

CITY OF ELKO
PLANNING COMMISSION
REGULAR MEETING MINUTES
5:30 P.M., P.S.T., TUESDAY, AUGUST 1, 2017
ELKO CITY HALL, COUNCIL CHAMBERS,
1751 COLLEGE AVENUE, ELKO, NEVADA

CALL TO ORDER

The meeting was called to order at 5:42 p.m. by Aaron Martinez, Chairman of the City of Elko Planning Commission.

ROLL CALL

Present: **Aaron Martinez**
 Jeff Dalling
 John Anderson
 Tera Hooiman

Excused: **David Freistroffer**
 Kevin Hodur
 Stefan Beck

Staff: **Scott Wilkinson, Assistant City Manager**
 Jeremy Draper, Development Manager
 Bob Thibault, City Engineer
 John Holmes, Fire Marshal
 Cathy Laughlin, City Planner
 Shelby Archuleta, Planning Technician

PLEDGE OF ALLEGIANCE

COMMENTS BY THE GENERAL PUBLIC

There were no public comments at this time.

II. NEW BUSINESS

A. PUBLIC HEARING

1. Review, consideration, and possible action of Rezone No. 8-17, filed by Ken Zeal, on behalf of Idaho Street Properties, LLC, for a change in zoning from C (General Commercial) to IC (Industrial Commercial), approximately 1.578 acres of property, specifically APN 001-564-043, to allow for the development of an industrial type business and matters related thereto. **FOR POSSIBLE ACTION**

The subject property is located generally on the south side of Ruby Vista Drive, approximately 240 feet west of Doerr Drive. (APN 001-564-043)

Cathy Laughlin, City Planner, explained that the applicant had recently purchased two parcels on the corner of Ruby Vista Drive and Doerr Drive. One parcel is currently zoned Industrial Commercial, and the other one is zoned Commercial. We have spoken with the new property owner in regards to some potential development. We have gone back and forth with some different ideas, and now they have brought to us, along with this rezone, their proposed development plan. They plan on utilizing the parcel closest to Jennings, doing a Boundary Line Adjustment of the property line between the two parcels, and creating a larger parcel out of the two. They would leave the Doerr and Ruby Vista Drive parcel vacant at this time, but available for potential expansion or possible sale. So, they have applied for this rezone, which would leave both parcels to be zoned Industrial Commercial. The potential property development would fit into a Light Industrial type of use, so it would be listed within the zoned Industrial Commercial use. There is a large easement that runs diagonally across the lower portion of the parcel. The property has some stipulations for development on the lower end of the parcel, so it will be developed with their parking lot. The Light Industrial use will not be right next to the hotel parking lot, there will be a parking lot between the two of them because of the easement. Sandvik, down below this parcel, is zoned Industrial Commercial as well. Staff recommended approval of this zone change with no conditions.

Jeremy Draper, Development Manager, had similar findings to the Planning Department and recommended approval.

Chairman Aaron Martinez, asked if the GIS map was current with the other rezones that have occurred recently.

Mr. Draper pointed out that the Top Gun parcel was also rezoned to Industrial Commercial.

Scott Wilkinson, Assistant City Manager, thought that it was conditioned, and the conditions hadn't been met yet. There is a conditional approval but the property has not been technically rezoned.

Bob Thibault, City Engineer, recommended approval with no additional comments.

John Holmes, Fire Marshal, recommended approval.

Mr. Wilkinson recommended approval as presented by staff.

*****Motion: Forward a recommendation to City Council to adopt a Resolution, which would approve Rezone No. 8-17.**

Commissioner Hooiman's findings were that the proposed rezone was not in strict conformance with the City of Elko Master Plan Land Use Component. Development under the proposed rezone will not adversely impact natural systems or Public Federal Lands, such as water ways, wetlands, drainages, flood plains, etc., or pose a danger to human safety and health. The proposed rezone is in conformance with the Transportation document of the Master Plan. The proposed rezone is in conformance with Elko City Code

3-2-4(B) and (C), 3-2-17 and City of Elko Wellhead Protection Plan. The proposed rezone is in conformance with Elko City Code 3-2-11(B). The proposed rezone is consistent with surrounding land uses.

Moved by Tera Hooiman, Seconded by John Anderson.

****Motion passed unanimously. (4-0)***

2. Review, consideration, and possible action on Variance No. 5-17, filed by Gary Morfin, on behalf of The Clorinda M. Morfin Family Trust for a reduction of the required side yard setback from 5 feet to 2.82 feet, and matters related thereto. **FOR POSSIBLE ACTION**

The subject property is located generally on the south side of Lincoln Avenue, approximately 185 feet west of S 9th Street (844 Lincoln Avenue).

Ms. Laughlin explained that this application started with the Parcel Map. There are two strange shaped parcels together, and the applicant wanted to sell the home and combine the parcels into one. The property line goes through the garage in the rear of the property. The garage was determined to be within the side setback, after the survey was done on the property for the parcel map. One led to the other and now we have the Variance Application. The special circumstances that are listed in the application are that: they relate to the existing conditions of the existing residence, which was built prior to zoning. Staff recommended approval with the conditions listed in the Staff Report.

Mr. Draper recommended conditional approval for the reduction of the interior side yard setback for the garage from 5 feet to 2.82 feet. Parcel Map 6-17 be recorded for the merger of the two properties. In reviewing the conditions, the special conditions are sited as stated. The applicant indicates a Variance is required for the existing conditions not meeting the Special Overlay Area Zoning District. There are several properties in the vicinity of the proposed variance that may not meet setbacks. This is something we can see with additional properties, if required that changes the legal non-conforming status. Granting of the Variance will not substantially impair in the intent or the purpose of the Zoning Ordinance. We don't believe that it does or that the granting of the Variance will impair natural resources. He recommended approval.

Mr. Thibault recommended approval with no additional comments.

Ms. Laughlin stated that we received a public comment in writing on July 31, 2017 from Gary Kuffler at 815 Ouderkirk Street. He stated that he is ok with the existing garage, but no additions.

Mr. Holmes recommended approval.

Mr. Wilkinson recommended approval as presented by staff. He thought they should indicate the date that this was constructed in support of the hardship sited in the Staff Memos.

Chairman Martinez asked when each structure was constructed.

Ms. Laughlin stated that the original construction was in 1939 for both structures. It is in the packet under Elko County Parcel Map Detail.

Chairman Martinez thought it was pretty clear that they weren't trying to dodge the Code.

Commissioner Jeff Dalling asked if there were any conditions.

Ms. Laughlin said that there was a condition from the Building Department that any roof projections at the property line shall be protected 1 hour on the underside. This protection is required when the projection is within 5 to 2 feet of the property line. Roof projection is not allowed within two feet of the property line. The Development Department also had two conditions.

*****Motion: Conditionally approve Variance 5-17 with the following conditions:**

Development Department:

1. A variance is granted for the side yard setback of the existing garage to be reduced to 2.82'.
2. Parcel Map 6-17 be recorded for the merger of the two properties.

Building Department:

1. Any roof projections at the property line shall be protected 1 hour on the underside. This protection is required when the projection is within 5 feet to 2 feet of the property line. Roof projection, overhang, is not allowed within 2 feet of a property line.

Commissioner Dalling's findings were that the proposed variance is consistent with the Land Use and Transportation Components of the Master Plan. It does not appear that granting the variance will result in material damage or prejudice to other properties in the vicinity. Granting of the variance does not appear to be detrimental to the interest, health, safety and general welfare of the public. Granting of the variance will not substantially impair the intent or purpose of the zoning ordinance. Granting of the variance will not impair natural resources. The proposed variance is consistent with the surrounding land uses. The proposed variance is in conformance with 3-2-4, 3-2-17, 3-2-21, and 3-2-22 of the Elko City Code. The special circumstances cited in the application are related to the existing conditions of the residential use and the property as developed prior to existing codes being adopted, does not conform to the current zone.

Moved by Jeff Dalling, Seconded by Tera Hooiman.

**Motion passed unanimously. (4-0)*

B. MISCELLANEOUS ITEMS, PETITIONS, AND COMMUNICATIONS

1. Review, consideration and possible recommendation to City Council of Parcel Map No. 6-17, filed by Gary Morfin, on behalf of The Clorinda M. Morfin Family Trust.

The parcel map combines two parcels and contains an offer of dedication for right-of-way for a portion of Lincoln Avenue and it is for this reason that the map was referred to the Planning Commission with recommendation to the City Council, and matters related thereto. **FOR POSSIBLE ACTION**

The subject property is located generally on the south side of Lincoln Avenue, approximately 185 feet west of S 9th Street (APN 001-454-002 and 001-454-003).

Mr. Draper explained that there is an offer for dedication for Lincoln included in the Parcel Map. These two parcels were created by deed in 1939. When the deeds were created the right-of-way for Lincoln Avenue was never recorded, so that's the purposed of recording that right-of-way now. Staff has reviewed the map and found it to be in conformance with the City Code. Mr. Draper recommended approval of the Parcel Map and had two conditions. Condition 1, there is a note that addresses this condition on the map, to modify the 5 foot easement on the northeast property line, which should be reduced to 2.82 feet around the existing garage in order to not create an easement under an existing structure. Condition 2, Variance 5-17 be recorded with the map.

Ms. Laughlin stated that the Building Department had the same condition as in the Variance regarding the roof projections. The Planning Department recommended conditional approval

Mr. Thibault recommended approval. He had a couple of technical comments. Dimensions be added for the front lot line and portions of the side lot line, for the parcel and for the dedication. The grey hatch for the dedication area does not show on our scan and will not show on the recorder's scan. Please revise and change any gray on the map.

Mr. Wilkinson asked if the note, where they are showing the area for dedication, would be sufficient.

Mr. Thibault said that would be fine.

Mr. Holmes recommended approval.

Mr. Wilkinson recommended approval as presented by staff.

Commissioner Dalling asked if they could scratch the Development Department's Condition number 2, since it had already been done.

Mr. Draper said no, it was a condition of recording the Parcel Map.

Commissioner Dalling asked if they could scratch the Engineering Department's condition 2, since Mr. Thibault and Mr. Wilkinson had figured that out.

Mr. Thibault said he would like it to stay.

*****Motion: Forward a recommendation to City Council to conditionally approve Parcel Map 6-17, subject to the following conditions:**

Development Department:

1. Modify the 5' easement on the northeast property line should be reduced to 2.82' around the existing garage, in order to not create an easement under an existing structure.
2. Variance 5-17, reducing the side yard setback for the existing garage from 5' to 2.82' shall be approved prior to recordation of the parcel map.

Building Department:

1. Any roof projections at the property line shall be protected 1 hour on the underside. This protection is required when the projection is within 5 feet to 2 feet of the property line. Roof projection, overhang, is not allowed within 2 feet of a property line.

Engineering Department:

1. Add dimension labels for the front lot line and the portions of the side lot lines for both the parcel and the dedicated land.
2. The gray hatch for the dedication area does not show on our scan and will not show on the recorder's scan. Please revise and change any gray on the map.

Commissioner Dalling's findings were that the parcel map is in conformance with the City of Elko Master Plan Land Use Component, the City of Elko Wellhead Protection Plan, and the City of Elko Code Sections 2-13-3, 3-2-4, 3-2-14(B), 3-8, and 3-3-60, and 3-3-85. The proposed development is in conformance with the existing transportation infrastructure and the Transportation component of the Master Plan

Moved by Jeff Dalling, Seconded by Tera Hooiman.

**Motion passed unanimously. (4-0)*

I. UNFINISHED BUSINESS

A. MISCELLANEOUS ITEMS, PETITIONS, AND COMMUNICATIONS

1. Review, consideration, and possible action to initiate an amendment the City of Elko Master Plan, specifically the Land Use component, the Transportation component, Atlas Map 5, Atlas Map 6, Atlas Map 8 and Atlas Map 12, and matters related thereto. **FOR POSSIBLE ACTION**

Ms. Laughlin explained that a few additional items had been added to the packet. We will go through each item. Starting with the Acknowledgements Page, we added the information on the right hand side of the page referencing the 2011 Development Plan and the 2017 Airport Master Plan. On the cross referencing table everything that is bold are the changes that were talked about at the last meeting, and everything in italic are the changes that were made after the packets were delivered. We can start with the Transportation Planning Atlas Map 12. There are quite a few Atlas Maps that we are proposing to modify.

Mr. Draper explained that this will be inside the Master Plan. We talk a little bit about the future roads and we will add the date that this was created to the bottom right corner. We wanted to update the future roadways, alignments, and those that have been created and realigned. Errecart Boulevard matches the alignment that was proposed and accepted by City Council. The Cattle Drive alignment is what is now recorded. We showed it, in Section 19, as an existing roadway, because all the grading has been completed. It is not paved at this time, but if someone had to drive on it they could. For the north section through Section 18 it was kept as a future roadway, because there has not been any grading in that area, and there is still some right-of-way acquisition that needs to take place. On Jennings and East Jennings the connection stayed where it was. Statice Street was modified. In the current Master Plan Statice connects to East Jennings. As we reviewed the proposed Bizkaia Subdivision it was a topic of discussion if we wanted the Commercial Connector coming from Ruby Vista Drive over to Jennings. Staff believes that we do not need that connector, because most of the traffic from this area will come down Ruby Vista Drive into downtown, or onto I-80. So that connection was removed with Statice. Development wise, this will still remain a collector roadway for residential purposes. Cattle Drive was added. It ties into Rocky Road and Jennings. A lot of alignments were cleaned up. 30th Street extension was modified. At one time it went to Powder House Road. Staff believed that is not feasible, because it would run through the landfill. The development of Cedar Estates had limited the ability to make that connection. Staff feels it is necessary to keep the connection for a possible future roadway.

Chairman Martinez asked if there was any City initiative to try to alleviate some of the traffic that is coming into the City.

Mr. Draper said that staff believes that the Master Plan addresses some of that. For anything going outside of the City Limits we rely on the RTC and NDOT for any future alignments other than Lamoille Highway connecting to Spring Creek. Errecart, over the last couple years, has made a lot of progress. Staff has been in discussion with the major property owner, which owns 300 acres where Errecart Boulevard would be installed. They are aware of the proposed alignment. We have done a lot of engineering on this alignment, so that we know, from an engineering standpoint, that it works. Staff believes this is the best alignment to alleviate the traffic from Spring Creek, which would typically be headed towards the mines. It would alleviate the traffic from coming through downtown, 12th Street or Silver Street, where the Level of Service on those roads are around a Level D.

Mr. Wilkinson explained that staff would not like to have the amount of horizontal curve in the road that is proposed in the alignment, but we have to go around some older neighborhoods. We are working on right-of-way acquisition, which sets the stage for anything to happen. It would be really nice if we could figure out how to get the point of connection at Bullion and Errecart, and smooth the road out, but it may be disruptive to some neighborhoods. Right now there is no appetite, politically, to explore that. We have had some preliminary discussions, but that's about it. This is what has been approved by Council. At some point in the future we might have a discussion with NDOT with regard to the City acquiring, or taking over, portions of Idaho Street and 5th Street in exchange for them constructing Errecart Boulevard. But, their position to date is that they want something further west going to Exit 298. This would be the best alignment available to any anyone today, but it is not ideal.

Commissioner Dalling asked if there was going to be a new traffic signal at the Jennings and Mountain City Highway intersection.

Mr. Draper said yes. NDOT recently studied that intersection. Staff had asked them to study that, we also looked at the intersection at Pinion and Lamoille Highway. At this time the Jennings Way intersection with Mountain City Highway is nowhere near close to the warrants for a traffic signal. Pinion Road is closer, but it still does not meet the warrants for a traffic signal. We have a lot of development that needs to take place to increase those traffic flows.

Mr. Wilkinson clarified that NDOT won't allow us to put one in until we meet warrants. Even if we believe it is unsafe and we think that it should be done today, they would not approve it.

Mr. Draper added that that was part of the reason we asked NDOT to look at it, to see if we could identify those areas. When they did the Elko Urban Project, just a few years ago, we put conduit in the ground for a traffic signal. Jennings Way, with the pedestrian actuated signal has it. Pinion Road just had conduits in the ground now, so it's less disruptive when we do proceed with the traffic signal.

Chairman Martinez asked if it was a district or state approach that the traffic warrants will only dictate those improvements.

Mr. Draper said it was State.

Mr. Holmes asked why we couldn't look at Statice and East Jennings as a possibility for having ingress and egress. It would be a great thing to have, especially with the fires we just had. He asked if there was a way to look at that again for possible egress.

Mr. Draper said they could look at it. It's in there now. What it does is follows the water line and ties into Jennings. From public safety stand point if that's something we need to consider, we can definitely do that. Otherwise we have Ruby Vista up to Delaware and then Statice would be paved at that point. This does not provide that extension of Ruby Vista into the White Rock area, it would terminate at NYTC Road.

Mr. Holmes explained that it was a pain for emergency personnel trying to get in when everyone else was trying to get out.

Mr. Wilkinson thought they could settle the issue now. We really looked at if there was a need for Statice to be a collector type roadway tying into Jennings. The alignment was a bit off. Mr. Wilkinson thought it should be more to the west on Jennings. Fire brought up a good point and maybe we should leave Statice alone for the time being.

Mr. Draper said that one other point was that the Master Plan doesn't identify local roadways, so we could have a local roadway that does tie from Jennings to Statice. But, if we want to keep it as a Collector roadway, then it will need to be identified on the plan. These are generalized layouts, not formal layouts of the roadways.

Mr. Wilkinson said the one thing they don't want to do is encourage cut through traffic for subdivisions or residential developments. It might be best to leave Statice as it is for the time

being, until we can give it some more thought on how we might make connectivity over to Jennings. The subdivision that we have an application on right now does not provide that connectivity.

Commissioner Dalling asked if there was zero appetite to annex any of Kittridge Canyon.

Mr. Wilkinson said there is an area of BLM area over there that does have annexation potential in the future. The alignment of Statice as it is now in the Master Plan probably is not the right alignment.

Chairman Martinez thought this map guided a lot of decisions moving forward. His only concern was that the City's direction is to push these future roadways towards the best areas for future development. Statice is concerning, because there are other entities in the way massive development, and then right outside of that is the County and Kittridge Canyon. The same thing occurs on Errecart Boulevard, but there is a greater opportunity for annexation. He commented that these roadways be planned toward areas where we can expand the most and that infrastructure be leveraged.

Ms. Laughlin went over the proposed changes to the Transportation Document of the Master Plan.

Mr. Wilkinson pointed out that the Code says 60 or 70 feet. He suggested it be changed to 60 – 70 feet for right-of-way.

Mr. Draper thought they could leave it at 60, because the document states under 600 vehicle trips per day. Anything over 600 vehicle trips per day will be a residential collector roadway.

Ms. Laughlin finished going over the proposed changes.

Mr. Wilkinson thought it might be appropriate to consider a partial motion that deals with the Transportation Atlas and the Transportation Component of the Master Plan, because there is quite a bit of material to go through.

Chairman Martinez asked if the motion needed to reflect the updates on the handouts.

Mr. Wilkinson suggested they keep it all separate. He thought if they did it that way they would have an articulated process dealing with it all.

Chairman Martinez asked if the references on the Acknowledgement Sheet were retro actively referenced, or if some of them are fresh references.

Mr. Wilkinson explained that the Development Report had been adopted by the Council. It is, to a large degree, a Planning Document. We are not proposing including it in the Master Plan by reference. We didn't want to incorporate it into the Master Plan by reference, we just wanted to have a reference to it. We may need to simplify and say the "Elko Airport Master Plan", in case we complete this amendment before they adopt their 2017 Master Plan.

Chairman Martinez asked what the Annexation Potential reference entailed.

Mr. Wilkinson explained that staff identified a lot of acreage that has to do with establishing transportation and utility corridors. Three components of the Master Plan went into that document: the Land Use Component, the Transportation Map, and Future Roadways. We also took a look at our Water Service Areas. There were three comprehensive components of the Master Plan that formed the basis. There are capital costs associated with the City water, sewer, and utilities. We want to try to annex areas to develop these corridors. Annex properties so we can reduce the unit cost for the capital outlay that we would be faced with. We then took a look at the water availability. We had land use assumptions, acreage, and water availability. We minimized the acreage to try to match that to available water.

Chairman Martinez asked if the reference documents would be a key factor in developers navigating through the City Code.

Mr. Wilkinson said it is a benefit to the City, because it helps us understand when someone is making a proposal, for development of property, how it fits into our long range planning. That report is our Long Range Planning Document, not the day to day stuff. It's intended to provide the City the necessary information to make informed decisions.

*****Motion: Approve the Acknowledgements Page with the 2011 Development Feasibility, Land Use, Water and Sewer Infrastructure, Transportation Infrastructure, and Annexation Potential, and striking 2017, but including Airport Master Plan.**

Moved by Jeff Dalling, Seconded by Tera Hooiman.

****Motion passed unanimously. (4-0)***

Chairman Martinez moved on to the Transportation portion of the document. There is no reference of any modifications to the main portions, no Residential Suburban designation, none of that's occurring in the Transportation Component.

Mr. Wilkinson said no, we will be discussing that issue entirely separate. We should talk about that before we move into the Land Use Component. Mr. Wilkinson asked if the Commission wanted to address connectivity on Statice to keep it the same, to maintain the connectivity to Jennings.

Chairman Martinez asked if it had been modified to end with no connectivity to Jennings.

Mr. Wilkinson said yes, the existing Plan showed connectivity and we are proposing to not show that connectivity, but the Fire Department had some concerns.

Chairman Martinez said in terms of Statice, if staff felt it needed to stop at this time, unless staff comes up with some emergency service recommendations that it needs to change, then he suggested they move forward with what staff felt was appropriate. The northerly side of Statice is limited in terms of expansion, which is what is stopping Statice. Mr. Draper mentioned that a potential Residential Street may be more appropriate for this area, instead of designating it as a Major Collector. Chairman Martinez asked Mr. Holmes if he had any comments regarding Emergency Services.

Mr. Holmes said they need to look at it further.

Mr. Draper said his thought process was for the current City Limits we show that Statice would service all the parcels that are currently within the City as a Collector Roadway. Mr. Draper stated that he would lean on the guidance of Mr. Holmes if we need to keep Statice connected to Jennings as secondary loop around the area.

Mr. Wilkinson stated that we have acquired right-of-way from the BLM in Section 18, although that's annexed. We show future roadways on some property that's not annexed into the City. What that does is keeps that in front of the decision makers, so when we have the opportunity to acquire right-of-way we do that. We have acquired the right-of-way for Jennings through the same area, which is not annexed. We have done that so we can preserve the opportunity to put that road in, in the future. If you don't acquire it sooner rather than later, other conflicts may come up. Mr. Wilkinson thought Mr. Holmes brought up a valid consideration. He thought to be conservative to leave it in, but change the alignment from the Section Line over to a more logical point of connection. He thought that would be the way to go until they know differently.

Chairman Martinez said his hesitation was that the entire north side of Statice would be Elko County land. He asked if the City would have shared obligation, in terms of right-of-way maintenance.

Mr. Wilkinson said they have an Auto 8 Agreement, which complicated everything. The City has done some minimal maintenance up there, just so we make sure we can respond. If Statice were to serve a City subdivision it would be fully developed to a City Standard and become the responsibility of the City.

Chairman Martinez said that having the ability to make the decision by just having it in the Master Plan was better. He didn't agree with the improvements required for Statice Street at how many people it's going to benefit in the City of Elko. He was not for Statice Street, because the City of Elko's back will always be to Kittridge Canyon.

Mr. Wilkinson said that was a different train of thought. That would be an elimination of Statice all the way down to Delaware, which might be something to consider. We don't identify all of the residential roads, so if you wanted to view Statice as just that type of road rather than some type of collector, you could consider eliminating it.

Mr. Draper mentioned that one of the reasons he would consider continuing with the extension past Delaware was because of the bus barn, the school property that's there, and The Future Master Plan development calls for additional schools in the area. We would want that roadway to be more than just a local roadway. We would want the roadway to be at least a Collector to service the schools.

Commissioner Dalling asked who owned the bus barn.

Mr. Draper said Elko County School District owns that property, which is within the City and on BLM property.

Commissioner Dalling mentioned that Statice didn't get a lot of traffic.

Chairman Martinez said he was for stopping it at Delaware Drive and heading south. We will allow the Elko County traffic to access Statice however they want, and it will be their responsibility. Even with the subdivision application we had, Statice was never an option, just for emergency ingress and egress. He thought the County could share some of the responsibility for its constituents being accessed through Statice.

Mr. Wilkinson explained that they would have to eliminate Statice out of the Collector Classification in the text.

Mr. Draper wanted to make one other point. There is a parcel in the area, which is BLM property, its current Land Use Designation is medium density residential, which is currently five to eight units per acre. If we used five as a development factor for that, it is 43 acres, it would be 200 homes at 10 trips per home it would be 2000 vehicle trips per day, which exceeds what you would want to see on a Local Roadway, so you would want that to be a Collector Roadway. The parcel does not have access through the proposed Bizkaia, its access would come from Statice. The traffic volume, just from this development at five units per acre, would dictate that this be a Collector Roadway.

Mr. Wilkinson said Mr. Draper's information was data driven, so he would defer to that. We have the information in the Master Plan to determine the classification and help us make that decision. Mr. Wilkinson concurred with Mr. Draper.

Chairman Martinez asked if the Commission wanted to stop Statice at Delaware, would they have to future dedicate Delaware to be a larger Collector or Major Arterial Roadway.

Mr. Draper didn't think so, but Delaware is still identified as a Collector Roadway, even in the current Master Plan. He thought they could keep it as is. The question is do we really need that connection to Jennings, as a Collector, or not.

Mr. Wilkinson asked if Mr. Draper's recommendation would be to keep Statice as a Collector up to the most Westerly point of the BLM Property.

Mr. Draper said he would suggest to the center point of the BLM property.

Chairman Martinez asked what the linear footage was from Delaware to the beginning of the return.

Mr. Draper said it was almost 5,000 feet.

Chairman Martinez said they were talking about \$1 Million or more, and he thought more county residents would utilize Statice than future City of Elko residents.

Mr. Draper mentioned if you went from the center of the BLM property, assuming the layout access would be at Statice, it would be a little over 3,000 feet, which is still a significant cost.

Chairman Martinez asked if the BLM property was open for potential development.

Mr. Wilkinson said it was identified in their Resource Management Plan for disposal for the expansion of the City of Elko.

Chairman Martinez said he thought it should stop at Delaware. It does not benefit the City of Elko residents. He thought they could still access the parcels through other means.

Mr. Wilkinson pointed out that the City has right-of-way within the County and a 30 foot water line easement on the City portion, which could be easily converted over to a roadway. Mr. Wilkinson thought they could go either way on Statice. In the end, when it comes to emergency access, whatever is required has to be addressed.

Chairman Martinez thought at some point the shared responsibility had to come into play. The City of Elko can't necessarily take on the full responsibility of getting fire trucks in and out of there, when the fire trucks will be going towards Elko County residents. He said he would be advocating for stopping at Delaware Drive.

Mr. Wilkinson pointed out on Page 7 it has already been eliminated as a Collector. We're really dealing with what to show on the map. He thought staff could leave it up to what the Planning Commission decided.

Mr. Wilkinson said the current Master Plan identified Statice as a Commercial Industrial Collector. What we have shown is that we are removing it from the Commercial Industrial Collector, because it doesn't really serve Commercial Industrial property. The question is do you want to identify it as a Residential Collector, or just leave it as a Residential Street. We have that classification up to the intersection of Statice and Delaware. He felt Mr. Draper brought up a valid point, should you have it extended past the school frontage. The Planning Commission can deliberate that and figure out what they think is best.

Commissioner Dalling said it was already paved up to the bus barn.

Mr. Draper said the pavement was not to standards. If a property were to develop with access off of Statice they would require pavement on Statice.

Commissioner Dalling said they'll do that when it comes, it's going to be five years out at minimum.

Mr. Draper said it will happen eventually.

Commissioner Dalling asked Mr. Holmes what he thought of Mr. Martinez's proposal of only going to Delaware. He asked how he felt on a fire safety stance.

Mr. Holmes said he could agree with it to a certain degree. We are looking at down the road. Even with Bizkaia and the issues with it, there should have been a secondary access, which he was fighting for at the time. It is part of the International Fire Code, so if something does go in there, there will need to be a secondary access into the Kittridge Canyon area. Ideally he would like to see two ways in and two ways out. Delaware doesn't do much from his point.

Commissioner Dalling said if the BLM lot gets developed the developer will have to pay for Statice to get paved.

Mr. Draper didn't think the question was if it was going to be a secondary access. It is as we look forward and look into these developments, is it something that we need to preserve additional right-of-way for. That's what these identify. A Collector Street is a 60 foot right-of-way, an Arterial is a 70 or 80 foot right-of-way. As the developers come in and propose their developments what type of right-of-way are we looking to preserve and where are we looking to preserve it, so we can service all the subdivisions, all the properties within City Limits, current and future, which have been identified in the Development Report. The question is if we want to keep it on there to preserve that as a future Collector Roadway, or is it just going to be a Local Roadway.

Mr. Wilkinson said fundamentally, if you're looking at Jennings, is it going to be a one way in one way out. The answer is, long range, no. We envision Jennings being extended, looping over to N 5th Street and having some access through the expanded Indian Colony down to Spruce Road. When you look at it at full build out, we won't have one way in with Jennings. You would want Statice if you have an issue down gradient of the Statice point, so you could have emergency access there.

Commissioner Dalling thought, with Mr. Draper's explanation, it made sense to keep it there and preserve the right-of-way and keep it as a Collector, because eventually it will get built out.

Chairman Martinez thought the alignment on Jennings was really good. He thought, regardless of how far down the road they looked, the City of Elko will never annex in Kittridge Canyon. (No) So the north side of Statice Street will constantly about Elko County Residents driving on City of Elko infrastructure. We have to manage our dollars and cents. If we put out \$1 Million for roadway, we are going to be responsible for that. How many City of Elko residents are going to benefit from that? Statice is the back of the City, especially in this area. He didn't think it offered any benefit, except for a few parcels. We can eliminate it and stop it at Delaware, which would not stop Statice Street from having a right-of-way. It would just be taken off the Transportation Map, which identifies it as a Collector. That changes the ball game. If we leave it the way it is, we are showing future development, potentially, going that way. He thought they could use residential roadways for any future developments north of Jennings Way.

Commissioner Dalling said it would be a nice thoroughfare.

Chairman Martinez asked what was stopping Elko County from updating that roadway and helping their residents access the land farther north.

Mr. Draper pointed out that they have the long term maintenance costs whether it is a Local Roadway or a Collector Roadway. The difference between the two is 10 additional feet of right-of-way. We do try to have wider sidewalks on Collector Roadways. There will be County traffic on it either way.

Commissioner Dalling said he was for keeping the extra 10 feet.

Mr. Draper said the questions was if they wanted a center turn lane or not. The Level of Service will be at maximum a C, after it is fully developed.

Mr. Wilkinson said there would be about 2,000 to 3,000 vehicle trips per day coming out of the area, which could be handled on a Residential Street if the Commissioners didn't want to classify it as a Collector.

*****Motion: Approve the Transportation Document, Atlas 12, and change Statice from a Commercial Industrial Collector to a Residential Collector in the text, and look into adjusting the alignment at the end of Statice as it connects to Jennings.**

Moved by Jeff Dalling, Seconded by Tera Hooiman.

**Vote: Motion failed (summary: Yes = 3, No = 1, Abstain = 0).
Yes: Jeff Dalling, John Anderson, Tera Hooiman.
No: Aaron Martinez.*

Chairman Martinez said the only way he would change his vote was if Statice stopped at Delaware.

Commissioner Hooiman asked Mr. Martinez if he would be in favor of not connecting Statice to Jennings.

Chairman Martinez said it would make it even worse to allocate Statice to stop there. Connecting it is the only remedy that would come close to being a benefit to the City of Elko residents.

Commissioner Dalling asked if Mr. Martinez was concerned that the maintenance and the upkeep, after the infrastructure was installed, would be too much for the City to bear.

Chairman Martinez said not only that, but the connection portion could be allocated in other portions of the Master Plan, which would be more conducive and better spent.

Mr. Wilkinson thought if they were to entertain motion to stop it at Delaware they should leave it as an Industrial Commercial Collector. The road serves a couple different land use areas.

Chairman Martinez said at that point they would lose nothing.

Commissioner Tera Hooiman asked if they could table this item.

Mr. Wilkinson said they could entertain a motion to table to a future meeting where more constituents are present.

*****Motion: Table the Transportation portion until the next meeting.**

Moved by Jeff Dalling, Seconded by Tera Hooiman.

**Motion passed unanimously. (4-0)*

Mr. Wilkinson thought they needed to address the Land Use Component.

Ms. Laughlin turned it over the Mr. Wilkinson to go over the Low Density Analysis, after that we will go over the proposed changes to the Land Use Document.

Mr. Wilkinson explained that one of the things that has come to staff's attention is whether or not to include a low density designation on the Map. Right now we don't show that and when we went through our prior Master Plan Amendment we spent a great deal of time on this very issue. We used to have two designations on our prior Master Plan and they were low density and high density, with corresponding districts. When we went through the major revision in 2010 and 2011, the Planning Commission and the City Council spent meetings discussing this and decided that we wanted three residential designations: low, medium, and high. We also spent a great deal of time on what they should be. We came to the conclusion, at that time, that low density development is not a good deal for the City. It doesn't generate the revenues, from utility connection perspectives and assessed valuations. The Consultant recommend that we have a medium density designation higher than what we ended up with. We took a look at the Code, we have minimum lot sizes, and mathematically you would calculate it at about five per acre. With the proposed subdivision that we had, we decided to take a look at it and see if there was any benefit to the City that we may have missed. We did a pretty detailed analysis, and the result of that is a 15 or 16 page memo. We took a look at some criteria to determine whether there is anything driving it and asked ourselves what the problem was that we needed to solve. We went back to the Development Report and we looked at the different areas, which have been identified in the Development Report. As we move into the 5600 Water Zone we are going to be faced with some significant capital costs. We did a few different things. We looked at topography. Do we have any areas, as we build out, that have topography that is going to drive development under the Hillside Ordinance, which requires larger lots. The only area that would be a concern is over off Powder House and Errecart. We also looked at the possibility of dropping the density to see if it would offset the capital cost, with the reduction of storage and pumping. What we saw was it was just a wash. If you don't have restrictions that say we are going to develop at one per acre, no more or no less, you wouldn't realize any capitol savings over time. We also looked at the RS zone and developed Rural Road Standards to a lesser road standard, and it would save money. But, when you look at that type of scenario and the revenues that you get off of density, verses less density, and the cost. It favors medium density to a degree. So medium density is better from that perspective. Then, when you look at the loss of revenue on connection fees, to the Utility Department, and the loss of revenue off monthly bills, we are talking millions of dollars. The one thing we can't do in a Master Plan is amend the Master Plan for the benefit of a specific developer or area. Mr. Wilkinson went through the Assistant City Managers Memo dated July 26, 2017 with the Planning Commission. He recommended not including low density on the Land Use Atlas.

Chairman Martinez asked how the low density aspect got brought forward to the Planning Commission.

Mr. Wilkinson explained that it was triggered by the subdivision application and the zone change. We had the zone change issue and we thought we could address that by amending the Master Plan, but the NRS prohibits you from amending the Master Plan for a specific developer. That option was then off the table. We thought we should look at the fringe areas around the community, where we get into the 5600 Zone. Should we take a global consideration and try to

verify what we did in the last comprehensive update. We have spent a lot of time on this. We really just don't see the benefits or a problem that needs to be resolved.

Chairman Martinez agreed that the analysis was thorough and answered questions they had when the subdivision application came in. Mr. Martinez pointed out that what was in front of them was specifically Land Use, in terms of density, and not the Zoning that is associated with it.

Mr. Wilkinson explained that the Master Plan is not a Zoning Document. He asked the Planning Commission to consider, very specifically, whether to include a low density designation on the Atlas, and if so where and why.

Ms. Laughlin went over the proposed changes on Atlas Map 8.

Commissioner Dalling asked if they were changing County parcels to low density.

Ms. Laughlin explained that the area in the light yellow is already developed as low density residential in the County. They were shown as agriculture and high density.

Mr. Wilkinson said that the blanket designation outside of the incorporated boundary is low density, so it would be appropriate to do that. It is just correcting an error.

Ms. Laughlin said that it is all shown as high density right now, but it's been developed as low density residential.

Mr. Wilkinson explained that the reason that there is a designation on County property is because there is a Communication Policy. So when they do mapping or development within a sphere of influence they will reach out to the City.

Ms. Laughlin went over the proposed changes to the Land Use Document.

Mr. Wilkinson suggested they have four or fewer for low density on Page 17. We identified that we have a lot of subdivisions that are 4.8 or 4.7, so we were dealing with whole numbers in the Master Plan, and we needed to deal with a range of numbers.

Ms. Laughlin said that she had not located a new replacement of the family image.

*****Motion: Not include a low density land use in the Future Land Use Atlas 8, include the proposed revisions to the City of Elko Master Plan as outlined in Land Use Component, include the proposed revisions to Atlas 5, 6, 8, and 12, and direct staff to bring the item back to the Planning Commission as a Resolution and a public hearing.**

Moved by Jeff Dalling, None seconded.

****Motion failed with no second.***

*****Motion: Not include a low density land use designation in the Future Land Use Atlas 8, include the proposed revisions to the City of Elko Master Plan as outlined in the Land Use**

Component, include the proposed revisions to Atlas 5, 6, and 8, and direct staff to bring the Transportation Component back to Planning Commission.

Moved by Tera Hooiman, Seconded by John Anderson.

**Motion passed unanimously. (4-0)*

II. REPORTS

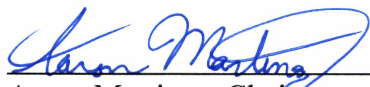
- A. Summary of City Council Actions.
- B. Summary of Redevelopment Agency Actions.
- C. Professional articles, publications, etc.
 - 1. Zoning Bulletin
- D. Preliminary agendas for Planning Commission meetings.
- E. Elko County Agendas and Minutes.
- F. Planning Commission evaluation. General discussion pertaining to motions, findings, and other items related to meeting procedures.
- G. Staff.

COMMENTS BY THE GENERAL PUBLIC

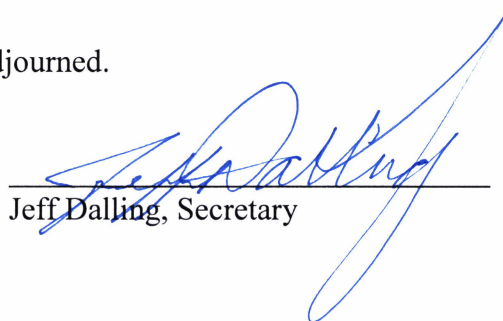
There were no public comments at this time.

ADJOURNMENT

There being no further business, the meeting was adjourned.



Aaron Martinez, Chairman



Jeff Dalling, Secretary