



GARDNERVILLE TOWN BOARD

Special Meeting Agenda

1407 Highway 395
Gardnerville, Nevada 89410
775-782-7134 FAX: 775-782-7135
www.gardnerville-nv.gov

Paul Lindsay, Chairman
Ken Miller, Vice Chairman
Linda Slater, Board Member
Mike Philips, Board Member
Lloyd Higuera, Board Member

Wednesday, September 26, 2012

8:30 A.M.

Gardnerville Town Hall

MISSION STATEMENT

"The Town of Gardnerville provides high quality services based on community needs in a cost effective and efficient manner. We will strive to protect the community's quality of life while proactively preparing for the future. We will be accessible and fully accountable to our community."

Copies of the finalized agenda are posted at the following locations prior to meeting day in accordance with NRS Chapter 241: Gardnerville Town Offices, Gardnerville Post Office, Carson Valley Chamber of Commerce and Visitors Authority and the Douglas County 8th Street Historic Courthouse. The agenda is also posted on the Internet at www.gardnerville-nv.gov. All items shall include discussion and possible action to approve, modify, deny, or continue.

Notice to Persons with Disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify the Gardnerville Town Offices in writing at 1407 Highway 395, Gardnerville NV 89410, or by calling (775) 782-7134 at least 24 hours in advance.

Notice regarding NRS 237: The Gardnerville Town Board has adopted a Standard Policy No. 7, which contains a motion regarding Business Impact Statements. When the Town Board approves its agenda, it also approves a motion which includes ratification of staff action taken pursuant to NRS 237-030 et seq. with respect to items on the agenda, and determines that each Rule which is on the agenda for which a BIS has been prepared does impose a direct and significant economic burden on a business or directly restricts the formation, operation or expansion of a business, and each Rule which is on the agenda for which a BIS has not been prepared does not impose a direct and significant economic impact on a business or directly restrict the formation, operation or expansion of a business.

8:30 A.M. Call to Order and Determination of a Quorum

PLEDGE OF ALLEGIANCE- Tom Dallaire

APPROVAL OF AGENDA

The Gardnerville Town Board reserves the right to take items in a different order to accomplish business in the most efficient manner.

PUBLIC INTEREST COMMENTS (No Action)

This portion of the meeting is open to the public to speak on any topic not on the agenda and must be limited to 3 minutes. The Gardnerville Town Board is prohibited by law from taking immediate action on issues raised by the public that are not listed on the agenda.

ADMINISTRATIVE AGENDA

1. **For Possible Action:** Board discussion and possible action to determine a maximum not to exceed bid for the purchase and acquisition of real property located at 1395 Highway 395, APN: 1320-33-402-075, within the Town of Gardnerville and Main Street District, currently know as the Eagle Gas Station, with public comment prior to Board action.

Adjourn

Next Regular Town Board Meeting- October 2, 2012

Gardnerville Town Board
AGENDA ACTION SHEET



1. **Title: For Possible Action:** Board discussion and possible action to determine a maximum not to exceed bid for the purchase and acquisition of real property located at 1395 Highway 395, APN: 1320-33-402-075, within the Town of Gardnerville and Main Street District, currently know as the Eagle Gas Station, with public comment prior to Board action.

2. **Recommended Motion:** Motion per the discussion of the board. Staff would recommend setting a maximum bid price they are willing to spend for the property. Motion to approve the town manager to bid on the subject site and to bid a maximum bid of \$175,000 plus authorize the payment of the back taxes due to Douglas County of \$25,334.64 and authorize the board Chairman, to the Board to sign any documents on behalf of the board for this property acquisition.

Funds Available: ☒ Yes ☐ N/A

3. **Department:** Administration

Prepared by: Tom Dallaire

4. **Meeting Date:** September 26, 2012 **Time Requested:** 20 minutes

5. **Agenda:** ☐ Consent ☒ Administrative

6. **Background Information:** This Eagle Gas station property is being auctioned off at the county courthouse on Wednesday, September 26th at 10:30 am. The property has been abandoned in the past, and was recently painted, modified and re-opened for business on June 2011. The site was not improved with sidewalks and parking to support the newly remodeled convenience store and they recently installed a 1000 gallon propane tank with used bollards in the parking area of the facility. Propane has not been delivered to the site to sell as of today, and a permit application is on hold at the county pending the outcome of the auction. Staff has invested much time trying to keep the current business operators current on the Health and Sanitation bill. The prior operators of the gas station (Eagle Gas also) owe the town \$408.00 for past services rendered from 2008 prior to closing the facility.

The reason this is before the board, is to discuss the feasibility of this project and to acquire the property which is identified in the March 2007 Gardnerville Parking District Strategy, part of the Gardnerville Plan for Prosperity as a portion of the Phase 1 parking lot. This document identifies that the parking district is critical to the future success of reinvestment in Old Town Gardnerville. (See the attached staff report for more information.)

7. **Other Agency Review of Action:** ☐ Yes ☒ N/A

8. **Board Action:**
 ☐ Approved ☐ Approved with Modifications
 ☐ Denied ☐ Continued



Paul Lindsay, Chairman
Ken Miller, Vice Chairman
Mike Phillips, Board Member
Linda Slater, Board Member
Lloyd Higuera, Board Member

MEMORANDUM

Date: September 24, 2012

To: Gardnerville Town Board

From: Tom Dallaire, P.E., Town of Gardnerville

Subject: **To determine a maximum not to exceed bid for the purchase and acquisition of real property located at 1395 Highway 395, APN: 1320-33-402-075, within the Town of Gardnerville and Main Street District, currently know as the Eagle Gas Station.**

I. TITLE:

For Possible Action: Board discussion and possible action to determine a maximum not to exceed bid for the purchase and acquisition of real property located at 1395 Highway 395, APN: 1320-33-402-075, within the Town of Gardnerville and Main Street District, currently know as the Eagle Gas Station, with public comment prior to Board action.

II. RECOMMENDATION

Staff recommends to the Gardnerville Town Board to acquire the property in one of two ways;

1. Bid on the property during the opening bidding bank foreclosure process, IF there are other bidders on site actually bidding.
2. Wait for the bank to take the property back, and the county will deem the property of interest to the community and will have to go before the county commission for tax sale and if approved by the County that will waive the fees and acquire the property for the good of the community.

II. BACKGROUND INFORMATION AND RESEARCH.

The parcel was identified as being sent to auction on Friday September 14th. Town staff contacted the bank in an effort to find out what the minimum bid would be. A week later they contacted staff and thought the minimum bid would be starting at \$200,000. We were somewhat interested in that property at that price. It will be a stretch for the town funds and current CIP projects that are on the books. Last Thursday the bank contacted Staff and determined the minimum bid to be \$100,000. For that price the parcel acquisition would be doable.

The bank has done their homework on the parcel and provided the town with a Phase I environmental report Dated March 27, 2012 prepared by Krazan & associates, Inc, out of Clovis California. The staff summary of the report is below. The appraisal of the property indicated the "AS-IS" site value at \$390,000 and the "Liquidation Value" at \$220,000. This report would not be provided to the town at the time requested. The proposed minimum bid was set at \$100,000.

III. DISCUSSION AND EVALUATION

Property Summary:

APN: 1320-33-402-075
1395 Highway 395, Gardnerville NV 89410
0.39 acres site
1,218 SF convenience store – Used to be a dual bay Garage repair – Bay area possibly is filled with concrete now
1,300 SF Steel Canopy
3 Fuel Dispensers with 8 fueling positions
 2 – 8,000 gallon tank
 1 – 6,000 gallon tank
1 Waste oil Tank (550 gallon tank)
1 Heating oil Tank (variously reported to be 550 to 1,000 gallon tank)
1 above ground Kerosene tank (500 gallon tank)
1 1000 gallon propane tank – never filled to sell propane

Annual Taxes into the community:

Total Tax Bill: Total tax Rate 3.66 - Total Annual Tax Bill 2012-2013 year:\$3,354.61

Of that total bill a few of the entities annual funds (see copy of the tax bill for the entire breakdown)

Gardnerville:	\$611.99
DC School:	\$687.41
East Fork:	\$300.82
Paramedic:	\$145.92
County General:	\$796.48
State	\$155.82

The property will be sold as is and Condition. Should the town acquire the property, this site will be taken of the tax roll as Public facility.

The Parking district Strategy identified this parcel as costing \$12.00 per sq. ft to acquire, producing a total investment of \$203,860 dollars. This proposed site acquisition comes in at \$7.36\sf – \$11.77\ sf.

Per the Phase I environmental report: Eagle Gas has a history of non compliance starting in 2005. The fuel and waste oil tanks are in compliance with the 1998 USEPA facility upgrade requirements but Eagle Gas has failed to provide NDEP with updated test results of the tanks. A Non Compliance letter was sent to them in November 9, 2010, and we have obtained a copy of the second notice of non-compliance Dated September 17, 2012.

The report indicates (pg 3, p.1) last test results for the tank tightness was performed in December 2006. The heating and hydraulic oil tanks were not tested at this time, nor does the report indicate a time when those two tanks were tested. The condition of the sub surface is unknown.

The site had two limited Phase II studies done in late 2004. There was an petroleum hydrocarbon impact in two soil samples that resulted in the contamination resulted to a area with 10 to 15 feet. No further assessment has been performed since that time.

In 2009 Krazan's previous phase I ESA indicated a hydraulic lift in the east bay and assumed a lift was installed in the west bay. This report indicates the floor is now concrete and possibly covers the old

vehicle lifts. This is why the hydraulic oil tank is onsite to feed these lifts. I do not believe these have been removed. That would have been a big job for them. The ram itself could be leaking into the ground under the building. The condition of the soil adjacent to these hoists is again, unknown.

(2) 55 gallon drums and (2) 5 gallon containers of un known petroleum products were stored and appeared to be leaking on the surface of the trash enclosure. It is not determined the extent of the contamination of leakage of fuel or where those containers ended up.

According to the report (pg 17, p 1) the owner has walked away from the site and cannot be reached.

OTHER CONCERNS I HAVE BEEN ASKED:

Is it the public's responsibility to clean up private property? if Private ownership will not clean up the mess then I would say yes. We do not want a potential contaminated site to be ignored forever and grow into a larger contaminated site over the years and possibly contaminate other adjacent sites in the future.

Is Clean up Funding available? There are several sources we can go to for funding this type of project. Community Development Block Grants are being funded still and with the County's participation we can apply for this type of funding. NDOT corridor improvement grants.

NDEP has the Brownfield program to help with the Phase I and II report preparation. There are some circumstances when they will help with the re development. **I have a conference call in the morning at 9:00 to discuss this with McGinley and Associates staff.**

The Bank had an appraisal completed and the Phase I environmental.

Discussion with Brett from McGinley & Associates

Phase I needs to be done and NDEP needs to accept the report prior to entering into the Brownfield program, may need a reliance letter from Krazan. NDEP provides funding for the assessments and in some cases remediation.

The three fuel and possibly the hydraulic tank can be qualified under the petroleum fund to be removed based on the Phase II assessment.

FUNDING:

614 fund: Currently available: \$112,000.

610 Fund: Currently Proposed larger than anticipated funds available for the site: \$100,000
\$50,000 in redirected funds from this current budget cycle Bank for the Hellwinkel Trench Project.
\$25,000 revenue over and above the Budgeted revenue.

I recommend we use the 614 fund \$100,000 + 610 funds \$25,000 increase in 2012 revenue + \$75,000 in larger than anticipated 2012 funds (not funded Capital projects and parks projects):

Total of \$200,000 maximum investment.

Roads/Traffic: The site is dangerous site with the increase in traffic on 395. Having 3 access ramps in or out onto 395 from the site is ridiculous. We would propose to improve the curb gutter and sidewalk along the highway and on Mission street and reduce the in/out driveway movements to 2 for the entire project site.

Drainage/Flood Plain: This is in the AO 1 flood zone. Reducing the site elevation will help the neighboring parcels be reducing the overall flood drainage elevation. We would also participate in an potential Storm drain fix with a new ditch and storm drain system back to the proposed Hellwinkel property flood control channel.

Parking District Strategy: This Document was presented to the board in March 2007. IT identifies this parcel as being one of the proposed phase 1 parking lots. The site was abandoned and has never been available for purchase until now. See the paring district information for more insight. The parking district was created to help motivate multi use development within Gardnerville. Parking is an issue for the Mexican restaurant across Mission Street and at the Commercial building complex at the north west corner of Douglas and Hwy 395. The water company just recently put up no parking signs in the dirt parking lot as too many cars were being parked in the lot over night. Both these business locations could use the additional parking area this site will provide.

VI. CONCLUSIONS

I heard about this parcel getting auctioned off in the paper a two Fridays ago. I saw it on Monday 1.5 weeks ago. We have been trying since then to get a confirmation from the auction company on how much the beginning bid was going to be. We head Wednesday afternoon that the site was going to be auctioned, starting at \$100,000.

I contacted Candice to see if the county would have any interest in helping the town with this project. She emailed Mimi, Mimi emails Doug, Ted, and the assistant DA's. I have discussed this with the board chairman (Mr. Paul Lindsay) and he thought we should at least discuss it as a board. The sale is this next Wednesday at 10:30 am. The town board meeting is Wednesday at 8:30 am to provide direction to me and a limit on what they are willing to spend on the property and if they are willing to proceed with this acquisition. We will never get another chance like this again, at least in the near future.

The sale requirements is to actually pay the back taxes owed to Douglas County, which will pay a small portion back into our fund, as part of the this transaction in addition to the bid price. This parcel is identified in the Gardnerville's parking district strategy as being a parking lot and owned by the town along with three more properties north of this particular site.

I say owned by the town because what developer would come in a tear the building down and only build a parking lot, the site is not large enough to build a retail building on?

I think we can turn this into a great gateway to the main street Gardnerville district and clean up the run down look of the site and improve the area by providing a public restroom, picnic area and parking lot with landscaping and street lights. (see the attached existing and proposed plans)

I do not think we should not stand by and let this opportunity pass us by and see what happens with the parcel and hope the new owner cleans it up. EPA has grants to fix these kinds of sites as long as we are willing and compliant participants in the program.

There are so many things wrong with this parcel we need to step in and save the groundwater and clean up the site once and for all and turn it into something nice and attractive for the down town. We have a parking issue on that side of town and this would/could be a potential fix. The only problem is the traffic on 395...

According to the bank's appraisal, which the bank would not release, the property appraised for \$390,000 and has a liquidation value of \$220,000. So my question is why not try to get the property? I would feel better knowing I tried than not try at all...

We do have many projects on the books. And it is going to be a sacrifice and this needs to be a board priority or we should not do it at all. I am not supposed to talk about this with board members without a public meeting. So we will hold the public meeting and at least discuss it.

VI. ALTERNATIVES/OPTIONS

The Gardnerville Town Board options for acquiring the parcel could be as follows:

1. Recommend approval of the property acquisition of the subject site:

Advantages: The Town would take the first step toward making the parking district a reality with this acquisition. The site could be demoed, reclaimed and improved to better the downtown corridor.

Removes one gas station from Town where the Town of Gardnerville currently has 4 operating gas stations, (AM/PM, Chevron, Pacific Gas, and Eagle Gas), not including the 7-11 gas station and convenience store located just outside of the town boundary. Staff understands a possible two more gas stations could come into town in the near future with the new construction south of town.

The Site can be used for not only parking but as a gateway to the Gardnerville downtown district and public restroom and pocket park.

Provide additional public Parking for the adjacent properties.

Disadvantages: This would reduce the funding for the town to complete currently planned projects. This site acquisition was not planned for during this budget year, and could potentially delay the Hellwinkle Trench project, additional sidewalk at Toler and Toiabie connecting to the Raleys Parking lot sidewalk and 395 along with the accompanying Town maintenance yard improvements.

Could leave this site to someone who re-opens a gas station. The EPA is coming down on this project site as it is becoming a liability to the state and the town. There has not been a test performed on the existing tanks or on the site since December 20, 2006.

2. **Recommend the town does not bid if other bidders are not present and let the bank get the property back and the county then can do a tax sale. The Bank does not want the site to go that far and the risk is that the bank will try to sell it again in the future prior to the county doing a tax sale:**

Advantages: This option would not cost the town any money. All the entities loose the taxes that have not been paid for the past several years.

The site could remain in the current condition for the couple years or forever.

The new owner would have the duty to test the facility and make necessary remediation to keep the site open as a gas station.

If the tax sale actually went through, the town could get the property from the county and could then reinvest the property acquisition funds into the cleanup fund for the site.

Disadvantages: The site would most likely remain the same for some time. Depending on when the Douglas County Treasures office can start the tax sale process and if the bank allows the Tax sale to start it's process.

The Indication I received is that the bank does not want the tax sale to happen and will try to sell it again in the future. We can wait and see and process this request at that time.

Board meeting Topics of Discussion / Notes:

NOTE's from Board Meeting:

-
-
-

FEDERAL AND OTHER CASES.

Action brought more than 3 years after tax sale was barred. 1943 NCL § 6449 (cf. NRS 361.590 and 361.600) barred the recovery of mining land by a receiver after tax sale because the action was brought more than 3 years after the sale and because failure of taxing authorities to obtain the consent of the court prior to the sale was irregularity, informality, omission or want of form or substance with which the legislature might have dispensed within the meaning of the statute. *Haskins v. Roseberry*, 119 F.2d 803 (9th Cir. 1941)

NRS 361.603 Acquisition by local government or Nevada System of Higher Education of property held in trust.

1. Any local government or the Nevada System of Higher Education may, in the manner provided in this section, acquire property held in trust by the treasurer of the county in which the local government or any part of the System is located by virtue of any deed made pursuant to the provisions of this chapter.

2. Whenever any local government or the Nevada System of Higher Education determines that a public purpose may be served by the acquisition of the property, it may make application to the board of county commissioners for permission to acquire the property. If the board of county commissioners approves the application, it shall direct the county treasurer to give notice of intent to sell to the last known owner or heirs or devisees of the last known owner of the property in the manner provided by law.

3. The last known owner may, within 90 days after the notice, redeem the property by paying to the treasurer the amount of the delinquent taxes, plus penalties, interest and costs.

4. If the owner fails to redeem the property within the time allowed, the county treasurer shall transfer the property to the local government or the Board of Regents of the University of Nevada upon receiving from it the amount of the delinquent taxes, except as otherwise provided in subsection 5.

5. If property is so transferred to a local government for street, sewer or drainage uses, for use in a program for the rehabilitation of abandoned residential properties established by the local government pursuant to chapter 279B of NRS, or for use as open-space real property as designated in a city, county or regional comprehensive plan, the delinquent taxes need not be paid.

6. As used in this section, "open-space real property" has the meaning ascribed to it in NRS 361A.040.

(Added to NRS by 1969, 259; A 1973, 278; 1979, 486; 1981, 505; 1989, 191; 1993, 397; 1999, 1321)

NRS 361.604 Acquisition by Indian tribe of property held in trust.

1. Any Indian tribe may acquire property held in trust by the county treasurer if:

(a) The property is an undivided interest in Indian land which is allotted to members of the tribe;

(b) The taxes due on the property are delinquent; and

(c) The period of redemption has expired.

2. The tribe must apply to the board of county commissioners of the county in which the property is located for permission to acquire the property under this section.

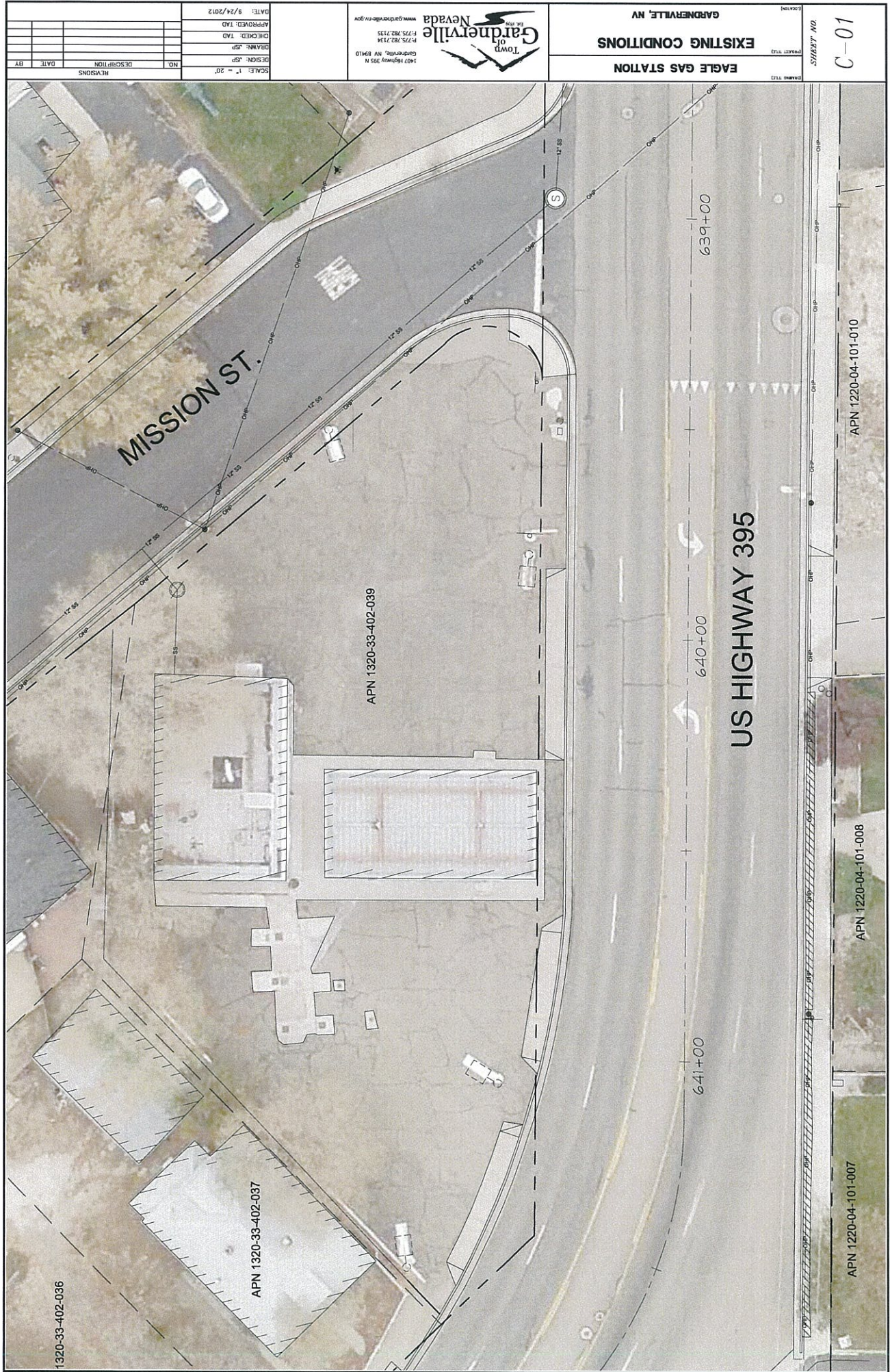
3. If the board of county commissioners is satisfied that all of the conditions specified in subsection 1 are met, it may order the county treasurer to convey the property to the tribe without consideration.

(Added to NRS by 1979, 465)

OPTION # 2

PROCEDURE.

TAX SALE.



REVISIONS		DATE	BY
NO.	DESCRIPTION		
1	1320-33-402-036		
2	1320-33-402-037		
3	1320-33-402-039		
4	1220-04-101-007		
5	1220-04-101-008		
6	1220-04-101-010		

SCALE: 1" = 20'

DATE: 9/24/2012

APPROVED: TAD

DRAWN: JSP

DESIGN: JSP

NO.

1407 Highway 395 N
Gardnerville, NV 89410
P: 775.782.2134
F: 775.782.2135
www.gardnerville-nv.gov

Town of
Gardnerville
Nevada

EAGLE GAS STATION

EXISTING CONDITIONS

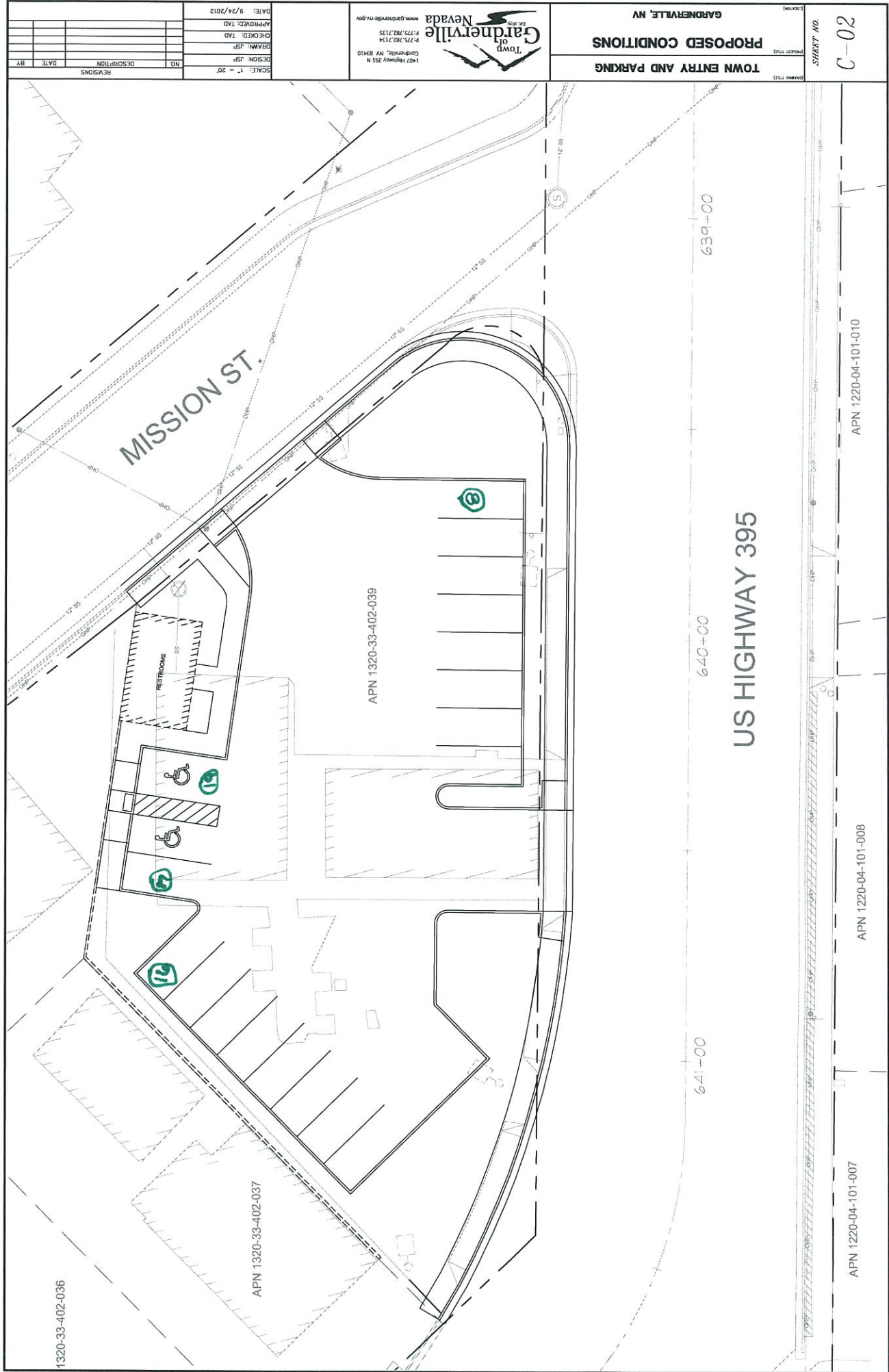
GARDNERVILLE, NV

SHEET NO. 15

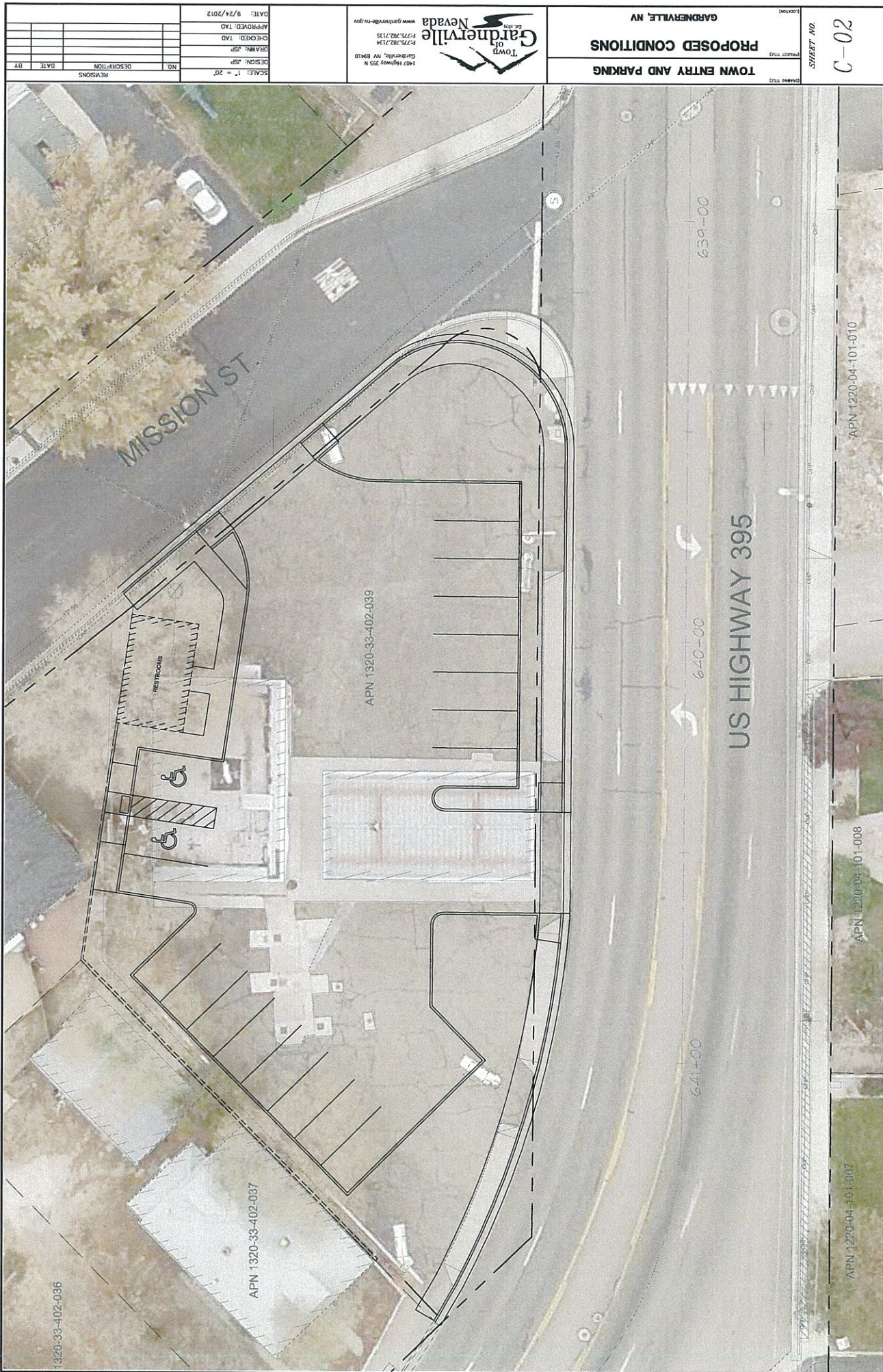
C-01

EAGLE GAS STATION DEMOLITION ESTIMATE
1395 Hwy 395
APN:1320-33-402-075

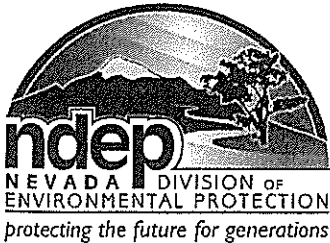
	QTY	Unit Price	Total
lights and light pole footing	4 EA	\$ 400	\$ 1,600
Eagle Gas Sign	1 EA	\$ 600	\$ 600
ac paving:	14972 SF	\$ 5	\$ 74,860
concrete removal	2729 SF	\$ 8	\$ 21,832
Fuel Tank - 8,000 gallon tank	2 EA	\$ 5,500	\$ 11,000
Fuel Tank - 6,000 gallon tank	1 EA	\$ 4,500	\$ 4,500
Waste oil tank - 550 gallon Tank	1 EA	\$ 3,500	\$ 3,500
Heating oil tank - 550 to 1,000 Gallon tank	1 EA	\$ 4,000	\$ 4,000
Building CMU block walls & roof Demo 10' tall	160 LF	\$ 68	\$ 10,880
Building Foundation removal	160 LF	\$ 35	\$ 5,600
Gas pump bay Cover demo	152 SF	\$ 100	\$ 15,200
Trash Enclosure	1 EA	\$ 300	\$ 300
Back Trash Wall behind building	30 LF	\$ 80	\$ 2,400
			\$ 156,272



<p>PROPOSED CONDITIONS</p> <p>TOWN ENTRY AND PARKING</p>		<p>GARDNERVILLE, NV</p>	
<p>1407 Highway 395 N Gardnerville, NV 89410 P: 775.782.2134 F: 775.782.2135 www.gardnerville-nv.gov</p>		<p>Town of Gardnerville Nevada</p>	
<p>SCALE: 1" = 20'</p>		<p>DATE: 9/24/2012</p>	
<p>DESIGN: JSP</p>		<p>APPROVED: TAD</p>	
<p>NO. DESCRIPTION DATE BY</p>		<p>REVISIONS</p>	



SHEET NO. C-02		TOWN ENTRY AND PARKING PROPOSED CONDITIONS GARDNERVILLE, NV		Town of Gardnerville Nevada 1407 Highway 395 N Gardnerville, NV 89410 775.782.2134 www.gardnerville-nv.gov		SCALE: 1" = 20' DATE: 9/24/2012 APPROVED: TAD CHECKED: TAD DRAWN: JSP DESIGN: JSP NO. DESCRIPTION DATE BY	
--------------------------	--	---	--	---	--	---	--



1320-33-402-015

STATE OF NEVADA

Department of Conservation & Natural Resources

DIVISION OF ENVIRONMENTAL PROTECTION

Brian Sandoval, Governor

Leo M. Drozdoff, P.E., Director

Colleen Cripps, Ph.D., Administrator

SECOND NOTICE OF VIOLATION

September 17, 2012

Ajay Shama
Rassam LLC
1395 US HWY 395 N
Gardnerville, Nevada 89410

**CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Re: Underground Storage Tank Compliance Inspection at the Following Facility:

**FACILITY: Eagle Gas #3, 1395
FACILITY ID #: 2-000007**

Dear Mr. Shama:

On April 17, 2012, the Nevada Division of Environmental Protection (NDEP) conducted a site visit at the facility referenced above. Subsequently, NDEP expressed concern regarding multiple issues July 24, 2012 for which documentation was requested. To date, the requested documentation has not been received. During the inspection the following violations were noted:

1. The underground storage tanks (USTs) previously placed in temporarily out of use (TOU) are now currently in use.
2. Twelve months of leak detection records for the tanks were not available as required by **40 CFR 280.45 Release detection record keeping.**
3. There was no record of an annual test of the automatic line leak detectors (ALLD's) as required by **40 CFR 280.44 Methods of release detection for piping.**
4. There are no records of line tightness testing before within the last twelve months, as required by **40 CFR 280.45 Release detection record keeping.**
5. The facility lacks documentation of financial responsibility for damage caused by accidental releases to the environment in accordance with **40 CFR 280.93 Amount and scope of required financial responsibility.**
6. Documentation of the most recent 3-year cathodic protection (CP) survey was not available in accordance with **40 CFR 280.31 Operation and maintenance of corrosion protection.**
7. Records of the last three (60 day) inspections of the impressed current system were not available at the time of inspection as required by **40 CFR 280.31 Operation and maintenance of corrosion protection.**



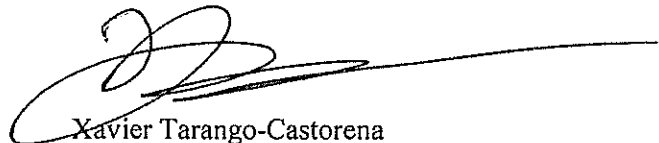
8. As a new owner/lessee of the subject facility, you must complete the EPA Underground Storage Tank notification form 7530-1 in accordance with **40 CFR 280.22**.

To verify compliance with applicable UST regulations, NDEP requests that you submit the following documentation to this office no later than October 17, 2012:

1. Provide NDEP with the results of annual ALLD testing.
2. Provide NDEP with the last Three month tank leak detection records, March 2012 to May 2012.
3. Provide NDP with the results of the annual line tightness testing.
4. Provide NDEP with proof of financial responsibility.
5. Provide a log of the last three 60-day rectifier readings.
6. A completed EPA Form 7530-1.

If you have any questions, please contact me at (775) 687-9380 or xtarango-castorena@ndep.nv.gov

Sincerely,



Xavier Tarango-Castorena
Environmental Scientist
Bureau of Corrective Actions
UST Program

Cc: Douglas County Trustee, C/O Clerk/Treasurer, Douglas County, P.O. Box 3000, Minden, Nevada

Certified Mail # 9171969009350011863233

Secured Tax Payment Inquiry

9/21/12 09:26:12 TC0100B

Parcel #..... 1320-33-402-075

Property Loc... 1395 N HWY 395, TOWN OF GARDNERVILLE

2013 Roll #...: 020247

Billed to..... DOUGLAS COUNTY TRUSTEE

District.....: 521.0

C/O CLERK-TREASURER

Tax Service...:

PO BOX 3000

Land Use Code: 500

MINDEN, NV 89423

Outstanding Taxes:		Monthly Interest Amount		127.93		
Prior Year	Tax	Penlty/Intrst	Total	Amount Paid	Total Due	
2010+	9,396.42	4,227.67	13,624.09	1,470.25		
2011	3,614.81	1,355.51	4,970.32	.00		
2012	3,782.21	1,040.11	4,822.32	.00	21,946.48	
Current Year (Unsecured Taxes exist)						
08/20	838.66	33.55	872.21	.00	22,818.69	
10/01	838.65		838.65	.00	23,657.34	
01/07	838.65		838.65	.00	24,495.99	
03/04	838.65		838.65	.00	25,334.64	
Totls	3,354.61	33.55	3,388.16	.00		

F9=Scan >/< >

F5=Notes F12=End F13=History F14=Print Summary F17=Assesrs File Inquiry

DOUGLAS COUNTY REAL PROPERTY AND SPECIAL TAXES FOR FISCAL YEAR

CORTAC

PARCEL NUMBER: 1320-33-402-075 TAX AREA: 521.0 BILL NUMBER: 020247

2012 - 2013

PROPERTY DESCRIPTION

1395 N HWY 395

SEE REVERSE SIDE FOR IMPORTANT TAX INFORMATION

MAKE REMITTANCE PAYABLE TO:

DOUGLAS COUNTY TREASURER
PO BOX 3000
MINDEN, NV 89423DOUGLAS COUNTY TRUSTEE
C/O CLERK-TREASURER
PO BOX 3000
MINDEN, NV 89423STATE, COUNTY AND SPECIAL TAXES FOR FISCAL YEAR JULY 1
MAKE CHECKS PAYABLE TO DOUGLAS COUNTY TREASURER,
P.O. BOX 3000, MINDEN, NEVADA 89423. TAXES BECOME DELINQUENT 10 DAYS
AFTER DATE DUE. FOR QUESTIONS REGARDING THIS BILL CALL (775) 782-9017.
PAYMENTS ONLINE AND/OR E-MAIL REMINDERS - <http://cltr.co.douglas.nv.us>ALL PAYMENTS MUST BE IN U.S. DOLLARS
THROUGH A U.S. BANKInformation concerning taxing authorization, rates and uses of taxes collected can be found at <http://cltr.co.douglas.nv.us> or by calling (775) 782-9018

DESCRIPTION	VALUE	TAXING ENTITY	RATE	GROSS AD VALOREM TAX	ABATEMENT	NET TAX DUE
Real Estate	65,450	EF SWIM POOL	0.1300	119.15		119.15
Building/Improvements	26,206	MOSQUITO ABAT	0.0345	31.62		31.62
		CRSN WATR SUB	0.0300	27.50		27.50
		D.C. SCHOOL	0.7500	687.41		687.41
		MIN/GVIL SANI	0.1224	112.19		112.19
		SCHOOL DEBT	0.1000	91.66		91.66
		TOWN OF G'VIL	0.6677	611.99		611.99
		W NEV REG YTH	0.0288	26.40		26.40
		PARAMED-AMBUL	0.1592	145.92		145.92
		ST MED ASSIST	0.1000	91.66		91.66
		SELF INSUR	0.0100	9.17		9.17
		E911	0.0475	43.54		43.54
		CAPTL IMPRVMT	0.0500	45.83		45.83
		STATE	0.1700	155.82		155.82
		SOCIAL SERVCS	0.0337	30.88		30.88
		EF FIRE DIST	0.3282	300.82		300.82
		CHINA SPRINGS	0.0040	3.67		3.67
		ST MV ACCIDET	0.0150	13.74		13.74
		COUNTY GENRAL	0.8690	796.48		796.48
		AG EXTENSION	0.0100	9.16		9.16
		Ad Valorem Totl	3.6600			3,354.61
		Penalties				33.55
		Prior Delinquencies				21,946.48
NET ASSESSED	91,656					
FOR ADDRESS CHANGE SEE REVERSE SIDE OF STUB			TOTAL	3,354.61	.00	25,334.64



4



3

Parcel # 1320-33-402-075
DUE DATE: MARCH 4, 2013Parcel # 1320-33-402-075
DUE DATE: JANUARY 7, 2013

2012-2013

\$ 838.65

Mail to: Douglas Co. Treasurer
P.O. Box 3000, Minden, NV 89423

DOUGLAS COUNTY TRUSTEE

2012-2013

\$ 838.65

Mail to: Douglas Co. Treasurer
P.O. Box 3000, Minden, NV 89423

DOUGLAS COUNTY TRUSTEE



2



1

Parcel # 1320-33-402-075
DUE DATE: OCTOBER 1, 2012Parcel # 1320-33-402-075
DUE DATE: AUGUST 20, 2012

2012-2013

\$ 838.65

Mail to: Douglas Co. Treasurer
P.O. Box 3000, Minden, NV 89423

DOUGLAS COUNTY TRUSTEE

2012-2013

\$ 22,818.69 ***

Mail to: Douglas Co. Treasurer
P.O. Box 3000, Minden, NV 89423

DOUGLAS COUNTY TRUSTEE

1-116

tranzon®

auction

PROPERTY INFORMATION PACKAGE

Foreclosure Auction | Gardnerville, NV Gas Station & C-Store



May 6 APPRAISAL on Property.
ASIS VALUE \$390,000
LIQUIDATION VALUE \$220,000

Auction: September 26th | 10:30 AM

Property Address: 1395 N. Hwy 395, Gardnerville, NV 89410

Auction Location: Douglas County Courthouse, 1038 Buckeye Rd,
Minden, NV 89423

Property#: TAS120926



Tranzon Asset Strategies
Contact: Tiffeny Cook

P: 888.314.1314
F: 949.727.9022
Email tcCook@tranzon.com

TRANZON.COM

TABLE OF CONTENTS

Disclaimer	Section 1
Project Summary	Section 2
Notice of Trustee's Sale	Section 3
Photographs	Section 4
Location Maps	Section 5
Parcel Map	Section 6
Property Taxes	Section 7
Assessor Information	Section 8
Demographics	Section 9



DISCLAIMER

All information contained in this package and any advertisements was obtained from sources believed to be accurate. However, no warranty or guarantee, either expressed or implied, is intended or made with regard to the accuracy or completeness of this information. All purchasers must independently investigate and confirm any information or assumptions on which any bid is based. Neither auction company nor the Seller shall be liable for any errors or the correctness of the information provided in this package or in any advertisements or materials disseminated pertaining to the property.

Property is sold "AS IS, WHERE IS, with all faults". Prospective bidders should verify all information. The property is offered for auction to qualified bidders without regard to prospective purchaser's race, color, religion, sex, marital status or national origin. The property and improvements will be offered "AS IS" without representation or warranty of any kind, including any representations regarding environmental conditions affecting the property or its title.

The property shall be offered subject to conditions, restrictions, rights-of-way, easements, and reservations, if any, of record; subject to the rights, if any, of tenants-in-possession, under law. Neither the auction company nor the Seller make or have made any representations or warranty with respect to the accuracy, correctness, completeness, content or meaning of the information contained herein.

Any decision to purchase or not to purchase is the sole and independent business decision of the potential purchaser. No recourse or cause of action will lie against any of the above-mentioned parties should purchaser become dissatisfied with its decision, whatever it may be, at a later date.

Tranzon Asset Strategies is a member company of Tranzon, LLC. The member companies of Tranzon are independently owned and operated.



PROJECT SUMMARY

Foreclosure Auction – Gas Station and C-Store

Property # TAS120926

Auction Date: September 26, 2012 – 10:30 AM

Property Type: Commercial

Address: 1395 Highway 395, Gardnerville NV 89410

Auction Location: Douglas County Courthouse
1038 Buckeye Rd.
Minden, NV 89423

- Douglas County APN 1320-33-402-075
- 1,218sf C-Store on .39 Acres
- 1,300sf Steel Canopy
- 3 Fuel Dispensers with 6 Fueling Positions
- Zoned C-G General Commercial
- Located on the northwest corner of Hwy 395 and Mission St.

Full payment in certified funds at time of sale; property sold “as-is” with no guarantees or warranties of any kind; see Notice of Trustee’s Sale for complete terms.

Phase I Environmental Assessment is available from our website at www.tranzon.com/TAS120926

Buyer is responsible for payment of all back property taxes. Balance due as of September 5th - \$25,334.64 according to Douglas County records.



AP #1: 1320-33-402-075

RECORDING REQUESTED BY
First American Title Company

And when recorded mail to
T.D. SERVICE COMPANY
4000 W. METROPOLITAN DRIVE
SUITE 400
ORANGE, CA 92868

4006210

Space above this line for recorder's use

DOC # 808320
08/31/2012 08:45AM Deputy: SG
OFFICIAL RECORD

Requested By:
First American National De
Douglas County - NV
Karen Ellison - Recorder
Page: 1 of 3 Fee: \$16.00
BK-812 PG-7695 RPTT: 0.00



NOTICE OF TRUSTEE'S SALE



T.S. No: F380249 NV Unit Code: F
T.D. SERVICE COMPANY, as duly appointed Trustee under the following described Deed of Trust WILL
SELL AT PUBLIC AUCTION TO THE HIGHEST BIDDER FOR CASH (in the forms which are lawful tender
in the United States) and/or the cashier's, certified or other checks (payable in full at the time of sale to T.D.
Service Company) all right, title and interest conveyed to and now held by it under said Deed of Trust in the
property hereinafter described:

Trutor: V-R PROPERTY MANAGEMENT

Recorded May 25, 2007 as Instr. No. 0701836 in Book --- Page --- of Official Records in the office of the
Recorder of DOUGLAS County; NEVADA, pursuant to the Notice of Default and Election to Sell thereunder
recorded February 5, 2009 as Instr. No. 737219 in Book --- Page --- of Official Records in the office of the
Recorder of DOUGLAS County NEVADA.

Said Deed of Trust describes the following property:

SEE ATTACHED EXHIBIT
PERSONAL PROPERTY

TOGETHER WITH ALL EXISTING OR SUBSEQUENTLY ERECTED OR AFFIXED BUILDINGS,
IMPROVEMENTS AND FIXTURES; ALL EASEMENTS, RIGHTS OF WAY, AND APPURTENANCES;
ALL WATER, WATER RIGHTS AND DITCH RIGHTS (INCLUDING STOCK IN UTILITIES WITH
DITCH OR IRRIGATION RIGHTS); AND ALL OTHER RIGHTS, ROYALTIES, AND PROFITS
RELATING TO THEREAL PROPERTY, INCLUDING WITHOUT LIMITATION ALL MINERALS, OIL,
GAS, GEOTHERMAL AND SIMILAR MATTER

YOU ARE IN DEFAULT UNDER A DEED OF TRUST DATED MARCH 7, 2007. UNLESS YOU TAKE
ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN
EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT
A LAWYER.

1395 N HIGHWAY 395, GARDNERVILLE, NV 89410

"(If a street address or common designation of property is shown above, no warranty is given as to its
completeness or correctness)."

Said Sale will be made, but without covenant or warranty, express or implied, regarding title possession, or
encumbrances, to pay the remaining principal sum of the notes(s) secured by said Deed of Trust, with interest as
in said note provided, advances, if any, under the terms of said Deed of Trust, fee, charges and expenses of the
Trustee and of the trusts created by said Deed of Trust. As of the date hereof the following amount is

REASONABLY ESTIMATED to the amount of the unpaid advances: **\$572,589.64.**

THIS AMOUNT IS ONLY AN ESTIMATE AND NO REPRESENTATION OR WARRANTY IS MADE,

Page 2
T.S. No: F380249 NV Unit Code: F

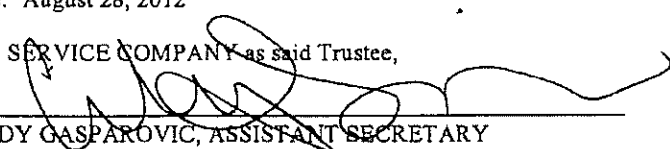
EXPRESS OR IMPLIED, AS TO THE ACCURACY THEREOF.

Said sale will be held on:
**SEPTEMBER 26, 2012, AT 10:30 A.M. AT THE DOUGLAS COUNTY COURTHOUSE 1038
BUCKEYE ROAD MINDEN, NV 89423**

It is possible that at the time of sale the opening bid may be less than the total indebtedness due.

Date: August 28, 2012

T.D. SERVICE COMPANY as said Trustee,

BY 
CINDY GASPAROVIC, ASSISTANT SECRETARY
T.D. SERVICE COMPANY
4000 W. Metropolitan Drive, Suite 400
Orange, CA 92868-0000
(714) 543-8372

The Beneficiary may be attempting to collect a debt and any information obtained may be used for that purpose.

This property is sold AS-IS, lender is unable to validate the condition, defects or disclosure issues of said property and buyer waives the disclosure requirements under NRS113.130 by purchasing at this sale and signing said receipt.

If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive remedy shall be the return of monies paid to the Trustee, and the successful bidder shall have no further recourse.

If available, the expected opening bid and/or postponement information may be obtained by calling the following telephone number on the day before the sale: (714) 480-5690 or (800) 843-0260 ext 5690 or you may access sales information at <http://www.tacforeclosures.com/sales>.

STATE OF CALIFORNIA)
COUNTY OF ORANGE)SS

On 08/28/12 before me, W. SOLANO, a Notary Public, personally appeared CINDY GASPAROVIC, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under penalty of perjury under the Laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature W. Solano

(Seal)

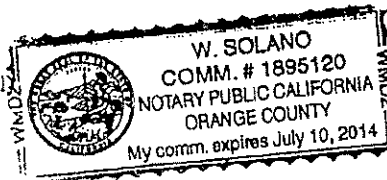




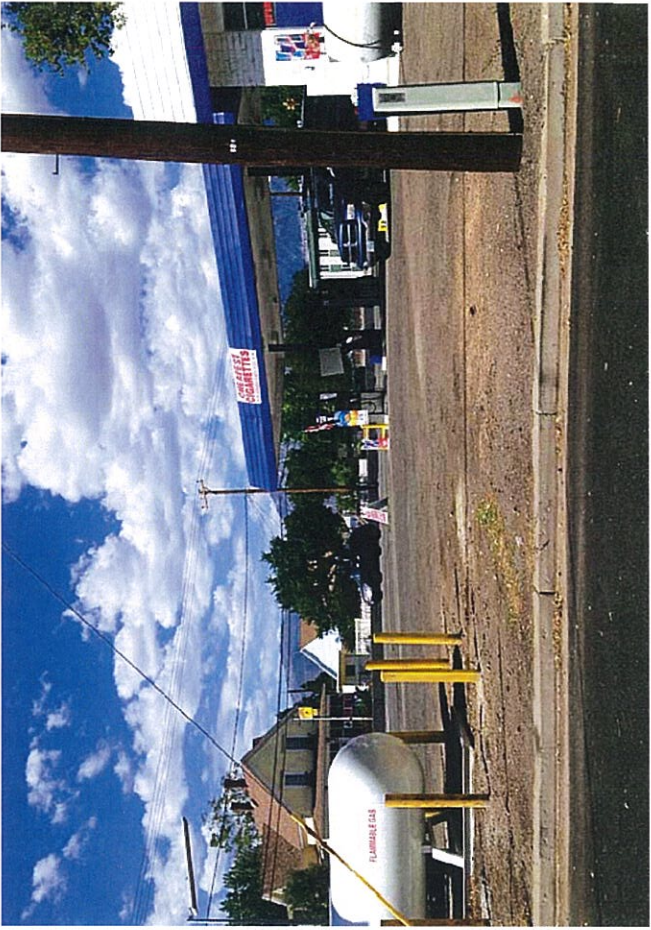
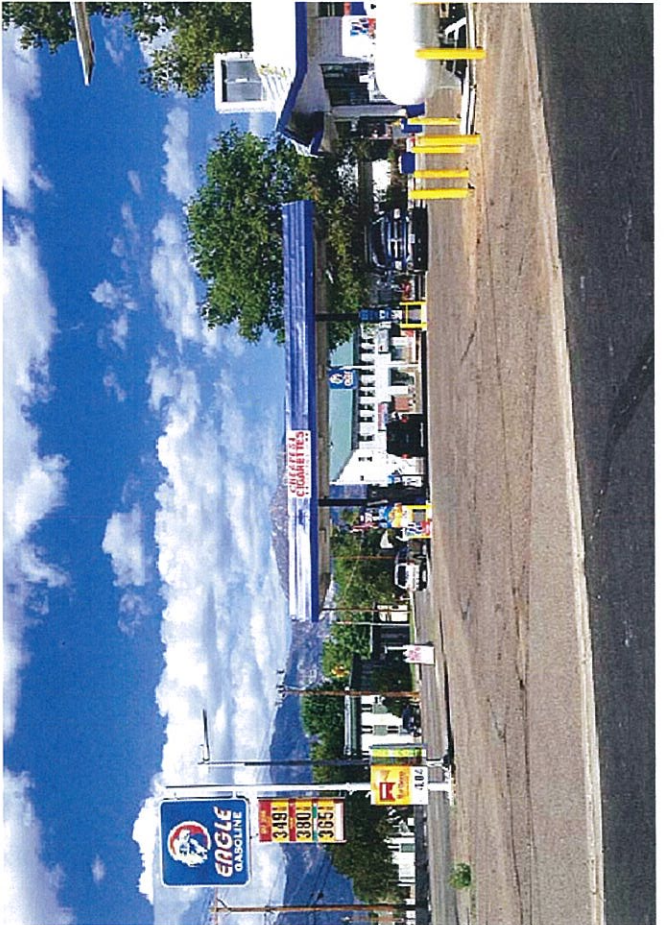
EXHIBIT "A"

THE LAND REFERRED TO IN THIS GUARANTEE IS SITUATED IN THE STATE OF NEVADA, COUNTY OF DOUGLAS, CITY OF GARDNERVILLE, AND IS DESCRIBED AS FOLLOWS:

ALL THAT REAL PROPERTY SITUATED IN THE CITY OF GARDNERVILLE, COUNTY OF DOUGLAS, STATE OF NEVADA, BEING A PARCEL OF LAND SITUATED IN AND BEING A PORTION OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33 IN TOWNSHIP 13 NORTH, RANGE 20 EAST, M.D.B.&M., WHICH IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH BEARS NORTH 36°17'30" EAST, 35.41 FEET FROM THE TOWN MONUMENT, KNOWN AS THE DETTLING MONUMENT, MARKING THE CENTER LINE OF THE INTERSECTION OF THE SOUTHERN EXTREMITY OF MAIN STREET, GARDNERVILLE, WITH THE FORMER COUNTY ROAD NOW THE STATE HIGHWAY, LEADING TOWARDS WELLINGTON, NEVADA, SAID MONUMENT BEARS 77°22' EAST, 12.63 FEET FROM THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 13 NORTH, RANGE 20 EAST, M.D.B.&M.; THENCE FROM SAID POINT OF BEGINNING ALONG THE NORTHEASTERN LINE OF MAIN STREET, NORTH 44°54' WEST, A DISTANCE OF 29.98 FEET TO A POINT ON THE SOUTHEASTERN LINE OF THE PARCEL CONVEYED TO TAKEO NISHIKIDA AND MISSO NISHIKIDA IN DEED RECORDED NOVEMBER 27, 1959 AS DOCUMENT NO. 15305, DOUGLAS COUNTY, NEVADA, RECORDS; THENCE ALONG SAID SOUTHEASTERN LINE NORTH 44°50' EAST A DISTANCE OF 111.62 FEET TO THE MOST EASTERN CORNER OF SAID NISHIKIDA PARCEL; THENCE NORTH 89°46' EAST A DISTANCE OF 87.65 FEET TO A POINT ON THE SOUTHWESTERN LINE OF MISSION STREET; THENCE ALONG SAID SOUTHWESTERN LINE SOUTH 41°44' EAST A DISTANCE OF 95.32 FEET TO THE NORTH CORNER OF THE PARCEL DESCRIBED IN THE DEED TO THE UNINCORPORATED TOWN OF GARDNERVILLE, RECORDED DECEMBER 11, 1950 IN BOOK Z OF DEEDS AT PAGE 353, DOUGLAS COUNTY, NEVADA, RECORDS; THENCE SOUTH 0°14' EAST A DISTANCE OF 8.77 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 20 FEET AND TANGENT TO THE LAST MENTIONED COURSE THROUGH A CENTRAL ANGLE OF 90° FOR AN ARC DISTANCE OF 31.42 FEET TO A POINT ON THE NORTH LINE OF THE FORMER COUNTY ROAD NOW STATE HIGHWAY, LEADING TOWARDS WELLINGTON, NEVADA; THENCE ALONG SAID NORTH LINE SOUTH 89°46' WEST, A DISTANCE OF 188.76 FEET TO THE POINT OF BEGINNING.

1320-33-402-075



Douglas County

Database Search

[Go back to search page](#)

Parcel Account Detail Tax Summary For 2012 - 2013

Parcel Number	Name	Total Account Balance
1320-33-402-075	DOUGLAS COUNTY TRUSTEE	\$25,334.64
1395 HWY 395		
Current Year Taxes	Amount	Click here to pay taxes
Installment 1: Due Aug. 20, 2012	\$838.66	
Installment 2: Due Oct. 1, 2012	\$838.65	
Installment 3: Due Jan. 7, 2013	\$838.65	
Installment 4: Due Mar. 4, 2013	\$838.65	
Other Current Year Amounts (if any)		
20120904	\$127.93	Interest
20120904	\$33.55	Penalty
20120801	\$127.93	Interest
Current Year Payment Dates	Payment Amount	
Prior Installments and Other Amounts (if any)		
\$21,980.03		

"All Prior Years" - Click and Scroll down to see more

+myConnections: Engage your community - connect to news, events and information you care about. [View more information...](#)

Sign In

DOUGLAS COUNTY, NEVADA

ASSESSOR'S OFFICE

DOUGLAS W. SONNEMANN, ASSESSOR

ASSESSOR'S ONLINE SERVICES

PROPERTY

TOOLS & REFERENCES

EXPLORE DO

You are here: Home > Departments > Departments A - F > Assessor > Assessor's Online Services > Assessment Information

Home | Print | Email |

Assessment Information

ACTIVE Parcel Number:
1320-33-402-075

Address: **1395 HWY 395** .
TOWN OF GARDNERVILLE

Assessed Owner: **DOUGLAS COUNTY TRUSTEE** C/O CLERK-TREASURER
PO BOX 3000
MINDEN, NV 89423

Tax Abatement Status: **Not Available**

[Annual Taxes](#)

Legal Owner: **DOUGLAS COUNTY TRUSTEE**

Document: **766225**
Book: **06 10**
Page: **5785**

\$ Assessed Values

Land Value: \$65,450
Impv. Value: \$26,206
Assessed Value: \$91,656
[...more sales and value info](#)

Building

Original Const. YR 1961

[...more](#)

Previous (OLD) Parcel Number:
1320-33-402-039
EAGLE GAS STATION

Property

Sub
Lot
Block
Total Acres 0.390
[...more](#)

Photos do not necessarily depict the current appearance of the property.

[Click here to return](#)

DISCLAIMER

The Douglas County Assessors's Office assumes NO liability as to the accuracy of the data produced and published on this website.

Mobile Site Apps

NOTIFY ME

REPORT A CONCERN

Contact Us | Accessibility | Copyright Notices | Translate | Powered by

1 of 1

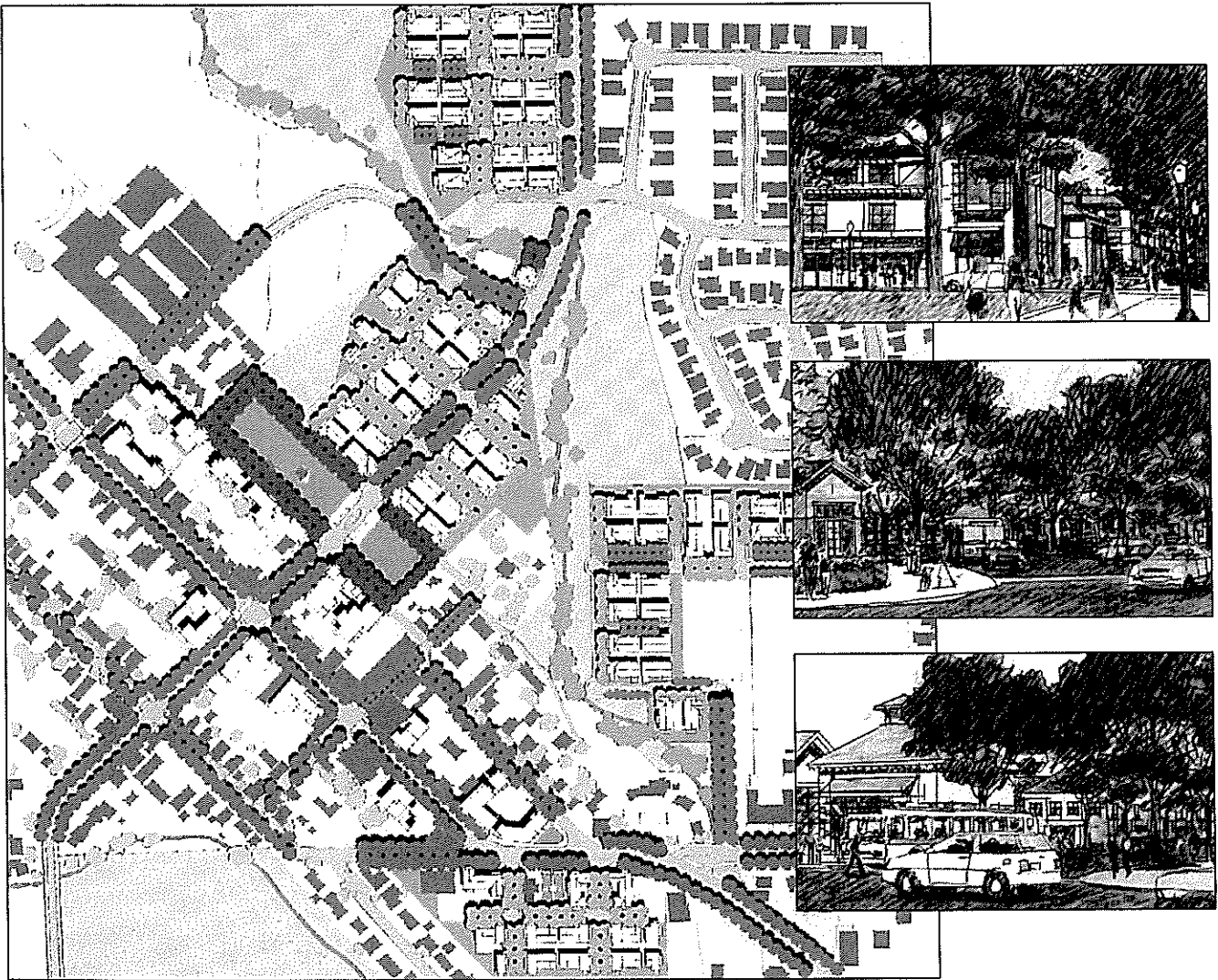
1-27

9/5/2012 10:47 AM

1-27

Gardnerville Parking District Strategy

Plan for Prosperity



March 2007

Introduction

Parking solutions are critical to the future success of reinvestment in Old Town Gardnerville. The parking district study is intended to identify implementing steps to make off-site parking feasible for property owners, developers, the Town and County. The study includes an overall parking, financing, and action plan strategies that are an extension of the Gardnerville Plan of Prosperity adopted by the Town Board in 2006.

- Process and Purpose
- Parking District Planning Area
- Organization of Report

Purpose of Parking District Strategy

The parking district strategy implements policies, supports reinvestment in Old Town, and provides a course of action for implementing the district.

Policy Direction: Plan for Prosperity

In 2005, the Town of Gardnerville prepared the Plan for Prosperity. The Plan included land use, circulation and community design policies and a supporting action plan for vacant and underutilized land along US 395. The Plan provides additional flexibility for property owners and investors to mix residential and commercial uses. These policies are expressed in a Mixed-use Overlay where new standards are intended to be more flexible and the Guidelines communicate the expected quality for new investment. The goals and policies were integrated into the County Master Plan 10-year update.

Policy 1.2: Old Town Circulation

Public and private investment in Old Town should enhance pedestrian access, calm and slow traffic, and provide convenient parking.

The analysis from the Plan for Prosperity illustrated how difficult it is to create projects that fit into Old Town Gardnerville's traditional pattern. Parking requirements limit the amount of possible development, create suburban auto-oriented projects and reduce economic opportunity. The parking standards have also made it more difficult to invest in renovation of older buildings and development of new ones. The Plan for Prosperity recommended creating a parking district to allow off-site parking.

The community discussed how a parking district approach would:

- Increase the amount of investment in Old Town by allowing additional development while providing a lower cost for parking;
- Support existing businesses by improving wayfinding and accessibility; and
- Provide an opportunity to better utilize the Town's investment in public streets.

The Plan acknowledged the need for a parking district approach that evolves with the community by:

- Anticipating changes in land uses;
- Providing short-term and long-term parking for patrons and employees;
- Anticipating special event parking; and
- Identifying land acquisition, capital costs and management budgets.

Supporting Economic Development

The parking district strategy is intended to support the efforts of the Town, County and their private sector partners to increase the viability of investing in Old Town Gardnerville. A more strategic approach to parking is required to support economic development and land use concepts and policies in the Gardnerville Plan for

Prosperity. The parking strategy identifies how to employ existing and future public assets to support reinvestment.

Plan for Action

The parking strategy is to inform public participation requirements for formation of a Parking District. The parking strategy identifies:

- Administrative, financial and collaborative roles for public sector;
- Private sector participation benefits;
- Financial and real estate benefits of participating in a parking district; and
- Potential in-lieu fees and other financing approaches required to both initiate and provide on-going support for a parking district.

Parking District Planning Area

The parking district planning area includes Old Town Gardnerville, the 'S' Curve and Millerville (Exhibit 1). These three sub-areas were identified in the Plan for Prosperity as mixed-use infill areas that could benefit from creation of public-private approach to providing for parking.

Report Organization

The report is organized into three sections. The first section provides an overview of objectives, parking demand and supply, and phasing. The second outlines an implementation plan. The third section uses a case study infill mixed-use project to demonstrate the financial opportunities and commitments to provide parking for higher density infill projects in Old Town. The appendix includes spreadsheets for the case study site, slideshow and glossary.

SECTION 1: Overall Parking Strategy

The overall parking strategies for Gardnerville's existing and future mixed-use areas is based on goals and objectives that support implementation of the Plan for Prosperity. It identifies the boundaries, potential demand and supply of parking, phasing concepts, and potential parking facilities.

- Parking District Goals and Objectives
- Parking District Boundary
- Parking Demand and Supply
- Phasing Concept
- Parking Facilities

Parking District Goals and Objectives

To address parking needs in Old Town Gardnerville, the 'S' Curve and Millerville there are certain recommendations that should be considered by the Town and County. These include a combination of increasing parking supply (both on-street and off-street surface parking) and implementing a parking management program.

Overall Goals

The goals of the downtown parking program supporting Plan for Prosperity objectives are to:

- Support downtown business development and livable neighborhoods;
- Provide parking supply to meet existing and projected needs;
- Use time limits and enforcement to efficiently manage parking supply;
- Make parking safe, secure, attractive and convenient;
- Operate public parking in a financially sound manner; and
- Minimize the negative impacts of parking.

The recommendations for increasing parking supply and parking management are intended to address parking needs in the downtown commercial and mixed-use areas of Gardnerville. These recommendations are presented in a manner that would allow the Town and County to implement components in a phased process. The recommendations are intended to improve the use of existing parking supply and provide for additional parking capacity in order to address existing and future parking demand.

In addition the Town and County should pursue potential for joint use and shared parking with the private sector for future off-street surface parking lots and structured parking. This would be important if there are different peak period parking demands for the uses sharing such parking – e.g. parking used primarily for private business activity during the day and for restaurant and retail activity in the evenings and on weekends.

Overall Objectives

The parking district has economic, community image, financial and regulatory objectives.

Economic development objectives include:

- Supporting existing businesses;
- Facilitating new infill development;
- Using a parking district to enhance development financial feasibility; and
- Increasing tax base (property and sales tax).

Community design and image objectives include:

- Support development of traditional multi-story buildings that reflect the value and improve the image of Old Town, the 'S' Curve and Millerville; and
- Improve pedestrian access and comfort in Old Town, the 'S' Curve and Millerville.

Financing objectives include:

- Using Town and County assets to support economic development objectives; and
- Approach financing of district in phases that lays the groundwork for future parking facilities and development projects.

Regulatory objectives include:


- Initially support voluntary nature of parking district participation;
- Inform creating County ordinances for creating parking districts; and
- Inform possible State legislation for formation of parking districts.

Parking District Boundary

The proposed parking district boundary roughly corresponds with the Old Town, 'S' Curve and Millerville sub-areas identified in the Plan for Prosperity (Exhibit 2). This area has development opportunity sites planned for commercial and mixed-use residential infill projects that can benefit from access to off-site parking. These areas also have historic buildings may not be able to provide on-site parking.

Parking Demand and Supply

Development analysis of the Plan for Prosperity indicates the Old Town and 'S' Curve area has about 30 acres of opportunity sites. These sites could be developed to accommodate up to 230,000 SF of commercial uses and 380 units of housing. The commercial uses could require up to an additional 690 spaces in private parking lots at 3/1,000 SF. A parking district approach will allow projects to share parking and use public rights-of-way to provide required parking.



Gardnerville striped several of Town's streets in 2005. This effort created approximately 260 on-street spaces. Including the 26 spaces at the Town office lot, there are about 286 spaces that can be made available through an in-lieu program for existing and new development in the parking district area. For illustrative purposes, one can imagine how at 3 /1,000 SF, the existing 286 public spaces could support approximately 95,000 SF. This is over 40% of the parking needed for new commercial development identified in the Plan for Prosperity for Old Town and the 'S' Curve areas. Other parking facilities would be included in projects, future lots and structures developed by the Town, County and their private sector partners. It is important to take the long view in regards to parking in Gardnerville. It will evolve with the needs and market support for commercial space.

Another feature of a managed parking district in a mixed-use downtown area would be the ability to reduce the amount of parking that is required. This is due to several factors including:

- Using shared parking for a variety of uses that do not have the same peak demand;
- Combining uses that support one another and reducing the need to drive between businesses and increase the ability to walk; and
- Enhanced use of transit and walking from nearby existing and new/future neighborhoods.

This may allow up to a 20% reduction compared to the County's existing suburban standards that require each site/project to provide parking for its peak use.

Phasing Concept

The creation of a parking in-lieu program that supports business and property owners' desires to get more efficiency from their land should be approached as a phased strategy. Generally, it can be characterized as a three-step process that parallels the development of infill projects.

Over time, the demand for parking, rise in land values and rents reflecting the success, and growth of the community will require treating land as a more valuable resource. This suggests that the evolution of parking will move from on-street and on-site parking, to shared public parking lots and eventually (when land prices justify it) to structured parking (Exhibit 2).

Phase 1: On-street Parking

The first phase of creating a parking district would include marketing the existing on-street parking to support existing and new businesses. This would include a voluntary program that would allow property owners and developers to increase the amount of off-site parking as part of the development review process by paying an in-lieu fee. This fee would be used to manage public parking and to create a fund for future acquisition and development of surface parking lots. The initial phase would involve a design and development plan for future parking facilities.

Phase 2: Public Parking Lots

The second phase would focus on creation of public parking lots. This might include land acquisition and a shift to a mandatory in-lieu program to encourage the design and economic objectives for Gardnerville's mixed-use areas. The in-lieu fee program would be reassessed and revised to reflect the market realities at that time.

Phase 3: Public Parking Structures

The third phase of the parking district would reflect Gardnerville's maturity as a real estate market and desirable business and residential address. This phase would include development of parking structures to support new development projects. This phase would also require design and management plan revisions and revisiting the in-lieu fee to reflect the market realities at that time. This phase is part of the long-term future of Gardnerville. If it is an economic development priority of the Town and County, development of parking structures could be part of an earlier phase, but would likely require a public subsidy.

Parking Facilities

As discussed in the phasing description, on-site, on-street, public parking lots and structures all will play an important role in the Gardnerville parking district.

On-Site Parking

Currently, up to 50% of parking is allowed off-site for commercial projects in Old Town. However, there is no managed district that supports this County standard. For restaurants and commercial uses, this means a significant amount of land is still dedicated to parking essentially limiting development to a single story. This means development of two story buildings similar to Gardnerville's historic storefront buildings would not be economically feasible. In the future, for some uses, on-site parking will be a necessity. Formation of a parking district makes it possible to develop mixed-use and multi-story buildings and for property owners and developers to take advantage of the benefits of a parking district.

On-Street Parking

In 2005, the Town striped public streets creating a reservoir of parking that can be allocated to new development. This parking is an important resource for the formation of the district and providing nearby and convenient parking for existing and future businesses. Phase 1 assumes about 108 spaces would not be allocated because those spaces already support existing businesses. These spaces would be included in the second phase when replacement parking can be included in new public lots. Up until the 1970's, Main Street/US395 had on-street parking. This is an important feature of successful main street districts. The regional design guidelines prepared for NDOT make it possible reintroduce on-street parking, pending commitment to creation of a regional bypass. Therefore, the third phase for the parking strategy includes reintroduction of on-site parking on Main Street.

Public Parking Lots

The strategy identifies three potential locations for shared parking lot facilities. Parking lot options for these locations could create between 169 and 299 additional shared parking spaces (Exhibits 3A, 3B, 3C and 3D). At 3/1,000 SF of development, this could support approximately 56,000 SF to 100,000 SF of commercial uses.

Town Office Site (Exhibit 3A)

There are two options illustrated for expanding the parking next to the Town Offices. The first option has a 32 space lot southeast of the Town office and the second has a 77 lot that spans from the Town office to the corner of Mission Street. These lots are assumed to be interim uses until mixed-use projects can be developed with structured parking in them or nearby.

East Fork Site (Exhibit 3B)

The second potential location is the old East Fork Hotel property. There are two options illustrated. The first adds a 20-space lot behind the existing building. The second option reconfigures lots behind the two properties to the southeast and the East Fork property into a 100-space lot. This approach nets about 58 additional new spaces. These parking lots would be an interim use until the land is redeveloped into a mixed-use project facing on to Heritage Park.

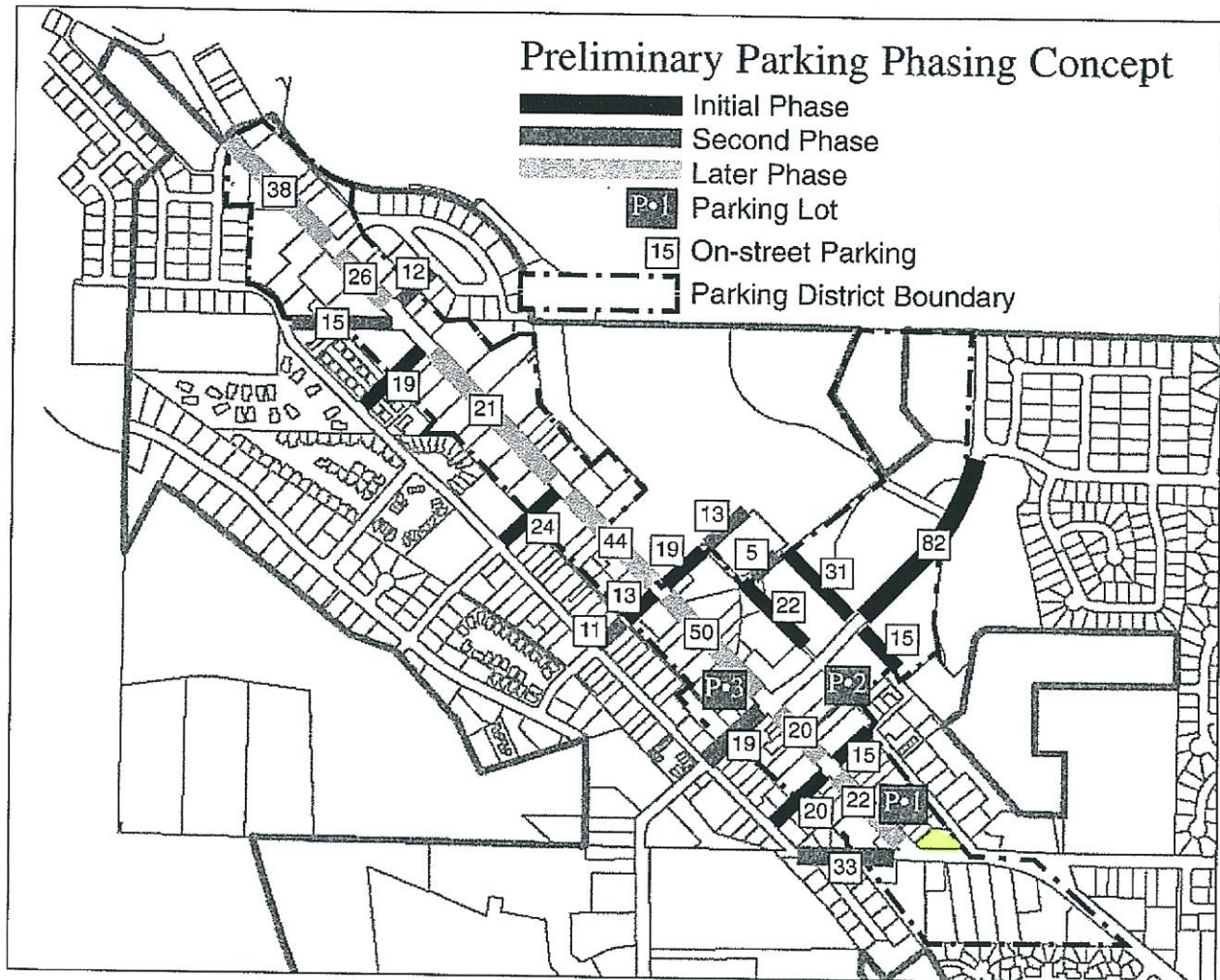
Sharkey's Lot (Exhibit 3C and 3D)

The third opportunity site for a parking lot is the existing Sharkey's lot and contiguous unpaved areas. If the entire site is used for parking, a 164-space lot could be created. Another approach illustrated is to include a new commercial building along Main Street and a 117-space lot behind it.

Public-Private Parking Structures

In the longer term, the strategy identifies three potential parking structures located on the parking lot sites. Only one of these has been modeled (see Section 3 of this report). These facilities would be developed as part of mixed-use projects freeing up parking lots for commercial and mixed-use projects.

Exhibit 2



Assumptions:

Boundaries

- Commercial uses in the US395/Main Street corridor and Old Town District.

Phasing of On-street Parking

- First phase of existing marked spaces made available for existing and initial development in-lieu
- Second phase existing marked spaces made available to in-lieu development after parking lots open
- Third phase includes US395 on-street spaces to be implemented when regional traffic solutions create the opportunity

Off-street Public Parking

- Initiates the start of the second phase using in-lieu fees created by first phase development

	On-street	Public Lots	Public Structures	Phase Total
Phase 1	260 spaces	P-1 26 extg.		286
Phase 2	108 spaces	P-1 103 P-2 100 P-3 117-164		475
Later Phase (future potential estimate)	221 spaces (US 395)		P-1 TBD P-2 TBD P-3 348 (318 net)	TBD

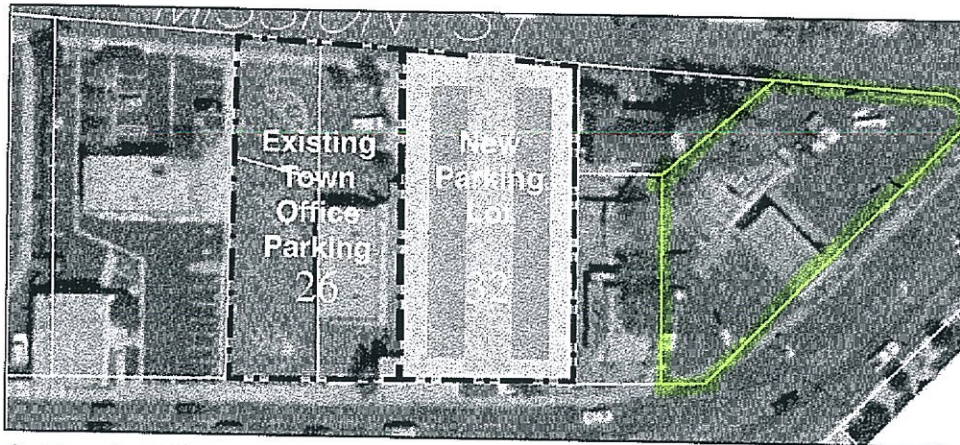
Exhibit 3A



P 1: Town
Office Site

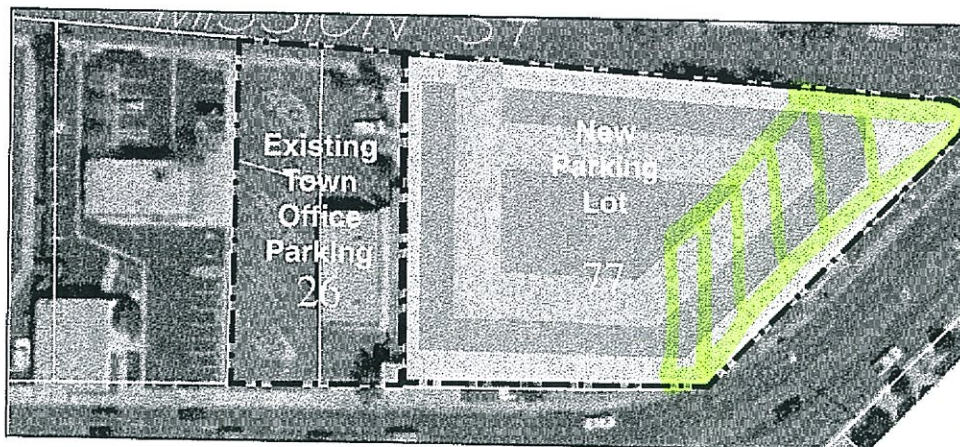
Existing Site

26 spaces



Option 1: 0.42 acres acquired

32 new spaces (58 net)



Option 2: 1.09 acres acquired

77 new spaces (103 net)

SECTION 2: Implementation Plan

Preparation of an implementation plan for the parking district and program considers the scope of improvements, how parking will be managed, program costs, how it can be financed, and related actions by the Town and County.

- Parking Improvements Assumptions
- Parking Management Program
- Program Costs
- Financing
- Implementation Actions

Parking Improvements Assumptions

The construction of the proposed additional on-street parking spaces and off-street surface parking lots could be accomplished in phases over time as discussed in Section 1. For the purposes of formatting the implementation plan, the following improvements are assumed.

Phase 1 would include 260 existing on-street spaces and 26 existing off-street spaces (Town Office Site).

Phase 2 would include allocation of 108 on-street spaces and 240 net new off-street spaces through the following:

- Expansion/improvement of the Town Office Site (1.54 acres) from 26 to 103 spaces;
- Expansion/improvement of the East Fork Site (1.35 acres) from 42 to 100 spaces; and
- Expansion/improvement of the Sharkey's Lot Site (1.58 acres) from 30 to 135 spaces.

Later phases would include construction of 221 net new on-street spaces (along US Highway 395) and construction of an initial parking structure (approximately 348 spaces) on a site to be determined by the Town of Gardnerville, the County and participating property owners.

Parking Management Program

The proposed solution for parking in downtown commercial district of Gardnerville includes a comprehensive parking management program based on maintaining free parking with enforcement of time restrictions. Some of the components of such a program can be implemented with minimal initial costs (e.g. installation of signage for time restrictions) while others might require developing capital improvements and associated financing for improvements (e.g. acquisition of property and construction of additional on-site surface parking lots).

Meeting existing and projected future parking needs in downtown Gardnerville will continue to be an ongoing process. While certain recommendations could be implemented earlier than others, the recommendations need to be viewed as part of a comprehensive, coordinated program.

Time-Restricted Parking

The objective of a time-restricted parking management program would be to maximize utilization of existing parking (on-street and surface parking lots) supply through centralized management and enforcement, and provide additional short-term parking in the Town's downtown commercial district. Such a program would impose time restrictions on both on-street parking spaces and surface parking lots. The program would include centralization of the management effort, enforcement and designation of parking time limits (e.g. short-term, etc.).

The primary need in the downtown commercial district of Gardnerville appears to be for short-term (e.g. 2-hour) parking. This type of parking best serves commercial, retail, service and restaurant uses that make up

the majority of existing downtown businesses. Using the parking supply for short-term use when combined with enforcement of time-restrictions could provide for high turnover rates for space usage and increased number of vehicles accessing the area.

Under the proposed program, on-street parking and off-street surface parking lots in certain designated areas of the downtown commercial district would be covered under a 2-hour time restriction. Within such designated areas however, certain spaces should be designated for commercial loading zones, passenger drop-off/pick-up zones (e.g. 15- minute), physically disabled/handicapped parking, no- parking zones (e.g. adjacent to fire hydrants). In addition there would be certain exceptions to the permitted 2-hour parking such as for street cleaning and/or snow removal purposes on designated days and hours.

Structured Parking

As indicated previously the potential development of a parking garage would be a later phase of implementation of the Town's comprehensive parking program for the downtown commercial district. In the context of any policy decision to proceed with development of an initial parking garage the Town could consider the policy issue of establishing a paid-parking management program. At that point the Town would have two basic options:

- 1) Use a time-restricted parking program for the parking garage with the appropriate signage and enforcement related to the parking activities within the garage (e.g. short-term (2-hour) parking, long-term parking, monthly employee parking and/or hotel guest parking (if applicable); or
- 2) Establish a paid-parking program to create revenue to help offset the development and ongoing operational costs of the parking garage(s). This later option would require that the Town undertake an analysis to determine the appropriate parking rates for use of the parking garage spaces (short-term, long-term, monthly permits, etc.)

Enforcement

With a time-restricted parking management program, the Town would need to consider establishing a program for parking fines through issuance and collection of parking citations. The specific citation amount should be evaluated annually in the context of the Town's operating budget in relation to actual cost of administering the time-restricted parking management program.

Parking citations provide for a source of revenue that can help offset the ongoing administration costs of operating a time-restricted parking management program, and related capital costs. Parking citations could be established and issued for the types of violations listed below.

- Overtime parking
- Parking in no parking zones
- Illegal parking in handicapped parking zones/spaces
- Obstructing street cleaning activity and/or snow removal activity
- Blocking fire hydrants
- Penalties for non-payment of parking fines

Parking enforcement is important for a successful and effective time-restricted parking management program, and helps establish and maintain desired parking characteristics. Enforcement would also help the Town closely monitor the impacts of the parking management program and make adjustments over time e.g. changing time restrictions. The benefits of strict enforcement are:

- Maintaining and promoting desired parking utilization, including turn-over rates;
- Providing revenues that can be used for implementing other parking improvements;
- Protecting the public including keeping areas open for emergency vehicle access; and
- Maintaining special use parking such as drop-off and loading zones.

Capital costs related to implementation of the proposed Phase 2 improvements include purchase and installation of parking enforcement signage for an additional 108 on-street parking spaces (existing), and additional net new 240 off-street parking spaces (surface parking lots). The estimated costs for development of the net new off-street parking spaces (surface parking lots) are presented in the table below. The estimated cost to construct the proposed net new 240 off-street parking spaces described as part of Phase 2 above is approximately \$4,090,700 (or \$17,045 per space) in 2006 dollars.

Table 2:
Summary of Estimated Capital Cost – Phase 2 (Surface Parking Lots)

No. of Spaces	338	ACQUIRE 0.39 ACRES = 16988.4 SF.
Land	\$ 1,620,500	\$12.00 per square feet of land area to be acquired (3.1 acres) (\$203,860.5)
Construction		
Demolition/Site Preparation	222,000	\$5.00 per square foot of site area (\$85,000)
Off-site Improvements	327,500	\$200 per lineal foot of public street right-of-way frontage
Parking Spaces	1,421,600	\$4,156 per space
Contingency	137,900	7.0% of direct construction cost
Subtotal	\$ 2,109,000	
Indirect		
Permits	\$ 60,200	3.0% of the estimated direct construction
Design/Construction Administration	301,000	15.0% of the estimated construction cost
Subtotal	\$ 361,200	
Total	\$ 4,090,700	
Cost per Space (240 net new spaces)	\$ 17,045	
Cost per Space (total of 338 with existing spaces)	\$ 12,103	

A summary of the estimated capital costs for implementation of both Phases 1 and 2 is presented below in Table 3 in 2006 dollars.

Table 3:
Summary of Estimated Capital Cost – Phases 1 and 2 (in 2006 dollars)

	<u>Phase 1</u>	<u>Phase 2</u>
No. of Spaces		
On-street	260	108
Surface	26	338 (240 net new)
Total	286	446 (348 net new)
Land	NA	\$ 1,620,500
Construction	\$49,500	2,127,700

Indirect	<u>8,900</u>	<u>364,500</u>
Total	\$58,400	\$ 4,113,700
Cost per Space (net new spaces)	\$ 204	\$ 11,821
Cost per Space (with existing spaces)	\$ 204	\$ 9,224

Structured Parking

The estimated total development cost of the proposed structured parking (348 spaces) that would occur as a later phase(s) is presented below in 2006 dollars. As indicated above the site of such parking garage(s) is subject to the determination of the Town of Gardnerville and Douglas County. For the purposes of this report, it is assumed the 348 spaces would be developed in a single parking garage in the mid-area of downtown Gardnerville.

The total estimated total development cost for a 348-space parking garage is approximately \$9,407,400 or \$27,033 per space (in 2006 dollars) as summarized in the table below.

Table 4:
Summary Estimated Development Cost – Structured Parking (in 2006 dollars)

No. of Spaces	348	
Land	\$ 661,700	\$12.00 per square foot of site area
Construction	6,909,900	Site preparation - \$2.00 per square foot of site
		Off-site public improvements - \$200.00 per
		lineal foot of public right-of-way frontage
		On-site improvements - \$10.00 per square foot
		of area to be improved
		Construction cost - \$50.00 per square foot of
		building area (131,640 square feet)
		Contingency - 7.0% of direct construction cost
		area
Indirect	<u>1,835,800</u>	Indirect cost (including financing) - 27.0% of
		estimated direct construction cost (not
		including land).
Total	\$ 9,407,400	
Cost per Space	\$ 27,033	
Cost per Square Foot (Building)	\$ 71.46	

Program Administration Costs

Annual operating costs related to implementation of the recommended time-restricted parking management program include program administration, enforcement, snow removal and general maintenance. The estimated costs presented below (in 2006 dollars) are based on full implementation of both Phases 1 and 2 resulting in a total of 368 on-street parking spaces and 338 off-street parking spaces (surface parking lot). These costs would be incurred by the Town as implementation of Phase 1 and then Phase 2 are undertaken/completed by the Town.