

MINUTES OF THE CHURCHILL COUNTY PLANNING COMMISSION

**155 N. Taylor St., Fallon, NV 89406
December 11, 2024**

1. Call to Order:

The regular meeting of the Planning Commission was called to order at 6:00 p.m. on December 11, 2024 by Vice Chair Nelson.

Present: Scott Nelson, Vice Chair; Victor Ansotegui, Member; Zack Bunyard, Member; Tami Edgmon, Member; Joseph Frey, Member; Jeff Goings, Member; and Mark Hyde, Member.

Absent: None

Planning Staff Present:

Randy Hines, Public Works Director
Dean Patterson, Senior Planner
Loreli LeBaron, Code Compliance Official
Diane Moyle, Administrative Assistant

Civil D.A. Staff Present:

Joseph Sanford, Deputy District Attorney

2. Pledge of Allegiance:

The Pledge of Allegiance was recited by the commission and public.

3. Public Comment:

There were none.

4. Verification of the Posting of the Agenda:

It was verified by Diane Moyle, Administrative Assistant, that the agenda for this meeting was posted on December 5, 2024, between 8:30 a.m. and 5:00 p.m., at all of the locations listed on the agenda, in accordance with NRS 241 and the Churchill County Code.

5. Consideration and possible action re: Approval of Agenda as submitted or revised:

There were no changes to the agenda.

Member Bunyard moved to approve the agenda as submitted. Member Goings seconded the motion.

6. Verification of notification of all landowners in accordance with NRS and the Churchill County Consolidated Development Code:

Vice Chair Nelson verified with the Administrative Assistant that notification was sent to all landowners in accordance with NRS and the Churchill County Code.

7. Consideration and possible action re: Approval of Minutes of the meeting held on:

A. November 13, 2024 Hearing

Member Goings moved to approve the November 13, 2024 minutes as written.

Member Hyde seconded the motion and the decision carried by unanimous vote (7-0).

8. Letters Received

A. Letter of resignation as a member of the Planning Commission from Eric Blakey, who has been elected to serve on the Board of County Commissioners starting in January 2025.

Joseph Sanford, Deputy District Attorney-Civil, noted that no action is taken on this matter, and it is just an acknowledgement of the receipt of the letter from newly elected Eric Blakey resigning from the Planning Commission in anticipation of moving to the Board of County Commissioners in January 2025.

9. Old Business

There were no items.

10. New Business:

A. Consideration and possible action re: An application filed by Trevor deBraga for property located at 11356 Stillwater Road, 1225 Swope Lane and 11050 Fitz Lane, Assessor's Parcel Numbers 009-071-07, 009-072-13 & 009-072-21, consisting of approximately 212.48 acres with approximately 170.38 acres of irrigated water righted property. The applicant proposes to place a conservation easement on the property.

Director Hines stated that these subject properties meet the minimum acreage and dust control requirements to qualify as an acceptable sending site as well as benefit the community by agricultural preservation with water right retention, protection of military operations, and protection of water recharge area. Based upon the transfer of development rights (TDR) calculation the total TDRs for the three properties are 277. The Sending Site Review Committee reviewed the application on November 18, 2024 and recommends approval of the sending site as well as the 277 TDRs.

Vice Chair Nelson asked if any of the commissioners had any questions or discussion. There were none.

Vice Chair Nelson inquired if there was any public comment, and there was none. He noted that staff is recommending approval and called for a motion.

Member Goings, based on the information provided in the application, in the staff report, and heard tonight, moved to recommend that the Board of County Commissioners approve Assessor's Parcel Numbers 009-071-07, 009-072-13 & 009-072-21 as sending sites and approve 277 TDRs for these parcels. Member Frey seconded the motion and the decision carried by unanimous vote (7-0).

B. Consideration and possible action re: A special use permit application for a motorized racetrack filed by John Leedom, owner of Club Rowdy, LLC. The property is located off of the Lovelock Highway (US 95), Assessor's Parcel Number 004-431-44, consisting of 218.57 acres in the RR-20 zoning district.

The applicant was not available to speak regarding this application at the time the item was read.

Joseph Sanford, Deputy District Attorney-Civil, outlined the choices for the commissioners since the applicant was not in attendance—table the item to later in the agenda, have staff present the information and make a decision, or table the item to another meeting. There was discussion among the members, and it was decided to move forward with the next agenda item in order to give more time for the applicant to arrive, and then they can come back.

Vice Chair Nelson moved to Item 11.A.

John Leedom, 9325 Pond Street, Reno, Nevada, was available to speak regarding this

application.

Dean Patterson, Senior Planner, went over the information in the staff report regarding the location of this project as well as outlining the permit request and some of the difficulties that he encountered in reviewing this application, including:

1. This application follows a trend in proposed development, in which business owners wish to establish a business with little or no facilities. They want employees and visitors to use porta-potties.
2. Another difficulty in reviewing a racetrack with events and crowds is that the impacts are highly dependent on attendance. Some normal racetrack impacts, will not apply in this case because there are no neighbors.
3. Other impacts relate to adequate facilities, such as:
 - a. Restrooms with sewer and water facilities for large crowds
 - b. Parking lots, including handicapped accessible spaces
 - c. High traffic volumes on gravel roads
 - d. Overloading the capacity of an intersection.

These are some of the things that should be considered in this case. Since there are no grand stands or other structures, staff was unable to readily determine the capacity of the facility, which is needed in order to determine adequate facilities and infrastructure impacts, other than by using the estimated crowd size in the application, which was 200 spectators.

Mr. Patterson said that a racetrack has unusual operations and hours in that it operates as an event facility. The normal peak usage is on race day weekends, but extra large events can happen infrequently during the year. This encourages owners to think of their business as a festival with little or no facilities. An important element of this review is determining how to put guardrails on the facility. After much in house discussion staff suggests thinking about this project in a hybrid manner. There is some level of business activity that is normal and consistent, being daily, weekly, and monthly. Then there is the higher level of activity that is infrequent. Facilities should be provided for the common level of activity, but the infrequent level of activity can be addressed using temporary facilities and temporary management practices. An upper limit on special events needs to be set, and staff recommends that exceeding it requires a festival permit. Conditions of approval are proposed to deal with this issue.

Dean Patterson remarked that this proposal will be on vacant land and will be Phase 1 of the project covering around 10 acres. The application provides detailed descriptions of the project components. He pointed out the components using maps from the application that were displayed on the overhead screens. The sign that was proposed in the application has been withdrawn at this stage. He showed access to the site, parking areas (60 spaces including 4 handicapped), pedestrian pathway (appears to be paved; however, it ends at the ticketing booth and doesn't continue to the spectator area), ticketing booth (includes office and two restrooms; powered by a generator), spectator area (the applicant proposes portable toilets near this area for spectators and visitors), pit area (spectators and visitors will be permitted in this area, as well as dry camping for race participants, no hookups), security fencing around the perimeter (not including the parking area), and racetrack (including barriers for safety). Landscaping is proposed throughout the facility, including along the south edge of the road, the south edge of the parking lot, and through the spectating area. Future phases will require additional special use permit.

Mr. Patterson stated that in the first phase the facility will not have permanent staff other than the owner, who will be present with the venue is open. There will be 10-15 temporary employees on the weekends. Visitor and traffic numbers will vary with the type of activity taking

place. He said that normal activities could include around 200 spectators, race participants, and employees, and larger than normal activities up to 400 people could be covered by this permit; however, events with more than 400 people should be treated differently, such as through a festival permit. He went over the hours of operation as stated in the application. He noted that facilities with night operations must be approved in a special use permit. Facilities available for private use by rental during the other days should be mainly during normal business hours. The proposed dry camping will allow overnight stays for participants on big event weekends. No fees will be charged and no extended stay facilities are proposed. Night racing would be during infrequent events, and night lighting may be needed for overnight participants as well. The applicant proposes mobile, diesel powered lights.

Dean Patterson went over the five special use criteria that are reviewed in the staff report. Criterion 1 relates to compatibility with the surrounding area, and this area is remote with no human uses nearby, so the facility will be compatible. Criterion 2 relates to conformance with the Master Plan and county code. The staff report reviews the different regulations in the code, which generates several recommended conditions. The main items worth mentioning here are related to providing facilities for spectators, water and sewer facilities—water well and commercial septic systems must be approved by the State (the well may require water rights and approval as a public water system), restrooms for employees and visitors [this is the major issue of this review since facilities must provide adequate permanent restroom facilities and Americans with Disabilities Act (ADA) compliance], and so forth. It is hard to determine an adequate number of permanent facilities since the numbers vary greatly. The Director and Building Official decided to use a hybrid approach with attendance limits. The base occupancy would be the proposed 200 spectators, unless another number is approved in this permit. Permanent restrooms should be provided based upon this number and larger numbers could be provided portable toilets. The adequacy of restrooms would be checked at the annual review. Mr. Patterson pointed out that ADA accessible pathways and restrooms must include the parking area and the spectating area.

Criterion 3 relates to not overburdening public services and infrastructure, and the staff report notes that these will not be overburdened. Criterion 4 relates to mitigating road and traffic impacts. There have been discussions with Nevada Department of Transportation (NDOT) and the Road Department. The Road Supervisor recommends that Pole Line Road be upgraded to a count gravel road standard to handle the traffic for race day crowds. Dean Patterson stated that comments were received from NDOT, and he provided a copy to Mr. Leedom. They indicated that in-road improvements are unlikely, but the paved intersection apron for Pole Line Road must be upgraded to the appropriate NDOT standard. Criterion 5 relates to environmental impacts, and the main potential environmental concerns for racetracks are noise, glare from night lighting, fumes, fuel spills, trash, high traffic volumes on the gravel road and highway intersection, and dust from traffic onsite and on the gravel road. These are reviewed in the staff report and result in recommended conditions. Mr. Patterson shared that there were two letters of support for this project received from Barium, Inc. and Kingfisher Sand & Gravel. He further stated that other agencies provided comments that were referred to in the staff report.

Vice Chair Nelson inquired if the applicant had anything to add. Mr. Leedom didn't have anything to add at that time.

Vice Chair Nelson asked if any of the commissioners had any questions or discussion.

Member Bunyard questioned if the applicant had read and understood the staff report and recommended conditions. John Leedom responded that he had read them, and he only had an issue with the facilities that he would be required to provide (restrooms). He said that this is so isolated

and he didn't understand the need to have a septic system, roughly around 20,000 gallons, that would be dormant for a majority of the time. He doesn't think that the project is to that scale. They would have 200 visitors, but that would be over the course of the weekend, and it would probably be around 50 people at any given time with spikes up to 70-100, not a full 200. He thinks that the recommendation for that large of a septic system is too much for this project. Member Bunyard further inquired if the applicant understood the requirement for the well and public water system, and Mr. Leedom confirmed that he was aware and would comply. Director Hines asked where Mr. Leedom had gotten the size of the septic system, and John Leedom said that he was just making a guestimate based upon the 200 limit. Director Hines went over the number of fixtures that would be required for 200 people and estimated this could be served by a 15,000 gallon septic tank, which is a standard septic system for a facility such as this.

Member Edgmon mentioned that the application states that power was to be provided by generators. Is it feasible for expansion because she sees this as something beneficial to the community and thinks that he will have a lot of support in the future? Is there possibility for electricity? John Leedom believes that there is power west of the property on the other side of the highway, but he planned to just use generators with solar in the future. Member Edgmon pointed out that because this is so remote it would be beneficial for him to have actual facilities, even if it is small to start for public restrooms. John Leedom agreed, and he said that they originally proposed to have something that could support 20-30 people on a regular basis to include the employees, and then beyond that they would use portable toilets. He said that he has been hosting these events for over 10 years, and this has been a common way that they have been able to host them. These generally had 2-4 fixtures that were supplemented with portable units based upon the size of the events. Member Edgmon recommended that a limit be set for four days for dry camping to avoid people staying longer. Mr. Leedom agreed.

Member Goings thinks that they have to look at this a little differently from what the staff outlined for development of these facilities. He suggested that this could be phased smaller in the beginning that could grow. He verified with the applicant that the 200 spectators that are mentioned in the application include family members and race participants, and Mr. Leedom agreed that he included the participants, family, friends, and employees among the 200 people mentioned. Member Goings pointed out that many of these people would use the facilities in their campers and trailers. He thinks that staff did a good job trying to make determinations for the potential number of people, and he suggested that the restroom facilities be phased as they start to see more spectators that are outside of the normal family and friends of the participants. He said that this could be done at a six month or annual review period. He thinks that this is so remote and the number of people that it is going to draw, especially in the beginning, are not going to be people that are going to be expecting this kind of a set up from the start.

Member Frey said that he would like to see some hybridization of the code versus how this would be operated on a regular basis, in order to start out smaller (less than what has been recommended in the staff report) and then require more as this grows. He agreed that it did need to provide for the handicapped accessibility. He didn't want to make the project cost prohibitive because too much was required in the beginning, but it should comply with the code. Director Hines stated that there was a lot of discussion regarding this, and he thinks that there could be some flexibility regarding the number of fixtures, portable toilets, especially Americans with Disabilities Act (ADA) compliant ones, and so forth. They could work with the applicant regarding the required facilities to ensure that they are adequate for the size of the crowds. This is to protect the county, as well as the applicant. They decided to size it for the 200 people that was mentioned in the

application, and then it could be upgraded from there should the need arise at a later date. Another thing he wanted to mention is the ADA access. Placement of the ADA facilities is critical because the way that it has been designed as presented there seems to be a lot of distance between the ADA parking, ADA restrooms, and the necessary additional ADA access to the spectator area. It may be good to consider bringing these areas closer to reduce the improvements needed for this accessibility. The ADA requirements are due to federal laws and these must be met. There could be some flexibility with the design in order to meet these requirements without having to build a lot of accessible pathways.

Dean Patterson said that he understood that the 200 spectators mentioned in the application did not include the race participants and others in the pit area. Other people may come with the racer, so it isn't just the participant by themselves. This could be family, friends, and pit crew. Member Goings thought that the family members and friends of the racers were included in the spectator count, and this was confirmed by Mr. Leedom. He apologized for not making that distinction in the application. Member Goings liked the idea of moving the ADA parking spaces closer to the spectator area to make it more accessible. He wondered if at this time the applicant could rent ADA compliant portable toilets, instead of adding to the permanent restroom facilities. Would that be sufficient to meet the code requirements? He has been to similar events where these ADA compliant portable toilets remained on the site at all times. Dean Patterson responded that they can certainly provide extra toilets that can be ADA compliant; however, whenever they provide a permanent restroom facility, which is required by code, it must be ADA accessible from the start. Member Goings clarified that he agreed that the restroom facility that they would provide would meet ADA accessibility, and then for the additional toilets for events they could provide permanent portable toilets for the ADA overflow, and then they would have both of the area covered. Vice Chair Nelson pointed out that this is what they do at large events even at the event centers in Reno. He didn't think that for the size of the facility, there weren't that many restroom facilities, and they provide portable toilets for the additional numbers of people. Dean Patterson pointed out that those event centers do have a large number of permanent restrooms, and then for the larger events they have some portable restrooms. There was more discussion regarding the ADA compliant areas, including rodeo events in unimproved arenas. Since this facility would be considered more like a business where the primary use is the gathering place for people, it would be required to meet the same standards as other public facilities, such as the 3C Arena at the fairgrounds that does provide for ADA accessible paths all of the way to the spectating areas.

Vice Chair Nelson pointed out that they are not here to decide the design of this project, and they will only make a determination of whether this project meets the requirements to be approved and that the applicant must meet the requirements for development of the facility. Joseph Sanford, DDA-Civil, said one of the conditions from the staff report states that they shall provide permanent restrooms adequate for the facility. This board is not deciding today what that will be, and they will work with the Planning and Building Department to make these determinations.

Vice Chair Nelson asked for any public comment.

Loreli LeBaron, Code Compliance Official, noted that the requirement for ADA compliance in the building code must provide permanent facilities that meet this accessibility. Portable toilets are specifically for temporary use for temporary events; however, permanent facilities are required to provide permanent ADA accessible restrooms.

Member Edgmon pointed out a contradiction in Conditions 2.g. and 8, and Dean Patterson said that Condition 8 should not be included as that was an error in his recommendation.

Vice Chair Nelson asked for any further comments; there being none he called for a motion.

Member Bunyard, based on the information provided in the application, in the staff report, and heard tonight, moved to find that the criteria found in CCC 16.08.070(H) have been met and therefore approve the Special Use Permit for the Rowdy Acres racetrack on APN 004-431-44 off of Pole Line Road. This approval is subject to conditions as listed in the Staff Report with the deletion of Condition 8. Member Goings seconded the motion and the decision carried by unanimous vote (7-0).

Recommended Conditions:

1. This approval is subject to annual review to determine conformance with Count Code and conditions of approval until such time as the Planning Commission determines such review is no longer necessary.
2. This approval is for a racetrack of limited scope based on the application proposal. This permit allows night operations and dry camping for race participants. Exceeding the following limits requires a new Special Use Permit.
 - a. Daily attendance and parking lot records shall be maintained. Such records shall be provided during the annual review. When attendance on normal race days exceeds 200 people, the Planning Commission may require an additional Special Use Permit.
 - b. Special Events that are planned to be larger than the proposed 200 spectator events are limited to 4 times per year. Those that will exceed 400 spectators must apply for a Festival Permit to address services and impacts resulting from large crowds.
 - c. Night racing is only allowed during the 4 per year Special Events.
 - d. Construction of additional buildings and facilities, including by not limited to enlarging the track, Pit Area, or parking area requires an additional Special Use Permit.
 - e. Signage in excess of what is approved in this permit requires another Special Use Permit.
 - f. Dry camping is not allowed (a) on the nights of Monday through Thursday, (b) for people who are not race participants, and (c) for an additional fee.
 - g. Alcohol sales and mobile food vendors are not approved in this permit, and establishing such requires an additional Special Use Permit.
3. Road improvements shall be installed before track operations begin, as follows:
 - a. Pole Line Road shall be improved to a County gravel road standard from both driveways to US 95, to the satisfaction of the Road Supervisor. Road Encroachment Permits must be obtained. Pipe crossings shall be extended to pass under the road, as needed.
 - b. The paved intersection apron for Pole Line Road at US 95 shall be upgraded as required by NDOT. All required NDOT permits and reviews shall be obtained.
4. All necessary building permits and reviews must be obtained from the Building Department. All requirements shall be met, including but not limited to the following:
 - a. The ticketing office building shall be a permanent structure acceptable to the Building Dept., such as a commercial coach that is appropriately placed.
 - b. Permanent restrooms adequate for the facility shall be provided.
 - c. ADA accessible buildings and restrooms shall be provided.
 - d. ADA accessible pathways shall be provided from parking spaces to buildings and the Spectating Area.
 - e. The site plan may be modified to relocate facilities to meet requirements.

5. Permanent restrooms shall be provided in the Spectating Area, where spectators can easily use them.
6. The project must be in conformance with County Code, including but not limited to:
 - a. A business license must be obtained and maintained.
 - b. The proposed 4 ADA compliant parking spaces shall be provided.
 - c. Temporary lighting is authorized, but it shall meet Dark Skies requirements.
 - d. Business signage is limited to what is approved at the Planning Commission hearing.
 - e. Driveways from Pole Line Road to the main facility shall meet County driveway standards.
 - f. Parking area shall provide the proposed 60 spaces plus an overflow area of 50%. Parking for employees must be provided in the Pit Area.
 - g. All driving surfaces and parking areas (excluding overflow parking area) shall be graveled to control dust.
 - h. The road landscape buffer shall be supplemented with vertical elements in a manner acceptable to the Planning Director. Landscape trees shown next to the parking lots and pit area shall be installed as shown on the site plan.
 - i. The facility shall be shifted east or west to avoid the stream and flash flood path passing through the facility.
7. The dust control practices proposed in the application shall be implemented.
- ~~8. The use of mobile food vendors is allowed for race events and Special Events. Adequate support facilities shall be provided to meet health and safety regulations.~~
9. Trash control practices shall be established and followed. Trash pickup along the perimeter fence shall be undertaken monthly or more often.
10. The commercial sewage disposal system must be approved by the State of Nevada.
11. The proposed well for a commercial use must be authorized by the State of Nevada. Well construction and any water rights requirements must be approved by the Division of Water Resources. Any public water system requirements must be approved by the Bureau of Safe Drinking Water.
12. Operations shall be conducted in a manner that does not create a nuisance (public or private) under Nevada law or Churchill County Code.

Vice Chair Nelson thanked the applicant and advised that there is a ten-day appeal period and to contact the department for further permitting procedures.

Vice Chair Nelson moved to Item 11.B.

11. Action Item

- A. Consideration and possible action re: Recommendation for Bill 2024-E Ordinance 71 an ordinance amending Titles 13 and 16 of the Churchill County Code to (1) consolidate water dedication requirements within Title 13 of the Churchill County Code, (2) clarify water dedication requirements for all land development, (3) set payment in lieu of dedication requirements for all land development, and (4) designate the purposes to which payments in lieu of dedication may be put.

Joseph Sanford, Deputy District Attorney-Civil, went over the recommended changes outlined in Bill 2024-E regarding when and how water right dedication should be made. He went over some of these changes. These changes are being proposed to consolidate our water right dedication regulations from Titles 13 and 16 into one location for clarity. Title 13 will outline

anything related to water, water dedication, water connection, and what water requirements will be. Title 16 will maintain a small portion related to when people would have to follow these requirements. The actual code requirements will be in Title 13.

Mr. Sanford explained that the second part is to establish how the county moves forward with water dedication. At the present time, development is not authorized to be involved in a payment in lieu of dedication requirement. This means that when anyone wishes to do any form of development, they must actually have the water and dedicate it to the county. This is a very large barrier to development. The solution at this time is to create a system where someone can make payment to the county, have the county water used for the supply of development infrastructure, and then there is a rate, depending upon how much water is being dedicated, that is used as a sort of surcharge to allow the county to replenish that water. He pointed out that this is outlined largely on page 6, which sets the equation for how much water is required in a multi-family residential setting, as well as on page 8, where the density calculations are based. He went over an example and stated that this payment will create a fund that will allow the county to either purchase water directly or land with water to replenish this amount.

Vice Chair Nelson inquired if the commissioners had any questions.

Member Hyde said that he went over these recommended changes, and he said that this is really the first time in the county that he has seen this kind of overture made to developers to make it possible to develop in the county. This is similar to what is in place within the City of Fallon where if someone doesn't have underground water rights they can buy them from the city. He thinks that this will encourage development in the community. He thinks that the formula is generous, and he doesn't believe that the county would be hurt by this calculation.

Member Goings asked if this payment in lieu of water is because the state requires the county to have water for development. Is this just in county code, or is it required by the state? Joseph Sanford, DDA-Civil, answered that it is sort of both. The state requires that the county have sufficient water rights to operate a water plant to provide the water required, and so the county collects these with development to ensure there is enough water to serve that development. We cannot divert more water than has been dedicated to that purpose. He explained the process required by the State Engineer. Member Goings then inquired if the county accepts payment in lieu, who would be responsible for finding those water rights that are going to be required. Will that be the county? Mr. Sanford agreed, and he shared that right now, the county has those water rights available. He described a little about the marketplace for water rights and the potential for buyers outside of Churchill County to purchase those when they become available, which is why it has been so difficult for developers to acquire these. Member Goings questioned what would happen should the amount of available water rights run low. Joseph Sanford responded that the county is not under any obligation to accept a payment in lieu, and this code has a section that says that there may come a time where the county will not accept a payment in lieu either because there is an insufficient resource or we don't think that it is best for the community because growth is unsustainable or something like that. That would be up to the County Commission at the time.

Vice Chair Nelson inquired if by allowing developers to buy water rights for a period of time and then decide not to do that at some point in the future, it would set a precedent that would subject the county to lawsuits. Joseph Sanford replied that first, the developers are not buying the water rights, they are making a payment in lieu. Then second, it is stated in the code that this is a discretionary choice based upon the county reserves, and it wouldn't set a precedent upon which the county could be sued. There would be potential lawsuits if they were picking which developer they liked and accepting payments in lieu from only certain ones. This is true of any government action.

In this case the county has its protection by having a basis upon which it may be denied.

Vice Chair Nelson asked if the county believes there is enough underground water available to continue these purchases because that is limited in this basin. Joseph Sanford responded that indefinitely the answer would be in the negative. The purpose is to allow for the accumulation at times when perhaps development is not in demand, and to acquire water rights at a pace that is reasonable based upon what development has occurred and what funds have been made to the county. There is only so much underground water right here, and this is an issue all across northern Nevada. There is a limit to how much water can be sold, and the county cannot sell more water than it has, or allow for a payment in lieu of dedication for more water than it has. Vice Chair Nelson verified that the payments in lieu are based upon the water rights that the county has on hand, and Mr. Sanford agreed.

Member Frey stated that this is to provide sewer and water facilities, and it is also a way to protect the ground water. This will ensure that as development happens water is not leaving or disappearing from the valley. He thinks that this really puts the county in the driver's seat. The county may be the largest holder of underground water rights in the county, other than Tucker. The county, through their well monitoring system could also put the brakes on it at any time, and no longer accept payment in lieu of water rights because of things that could affect the water.

Member Goings said that this does open the doors for developers because there have been times that people had a hard time finding water. If we have the water available, we could encourage development through the payment in lieu.

Vice Chair Nelson asked if there were any public comments, and there was none. He then called for a motion.

Member Hyde moved to recommend that the Board of County Commissioners approve Bill 2024-E Ordinance 71 amending Titles 13 and 16 of the Churchill County Code to (1) consolidate water dedication requirements within Title 13 of the Churchill County Code, (2) clarify water dedication requirements for all land development, (3) set payment in lieu of dedication requirements for all land development, and (4) designate the purposes to which payments in lieu of dedication may be put. Member Goings seconded the motion and the decision carried by a unanimous vote (7-0).

Vice Chair Nelson went back to Item 10.B. since the applicant was now in attendance.

B. Consideration and possible action re: Election of Chair and Vice Chair for the Planning Commission to take office beginning January 2025.

Joseph Sanford, Deputy District Attorney-Civil, noted that the commission is required to have a Chair and a Vice Chair. Eric Blakey was the previous Chair, and he has resigned from this board. Someone will have to step forward to take this position. He suggested that anyone nominated must agree to accept that position prior to making the motion.

Vice Chair Nelson asked for nominations for Chair. He nominated Zack Bunyard to serve as Chair since he has served on the board longer than everyone else and has a lot of experience, and Member Bunyard stated that he was willing to serve in that position.

Member Nelson moved to approve Zack Bunyard as Chair of the Planning Commission. Member Goings seconded the motion and the decision carried

unanimously (7-0).

Vice Chair Nelson asked for nominations for Vice Chair. Member Hyde nominated Jeff Goings to serve as Vice Chair, and Member Goings said that he was willing to serve in that position.

Member Hyde moved to approve Jeff Goings as Vice Chair of the Planning Commission. Member Ansotegui seconded the motion and the decision carried unanimously (7-0).

12. Consent Agenda: All matters listed under the Consent Agenda are considered routine and may be acted upon by the Planning Commission with one action and without an extensive hearing. Any member of the board or any citizen may request that an item be taken from the Consent Agenda, discussed and acted upon separately during this meeting.

There were no items to approve.

13. Public Comment:

There were none.

14. Adjournment:

There being no further business to come before the Planning Commission, Vice Chair Nelson adjourned the meeting at 7:14 p.m.

15. Appendix:

Supporting Documentation

Approved: NOT AVAILABLE
Scott Nelson, Vice Chair

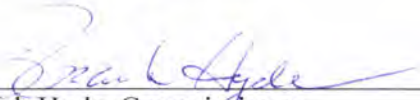
Approved: NOT AVAILABLE
Victor Ansotegui, Commissioner

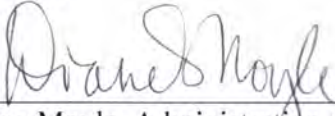
Approved: [Signature]
Zack Bunyard, Commissioner

Approved: [Signature]
Tami Edgmon, Commissioner

Approved: [Signature]
Joseph Frey, Commissioner

Approved: 
Jeff Goings, Commissioner

Approved: 
R. Mark Hyde, Commissioner

ATTEST:

Diane Moyle, Administrative Assistant



CHURCHILL COUNTY
PUBLIC WORKS, PLANNING & BUILDING

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STAFF REPORTS FOR
PLANNING COMMISSION MEETING – December 11, 2024

LIST OF STAFF REPORTS

- Trevor deBraga Sending Site Application Page 2
 - John Leedom for Club Rowdy Special Use Permit for Motorized Racetrack Page 3
 - Consent Agenda Page 13
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OLD BUSINESS ITEM MOTIONS

Motion for Annual Review of SUP - should be modified by the Planning Commission as needed.

NOTE: Annual review is **NOT a new decision or renewal**. It is a review for compliance with the previously approved decision. Failure to comply with the permit can be grounds for a permit **REVOCATION** process.

- ☐ I move to review this application in one year. ***[[OR USE OTHER TIMEFRAME]]***
[[ADD OTHER REQUIREMENTS OR INSTRUCTIONS IF NEEDED]]
- ☐ I move no longer require annual review for this application.

Motion for Renewal of Temporary Use Permit - should be modified by the Planning Commission as needed.

NOTE: These permits expire in one year unless a renewal is approved, with the possibility of setting shorter renewal periods. Thus a renewal is a **new decision or approval**.

- ☐ I move to **APPROVE** the renewal of this Temporary Use Permit for ***[NAME OF APPLICANT]*** for one year. ***[[OR USE OTHER TIMEFRAME]]***
[[ADD OTHER REQUIREMENTS OR INSTRUCTIONS IF NEEDED]]
- ☐ I move to **DENY** the renewal of this Temporary Use Permit for ***[NAME OF APPLICANT]***.

Application:	Transfer of Development Rights – Sending Site		
Applicant:	Trevor deBraga	Owner:	Trevor deBraga & Taylor deBraga
Site:	APN 009-071-07 // 11356 Stillwater Rd – 72.96 ac. APN 009-072-13 // adjacent to 1225 Swope Lane – 80.00 ac. APN 009-072-21 // adjacent to 11050 Fitz Lane – 78.19 ac. TOTALLING 212.48 acres w/ 170.38 acres of water rights		
Designations:	Master Plan – Agricultural // Zoning – A-10		

Summary: This application is for approval of a Sending Site and Transfer of Development Rights calculation. Almost the entire property is water righted, with the remainder being canals, drains, county roads, farm road, farm work area, and home site area. See the maps.

Sending Sites have minimum requirements:

- 20-acre minimum parcel size or identified as a special site (CCC 16.14.050).
- Areas removed from irrigation or stripped of vegetation do not pose a dust liability (CCC 16.14.030.D).

Sending Sites must provide a community benefit listed below, by means identified in CCC 16.14.030.B:

- Agricultural preservation and retention of water rights.
- Protection of military operations.
- Protection of water recharge areas.
- Protection of open space.
- Protection of wildlife habitat.
- Providing public access.
- Other special benefits.

This property qualifies for the minimum standards by meeting the acreage requirement and dust control requirement. This property provides community benefit by

- a) Agricultural preservation with water rights retention on nearly the full acreage of all parcels.
- b) Protection of military operations.
- c) Protection of water recharge areas.

The Sending Site Committee reviewed the application on November 18, 2024 and recommends approval of the sending site. The Committee recommended a total of 277 TDRs.

STAFF RECOMMENDATION: **APPROVAL**

MOTION: The motion should be modified by the Planning Commission as needed.

□ Based on the information provided in the application, in the staff report, and this meeting, I move to recommend the following to the Board of County Commissioners:

- a) approval of the Sending Site application for Trevor deBraga based on providing the community benefits of preserving 212.48 acres of farmland with surface water-rights; protecting nearby military operations and protection of water recharge areas; and
- b) approval of 277 TDRs for the same property.

Application:	Special Use Permit	Use Listing:	Motorized Racetrack w/ Night Operations w/ Accessory Dry Camping
Applicant:	John Leedom for Rowdy Acres LLC	Owner:	New Nevada Lands
Site:	No address on the Lovelock Highway and Poleline Road (APN 004-431-44) – 218.57 acres		
Designations:	Master Plan – Industrial // Zoning – RR-20		

Location: The property is far north of Fallon, at the NW corner of the Carson Sink, and at the intersection of US 95 and Poleline Road. The site is at the foot of the West Humbolt mountains, which separate the Carson Sink from the Humbolt Sink. The property is located where the range ends at US 95. The racetrack site IS NOT directly at the intersection because the property is very large. Rather, accessing the site requires travelling about a half mile or so eastward on Poleline Road. Poleline Road runs along the north edge of the property, with the property sloping down toward the south. The racetrack site will be near the road.

Difficulties of Review: This application follows a trend in proposed development, in which business owners wish to establish a business with little or no facilities. In many cases, they want to avoid buildings and on-site services, and they want employees and visitors to use porta-potties. Sometimes such proposals are the final configuration. Sometimes they are an attempt to do an inexpensive startup business as a first phase, with additional facilities built in the future. The applicant has described this project as a phased project. During pre-application discussions, some services were added to the initial phase though there are still issues.

The difficulty in reviewing a racetrack with events and crowds is that the impacts of the project are highly dependent on the attendance. Some impacts, such as noise, night operations, fumes, and trash, affect neighborhoods; but are not a problem in this remote site. But other impacts relate to adequate facilities, such as:

- restrooms with sewer and water facilities for large crowds
- parking lots, including handicapped accessible spaces
- high traffic volumes on a gravel road
- overloading the capacity of an intersection

In a normal event facility, attendance is limited to the building occupancy, stadium capacity, grandstands capacity, etc. That limit can be relied on to estimate the infrastructure needs of a facility. However, this facility will not even have a rudimentary structure to establish an attendance limit. Staff is unable to readily determine the capacity of the facility in order to determine adequate facilities and infrastructure impacts.

In addition, a racetrack has unusual operations and hours. It is minimally used during normal business hours during the week - being rented for private events, club gatherings, practicing, etc. Peak usage is on race days, which are on weekends and probably not every weekend. In addition, extra large events happen infrequently during the year. This encourages owners to think of their business as a festival with minimal facility – relating back to the problem of little or no facilities.

An important element of this review is determining how to put guardrails on a facility with no structural capacity limits, and with minimal crowd facilities. After much in-house discussion, staff suggest thinking about this project in a hybrid manner. There is some level of business activity that is normal and consistent, being daily, weekly, and monthly. Then there is the higher level of activity that is infrequent. Facilities should be provided for the common level of activity. But the infrequent level of activity can be addressed using temporary facilities and temporary management practices. At the same time, an upper limit on special events needs to be set, and staff recommends that exceeding it requires a Festival Permit. Conditions of approval are proposed to deal with this issue.

Proposal: The applicant proposes to construct a new racetrack facility on vacant land. The proposed facility will be Phase 1 of the project and will occupy around 10 acres of land. Other phases will come later and will need additional Special Use Permits, as appropriate. The current proposal provides minimal spectator facilities aside from the track. The site plan illustrates the layout of the site, and the application provides detailed descriptions. Below is a summary described from north to south.

- **Access** is taken from the US 95 and Poleline Road intersection.
- A **business sign** is proposed at the intersection. The application describes it as including 2 parts, and provides some dimensions, though more details are needed. In the RR-20 zoning district, any signage must be approved by the Planning Commission in a Special Use Permit.
- The facility has **2 access driveways** on Poleline Road. The central driveway provides access to the spectator parking area. The west side driveway provides access to the Pit Area for race participants.
- The **parking area** is located south of the road. The Zoning Review form indicates it provides parking for 60 vehicles, including 4 handicapped spaces. (w/4 on site plan, 3 in text). This is consistent with its size on the site plan, being 300 feet long with 2-sided loading (spaces being 10' wide). The open desert provides even more parking capacity.
- At the SW corner of the parking lot is the **ticketing office building**, the entrance gate, and additional vehicular Pit Area entrance. The application describes the ticketing office as a "temporary structure," though what this means is not stated. The site plan shows a pedestrian pathway from the parking lot to the ticketing office. It appears to be planned for ADA accessibility, but the pedestrian pathway ends near the office.
- **Restrooms** are discussed at some length in the application. The 2 restrooms at the ticketing office are for employees. Spectators and other visitors must use the porta-potties located near the Spectating Area.
- **On-site services** will include a well and septic to provide water and wastewater service, though the specific locations for well and septic are not shown on the site plan. Power facilities are not discussed, though the applicant verbally indicates that generators will be used, and possibly solar power. Thus, the business's water well, office, restrooms, and lighting will depend on a generator. A power line runs east-west about ½ mile south of the property and nearly a mile south of the facility.
- The entire racetrack facility is **fenced for security** and paying customer control. The 2 accesses have gates, with one being at the ticketing office and pedestrian entrance.
- South of the ticketing office is the **Pit Area**. Race participants set up in this location. Spectators are allowed to walk around and through the Pit Area to observe the race participants and their vehicles. The Pit Area would also be used for **Dry Camping** for race participants to stay overnight in RVs or trailers. No hookup facilities for extended use are proposed.
- South of the Pit Area is the **Spectating Area**, which is landscaped with trees. A pedestrian pathway is not identified, nor is ADA accessibility. On the east side are portable toilets. On the west side are the access drives between the Pit Area and racetrack. The application indicates that (a) safety barriers are planned along the south side, (b) viewing stands are not planned at this time, and (c) approximately 200 spectators are anticipated at this time. The size of the Spectating Area is 15,000 sf.
- An area for **food vendors** would normally be expected near the Spectating Area, though this is not described in the application. Normal requirements for food vendors in an event setting include access to water, restrooms, and handwashing stations.
- South of the Spectating Area is **the racetrack**, which is a paved, highly curved, road-race style track that is approximately 1900 feet long and provides a straightaway in front of the Spectating Area. The width varies between 20-30 feet. It will accommodate multiple types of vehicles and racing styles. The application provides more details.

- **Landscaping** is proposed throughout the facility, including along the south edge of the road, the south edge of the parking lot, and through the Spectating Area. The application describes mostly hardscape. The site plans also shows trees/plants as part of the landscaping.
- Additional facilities have been discussed, but are not planned at this time. Those will require an **additional Special Use Permit** in the future. Future improvements will likely increase facility capacity, and trigger additional support improvements such as road and highway intersection upgrades.

Operations are described in the application. In the first phase, the facility will not have a permanent staff other than the owner, who will be present when the venue is open. Temporary employees will be used, mainly volunteers, numbering 5-10 people on a weekend. Other operations and maintenance activities will be contracted. Staffing may change with future expansion or changes.

Visitor and traffic numbers will vary with the type of activity taking place.

- Weekday activity during the week – Low numbers of usage by private parties renting space or time on the facility. Visitor numbers might be in the 20 per day range (depending the facility renter).
- Weekend race days - When races take place, visitor numbers increase for race events to be about 200 spectators plus race participants, plus 5-10 employees.
- Large Special Events take place infrequently that would be expected to exceed the normal 200 spectator race day events. This might include around 400 people. Very large events over 400 people should be treated differently, such as through a Festival Permit.

Hours of operation are described in 2 modes – public and private. The facility is **open to the public** when there are weekend events from 7am-5pm, though some events may run till 11pm. **NOTE** that facilities with night operations must be approved in a Special Use Permit. The facility is **available for private use** by rental during weekdays. Weekday hours are standard business hours. Presumably this can include non-race weekend days.

The proposed Dry Camping (without hookup facilities) in the Pit Area will allow overnight stays for race participants on big event weekends, which is apparently a standard racetrack practice. No fees will be charged and no extended stay facilities are proposed. **NOTE** that overnight stays will require night lighting facilities...

Night activities are proposed, and such requires approval in a special use permit. Night racing would be during infrequent events. Night lighting may be needed for overnight participants as well. The application proposes mobile diesel-powered light plants. In the longer term, these will be converted to solar lights.

Criteria Review: CCC 16.08.080(H): Findings from a preponderance of evidence must indicate that the proposed use:

1. Is compatible with the existing surrounding land uses and development.

A motorized racetrack facility can have impacts on a neighborhood, which are addressed under Criterion 5. The proposed isolated location greatly mitigate the consequences. The site is in an RR-20 zone, with a Master Plan designation of Industrial. The surrounding land has the same designations. Most nearby lands are 1 square mile sections of desert land. There is little or no development, mainly being road, railroad, and power line infrastructure. There is mineral salts exploration/mining in the Carson Sink to the south, and gravel and rock mining in the hills to the north. The Navy bombing range is located far to the east, and the range is planned for expansion closer to this property. There are no uses occupied by humans within miles. The facility will be compatible with surrounding uses.

2. *Is in substantial conformance with the master plan and policies and will be constructed and operated in full compliance of this code.*

The **Master Plan** establishes land use districts that are implemented by the zoning districts. **Motorized Racetrack and Campground are listed uses** in the use table for the RR-20 zone, needing a SUP to be approved. Most Master Plan policies are not applicable to the development of industrial uses or are neutral in terms of general industrial activity. The main applicable section in the Master Plan is Chapter 11 Land Use, which requires protection of the community from new development.

Chapter 11, under Gateways to the Community, states: “The appearance of a community as seen from the main streets and highways expresses the community character and leaves a lasting impression on visitors and potential future residents and businesses. Thus, special attention should therefore be given to the types of land uses that are permitted along these corridors... To promote a positive image of the County, all development fronting the major highways must adhere to appropriate landscaping and signage requirements, and only those land uses that are aesthetically appealing should be encouraged.”

GOAL LU 2 All new development must be comprehensively designed to ensure a sustainable, safe, and healthy environment that integrates into the surrounding neighborhoods.

Policy LU 2.1 In reviewing any development proposal Churchill County shall consider issues of community character, balance, sustainability, environmental impact, safety, aesthetics, and efficient service provision.

Compatibility issues are discussed under criteria 1. Environmental Impacts are addressed in Criteria 5. Regarding gateway appearance concerns, the track’s property fronts on the highway, but the facility is approximately a half mile from the highway. Appearance concerns do not apply in this case.

The proposed development must conform to the **County Development Code**. Conditions of approval will address specific issues, including:

- **Height, Setbacks, and Easements:** The only proposed building is the ticketing office, which meets the height limit, and is distant from all required setback areas. Poleline Road runs within a 60’ road easement entirely on the property to the north. Utility easements run along the road and property lines.
- **Friction Zones:** The Code requires a buffer between industrial or commercial uses and adjacent residential or agricultural uses. There is no other uses, so no buffering is required.
- **Building, office, sewer, and water facilities:** State and local laws require office space for the place of business, which the ticketing office building provides. The ticketing office building is proposed to be “temporary”, but it is unclear what this means. The structure must be built to acceptable construction standards, whether those are manufactured or stick-built standards, and it must be permanently placed in a manner acceptable to the Building Department. Commercial coaches are an acceptable business office.

A new water well and commercial septic system is planned to provide services for visitors and employees, but they are not shown on the site plan. Commercial wells in our area normally require state approved water rights, unless they use less than a certain amount of water. Sites with many visitors normally need a public water system approval from the Bureau of Safe Drinking Water. The state reviews and approves commercial septic systems. A recommended condition of approval will ensure the new facility installs adequate water and sewage services.

The Building Department provided comments, which are summarized here. Construction permits will be needed. Construction of the building and most exterior improvements will require a licensed

contractor. The site must be ADA compliant for parking, access into the building, and restrooms. A commercial septic system must be approved by the state. These are a recommended condition of approval.

- **Restrooms for Employees and Visitors:** Providing adequate public restrooms has been a subject of discussion for this project. The proposed practice of reserving permanent restrooms for employees and making all visitors to the site use porta-potties is not acceptable. Some small businesses can prohibit the public from using the permanent restroom. But large facilities where lots of people stay for a long time must provide permanent restrooms for visitors too. The issue is determining the maximum occupancy for calculating the required number of restrooms, and in determining if they are adequately placed.

Numbers - While porta-potties are acceptable for infrequent large events, they are not acceptable for daily, weekly, or even monthly activities. Federal OSHA laws, State laws, and the Building Code require that permanent business facilities must have permanent restrooms and that they meet ADA accessibility standards. Restroom requirements for public gathering spaces are NORMALLY established in the Building Code based on the “occupancy” of the facility constructed – not on the “claimed” number of visitors. The difficulty is that the proposed facility is wide open and can hold a very large number of visitors - including both race participants and spectators. This is complicated by the fact that most race participants bring their own toilets – in the form of RVs. The Building Code standards would normally use the 15,000 sf Spectating Area, which would result in a maximum occupancy of 1,500 – 3,000 people. This seems excessive for this facility, so another method is needed. The Building Code provides some flexibility in odd situations.

The Director and Building Official must determine the occupancy. Using a hybrid approach with attendance limits, they will establish the base occupancy as the proposed 200 spectators but may accept another number approved in this permit. Permanent restrooms must be provided for this number, but larger numbers could be handled with porta-potty restrooms. The permanent restrooms would need approximately 4 men toilets and 4 women toilets, plus related sinks. Exact facilities and layout would be determined with construction permits. But it is also recommended to require a reality check in 1 year to determine the adequacy of these facilities

Placement - The proposed layout intends that spectators and other visitors use the porta-potties in the Spectating Area in normal operations, which is not allowed. While the employee restroom in the ticketing office that is located at the facility fence line can work for employees, placing the visitor restrooms at that location will be harder to use for those in the Spectating Area. Staff recommends that the permanent restrooms should be relocated near the Spectating Area; such as centered within it, between the Spectating Area and Pit Area, or at the proposed porta-potty location. If the Planning Commission disagrees with this requirement, it should alter that condition. The porta-potties could provide for excess toilet needs during big events. Staff would note that placing the porta-potties in the spectator area and the permanent restrooms at a distant location would cause the facility to operate almost as if no permanent restrooms were provided.

- **Parking and Loading Requirements:** The parking code (including handicapped parking) does not address racetrack facilities. In such cases, the Director determines the needed parking. Loading space is plentiful in the Pit Area. The application indicates that on a weekend race day there will be 5-10 expected employees, and 200 spectators. It proposes 60 parking spaces in the parking lot, which would equate to 3-1/3 spectators per car. During infrequent big events, it is possible these parking spaces can be overwhelmed.

In addition, the Pit Area will hold an unstated number of race participants with multiple vehicles, such as racer and pit crew vehicles, trailers, RVs, etc. for each race participant. The area dedicated to the Pit is very large, being many times larger than the parking area. The application proposes gravel surfacing for the pit area and driveways, but is unclear about the parking area. All should be graveled to reduce dust, which is a recommended condition of approval.

The Director recommends using a hybrid approach for parking. The proposed 60 spaces are adequate for normal weekly/monthly business. But additional overflow parking needs to be provided to double the parking for the Special Events, in line with the proposed attendance limits. In addition, the employees must not take up limited space in the parking lot, and should park in the Pit Area. Similar to the restroom issue, it is also recommended to require a reality check in 1 year to determine the adequacy of these parking arrangements. Gravel surfacing is needed for the primary parking area, but not for the overflow parking area.

Handicapped Parking and Path - The facility must be handicapped accessible, including an accessible location in the Spectating Area. An accessible path must be provided between the handicapped parking spaces, the buildings, and restrooms. The application text indicates 3 handicapped spaces are provided, but the site plan and Zoning Review Form show 4 spaces, which is adequate for the normal and overflow parking lots. There is an accessible pedestrian path between the handicapped parking spaces to the ticketing booth, but no further. A complete accessible path needs to be provided. An alternative is to place all elements near each other by having the handicapped parking spaces and restrooms near the handicapped usable spectating location.

- **Landscaping:** The landscaping code requires 1 parking lot tree per 15 spaces, and street landscaping. The site plan shows both.

Street landscaping is provided for approximately 450' of road frontage on either side of the central driveway. The strip is 25' wide, with a groundcover of red and white gravel on either side of a wavy border between them. This is a good start, but an additional element that extends vertically is needed. Examples can include boulders every 25 feet or so, a decorative fence, plants, etc.

Parking lot trees are needed for the main parking lot at the rate of 1 per 15 spaces. With a 90 space parking lot (including overflow area), 6 trees are needed. The site plan shows 7 trees along the south side of the parking lot, which meets the requirement. There are similar additional trees along the fence west of the ticketing booth. Similarly, the Pit Area is a large parking lot, though there is no stated number of parking spaces. The Spectating Area is adjacent to the Pit and includes 10 trees according to the site plan. The Director deems that the Spectating Area trees can serve as Pit Area parking lot trees and that they are adequate.

- **Lighting:** Lighting will be needed for infrequent night activities, and for racing participants staying overnight. The application states that for this phase lighting will be provided with fueled lighting plants. No specifics are provided about the light plants, but an internet search indicates they are probably a generator mounted on a small trailer. Most have a telescoping mast that can lift a multi-fixture lighting array into the air. Most units are in the 20' mast range, with larger units can have 30' masts. All seem to have a variety of lighting fixtures, though all individual fixtures seem to be highly adjustable. Such units often provide indiscriminate flood lighting that does not meet the County lighting code for Dark Skies compliant fixtures. The applicant indicates that his light plants will have the fixtures directed downward in compliance with the lighting code.
- **Signage:** A business sign is proposed at the US 95/Poleline Road intersection. Signs in the RR-20 zone must be approved in a Special Use Permit. Some information about the sign is provided, but not

enough. The applicant needs to bring a diagram to the hearing for the Planning Commission to review. It should provide dimensions of the sign showing compliance with the Sign Code. Total signage for all pole signs and monument signs is limited to 160 square feet.

- **Outdoor Storage:** The application indicates that outdoor storage is not planned at this time, but will be needed in the future. It will be enclosed in a screened fence area.
- **Protection Of Streams** - The Code requires that stream channels be protected. It appears that an intermittent stream path crosses under the road and runs through the proposed facility site. This is also a flash flood pathway that might sometimes overtop the road during large storms. It is recommended that the facility be shifted east or west to avoid the flow path.
- **RV lodging/dry camping** – An RV dry camping use is very similar to an RV park. The distinction is that an RV park is constructed to handle extended stays, or even people living in the RV. Establishing an RV Park requires meeting Title 15 and building a facility with robust sewer, water, and power services, as well as communal tenant facilities. Many people want to allow RVs to stay on their property and pitch the idea as dry camping, even though it will actually operate as an RV park. A legitimate proposal for dry camping needs to demonstrate that it will not be just an RV park. This mainly needs reliable control by an owner who does not want the RVs to stay there for an extended period. For example, dry camping at a state park is carefully controlled by the State. This racetrack proposal will also provide careful control over dry camping within the race facility so it does not result in long term RV living. The RVs will rely on their self-contained services for short stays. In this case, meeting RV Park standards is not needed, though limits on length of stays is a recommended condition..
- **Concessions** –Most event venues have concessions to provide attendees with food and beverages on-site. Modern methods of concessions also include mobile food vendors that are recruited to serve the event. However, the application DOES NOT include information either option. A related aspect of such food and beverage service at events is that alcohol is usually sold, which is an element that must be approved through a Special Use Permit to consider if the location is appropriate. Should this be desired, it would be applied for at a later date.

NOTE that restaurants, concession stands, and mobile food vendors are subject to health and safety standards, currently overseen by Central Nevada Health District. Events with food service normally require sanitary facilities, including nearby restrooms for servers, handwashing stations for customers and employees, and access to water. This is another reason to provide permanent restrooms in the Spectating Area.

3. *The project will be constructed and operated in a manner that will not overburden public services and infrastructure.*

There are no public water or sewer services on the site. On-site water well and septic system will be used. Power exists south of the property or possibly along the railroad tracks (though overhead lines appear derelict) but will not be used in favor of generators. Emergency services are distant, but the application indicates that minimal demand is expected, because the track speeds are not fast, vehicles have safety equipment, fire extinguishers are strategically located, emergency medical technicians are present for events, and fuel is not kept in large containers. Private events will provide their own emergency personnel. The Fire Marshall had no issues with the project, and the Sheriff provided no comments. Public road infrastructure is discussed below. Public infrastructure and services will not be overburdened.

4. Adequately mitigates road and traffic impacts generated by the construction and build out of the project.

The property takes access off of Poleline Road approximately ½ mile from US 95. Poleline Road is a 20' wide gravel road that is currently maintained by the Navy at a level suitable for their use, including stormwater control. It lies in a 60' wide public road easement adjacent to the property, but lying entirely on the lot to the north.

The application provides a detailed discussion of visitor patterns around a race weekend, including time of day descriptions. Participants may arrive as early as Friday morning, might stay overnight 3 nights through the weekend, and might leave as late as Monday. Spectator traffic is on the racing day, and most heavily concentrated around the afternoon race time. Estimated traffic on race days is 150 trips, corresponding to 60 vehicle visits (120 trips), and additional visits by other parties. On weekdays when the facility is rented/open, fewer visits would be expected. Larger events will have more traffic, possibly as much as double.

Staff has discussed the project with the Road Supervisor, who recommends that Poleline Road be upgraded from what exists to a county gravel road standard to handle the traffic from the race day crowds. In summary, this would be a 34' width and 6" gravel thickness constructed to the satisfaction of the Road Supervisor. Staff has discussed the project with NDOT, who also submitted comments. Most importantly, a traffic letter from a traffic engineer needs to be provided and reviewed by NDOT. While in-road improvements (turn lanes, etc.) are unlikely, the paved intersection apron for Poleline road is inadequate for surface width (less than 20') and curve dimensions (too sharp). It must be upgraded to the appropriate NDOT standard, which will be much more substantial.

5. Does not create adverse environmental impacts, including, but not limited to, noise, glare, fumes, and odor that may be detrimental either to public health, public safety, or general welfare of the persons or property in the vicinity or the wildlife and/or natural resources.

The main potential environmental concerns for racetracks are noise, glare from night lighting, fumes, fuel spills, trash, high traffic volumes on the gravel road and highway intersection, dust from traffic on the site and gravel road.

Noise – Race tracks are very noisy, with the highest levels on weekend race days. There are no neighbors to impact with noise. Wildlife will be impacted or driven away on days that the track operates – mainly on weekends, and some weekdays at a less noisy level. The application references noise barrier (though no specifics are provided) and avoiding races at dawn and dusk (when wildlife is more sensitive) to reduce impacts. No additional mitigation is needed.

Glare from night lighting – Night lighting of the entire track will be infrequent. Lighting at a lesser level in the Pit Area for overnight participants will be common. There are no neighbors to impact with light glare. Wildlife remaining in the face of race noise will be impacted, and either driven away or attracted. The application proposes to comply with dark skies code standards on lighting fixtures, which can greatly reduce light impacts on wildlife. Lighting impacts will be mitigated to minimal levels.

Fumes – Racing has multiple sources of fumes. High performance engines operating at high RPM generate exhaust fumes. Extensive fueling operations and spills generate chemical fumes. Flammable materials/fluids on hot engines generate smoke and other fumes. While fumes are likely, they also dissipate with distance. There are no neighbors to impact with fumes. Wildlife remaining in the face of race noise will be impacted and likely driven away. The application proposes fuel safety and care practices. No additional mitigation is needed.

Fuel Spills – Racing makes extensive use of fuels and consumes them rapidly. This in turn requires many instances of fuel transfer, usually by hand and in a hurry. Such conditions increase the potential for spill, fire, or explosion. Issues of emergency services related to fire and explosion hazards are discussed in the public services section.

The application describes mitigation, in that fuel containers are of limited size, which limits the size of the potential spills - 5-gallon containers for racing and 50-gallon drums for generators. State laws will deal with excessive spills. Spill impacts are adequately mitigated.

Trash – Large event crowds and groups of racing participants will generate extensive volumes of trash. Poor trash management and lazy race attendees can generate much loose trash that may blow off-site and across the desert. There are no neighbors to impact with blowing trash, though the general public and the Navy would be. Wildlife can be attracted to garbage and trash as a food source, but can be injured by loose trash. The perimeter fence will be fairly effective at keeping larger wildlife away, and at catching windblown trash, though some will escape. The application proposes trash control practices. Good trash control and trash cleanup along the fence line can mitigate trash impacts, which is a recommended condition of approval. Trash impacts will be adequately mitigated.

Traffic Volumes & Dust – Traffic impacts on the road and highway intersection are discussed in Criterion 4. Crowd traffic will generate dust from on-site and road travel, but not from the paved racetrack. Large areas of bare land can generate windblown dust. Dust impacts can extend far away. There are no neighbors to impact with dust. Wildlife remaining in the face of race noise may be impacted by dust, but it is unclear how. The general public can be affected by reduced air quality. Dust impacts are proposed to be mitigated by graveling driving surfaces, speed control, providing for vegetation of bare areas, and by applying water. A recommended condition would require these measures. Dust impacts will be adequately mitigated.

STAFF RECOMMENDATION:

APPROVAL

MOTION: The motion should be modified by the Planning Commission as needed.

- Based on the information provided in the application, in the staff report, and heard tonight, I move to find that the criteria found in CCC 16.08.080(H) **HAVE BEEN** met and therefore **APPROVE** the Special Use Permit for the Rowdy Acres racetrack on APN 004-431-44 off of Poleline Road. This approval is subject to conditions, as listed in the Staff Report.

[NOTE that changes in conditions should be addressed in the motion.]

Recommended Conditions (NOT PART OF MOTION):

Based on code requirements and issues raised during review of the project, the following conditions are recommended for any approval:

1. This approval is subject to annual review to determine conformance with County Code and conditions of approval until such time as the Planning Commission determines such review is no longer necessary.
2. This approval is for a racetrack of limited scope based on the application proposal. This permit allows night operations and dry camping for race participants. Exceeding the following limits requires a new Special Use Permit.
 - a. Daily attendance and parking lot records shall be maintained. Such records shall be provided during the annual review. When attendance on normal race days exceeds 200 people, the Planning Commission may require an additional Special Use Permit.

- b. Special Events that are planned to be larger than the proposed 200 spectator events are limited to 4 times per year. Those that will exceed 400 spectator must apply for a Festival Permit to address services and impacts resulting from large crowds.
 - c. Night racing is only allowed during the 4 per year Special Events.
 - d. Construction of additional buildings and facilities, including but not limited to enlarging the track, Pit Area, or parking area requires an additional Special Use Permit.
 - e. Signage in excess of what is approved in this permit requires another Special Use Permit.
 - f. Dry camping is not allowed (a) on the nights of Monday through Thursday, (b) for people who are not race participants, and (c) for an additional fee.
 - g. Alcohol sales and mobile food vendors are not approved in this permit, and establishing such requires an additional Special Use Permit.
3. Road improvements shall be installed before track operations begin, as follows:
- a. Poleline Road shall be improved to a County gravel road standard from both driveways to US 95, to the satisfaction of the Road Supervisor. Road Encroachment Permits must be obtained. Pipe crossings shall be extended to pass under the road, as needed.
 - b. The paved intersection apron for Poleline Road at US 95 shall be upgraded as required by NDOT. All required NDOT permits and reviews shall be obtained.
4. All necessary building permits and reviews must be obtained from the Building Department. All requirements shall be met, including but not limited to the following:
- a. The ticketing office building shall be a permanent structure acceptable to the Building Dept., such as a commercial coach that is appropriately placed.
 - b. Permanent restrooms adequate for the facility shall be provided.
 - c. ADA accessible buildings and restrooms shall be provided.
 - d. ADA accessible pathways shall be provided from parking spaces to buildings and the Spectating Area.
 - e. The site plan may be modified to relocate facilities to meet requirements.
5. Permanent restrooms shall be provided in the Spectating Area, where spectators can easily use them.
6. The project must be in conformance with County Code, including but not limited to:
- a. A business license must be obtained and maintained.
 - b. The proposed 4 ADA compliant parking spaces shall be provided.
 - c. Temporary lighting is authorized, but it shall meet Dark Skies requirements.
 - d. Business signage is limited to what is approved at the Planning Commission hearing.
 - e. Driveways from Poleline Road to the main facility shall meet County driveway standards.
 - f. Parking area shall provide the proposed 60 spaces plus an overflow area of 50%. Parking for employees must be provided in the Pit Area.
 - g. All driving surfaces and parking areas (excluding overflow parking area) shall be graveled to control dust.
 - h. The road landscape buffer shall be supplemented with vertical elements in a manner acceptable to the Planning Director. Landscape trees shown next to the parking lots and pit area shall be installed as shown on the site plan.
 - i. The facility shall be shifted east or west to avoid the stream and flash flood path passing through the facility.
7. The dust control practices proposed in the application shall be implemented.
8. The use of mobile food vendors is allowed for race events and Special Events. Adequate support facilities shall be provided to meet health and safety regulations.
9. Trash control practices shall be established and followed. Trash pickup along the perimeter fence shall be undertaken monthly or more often.

10. The commercial sewage disposal system must be approved by the State of Nevada.
11. The proposed well for a commercial use must be authorized by the State of Nevada. Well construction and any water rights requirements must be approved by the Division of Water Resources. Any public water system requirements must be approved by the Bureau of Safe Drinking Water.
12. Operations shall be conducted in a manner that does not create a nuisance (public or private) under Nevada law or Churchill County Code.

Consent Agenda:

NOTE: All matters listed under the Consent Agenda are considered routine and may be acted upon by the Planning Commission with one action and without an extensive hearing. Any member of the commission or any citizen may request that an item be taken from the Consent Agenda, discussed and acted upon separately during this meeting.

Please review the Consent Agenda to determine if you have any concerns.

RECOMMENDED MOTION

- I move to **Approve** the Consent Agenda as submitted.
- ***[IF YOU WISH TO REMOVE ANY ITEM FOR FURTHER DISCUSSION]***
I move to ***remove Item ____*** for further discussion, and to approve the remainder of the Consent Agenda as submitted.

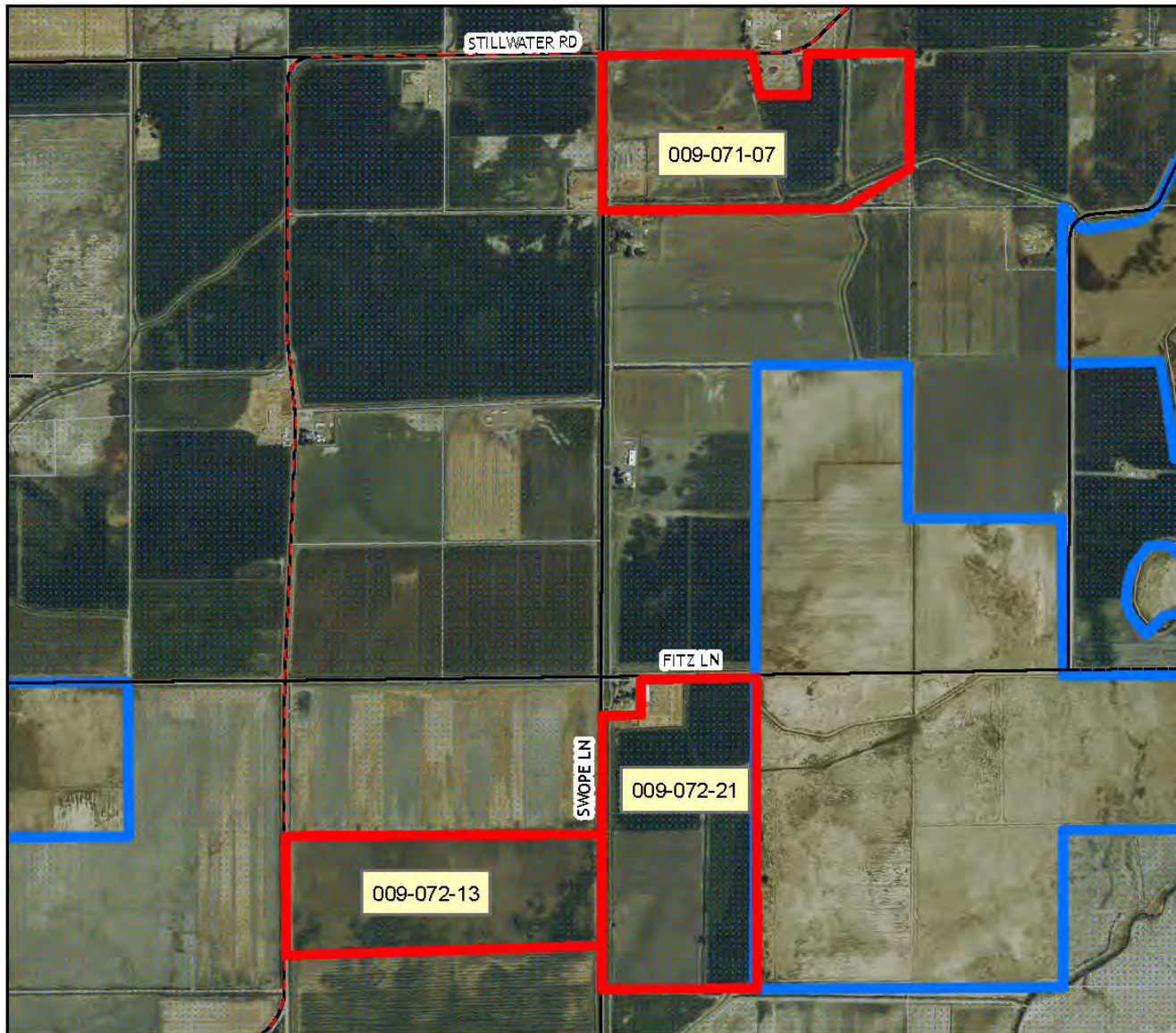


**CHURCHILL COUNTY
PLANNING
COMMISSION
HEARING**

December 11, 2024

deBraga, Sending Site Application, Stillwater Rd, Swope Ln & Fitz Ln, APNs 009-071-07,
009-072-13 & 009-072-21





**APN 009-071-07,
009-072-13 and
009-072-21
Trevor deBraga
Properties**

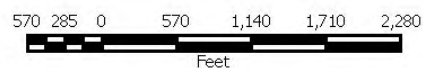


Legend

	60 dB
	65 dB
	70 dB
	75 dB
	80 dB
	85 dB

Accident Potential Zones

ZONE	
	APZ I
	APZ II
	Clear Zone
	Primary Surface

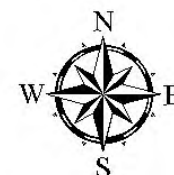


Map Prepared by: adm
October 23, 2024
Churchill County Planning Department



This map is intended to depict approximate boundaries and does not represent a survey. For accurate boundaries and acreages a survey by a licensed surveyor is needed. No liability is assumed by Churchill County concerning the accuracy of the data delineated hereon. Use of this map for other than illustrative purposes is not recommended, and Churchill County expressly disclaims any liability for use other than for illustrative purposes.

APN 009-071-07,
009-072-13 and
009-072-21
Trevor deBraga
Properties



Legend

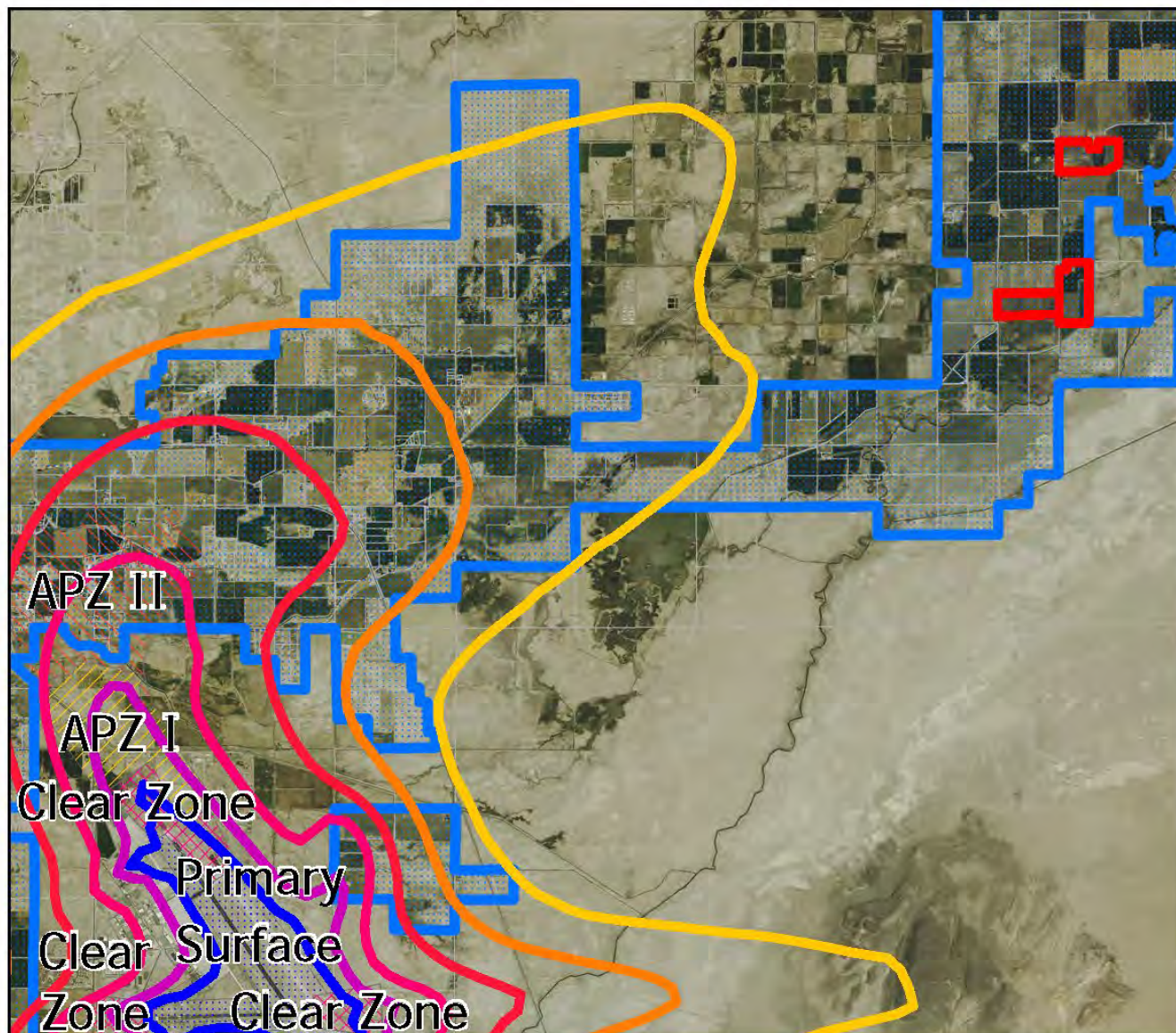
Roads

- State
- County
- City
- Navy
- Tribe
- Private/Other
- 60 dB
- 65 dB
- 70 dB
- 75 dB
- 80 dB
- 85 dB

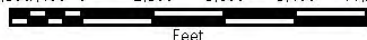
Accident Potential Zones

ZONE

- APZ I
- APZ II
- Clear Zone
- Primary Surface



2,800 4,000 0 2,800 5,600 8,400 11,200



Feet

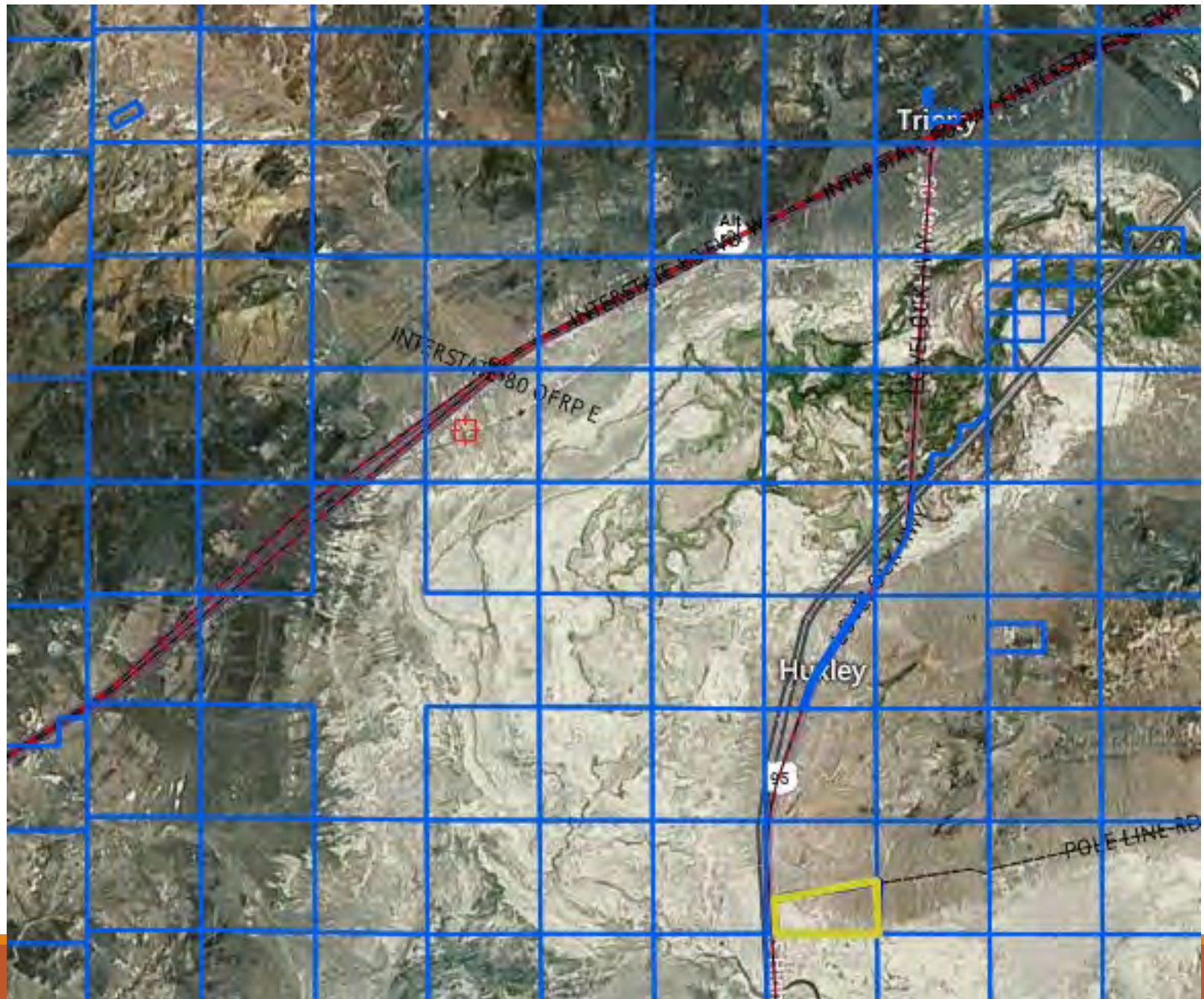
Map Prepared by: adm
October 23, 2024

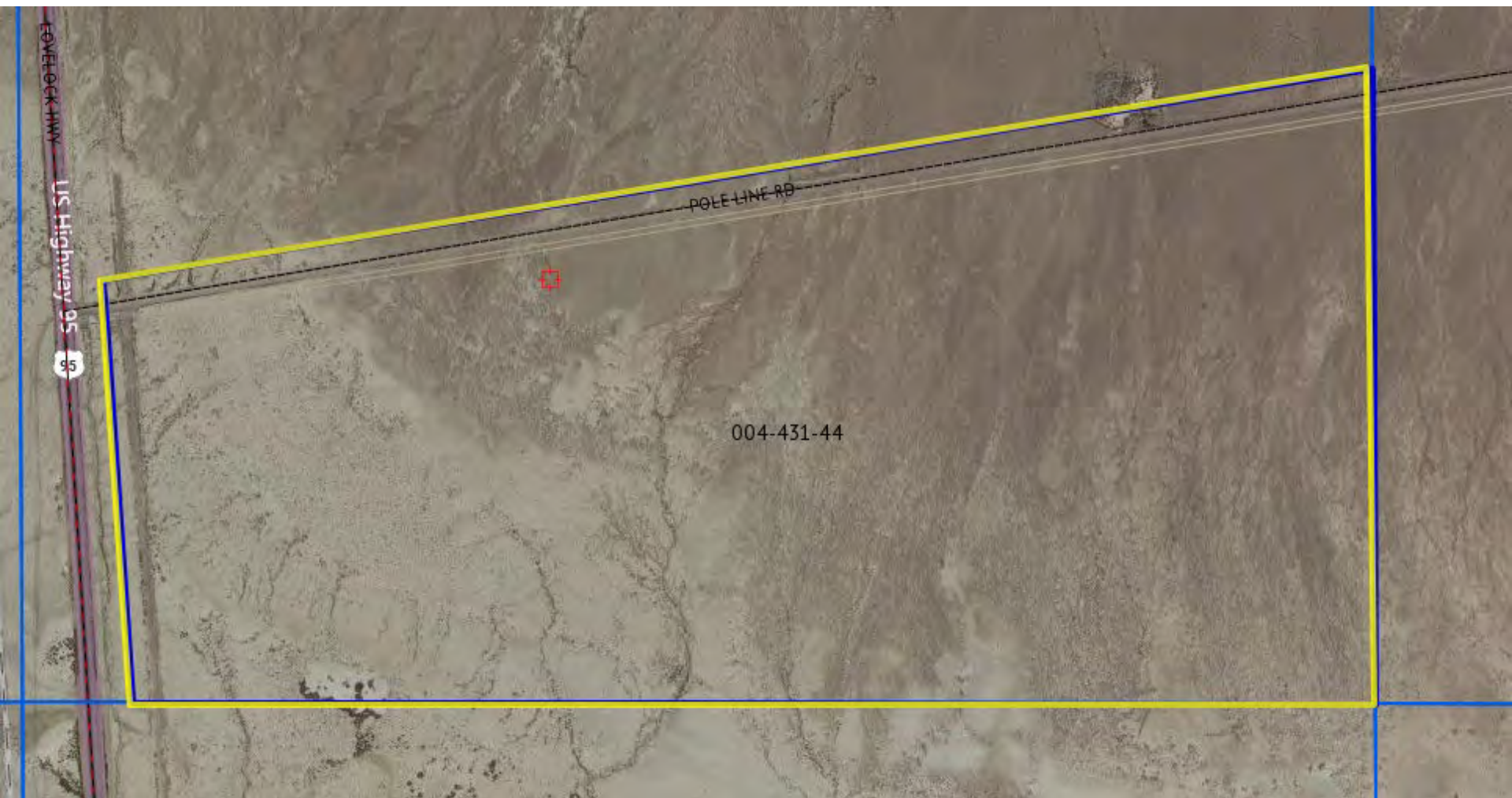
Churchill County Planning Department

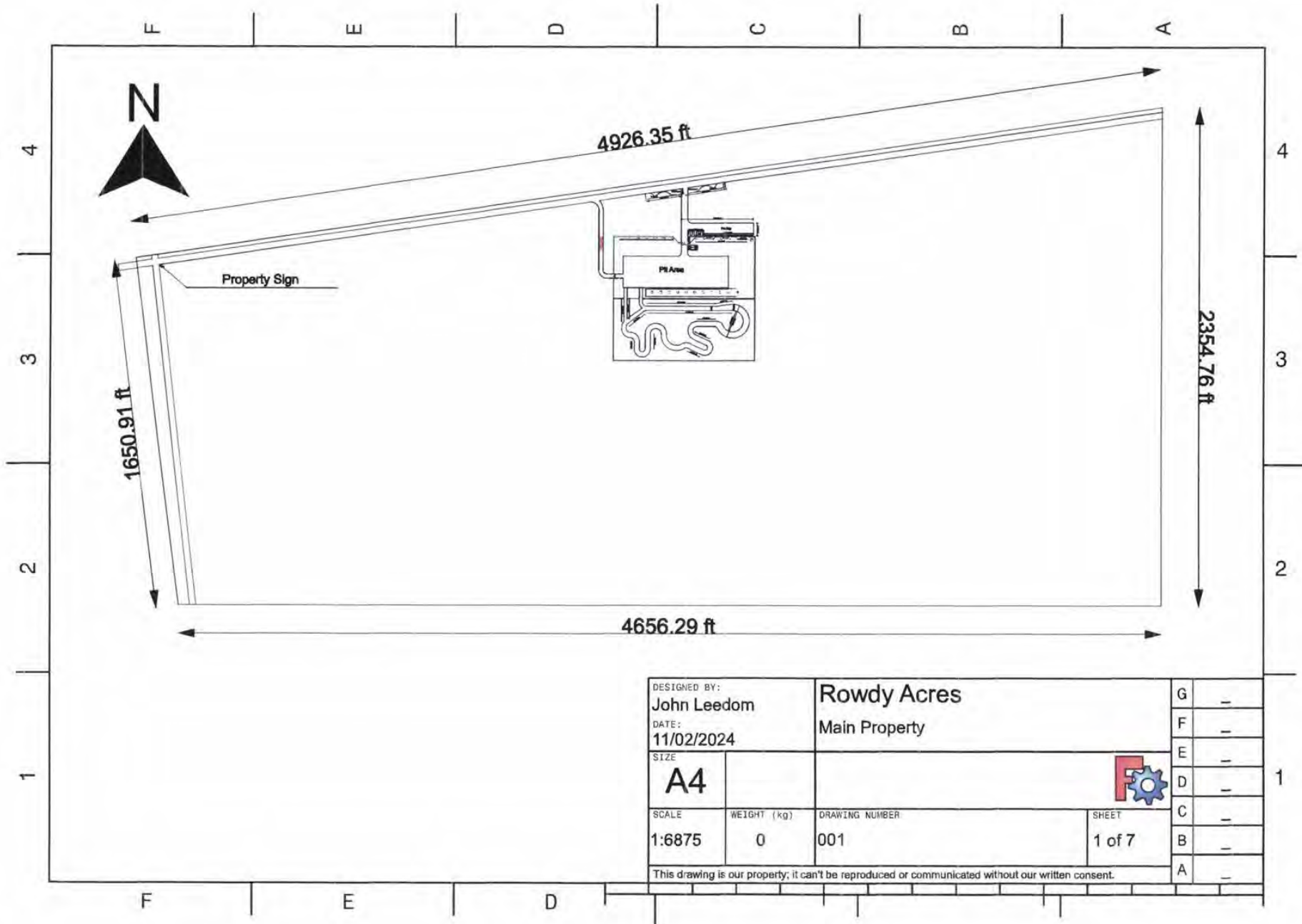


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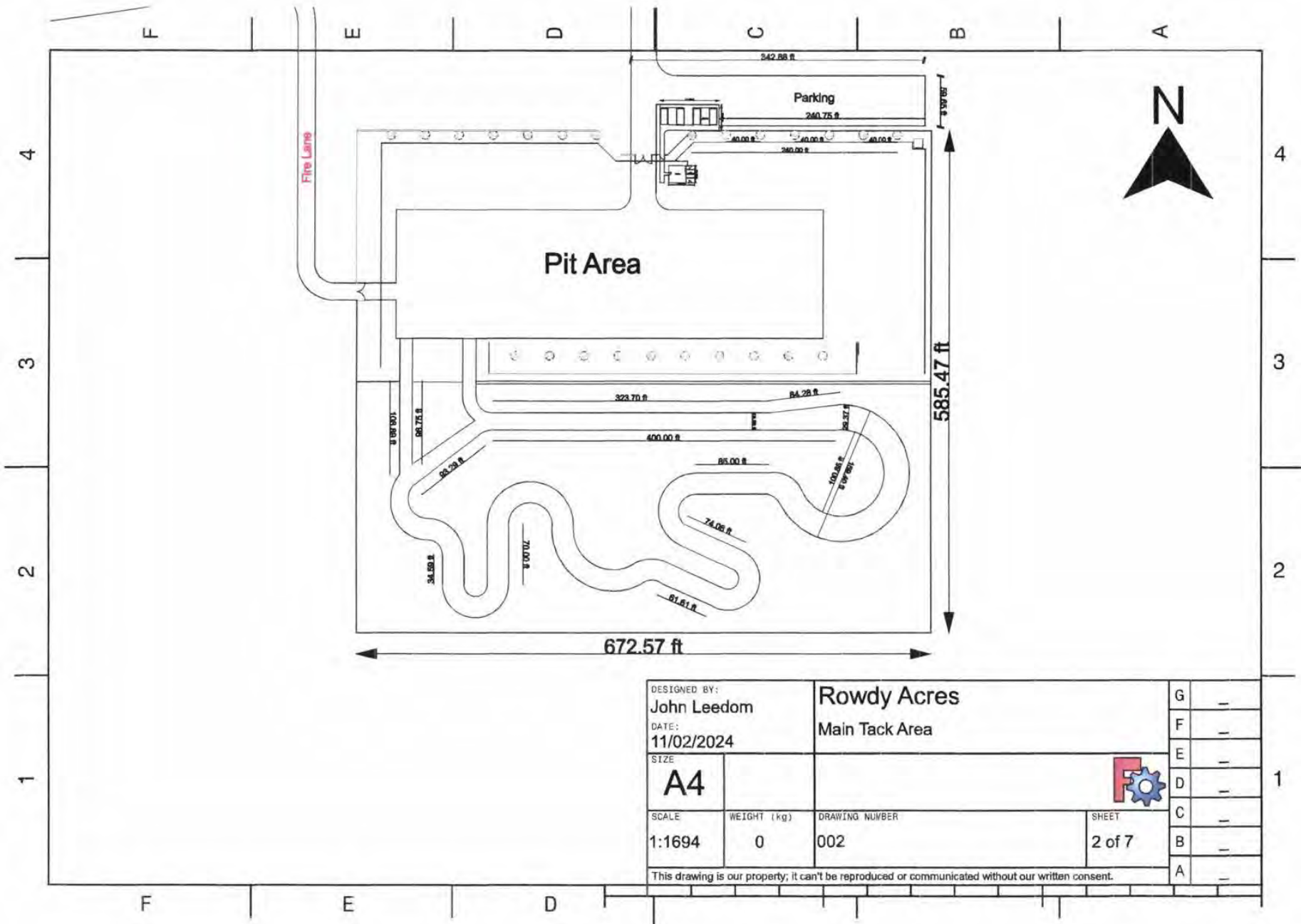
Leedom/Rowdy Acres, SUP Application, off Lovelock Hwy, APN 004-431-44



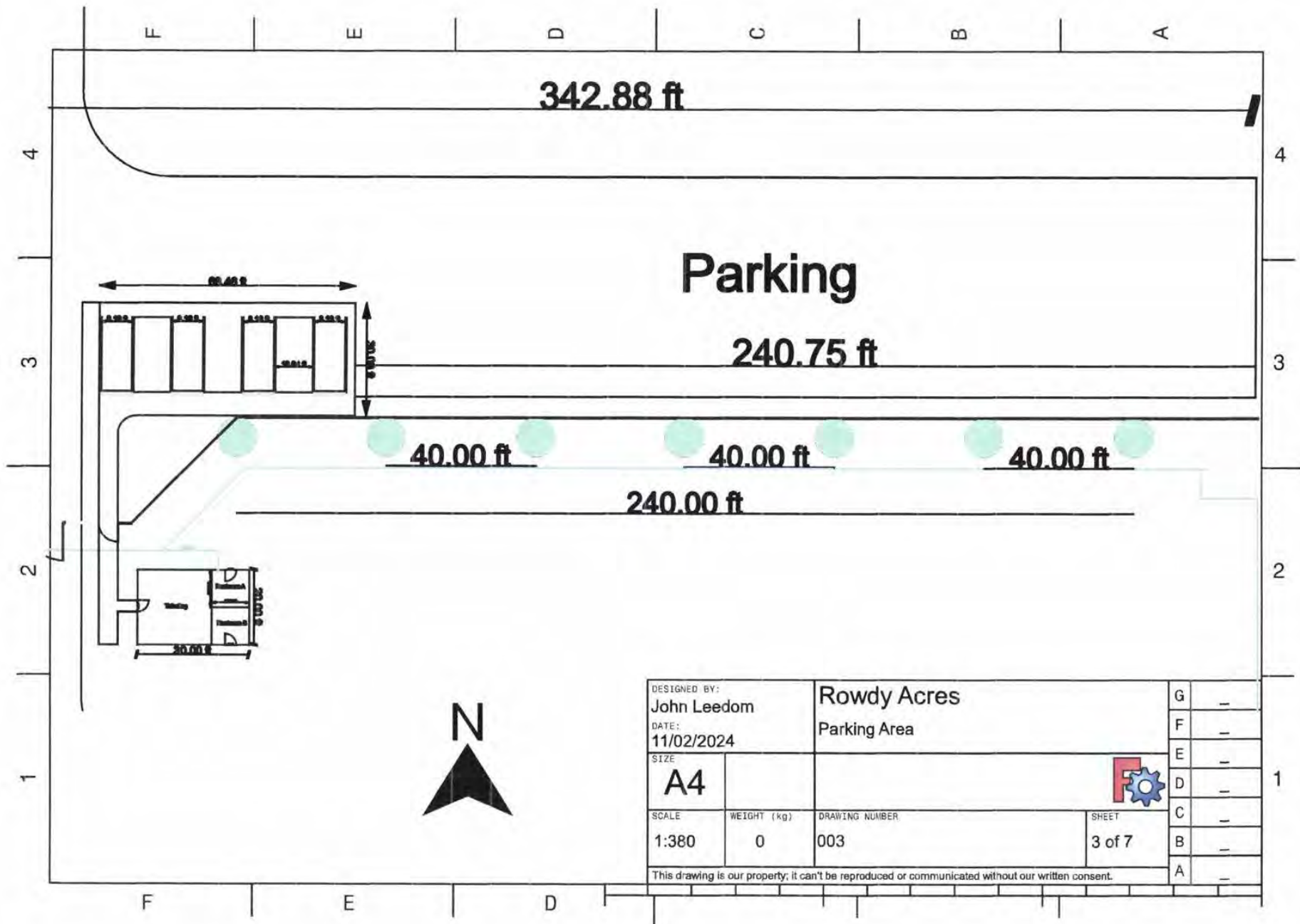




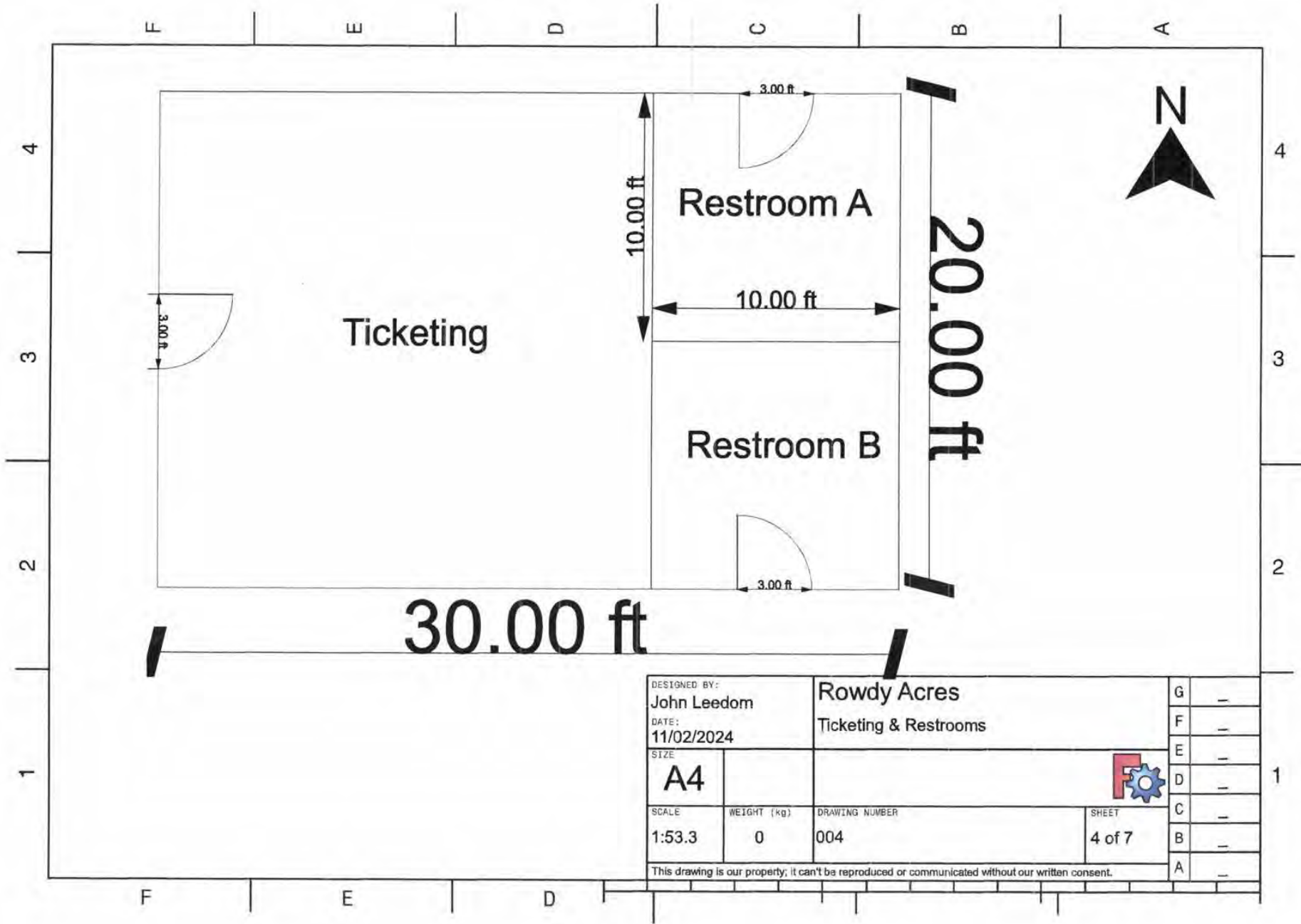
DESIGNED BY: John Leedom		Rowdy Acres Main Property		G	—
DATE: 11/02/2024				F	—
SIZE A4				E	—
				D	—
SCALE 1:6875	WEIGHT (kg) 0	DRAWING NUMBER 001	SHEET 1 of 7	C	—
This drawing is our property; it can't be reproduced or communicated without our written consent.				B	—
				A	—



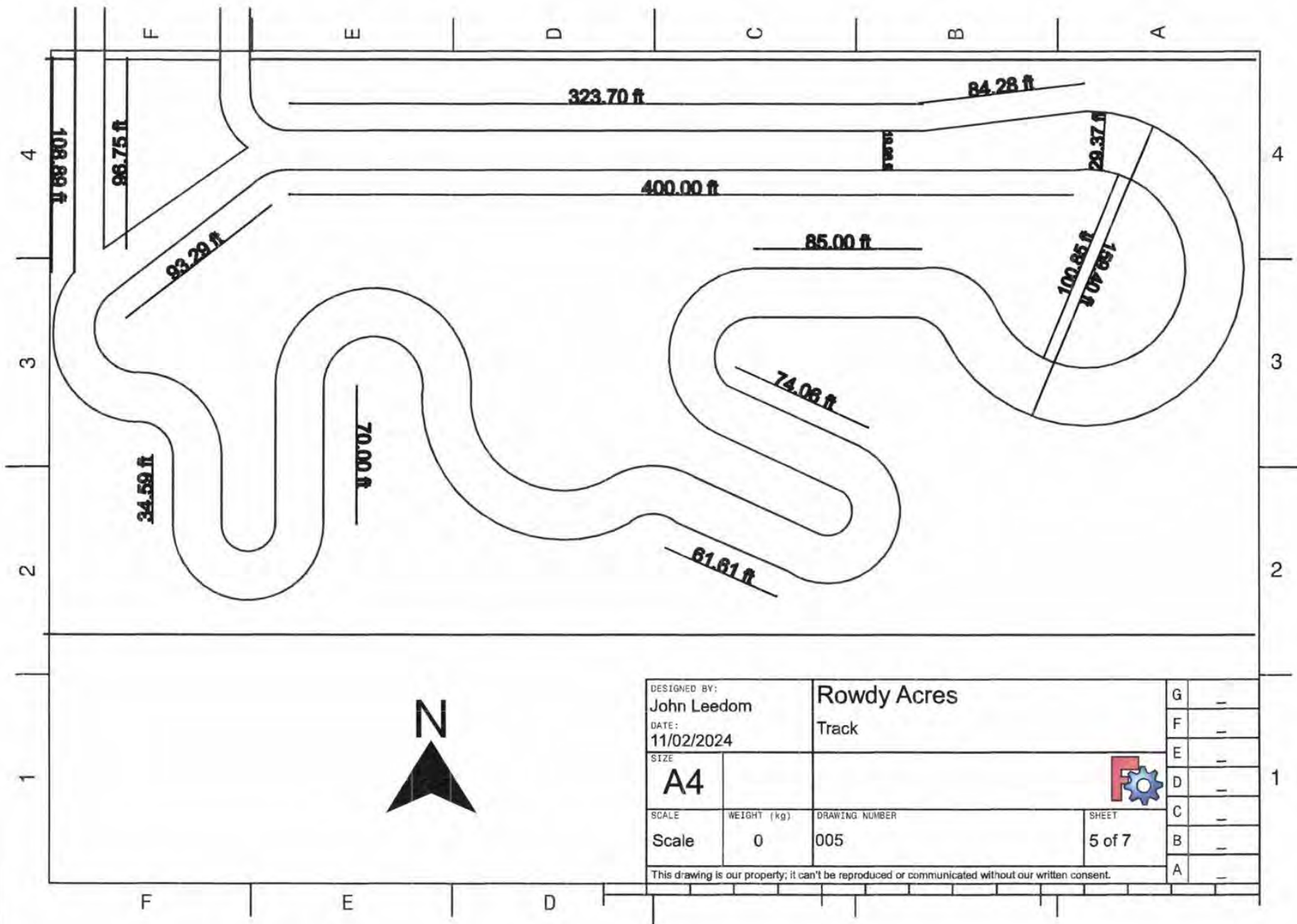
DESIGNED BY: John Leedom		Rowdy Acres		G	-
DATE: 11/02/2024		Main Tack Area		F	-
SIZE A4				E	-
				D	-
SCALE	WEIGHT (kg)	DRAWING NUMBER	SHEET	C	-
1:1694	0	002	2 of 7	B	-
This drawing is our property; it can't be reproduced or communicated without our written consent.				A	-

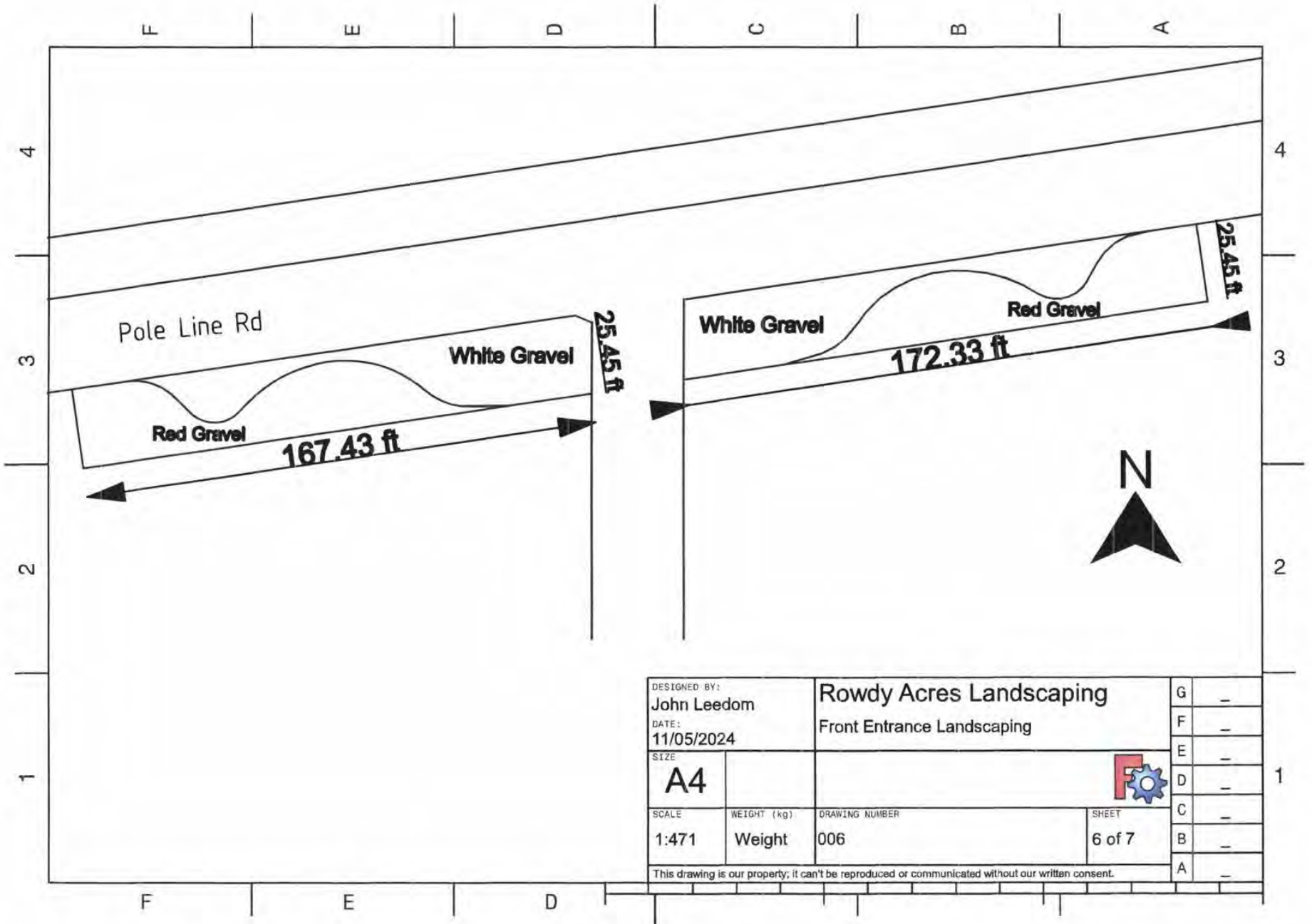


DESIGNED BY: John Leedom		Rowdy Acres		G	-
DATE: 11/02/2024		Parking Area		F	-
SIZE A4				E	-
				D	-
SCALE 1:380	WEIGHT (kg) 0	DRAWING NUMBER 003	SHEET 3 of 7	C	-
This drawing is our property; it can't be reproduced or communicated without our written consent.				B	-
				A	-

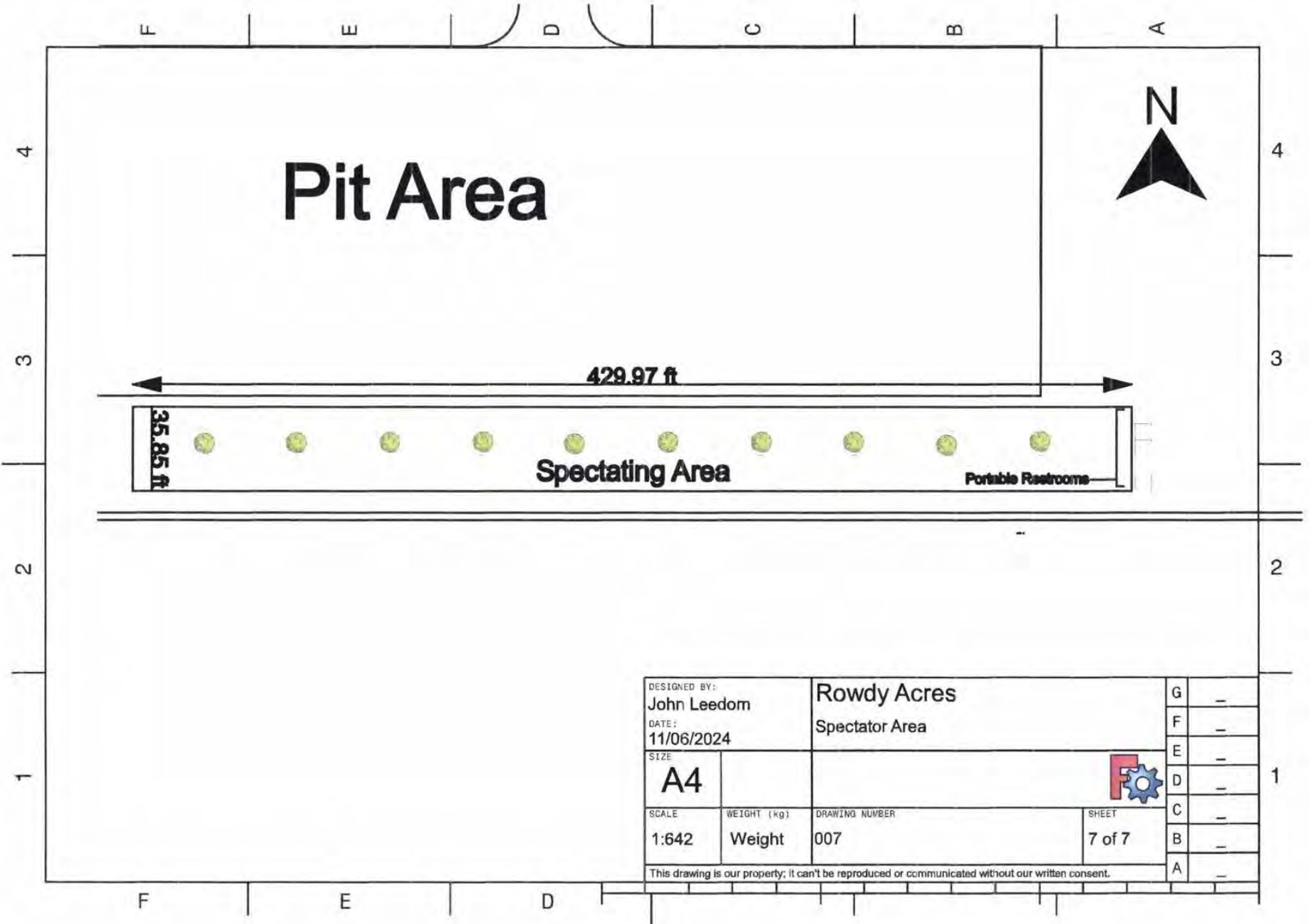


DESIGNED BY: John Leedom		Rowdy Acres Ticketing & Restrooms		G	—
DATE: 11/02/2024				F	—
SIZE A4				E	—
				D	—
SCALE 1:53.3	WEIGHT (kg) 0	DRAWING NUMBER 004	SHEET 4 of 7	C	—
				B	—
This drawing is our property; it can't be reproduced or communicated without our written consent.				A	—





DESIGNED BY: John Leedom		Rowdy Acres Landscaping		G	-
DATE: 11/05/2024		Front Entrance Landscaping		F	-
SIZE A4				E	-
				D	-
SCALE	WEIGHT (kg)	DRAWING NUMBER	SHEET	C	-
1:471	Weight	006	6 of 7	B	-
This drawing is our property; it can't be reproduced or communicated without our written consent.				A	-



DESIGNED BY: John Leedom		Rowdy Acres		G	—
DATE: 11/06/2024		Spectator Area		F	—
SIZE A4				E	—
				D	—
SCALE 1:642	WEIGHT (kg) Weight	DRAWING NUMBER 007	SHEET 7 of 7	C	—
This drawing is our property; it can't be reproduced or communicated without our written consent.				B	—
				A	—

Consent Agenda

From: eric.gumcornerproperties.com
To: [Diane Moyle](#); [Randy Hines](#)
Subject: Eric Blakey-Resignation-Churchill County Planning Commission 11.14.24
Date: Thursday, November 14, 2024 6:27:56 AM

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

To whom it may concern,

I Eric Blakey, am resigning from the Churchill County Planning Commission effective 11/14/2024.

Thank you for allowing me the opportunity to serve my community in this capacity.

Eric Blakey
641 Carson River Drive
Fallon, NV 89406



CHURCHILL COUNTY PUBLIC WORKS, PLANNING & BUILDING

November 20, 2024

Churchill County Department of Public Works, Planning and Building
270 South Maine Street, Suite A
Fallon, Nevada 89406

RE: COMMENTS PERTAINING SPECIAL USE PERMIT APPLICATION LEEDOM ROWDY
ACRES, 004-431-44

Nonresidential construction projects are required to have an appropriately licensed contractor oversee all work performed pursuant to NRS 624.

All plans and construction must meet or exceed the currently adopted Building Codes per Churchill County Code. No work or construction may be carried out until the issuance of a building permit by the Churchill County Building Department.

All commercial businesses with employees and/or public access are required to have means of accessibility for people with disabilities. These requirements include but are not limited to the following items:

- Means of Egress
- Parking
- Restrooms

Churchill County Building Department has no jurisdiction over septic system installations for commercial use. All designs, installations, and inspections must be performed by a State of Nevada licensed engineer and permitted by the Nevada Department of Environmental Protection (NDEP).

Should there be any questions, please contact our office.

Churchill County Building Department

Churchill County is an Equal Opportunity Provider and Employer

270 S. Maine Street, Suite A • Fallon, NV 89406
Public Works & Planning (775) 423-7627 • Building (775) 428-0264 • Fax (775) 428-0259
www.churchillcountynv.gov

From: [Stewart Nichols](#)
To: [Planning Admin](#)
Cc: [Dean Patterson](#)
Subject: RE: "[EXTERNAL]"Special Use Permit application for a motorized racetrack to be considered by the Churchill County Planning Commission on December 11, 2024
Date: Monday, November 18, 2024 10:51:56 AM

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

CC Communications has no concerns with this project. CC Communications has no facilities in the area.

From: Planning Admin <planning-admin@churchillcountynv.gov>
Sent: Friday, November 15, 2024 3:40 PM
To: Buildings <buildings@churchillcountynv.gov>; Mitch Young (myoung@fallonfire.org) <myoung@fallonfire.org>; D2Traffic@dot.nv.gov; jgraham@dot.nv.gov; Loren Borst <lborst@ndep.nv.gov>; 'ndepairadmins@ndep.nv.gov' <ndepairadmins@ndep.nv.gov>; 'ndep-ofa@ndep.nv.gov' <ndep-ofa@ndep.nv.gov>; Andrea Seifert <ASeifert@ndep.nv.gov>; 'kmandrle@ndow.org' <kmandrle@ndow.org>; 'jkleiber@ndow.org' <jkleiber@ndow.org>; Carol Flick <carol.flick@centralnevadahd.org>; Maria Menjivar <maria.menjivar@centralnevadahd.org>; Leslie Notestine <leslie.notestine@churchillcountynv.gov>; 'infofallon@nvenergy.com' <infofallon@nvenergy.com>; 'laurence.wilbur@nvenergy.com' <laurence.wilbur@nvenergy.com>; Stewart Nichols <stewart.nichols@cccomm.co>; Mark Feest <mark.feest@cccomm.co>
Cc: Dean Patterson <dean.patterson@churchillcountynv.gov>
Subject: "[EXTERNAL]"Special Use Permit application for a motorized racetrack to be considered by the Churchill County Planning Commission on December 11, 2024

Attached is an application filed for a special use permit to be considered by the Churchill County Planning Commission at their December 11, 2024 meeting. Please provide any comments or questions to me and Dean Patterson (copied on this email) as soon as possible for consideration during the review process.

Diane Moyle

Administrative Assistant
planning-admin@churchillcountynv.gov
Public Works, Planning & Building Department
270 S Maine Street, Suite A
Fallon, NV 89406
775-423-7627 Main Phone

Churchill County is an equal opportunity employer and provider.

From: [Dean Patterson](#)
To: [Diane Moyle](#)
Cc: [Randy Hines](#); [Jera Reidenbach](#)
Subject: FW: Sign Information - Special Use Permit
Date: Monday, December 09, 2024 9:56:23 AM

FYI - the race track does not want the highway sign for their project at this time.

Please note address and direct phone changes
Dean Patterson, Senior Planner
Churchill County Public Works, Planning, & Building
Off. 775-423-7627 || Dir. 775-710-3390 || dean.patterson@churchillcountynv.gov
270 S. Maine St., Suite A, Fallon NV 89406

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

From: John Leedom <john.leedom@clubrowdy.com>
Sent: Monday, December 9, 2024 5:25 AM
To: Dean Patterson <dean.patterson@churchillcountynv.gov>
Subject: Sign Information - Special Use Permit

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

Good morning,

At this time i would like to remove the sign from the special use permit request. I don't feel that it's essential at this phase of construction. Later down the road I will apply for it separately.

Sent from my iPhone



JOE LOMBARDO
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
310 Galletti Way
Sparks, Nevada 89431

TRACY LARKIN THOMASON, P.E.
Director

November 19, 2024

Churchill County Planning Division
155 N Taylor St, Suite 194
Fallon, NV 89406
Attention: Diane Moyle

SENT VIA ELECTRONIC MAIL

RE: Rowdy Acres

Dear Ms. Moyle,

Nevada Department of Transportation (NDOT) District II staff has reviewed the application received via e-mail on November 15th, 2024 and provides comments accordingly.

Rowdy Acres Plan Description – A request has been made to acquire a Special Use Permit (SUP) for approximately 218 acres of land which is located to the east side of US Highway 95. The project proposes the construction of a race track facility approximately 10 acres.

1. The project proposes work directly adjacent and regional access to US Highway 95. US Highway 95 is an NDOT maintained facility and is functionally classified as a Principal Arterial in the project vicinity.
2. The project's access to US 95 will be required to be improved to meet requirements per NDOT's Access Management System and Standards. Provide a trip generation letter prior to permitting for determination of required mitigations/improvements. For questions with these requirements, please contact District II traffic office at D2traffic@dot.nv.gov or (775) 834-8382.
3. Since the site is located directly adjacent to US 95 and has the potential to effect area drainage patterns, the applicant will be required to obtain an occupancy permit from NDOT for any drainage encroachments.
4. The provisions of Nevada Revised Statute 405.020, 405.030 and 405.110 and Nevada Administrative Code 410.440 prevent the placement of any advertising signs within state highway right of way or roads which are owned or controlled by NDOT. Any advertising for the development shall be outside of US 95 right-of-way.
5. All work proposed within the US 95 Right of Way will require an encroachment permit and must comply with NDOT's Standard Plans, Access Management System and Standards, Terms and Conditions Relating to Right-of-Way Occupancy Permits, and the

Drainage Manual current version at the time of application. Please contact the NDOT District II Permits Office at (775) 834-8330 for information about obtaining NDOT occupancy permits.

6. This letter does not provide for approval or disapproval of any improvements proposed by the project. NDOT review during the occupancy permit process may result in modification to the proposed improvements or denial.
7. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.

Thank you for the opportunity to review this application. NDOT reserves the right to incorporate further changes and/or comments as these applications and design reviews progress. Should you have any questions, please contact Jeff Graham at (775) 834-8382.

Sincerely,

Signed by:


5166DAC34CA34BE...
Kelly Stein, PE

Engineering Services Manager
District II

JF:jg

Cc: Bhupinder Sandhu – DII District Engineer
Jeff Graham – Traffic Engineer
District II Traffic Engineering Distribution List
Churchill County Planning Division

BARIUM, INC.

P.O. BOX 2302 • RENO, NEVADA 89505

RECEIVED

DEC 2 2024

Churchill County Public Works,
Planning & Building

November 29, 2024

Mr. Randy Hines
Public Works Director
Churchill County Planning & Building
270 South Main Street, Suite A
Fallon, Nevada 89406

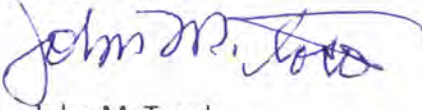
Dear Mr. Hines:

By all means we like to support Mr. John Leedom and his group in their development property as a race track on their parcel 004-431-44.

It is our feeling that all development in this part of the county is good for the County, the City of Fallon and all of the area of the Carson Sink area,

Thank you for giving us the opportunity to comment on this deployment.

Sincerely,



John M. Torok
President
Barium, Inc.



RECEIVED

DEC 2 2024

Churchill County Public Works,
Planning & Building

November 29, 2024

Mr. Randy Hines
Public Works Director
Churchill County Planning Department
270 South Main Street, Suite A
Fallon, Nevada 89406

Dear Randy,

We have no objections to Mr. Leedom's proposed race track development on his property in the Carson Sink area of northern Churchill County on Churchill County Assessor's Parcel 004-431-44. We would suggest that you allow him to proceed with his development believing that such would be good for the county and a good recreational opportunity for the Fallon area.

When it comes to the Carson Sink area I would believe any development would be looked upon as good for this portion of the county.

We welcome MR. Leedom's project to the Carson Sink area and wish all of the luck a success in the world.

Most Respectfully

A handwritten signature in black ink, appearing to read "John M. Torok", with a long horizontal flourish extending to the right.

John M. Torok
President
Kingfisher Sand & Gravel Inc.