Amendment to the Marina Landing Planned Development Handbook

November 2011

Prepared for

Maverik, Inc.
880 West Center Street
North Salt Lake, Utah 84054

Prepared by

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
5440 Reno Corporate Drive
Reno, NV 89511
Tel: 775.823.4068
Fax: 775.823.4066

DOC IS 3105082

Conformed Copy
09/29/2004 10:15A Fee:99.00
RPTT 0.00
BK1
Requested By
SPARKS MARINA RV PARK
Washoe County Recorder
Kathryn L. Burke - Recorder

APN: (Not required
Per NRS 111.312.1)

When recorded, mail to
City of Sparks
P.O. Box 857
Sparks, Nevada 89432-0857
ATTN: Community Development Dep't

COPY - has not been compared with the Original Document - WCR

(Space above for recorder's use only)

NOTICE OF ADOPTION OF DEVELOPMENT STANDARDS HANDBOOK

(Marina Landing)
(Amended March 2004)
(NRS Chapter 278A)

NOTICE IS HEREBY GIVEN that on May 24, 2004, the City Council of the City of Sparks, Nevada, adopted and approved an amended Development Standards Handbook for the Marina Landing Planned Development as planned development zoning regulations for the property described in Exhibit A. The approved handbook is attached as Exhibit B.

Pursuant to NRS 278A. 570 (2) after this plan is recorded, all zoning and subdivision regulations applicable to the property described in Exhibit A cease to apply and are replaced with the attached Handbook.

A table of prior zoning actions is set forth below. The attached handbook replaces the previously recorded handbook in its entirety.

Dated this 29th day of September, 2004

HELEN L. ELLIOTT
Notary Public - State of
Appointment Recorded in Washoe County
No. 99-54421-2 - Expires Sepeote420072

City of Sparks, Nevada

By _____
Deborine J. Dolan
City Clerk

State of Nevada)
) Acknowledgement in representative capacity
County of Washoe) (NRS 240.1665)

This instrument was acknowledged before me on September 29, 2004
By DEBORINE J. DOLAN as the City Clerk of Sparks, Nevada

HELEN L. ELLIOTT Notary Public
State of Nevada Appointment Recorded in
Washoe County No: 95-58421-A
Expires September 23.2007

Helen L. Elliott

Notary Public

Table of Approvals and Amendments

City File #	Item Approved	Approval Date	Recorded in Official Records of Washoe County
PCNO2005	Approval of Final Planned Development Standards Handbook	Aug 26, 2002	10/08/02 Doc # 2745530
PCN03064	Amendment of Development Standards Handbook.	May 24,2004	

APPENDIX A

LEGAL DESCRIPTIONS

Properties Incorporated into
Marina Landing
Planned Development

Parcel A — A portion of APN 037-030-37
Parcel B – APN 037-062-05
Parcel C — A portion of APN 037-020-41
Parcel D — A portion of APN 037-020-46
Parcel E – Vacated portion of Prater Way right-of-way

All parcels are located in the SW ¼ and the SE ¼ of Section 3, T. 19 N., R. 20 E., M.D.M. within the City of Sparks, Washoe County, Nevada and are more specifically described as follows.

Parcel A:
A portion of Parcel B of Parcel Map for Manke Properties, LLC, recorded as Document No. 2661761 on March 8, 2002 in the Official Records of Washoe County, Nevada, (Parcel Map No. 3845), being the easterly approximately 80.00 feet of said Parcel B and more specifically described as follows:

Beginning at the southeast corner of said Parcel B, the TRUE POINT OF BEGINNING;
Thence from the Point of Beginning South 89°27'50" West, 79.93 feet;
Thence North 00°51'36" East, 188.00 feet to the southeast corner of Parcel A as shown on Parcel Map No. 3845;
Thence North 00°51'36" East, 21.38 feet;
Thence South 89°49'56" East, 80.01 feet;
Thence South 00°53'10" West, 208.40 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 0.38 acres, more or less.

Parcel 13:
Parcel 1 (Parlanti Lane) of Record of Survey for William A. Manke, 'Robert L. Helms, recorded as Document No. 1943619 on November 20, 1995 in the Official Records of Washoe County, Nevada, (Survey Map No. 2950).

The above described parcel contains 2.588 acres, more or less.

Parcel C:
A portion of Parcel 4 of Parcel Map for Ghiggeri Ranch, L.L.C., recorded as File No. 2604475 on October 10, 2001 in the Official Records of Washoe County, Nevada, (Parcel Map 3811) and being more specifically described as follows:

Beginning at a point from which the south one-quarter corner of Section 3 bears South 11 °46'29" West a distance of 2,686.26 feet; a point on the northerly line of said Parcel 4, the TRUE POINT OF BEGINNING;
Thence on a line bearing North 89°48'44' West a distance of 469.14 feet;
Thence on a curve to the left having a radius of 40.00 feet, through a central angle of 89°19'40" and an arc length of 62.36 feet;
Thence South 00°51'36" West a distance of 1,573.15 feet;
Thence South 76°35'47" East a distance of 0.04 feet;
Thence on a curve to the right from a tangent bearing North 89°27'50" East, having a radius of 100.00 feet, through a central angle of 18°20'08" and an arc length of 32.00 feet;
Thence on a curve to the left having a radius of 100.00 *feet,* through a central angle of 11°41'17" and an arc length of 20.40 feet;
Thence on a curve to the right having a radius of 44150 feet, through a central angle of 45°46'19" and an arc length of 354.30 feet;
Thence on a curve to the left having a radius of 20.00 feet, through a central angle of 81°17'20" and an arc length of 28.38 feet;
Thence North 60°35'39" East a distance of 53.02 feet;
Thence on a curve to the left having a radius of 550.00 feet, through a central angle of 42°14'48' and an arc length of 405.54 feet;
Thence North 71°39'10" West a distance of 160.06 feet;
Thence North 89°08'43" West a distance of 245.38 feet;
Thence North 00°51'36" East a distance of 1,106.82 feet;
Thence South 89°48'44' East a distance of 79.28 feet;
Thence North 00°51'36' East a distance of 4.33 feet;
Thence South 89°08'24" East a distance of 184.44 feet;

Thence on a curve to the right from a tangent bearing North 08°52'51" West, having a radius of 650.00 feet, through a central angle of 09°04'08" and an arc length of 102.88 feet;
Thence North 00°11'16" East a distance of 175.51 feet;
Thence on a curve to the left having a radius of 20.00 feet, through a central angle of 90°00'00" and an arc length of 31.42 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 14.72 acres, more or less.

Parcel D:

All that certain real property situate in the southeast one-quarter of Section 3, T. 19 N., R. 20 E., M.D.M., being a portion of Parcel 2-B of Map to Offer for Dedication, recorded as File No. 2693070 in the Official Records of. Washoe County, Nevada, on May 29, 2002 (Dedication Tract Map 4084) and being more specifically described as follows:

Commencing at a point from which the south one-quarter corner of Section 3 bears South 30°37'04" West a distance of 1,359.13 feet; the southeasterly corner of said Parcel 2-B; thence North 71°39'10" West a distance of 160.06 feet; thence North 89°08'43' West a distance of 166.10 feet to the TRUE. POINT OF BEGINNING;
Thence North 89°08'43" West a distance 79.28 feet;
Thence North 00°51'36" East a distance of 1,106.82 feet;
Thence South 89°48'44" East a distance of 79.29 feet;
Thence South 00°51'36' West a distance of 1,107.74 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 2.01 acres, more or less.

Parcel E:

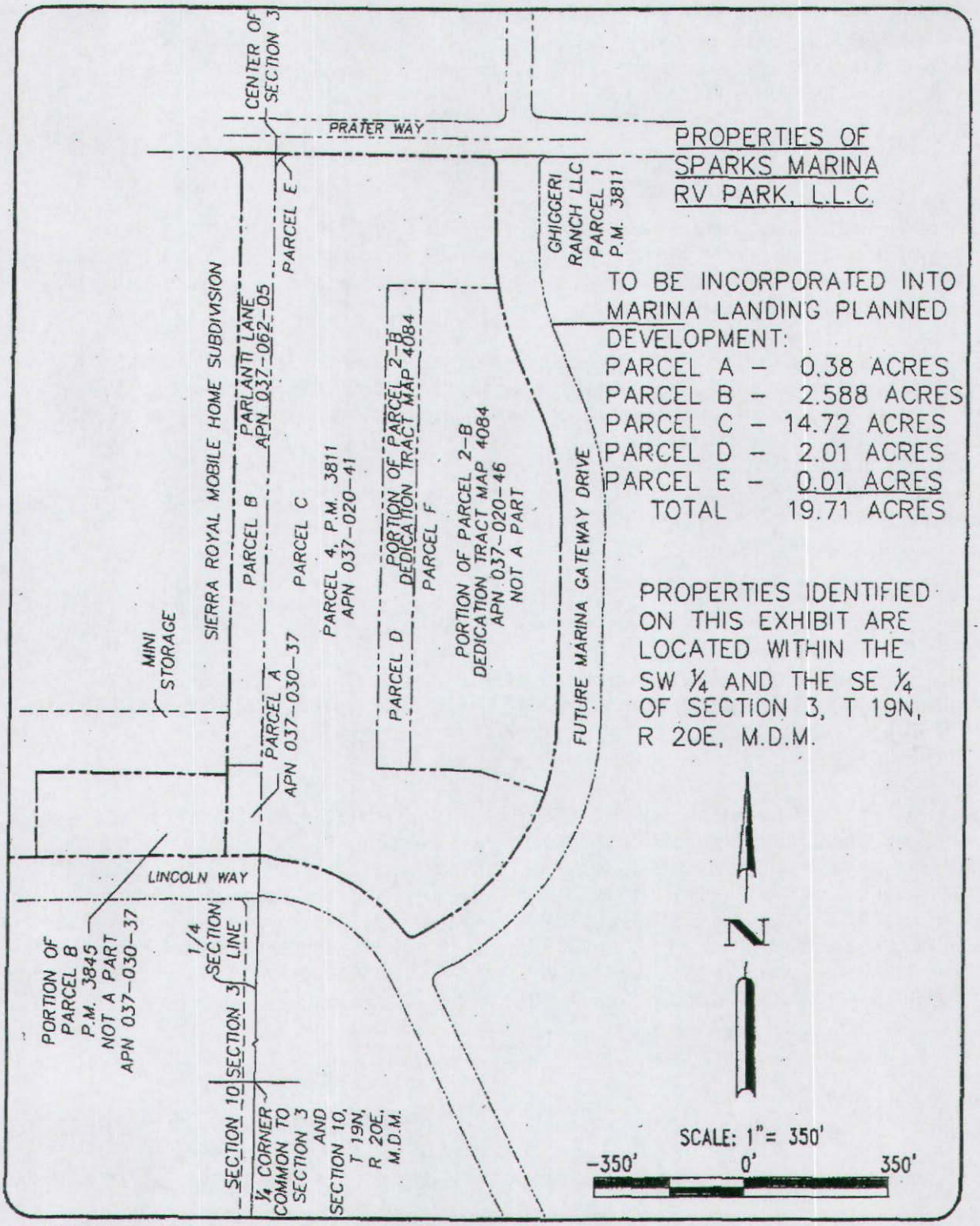
A portion of a portion of right-of-way for a public street known as Prater Way, said portion of right-of-way having been conveyed to the City of Sparks by that certain DEED OF DEDICATION filed in the Official Records of Washoe County as Document No. 1413289 on July 16, 1990, and said portion of a portion of right-of-way being more specifically described as follows:

Commencing at the east quarter corner of Section 3, T. 19 N., R. 20 E., M.D.M.; thence along the east-west centerline of said Section 3, N 89°48'41" W, a distance of 2,633.02 feet to the center of said Section 3; thence along the north-south centerline of said Section 3, S 00°51'36" W, a distance of 40.00 feet to the TRUE POINT OF BEGINNING; thence continuing along said north-south centerline S 00°51'36" W, a distance of 39.53 feet to a point of cusp; thence on a curve to the right from a tangent bearing N 00°51'36" E, having a radius of 40.00 feet through a central angle of 89°19'40" and an arc length of 62.36 feet to a point of cusp; thence N 89°48'44" W, a distance of 39.53 feet to the POINT OF BEGINNING, containing an area of 334 square feet, more or less.

Prepared By:

PROFESSIONAL LAND SURVEYOR STATE OF NEVADA
MILTON L. SHARP
6-8-04
No. 1255

Milton L. Sharp, P.L.S. 1255
Expiration: June 30, 2004



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

PROPERTY IDENTIFICATION EXHIBIT

FIGURE: A1

DATE:
OCT 6, 2003
REV 3-18-04

Marina Landing

(AMENDED)

PLANNED DEVELOPMENT HANDBOOK

MARCH 2004

OWNER / DEVELOPER:

SPARKS MARINA RV PARK, LLC
WILLIAM A. MANKE
2500 LONGLEY LANE
RENO, NEVADA 89502

PREPARED BY:

Knopf Sharp
& ASSOCIATES

A Division of Quad Knopf, LLC

1170 Financial Blvd. • Suite 650
Reno, Nevada 89502
Tel (775) 324-1212
Fax (775) 324-2311

ADOPTED BY SPARKS CITY COUNCIL
ON MAY 24, 2004

TABLE OF CONTENTS

CHAPTER ONE - PROJECT DESCRIPTION 1

I. Introduction 1
Project Location 1
III. Project Goals and Policies 3
IV. Surrounding Land Uses / Vicinity 8
V. Site Analysis 10
VI. Project Description 11
Marina Landing Recreational Vehicle (RV) Park 11
Buccaneer Landing 12
Marina Lighthouse 13
VII. Architectural Theme 18
VIII. Infrastructure 18
Sanitary Sewer 18
Hydrology and Storm Drainage 19
Traffic Analysis 19
IX. Project Phasing 19
X. Administration 21
XI. Minor Adjustment Process 21

CHAPTER TWO - DEVELOPMENT STANDARDS 22

I. Project General Standards 22
II. Site Standards 23
Marina Recreational Vehicle Park 23
Buccaneer Landing 31
Marina Lighthouse 32
III. Street and Pedestrian System 33
IV. Parking Standards 37
V. Architecture 37
General Standards 38
Marina Landing RV Park Architectural Standards 38
Buccaneer Landing Architectural Standards 39
Marina Lighthouse Architectural Standards 39
VI. Exterior Mechanical, Electrical Equipment, Service Areas and Trash Enclosure Screening 45
General Standards 45
VII. Landscape Architecture 46
General Standards 46
Marina RV Park 48
Buccaneer Landing 48
Required Landscaping 49
Marina Lighthouse 50
Required Landscaping 50
Entrance Monument Sign 50

TABLE OF CONTENTS (CONTINUED)

VIII. Signs 52
- General Standards 52
- Marina RV Park 52
- Buccaneer Landing 53
- Marina Lighthouse 53
- Entry Sign 53

IX. Lighting 60
- General Standards 60

X. Buffering/Walls 62
- General Standards 62
- Marina RV Park 62
- Buccaneer Landing 62
- Marina Lighthouse 62

List of Figures

1. Vicinity Map 2
2. Surrounding Land Uses and Zoning Map 9
3. Development Plan 14
4. Recreational Vehicle Park Conceptual Site Plan and Conceptual Landscape Plan 15
5. Buccaneer Landing Conceptual Site Plan and Conceptual Landscape Plan 16
6. Marina Lighthouse Conceptual Site Plan and Conceptual Landscape Plan . 17
7. Phasing Plan 20
B. Typical RV Spaces and Landscape Concepts 25
9. Typical RV Spaces and Landscape Concepts 26
10. Typical RV Spaces and Landscape Concepts 27
11. Mow Strip Detail 28
12. Trash Receptacle, RV Park 29
13. Location of Trash Receptacle 30
14. Street and Pedestrian System 34
15. Typical Interior Driveway Section, RV Park 35
16. Parlanti Lane Interface Detail and Conceptual Landscape Plan 36
17. RV Park, Clubhouse and Administration Building, Architectural Elevations 40
18. RV Park, Restroom Buildings, Architectural Elevations 41
19. RV Park Cross Section Rendering 42
20. Retail Center Rendering 43
21. Office Building Rendering 44
22. Sign Landscape Concept 51
23. Signage Concept 54
24. Marina RV Park Sign Illustration 55
25. Commercial Sign Illustration 56
26. Marina Lighthouse Sign Illustration 57
27. Marina Lighthouse Rendering 58
28. Marina Landing Entry Monument Sign 59
29. Site Lighting Detail 61
30. Elevation Decorative Masonry Wall 63

Appendices

Appendix A Legal Descriptions and Property Identification Exhibit Map
Appendix B Plant Palette
Appendix C Solaegui Engineers, Traffic Analysis dated August 21, 2003

CHAPTER ONE - PROJECT DESCRIPTION

I. INTRODUCTION

The Marina Landing project was approved as a planned development with adoption of Ordinance 2151 by the City Council of the City of Sparks on 26 August 2002. The property owner and developer as of August 20, 2003 proposed modifications to the approved plan, including identification of lands to be incorporated into the project and modifications to certain plan details. On January 12, 2004 the Sparks City Council approved an amendment to the Marina Landing Planned Development, and this document has been prepared to incorporate approved amendments. This document titled Marina Landing Planned Development Handbook supercedes the planned development approval of August 26, 2002.

All properties to be incorporated into the Marina Landing Planned Development are owned by Sparks Marina RV Park, LLC, a Nevada Limited Liability Company, members William A. Manke and Lavon T. Manke as Co-Trustees of The William A. Manke Family Trust. A listing of properties to be incorporated into the planned development, identified by Washoe County Assessor parcel numbers, follows. Current City of Sparks zoning and area for each parcel are also noted. Legal descriptions are included as an appendix.

Marina Landing properties:

APN 037-030-37, a portion consisting of approximately of 0.38 acres, existing zoning NUD,
APN 037-062-05, 2.588 acres, existing zoning NUD,
APN 037-020-41, 14.72 acres, existing zoning NUD,
A portion of APN 037-020-46, 2.01 acres, existing zoning NUD,
Vacated portion of Prater Way, 0.01 acres, existing zoning NUD,

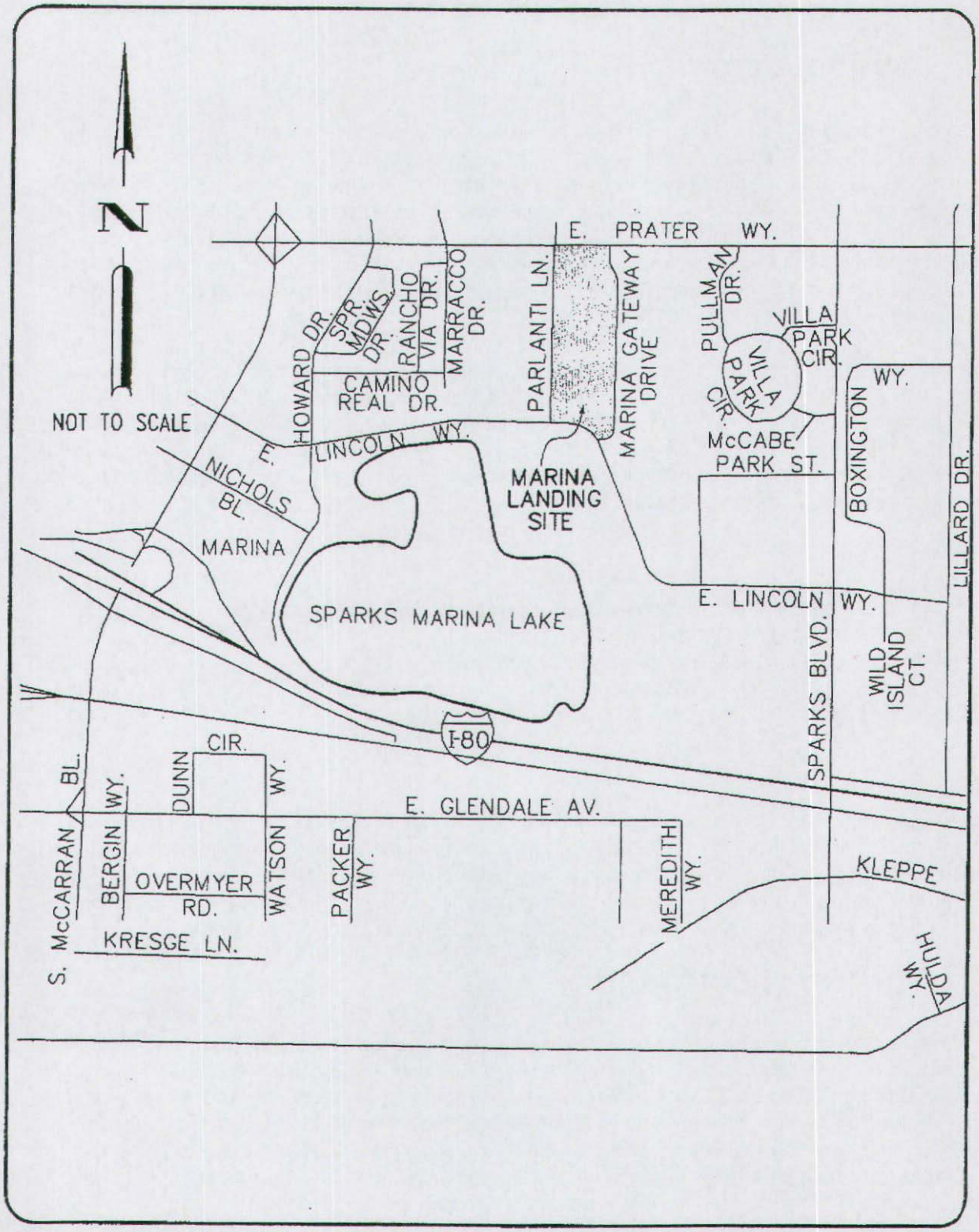
Total area, 19.71 acres.

Proposed land uses for Marina Landing include a recreational vehicle park resort, a commercial component and an office building. The plan is intended to complement the total Sparks Marina development by providing resort standard recreational vehicle rental spaces, commercial development to provide service to the RV Park occupants *and* to neighboring residential areas and office development as an integral part of Sparks Marina and surrounding neighborhoods.

II. PROJECT LOCATION

The Marina Landing properties, totaling 19.71 acres, are bounded by the north line of Lincoln Way on the south, the south line of Prater Way on the north and on the west line of Marina Gateway Drive to the east. To the west, Marina Landing is bordered by the Sierra Royal Mobile Home Subdivision, a mini storage complex and a portion of APN 037-030-37. Parlanti Lane, a private roadway providing access to the Sierra Royal Mobile Home Subdivision and to the mini storage complex, is within the Marina Landing project at the west boundary of the properties and will continue to provide access to the mobile home subdivision.

See Vicinity Map, Figure 1.



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

VICINITY MAP

FIGURE: 1
PAGE: 2

DATE:
AUG 20, 2003
REV 3-18-04

III. PROJECT GOALS AND POLICIES

To achieve a quality development that will benefit the City of Sparks, the following goals and policies have been adopted for Marina Landing. These goals and policies will be used to guide the development of Marina Park while fostering a consistent design throughout the project. The goals and policies have been designed to reflect creativity and detail consistent with the Marina Area Plan and NRS 278A.020.

Goal 1: *Enhance economic development in the Marina District through* the *use of diverse building architecture and design.*

The Marina Landing project will be developed to encourage commercial uses complementary to the function of the lake as well as recreational opportunities that take advantage of the public investment. The architecture will reflect the theme consistent with the Marina District.

Goal 2: *Provide a variety of housing opportunities with diverse housing types and prices.*

The Marina Landing project provides RV parking, but the proposed land uses will complement the residential uses in the surrounding neighborhoods and provides buffering for adjoining residential lands.

Goal 3: Encourage *high quality development throughout the Marina district thus creating a distinct image for the City of Sparks and the Marina Park.*

Through design, the Marina Landing Planned Development will complement the existing regional park amenity. A portion of the development will provide transitional buffering / screening treatments for protection of neighboring areas. The project will also create design connections to the Marina regional development plan through street furniture, lighting, building color, etc. The nautical theme shall be used consistently throughout Marina Landing, contributing to the distinctive image of the Sparks Marina District.

Goal 4: *Allow for* new *uses that* are *compatible with existing* adjacent *residential neighborhoods.*

Marina Landing Planned Development is a transitional development between the existing land uses to the north and Sparks Marina Park. It is envisioned to be a mixed use development that creates land use buffers between the existing and proposed development. Through design, the development will include nautical theme elements. Marina Landing will incorporate an 8 foot decorative masonry wall with buffering landscaping for the Recreational Vehicle Park. The Buccaneer Landing commercial development at the northern edge and adjoining Marina Gateway Drive is the northern gateway to the Sparks Marina Park District.

Goal 5: *Enhance opportunities for recreational use surrounding the lake.*

The Marina Recreational Vehicle Park will support the lake and produce park visitors for destination recreation purposes. The Marina Landing Plan provides pedestrian movement by sidewalks along its frontage on Lincoln Way and Marina Gateway Drive. The recreational vehicle park will also have amenities for park guests such as interior recreational areas, a swimming pool, horseshoe pits and other recreational activities.

Goal 6: *Provide public access to the lake and recreation facilities.*

Marina Landing will provide a system of walkways for pedestrian movement to the lake for both the users of Marina Landing and surrounding area.

Goal 7a: *The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing housing of all types and design.*

Marina Landing is not a housing project rather a commercial, office and recreational vehicle park designed to complement the Sparks Marina Area. The commercial and office features are complementary to surrounding neighborhoods.

Goal 7b: The *plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing necessary commercial and industrial facilities conveniently located to that housing.*

Marina Landing will be a mixed use development that incorporates both commercial and office land uses, conveniently located with respect to surrounding neighborhoods and to other elements of the Sparks Marina region.

Goal 7c: *The plan is consistent with the objective of furthering the public health,* safety, *morals and general welfare by providing the more efficient use of land and public or private services.*

Marina Landing will be an efficient use of a mixed land use development.

Goal 7d: *The plan is consistent with the objective of furthering the public* health, *safety, morals and general welfare by providing changes in technology of land development so that resulting economies may be made available to those who need homes.*

Marina Landing is a proposed planned development responding to the recent development of the Marina District.

Goal 7e: *The plan is consistent with the objective of furthering* the *public health, safety, morals and general* welfare *by providing flexibility of substantive regulations over land development so that proposals for land development are disposed of without delay.*

Marina Landing is a proposed planned development which has established design standards that can expedite the review process of future development through the use of Site Plan Review.

Following are Planned Development findings for Marina Landing.

PD1 **The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing for housing of all types and design.**

Marina Landing is not a housing project but proposed land uses are complementary to surrounding residential neighborhoods and to other elements of the Sparks Marina regional development.

PD2 **The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing for necessary commercial and industrial facilities conveniently located to the housing.**

Although Marina Landing does not provide housing development, proposed commercial and office clients are complementary to and conveniently located with respect to existing housing.

PD3 **The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing for the more efficient use of land and public or private services.**

PD4 **The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing for changes in technology of land development so that resulting economies may be available to those in need of homes.**

Marina Landing does not provide directly for those in need of homes but is complementary to the Sparks Marina regional development.

PD5 **The plan is consistent with the objective of furthering the public health, safety, morals and general welfare by providing for flexibility of substantive regulations over land development so that proposals for land development are disposed of without undue delay.**

PD6 **The plan does depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are in the public interest for density.**

The plan requires re-zoning to NUD in order to provide for adoption of the planned development. The departures are consistent with Sparks Marina regional development for density.

PD7 **The plan does depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are in the public interest for bulk.**

The plan requires re-zoning to NUD in order to provide for adoption of the planned development. The departures are consistent with Sparks Marina regional development for bulk.

PD8 **The plan does depart from zoning and subdivision regulations otherwise applicable to the property, and these departures are in the public interest for use.**

The plan requires re-zoning to NUD in order to provide for adoption of the planned development. The departures are consistent with development concepts for the Sparks Marina District and are in the public interest for use.

PD9 **The ratio of residential to non-residential use in the planned development is:**

Residential 0 percent, Non-residential 100 percent.

PD10 **Common open space in the planned development exists for what purpose, is located where within the project, and comprises how many acres (or what percentage of the development site taken as a whole).**

Common open space is not provided in the Marina Landing project, but amenities within the Recreational Vehicle Park provide recreational and open space opportunities for occupants.

PD11 **The plan does not provide for the maintenance and conservation of the common open space by what method.**

Because there is no common area open space, maintenance and conservation is not provided. Within the RV Park the owner will provide directly for maintenance and operation of indoor and outdoor common area facilities.

PD12 **Given the plan's proposed density and type of residential development, the amount and / or purpose of the common open space is determined to be adequate.**

PD13 **The plan does provide for public services. These provisions are adequate.**

PD14 **The plan does provide control over vehicular traffic.**

PD15 **The plan does provide for the furtherance of access to light, air, recreation and visual enjoyment.**

PD16 **The relationship of the proposed planned development to the neighborhood in which it is proposed to be established is beneficial.**

PD17 **To the extent the plan proposed development over a number of years, the terms and conditions intended to protect the interests of the public,**

residents and owners of the planned development in the integrity of the plan are sufficient.

PD18 The project, as submitted and conditioned, is consistent with the City of Sparks Master Plan.

PD19 The project is consistent with the surrounding existing land uses.

PD20 Public notice was given and a public hearing held per the requirements of the Sparks Municipal Code.

PD21 Modification of Marina Landing Planned Development furthers the interest for the City and the residents and preserves the integrity of the plan.

IV. SURROUNDING LAND USES / VICINITY

See Figure 2, Surrounding Land Uses Map.

Marina Landing is part of the Sparks Marina Park District, currently in process of being developed under a comprehensive, multiple use plan. Major infrastructure components for the regional development plan have been completed, including drainage, sanitary sewer, utilities main extensions and major public streets, Lincoln Way and Marina Gateway Drive. To the south and southeast of Marina Landing are the Sparks Marina Lake and, adjacent to the lake, a planned development designated Marina Village.

Marina Village, a planned development, provides a hotel, a marina, an apartment complex and a single-family development with a canal, docks and a harbor like atmosphere. Development of Marina Village is in process in 2003.

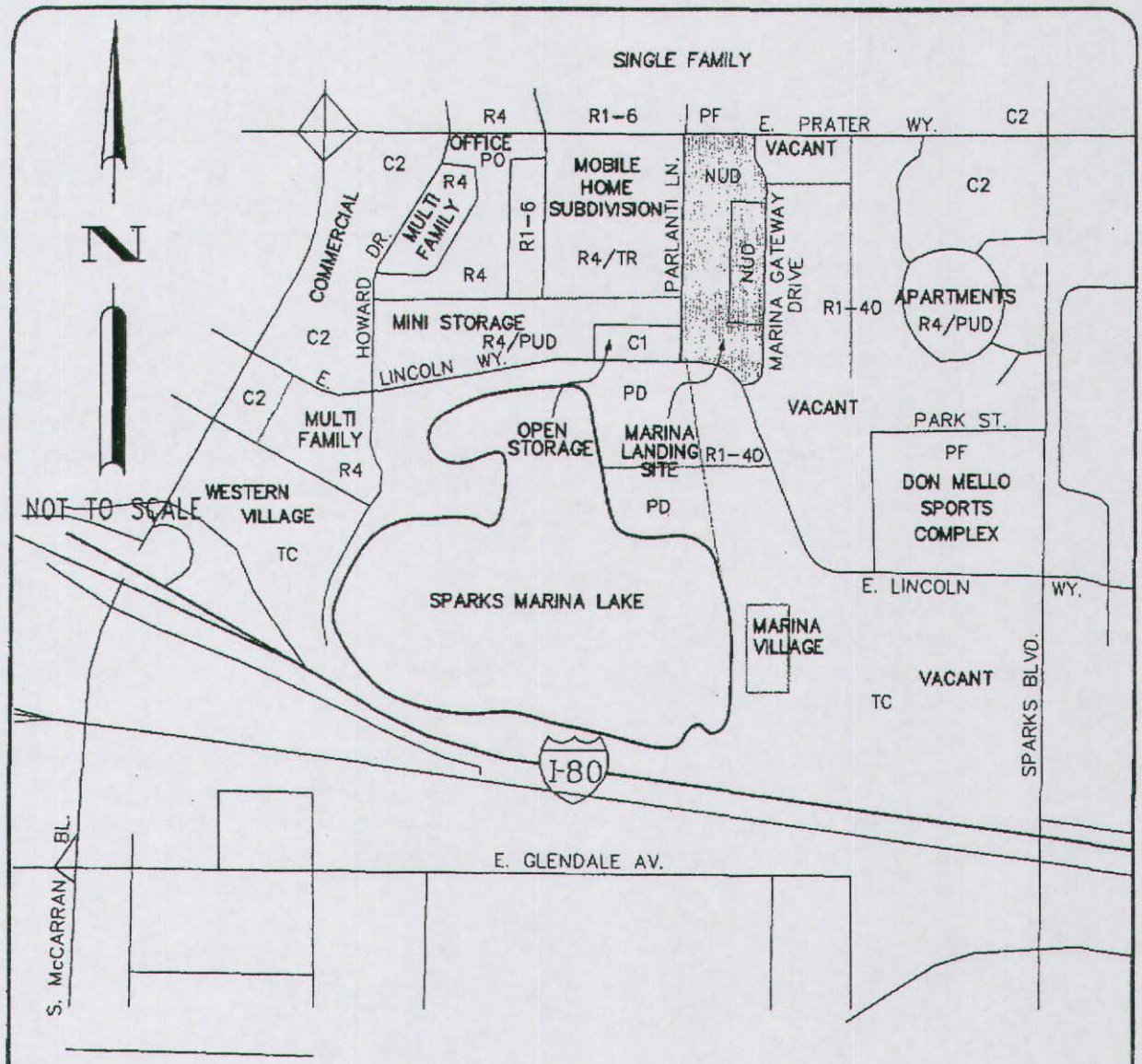
To the east of Marina Landing, lands are vacant. The vacant properties, known as the Ghiggeri Ranch, will be part of a future planned development that may include office development, single and multi-family homes, a potential City Hall site, commercial development, parks and detention facilities, etc. The Marina Landing property was formerly a part of the Ghiggeri Ranch.

Park Vista Apartments, an 840-unit apartment complex, and Don Mello Sports Complex are located farther to the east and southeast of Marina Landing.

To the north of Marina Landing, across Prater Way, are located single-family residential neighborhoods, a city park and, further east, commercial development.

The Sierra Royal Mobile Home Subdivision, consisting of 151 mobile home lots, is located west of Marina Landing and south of Prater Way. At the southwest corner of Marina Landing, the adjoining property which is vacant is owned by Marina Landing RV Park, LLC, and to the north of the vacant property is a mini storage complex owned and operated by the Manke family. Secondary access to the mini storage complex will be provided through the RV Park.

Properties to the west of the Sierra Royal Mobile Home Subdivision have been developed to include commercial, office and multi-family residential features.



LEGEND, ZONING CLASSIFICATIONS

C1	NEIGHBORHOOD COMMERCIAL
C2	GENERAL COMMERCIAL DISTRICT
NUD	NEW URBAN DISTRICT
PD	PLANNED DEVELOPMENT
R3	MULTIPLE-FAMILY RESIDENTIAL DISTRICT
R4	MULTIPLE-FAMILY RESIDENTIAL DISTRICT
R5	MULTIPLE-FAMILY RESIDENTIAL DISTRICT
R1-6	SINGLE-FAMILY RESIDENTIAL DISTRICT
R1-40	SINGLE-FAMILY RESIDENTIAL DISTRICT
TC	TOURIST COMMERCIAL DISTRICT
TR	MOBILE HOME OVERLAY DISTRICT

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

SURROUNDING LAND USES AND ZONING MAP

FIGURE: 2
PAGE: 9

DATE:
AUG 20, 2003
REV 3-10-04

V. SITE ANALYSIS

Geologic conditions and results of soils exploration are contained in a report titled Geotechnical Investigation, Proposed Marina Landing, Phase 1, Sparks, Nevada prepared by Pezonella Associates, Inc., Consulting Engineers and Geologists and dated September 4, 2002. The geotechnical report notes that there are some undesirable conditions which could affect the development of the site but concludes that the site is suitable for the intended use, provided that design and construction of improvements conform to recommendations contained in the report.

Specifically, some soils exhibit a potential for expansion with changes in moisture content. There is a relatively high ground water table, 7 to 10 feet, and near surface soils contain abundant roots and organics. These conditions can be overcome by over-excavation of expansive soils and organics and use of structural fill to support foundation loads and pavements. Design of improvements will incorporate these recommendations. Construction of the RV Park has begun under the August 2002 approval and utilizes structural fill over the site to conform to recommendations of the geotechnical consultant.

Flood Hazard studies completed by the Federal Emergency Management Agency (FEMA), Community Panel Number 32031C3011 E, September 30, 1994, indicate the site is located in or within very close proximity to Flood Hazard Zone AE, which is a special flood hazard area inundated by 100 year flooding and a base flood elevation determined to be 4,392 feet. The flood hazard is also overcome by placement of structural fill over the site in order to raise finish elevations above the flood hazard level.

The Sparks Municipal Code 20.18.050 K. L. and M. provide for special design considerations for lands that have surface slopes in excess of 10%. The Marina Landing property is essentially quite flat. There is a band of relatively steep slopes adjacent to the roadway of Parlanti Lane, but the extent of steep slopes is limited to a small percentage of the site and provisions of paragraphs K. L. and M. do not apply.

Wetlands have not been identified at Marina Landing. Seismic hazard is consistent with typical conditions in the Truckee Meadows and is mitigated by application of the Uniform Building Code and the Sparks Building Code for design of structures.

VI. PROJECT DESCRIPTION

The Marina Landing project consists of three separate land use components: a recreational vehicle park, a commercial component and a professional office component. Following is a project summary.

Project Name	Land Use	Acres	Size
Marina RV Park	RV Park	±13.39 including Parlanti Lane easement and entry easement	204 RV spaces Clubhouse 2,500 sq. ft. maximum Main building (office, store, restrooms / showers and laundry) 4,600 sq. ft. maximum Four restroom / shower buildings Each 1,622 sq. ft., Total 6,488 sq. ft. Residential manager's apartment 2,071 sq. ft., including deck
Buccaneer Landing	Commercial	±3.86	±38,000 sq. ft. buildings footprint
Marina Lighthouse	Office	±2.46	±27,000 sq. ft. floor area, 3 stories
Total		±19.71	±80,659 sq. ft.

See Figure 3, Development Plan. See Chapter 1, Section IX for development phasing.

MARINA LANDING RECREATIONAL VEHICLE (RV) PARK

The recreational vehicle park is located in the center of the proposed Marina Landing Planned Development. It is intended to be a resort for recreational vehicle travelers. The site is 13.39 acres in size and will provide 204 recreational vehicle spaces. See Figure 4 for Conceptual Site Plan. See Chapter 2, Section II for RV spaces detailed descriptions.

The RV Park will have primary access from Lincoln Way and secondary access from Prater Way via Parlanti Lane, complying with Fire Chief requirements for access. The convenience store, meeting or function room, management office, manager's apartment, swimming pool, restrooms and laundry will be clustered at the southeast corner of the RV Park in two buildings connected by a roof structure spanning across the entry driveway. The two buildings are located adjacent to the primary entrance from Lincoln Way. The convenience store will sell RV supplies, fishing tackle and equipment, food and gifts. The laundry will provide laundry facilities reflective of Washoe County District Health Department requirements. Swimming pool and picnic play area will be outdoors adjacent to the two buildings.

The RV Park will be surrounded by a masonry wall and landscaping. A landscape buffer will be provided adjacent to The Sierra Royal Mobile Home Subdivision to the west of existing Parlanti Lane. The landscape buffer will consist of a 6 foot high, black vinyl coated chain link fence with vines and columnar evergreens. See Chapter 2, Section VII for detailed description of landscape buffer.

Parlanti Lane will be reconfigured from Prater Way south to the entrance of Sierra Royal Mobile Home Subdivision. The existing sidewalk and curb and gutter, adjacent to the mobile home subdivision, existing masonry wall and landscaping will be maintained in place. Landscaping and masonry wall will be provided on the east side of Parlanti Lane. See Figure 16 for Parlanti Lane details including landscaping.

To the south of the entrance to Sierra Royal Mobile Home Subdivision, Parlanti Lane right-of-way will be incorporated into the RV Park. The existing masonry wall on the mobile home subdivision property line will remain undisturbed, and the existing sidewalk and curb and gutter will remain in place. The landscape buffer fence with vines and columnar evergreens will be located along the east edge of the existing curb and gutter and sidewalk. An access easement will be provided along the west boundary of the RV Park, containing the existing sidewalk, for the purpose of allowing access by representatives of the Sierra Royal Mobile Home Subdivision for maintenance of landscaping located on the mobile home subdivision property but outside of the existing masonry wall. Additional landscaping will be provided between the back of RV spaces and the landscape buffer fence.

The swimming pool and spa will be for the use of guests only. The pool / spa will be monitored with limited access.

Twenty-four hour on-site management will be provided to ensure a safe environment for guests. Access to the site will be monitored, and if an electronically controlled gate at Lincoln Way is provided, the site design will include a turn-around area outside of the gate.

The Marina Recreational Vehicle Park will be a vacation resort. Permanent residents will not be permitted. Limits on the amount of time guests may stay are outlined in Sparks Municipal Code. The resort will be marketed through various recreational vehicle publications and clubs. It is anticipated that a large portion of the resort clientele will be summer travelers and will probably include a high number of retirees.

BUCCANEER LANDING

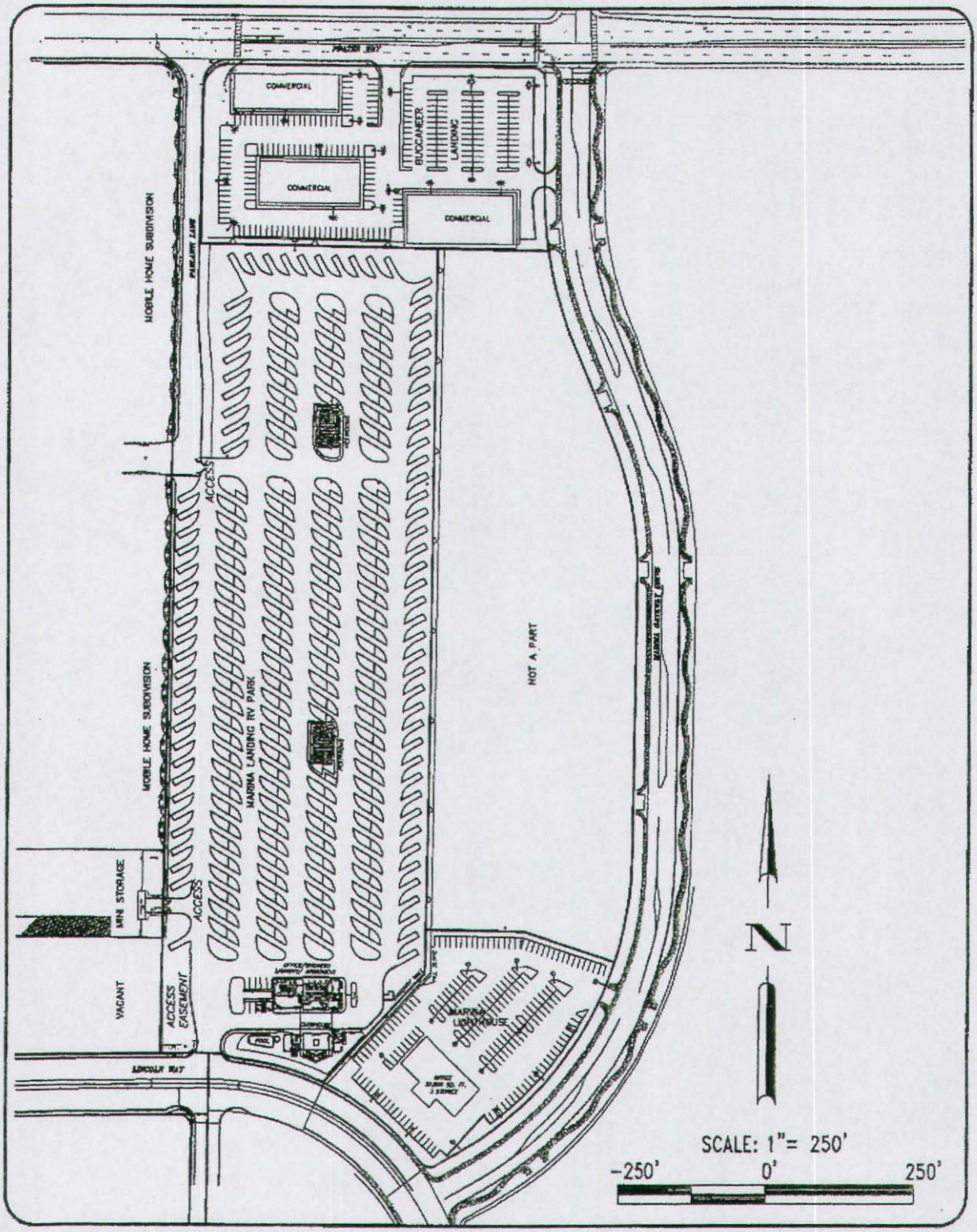
This portion of the planned development is a general / neighborhood commercial component serving as the north entrance to the Marina District. The property is approximately 3.86 acres in size and is generally rectangular in shape. The concept has three separate buildings. Refer to the Buccaneer Landing Conceptual Site Plan, Figure 5. The conceptual product mix will be a mixture of national and local retail. The total area of commercial buildings footprint is approximately 38,000 square feet. A second story could be considered within the commercial buildings, but parking availability may limit the building floor area. There may be an office component within the complex. There will be accommodations for outdoor restaurant seating accessory to the adjoining commercial tenants. The general commercial structures will be subject to the review and approval through the Site Plan Review process by the City of Sparks. The site will have two primary access points: one on E. Prater Way approximately mid-block and the second, a right-in, right-out access on Marina Gateway Drive; locations shall be to the approval of the City Engineer.

MARINA LIGHTHOUSE

This site is approximately 2.46 acres in size and takes access from Marina Gateway Drive. This building is shown as a three-story office, taking advantage of the scenic vistas to the lake and the Sierra Nevada Mountains. The office building is proposed to provide 27,000 square feet of floor area. The structures will be subject to the review and approval through the Site Plan Review, process by the City of Sparks. Refer to the Development Plan, Figure 3, and Conceptual Site Plan for Marina Lighthouse, Figure 6.

This project will have a monument feature at the Marina Gateway Drive — Lincoln Way corner frontage. This monument will tie together the Marina projects with the same materials of monument rock, water and plants.

The conceptual plan shows approximately 185 parking spaces. The actual number of parking spaces will be determined in the final plans based on the land use.



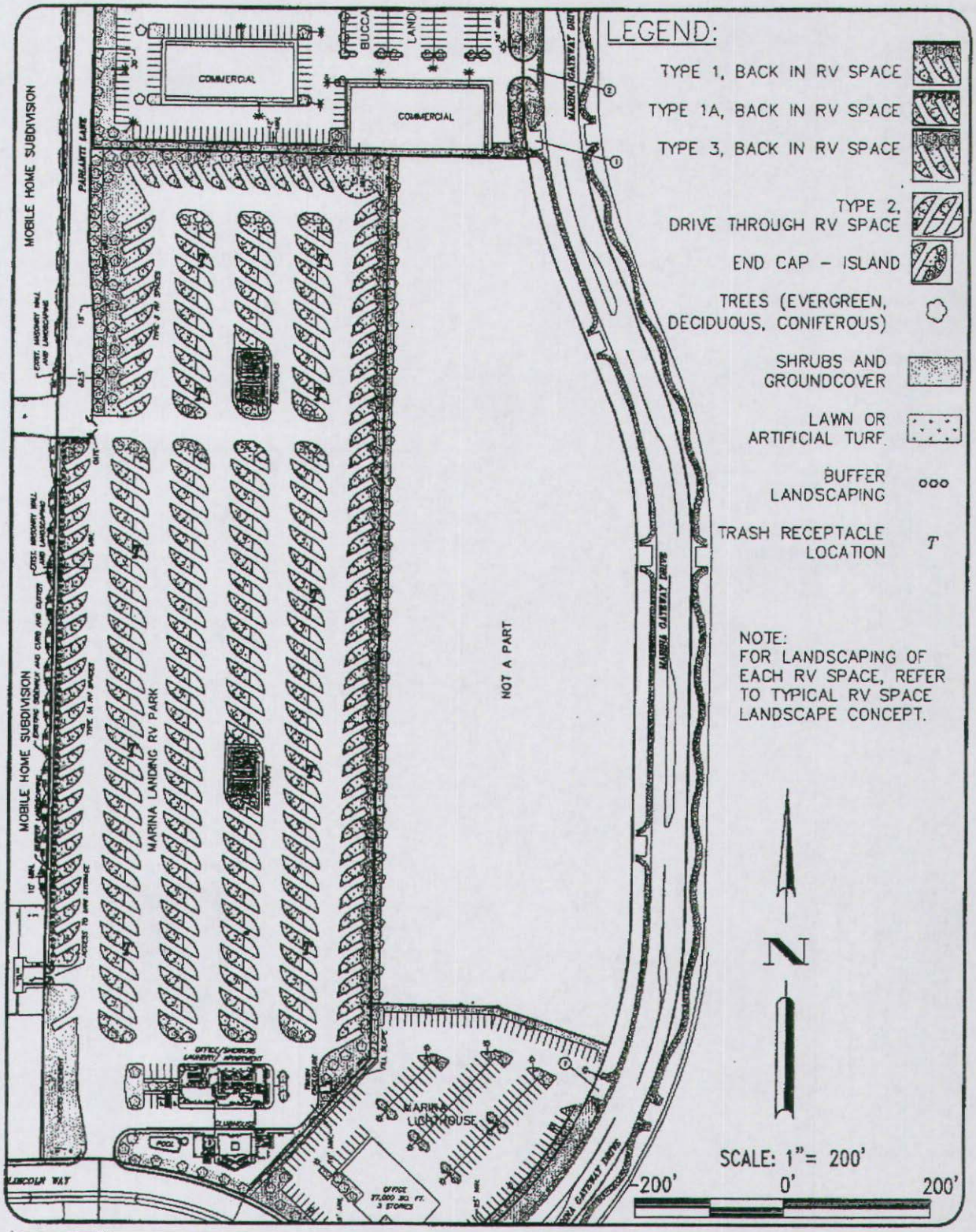
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

DEVELOPMENT PLAN

FIGURE: 3
PAGE: 14

DATE:
AUG 20, 2003
REV 3-10-04



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

RECREATIONAL VEHICLE PARK, CONCEPTUAL SITE PLAN AND CONCEPTUAL LANDSCAPE PLAN

FIGURE: 4
PAGE: 15

DATE:
AUG 20, 2003
REV 3-25-04

N

SCALE: 1"= 100'

0' 50' 100'

DEVELOPMENT FEATURES:

① DRIVEWAY ACCESS NOT USED

② RIGHT IN/ RIGHT OUT DRIVEWAY

③ PRIMARY ACCESS

LEGEND:

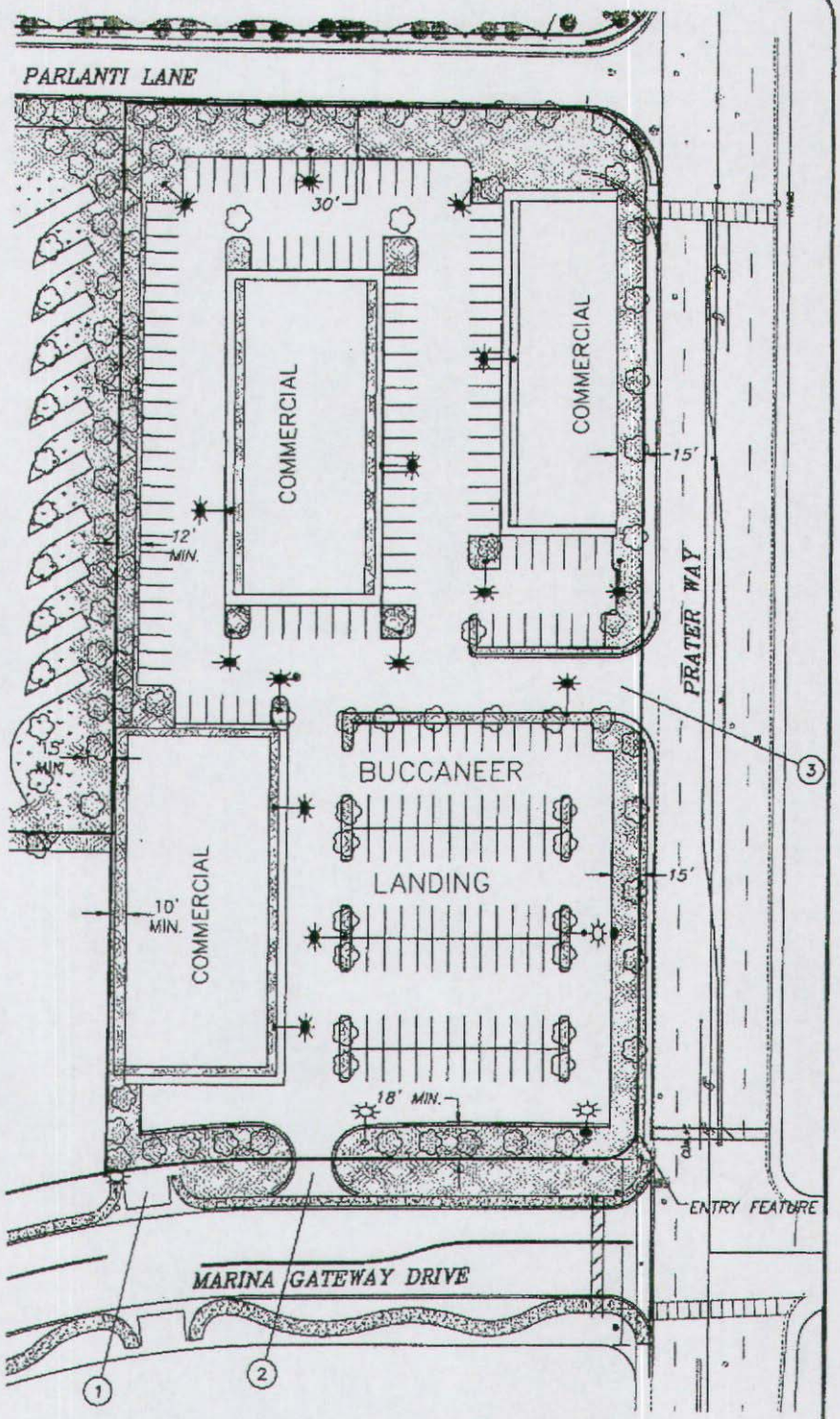
TREES (EVERGREEN, DECIDUOUS, CONIFEROUS)

SHRUBS AND GROUNDCOVER

LAWN OR ARTIFICIAL TURF

OUTDOOR LIGHT STANDARD

NOTE: BUILDING FOOTPRINTS AND LOCATIONS ARE SUBJECT TO CHANGE CONSISTENT WITH STANDARDS STATED IN THIS HANDBOOK AND ANY LIMITATIONS IMPOSED BY FUTURE SITE PLAN REVIEW. TOTAL BUILDING FOOTPRINT AREA IS APPROXIMATELY 38,000 SQUARE FEET. SECOND STORY DEVELOPMENT WITHIN BUILDING FOOTPRINT MAY BE INCLUDED IN ANY OF THE BUILDINGS, BUT TOTAL FLOOR AREA WILL BE LIMITED BY PARKING. PORTIONS OF BUILDINGS MAY BE USED FOR OFFICE DEVELOPMENT.



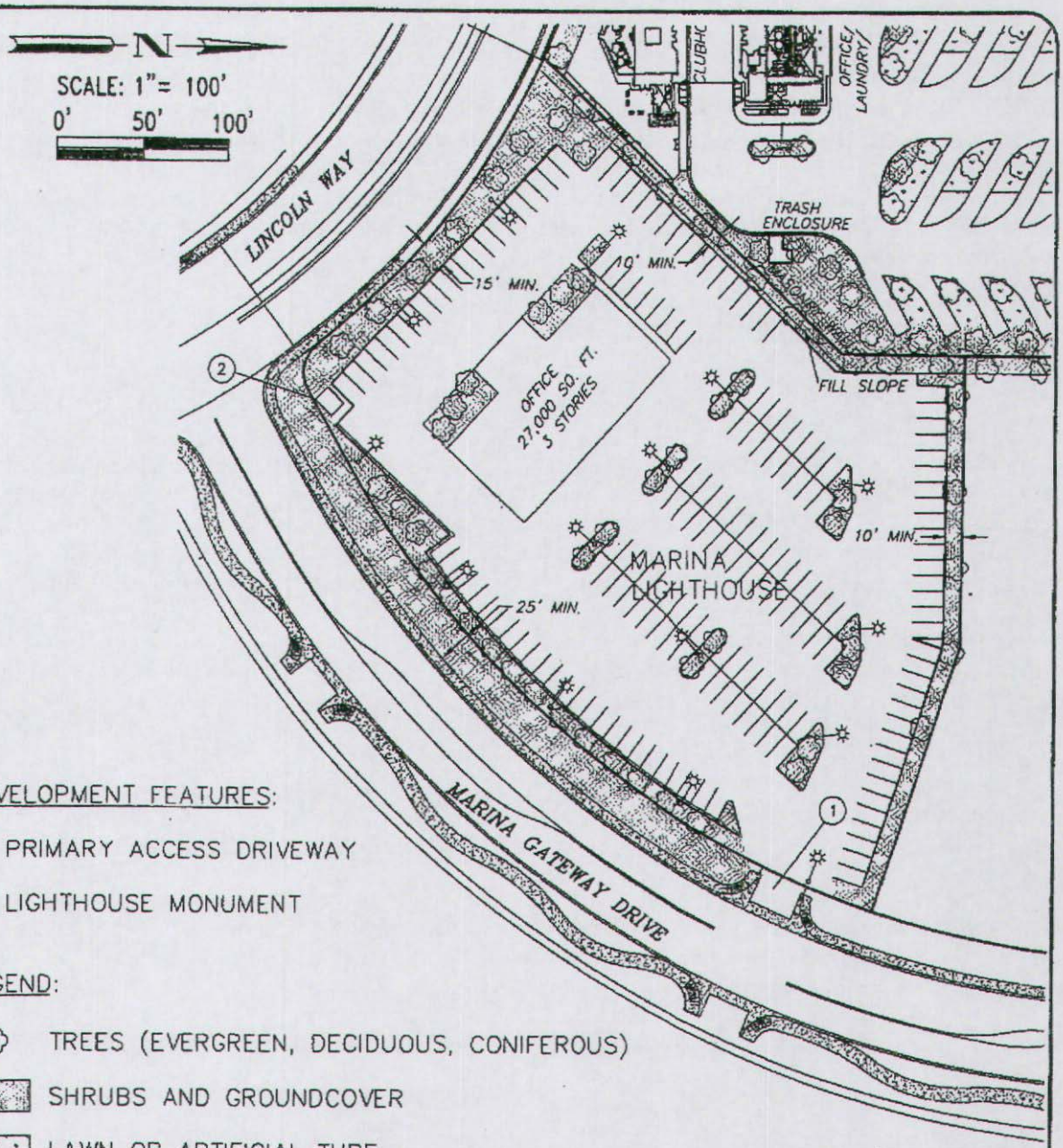
Knopf Sharp & ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

BUCCANEER LANDING CONCEPTUAL SITE PLAN AND CONCEPTUAL LANDSCAPE PLAN

FIGURE: 5
PAGE: 16

DATE:
AUG 20, 2003
REV 3-25-04



DEVELOPMENT FEATURES:

1. PRIMARY ACCESS DRIVEWAY
2. LIGHTHOUSE MONUMENT

LEGEND:

- TREES (EVERGREEN, DECIDUOUS, CONIFEROUS)
- SHRUBS AND GROUNDCOVER
- LAWN OR ARTIFICIAL TURF
- OUTDOOR LIGHT STANDARD

NOTE: BUILDING FOOTPRINT AND LOCATION ARE SUBJECT TO CHANGE CONSISTENT WITH STANDARDS STATED IN THIS HANDBOOK AND ANY LIMITATIONS IMPOSED BY FUTURE SITE PLAN REVIEW. OFFICE BUILDING MAY HAVE THREE STORIES WITH TOTAL FLOOR AREA OF APPROXIMATELY 27,000 SQUARE FEET.

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

MARINA LIGHTHOUSE
CONCEPTUAL SITE PLAN AND
CONCEPTUAL LANDSCAPE PLAN

FIGURE: 6
PAGE: 17

DATE:
AUG 20, 2003
REV 3-25-04

VII. ARCHITECTURAL THEME

Marina Landing proposes to use the architectural theme of 'nautical" that is emphasized in the Marina Area Plan. This architectural theme is consistent with the architecture of the Sparks Marina Park and future developments around the park. Examples of a "nautical theme" would be the architectural style that one would find near coastline developments and would use materials such as corrugated metal, brass, stucco and wood. The colors will be blues, whites, grays and earth tones.

VIII. INFRASTRUCTURE

SANITARY SEWER

A report titled Sanitary Sewer Design Report, Marina Landing Recreational Vehicle Park prepared by Knopf Sharp and Associates and dated May 20, 2003 contains estimates of average daily and peak flow rates for sanitary sewage produced by 204 RV units, plus clubhouse and administration building. The report provides determinations of sewage flow velocities at selected locations within the internal sewer collection system, to assure that low flow velocities conform to code requirements.

Following is a summary of estimated quantities of wastewater anticipated for Marina Landing when completed and assuming 100% occupancy for the RV Park.

Marina Landing RV Park, 204 RV spaces, clubhouse and administration building		144,300 gpd
Buccaneer Landing		12,300 gpd
Marina Lighthouse		4,870 gpd
	Total	161,470 gpd

Design of sanitary sewer is based on peak flow rate. Average and minimum rates could be significant for evaluation of minimum flow velocities. Following are summaries of average daytime and peak flow rates for the project.

Average daytime flow rates:

Marina Landing RV Park, 204 RV spaces, clubhouse and	19.51 gpm (.0435 cfs)
administration building Buccaneer	12.85 gpm (.029 cfs)
Landing	5.07 gpm (.011 cfs)
Marina Lighthouse	
	Total 37.43 gpm (.084 cfs)

Marina Landing RV Park	29.79 gpm (.066 cfs)
Buccaneer Landing	25.69 gpm (.057 cfs)
Marina Lighthouse	10.14 gpm (.023 cfs)
	Total 65.62 gpm (.146 cfs)

Peak flow rates are significant for evaluation of impacts on capacity of public sewers. For the Marina Landing properties, sanitary sewers have been designed and constructed to provide for development consistent with the Marina Landing project.

HYDROLOGY AND STORM DRAINAGE

A report titled Hydrology Report for Marina Area SAD Phase 2 prepared by Odyssey Engineering, Incorporated, and dated January 7, 2003 is considered to be the master plan for the Marina area, including Marina Landing, and has been used as the basis for construction of storm drains under the Special Assessment District, Phase 2. The report includes the Marina Landing property in the storm drain service area.

A second report titled Hydrology and Drainage Design Report, Marina Landing Recreational Vehicle Park prepared by Knopf Sharp and Associates and dated May 14, 2003 supports design of stormwater collection features of the RV Park, relative to the master hydrology and drainage plan and provides for construction of a stormwater management system, as a part of development of the RV Park.

Consideration of development of the Marina Landing properties is included in the capacity design for the Marina District storm drain system. Additional stormwater management features will be incorporated into future development plans for Marina Landing.

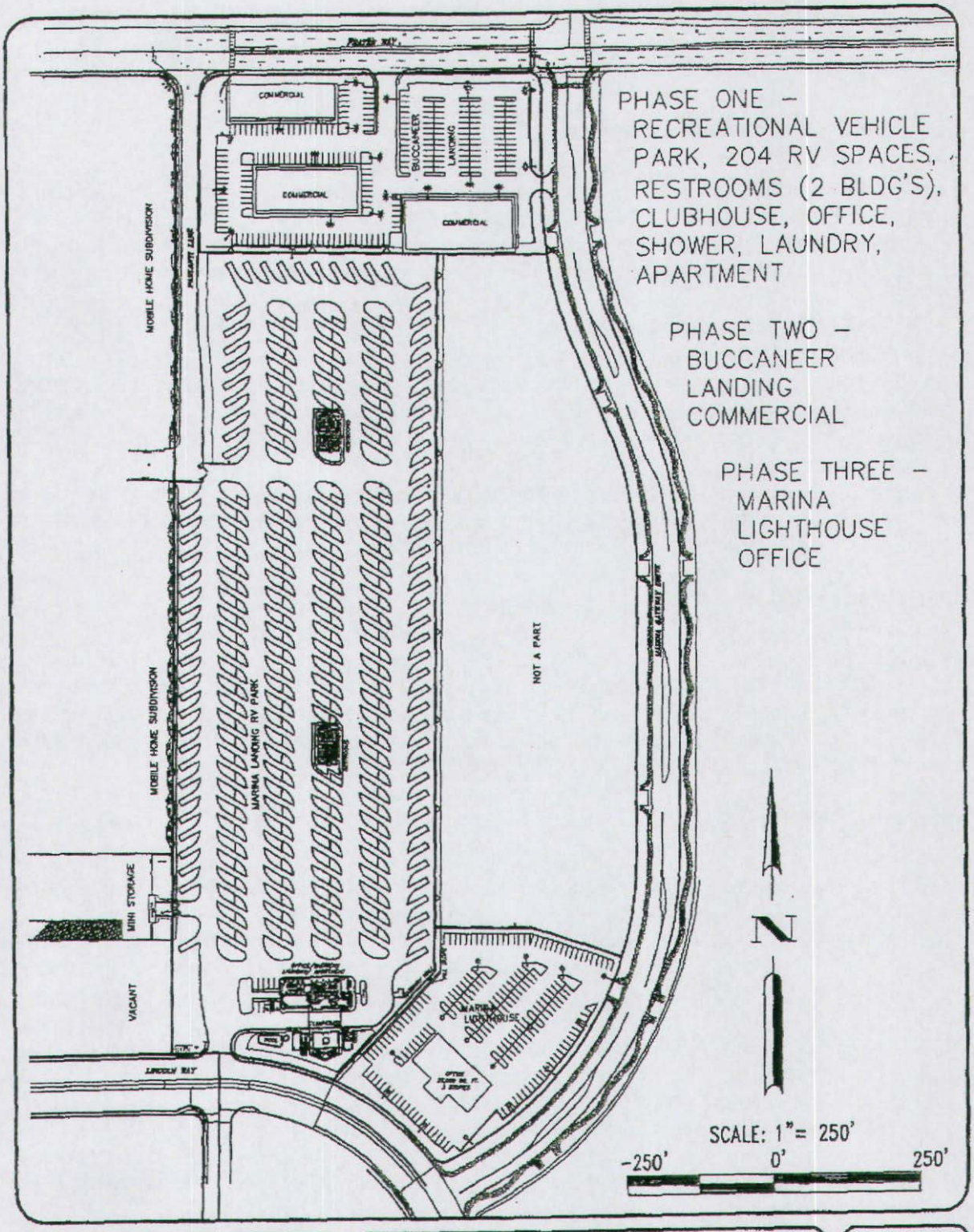
TRAFFIC ANALYSIS

Marina Landing traffic impacts were evaluated by Solaegui Engineers in conjunction with the project approval in 2002. The original traffic analysis was updated in a supplementary report dated August 21, 2003. A copy of the supplementary report is included as an appendix. Review of traffic projections based on design modifications indicates that the Marina Landing traffic impacts are not significant and are consistent with the original 2002 evaluation.

IX. PROJECT PHASING

Marina Landing will be developed in phases over a period of years. The following is an anticipated phasing schedule of development for the various uses. The phasing strategy for Marina Landing is a probable and rational sequence for development. The starting and completion dates of each component will be a function of market conditions. Marina Landing Planned Development will be developed in 3 stages. See Phasing Plan, Figure 7.

Development of the Marina Landing Recreational Vehicle Park will be Phase One, providing for initial development of 204 RV spaces. Construction of Phase One, the RV Park, began in the spring of 2003 with completion expected by April 2004. The second phase of the Marina Landing Planned Development will be Buccaneer Landing, a commercial center. It is anticipated that this development will begin construction by the spring of 2005. The third phase of Marina Landing will be a three-story office building referred to as Marina Lighthouse. It is anticipated that this building will be under construction in 2005 or 2006.



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

PHASING PLAN

FIGURE: 7
PAGE: 20

DATE:
AUG 20, 2003
REV 3-25-04

X. ADMINISTRATION

This Handbook contains the Developmental Standards for the Marina Landing Planned Development which will function as the zoning for this development. The plans provided in this document are for illustrative and conceptual purposes only and are not intended for final design. The City Engineer and the Administrator shall have the responsibility to interpret standards as provided in this document, and *where* the handbook is silent, current ordinances and policies at the time of submission for permit shall apply.

The Handbook identifies the Site Plan Review process as an appropriate administrative review. The standards within this Handbook apply to and govern all new construction, remodeling, signs, walls *I* fences and landscape. All applications submitted for a permit will require prior approval of a Site Plan Review by City of Sparks.

XI. MINOR ADJUSTMENT PROCESS

Changes or refinements to this Handbook may be approved by the Administrator, when in the opinion of the Administrator, the changes or refinements do not impact the health, safety and welfare of the general public, when project design or site circumstances, etc. warrant the changes or refinements, and the intent of the Development Standards Handbook is met with approval of the changes or refinements and when the changes or refinements do not violate City Code.

Minor deviations to the plans and standards and / or guidelines may be approved by the City Engineer or Administrator provided that such changes further the Goals and Policies of the Marina Landing Planned Development and that no quantitative amount is varied more than 10 percent. Amendments to the Handbook and alterations beyond the scope of minor deviations shall be processed by the City of Sparks in accordance with local and state laws regarding planned developments. Mitigation measures may be required beyond the standards of the Handbook to address the proposed deviations.

CHAPTER TWO - DEVELOPMENT STANDARDS

I. PROJECT GENERAL STANDARDS

- Second floor residential and / or office uses will be permitted above commercial uses with proper design approved through Site Plan Review with the City of Sparks.

- Parking shall be dispersed throughout the site to avoid a mass of parking. All parking areas shall be landscaped, including canopy shade trees, and enhanced with nautical theme lighting. Only employee parking shall be allowed in the rear of buildings.

- Small outdoor plaza areas, associated with food service, outdoor retail sales or seating area for patrons, shall be provided.

- The hours of operation for commercial use shall be limited to 7:00 am. to 11:00 p.m. unless extended through the special use permit process.

- Pedestrian walkways will clearly direct pedestrians along the roadways to the intersection of Lincoln Way and Howard Drive to facilitate pedestrian crossing at a controlled intersection.

- Single-story buildings shall be setback a minimum of 25 feet from the adjacent single-family residential use, two-story buildings shall be setback a minimum of 40 feet and three-story shall be setback a minimum of 60 feet.

- Truck delivery service to the rear of buildings shall not be permitted. The buildings shall be setback a minimum of 40 feet from the rear property line. Deliveries, parking lot cleaning, refuse collection and snow removal shall be limited to the hours of 7:00 a.m. and 9:00 p.m.

- The architectural theme will connect the commercial center, the office complex and the recreational vehicle park. This will be a nautical theme as described in the Architectural Theme Section and Architecture Development Standards.

- There will be an entrance monument at E. Prater Way and Marina Gateway Drive entrance. This monument will have stone, water and plants with a nautical flavor. A public art piece in a nautical theme may serve as part of the monument.

- The perimeter wall treatment of Marina Landing shall be identical for all of Marina Landing Planned Development.

II. SITE STANDARDS

MARINA RECREATIONAL VEHICLE PARK

Permitted Uses

- Parking and temporary lodging of recreational vehicles in RV Park
- Parking of vehicles accessory to the recreational vehicles
- Convenience store (not to exceed 2,000 sq. ft.)
- General office facilities in support of underlying uses (not to exceed 1,350 sq. ft.)
- Recreational facilities for guests only
  - swimming pool
  - spa
  - pet exercise areas
  - horseshoe pits
  - picnicking areas
  - game arcade (not to exceed 200 sq. ft.)
- On-site manager living quarters
- Clubhouse (not to exceed 2,500 sq. ft.)
- RV Park maintenance and support facilities
  - freestanding bath and shower facilities
  - sanitary sewer/dump station facilities
- Temporary construction yard and trailer/ office during construction of RV Park

Uses Requiring a Special Use Permit

- Mini market with fuel pumps

General Statement, Prohibited Uses

- All uses not listed as permitted are prohibited.

Lot Characteristics

- Front yard setback for structures: 20 feet
- Side yard setback for structures: 20 feet
- Rear yard setback for structures: 20 feet
- Maximum building height: 25 feet
- See Figures 8, 9, 10, 11, 12 and 13 for RV space details.

Special Conditions

- RV spaces will be arranged in a manner so that there will be a minimum of 15 feet between camping vehicles or other structures, and each camping vehicle will be at least 10 feet from any road, public walkway or exterior boundary of the property.

- Each recreational vehicle space shall have full hook-ups, including potable water, sewer and electricity.

- There shall be lavatory facilities for both sexes with flush toilets and hand washing facilities. All RV spaces shall be located within 300 feet of a lavatory facility or as required by Washoe County District Health Department regulations. See Figure 4 for locations of restroom buildings.

- All vehicle parking space and driveways shall be paved.

- There shall be a recreational area that has at a minimum a swimming pool, open space and recreation room. There shall be a minimum of 2.5% of the gross recreational vehicle park left for large area of open space for use by guests. There shall be a minimum of 200 square feet of landscape for each of the RV spaces.

- Open space landscaping and RV space landscaping may consist of artificial turf as an alternative to planted grass.

- There shall be trash receptacles with security anchors located within 150 feet of all RV spaces. See Figures 12 and 13 for trash receptacle details. See Figure 4 for locations of trash receptacles.

- There shall be quiet time in the RV Park between 10:00 p.m. to 7:00 a.m. which during this time there will be no operation of generators.

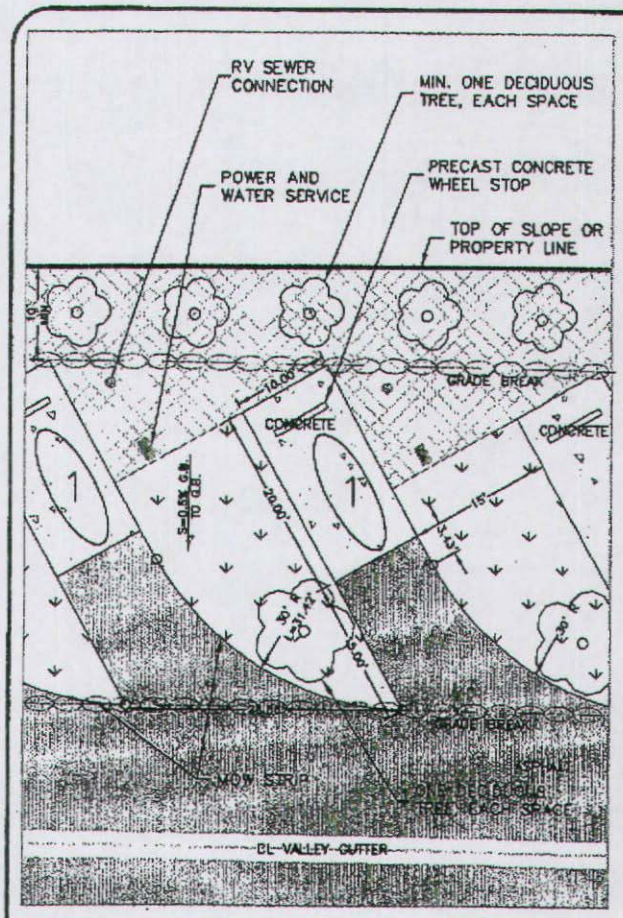
- The 20 recreational vehicle spaces adjoining the mobile home park facility shall be limited to vehicles not equipped with back-up beepers.

- Emergency access gates to the RV Park will be designed to the approval of the City of Sparks Fire Marshall and Public Works Director.

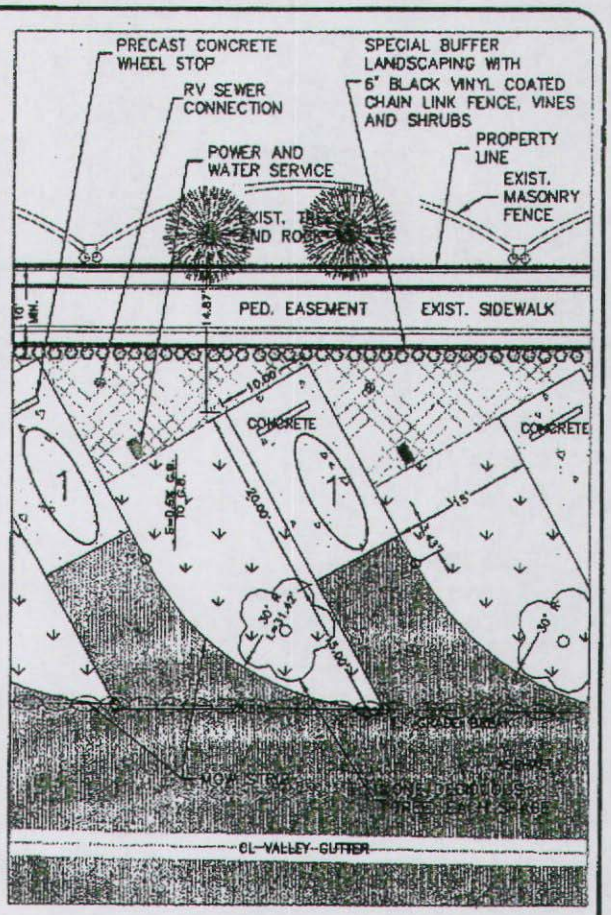
- The time limit for occupation within the RV Park shall conform to City of Sparks Municipal Code 20.98.060 C. An RV shall not occupy an RV space for a period of more than 25 consecutive days and may not occupy any RV space at the same RV Park for more than 50 days during any three consecutive calendar months.

Site Plan

- See Figure 4 for conceptual land use, major streets, open space, buildings and recreational facilities. See Figure 4 for conceptual landscaping. See Figures 8, 9, 10, 11, 12 and 13 for RV space details, conceptual landscaping and trash receptacle details.



TYPE 1 BACK-IN SPACE
SCALE: 1" = 20'



TYPE 1A BACK-IN SPACE
SCALE: 1" = 20'

LEGEND

- SHRUBS & GROUND COVER
- ASPHALT PAVING
- CONCRETE SURFACE
- LAWN OR ALTERNATIVE ARTIFICIAL TURF
- TREES (EVERGREEN, DECIDUOUS, & CONIFEROUS)

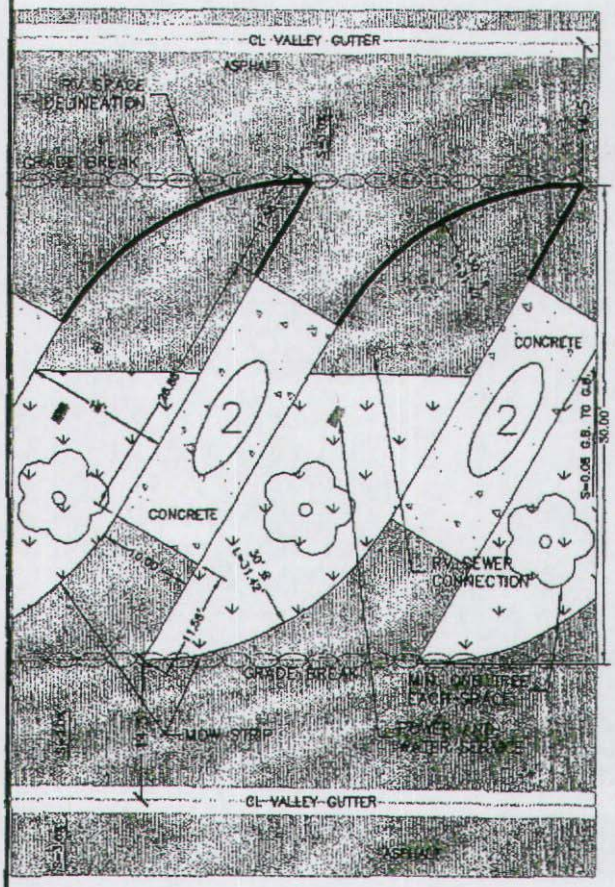
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

TYPICAL RV SPACES
AND LANDSCAPE CONCEPTS

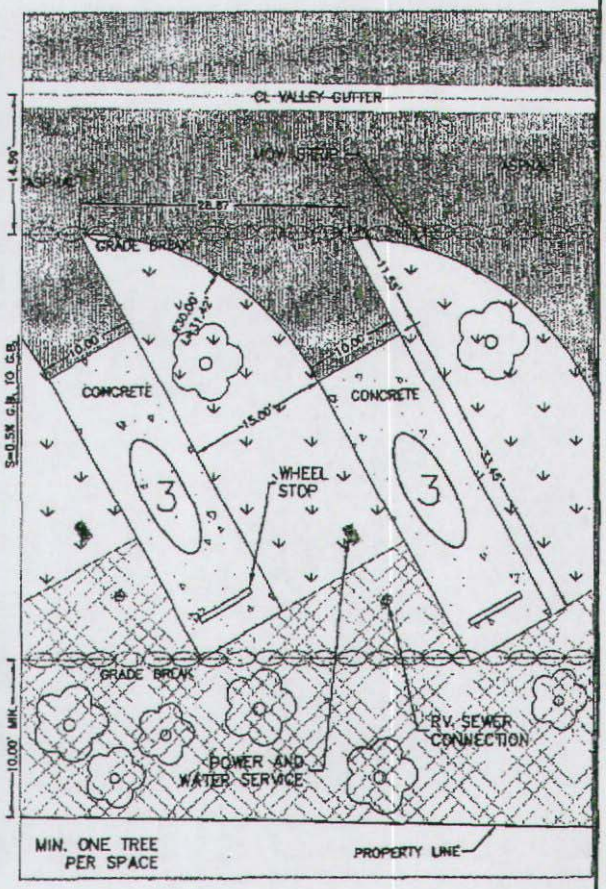
FIGURE: 8
PAGE: 25

DATE:
AUG 20, 2003
REV 3-25-04



TYPE 2 DRIVE THROUGH SPACE

SCALE: 1" = 20'



TYPE 3 PARKING SPACE

SCALE: 1" = 20'

LEGEND

- SHRUBS & GROUND COVER
- ASPHALT PAVING
- CONCRETE SURFACE
- LAWN OR ALTERNATIVE ARTIFICIAL TURF
- TREES (EVERGREEN, DECIDUOUS, & CONIFEROUS)

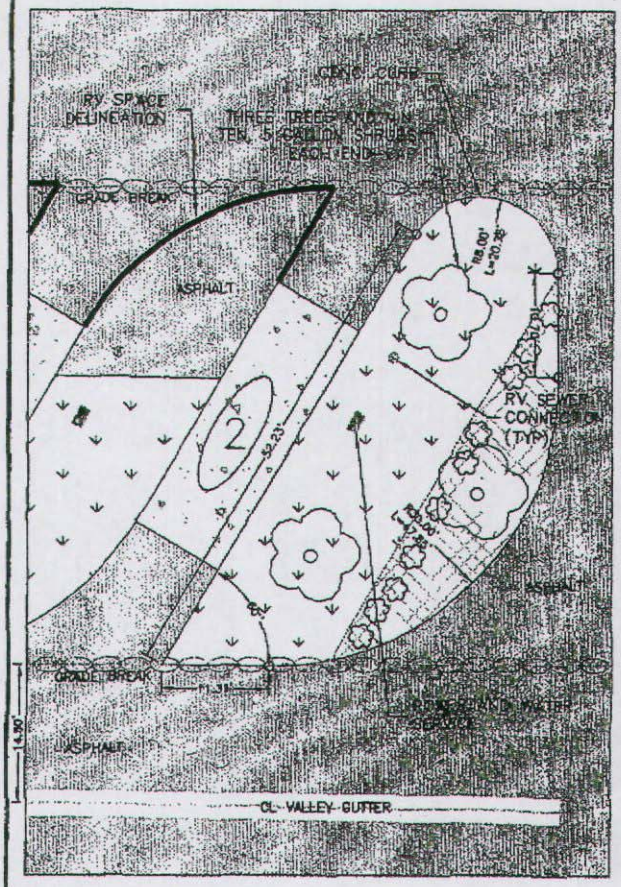
Knopf Sharp & ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

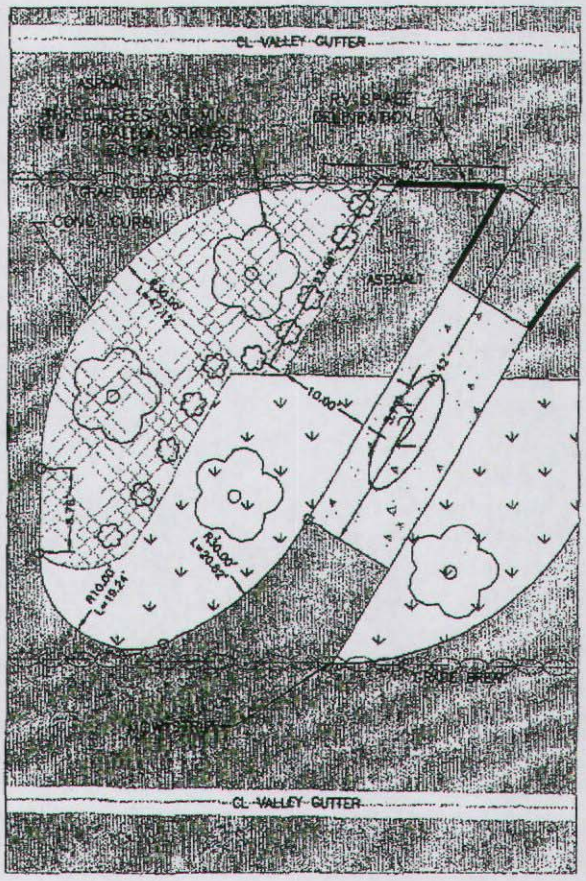
TYPICAL RV SPACES AND LANDSCAPE CONCEPTS

FIGURE: 9
PAGE: 26

DATE:
AUG 20, 2003
REV 3-25-04



END-CAP ISLAND
SCALE: 1" = 20'



END-CAP ISLAND
SCALE: 1" = 20'

LEGEND

- SHRUBS & GROUND COVER
- ASPHALT PAVING
- CONCRETE SURFACE
- LAWN OR ALTERNATIVE ARTIFICIAL TURF
- TREES (EVERGREEN, DECIDUOUS, & CONIFEROUS)
- SHRUBS

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

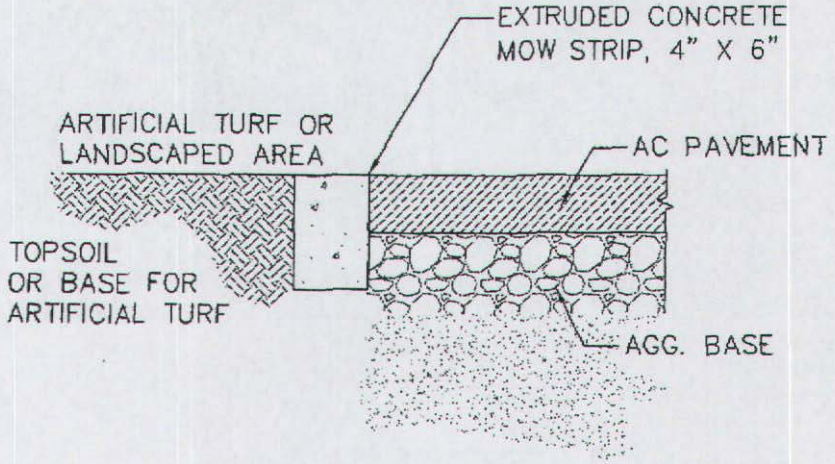
MARINA LANDING RV PARK

TYPICAL RV SPACES
AND LANDSCAPE CONCEPTS

FIGURE: 1D
PAGE: 27

DATE:
AUG 20, 2003
REV 3-25-04

PLACE MOW STRIPS TO CONFIGURATIONS
INDICATED FOR RV SPACES AND END CAPS.



TYPICAL SECTION
NOT TO SCALE

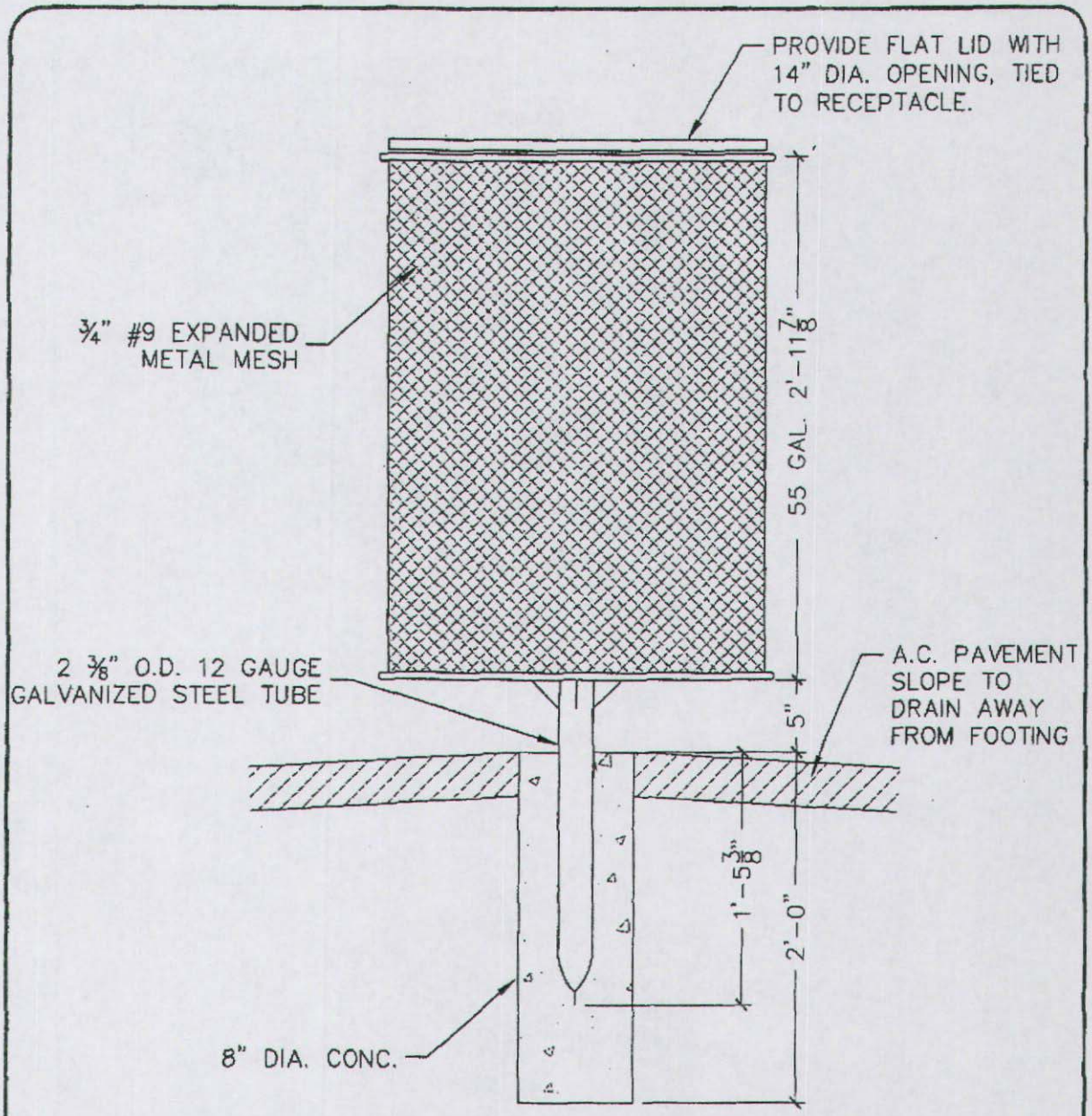
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

MOW STRIP DETAIL

FIGURE: 11
PAGE: 28

DATE:
AUG 20, 2003
REV 3-23-04



WABASH VALLEY MANUFACTURING, INC.
MODEL NO. LRD55 TRASH RECEPTACLE.

NOT TO SCALE

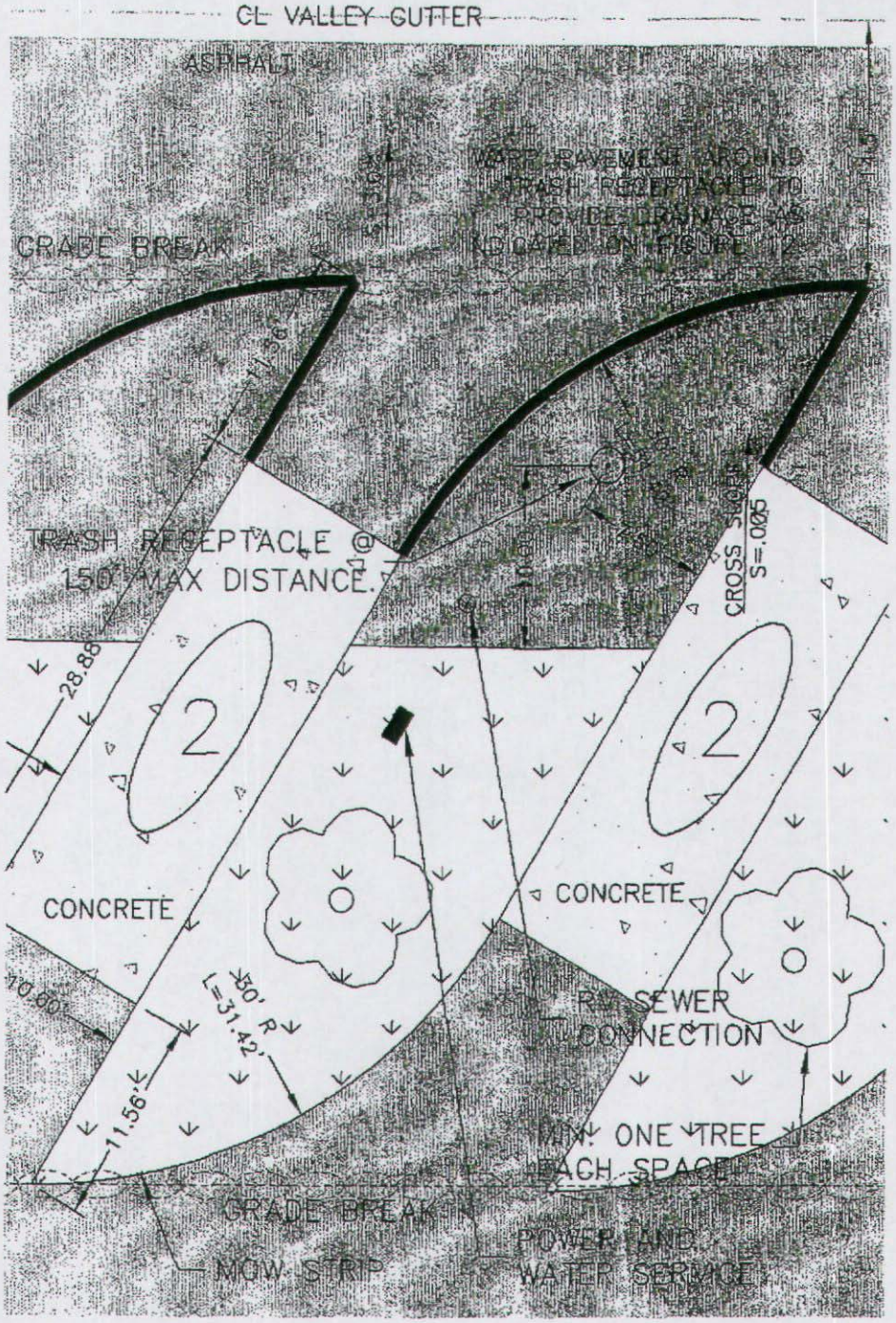
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

TRASH RECEPTACLE,
RV PARK

FIGURE: 12
PAGE: 29

DATE:
OCT 23, 2003
REV 3-23-04



TRASH RECEPTACLE LOCATION

SCALE: 1" = 10'

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

LOCATION OF
TRASH RECEPTACLE

FIGURE: 13
PAGE: 30

DATE:
MAR 18, 2004
REV 3-25-04

BUCCANEER LANDING

Permitted Uses

- Pharmacy
- Retail uses
- Bank with drive through service
- Professional / Medical office
- Educational centers / schools
- Personal services
- Retail bakery (kitchen facilities for on-site consumption)
- Quick copy establishment
- Temporary construction trailer and yard during the construction of Buccaneer Landing

Uses Requiring a Special Use Permit Approval by City

- Mini market with fuel pumps
- Child care facilities (in compliance with Washoe County Social Services, Child Care Services Regulations)
- Fast food establishments
- Laboratories (medical / dental)
- Lounge, bar
- Public utility structures
- Private recreation facilities / fitness centers
- Any business which provides operating hours exceeding 7:00 a.m. to 11:00 p.m.
- Car washes

General Statement, Prohibited Uses

- All uses not listed as permitted are prohibited.

Lot Characteristics

• Maximum building coverage:	35%
• Maximum floor area ratio:	75°k (for 2 stories)
• Front yard setback:	15 feet
• Side yard setback:	15 feet
• Rear yard setback:	0 feet, 20 feet if adjoining residential
• Maximum building height:	2 stories
• Maximum building separation:	If buildings are not abutting, they shall be separated a minimum of 10 feet

Site Plan

- See Figure 5 for conceptual land use, major streets, open spaces, building and recreational features. See Figure 5 for conceptual landscaping.

MARINA LIGHTHOUSE

Permitted Uses

- Professional / Medical offices
- Educational centers / schools
- Laboratories (research, medical / dental)
- Banks (no drive through services)

Uses Requiring a Special Use Permit

- Assisted living facilities
- Private recreation clubs and facilities
- Child care facilities requiring more than one care giver
- Public utility structures
- Any business which provides operating hours exceeding 7:00 a.m. to 11:00 p.m.
- Restaurants, coffee houses (not to exceed 2,000 sq. ft.)

General Statement, Prohibited Uses

- All uses not listed as permitted are prohibited.

Lot Characteristics

• Maximum building coverage:	30%
• Maximum floor area ratio:	75% (for 3 stories)
• Front yard setback:	10 feet
• Side yard setback:	10 feet, 20 feet if adjacent to residential with buffering
• Rear yard setback:	10 feet, 20 feet if adjacent to residential with buffering
• Maximum building height:	3 stories
• Maximum building separation:	0 feet

Site Plan

- See Figure 6 for conceptual land use, major streets, open spaces, buildings and recreational features. See Figure 6 for conceptual landscaping.

III. STREET AND PEDESTRIAN SYSTEM

Figure 14 illustrates street and pedestrian features, including the public street system adjoining the project and interior development features.

The Marina Landing project will have primary access from Lincoln Way at the south, Marina Gateway Drive at the east and Prater Way on the north. Secondary access for the Recreational Vehicle Park will be available via Parlanti Lane on the west.

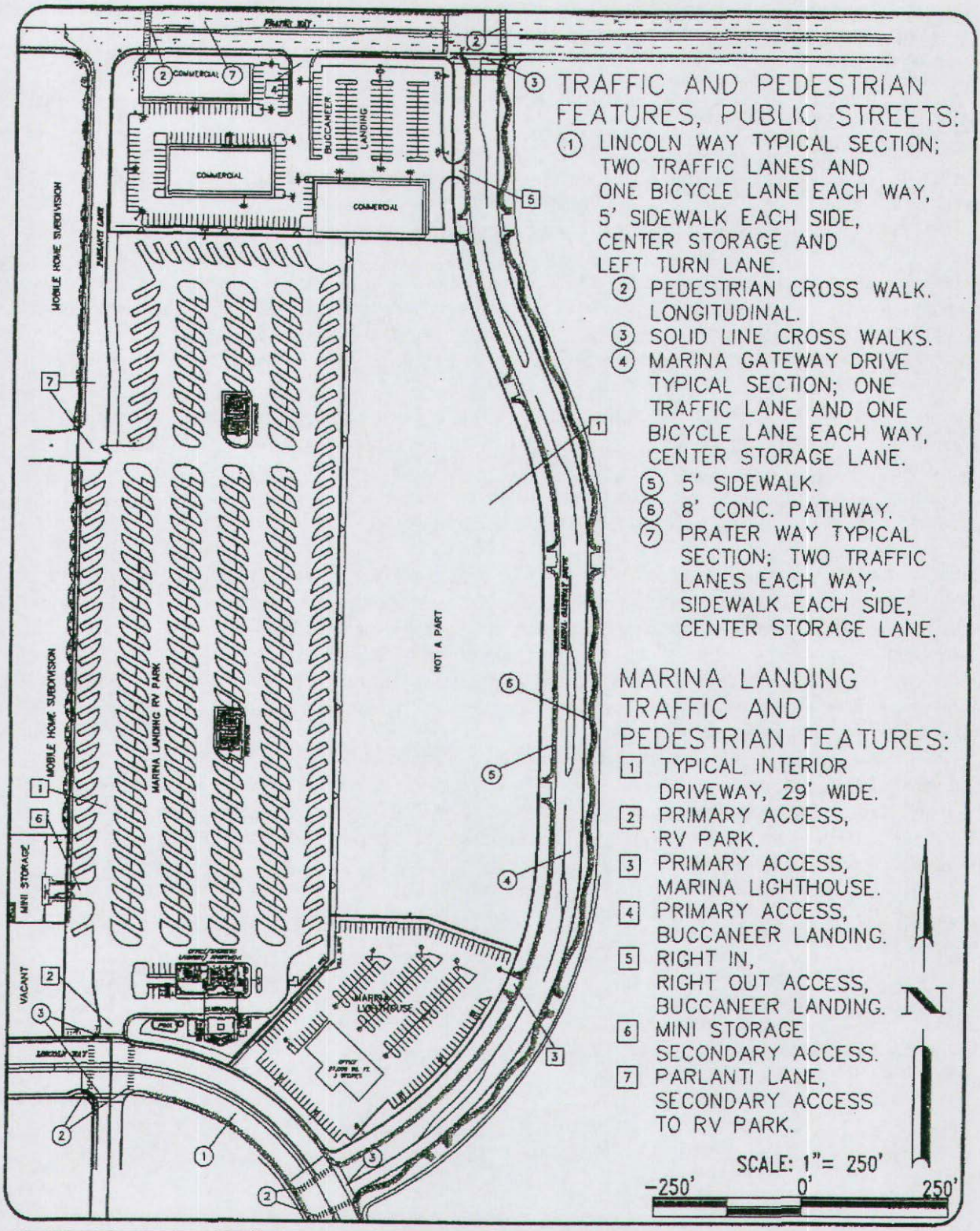
The Marina Landing project does not include construction of major off-site street improvements. Driveway penetrations to existing street improvements will be constructed on Prater Way, Marina Gateway Drive and Lincoln Way. Prater Way is an existing city street. Lincoln Way and Marina Gateway Drive have been constructed as a part of the Sparks Marina Special Assessment District, Phase Two.

Interior driveway system for the Recreational Vehicle Park provides complete circulation for movement of recreational vehicles, service vehicles and emergency vehicles. Typical interior driveways cross section is indicated on Figure 15. Pedestrian movements within the RV Park are provided only within the interior driveway system except that sidewalks are provided at restrooms and at the clubhouse and administrative buildings complex.

Parlanti Lane is an existing, privately owned street providing access from Prater Way to the Sierra Royal Mobile Home Subdivision and to the Emigrant Mini Storage complex further south. Parlanti Lane will be re-configured and re-constructed from Prater Way to continue to provide primary access to Sierra Royal Mobile Home Subdivision and to provide secondary access to the Marina Landing RV Park. Re-construction of Parlanti Lane is illustrated on Figure 16. Parlanti Lane will continue to be a privately owned access road as a part of Marina Landing. Operation and maintenance of Parlanti Lane will be the responsibility of the Marina Landing owners.

South of the access driveway to Sierra Royal Mobile Home Subdivision, Parlanti Lane right-of-way will be incorporated into development of the RV Park and access to the mini storage complex will be discontinued. The existing sidewalk will be maintained so as to provide access for maintenance of the Sierra Royal landscaping.

Secondary access to Emigrant Mini Storage will be provided through the RV Park as indicated in Figure 4.



TRAFFIC AND PEDESTRIAN FEATURES, PUBLIC STREETS:

1. LINCOLN WAY TYPICAL SECTION; TWO TRAFFIC LANES AND ONE BICYCLE LANE EACH WAY, 5' SIDEWALK EACH SIDE, CENTER STORAGE AND LEFT TURN LANE.
2. PEDESTRIAN CROSS WALK. LONGITUDINAL.
3. SOLID LINE CROSS WALKS.
4. MARINA GATEWAY DRIVE TYPICAL SECTION; ONE TRAFFIC LANE AND ONE BICYCLE LANE EACH WAY, CENTER STORAGE LANE.
5. 5' SIDEWALK.
6. 8' CONC. PATHWAY.
7. PRATER WAY TYPICAL SECTION; TWO TRAFFIC LANES EACH WAY, SIDEWALK EACH SIDE, CENTER STORAGE LANE.

MARINA LANDING TRAFFIC AND PEDESTRIAN FEATURES:

1. TYPICAL INTERIOR DRIVEWAY, 29' WIDE.
2. PRIMARY ACCESS, RV PARK.
3. PRIMARY ACCESS, MARINA LIGHTHOUSE.
4. PRIMARY ACCESS, BUCCANEER LANDING.
5. RIGHT IN, RIGHT OUT ACCESS, BUCCANEER LANDING.
6. MINI STORAGE SECONDARY ACCESS.
7. PARLANTI LANE, SECONDARY ACCESS TO RV PARK.

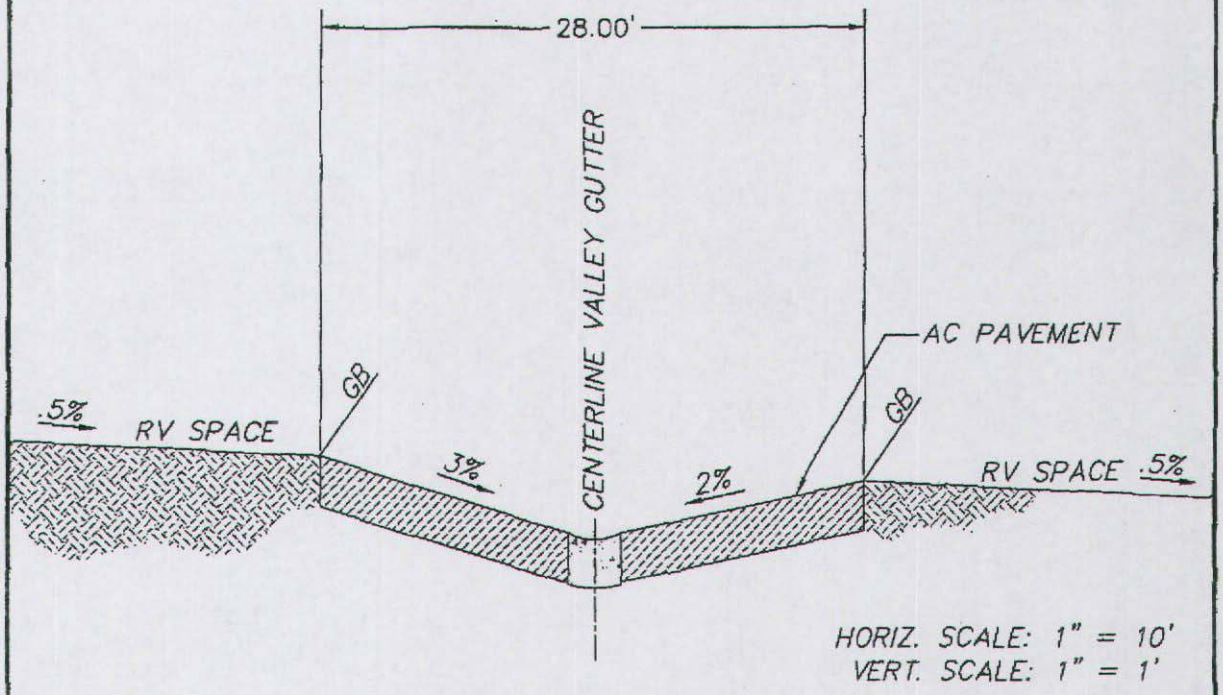
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

STREET AND PEDESTRIAN SYSTEM

FIGURE: 14
PAGE: 34

DATE:
AUG 20, 2003
REV 3-23-04



NOTE:
VALLEY GUTTER MAY BE MOVED TO EDGE OF ROADWAY IN ORDER TO FACILITATE DRAINAGE FROM RV SPACE. ROADWAY WILL BE GRADED WITH CONTINUOUS CROSS GRADE.

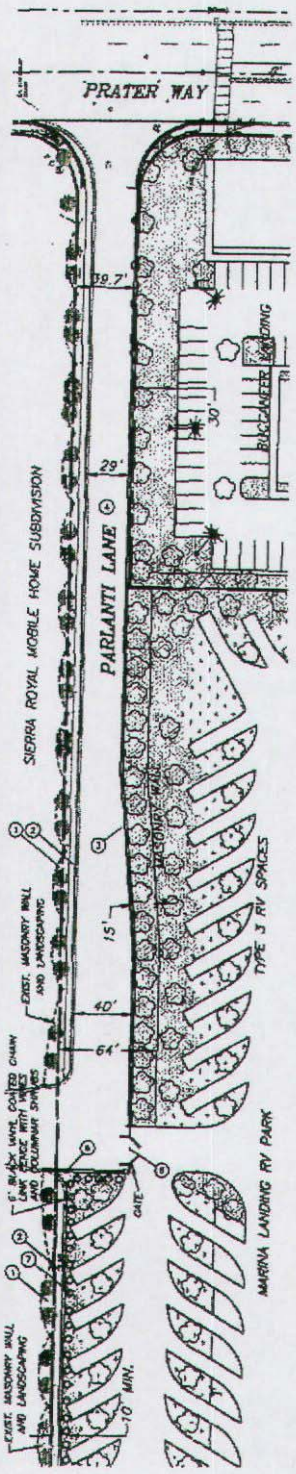
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

TYPICAL INTERIOR DRIVEWAY SECTION, RV PARK

FIGURE: 15
PAGE: 35

DATE:
AUG 20, 2003
REV 3-23-04



DEVELOPMENT FEATURES:

1. EXISTING MASONRY WALL AND LANDSCAPED BAYS, SIERRA ROYAL, TO BE PRESERVED.
2. EXISTING SIDEWALK AND CURB AND GUTTER TO REMAIN AND TO BE INCORPORATED INTO NEW DEVELOPMENT.
3. NEW CURB AND GUTTER.
4. RE-PAVE PARLANTI LANE TO DIMENSIONS INDICATED.
5. SECONDARY ACCESS GATES.
6. MAN GATE FOR ACCESS TO SIDEWALK AND SIERRA ROYAL LANDSCAPING.
7. BUFFER LANDSCAPING.

LEGEND:

- TREES (EVERGREEN, DECIDUOUS, CONIFEROUS)
- SHRUBS AND GROUNDCOVER
- LAWN OR ARTIFICIAL TURF
- BUFFER LANDSCAPING

N

SCALE: 1" = 125'

-125' 0' 125'

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

PARLANTI LANE INTERFACE DETAIL AND CONCEPTUAL LANDSCAPE PLAN

FIGURE: 16
PAGE: 36

DATE:
AUG 20, 2003
REV 3-25-04

IV. PARKING STANDARDS

Parking layout (including the size, angle and dimensions) shall meet the minimum standards established by Sparks Municipal Code Chapter 20.49. Numbers of parking spaces for various land uses shall conform to requirements of Chapter 20.49 and shall be not less than as summarized below.

• Recreational park:	1 space at RV space plus 4 guest parking spaces
• Retail / Commercial:	1 space per 250 square feet of lease-able area
• Professional offices:	1 space per 200 square feet of net lease-able floor area
• Medical / Dental office or clinic:	1 space per 150 square feet of net lease-able floor area
• Restaurants, bars:	1 space per 100 square feet of floor area for restaurants with greater than 20 seats; for less than 20 seats, 1 space per 200 square feet.
• Child care facilities:	1 space per required employee plus 1 per each 8 children.
• Health club and /or recreation facility:	1 space per 150 square feet.
• Quick copy establishment:	1 space per 250 square feet of leaseable area.

The Marina Landing project will conform to requirements of the Sparks Marina Area Plan for bicycle parking and shall provide at a minimum of 1 bicycle parking location (minimum of 6 spaces) at each use.

V. ARCHITECTURE

The selected theme of Marina Landing will be "nautical" and seeks to incorporate the design elements of Sparks Marina Park. The architectural style of the commercial center (Buccaneer Landing) has a "boat yard" component to the buildings. The design theme incorporates design components of high pitched gabled roofs, "small pane" windows and clear stories. The design elements shall also be for signs, trash enclosures, lighting and street furniture. The architecture is intended to be light and airy and has the staggered rooflines of the Sparks Mercantile project.

The Buccaneer Landing project will be architecturally connected to the building style proposed at the Recreation Vehicle Park and Office Park. The Buccaneer Landing shows three pad areas so that the massing will be consistent with the developing E. Prater Way Professional Office I Commercial Corridor. They will have awnings and articulated fronts to break up the monotony of a continuous building front.

The Marina Recreational Vehicle Park Resort architecture will take inspiration from the design of the Wild Island Water Park with specific relation to roof treatment and colors of blue and white.

The Marina Lighthouse will be a three-story office with a nautical design theme consistent with the other structures of Marina Landing. The building will be rust / terra cotta and tan / beige tones with the majority of the building as non-reflective glass. It will have roof awnings with matching color of the roof.

The Marina Landing project shall be developed consistently emphasizing a 'nautical theme." The following standards apply to all development throughout Marina Landing.

GENERAL STANDARDS

- Appropriate exterior materials shall include brick or brick tile, "stucco,' masonry (excluding concrete block — both smooth and split face), stone or cultured stone, wood battens, glass and tile. The sole exception will be that split face masonry block will be permitted for the restroom buildings with matching blue metal roofing. Predominant exterior building materials shall not include the following: tilt-up concrete panels without fenestration or texture changes and pre-fabricated steel panels. Reflective mirror glass is prohibited.
- Buildings shall be articulated using variations or interruptions of surfaces or planes by staggered vertical planes, multiple rooflines and insets, such as windows or doorways, balconies, projections or other similar features. There shall be no wail planes or blank walls longer than 50 feet without some type of the described above articulation. Offsets/ insets shall be a minimum of 4 feet.
- Columns, projections, awnings and exterior detailing shall be used to architecturally demarcate and enhance buildings.
- Varied building heights and roof massing shall be required.

MARINA LANDING RV PARK ARCHITECTURAL STANDARDS

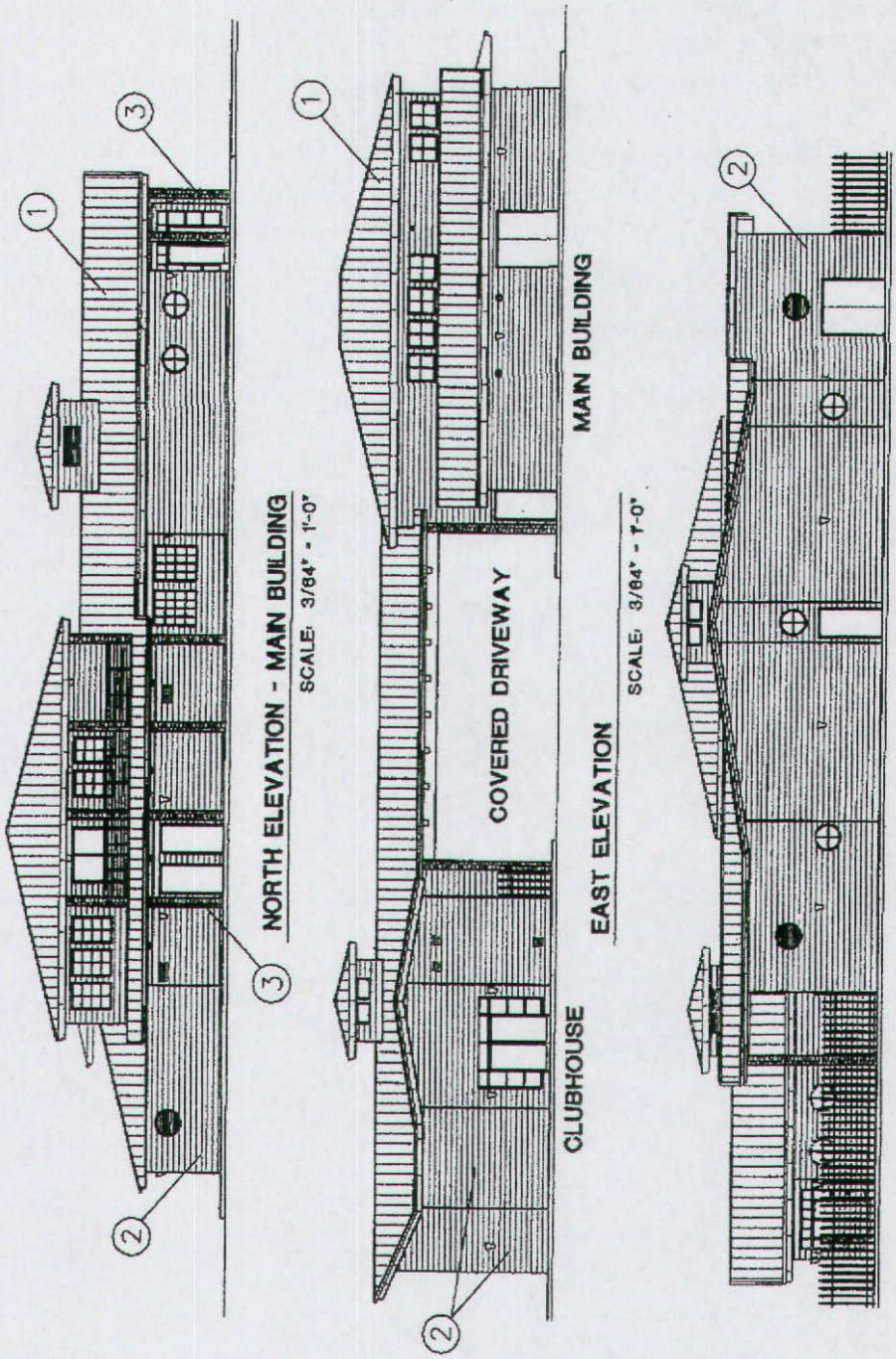
- The design of the buildings in the RV Park shall reflect the architectural style as illustrated in the attached rendering for the RV Park.
- All the buildings shall incorporate the architectural style as illustrated on Figure 17 which includes the clubhouse, recreation buildings, pool building, office, convenience store and laundry building and on Figure 18 for restroom buildings. The color scheme shall be blue roofing and white structures, incorporating glass and timber features.
- Integration of perimeter masonry fence, landscaping and RV spaces is illustrated on Figure 19, RV Park Cross Section Rendering.

BUCCANEER LANDING ARCHITECTURAL STANDARDS

- The design of the buildings shall reflect the architectural style as illustrated in the attached rendering for the Retail Center.
- The commercial center shall have varied roofing as illustrated in the rendering for the Retail Center.
- The color scheme shall be terra cotta / rust colored roofing and white / gray structures, incorporating glass and awnings to create an airy, festive design.
- There shall be no flat roofs.
- Refer to Figure 20.

MARINA LIGHTHOUSE ARCHITECTURAL STANDARDS

- The design of the buildings in the Lighthouse at Marina shall reflect the architectural style of "old warehouse" with arched style windows and / or west coast lighthouse style, as illustrated in the rendering for Office Building.
- High pitched roof shall be used on the Office Building with varying roofline.
- The color scheme shall be rust /terra cotta and tan / beige tones.
- There shall be no flat roofs.
- There shall be at least one vertical element with high pitched roof on the horizontal cornponent(s).
- Refer to Figure 21.



1. STANDING SEAM METAL ROOF, MEDIUM BLUE
2. WOOD SIDING, SKY GRAY
3. CULTURED STONE, GRAY

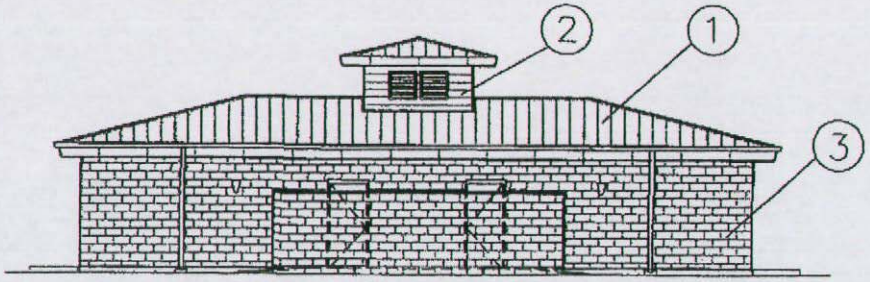
Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

CLUBHOUSE AND
ADMINISTRATION BUILDING,
ARCHITECTURAL ELEVATIONS

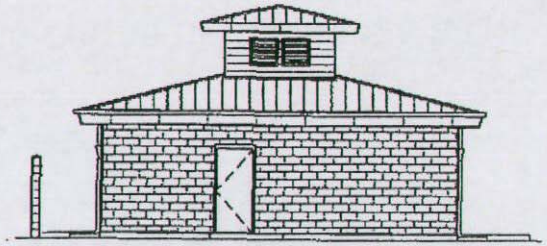
FIGURE: 17
PAGE: 40

DATE:
AUG 20, 2003
REV 3-25-04



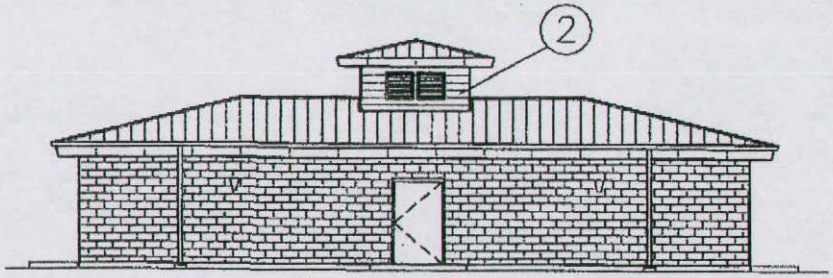
RESTROOM BUILDING EAST ELEVATION

SCALE: 1/8" = 1'-0"



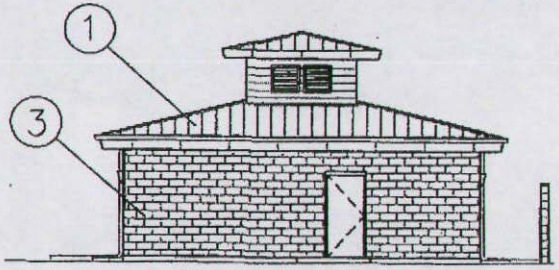
RESTROOM BUILDING NORTH ELEVATION

SCALE: 1/8" = 1'-0"



RESTROOM BUILDING WEST ELEVATION

SCALE: 1/8" = 1'-0"



RESTROOM BUILDING SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

1. STANDING SEAM METAL ROOF, MEDIUM BLUE
2. WOOD SIDING, SKY GRAY
3. CONCRETE MASONRY, SPLIT FACE, PAINT SKY GRAY

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

RESTROOM BUILDINGS,
ARCHITECTURAL ELEVATIONS

FIGURE: 18
PAGE: 41

DATE:
OCT 23, 2003
REV 3-25-04

R.V. PARK CROSS SECTION RENDERING

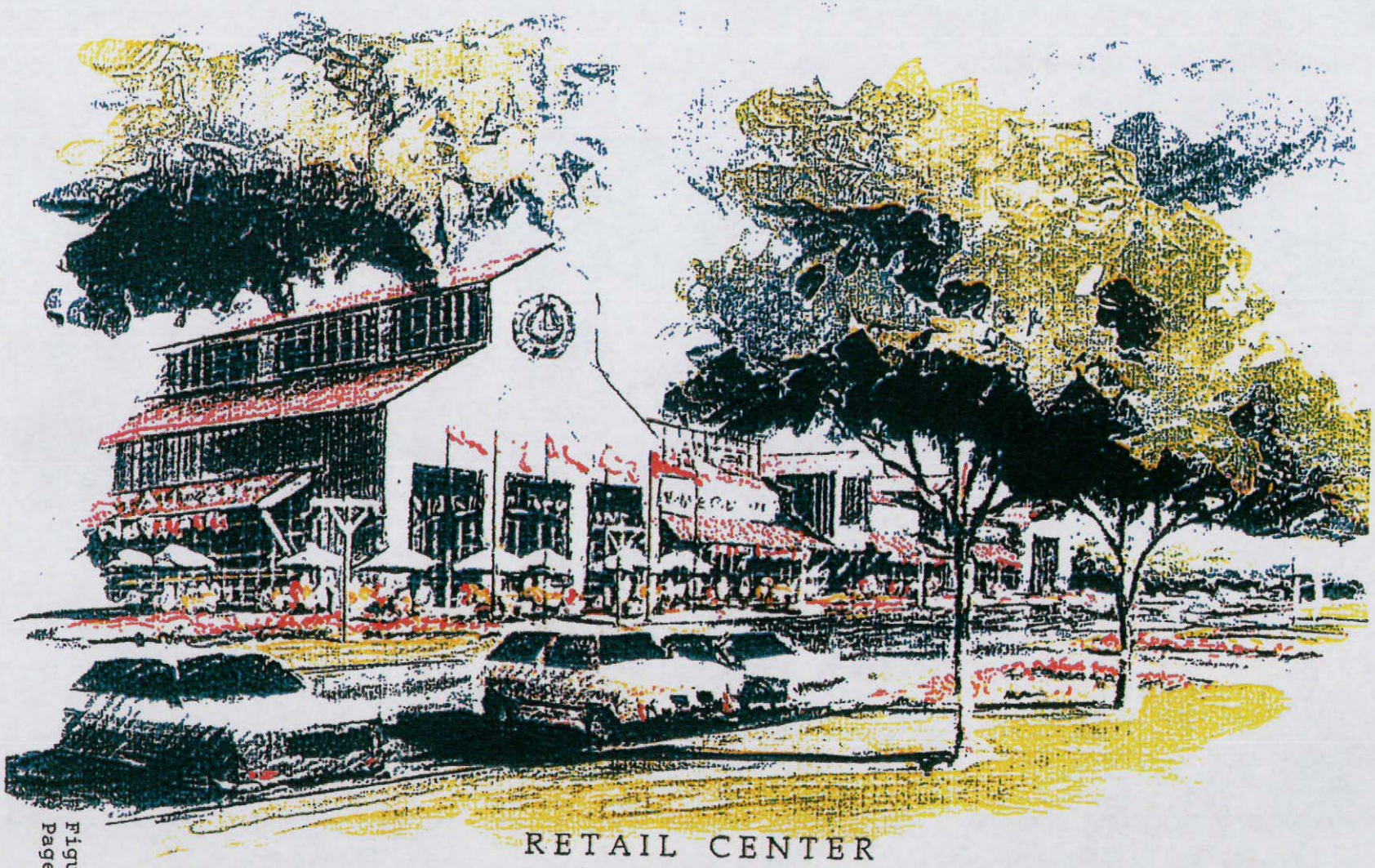
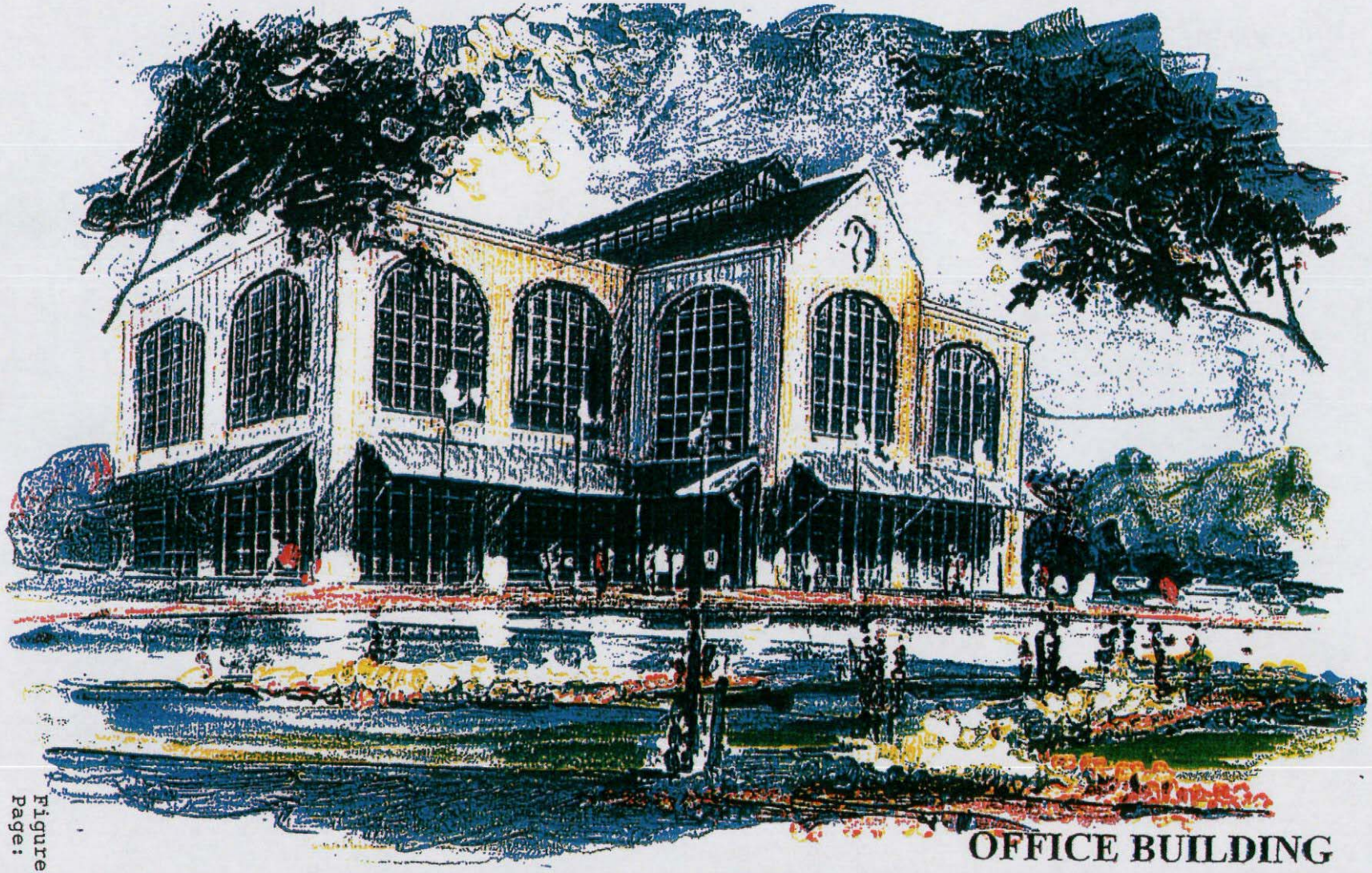


Figure: 20
Page: 43

RETAIL CENTER RENDERING



OFFICE BUILDING

OFFICE BUILDING RENDERING

Figure: 21
Page: 44

VI. EXTERIOR MECHANICAL, ELECTRICAL EQUIPMENT, SERVICE AREAS AND TRASH ENCLOSURE SCREENING

The following general standards apply to all projects within the Marina Landing Planned Development.

GENERAL STANDARDS

- All exterior mechanical, electrical equipment, service areas and trash enclosures shall be screened from view from the public right-of-way and adjacent properties to the approval of the Administrator.
- The materials, colors and style used for screening must be compatible with the building architecture.
- All roof-mounted equipment shall be screened from adjacent properties and public rights-of-way. The roof-mounted equipment shall be screened by actual building elements or parapets rather than an open lattice enclosure.
- Switch boxes, transformers, electrical and gas meters and other above ground or building-mounted utility elements shall be screened or located out of view from public roads or public areas, such as exterior entrances.
- Trash dumpsters and enclosures shall be located either inside a building or behind a visual barrier screening from streets / accessways and parking lots.
- Location of trash enclosures shall be shown on final plans as part of Site Plan Review. For the RV Park, a dumpster enclosure will be located as indicated on Figure 4 adjacent to the main building.
- Outdoor storage shall be prohibited.
- The screening design shall complement the building design. The method of screening shall be architecturally integrated in terms of materials, color(s), shape and size.
- All trash enclosures shall be designed of durable materials with finishes and colors that are consistent with or complementary to the overall architectural design. The trash enclosures gates shall be durable materials that visually screen the dumpster. Loading dock areas shall be prohibited.
- The location of the trash enclosures shall be approved by both Disposal Services and the Administrator.
- For the RV Park, surface-mounted receptacles will be provided as noted in Chapter 2, Section II. Locations for trash receptacles shall be as indicated on Figure 4 and will conform to details shown on Figures 12 and 13.

VII. LANDSCAPE ARCHITECTURE

Marina Landing Planned Development contains a total of 19.71 acres. Area of landscaping will be 5.28 acres, including 2.26 acres of artificial turf. Landscaping is required for 20 percent of the site, 3.94 acres. Use of artificial turf as an alternative to lawn is included in landscape area determination.

GENERAL STANDARDS

- Plant materials shall be selected from the Plant Palette in the Appendix of this Handbook.
- Landscaping in the Lincoln Way corridor shall utilize coniferous and deciduous trees so that there is color year-round and to soften the visual impact of screening walls.
- To compensate for the tapering in width of the landscape buffer from 32 to 27 feet at the Marina Lighthouse office complex, sizing of plant material shall be increased to 3 inch minimum caliper for deciduous trees and 10 feet for evergreen trees.
- All landscape areas shall be maintained in a neat and attractive condition. Minimum requirements shall include replacing dead or dying plant material, mowing, pruning, watering and general clean-up.
- Plant species that produce falling fruit or berries shall not be located adjacent to paved areas.
- There shall be a blend of evergreen and deciduous trees, shrubs and ground covers used to provide year-round visual interest.
- The use of site landscaping, walls, fences, sidewalks and pathways shall play an integral role in the overall site design. Colors and materials shall be complementary to finishes of the adjoining buildings.
- Irrigation systems shall be designed to provide fully water efficient, automatic, complete and adequate coverage (taking into consideration of wind patterns and other disruptive factors) while using water conservation methods. All planting areas shall have automatic irrigation systems with backflow prevention per City of Sparks code.
- Clustering or grouping of plant materials creates interest and variety and shall be used in the landscape design.
- Decorative paving shall be used in patios, entries, and / or other public areas. The materials shall complement building architecture. Decorative paving shall include stamped concrete, stone or brick which is compatible with the building.
- All landscaping shall comply with City of Sparks Code Chapter 20.32.
- For any landscaping in the right-of-way, the developer shall petition to the City to establish a landscaping district to provide for the maintenance of the landscape area. The method of maintenance for the landscaping shall be established prior to issuance of any building permit approved by the Parks and Recreation Director, the City Engineer and the Administrator. The 15 foot landscape corridor along Lincoln Way and Marina Gateway Drive will be maintained by the adjoining property owner.
- The following table summarizes the spacing of trees by species which is to be used for the spacing of trees in buffering areas, landscape corridor and landscape planters.

TREE SPECIES	TREE COMMON NAME	SPACING DISTANCE IN FEET (planted on center)
Evergreen Trees		
Chamaecyparis thyoides	White Cedar	3-4
Cu pressocyparis leylandi i	Leyland Cypress	3-4
Ch i nens is toru losa	Hollywood Juniper	3
Picea sp.	Spruce	30
Pinus flexilis	Limber Pine	25
Pinus jeffreyi	Jeffrey Pine	20
Pinus nigra	Austrian Pine	30
Pinus ponderosa	Ponderosa Pine	25
Pinus strobus	White Pine	30
Pinus sylvestris	Scots Pine	25
Deciduous Trees		
Catalpa bignonioides	Umbrella Catalpa	25
Celtis reticulata	Netleaf Hackberry	25
Crataegus spp.	Hawthorn	20
Fraxi n us oxycarpa	Raywood Ash	25
Gleditsia triacanthos linermis'	Thornless Honeylocust	30
Koel reuteria pan icu I ata	Goldenrain Tree	25
Malus spp.	Crabapple	25
Platanus acerifolia	London Planetree	30
Prunus spp.	Flowering Plum	25
Pyrus spp.	Flowering Pear	30
Quercus rubra	Red Oak	40
Sorbus aucuparia	Mountain Ash	25

MARINA RV PARK

- Each recreational vehicle space will have a specimen sized 2 to 3 inch caliper deciduous tree for shade purposes and turf area. The minimum turf area per RV space shall be 200 square feet. Turf may be of grass or artificial turf.
- The decorative 6 to 8 foot masonry wall along Lincoln Way from the west line of the RV Park site to Marina Gateway Drive shall be landscaped with 40% 2 inch caliper deciduous trees and 60% 8 foot evergreen trees planted per table.
- There shall be a minimum perimeter landscaping along the wall surrounding the RV Park with 40% 2 inch caliper deciduous trees and 60% 8 foot evergreen trees planted with spacing as indicated in the table on Page 47.
- The areas surrounding the recreational area (exclusive of the immediate area surrounding the pool), restroom facilities and other buildings shall be landscaped with turf and 1 tree per 300 square feet. The size shall be 2 inch caliper deciduous tree or 8 foot evergreen tree. Turf may be of grass or artificial turf.
- The end of each row of RV spaces shall be landscaped with not less than 3 trees per each end cap, turf and shrubs. Turf may be of grass or artificial turf. Trees shall be 2 inch caliper deciduous tree or 8 foot evergreen tree.
- An accentuated landscaping buffer (minimum width of 10 feet from pilasters) will be installed adjacent to the mobile home park west of the west boundary of the RV Park. Existing landscaping on the mobile home park property and outside the mobile home park scalloped masonry wall will remain in place, and access for maintenance of the existing trees and landscaping will be provided via the existing sidewalk. The sidewalk is located within the 10 foot buffer strip. The planting shall be a combination of plant materials (i.e. trees and shrubs) that create a visual screen between the existing mobile home spaces and the adjoining RV spaces. The trees/shrubs shall be predominantly evergreen or conifers, such as cyprus, juniper or cedar species, at planting to be 6 feet in height growing to 8 to 12 feet at maturity, and planted 3 to 4 feet on center so as to create a 'green wall." The plant species selected shall branch from the base to the top of the plant. The plants, as approved by the Administrator, shall be planted to provide 100% coverage within 3 years. Buffer strip landscaping is illustrated on Figure 4 and on Figure 16 for the area adjacent to Parlanti Lane.
- See Figure 4 for Conceptual Landscape Plan and Figures 8, 9 and 10 for RV Spaces Conceptual Landscape Plan. Detail for landscaping at Parlanti Lane is indicated on Figure 16. Total area of the RV Park is 13.39 acres. Landscaping totals 3.93 acres, equaling 29.4%, including alternative artificial turf as landscaping.

BUCCANEER LANDING

- Landscaping strips a minimum of 15 feet in width must be provided between parking lots and streets.
- Buffering landscape shall be landscaped with 40% 2 inch caliper deciduous trees and 60% 8 foot evergreen trees spaced as indicated in the table on Page 47.
- Buildings shall abut the landscape corridor along not less than 20% and not more than 40% of the frontage along Prater Way. To meet the building placement requirement, future buildings must be placed adjacent at a minimum of 20% of the site's frontage along Prater Way. As an option, in lieu of the requirement for buildings to abut at least 20% of the frontage, a 30 foot wide landscape buffer may be provided adjacent to Prater Way along a minimum of 55% of the site's frontage. If the option for the 30 foot wide landscape buffer is provided, parking and access may be located adjacent to the buffer between any buildings.

REQUIRED LANDSCAPING

- 15% of the site in addition to the landscaping strip listed above:
- 1 tree per 500 square feet of required landscaping
- 1 tree per every 7 parking spaces
- Amount of lawn area will comply with the City of Sparks Landscaping Ordinance Title 20.
- A special "monument treatment" with landscaping, a water feature, plants, etc. will be placed at the entrance of each project as shown on the Signage Concept exhibit in the Sign Section of this Handbook.
- An accentuated landscaping buffer will be installed along Parlanti Lane. This will be at a minimum street trees planted per the table selected from the Marina Plant List recommending Red Oak.
- Landscaping planter widths shall be per Buccaneer Landing Landscape Concept. See Figure 5 for Buccaneer Landing Conceptual Landscape Plan. Total area of the site is 3.86 acres of which .70 acres or 18.13% are landscaped.

MARINA LIGHTHOUSE

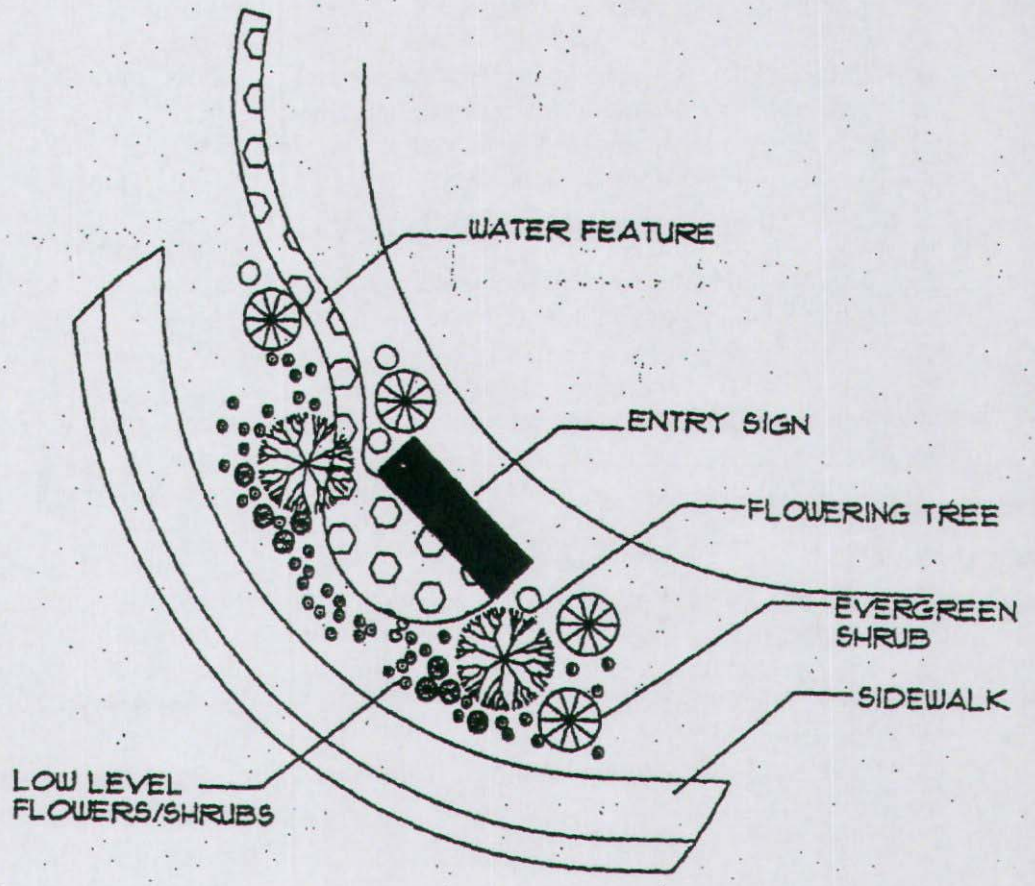
- Landscape strips will be a minimum of 10 feet in width. Along Lincoln Way, the landscape strip shall be 15 feet minimum. The landscape strip along Marina Gateway Drive shall be a minimum of 25 feet, including a water feature.
- Buildings shall abut the landscape corridor along not less than 20% and not more than 40% of the frontage along Lincoln Way.
- Building landscaping shall be a minimum width of 5 feet adjacent to building (all sides) when entrance plazas (minimum 1,000 square feet each, as shown in Marina Lighthouse Landscape Concept) are provided or when no plazas are provided, a minimum of 10 feet landscaping adjacent to building (all sides).

REQUIRED LANDSCAPING

- 25% of the site in addition to the landscape strip listed above:
  - 1 tree for every 500 square feet of required landscaping
  - 1 tree for every 7 required parking spaces
  - Lawn percentages must comply with the City of Sparks relationships between the various landscaping components.
  - Minimum tree sizes shall be 2 inch caliper for deciduous trees and 8 feet for evergreen trees.
- Buffering landscape shall be landscaped with 40% 2 inch caliper deciduous trees and 60% 8 foot evergreen trees planted at spacing indicated in the table on Page 47.
- Landscaping shall be per Marina Lighthouse Landscape Concept. Refer to the Landscape Concepts for Marina Lighthouse.
- See Figure 6 for Conceptual Landscape Plan. Total area of the site is 2.46 acres. Landscaped area, .65 acres, 26.42%.

ENTRANCE MONUMENT SIGN

- There shall be an entry monument sign located at E. Prater Way and Marina Gateway Drive.
- There may be water features designed as an integral part of the sign monument.
- Deciduous trees shall be sized with 50% 2 inch caliper and 50% 3 inch caliper at time of planting. Evergreen trees shall consist of 60% 8 feet in height and 40% 6 feet in height. A minimum of 6 trees will be required.
- A minimum of 50% of the shrubs shall be 5 gallons or larger at planting.
- There shall be 100% coverage within 3 years of the planting.
- Refer to Typical Entry Sign Conceptual Landscaping, Figure 22 on Page 51.
- No bark mulch.



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

SIGN LANDSCAPE CONCEPT

FIGURE: 22
PAGE: 51

DATE:
AUG 20, 2003
REV 3-23-04

VIII. SIGNS

GENERAL STANDARDS

- See Figure 23 for Marina Landing Signage Concept Plan
- Marina Landing signs shall be developed in an overall theme that connects the various sign types.
- The public entrance to Marina Landing will have a rock monumental water feature (optional) and plants. Refer to Entry Monument Design.
- Signs shall identify and locate, rather than advertise and sell.
- Wall sign lighting shall be internally or indirectly illuminated with no exposed electrical wiring or company decal.
- The signs identifying the individual developments will be located at the entrance of the recreational vehicle resort and at the northwest corner of Lincoln Way and Marina Gateway Drive ~~and at the southwest corner of E. Prater Way and Marina Gateway Drive~~. These signs will have design concepts identified in the entry signs exhibit indicated as Marina Landing. Refer to Entry Sign Concept.
- All monument and freestanding signs shall be located off of the right-of-way. All monument or freestanding signs shall be located in conformance with safe siting standards as set forth in the current edition of *Policy on Geometric Design of Highway and Streets.*
- Signs on the buildings will be limited to internally lit channeled letters, brass letters and similar. Halo lighting shall be permissible.
- Directional signs maximum size shall be 4 square feet with a maximum height of 5 feet and placed throughout the projects as needed.
- Any sign can be made of a variety of components; a cabinet shall not be more than 25% of these components.
- All signs will be placed in such a way as to not create site obstruction for motorists.

MARINA RV PARK

- The sign will be located along Lincoln Way. The sign will have architectural character matching that of the office / clubhouse. The designated design concept is nautical, and the building and signs shall be consistent.
- Directional, identification and traffic control signs shall be per Sparks City codes and standards.
- See Figure 23 for Signage Concept Plan and Figure 24 for RV Park Sign Illustration.

BUCCANEER LANDING

- ~~The Commercial Center will be allowed a maximum of one 8 foot tall, and totaling 120 square feet, center identification monument sign that complements the building theme as shown in the Commercial Property Sign rendering, Figure 25 on Page 56.~~
- ~~The entry sign to Buccaneer Landing will have a modern look with a trellis type treatment, and it also incorporates a wave look in the sign structure, as well as a lighting.~~
- One monument sign (a maximum of 8 feet tall and totaling 60 square feet) will be allowed between the existing driveway to the Commercial Center from East Prater and

the intersection of East Prater and Marina Gateway Drive. This sign is intended to provide identification and advertising of an individual business located on the easterly portion of the Buccaneer Landing Commercial Center. There shall not be any other individual monument signs for individual buildings or tenants.

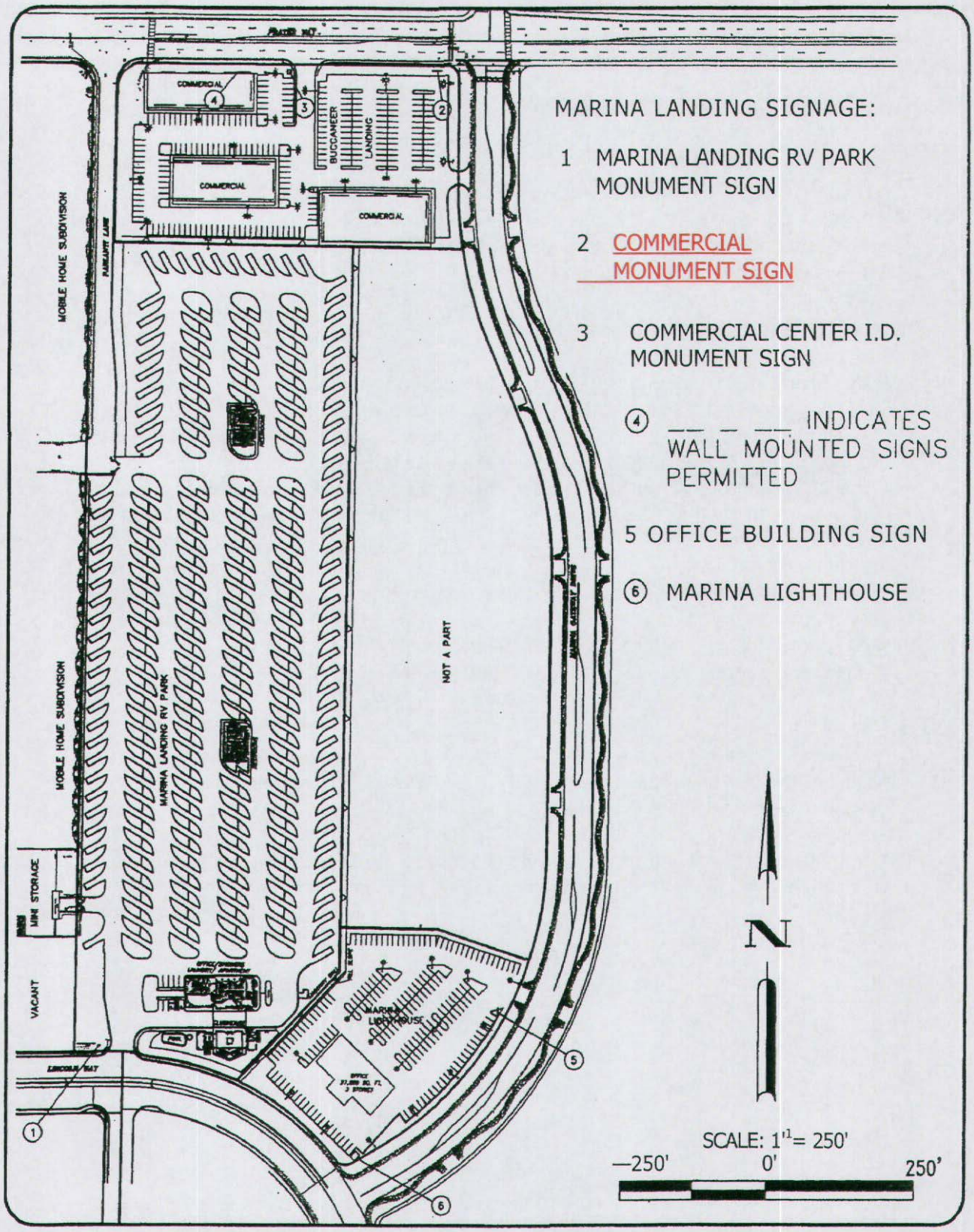
- Building sign area shall be consistent with Sparks Municipal Code and will be allowed on the public fronts facing the street or parking lot only.
- Within the Commercial Center, the total allowable sign area shall be that which is allowed in the City of Sparks neighborhood commercial (C1) zoning district.
- See Figure 25 for Commercial Sign Illustration.

MARINA LIGHTHOUSE

- A monument building identification sign, a maximum of 6 feet in height and 120 square feet, consistent with the architectural theme will identify the offices.
- The Marina Lighthouse office building shall allow sign amounts consistent with the professional office zoning classification of the City of Sparks.
- A miniature lighthouse will be installed in the required landscaping area of the Marina Lighthouse and shall operate as a symbolic center. This will be the identification sign for the office building and will be incorporated into the monument. It will not be included in the sign calculations.
- Building identification signs consistent with Sparks Municipal Code will be allowed on the public fronts facing the street or parking lot.
- See Figure 26 for Marina Lighthouse Sign Illustration.
- See Figure 27 for rendering of the Marina Lighthouse.

ENTRY SIGN

- ~~A maximum 8 foot tall, and totaling 120 square feet, monument sign with a water feature shall be located at the corner of Marina Gateway Drive/E. Prater Way. The landscaping shall be per the Landscape Standards in this Handbook.~~
- See Figure 28.
- The lighthouse feature to be located on the corner of Marina Gateway Drive and Lincoln Way will be a maximum of 8 feet tall and to the approval of the Administrator.



Knopf Sharp & ASSOCIATES
a Division of Quad Knopf, LLC

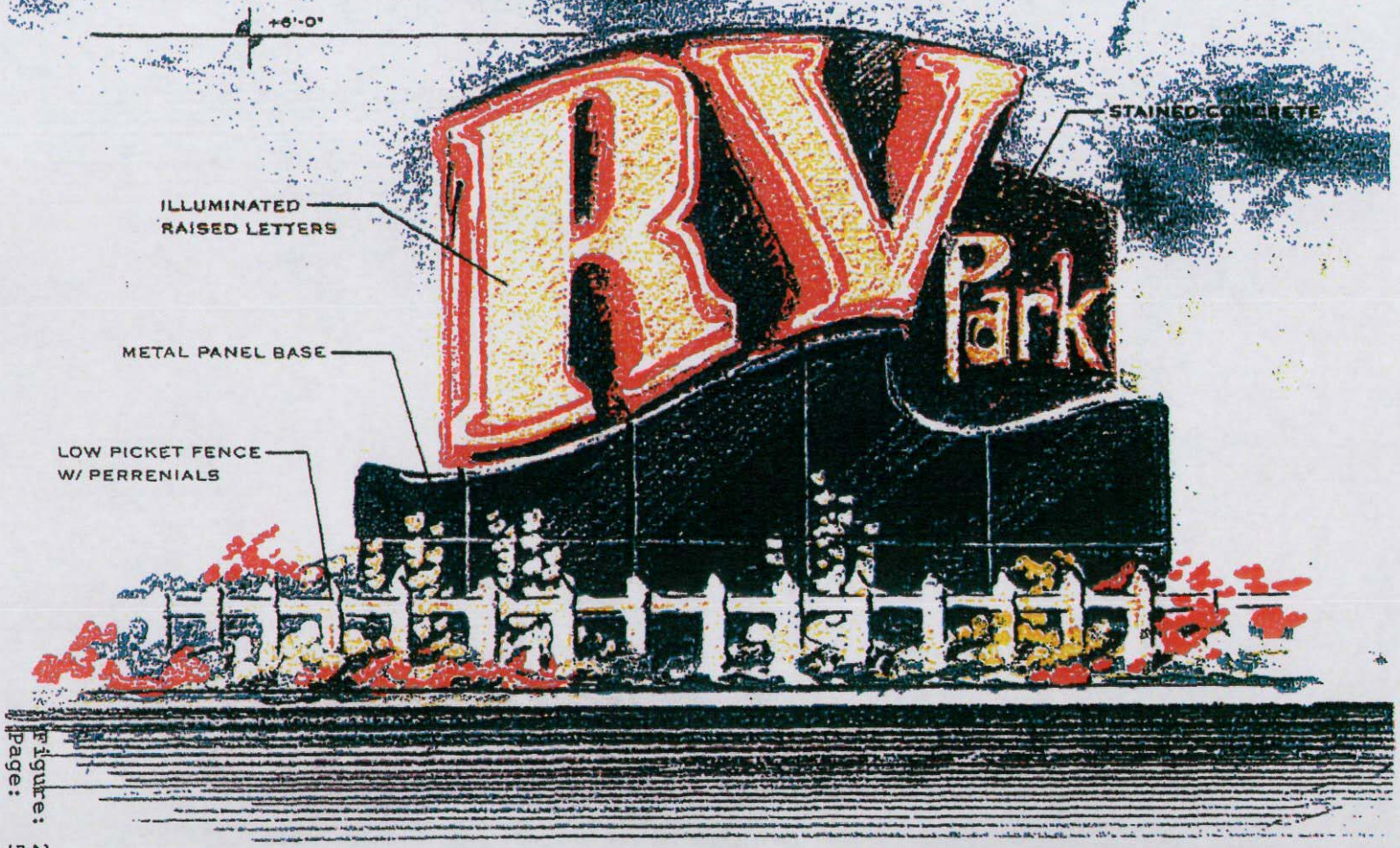
MARINA LANDING

SIGNAGE CONCEPT

FIGURE: 23
PAGE: 54

DATE:
AUG 20, 2003
REV 3-23-04

R.V. PARK SIGNAGE



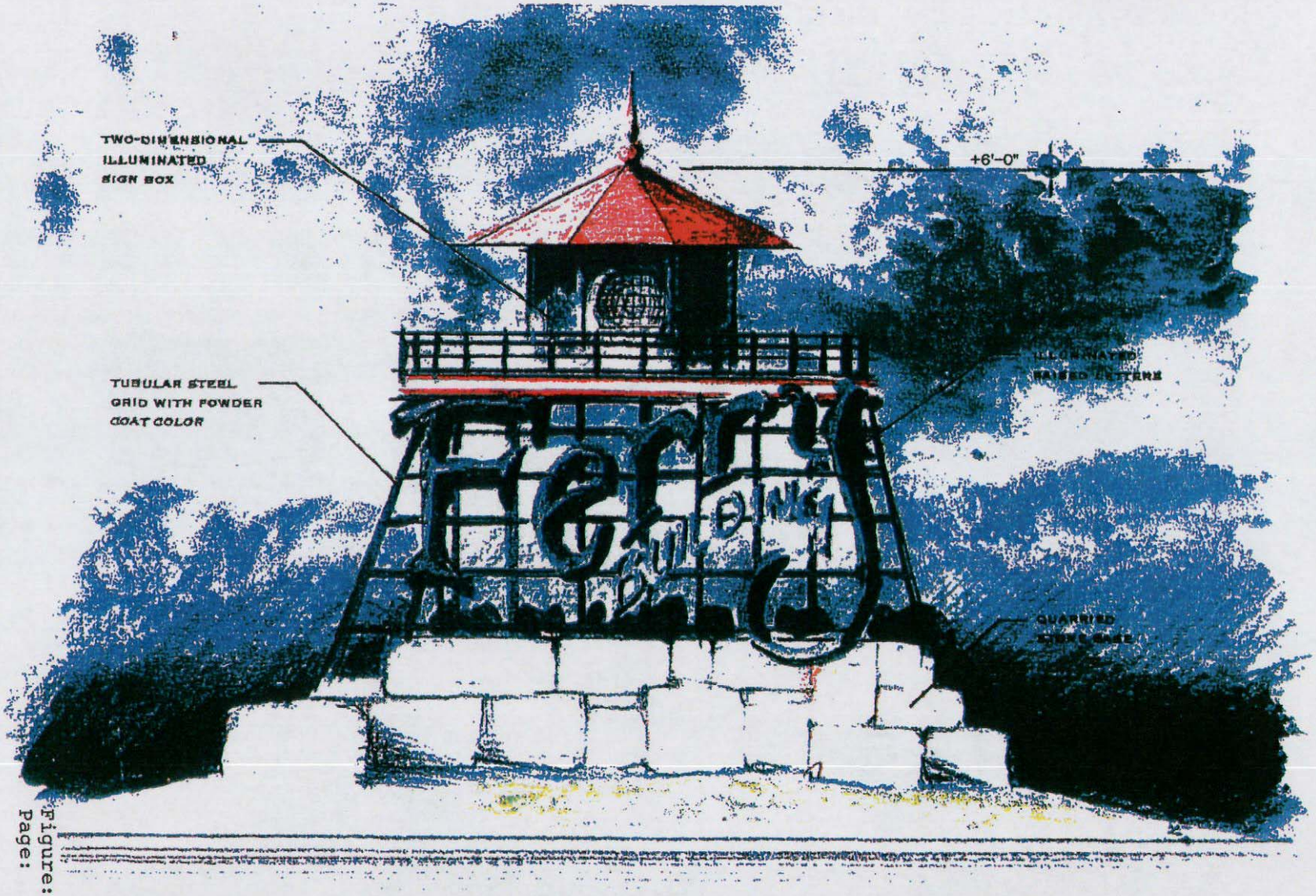
MARINA R.V. PARK SIGN ILLUSTRATION

COMMERCIAL PROPERTY SIGNAGE

COMMERCIAL SIGN ILLUSTRATION

OFFICE BUILDING SIGNAGE

MARINA LIGHTHOUSE SIGN ILLUSTRATION



MARINA LIGHTHOUSE RENDERING

ENTRY MONUMENT SIGN

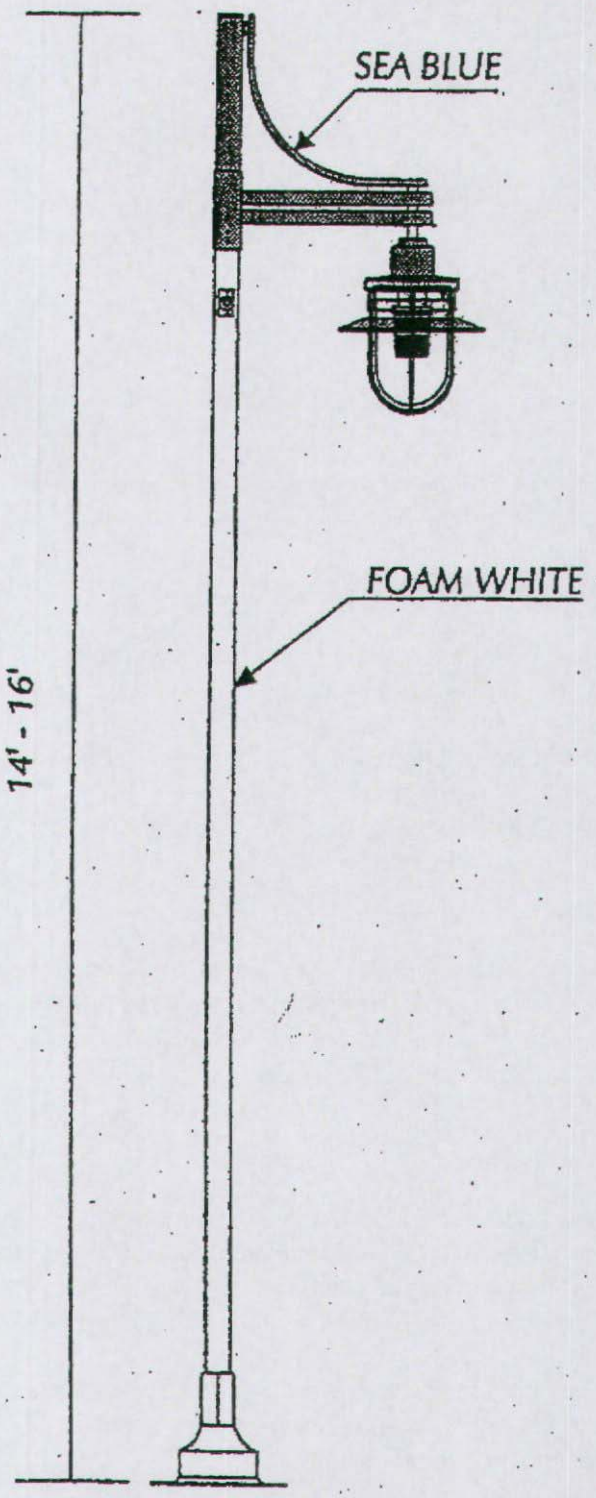
ENTRY SIGN

IX. LIGHTING

GENERAL STANDARDS

The following lighting standards shall apply to all development within the Marina Landing development.

- The light standards in this development will be equivalent to the street light standards that have been utilized at the Sparks Marina Park. These standards have primary colors of blue and white. A unity of design theme from the entrances of the development at E. Prater Way / Marina Gateway Drive entrance point shall be achieved.
- Parking lot lights shall be shielded to prevent "spill-over" onto residential properties.
- The recreational vehicle park will have low level illumination (not over 8 feet in height), relative to safe internal pedestrian levels. There shall be bollard type lighting at each RV space and necessary lighting at the restroom facilities, mounted on the building.
- The Buccaneer Landing commercial center will not orient lighting to the west to reduce impacts upon the Sierra Royal Mobile Home Subdivision.
- Service area lighting shall be contained within the service area and not 'spill-over" outside of the service area or loading / trash enclosure area.
- Building illumination and architectural lighting shall be indirect. Architectural lighting shall accent the building in addition to providing functional lighting.
- No parking lot light standard shall be placed within 50 feet of residential properties. No parking lot pole shall exceed 12 feet in height within 50 feet of residentially used property.
- The developer shall petition to the City to establish a Lighting District to provide for the maintenance of the street lighting approved by the Parks and Recreation Director, the City Engineer and the Administrator.
- Illustrations for exterior lighting concepts have been incorporated into conceptual site plans. See Figure 5 for Buccaneer Landing lighting concept and Figure 6 for Marina Lighthouse lighting concept.



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

SITE LIGHTING DETAIL

FIGURE: 29
PAGE: 61

DATE:
AUG 20, 2003
REV 3-23-04

X. BUFFERING I WALLS

GENERAL STANDARDS

- Masonry walls combined with landscaping will be provided as indicated on Conceptual Site and Landscape Plans, Figures 4, 5 and 6. The colors of the wall will be in tones of beige / tan. There will be a concrete cap on the wall. The wall shall be protected with anti-graffiti coating and incorporate defensive plants (thorns, needles, etc.). There shall be decorative pilasters spaced at even intervals complementing the wall.
- See Figure 30 for masonry wall details.

MARINA RV PARK

- A 6 to 8 foot high decorative masonry fence that with landscaping as described in the Landscape Section of this Handbook shall be provided on the entire perimeter of the RV Park. See Figure 30 for details.
- The existing scalloped wall on the east side of the adjoining mobile home park will not be modified.
- There shall be a 10 foot landscape buffer as measured from the pilasters of the existing scalloped wall surrounding the mobile home park. Within the 10 foot buffer a 6 foot black vinyl coated chain link fence, landscaped with vines and columnar shrubs spaced at 3 to 4 feet, shall be constructed as described in Chapter 2, Section VII, to create a "green wall' effect.
- See Figure 4 for masonry wall landscaping buffer conceptual plan.

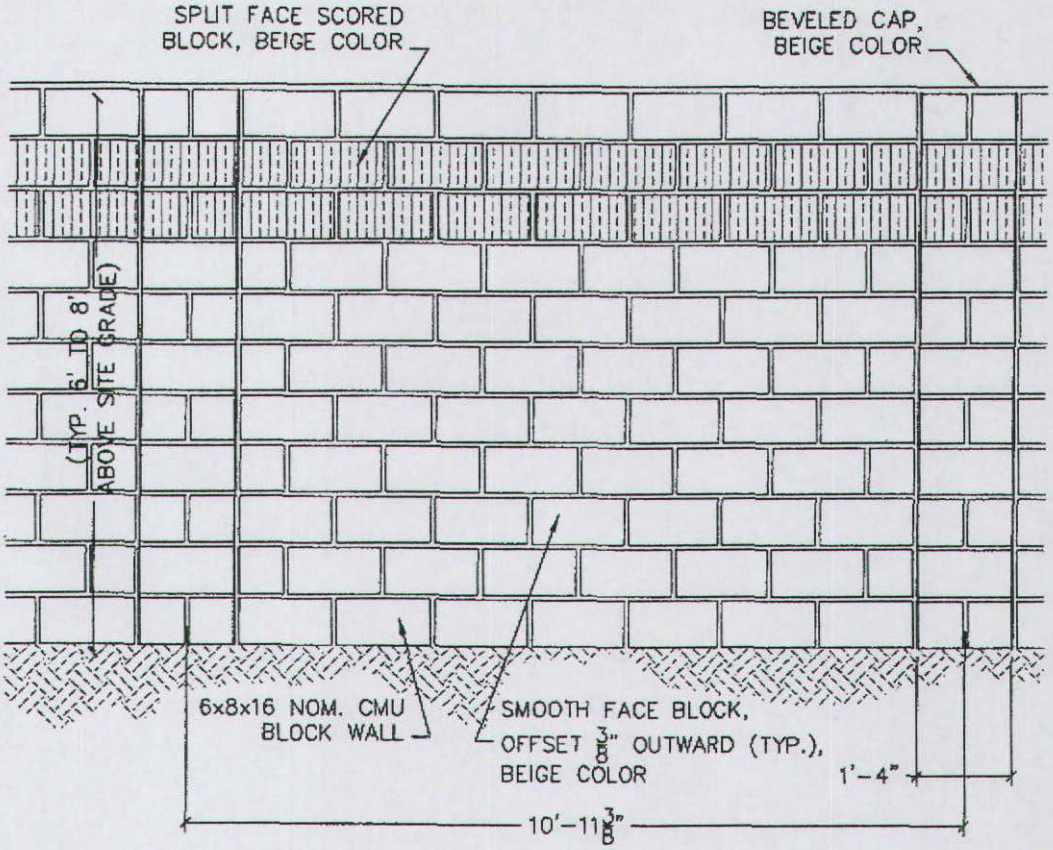
BUCCANEER LANDING

- The south property boundary will have an 8 foot decorative masonry wall and landscape as described in the Landscape Section of this Handbook.
- There shall be a minimum of 10 feet of landscaping along the south property line.
- See Figure 5 for landscaping/ wall buffer concept.

MARINA LIGHTHOUSE

- Public street frontage landscape strips will be a minimum of 15 feet in width between parking lots and streets along Lincoln Way and Marina Gateway Drive. The landscaping shall be as described in the Landscape Section of this Handbook.
- There shall be a minimum of 10 feet of landscaping screening for a 6 to 8 foot wall between the RV Park and office.
- Along the north property there shall be a minimum of 10 feet of landscaping along the property line per the Standards in the Landscape Section of this Handbook.
- See Figure 6 for landscaping buffer concept plan.

NOTE: ANTI-GRAFFITI COATING SHALL BE APPLIED TO ALL EXPOSED SURFACES.



ELEVATION

SCALE: 3/8" = 1'-0"

Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING RV PARK

ELEVATION
DECORATIVE MASONRY WALL

FIGURE: 30
PAGE: 63

DATE:
AUG 20, 2003
REV 3-25-04

APPENDICES

Appendix A	Legal Descriptions and Property Identification Exhibit Map
Appendix B	Plant Palette
Appendix C	Solaegui Engineers, Traffic Analysis dated August 21, 2003

APPENDIX A

LEGAL DESCRIPTIONS

Properties Incorporated into
Marina Landing
Planned Development

Parcel A — A portion of APN 037-030-37
Parcel B — APN 037-062-05
Parcel C — A portion of APN 037-020-41
Parcel D — A portion of APN 037-020-46
Parcel E — Vacated portion of Prater Way right-of-way

All parcels are located in the SW ¼ and the SE ¼ of Section 3, T. 19 N., R. 20 E., M.D.M. within the City of Sparks, Washoe County, Nevada and are more specifically described as follows.

Parcel A:

A portion of Parcel B of Parcel Map for Manke Properties, LLC, recorded as Document No. 2661761 on March 8, 2002 in the Official Records of Washoe County, Nevada, (Parcel Map No. 3845), being the easterly approximately 80.00 feet of said Parcel B and more specifically described as follows:

Beginning at the southeast corner of said Parcel B, the TRUE POINT OF BEGINNING;
Thence from the Point of Beginning South 89°27'50" West, 79.93 feet;
Thence North 00°51'36" East, 188.00 feet to the southeast corner of Parcel A as shown on Parcel Map No. 3845;
Thence North 00°51'36' East, 21.38 feet;
Thence South 89'49'56" East, 80.01 feet;
Thence South 00°53'10" West, 208.40 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 0.38 acres, more or less.

Parcel B:

Parcel 1 (Parlanti Lane) of Record of Survey for William A. Manke, Robert L. Helms, recorded as Document No. 1943619 on November 20, 1995 in the Official Records of Washoe County, Nevada, (Survey Map No. 2950).

The above described parcel contains 2.588 acres, more or less.

Parcel C:

A portion of Parcel 4 of Parcel Map for Ghiggeri Ranch, L.L.C., recorded as File No. 2604475 on October 10, 2001 in the Official Records of Washoe County, Nevada, (Parcel Map 3811) and being more specifically described as follows:

Beginning at a point from which the south one-quarter corner of Section 3 bears South 11 °46'29" West a distance of 2,686.26 feet; a point on the northerly line of said Parcel 4, the TRUE POINT OF BEGINNING;
Thence on a line bearing North 89°48'44" West a distance of 469.14 feet;
Thence on a curve to the left having a radius of 40.00 feet, through a central angle of 89°19'40" and an arc length of 62.36 feet;
Thence South 00°51'36" West a distance of 1,573.15 feet;
Thence South 76°35'47" East a distance of 0.04 feet;
Thence on a curve to the right from a tangent bearing North 89°27'50" East, having a radius of 100.00 feet, through a central angle of 18°20'08" and an arc length of 32.00 feet;
Thence on a curve to the left having a radius of 100.00 feet, through a central angle of 11 °4117" and an arc length of 20A0 feet;
Thence on a curve to the right having a radius of 443.50 feet, through a central angle of 45°46'19' and an arc length of 354.30 feet;
Thence on a curve to the left having a radius of 20.00 feet, through a central angle of 81°17'20' and an arc length of 28.38 feet;
Thence North 60°35'39" East a distance of 53.02 feet;
Thence on a curve to the left having a radius of 550.00 feet, through a central angle of 42°14'48" and an arc length of 405.54 feet;
Thence North 71°39'10' West a distance of 160.06 feet;
Thence North 89°08'43" West a distance of 245.38 feet;
Thence North 00°51'36" East a distance of 1,106.82 feet;
Thence South 89°48'44" East a distance of 79.28 feet;
Thence North 00°51'36" East a distance of 4.33 feet;
Thence South 89°08'24" East a distance of 184.44 feet;

Thence on a curve to the right from a tangent bearing North 08°52'51" West, having a radius of 650.00 feet, through a central angle of 09°04'08" and an arc length of 102.88 feet;
Thence North 00°11'16' East a distance of 175.51 feet;
Thence on a curve to the left having a radius of 20.00 feet, through a central angle of 90°00'00" and an arc length of 31.42 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 14.72 acres, more or less.

Parcel D:
All that certain real property situate in the southeast one-quarter of Section 3, T. 19 N., R. 20 E., M.D.M., being a portion of Parcel 2-B of Map to Offer for Dedication, recorded as File No. 2693070 in the Official Records of Washoe County, Nevada, on May 29, 2002 (Dedication Tract Map 4084) and being more specifically described as follows:

Commencing at a point from which the south one-quarter corner of Section 3 bears South 30°37'04" West a distance of 1,359.13 feet; the southeasterly corner of said Parcel 2-B; thence North 71°39'1 0' West a distance of 160.06 feet; thence North 89°08'43" West a distance of 166.10 feet to the TRUE POINT OF BEGINNING;
Thence North 89°08'43" West a distance 79.28 feet;
Thence North 00°51'36" East a distance of 1,106.82 feet;
Thence South 89°48'44" East a distance of 79.29 feet;
Thence South 00°51'36" West a distance of 1,107.74 feet to the TRUE POINT OF BEGINNING.

The above described parcel contains 2.01 acres, more or less.

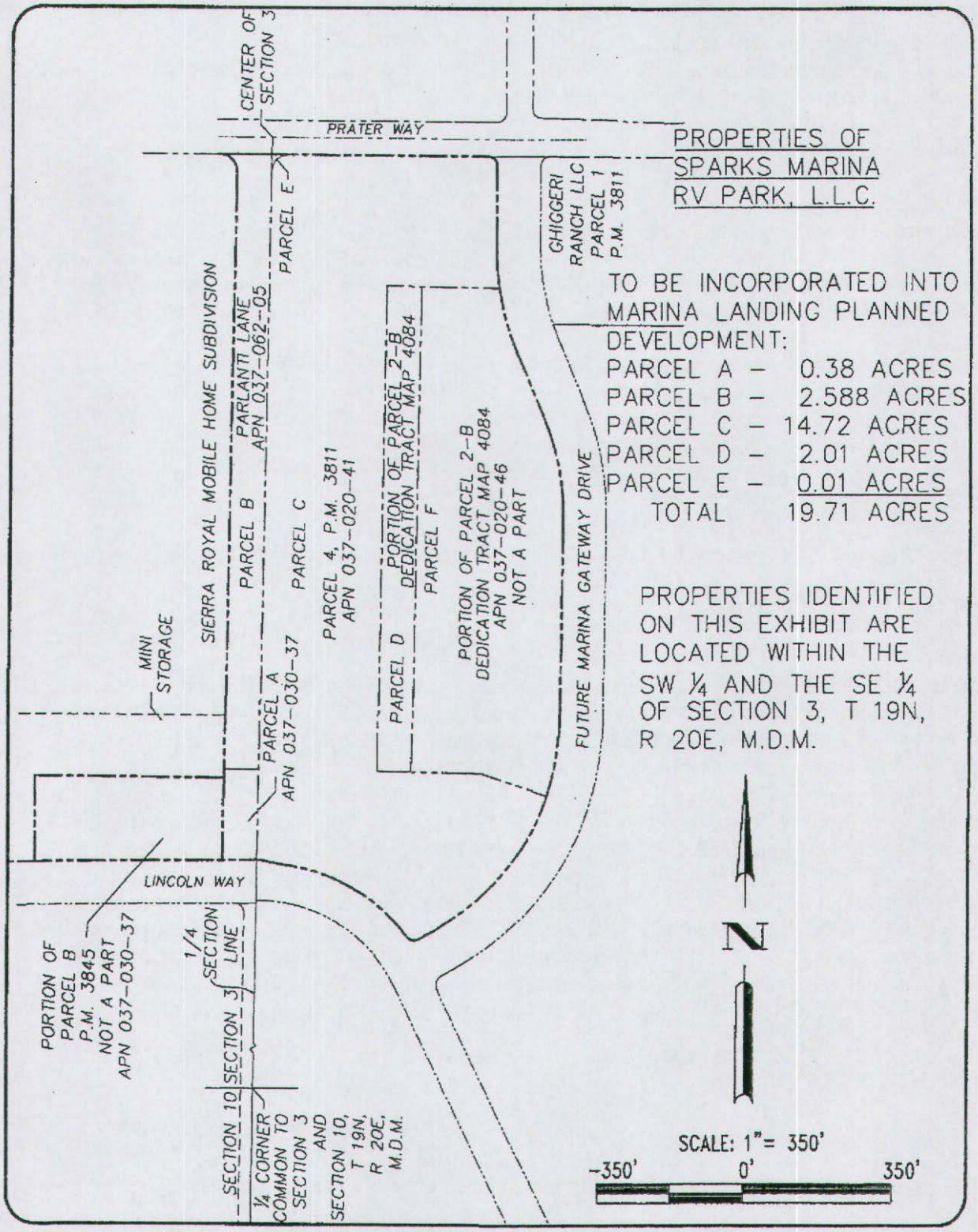
Parcel E:
A portion of a portion of right-of-way for a public street known as Prater Way, said portion of right-of-way having been conveyed to the City of Sparks by that certain DEED OF DEDICATION filed in the Official Records of Washoe County as Document No. 1413289 on July 16, 1990, and said portion of a portion of right-of-way being more specifically described as follows:

Commencing at the east quarter corner of Section 3, T. 19 N., R. 20 E., M.D.M.; thence along the east-west centerline of said Section 3, N 89°48'41" W, a distance of 2,633.02 feet to the center of said Section 3; thence along the north-south centerline of said Section 3, S 00°51'36" W, a distance of 40.00 feet to the TRUE POINT OF BEGINNING; thence continuing along said north-south centerline S 00°51'36" W, a distance of 3933 feet to a point of cusp; thence on a curve to the right from a tangent bearing N 00°51'36' E, having a radius of 40.00 feet through a central angle of 89°19'40' and an arc length of 62.36 feet to a point of cusp; thence N 89°48'44" W, a distance of 39.53 feet to the POINT OF BEGINNING, containing an area of 334 square feet, more or less.

Prepared By:

PROFESSIONAL LAND SURVEYOR · STATE OF NEVADA
MILTON L. SHARP
6-8-04
No. 1255

Milton L. Sharp, P.L.S. 1255
Expiration: June 30, 2004



Knopf Sharp
& ASSOCIATES
a Division of Quad Knopf, LLC

MARINA LANDING

PROPERTY IDENTIFICATION EXHIBIT

FIGURE: A1

DATE:
OCT 6, 2003
REV 3-18-04

PLANT PALETTE

EVERGREEN TREES

CHAMAECYPARIS THYOIDES / WHITE CEDAR
CUPRESSOCYPARIS LEYLAND!' / LEYLAND CYPRESS
PICEA ABIES / NORWAY SPRUCE
PINUS FLEXILIS / LIMBER PINE
PINUS JEFFREY! / JEFFREY PINE
PINUS NIGRA / AUSTRIAN PINE
PINUS STROBUS I WHITE PINE
PINUS SYLVESTRIS I SCOTCH PINE

DECIDUOUS SHADE TREES

CATALPA BIGNONIOIDES 'NANA' / UMBRELLA CATALPA
CELTIS / HACKBERRY
CRATAEGUS SPP. / HAWTHORN
GLEDITSIA T. 'INERMIS' I THORNLESS HONEYLOCUST
GLEDITSIA TRIACANTHOS I HONEYLOCUST
PLATANUS ACERIFOLIA / LONDON PLANETREE
QUERCUS RUBRA / RED OAK

FLOWERING ACCENT TREES

KOELREUTERIA PANICULATA I GOLDENRAIN TREE
MALUS / FLOWERING CRABAPPLE
PRUNUS SPP. / FLOWERING PLUM, FLOWERING CHERRY
PYRUS / FLOWERING PEAR
SORBUS AUCUPARIA / MOUNTAIN ASH

SHRUBS

ACER GINNALA / AMUR MAPLE
ARTEMISIA TRIDENTATA / BIG SAGE
ARTEMISIA BIGELOVII / BIGELOW SAGE
ARTEMISIA FRIGIDA / FRINGED SAGE
BERBER'S / BARBERRY
BUDDLEIA DAVIDII / BUTTERFLY BUSH, ORANGE-EYE
CHAENOMELES SPECIOSA / FLOWERING QUINCE
CORNUS STOLONIFERA / RED TWIG DOGWOOD
COTONEASTER DAMMERI / BEARBERRY COTONEASTER
COTONEASTER HORIZONTAL'S I ROCK COTONEASTER
COTONEASTER MULTIFLORUS I FLOWERING COTONEASTER
EUONYMUS ALATUS 'COMPACTUS' / DWARF BURNING BUSH
HIBISCUS SYRIACUS / ROSE OF SHARON
JUNIPERUS COMMUNIS / MOUNTAIN COMMON JUNIPER
JUNIPERUS CHINENSIS 'ARMSTRONG' / ARMSTRONG GLOBE JUNIPER
JUNIPERUS CHINENSIS 'PFITZERIANA' / PFITZER JUNIPER
JUNIPERUS CHINENSIS TORULOSA / HOLLYWOOD JUNIPER
JUNIPERUS HORIZONTALIS / CREEPING JUNIPER
LONICERA JAPONICA `HALLIANA' / HALL'S HONEYSUCKLE
MAHONIA AQUIFOLIUM / OREGON GRAPE
PHILADELPHUS LEWISII I MOCK ORANGE

PLANT PALETTE

SHRUBS

PHOTINIA SERRULATA / CHINESE PHOTINIA
PINUS MUGO I MUGO PINE
POTENTILLA F. 'TANGERINE' / ORANGE-FLOWERING POTENTILLA
PYRACANTHA COCCINEA / FIRETHORN
RIBES ALPINUM / ALPINE CURRANT
SPIRAEA B. 'LIMEMOUND' I LIMEMOUND SPIRAEA
SPIRAEA VANHOUTTEI / VANHOUTTE SPIRAEA
SYRINGA VULGARIS / COMMON LILAC
THUJA OCCIDENTALIS / AMERICAN ARBORVITAE
YUCCA FILAMENTOSA / ADAMSNEEDLE YUCCA

GROUND COVERS & PERENNIALS

AJUGA REPTANS / COMMON BUGLE
ARCTOSTAPHYLOS / BEARBERRY
ARTEMISIA SCHMIDTIANA / SILVER MOUND
ATRIPLEX GARDNERI / GARDNER'S SALTBUSH
CLEMATIS JACKMANII / JACKMAN CLEMATIS
CLEMATIS ORIENTAL'S I ORIENTAL CLEMATIS
COTONEASTER 'LOWFAST I PROSTRATE
COTONEASTER EUONYMUS FORTUNE! I
WINTERCREEPER EUPHORBIA MYRSINITES / MYRTLE
SPURGE HYPERICUM CALYCINUM I ST. JOHNSWORT
JUNIPERUS HORIZONTAL'S / CREEPING JUNIPER
LAVANDULA SP. / LAVENDER
LON10ERA JAPONICA I JAPANESE HONEYSUCKLE
MAHONIA REPENS / CREEPING BARBERRY
PARHENOCISSUS OUINQUEFOL1A / VIRGINIA CREEPER
POLYGONUM AUBERTII / CHINESE FLEECEVINE
POTENT' LLA VERNA / CINQUEFOIL
SANTOLINA CHAMAECYPARISSUS / LAVENDER
COTTON THYMUS SERPYLLUM / MOTHER-OF-
THYME THYMUS VULGARIS / COMMON THYME
VINCA MINOR / DWARF / COMMON PERIWINKLE

MEADOW GRASSES

FESTUCA SP. / FESCUE
PENNISETUM SP. / FOUNTAIN GRASS
PHALARIS ARUNDINACEA / REED CANARYGRASS
STIPA GIGANTEA / GIANT FEATHER GRASS

TURF GRASSES

BUCHLOE DACTYLOIDES / BUFFALO GRASS
FESTUCA / FESCUE
LOLIUM PERENNE I PERENNIAL RYEGRASS
PENNISETUM I FOUNTAIN GRASS
POA PRATENSIS / KENTUCKY BLUEGRASS

SOLAEGUI

ENGINEERS

August 21, 2003

Mr. John Martini
City of Sparks
1675 E. Prater Way
Sparks, *NV* 89434

Re: Marina Landing

Dear John:

At the request of the project developers we have prepared the following trip generation calculations. They plan to construct a 311 space recreation vehicle park, retail shops and an office building on the proposed site. The RV park has been enlarged since the previous application on this project submitted in May, 2002. The original submittal included 268 RV spaces, 41,000 square feet of retail area, 27,000 square feet of general office, and a not a part parcel. The number of RV spaces has now been increased by43 to 311 spaces. The previous not a part land will now be fully developed.

Trip generation calculations were based upon information taken from the Sixth Edition of *ILK Trip Generation* (1997) for Land Use 416: Campground/Recreational Vehicle Park. The worksheets are attached. A summary of the anticipated average daily and peak hour traffic volumes for the original 268 spaces and now the 311 total is shown below:

TRIP GENERATION

LAND USE	ADT	AM PEAK HOUR	PM PEAK HOUR
RV Park 268 Spaces	1,040*	72	104
RV Park 311 Spaces	1,210*	84	121
Difference	+170	+12	+17

* The ADT values are calculated based on a -10% PM peak hour factor.

Solaegui Engineers Ltd. • 715 *H* Street • Sparks, Nevada 89431 • 775/358-1004 • FAX 775/358-1098

Civil & Traffic Engineers
e-mail: psolaegui@aol.com

Based on the low trip generation increase, only 170 ADT and 17 PM peak hour trips, we do not anticipate that a formal traffic study will be required. The project generates an increase in traffic; however the total is well below the traffic volume threshold requirement. I trust that this information will meet your requirements. Please call if you have any questions or comments.

Very truly yours,
SOLAREGUI ENGINEERS, LTD.

Paul W. Solaegui, P.E.

REGISTERED PROFESSIONAL ENGINEER
PAUL W. SOLAEGUI
CIVIL
No. 7163
STATE OF NEVADA

8-21-03

15XPC?-30.=-04

Enclosure

Cc: Milt Sharp

Letters/Marina-landing

Land Use: 416
Campground/Recreational Vehicle Park

Description

Campgrounds and recreational vehicle parks are recreational sites that accommodate campers; trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including rest rooms with showers, recreational facilities such as a swimming pool, a convenience store, and a Laundromat.

Additional Data

The sites were surveyed in the late 1970s, the late 1980s, and the 1990s in San Diego, California and Spokane, Washington.

Source Numbers

214, 264, 401

Campground/Recreational Vehicle Park
(416)

Average Vehicle Trip Ends vs: Occupied Camp Sites
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

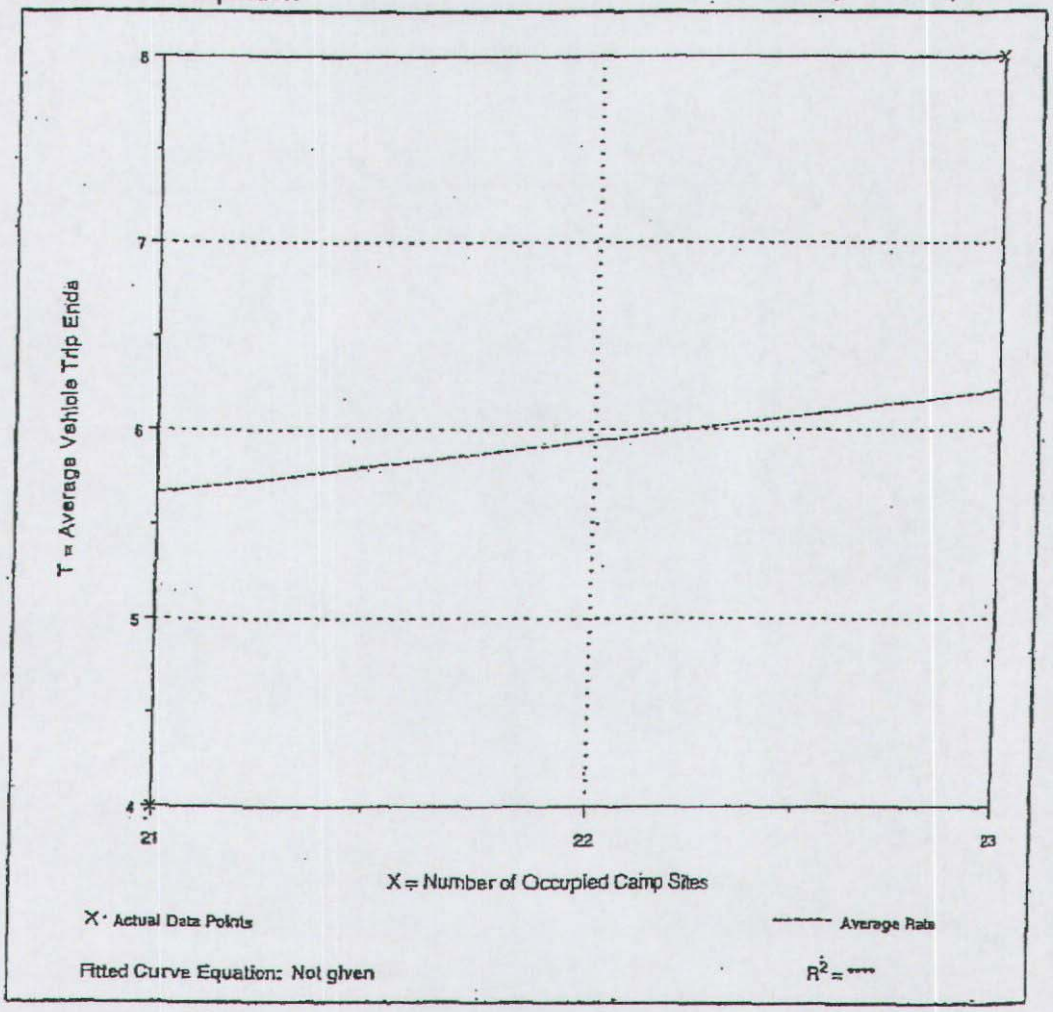
Number of Studies: 2
Average Number of Occupied Camp Sites: 22
Directional Distribution: Not available

Trip Generation per Occupied Camp Site

Average Rate	Range of Rates	Standard Deviation
0.27	0.19 - 0.35	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Campground/Recreational Vehicle Park
(416)

Average Vehicle Trip Ends vs: Occupied Camp Sites
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

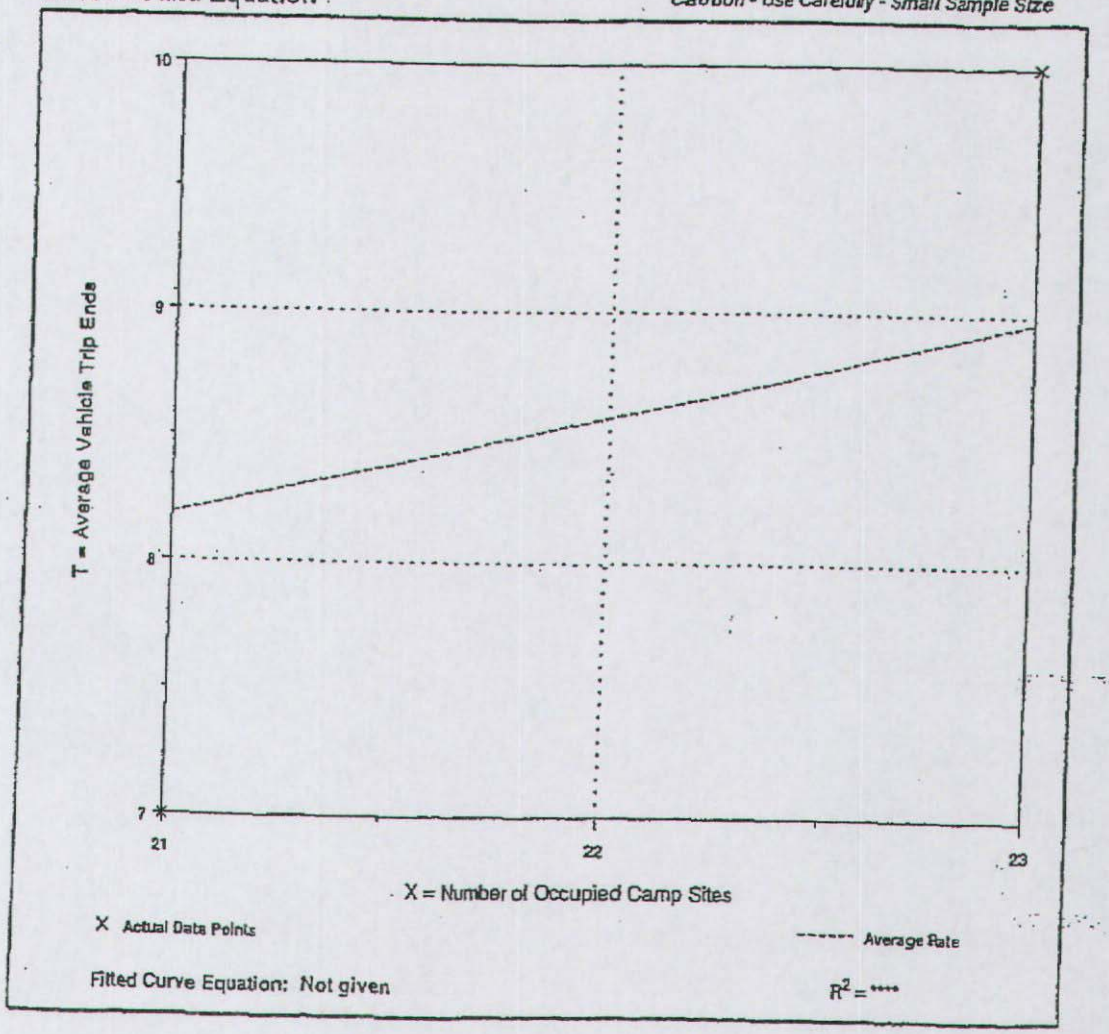
Number of Studies: 2
Average Number of Occupied Camp Sites: 22
Directional Distribution: Not available

Trip Generation per Occupied Camp Site

Average Rate	Range of Rates	Standard Deviation
0.39	0.33 - 0.43	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****