

Item # 6C

**City of Carson City
Agenda Report**

Date Submitted: April 24, 2007

Agenda Date Requested: May 03, 2007

Time Requested: 30 minutes

To: Mayor and Board of Supervisors

From: Development Service Planning Division

Subject Title: Action regarding an appeal of the Planning Commission's approval of the Special Use Permit application, from Matt Hansen, Licata Hansen Associates Architecture, to allow a new aircraft hanger project, on property zoned Public Regional (PR), located at 2600 College Parkway, Leased Parcel # 207, Assessors Parcel Number 008-901-01, based on seven findings and subject to the nine conditions of approval contained in the staff report. (File SUP-07-025)

Staff Summary: The Planning Commission approved the subject application to allow a new aircraft hanger project on a vote of 6 ayes, 0 nays and 1 absent. Staff recommended approval of the application. Staff received one appeal from a person who spoke in opposition to the application at the Planning Commission meeting. The Board of Supervisor's will take final action regarding the Special Use Permit and one appeal.

Type of Action Requested:

- Resolution
- Formal Action/Motion
- Ordinance
- Other (Specify)

Does This Action Require A Business Impact Statement: Yes No

Planning Commission Action: Approved SUP-07-025 on march 28, 2007 by a **vote of 6 Ayes, 0 Nays and 1 Absent.**

Recommended Board Action: I move to deny the appeal and uphold the Planning Commission's decision for approval of the Special Use Permit application from Matt Hansen, Licata Hansen Associates Architecture to allow to allow a new aircraft hanger project, on property zoned Public Regional (PR), located at 2600 College Parkway, Leased Parcel # 207, Assessors Parcel Number 008-901-01, based on seven findings and subject to the nine conditions of approval contained in the staff report.

Explanation for Recommended Board Action: The Planning Commission approved the Special Use Permit application based on findings noted in the attached memo, however one appeal was received by staff regarding this item. Therefore the Board of Supervisors will have to take the final action on this special use permit application regarding aircraft hanger development. Please refer to the attached staff memo for additional information.

Applicable Statute, Code, Policy, Rule or Regulation: CCMC 18.02.050 (Review); 18.02.060 (Appeals); 18.02.080 (Special Use Permits).

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

- Alternatives:** 1) Refer the matter back to the Planning Commission for further review.
2) Overturn the Planning Commission's approval of the special use permit and deny the special use permit with appropriate findings by approving the appeal.

Supporting Material: Staff Memo to Board of Supervisors
Appellant's letter of appeal and justification
Planning Commission packet and case record
Planning Commission minutes

Prepared By: Donna Fuller, Administrative Services Manager

Reviewed By: *Jennifer Priddy* Date: 4-23-07
(Jennifer Priddy, Senior Planner)
Walter Sullivan Date: 4/23/07
(Walter Sullivan, Planning Director)
Larry Weimer Date: 4/23/07
(Larry Weimer, Development Services Director/City Engineer)
Linda Ritter Date: 4/24/07
(Linda Ritter, City Manager)
Melanie Bruketta Date: 4-24-07
(Melanie Bruketta, Chief Deputy District Attorney)

Board Action Taken:

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

(Vote Recorded By)

TO: Mayor and Board of Supervisors
FROM: Planning Division
DATE: May 03, 2007
SUBJECT: SUP 07-025, Appeal of Planning Commission Decision

BACKGROUND:

On March 21, 2007, the Carson City Airport Authority voted to approve (**4 ayes, 0 nays, 2 abstentions, 1 vacant position**) the Jet Ranch project and provided specific recommendations for the Planning Commission regarding parking, hanger colors, length of stay for the pilot lounges and hanger building height. **On March 28, 2007, the Planning Commission voted to approve (6 ayes, 0 nays, and 1 absent) a Special Use Permit request from Matt Hansen, Licata Hansen Associates Architecture, to allow a new aircraft hanger project, located at the Carson City Airport, in the Public Regional (PR) zoning district at 2600 College Parkway, leased parcel #207/APN 008-901-01.** It should be noted that Special Use Permits are reviewed by the Planning Commission on a case-by-case basis. It is the opinion of the Planning Division that the Planning Commission correctly approved the application for a new aircraft hanger project based on the information presented by the applicant and recommendations from the Carson City Airport Authority.

APPEAL ISSUES:

Appeals of Planning Commission decisions to the Board of Supervisors are allowed pursuant to Carson City Municipal Code (CCMC) 18.02.060(2). Appeals must be received by the Planning Division within 10 days of the date of the decision. The decision by the Planning Commission was made on March 28, 2007. The expiration of the time frame to file an appeal was April 09, 2007, at 5:00 pm. An appeal was submitted by Mr. Jerry Vaccaro on April 09, 2007. Some issues addressed in the appeal were not discussed at the Planning Commission meeting of March 28, 2007.

APPEAL APPLICATION:

Carson City Municipal Code 18.02.060 Appeals states:

(4) Procedures for Filing an Appeal

(a) Standing for Filing An Appeal. Any project applicant or any aggrieved party may file an appeal as specified in this Section provided that the appellant has participated in the administrative process prior to filing the appeal.

(b) Issues for an Appeal. Issues not addressed in the public hearing stage of the administrative process for a project which is being appealed may not be raised as a basis for the appeal unless there is substantial new evidence which has become available accompanied by proof that the evidence was not available at the time of the public hearing. If new information is submitted to the Board, the application shall be referred back to the Commission for further appeal, review and action.

(c) Appeal Application. All appeal applications shall be filed in writing with a letter of appeal to the Director.

(1) The letter of appeal and application shall be submitted within 10 days of the date of the staff or Commission decision for which an appeal is requested.

(2) The appeal letter shall include the appellant's name, mailing address, daytime phone number and shall be accompanied by the appropriate fee.

(3) The letter shall specify the project or decision for which the appeal is being requested. The letter shall indicate which aspects of the decision are being appealed. No other aspect of the appealed decision shall be heard.

(4) The letter shall provide the necessary facts or other information that support the appellant's contention that the staff or Commission erred in its consideration or findings supporting its decision.

An appeal was submitted within the 10 day time period and was assigned a file number as it was received. Following is the reference number assigned to the appeal and a reference, person, business or association:

MISC-07-054 Mr. Jerry Vaccaro

The appellant identified project file SUP-07-025, an application from Matt Hansen for a Special Use Permit for a new airport hanger project at the Carson City Airport. The appeal letter provided the information that addressed the contention of the appellant, that staff or the Planning Commission erred in its consideration and findings supporting its decision. The appeal analysis is as follows regarding concerns addressed in the content of the appeal. It is important to note that the appellant, Mr. Vaccaro, also included information that was **not** provided or addressed to the Planning Commission at the Planning Commission hearing on March 28, 2007.

APPEAL ITEM STATUS:

Based on the staffs' review of the appeal, the valid appeal issues, pursuant to CCMC 18.02.060 requirements are: A, C, E, 1,6,7,8,9,12,and 13. Appeal issues not deemed to be appropriate for consideration, pursuant to CCMC 18.02.060 requirements are: B, D, 2, 3, 4, 5, 10, and 11. These issues are bared procedurally pursuant to CCMC 18.060 (4b and 4c-4).

APPEAL ANALYSIS:

A) The merit that when Mr. Vaccaro spoke to the Planning Commission on March 28, 2007, he told the Planning Commission that the SUP-07-025 application was signed by Steve Lewis from Sterling Air LTD and Airport Authority "Chairman", and NOT the legal owner of this project. The legal owner is Tom Gonzales T.G. Investments who paid for the SUP.

Staff Response:

Mr. Vaccaro requested disclosures of all persons involved at the Carson City Airport Authority meeting on March 21, 2007, with this project and has not received any lists or documents or "Power of Attorney" for Steve Lewis to sign SUP-07-025.

In the last 17 years there have been multiple applications submitted to the Planning Division for Planning Commission action regarding Carson City Airport projects. In the past applications have been signed by the following: Yvon Weaver, Carson City Airport Manager; John Berkich, previous Carson City City Manager; Steve Lewis, Current Carson City Airport Authority Chairman; two previous hanger leasee's; and Linda Ritter, current Carson City City Manager.

It was staff's understanding that Mr. Lewis was signing the application as the chairman of the Carson City Airport Authority. The owner of the subject property is Carson City and Carson City Airport Authority is the assessed owner (see attached). The matter was discussed at the Airport Authority meeting on April 17, 2007; the Airport Authority adopted a protocol for signing Planning Commission applications for airport development projects. This protocol policy is being sent to the Board of Supervisors for their review and approval.

B) The merit that this item was passed on to the Carson City Planning Commission with two

members of the Airport Authority having to recuse themselves from voting:

1. Walter Sullivan, "Vice Chairman", Carson City Airport Authority
2. Steve Lewis, "Chairman", Carson City Airport Authority

For some conflict not fully explained.

Staff Response:

*At the Carson City Airport Authority meeting on March 21, 2007, Mr. Sullivan and Mr. Lewis provided information on the record regarding their reasons for recusal. Mr. Sullivan noted he is the Planning Director of the Carson City Planning Division and Mr. Lewis noted he has been assisting the applicant with their application for the hanger project and had **no** financial interest in the Jet Ranch Project.*

This is not an issue for the appeal of the Special Use Permit.

C) Mr. Vaccaro asked if all safety issues were addressed about the danger from 8-passenger jet planes with 2,000-3,000 gallons of jet fuel? Mr. Vaccaro asked if the Carson City Airport Authority or the Carson City Fire Department had the equipment to fight and extinguish such a fire.

Staff Response:

See attached memos from the Carson City Fire Department dated April 20, 2007 and March 26, 2007.

The Fire Department of Carson City reviews Planning Commission applications and responds with comments back to the Planning Division staff who intern include those comments in their staff report to the Planning Commission. Staff has obtained specific information regarding Mr. Vaccaro's question and the memos from Chief Giomi are attached to this report.

D) Mr. Vaccaro notes at the Planning Commission meeting he was told by Carson City Planning Commission Chairman, John Perry, that his past 10+ years with the "Coroners Office" that they would let it burn.

Staff Response:

The relevance of this item "D" is not clear nor an issue for the appeal of this Special Use Permit.

This is not an issue for the appeal of the Special Use Permit.

E) Mr. Vaccaro states this item needs to go back to the Carson City Airport Authority for a **new** complete application that is "Legal" to a whole **new** seven-member board with no conflicts of interest personal or financial.

Staff Response:

*There has been no information provided by the appellant requiring the need for a **new** Airport Authority Board with no conflicts of interests. The members in question did not vote on the item at the Airport Authority meeting on March 21, 2007. Requiring this item to go back to the Airport Authority with the signature of Linda Ritter, City Manager, will not change the need for Mr. Lewis and Mr. Sullivan to abstain from the Airport Authority vote regarding the Jet Ranch project.*

The appellant, Mr. Vaccaro, also provided a list of 13 additional questions within the appeal packet date stamped April 09, 2007. Several of these questions were not included in his comments at the Planning Commission hearing on March 28, 2007.

1. Is the planned hanger higher than the capitol building?

Staff Response:

The Jet Ranch project is proposed with three hanger buildings. Two of the three hangers are proposed at a height of 26 feet. The larger hanger (32,000 square feet) is proposed at a height of 58 feet. The Carson City Capitol Building began construction in 1870 and is approximately 120 feet above the ground. There is absolutely no Title 18 requirement that notes that no building can be higher than the Capitol Building.

The subject site is zoned Public Regional (PR) pursuant to CCMC 18.04.185: All public regional (PR) district development standards relative to lot area, setbacks, building height, landscaping, off-street parking and signs shall be based on requirements and conditions of the special use permit.

See attached 18.04.195 Non residential District Intensity and Dimensional Standards.

2. Does the Planning staff have access to criteria for aircraft noise footprints?

Staff Response:

*This was not mentioned at the Planning Commission meeting on March 28, 2007. **Since this was not discussed at the PC meeting it is not an issue for the appeal of the SUP-07-025.***

3. What is the size of the hanger doors?

Staff Response:

*This was not mentioned at the Planning Commission meeting on March 28, 2007. **Since this was not discussed at the PC meeting it is not an issue for the appeal of the SUP-07-025.***

4. Do you have a list of aircraft noise footprints that a hanger door of the size specified can support? Something like a Boeing business jet or an airbus perhaps?

Staff Response:

*This was not mentioned at the Planning Commission meeting on March 28, 2007. **Since this was not discussed at the PC meeting it is not an issue for the appeal of the SUP-07-025.***

5. Can you say what the ultimate use of this building will be? Ever?

Staff Response:

*This was not mentioned at the Planning Commission meeting on March 28, 2007. **Since this was not discussed at the PC meeting it is not an issue for the appeal of the SUP-07-025.***

The application that has been provided by the applicant is for the review and approval of three hanger structures ranging in size from 18,750 square feet to 32,000 square feet for the use of the storage of private planes. The information provided by the applicant notes that three of the personally owned planes are currently renting space at the Carson City Airport.

6. What is the fuel capacity of the jets to be based at this hanger? Will larger jets be based or

use the facility in the future?

Staff Response:

The Planning staff is not aware of the fuel capacity of the jets to be based at this hanger project or at the Carson City Airport. It is important to note the Planning Commission does not review airport flight operations such as aircraft utilizing the Carson City Airport for taking off, landing, storage or service. The Airport Authority is the entity that would regulate this matter.

7. Has the Fire Department signed off on this Jet Ranch? Have they reviewed it from the standpoint of an aviation accident or just a building standpoint?

Staff Response:

See attached memos from the Carson City Fire Department dated April 20, 2007 and March 26, 2007. In addition, the SUP application was sent to the Fire Department for review as part of the Planning Division's internal review process with City departments.

8. How do you determine if this facility will have a positive or negative impact of quality of life, or more importantly, the safety of the community? Further, is the Fire Department trained and equipped to fight a fire with the potential of involving several thousands of gallons of jet fuel?

Staff Response:

See attached memos from the Carson City Fire Department dated April 20, 2007 and March 26, 2007.

It is anticipated that the proposed airport hangars will result in physical activity by the very nature of the use of their operation. The area proposed for these hangars is located within the interior of the airport, generally between existing runways "B" and "C". Due to their separation from the boundary of the airport property, the hanger development will not be detrimental to the peaceful enjoyment, economic value or development, nor will it cause objectionable noise, vibrations, fumes, odors, dust, glare or physical activity to surrounding properties.

*Storage of valuable aircraft within secure hangers provides security, as well as protection from weather and during maintenance and service. The proposed storage of airplanes in hangers is an **on-going use** at the Carson City Airport.*

9. The Carson City Airport Authority made their decision that a hanger was an appropriate use for airport land. This was made with minimal data presented to them. Does the Planning Commission have any further data than was presented to the Airport Authority?

Staff Response:

The information provided to the Airport Authority was the same information provided to the Planning Commission, in addition to the staff report prepared by the Planning staff for the Planning Commission meeting. This information was available to the general public, Planning Commission and other City agencies on March 23, 2007.

10. Would it be in the public best interest for the Planning Commission to specify or recommend maximums for this hanger so as to insure the public comfort and safety levels.

Staff Response:

It is not in the Planning Commission's purview to recommend "maximums" for Carson City Airport hanger projects. This is a responsibility of the Carson City Airport Authority to determine size of aircraft utilizing the Carson City Airport.

11. When the Carson City Airport is shut down for runway re-construction in two or three years, who will be responsible for the monetary damages such a project will doubtlessly incur? The Carson City Airport has not made any provisions in its planning which means the owners, you and I, will be.

Staff Response:

It is not in the Planning Commission's purview to determine future impacts to Carson City from the re-construction of the runway. This is a responsibility of the Carson City Airport Authority to determine impact to Carson City while the runway is being reconstructed.

The person appointed as such by the Airport Authority shall be the Airport Manager. The Airport Manager shall at all times have authority to take such action as may be necessary for the handling, policing, protection and safeguarding the public while present at the Airport, and to regulate vehicular traffic on the Airport. The Airport Manager may suspend or restrict any or all operations without regard to weather conditions whenever such action is deemed necessary in the interests of safety, subject to review of such action by the Airport Authority.

12. Is there enough parking for such a large facility? Who determines that? The airport has no such criteria nor is it their job to determine such. The airport has no such written guidelines. What planning criteria was used? Please with specificity answer with the applicable codes.

Staff Response:

As noted at the Airport Authority meeting on March 21, 2007, the Carson City Airport Authority addressed the parking issue for the SUP and provided recommendations to the Planning Commission and stated future revision of the Carson City Municipal Code Chapter 19, Airport Rules and Regulations will also address the issue of "parking".

13. Mr. Vaccaro believes there is not enough parking planned. It has been said on the record that the planned use for all of the smaller buildings is for the storage of an automobile collection. Are you aware of this?

Staff Response:

The application provided by the applicant notes the proposed use of the proposed hangers is to house privately owned airplanes. Access to the Carson City Airport is limited by gates requiring keyed access. As noted at the Planning Commission hearing and the Airport Authority meeting, in many instances the pilots will park their vehicles inside the hanger while the aircraft is in use. The Airport Authority has addressed the parking issue associated with the proposed project; this is clearly an issue for the Airport Authority.

The expansion of the number of hangers on the site was addressed in the Airport Master Plan of 2001, stating that the number of aircraft which utilize the facility is likely to increase. Hangers to store these aircraft are an extension of this increase. Additional hangers will allow the planes to be stored at the airport as well. The proposed facility is in keeping with the Airport Authority Master Plan of 2001.

The Airport Authority determines what size and weight of aircraft are appropriate to utilize the facilities. Planning Commission review at this time is to allow construction of buildings on the site.

The proposal was under Planning Commission consideration only to allow construction of hangers for aircraft, storage and supporting services on airport property within lease parcel #207.

All runways for landing and take-off; all runway, marker, guidance, signal and beacon lights used to guide operating aircraft; all apparatus or equipment for disseminating weather and wind information, for signaling, for radio-directional finding, or for radio or other electrical communication, and any other structure, equipment or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and take-off of aircraft; and together with such aprons, ramps, turnoffs, tie-down areas, taxi-ways and other areas of the Airport as the Airport Authority shall specify or designate as common use areas shall be considered common use areas available for use, in common, by all persons flying or operating aircraft on the Airport, and shall be kept clear and available for aircraft traffic. No fixed base operator or other person shall use any common use area for the parking or storing of aircraft, the repair, servicing or gassing of aircraft or for any other purpose other than the flying and operation of aircraft without the prior consent or authorization of the Airport Authority.

BOARD ACTION:

The Board of Supervisors may take any of the following actions:

1. Review appropriate appeal issues pursuant to CCMC 18.02.060 requirements and uphold the Planning Commission's decision to approve Special Use Permit SUP-07-025 based on staff's findings and conditions of approval. Issues deemed not appropriate for review pursuant to CCMC 18.02.060 requirements were barded procedurally by the appeal process, specifically 18.02.060 (4 (b) and 4(c4) :

(4) Procedures for Filing an Appeal

(b) Issues for an Appeal. Issues not addressed in the public hearing stage of the administrative process for a project which is being appealed may not be raised as a basis for the appeal unless there is substantial new evidence which has become available accompanied by proof that the evidence was not available at the time of the public hearing. If new information is submitted to the Board, the application shall be referred back to the Commission for further appeal, review and action.

(c) Appeal Application. All appeal applications shall be filed in writing with a letter of appeal to the Director.

(4) The letter shall provide the necessary facts or other information that support the appellant's contention that the staff or Commission erred in its consideration or findings supporting its decision.

2. Review appropriate appeal issues pursuant to CCMC 18.02.060 requirements and reverse the Planning Commission's decision on the subject Special Use Permit and deny SUP-07-025. Issues deemed not appropriate for review pursuant to CCMC 18.02.060 requirements were barded procedurally by the appeal requirements, specifically 18.02.060 (4 (b) and 4(c4)
3. If new information is presented that the Board believes could effect the Planning Commission's decision, the Board may refer the application back to the Planning Commission for further review and consideration of the new information.

STAFF RECOMMENDATION:

Staff recommends that the Board of Supervisors, review only appropriate appeal issues pursuant to CCMC 18.02.060 requirements and uphold the Planning Commission's decision to approve Special Use Permit SUP-07-025, presented by Matt Hansen for a new aircraft project at 2600 College Parkway, leased parcel #207/APN 008-901-01, based on staff findings and conditions of approval; all appropriate issues of the appeal of the appellant are hereby denied. All other issues deemed not appropriate for appeal consideration, pursuant to CCMC 18.02.060 requirements, as noted below were barded procedurally by the appeal requirements.

18.02.060 Requirements

(4) Procedures for Filing an Appeal

(b) Issues for an Appeal. Issues not addressed in the public hearing stage of the administrative process for a project which is being appealed may not be raised as a basis for the appeal unless there is substantial new evidence which has become available accompanied by proof that the evidence was not available at the time of the public hearing. If new information is submitted to the Board, the application shall be referred back to the Commission for further appeal, review and action.

(c) Appeal Application. All appeal applications shall be filed in writing with a letter of appeal to the Director.

(4) The letter shall provide the necessary facts or other information that support the appellant's contention that the staff or Commission erred in its consideration or findings supporting its decision.

MOTION: "I move to uphold the Planning Commission's decision to approve Special Use Permit SUP-07-025, presented by Matt Hansen for a new aircraft project at 2600 College Parkway, leased parcel #207/APN 008-901-01, based on staff findings and conditions of approval; all appropriate issues of the appeal of the appellant are hereby denied. All other issues deemed not appropriate for appeal consideration, pursuant to CCMC 18.02.060 requirements, as noted were barded procedurally by the appeal requirements."

The appellant's letter of appeal, staff report and Planning Commission materials, map and text, as well as late materials are attached for your review.


Larry Werner, Development Services
Director, City Engineer


Walter Sullivan, Planning Director


Jennifer Pruitt, Senior Planner

Parcel Number 008-901-01 CC
Last Updated 10/11/06 By MANDEL
Ownership

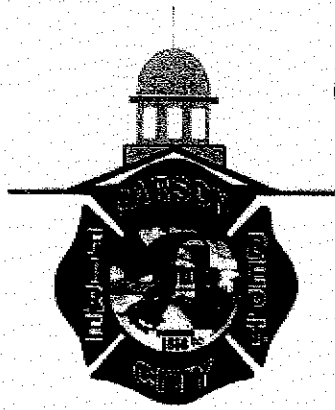
Prior Parc # 008-133-07 Changed 12/17/99
Created by split; Primary # 008-133-14
(F6=All Owners F7=Documents)

Legal Owner..... CARSON CITY Force Assmt Notice....
Assessed Owner..... CARSON CITY AIRPORT AUTHORITY Force Ag Message...
Mail Address..... % YVON WEAVER, SECRETARY Force Label.....
2600 COLLEGE PKWY #34 Force Card/Aff (C/A)..
City, State..... CARSON CITY, NV Zip... 89706-0000
Vesting Doc #, Date. Yr, BK, Pg 00 182 649 Corr Rq'd
Map Document #s..... R/S 2150
Description (F11=Additional Locations)

	#	Dir	Street or Other Description	Unit #(s)
Property Location...	2600		COLLEGE PKWY	
Subdivision.....			Block...	Lot...
Town.....			Parcel Map ID..	
Property Name.....				Confidential..
Remarks.....	LEASED PARCELS OF HANGAR CONDOMINIUMS			

Parcel # Containing Descriptive/Document Data....
Size
Total Acres... 46.730 Square Feet.... 0
Ag Acres..... .000 W/R Acres..... .000

F9=Scan >/< > F10=Other Functions F12=Cancel F14=Imprvmnts/Appraisal Data
F15=Legal Description F16=Misc Notes F17=Factoring History F20=Tax Years
F21=Personal Property F22=Ag Land F23=Exemptions F24=Livestock Counts



CARSON CITY FIRE DEPARTMENT

"Service with Pride, Commitment, Compassion"

MEMO



April 20, 2007

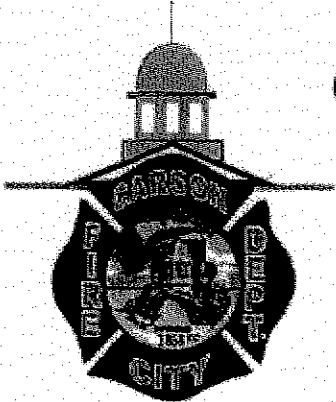
TO: Walter Sullivan, Planning Division Director
FROM: Stacey Giomi, Fire Chief *SG*
RE: Airport Response

Responses to the Carson City Airport are dictated by the information reported to the Carson City Communications Center. A standard response to an aircraft accident or a fire on the airport property would be two engines, a rescue unit, and a command officer. Fire Station 2, adjacent to the airport property, would be the closest station and would respond first, provided that they are not already on an emergency call. Additional response would come from Fire Station 1 and 3 and would again be dependent upon unit availability.

The Fire Department possesses foam capability to deal with incidents involving class B flammable and combustible liquids. While we don't have a unit specifically designated as an aircraft firefighting vehicle, all of our structural fire engines have the capability to properly deliver the appropriate foam on a class B fire.

In addition to our capabilities, we have mutual aid agreements with adjoining fire departments. These departments also have class B foam capability and in the case of the Reno Airport Authority Fire Department, they have an aircraft firefighting vehicle. The response time of a unit from the Reno Airport would be considerable, but that option is available to us.

LATE MATERIAL 6-1



CARSON CITY FIRE DEPARTMENT

"Service with Pride, Commitment, Compassion"

MEMO

RECEIVED
MAR 26 2007
CARSON CITY
PLANNING DIVISION

Date: March 23, 2007
To: Walt Sullivan, Carson City Airport Authority
From: Stacey Giomi, Fire Chief
Re: Airport Response

The Carson City Fire Department staffs a total of three fire stations. Fire Station 1 is located at 777 S. Stewart St., Station 2 is at 2400 College Parkway (adjacent to the airport), and Station 3 is at 4649 Snyder Avenue. In the event of an airplane accident on airport property, equipment from both Fire Station 1 and 2 would be dispatched. This is assuming that the units in those stations are not committed on other incidents at the time of the event. In the case where Station 1 and Station 2 are committed we would send units from Fire Station 3 and utilize mutual aid agreements with adjoining departments to provide assistance.

If you need any additional information, please contact me. Thank you.

Chapter 18.04 Use Districts

18.04.195 Non-residential Districts Intensity and Dimensional Standards.

All development in non-residential districts shall be subject to the intensity and dimensional set forth in the following table. These standards may be further limited or modified by other applicable Sections of this code and the Development Standards.

Zoning Districts	Site Development Standards							
					Minimum Setbacks (Feet)			
	Minimum Area ¹³ (SF or AC)	Minimum Lot Width (Feet)	Maximum Lot Depth (Feet)	Maximum Height (Feet)	Front	Side	Street Side	Rear
RO	6,000 SF	60 ¹²	150	35 ¹	20 ⁹	10 ⁵	15 ⁸	20 ⁸
GO	6,000 SF	60	150	50 ¹	15 ⁸	10	10 ⁸	20 ^{8,9}
NB	9,000 SF ⁴	75	N/A	26 ¹	0 ^{7,8}	0 ⁷	0 ^{7,8}	0 ^{7,8}
RC	6,000 SF	50	N/A	45 ¹	0 ^{7,8}	0 ⁷	0 ^{7,8}	0 ^{7,8}
GC	6,000 SF	60	N/A	45 ¹	0 ^{7,8}	0 ⁷	0 ^{7,8}	0 ^{7,8}
TC	6,000 SF	60	N/A	45 ¹	0 ^{7,8}	0 ^{7,8}	0 ^{7,8}	0 ^{7,8}
DC	6,000 SF	50	N/A	45 ^{1,2}	0 ^{8,9}	0 ⁹	0 ^{8,9}	0 ^{8,9}
LI	21,000 SF	100	N/A	32 ¹	30 ^{8,10}	10 ^{10,11}	10 ^{8,10}	30 ^{8,10,11}
GI	12,000 SF	120	N/A	45 ¹	30 ^{8,10}	0 ¹⁰	0 ^{8,10}	0 ^{8,10}
AIP	20,000 SF	100	N/A	45 ¹	30 ⁹	20	20 ⁸	30 ⁸
CR	20 AC	300	N/A	40 ¹	30	20	20	30
A	20 AC	300	N/A	40 ¹	30	20	20	30
P	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³
PN/PC/PR	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³	N/A ³

Additional Requirements or Allowances:

- 1 Additional height allowed by Special Use Permit.
- 2 In accordance with the restrictions outlined in the Downtown Master Plan Element for building heights of structures located within 500 feet of the State Capitol.
- 3 Building height, building setbacks, minimum area, minimum lot width and maximum lot depth to be determined by Special Use Permit.
- 4 For each main structure.
- 5 Side setback may be waived if two adjacent structures are connected by a parapet fire wall.
- 6 Rear yard shall be increased by 10 feet for each story above two stories. Where the rear yard abuts a commercial district, the setback is zero feet.
- 7 Adjacent to Residential District 30 feet is required. Corner lots require setback for sight distance.
- 8 Business Arterial landscape setback requirement = 10 feet (average)
- 9 Adjacent to Residential District, 10 feet required. Corner lots require setback for sight distance.
- 10 Fifty feet adjacent to Residential District.
- 11 If adjacent to Limited Industrial (LI) District, side and rear yard setbacks may be reduced to zero subject to applicable building and fire codes.
- 12 Fifty-four feet minimum street frontage at the end of a cul-de-sac
- 13 Except in the CR, A, P, PN, PC and PR zoning districts, minimum area includes all common areas, parking, landscaping and building areas associated with a project for the purposes of creating building envelopes or condominium units where common access is provided to the project site. Minimum Lot Width (Feet) and Maximum Lot Depth (Feet) requirements may be waived.

**CARSON CITY PLANNING COMMISSION
CASE RECORD**

MEETING DATE: March 28, 2007

AGENDA ITEM NO.: G-1

APPLICANT(s) NAME: Matt Hansen, Licata Hansen Assoc. Arch. FILE NO. SUP-07-025
PROPERTY OWNER(s): KCXP Investments, LLC, Lessee /Carson City/Airport Authority

ASSESSOR PARCEL NO(s): Lot #207, APN 008-901-01
ADDRESS: 2600 College Pkwy (Carson City Airport)

APPLICANT'S REQUEST: Action to consider a Special Use Permit application to construct airport hangars consisting of 12 small hangars and a main hangar building which includes pilot accommodations and office/administration space for the project known as Jet Ranch on property zoned Public Regional (PR.)

COMMISSIONERS PRESENT: PEERY VANCE SEMMENS
 BISBEE MULLET REYNOLDS KIMBROUGH

STAFF REPORT PRESENTED BY: Walter Sullivan/Jennifer Pruitt REPORT ATTACHED

STAFF RECOMMENDATION: CONDITIONAL APPROVAL DENIAL

APPLICANT REPRESENTED BY: Matt Hansen

APPLICANT/AGENT PRESENT

APPLICANT/AGENT SPOKE

APPLICANT/AGENT NOT PRESENT

APPLICANT/AGENT DID NOT SPEAK

APPLICANT/AGENT INDICATED THAT HE HAS READ THE STAFF REPORT, AGREES AND UNDERSTANDS THE FINDINGS, RECOMMENDATIONS, AND CONDITIONS, AND AGREES TO CONFORM TO THE REQUIREMENTS THEREOF. Yes

PERSONS SPOKE IN FAVOR OF THE PROPOSAL

3 PERSONS SPOKE IN OPPOSITION OF THE PROPOSAL

DISCUSSION, NOTES, COMMENTS FOR THE RECORD:

Public Comments:

- Diane Chambers asked who monitors incoming planes for security.
- Dotty Kelly, an Apollo Dr. resident, mentioned monitoring of planes and enforcement of airport operation rules, noise.
- Jerry Vacarro suggests postponing action and going back to the Airport Authority. Alleges Airport Authority conducted an "illegal meeting". If the Planning Commission approves this, he will appeal to the Board of Supervisors. Parking is not adequately addressed. Jet fuel fire is an issue if the airport is not capable of handling larger planes.

MOTION WAS MADE TO RECOMMEND APPROVAL:

- WITH THE FINDINGS AND CONDITIONS AS ENUMERATED ON THE STAFF REPORT
- WITH THE FINDINGS AND CONDITIONS OF THE STAFF REPORT AS MODIFIED
- WITH THE FINDINGS AND CONDITIONS OF THE COMMISSION ENUMERATED ON THIS CASE

RECORD

MOVED: Vance SECOND: Kimbrough PASSED: 6 /AYE 0 /NO /DQ 1 /ABSENT /ABSTAINED

SCHEDULED FOR THE BOARD OF SUPERVISORS

DATE:

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A regular meeting of the Carson City Planning Commission was scheduled for 3:30 p.m. on Wednesday, March 28, 2007 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson John Peery
Vice Chairperson Mark Kimbrough
Connie Bisbee
Craig Mullet
Steve Reynolds
William Vance

STAFF: Walter Sullivan, Planning Division Director
Lee Plemel, Principal Planner
Jennifer Pruitt, Senior Planner
Kathe Green, Assistant Planner
Jeff Sharp, Deputy City Engineer
Tom Grundy, Engineering Division Civil Design Supervisor
Melanie Bruketta, Chief Deputy District Attorney
Kathleen King, Recording Secretary

NOTE: The following is an excerpt of the draft minutes. A recording of the entire proceedings, the commission's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record, on file in the Clerk-Recorder's Office. These materials are available for review during regular business hours.

A. CALL TO ORDER, DETERMINATION OF A QUORUM, AND PLEDGE OF ALLEGIANCE (3:32:26) - Chairperson Peery called the meeting to order at 3:32 p.m. Roll was called; a quorum was present. Commissioner Semmens was absent; Chairperson Peery wished him well. Vice Chairperson Kimbrough led the pledge of allegiance.

G. PUBLIC HEARING MATTERS:

G-1. SUP-07-025 ACTION TO CONSIDER A SPECIAL USE PERMIT APPLICATION FROM MATT HANSEN, LICATA HANSEN ASSOCIATES ARCHITECTURE (PROPERTY OWNER: LESSEE / CARSON CITY / AIRPORT AUTHORITY) TO CONSTRUCT AIRPORT HANGARS CONSISTING OF 12 SMALL HANGARS AND A MAIN HANGAR BUILDING WHICH INCLUDES PILOT ACCOMMODATIONS AND OFFICE / ADMINISTRATION SPACE FOR THE PROJECT KNOWN AS JET RANCH, ON PROPERTY ZONED PUBLIC REGIONAL (PR), LOCATED AT 2600 COLLEGE PARKWAY (CARSON CITY AIRPORT), LOT #207, APN 008-901-01 (3:40:15) - Chairperson Peery introduced this item. Mr. Sullivan provided an overview of the project, and oriented the commissioners to the subject property using a displayed aerial photograph and site plan. He provided an overview of the staff report. Ms. Pruitt provided an overview of the conditions of approval. She read into the record and explained conditions of approval 5, 8, 9, and 10. She reviewed the conditions of approval recommended by the Airport Authority. In response to a question, she advised that downlighting is a building permit condition of approval.

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(3:47:53) Matt Hansen, of Licata Hansen Architects representing the applicant, acknowledged having reviewed the staff report and his agreement with the same. He thanked the commission for the opportunity to present the project, and introduced representatives of the contractor, the property owner, and a consultant. He advised of having received FAA approval for the project, and a positive recommendation from the Airport Authority with conditions of approval as reviewed by Ms. Pruitt. He reviewed the proposed building designs and their purposes. He advised of no current plans to divide or sell individual hangars, and expressed understanding of the requirement to appear before the commission should this be proposed in the future. He expressed the further understanding that there are more required conditions attached to the subject project than have been required of other airport projects in light of ongoing review and possible revisions to Title 19. In response to a question, Mr. Hansen advised that the hangars are conditioned by the FAA to a maximum height. The buildings have been designed to accommodate planes of the size which presently use the airport. There is no anticipation to design any building for airplanes larger than those which presently use the airport.

Chairperson Peery called for public comment. (3:52:18) Diane Chambers inquired as to airport security. Mr. Sullivan advised that the Airport Authority has responsibility over airport operations and maintenance.

(3:54:20) Dottie Kelley expressed extreme concern over the subject project. She advised of an aircraft pattern study pertinent to her neighborhood "promised to us at a community meeting almost a year ago after a plane crashed in our front yard." She further advised that some of the planes "barely clear the roof tops and the trees." She referenced newspaper articles, and expressed concerns over additional planes using the airport and over her family's welfare. She welcomed Mr. Gonzales to the community, and suggested that he fund relocation of the runway. She quoted from recent newspaper articles, and requested that the "danger" be removed from the adjacent neighborhoods and the rules and restrictions enforced. She discussed the plane crash experience. She referred to another recent newspaper article, and suggested the flight pattern should be over Eagle Valley Golf Course and the industrial area. She acknowledged having known of the proximity of the airport at the time her family purchased their property 31 years ago. She requested "a little respect, a little consideration, and a lot of safety."

(4:00:09) Jerry Vaccaro requested the commission to postpone action on this matter and refer it back to the Airport Authority, alleging that a recent meeting of the Airport Authority was "somewhat illegal." He advised that Mr. Sullivan is the vice chair of the Airport Authority. He further advised that he had requested literature at the Airport Authority meeting, but that copies were not available. He referred to a petition referenced by Mr. Sullivan, and advised it was not made known at the Airport Authority meeting until after public testimony was closed. He alleged "questionable activity" in the method by which the Airport Authority conducted its public meeting, and possible violations of the Open Meeting Law. He reiterated the request to refer this item back to the Airport Authority, and advised that he would appeal any commission decision to the Board of Supervisors. He expressed concern over safety issues and inquired as to whether the Fire Department has equipment to fight aircraft fire. He advised of having attended the recent Airport Authority meeting because of concerns regarding air traffic over businesses on Highway 50 East, specifically his wife's business. He noted Steve Lewis' signature on the Special Use Permit application, and advised that Mr. Lewis is the Airport Authority chair. He expressed the opinion that the application should be "re-addressed" as "fraudulent." He suggested "there may be another member on the board that should be looked into, a fellow that has Pinnacle Consultants." He advised of having requested a "full disclosure of the Airport Authority, as to this

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project, of everybody that's involved with Mr. Gonzales. I want to know if there's any conflicts of interest." He expressed the opinion that the subject project "as this stands is not legal." He reiterated that if the commission recommends approval of the project to the Board of Supervisors, he "will continue [his] investigation to show the conflicts of interest and the denial of the safety factors that you owe this community." In response to a question, Chairperson Peery advised it would be proper for the commission to approve the project on its merits. He acknowledged the commission's authority to defer action in light of "questionable" information. Mr. Vaccaro reiterated the request for the commission to refer this matter back to the Airport Authority, and his intent to appeal a commission recommendation of approval to the Board of Supervisors. He expressed concern that the general public, adjacent residents, and business owners are not being fully informed. He alleged that Mr. Sullivan has selectively enforced parking throughout the City. He requested that Title 19 parking requirements be applied equally throughout the City. He advised of the possibility that the property owner will use the airport hangars to store automobiles, and expressed the opinion this would be an inappropriate use. He expressed the opinion that Title 19 should be available to the public without charge. He expressed the further opinion that Mr. Sullivan serving as both a member of the Airport Authority and as staff to this commission is a conflict. He suggested a conflict with a member of the Board of Supervisors serving as a member of the Airport Authority. He requested the commissioners to consider these issues as well as the safety issues prior to making a decision. He advised of "e-mail traffic going back and forth between those people on the airport board." He reiterated the request to continue this item. In response to a question, he provided background information on his basis for questioning the veracity of the documents. He expressed concern over the 50-year lease associated with the special use permit.

Mr. Sullivan acknowledged that Steve Lewis signed the special use permit application on behalf of the Airport Authority, which is leasing the land to the applicant. Airport leases originate with the Airport Authority and are voted on with a recommendation to the Board of Supervisors, which has the final authority. Mr. Sullivan acknowledged that Mr. Vaccaro had requested a copy of Title 19, and discussed the methods by which he had attempted to contact Mr. Vaccaro, eventually speaking telephonically with his wife at their home. He advised that paper copies of the Code are available to the public at a cost of \$.50 per page. He further advised that Mr. Vaccaro's wife was informed of the method by which to access the Code via the City's website. Mr. Sullivan acknowledged that copies of the entire Carson City Municipal Code are available at the Planning Division, the Library, the City Manager's Office, and several other locations throughout the City. Chairperson Peery called for additional public comment and, when none was forthcoming, entertained additional questions, comments, or a motion.

In response to a question, Mr. Sullivan advised that this commission's purview is Title 18, land use, zoning matters, etc. Title 19, the rules and regulations for the airport, is administered by the Airport Authority. The Airport Authority is responsible for regulating airport traffic operations, airport maintenance, and airport safety. In response to a question, Ms. Bruketta advised that the District Attorney's office does not represent the Airport Authority. She further advised that, pursuant to Title 18, this commission's responsibility is to make decisions, based on a preponderance of the evidence that the record supports findings for the decision. She requested the commission to include findings in its action.

Chairperson Peery entertained a motion. Commissioner Vance moved to approve SUP-07-025, a special use permit request from Matt Hansen, of Licata Hansen Associates Architecture, to allow construction of three airplane hangar buildings encompassing one hangar of 18,750 square feet to

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be separated into five individual lease spaces, a second hangar encompassing 26,350 square feet to be separated into seven individual lease spaces, and one hangar of a 32,000-square-foot footprint with the additional 3,200 square feet of office, administrative space, and pilot lounges on the second floor within the building, to be located on 3.29 acres of lease parcel 207 at the Carson City Airport, on property zoned Public Regional, located at 2600 College Parkway, APN 008-901-01, based on seven findings and subject to the conditions of approval contained in the staff report. Vice Chairperson Kimbrough seconded the motion. Motion carried 6-0. At Chairperson Peery's request, Mr. Sullivan reviewed the appeal process.

STAFF REPORT FOR THE PLANNING COMMISSION MEETING OF MARCH 28, 2007

FILE NO: SUP-07-025

AGENDA ITEM: G-1

STAFF AUTHOR: Kathe Green, Assistant Planner

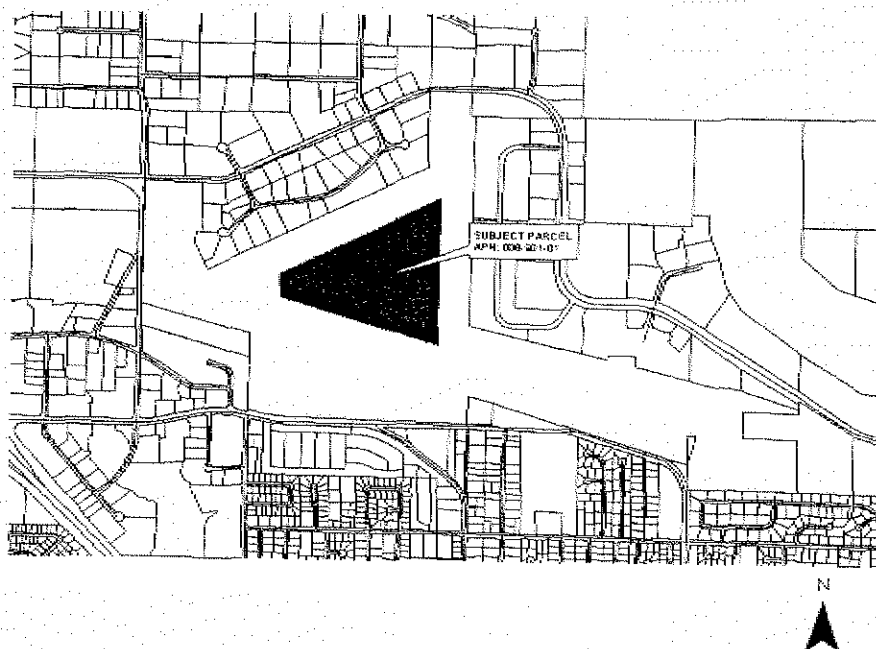
REQUEST: Special Use Permit approval to construct three airplane hanger buildings: one hanger of 18,750 square feet to be separated into five individual lease spaces, one hanger of 26,350 square feet to be separated into seven individual lease spaces and one hanger of 32,000 square feet footprint, with an additional 3,200 square feet of office, administrative space and pilot lounges on the second floor within the building, to be located on 3.29 acres at lease parcel 207 at the Carson City Airport, located in the Public Regional zoning district.

OWNER: Carson City

APPLICANT: Matt Hansen of Licata Hansen Associates Architecture

LOCATION/APN: 2600 College Parkway/008-901-01

RECOMMENDED MOTION: "I move to approve SUP-07-025, a Special Use Permit request from Matt Hansen of Licata Hansen Associates Architecture, to allow construction of three airplane hanger buildings, encompassing one hanger of 18,750 square feet to be separated into five individual lease spaces, a second hanger encompassing 26,350 square feet to be separated into seven individual lease spaces and one hanger of 32,000 square feet footprint, with an additional 3,200 square feet of office, administrative space and pilot lounges on the second floor within the building, to be located on 3.29 acres at lease parcel 207 at the Carson City Airport, on property zoned Public Regional (PR), located at 2600 College Parkway, APN 008-901-01, based on seven findings and subject to the conditions of approval contained in the staff report".



RECOMMENDED CONDITIONS OF APPROVAL:

The following shall be completed prior to commencement of the use:

1. The applicant must sign and return the Notice of Decision for conditions of approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item will be rescheduled for the next Planning Commission meeting for further consideration.
2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on- and off-site improvements shall conform to City standards and requirements.
4. The applicant shall meet all the conditions of approval and commence the use for which this permit is granted within twelve months of the date of final approval. A single, one year extension of time may be granted if requested in writing to the Planning Division thirty days prior to the one year expiration date. Should this permit not be initiated within one year and no extension granted, the permit shall become null and void.
5. A Tentative Map application and a Final Map application must be reviewed, approved and a final map must be recorded prior to parceling of the individual units.
6. The applicant must meet and maintain all of the requirements and conditions of approval of the Carson City Airport Authority.

The following shall be submitted with any associated permit application:

7. The applicant shall submit a copy of the signed Notice of Decision and conditions of approval with any associated permit application.
8. The project requires approval of a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
9. All floor drains within the facilities shall be routed through a sand oil interceptor.
10. A reduced pressure principle backflow prevention assembly shall be placed on the domestic service(s) to all hangers, directly behind the water meters.
11. The project shall comply with all codes and ordinances pertinent to the building type

and occupancy classification.

12. Fire hydrant locations shall be in an approved location by the Carson City Fire Department Fire Prevention Bureau.
13. Addressing shall meet design and approval of the Carson City Fire Department and the GIS Department.
14. All disturbed areas not covered by asphalt will be reseeded and hydro mulched prior to the issuance of a final certificate of occupancy.

The following are general requirements applicable throughout the life of the project:

15. The applicant must provide full compliance with State of Nevada dust control measures to mitigate dust at all hours within the construction limits.
16. The primary building colors shall be blue and gray, which meet Airport Authority design requirements and are similar to the existing surrounding buildings.
17. The pilot ready rooms and lounges are limited to a length of stay of five days as reviewed by the Airport Authority and may not be used for an other residential purpose.
18. Provide 20 parking spaces on lease parcel 207, either within the hanger buildings or in open areas per the Airport Authority.
19. Sizes of buildings to be used as hangers as approved by the Airport Authority are 18,750 square feet, 26,350 square feet and 32,000 square feet with an additional 3,200 square feet on the second floor. The setbacks are zero from lease parcel 207 exterior property lines. The maximum height of the buildings are 26 feet overall for smaller hangers and 58 feet overall for larger hanger.

LEGAL REQUIREMENTS: CCMC 18.04.185 (Public Regional-PR); CCMC 18.02.080 (Special Use Permits)

MASTER PLAN DESIGNATION: Public/Quasi-Public

PRESENT ZONING: Public Regional

KEY ISSUES: Will the proposed airport hangars negatively impact adjacent uses?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: zoning: Public Regional; use: Airport main parcel, existing taxiway "C"

SOUTH: zoning: Public Regional; use: Airport main parcel, existing buildings

EAST: zoning: Public Regional; use: Airport main parcel, existing taxiway "B"

WEST: zoning: Public Regional; use: Airport main parcel, proposed taxi lane

ENVIRONMENTAL INFORMATION

1. FLOOD ZONE: Zone C (areas of minimal flooding) per FEMA FIRM 40
2. EARTHQUAKE FAULT: Zone III (moderate shaking potential). Closest fault beyond 500 feet of the subject site.
3. SLOPE/DRAINAGE: Relatively flat
4. SOILS: 71: Urban Land

SITE DEVELOPMENT INFORMATION

1. LOT SIZE: 3.29 acres/143,312.4 square feet (a portion of the Airport Parcel)
2. STRUCTURE SIZE: Three hangers, 18,750, 26,350, 32,000 plus 3,200 on second floor
3. STRUCTURE HEIGHT: Overall two at 26 feet and one at 58 feet
4. PARKING: Parking, customarily, is satisfied by the person driving to the hangar where the airplane is located and parking inside the hangar or in front of the space being rented/owned. Airport Authority is requiring 20 parking spaces within lease parcel 207.
5. SETBACKS: to be determined by Special Use Permit
6. VARIANCES REQUESTED: None

BACKGROUND:

The applicant received conceptual approval for the conceptual review of the site plans from the Carson City Airport Authority on January 17, 2007. A review of the specific plan was reviewed and approved by the Airport Authority on March 21, 2007. Requirements from the Airport Authority are included as Conditions of Approval.

DISCUSSION:

A Special Use Permit is required for the following reason:

- All development standards relative to the lot including setbacks, building height, landscaping, off-street parking and signs shall be based on the requirements and conditions of the Special Use Permit, pursuant to CCMC Section 18.04.185.

The applicant, Matt Hansen of Licata Hansen Associates Architecture, on behalf of KCXP Investments, LLC Lessee, is requesting Special Use Permit approval to allow construction of three hanger buildings. Two hangers are proposed to be separated into five and seven units, respectively, and leased. The size of the individual smaller hangers would be determined at the time of the submission and approval of the Tentative Map. The large hanger would be 32,000 square feet or 160 feet by 200 feet, with an additional 3,200 square feet of office, administrative space and pilot lounges on the second floor within the building. The proposal is at lease parcel 207 a 3.29 acre parcel, which is a portion of the Carson City Airport, zoned Public Regional (PR). Each of the hangar units would store private planes. The hangars would be painted a color to similar to the surrounding

buildings, are proposed as blue and gray and meet the design standards of the Airport Authority and were approved by the Authority. The owner may subdivide the hangars into individual units in the future. At that time the applicant will submit a Tentative Map application to the Planning Division when ready to proceed with the subdivision process.

The applicant states the owner is presenting housing three personally owned planes in currently rented space at the Carson City Airport. These planes would move to the new hangars of the owner, if approved.

The subject area of proposed construction is lease parcel 207. This parcel is currently vacant and located in the center of the Carson City Airport. The property adjacent to this parcel on all sides is zoned Public Regional and is within the main airport parcel consisting of 264.9 acres. Two of the hangars which would be constructed on lease parcel 207 are proposed to be separated into various "lease parcels" of smaller hanger areas within the buildings that will be individually leased to various tenants. The proposed development is to be located on the northeast side of the airport parcel. Special Use Permits for airport hangars on other lease parcels on the airport authority have been previously approved (U-94/95-33, U-97/98-45, U-98/99-5 and SUP 06-248). There are presently 205 hangars covering 561,915 square feet on the airport property. Four new hangars were approved by SUP 06-248 on January 31, 2007 on lease parcel 219A. These hangars have not yet been constructed. When completed, they will add four hangars with 22 units within the hangars and cover an additional 57,900 square feet at the airport or a total of 619,815 square feet. With these three hangars the total would be 696,915 square feet.

This development would be three buildings which are proposed to be one hanger of 32,000 square feet footprint, with an additional 3,200 square feet of office, administrative and pilot lounge space on the second floor, and second hanger of 18,750 square feet, which is proposed to be separated into five individual lease spaces and one building of 26,350 square feet which is proposed to be separated into seven individual lease spaces. These hangars are likely to be leased as individual units. Again, parceling of these hangars would be under a Tentative Subdivision map approval process. The largest hanger is big enough to house more than one plane. Also planned within this building is a service hanger, administrative space and pilot rest lounge areas. The pilot rest lounges would be limited to a length of stay of five days as limited by the Airport Authority and could not be used for residential purposes as a condition of approval. An additional condition of approval from the Airport Authority is the requirement that there be 20 parking spaces within lease parcel 207, either within the hanger areas or in the open. Site development standards are not established in the PR zoning district and as part of this Special Use Permit application, the applicant is requesting the proposed buildings be approved for this project. Review of proposed sizes or types of planes to be stored within the hangars is not under the Special Use Permit purview and is instead under the purview and regulation of the Carson City Airport Authority which has approved this project.

Proposed Site Development Standards which were approved by the Airport Authority on March 21, 2007:

Front: 0 from lease parcel line
Side: 0 from lease parcel line
Rear: 0 from lease parcel line
Height: 26 feet overall for smaller hangers and 58 feet overall for larger hanger.

A proposed taxi lane is proposed from each of the small hangers to the west then north to existing taxiway "C" and which would give airplanes access to the individual units within the corresponding hangars. The hangars would be located on the south side of taxiway "C" and west of taxiway "B". The large hanger would have access directly to existing taxi way "B", to the east of the proposed hanger.

Staff looks to the Airport Authority for guidance regarding construction projects within the airport. The Airport Authority met on March 21, 2007 and unanimously approved the proposal as presented. The Airport Authority has also reviewed the required dimensions for providing sufficient access along taxi ways. The Airport Authority determines that the buildings, as proposed, are in compliance with their regulations; more specifically, the Airport Authority considers that the apron distance in front of the hangar doors is sufficient to permit the traffic of airplanes, that the size of the units are sufficient for the intended use of the storage of private airplanes, and that the location is in accordance with the Airport Master Plan and leases. In addition, the Airport Authority determines that the buildings are of similar quality and materials as those presently in use at the airport. The Airport Authority has determined that the blue and gray colors proposed by the applicant are acceptable. The Airport Authority is requiring that 20 parking spaces be located within lease parcel 207, either within the hangers or in the open on the parcel. Parking, customarily, is satisfied by the person driving to the hangar where the airplane is located and then parks inside the hangar or in front of the space being leased/owned. Access to the airport is limited by gates requiring keyed access.

According to comments received by Tom Grundy, E.I., Civil Design Supervisor with the Development Engineering department, the request is not in conflict with any Engineering Master Plans for streets or storm drainage.

All on-site utilities will connect to existing utility lines and will be located under ground. There are existing water, sewer, gas and electric utility lines available near the site to service the proposed hangers.

It is noted that this is not a review by the Planning Commission of airport flight operations such as aircraft utilizing the airport for take off, landings, storage, or service. The Airport Authority determines what size and weight of aircraft are appropriate to utilize the facilities. Planning Commission review at this time is to allow construction of buildings on the site. The proposal under consideration is only to allow construction of hangers for aircraft, storage and supporting services on airport property within lease parcel 207.

As in all Special Use Permits, the findings to grant approval must be met by the applicant for the project to be approved and that the project not detract from existing improvements

and residents to the immediate area, but rather will be a positive addition to the existing airport facility. This Special Use Permit is for the construction of the hangars only. A Tentative and Final Map must be filed and approved and a final map recorded if the units are to be separately parceled in the future.

PUBLIC COMMENTS: Public notices were mailed to 31 adjacent property owners within 1,065 feet of the subject site on March 9, 2007. As of the completion of this report, there have been no comments received which were directed to the Planning Commission. However, a petition of objection to the hangars was presented to the Airport Authority on March 21, 2007, containing 31 signatures and is included with this report. 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 March 28, 2007, depending on their submittal date to the Planning and Community Development Department.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS: All comments from various city departments and agencies that were received as of March 16, 2007 are attached to this report.

Fire Department: see attached memo containing three conditions of approval. This is not a comprehensive review and is intended for information only. Please contact the Fire Department for further information.

Building Department: see attached memo stating a building permit shall be obtained prior to commencing construction. This review does not constitute a complete plan examination necessary for a Building Permit approval.

Engineering Department: Development Engineering has no objection to this special use request and the following conditions of approval:

1. All floor drains within the facilities shall be routed through a said oil interceptor.
2. A reduced pressure principle backflow prevention assembly shall be placed on the domestic service(s) to all hangars, directly behind the water meters.

FINDINGS:

Staff's recommendation is based upon the findings as required by Carson City Municipal Code (CCMC) Sections 18.02.062 (Special Use Permits) enumerated below and substantiated in the public record for the project.

1. **Will be consistent with the Master Plan elements.**

Goal 1.1. Promote the efficient use of available land and resources:

Policy 1.1d. Growth Management Ordinance.

Policy 1.1e. Sustainable Construction Techniques.

Policy 1.1f. Energy Conservation.

The project proposes design and implementation of water and energy conservation systems including photo voltaic solar collectors and solar hot water collectors for domestic hot water and space heating assistance, as well as sustainable building materials and construction techniques in accordance with the Carson City Airport Authority (CCAA).

Policy 1.4c: Protect existing site features, as appropriate, including mature trees or other character-defining features.

All disturbed areas not covered by asphalt will be reseeded and hydro mulched.

Goal 4.1 Promote recreational equity at a neighborhood level.

Policy 4.2b Maintain and expand recreation partnerships.

The proposed project complies with Carson City's adopted standards Master Plan for park facilities and accordance with CCAA.

Goal 6.1 Promote high quality development.

Policy 6.1a. Durable materials.

The proposed project will be constructed of durable, long-lasting building materials similar to those found at other similar facilities located at the Carson City Airport.

Policy 6.1c. Variety and visual interest.

Variety and visual interest will be accomplished by varied roof articulation, color and materials as well as location, size and placement of windows and doors. The height, density and setback transitions for the project have been approved by the Carson City Airport Authority (CCAA) and the Federal Aviation Administration. (FAA)

The density standards established in the Special Use Permit application are consistent and compatible with the surrounding area. Airport hangars are designed to be functional. The hangars will be consistent and compatible with other buildings within the Airport area. Entrances will be clearly marked and the site will be consistent with the Carson City Development Standards.

A segment of the Carson City population, those with access to private airplanes, will benefit from having the ability to protect and store private airplanes.

The following is an excerpt from the Carson City Master Plan (adopted April 6, 2006) sections A-4 and A-5:

The Carson City Airport Master Plan (2001) is an adopted element of the citywide Master Plan. The Airport Master Plan was cooperative effort between the CCAA and the FAA. This Airport Master Plan provides a comprehensive analysis of airport facility needs and alternatives with the purpose of providing guidance for the future development of the facility.

The preparation of the Airport Master Plan is evidence that the CCAA recognizes the importance of the Carson City Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The cost of maintaining an airport is an investment which yields impressive benefits to a community. A sound and flexible Master Plan will ensure that the Carson City Airport continues to be a major economic asset for the region.

The primary objective of the Airport Master Plan was to develop and maintain a long-term development program that will yield a safe, efficient, economical and environmental acceptable air transportation facility. The accomplishment of this objective required the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe and reliable airport facility that meets the needs of the area. The Airport Master Plan provides an outline of the necessary development and gives responsible officials advance notice of future needs to aid in planning, scheduling and budgeting.

The number of aircraft stored and used at the Airport has steadily increased, as is shown in section 1-13 of the Airport Master Plan, showing figures from 1982 to 1998 increasing from 169 aircraft based at the Airport to 238, shown as 210 single-engine aircraft, 18 multi-engine aircraft, seven jet aircraft and three helicopters at that time.

It appears that small airports, providing a service to the community and to a select group of owners, leasers or renters are a popular resource in the area. According to the information shown on page 2-7, "Based Airport Forecasts", the number of aircraft are likely to increase as the population increases and the use becomes more popular. Table 2C forecasted the growth of the number of aircraft to be stored at the airport, stating that the number of planes based at the airport in 1998 was 238 and showing a projected increase to 288 in 2005, 320 in 2010, 357 in 2015 and 392 in 2020.

It is likely that these aircraft will need to be placed in hangers, to protect these valuable investments from vandalism or stealing, the weather, needed service and storage when not in use.

- 2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and will**

cause no objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.

Dust control measures are required to mitigate dust at all hours within the construction limits.

It is anticipated that the proposed airport hangars will result in physical activity by the very nature of the use of their operation. The area proposed for these hangars is located within the interior of the airport, generally between the existing runways "B" and "C". Due to their separation from the boundary of the airport property, the hanger development will not be detrimental to the peaceful enjoyment, economic value or development, nor will it cause objectionable noise, vibrations, fumes, odors, dust, glare or physical activity to surrounding properties. Included in the conditions of approval are the requirements that all disturbed areas not covered by asphalt be reseeded and hydro mulched. The applicant must provide full compliance with State of Nevada dust control measures to mitigate dust at all hours within the construction limits. It is assumed that the hangars will improve the economic value of the airport property in general and will result in provision of more complete services such as storage facilities for private planes within the airport. Storage of valuable aircraft within secure hangars provide security, as well as protection from weather and during maintenance and service. The proposed storage of airplanes in hangars is an on-going use at the airport.

3. Will have little or no detrimental effect on vehicular or pedestrian traffic.

Roadway capacities are adequate to accommodate traffic levels associated with the use. According to comments received by Tom Grundy, E.I., Civil Design Supervisor with the Development Engineering department, the proposal will have a minimal effect on traffic and pedestrian activities. Vehicles require an access code to utilize the interior of the airport facility. Access is therefore limited to those with business at the airport and who have the correct code. The number of vehicles at the airport is severely restricted to only those who have legitimate business. Those who are going to leave the airport by plane will usually park a vehicle at the hanger and leave in an aircraft, or will be dropped off, with the vehicle leaving after dropping off the passenger. According to the Airport Master Plan of 2001, there were 122 designated parking spaces available at various locations within the airport. A condition of the Airport Authority is the requirement that there be 20 parking spaces located on lease parcel 207, either within the hangars or in the open areas of the parcel. This requirement is included in the conditions of approval

4. Will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.

It is not anticipated that an increase in schools, police and fire protection will be associated with this proposal.

The request is not in conflict with any Engineering Master Plans for streets or storm drainage.

According to comments received by Tom Grundy, E.I., Civil Design Supervisor with the Development Engineering department, existing water and sewer facilities are not expected to be impacted as a result of this project. The proposed hangars are not expected to have any negative impacts on proposed services and facilities. Storm drainage, water and sanitary sewer provisions were reviewed by the Engineering Division.

Included in the conditions of approval are the requirements that all floor drains within the facilities be routed through a sand oil interceptor, that a reduced pressure principle backflow prevention assembly be placed on the domestic service(s) to all hangars, directly behind the water meters and that fire hydrant locations be in a location approved by the Carson City Fire Department Fire Prevention Bureau. Carson City Fire Station number two is located immediately adjacent to the airport on College Parkway.

5. Meets the definition and specific standards set forth elsewhere in this title for such particular use and meets the purpose statement of that district.

The Public Regional (PR) zoning district allows buildings and facilities owned, leased, or operated by the City of Carson City, Carson City School District or any other district, State of Nevada or the government of the United States by Special Use Permit. Therefore, upon approval of the Special Use Permit requested, the use will be consistent with the standards of the applicable zoning district.

The approval of this Special Use Permit is limited to construction of the proposed hangars and associated site improvements. Any future expansion requires Special Use Permit approval.

6. Will not be detrimental to the public health, safety, convenience and welfare.

No evidence has been obtained or submitted regarding the development of these hangars and a finding that they will be detrimental to the public health, safety, convenience and welfare. The development of the hangars will have a positive effect on the public health, safety, convenience and welfare since the hangars are designed to protect private property from vandalism, stealing, inclement weather, as well as during maintenance and service and protect expensive and delicate equipment from damage. The hangars will provide shelter for planes.

7. Will not result in material damage or prejudice to other property in the vicinity.

The proposed expansion of the number of hangars on the site addressed in the Airport Master Plan of 2001, stating that the number of aircraft which utilize the facility is likely to increase. Hangars to store these aircraft are an extension of this increase in the use. Additional hangars will allow the planes to be stored at the airport as well. The proposed facility is in keeping with the Airport Authority Master Plan of 2001 and, with the proposed

Conditions of Approval, will not result in material damage or prejudice to other property in the vicinity. The colors of the project proposed as blue and gray are acceptable to the Airport Authority and meet their design requirements and will be similar to the existing surrounding buildings.

Respectfully submitted,

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



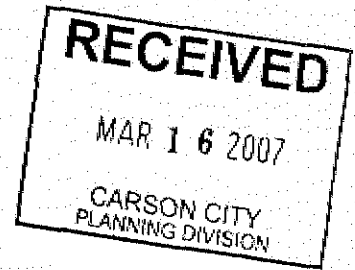
Kathe Green
Assistant Planner

Fire Department Comments
Building Department Comments
Engineering Division Comments



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL
DEVELOPMENT SERVICES



Engineering Division
Planning Commission Report
File Number SUP- 07-025

TO: Planning Commission
FROM: Tom Grundy, E.I., Civil Design Supervisor *TG*
DATE: March 14, 2007 **MEETING DATE:** March 28, 2007

SUBJECT TITLE:

Action to consider a Special Use Permit application from Matt Hansen, Licata Hansen Assoc. Arch. (property owner: Carson City/Airport Authority) to construct airport hangars consisting of 12 small hangars (50' X 70') and a main hangar building containing office/administration space (200' X 160')—Jet Ranch on property zoned Public Regional (PR) located at 2600 College Pkwy. Lot #207, APN 008-901-01.

RECOMMENDATION:

Development Engineering has no objection to the special use request and the following two conditions of approval.

1. All floor drains within the facilities shall be routed through a sand oil interceptor.
2. A reduced pressure principle backflow prevention assembly shall be placed on the domestic service(s) to all hangars, directly behind the water meters.

DISCUSSION:

Development Engineering has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of C.C.M.C. 18.02.080, Conditional Uses.

C.C.M.C. 18.02.080 (2a) - Adequate Plans

The information submitted by the applicant is adequate for this analysis.

C.C.M.C. 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans for streets or storm drainage.

C.C.M.C. 18.02.080 (5c) - Traffic/Pedestrians

The proposal will have little effect on traffic or pedestrian facilities. According to information obtained from the developer and through City research, the size of the planes which will be housed in this facility can transport up to 20 people including crew. As such, traffic generated by the project is expected to be minimal and far under the 80 peak hour or 500 average daily trip generation threshold which would require a traffic study.

C.C.M.C. 18.02.080 (5d) - Public Services

Existing facilities are not impacted. According to information provided by the developer, the entire project is expected to use approximately 314 gallons per day of water. This level of water usage will add minimal demand to the water and sewer systems.

V:\Engineering\Planning Commission Reports\Special Use Permits\2007\SUP 07-025, Jet Ranch, 2600 College Parkway, apn 008-901-01.doc

ENGINEERING DIVISION • 2621 Northgate Lane, Suite 54 • Carson City, Nevada 89706
Phone: (775) 887-2300 Fax: (775) 887-2283 E-mail: engdiv@ci.carson-city.nv.us

RECEIVED

FEB 23 2007

CARSON CITY
PLANNING DIVISION

MEMORANDUM

DATE: February 22, 2007

TO: Planning and Community Development
Jennifer Pruitt
KCXP Investments, LLC
134 Lakes Blvd.
Dayton, NV 89403

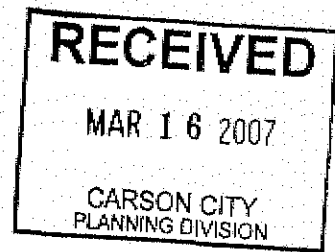
FROM: Bruce Van Cleemput Assistant Chief/ Fire Marshal

SUBJECT: SUP-07-025 APN 008-901-01 Jet Ranch

We have reviewed the aforementioned project and have the following comments:

- This project shall comply with all codes and ordinances pertinent to the building type and occupancy classification.
- Fire hydrant locations shall be in an approved location by the Carson City Fire Department Fire Prevention Bureau.
- Group S-2 occupancies 13,400 square feet or less are exempt from a fire sprinkler system.

This is not a comprehensive review and is intended for information only. If you need additional assistance, please contact our office.



MEMORANDUM

TO: Community Development Department
FROM: John Symons, Plans Examiner
DATE: March 12, 2007
SUBJECT: Planning Commission Agenda for March 28, 2007

ZCA-07-023 Action to consider an application for a **Zoning Code Amendment** from Carson City Planning Division for an amendment to Title 18 Zoning and Development Standards, specifically to the current Landscaping Ordinance adding sections regarding Xeriscape applications, trees and shrubs within the Historic District, tree protection measures, modifications to the current City ordinance to include riparian corridors, tree (et al) planting details and general landscaping details, and other matters related thereto. (Walter Sullivan)

No Building Division Comments.

ZCA 06-181 Action to consider an application for a **Zoning Code Amendment** from Carson City Planning Division for an amendment to Title 18 Zoning and Development Standards, specifically to the Lighting Ordinance regarding performance standards relative to display and security lighting. (Walter Sullivan)

No Building Division Comments.

SUP-07-025 Action to consider a **Special Use Permit** application from Matt Hansen, Licata Hansen Assoc. Arch. (property owner: (Name of lessee)/Carson City/Airport Authority) to construct airport hangars consisting of 12 small hangars and a main hangar building which includes pilot accommodations and office/administration space for the project known as Jet Ranch on property zoned **Public Regional (PR)** located at 2600 College Pkwy (Carson City Airport), Lot #207, APN 008-901-01. (Kathe Green/Walter Sullivan)

Building permits shall be obtained prior to commencing construction.

SUP-07-022 Action to consider a **Special Use Permit** application from property owner Brian K. Collings to construct a 4,800 square foot metal building for storage purposes with seven parking bays as a detached structure beside the residence on property zoned **Single Family One Acre (SF1A)** located at 4540 Silver Sage Drive, APN 009-175-04. (Sean Foley)

Building permits shall be obtained prior to commencing construction.

ZMA-07-026 Action to consider a **Zoning Map Amendment** application from Resource Concepts, Inc. (property owner: Nevada Children's Foundation) to change the zoning on a

portion of a parcel from Conservation Reserve (CR) to Retail Commercial (RC) for the Eagle Valley Children's Home on property presently zoned Conservation Reserve (CR) located at 2300 Eagle Valley Ranch Road, APN 007-511-06. (Lee Plemel)

No Building Division Comments.

TSM-07-027 Action to consider a **Tentative Subdivision Map** application, known as Combs Canyon Phase II, from Lumos Engineers for Barton Properties, Inc. (property owner: Combs Canyon, LLC) to review a subdivision map that consists of 19 lots on approximately 25 acres, and a **Variance** to allow for greater lot depth than allowed per City municipal code on four of the proposed lots on property zoned Single Family One Acre (SF1A) located on Combs Canyon Road, APN 007-091-72. (Jennifer Pruitt)

Building permits shall be obtained prior to commencing construction.

SUP-04-221a Action to consider an application to amend a previously approved **Special Use Permit** for Fuji Park and Fairgrounds, from Vern Krahn, Carson City Parks & Recreation (property owner: Carson City) to add a new conceptual site plan, add a new construction phasing plan, and deletion of the watchman's quarters on property zoned Public Regional and General Commercial (PR and GC), located at 601 & 803 Old Clear Creek Rd., APNS 009-303-02, -03, -05, -07. (Lee Plemel)

Building permits shall be obtained prior to commencing construction.

SUP-06-068a Action to consider an application to amend a previously approved **Special Use Permit** from Stephanie Hicks of RO Anderson Eng. (property owner: Calvary Chapel of CC) to reduce the building size for a church on property zoned Single Family One Acre (SF1A) located on Clearview Drive, APN 010-191-14. (Heidi Eskew-Hermann)

Building permits shall be obtained prior to commencing construction.

TSM-06-203 Action to consider modification to a previously approved Tentative Subdivision Map application known as Summer Hawk from Capital Engineering (property owners: Stanton Park Development and Hansler, LLC), to allow modification of the placement of the proposed building envelopes **ONLY** in relation to the construction of 201 single family residential units with approximately 86.2% common areas/open space on approximately 548.2 acres on property zoned Conservation Reserve (CR)/ Single Family 12,000 (SF12) located on Rhodes Street and Curry Street, APNs 009-021-02, 009-031-01, 009-031-02, 009-031-07 and 009-151-01. (Jennifer Pruitt /Heidi Eskew-Hermann)

Building permits shall be obtained prior to commencing construction.

SUP-05-089 and SUP-05-035 Action to consider a modification to the previously approved **Special Use Permits'** conditions of approval, specifically to allow use of the baseball facility for seven days a week, including **Sundays**, from 9:00 a.m. to 6:00 p.m.; on property zoned Public Regional (PR) and located at 2201 West College Parkway, APN 007-521-01. (Walter Sullivan)

No Building Division Comments.

MISC-07-029 Discussion only regarding the subject of guest houses performance standards to be contained in Title 18 and in Development Standards.

No Building Division Comments.

TO: Airport Authority
FROM: Planning Division
DATE: March 21, 2007
SUBJECT: Item SUP-07-025
Special Use Permit to allow three hangers to be constructed at the airport on lease parcel 207 in Public Regional zoning

Discussion: The applicant has submitted a site plan with a proposed location for the placement of three hangers on leased property parcel 207. Three maps are attached. One shows the entire airport and surrounding properties, with the location of the parcel within the airport drawn on the plan. The second shows the location of the proposed hangers within airport. The third shows the proposed location of the hangers within the parcel. The hangers are proposed in size to be as follows: hanger building #1, 18,750 square feet, hanger building #2, 26,350 square feet and hanger building #3, 32,000 square feet with an additional 3,200 square foot upstairs for offices, administrative space and pilot lounges. The hangers were previously reviewed and recommended for approval by the Airport Authority as a conceptual plan. The final plan is being submitted to the Airport Authority for approval. Approval by the Planning Commission is required for all public district development standards and will be submitted for their review on March 28, 2007. Lot areas, setbacks, building height, landscaping, off-street parking and signs shall be based on requirements and conditions of the special use permit.

We are seeking recommendations from the Carson City Airport Authority to the Planning Commission regarding the following:

- 1) Pilot lounge length of stay
- 2) Color of buildings to meet airport design standards
- 3) Vehicle parking- inside or on open areas within the parcel site
- 4) Support of hangers at 26 and 58 feet in overall height and zero setbacks from the lease parcel lines

LEGAL REQUIREMENTS: CCMC 18.04.185 (Public Regional-PR); CCMC 18.02.080 (Special Use Permits)

MASTER PLAN DESIGNATION: Public/Quasi-Public

PRESENT ZONING: Public Regional

KEY ISSUES: Will the proposed airport hangars negatively impact adjacent uses?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: zoning: Public Regional; use: Airport main parcel, existing taxiway "C"

SOUTH: zoning: Public Regional; use: Airport main parcel, existing buildings

EAST: zoning: Public Regional; use: Airport main parcel, existing taxiway "B"

WEST: zoning: Public Regional; use: Airport main parcel, proposed taxi lane

ENVIRONMENTAL INFORMATION

1. FLOOD ZONE: Zone C (areas of minimal flooding) per FEMA FIRM 40
2. EARTHQUAKE FAULT: Zone III (moderate shaking potential). Closest fault beyond 500 feet of the subject site.
3. SLOPE/DRAINAGE: Relatively flat
4. SOILS: 71: Urban Land

SITE DEVELOPMENT INFORMATION

1. LOT SIZE: 3.29 acres/143,312.4 square feet (a portion of the Airport Parcel)
2. STRUCTURE SIZE:
3. STRUCTURE HEIGHT:
4. PARKING: Parking, customarily, is satisfied by the person driving to the hangar where the airplane is located and parking inside the hangar or in front of the space being rented/owned.
5. SETBACKS: to be determined by Special Use Permit
6. VARIANCES REQUESTED: None

BACKGROUND:

The applicant received conceptual approval for the conceptual review of the site plans from the Carson City Airport Authority on January 17, 2007. A review of the specific plan is requested of the Airport Authority on March 21, 2007. Airport Authority comments will be provided to the Planning Commission as late material at the meeting of March 28, 2007.

DISCUSSION:

A Special Use Permit is required for the following reason:

- All development standards relative to the lot including setbacks, building height, landscaping, off-street parking and signs shall be based on the requirements and conditions of the Special Use Permit, pursuant to CCMC Section 18.04.185.

The applicant, Matt Hansen of Licata Hansen Associates Architecture, on behalf of KCXP Investments, LLC Lessee, is requesting Special Use Permit approval to allow construction of three hanger buildings. Two hangers are proposed to be separated into five and seven

units, respectively, and leased. The size of the individual smaller hangars would be determined at the time of the submission and approval of the Tentative Map. The large hanger would be 32,000 square feet or 160 feet by 200 feet, with an additional 3,200 square feet of office, administrative space and pilot lounges on the second floor within the building. The proposal is at lease parcel 207 a 3.29 acre parcel, which is a portion of the Carson City Airport, zoned Public Regional (PR). Each of the hangar units would store private planes. The hangars would be painted blue in color to blend with the surrounding buildings and the design standards of the Airport Authority. The owner may subdivide the hangars into individual units in the future. At that time the applicant will submit a Tentative Map application to the Planning Division when ready to proceed with the subdivision process.

The applicant states the owner is presenting housing three personally owned planes in currently rented space at the Carson City Airport. These planes would move to the new hangars of the owner, if approved.

The subject area of proposed construction is currently vacant and located in the center of the Carson City Airport. The property adjacent to this parcel on all sides is zoned Public Regional and is the main airport parcel consisting of 264.9 acres. Two of the hangars which would be constructed on lease parcel 207 are to be separated into various "lease parcels" of smaller hanger areas within the buildings that will be individually leased to various tenants. The proposed development is to be located on the northeast side of the airport parcel. Special Use Permits for airport hangars on other lease parcels on the airport authority have been previously approved (U-94/95-33, U-97/98-45, U-98/99-5 and SUP 06-248). There are presently 205 hangars covering 561,915 square feet on the airport property. Four new hangars were approved by SUP 06-248 on January 31, 2007 on lease parcel 219A. These hangars have not yet been constructed. When completed, they will add four hangars with 22 units within the hangars and cover an additional 57,900 square feet on the site.

This development would be three buildings which are proposed be one hanger of 32,000 square feet footprint, with an additional 3,200 square feet of office, administrative and pilot lounge space on the second floor, and second hanger of 18,750 square feet, which is proposed to be separated into five individual lease spaces and one building of 26,350 square feet which is proposed to be separated into seven individual lease spaces. These hangars are likely to be leased as individual units. Again, parceling of these hangars would be under a Tentative Subdivision map approval process. The largest hanger is big enough to house more than one plane. Also planned within this building is a service hanger, administrative space and pilot rest lounge areas. These lounges would be limited to a stay of time determined by the Airport Authority and could not be used for residential purposes as a condition of approval. Site development standards are not established in the PR zoning district and as part of this Special Use Permit application, the applicant is requesting the proposed buildings be approved for this project. Review of proposed sizes or types of planes to be stored within the hangars is not under the Special Use Permit purview and is instead under the purview and regulation of the Carson City Airport Authority.

Proposed Site Development Standards:

Front: 0 from lease parcel line

Side: 0 from lease parcel line

Rear: 0 from lease parcel line

Height: 26 feet overall for smaller hangers and 58 feet overall for larger hanger.

A proposed taxi lane is proposed from each of the small hangers to the west then north to existing taxiway "C" and which would give airplanes access to the individual units within the corresponding hangars. The hangars would be located on the south side of taxiway "C" and west of taxiway "B". The large hanger would have access directly to existing taxi way "B", to the east of the proposed hanger.

Staff looks to the Airport Authority for guidance regarding construction projects within the airport. The Airport Authority has reviewed the required dimensions for providing sufficient access along taxi ways. The Airport Authority determines that the buildings, as proposed, are in compliance with their regulations; more specifically, the Airport Authority considers that the apron distance in front of the hangar doors is sufficient to permit the traffic of airplanes, that the size of the units are sufficient for the intended use of the storage of private airplanes, and that the location is in accordance with the Airport Master Plan and leases. In addition, the Airport Authority determines that the buildings are of similar quality and materials as those presently in use at the airport. Parking, customarily, is satisfied by the person driving to the hangar where the airplane is located and then parks inside the hangar or in front of the space being leased/owned. Entry to the airport is limited by gates requiring keyed or numbered access.

According to comments received by Tom Grundy, E.I., Civil Design Supervisor with the Development Engineering department, the request is not in conflict with any Engineering Master Plans for streets or storm drainage.

All on-site utilities will connect to existing utility lines and will be located under ground. There are existing water, sewer, gas and electric utility lines available near the site to service the proposed hangers.

It is noted that no special review by the Planning Commission is required for the Airport to allow an aircraft to utilize the airport for take off, landings, storage, or service. The airport and individual pilots determine what size and weight of aircraft are appropriate to utilize the facilities. Review is only required at this time to allow construction of buildings on the site. According to the applicant, planes of the size proposed to be utilized in these hangers are already on this site. The proposal under consideration for Planning Commission review is only to allow hangers for aircraft, storage and supporting services for these aircraft on the premises.

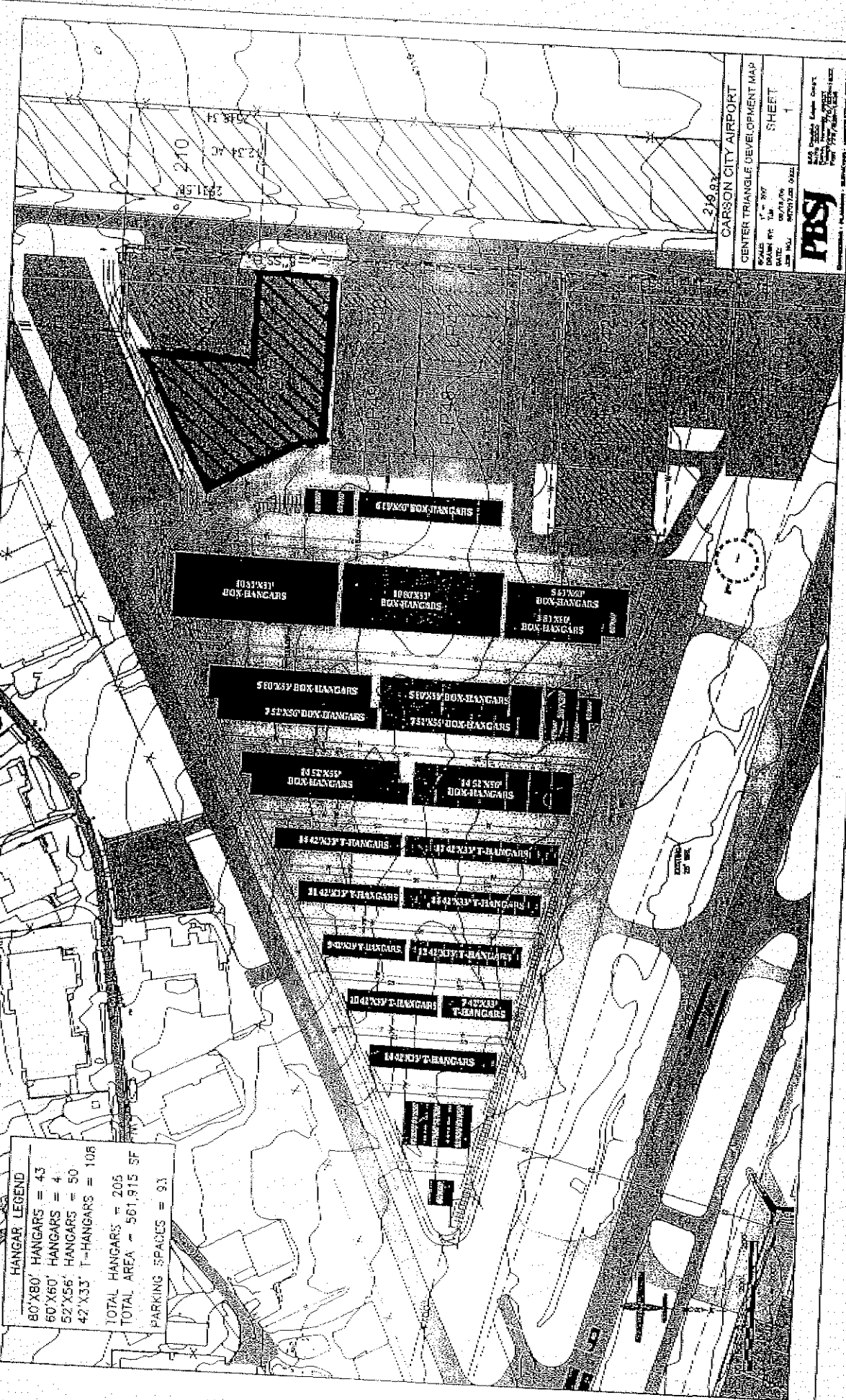
As in all Special Use Permits, the findings to grant approval must be met by the applicant for the project to be approved and that the project not detract from existing improvements and residents to the immediate area, but rather will be a positive addition to the existing airport facility. This Special Use Permit is for the construction of the hangars only. A

Tentative and Final Map must be filed and approved and a final map recorded if the units are to be separately parceled in the future.

PUBLIC COMMENTS: Public notices were mailed to 31 adjacent property owners within 1,065 feet of the subject site on March 9, 2007. As of the completion of this report, there have been no comments received. Any comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on March 28, 2007, depending on their submittal date to the Planning and Community Development Department.

If you have any questions regarding this application, please contact Kathe Green, Assistant Planner, at 887 2188 x 1010.

SEP 07-05



HANGAR LEGEND	
80'X60' HANGARS	= 43
60'X60' HANGARS	= 4
52'X56' HANGARS	= 50
42'X33' T-HANGARS	= 106
TOTAL HANGARS	= 205
TOTAL AREA	= 561,915 SF
PARKING SPACES	= 93

CARSON CITY AIRPORT
 CENTER TRIANGLE DEVELOPMENT MAP
 SCALE: 1" = 30'
 DATE: 07/14/05
 SHEET: 1
PSBY
 1000 S. GARDNER AVENUE, SUITE 100, CARSON CITY, NV 89701
 PHONE: 775-784-1234
 FAX: 775-784-1235
 WWW.PSBY.COM

KATHE GREEN:

THIS IS THE REVISED CONCEPTUAL PLAN CREATED IN RESPONSE TO CC&A INPUT & REQUEST.

HANGAR BUILDING #1
± 18,750 SF
DIVIDED INTO ± 5
INDIVIDUAL LEASE
SPACES

HANGAR BUILDING #2
± 26,350 SF DIVIDED INTO
± 7 INDIVIDUAL LEASE SPACES

HANGAR # 3
± 35,200 SF
(± 24,000 SF FOOTPRINT)

FRONT APRON
ENLARGED IN
RESPONSE TO
CC&A REVIEW

DEVELOPER:

ST. MARKS OF THE MOUNTAIN CO. INC.
1211 W. 10TH ST.
DENVER, CO 80202
(303) 733-1000

ADMINISTRATIVE:

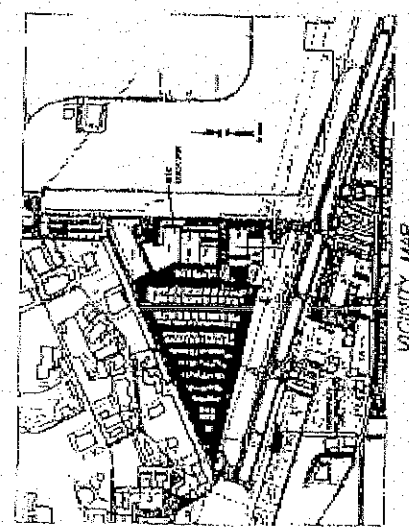
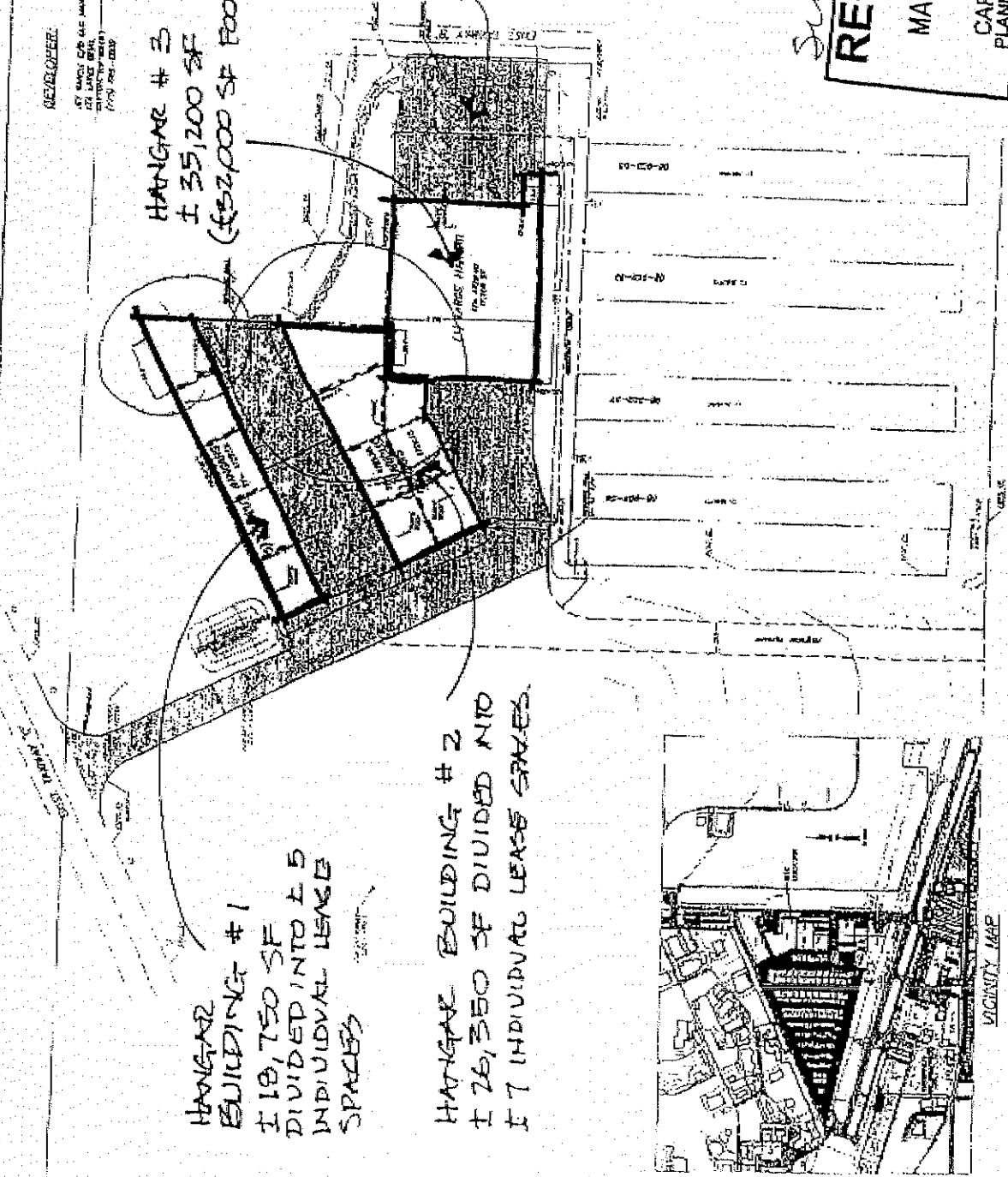
MARK SMITH
1211 W. 10TH ST.
DENVER, CO 80202
(303) 733-1000

DATE OF REVISION:

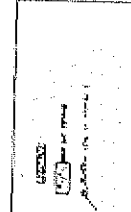
NOV 15 2007
ADD ALL CC&A INPUT & REQUESTS
TO THIS SET

REVISIONS:

REVISION # 1
ADDED FRONT APRON



SUP07-02-5
RECEIVED
MAR 05 2007
CARSON CITY
PLANNING DIVISION



Opposing Jet Ranch Structure at Carson City Airport
 List, List Signature

Attention: Walter Sullivan

		ADDRESS	NEVADA
1. PUTHE, ANNELEISE	Anneliese Puth	83 SILVER LANE	CARSON CITY, 89
2. JOSEPH McEWAN	Joseph McEwan	20 CARD LEAF LN	" "
3. MAVIS SCARFF	Mavis Scarff	233A Gold Leaf Lane	" 8970
4. DON GIOVANNONI	Don Giovannoni	106 Yellow Jacket	C.C. 8970
5. Genevieve Lange	Genevieve Lange	180 Crown Pt.	CC 897
6. MARGEN SCHAFFER	Margen Schaffer	237 Gold Leaf	89706
7. Pat Perry	Pat Perry	103 Yellow Jacket	884 125
8. Doris Stewart	Doris Stewart	121 Kentucky Ln.	883 07
9. Barbara Keagy	Barbara Keagy	223 Gold Leaf	883 087
10. Helma Kessler	HELMA KESSLER	75 Gold Hill	884-120
11. INMAN, Louise	Louise Inman	108 Kei Trucke	885-781
12. Jan Redfern	Jan Redfern	25 Crown Point Dr	882-879
13. MILDRED A. WILKINSON	Mildred A. Wilkinson	24 CROWN PT. DR	882-43
14. MERRIT BUCKS		12 Gold Hill Dr	841-713
15. Richard Fisher	Richard Fisher	145 Silver Nevada Ln	841 46
16. Margaret Pecher	Roland B Pecher	218 Gold Hill Dr	887-56
17. Anne Dunn		131 TROJAN	882-85
18. Pete Smith			
19. CRISTOPHER RITZ	Christopher Ritz	135 TROJAN	885-0640
20. DOROTHY HORNUM	Dorothy Hornum	161 SILVER NEVADA	883-592
21. M E LANE	LEAKE, MARY E.	128 Trojan	841-1978
22. WILLARD GWIN	Willard Gwin	45 Eureka Dr	C.C. 8970
23. SPENCER PETERS	Spencer Peters	107 CROWN POINT DR	C.C. NV 86
24. R & S BROOKS	R & S Brooks	190 Silver	C.C. NV 89
25. MILLIE NIELSEN	Millie Nielsen	20 Crown Pt	885-10

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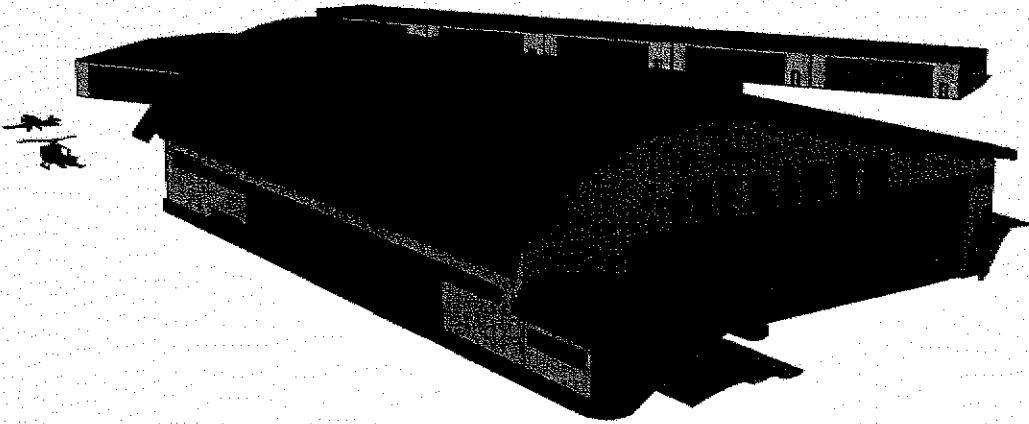
MAR 21 2007
 CARSON CITY
 PLANNING DIVISION

Oppose Jet Ranch

Print Last, First	Signature	Full Address	City & Zip
26. BATTEN, JOANNE	<i>Joanne Batten</i>	420 Gold Hill Drive	Carson City 89
27. Rogers, Luella	<i>Luella Rogers</i>	229 Gold Leaf Lane	Carson City &
28. Bleaver G.	<i>G. Bleaver</i>	15 Gold Hill	Carson City
29. MERZ, ROGER	<i>Roger Merz</i>	255 Gold Leaf Ln	Carson City,
30. JAMISON, JIM	<i>Jim Jamison</i>	272 Gold Hill	DR C.C.W
31. PAULL JUNE M	<i>June M Paull</i>	19 Gold Hill Dr.	C.C.NV 89
32.			
33.			
34.			
35.			

RECEIVED
 MAR 21 2007
 CARSON CITY
 PLANNING DIVISION

**Carson City Planning Division
Special Use Permit Application**



For

Jet Ranch

Submitted By



LICATA HANSEN
ASSOCIATES ARCHITECTURE

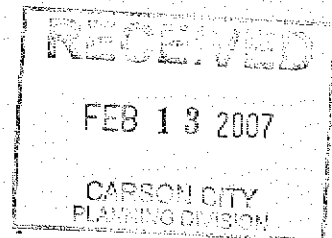
650 S. Rock Blvd. #14
Reno, NV 89502-4116

www.RenoTahoeDesign.com

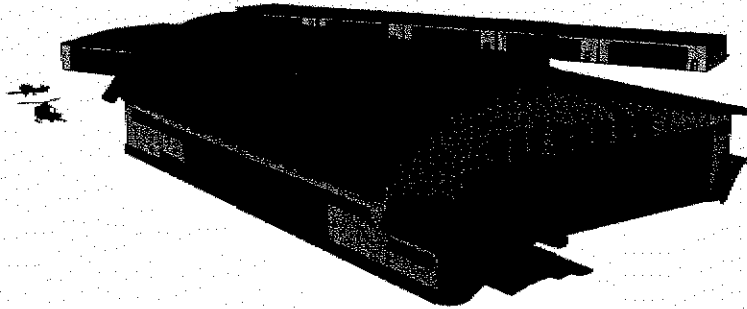
Phone (775) 856-4200
Fax (775) 856-4233

SUP - 07 - 025

February 12, 2007



47



Carson City Planning Division Special Use Permit Application

Index of Submittal Documents

- Application Form
- Site Plan
- Building Elevations and Floor Plans
- Proposal Questionnaire with Both Questions and Answers Given
- Applicants Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports

Carson City Planning Division
 2621 Northgate Lane, Suite 62 • Carson City NV 89706
 Phone: (775) 887-2180 • E-mail: plandept@ci.carson-city.nv.us

FOR OFFICE USE ONLY:

CCMC 18.02

FILE # SUP- 07 -

SPECIAL USE PERMIT

FEES: \$1,200.00 MAJOR
 \$500.00 MINOR (Residential)
 + noticing fee

PROPERTY OWNER

City of Carson City, KCXP Investments, LLC Lessee

MAILING ADDRESS, CITY, STATE, ZIP

134 LAKES BLVD DAYTON, NV 89403

PHONE #

775-885-6800

FAX #

775-885-6842

Name of Person to Whom All Correspondence Should Be Sent

APPLICANT/AGENT

MATT HANSEN, LICATA HANSEN ASSOC. ARCH.

MAILING ADDRESS, CITY, STATE ZIP

650 SOUTH ROCK BLVD #14 RENO, NV 89502

PHONE #

775-856-4200

FAX #

775-856-4233

E-MAIL ADDRESS

matt@rtgarch.com

SUBMITTAL PACKET

- G Application Form
- G Site Plan
- G Building Elevation Drawings and Floor Plans
- G Proposal Questionnaire With Both Questions and Answers Given
- G Applicant's Acknowledgment Statement
- G 26 Completed Application Packets (1 Original + 25 Copies)
- G Documentation of Taxes Paid-to-Date
- G Project Impact Reports (Engineering)

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required.

Project's Assessor Parcel Number(s):

PORTION OF 008-901-01

Street Address

2600 College Parkway, Lot #207, Carson City, NV 89706

ZIP Code

Project's Master Plan Designation

P-QP

Project's Current Zoning

PR

Nearest Major Cross Street(s)

ARROWHEAD AND RYAN

Briefly describe your proposed project: (Use additional sheets or attachments if necessary)

In accordance with Carson City Municipal Code (CCMC) Section: 18.04.185 _____, or Development Standards, Division _____ Section _____, a request to allow as a conditional use is as follows:

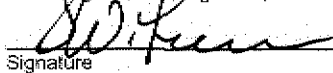
Jet Ranch is a new aircraft hangar project located at the Carson City Airport.

The proposed project will develop a 3.29 acre parcel at the airport. The buildings consist of

12 ± 50' x 70' small hangars and a 200' x 150' main hangar building containing an office located on the second floor with 8,000 square feet of office and administration space.

PROPERTY OWNER'S AFFIDAVIT

I, STEVE LEWIS, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature 

Address 134 Lakes Blvd., Dayton NV 89403

Date 2-13-07

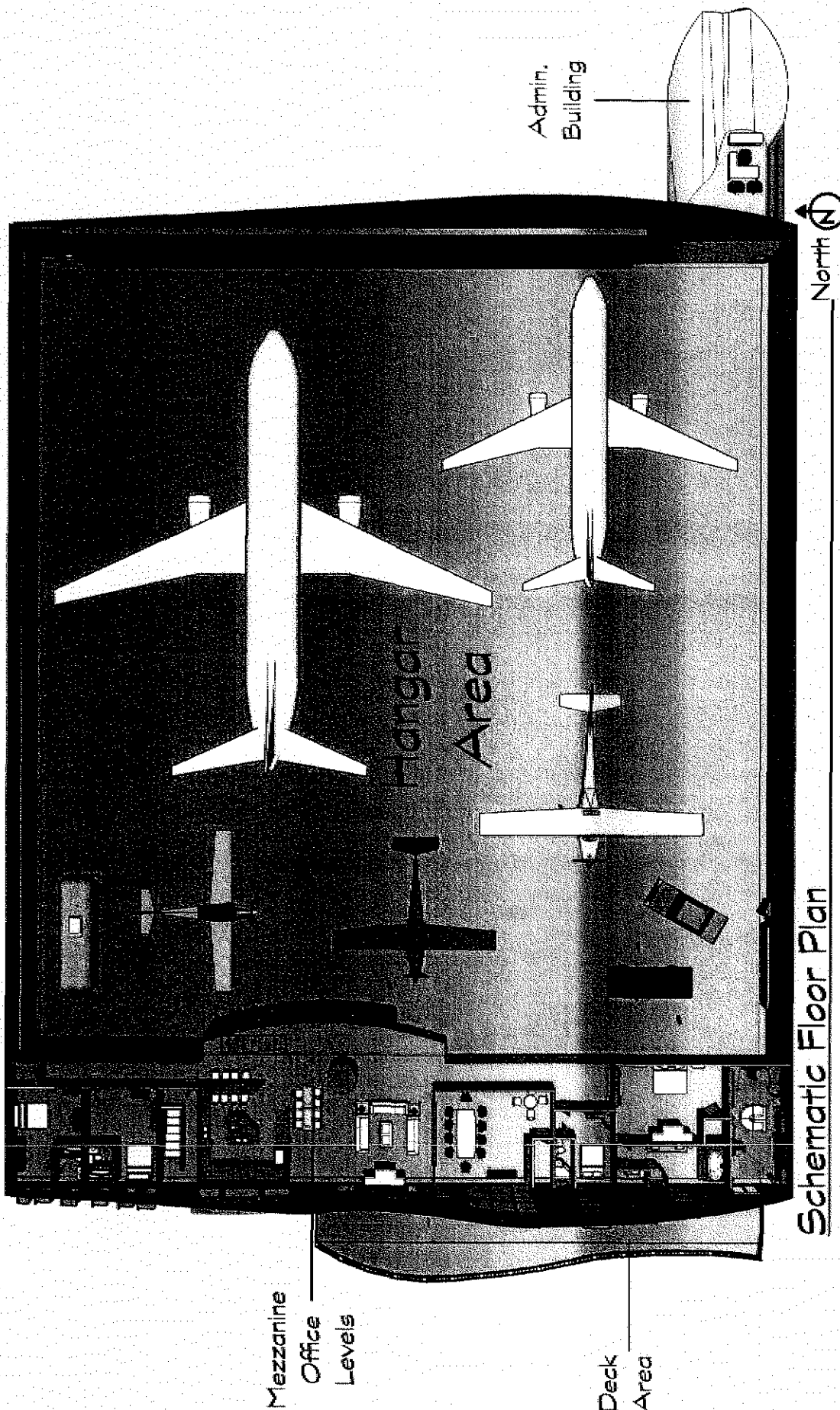
Use additional page(s) if necessary for other names.

STATE OF NEVADA)
 COUNTY)

On _____, 200____, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public _____

NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, Downtown Design Review, and/or the Redevelopment Authority Citizens Committee. Prior to being scheduled for review by the Planning Commission, Planning personnel can help you make the above determination.



Schematic Floor Plan



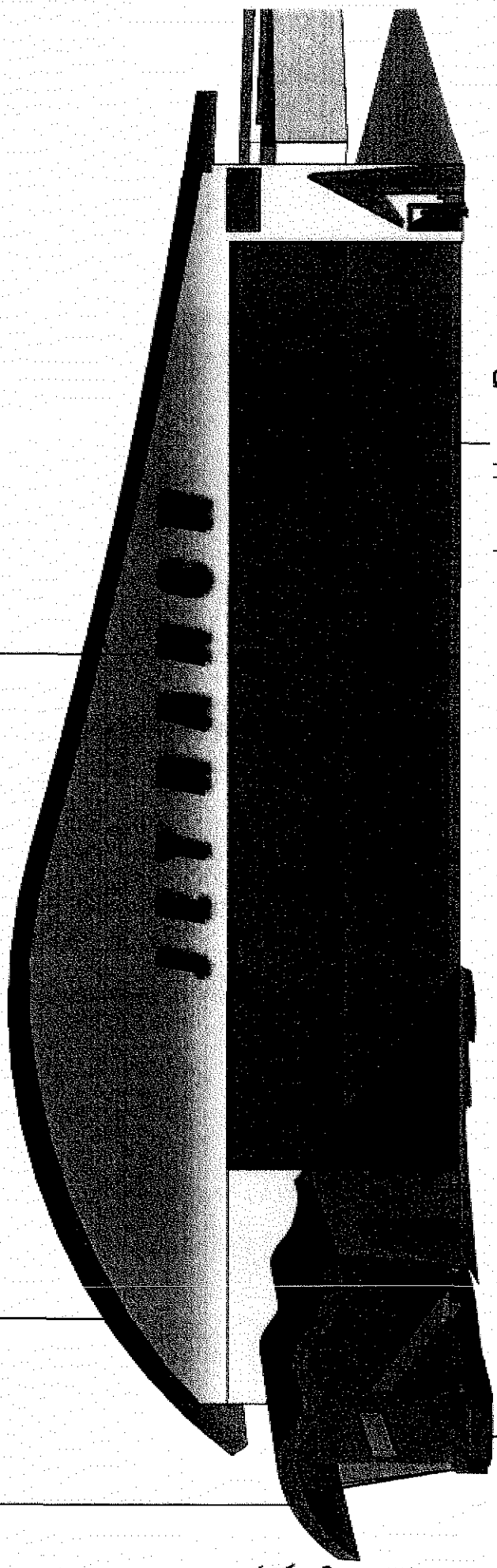
JET RANGH
Carson City Airport, Carson City, NV

A-1

Illuminated Signage

Metal Roofing System

Large Hangar Door



Schematic East Elevation

Admin. Offices/
Reception

www.RenoTahoeDesign.com

LUCATA HANSEN
ASSOCIATES ARCHITECTURE

550 S. Rock Blvd. #14 Reno, NV 89502-4116 Phone: (775) 856-4200 Fax: (775) 856-8333



JET RANCH
Carson City Airport, Carson City, NV

A-2

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Photovoltaic Solar Array

Hot Water Solar Array

Metal Roofing System

Service Hangar Beyond



Admin. Building

Passive Wall Panels

Clerestory Windows

Garage Door

Metal Panel Wall System

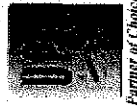
Schematic South Elevation

A-3

www.RenoTutorDesign.com

LICATA HANSEN
ASSOCIATES ARCHITECTURE

603 West Nevada Blvd. #114
Reno, NV 89502-4116 Phone: (775) 858-4200
Fax: (775) 858-4233

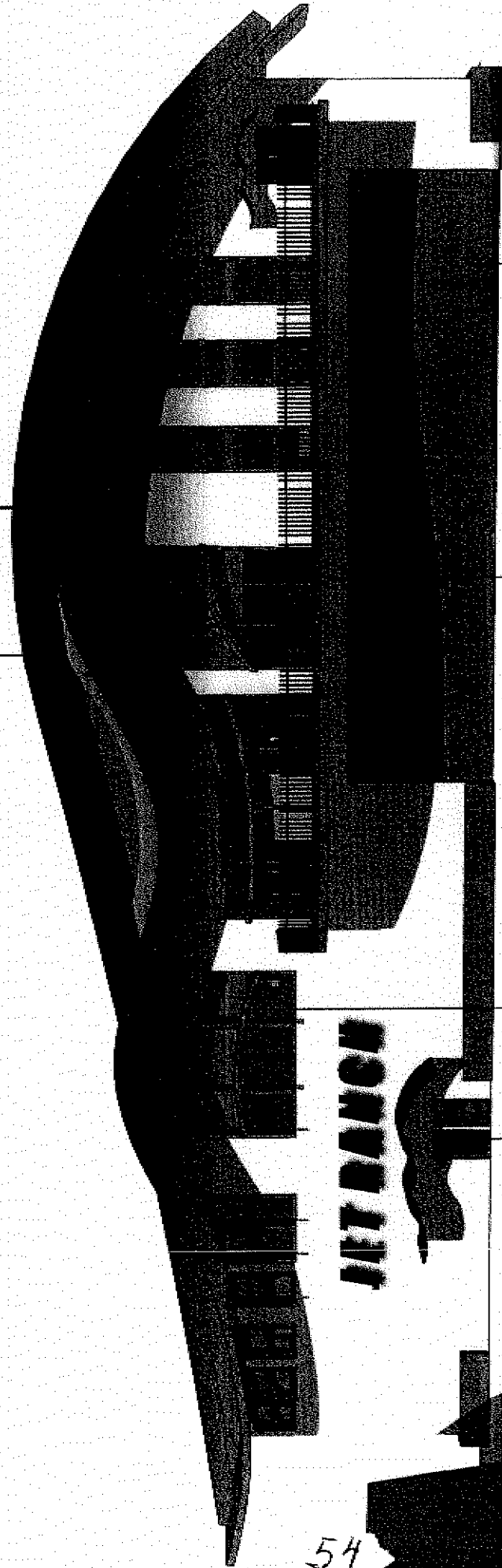


Partner of Choice

JET DANCH

Carson City Airport, Carson City, NV

Metal Roof System



Office Doors

Curtain
Wall Window
System

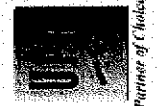
Secondary Level Deck Area

Hangar Door

Schematic West Elevation

54

www.ReneFalkowDesign.com
UCATA HANSEN
ASSOCIATES ARCHITECTURE
650 S. Beck Blvd. # 14
Reno, NV 89502-4116
Phone: (775) 857-4300
Fax: (775) 856-4233



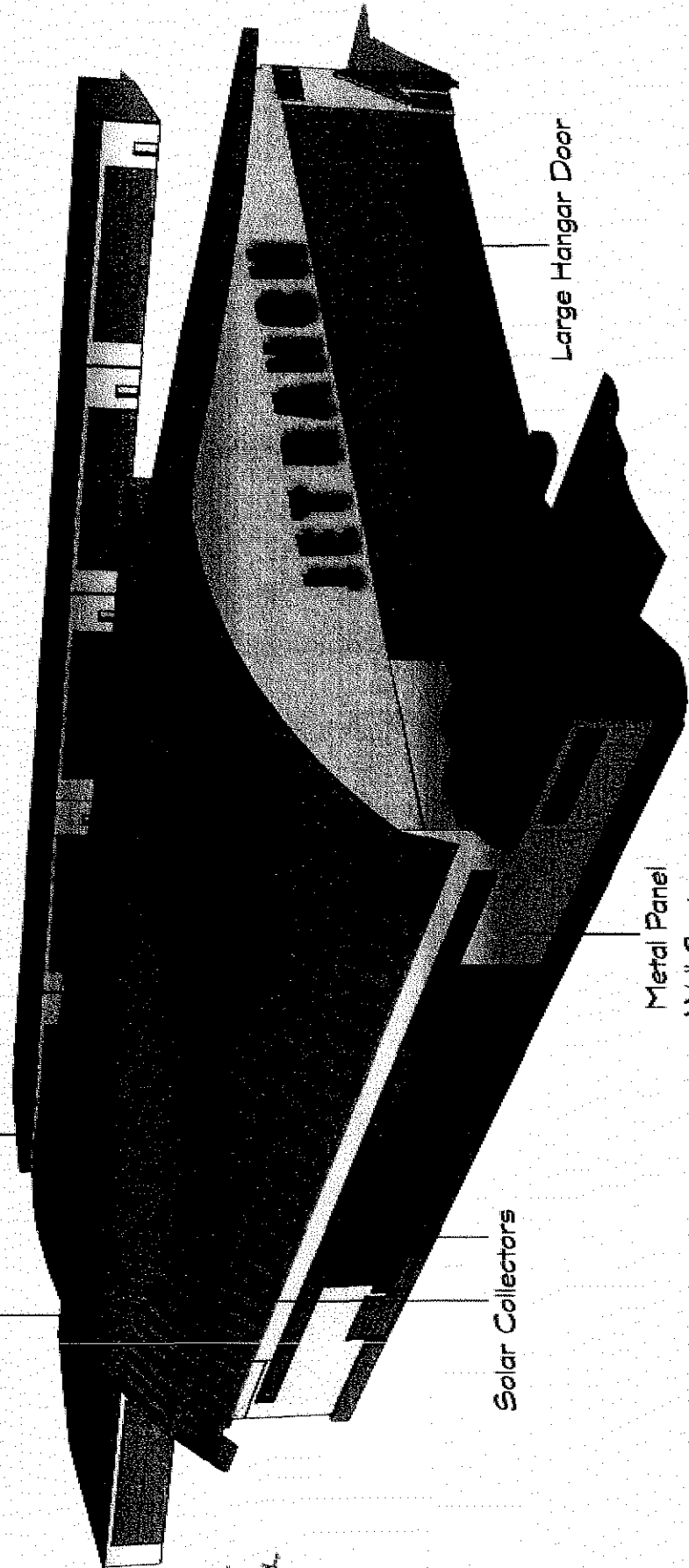
Partner of Choice

JET DANCER

Carson City Airport, Carson City, NV

A-4

Rental Hangars
Beyond




Solar Collectors

Metal Panel
Wall System

Large Hangar Door

Schematic Southeast View

 **LUCATA HANSEN**
ASSOCIATES ARCHITECTURE
www.lucatahansen.com
950 S. Rock Blvd. #14 Reno, NV 89502-4116 Phone: (775) 856-4200 Fax: (775) 856-4232



Partner of Choice

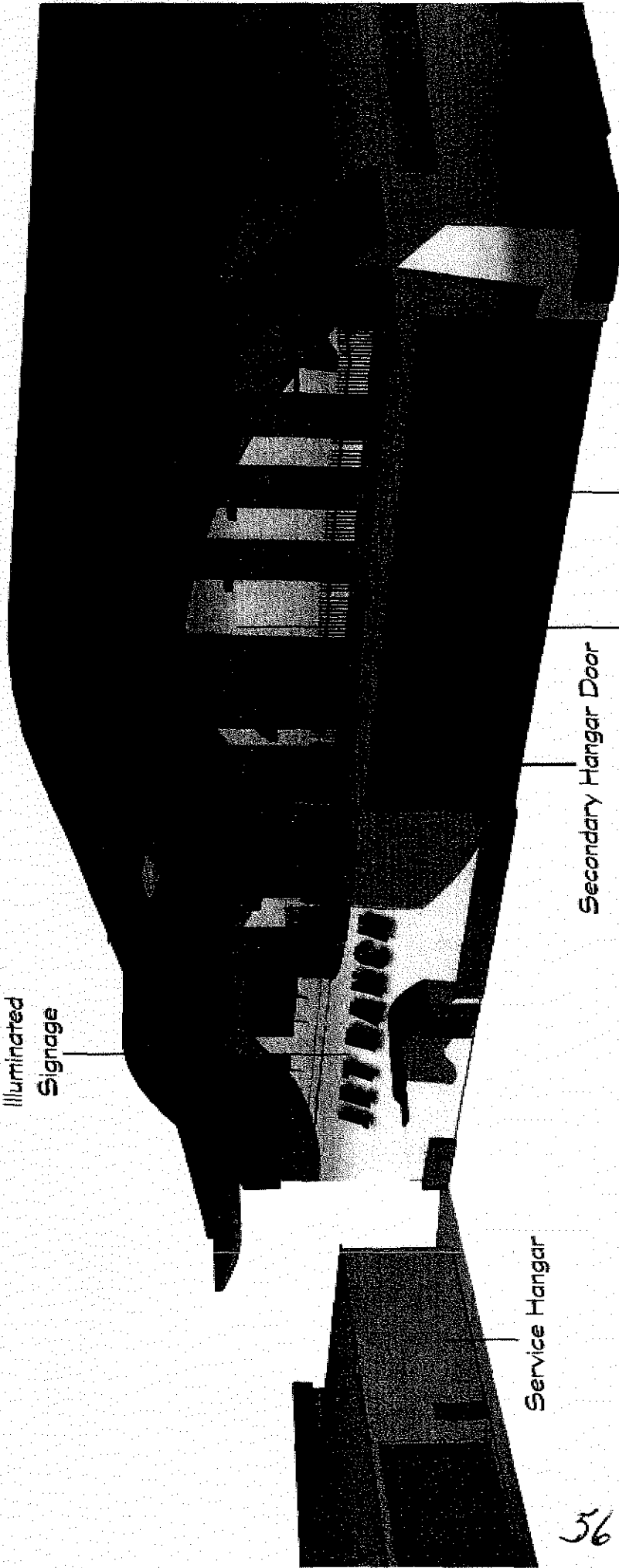
JET RANCH
Carson City Airport, Carson City, NV

A-5



55

Illuminated
Signage




Service Hangar

Secondary Hangar Door

Metal Wall System
With Curtain Wall
Window System



schematic Southwest

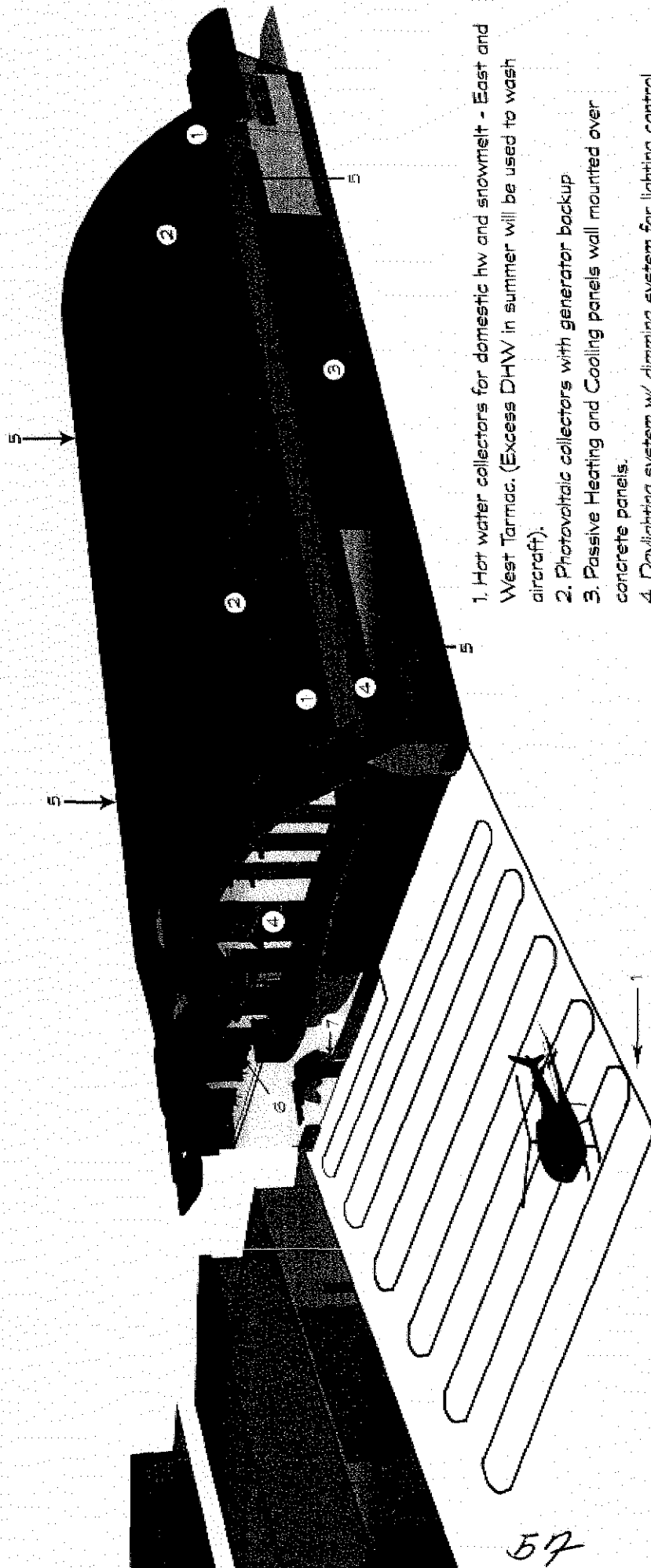
 **Lycata Hansen**
 ASSOCIATES ARCHITECTURE
 630 S. Rock Blvd. #104 Reno, NV 89502-4116
 Phone (775) 856-4700 Fax (775) 856-4215
www.lhnao.com



JET DANCER

Carson City Airport, Carson City, NV

A-6



1. Hot water collectors for domestic hw and snowmelt - East and West Tarmac. (Excess DHW in summer will be used to wash aircraft).
2. Photovoltaic collectors with generator backup
3. Passive Heating and Cooling panels will mounted over concrete panels.
4. Daylighting system w/ dimming system for lighting control
5. Total exhaust system for Natural Cooling and Ventilation by means of solar assistal fans at roof area and automatic venting system below south eave (for night flush cooling as well).
6. High efficient lighting system and controls.
7. Smart Technology for security lighting and Environmental controls , on or from off site.

Schematic Solar Diagram

JET RANCH
Carson City Airport, Carson City, NV

A-7

SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE

PLEASE TYPE OR PRINT IN BLACK INK ON SEPARATE SHEETS. ATTACH TO YOUR APPLICATION.

State law requires that the Planning Commission, and possibly the Board of Supervisors, consider and support the questions below with facts in the record. These are called "FINDINGS". Since staff's recommendation is based on the adequacy of your findings, you need to complete and attach the Proposal Questionnaire with as much detail as possible to ensure that there is adequate information supporting your proposal.

The questionnaire lists the findings in the exact language found in the Carson City Municipal Code (CCMC), then follows this with a series of questions seeking information to support the findings.

(On an attached sheet, list each question, read the explanation, then write your answer in your own words.)

Answer the questions as completely as possible so that you provide the Commission and possibly the Board with details that they will need to consider your project. If the question does not apply to your situation, explain why. BEFORE A SPECIAL USE PERMIT CAN BE GRANTED, FINDINGS FROM A PREPONDERANCE OF EVIDENCE MUST INDICATE THAT THE FACTS SUPPORTING THE PROPOSED REQUEST ARE INCORPORATED INTO YOUR APPLICATION.

GENERAL REVIEW OF PERMITS

Source: CCMC 18.02.080. (1) The Planning Commission, and possibly the Board of Supervisors, in reviewing and judging the merit of a proposal for a special use permit shall direct its considerations to, and find that in addition to other standards in this title, the following conditions and standards are met:

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

Explanation A. Turn to the Master Plan Policy Checklist. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews address five items that appear in the Carson City Master Plan. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. Address each theme; a check indicates that the proposed development meets the applicable Master Plan Policy. In your own words provide written support of the policy statement. You may want to acquire a free CD or purchase a paper copy of the Master Plan from the Planning Division, or review the copy in the Planning Office or in the reference section of the Ormsby Public Library on Roop Street, or use our website at www.carson-city.nv.us.

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

Explanation A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: two houses, Single-Family 12,000 zoning; East: restaurant, Retail Commercial zoning; West: undeveloped lot, Retail Commercial zoning; South: apartment complex, Retail Commercial zoning).

B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners. Will the project involve any uses that are not contained within a building? If yes, please describe. If not, state that all uses will be

within a building. Explain how construction-generated dust (if any) will be controlled. Have other properties in your area obtained approval of a similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.

- C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.
- D. Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have when it is successfully operating? Will vehicles be making left turns? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? What will be the emergency vehicle response time? State how you have arrived at your conclusions. What City department have you contacted in researching your proposal? Explain the effect of your project with the existing traffic in the area.
- E. Explain any short-range and long-range benefit to the people of Carson City that will occur if your project is approved.

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

- Explanation
- A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population? How will your project affect the Sheriff's Office?
 - B. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated? Talk to Development Engineering for the required information.
 - C. Are the water supplies serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well? Talk to the Utilities Department for the required information.
 - D. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system? Please contact the Utilities Department for the required information.
 - E. What kind of road improvements are proposed or needed to accommodate your project? Have you spoken to Development Engineering or Regional Transportation regarding road improvements?
 - F. Indicate the source of the information that you are providing to support your conclusions and statements made in this packet (private engineer, Development Engineering, Regional Transportation, title report, or other sources).
 - G. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.
 - H. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscaping shown on the plan which complies with City ordinance requirements.

1. Provide a parking plan for your project. If you are requesting approval for off-site parking within 300 feet, provide site plans showing (1) parking on your site, (2) parking on the off-site parking lot, and (3) how much of the off-site parking area is required for any business other than your own. Design and dimensions of parking stalls, landscape islands, and traffic aisles must be provided.

If there is any other information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include this information.

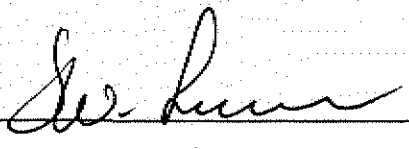
The following acknowledgment and signature are to be placed at the end of the response to the questionnaire prepared for the project.

Please type the following signed statement at the end of your application questionnaire.

ACKNOWLEDGMENT OF APPLICANT

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

Applicant



Date

2-13-07



SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE

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

See Attached Master Plan Policy Checklist Chapters 3-7

In response to chapter 3 of the Master Plan Policy Checklist:

DNA The proposed project has no impact on the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12) in that the project is within the approved Carson City Airport Master Plan.

- ✓ The project proposes design and implementation of water and energy conservation systems including photo voltaic solar collectors and solar hot water collectors for domestic hot water and space heating assist, as well as sustainable building materials and construction techniques in accordance with the Carson City Airport Authority (CCAA).

DNA The project is located within the Carson City Airport.

- ✓ The proposed project complies with the Unified Pathways Master Plan in accordance with the CCAA.

DNA As part of the Carson City Airport Master Plan, protection of existing site features is Not Applicable to this project.

- ✓ The proposed project has been approved by the CCAA with minor contingencies that will be met.

DNA The project is not within a Mixed-Use area and therefore Does Not Apply to mixed-use development.

- ✓ All CCAA setback standards will be met by the proposed project.
- ✓ Protection of environmentally sensitive areas will be complied with in accordance to CCAA standards.



- ✓ The projected project meets CCAA standards and design requirements for floodplain and geologic hazards.
- ✓ The project will provide for water, sewer, road improvements, sidewalks, etc. as required by the CCAA.

DNA The project is not located within a Specific Plan Area.

In response to chapter 4 of the Master Plan Policy Checklist:

DNA The proposed project complies with the Carson City's adopted standards Master Plan for park facilities in accordance with the CCAA.

DNA The project is located within the Carson City Airport and therefore consistency with the Open Space Master Plan and Carson River Master Plan Does Not Apply

In response to chapter 5 of the Master Plan Policy Checklist:

DNA The proposed project is within the boundaries of the Carson City Airport complies with all requirements set forth by the CCAA.

In response to chapter 6 of the Master Plan Policy Checklist:

- ✓ The proposed project will be constructed of durable, long-lasting building materials similar to those found at other similar facilities located at the Carson City Airport.
- ✓ Variety and visual interest will be accomplished by varied roof articulation, color, and materials as well as location, size and placement of windows and doors.
- ✓ The height, density, and setback transitions for the project have been approved by the CCAA.

DNA The project is Not located within a Mixed-Use Activity Center Area.

DNA The project is Not located within the Downtown Area.

DNA The proposed project does not include and housing and consequently Does Not Apply.



In response to chapter 7 of the Master Plan Policy Checklist:

- DNA** The project is located within the boundaries of the Carson City Airport which has a FAA mandated security fence to prohibit public access and consequently transit supportive developments are Not Applicable.
- DNA** All maintenance and enhancement of roadway connections and networks are consistent with the Carson City Airport Master Plan.
- DNA** Pathways through development to surrounding lands are prohibited by the FAA mandated security fence.

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

Findings:

- A. The zoning within and surrounding the proposed project is a mixture of Public Regional and Airport zoning. The proposed project is surrounded on all sides by hangars of similar construction.
- B. Our project is concurrent with the existing development on all sides and does not pose a problem in terms of noise, dust, odors, vibration, or glare. Jet Ranch is a new aircraft hangar project located at the Carson City Airport. The proposed project will develop a 3.29 acre parcel at the airport. The buildings consist of 12 ± 50' x 70' small hangars and a 200' x 160' main hangar building containing an office located on the second floor with 8,000 square feet of office and administration space. Best Management Practices (BMP's) will be provided consistent with industry standard practice and in conformance with the requirements of the Carson City Airport Authority. Typical BMP's will be required: to prohibit erosion from leaving the immediate area and protect the clarity of the existing storm drain system: to control dust during construction operations and to keep roadways clear of construction debris and mud.
- C. The proposed project will not be detrimental to the surrounding properties due to the location and current usage of the surrounding properties.



D. The proposed project will have a low impact on vehicular and pedestrian traffic. There will be a minimal amount of new trips generated by this project.

E. Short Range Benefits:

If approved, the Jet Ranch project will benefit the people of Carson City by:

- Providing employment to the local construction industry.
- Adding tax dollars from Impact and Permit fees.
- Jump starting improvements to the Carson City Airport.

Long Range Benefits:

- Bringing to the Carson City Airport and the Carson City business community an individual (Ton Gonzales) with a proven history of positive impact on community aesthetics, business networks, raising standards of business practices.
- Increasing ongoing use fees and taxes collected yearly by the CCAA for each of the individual lease hangars as well as the Jet Ranch property.
- Providing fees and permanent improvement to the infrastructure of the airport as mandated in the permitting process.
- Increasing the number of high-end aircraft storage facilities available on the airport for use by Carson City businesses and individuals.
- Adding to the tourist economy of Carson City with the addition of short term aircraft storage facilities at the Carson City Airport for usage by high-end tourists and businessmen.
- Increasing the visibility of the Carson City Airport among it's peers by the addition of a state of the art and architecturally dynamic facility.
- Setting a high standard of excellence and performance for airport facilities with the inclusion of energy efficient designs and systems.

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

Findings:

64



- A. The proposed project will have no impact on the school district. It will not add to the student population nor provide a service to the student population. The proposed project will have no impact on the Sheriff's office.
- B. Drainage from the site will be directed at existing catch basins and culverts where it will be collected and conveyed via existing storm drain systems to the offsite detention pond to the east. The easterly portion of the site, from roughly the midpoint of the large hangar (depending on how the roof drains) will be picked up in the existing north-south storm drain just west of the existing taxiway. The remainder of the site will be conveyed to an existing inlet at the southeast corner of parcel LP48 via an existing earthen swale flowing north to south, just west of parcels LP49 and LP48. This plan has been approved by the Carson City Airport Authority (CCAA).
- C. The CCAA has determined that there is an adequate water supply to meet the demands of the proposed project without impacting the surrounding areas.
- D. Adequate sewage capacity in the sewage disposal trunk line has been determined by the CCAA to meet the needs of the proposed project.
- E. No road improvements will be needed to accommodate the proposed project.
- F. The Carson City Airport Authority (CCAA) provided information to support any conclusions and statements made in this packet.
- G. All proposed outdoor lighting will be determined by and meet FAA requirements.
- H. Landscaping is not required in the proposed project's zoning.
- I. All parking will be provided in the individual hangars and as required to comply with the CCAA.



ACKNOWLEDGEMENT OF APPLICANT

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

Applicant

2-13-07
Date



Documentation of Taxes Paid-to-Date

Documentation of taxes paid-to-date is Not Applicable due to being located within the airport.



Project Impact Reports

Project Impact Reports are Not Applicable due to being located within the airport.

To:

WALTER A. SULLIVAN
PLANNING DIV. DIRECTOR
2621 NORTHGATE LANE #62
C.C. NV. 89706

①

From:

JERRY VACCARO
P.O. Box 805
C.C. NV. 89702

PAGER # 775/884-5248 (DIGITAL)
775/267-5955

C.C. M.C. SECTION 18.02.060

APPEAL FOR PLANNING COMMISSION MEETING.

3-28-07

FILE # SUP 07-025

AGENDA ITEM # G-1

MISC-07-054
RECEIVED
APR 09 2007
4:06pm
CARSON CITY
PLANNING DIVISION

(A) When I spoke to the C.C.P.C.
I told them that SUP 07-025
Application was signed by
Steve Lewis from Stirling Air LTP
& Airport Authority "Chairman" and
not the legal owner of this
Project.

The legal owner is Tom Gonzales
T.G. Investments is who paid for
this permit.

I asked for total disclosure
of all persons involved in this
Project & have not received any lists
or documents or "Power of Attorney
for "Steve Lewis" to sign S.U.P. 07-025

(B) This Item was passed on
 to C.C.P.C. with two members
 of Airport Authority having to
 Recuse them selves from voting
 ① Walter Sullivan "Vice Chairman"
 ② Steve Lewis "Chairman"
 For some conflict not fully
explained.

(C) I asked if all safety issues
 were addressed about the danger
 from 8-passenger jet plane with
 2000/3000 Gals. Jet fuel.
 I asked if the C.C.A.A or C.C.F.D.
 had the equipment to fight +
 extinguish such a fire. 91

(4)
(D) I WAS TOLD BY
C.C.P.C. "CHAIRMAN" PERRY
THAT HIS PAST 10 YRS +
WITH THE "CORONER OFFICE"
THAT THEY WOULD LET IT
BURN.

(E) THIS NEEDS TO GO BACK TO
THE "C.C.A.A." FOR A NEW
COMPLETE APPLICATION THAT
IS "LEGAL" TO A WHOLE
NEW T-MEMBER BOARD WITH
NO CONFLICTS OF INTERESTS
PERSONAL OR FINANCIAL.

F.

PLEASE ALL ATTACHED
DOCUMENTS FOR MY REFERENCES.

Thank You
Jenny Lamm
4-9-07 4:PM

C.C

Nu. Appeal.

TERRI HARBER.

ROND GARRETT JOURNAL

TIM ANDERSON.

Is the planned hangar higher than the capitol building ?

Do planning staff have access to criteria for aircraft noise footprints ?

What is the size of the hangars door ?

Do you have a list of aircraft noise footprints that a Hangar door of the size specified could support.? Something like a boeing business jet or an airbus perhaps ?

Can you say what the ultimate use of this building will be ? ever ?

What is the fuel capacity of the jets to be based at this hangar ? will larger jets be based or use the facility in the future ?

Has the fire department signed off on this **JET RANCH** ? Have they reviewed it from the standpoint of an aviation accident or just a buildings standpoint ?

How do you determine if this facility will have a positive or negative impact on quality of life or more importantly the safety of the community. Further, is the fire department trained and equipped to fight a fire with the potential of involving several thousands of gallons of jet fuel ?

The Airport Authority made their determination that a hangar was an appropriate use for airport land, this was made with minimal data presented to them, does the planning commission have any further data than was presented to the Airport Authority ?

Would it be in the publics best interest for the planning commission to specify or recommend maximums for this hangar so as to insure the publics comfort and safety levels ?

When the airport is shut down for runway reconstruction in 2 or 3 years. Who will be responsible for the monitary damages such a project will doubtlessly incur, the airport has not made any provisions in it's planning which means the owners, you and I will be.

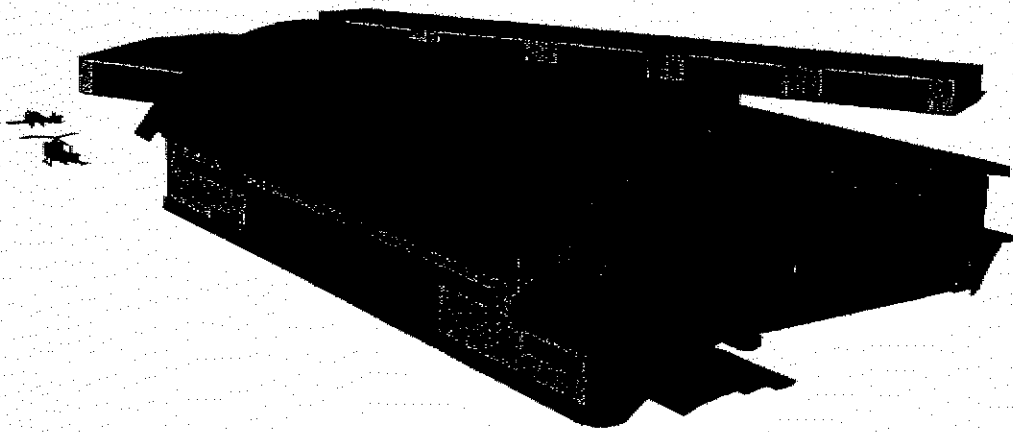
Is there enough parking for such a large facility ? who determined that? The airport has no such criteria nor is it their job to determine such. The airport has no such written guidelines. What planning criteria was used, please with specificity answer with the applicable codes.

I do not believe there is enough parking planned. It has been said on the record that the planned use for all of these smaller buildings is for the storage of an automobile collection. Are you aware of this ?

There are enough suggestions of impopriaties on the action by the Airport Authority I think it demands a review. However such is not your task. Your task is to see that the

needs and desires of the citizens of Carson city who are the owners of this property are met. Tangible things such as their health and safety. These things require data that does not seem to be here today for the public to see and understand and for you to make an informed decision for the use of this land for at least the next **50 years**, that's forever in my book as well as most of yours. There is **nothing that compels you to approve this** today but there certinlay are a lot of questions than can be answered with the appropriate submission of data, data we currently have not seen. Because of these and all the other questions asked today I simply request that you withhold your approval today so the public may be informed as to these very important items that have not be addressed as yet.

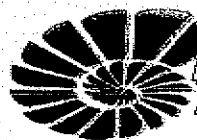
**Carson City Planning Division
Special Use Permit Application**



For

Jet Ranch

Submitted By



LICATA HANSEN
ASSOCIATES ARCHITECTURE

650 S. Rock Blvd. #14
Reno, NV 89502-4116

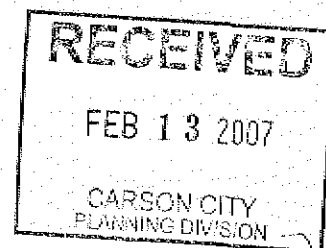
www.RenoTahoeDesign.com

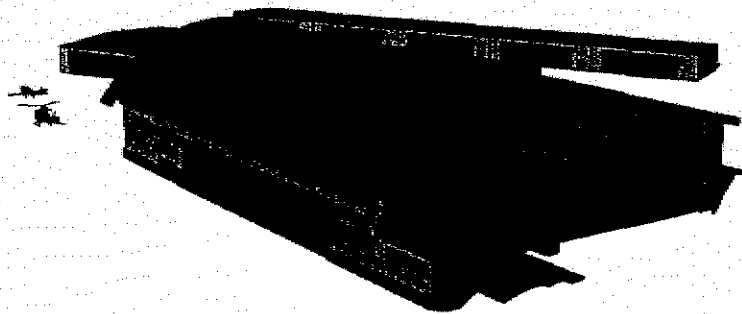
Phone (775) 856-4200
Fax (775) 856-4233

SUP - 07 - 025

February 12, 2007

96





Carson City Planning Division Special Use Permit Application

Index of Submittal Documents

- Application Form
- Site Plan
- Building Elevations and Floor Plans
- Proposal Questionnaire with Both Questions and Answers Given
- Applicants Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports

Carson City Planning Division
2621 Northgate Lane, Suite 62 • Carson City NV 89706
Phone: (775) 887-2180 • E-mail: plandept@ci.carson-city.nv.us

FOR OFFICE USE ONLY:

CCMC 18.02

FILE # SUP-07 -

SPECIAL USE PERMIT

FEES: \$1,200.00 MAJOR
\$500.00 MINOR (Residential)
+ noticing fee

PROPERTY OWNER

City of Carson City, KCXP Investments, LLC Lessee

MAILING ADDRESS, CITY, STATE, ZIP

134 LAKES BLVD DAYTON, NV 89403

PHONE #

FAX #

775-885-6800

775-885-6842

**Name of Person to Whom All Correspondence Should Be Sent
APPLICANT/AGENT**

MATT HANSEN, LICATA HANSEN ASSOC. ARCH.

MAILING ADDRESS, CITY, STATE ZIP

650 SOUTH ROCK BLVD #14 RENO, NV 89502

PHONE #

FAX #

775-856-4200

775-856-4233

E-MAIL ADDRESS

matt@rtdarch.com

SUBMITTAL PACKET

- G Application Form
- G Site Plan
- G Building Elevation Drawings and Floor Plans
- G Proposal Questionnaire With Both Questions and Answers Given
- G Applicant's Acknowledgment Statement
- G 26 Completed Application Packets (1 Original + 25 Copies)
- G Documentation of Taxes Paid-to-Date
- G Project Impact Reports (Engineering)

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required.

Project's Assessor Parcel Number(s):

PORTION OF 008-901-01

Street Address

2600 College Parkway, Lot #207, Carson City, NV 89706

ZIP Code

Project's Master Plan Designation

P-QP

Project's Current Zoning

PR

Nearest Major Cross Street(s)

ARROWHEAD AND RYAN

Briefly describe your proposed project: (Use additional sheets or attachments if necessary)

In accordance with Carson City Municipal Code (CCMC) Section: 18.04.185 _____, or Development Standards, Division _____ Section _____, a request to allow as a conditional use is as follows:

Get Ranch is a new aircraft hangar project located at the Carson City Airport.

The proposed project will develop a 3.28 acre parcel at the airport. The buildings consist of

12 ± 50' x 70' small hangars and a 200' x 160' main hangar building containing an office located on the second floor with 8,000 square feet of office and administration space.

PROPERTY OWNER'S AFFIDAVIT

I, STEVE LEWIS, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature

Address

Date

2-13-07

Use additional page(s) if necessary for other names.

STATE OF NEVADA }
COUNTY } _____

On _____, 200____, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public

NOTE: If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, Downtown Design Review, and/or the Redevelopment Authority Citizens Committee. Prior to being scheduled for review by the Planning Commission, Planning personnel can help you make the above determination.

12/06

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ACKNOWLEDGEMENT OF APPLICANT

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

Applicant

12-13-07
Date

Sent: Friday, March 23, 2007 4:27 PM

To: Collie Hutter; ghandelin@pinnacle-consulting.org; Homung, Harvey; Jim Clague ; Neil Weaver; rstaubesq@earthlink.net; Sharon Airport Secretary; Steve Lewis; Walt Sullivan; Yvon Weaver
Subject: Jerry Vaccaro called

FYI,

Jerry Vaccaro just called me to follow up on his concerns voiced at the meeting. He said that he will be digging hard into the Jet Ranch proposal and issues of selective enforcement of the law. I told him that we try to be fair and avoid selective enforcement. He was adamant that he believes that Mr. Gonzales is getting preferred treatment on his project because the City wants it so bad. As a result, parking requirements and the like are not being evenly applied. He compared it to the preferred treatment that he believes Bill Burnaugh recvd on his property and the City's failure to do anything about his (Vaccaro's) complaint of 13 years.

He also questioned how Gonzales can be permitted to use the Airport as his car collection warehouse, and that only aircraft should be stored in hangars. I did explain the common practice of having cars in hangars for transportation needs. He distinguished that from storing a car collection, and I agreed that those are different types of storage. He also pointed out that at our rental rates, an airplane hangar is cheaper than an ordinary warehouse. (I don't know if I agree, but he made a strong argument.)

Jerry said that we will be seeing a lot more of him. He is very concerned about more jets flying over his business on highway 50.

I thanked him for his comments.

He also asked for information on land restrictions tied to the land given to the City for use as the Airport. I relayed the information on the JohnD Winters deed provisions on access points, and the terms of the RPP on the parcel that the EAA is trying to lease. I do not have ready access to any restrictions that may have been made on earlier gifts of land to the airport, but told him I would look into that. My recollection is that I do have copies of many of the deeds that we reviewed to build the FAA Exhibit A map. However, I do not recall any deed restrictions other than those mentioned and the Sierra Cast deed which guarantees them thru-the-fence access.

Jerry also appears to have a real dislike for some members of the Authority. Not real clear why.

Steven E. Tackes, Esq.

Kummer Kaempfer Bonner Renshaw & Ferrario

510 W. 4th St.

Carson City, NV 89703

Website: www.kkbrf.com

Email: stackes@kkbrf.com

Ph 775-864-8300

Fax 775-862-0257

Cell 775-232-1254

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Subj: Re: Jerry Vaccaro called
Date: 3/26/2007 8:55:17 A.M. Pacific Daylight Time
From: collie@clickbond.com
To: steve@sterling-air.com, STackes@kkbrf.com, ghandelin@pinnacle-consulting.org,
hormung@greatbatch.com, iclague@pbsj.com, birddogn@wp@aol.com, rstaubesq@earthlink.net,
jspent@quixnet.net, walter_sullivan@ci.carson-city.nv.us, yvon@gbls.com

I hope to meet with Jerry today.
Collie

----- Original Message -----

HANDELIN
From: Steve Lewis
To: 'Steve Tackes'; 'Collie Hutter'; ghandelin@pinnacle-consulting.org; 'Hormung, Harvey'; 'Jim Clague'; 'Neil Weaver'; rstaubesq@earthlink.net; 'Sharon Airport Secretary'; 'Walt Sullivan'; 'Yvon Weaver'
Sent: Friday, March 23, 2007 7:08 PM
Subject: RE: Jerry Vaccaro called

Thanks Steve, nice way to start the weekend. Here are some facts as I understand them:

- (1) Tom of course already owns one hangar here in Carson City (H-9) and he has only had one car parked inside along with up to two aircraft. He's owned that hangar for more than 6 years and to my knowledge has only had one car in the hangar which is a 2001 Hummer. It has 1600 miles on it. If he was going to use it for car storage, he would have started long before now.
- (2) During our re-write of Title 19, we are going to require that each hangar on the airport have a specific 'N' number assigned to the inside of that hangar and that aircraft which are domiciled in Carson City (per their tax return and their insurance policy), must be on the Carson City tax rolls. If there's still additional room in the hangar for a car, so be it.
- (3) Jerry's business unfortunately just happens to be directly under the final approach path of Runway 27. Hard to miss his place (which must be 300+ feet long, running N&S), when a Jet or Turboprop really needs to be well established and stabilized on their final approach within the last 3/4 mile or so. His choice of business location puts every aircraft on final approach for runway 27 right over the middle part of his place of business.
- (4) Since the Planning Commission or the City has never required specific parking requirements for previous hangar projects approved in Carson City it's hard to see his point. Parking at hangars is not even addressed in Title 19. The Pat Dang project which was most recently approved by the Planning Commission in January did not require any outside parking (according to Pat).
- (5) As far as additional jet traffic, Tom only owns two jets: a 9 pax Challenger 300 and a 7 pax Cessna CJ1+ which is similar to the Hutter's 525). The additional hangars may have Cessna 182's, a Bonanza F-33 or even a King Air or Pilatus and if Tom's lucky a Citation or two. Hard to say it's going to be 100% occupied by jets, but that would sure be nice for our local tax rolls!

I can't respond to any of his dislikes specific to members on the board. I bought some tables from him a few years ago and my check cleared the bank on the first pass, so hopefully it's not me. Steve

Steven W. Lewis
President
STERLING AIR, Ltd.
2840 E. College Parkway
Carson City, NV 89706
1-800-770-5908
(775) 885-6800
FAX: 885-6842
CELL: 720-5092
e-mail: steve@sterling-air.com
web site: <http://www.sterling-air.com>

From: Steve Tackes [mailto:STackes@kkbrf.com]



Online Services | Fee Schedule | Login

STERLING AIR, LTD.

Print

Business Entity Information			
Status:	Active on 6/9/2006	File Date:	4/26/1991
Type:	Domestic Corporation	Corp Number:	C3505-1991
Qualifying State:	NV	List of Officers Due:	4/30/2008
Managed By:		Expiration Date:	

Resident Agent Information			
Name:	ROBERT C. HERMAN	Address 1:	301 WEST FOURTH STREET
Address 2:		City:	CARSON CITY
State:	NV	Zip Code:	89701
Phone:		Fax:	
Email:		Mailing Address 1:	
Mailing Address 2:		Mailing City:	
Mailing State:		Mailing Zip Code:	

[View all business entities under this resident agent](#)

Financial Information			
No Par Share Count:	2,500.00	Capital Amount:	\$ 0
No stock records found for this company			

Officers			
<input type="checkbox"/> Include Inactive Officers			
President - STEVEN W LEWIS			
Address 1:	2640 E. COLLEGE PARKWAY	Address 2:	
City:	CARSON CITY	State:	NV
Zip Code:	89706	Country:	
Status:	Active	Email:	
Secretary - VIRGINIA LEWIS			

<https://sos.state.nv.us/SOSServices/AnonymousAccess/CorpSearch/CorpDetails.aspx?lx8n...> 4/2/2007