any fences, landscaping, or open space associated with this development.
42. The resort management shall require all owners and renters, as a condition of staying in the resort, to be notified of the airport and associated noise. The owners and/or renters shall be required to sign an acknowledgement of the resort's proximity to the Carson City Airport and recognize the right of the airport to create noise or other effects associated with the lawful operation of the aircraft in the vicinity.

43. There shall be no dwelling unit constructed within the PUD. Each individual RV space lot owner may improve their lot with landscaping, pavers, and acceptable accessory structures. Accessory structures permitted within each individual RV space lot may include a fire place or fire ring (either built-in or not), an outdoor kitchen with grill (either built-in or not), and a coach house (maximum 12'x16' in size, and may include a restroom, wetbar, washer/dryer, and seating area). Coach houses may not include sleeping areas and cannot be occupied when an RV is not present on-site.
44. The maximum height for all structures in this development is two stories, but in no instance greater than 26 feet.
45. All recreational vehicles permitted within the development shall be fully self-contained including a full restroom with a toilet and shower for the occupants of the RV.
46. Owner and/or guest stays may be no longer than 180 days continuously. Owners and/or guests must vacate the park, remove all personal property (unless stored in the coach house), and be unregistered for a period of 30 days prior to being able to return. For the purposes of this requirement, a 180 day stay is considered to be continuous unless the tenant vacates the RV park for a minimum of 30 days in aggregate during that period.

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 25, 2019

FILE NO: TPUD-19-142

AGENDA ITEM: E.2

STAFF CONTACT: Heather Ferris, Associate Planner

AGENDA TITLE: For Possible Action: Discussion and possible action regarding a Tentative Commercial Planned Unit Development that would create 227 RV lots for sale on property zoned Tourist Commercial, located at 1400 Old Hot Springs Road, APN 008-123-40. (Heather Ferris, hferris@carson.org).

STAFF SUMMARY: *The Planned Unit Development would allow for the sale of individual RV lots. Amenities would include a sales office, gate house, clubhouse (with restroom and laundry facilities), maintenance building, pool, tennis court, pickleball court, café, a 9-hole putting golf course, and open space. The Board of Supervisors is authorized to approve a Tentative Subdivision Map. The Planning Commission makes a recommendation to the Board.*

RECOMMENDED MOTION: I move to recommend to the Board of Supervisors approval of a Tentative Planned Unit Development TPUD-19-142, based on the findings and subject to the conditions of approval contained in the staff report.

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL:

The following are conditions of approval required per CCMC 18.02.105.6

1. All final maps shall be in substantial accord with the approved tentative map.
2. Prior to submittal of any final map, the Development Engineering Department shall approve all on-site and off-site improvements. The applicant shall provide construction plans to Development Engineering for all required on-site and off-site improvements, prior to any submittals for approval of a final map. The plan must adhere to the recommendations contained in the project soils and geotechnical report.
3. Lots not planned for immediate development shall be left undisturbed and mass grading and clearing of natural vegetation shall not be allowed. Any and all grading shall comply with city standards. A grading permit from the Nevada Division of Environmental Protection shall be obtained prior to any grading. Noncompliance with this provision shall cause a cease and desist order to halt all grading work.
4. All lot areas and lot widths shall meet the zoning requirements approved as part of this tentative map with the submittal of any final map.
5. With the submittal of any final maps, the applicant shall provide evidence to the Community Development Department from the Health and Fire Departments indicating the agencies' concerns or requirements have been satisfied. Said correspondence shall be included in the submittal package for any final maps, and shall include approval by the Fire Department for all hydrant locations.
6. Placement of all utilities, including AT&T Cablevision, shall be underground within the subdivision. Any existing overhead facilities shall be relocated prior to the submittal of a final map.
7. The applicant must sign and return the notice of decision for conditions for approval within 10 days of receipt of notification after the Board of Supervisors meeting. If the notice of decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for further consideration.
8. Hours of construction will be limited to 7:00 a.m. to 7:00 p.m., Monday through Friday, and 7:00 a.m. to 5:00 p.m. on Saturday and Sunday. If the hours of construction are not adhered to, the Carson City Building Department will issue a warning for the first violation, and upon a second violation, will have the ability to cause work at the site to cease immediately.
9. The applicant shall adhere to all city standards and requirements for water and sewer systems, grading and drainage, and street improvements.
10. The applicant shall obtain a dust control permit from the Nevada Division of Environmental Protection ("NDEP"). The site grading must incorporate proper dust control and erosion control measures.
11. A detailed storm drainage analysis, water system analysis, and sewer system analysis shall be submitted to Development Engineering prior to approval of any final map.

12. Prior to recordation of the final map for any phase of the project, the improvements associated with the project must either be constructed and approved by Carson City, or the specific performance of said work secured, by providing the city with a proper surety in the amount of 150 percent of the engineer's estimate. In either case, upon acceptance of the improvements by the city, the developer shall provide the city with a property surety in the amount of 10% of the engineer's estimate to secure the developer's obligation to repair defects in workmanship and materials which appear in the work within 1 year of acceptance by the city.
13. A "will serve" letter from the water and wastewater utilities shall be provided to the Nevada Health Division prior to approval of a final map.
14. The district attorney shall approve any CC&R's prior to recordation of the first final map.
15. All lot areas and lot widths shall meet the zoning requirements approved as part of this planned unit development with the submittal of any final map.
16. The applicant shall preserve as many trees as practicable within the common open space areas. Mature trees damaged by fire and others in poor health shall be removed only after approval of the Planning Division.
17. The Owner's Association or similar entity shall maintain all common open space areas including the area devoted to guest parking.

Specific Conditions to be included in the Design of the Improvement Plans, to be met prior to approval of the construction permit:

18. Prior to issuance of any site improvement permit or building permit, the applicant at his expense shall have the subject property's northern and eastern property lines surveyed. The applicant shall install an orange construction fence to prevent any construction related activities from occurring on the adjacent City property. The applicant shall maintain the integrity of the fence until the project's construction is completed or until the six foot chain link fence has been permanently installed along this property line.
19. There shall be no construction activities, access routes, material storage, or contractor related parking on the adjacent City property.
20. The applicant shall incorporate "Best Management Practices" into the project's construction documents and specifications to reduce the spread of noxious weeds.
21. The applicant shall submit a copy of the Notice of Decision and conditions of approval, signed by the applicant and owner, with any site improvement permit or building permit application.
22. The site improvement plans must include a turning path analysis of the following intersections: Goni Road and Old Hot Springs Road; Research Way and College Parkway; and Old Hot Springs Road and Research Way. Should the analysis demonstrate the RV's will be unable to make the turns without crossing over the centerline of the road, necessary improvements shall be made consistent with the analysis.

23. The site improvement permit must include a stop sign warrant analysis for the intersection of Old Hot Springs Road and Research Way.
24. The sewer and water utility plans must be reviewed and approved by NDEP prior to issuance of a construction permit.
25. Mass grading of phases that are not slated for immediate development will not be allowed. Grading permits must be approved with the respective site improvement permit.
26. The applicant shall submit, with the site improvement permit, a water main analysis that analyzes receiving water from both pressure zones and provides an estimated pressure at the highest point of use.
27. The construction recommendations of the geotechnical report must be implemented in the site improvement permit plans. The site improvement permit application must include a written description of how these recommendations have been implemented in the grading plans, and standard details must be included in the grading plans as necessary for clarity.
28. The applicant shall install a six foot tall sight obscuring fence or wall, in conjunction with vegetative screening, along the western property line to provide privacy to adjacent properties. A six foot tall chain link fence shall be installed along the northern and eastern property line, adjacent to the City's property. All fencing shall be installed with Phase 1 of the project.
29. A lighting plan, including a photometric survey, consistent with 1.3 of the Development Standards, shall be submitted for review and approval by City staff.
30. The site improvement permit plans must include a trash enclosure which meets the requirements of Development Standards Division 1.2.6. Location and design of trash enclosures must meet the requirements of CCMC 18.09.100.
31. In order to mitigate potential for an increase in bird population on-site and the possibility of bird strikes, the applicant shall develop a refuse storage and disposal plan. The plan shall be reviewed and approved by the Airport Manager prior to the issuance of the site improvement permit.
32. Access onto Holly Way shall be limited to emergency access only. Access shall be limited by a gate or other means to allow only for emergency ingress/egress. Holly Way shall not be used for construction traffic.
33. A landscape plan consistent with Division 3 of the Development Standards is required for review and approval by the staff. The landscape plan shall include plans for the landscape buffer around each individual lot.
34. Landscaping for the perimeter buffer shall be of plant material identified in the University of Nevada Cooperative Extension's publication--*Choosing the Right Plants for Northern Nevada's High Fire Hazard Areas*. Final plant material selection must be reviewed and approved by the Community Development Department, Carson City Fire Department, and the Parks, Recreation & Open Space Department. Landscape maintenance and any required plant material replacement necessary to maintain the landscape buffer will be

the responsibility of the property owner in perpetuity. The plant material and landscape buffer shall be irrigated with an automatic drip irrigation system.

35. Carson City is a Bee Friendly USA City. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site, but not within the buffer area referenced in 34 above.
36. The applicant shall use pollinator friendly plant material for any landscaped areas within the development. A tree and shrub species list can be obtained from the Parks, Recreation & Open Space Department.
37. The maintenance yard shall be screened using a six foot tall site obscuring fence such as a solid wood fence or chain link fence with slats.
38. The applicant shall file with the Federal Aviation Administration (FAA) a form 7460-1, providing the FAA with notice and opportunity for review of construction near the airport. The Form 7460-1 can be found at this link <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
39. The site improvement permit shall include placement of signage notifying guests of the resort's proximity to the airport. The applicant shall install signage notifying guests of the resort's proximity to the airport and advising of potential for low flying aircraft and associated noise. The applicant shall coordinate with the Airport Authority regarding the specific language on the signs as well as the location of the signs.

Conditions to be Addressed with the Final Map:

40. The final map must note that all on-site sewer, water, and storm drain utilities are to be privately owned and maintained. The CC&R's must speak to the maintenance of these utilities.
41. Drainage and utility easements must be granted over the lots where drainage and/or water or sewer mains cross lots.
42. The applicant shall execute and record an avigation and noise easement granting the Carson City Airport and Airport Authority the right of overflight in the airspace above and in the vicinity of the subject property and recognizing the right to create noise or other effects associated with the lawful operation of aircraft in such airspace. The applicant shall coordinate with the Airport Authority regarding the specific language in the document.

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

43. Except as modified by these conditions, the resort shall operate consistent with the requirements of Carson City Municipal Code 18.09 (Recreational Vehicle Parks).
44. Maintenance of the fences and vegetative screening shall be the responsibility of the owner's association or similar entity, in perpetuity. The Parks, Recreation & Open Space Department will not be responsible for maintenance of any fences, landscaping, or open space associated with this development.

45. The resort management shall require all owners and renters, as a condition of staying in the resort, to be notified of the airport and associated noise. The owners and/or renters shall be required to sign an acknowledgement of the resort's proximity to the Carson City Airport and recognize the right of the airport to create noise or other effects associated with the lawful operation of the aircraft in the vicinity.
46. There shall be no dwelling unit constructed within the PUD. Each individual RV space lot owner may improve their lot with landscaping, pavers, and acceptable accessory structures. Accessory structures permitted within each individual RV space lot may include a fire place or fire ring (either built-in or not), an outdoor kitchen with grill (either built-in or not), and a coach house (maximum 12'x16' in size, and may include a restroom, wetbar, washer/dryer, and seating area). Coach houses may not include sleeping areas and cannot be occupied when an RV is not present on-site.
47. The maximum height for all structures in this development is two stories, but in no instance greater than 26 feet.
48. All recreational vehicles permitted within the development shall be fully self-contained including a full restroom with a toilet and shower for the occupants of the RV.
49. Owner and/or guest stays may be no longer than 180 days continuously. Owners and/or guests must vacate the park, remove all personal property, and be unregistered for a period of 30 days prior to being able to return. For the purposes of this requirement, a 180 day stay is considered to be continuous unless the tenant vacates the premises for a minimum of 30 days in aggregate during that period.

LEGAL REQUIREMENTS: CCMC 17.09 (Planned Unit Development); CCMC 17.07 (Findings); NRS 278.330 (Tentative Map); NRS 278A (Planned Development)

MASTER PLAN DESIGNATION: Community/Regional Commercial (C/RC)

ZONING DISTRICT: Tourist Commercial (TC)

KEY ISSUES: Is the Tentative Planned Unit Development consistent with the Master Plan and zoning designations? Does the proposal meet the Tentative Map requirements and other applicable requirements?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: Public Regional (PR)/City owned open space

EAST: Public Community (PC)/Carson City Airport Authority property

WEST: Single Family 1 Acre (SF1A)/residential

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

ENVIRONMENTAL INFORMATION:

FLOOD ZONE: X and X shaded

EARTHQUAKE FAULT: beyond 500 feet

SLOPE/DRAINAGE: From northeast corner to the southwest corner.

SITE DEVELOPMENT INFORMATION:

LOT SIZE: 38.6 acres

STRUCTURE SIZE: 1,344 s.f. sales office/welcome center; 7,029 s.f. clubhouse, 1,008 s.f. café,

224 s.f. bathhouse, 142 s.f. gate house, 800 s.f. maintenance building.

PARKING: 489 total; 454 spaces (two at each RV space) plus 35 additional spaces throughout the resort.

PREVIOUS REVIEWS:

U-94/95-37: Special Use Permit for a Beauty Salon in a Tourist Commercial Zoning District approved by the Planning Commission April 25, 1995.

MPR-16-028: Major Project Review for recreational vehicle park proposal completed April 5, 2016.

LLA-16-047: Lot Line Adjustment completed June 30, 2016 giving the subject parcel direct access to Old Hot Springs Road.

SUP-16-160: Special Use Permit for and RV Resort with a maximum stay of 180 days approved by the Planning Commission on November 30, 2016.

GM-16-161: Growth Management Application to allow daily water usage of approximately 59,700 gallons per day approved by the Growth Management Commission on November 30, 2016.

MISC-16-194: Appeal of the Planning Commission's approval of SUP-16-160. Prior to the February 2, 2017 Board of Supervisors meeting the applicant withdrew SUP-16-160.

MPR-18-044: Major Project Review for recreational vehicle park proposal completed March 20, 2018.

SUP-18-181: Special Use Permit for a 277 space recreational vehicle park with a maximum stay of 180 days, approved by the Planning Commission on January 30, 2019. Appealed and approval upheld by the Board of Supervisors on April 4, 2019.

CPUD-19-087: Conceptual Planned Unit Development review for commercial Planned Unit Development consisting of a recreational vehicle resort facility with individual RV lots available for sale completed June 18, 2019.

BACKGROUND:

In January 2019 the Planning Commission approved a Special Use Permit for an RV resort with 277 RV spaces and amenities with a maximum stay of 180 days. Neighboring property owners appealed the Planning Commission's approval and at its April 4, 2019 meeting the Board of Supervisors upheld the Planning Commission's approval with the addition of one condition of approval.

On June 18, 2019 the applicant participated with City staff in a Conceptual Planned Unit Development review (CPUD-19-087) for the proposed development per the Planned Unit Development process outlined in Carson City Municipal Code (CCMC) 17.09.

The purpose of the Conceptual Planned Unit Development review is for City staff to provide comments to the applicant regarding City requirements for the proposed project.

The Conceptual Planned Unit Development proposal consisted of 227 recreational vehicle space

lots on a 38.61 acre parcel located on Old Hot Springs Road.

DISCUSSION

The applicant is now requesting approval of a Tentative Commercial Planned Unit Development for an RV resort, with 227 individual RV space lots for sale, and common area parcels with open space and amenities. As proposed, RV space lots may also be rented when owners are not utilizing them. RV space lot owners and/or paying guests would be limited to a maximum of a 180 day stay. The typical RV space lot will be 40 feet wide by 90 feet deep, with larger lots on the eastern portion of the site. An owners association or similar entity will be established to maintain all of the common areas and amenities. Amenities will include a sales office, gate house, clubhouse (with restroom and laundry facilities), maintenance building, pool, tennis court, pickleball court, café, a 9-hole putting golf course, and open space. The RV lots will be able to be improved by the owners, including landscaping and the ability to construct small accessory structures, including an outdoor kitchen with grill, fire place or fire ring, and coach house (maximum of 12'x16' in size and may include restroom, washer/dryer, wet bar, and/or seating area).

Each RV lot will have full water, sewer, and electric service. Open space is included throughout the development. A total of 489 parking spaces are provided. This includes two parking spaces at each RV space as well as 35 additional spaces throughout the development. The applicant is proposing development in two phases. Each phase will include the construction of the necessary infrastructure as well as the following phase specific improvements:

- Phase 1: All buildings and amenities; 132 RV lots;
- Phase 2: 95 RV lots.

The applicant is proposing primary access from Old Hot Spring Road with an emergency secondary access to the west connecting to Holly Way. The previously approved Special Use Permit for the Sierra Skies RV Park was only required to provide a single fully functional access plus emergency access. The applicant is requesting the same requirement be applied to the TPUD.

Per Carson City Municipal Code (CCMC) 17.09.005, the purpose of the Planned Unit Development (PUD) is to encourage more efficient use of the land and of public and private services in Carson City; to reflect the changes in technology of land development so the resulting economies benefit Carson City, and to preserve or provide open space, protect natural, cultural and scenic resources, minimize road building and encourage stable, cohesive neighborhoods offering a mix of housing types. The PUD allows for flexibility of land development regulations, while controlling development in the best interest of the ecology, economy, public health, safety, morals, and general welfare of the citizens.

In general, a PUD is similar to an overlay zone. The allowable uses are limited to those uses allowed in the underlying zoning district, and may be further limited. The allowable density is limited to the density allowed in the underlying zoning district per the provisions of CCMC 17.09.025. CCMC 17.09.040.4(g) allows for an applicant to request modifications to Carson City's land use regulations otherwise applicable to the subject property. This allows for regulations, applicable to the PUD, to be either more restrict or less restrictive than the underlying zoning. The general concept is that the balance of the land can be used as open space and recreational amenities. Per the provisions of CCMC 17.09.100, 30 percent of the gross area of the site must be set aside for open space.

The applicant is not seeking to modify any allowable land use. The applicant is seeking to modify the following standards:

- Lot size: The Tourist Commercial zoning district requires a minimum lot size of 6,000 square feet. The applicant is proposing a reduced lot size. As proposed, the typical lot is approximately 40'x90' in size with the smallest lot being 3,275 square feet in size and the largest lot being 9,269 square feet.
- Parking: Parking requirements for RV parks are not specifically listed within the City's parking standards (Division 2 of Carson City Development Standards). Carson City Municipal Code 18.09.050 requires parking for one vehicle or one recreational vehicle per RV space. The applicant is proposing parking for one RV and two additional vehicles per RV space/lot. One car/truck parking space would be used for the parking of the lot owner's tow vehicle and the additional parking space provided within each space/lot will provide parking for guests. Additionally, 35 parking spaces will be provided near the clubhouse and sales/welcome center in the center of the development.
- Restrooms/showers: As proposed, all recreational vehicles permitted within the development will be fully contained including a full restroom with a toilet and shower for the occupants of the RV. The applicant is requesting a reduction in the number of restrooms/showers provided throughout the development. The accessory buildings, including the clubhouse, sales office, and café, will include restrooms. Shower facilities will be provided in the clubhouse. The intent is for the individual RV to serve as the primary bathroom and shower facilities.

Per the provision of CCMC 17.09.045, the Planning Commission reviews requests for TPUDs, and makes a recommendation to the Board of Supervisors based on the ability to make the findings of fact identified in CCMC 17.07 in the affirmative

Development requirements of a Planned Unit Development (PUD):

Timing of Development (CCMC 17.09.020)

The applicant has proposed a specific phasing plan. Per the provisions of CCMC 17.09.020, the construction and development of all approved amenities, including open space and support facilities shall occur no later than the construction or development of 25 percent of the dwelling units. It should be noted, this project does not propose the construction of dwelling units; however, all recreational amenities will be constructed as part of phase 1. Each phase would include all necessary infrastructure associated with that phase as well as the following:

- Phase 1: All buildings and recreational amenities; and 132 RV space lots.
- Phase 2: 95 RV space lots.

Density of Land (CCMC 17.09.025)

CCMC 17.09.025 identifies the maximum density allowed based on the underlying zoning classification. For commercial or industrial planned unit developments, the municipal code allows an increase of up to 25% of the maximum lot density (amount of total gross square footage of commercial or industrial use). It should be noted the applicant is well under the density allowed per the supplemental standards for an RV Park as outlined in CCMC 18.09.050, which allows for a maximum of 30 RV spaces per acre. The applicant is proposing a density of 5.88 RV space lots per acre.

Specific Design Standards (CCMC 17.09.95)

The minimum site area for a PUD may not be less than 5 acres. The subject property is 38.61 acres in size.

The minimum number of units in the PUD shall not be less than five dwelling units. As noted above, the PUD proposes a commercial use. No dwelling units are proposed for construction.

The code does not dictate a lot area, width, height, size or setback requirement for the Tourist Commercial zoning district.

Except fences, no structure may be located within 20 feet of the periphery boundary of the PUD. As designed, no structures are proposed within 20 feet of the boundary of the PUD, with the exception of fences. This will be enforced in the development review process.

The height of the buildings in the PUD is as allowed in the underlying zoning district. A maximum 45' height limit is allowed in the Tourist Commercial zoning; however, height will be limited to a maximum of 26 feet per the Recreational vehicle park requirements as outlined in CCMC 18.09.050.

Parking standards are required to meet Division 2 of the Development Standards. Parking requirements for RV parks are not specifically listed within Division 2. Carson City Municipal Code 18.09.050 requires parking for one vehicle or one recreational vehicle per RV space; however, there is no overall standard provided. The applicant is therefore proposing parking for one RV and two additional vehicles per RV space lot. One car/truck parking space would be used for the parking of the lot owner's tow vehicle and the additional parking space will provide parking for guests. Additionally, 35 parking spaces will be provided near the clubhouse and sales/welcome center in the center of the development.

Sidewalks are required on all public and private streets. All interior roads will be private. The street section provided for the interior roads are consistent with what is required of an RV park development.

Underground utilities (water, sewer, gas, electricity, telephone, cable television) shall be required in all PUD's prior to any street paving. Utilities will be provided underground prior to street paving.

Drainage on the internal private and public streets shall be as required by the Development Engineering Department. A conceptual drainage study has been submitted with the application. Engineering has recommended a condition of approval that common storm drain utilities are to be privately owned and maintained.

Fire hydrants shall be provided and installed as required by the Fire Department. This will be enforced at the time of the construction plan. The Fire Department has already provided comments that hydrants must be provided every 500 feet.

Pursuant to CCMC 17.09.015.2 uses allowed in a commercial or industrial planned unit development are limited to permitted uses within the underlying zoning district. Pursuant to Carson City Municipal Code (CCMC) 18.04.140, a Recreational Vehicle (RV) park is an allowed use in the Tourist Commercial (TC) zoning district with a maximum stay of 30 days, subject to completing a Major Project Review. Additionally, all requirements of CCMC 18.09.050 *RV Park Requirements* must be met. RV Parks with maximum stays of 180 days require review and approval of a Special Use Permit. However, a Special Use Permit is not required in this case because the applicant is proposing a Planned Unit Development. In order to ensure an efficient method for processing a Tentative Planned Unit Development, Carson City Municipal Code 17.09.030 incorporates all procedures with regard to the division of land, zoning map

amendment, and regulations otherwise applicable to the property, with respect to the approval or disapproval of the Planned Unit Development.

CCMC 18.090, *Recreational Vehicle Parks*, outlines the regulations that RV parks must be constructed and operated under. CCMC 18.09.050, *Recreational vehicle park requirements*, outlines the specific requirements required for the development of an RV Park. A summary of how the proposed development meets these standards is outlined below:

18.09.050 - Recreational vehicle park requirements.

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

1. *All recreational vehicle parks must be developed in accordance with the existing codes, requirements and standards of development services, environmental health and fire departments.*

The developer has applied for a Tentative Planned Unit Development and staff has reviewed the application for compliance with existing codes, requirements and standards of development services, environmental health and fire departments. As conditioned, the proposed Planned Unit Development, consisting of an RV resort with lots for sale, will meet this requirement.

2. *The standards of development for any locations, width, course, and servicing of public and private streets and highways, alleys, ways for public service facilities, curbs, gutters, street lighting, parks or playgrounds, storm water drainage, water supply and distribution, sanitary sewers and sewage collection for recreational vehicle parks must be in accordance with those standards adopted by Carson City.*

The developer has applied for a Tentative Planned Unit Development (TPUD) and staff has reviewed the application for compliance with all applicable standards related to infrastructure such as streets, curbs, gutters, lighting, parks, etc. As conditioned, the proposed PUD will meet this requirement.

3. *Recreational vehicle parks must be located on a well-drained site, properly graded in accordance with city standards.*

A Conceptual Drainage Study was prepared as part of this application. Storm water runoff for the project is designed to route drainage water to onsite detention areas throughout the site. Off-site runoff entering the site will be routed similarly to the current condition and storm water discharge will not increase in peak flow or velocity from the existing condition. All grading will be required to be done in accordance with City standards.

4. *Recreational vehicle parks must not be developed within the floodway of an A flood zone as indicated on Flood Insurance Rate Map (FIRM).*

The project site is located outside of any floodway designation. The site is primarily in the X unshaded flood zone (minimal; less than 0.2 percent annual chance flood)

with a small portion at the entrance from Old Hot Springs Road being in the X shaded flood zone (moderate; 0.2 percent annual chance flood).

5. *One (1) vehicle or one (1) recreational vehicle shall be permitted per recreational vehicle park space unless designated as a multiple recreational vehicle park space.*

As proposed each RV space/lot will provide for parking for 1 recreational vehicle and 2 cars/trucks. An additional 35 parking spaces are provided near the sales office and clubhouse/amenities in the center of the site.

6. *Accessory uses within recreational vehicle parks that are permitted are as follows:*
- a. *Recreational Vehicle Park Recreation Buildings and Recreational Vehicle Park Commercial Buildings. Commercial buildings shall be limited to the following uses:*
 - (1) *Grocery store;*
 - (2) *Laundry room;*
 - (3) *Other uses not listed in this chapter which, in the opinion of the planning commission, are in keeping with the purpose of the recreational vehicle park facilities.*
 - b. *Management offices, one (1) single family dwelling or one (1) mobilehome used for living quarters by the operators or manager of the park.*

The developer is proposing to provide several amenities within the development. These include a sales office (1,344 sf), a clubhouse (7,029 sf), a café (1,008 sf), a bathhouse facility (224 sf), and a maintenance building. Additionally, the applicant is proposing recreational amenities including a pool, tennis court, pickleball court, 9-hole putting golf course, and open space throughout the development.

7. *Property development standards are:*
- a. *Maximum building height: Two (2) stories but no greater than twenty-six feet (26').*

The application includes conceptual building elevations. The clubhouse is shown as having a maximum height of 28 feet to the peak of the tallest portion of the roofline; however, the applicant acknowledges that the buildings will not exceed the 26 foot height limit. Staff has also included a condition of approval requiring the construction and operation of the facility to be consistent with CCMC 18.09 to ensure standards such as this are met upon submittal of the building permit.

- b. *Minimum net area per recreational vehicle space: One thousand (1,000) square feet.*

As designed the smallest RV space/lot is over 3,200 square feet, with a minimum of a 20'x60' paver area for parking the RV and vehicle(s). The remainder of the lot will be landscape area.

- c. *Multiple recreational vehicle spaces shall be allowed to have a maximum of three (3) vehicles or three (3) recreational vehicles with a net minimum area of one thousand five hundred (1,500) square feet for the placement of each vehicle. Each vehicle space will be counted toward the maximum number of spaces per acre.*

The plans included with the application do not include any multiple RV spaces.

- d. *Minimum setback of any building or recreational vehicle park space from any public*

street right-of-way line or exterior boundary line: twenty feet (20').

All buildings and RV spaces/lots are a minimum of 20 feet from any public street or exterior boundary line. The proposed setbacks to the nearest RV space/lot and building are as follows:

Eastern Property Line-	20+ feet
Northern Property Line-	60 feet
Western Property Line-	91+ feet
Southern Property Line-	20+ feet

e. Recreational vehicle park spaces may be clustered, but total density shall not be greater than thirty (30) recreational vehicle park sites per acre for the entire project.

The total density of the site does not exceed 30 RV sites per acre. The project proposes a total of 227 RV space lots on a 38.61 acre site with a total density of 5.88 spaces per acre. Each of the two phases of the project will be well under the maximum allowable density.

8. *Placement required for recreation vehicles on individual recreational vehicle spaces are:*
a. Minimum setback from an access street shall be ten feet (10').

Each RV pad is setback a minimum of 10 feet from the interior access streets. The plans provided with the application show the typical front-in and back-in spaces/lots being provided with a minimum of 18.5 feet from the access roads, providing for vehicle parking in front of or behind the RV (depending on whether it is a front-in or back-in space).

b. Minimum distance between recreational vehicles, front, side or rear, shall be fifteen feet (15').

The plans provided with the application indicate a generous sized space/lot, a minimum of 40 feet wide, which provides approximately 20 feet between individual RV pads, additionally each row of RV spaces is separated by an access road that is 26 feet wide.

c. Minimum distance between recreational vehicle and any building shall be twenty feet (20').

All RV spaces/lots are proposed a minimum of 20 feet from all proposed buildings.

d. Expandable sections of recreational vehicles shall be considered a part of the recreational vehicle proper.

Each RV pad is 20 feet wide to accommodate most RV's; however, each lot is a minimum of 40 feet in width providing additional space for larger RV's.

9. *General requirements for recreational vehicle park areas are:*
a. Soil and Groundcover Requirements for Vehicle Parking Space. Each recreational vehicle space shall have a hard surfaced parking pad with a minimum dimension of forty feet (40') by twelve feet (12'). A multiple recreational vehicle space shall have a hard surfaced parking pad of the same minimum dimensions forty feet (40') by twelve feet

(12') for each space.

Each RV space/lot is a minimum of 40' by 90' with a 60' by 20' RV pad. Each pad is proposed to be finished in pavers.

b. Exposed ground surfaces in all other parts of a recreational vehicle park shall be covered with stone screening or other approved organic material or protected with a vegetative growth that is capable of preventing soil erosion and eliminating dust.

Exposed ground surfaces, outside of the RV spaces/lots, will be landscaped consistent with the Landscape Standards found in Division 3 of the Carson City Development Standards. Portions of the lots will be left un-landscaped to allow for the lot owners to improve their lot after purchase.

10. *Recreational Vehicle Park Site Development Standards. Singular recreational vehicle park spaces shall have the following standards:*
 - a. *Grade not to exceed five percent (5%) per individual recreational vehicle park site.*
 - b. *One (1) water spigot for common use for every recreational vehicle space.*

The average slope of the project site is 2.8% with steep slopes on the perimeter of the property. As proposed each RV space/lot will have a slope not to exceed 5%. Additionally, staff is recommending a general condition of approval requiring construction and operation of the RV park to be consistent with CCMC 18.09. The RV park will provide full utility hook-ups at each RV space lot. This includes, water, sewer, and electricity.

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

The applicant is proposing a Tentative Planned Unit Development which requires a minimum of 30% Open Space. Open space surrounds the entire site and is accessible from the RV spaces. Additionally, because of the generous sized lots, there will be Open Space incorporated into each lot.

Per CCMC 17.09.100 all PUD's are required to set aside a minimum of 30% of the gross area of the site as open space. Private open space may not be applied towards more than 25 percent of the total open space requirements.

12. *Requirements for recreational vehicle park roadway systems are:*
 - a. *Access to recreational vehicle parks must be designed to minimize congestion and traffic hazards on adjacent streets. All traffic ingress and egress from recreational vehicle parks shall be through controlled entrance or exits.*
 - b. *Driveways and roads from the controlled entrance/exit points to the office/residence area of the site and all parking areas for the office/residence use must be asphalt paved in accordance with Carson City parking lot standards unless the public roadway accessing the site is dirt or gravel, in which case these driveways may be hard surfaced. The driveways or roads within the recreational vehicle park shall have the following width: twenty-six feet (26') in width if a two-way street: and twenty feet (20') in width if a one-way street.*

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

As proposed and conditioned the RV park meets these requirements. Additionally, as noted above, staff is recommending a condition of approval requiring the construction and operation of the RV park to comply with CCMC 18.09.

PUBLIC COMMENTS: Public notices were mailed to 36 property owners within 600 feet of the subject site on September 6, 2019. As of the writing of this report, staff has received two letters (attached) in opposition to this project. Concerns cited include a RV's being used as a permanent residence; additional permanent structures such decks and shed; and safety with regard to the proximity of the airport. Any additional comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on September 25, 2019, depending on the submittal date to the Planning Division.

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

Fire Department:

1. Project must comply with the currently adopted edition of the International Fire Code and the northern Nevada fire code amendments.
2. Project still doesn't comply with the hydrant spacing per IFC (2018) Appendix C on numerous streets. Hydrant spacing should be 500'.
3. Recreational fires and permanent fire pits must be at least 25' from any structures or combustible material.
4. Portable fire pits/outdoor fireplaces must be at least 15' from any structure or combustible material and must be operated in accordance with the manufacturers instruction (i.e. ember screen in place).

Engineering Division:

The Engineering Division has no preference or objection to the tentative map request provided that the following conditions of approval are met:

- The site improvement plans must include a turning path analysis of the following intersections: Goni Road and Old Hot Springs Road; Research Way and College Parkway; and Old Hot Springs Road and Research Way. Should the analysis demonstrate the RV's will be unable to make the turns without crossing over the centerline of the road, necessary improvements shall be made consistent with the analysis.
- The submittal for the site improvement permit must include a stop sign warrant analysis for the intersection of Old Hot Springs Road and Research Way.
- The final map must note that all on-site sewer, water, and storm drain utilities are to be privately owned and maintained. The CC&R's must speak to the maintenance of these utilities.
- The sewer and water utility plans must be reviewed and approved by NDEP prior to issuance of a construction permit.
- Drainage and utility easements must be granted over the lots where drainage and/or water or sewer mains cross lots.
- Mass grading of phases that are not slated for immediate development will not be allowed. Grading permits must be approved with the respective site improvement permits.
- The water main analysis for the site improvement permit must look at receiving water from both pressure zones, and must provide an estimated pressure at the highest point of use.
- The construction recommendations of the geotechnical report must be implemented in the site improvement permit plans. The site improvement permit application must include a written description of how these recommendations have been implemented in the grading plans, and standard details must be included in the grading plans as necessary for clarity.
- All construction and improvements must meet Carson City Development Standards except where exceptions are specifically noted in the tentative map application.

FINDINGS:

The following Tentative Map Findings by the Engineering Division are based on approval of the above conditions of approval:

1. *Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.*

The existing infrastructure has been found sufficient to supply the water and sanitary sewer needs of the subdivision, and the City has the capacity to meet the water and sewer demand.

2. *The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.*

The City has sufficient system capacity and water rights to meet the required water allocation for the subdivision.

3. *The availability and accessibility of utilities.*

Water and sanitary sewer utilities are available and accessible.

4. *The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.*

The road network necessary for the subdivision is available and accessible. The City Engineer approves the use of one full access, and one emergency access for this subdivision. Since owners of these lots will not live at this location year round, there is much less need to maintain neighborhood to neighborhood connectivity. It will take an estimated additional 5 minutes for a resident of the new neighborhood to visit a resident of the existing neighborhood to the west due to lack of full access at Holly Way. Emergency access will be maintained through Holly Way.

5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*

Development engineering has no comment on this finding.

6. *Conformity with the zoning ordinance and land use element of the city's master plan.*

Development engineering has no comment on this finding.

7. *General conformity with the city's master plan for streets and highways.*

The development is in conformance with the city's master plan for streets and highways.

8. *The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.*

The existing infrastructure is sufficient to meet the additional demand imposed by the subdivision.

9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*

The site is the location of a quantity of fill from the I-580 freeway project. The fill is undocumented. The geotechnical report gives construction requirements to address this undocumented fill and the above conditions of approval require the implementation of those requirements.

10. *The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.*

Development engineering has no comment on this finding.

11. *The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.*

The subdivision has sufficient secondary access, and sufficient fire water flows.

12. *Recreation and trail easements.*

Development engineering has no comment on this finding.

These comments are based on the tentative map plans and reports submitted.

Parks and Recreation:

The Parks, Recreation & Open Space Department has the following comments on the above referenced PUD application.

1. The property to the north (APN 008-123-35) is owned and managed by Carson City. The property is intended for public use. Future use of this property could involve noise, dust, glare, and other activities.
2. The applicant shall provide a 6' tall chain link fence along the north and east property line, adjacent to the City and Carson City Airport Authority's properties. If the fence's privacy slats receive graffiti on either side of the fence, it will be the applicant's responsibility to remove the graffiti, per CCMC. Any fence's maintenance will be the responsibility of the applicant in perpetuity.
3. The landscape plan for the project's north and east buffer areas will use plant material identified in the University of Nevada Cooperative Extension's publication; choosing the Right Plants for Northern Nevada's High Fire Hazard Areas. Final plant material selection will need to be approved by Community Development, Carson City Fire Department, and Parks, Recreation & Open Space Department. Landscape maintenance and any required plant material replacement necessary to maintain the landscape buffer will be the responsibility of the applicant in perpetuity. The City will require the plant material in the landscape buffer areas be irrigated with an automatic drip irrigation system.
4. The Parks, Recreation & Open Space Department will not be responsible for the maintenance of any landscape, open space, or buffer areas required by Community Development on the proposed project.
5. No construction activities, access routes, material storage, or contractor related parking will be allowed on the adjacent City property (APN 008-123-35).
6. The applicant at his expense will survey the project's north and east property line, install an orange construction fence or a fence approved by the City to prevent any construction related activities from occurring on the adjacent properties and maintain the fence's integrity until project's construction is completed or until the 6' chain link fence has been permanently installed.
7. The applicant shall incorporate "Best Management Practices" into the project's construction documents and specifications to reduce the spread of noxious weeds. The Parks, Recreation, & Open Space Department is willing to assist the applicant with this aspect of their project.
8. Carson City is a Bee Friendly USA City. As a result, the applicant shall use approximately 50% pollinator friendly plant material for any required landscape or open space areas on the project site. (But, not in the buffer areas – Refer to Note #3). The Parks, Recreation & Open Space Department has provided the applicant with a recommended tree and shrub species list (Refer to attached document). Also, any remaining landscape plant material selection needs to be consistent with the City's approved tree species list or other tree species, as approved by the City.

Airport Authority:

- Sierra Skies RV Park to file FAA form 7460-1 <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
- Exterior lighting must be installed in downward direction only.
- Airport Authority requested a voluntary granting of an avigation easement. Additionally, the airport requested signage at the park registration area announcing proximity to the airport and advising of potential aircraft noise. Additionally, the Airport is requesting that guests sign an acknowledgement the potential airport noise.
- Airport is requesting a plan regarding trash disposal in order to eliminate/mitigate potential bird problems.

Health and Human Services: *No concerns with the project as submitted.*

FINDINGS: Staff recommends approval of the Tentative Planned Unit Development based on the findings below and the information contained in the attached reports and documents. When considering a Tentative Planned Unit Development, the Planning Commission and Board of Supervisors must consider the findings outlined in Carson City Municipal Code (CCMC) 17.07.005 (Findings). All twelve findings must be made in the affirmative in order to approve the TPUD. Additionally, CCMC 17.09.050 (Approval or Denial of Application) outlines an additional six findings of fact that must be made in the affirmative in order to approve a TPUD. Staff will first address the findings outlined in Section 17.07.005, followed by the findings outlined in Section 17.09.050.

Section 17.07.005 (Findings):

1. Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal.

The development is required to comply with all applicable environmental and health laws concerning water and air pollution and disposal of solid waste.

2. The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision.

Water supplied to the development will meet applicable health standards. Carson City's water supply will not be exceeded by final approval of this development. The City has sufficient system capacity and water rights to meet the required water allocation for the PUD. A Growth Management application is required for all commercial and industrial developments that exceed an average daily water usage of 15,000 gallons per day. The anticipated daily water usage is 33,793 gallons per day and therefore requires review and approval of the Growth Management application. The proposed Tentative Planned Unit Development is dependent upon the approval of Growth Management Application (GM-19-141). If GM-19-141 is not approved, this finding will not be met.

3. The availability and accessibility of utilities.

All utilities are available in the area to serve this development. The existing sewer, water, and storm drain infrastructure are sufficient to provide service to the project. A Growth Management application is required for all commercial and industrial developments that exceed an average daily water usage of 15,000 gallons per day. The anticipated daily water usage is 33,793 gallons per day and therefore requires review and approval of the Growth Management application. The

proposed Tentative Planned Unit Development is dependent upon the approval of Growth Management Application (GM-19-141). If GM-19-141 is not approved, this finding will not be met.

4. *The availability and accessibility of public services such as schools, police protection, transportation, recreation and parks.*

The project is not expected to have a significant impact on police and fire services. Both the Sheriff's Office and Fire Department have been given the opportunity to review and comment on the project. Staff has received no comment from the Sheriff's Office; however, the Fire Department has provided comments on the project and their conditions are incorporated as appropriate.

A traffic study was completed for the project. The proposed development is anticipated to generate 788 average weekday trips with 50 trips occurring during the AM peak hour and 64 trips occurring during the PM peak hour. Key intersections were studied and no intersection would function below Level Of Service D which is the standard for all city maintained streets and intersections. The traffic analysis determined the traffic generated by the proposed development will have some impact on the adjacent street network and made the following recommendations:

- Any required signing, striping, or traffic control improvements comply with Carson City requirements.
- The project driveway road, all internal streets, and on-site parking areas be designed to conform to Carson City standards.

The public roads are capable of serving the project. The applicant is proposing primary access from Old Hot Spring Road with an emergency secondary access to the west connecting to Holly Way. The previously approved Special Use Permit for the Sierra Skies RV Park was only required to provide a single fully functional access plus emergency access. The applicant is requesting the same requirement be applied to the TPUD. While Carson City Development Standards 12.4 requires two fully operational points of access to serve a subdivision or development, this standard also provides the City Engineer with the ability to waive or modify the requirements. In this case, as noted above in finding 4 under CCMC 17.07.005, the City Engineer has waived the requirement for two fully operational points of access since secondary access is being provided.

The Parks Recreation and Open Space Department has reviewed the proposed Tentative Planned Unit Development. Recreational amenities are provided on-site for use by the lot owners and their guests. Impacts to City recreational facilities are anticipated to be minimal.

5. *Access to public lands. Any proposed subdivision that is adjacent to public lands shall incorporate public access to those lands or provide an acceptable alternative.*

Property immediately north of the project site is owned and managed by Carson City. The property is intended for public use; however, it is currently undeveloped. At this time, connection to the vacant land is neither required nor desired. The Parks Recreation and Open Space Department has required a 6 foot tall chain link fence along the northern property line adjacent to the City's property. The developer will be required to maintain the fence in perpetuity.

6. *Conformity with the zoning ordinance and land use element of the City's Master Plan.*

The project is zoned Tourist Commercial with a Community/Regional Commercial master plan

designation. Pursuant to Carson City Municipal Code (CCMC) 17.09.015.2 uses allowed in a commercial or industrial planned unit development are limited to permitted uses within the underlying zoning district. Pursuant to Carson City Municipal Code (CCMC) 18.04.140, a Recreational Vehicle (RV) park is an allowed use in the Tourist Commercial (TC) zoning district with a maximum stay of 30 days, subject to completing a Major Project Review. Additionally, all requirements of CCMC 18.09.050 *RV Park Requirements* must be met. RV Parks with maximum stays of 180 days require review and approval of a Special Use Permit. However, a Special Use Permit is not required in this case because the applicant is proposing a Planned Unit Development. In order to ensure an efficient method for processing a Tentative Planned Unit Development, Carson City Municipal Code 17.09.030 incorporates all procedures with regard to the division of land, zoning map amendment, and regulations otherwise applicable to the property, with respect to the approval or disapproval of the Planned Unit Development.

7. *General conformity with the City's Master plan for streets and highways.*

Subject to compliance with the proposed conditions of approval, the proposed subdivision conforms to the City's master plan for streets.

8. *The effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.*

A traffic study was conducted and determined that the existing infrastructure is sufficient to meet the additional demand imposed by the proposed PUD.

9. *The physical characteristics of the land such as flood plains, earthquake faults, slope and soil.*

The physical characteristics of the land do not preclude the development as proposed. The property is located outside of any Special Flood Hazard Area. Fill from the I-580 freeway project was placed on this site. The fill is undocumented. The geotechnical report, submitted with the application, outlines construction requirements to address this undocumented fill. Staff has incorporated conditions of approval to require the implementation of those requirements.

10. *The recommendations and comments of those entities reviewing the subdivision request pursuant to NRS 278.330 thru 278.348, inclusive.*

The proposed tentative map has been routed to the Nevada Department of Environmental Protection and the Nevada Division of Water Resources. The Division of Water Resources has requested that a Will Serve letter from Carson City Public Works and a final mylar map of the proposed project be presented to the State Engineer for approval and signed through his office prior to development. Public Works has indicated there is sufficient water supply and sewer capacity to serve the project.

11. *The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.*

The Carson City Fire Department will provide fire protection services to the project location. The Fire Department has reviewed the project and provided comments. The development will be required to provide fire hydrants every 500 feet consistent with the International Fire Code (2018) Appendix C. Additionally, the project is required to comply with the currently adopted edition of

the International Fire Code amendments.

12. Recreation and trail easements.

The Parks Recreation and Open Space Department has reviewed the proposed Tentative Planned Unit Development. Recreational amenities are provided on-site for use by the lot owners and their guests. Impacts to City recreational facilities are anticipated to be minimal.

Section 17.09.050 (Approval or Denial of PUD Application):

1. In what respects the plan is or is not consistent with the statement of objectives of the Planned Unit Development ordinance.

The proposed plan is consistent with the statement of objectives of the Planned Unit Development ordinance. The proposed project has been designed to meet all requirements of the Planned Unit Development Ordinance, including providing open space and access to light and air. Additionally, the project proposes a unique commercial use that will complement the other commercial uses in the area, while being designed to be sensitive to neighboring residential uses.

2. The extent to which the plan departs from zoning and Planned Unit Development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest.

The proposed plan does not depart from the PUD regulations. Within the parameters of the PUD regulations, an applicant can propose modifications to Carson City land use regulations otherwise applicable to the subject property. The requested modifications from the standards include the following:

- **Lot size:** The Tourist Commercial zoning district requires a minimum lot size of 6,000 square feet. The applicant is proposing a reduced lot size. As proposed, the typical lot is approximately 40'x90' in size with the smallest lot being 3,275 square feet in size and the largest lot being 9,269 square feet.
- **Parking:** Parking requirements for RV parks are not specifically listed within the City's parking standards (Division 2 of Carson City Development Standards). Carson City Municipal Code 18.09.050 requires parking for one vehicle or one recreational vehicle per RV space. The applicant is proposing parking for one RV and two additional vehicles per RV space/lot. One car/truck parking space would be used for the parking of the lot owner's tow vehicle and the additional parking space provided within each space/lot will provide parking for guests. Additionally, 35 parking spaces will be provided near the clubhouse and sales/welcome center in the center of the development.
- **Restrooms/showers:** As proposed, all recreational vehicles permitted within the development will be fully contained including a full restroom with a toilet and shower for the occupants of the RV. The applicant is requesting a reduction in the number of restrooms/showers provided throughout the development. The accessory buildings, including the clubhouse, sales office, and café, will include restrooms. Shower facilities will be provided in the clubhouse. The intent is for the individual RV to serve as the primary bathroom and shower facilities. The modified numbers of each required facility are listed below:

TYPE OF FACILITY	NUMBER REQUIRED	NUMBER REQUESTED
Toilets: Men	9	5
Toilets: Women	12	6
Urinals: Men	4	3
Lavatories: Men	10	7
Lavatories: Women	10	7
Shower: Men	7	3
Shower: Women	7	3
Toilets: Unisex	0	1
Lavatories: Unisex	0	1

- Two fully operational points of access: The applicant is proposing primary access from Old Hot Spring Road with an emergency secondary access to the west connecting to Holly Way. The previously approved Special Use Permit for the Sierra Skies RV Park was only required to provide a single fully functional access plus emergency access. The applicant is requesting the same requirement be applied to the TPUD. It should be noted, while Carson City Development Standards 12.4 requires two fully operational points of access to serve a subdivision or development, this standard also provides the City Engineer with the ability to waive or modify the requirements. In this case, as noted above in finding 4 under CCMC 17.07.005, the City Engineer has waived the requirement for two fully operational points of access since secondary access is being provided.

These modifications to the standards can be deemed to be in the public interest because they support a unique development near commercial services that will complement the existing adjacent commercial uses while being sensitive to the neighboring residences and providing for a minimum of 30% open space with buffers between the development and the existing uses.

3. The purpose, location and amount of the open space in the Planned Unit Development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development.

The purpose, location and amount of open space in the PUD is appropriate for the project, and consistent with the requirements. The open space will include over 9 acres of common open space improved with recreational amenities as well as open areas with landscaping throughout the development. Additionally, each lot will have a substantial amount of private open space. The maintenance responsibility will be assigned to an owner's association or similar entity.

4. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment.

As detailed in the Engineering Division comments the physical design of the plan makes adequate provisions for public services and provides adequate control over vehicular traffic. Additionally, sufficient parking, open space, and recreational amenities will be provided on-site (see #2 and #3 above).

5. The relationship, beneficial or adverse, of the proposed Planned Unit Development to

the neighborhood in which it is proposed to be established.

The TPUD will be beneficial to the neighborhood. The TPUD proposes a unique commercial use that will complement the other commercial uses, while being designed to be sensitive to neighboring residential uses. The design includes minimum 91 foot buffer along the west side of the project between the existing residences and the closest RV space lots. The development will provide over 12 acres of open space including recreational amenities for the occupants and landscaped open space areas.

6. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the Planned Unit Development in the integrity of the plan.

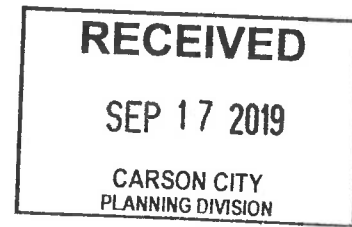
The applicant has provided phasing plan that includes 132 RV space lots in phase 1 as well as all buildings and amenities. Phase 2 will include the remaining 95 RV space lots. With the incorporation of the conditions of approval, staff finds that the interest of the public and occupants of the commercial Planned Unit Development will be protected.

Attachments:

Application (TPUD-19-142)
Public comment letters

September 17, 2019

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



Attn: Heather Ferris, Associate Planner

Re: Tentative Commercial Planned Development File No. TPUD-19-142

Ms. Ferris:

My name is Nicole Lubich and I am the new owner of the property at 1001 Mark Way, Carson City, Nevada. I would like to put on record that I am opposed to the sale of individual RV sites under the file No. TPUD-19-142, Tentative Commercial Planned Unit Development that will be brought up for action at the Planning Commission meeting on September 25, 2019. Due to a new baby, and the eventful life that follows, my mother, Tammy Lubich will be representing me and herself and our interests in this case.

The Sierra Skies RV Resort has been an issue of controversy in this neighborhood for many years. Despite opposition, the Sierra Skies RV Resort has been granted everything they have requested, so this is a battle lost. But, now with everything the Developer has been granted, it is not enough. Now they want to sell individual RV sites. Why? And, how would this work with a Recreational Vehicle park, synonymous with "campground" (a plot of ground upon which two (2) or more campsites are located, established or maintained for occupancy by camping units as temporary living quarters for recreation, education, or vacation purposes), or the zoning compliance for Tourist Commercial Property?

This request violates the very definition of an RV Park as defined by Title 18 of the Carson City Code of Ordinance; 18.0.030 definitions a "Recreational Vehicle Park (RV Park) means a parcel or tract of land containing (1) gross acre minimum land area, having as its principle use the Transient Rental of two (2) or more spaces for recreational vehicles including buildings and structures and uses. There will not be more than thirty (30) spaces per acre". This definition clearly states that the principle use of a RV Park is for Transient Rental. A Recreational Vehicle Space (RV Space) as defined by Title 18 of the Carson City Code of Ordinances; 18.09.030

definitions, “means a lot or parcel of land in a Recreation Vehicle Park containing a net minimum area of one thousand (1,000) square feet for the placement of a single Recreational Vehicle for the exclusive use of its occupants for Transient Dwelling Purposes, including permitted accessory uses and structures”. Once again, Title 18 of the Carson City Code of Ordinances has made it very clear that by the very definition of an RV Space within an RV Park is for the exclusive use of its occupants for Transient Dwelling purposes; meaning the continual rental of a Recreational Space or Spaces to the same person not to exceed one hundred eight (180) days, as defined by Title 18 of the Carson City Code of Ordinances; 18.09.030, definitions.

The above three (3) definitions clearly states that the spaces with an RV Park are for temporary use of tourists, and are not to exceed the Transient Dwelling Purposes for more than one hundred eight (180) days. If individual RV Spaces are sold, how is it possible to regulate or maintain the one hundred (180) day stay provision within the thirty (30) day park leave of an individual’s personally owned property? Potentially two hundred twenty-seven (227) spaces could be sold negating the parks responsibility to maintain the length of stay adhering to Recreational Vehicle Park Code Compliance with special one hundred eighty (180) day permit uses. With this being said, the potential and probable non-compliance of Recreational Vehicle Park ordinances will also violate zoning ordinances as the property is zoned Tourist Commercial (TC), and not Mobile Home Park (MHP).

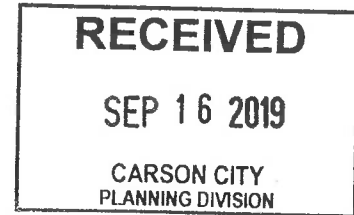
I request that the Planning Commission does not recommend nor support this to the Board of Supervisors.

Respectfully,

Nicole Lubich and Tammy Lubich

September 15, 2019

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



Re: Tentative Commercial Planned Unit Development
File No. TPUD-19-142
1400 Old Hot Springs Road

Dear Members of the Carson City Planning Commission:

We oppose the change in zoning to create 227 RV lots for sale on the property located at 1400 Old Hot Springs Road.

On January 30, 2019 the Carson City Planning Commission approved a Special Use Permit (SUP) to allow a 180-day extended stay for a RV Resort on the above mentioned property.

On April 4, 2019 the Carson City Board of Supervisors also approved a 180-day extended stay for the same RV Resort with a condition: **if guest stays 180 days continuously, they must vacate the park, remove all property, and be unregistered for a period of 30 days prior to being able to return.**

The minutes from Board of Supervisors meeting on April 4, 2019 indicate that Rachel Crider, of Resource Concepts, Inc. representing the applicant said: ***'the 180-day stay ... the majority ... of guests ... visiting the RV resort are not going to stay 180 days.'*** ***"It's really important to note: these aren't residents. These are guests that are staying at the RV park. It's not people that are going to be building sheds or building decks. It's not going to be people who are going to be enrolling their kids in ... schools ..."*** (Page 17 of the minutes)

Now 5 months later there are new plans for this same parcel to sell 227 RV lots.

We are now looking at exactly the opposite of what was originally submitted and granted. 227 permanent residences zoned for Tourist Commercial in the flight path of the airport. This increases the risk to the existing homeowners, pilots and trailer park residents.

During the April 4, 2019 meeting there was a concern about permanent structures being place on the property. Associate Planner Heather Ferris explained that if a

permanent structure requires a building permit, then clearly permanent structures would not be allowed. *"However, there are some structures that don't require that and, at that point, ... it would be a management issue."* (Page 16 of the minutes)

At the January 30, 2019 Planning Commission meeting minutes regarding the 180-day stay at the RV park, Mr. Plemel explained that enforcement has been done in the past by looking into the parks' records: however, no *"routine program"* existed, and the enforcement officers handled complaints. (Page 4 of the minutes) How is Carson City going to monitor and enforce all of the individual lot owners with their construction of attached and permanent structures?

This is not a good project for Carson City and should be denied.

Thank you for your dedicated service to the Carson City community.



William Mabray



Rebecca Mabray

CARSON CITY BOARD OF SUPERVISORS
Minutes of the April 4, 2019 Meeting
Page 17

Mayor Crowell invited the applicant to the meeting table. (2:22:20) Rachel Crider, of Resource Concepts, Inc. representing the project, introduced herself for the record. She advised that the developer has “all along tried to be a good neighbor to the airport and the neighbors. But to address specifically the SUP appeal and those issues that came up. I know Phil, when he was up here, he mentioned the density from 215 to 277. Just to clarify that, I believe the 215 number was associated with the SUP from 2016. This SUP has always been the 277. And then also, just as a reiteration, we’d like to point out the density is very low density for an RV park. If they went maximum density, they’d be looking at 1,140 spaces. To be clear, they are absolutely not looking at that. They’re looking at a nice, high-end 277 spaces with amenities and landscaping. ... just wanted to clarify that point.

“If we wanted to talk about risk, I would just say the occupancy, the 30-day versus the 180-day stay, that absolutely does not change the risk of an airplane crashing.” In response to a question, Ms. Crider advised of not having specifically spoken with the owners about the suggestions posed by Supervisors Bagwell and Giomi. She advised of no particular issue with the suggestions. She noted “the 180-day stay ... the majority ... of guests ... visiting the RV resort are not going to be staying 180 days. But some of them are going to want to stay longer than 30 days. So that’s why we’ve got the SUP in the first place is to allow that. But, to be clear, the expectation is not that most of these spaces are going to be filled by people staying there for long periods of time. The majority are still going to be the short-term, 30-day stay. Maybe they want flexibility to stay 45 days if they’re having a really great time. So we want to be able to have that available to guests. And, really as far as the industry is concerned, it’s my understanding and the owner has been advised of this by many people, that an extended stay is really necessary to make an RV park viable currently. And that’s just because a lot of people, when they’re going out and RVing, they just want that option. ... So that’s just something to clarify and I hope that we can all kind of get away from the idea that this RV park is going to be filled with people that are staying there for six months. It’s really important to note: these aren’t residents. These are guests that are staying at the RV park. It’s not people that are going to be building sheds or building decks. It’s not going to be people who are going to be enrolling their kids in ... schools. ... I can’t overstate enough that the owner, it’s absolutely in their interest to make sure that they’re maintaining their RV resort in a way that’s going to attract other people there. Having an RV with a lean-to is not going to attract other people there. ... I can’t imagine that they’re going to allow that. It’s not something that is congruent with their vision of the RV park. It’s not something that’s going to make it financially viable to continue to attract RV tourists to the park.”

Ms. Crider responded to questions regarding RV park guest records and the cost to rent an RV space. In response to concerns of the neighbors, she advised that no large fuel storage will be allowed on site. She further advised that most large, modern motor coaches are primarily electrical “and there are full electricity hook ups at each site. So we don’t anticipate people would have large amounts of propane. Maybe enough to run a small barbecue.” Ms. Crider responded to additional questions of clarification, and discussion followed. Ms. Crider reiterated that the target market for the RV park is “high-end RV owners who spend maybe six months of their year traveling around to places they want to go visit and staying in their RV when they do that.” Additional discussion followed.

In response to a question regarding the proposed suggestions, Ms. Wuest expressed the opinion that “the longer they have to stay away, the less likely they are to continually come back or, at least, they can spread their 180 days out between two parks in a year.” In response to a further question, she expressed the belief that the suggested buffer zone would be appreciated by both the area residents and by Ms. Lubich.

CARSON CITY BOARD OF SUPERVISORS
Minutes of the April 4, 2019 Meeting
Page 16

the amount of time that people stay there in the park? That's the connection that I don't get between the two items being appealed." Mr. Ware reiterated "it's from the perspective of risk. I don't know how else to explain it. ... Our concern is for the public, for the traveling public and the aviator or the aviation industry. If there is a catastrophic event, the deck is not clear. The deck has got RVs if there's any occupancy at all. And ... if they're there on a longer-term basis, I don't see any other way to conclude other than the fact that that exacerbates risk to the traveling public and to the airport."

Supervisor Giomi expressed understanding for the concept of risk, "but the concept of risk and the exponential increase in that risk, the increase in probability, is for one single point in that park. And it increases over time because one individual stays in there and is exposed over more time. It doesn't minimize the risk to the pilot. The pilot risk is the same regardless of whether you've got an RV there for 30 days or 180 days. The assumption is if a plane hits the ground, that's that." Supervisor Giomi expressed agreement, "from a risk perspective, that if you, as an individual sit in one spot over 180 days, you are exposed to more risk versus if you're in that same spot over 30 days. I will concede that. But ... I don't understand how that argument changes the perspective or the risk broadly for the neighborhood because I don't believe it does. I don't believe that one issue impacts risk in any way to the neighborhood."

In response to a question, Ms. Ferris explained that the applicant is seeking approval for a special use permit for the RV park to be extended stay. "Part of that includes the total number of spaces. They can't come in with a substantially different design when they come in to build it. And that would be true if they were doing a 30-day stay and we had already met earlier in 2018 for the major project review ..." Ms. Ferris acknowledged that the applicant cannot construct 400 RV spaces without going through the entire process again. Supervisor Giomi noted "that addresses the one concern. The other concern that I heard Heather [Wuest] mention is permanent structures." In response to a question, Ms. Ferris explained that if a permanent structure requires a building permit, then clearly permanent structures would not be allowed. "However, there are some structures that don't require that and, at that point, ... it would be a management issue."

In reference to Supervisor Bagwell's comments, Supervisor Giomi agreed that "if someone has to leave for 30 days or even 15 days out of every 180 days, they're not going to build a lean-to that they have to dismantle ... The other thought I had ... because really what's before us is a 180-day stay component, ... is to potentially limit the first two rows there on the top of that picture to 30 day stays. Then, the part of the park that is closest to the residential is exactly what is permitted for this land. ... If we did nothing else, if we said that row one and row two, those are limited to 30-day RV stays. And the rest of the park is 180-day stays with whatever conditions we want to put on that. ... So not only would you have a 100-foot buffer where you don't have anything, but you also have exactly what the Code allows even without us being here today."

Mr. Ware acknowledged that leaving the property vacant would mitigate all risk. "We're not fighting that battle. That battle is over. We're just saying to minimize risk to the traveling public and to the airport aviator and to the City, ... if you want to think about risk management ..." In response to a further question, Mr. Ware expressed the opinion that "having high density residents living 2500 feet or so from the end of the runway is risky." In response to a question, Ms. Ferris advised that none of the seven findings of fact include risk analysis as part of the criteria. "There's public safety to consider broadly."

Doug Hus introduced himself and stated that he was not a Carson City resident; however, he owned an RV and had stayed in many RV parks such as ones in Virginia City, Reno, and Sparks. Mr. Hus believed “it’s really not even possible for an RV park to survive without extended stays” and spoke of the economic impact brought by the resort and cited his own experience of spending \$1,200 in rent and \$2,500 in dining, gas, and other expenses in two months. He also believed that RV enthusiasts conserve water and that they would use “substantially less” than the projected usage. Mr. Hus pointed out the growth of the RV industry among millennials and baby-boomers and suggested attracting their “tourist dollars”. He did not think that anyone spending over \$15 million on an RV park would let it deteriorate.

Tammy Lubich introduced herself as “one of the neighbors to the west” and a Mark Way resident. Ms. Lubich stated that she was opposed to the park, especially the 180-day stay and noted that they were not notified when the zoning change took place. She also cited an airplane crash on the property which now would house propane tanks. Ms. Lubich wished to see the stay limited to 30 days and believed that anyone wishing to stay for six months should purchase a home and live in Carson City.

There were no additional comments; therefore, Chairperson Sattler closed the public comments portion of the hearing and entertained Commissioner comments and responses to the public comments.

Mr. Plemel explained that enforcement has been done in the past by looking into the parks’ records; however, no “routine program” existed, and that enforcement officers handled complaints. He also believed that recreational vehicle storage was permitted in a Tourist Commercial district and was specifically listed in the Special Use Permit. Ms. Kryder explained that they had not done “a specific line of sight analysis” regarding the vegetation; however, she believed that the grading on the west side of the property would address both the drainage and the fence, adding that the area to the east of the property, a higher plateau area, would not have significant grading changes; however, “in conjunction with the landscape”, there would be “less visibility”. Discussion ensued regarding adjacent properties and Commissioner Dawers wished to hear from the residents. One resident who did not identify herself was concerned with the drainage and possible overflows. In response to a question regarding enforcement, Mr. Plemel indicated that non-compliance would generally lead to a citation, adding that Special Use Permit violations would be escalated to the Planning Commission for a decision.

Chairperson Sattler inquired about RV size limits and Ms. Ferris clarified that “as long as it meets the definition of an RV” the vehicles would be allowed by the City; however, she believed that resort operators may have their own size guidelines and Mr. Plemel stated that regulations were clear on not allowing manufactured homes. In response to two questions by Commissioner Preston, Mr. Plemel clarified that no review period was specified in the conditions of approval and noted that the Commission must add a condition of approval in order to address line of sight issues in the future. Commissioner Borders reminded the commissioners that “length of stay” was the only item agendaized for discussion; however, Commissioner Dawers believed that the Special Use Permit could be utilized to maintain [area residents’] quality of life and the property, adding “we can manipulate all these conditions, I mean everyone here is right, but I think we can certainly leverage to help homeowners to say let’s readdress it in two years in terms of are they sticking to their 180-day limit?. Let’s approve it and [with] the condition of [readdressing it] like we did with the asphalt guy.” Discussion ensued and Chairperson Sattler explained that there was limited use for the property due to its proximity to the airport and it being “at the end of a runway, and they don’t have to be here if it’s 30 days [of stay]”. Commissioner Dawers wished to go on record by stating that if the only thing the Commission was voting on was the 180-day stay, “there wouldn’t be any of these conditions” and believed that the Commission had every right and a responsibility to the community.