

Community Services Department
Planning and Building
VARIANCE APPLICATION



Community Services Department
Planning and Building
1001 E. Ninth St., Bldg. A
Reno, NV 89512-2845

Telephone: 775.328.6100

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information		Staff Assigned Case No.: _____	
Project Name: RDMA-2 Marcotte Funicular			
Project Description: Add a funicular railway system from the driveway/main living level to the shoreline.			
Project Address: 552 Gonowabie Rd. Crystal Bay, NV 89402			
Project Area (acres or square feet): 1,455 sf			
Project Location (with point of reference to major cross streets AND area locator): Approximately 268ft from the exit of Gonowabie Rd. to SR-28			
Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
123-101-06	.564 acres		
Indicate any previous Washoe County approvals associated with this application: Case No.(s).			
Applicant Information (attach additional sheets if necessary)			
Property Owner:		Professional Consultant:	
Name: Rene & Margaret Marcotte Family Trust		Name: Elise Fett & Associates, Ltd.	
Address: 29151 Simms Ct.		Address: PO Box 5989	
Hayward, CA	Zip: 94544	Incline Village, NV	Zip: 89450
Phone: 925-337-9933	Fax:	Phone: 775-833-3388	Fax:
Email: marcotte1@gmail.com		Email: elise@elisefett.com	
Cell: 925-337-9933	Other:	Cell: 775-762-3388	Other:
Contact Person: Dave Marcotte		Contact Person: Elise Fett	
Applicant/Developer:		Other Persons to be Contacted:	
Name: Elise Fett & Associates, Ltd.		Name:	
Address: PO Box 5989		Address:	
Incline Village, NV	Zip: 89450	Zip:	
Phone: 775-249-0212	Fax:	Phone:	Fax:
Email: julie@elisefett.com		Email:	
Cell: 775-315-3086	Other:	Cell:	Other:
Contact Person: Julie Soules		Contact Person:	
For Office Use Only			
Date Received: _____		Initial: _____	
County Commission District:		Planning Area:	
CAB(s):		Master Plan Designation(s):	
		Regulatory Zoning(s):	

Variance Application Supplemental Information

(All required information may be separately attached)

1. What provisions of the Development Code (e.g. front yard setback, height, etc.) must be waived or varied to permit your request?

Side yard setback - see enclosed document for additional details

You must answer the following questions in detail. Failure to provide complete and accurate information will result in denial of the application.

2. What are the topographic conditions, extraordinary or exceptional circumstances, shape of the property or location of surroundings that are unique to your property and, therefore, prevent you from complying with the Development Code requirements?

see enclosed document

3. What steps will be taken to prevent substantial negative impacts (e.g. blocking views, reducing privacy, decreasing pedestrian or traffic safety, etc.) to other properties or uses in the area?

see enclosed document

4. How will this variance enhance the scenic or environmental character of the neighborhood (e.g. eliminate encroachment onto slopes or wetlands, provide enclosed parking, eliminate clutter in view of neighbors, etc.)?

see enclosed document

5. What enjoyment or use of your property would be denied to you that is common to other properties in your neighborhood?

see enclosed document

6. Are there any restrictive covenants, recorded conditions or deed restrictions (CC&Rs) that apply to the area subject to the variance request?

☐ Yes ☒ No If yes, please attach a copy.

7. How is your current water provided?

IVGID

8. How is your current sewer provided?

IVGID

RDMA-2 – Marcotte Funicular

552 Gonowabie Rd.

Crystal Bay, NV 89402

APN: 123-101-06

Project Description

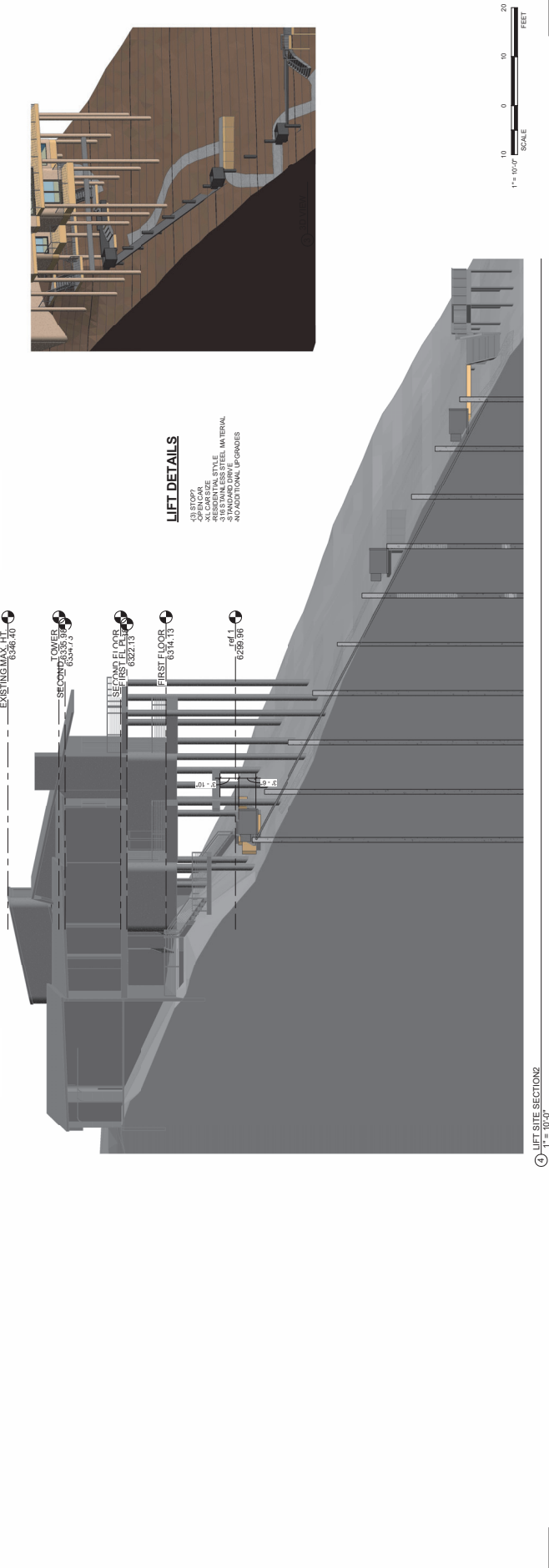
The project proposes to build a funicular track from the main living level down to the shoreline below. The majority of the track will be less than 30" above grade, with only approximately 10 feet of the track at the top of the descent being higher than 30". As decks that are less than 30" above grade are allowed in the side setback, the design was carefully planned to ensure that as much of the track as possible hugged the natural slope and contours with a 30" height above grade.

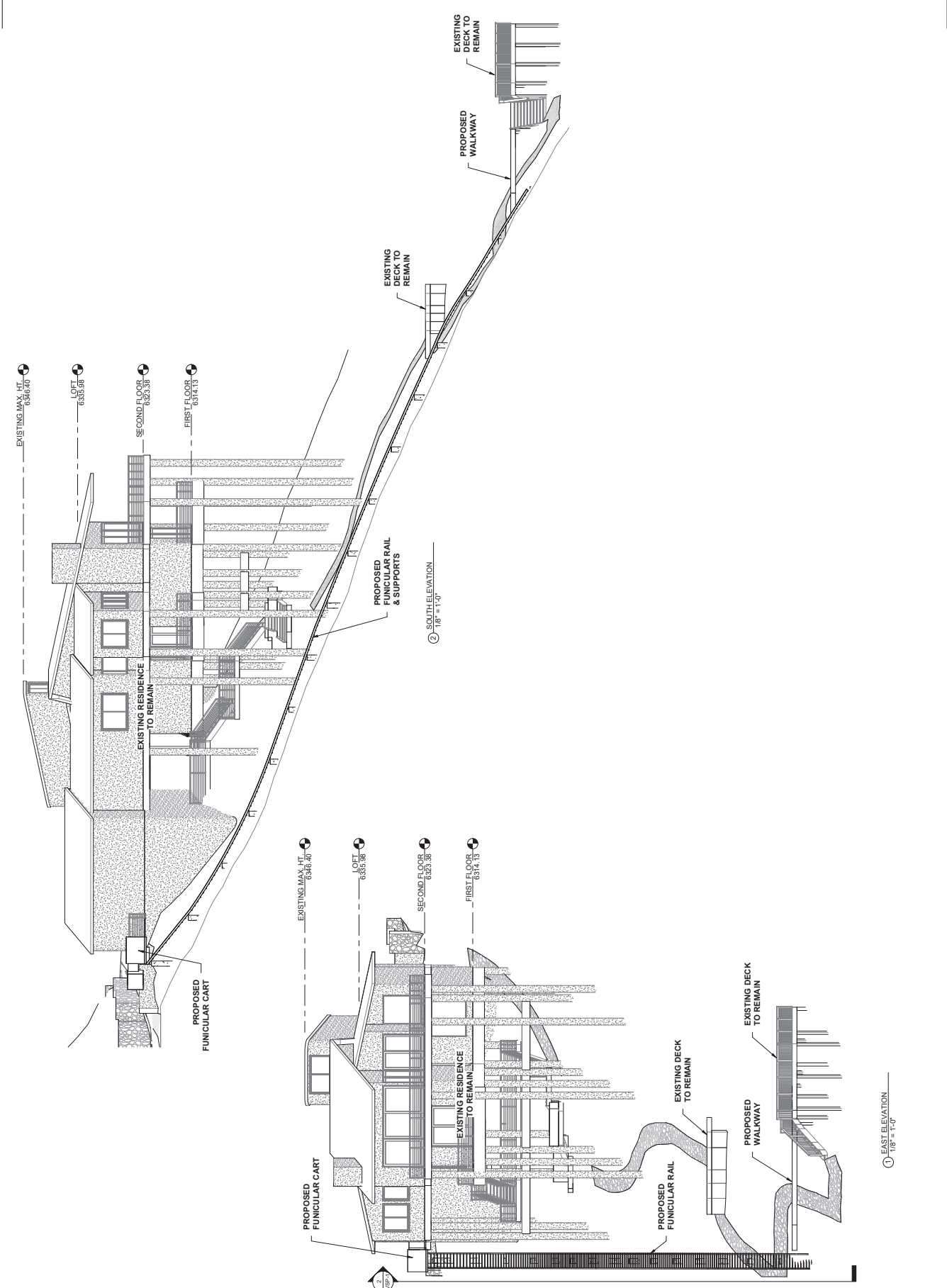
Supplemental Questions

1. The side yard setback must be varied to permit our request. Several options were considered to get the track outside of the side setback, but we are limited by the existing structure and steepness of the lot. In order to achieve single level living on the main floor, the existing structure is elevated above grade with numerous columns and supports/bracing supporting the structure creating significant height and pathway limitations. As such, the only viable option to connect the shoreline with the main living level is to run the funicular within the side setback. The resultant track structure is approximately 1' 5" from the property line. The car extends about an 1" beyond the track, but as it is mobile and not in a fixed location, we were not including using that to determine the side setback reduction.
2. As previously noted, the slope and structure of the existing home are the main items preventing compliance with the development code. The steepest part of the lot is the front portion. From the garage/driveway level to the rear of the garage, the grade goes from 6320' to 6301' in a span of approximately 25' with a resultant slope of 76%. From the rear of the garage to the end of the funicular run the slope drops from 6301' to 6250' in approximately 115', resulting in a 44% slope for the majority of the run.
In order to adjust the tracks to run from the rear of the garage, outside of the setback, the slope of the track would exceed safety limitations. Additionally, the amount of excavation required to get the clearances under the existing structures is not permissible by TRPA and would likely undermine the stability of the slope and the existing foundations. Erecting the track within the side setback and utilizing the lowest track elevations possible is the least intrusive and safest option available.
3. In order to prevent substantial negative impacts, the track is being minimally elevated above grade and the grading has been minimized to only what is required to install the track footings/supports. The natural slope and terrain will be maintained. Additionally, the car height will be below the elevation of the neighboring property's windows, preserving their views and privacy.
4. The variance will not have a significant impact on the scenic character of the neighborhood. The low profile of the tracks will ensure they blend with the grade and surrounding environment. The cart is more visible, but again it is a low profile and will only be visible from the lake when parked at the shoreline. The majority of the time it will be parked at the top of

the property were it will be obscured by the existing bear box and vegetation from the road and invisible from the lake.

5. Without the variance, the owners will be denied safe access to their shoreline. All of the properties in this area are steep, but this property is particularly steep with an average slope of 50%. The existing stepped path to the shoreline is rugged, unsafe and impractical for regular use. In order to improve the safety and usability of the path, significant grading would be necessary that could impact slope stability and even then, the steepness and length of the pathway is impractical for regular use. Additionally, the owners are aging with permanent disabilities that make the stepped path a non-functional solution for them. Providing the funicular will allow for safe use and enjoyment of the property for the current and future owners
6. There are no restrictive covenants, recorded conditions or deed restrictions (CC&Rs) that apply to the area subject to the variance request.
7. Water service is provided by IVGID.
8. Sewer service is provided by IVGID.





REVISIONS		
#	DATE	BY



- ARCHITECTURE
- ENGINEERING
- INTERIORS
- TRPA

ELISE FETT

6 ASSOCIATES, LTD.

AA - REG - CATT

PHONE: (775) 853-3388

FAX: (775) 853-3388

elise@eliseftt.com

P.O. BOX 0989

RENO, NV 89502

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PRELIMINARY

NOT FOR CONSTRUCTION

MARCOTTE FUNICULAR

552 GONWABIE ROAD, CRYSTAL BAY, WASHOE COUNTY, NV 89402

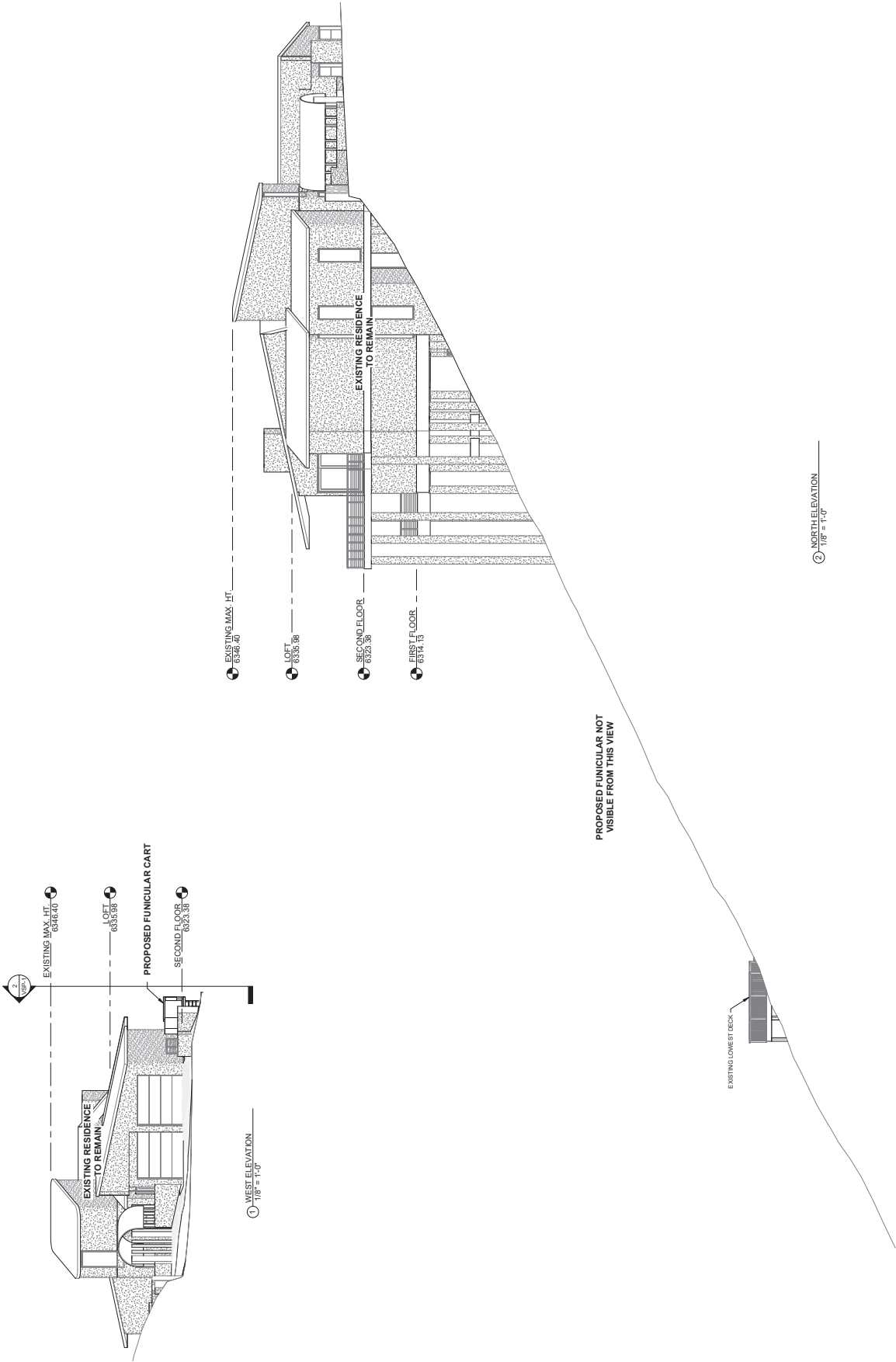
CRYSTAL BAY PARK 1 F&AC LOT 35 BLOCK 14

APN: 123-101-06

SCALE	1/8" = 1'-0"
JOB NO.	RDMA-2
PRINT DATE	7/1/2025
SHEET	522-40

VA-2

WEST & NORTH ELEVATIONS



SQUARE FOOTAGE
 PER ASSESSOR
 EXISTING CONDITIONED SPACE 2,224 SQ. FT.
 EXISTING FINISHED BASEMENT 1,137 SQ. FT.
 EXISTING GARAGE 564 SQ. FT.

OWNER
 RENEE & MARGARET MARCOTTE FAMILY TRUST
 MARCOTTE TRUSTEE
 11071 TAMAR CT
 HAYWARD, CA 94544

PROPERTY

RENÉE & MARGARET MARCOTTE FAMILY TRUST
FAMILY TRUST, INC.
20131 SIMS CT
HAYWARD, CA 94544

VICINITY MAP:

ELISE FETT & ASSOCIATES, LTD.
P.O. BOX 5989
INCLINE VILLAGE, NV 89450
(775) 833-3388

SITE PLAN CREATED FROM EXISTING PLANS

0.564 acres
PER A SSESSOR)

AIA • RCE • CATT
PHONE: (775) 833-3388
FAX: (775) 833-2388
elise@e1sedit1.com
P.O. BOX 5989
INCLINE VILLAGE
NEVADA 89450

WSP-1	SITE / GRADING PROPOSED
/A-1	EAST & SOUTH ELEVATIONS
/A-2	WEST & NORTH ELEVATIONS

EXISTING CONTOURS

LIMITS OF DISTURBED AREA

TREE SIZE TYPE

○ 12P

INSTALLED UPHILL FROM THE BACKSHORE BOUNDARY

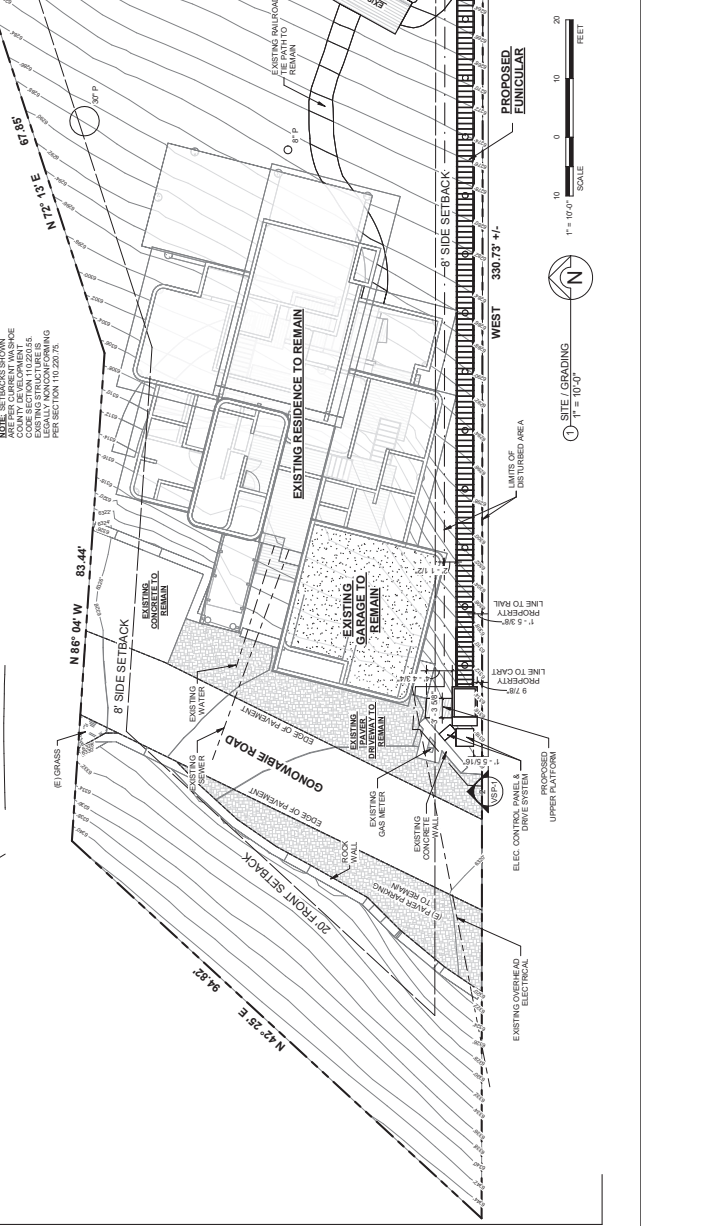


Diagram illustrating a drainage ditch structure. The ditch is labeled "DRAINAGE DITCH" and the structure at the end is labeled "DRAINAGE STRUCTURE". The road surface is labeled "ROAD SURFACE".

COUNTY DEVELOPMENT
CODE SECTION 110.22(0.5).

8' SIDE SETBACK

EXISTING -

PAVER
DRIVEWAY TO

GARAGE 10
REMAIN

EXISTING OVERHEAD
ELECTRICAL

ELEC. CONTROL PANEL &
NAME SYSTEM

9' 7/8" TO CENTER
TO CENTER

5' 3/8" TO CENTER
TO CENTER

LIMITS OF
DISTURBED AREA

PROPOSED
FUNICULAR

① SITE / GRADING

1" = 10'-0"

0 10 20