

CITY OF ELKO
PLANNING COMMISSION
REGULAR MEETING MINUTES
5:30 P.M., P.D.S.T., TUESDAY, APRIL 2, 2019
ELKO CITY HALL, COUNCIL CHAMBERS,
1751 COLLEGE AVENUE, ELKO, NEVADA

NOTE: The order of the minutes reflects the order business was conducted.

CALL TO ORDER

Jeff Dalling, Chairman of the City of Elko Planning Commission, called the meeting to order at 5:30 p.m.

ROLL CALL

Present: Evi Buell
 Jeff Dalling
 John Anderson
 Stefan Beck
 Tera Hooiman
 Ian Montgomery

Excused: Gratton Miller

City Staff: Scott Wilkinson, Assistant City Manager
 Cathy Laughlin, City Planner,
 Michele Rambo, Development Manager
 John Holmes, Fire Marshal
 Shelby Archuleta, Planning Technician

PLEDGE OF ALLEGIANCE

COMMENTS BY THE GENERAL PUBLIC

Cathy Laughlin, City Planner, introduced Michele Rambo as the Development Manager.

Michele Rambo, Development Manager, told the Commission about herself.

APPROVAL OF MINUTES

March 5, 2019 – Regular Meeting **FOR POSSIBLE ACTION**

*****Motion:** Approved the minutes from the March 5th meeting as presented.

Moved by Tera Hooiman, Seconded by Evi Buell.

**Motion passed. (4-0, Commissioners Montgomery and Anderson abstained)*

I. NEW BUSINESS

A. PUBLIC HEARING

1. Review and consideration of Tentative Map No. 5-19, filed by Granite Holdings, LLC, for the development of a subdivision entitled Orchard Cove Unit 2 involving the proposed division of approximately 6.947 acres of property into 19 lots and a remainder parcel for residential development within the R (Single-Family and Multiple-Family Residential) Zoning District, and matters related thereto. **FOR POSSIBLE ACTION**

The subject property is located generally south of the intersection of Colt Drive and Winchester Drive. (APN 001-958-004)

Robert Howard, R&H Construction Services representing Granite Holdings, explained that this was a filler project. They had walked through an extensive process with staff to get everything within Code. There are three notes that they can comply with before City Council consideration, which are to provide the engineer's email address, the legal description, and something else. The one thing that would be a catch 22, was that Lot 8, which is a corner lot, doesn't meet the requirements. Staff recommended that they proceed with that being a corner lot. He strongly encouraged the Commission to go forward with that change to City Council.

Ms. Laughlin went over the City of Elko Staff Report dated March 21, 2019. Staff recommended conditional approval with the findings and conditions listed in the Staff Report.

Ms. Rambo had no comments.

Ms. Laughlin stated that all staff comments and conditions were included in the Staff Report.

John Holmes, Fire Marshal, recommended approval.

Scott Wilkinson, Assistant City Manager, recommended approval as presented by staff.

*****Motion: Forward a recommendation to City Council to conditionally approve Tentative Map No. 5-19 with the conditions in the City of Elko Staff Report dated March 21, 2019, listed as follows:**

1. **The subdivider is to comply with all provisions of the NAC and NRS pertaining to the proposed subdivision.**
2. **Tentative map approval constitutes authorization for the sub-divider to proceed with preparation of the final map and associated construction plans.**
3. **Tentative map approval does not constitute authorization to proceed with site improvements, with the exception of authorized grading, prior to approval of the construction plans by the City and the State.**
4. **The applicant submits an application for final map within a period of four (4) years**

in accordance with NRS 278.360(1)(a). Approval of the tentative map will automatically lapse at that time.

- 5. A soils report is required with final map submittal.**
- 6. A hydrology report is required with final map submittal.**
- 7. Final map construction plans improvements are to comply with Chapter 3-3 of City code.**
- 8. The subdivision design and construction shall comply with Title 9 Chapter 8 of City code.**
- 9. The Utility Department will issue an Intent to serve letter upon approval of the tentative map by the City Council.**
- 10. A modification from standards be approved by City Council for Lot 8 to have a reduced minimum lot area for a corner lot.**
- 11. Revise the tentative map to include the legal description: Parcel 5 of File No. 504955. The revision is required prior to City Council consideration of the tentative map.**
- 12. Revise the tentative map to include a note specifying the side, front and rear lot line easements. The revision is required prior to City Council consideration of the tentative map.**
- 13. Revise the tentative map to include the engineer's email address. The revision is required prior to City Council consideration of the tentative map.**

Commissioner Buell's findings to support the motion was the proposed subdivision and development is in conformance with the Land Use Component of the Master Plan. The proposed subdivision and development is in conformance with the Transportation Component of the Master Plan. The proposed subdivision and development does not conflict with the Airport Master Plan. The proposed subdivision does not conflict with the City of Elko Development Feasibility, Land Use, Water Infrastructure, Sanitary Sewer Infrastructure, Transportation Infrastructure and Annexation Potential Report – November 2012. The property is not located within the Redevelopment Area. The proposed subdivision and development are in conformance with the Wellhead Protection Program. The sanitary sewer will be connected to a programed sewer system and all street drainage will report to a storm sewer system. A zoning amendment is not required. In accordance with Section 3-3-5(E)(2) the proposed subdivision and development will not result in undue water or air pollution based on the following: a. There are no obvious considerations or concerns which indicate the proposed subdivision would not be in conformance with all applicable environmental and health laws and regulations. b. There is adequate capacity within the City's water supply to accommodate the proposed subdivision. c. The proposed subdivision and development will not create an unreasonable burden on the existing water supply. d. There is adequate capacity at the Water Reclamation Facility to support the proposed subdivision and development. e. The proposed subdivision and development will be connected to the City's programmed sanitary sewer system, therefore the ability of soils to support waste disposal does not require evaluation prior to Tentative Map approval. f.

Utilities are available in the immediate area and can be extended for the proposed development. g. Schools, Fire and Police and Recreation Services are available throughout the community. h. The proposed subdivision and development is in conformance with applicable zoning ordinances and is in conformance with the Master Plan. i. The proposed subdivision and development will not cause unreasonable traffic congestion or unsafe conditions with respect to existing or proposed streets. j. The area is not located within a designated flood zone. Concentrated storm water runoff has been addressed as shown on the grading plan. k. The proposed subdivision and development is not expected to result in unreasonable erosion or reduction in the water holding capacity of the land thereby creating a dangerous or unhealthy condition. The proposed subdivision submittal is in conformance with Section 3-3-6 of City Code, with the following exception: Legal Description is not shown on the Tentative Map. This is not a significant deficiency. The proposed subdivision is in conformance with Section 3-3-9 of City Code. The proposed subdivision is in conformance with Section 3-3-10 of City Code. The proposed subdivision is in conformance with Section 3-3-11 of City Code. The proposed subdivision is in conformance with Section 3-3-12 of City Code. The proposed subdivision is in conformance with Section 3-3-13 of City Code with the approval of Lot 8 not meeting the minimum area for a corner lot. The proposed subdivision is in conformance with Section 3-3-14 of City Code with the following exception: A not should be added to the Tentative Map stating the front, side and rear lot line easements. This is not a significant deficiency. The proposed subdivision is in conformance with Section 3-3-15 of City Code. The proposed subdivision and development is in conformance with Section 3-2-3 of City Code. The proposed subdivision and development is in conformance with Section 3-2-4 of City Code. The proposed subdivision and development is in conformance with Section 3-2-5(E)(2). Conformance with Section 3-2-5(E) is required as the subdivision develops. The proposed subdivision and development is in conformance with Section 3-2-5(G) of City Code with the approval of the modification of standard for Lot 8 minimum lot area. The proposed subdivision and development is in conformance with Section 3-2-17. Conformance with Section 3-2-17 is required as the subdivision develops. The proposed subdivision and development is not located in a designated special flood hazard area and is in conformance with Section 3-8 of City Code. The proposed subdivision design shall conform to Title 9 Chapter 8 of City Code.

Moved by Evi Buell, Seconded by Tera Hooiman.

**Motion passed unanimously. (6-0)*

B. MISCELLANEOUS ITEMS, PETITIONS, AND COMMUNICATIONS

1. Review, consideration, and possible approval of Final Map No. 6-19, filed by Copper Trails, LLC, for the development of a subdivision entitled Copper Trails Phase 2 involving the proposed division of approximately 19.194 acres of property into 29 lots and 1 remainder parcel for residential development within the R (Single Family and Multiple Family Residential) Zoning District, and matters related thereto. **FOR POSSIBLE ACTION**

The subject property is located at the intersection of Copper Street and Mitty Avenue. (APN 001-610-114)

Ms. Laughlin went over the City of Elko Staff Report dated March 18, 2019. Staff recommended approval with the findings and conditions listed in the Staff Report.

Ms. Rambo had no comments and agreed with the approval recommendation.

Mr. Holmes recommended approval.

Mr. Wilkinson recommended approval as presented by staff.

*****Motion: Forward a recommendation to City Council to conditionally approve Final Map No. 6-19 with the conditions in the City of Elko Staff Report dated March 18, 2019, listed as follows:**

- 1. Recommend that the City Council accept on behalf of the public the parcels of land offered for dedication for public use in conformity with the terms of the offer of dedication.**
- 2. The Developer shall execute a Performance Agreement in accordance with Section 3-3-21 of City Code. The Performance Agreement shall be secured in accordance with Section 3-3-22 of City Code.**
- 3. In conformance with Section 3-3-21 of City Code, the public improvements shall be completed within a time of no later than two (2) years of the date of Final Plat approval by the City Council unless extended as stipulated in City Code.**
- 4. The Performance Agreement shall be approved by the City Council at the time of final map approval by the City Council.**
- 5. The Developer shall execute the Performance Agreement within 30 days of approval of the final map by City Council.**
- 6. The final map is approved for 29 single family residential lots and 1 remainder lot.**
- 7. The Utility Department will issue a Will Serve Letter upon City Council approval of the final map.**
- 8. State approvals of the construction plans and final map are required.**
- 9. Final revision and approval of the construction plans as outlined is staff's letter dated March 21, 2019 is required.**
- 10. The Owner/Developer is to provide the appropriate contact information for the qualified engineer and engineering firm contracted to oversee the project along with the required inspection and testing necessary to produce an As-Built for submittal to the City of Elko. The Engineer of Record is to ensure all materials meet the latest edition Standard Specifications for Public Works.**
- 11. Construction, with the exception of grading, shall not commence prior to Final plat approval by the City Council, issuance of a will serve letter by the city and approval of the construction plans by the State.**

Commissioner Buell's findings to support the motion were the Final Map for Copper Trails Phase 2 has been presented before expiration of the subdivision proceedings in accordance with NRS 278.360(1)(a)(2) and City Code. The Final Map is in conformance with the Tentative Map. The proposed subdivision is in conformance with the Land Use Component of the Master Plan. The proposed subdivision is in conformance with the Transportation Component of the Master Plan. Conformance with the Redevelopment Plan is not required. The proposed subdivision submittal is in conformance with 3-3-7 of City Code; Final Map Stage III. The subdivision submittal is in conformance with Section 3-3-8, Content and Format of Final Map submittal. The subdivision is in conformance with 3-3-9 – General Provisions for Subdivision Design: a. Specifically, the subdivision does not appear to be unsuitable for use by reason of flooding, concentrated runoff, inadequate drainage, adverse soil or rock formation, extreme topography, erosion susceptibility or similar conditions which are likely to prove harmful to the health and safety and general welfare of the community or the future property owner. The subdivision is in conformance with 3-3-10 – Street Location and Arrangement. The subdivision is in conformance with 3-3-11 – Street Design. The subdivision is in conformance with 3-3-12 – Block Design. The subdivision is in conformance with 3-3-13 – Lot Planning. The subdivision is in conformance with 3-3-14 – Easement Planning. The subdivision is in conformance with 3-3-15 – Street Naming. The subdivision is in conformance with 3-3-16 – Street Lighting Design Standards. The Developer shall be responsible for all required improvements in conformance with Section 3-3-17 of City Code. The Developer has submitted construction plans in conformance with Section 3-3-18 of City Code. The plans have been conditionally approved by staff as identified in its staff's letter dated March 21, 2019. The Developer is required to conform with all requirements stipulated in Section 3-3-19 of City Code. The Developer has submitted construction plans in conformance with Section 3-3-20 of City Code. The Developer is required to enter into a Performance Agreement to conform to Section 3-3-21 of City Code. The Developer is required to provide a Performance and Maintenance Guarantee as stipulated in the Performance Agreement in conformance with Section 3-3-22 of City Code. The proposed subdivision is in conformance with Section 3-8, Floodplain Management.

Moved by Evi Buell, Seconded by Tera Hooiman.

**Motion passed unanimously. (6-0)*

A. PUBLIC HEARING

2. Review, consideration, and possible adoption of Resolution 1-19, containing amendments to the Atlas Map #12 and the Transportation Component of the City of Elko Master Plan, and matters related thereto. **FOR POSSIBLE ACTION**

Planning Commission reviewed and initiated the amendment to the City of Elko Master Plan at its March 5, 2019 meeting.

Ms. Laughlin explained that the Master Plan, by NRS, allows the City to do four modifications per year. There was one amendment last year to the Transportation Component. As things start to develop thought out the City different things come in to play and staff has to look at the Master Plan, as stated in the staff reports, on every application; specifically the Land Use and Transportation Components. There was an application for a Stage I Subdivision Meeting that was for a property off of El Armuth. With looking at that subdivision, staff started looking at El Armuth Drive, the way El Armuth Drive is from Celtic Way south, and from Mountain City Highway to Sagecrest Drive. When staff is doing an evaluation on a subdivision and they are

looking at the Transportation Component they are looking at all aspects of it. The area was developed in very large parcels. The area between parcels was called out as a parcel on the original map with owner ship of the original map producer. It was not called out as a dedicated roadway at that time. El Armuth is shown to have continuation all the way to Mountain City Highway. In the written portion of the Transportation Component it specifies El Armuth Drive is from Mountain City Highway down to the I-80 frontage. Two of the abutting property owners did a quiet claim deed on the parcel and took over ownership of that half of the road. There was no way for the City to have connectivity from Mountain City Highway down to the I-80 frontage with El Armuth Drive. There is also a large drainage that would make it unfeasible for the City to do a continuation of the roadway. The Transportation Component calls out El Armuth Drive as a residential roadway. Staff is proposing to add Mountain City Highway to Sagecrest Drive and Celtic Way to Hondo Lane. El Armuth is already a developed road from Mountain City Highway to Sagecrest Drive, which staff is proposing to keep. Staff is proposing to eliminate El Armuth Drive in the Master Plan from Sagecrest to Celtic. From Celtic, El Armuth would continue to Hondo Lane. The reason that it cannot continue to tie it into a future roadway is because there is a residence in the way, and there is no way that the City would purchase it to continue El Armuth Drive to tie it into a future road along I-80. When we look at a Master Plan and we look at the Transportation Component we have several things we look at. We look at long range planning, what is within the city limits, what is not in the city limits, etc. The long range planning here is for Cattle Drive connectivity between Exit 298 and Mountain City Highway. We have that right-of-way and are working on acquiring the final piece and that will be the major way through the connectivity of Exit 298 to Mountain City Highway. The City has property that has potential for annexation. If that property were to develop and they were required to have a secondary access, how would they gain it? They could come back to Cattle Drive, or they could tie into Sundance. Ms. Laughlin pointed out a large portion of property that was in the County. We are not proposing to build any road in the County. We are simply looking at a long range plan on the future development of the area that is in the City limits. The major road is proposed as Cattle Drive. There are properties north of I-80 that are listed for potential annexation. What is being proposed, since eliminating the connectivity of El Armuth to the frontage road, is adding connectivity of Sundance Drive to the frontage road.

Ed Lamb, 2270 Chism Drive, asked how many of the audience members were in attendance because they were concerned with traffic on Sundance. (Everyone raised their hand) He then asked how many were opposed to the traffic and the connectivity of Sundance. (Most people raised their hands) Mr. Lamb said they liked the closure they have on Sundance. It is nice for their kids to run around and ride their bikes, because they don't have through traffic. If Sundance was hooked to the Interstate on the west side, that would expose them to the traffic coming off of the Interstate, more traffic, people coming through, and a possibility of more crime. There are a lot things that they don't like. He understood that El Armuth was locked off, but the City has never maintained El Armuth, which was supposed to be their safety valve if something happened to Sundance. He didn't remember ever seeing a blade on that road. He asked if the City were to develop that area how they would tie onto Sundance. He didn't think anyone would vote for it. He asked if the City would declare eminent domain. He asked if that would be something the City was willing to do. He was worried about trucks going on Cattle Drive to Mountain City Highway. The minute that is opened up for exposure it would devalue their property. He thought that was going to be a problem. If the City comes in and ties in, even with eminent domain, they are in the County. They have no voter representation, they are not City residents. He asked how that played in. Overall Mr. Lamb was opposed to the tie on Sundance.

Ms. Laughlin explained that all the vacant properties north of I-80 are in private hands. They don't belong to the City of Elko and they don't belong Elko County. If a private property owner wanted to annex into the City, staff looks at a variety of things based on Nevada Revised Statutes on annexing in property to the City of Elko. If they want to develop the property they would be responsible for any roadway development throughout their development. The City of Elko has no intentions of building any roadway. We have no intention of building Sundance or El Armuth connectivity. We don't have any intention of annexing in any of that property at this point as the City, or eminent domain. The Master Plan is a long range planning document that is showing a future roadway. If a property is going to develop the developer will be responsible for developing the roadway along the frontage of their property. That's how roadways get developed. There has to be a long range plan that shows what the future roadways are going to be. The connectivity of Sundance was just shown as a potential access out of the frontage road connectivity. The City has no intention of doing anything with that, because the properties are in private hands, and the City doesn't have a need for any connectivity. Staff has had conversation in regards to this issue, and they are fine with leaving in the proposed frontage road and eliminating the Hondo to the proposed frontage, and leaving it as that.

Mr. Wilkinson stated that the City has no authorities for eminent domain outside of its incorporated boundaries, so that wouldn't be a concern. There is a lot of concern, because of the way this area was mapped the intent of a lot of the parcels was for roadway purposes. Sundance is a right-of-way that is accepted by the County but not for maintenance purposes, so it is a little bit of a grey area. He thought the Master Plan had always shown some connectivity to El Armuth. Staff had proposed eliminating certain sections of El Armuth, because of ownership difficulties. Any master planning doesn't indicate that a road will get constructed. He gave Errecart Boulevard as an example, which is located on the south side of the community, which is shown as a future roadway. There is no right-of-way. Whether or not it ever becomes a roadway is open to acquisition of right-of-way, which is the same as Cattle Drive. The City had to acquire property from private property owners and the BLM in order for that alignment to be created to allow for the possibility of a roadway. Mr. Wilkinson thought Ms. Laughlin brought up a good point. Everyone raised their hands and expressed concerns about connectivity from Sundance to the frontage road. He thought there were a lot of opportunities. We already have easements of record at the bottom of Sundance that provide access to Cattle Drive. As property develops, they can figure out other roadway issues. The one benefit providing a connectivity would show is providing emergency ingress and egress, and different options. If the Planning Commission determines, based on public testimony, that it's not an appropriate point of connection for Sundance to frontage, Mr. Wilkinson didn't see that as a real issue. He thought they were classified as Residential Collectors, they aren't Arterials, and they aren't intended to move a lot of traffic. Sundance is very complicated at the bottom. The County has approved some realignments that put jogs into the whole roadway, which makes it more complicated to ever have any point of connection. He thought that was something that everyone here thought wasn't appropriate to have included in amendment to the Master Plan. Mr. Wilkinson didn't think it was that critical. He thought the frontage road shown was appropriate, along with the Cattle Drive corridor.

Robert Colon, Royal Crest, said he had a question for staff. He asked if they looked at evaluating the access road connecting with Jennings Way.

Mr. Wilkinson explained that the real issue was that there was a property down below Jennings that had pretty steep topography. The end of Jennings connecting to a frontage road would be ideal, except that there is such a grade differential when you come off the end of Jennings to drop down to the I-80 corridor. It's just not feasible to build a road off of that grade. Because of that issue the City has always had El Armuth as a potential road that would serve that incorporated area. That is the only access to get to that area, if it were to ever develop. If someone were to want to develop that area they would have to come off Celtic Way and improve that road on El Armuth to get into that area. That is why we show El Armuth as having some potential connectivity there, even though there is a piece of private property that complicated that issue. When staff took a look at some more recent activities, where they have had some quiet claims acquire portions of parcels that complicate El Armuth tying all the way to Sagecrest and Mountain City Highway, it just didn't make sense to continue with that.

Mr. Colon asked if the frontage road would access the 298 interchange.

Mr. Wilkinson said eventually. You get into some grade differential there. But, we like to show that frontage road, because that is going to be along the I-80 corridor, and it would be a more intense land use. We would like to see if someone were to propose development there that they figure out how to do that. That is one of the things that is important with a Master Plan document. If you don't show the preference to have that road developed, and someone comes in to develop property they don't have work on that issue. If it's in the Master Plan that that is the goal, then they would need to address that issue. We leave it up to the developers and their engineers to figure out how to resolve the conflicts. There are definitely some grade challenges there.

Mr. Colon said the biggest concern was that it would generate traffic coming off of the 298 interchange. With the interchange directly onto it, it would be like a shortcut through Sundance onto Mountain City Highway. He asked if there was a way of limiting the size of the trucks that would go down it.

Mr. Wilkinson said that could be done by Code, you could have truck routes. Mr. Wilkinson saw Cattle Drive being developed and providing that type of access, rather than a truck being routed up through Sundance. That was definitely a concern if there was a point of connection there.

Mr. Colon was worried about a cattle truck coming off of Mountain City Highway and getting onto I-80.

Mr. Wilkinson said that was definitely a concern. Cattle Drive's intended to be the Arterial that connects up to Mountain City Highway.

Chairman Jeff Dalling didn't think that it was that big of a shortcut.

Mr. Wilkinson mentioned that the last lot on Sundance had a pretty steep hill.

Bill Caughey, 2295 Rio Bravo Road, said he was concerned about this road. He wanted the Committee to consider taking Sundance off, because of the potential dangers of heavy traffic through there, no sidewalks, small streets, and a lot of children playing. He thought it should get moved to Cattle Drive. At the end of Sundance there is a zig-zag in the road, and some properties

that would have to be bought, because there is no width to the road to put any kind of traffic through there.

Chairman Dalling didn't think the City had a big appetite to change Sundance. He thought they should amend and get rid of the El Armuth and get rid of the connectivity down at the frontage way. He thought that would be a win for everyone. He said some of this was cleaning up. The City doesn't touch County property at all, it is just El Armuth should have been a future connector, but it can't because they did the quit claim. That is what triggered all of this. He thought if they took the connectivity from El Armuth to the frontage road, and the connectivity from Sundance to the frontage road, off that everyone would win.

Pat Colon, Royal Crest, asked in the future if that property were to annex in if there would be any protection from changes then. She asked what guarantees they had for the future.

Chairman Dalling explained that development happens over time. If it is private property, they annex into the City, and they develop it they will have to provide their own secondary access. If you still own half of the road, then they can't touch your road.

Mr. Wilkinson explained that the purple line on the Master Plan Atlas 12 shows that Sundance is a Residential Collector. That is pretty significant when the City considers any type of development, or any type of access. What that drives is that it is a road that has to meet a certain right-of-way width. It also has to have curb, gutter, and sidewalk. That is the profile for the road segment. By showing that as a Residential Collector, the City has had prior annexation applications about mid-point on Sundance Drive. One of the things that has come up is if someone wants to annex that property, they would have to develop that road to meet the standard. When the developer is faced with some of those costs and those circumstances they don't do it. Even though we don't show connectivity, the Master Plan will still show it as a purple line, which is a Residential Collector, and developers will still be faced with the upgrades to that road to be in conformance with the Master Plan. The City can't provide any guarantee on how a County road might get utilized in the future. If there are any annexations in the area the adjacent property owners will get notified.

Don Hamilton, 1885 Janie Lane, said one of the questions that came up with Ms. Colon was what protections do they have, as county residents, against someone that wants to annex them into the City. If they don't want to be annexed into the City, how does that happen if everyone around starts putting applications in to be annexed?

Mr. Wilkinson explained that there are two ways that property is annexed into the City. One is where the property owners petition to be brought into the City. The second is a forced annexation, where the City goes out and says we are going to annex you. The City of Elko doesn't practice forced annexations. What discourages that is the existing infrastructure. So, Sundance has very narrow streets that don't meet City standards. There has been a lot of conversation on whether the City should take a look at all of that area that is an island. When you look at all the infrastructure burden that the City would inherit to annex that property. It doesn't make sense for the City to go do that. All those roads were dedicated for public use, but not maintenance by the County of Elko, so Sundance residents have been maintaining those roads. The City doesn't do that. If it annexes property it maintains those roadways. None of them have curb, gutter, and sidewalk, they are narrow roads, and the pavement is probably pretty aged.

Those are things that the City would consider and it just doesn't make sense that the assessed valuation would pay for the infrastructure maintenance costs for the City of Elko. A guarantee would be any type of annexation is either initiated by property owners or initiated by the jurisdiction. You have rights to have a hearing.

Mr. Hamilton asked if it was a possible scenario to have them become a surrounded island. (Yes)

Ms. Laughlin said that with any type of annexation application you would be receiving the public hearing notifications, as you received with the hearing today.

Many people claimed that they didn't received any notification.

Shelby Archuleta, Planning Technician, explained that with an Amendment to the Master Plan notifications are only required to be published in the newspaper and notices to the property owners were not required under NRS.

Jorja Muir, 2157 High Noon Road, explained that they maintain their own streets and Sundance Drive is one of them. She asked if this had anything to do with the big Komatsu thing that just went in.

Mr. Wilkinson said that this was not related to that development. Komatsu's access will be directly onto the freeway.

Ms. Muir said if this was used as a connector, that road would have to be changed. It wouldn't support that kind of traffic and then they would be responsible for Sundance Drive.

Mr. Wilkinson said if this was ever a roadway that was utilized to facilitate traffic movements for the City of Elko, the City of Elko would be maintaining it.

Ms. Muir said the things she was worried about were the aesthetics of their neighborhood would be ruined, the property values would go down, and the safety. She said she was against it and she thought the Commission should shelf the issue and return later down the road.

Chairman Dalling said that was what they were trying to do.

Mr. Wilkinson wanted the public to be aware of what needed to be done. The City of Elko needs to address El Armuth in its Master Plan. Staff is recommending that the Planning Commission, and the City Council, amend the Master Plan to address El Armuth. We need to go forward with the process to address the issues on El Armuth. The question tonight is, as a part of that process, do we show the connectivity to Sundance. Mr. Wilkinson thought the Planning Commission could say that isn't a good idea and we don't want to include that connectivity in this amendment. The Master Plan still needs to be amended to deal with El Armuth.

Chairman Dalling felt that was a good win for everyone.

Ms. Rambo said Community Development was good with leaving Sundance the way it is.

Mr. Holmes had no comments.

Mr. Wilkinson recommended that the Planning Commission consider eliminating the connectivity to Sundance Drive, eliminating the connectivity on El Armuth as proposed by the Planning Department, and he thought the Commission would have to be specific that the exhibits are revised accordingly before this would be presented to the City Council.

Ms. Laughlin agreed with Mr. Wilkinson.

*****Motion: Direct staff to remove the connection from Sundance Drive to frontage road, eliminate the connection of El Armuth to the frontage road, and bring this back at the next meeting.**

Moved by Evi Buell, Seconded by Ian Montgomery.

**Motion passed unanimously. (6-0)*

II. REPORTS

A. Summary of City Council Actions.

Ms. Laughlin reported that at the City Council meetings on March 12th and March 26th they continued to table the Great Basin Estates Final Map 11-18. It still has a cease and desist. There has been little bit of communication from NDEP on it, with some requested revisions. That will continue to be tabled until there is a resolution. City Council approved the Final Map 14-18 for Tower Hill Phase 2 and the Performance Agreement. They accepted a granting of an easement for a new water line and roadway access to the water line that is associated with Vacation 2-19, which was for the Shippy property. They held the public hearing for the Shippy Vacation and approved Resolution 6-19.

B. Summary of Redevelopment Agency Actions.

Ms. Laughlin said there would be a RAC Meeting on April 25th at 4pm.

C. Professional articles, publications, etc.

1. Zoning Bulletin

D. Miscellaneous Elko County

E. Training

Ms. Laughlin provide a new book for training this month. She was looking for comments back on it. Keep in mind that the webcast is always on YouTube from last month.

Chairman Dalling appreciated any training that they could get.

COMMENTS BY THE GENERAL PUBLIC

There were no public comments at this time.

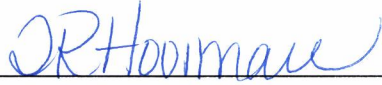
NOTE: The Chairman or Vice Chairman reserves the right to change the order of the agenda and if the agenda is not completed, to recess the meeting and continue on another specified date and time. Additionally, the Planning Commission reserves the right to combine two or more agenda items, and/or remove an item from the agenda, or delay discussion relating to an item on the agenda at any time.

ADJOURNMENT

There being no further business, the meeting was adjourned.



Jeff Dalling, Chairman



Tera Hooiman, Secretary