



N E V A D A

AGENDA
Regular Meeting
Planning Commission

Wednesday, May 11, 2022 • 5:00 PM

Members

Barry Williams Sr. - Chairman
Cody Wagner - Vice Chair
Jan Hodges - Commissioner
Humayoon Lodhi - Commissioner
Angela Lewis - Commissioner
Shellie Severa - Commissioner
Jenni McCullar - Commissioner

Fernley City Council Chambers, 595 Silver Lace Boulevard, Fernley, NV 89408

Zoom information:

Please click the following link to join the webinar: <https://us02web.zoom.us/j/84173368638>, or one tap/mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 841 7336 8638

Public Notice: This agenda has been physically posted in compliance with 241.020 at Fernley City Hall, 595 Silver Lace Blvd. In addition, this agenda has been electronically posted in compliance with NRS 241.020(3) at www.cityoffernley.org and NRS 232.2175 at <https://notice.nv.gov/> To obtain further documentation regarding posting, please contact the City Clerk's Office at (775) 784-9830 or cityclerk@cityoffernley.org

Public Comment: Those wishing to address the Planning Commission may submit public comment through the online public comment form found at <https://www.cityoffernley.org/forms>, or by sending an email to cityclerk@cityoffernley.org. Comments received prior to 4:00 pm the day of the meeting will be provided to the Planning Commission and added to the record but will not be read during the live meeting. Public comments received after 4 pm the day of the meeting will be included in the record but may not reach commissioners before action is taken. Public comment, whether on action items or public comment, is limited to three (3) minutes per person. Unused time may not be reserved by the speaker, nor allocated to another speaker. The public may comment on any matter that is not specifically included on an agenda as an action item or comment on a specific agenda item. Items not included on the agenda cannot be acted upon other than to place them on a future agenda. Additionally, if you wish you can comment in person at the meeting or use the Raise your Hand feature in Zoom (*9 if you are participating via phone).

Accommodations: The Planning Commission and staff will make reasonable efforts to assist and accommodate individuals with disabilities desiring to attend the meeting. Please contact the City Clerk's Office at (775) 784-9830 in advance so that arrangements can be made.

Supporting Material: Staff reports and supporting material for the meeting are available at the City Clerk's Office, and on the City's website at www.cityoffernley.org Pursuant to NRS 241.020(6), supporting material is made available to the general public at the same time it is provided to the Planning Commission.

Order of Business: The presiding officer shall determine the order of the agenda. The Fernley Planning Commission may combine two or more agenda items for consideration; remove an item from the agenda; or delay discussion relating to an item on the agenda at any time. All items are action items unless otherwise noted. Items scheduled to be heard at a specific time will be heard no earlier than the stated time but may be heard later.

1. INTRODUCTORY ITEMS

1.1. Roll Call

1.2. Public Forum

1.3. For Possible Action: Approval of Agenda

1.4. For Possible Action: Approval of Minutes from April 13, 2022

2. GENERAL BUSINESS

3. PUBLIC HEARINGS

3.1. (For possible action) CUP20003 - Extension of Time

Consideration and possible action on an extension of time request to grant a 1-year extension on a Conditional Use Permit for a ±316-unit multifamily residential development on a site approximately 26.25 acres in size, located within the MDR14 (Medium density residential, 7-14 dwelling units per acre) zoning district. The project site is generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, NV. (APNs: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).

3.2. (For possible action) Public Hearing, CUP22001 – Conditional Use Permit

Consideration and possible action on a Conditional Use Permit request to allow for the development of a 276-unit multi-family residential apartment complex located within the MU (Mixed Use) zoning district. The site is ±9.52 acres and is located at 600 West Main Street (APN: 021-071-03).

3.3. (For possible action) TSM22005 – Tentative Subdivision Map

Consideration and possible action on a Tentative Subdivision Map request to allow for the development of an 18-lot multifamily residential subdivision and common area parcels, with associated amenities on a project site consisting of 8 parcels of land located within the MDR14 (Medium density residential, 7-14 dwelling units per acre) zoning district. The project site is approximately 26.25 acres in size, and is generally located south of Interstate-80, north of Fremont Street, and west of Wildwood Drive (APN's: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, 021-092-55, & 021-092-05).

3.4. (For possible action) TPM22002 – Tentative Parcel Map

Consideration and possible action on a Tentative Parcel Map request to split a ±2.37-acre parcel into 2 separate parcels. The project site is located at 3145 Farm District Road (APN: 021-342-06) and is located within the RR1 (Residential Rural, 1-acre minimum lot size) zoning district.

3.5. (For possible action) Public Hearing, ANX22001 – Annexation

Consideration and possible action on an annexation request to annex approximately 685.51 acres into the City of Fernley, generally located southeast of Interstate 80, east of Nevada Pacific Parkway, and west of the Fernley Wildlife Management Area (APN: 021-201-01). Upon annexation, the zoning shall convert from the Lyon County zoning designation of M-1 (General Industrial) to a City of Fernley zoning designation of I (Industrial).

4. CHAIR AND COMMISSION ITEMS

5. PLANNING DIRECTOR ITEMS

6. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

7. PUBLIC FORUM

8. ADJOURNMENT

Next Meeting: June 8, 2022 @ 5 PM

**MINUTES OF THE
FERNLEY PLANNING COMMISSION MEETING
APRIL 13, 2022**

1. INTRODUCTORY ITEMS

1.1. Roll Call

Present: Planning Commission Chairman Williams, Commissioner Lodhi, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Hodges Planning Director Tim Thompson, Assistant Planner Nikil Manayathara, Assistant Planner Shay League, Deputy City Attorney Aaron Mouritsen, Deputy City Clerk Brenda Gosser, Administrative Assistant Bailie Scott.
Absent: Commissioner Lewis, Commissioner Severa.

1.2. Public Forum

Planning Commission Chair Barry Williams opened up a public forum. No public comment was given at that time.

1.3. (For Possible Action) Approval of Agenda

Motion: MOVE TO APPROVE THE APRIL 13, 2022 PLANNING COMMISSION AGENDA.

Action: Approve, **Moved by** Commissioner McCullar, **Seconded by** Planning Commission Vice-Chair Wagner. **Vote:** Passed, **summary:** Yes 5, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **Absent:** Commissioner Lewis, Commissioner Severa.

1.4. (For Possible Action) Approval of Minutes from March 9th and March 23rd.

Motion: MOVE TO APPROVE MARCH 9, 2022 AND MARCH 23, 2022 PLANNING COMMISSION MINUTES.

Action: Approve, **Moved by** Planning Commission Vice-Chair Wagner, **Seconded by** Commissioner Lodhi. **Vote:** Passed, **summary:** Yes 5, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **Absent:** Commissioner Lewis, Commissioner Severa.

2. GENERAL BUSINESS

Nothing was presented for General Business.

3. PUBLIC HEARINGS

3.1. (For possible action) Public Hearing - ZMA22004 & TSM22003

Consideration and possible action on a Zoning Map Amendment and Tentative Subdivision Map request on a site consisting of one (1) parcel of land approximately 30.15 acres in size, located at 900 Vonnie Lane, Fernley, NV (021-471-05):

- 1. A Zoning Map Amendment request associated with ZMA22004, to change the zoning on a single parcel of land from SF20 (Single Family, 20,000 sq. ft. minimum lot size) to SF6 (Single Family, 6,000 sq. ft. minimum lot size).**
- 2. A Tentative Subdivision Map request associated with TSM22003, to allow for the**

development of a 79-lot residential subdivision, located within the SF6 (Single Family, 6,000 sq. ft. minimum lot size zoning district).

Assistant Planner Nikil Manayathara presented ZMA22004 & TSM22003 to the Planning Commission.

Lydia Altech, Phelps Engineering, presented an overview of the project.

David Schwegel and Matt Dickson, Phelps Engineering, addressed the commission's questions regarding the applicants' traffic study. He stated that Vonnie Lane is a public road according to document 144905

Public Comment

Tom Howell has been a Fernley resident for 27 years and lives on Vonnie Lane. He stated that Vonnie Lane is a private road and he is opposed to the project.

Michael Lowry is a Fernley resident and lives on Vonnie Lane. He provided an overview of the history of Vonnie Lane and is opposed to the project.

Gregory McCaffrey is a Fernley resident and lives on Vonnie Lane. His family has property on both sides of Vonnie Lane. He stated that the applicant tried to purchase the access easement that runs through his family's property. He commented that as of a month ago the offer has gone away and it is no longer a possibility.

Thomas Ehrhart is a Fernley resident and lives on Vonnie Lane. He stated that he maintains the road and has never been compensated for it. He commented that Wallace Way is also private property.

Richard Hedinger is a Fernley resident and lives on Pepper Lane in the Desert Lakes subdivision. Due to his backyard being a portion of the border to the project, he is opposed to the project.

Bernadette Howell is a Fernley resident and lives on Vonnie Lane. She commented that the residents on Vonnie Lane are not against growth, but they would like reasonable growth. She stated that the residents would also like to be respected and for everyone to understand that Vonnie Lane is a privately owned road. She was opposed to the project.

Paul Persson is a Fernley resident and lives on Vonnie Lane. Paul stated that Vonnie Lane is a privately owned road and he also maintains it. He would not be open to signing an agreement to give up his zoned part of the road for his 5 acres. Therefore, he is opposed to the project.

John Reichlein is a Fernley citizen. He stated that he has a vested interest in this development and all of the developments that are happening here in Fernley. He stated that he would like to know if diversity in the master plan means quantity and believes that this project oversteps what was intended for the master plan. He commented that the houses would be close to the electromagnetic fields.

Debbie Skinner is a resident of Fernley. She asked what type of buffer is being proposed between this project and the RV Park. She also asked who will be maintaining the zero-scape that will be put in place with the project. She commented that the project is in its infancy and has not been

thought through enough to make a comparable decision.

Planning Director Tim Thompson provided an overview of the application and the process the applicant had to go through leading up to the proposal. Director Thompson also gave a summary of the conditions and standards that would need to be met by the applicant before the final subdivision map can be presented.

MOTION: BASED ON INFORMATION RECEIVED IN WRITTEN MATERIALS AND AT THE PUBLIC HEARINGS ON THIS MATTER, I MOVE TO FORWARD A RECOMMENDATION OF DENIAL TO THE CITY COUNCIL FOR ZONING MAP AMENDMENT ASSOCIATED WITH ZMA22004 BECAUSE I HAVE DETERMINED THE PROPOSED CHANGES ARE DETRIMENTAL TO THE PUBLIC'S HEALTH, SAFETY, AND GENERAL WELFARE AND AM UNABLE TO MAKE THE FOLLOWING REQUIRED ZONING MAP AMENDMENT FINDINGS: I AM UNABLE TO MAKE THE FINDING Z1 AS IT RELATES TO MULTIPLE ISSUES HERE, H.P.1.2 ENCOURAGING HOUSING THAT SUPPORTS SUSTAINABLE DEVELOPMENT PATTERNS BY PROMOTING THE EFFICIENT USE OF LAND, CONSERVATION OF NATURAL RESOURCES, EASY ACCESS TO SERVICES AND PUBLIC FACILITIES SUCH AS PARKS, AND RESOURCE EFFICIENT DESIGN AND CONSTRUCTION, I DON'T FEEL THAT THE DEVELOPMENT GOING IN AT THE END OF VONNIE LANE WHERE THERE ARE SO MANY QUESTIONS IS EFFICIENT WHATSOEVER, H.P.1.8 COORDINATE POPULATION GROWTH WITH THE AVAILABILITY OF WATER, SANITARY SEWER, STREETS AND HIGHWAYS AND OTHER PUBLIC FACILITIES AND SERVICES. WITHOUT A CONCRETE PLAN TO CONNECT TO HIGHWAY 50A, I DON'T FEEL LIKE THAT CONDITION IS MET, L.U.1.1 ENCOURAGE AND PLAN FOR NEW DEVELOPMENT IN AREAS WHERE ADEQUATE PUBLIC SERVICES AND FACILITIES CAN BE PROVIDED EFFICIENTLY. EFFICIENCY RELATING TO THE PROXIMITY OF THE HIGHWAY IS LACKING IN THIS PROJECT, L.U.1.5 PROMOTE INFILL DEVELOPMENT. ALTHOUGH IT IS WITHIN THE CITY'S BOUNDARIES, IT SOUNDS LIKE THERE ARE ISSUES WITH RUNNING UTILITIES ALL THE WAY TO THE PROJECT WHICH WOULD NOT MEET MY DEFINITION OF INFILL DEVELOPMENT, L.U.1.8 ENSURE THAT FUTURE GROWTH IS SENSITIVE TO THE EXISTING AGRICULTURAL/FARMING USES. VONNIE LANE SEEMS LIKE AN AREA WHERE AGRICULTURE AND FARMING IS PRESENT AND THIS DEVELOPMENT WOULD CERTAINLY IMPACT THAT, T.1.1 REQUIRE THAT ROADWAY FACILITIES BE MAINTAINED AND CONSTRUCTED AS NEEDED TO ENSURE HIGH QUALITY AND SAFE TRAVEL ON MAJOR STREETS AND AT MAJOR INTERSECTIONS. SENDING ALL OF THESE CARS ONTO FARM DISTRICT THAT ALREADY HAS SOME SAFETY CONCERNS, EVEN IF IT MEETS THE LEVEL OF SERVICE, I THINK FARM DISTRICT NEEDS SOME MAJOR IMPROVEMENTS TO CONTINUE TO PUT CARS ON THAT ROAD, T.1.3 IMPLEMENT STREET DESIGN AND ACCESS STANDARDS TO PROVIDE SAFE AND EFFICIENT MOVEMENT OF GOODS AND PEOPLE. I BELIEVE EFFICIENCY IS LACKING IN THIS PROJECT, Z2 CONSISTENCY WITH THE SURROUNDING LAND USES. IT DOES NOT MEET CONSISTENCY WITH THE SURROUNDING LAND USES WELL AT ALL. THEREFORE, I CANNOT APPROVE THE ZONING MAP AMENDMENT.

Action: Deny, **Moved By** Planning Commission Vice-Chair Wagner, **Seconded By** Commissioner McCullar. **Vote:** Passed, **Summary:** Yes 5, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **Absent:** Commissioner Lewis, Commissioner Severa.

Motion: BASED ON INFORMATION RECEIVED IN WRITTEN MATERIALS AND AT THE PUBLIC HEARINGS ON THIS MATTER, I MOVE TO FORWARD A RECOMMENDATION OF DENIAL TO THE CITY COUNCIL FOR THE TENTATIVE SUBDIVISION MAP ASSOCIATED WITH TSM22003 BECAUSE I HAVE DETERMINED THE PROPOSED CHANGES ARE DETRIMENTAL TO THE PUBLIC'S HEALTH, SAFETY, AND GENERAL WELFARE AND AM UNABLE TO MAKE THE FOLLOWING REQUIRED TENTATIVE SUBDIVISION MAP FINDINGS: I AM UNABLE TO MAKE THE FINDINGS TM3 AVAILABILITY AND ACCESSIBILITY OF UTILITIES, TM4 AVAILABILITY AND ACCESSIBILITY OF PUBLIC SERVICES SUCH AS SCHOOLS, POLICE, AND FIRE PROTECTION, TRANSPORTATION, RECREATION FACILITIES, AND PARKS, TM5 CONSISTENCY WITH THE ZONING DISTRICT REGULATIONS, TM6 CONFORMITY WITH THE MASTER STREETS & HIGHWAY PLAN, TM7 EFFECT OF THE PROPOSED SUBDIVISION ON EXISTING PUBLIC STREETS, AND THE NEED FOR NEW STREETS OR HIGHWAYS TO SERVE THE SUBDIVISION. THEREFORE, I CANNOT APPROVE THE TENTATIVE SUBDIVISION MAP.

Action: Deny, **Moved by** Planning Commission Vice-Chair Wagner, **Seconded by** Commissioner Lodhi. **Vote:** Passed, **summary:** Yes 5, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **Absent:** Commissioner Lewis, Commissioner Severa.

Planning Director Tim Thompson informed the Planning Commission that this item will be presented to City Council during the May 18th meeting.

4. CHAIR AND COMMISSION ITEMS

There were none.

5. PLANNING DIRECTOR ITEMS

Tim Thompson notified the commission that on April 20th at 4:00 PM a training will be held on open meeting law and land use.

6. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

There were none.

7. PUBLIC FORUM

Planning Commission Chair Barry Williams opened up a public forum.

8. ADJOURNMENT

There being no further business to come before it, the Fernley Planning Commission meeting adjourned at 6:30 PM.

The next Planning Commission meeting will be on May 11, 2022, at 5:00 PM.

Approved by the Fernley Planning Commission on May 11th, 2022, by a vote of:

AYES: ____ NAYS: ____ ABSTENTIONS: ____ ABSENT: ____



CITY OF FERNLEY

PLANNING COMMISSION

AGENDA REPORT

Meeting Date: May 11, 2022

REPORT TO:	Planning Commission
REPORT BY:	Nikil Manayathara, Assistant Planner
REVIEWED BY:	Tim Thompson, Planning Director

FINANCIAL IMPACT: ☐ YES ☒ NO	CURRENTLY BUDGETED: ☐ YES ☒ NO ☐ N/A	FUND/ACCOUNT:
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ACTION REQUESTED:	☐ Consent	☒ Motion	☐ Ordinance
	☐ Presentation	☐ Receive/File	☐ Resolution

AGENDA ITEM: CUP20003 – Extension of Time (FOR POSSIBLE ACTION)

Consideration and possible action on an extension of time request from Phelps Engineering Services to grant a 1-year extension on a Conditional Use Permit for a ±316-unit multifamily residential development on a site approximately 26.25 acres in size, located within the MDR14 (Medium density residential, 7-14 dwelling units per acre) zoning district. The project site is generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, NV. (APNs: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).

AGENDA ITEM BRIEF:

The applicant is requesting a 1-year extension for the Sherwood Villages project (CUP20003), which was initially approved by the Planning Commission at the May 12th, 2021, meeting.

RECOMMENDED MOTION:

Motion to Approve:

"I move to approve a 1-year extension of the Conditional Use Permit associated with CUP20003. The expiration date will be extended to May 12th, 2023, and no additional extensions shall be granted."

Motion to Deny:

"I move to deny an extension of time for the Conditional Use Permit associated with CUP20003."

Business Impact (per NRS Chapter 237):

☐ A Business Impact Statement is Attached.

☒ A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B.

See Attached Report for Background/Analysis/Alternatives.

PROJECT SUMMARY

CASE NUMBER(S):	• CUP20003
REQUESTED ACTION(S):	• Extension of Time
PROJECT DESCRIPTION:	• The applicant is requesting a one (1) – year extension of time to allow for the permitting and construction of the Sherwood Villages residential project, which was initially approved by the Planning Commission on May 12th, 2021.
PROPERTY OWNER(s):	• Fernley-Sherwood QOZB, LLC
APPLICANT:	• Phelps Engineering Services
LOCATION:	• Generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, NV. (APNs: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).
SITE SIZE:	• ±26.25 acres
EXISTING ZONING:	• MDR14 – Medium density residential, 7-14 dwelling units/acre
EXISTING LAND USE:	• MR – Mixed Residential
WARD INFORMATION:	• Ward 1 – Councilman Lacy

***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

<i>Nevada Statutes:</i>	<i>NRS 278</i>
<i>Fernley Municipal Code:</i>	<i>Title 32</i>
<i>Policies & Procedure Manual:</i>	<i>N/A</i>
<i>Community Assessment:</i>	<i>N/A</i>
<i>City of Fernley Development Code:</i>	<i>Chapter 32.03.050 – Entitlements</i> <i>Chapter 32.06.080 – Residential, Multiple Family</i> <i>Chapter 32.09 – Development Standards</i> <i>Chapter 32.12 – Adequate Public Facilities</i>

BACKGROUND

On May 12th, 2021, the Planning Commission approved a Conditional Use Permit request from Vertex Fund 1, LLC to allow for the construction and development of the Sherwood Villages multifamily residential development. The proposed project site is ±26.25 acres in size, and is generally located north of Fremont Street, south of Interstate-80, west of Wildwood Drive, and east of Vine Street (APN's: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).

ANALYSIS

The Sherwood Villages project was approved with a series of Conditions, one of which pertained to the expiration date:

'THE CONDITIONAL USE PERMIT SHALL EXPIRE WITHIN ONE (1) YEAR OF THE DATE OF APPROVAL, UNLESS THE PERMITTED USE HAS BEEN ESTABLISHED OR CONSTRUCTION TO ACCOMMODATE THAT USE HAS BEGUN AND IS BEING DILLIGENTLY PURSUED. A ONE YEAR EXTENSION MAY BE GRANTED BY THE PLANNING COMMISSION IF REQUESTED PRIOR TO THE EXPIRATION DATE OF THE CONDITIONAL USE PERMIT APPROVAL.'

The applicant is requesting that the Planning Commission grant a one (1) – year extension for this project. The applicant continues to work diligently to finalize plans for the project and has had to work extensively with the Federal Government for this project, due to the presence of TCID (Truckee Carson Irrigation District) and BOR (Bureau of Reclamation) easements on the property. Civil Improvement Plans are also in the process of being submitted, and a Grading Permit application has been received for the project site. The extension would provide the applicant some additional time to ensure that the project details, as well as the project's Conditions of Approval can be adequately addressed. Should an extension be granted, the project approval expiration date will be extended to May 12th, 2023, and no additional extensions shall be granted.

ATTACHMENTS

1. Applicant's written Extension request
2. City of Fernley Planning Commission Staff Report from May 12th, 2021



April 14, 2022

City of Fernley

Tim Thompson, Planning Director

595 Silver Lace Blvd.

Fernley, NV 89408

RE: Sherwood CUP 20003 Extension Request

Dear Tim,

This letter is a request for an extension of the Conditional Use Permit for Sherwood Village (CUP 20003), due to expire in May 2022. Every effort has been made by the owners to complete the subdivision map and commence construction. However, the map process has been stalled due to time required to: complete a Record of Survey of the eight parcels that make up the project area; vacate easements; and process lateral easement exchanges with TCID and BOR. All these procedures take a great deal of time to research and then process due to their historic and sometimes inexact nature.

The Sherwood Village Tentative Subdivision Map (TSM) is set to go before the Planning Commission on 5/11/22, and the City Council on 6/1 and 6/15/22. The Nevada Department of Environmental Protection is currently reviewing the TSM. Civil Improvement Plans have been submitted to the Engineering Department as part of the TSM application. A Grading Permit application for Fernwood (TSM20004, and CP2022-001) and Sherwood combined is to be submitted to the Engineering Department the week of 4/11. Construction plans have already been circulated to contractors so that when final approvals occur, construction can commence immediately.

Please consider this request for a permit extension as a good faith effort of the applicant to complete the project in conformance with the Conditions of Approval as part of the CUP approval. Should you have any questions, please call me or Clayton Trapp at (775) 508-8855.

Sincerely,

Lydia Altick, AICP

Senior Planner

Phelps Engineering Services, Inc.

PLANNERS

ENGINEERS

ANALYSTS

3522 South Emerson Street

Englewood, Colorado 80113

(303) 298-1644 (o)

155 Country Estates Circle

Suite 300

Reno, NV 89511



CITY OF FERNLEY

PLANNING COMMISSION

AGENDA REPORT

Meeting Date: May 12, 2021

REPORT TO: Planning Commission
REPORT THRU:
REPORT BY: Tim Thompson, Planning Director
REVIEWED BY:

FINANCIAL IMPACT:

☐ YES ☒ NO

CURRENTLY BUDGETED:

☐ YES ☐ NO ☒ N/A

FUND/ACCOUNT:

ACTION REQUESTED:

☐ Consent

☒ Motion

☐ Ordinance

☐ Presentation

☐ Receive/File

☐ Resolution

AGENDA ITEM: Public Hearing, Conditional Use Permit - CUP20003 (FOR POSSIBLE ACTION)

Consideration and possible action on a Conditional Use Permit request to allow for a multi-family residential development consisting of more than 100 units (maximum 320 units) in the MDR14 (Medium Density Residential, maximum 14 du/ac) zoning district on a site approximately $\pm$ 26.25 acres in size generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, NV. (APNs: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).

AGENDA ITEM BRIEF: This applicant is seeking approval for a Conditional Use Permit to allow for an approximately 320-unit multi-family residential (apartment) development consisting of 2 three story buildings and 15 two story buildings on a site $\pm$ 26.25 acres in size.

RECOMMENDED MOTION:

Motion to Approve:

"I move to approve the Conditional Use Permit associated with CUP20003, adopting Finding CU1 through CU6 and the facts supporting these Findings as set forth in the staff report and subject to the Conditions of Approval 1 through 36 as listed in the staff report."

Motion to Deny:

"Based on information received in written materials and at the public hearings on this matter, I move to deny the Conditional Use Permit request associated with CUP20003 because I am unable to make the following required Conditional Use Permit Findings:

I am unable to make the Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Conditional Use Permit."

Business Impact (per NRS Chapter 237):

☐ A Business Impact Statement is Attached.

☒ A Business Impact Statement is Not Required because:

☒ this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B);

See Attached Report for Background/Analysis/Alternatives.

PROJECT SUMMARY

CASE NUMBER(S):	• CUP20003
REQUESTED ACTION(S):	• Conditional Use Permit
PROJECT DESCRIPTION:	• To allow for a multi-family residential development consisting of more than 100 units (maximum 320 units) in the MDR14 (Medium Density Residential, maximum 14 du/ac) zoning district.
PROPERTY OWNER:	• C & D Development Company • Harold J & Irwina W Smith Trust
APPLICANT:	• Vertex Fund 1, LLC
DEVELOPER:	• Vertex Fund 1, LLC
LOCATION:	• Generally located north of Fremont Street, south of U.S. Interstate 80, west of Wildwood Drive, and east of Vine Street, Fernley, NV. (APNs: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, and 021-092-55).
SITE SIZE:	• ± 26.25 acres
EXISTING ZONING:	• MDR14
EXISTING LAND USE:	• Mixed Residential (MR)
WARD INFORMATION:	• Ward 1 – Ray Lacy

***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

Nevada Statutes:	NRS 278A
Fernley Municipal Code:	Title 32
Policies & Procedure Manual:	N/A
Community Assessment:	N/A
City of Fernley Development Code:	Chapter 32.03 – Administration Chapter 32.06 – Zoning Districts Chapter 32.09 – Development Standards Chapter 32.12 – Adequate Public Facilities

BACKGROUND

In 2005, the City Council approved a Zoning Map Amendment for the initial Sherwood project. The zoning was changed from RR1/T (Rural Residential, 1-acre minimum w/ Trailer overlay) to E1 (Estate Residential, 12,000 square feet minimum lot size). On September 20, 2006, the City Council approved a Tentative Subdivision Map request for a 71-lot single family residential subdivision. The approval eventually lapsed.

On July 20, 2016, the City Council approved a new Tentative Subdivision Map to allow for a 69-lot single family residential subdivision. This approval has also since lapsed.

In 2018, the city's comprehensive master plan was updated and shows a current land use of Mixed-Residential (MR). To bring the property's zoning into conformance with the Master Plan land use, a Zoning Map Amendment request (ZMA20003) to change the zoning to MDR14 (Medium Density Residential (14 du/ac max.)) was approved by the City Council on September 16, 2020.

ANALYSIS

This applicant is seeking approval for a Conditional Use Permit to allow for approximately 320 Multi-Family Modular Apartments located in 2 three story buildings and 15 two story buildings on a site ±26.25 acres in size. The precise number of units is unclear because the project consists of what appears to be three separate parcels, insufficient information was provided to determine the exact number of units permitted on each parcel. The application and supporting documentation contemplate a maximum of 320 units. Each parcel would have to meet the density and intensity standards listed in the development code. Regardless, the total number of units exceeds 100 units, thus requiring a Conditional Use Permit.

The purpose of the Conditional Use Permit is to promote *“the public health, safety and general welfare by providing for special safeguards in the location and design of certain uses in certain zoning districts.”* A Conditional Use Permit is a discretionary permit requiring a decision-making body to exercise judgment prior to its approval, conditional approval, or denial. The process encourages public review and evaluation of a proposed use's operating characteristics and/or site development features and is intended to ensure that proposed conditional uses will not have a significant adverse impact on surrounding uses or the community-at-large.

The focus of this report and the Conditional Use Permit process is determining whether the proposed project is consistent with the existing surrounding land uses and ensuring there are adequate public facilities to serve the development. Schools, parks, public safety Sewer, water, storm drainage, and transportation facilities were all considered.

Students residing in this development will attend Fernley Elementary School, Fernley Intermediate School, Silverland Middle and Fernley High School, the existing school bus route includes this area for each of these schools. Per the Lyon County School District's 2016 Facilities Plan, it appears that the existing schools are planned to be within adequate utilization through 2025 with the exception of one elementary school. The School District's 10-year capital program identifies a new elementary school planned to be built in the next 4 to 6 years, to address elementary school capacity.

The Lyon County Sheriff's office provides police protection. The North Lyon County Fire Protection District provides fire protection. The proposed project is located near existing development that is already served by these agencies.

The proposed project is near the Eagles Nest Park to the north, and approximately 2.5 miles from the Fernley Swimming Pool.

A sewer report provided by the applicant demonstrated there is capacity within the wastewater system to serve the development. The study also identified additional infrastructure necessary to serve the project. The developer is required to construct this necessary infrastructure as a condition of approval.

The developer is required to dedicate sufficient water rights to serve the project. The developer shall comply with all standards, codes, and requirements regarding connection to the City's sanitary sewer and potable water systems, including but not limited to, associated fees, easements, design standards, system looping, development code requirements, and state requirements.

The property is currently encumbered by several easements in favor of the United State Bureau of Reclamation (BOR) for facilities related to the Newlands Project. The developer is required to work with the City of Fernley, Bureau of Reclamation, and/or the Truckee Carson Irrigation District, which is the Bureau of Reclamation's contractor for operation and maintenance of Newlands Project facilities, to provide adequate stormwater facilities per the requirements of the development code and Public Works Design Manual.

The proposed development prompted concern regarding the City's transportation network. Fremont Street is intended to be the primary access for the proposed development. Fremont Street is currently a narrow rural road with no curb, gutter, sidewalk, or drainage improvements. The width of the existing Fremont Street right-of-way ranges from approximately five (5) feet to fifty (50) feet.

There are two proposed means of access to the project site. The first is from Fremont Street and the second is an extension of a planned road (Pinewood) from the proposed Fernwood Subdivision located to the east. Pinewood Drive would connect to both Fernwood Drive and Wildwood Drive and then extend west through the subject site. Sherwood Drive would connect Fremont Street with the Pinewood Drive extension. Additional consideration regarding these roads, dedicated public right-of-way, and access in general will be discussed below.

The development code (§32.09.140(b)(2)) requires *"entrance or collector streets and local streets serving lots used for other than single family dwelling purposes shall have a dedicated right-of-way of not less than sixty feet (60')."* In essence, this standard requires multi-family residential development to be accessed via a dedicated right-of-way no less than sixty (60) feet. As part of this application submittal, the developer has volunteered to construct Fremont Street to a minimum 60-foot right-of-way from the project boundary and extending east to the intersection of Fremont Street and U.S. Highway 95A. This will require the developer to acquire the additional right-of-way needed to accommodate the 60-foot right-of-way from the adjacent property owners. It should be noted the full width of right-of-way shall be acquired prior to the issuance of a building permit for the project. This is necessary to ensure full compliance with the development code and that improvements related to the development are in place concurrent with the development.

It is acknowledged that other development occurring in the area may impact the specific improvements related to this project. However, the necessary improvements, including but not limited to curb, gutter, sidewalk, roadway, intersection, and drainage improvements, shall be completed prior to the issuance of a Certificate of Occupancy for the first residential building.

The project has been conditioned accordingly to satisfy the requirements of §32.12.010 – Adequate Public Facilities Required to address the aforementioned public facilities and services.

The applicant submitted a traffic analysis which provided recommendations for improvements necessary to maintain the level of service at the adopted acceptable Level of Service (LOS) D. However, an identified impact of the proposed project is traffic associated with the new development, specifically the impact to the existing adjacent single family residential development located to the east of the project site. Although the existing residential (local) streets may have capacity to accommodate additional traffic, when the amount of traffic exceeds 2,000 average daily trips, existing residents may begin to consider the traffic excessive. The traffic study seems to marginalize the traffic impact on the existing neighborhood. The analysis shows the bulk of the traffic associated with the multi-family residential development utilizing Fremont Street as the primary ingress and egress for the project. This is referred to as trip distribution. Although the amount of traffic generated by development is standardized using Institute for Transportation Engineers (ITE) trip generation manuals, there is still discretion when determining how the trips will be distributed.

There are numerous development projects under construction or in the planning stages that will impact the Fremont Street/Chisholm Trail/U.S. Highway 95A intersection. For this reason and based on the proposed design of the project, it is conceivable that more trips will be distributed through the existing neighborhood to the east, ultimately using West Newlands Drive rather than Fremont Street to access U.S. Highway 95A. Thus, having a greater impact on the residential neighborhood than anticipated. It can be difficult to predict individual behavior, but human nature would suggest future residents taking the path of least resistance depending on their destination. There is little doubt that any new development within this area will impact existing roads and neighborhoods. Minimizing those impacts is a primary interest when considering new development.

Furthermore, for vehicle access, the development code requires: (1) two points of ingress/egress be provided for each development project; and (2) no vehicular access shall be provided on a local street serving existing single family detached development, with the exception of emergency access. The project has provided the two points of ingress/egress via the proposed Pinewood Drive extension and the new Sherwood Drive (see Attachment 7 – Street Name Exhibit). However, the Pinewood Drive extension, although proposed to be a 60-foot right-of-way within the proposed project, connects to local streets (50-foot right-of-way) serving the existing single family detached development to the east of the project site. Hence, the project does not appear to comply with item (2) above. Unless, however, the Pinewood access is gated and used as emergency access only. Item (1) above is ambiguous as to whether the two points of ingress/egress includes emergency access. If the two points of ingress/egress does include emergency access, the proposed project would comply with the development code if Sherwood Drive provided the primary access to the development and the Pinewood Drive extension was a gated emergency access only. If emergency access is not included in the two points of ingress/egress, the project as proposed would not comply with code. Emergency access is certainly an ingress/egress point, but it would not function as a primary access for residents to use. Gating the Pinewood Drive access would also impact connectivity within the area. Although gated with restricted vehicular access, staff suggests providing pedestrian access at this location.

Should the project be approved, conditions have been included to gate the Pinewood Drive extension to minimize vehicular traffic through the existing single-family residential subdivision to the east of the project site. Under this scenario, the proposed new roads (Sherwood Drive and Pinewood Drive) within

the proposed multi-family development should remain private roads because they only exist to serve the proposed development. In addition, staff suggests the Sherwood Drive access include a landscaped median from Fremont Street north to the first driveways which provide access to the apartment buildings. Because Sherwood Drive would serve at the only primary (public) access, this roadway design would provide additional emergency access to the project site.

The proposed project is required to comply with any and all design and development standards contained within the development code. These requirements include but are not limited to dimensional standards (§32.06.080(b)); design standards (§32.06.080(c)) such as site planning, parking and circulation, community amenities, landscaping and screening (§32.06.080 & §32.09.090), and building architecture; adjacency standards (§32.09.030); grading (§32.09.070); buffer requirements (§32.09.0909(e)); lighting (§32.09.100); streets (§32.09.140); and utility considerations.

Based on the information provided, it is unclear whether the project as proposed with this application meets all requirements of the development code. As mentioned previously, the purpose of this Conditional Use Permit is to ensure that proposed conditional uses will not have a significant adverse impact on surrounding uses or the community-at-large. It is not the intent of this process to certify whether the project meets all applicable standards. The applicant will be required to provide written documentation which demonstrates compliance with all code requirements. The specific requirements noted above are typically reviewed prior to or at the time a building permit has been submitted. Many times, projects go through minor adjustments to comply with specific code requirements. However, it should be noted that significant changes to the development plan would necessitate an amendment to this Conditional Use Permit.

Although the project is proposed to be constructed in multiple phases, there are many improvements that must be designed prior to issuance of a building permit and completed prior to the issuance of the first Certificate of Occupancy for the first residential building. Improvements include but are not limited to utility connections, street and roadway improvements, including acquisition of all necessary right-of-way, installation of curb, gutter, sidewalk, and drainage improvements, to the approval of the Public Works Director and City Engineer.

The project site is comprised of multiple existing parcels and right-of-way which has an open offer of dedication. The developer shall submit and process the appropriate mapping applications which may include a combination of the following: a request for vacation (abandonment); reversion to acreage; merger and subdivision parcel or subdivision map; tentative and/or final parcel map; or tentative and final subdivision map. No final map shall be recorded until such time as all necessary rights-of-way have been acquired and improvement plans, consisting of all necessary public facilities to serve the project, have been reviewed and approved by the City.

The applicant submitted a fiscal impact analysis as required. The analysis shows the project to be fiscally positive for the City. However, without standardized criteria for fiscal analyses, it is difficult to make accurate comparisons because of the various assumptions used in the analysis. Based on the project type and familiarity with the property tax methods, it is reasonable to assume the project will be fiscally positive for the City. It should be noted the analysis does not factor in the long-term costs associated with maintaining the roads, therefore, the project as proposed is likely not as fiscally positive as the analysis indicates should the roads be dedicated and accepted by the city.

Should the Planning Commission determine the project, as submitted and conditioned, is consistent with the existing surrounding land uses, will not have a significant adverse impact on the existing surrounding uses, promotes the public health, safety and general welfare, and can make the applicable Findings, the Planning Commission can approve the item with the attached conditions of approval.

If the Planning Commission cannot make some or all of the applicable Findings and determines the project is not consistent with the existing surrounding uses, will have a significant adverse impact on the existing uses, and/or does not promote the public health, safety and general welfare, the Planning Commission could deny the application.

FINDINGS

CU1. The proposal, as submitted and conditioned, is in compliance with the Comprehensive Master Plan.

Relationship to the Master Plan

1. Mixed Residential (MR)

The proposed development is located within an area designated as Mixed Residential (MR) in the city's Comprehensive Master Plan. The description of the Mixed Residential land use states the equivalent zoning districts are MDR14 (Medium Density Residential, 7-14 du/ac). Per the Comprehensive Master Plan document, Mixed Residential focuses on Single family detached, small-lot single family detached, single family attached, triplexes, townhomes, condos, manufactured/mobile home parks. Other uses such as lower density multifamily buildings may be permitted by discretionary entitlement. Planned Development (PD) zoning may be applied to the area designated Mixed Residential for entitlement and construction.

The Comprehensive Master Plan goes on to state that Mixed Residential areas are typically located in areas within walking distance to services and amenities. One-fourth (¼) of a mile is usually considered an acceptable walking distance. The Mixed Residential land use is intended to preserve and create a wide range of low-to-medium density housing types. The maximum number of dwelling units that may be located in this district is fourteen (14) units per one (1) acre. Developers are encouraged to integrate a range of housing product types into proposed projects. Municipal services are required for new development within the Mixed Residential land use designation.

2. The Land Use Plan Goals and Action Strategies in the 2018 Comprehensive Master Plan that are relevant to this proposal include:

Population, Housing & Employment

HP.1.1 Enhance Fernley's vitality as a community by providing a variety of housing types, density and costs that accommodate the needs, desires and financial abilities of the current and future households.

HP.1.1.4 Encourage the efficient use of land and existing infrastructure by focusing on achieving good design in new housing or redeveloped housing on either vacant land, infill parcels and/or under-developed parcels.

Land Use

LU.1.1 Encourage and plan for new development in areas where adequate public services and facilities can be provided efficiently.

- LU.1.1.1 Require new development to provide its proportionate share of improvements to avoid a degradation of services for existing residents. This requirement will be applied regardless of project size in order to avoid incremental erosion of services and facilities.
- LU.1.1.2 Encourage development of vacant or underutilized lands within the community core where adequate infrastructure and facilities currently exists.
- LU.1.1.3 Require new development to provide certified, stamped studies demonstrating the impact proposed development will have on existing infrastructure and to provide improvements and/or funding in lieu of improvements in proportion to the impacts of the proposed projects on the city's roadway, sewer and water systems.

LU.1.4 Ensure existing and future land uses are compatible.

- LU.1.4.2 Projects shall be evaluated with the intent to promote land use compatibility; community design measures can increase compatibility among adjoining land uses.
- LU.1.4.5 Require development plans to address conditions unique to the developing area and minimize impacts to adjacent properties.
- LU.1.4.6 Review all projects in relation to their geographic location, impacts to adjacent communities, fiscal impact and mitigation measures to protect natural and cultural resources. Apply specific conditions of approval tailored for each development proposal.

LU.1.5 Promote infill development.

- LU.1.5.1 Encourage the intensification of land use in the existing community core.

LU.1.12 It is the intent of the City of Fernley to provide timely, orderly, and efficient arrangement of adequate public facilities and infrastructure that support existing and planned land use patterns and densities.

- LU.1.12.1 Subdivision or intensification of land without adequate public facilities available to serve the new development as it occurs shall not be allowed.

Other Goals and Action strategies which may be relevant to this project are, HP.1.2, HP1.2.1, HP1.2.2, HP.1.3, HP.1.3.1, HP.1.3.2, HP.1.4, HP.1.4.1, C.1.2, C.1.2.1, C.1.3, C.1.3.8, LU.1.2, LU.1.2.1, T.1.1, T.1.1.1, T.1.1.5, T.1.1.6, T.1.2, T.1.2.2, T.1.3, T.1.3.2, T.1.3.5, PSF.1.1, PSF1.1.3, PSF.1.1.4, PSF.1.2, PSF.2.1, PSF.2.1.1, PSF.2.1.2, PSF.2.1.3, PSF.2.1.6, PSF.3.3, PSF.3.3.1, and PSF.3.3.2.

The proposed project is consistent with the master plan land use and satisfies many of the goals and policies included in the Comprehensive Master Plan document. The development code is the primary tool used to implement the master plan. The MDR14 zoning classification is an equivalent zoning for site based

on the land use plan. It should be pointed out however, the table in the Land Use Chapter of the Comprehensive Master Plan for the Mixed Residential land use designation identifies single-family detached, small-lot single family detached, single family attached, triplexes, townhomes, condos, manufactured/mobile home parks as primary uses. Lower density multi-family residential is identified as a secondary use.

The proposed project provides a housing product type that serves to better diversify the housing stock within the City. The project site is an underutilized and mostly vacant site within the City's core service area, thus promoting infill development. The proposed project has been conditioned to ensure adequate public facilities are provided in timely, orderly, and efficient manner to support the development.

As development projects are considered in conjunction with the master plan, decision makers must weight each goal and policy as it relates to an individual development. Projects may not necessarily meet each and every goal or policy in the Comprehensive Master Plan but should be in substantial conformance plan. Decision makers have discretion to determine which goals and policies are more pertinent to a development project based on individual circumstances.

CU2. The application, as submitted and conditioned, is compatible with the existing or permitted uses of adjacent properties.

SURROUNDING LAND USES & ZONING		
North:	Rural Residential	RR1
	Interstate 80	
East:	Rural Residential	RR1 & SF20
South:	Rural Residential	RR1, SF20, & SF12
West:	Single-Family Residential	SF6 & MF30
	Vacant	MDR14

As mentioned previously, the table in the Land Use Chapter of the Comprehensive Master Plan for the Mixed Residential land use designation identifies single-family detached, small-lot single family detached, single family attached, triplexes, townhomes, condos, manufactured/mobile home parks as primary uses. Lower density multi-family residential is identified as a secondary use.

The proposed multi-family residential use is a permitted use within the MDR14 zoning district with an approved Conditional Use Permit. The purpose of the Conditional Use Permit is to promote *"the public health, safety and general welfare by providing for special safeguards in the location and design of certain uses in certain zoning districts."* A Conditional Use Permit is a discretionary permit requiring a decision-making body to exercise judgment prior to its approval, conditional approval, or denial. The process encourages public review and evaluation of a proposed use's operating characteristics and/or site development features and is intended to ensure that proposed conditional uses will not have a significant adverse impact on surrounding uses or the community-at-large.

It is not uncommon for multi-family residential uses and single family residential to coexist adjacent to one another provided potential impacts have been adequately addressed. Traffic, noise, light trespass, parking, and building adjacency may all affect the reasonable enjoyment of an adjacent single-family residence. Standards within the development code are intended to suppress these concerns.

The Planning Commission may determine whether the project as proposed and conditioned is or is not compatible with the existing or permitted uses of adjacent properties based on whether the project mitigates identified impacts to surrounding properties, particularly the existing single family residential properties.

CU3. The potential impairment of natural resources and the total population which the available natural resources will support without unreasonable impairment has been considered.

This is a Conditional Use Permit to allow for a multi-family residential development. The area is agricultural and rural in nature. Given its location to available services and facilities, the area was identified in the 2018 Comprehensive Master Plan as an area suitable for increased density and redevelopment. The potential impairment of natural resources and the total population which available natural resources will support without unreasonable impairment was considered in conjunction with the 2018 Comprehensive Master Plan update.

CU4. The availability of and need for affordable housing in the community, including affordable housing that is accessible to persons with disabilities has been considered.

This is a Conditional Use Permit to allow for a multi-family residential development. The proposed project would provide additional housing resources within the community. Although the proposed project is not an affordable housing project per Housing and Urban Development (HUD) regulations, the project will provide additional housing units to support affordability. The availability of and need for affordable housing in the community, including affordable housing that is accessible to persons with disabilities may be enhanced as a result of this proposal.

CU5. The application, as submitted and conditioned, will address identified impacts.

The project as conditioned is intended to ensure adequate public facilities are provided in timely, orderly, and efficient manner to support the development. All sewer, water, drainage, and transportation facilities shall be reviewed and approved prior to the approval building permit or, if the property is re-subdivided, prior the approval and recordation of a final map for the project.

Phasing

The project is proposed to be constructed in phases. However, it is imperative that all public facilities necessary to serve the development be reviewed and approved prior to construction of any residential units. This includes the acquisition of any additional rights-of-way for the necessary improvements. The project has been conditioned accordingly.

Design Standards

Prior to the issuance of any building permit for the project, the applicant must demonstrate the project complies with the design standards listed in §32.06.080 of the development code.

Adjacency Standards

Prior to the issuance of any building permit for the project, the applicant must demonstrate the project complies with the adjacency standards listed in §32.09.030 of the development code.

Landscaping

Prior to the issuance of any building permit for the project, the applicant must demonstrate the project complies with the landscaping standards listed in §32.09.090 of the development code.

Parking

Prior to the issuance of any building permit for the project, the applicant must demonstrate the project complies with the parking requirements listed in §32.09.120 of the development code.

Mapping

The project site is comprised of multiple existing parcels and right-of-way which has an open offer of dedication. The developer shall submit and process the appropriate mapping applications which may include a combination of the following: a request for vacation (abandonment); reversion to acreage; merger and subdivision parcel or subdivision map; tentative and/or final parcel map; or tentative and final subdivision map. No final map shall be recorded until such time as all necessary rights-of-way have been acquired and improvement plans, consisting of all necessary public facilities to serve the project, have been reviewed and approved by the City.

Access/circulation/traffic

Fremont Street is intended to be the primary access for the proposed development. Fremont Street is currently a narrow rural road with no curb, gutter, sidewalk, or drainage improvements. The width of the existing Fremont Street right-of-way ranges from approximately five (5) feet to fifty (50) feet.

As part of this application submittal, the developer has volunteered to construct Fremont Street to a minimum 60-foot right-of-way from the project boundary and extending east to the intersection of Fremont Street and U.S. Highway 95A. This will require the developer to acquire the additional right-of-way needed to accommodate the 60-foot right-of-way from the adjacent property owners. A condition has been added which requires the full width of right-of-way be acquired prior to the issuance of a building permit for the project and the improvements constructed prior to the first Certificate of Occupancy for the project. This is necessary to ensure full compliance with the development code and that improvements related to the development are in place concurrent with the development as required in Chapter 32.12 of the development code.

The traffic associated with the proposed development could have a significant impact on the siting adjacent single family residential development. One mitigation measure would be to utilize the Pinewood roadway extension for emergency vehicular access only. This potentially discourages residents of this multi-family development from navigating through the single-family residential subdivision to access U.S. Highway 95A via West Newlands Drive. Having the proposed 60-foot-wide Pinewood Drive extension connect to the 50-foot-wide right-of-way within the subdivisions to the east seems to contradict the purpose of requiring multi-family residential developments not be accessed via collector streets and not residential (local) streets. If the Pinewood extension is used as emergency vehicular access only, staff would suggest pedestrian access be maintained and that both the Pinewood Drive extension and the Sherwood Drive roads remain private roads to be maintained by the property owner.

CU6. Public notice was given, and a public hearing held per the requirements of the Development Code and Nevada Revised Statutes.

A public hearing is scheduled to be held at the April 14, 2021 Planning Commission, public notice was published in the Reno Gazette Journal and notices were sent out to the surrounding neighbors meeting all the requirements of Fernley Municipal Code and Nevada Revised Statutes.

Pursuant to Section 3 of the Declaration of Emergency Directive 006 the requirement contained in NRS 241.023(1)(b) that there be a physical location designated for meetings of public bodies where members of the public are permitted to attend and participate has been suspended until further notice. Also suspended in Section 3 of Directive 006, are the requirements contained in NRS 241.020(4)(a) that public notice agendas be posted at physical locations within the State of Nevada. To view the entire Declaration of Emergency Directive 006 please visit.

ATTACHMENTS

1. Conditions of Approval
2. Vicinity Map
3. Conceptual Site Plan
4. Conceptual Elevations
5. Conceptual Floor Plans
6. Conceptual Landscape Plan
7. Street Name Exhibit
8. Phasing Plan



CITY OF FERNLEY

PLANNING COMMISSION

AGENDA REPORT

Meeting Date: May 11, 2022

REPORT TO: Planning Commission		
REPORT BY: Nikil Manayathara, Assistant Planner		
REVIEWED BY: Tim Thompson, Planning Director		
FINANCIAL IMPACT: ☐ YES ☒ NO	CURRENTLY BUDGETED: ☐ YES ☒ NO ☐ N/A	FUND/ACCOUNT: N/A
ACTION REQUESTED: ☐ Consent ☒ Motion ☐ Ordinance ☐ Presentation ☐ Receive/File ☐ Resolution		
AGENDA ITEM: (For possible action) Public Hearing, CUP22001 – Conditional Use Permit Consideration and possible action on a Conditional Use Permit request to allow for the development of a 276-unit multi-family residential apartment complex located within the MU (Mixed Use) zoning district. The site is ±9.52 acres and is located at 600 West Main Street (APN: 021-071-03).		
AGENDA ITEM BRIEF: The applicant has requested approval for a Conditional Use Permit on a 276-unit apartment complex consisting of multiple 3-story buildings, located on a ±9.52-acre parcel of land, within the MU (Mixed Use zoning district). This parcel is a part of the larger ±28.42-acre Tentative Subdivision Map (TSM22001) which was recently approved at the April 20 th , 2022 City Council Meeting.		
RECOMMENDED MOTIONS: <u>Motion to Approve</u> “I move to approve the Conditional Use Permit associated with CUP22001, adopting Finding CU1 through CU6 and the facts supporting these Findings as set forth in the staff report and subject to the Conditions of Approval 1 through 42 as listed in the staff report.” <u>Motion to Deny:</u> “Based on information received in written materials and the public hearings on this matter, I move to deny the Conditional Use Permit request associated with CUP22003, because I am unable to make the following required Conditional Use Permit Findings: I am unable to make Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Conditional Use Permit.”		
Business Impact (per NRS Chapter 237): ☐ A Business Impact Statement is Attached. ☒ A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B.		

See Attached Report for Background/Analysis/Alternatives.

PROJECT SUMMARY

CASE NUMBER(S):	• CUP22001
REQUESTED ACTION(S):	• Conditional Use Permit
PROJECT DESCRIPTION:	• A proposed 276-unit multifamily residential apartment complex, to be located within the MU (Mixed Use, maximum 30 dwelling units per acre) zoning district.
PROPERTY OWNER(s):	• Betty M. Jackson Trust
APPLICANT:	• Phelps Engineering Services
LOCATION:	• 600 West Main Street (APN: 021-071-03)
SITE SIZE:	• ±9.52 acres
EXISTING ZONING:	• MU (Mixed Use)
EXISTING LAND USE:	• SMU (Suburban Mixed Use)
WARD INFORMATION:	• Ward 4 – Councilmember Albert Torres

***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

Nevada Statutes:	NRS 278A
Fernley Municipal Code:	Title 32
Policies & Procedure Manual:	N/A
Community Assessment:	N/A
City of Fernley Development Code:	<i>Chapter 32.03.050 – Entitlements</i> <i>Chapter 32.06.090 – Mixed Use Zoning</i> <i>Chapter 32.09.035 – Dedication of Water Rights</i> <i>Chapter 32.09.090 – Landscaping & Screening</i> <i>Chapter 32.09.102 – Parking & Loading</i> <i>Chapter 32.09.150 – Utilities</i> <i>Chapter 32.12.010 – Adequate Public Facilities</i> <i>Chapter 32.13.030 – Improvements, security, and inspection</i>

BACKGROUND

The parcel of land proposed for development is currently zoned MU (Mixed Use) and was recently rezoned from a split zoned C2 (General Commercial) and SF6 (Single Family, 6,000 sq. ft. minimum lot size) in April 2022. The site is located northeast of Main Street and east of the Rancho Estates Mobile Home Park. The entire site currently consists of two parcels ± 28.42 acres in size, and these parcels are currently in the process of being subdivided into nine (9) distinct parcels. Seven (7) of these parcels will be commercial parcels fronting main-street, one (1) parcel is expected to be a dedicated drainage channel, and one (1) ± 9.52 -acre parcel will be created for the multi-family housing development.

The conditional use permit is requested solely for the multi-family housing parcel, and separate approval has occurred for both the rezone of the project site from SF6 & C2 Zoning to MU (Mixed Use), and the tentative parcel split into 9 distinct parcels. The applicant will be required to submit and receive approval for a Final Subdivision Map for the parcel split as well. This site is situated between commercial and industrial development to the west and high density housing in the form of mobile home parks to the east. The project site's land use designation is Suburban Mixed-Use (SMU). This property was acquired by David D. and Betty M. Jackson from the Truckee-Carson Irrigation District (TCID) on March 10, 1952.

ANALYSIS

This applicant is seeking approval for a Conditional Use Permit to allow for the construction and development of a 276-unit Modular Apartment complex. This will generally consist of approximately 10 three-story buildings on a site ± 9.52 acres in size. This proposed project would be constructed behind 7 parcels intended for commercial development that total ± 9.68 acres. Surrounding both the commercial and multi-family residential is a ± 4.93 -acre parcel devoted to a drainage channel, open space, and a pedestrian trail for community use.

The purpose of the Conditional Use Permit is to promote *"the public health, safety and general welfare by providing for special safeguards in the location and design of certain uses in certain zoning districts."* A Conditional Use Permit is a discretionary permit requiring a decision-making body to exercise judgment prior to its approval, conditional approval, or denial. The process encourages public review and evaluation of a proposed use's operating characteristics and/or site development features and is intended to ensure that proposed conditional uses will not have a significant adverse impact on surrounding uses or the community-at-large.

The focus of this report and the Conditional Use Permit process is determining whether the proposed project is consistent with the existing surrounding land uses and ensuring there are adequate public facilities to serve the development. Schools, parks, public safety, sewer, water, storm drainage, and transportation facilities were all considered.

Students residing within this development will attend Fernley Elementary School, Fernley Intermediate School, Silverland Middle School, and Fernley High School. According to the 2016 LCSD (Lyon County School District) Master Facilities Plan, the most recent data available for the Lyon County School District, most of Fernley's Schools are expected to reach or exceed 95-100% capacity by 2025. For this development however, the Fernley High School will be the only school that is expected to exceed 100% capacity by 2025, with a projected utilization rate of 106%. The other three schools that are expected to serve this project, Fernley Elementary, Fernley Intermediate, and Silverland Middle School are expected to have 2025 utilization rates of 91%, 96%, and 86% respectively. If necessary, the applicant shall work with the Lyon County School District to ensure that the project can be served by School District facilities.

The project site is located approximately 0.6 miles from the In-town Park, and one of the parcels fronting Main Street is tentatively expected to contain a dog park, as shown in the Tentative Map submission for the larger ±28.42-acre project site.

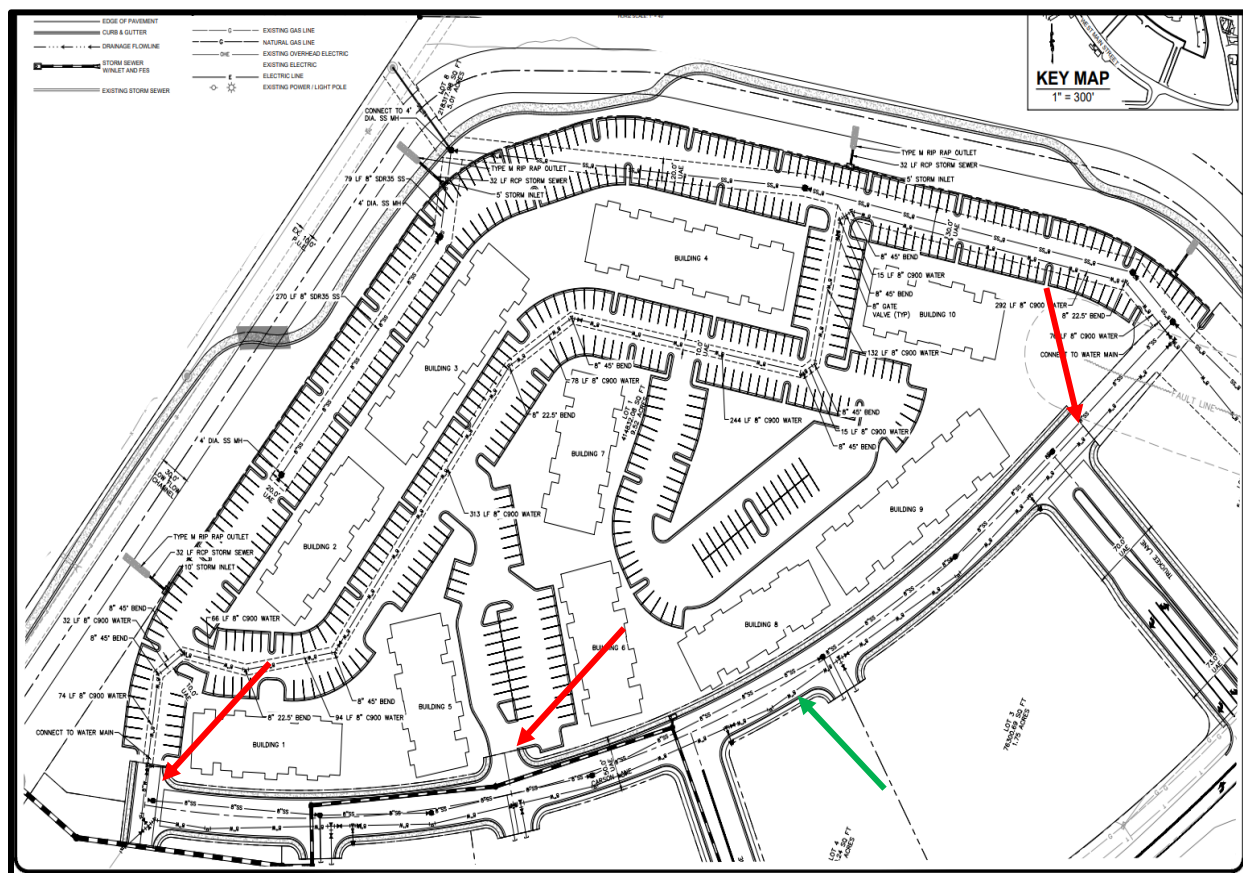
The Lyon County Sherriff's office provides law enforcement services and the North Lyon County Fire Protection District provides Fire Protection. The project site is located approximately 0.6 miles from the North Lyon County Fire Protection station on Main Street, and the Sherriff's Office is located roughly 1.0 mile from the project site.

Sewer and Water discoveries were made by the applicant during the development process. Given that the project is proposed to be rezoned to the MU (Mixed Use) district, connecting to City water and sewer services are required, as is stated within the City of Fernley Development code. The development will utilize the existing 12" diameter sewer main located along the north property line, adjacent to the Union Pacific Railroad right-of-way. It is understood that this Sewer Line has existing capacity to serve the development, though upgrades and improvements may be required in the near future. Sewage collected from the project site will flow east, first to the West Lift Station, and ultimately to the East Wastewater Treatment Plant. An 8-inch sanitary sewer main is proposed to connect to the 12-inch main at the northern property line and run down the eastern property boundary, adjacent to the irrigation/drainage ditch. From there, the 8-inch sewer line will be undergrounded through the project's interior roadway and branch out into each individual lot. Both 6-inch and 4-inch sewer laterals will serve each individual lot, with sewer line diameter depending on the specific land use and occupancy for each lot. Water connections will also be utilized through an existing water main.

For water connection, an 8-inch main will connect to the 12-inch water line located underneath W. Main Street and will then be routed northwards to the projects' interior roadway, whereby it will travel east-west through the project site, and branch out at various lot entryways, to serve each lot. The proposed water line will be 'looped', ensuring that the branched line reconnects to back on to W. Main Street, to the 20-inch main further west. The specific diameter of each water line within the lots will be dependent on the specific land use and occupancy of the parcel.

The developer is required to dedicate sufficient water rights to serve the project. The developer shall comply with all standards, codes, and requirements regarding connection to the City's sanitary sewer and potable water systems, including but not limited to associated fees, easements, design standards, system looping, development code requirements, and state requirements.

Ingress/Egress for the multifamily development will be through three (3) driveways, that are all expected to be off of the ±28.42-acre project site's main **backbone roadway**. The project site's ingress/egress points are highlighted on the following page, via the **Red Arrows**. The driveways serving the project site are all expected to be privately owned and maintained by the property owner and will generally have a right-of-way width ranging from 20-30 feet. The proposed roadways used to access this multi-family development from W. Main Street will likely remain private because the "roadways" do not provide access for the public's benefit. Rather, the "roadways" only serve this development. The site plans provided by the applicant additionally indicate that the parking for the project site will be located along the project driveways, and a Condition of Approval will be added to ensure that the final design of the project meets the City's minimum parking requirements for multifamily developments – *"1.5 spaces per 1-bedroom/studio units, 2 per unit for 2-bedroom and up, plus 0.25 guest spaces per dwelling unit."*



A Traffic Study was provided by the applicant as it was expected that the proposed development would generate greater than 100 peak hour trips. The 600 W. Main project as a whole is expected to generate an additional 322 AM peak hour trips, and 584 additional PM peak hour trips. These values were generated according to the ITE (Institute of Transportation Engineers) 2018 Land Use standards, and it was found that an additional 6,623 Average Daily Trips would be generated as a result of this project. Both the City of Fernley as well as the Nevada Department of Transportation identify LOS (Level of Service) D as the minimum service threshold for which traffic and roadway improvements need to be made. Level of Service D is generally defined as:

“Approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 ft(50m) or 8 car lengths. Minor incidents are expected to create delays. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.”

This means that any roadway intersection equal to or higher than LOS D (D, C, B, A) may not require any significant infrastructure improvements, while those below LOS D (E, F) will require improvements. While

some of the intersections around W. Main Street are not anticipated to be overly impacted by the project, the 2 new access driveways (Truckee Lane extension and Humboldt Lane) are expected to create significant traffic conditions at the point where they intersect with W. Main Street. The traffic study identified that the project would require some level of infrastructure improvements, related to signage, striping, and traffic control improvements. The full recommendations of the provided traffic study for the 600 W. Main Street development are stated below:

- *"It is recommended that any required signage, striping, or traffic control improvements comply with the Nevada Department of Transportation and City of Fernley Requirements."*

- *"It is recommended that the West Main/Truckee Lane East Driveway intersection be designed to include a minimum of one left turn lane and one shared through-right turn lane at both the north driveway and south Truckee Lane approaches and an exclusive right turn lane with a minimum of 215 feet of deceleration length at the east approach. It is recommended that a traffic signal be installed at the West W. Main Street/Truckee Lane -East Driveway intersection when warranted."*

- *"It is recommended that the West W. Main Street/West Driveway (Humboldt Lane) intersection be designed to operate with limited left-in/right-in/right-out movements and contain stop sign control at the driveway approach and an exclusive right turn lane with a minimum of 215 feet to deceleration length at the east approach."*

Given that the project area is located within Flood Zone level AE, a drainage and hydrology report was provided by the applicant as well. Drainage and retention for the project site will generally be handled via the aforementioned drainage channel that will run along the northern and eastern project boundaries. The project area has a gentle slope, with an approximate gradient of 0.5% to the west-northwest of the site. Flows and runoff collected by the channel will flow to the northwestern site of the project, where a retention pond will be constructed to hold runoff, as well as allow infiltration of runoff into the soil. The proposed retention pond will be approximately 57,350 cubic feet in volume and will be constructed according to the City of Fernley Public Works Design Standards. It is estimated that infiltration will occur at an approximate rate of 8.0 inches per hour. Given the large size of the project area, Storm Drains and additional piping will also be constructed to provide additional runoff for the project area. These additions will tie into some of the goals and strategies outlined within the City of Fernley's Storm Drain Master Plan.

Should the Planning Commission determine the project, as submitted and conditioned, is consistent with the development code, will not have a significant adverse impact on the existing surrounding uses, promotes the public health, safety, and general welfare, and can make the applicable Findings, the Planning Commission can approve the item with the attached Conditions of Approval.

If the Planning Commission cannot make some or all the applicable Findings and determines the project, as submitted and conditioned, is not consistent with the development, will have a significant adverse impact on the existing uses, and/or does not promote the public health, safety and general welfare, the Planning Commission can deny the application. The motion to deny should be based on information received in written materials and at the public hearings on this matter and the Planning Commission's inability to make any Finding(s) should be explicitly described.

FINDINGS

CU1. The proposal, as submitted and conditioned, is in compliance with the City’s Comprehensive Master Plan

Relationship to the Master Plan

1. MU (Mixed Use)

The proposed project is located within an area designated as SMU (Suburban Mixed Use) in the City of Fernley’s Comprehensive Master Plan. The Suburban Mixed Use land use identifies five (5) equivalent Zoning districts – **MDR14** (Medium density residential, 7-14 dwelling units per acre), **MF30** (Multifamily, 21-30 dwelling units per acre), **MU** (Mixed Use), and **C1** (Neighborhood Commercial). Per the Comprehensive Master Plan Document, the Suburban Mixed-Use designation focuses on a mix of residential and commercial uses, highlighting medium-high density residential development within proximity to commercial services and employment. A greater emphasis is placed on higher density housing, such as single family-attached homes, townhomes, live-work dwellings, and apartment buildings. The Comprehensive Master Plan goes on to state that Suburban Mixed-Use areas are typically located adjacent to the City’s Downtown core and are highly encouraged along Main Street. Municipal Services such as connection to the City’s Water and Sewer systems are required, and SMU areas are additionally highly encouraged to be connected through sidewalks or trail systems. Furthermore, the vertical and horizontal mixing of land uses is additionally permitted within Suburban Mixed-Use areas.

2. The Land Use Plan Goals and Action Strategies in the 2018 Comprehensive Master Plan that are relevant to this proposal include:

Population, Housing, & Employment

HP.1.1 Enhance Fernley’s vitality as a community by providing a variety of housing types, density, and costs that accommodate the needs, desires, and financial abilities of the current and future households.

HP.1.1.1 Encourage higher densities in the downtown core as a part of master planned communities that also provide a mixture of job generating and commercial land uses within the overall development.

HP.1.1.2 Encourage large-scale housing development that incorporates efficient land use techniques and creates a distinct sense of place and neighborhood diversity.

HP.1.2 Encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to services and public facilities such as parks, and resource efficient design & construction.

HP.1.2.1 Foster flexibility in the division of land and the siting of buildings and other improvements to reduce new development’s impact on environmentally sensitive areas.

HP.1.4 Provide opportunities for high density residential development near the downtown core and elsewhere in the community where appropriate.

HP.1.4.1 Multi-family land should be dispersed throughout the community near employment centers and transportation corridors, rather than being concentrated in a few areas.

Land Use

LU.1.1 Encourage and plan for new development in areas where adequate public services and facilities can be provided efficiently

- LU.1.1.1 Require new development to provide its proportionate share of improvements to avoid a degradation of services for existing residents. This requirement will be applied regardless of project size in order to avoid incremental erosion of services and facilities.
- LU.1.1.2 Encourage development of vacant or underutilized lands within the community core where adequate infrastructure and facilities currently exist.
- LU.1.1.3 Require new development to provide certified, stamped studies demonstrating the impact proposed development will have on existing infrastructure and to provide other improvements and/or funding in lieu of in proportion to the impacts of the proposed projects on the city's roadway, sewer, and water systems.

LU.1.2 Encourage new development to be in conformance with the Comprehensive Master Plan land use category, and other land use controls to accomplish community principles.

- LU.1.2.1 Monitor development applications that intend to utilize the underlying zoning. Modify the Development Code as necessary to ensure development that reflects the community goals envisioned in the master plan.

LU.1.3 Provide a balanced distribution of population and employment

- LU.1.3.1. Encourage land use development, which maintains a balance of population, housing, and employment.
- LU.1.3.2. Maintain adequate supplies of developable land for both residential and commercial land uses.

LU.1.4 Ensure existing and future land uses are compatible.

- LU.1.4.1. Projects shall be evaluated with the intent to promote land use compatibility - community design measures can increase compatibility among adjoining land uses.
- LU.1.4.5. Require development plans to address conditions unique to the developing area and minimize impacts to adjacent properties
- LU.1.4.6. Review all projects in relation to their geographic location, impacts to adjacent communities, fiscal impact and mitigation measures to protect natural and cultural resources. Apply specific conditions of approval tailored for each development proposal.

LU.1.5 Promote infill development

- LU.1.5.1. Encourage the intensification of land use in the existing community core.
- LU.1.5.4. Adopt development regulations that recognize the relationship between land use timing and the provision of services and facilities.

LU.1.6 Create a growth pattern that assures flexible, feasible and efficient projects.

- LU.1.6.1. Support for developmental approval of projects that provide an appropriate balance of population.
- LU.1.6.2. The land use designations include minimum service standards that shall apply to proposed developments and land use changes.

Other goals and action strategies that may be relevant to this project are:

HP.1.8, HP.1.8.1, LU.1.1.12, LU.1.12.1, T.1.1, T.1.1.1, T.1.1.6, T.1.3, T.1.3.1, T.1.3.2, T.1.3.4, T.1.3.5, PSF.1.1, PSF.1.1.3, PSF.1.1.4, PSF.1.2, PSF.1.4, PSF.1.4.1, PSF.2.1, PSF.2.1.1, PSF.2.1.2, PSF.2.1.3, PSF.2.1.4, PSF.2.1.5, PSF.3.3.1, PSF.3.3.2.

The proposed project is generally consistent with the goals and policies identified within the City's Comprehensive Master Plan. Through review by City Staff, it was determined that the project site as a whole provides a broad mix of Commercial and Residential uses, which is the primary use for developments within the SMU (Suburban Mixed Use) Land use, as stated within the City's Comprehensive Master Plan.

The proposed project provides a housing product type that serves to better diversify the housing stock within the city. The project site is an underutilized and mostly vacant site within the City's core service area, thus promoting infill development. The proposed project has been conditioned to ensure adequate public facilities are provided in timely, orderly, and efficient manner to support the development.

As development projects are considered in conjunction with the master plan, decision makers must weight each goal and policy as it relates to an individual development. Projects may not necessarily meet each and every goal or policy in the Comprehensive Master Plan but should be in substantial conformance plan. Decision makers have discretion to determine which goals and policies are more pertinent to a development project based on individual circumstances.

CU2. The application, as submitted and conditioned, is compatible with the existing or permitted uses of adjacent properties.

SURROUNDING LAND USES AND ZONINGS (OF PROJECT SITE)		
Direction	Land Use	Zoning
NORTH	Union Pacific Railroad R.O.W	N/A
SOUTH	NDOT Facility + Proposed Red Hawk Ranch Subdivision	C2 (General Commercial) and SF6 (Single Family, 6,000 sq ft. minimum lot size)
EAST	Fernley RV Park and Rancho Estates Mobile Home Park	C2 (General Commercial)
WEST	Fernley Self Storage & Comfort Suites Hotel	C2 (General Commercial)

As mentioned previously, the table within the Land Use Chapter of the City's Comprehensive Master Plan for the SMU (Suburban Mixed Use) land use designation identifies a mix of residential and commercial uses, with a high concentration of residential uses adjacent to employment and services. Specific housing types are not required, but the broad requirement identifies medium to higher density residential development.

The proposed multi-family residential use is a permitted use within the Mixed-Use zoning district, with the approval of a Conditional Use Permit. The general purpose of a Conditional Use Permit is to promote *“the public health, safety, and general welfare by providing for special safeguards in the location and design of certain uses in certain zoning districts.”* A Conditional Use Permit is a discretionary permit that requires a decision-making body to exercise judgement prior to its approval, conditional approval, or denial. The process encourages public review and evaluation of a proposed use’s operating characteristics and/or site development features and is intended to ensure that proposed conditional uses will not have a significant impact on surrounding uses or the community at large.

It is not uncommon for multifamily residential and commercial development to coexist adjacent to single family residential development, provided potential impacts have been adequately addressed. Traffic, noise, light pollution, parking, and building adjacency may all affect the reasonable enjoyment of a single-family residence. Standards within the development code are implemented in order to suppress these concerns. Although the specific project for which this Conditional Use Permit is being submitted does not incorporate a mix of residential and commercial space, the overall ±28.42-acre project site does employ a combination of both residential and commercial development, with commercial development proposed for the parcels fronting Main Street, and residential development proposed on the larger parcel, behind the aforementioned commercial space.

The Planning Commission may determine whether the project as proposed and conditioned is compatible with the existing or permitted uses of adjacent properties based on whether the project mitigates identified impacts to surrounding properties.

CU3. The potential impairment of natural resources and the total population which the available natural resources will support without unreasonable impairment has been considered.

This is a Conditional Use Permit to allow for a multi-family residential development. The project site is currently vacant, and has been so throughout its history, with no buildings or permanent structures on its property. At one time, the project was utilized for agricultural purposes. Given the project site’s proximity to nearby available services and facilities, the area was identified in the 2018 Comprehensive Master Plan as an area for increased density and redevelopment. The potential impairment of natural resources and the total population which available natural resources will support without unreasonable impairment was considered in conjunction with the 2018 Comprehensive Master Plan update.

CU4. The availability of and need for affordable housing in the community, including affordable housing that is accessible to persons with disabilities has been considered.

This is a Conditional Use Permit to allow for a multi-family residential development. The proposed project would provide additional housing resources within the community. Although the proposed project is not an affordable housing project per Housing and Urban Development (HUD) regulations, the project will provide additional housing units to support affordability. The availability of and need for affordable housing in the community, including affordable housing that is accessible to persons with disabilities may be enhanced as a result of this proposal.

CU5. The application, as submitted and conditioned, will address identified impacts.

The project as conditioned is intended to ensure adequate public facilities are provided in a timely, orderly, and efficient manner to support the development. All sewer, water, drainage, and transportation

facilities shall be reviewed and approved prior to the approval of a building permit, or if the property is re-subdivided, prior to the approval and recordation of a final map for the project.

Design Standards

Prior to the issuance of any building permit for this project, the applicant must demonstrate the project complies with the design standards listed in §32.06.080 of the City's Development Code.

Adjacency Standards

Prior to the issuance of any building permit for the project, the applicant must demonstrate the project complies with the adjacency standards listed in §32.09.030 of the City's Development Code.

Landscaping

Prior to the issuance of any building permit for the project, the applicant must demonstrate that the project complies with the landscaping standards listed in §32.09.090 of the City's Development Code.

Parking

Prior to the issuance of a building permit for the project, the applicant must demonstrate the project complies with the parking requirement listed in §32.09.120 of the City's Development Code.

Access/Circulation/Traffic

The main roadway that this project and the surrounding commercial projects will utilize is West Main Street, which is an NDOT (Nevada Department of Transportation) owned Right-of-way. As a result, the developer is required to construct any project improvements on this roadway to NDOT access management standards, as well as the City of Fernley Standards highlighted within the City's Development Code and Public Works Design Manual. The main interior roadway that serves the project site additionally may be required to be extended to 60 -foot right-of-way width if the developer intends to dedicate that roadway to the City.

Municipal Services

The project will be required to connect to the City's water and wastewater systems, as is stated within the City of Fernley Development Code and the Comprehensive Master Plan for projects within the SMU (Suburban Mixed Use) land use designation.

CU6. Public notice was given, and a public hearing held per the requirements of the Development Code, and Nevada Revised Statutes.

A public hearing is scheduled to be held at the May 11th, Planning Commission Meeting, and public notice was provided in the Reno Gazette Journal. Additionally, notices were sent out to the surrounding neighbors, meeting all the requirements of Fernley Municipal Code and Nevada Revised Statutes.

ATTACHMENTS

1. Conditions of Approval – CUP22001
2. Vicinity Map
3. Conceptual Elevations
4. Preliminary Landscape Plans
5. Civil Plans

Conditions of Approval for CUP22001

Conditional Use Permit

1. **APPROVAL:**

THE PERMIT IS APPROVED AS SUBMITTED AND CONDITIONED. ANY SUBSTANTIVE CHANGE SHALL REQUIRE REVIEW AND APPROVAL BY THE PLANNING COMMISSION AS AN AMENDMENT TO THIS CONDITIONAL USE PERMIT.

2. **EXPIRATION DATE:**

THE DESIGN REVIEW SHALL EXPIRE WITHIN ONE (1) YEAR OF THE DATE OF APPROVAL, UNLESS THE PERMITTED USE HAS BEEN ESTABLISHED OR CONSTRUCTION TO ACCOMMODATE THAT USE HAS BEGUN AND IS BEING DILIGENTLY PURSUED. A ONE-YEAR EXTENSION MAY BE GRANTED BY THE ADMINISTRATOR IF REQUESTED PRIOR TO THE EXPIRATION DATE OF THE DESIGN REVIEW APPROVAL.

3. **WATER RIGHTS:**

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING THE DEDICATION OF WATER RIGHTS, INCLUDING ASSOCIATED FEES, FOR THE CONNECTION TO THE CITY'S MUNICIPAL WATER SYSTEM IN THE AMOUNT THAT IS REQUIRED PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT FOR ANY PHASE OF THE PROJECT.

4. **LANDSCAPING/IRRIGATION:**

THE DEVELOPER SHALL SUBMIT A LANDSCAPING AND IRRIGATION PLAN FOR THE PROJECT IN CONFORMANCE WITH TITLE 32 OF THE FERNLEY MUNICIPAL CODE FOR REVIEW AND APPROVAL BY THE ADMINISTRATOR PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT. THE LANDSCAPING AND IRRIGATION SHALL BE INSTALLED PER THE APPROVED PLANS PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR EACH BUILDING TO THE APPROVAL OF THE ADMINISTRATOR.

5. **WATER AND SEWER MAINS AND SERVICES:**

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING CONNECTION TO THE CITY'S SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING BUT NOT LIMITED TO: ASSOCIATED FEES, DESIGN STANDARDS, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS.

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT, THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR WATER AND SANITARY SEWER THAT IS IN CONFORMANCE WITH THE CITY OF FERNLEY MUNICIPAL CODE, PUBLIC WORKS DESIGN MANUAL, AND THE NEVADA ADMINISTRATIVE CODE TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

THE PROJECT SHALL UTILIZE A MASTER METER FOR THE DOMESTIC WATER SERVICE FOR EACH BUILDING OR GROUP OF BUILDINGS. THE DEVELOPER MAY INSTALL A SEPARATE IRRIGATION METER OR INSTALL THE IRRIGATION CONNECTION DOWNSTREAM OF THE DOMESTIC MASTER METER WITH APPROPRIATE BACKFLOW PREVENTION. INDIVIDUAL SERVICE METERS FOR EACH BUILDING WILL NOT BE ALLOWED. ALL INTERNAL WATER AND SEWER MAINS SHALL BE MAINTAINED BY THE PROPERTY OWNER UNLESS APPROVED FOR ACCEPTANCE BY THE CITY OF FERNLEY PUBLIC WORKS DIRECTOR AND CITY ENGINEER.

Conditions of Approval for CUP22001

Conditional Use Permit

6. WATER SYSTEM LOOPING:

THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR THE WATER SYSTEM THAT DEMONSTRATES ADEQUATE SYSTEM LOOPING PRIOR TO THE ISSUANCE OF A PERMIT. THE PLAN SHALL BE IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE, NEVADA ADMINISTRATIVE CODE AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

7. WATER AND SEWER SYSTEM MODELING:

THE DEVELOPER SHALL COMPLETE WATER AND SEWER MODELING FOR THE PROJECT PRIOR TO THE ISSUANCE OF A PERMIT. THE DEVELOPER SHALL CONSTRUCT ANY IMPROVEMENTS IDENTIFIED BY THE MODELING AS NECESSARY TO SERVE THE PROJECT IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.

8. NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION BUREAU OF SAFE DRINKING WATER AND BUREAU OF WATER POLLUTION CONTROL FOR THE WATER AND SEWER INFRASTRUCTURE DESIGN AND CONSTRUCTION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

9. GRADING PERMIT:

THE DEVELOPER SHALL SUBMIT A GRADING PLAN FOR ANY PHASE OF THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE DEVELOPMENT THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE. DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN THE CITY OF FERNLEY DEVELOPMENT CODE AS WELL AS ALL STATE AND FEDERAL REGULATIONS INCLUDING, BUT NOT LIMITED TO, STORM WATER POLLUTION PREVENTION AND AIR QUALITY RELATED TO SURFACE AREA DISTURBANCE.

THE DEVELOPER SHALL PROVIDE VERIFICATION OF A STORM WATER DISCHARGE PERMIT FROM THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO ISSUANCE OF A GRADING PERMIT OR BUILDING PERMIT FOR THE DEVELOPMENT.

10. STORM DRAINAGE:

THE DEVELOPER SHALL PROVIDE A FINAL DRAINAGE REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FERNLEY MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO APPROVAL OF A BUILDING PERMIT FOR ANY PORTION OF THE PROJECT. EACH SUCCESSIVE PHASE OF THE PROJECT SHALL SUBMIT AN UPDATED DRAINAGE REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT ON THE TOTAL DISCHARGE INTO THE DRAINAGE SYSTEM. THE STORM WATER AND DRAINAGE PLANS FOR THE PHASES OF THE DEVELOPMENT SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE PHASES OF THE PROJECT.

ALL INTERNAL STORM DRAIN INFRASTRUCTURE SHALL BE MAINTAINED BY THE PROPERTY OWNER.

Conditions of Approval for CUP22001

Conditional Use Permit

11. GEOTECHNICAL REPORT:

THE DEVELOPER SHALL PROVIDE A GEOTECHNICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE REQUIREMENTS OF THE DEVELOPMENT CODE FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO THE APPROVAL OF A GRADING PERMIT OR BUILDING PERMIT FOR ANY PORTION OF THE PROJECT.

12. STRUCTURAL CONTROLS:

THE DEVELOPER SHALL UTILIZE STRUCTURAL CONTROLS FOR THE TREATMENT OF STORM WATER RUNOFF IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR AND CITY ENGINEER.

13. SANITARY SEWER REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL SANITARY SEWER REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FERNLEY MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY PORTION OF THE PROJECT.

14. DESIGN STANDARDS:

THE DEVELOPER SHALL COMPLY WITH ANY DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN THE FERNLEY MUNICIPAL CODE OR ADOPTED DESIGN MANUAL INCLUDING BUT NOT LIMITED TO DIMENSIONAL STANDARDS (§32.06.080(B)); DESIGN STANDARDS (§32.06.080(C)) SUCH AS SITE PLANNING, PARKING AND CIRCULATION, COMMUNITY AMENITIES, LANDSCAPING AND SCREENING (§32.06.080 & §32.09.090), AND BUILDING ARCHITECTURE; ADJACENCY STANDARDS (§32.09.030); GRADING (§32.09.070); BUFFER REQUIREMENTS (§32.09.0909(E)); LIGHTING (§32.09.100); STREETS (§32.09.140); AND UTILITY CONSIDERATIONS. THE DEVELOPER SHALL DEMONSTRATE IN WRITING COMPLIANCE WITH THESE REQUIREMENTS PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT.

15. ENGINEERING/PUBLIC WORKS:

THE DEVELOPER SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE CITY OF FERNLEY MUNICIPAL CODE, DEVELOPMENT CODE AND PUBLIC WORKS DESIGN MANUAL FOR THE CONSTRUCTION OF ANY PUBLIC OR PRIVATE INFRASTRUCTURE TO THE APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE PROJECT.

16. WEST MAIN STREET IMPROVEMENTS:

IN ACCORDANCE WITH SECTION 32.09.140 OF THE FERNLEY MUNICIPAL CODE, THE WEST MAIN STREET RIGHT-OF-WAY SHALL BE IMPROVED IN ACCORDANCE WITH THE CITY'S ADOPTED DOWNTOWN CORRIDOR REVITALIZATION PLAN AND WITH THE RECOMMENDATIONS HIGHLIGHTED IN THE TRAFFIC STUDY PROVIDED, PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY TO THE APPROVAL OF THE NEVADA DEPARTMENT OF TRANSPORTATION, CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

THIS INCLUDES BUT IS NOT LIMITED TO IMPROVEMENTS REGARDING PAVEMENT CONDITION, STRIPING, SIGNALIZATION, CROSSWALKS, AND THE ADDITION OF TURN LANES.

Conditions of Approval for CUP22001

Conditional Use Permit

17. BACKBONE ROADWAY IMPROVEMENTS/DEDICATION:

THE BACKBONE ROADWAY SHALL REMAIN PRIVATE UNLESS THE CITY DETERMINES THERE IS A PUBLIC BENEFIT TO ACCEPT ANY OFFERS FOR DEDICATION OF THE BACKBONE ROADWAY AS WELL AS THE TWO ENTRANCE STREETS OFF WEST MAIN STREET. THE APPLICANT SHALL BE REQUIRED TO IMPROVE ANY STREETS TO CITY OF FERNLEY STANDARDS, TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

18. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT, INCLUDING BUT NOT LIMITED TO: DEVELOPING A PLAN TO PROVIDE ADEQUATE EMERGENCY ACCESS THROUGHOUT THE SITE, DEVELOPING A MASTER FIRE HYDRANT AND FIRE FLOW PLAN, DEVELOPING A MASTER FIRE DEPARTMENT CONNECTION (FDC) PLAN, AND INSTALLING FIRE SUPPRESSION AND/OR ALARM SYSTEMS TO THE APPROVAL OF THE FIRE CHIEF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

19. COMBUSTIBLES ON-SITE

NO COMBUSTIBLES SHALL BE BROUGHT ON SITE PRIOR TO THE INSTALLATION AND ACCEPTANCE OF AN ALL-WEATHER SURFACE AND THE INSTALLATION/OPERATION OF FIRE HYDRANTS TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT.

20. BUILDING DEPARTMENT:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE BUILDING DEPARTMENT TO THE APPROVAL OF THE BUILDING OFFICIAL PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

21. ACCESS AND CIRCULATION:

THE DEVELOPER SHALL PROVIDE ALL REQUIRED ACCESS, INCLUDING SECONDARY EMERGENCY ACCESS IN ACCORDANCE WITH ALL ADOPTED PLANS PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY TO THE APPROVAL OF THE FIRE CHIEF, PUBLIC WORKS DIRECTOR, CITY ENGINEER, AND ADMINISTRATOR.

THE DEVELOPER SHALL USE APPROPRIATE STRIPING AND SIGNAGE AS MAY BE NECESSARY TO MINIMIZE TRAFFIC CONFLICT WITHIN THE DEVELOPMENT SITE TO THE APPROVAL OF THE ADMINISTRATOR AND CITY ENGINEER FOR THE LIFE OF THE PROJECT.

22. FEDERAL, STATE, AND LOCAL AGENCIES:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF ANY FEDERAL, STATE, OR LOCAL AGENCY WITH JURISDICTION OVER THE PROJECT TO THE APPROVAL OF THE ADMINISTRATOR.

23. TRAFFIC ANALYSIS REPORT:

THE DEVELOPER SHALL PROVIDE A TRAFFIC ANALYSIS REPORT FOR THE PROJECT IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR ANY PORTION OF THE PROJECT. SUCCESSIVE PHASES OF THE PROJECT SHALL SUBMIT AN UPDATED TRAFFIC ANALYSIS REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF

Conditions of Approval for CUP22001

Conditional Use Permit

THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT.

24. PARKING:

PARKING, INCLUDING VISITOR PARKING, SHALL BE DISTRIBUTED THROUGHOUT THE SITE. THE DEVELOPER SHALL SUBMIT PLANS THAT SHOW APPROPRIATE STRIPING AND SIGNAGE.

25. PEDESTRIAN CIRCULATION:

THE DEVELOPER SHALL CONSTRUCT PEDESTRIAN PATHWAYS WITHIN THE DEVELOPMENT INCLUDING CONNECTIONS TO THE SIDEWALKS ALONG W. MAIN STREET, PER THE APPROVED IMPROVEMENT PLANS.

26. CONSTRUCTION MAINTENANCE:

THE DEVELOPER SHALL LOCATE AND UTILIZE A SUFFICIENT NUMBER OF TRASH CONTAINERS ON-SITE TO BE UTILIZED DURING THE CONSTRUCTION OF THE PROJECT TO MAINTAIN THE PROJECT SITE IN A CLEAN AND ORDERLY STATE TO THE APPROVAL OF THE ADMINISTRATOR.

27. CONSTRUCTION HOURS:

THE DEVELOPER SHALL LIMIT ALL CONSTRUCTION AND CONSTRUCTION RELATED ACTIVITIES TO BETWEEN THE HOURS OF 7:00 AM TO 7:00 PM, SEVEN DAYS A WEEK. THE DEVELOPER SHALL INSTALL SIGNS AT ALL ACCESS POINTS TO THE PROJECT THAT CLEARLY INDICATE THE HOURS OF ACTIVITY ON-SITE PRIOR TO THE START OF ANY CONSTRUCTION-RELATED ACTIVITIES TO THE APPROVAL OF THE ADMINISTRATOR. THE DEVELOPER SHALL MAINTAIN THESE SIGNS IN GOOD REPAIR FOR THE DURATION OF THE CONSTRUCTION OF THE PROJECT. ONCE CONSTRUCTION IS FINISHED, THE DEVELOPER SHALL REMOVE THESE SIGNS.

28. PROJECT CONTACT:

THE DEVELOPER SHALL DESIGNATE TO THE ADMINISTRATOR A PROJECT CONTACT PERSON RESPONSIBLE/AUTHORIZED TO CORRECT PROBLEMS REGARDING THE PROJECT ON A 24-HOUR/7-DAYS A WEEK BASIS. THE DEVELOPER SHALL DESIGNATE THE PROJECT CONTACT PERSON TO THE ADMINISTRATOR PRIOR TO ISSUANCE OF A GRADING PERMIT FOR THE PROJECT.

29. ARCHITECTURE/BUILDING ELEVATIONS:

THE DEVELOPMENT OF THE SUBJECT SITE SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE ARCHITECTURAL/BUILDING ELEVATIONS SUBMITTED AS PART OF THIS APPLICATION. SUBSTANTIAL CHANGES TO THE ARCHITECTURE/BUILDING ELEVATIONS SHALL REQUIRE REVIEW AND APPROVAL BY THE ADMINISTRATOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THAT BUILDING. THE DEVELOPER SHALL ARTICULATE LONG FACADES BY VARYING BUILDING MASS, FORM, TEXTURE, MATERIALS, AND INTERPLAY OF SOLID AND OPEN AREAS.

30. TRASH ENCLOSURES:

THE DEVELOPER SHALL LOCATE AND INSTALL TRASH ENCLOSURES TO THE APPROVAL OF WASTE MANAGEMENT AND THE ADMINISTRATOR INCLUDING THE APPROPRIATE SIZE AND LOCATION. THE TRASH ENCLOSURES SHALL MATCH THE PROJECT'S ARCHITECTURE AND BUILDING MATERIALS TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE INDIVIDUAL BUILDINGS.

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31. UTILITY SCREENING:

THE DEVELOPER SHALL WORK IN CONJUNCTION WITH THE UTILITY COMPANIES TO LOCATE UTILITY EQUIPMENT SUCH AS ELECTRICAL, GAS, AND WATER JUNCTION BOXES, INCLUDING TRANSFORMER BOXES, VAULTS, AND ELECTRICAL PANELS, IN AREAS WHERE THE EQUIPMENT IS SCREENED BY EITHER ARCHITECTURAL ELEMENTS THAT MATCH THE MAIN STRUCTURE'S COLORS AND MATERIALS OR BY ADJUSTING THE APPROVED LANDSCAPING TO COMPENSATE TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR EACH INDIVIDUAL BUILDING.

32. SCREENING:

THE MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW OF THE PARKING LOT, ADJACENT PUBLIC STREETS, AND PUBLIC AREAS BY USING AN ARCHITECTURAL ELEMENT OF THE BUILDING CONSISTING OF SAME MATERIALS AND BE DURABLE MATERIALS TO THE APPROVAL OF ADMINISTRATOR. ANY LOADING DOCKS AND SERVICE AREAS INCLUDING TRASH COMPACTION AND/OR DUMPSTER(S) SHALL BE SCREENED FROM VIEW OF PARKING LOTS AND PUBLIC AREAS. LOADING DOCK SCREENING SHALL BE HIGH ENOUGH TO SCREEN THE TRUCKS. THE SCREENING SHALL BE REVIEWED AND APPROVED BY THE ADMINISTRATOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR EACH INDIVIDUAL BUILDING.

33. LIGHTING:

THE DEVELOPER SHALL SUBMIT A LIGHTING PLAN FOR REVIEW AND APPROVAL BY THE ADMINISTRATOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE DEVELOPER IS REQUIRED TO COMPLY WITH THE LIGHTING STANDARDS AND REQUIREMENTS IN THE CITY OF FERNLEY MUNICIPAL CODE. TO REDUCE THE IMPACT OF GLARE AND MINIMIZE THE EFFECT OF FIELD AND PARKING LIGHTING, LIGHTING FIXTURES WITH EXTERNAL "HOODS" AND INTERNAL GLARE REDUCTION LOUVERS SHALL BE USED.

34. TRUCKEE CARSON IRRIGATION DISTRICT (TCID)/BUREAU OF RECLAMATION:

THE DEVELOPER SHALL PROVIDE WRITTEN DOCUMENTATION FROM THE BUREAU OF RECLAMATION AND TRUCKEE CARSON IRRIGATION DISTRICT THAT ANY PROPOSED IMPROVEMENTS AFFECTING ANY BUREAU OF RECLAMATION FACILITY HAS BEEN REVIEWED AND APPROVED BY THE BUREAU OF RECLAMATION AND/OR THE TRUCKEE CARSON IRRIGATION DISTRICT TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

35. RECIPROCAL EASEMENTS:

THE DEVELOPER SHALL PROVIDE IRREVOCABLE RECIPROCAL PARKING, ACCESS, STORM DRAINAGE MAINTENANCE, WATER INFRASTRUCTURE MAINTENANCE, SANITARY SEWER INFRASTRUCTURE MAINTENANCE, AND LANDSCAPE MAINTENANCE EASEMENTS OVER THE ENTIRE SITE TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THESE EASEMENTS SHALL BE INCORPORATED INTO THE RECORDED DOCUMENTS FOR THE SITE.

36. NEVADA DEPARTMENT OF TRANSPORTATION:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF TRANSPORTATION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

Conditions of Approval for CUP22001

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37. UNITED STATES POSTAL SERVICE:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE UNITED STATES POSTAL SERVICE FOR MAIL DELIVERY AND MAILBOX DESIGN AND LOCATION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THIS PROJECT.

38. COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&R'S):

THE APPLICANT SHALL PROVIDE COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&R'S) WITH THE FIRST FINAL MAP AND SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE ADMINISTRATOR AND CITY ATTORNEY. CC&R'S SHALL BE RECORDED CONCURRENTLY WITH THE FINAL SUBDIVISION MAP. THE APPLICANT SHALL INCLUDE IN THE CC&R'S PROVISIONS OUTLINING MAINTENANCE RESPONSIBILITIES OF COMMON AREAS, SHARED ROADWAYS, LANDSCAPE MEDIANS, OR OTHER COMMON ELEMENTS TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

39. FLOODPLAIN MANAGEMENT AND FEDERAL EMERGENCY MANAGEMENT AGENCY:

THE DEVELOPER SHALL COMPLY WITH CHAPTER 32.09.060 OF THE CITY OF FERNLEY DEVELOPMENT CODE TITLED: FLOODPLAIN MANAGEMENT AS WELL AS ALL FEDERAL EMERGENCY MANAGEMENT AGENCY, FEMA, NATIONAL FLOOD INSURANCE PROGRAM REQUIREMENTS FOR ALL FLOODPLAIN MODIFICATIONS. THE REQUIRED APPROVALS FROM THE CITY OF FERNLEY AND FEMA SHALL BE OBTAINED PRIOR TO WORK BEGINNING WITHIN THE MAPPPED FLOODPLAIN AREA. ALL REQUIRED IMPROVEMENTS SHALL BE CONSTRUCTED AND APPROVED TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

40. RESIDENTIAL CONSTRUCTION TAX:

THE DEVELOPER IS SUBJECT TO THE PROVISIONS OF FERNLEY MUNICIPAL CODE RELATED TO RESIDENTIAL CONSTRUCTION TAX. THE RESIDENTIAL CONSTRUCTION TAX FEE SHALL BE PAID PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR EACH RESIDENTIAL UNIT.

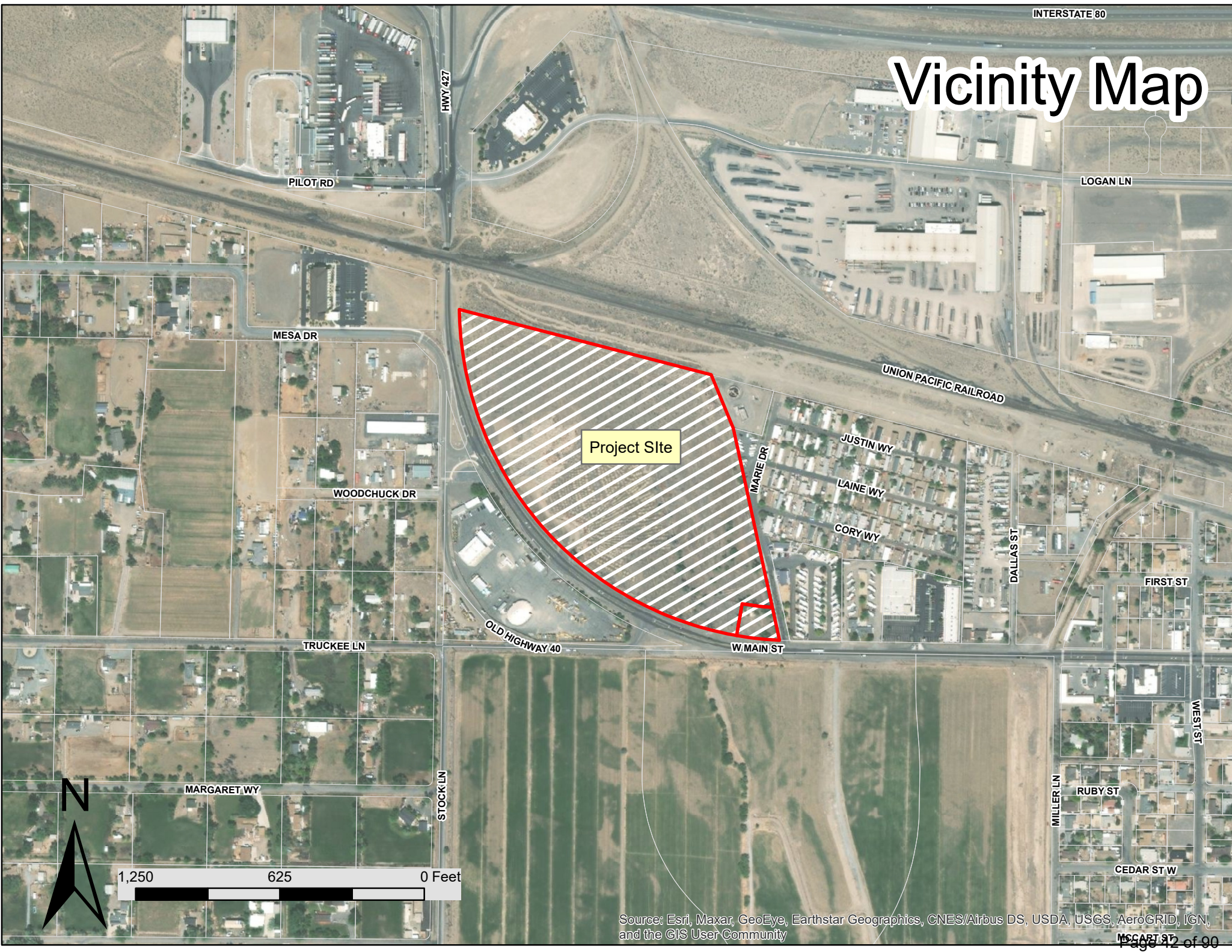
41. ADDRESSING AND STREET NAMES:

THE DEVELOPER SHALL SUBMIT A REQUEST FOR ADDRESSING AND STREET NAME RESERVATION TO THE CITY OF FERNLEY FOR REVIEW AND APPROVAL. ALL ADDRESSING OF LOTS AND UNITS SHALL BE COMPLETED BY THE CITY. STREET NAMES SHALL BE APPROVED BY THE CITY PRIOR TO THE ISSUANCE OF PERMIT FOR CONSTRUCTION.

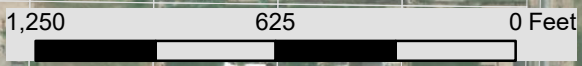
42. MAPPING:

THE DEVELOPER SHALL HAVE RECORDED A FINAL MAP FOR THE CREATION OF THE PROJECT PARCEL PRIOR TO THE ISSUANCE OF A GRADING OR BUILDING PERMIT.

Vicinity Map



Project Site



EXTERIOR + INTERIOR

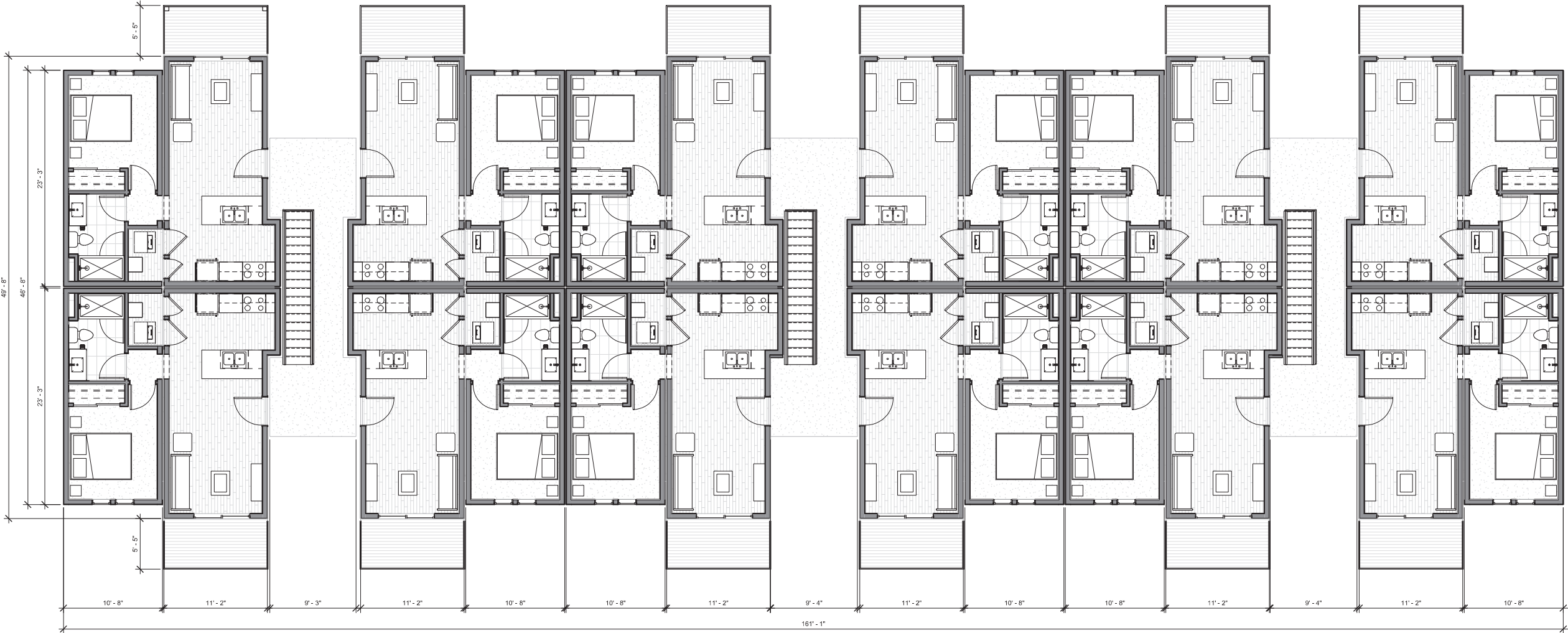


4 | MODULAR APARTMENTS



FLOORPLAN

5 | MODULAR
APARTMENTS



1 PLAN
3/16" = 1'-0"

MULTIFAMILY BUILDING
SAMPLE PLAN

Diagram illustrating canopy types:

- DECIDUOUS TREES: Three circular canopies with irregular, textured edges, colored purple, orange, and green.
- EVERGREEN TREES: One circular canopy with a regular, radial pattern of branches, colored black and white.

GENERAL NOTES:

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
2. TREES
 - a. SECTION 32.09.090, D.5 "Evergreen trees shall be at least 6 feet in height at time of planting. Fifty percent (50%) of deciduous trees shall be a minimum caliper of one inch and 50% shall be a minimum caliper of two inches at time of planting"
 - b. ADDITIONAL TREES, BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION.
3. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES REALTING TO MICRO-CLIMATE, SOIL AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
4. ALL SHRUB BEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL
5. ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTOR WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
6. PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER CITY OF FERNLEY CODE REQUIREMENTS. PLANT LOCATION, FINAL SPECIES SELECTION AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF THE FINAL CONSTRUCTION DOCUMENTS.

LANDSCAPE REQUIREMENTS BASED ON CITY OF FERNLEY DEVELOPMENT CODE
(VERSION – APRIL 9, 2021)

SITE AREA: 9.52 ACRES (414,691 SF)

ZONING: COMMERCIAL
APN: 021-071-03
ADDRESS: 600 W. MAIN ST.
PROPOSED UNITS: 276

REQUIRED LANDSCAPE AREA: 62,204 SF MIN.
• 15% OF SITE AREA

PROVIDED LANDSCAPE AREA: 65,000 SF MIN.

TREES REQUIRED: 182

- 1 TREE PER 500 SF OF REQ. LANDSCAPE AREA = 125
- 1 TREE PER 10 PARKING SPACES (563 SPACES PROVIDED) = 57

TREES PROVIDED: 182 MIN.

SHRUBS REQUIRED: 1,244 MIN
• 1 SHRUB PER 50 SF

LAWN AREA MAXIMUM ALLOWED: 49,764 SF
• 80% OF REQ'D LANDSCAPE AREA

AMENITIES REQUIRED: 6 (FOR >200 UNITS)

AMENITIES PROVIDED COULD INCLUDE:

- DOG PARK
- PLAY STRUCTURE
- OPEN LAWN AREAS
- BENCHES/SEATING AREAS
- PICNIC & BBQ AREA
- WALKING TRAIL

[illegible]

Now what's below.
Call 811 before you dig.

NOT TO SCALE IF SHEET
SIZE OTHER THAN 24"x36"

SIGNED BY: KRM

DRAWN BY: KRM

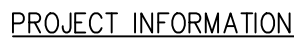
HECKED BY: CTT

600 WEST MAIN
PRELIMINARY LANDSCAPE PLAN
LYON COUNTY
FERNLEY, NEVADA

1/10/2021
PROJECT NO.: 21103

L1

Drawing name: S:\Entitlement Engineering\21103 - 600 West Main\08 - CAD\Engineering\Sheets\Tentative Map\21103 - COVER.dwg 1 COVER SHEET (CUP) Jan 10, 2022 3:20pm by: JPucillo



LAND DATA

APN 021-071-03 27.9 AC

EARTHWORK QUANTITIES

DEVELOPMENT STANDARDS AND NOTES

- UTILITIES:

FERNLEY PUBLIC WORKS DEPT.
595 SILVER LACE LANE
FERNLEY, NV. 89408
(775) 575-2307

BASIS OF BEARINGS:

BASIS OF ELEVATIONS:

PROJECT CONTACTS:

DEVELOPER

OWNER

ENGINEER

SURVEYOR

PHELPS ENGINEERING SERVICES, LLC
 155 COUNTRY ESTATES CIRCLE
 SUITE 300
 RENO, NV. 89511
 (775) 399-2200

CITY APPROVAL:

APPROVED BY THE PLANNING COMMISSION OF THE CITY OF
FERNLEY THIS _____ DAY OF _____, 20_____

PUBLIC WORKS

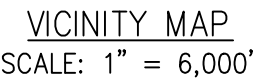
COMMUNITY DEVELOPMENT

CITY ENGINEER

NORTH LYON COUNTY FIRE PREVENTION DISTRICT

TRUCKEE-CARSON IRRIGATION DISTRICT

ATTEST: CITY CLERK



LEGAL DESCRIPTION (MULTI-FAMILY LOT 1):

FROM THE POINT OF COMMENCEMENT;
THENCE, S 75° 25' 17.4" W FOR A DISTANCE OF 351.71 FEET TO A POINT ON A LINE;
THENCE, N 14° 34' 33.1" E FOR A DISTANCE OF 105.49 FEET TO A POINT ON A LINE; TO THE POINT OF BEGINNING

FROM THE POINT OF BEGINNING:
THENCE, S 75° 24' 24.9" E FOR A DISTANCE OF 627.81 FEET TO THE BEGINNING OF A CURVE, SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 38° 10' 00", HAVING A RADIUS OF 181.50 FEET, AND WHOSE LONG CHORD BEARS S 57° 15' 24.6" E FOR A DISTANCE OF 113.08 FEET.
THENCE, S 39° 06' 24.3" E FOR A DISTANCE OF 76.20 FEET TO THE BEGINNING OF A CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 28° 36' 00", HAVING A RADIUS OF 181.50 FEET, AND
WHOSE LONG CHORD BEARS S 25° 04' 20.3" E FOR A DISTANCE OF 68.03 FEET.
THENCE, S 11° 02' 16.3" E FOR A DISTANCE OF 226.00 FEET TO A POINT ON A LINE.
THENCE, S 17° 20' 20.2" W FOR A DISTANCE OF 202.12 FEET TO THE BEGINNING OF A CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 28° 35' 36.7", HAVING A RADIUS OF 294.50 FEET, AND
WHOSE LONG CHORD BEARS S 03° 52' 32.1" W FOR A DISTANCE OF 145.45 FEET.
THENCE, S 17° 20' 20.2" W FOR A DISTANCE OF 27.79 FEET TO THE BEGINNING OF A CURVE,
THENCE, N 68° 58' 51.3" W FOR A DISTANCE OF 168.44 FEET TO A POINT ON A LINE.
THENCE, N 23° 45' 42.8" E FOR A DISTANCE OF 50.09 FEET TO A POINT ON A LINE.
THENCE, N 68° 17' 20.2" W FOR A DISTANCE OF 77.91 FEET TO THE BEGINNING OF A CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 28° 35' 36.7", HAVING A RADIUS OF 1075.00 FEET, AND WHOSE LONG
CHORD BEARS N 15° 28' 21.3" W FOR A DISTANCE OF 555.75 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 91° 50' 14.0", HAVING A RADIUS OF 12.00 FEET, AND
WHOSE LONG CHORD BEARS N 89° 38' 28.0" E FOR A DISTANCE OF 17.24 FEET TO A POINT OF INTERSECTION WITH A
NON-TANGENTIAL LINE.
THENCE, N 34° 26' 25.0" W FOR A DISTANCE OF 44.16 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 91° 50' 14.0", HAVING A RADIUS OF 12.00 FEET, AND WHOSE
LONG CHORD BEARS N 78° 31' 18.0" W FOR A DISTANCE OF 17.24 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 160° 09.9", HAVING A RADIUS OF 1075.00 FEET, AND WHOSE LONG
CHORD BEARS N 15° 28' 21.3" W FOR A DISTANCE OF 555.75 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE,
SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 91° 06' 18.1", HAVING A RADIUS OF 12.00 FEET, AND
WHOSE LONG CHORD BEARS N 29° 17' 07.4" E FOR A DISTANCE OF 17.13 FEET TO A POINT OF INTERSECTION WITH A
NON-TANGENTIAL LINE.
THENCE, N 15° 09' 43.8" W FOR A DISTANCE OF 41.00 FEET TO A POINT ON A LINE.
THENCE, S 74° 50' 34.9" W FOR A DISTANCE OF 37.01 FEET TO A POINT ON A LINE.
THENCE, N 15° 09' 43.8" W FOR A DISTANCE OF 61.02 FEET TO A POINT ON A LINE.
THENCE, N 14° 34' 33.1" E A DISTANCE OF 29.17 FEET TO THE POINT OF BEGINNING;

"I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS FOR THE 600 WEST MAIN PROJECT WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE CITY OF FERNLEY AND STATE OF NEVADA STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS TO SAID PLANS".

LONNY E. PHELPS
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF NEVADA NO. 25230
 PHELPS ENGINEERING

PHELPS ENGINEERING ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE, MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.



Know what's below.
Call 811 before you dig.

NOT TO SCALE IF SHEET
SIZE OTHER THAN 24"x36"

DESIGNED BY: JJP

DRAWN BY: JJM

CHECKED BY: LE

COVER SHEET

600 WEST MAIN
CONDITIONAL USE PERMIT
LYON COUNTY
FERNLEY, NEVADA

1/11/2022

PROJECT NO.: 21103

1 of 6

GENERAL NOTE FOR ALL DETAILS

1. ALL MATERIALS FURNISHED AND WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS" CONSTRUCTION (SSPWC OR ORANGE BOOK).

GENERAL NOTES FOR WATER SERVICE

1. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE PROVISIONS OF OSHA AND CHAPTER 618 OF NRS, IN THE CONSTRUCTION PRACTICES FOR ALL EMPLOYEES DIRECTLY ENGAGED IN THE COMPLETION OF THIS PROJECT.

2. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS AT THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK ACCORDING TO GENERALLY ACCEPTED CONSTRUCTION PRACTICES.

3. ALL UNDERGROUND VALVES LARGER THAN 2", TEES, ETC., SHALL BE COATED IN MASTIC.

4. NOTIFY CITY OF FERNLEY 48 HOURS PRIOR TO THE START OF CONSTRUCTION.

5. FIBER-REINFORCED PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH @ 28 DAYS; MIN 6 SACKS OF CEMENT PER CUBIC YARD WITH A MAX. WATER/CEMENT RATIO OF 0.45; AIR ENTRAINMENT 6% ± 1.5%; SLUMP AT 1 TO 4 INCHES; ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. POLYPROPYLENE FIBERS SHALL BE ADDED TO THE P.C.C. PER THE MANUFACTURERS RECOMMENDATIONS.

6. NO OTHER UTILITIES MAY BE PLACED IN A WATER OR SEWER TRENCH.

7. BACKFLOW PREVENTION IS REQUIRED PER DETAILS # 31 THRU # 40. RESIDENTIAL SUBDIVISIONS DO NOT TYPICALLY REQUIRE DETAILS # 31 THRU # 40. CITY OF FERNLEY WILL NOTIFY WHEN THESE SHEETS ARE REQUIRED.

8. CONTRACTORS SHALL COMPLY WITH HOST EMPLOYER (CITY OF FERNLEY) SAFETY PROGRAM

9. CONTRACTOR IS RESPONSIBLE FOR REVIEWING HOST EMPLOYER'S SAFETY PROGRAM. CONTRACTOR AT PRE-BID SHALL FURNISH CITY OF FERNLEY SAFETY RECORDS FROM THE LAST THREE YEAR PERIOD AND A COPY OF ITS OWN COMPANY SAFETY PROGRAM.

10. ALL VALVE BOXES, MANHOLE STRUCTURES, AND CLEANOUTS SHALL BE MARKED AND ACCESSIBLE AT ALL TIMES.

11.FOR DETAILS NOT SHOWN, CONTACT CITY OF FERNLEY @ 775-784-9910, FAX 775-784-9966.

12. THE OWNER IS RESPONSIBLE FOR FURNISHING QUALIFIED SITE INSPECTIONS DURING CONSTRUCTION OF PUBLIC IMPROVEMENTS.

13.CITY OF FERNLEY SHALL APPROVE OF THE INSPECTOR & TESTING FIRM PRIOR TO CONSTRUCTION.

14. THE INSPECTOR SHALL INVENTORY ALL CONSTRUCTION MATERIALS TO ENSURE QUALITY CONTROL. REJECTION OF DEFECTIVE MATERIALS MUST BE COORDINATED WITH CITY OF FERNLEY.

15.PERFORM PLASTIC PIPE BALL AND MANDREL TESTS ON NEWLY INSTALLED SEWER PIPE IN ACCORDANCE WITH SECTION 336.03.09 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

16.PERFORM AIR PRESSURE TESTING ON NEWLY INSTALLED SEWER PIPE IN ACCORDANCE WITH SECTION 336.03.07.04 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

17. ALL NEW PUBLIC WATER MAINS SHALL BE 8" OR LARGER.

18. CONTRACTOR IS RESPONSIBLE TO MAKE FIELD MEASUREMENTS TO LOCATE AND SIZE EXISTING FACILITIES OR UNDERGROUND UTILITIES.

19.PLACE CHLORINE TABLETS IN WATER LINES AS FOLLOWS: 3 TABLETS PER 6" DIAMETER OF LINE; 4 TABLETS PER 8" DIAMETER LENGTH OF LINE; 5 TABLETS PER 10" DIAMETER LENGTH OF LINE; 6 TABLETS PER 12" OR GREATER DIAMETER LENGTH OF LINE; TABLETS MUST BE GLUED AT EQUALLY SPACED INTERVALS TO INSIDE OF PIPE USING APPROVED ADHESIVE. DISINFECTION SHALL MEET AWWA STANDARD C651.

20.CONTRACTOR SHALL SUBMIT CUT SHEETS & SHOP DRAWINGS FOR REVIEW TO THE PROJECT ENGINEER, AND/OR THE UTILITY ENGINEER PRIOR TO ORDERING CONSTRUCTION MATERIALS. A SIGNED SET OF DRAWINGS MUST ALWAYS BE AVAILABLE ONSITE DURING CONSTRUCTION.

21.PER THE CITY OF FERNLEY RULES AND REGULATIONS, SECTION 1.04.054, A BOND MUST BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.

Detail No.

1

GEN NOTES

DATE

05/08

REVISIONS

RELOCATED NOTES WITH DETAIL ID

BY

GENERAL NOTES FOR SANITARY SEWER

1. SEWER LINE CLEANING SHALL BE PERFORMED WITH HYDRAULICALLY PROPELLED, HIGH-VELOCITY JET, MECHANICALLY POWERED EQUIPMENT, OR OTHER PUBLIC WORKS APPROVED DEVICES. THE CLEANING SHALL RESTORE THE SEWER LINES TO A MINIMUM OF 95% OF THE LINES ORIGINAL CARRYING CAPACITY. FINAL ACCEPTANCE SHALL BE MADE AFTER SUCCESSFUL INSPECTION TO THE PUBLIC WORKS INSPECTORS SATISFACTION THAT THE CONDITIONS ABOVE HAVE BEEN MET.

2. SEWER GRADES SHALL BE VERIFIED AT EACH MANHOLE. INSPECTOR SHALL VERIFY PROPER OPERATION OF LEVELING EQUIPMENT AND PROCEDURE.

3. ALL NEW PUBLIC COLLECTOR SEWERS SHALL BE 8 INCHES OR LARGER.

GENERAL NOTES FOR E-ONE SEWER

1. MINIMUM BURY DEPTH IS 30 INCHES.

2. ALL LOW PRESSURE FORCE MAIN PIPING SHALL BE SDR 21 PVC FOR 2" AND 3" MAINS AND C900 PVC FOR 4" AND LARGER MAINS.

3. INSTALL AIR-RELEASE VALVES AT SYSTEM HIGH POINTS OR EVERY 2000 FT OF PIPE RUN.

4. INSTALL FLUSHING STATIONS AND ISOLATION VALVES AT EVERY 1500 FT OF PIPE RUN AND WHENEVER TWO OR MORE MAINS COME TOGETHER.

5. "LOOPED" SYSTEMS ARE NOT ALLOWED.

6. SIZE SEWER MAINS IN ACCORDANCE WITH TABLES 4 AND 7 (MAXIMUM NUMBER OF GRINDER PUMP CORES OPERATING DAILY AND SCH 40 PVC PIPE FLUID DYNAMICS) FROM THE ENVIRONMENT-ONE CATALOG.

7. USE OF ENVIRONMENT-ONE SYSTEM COMPONENTS HAS BEEN AUTHORIZED BY THE UTILITY. ALTERNATE SYSTEM WILL BE REVIEWED ON A CASE-BY CASE BASIS.

8. "FLAPPER" TYPE STOP-CHECK VALVES SHALL BE INSTALLED AS CLOSE TO THE MAIN LINE AS FEASIBLE.

GEOTECHNICAL NOTE:

1. BACKFILL OF L.P. SEWER TRENCHES SHALL BE IN ACCORDANCE WITH THE DETAIL ON PAGE ONE OF THESE CITY OF FERNLEY STANDARDS. THE REQUIREMENT FOR CLASS 'A' BEDDING SAND MAY BE WAIVED IF THE TRENCH IS IN A NON-STRUCTURAL LOCATION AND THE NATIVE MATERIAL HAS A PLASTICITY INDEX OF LESS THAN 20.

SYSTEM TESTING:

1. THE CITY OF FERNLEY OR IT'S AUTHORIZED INSPECTOR SHALL INSPECT ALL SYSTEMS PRIOR TO BURIAL.

2. COMPACTION TESTING (≥90% ASTM D1557A) IS REQUIRED IN ALL STRUCTURAL AREAS.

3. HYDROSTATIC ALLY TEST THE LINE TO 150% OF DEAD HEAD PRESSURE (90 psi) FOR 2 HOURS. SYSTEM SHALL NOT LOSE MORE THAN 5 psi WITHIN THIS TESTING PERIOD.

Detail No.

4

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WATER MAIN PRESSURE & BACTERIA TESTING

1. CONTRACTOR SHALL MAINTAIN TEST PRESSURE WITHIN 5 PSI FOR A PERIOD OF 2 HOURS. TEST PRESSURE SHALL BE 150 AND 200 PSI, PER PRESSURE ZONE, AS INDICATED ON PLANS.

2. ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING:
$$\text{ALLOWABLE LEAKAGE (GALLONS PER HOUR)} = \frac{SD \sqrt{P}}{133,200}$$
WHERE S = LENGTH OF PIPE IN TEST SECTION (FEET)
D = PIPE DIAMETER (INCHES)
P = TEST PRESSURE (PSIG)

3. LEAKAGE SHALL BE MEASURED BY THE VOLUME OF WATER REQUIRED TO MAINTAIN THE TEST PRESSURE WITHIN 5 PSI FOR THE TEST PERIOD, NOT THE DROP IN PRESSURE.

4. INSPECTOR IS RESPONSIBLE FOR OBTAINING AND DELIVERING TESTING LAB SAMPLE BOTTLES AND COLLECTING SAMPLES FOR BACTERIA TESTING. INSPECTOR SHALL PRESENT TEST RESULTS TO THE UTILITY.

REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY (RP):

1. THE RP SHALL ALWAYS BE INSTALLED ABOVE GRADE AND WILL NOT BE ALLOWED IN BASEMENTS.

2. A DRAIN SHALL BE INSTALLED IN THE BOX FOR OUTDOOR INSTALLATIONS AND A DAYLIGHT DRAIN AND A FLOOR DRAIN SHALL BE INSTALLED FOR INDOOR INSTALLATIONS. REFER TO TABLE A FOR MINIMUM REQUIRED DRAIN SIZES.

3. AN AIR GAP (VERTICAL PHYSICAL SEPARATION) OF AT LEAST 2 TIMES THE DIAMETER OF THE RELIEF VALVE OPENING, WITH A MINIMUM OF 1", SHALL BE MAINTAINED BETWEEN THE WATER DISCHARGE POINT ON THE RELIEF VALVE AND THE DRAIN OR 1" ABOVE THE MINIMUM FLOOD LEVEL, WHICHEVER IS HIGHEST.

DOUBLE CHECK VALVE BACKFLOW PREVENTION ASSEMBLY (DC):

1. BELOW GROUND VAULTS SHALL REMAIN DRY THROUGHOUT THE YEAR.

PRESSURE VACUUM BREAKER (PVB) SPILL RESISTANT PRESSURE VACUUM BREAKER (SVB) BACKFLOW PREVENTION ASSEMBLY:

1. THE PVB SHALL NOT BE SUBJECT TO ANY BACK PRESSURE FROM: ELEVATED DOWNSTREAM PIPING, INJECTION SYSTEMS, COMPRESSED AIR, PUMPS, OR OTHER MEANS. IF BACK PRESSURE EXISTS, AN RP MUST BE INSTALLED.

DC, RP, AND PVB/SVB ASSEMBLIES:

1. SUPPORTS SHALL BE PROVIDED AS NECESSARY.

2. ELECTRIC SUPPLY SOCKETS SHALL BE AWAY FROM RELIEF VALVE & TEST COCK.

3. FREEZE PROOF INSULATION BOX AND 1 TYPE OF HEAT ARE REQUIRED. 2 TYPES ARE STRONGLY RECOMMENDED.

4. PLACE WATERTIGHT, FLEXIBLE SEALANT AT PIPE PENETRATIONS.

5. INSULATED BOX SHALL EITHER SWING CLEAR OF ASSEMBLY OR BE SIZED TO PROVIDE CLEARANCES SHOWN IN THE DETAILS.

6. SPRING LOADED LID IS REQUIRED ON LARGE BOXES.

7. EITHER VALVE BOXES OR PIPE RISERS MAY BE USED FOR THE SHUT OFF VALVES.

8. MANUAL SHUTOFF VALVES SHALL BE BRASS GLOBE OR CURB VALVE SIZED THE SAME AS SERVICE LINE.

9. DRAIN CONFIGURATION SHALL BE AN INLINE TEE TO BRASS SHUTOFF VALVE WITH A RUBBER SEAT & SCHEDULE 80 1/2" 90° ELBOW WITH FEMALE THREADS. ADD 1/2" RED FREEZE KING DRAIN.

10. USE 2 FULL TURNS OF TEFLON TAPE ON ALL THREADED JOINTS.

11. NO STOP AND WASTE VALVES.

12. ADEQUATE CLEARANCE MUST BE PROVIDED FOR OPERATION OF VALVES AND REPAIR AND TESTING OF THE ASSEMBLIES.

13. NO OUTLET, TEE, OR AN CONNECTION MAY BE MADE TO THE SERVICE LINE BETWEEN THE METER AND THE ASSEMBLY.

14. ALL ASSEMBLIES MUST BE INSTALLED IN THE HORIZONTAL ORIENTATION UNLESS USC APPROVED IN A DIFFERENT ORIENTATION.

15. ASSEMBLIES MUST BE INSTALLED AS CLOSELY AS PRACTICAL TO THE WATER METER.

16. CITY OF FERNLEY RECOMMENDS PROTECTING THE ASSEMBLIES FROM VANDALISM IN SUSCEPTIBLE AREAS. REQUIRED CLEARANCES MUST STILL BE MET AND UTILITY ACCESS MUST BE PROVIDED.

17. ASSEMBLIES LESS THAN 2" REQUIRE 1 CU. FT OF CLEAN GRAVEL AND ASSEMBLIES GREATER THAN OR EQUAL TO 2" REQUIRE 8 CU. FT OF CLEAN GRAVEL FOR ALL DRAINS.

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AIR GAP SEPARATION

1. THE TANK AND PUMP SHALL BE DESIGNED TO SUIT CUSTOMER'S NEEDS.

2. AN AIR GAP (THE DISTANCE BETWEEN THE LOWEST POINT OF THE SUPPLY LINE AND/OVERFLOW ELEVATION OF THE RECEIVING TANK) MUST BE AT LEAST 2 TIMES THE DIAMETER OF THE SUPPLY LINE, WITH A MINIMUM AIR GAP OF 1'.

3. FREEZE PROTECTION SHALL BE PROVIDED FOR THE SUPPLY PIPE AND THE RECEIVING TANK WHERE NECESSARY.

4. THE WATER METER SHALL BE LOCATED UPSTREAM OF THE AIR GAP.

5. AIR GAP BYPASSES MUST BE AUTHORIZED BY THE UTILITY.

TYPICAL LOCATIONS WHERE RP ASSEMBLIES ARE REQUIRED
(THIS LIST IS ACCORDING TO NAC 445A.67195, CITY OF FERNLEY MAY REQUIRE AN RP FOR APPLICATIONS NOT LISTED HERE):

• A BUILDING THAT:

- CONTAINS A HOTEL, MOTEL, CASINO, CONDOMINIUM OR TOWNHOUSE, OR ANY APARTMENTS;
- IS USED FOR UNIDENTIFIED COMMERCIAL PURPOSES;
- UTILIZES ANY SEWAGE PUMPS OR EJECTORS;
- UTILIZES A HYDRONIC HEATING SYSTEM WITH A CHEMICAL ADDITIVE;
- HAS A BAPTISMAL FONT;
- UTILIZES A BOTTLING SYSTEM;
- IS A BREWERY, CANNERY, PACKING HOUSE, DAIRY PROCESSING FACILITY, RESTAURANT, OR OTHER FACILITY WHERE FOOD IS PROCESSED OR SERVED, DENTAL CLINIC, MEDICAL FACILITY, HOSPITAL, CONVALESCENT HOME, SANITARIUM, MORGUE, MORTUARY, FACILITY FOR CONDUCTING AUTOPSIES, LABORATORY, SCHOOL, COLLEGE, UNIVERSITY, PUBLISHING OR PRINTING FACILITY, VETERINARY CLINIC, PET SHOP, PET GROOMING FACILITY, LAUNDRY OR DRY CLEANING FACILITY, DYEING FACILITY, ANY ELECTROCHEMICAL, PLATING FACILITY, FACILITY THAT HAS A POOL OR SPA, A PARK FOR MOBILE HOMES OR RECREATIONAL VEHICLES, FACILITY FOR PRODUCTION OF POWER, FACILITY THAT HANDLES, PROCESSES OR STORES RADIOACTIVE MATERIALS, FACILITY THAT PROCESSES SAND OR GRAVEL, FACILITY THAT MANUFACTURES OR UTILIZES CHEMICALS, FACILITY FOR THE MANUFACTURING, REPAIR, OR WASHING OF MOTOR VEHICLES, FACILITY FOR MANUF. OR PROCESSING OF FILM, FACILITY FOR MANUFACTURING OF ICE, A FACILITY FOR MANUF., PROCESSING OR CLEANING OF METAL, FACILITY FOR MANUF. OF ANY RUBBER, FACILITY FOR MANUF. OF ANY PAPER, ANY FACILITY FOR MANUF., PROCESSING OR FABRICATION, CLASS 4, CLASS 5, OR CLASS 6 FIRE SPRINKLER SYSTEMS, IRRIGATION SYSTEMS WHERE CHEMICALS ARE INJECTED OR BOOSTER PUMPS ARE ADDED.

TYPICAL LOCATIONS WHERE DC OR PVB/SVB ASSEMBLIES OR AIR GAPS ARE REQUIRED
(THIS LIST IS ACCORDING TO NAC 445A.67195, CITY OF FERNLEY MAY REQUIRE A DC, PVB/SVB OR AG FOR APPLICATIONS NOT LISTED HERE):

• A DC IS REQUIRED FOR A BUILDING WITH CLASS 1, CLASS 2, OR CLASS 3 FIRE SPRINKLER SYSTEMS, A SITE WITH AN AUXILIARY WATER SUPPLY, AND A SITE WITH TWO METERS. A PVB/SVB IS REQUIRED FOR IRRIGATION SYSTEMS WITH NO PUMPS OR CHEMICAL INJECTION SYSTEMS. AN AIR GAP IS REQUIRED FOR STORM DRAINAGE SYSTEMS, SEWAGE COLLECTION, DISTRIBUTION, OR TREATMENT SYSTEMS, AND FILL LOCATIONS FOR PORTABLE SPRAYING OR CLEANING EQUIPMENT.

CITY OF FERNLEY CROSS-CONNECTION CONTROL PROGRAM REQUIREMENTS

1. ALL BACKFLOW PREVENTION ASSEMBLIES MUST BE INSPECTED BY A UTILITY REPRESENTATIVE AND A TEST FORM (COMPLETED BY A HEALTH DISTRICT CERTIFIED TESTER) MUST BE SUBMITTED TO CITY OF FERNLEY BEFORE SERVICE IS ACTIVATED.

2. THE TEST FORM MUST BE SUBMITTED TO CITY OF FERNLEY ANNUALLY WITHIN 30 DAYS OF THE ASSEMBLY INSTALLATION ANNIVERSARY DATE.

3. CITY OF FERNLEY MAY TEST THE ASSEMBLY AT ANY TIME AT ITS OWN EXPENSE.

4. THE CUSTOMER IS RESPONSIBLE TO PROTECT HIS/HER SYSTEM FROM THERMAL EXPANSION BY INSTALLING EITHER AN EXPANSION TANK OR PRESSURE RELIEF VALVE IN THE FEED LINE TO THE WATER HEATER (NO PROTECTION COULD RESULT IN SERIOUS DAMAGE AND/OR INJURY).

5. ALL ASSEMBLIES MUST BE USC APPROVED.

6. ALL WATER USED DURING CONSTRUCTION SHALL BE METERED AND SHALL FLOW THROUGH AN APPROVED BACKFLOW PREVENTION ASSEMBLY. UNAUTHORIZED FIRE HYDRANT USAGE SHALL RESULT IN COLLECTION OF FEES, FINES, POSSIBLE LEGAL ACTION, AND INVOLVEMENT OF STATE/LOCAL LICENSING BOARDS.

7. IF A CONTINUOUS WATER SUPPLY IS CRITICAL TO A PREMISE, PARALLEL ASSEMBLIES SHOULD BE INSTALLED.

8. IT IS THE CUSTOMER'S RESPONSIBILITY TO ACCOUNT FOR PRESSURE LOSSES FROM THE ASSEMBLY.

9. BACKFLOW PREVENTION SHALL NOT BE RELOCATED, REMOVED, OR REPLACED WITHOUT PRIOR APPROVAL FROM CITY OF FERNLEY.

10. PLEASE NOTE THAT THE REQUIRED ASSEMBLIES PROTECT THE PUBLIC WATER SYSTEM ONLY.

11. ENGINEER TO PROVIDE DOCUMENTATION THAT THE ASSEMBLIES ARE USC APPROVED.

Detail No.

3

GEN NOTES

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05/08

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BY

GENERAL NOTES FOR CONCRETE WORK

1. NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED BY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.

2. FIBER-REINFORCED PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH @ 28 DAYS. MIN 6 SACKS OF CEMENT PER CUBIC YARD WITH A MAX. WATER/CEMENT RATIO OF 0.45. AIR ENTRAINMENT 6% ± 1.5%. SLUMP AT 1 TO 4 INCHES. ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. POLYPROPYLENE FIBERS SHALL BE ADDED TO THE P.C.C. PER THE MANUFACTURERS RECOMMENDATIONS.

3. COMMERCIAL DRIVEWAYS SHALL HAVE #4 BARS AT 18" ON-CENTER LONGITUDINAL AND TRANSVERSE EXTENDING INTO GUTTER PAN AND DRIVEWAY WINGS. MINIMUM 2" CONCRETE COVER FOR ALL REINFORCING BARS.

4. IF EXPANSION JOINT EXISTS WITHIN 4 FEET OF DRIVEWAY, REMOVE SIDEWALK AND CURB AND GUTTER TO THAT JOINT.

5. CONCRETE REMOVAL SHALL BE TO NEAT SAWCUT LINES

6. REMOVE CONCRETE WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXIST

7. DEPRESSED CURB LENGTH TO MATCH DRIVEWAY WIDTH

8. WEAKENED PLAIN JOINTS AT 5'-0" O.C. WITH EXPANSION JOINT IF NECESSARY

Detail No.

6

GEN NOTES

DATE

05/08

REVISIONS

RELOCATED NOTES WITH DETAIL ID

BY

600 WEST MAIN
CONDITIONAL USE PERMIT
LYON COUNTY
FERNLEY, NEVADA

1/11/2022
PROJECT NO.: 21103

2 of 6

811

Know what's below.
Call 811 before you dig.

NOT TO SCALE IF SHEET
SIZE OTHER THAN 24"x36"

DESIGNED BY: JJP

DRAWN BY: JJP

CHECKED BY: LEP

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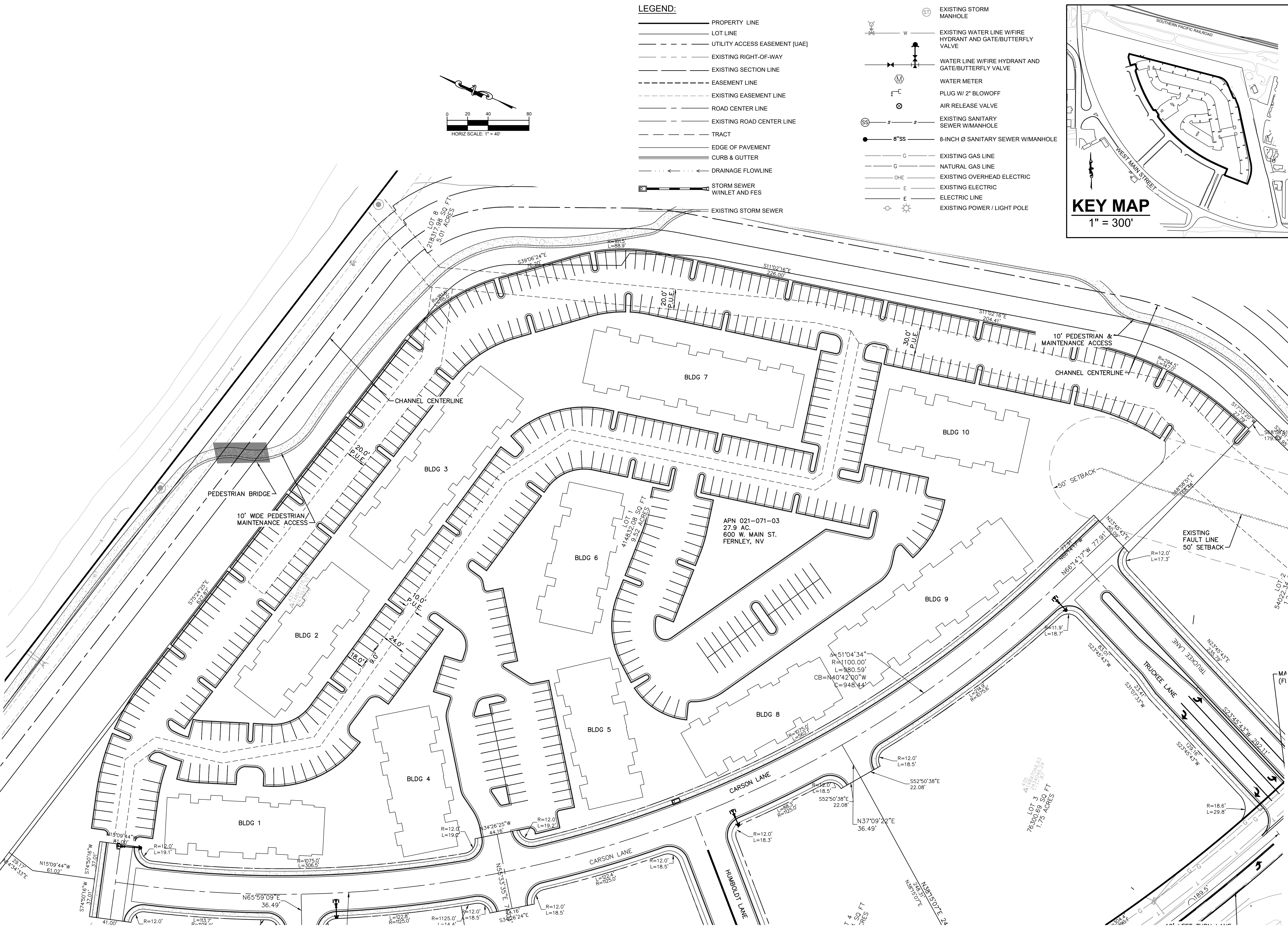
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GENERAL NOTES

REVISIONS

DATE

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DESIGNED BY: JJP

DRAWN BY: JJP

CHECKED BY: LEP

600 WEST MAIN
 CONDITIONAL USE PERMIT
 LYON COUNTY
 FERNLEY, NEVADA

1/11/2022

PROJECT NO.: 21103

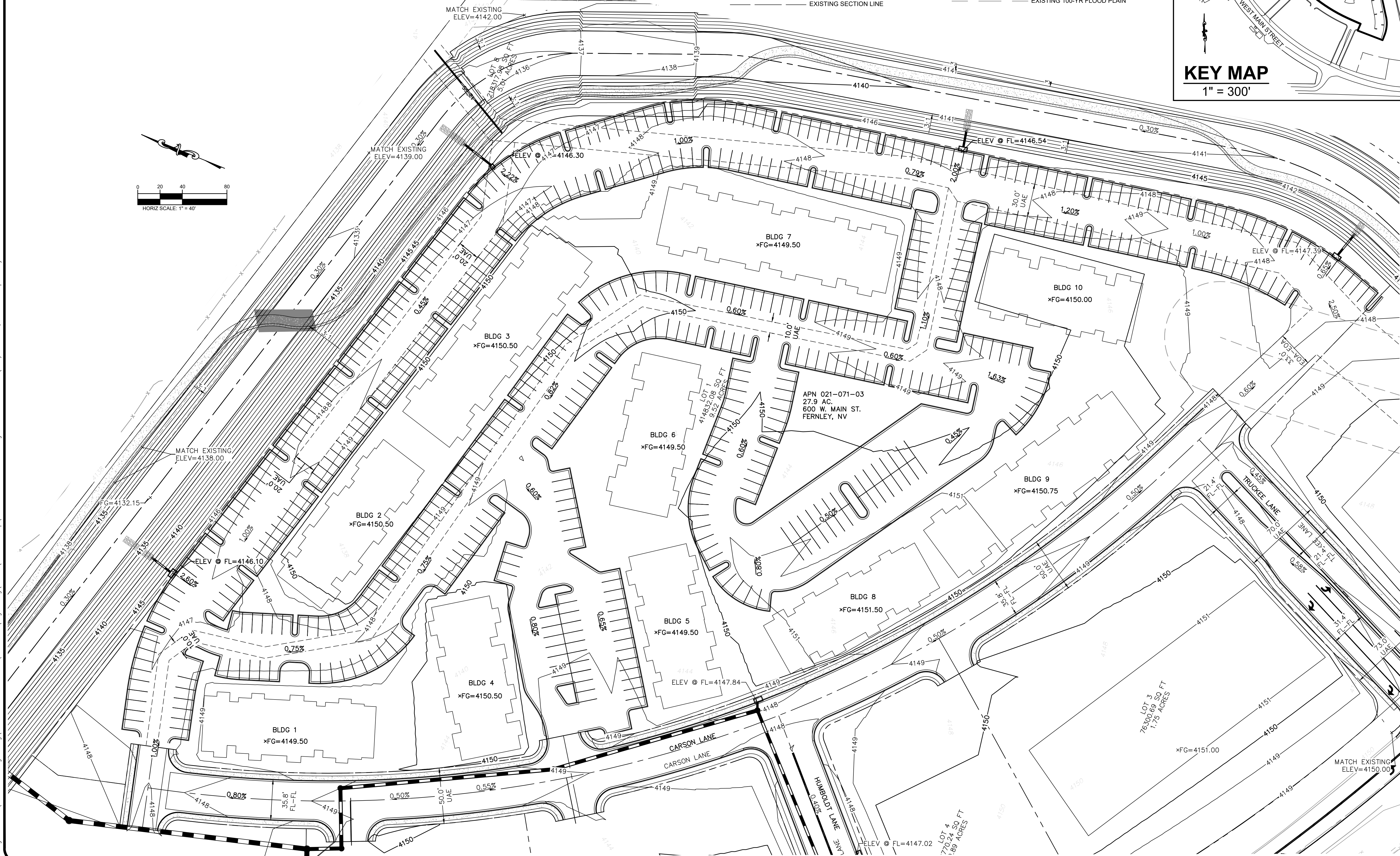
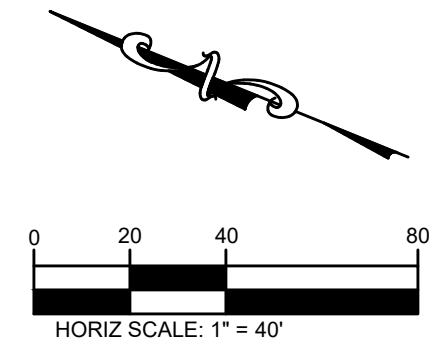
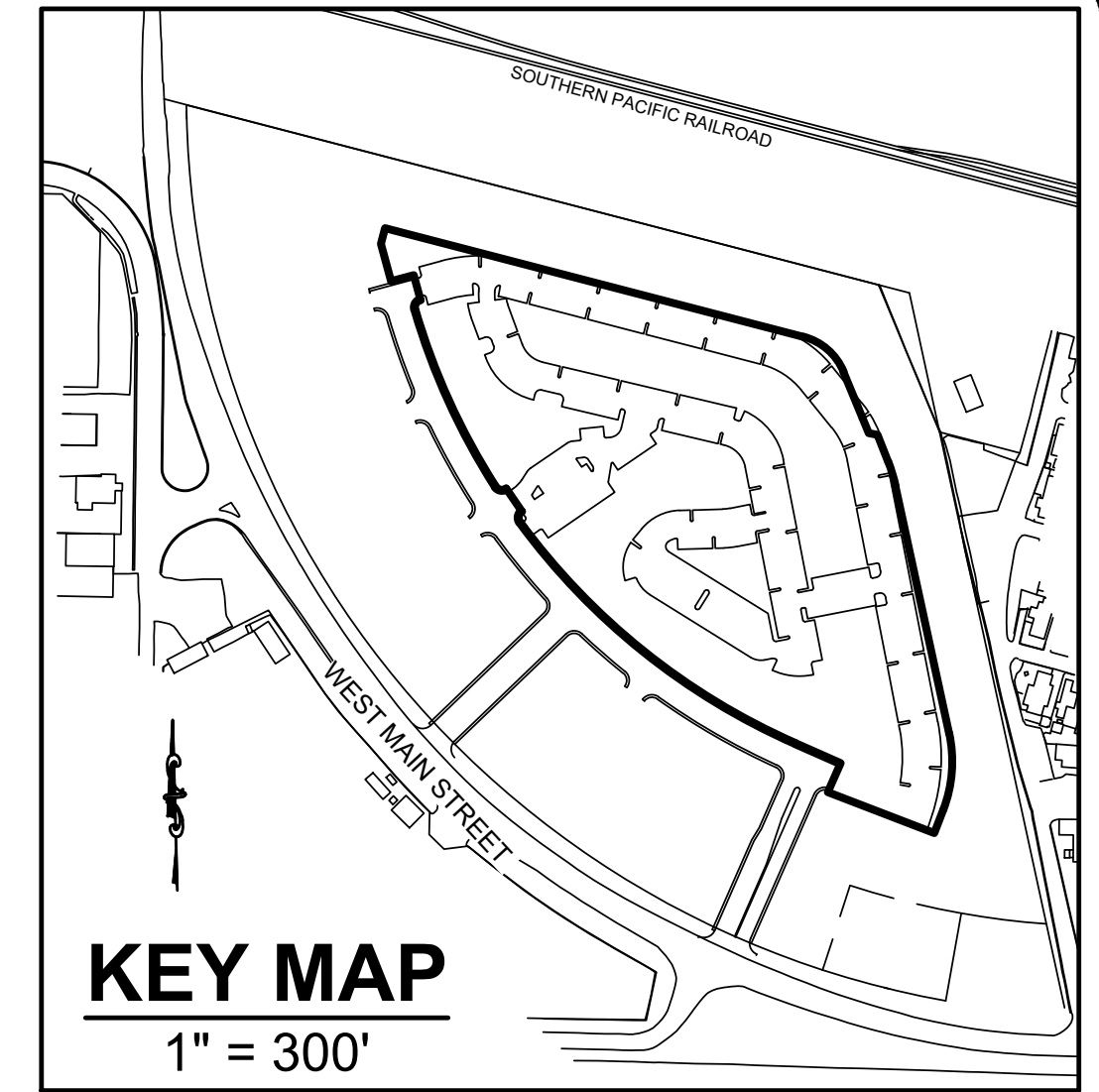
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Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume Surface	1.000	1.070	25.31acres	20651.16 Cu. Yd.	182424.69 Cu. Yd.	161773.53 Cu. Yd.<Fill>
Totals			25.31acres	20651.16 Cu. Yd.	182424.69 Cu. Yd.	161773.53 Cu. Yd.<Fill>

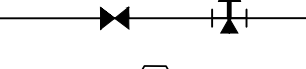
THE BASIS OF BEARING FOR THIS MAP IS THE NEVADA STATE PLANE
COORDINATE SYSTEM, WEST ZONE, NAD 83/94 OBTAINED BY GPS
OBSERVATIONS. COMBINED SCALE FACTOR 1.000269496.

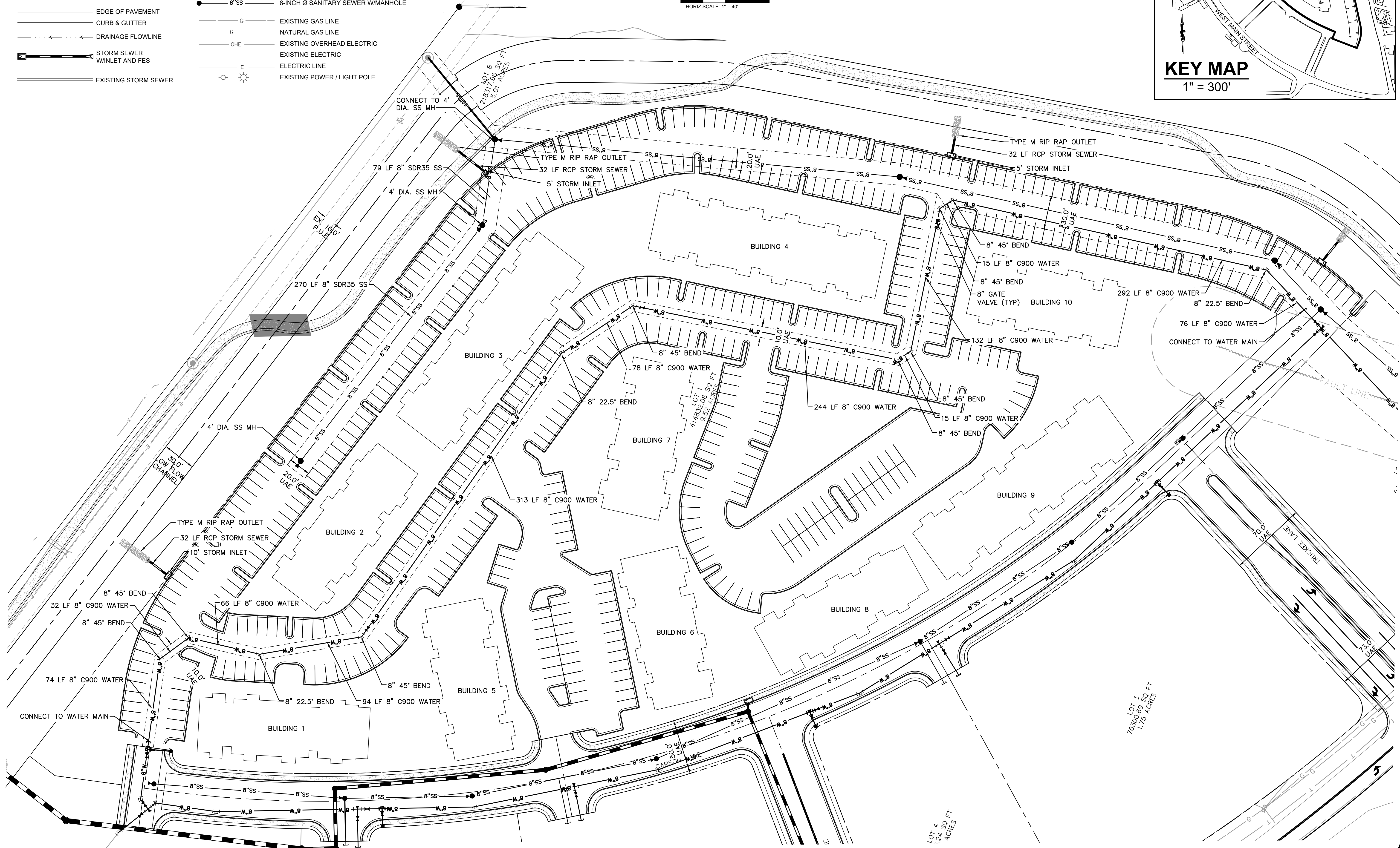
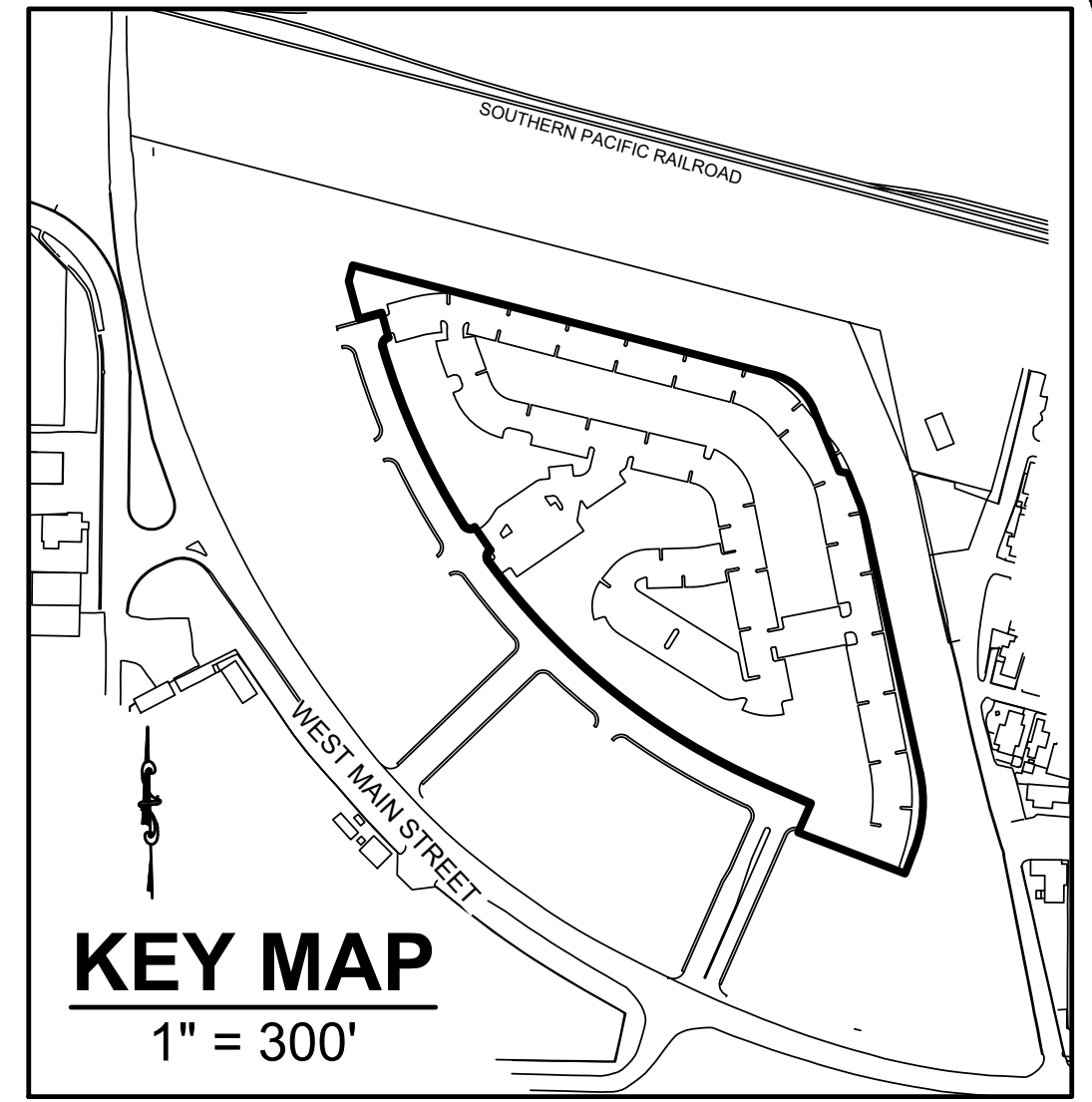
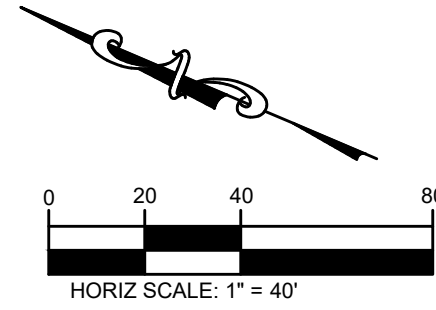
THE BASIS OF ELEVATIONS FOR THIS SURVEY ARE NAVD88 BASED ON CITY
OF FERNLEY CONTROL POINT MATT ELEVATION = 4153.93

	EXISTING CONTOURS		EASEMENT LINE
			EXISTING EASEMENT LINE
	PROPOSED CONTOURS		ALIGNMENT CENTER LINE
	LOT LINE		EXISTING ROAD CENTER LINE
	SETBACK LINE		EDGE OF PAVEMENT
	RIGHT-OF-WAY		PROPOSED CURB & GUTTER
	EXISTING RIGHT-OF-WAY		STORM SEWER W/INLET AND FES
	PROPERTY LINE		DRAINAGE FLOWLINE
	EXISTING BOUNDARY LINE		100-YR FLOOD PLAIN
	EXISTING SECTION LINE		EXISTING 100-YR FLOOD PLAIN



 PROPERTY LINE
 LOT LINE
 UTILITY ACCESS EASEMENT [UAE]
 EXISTING RIGHT-OF-WAY
 EXISTING SECTION LINE
 EASEMENT LINE
 EXISTING EASEMENT LINE
 ROAD CENTER LINE
 EXISTING ROAD CENTER LINE
 TRACT
 EDGE OF PAVEMENT
 CURB & GUTTER
 DRAINAGE FLOWLINE
 STORM SEWER
 WINLET AND FES
 EXISTING STORM SEWER

	ST	EXISTING STORM MANHOLE
	W	EXISTING WATER LINE W/FIRE HYDRANT AND GATE/BUTTERFLY VALVE
		WATER LINE W/FIRE HYDRANT AND GATE/BUTTERFLY VALVE
		WATER METER
		PLUG W/ 2" BLOWOFF
		AIR RELEASE VALVE
	S	EXISTING SANITARY SEWER W/MANHOLE
	8"SS	8-INCH Ø SANITARY SEWER W/MANHOLE
	G	EXISTING GAS LINE
	G	NATURAL GAS LINE
	OHE	EXISTING OVERHEAD ELECTRIC
	E	EXISTING ELECTRIC
		EXISTING POWER / LIGHT POLE

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CONSTRUCTION

The image shows the 811 logo, which consists of the number '811' in a large, bold, black font inside a white shield-like shape with a black outline. Below the logo, the text 'Know what's below.' and 'Call 811 before you dig.' is written in a black, sans-serif font. At the bottom, there is a table with three rows and two columns. The first row is the header, and the subsequent rows contain dimensions for different types of excavation work.

UTILITY PLAN (CUP)

600 WEST MAIN
CONDITIONAL USE PERMIT
LYON COUNTY
FERNLEY, NEVADA

1/11/2022
PROJECT NO.: 21103
6 of 6



CITY OF FERNLEY

PLANNING COMMISSION

AGENDA REPORT

Meeting Date: May 11, 2022

REPORT TO:	Planning Commission
REPORT BY:	Nikil Manayathara, Assistant Planner
REVIEWED BY:	Tim Thompson, Planning Director

FINANCIAL IMPACT: ☐ YES ☒ NO	CURRENTLY BUDGETED: ☐ YES ☒ NO ☐ N/A	FUND/ACCOUNT:
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ACTION REQUESTED: ☐ Consent ☒ Motion ☐ Presentation ☐ Receive/File	☐ Ordinance ☐ Resolution
--	---

AGENDA ITEM: (For possible action) TSM22005 – Tentative Subdivision Map

Consideration and possible action on a Tentative Subdivision Map request to allow for the development of an 18-lot multifamily residential subdivision and common area parcels, with associated amenities on a project site consisting of 8 parcels of land located within the MDR14 (Medium density residential, 7-14 dwelling units per acre) zoning district. The project site is approximately 26.25 acres in size, and is generally located south of Interstate-80, north of Fremont Street, and west of Wildwood Drive (APN's: 021-092-23, 021-092-26, 021-092-27, 021-092-46, 021-092-47, 021-092-54, 021-092-55, & 021-092-05).

AGENDA ITEM BRIEF:

The applicant is seeking approval for a Tentative Subdivision Map request to subdivide the proposed 18 multifamily buildings into 18 distinct lots, with common areas and roadways expected to be privately owned and maintained.

RECOMMENDED MOTIONS:

Motion to Approve:

"I move to forward a recommendation of approval to the City Council for the Tentative Subdivision Map associated with TSM22005, based on Findings TM1 through TM11 and the facts supporting the approval criteria as set forth in the Staff Report and subject to Conditions of Approval 1 through 35 as listed in the Staff Report."

Motion to Deny:

"I move to forward a recommendation of denial to the City Council for the Tentative Subdivision Map associated with TSM 22005, because I have determined the proposed changes are detrimental to the public's health, safety, and general welfare and am unable to make the following required Tentative Subdivision Map Findings: I am unable to make the Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Tentative Subdivision Map."

Business Impact (per NRS Chapter 237):

- ☐ A Business Impact Statement is Attached.
- ☒ A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See Attached Report for Background/Analysis/Alternatives

PROJECT SUMMARY

CASE NUMBER(S):	• TSM22005
REQUESTED ACTION(S):	• Tentative Subdivision Map
PROJECT DESCRIPTION:	• The proposed project consists of an 18-lot multifamily residential subdivision located within the MDR14 (Medium density residential, 7-14 dwelling units per acre) zoning district. 18 multifamily buildings are expected to be constructed, and the site will be subdivided such that each building is 1 distinct lot, with common areas and roadways expected to be privately owned and maintained.
PROPERTY OWNER(s):	• Fernley Sherwood QOZB, LLC
APPLICANT:	• Phelps Engineering Services
LOCATION:	• Generally located South of Interstate-80, north of Fremont Street, and west of Wildwood Street.
SITE SIZE:	• ±26.25 acres
EXISTING ZONING:	• MDR14 – Medium density residential, 7-14 dwelling units per acre
EXISTING LAND USE:	• MR – Mixed Residential
WARD INFORMATION:	• Ward 1 – Councilman Lacy

***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

<i>Nevada Statutes:</i>	<i>NRS 278</i>
<i>Fernley Municipal Code:</i>	<i>Title 32</i>
<i>Policies & Procedure Manual:</i>	<i>N/A</i>
<i>Community Assessment:</i>	<i>N/A</i>
<i>City of Fernley Development Code:</i>	<i>Section 32.03.060 – Land Division Applications</i> <i>Section 32.06.080 – Residential – Multifamily</i> <i>Section 32.09.030 – Adjacency Standards</i> <i>Section 32.09.035 – Dedication of Water Rights</i> <i>Section 32.09.090 – Landscaping & Screening</i> <i>Section 32.09.120 – Parking & Loading</i> <i>Section 32.09.140 – Streets (Roadways)</i> <i>Section 32.09.150 - Utilities</i> <i>Section 32.12.010 – Adequate Public Facilities Required</i> <i>Section 32.13.030 – Improvements, Security, & Inspection</i>

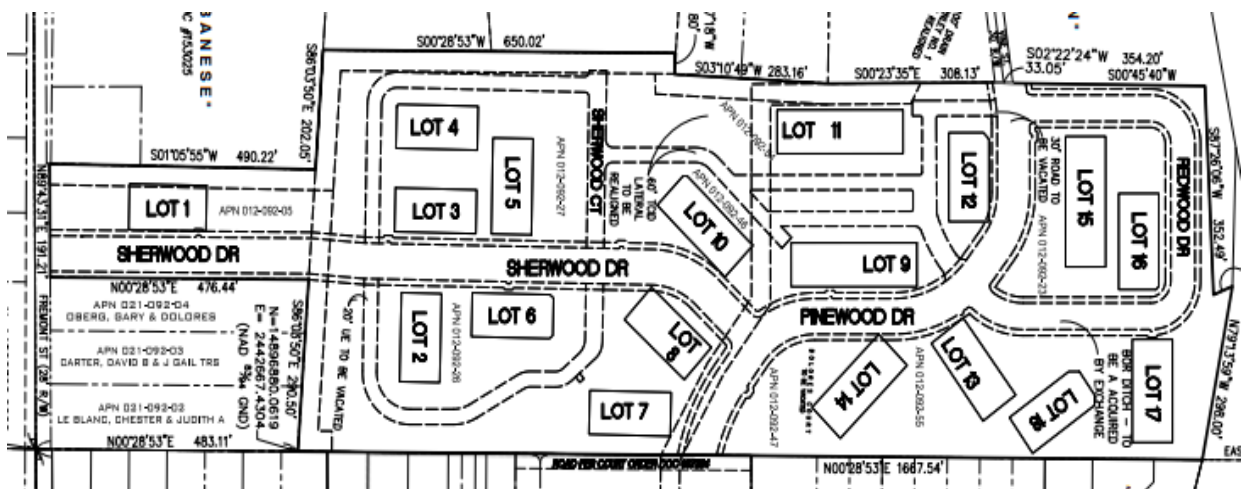
BACKGROUND

The project site for the proposed Sherwood Villages subdivision consists of eight (8) parcels of land, approximately 26.25 acres in size. The 8 parcels are mostly vacant, with 3 of the 8 parcels containing existing residential structures including a Manufactured Home, a Site-built home, and various personal sheds/shops. The 8 parcels were all acquired by the current property owner, Fernley Sherwood QOZB LLC, in June 2021 (Document #640343).

The applicant previously filed and received approval for a Conditional Use Permit request on the project site to allow for the construction/development of the specific multifamily residential land use and the associated buildings. This Conditional use permit was approved by the City of Fernley Planning Commission at the May 12th, 2021 Planning Commission Meeting and will expire 1 year after the date of approval, unless a 1-year extension is granted, or a permit has been issued and construction is being diligently pursued. The applicant has submitted a 1-year extension request for the Use Permit approval, which will require Planning Commission Approval at the regularly scheduled May 11th, 2022 meeting. Furthermore, the applicant has additionally submitted an application for a Type 1 Vacation within the project site to vacate Delores Court, an undeveloped right-of-way that was offered to the city but never accepted for dedication (T1V22001).

ANALYSIS

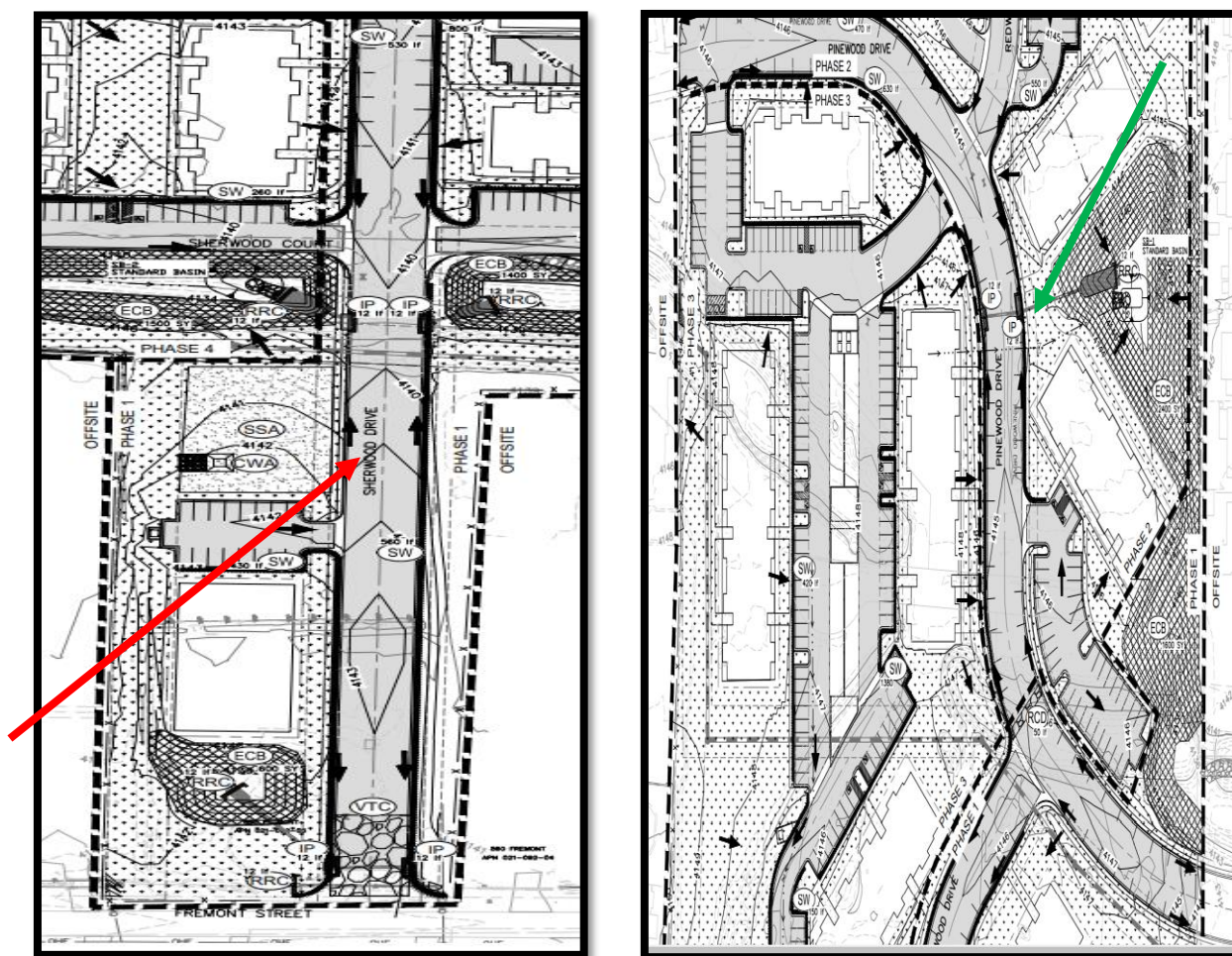
The applicant is seeking approval of the Tentative Subdivision Map to subdivide the project area into 18 lots in such a way that only the multifamily buildings will make up the individual lots, and the remaining area within the project site will constitute privately owned and maintained roads, common areas, amenities, and open space. The expected housing type(s) for this project are Modular apartment buildings that range from 2 to 3 stories in height and contain 16 – 36 individual dwelling units per building. The proposed site plan with individual lots can be seen below:



When the City of Fernley Comprehensive Master Plan was updated in 2018, the area containing the proposed Sherwood subdivision was given a land use designation of MR (Mixed Residential). The MR land use designation identifies a single compatible zoning district - MDR14 (Medium density residential, 7-14 dwelling units per acre). The proposed subdivision is expected to contain 316 residential units within the ±26.25 acre project site, providing a total overall site density of 12.03 dwelling units per acre. The

proposed lot sizes for this project range from approximately 10,992 square feet to roughly 17,194 square feet. Given that there is no minimum lot size requirement for the MDR14 zoning district, this aspect of the project is in compliance with the City's Development code. Through the review process City Staff have found that the Tentative Map is in general conformance with the City's Planning and Zoning regulations, and any approval will be conditioned to ensure that the Final Map complies with these regulations as well.

There are two proposed ingress/egress points for the Sherwood subdivision. The first roadway is **Sherwood Drive**, which will connect to Fremont Street and travel north through the project site, and connect with the project's second accessway, **Pinewood Drive**. Pinewood Drive will be extended from Wildwood Street further east, and travel northwest through the project site to connect to Vine Street. Wildwood Street is currently unfinished, and the section that the Pinewood Drive accessway is expected to connect to will be developed along with the proposed Fernwood Subdivision (FSM 22001), just east of the project site (APN: 020-516-06). The proposed roadway plan is shown via the two images below:



With the initial Sherwood Village Conditional Use permit approval, a condition to gate the Pinewood Drive extension to minimize vehicular traffic through the existing single-family residential subdivision to the east of the project site was added. Under this scenario, the proposed new roads (Sherwood Drive and Pinewood Drive) within the proposed multi-family development should remain private roads because they only exist to serve the proposed development. In addition, staff suggested that the Sherwood Drive

access include a landscaped median from Fremont Street north to the first driveways which provide access to the apartment buildings. Because Sherwood Drive would serve as the only primary (public) access, this roadway design would provide additional emergency access to the project site. These conditions will further be added to the Conditions of Approval for this Tentative Map.

The development is additionally expected to have two interior roadways that circulate traffic around the project site. These roadways are tentatively referred to as Redwood Drive, and Sherwood Court. They are expected to remain as private easements within the project site and will likely be maintained by the property owners/tenants. These roadways are expected to have a varying width ranging from 25-45 feet,

The City of Fernley Development Code (Section 32.09.140) requires that collector streets serving multifamily residential development are required to have a dedicated Right-of-way at least sixty (60) feet wide. The developer plans to achieve this by ensuring that Fremont Street, the main collector street that serves the project site, is extended to a minimum 60 foot wide right-of-way. The section of Fremont street that will be improved extends east from the southern project boundary to the Fremont Street/U.S. 95A intersection (Approximately 3,080 Feet in length). As highlighted within the Staff Report for the Conditional Use Permit associated with the Sherwood Project (CUP20003), additional Right-of-way may need to be acquired by the applicant to ensure that the Fremont Street right-of-way can be extended to the minimum 60-foot width. Additionally, separate left turn, through, and right-turn lanes will be added to ensure smoother Traffic flow from the West Fremont Street approach. A complete list of the recommended improvements are provided below:

RECOMMENDATIONS

Traffic generated by the Sherwood Village development will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

It is recommended that any required signing, striping, or traffic control improvements comply with City of Fernley and Nevada Department of Transportation requirements.

It is recommended that the US-95A/Fremont Street/Chisholm Trail intersection be improved to include separate left turn, through and right turn lanes at the west Fremont Street and east Chisholm Trail approaches. It is recommended that the traffic signal at the US-95A/Fremont Street/Chisholm Trail intersection be modified to contain overlap phasing for the right turn movement at the west Fremont Street approach.

It is recommended that the new on-site segments of Wildwood Drive and Fernwood Drive be constructed per City of Fernley standards. It is recommended that the new east/west street segment located within the duplex portion of the project be constructed per City of Fernley standards.

It is recommended that the on-site roundabout, streets, and parking areas be designed per City of Fernley standards.

After the approval of the Sherwood Conditional Use Permit in May 2021, a Condition of Approval requiring necessary roadway improvements to Fremont Street was imposed upon the project. This essentially required the construction, development, and completion of these improvements prior to the issuance of a Certificate of Occupancy for the First Building within the project. It is understood that at this time, those improvements are still yet to be completed, and as such, the same conditions of approval will be applied to any approval for this Tentative Subdivision Map.

The applicant additionally provided a Sewer report to ensure that adequate capacity currently exists within the City's sewer infrastructure to be utilized by the Sherwood project. The provided report indicated that adequate capacity does currently exist, and the project would connect to the existing 21-inch diameter sewer main located within Fermont Street. From there, it is likely that the sewer line would be routed underneath the projects' interior roadways, to serve the individual multifamily buildings. Given that connections to municipal wastewater/sewer services are required within the MDR14 district, this item will be added as a condition of approval, and any additional infrastructure required will be developed to the approval of the Administrator, Public Works Director, and City Engineer.

The drainage study provided by the applicant discusses how the proposed subdivision will control drainage and surface runoff. The ±26.25 acre project site currently contains a series of 'service laterals' owned by the BOR (United States Bureau of Reclamation) that provided irrigation to the project area when it was once utilized for agricultural purposes. The developer has been working with both the Bureau of Reclamation as well as TCID (Truckee Carson Irrigation District) to ensure that any existing drainage facilities owned by the Federal Government will be maintained or re-routed. The provided drainage study highlights the utilization of a 36-inch pipe that exists within the subdivision directly to the east (Fernwood Estates) to reroute drainage across the project site. To ensure that the development can manage project drainage efficiently and effectively, the applicant has proposed the construction of five (5) retention basins, which will be placed around the project site, and collect excess drainage as well as surface runoff. The retention ponds for the project site have been sized according to the 25-year, 6 hour storm event, with dedicated runoff for the 100-year storm event as well. These retention basins are expected to be owned and maintained by a HOA (Homeowners' Association) and will be developed and constructed to the approval of the City Administrator, Public Works Director, and City Engineer.

As per the requirements of the MDR14 zoning district, the developer provided a landscaping plan to ensure that the project complies with the City's Landscaping Standards. A minimum 20% of the project site's area is required to be landscaped within the Multifamily zoning district, including landscaping along street frontages, site entries, and the other specific areas as specified within the Development Code. The developer has proposed a landscaping plan covering approximately 5.5 acres (20.95%) of the project area, as well as landscaping with the appropriate areas of the project site. Approximately 825 trees are provided within the tentative landscaping plan, as well as ±2,130 shrubs, and 6 general community amenities. Any landscaping plans will be developed and approved to the approval of the City Administrator and City Engineer, and any application approval will be conditioned to ensure that a final landscaping plan is received and approved. The proposed landscaping plan is additionally included as an attachment to this staff report.

The application was sent out for comments and feedback to outside agencies and these will be incorporated into any final approval as Conditions of Approval. Given the presence of Bureau of Reclamation/TCID facilities on the property, the applicant will be required to comply with any rules and regulations that they may stipulate regarding drainage, irrigation, and runoff. Additionally, the Lyon County School District has also stated concerns regarding their ability to serve the expected students that the project may bring, as current facilities are approaching maximum capacity. The School District will likely be required to sign off on any final approval as well, and a final condition will be placed to ensure that the developer work with the Lyon County School District to ensure that the project can be served by the School District's facilities.

Should the Planning Commission determine the project, as submitted and conditioned, is consistent with the existing surrounding land uses, will not have a significant impact on the existing surrounding land uses, promotes the public health, safety, and general welfare, and can make the applicable Findings, the Planning Commission can forward a recommendation of approval to the City Council, along with the attached conditions of approval.

If the Planning Commission cannot make some or all of the applicable Findings and determines the project is not consistent with the surrounding land uses, will have a significant impact on the surrounding land uses, and/or does not promote the public health, safety, and general welfare, the Planning Commission could forward a recommendation of denial to the City Council.

FINDINGS

TM1: Compliance with environmental and health laws and regulations concerning water and air pollution, solid waste disposal, water supply facilities, community, or public sewage disposal, and , when applicable, individual systems for sewage disposal:

The developer shall comply with all standards, codes, and requirements regarding connection to the City's sanitary sewer and potable water systems, including but not limited to associated fees, easements, design standards, system looping, development code requirements, and state requirements. Prior to the recordation of a Final Map, the developer shall provide the City with a Utility plan that is in conformance with the City of Fernley's Municipal Code and Public Works Design Manual to the approval of the City Engineer, Public Works Director, and City Administrator. The map must be reviewed by the Nevada Department of Environmental Protection prior to construction.

TM2: Availability of water that meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision:

The developer shall pay all fees and provide all the information necessary to complete water and sewer modeling of the project. Modeling will be performed by the City of Fernley's consultant and any additional infrastructure or capacity identified by the modeling shall be included in the improvement plans and constructed by the developer.

TM3: Availability and Accessibility of Utilities:

The development is expected to connect to existing municipal water and sewer service within the surrounding area. Initial modelling provided by Shaw Engineering identified that the proposed Sherwood Subdivision would generate a peak sewage flow of 135.41 gallons per minute, which translates to approximately 194,990 GPD (Gallons per Day). The project would utilize the existing 21-inch diameter main located underneath Fremont Street, and the 10-inch main located underneath Fernwood Drive. There is currently sufficient capacity within the City's Sewer infrastructure system for the development of the Sherwood Subdivision, and any connections/extensions of the City's infrastructure will be constructed to any/all applicable City Standards and Regulations. An 8-inch diameter pipe will be utilized for water connection and will also be connected to the existing infrastructure within Fremont Street and Fernwood Street/Wildwood Drive. These improvements are also required to be constructed in compliance with City Codes and regulations, as set forth by the City Engineer and the Public Works Administrator.

TM4: Availability and accessibility of public services such as schools, police and fire protection, transportation, recreation facilities, and parks:

Schools:

Students residing within this development will attend Fernley Elementary School, Fernley Intermediate School, Silverland Middle School, and Fernley High School. Current School District capacity rates indicate that Fernley High School and Fernley Intermediate school will close to or in excess of 100% capacity by 2025, and as such, the School District does require additional funding as residential development occurs in the surrounding areas. Through the comment letter provided by the School District, an additional \$5.512 million in construction capital will be required to provide sufficient service to the expected 158 new students that the Sherwood Subdivision will bring to the area. This is equivalent to funding for approximately 6 additional classrooms. The School District's comment letter will be provided as an attachment to this Staff Report.

Parks

The project site is located approximately 1.5 miles from the Out of Town Park, and approximately 1.45 miles from the PAW-sitive Play Dog Park. Additionally, the Green Valley Dog Park is approximately 2.3 miles away, south of the project site.

Police & Fire

The project is expected to be served by the Lyon County Sherriff's Office and the North Lyon County Fire Protection District. The proposed project is located approximately 1.75 miles from the Sherriff's office on Main Street, and approximately 2.20 miles from the North Lyon County Fire Protection District office, also located on Main Street.

Transportation:

The project is expected to have two ingress/egress points. One of these is off of Fremont Street (Sherwood Drive), and the other will extend from the east, through the Fernwood Subdivision (Pinewood Drive). The project will also utilize an internal roadway network that will remain private and is be maintained by the property owner(s). Furthermore, the developer is proposing to improve Fremont Street, to ensure that it can handle the increase in traffic, with an extended Right-of-way width, full width paving, and the addition of curb & gutter sidewalks. The Fremont Street improvements are required to comply with the regulation and guidelines within both the City of Fernley Development Code, as well as the City of Fernley Public Works Design Standards. Any roadways that are expected to be dedicated to the City are required to be developed to the City of Fernley Roadway Standards and shall be constructed to the approval of the City Administrator, City Engineer, and Public Works Director.

TM5: Consistency with the Zoning Regulations:

The current zoning of the project site is MDR14 (Medium Density Residential, 7-14 dwelling units per acre). The proposed subdivision is expected to have 316 residential dwelling units within the ±26.25 acre project site, giving an overall site density of 12.03 dwelling units per acre. There is no minimum lot size for the MDR14 zoning district, but the Development Code does highlight a minimum site size of 6,000 square feet, which is significantly exceeded by the area of the project site. The development is required to comply with all applicable City of Fernley Development Code requirements, including but not limited

to dimensional standards ([§32.06.080](#)), design standards, ([§32.06.080](#)), and development standards ([§32.09](#)).

TM6: Conformity with the Master Streets & Highways Plan

Any roadway construction, additions, or improvements required to serve the project will conform to the Master Streets & Highways Plan, and be approved by the City Engineer, Administrator, and Public Works Director.

Primary access to the project site will be off of Sherwood Drive, which travels north off of Fremont Street. The project's secondary access is expected to be off of Pinewood Drive, which travels east-west across the project site, connecting to Vine Street at the western boundary of the project. Pinewood Drive is currently undeveloped and is a roadway that will additionally serve the Fernwood Subdivision, located directly east of the project site (APN: 020-516-06). Both Sherwood drive and Pinewood Drive are required to be developed to City Standards, meaning they both require a minimum 60 foot width right-of-way, fully paved, and the addition of curb & gutter sidewalks. As a result of the increased traffic that the development is expected to generate, the developer is additionally required to improve Fremont street as well, from the project site all the way to the US 95A intersection (A distance of approximately 3,080 Feet). Fremont Street has a varying width, and the developer is required to ensure that sufficient improvements are made to the entirety of the section of Fremont Street, prior to the issuance of any building permit for the apartment units. The Fremont Street improvements were highlighted as conditions of approval to the Conditional Use Permit application for Sherwood (CUP20003), and the developer has tentatively agreed to them. As a result, City Staff can make this Finding, and the above information will be added as separate conditions of approval as well.

TM7: Effect of the proposed subdivision on existing public streets, and the need for new streets or highways to serve the subdivision

Any roadway construction, additions, or improvements required to serve the project will conform to the Master Streets & Highways Plan, and be approved by the City Engineer, Administrator, and Public Works Director.

The new streets expected to serve the Sherwood subdivision are Wildwood Drive, Sherwood Drive, Pinewood Drive, and the internal roadway network that circulates throughout Sherwood. Based on the traffic study provided by the applicant, the proposed development is expected to generate an additional ±2300 daily trips, which includes approximately 145 AM peak hour trips, and approximately 177 PM peak hour trips. This development is expected to be constructed in conjunction with the nearby Fernwood Subdivision, and as a result, the traffic impacts and recommendations are similar for both projects. One of the main improvements for the Sherwood project specifically is the Fremont Street Improvements, which tentatively include the widening of the right-of-way to 60 feet, adequate signage and striping, and the addition of curb & gutter sidewalks. Considering that Fremont Street is a public right-of-way, these improvements can potentially benefit existing property owners that currently utilize Fremont Street as well. Other recommended improvements for the Sherwood project include the addition of separate turn lanes as well as a through traffic lane at the intersection of Fremont, Chisholm, and US 95A, as well as improved signalization at that same intersection for smoother, more consistent traffic flow. It is anticipated that once the Final Map is ready to be recorded, the numbers provided for peak hour trips, or the level of improvements required may change, as development has occurred within the surrounding

area. As such, an updated traffic study/analysis with revised recommendations shall be provided along with the Civil Improvement plan submissions.

TM8: Physical characteristics such as floodplain, slope, soil, and elevation differentials with abutting properties.

The project site has a relatively consistent gradient throughout, ranging from 1-2% across the project site. Should a Grading Permit be required for site development, the permit will need to be approved by both the City's Building Official as well as the City Engineer to ensure compliance with the respective codes. The project site is within an area of 'minimal flood risk' as designated by FEMA (Federal Emergency Management Association). This is shown via the FEMA Firmette 32019C0105E, which places the project site within Flood Zone X. This indicates that the project site falls outside the annual 0.2% chance floodplain and is at little to no risk of flooding. The project site has multiple TCID/Bureau of Reclamation facilities within its boundary, and the developer will be required to work with the respective agencies to ensure that these drainage easements are rerouted or vacated as may be necessary. On-site drainage will be handled via 5 retention basins and runoff collected via these basins will infiltrate into the soil below. Any infrastructure relating to drainage will be developed in accordance with the City's Public Works and Engineering Design Standards.

TM9: Recommendation and comments of review bodies

The application was distributed to the City's Public Works Department, City Engineer, and several outside agencies for comment. Comments were received and provided to the applicant, and feedback from these outside agencies has been incorporated into the Conditions of Approval for this tentative map to ensure that they are followed and adhered to when the applicant moves to the Final Map process. For the Sherwood project, City Staff received comments from the Bureau of Reclamation as well as the Lyon County School District. Given the importance of these two agencies within the City of Fernley, they will likely be required to sign off on any final map recordation/approval for the Sherwood project.

TM10: Conformity to the Master Sewer and Water Utility Plan

The developer shall comply with all standards, codes, and requirements regarding connection to the City's sanitary sewer and potable water systems, including but not limited to: associated fees, easements, design standards, system looping, development code requirements, and state requirements. Prior to the recordation of a Final Map for the project, the developer shall provide the City with a utility plan for water and sanitary sewer that is in conformance with the City of Fernley's Municipal Code and Public Works Design Manual to the approval of the City Engineer, Public Works Director, and City Administrator. The project must also be reviewed and approved by the Nevada Department of Environmental Protection prior to construction.

TM11: Compliance with this code and all other applicable regulations

The developer shall comply with the design standards and regulations as set forth in the City of Fernley's Development Code and Public Works Design Manual unless in conflict with the local, state, or federal regulations, in which case the more stringent regulation will take precedence. The developer shall comply with all Engineering requirements within the City's Municipal Code Title 32, including but not limited to: Compliance with site development standards, Floodplain Management, Undergrounding of Utilities, and Water/Wastewater facilities to the approval of the Administrator, City Engineer, and Public Works Director.

ATTACHMENTS

1. TSM22005 Conditions of Approval
2. Vicinity Map
3. Tentative Map Plan Set
4. Lyon County School District Comment Letter
5. Bureau of Reclamation Comment Letter

Conditions of Approval for TSM22005

Tentative Subdivision Map

1. APPROVAL:

THE PERMIT IS APPROVED AS SUBMITTED AND CONDITIONED. ANY SUBSTANTIVE CHANGE SHALL REQUIRE REVIEW AND APPROVAL BY THE PLANNING COMMISSION AS AN AMENDMENT TO THIS CONDITIONAL USE PERMIT.

2. EXPIRATION DATE:

THE DESIGN REVIEW SHALL EXPIRE WITHIN ONE (1) YEAR OF THE DATE OF APPROVAL, UNLESS THE PERMITTED USE HAS BEEN ESTABLISHED OR CONSTRUCTION TO ACCOMMODATE THAT USE HAS BEGUN AND IS BEING DILIGENTLY PURSUED. A ONE-YEAR EXTENSION MAY BE GRANTED BY THE ADMINISTRATOR IF REQUESTED PRIOR TO THE EXPIRATION DATE OF THE DESIGN REVIEW APPROVAL.

3. WATER RIGHTS:

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING THE DEDICATION OF WATER RIGHTS, INCLUDING ASSOCIATED FEES, FOR THE CONNECTION TO THE CITY'S MUNICIPAL WATER SYSTEM IN THE AMOUNT THAT IS REQUIRED PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT FOR ANY PHASE OF THE PROJECT. SUFFICIENT WATER RIGHT SHALL BE DEDICATED PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP OR SUBSEQUENT FINAL MAP.

4. LANDSCAPING/IRRIGATION:

THE DEVELOPER SHALL SUBMIT A LANDSCAPING AND IRRIGATION PLAN FOR THE PROJECT IN CONFORMANCE WITH TITLE 32 OF THE FERNLEY MUNICIPAL CODE FOR REVIEW AND APPROVAL BY THE ADMINISTRATOR PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT. THE LANDSCAPING AND IRRIGATION SHALL BE INSTALLED PER THE APPROVED PLANS PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR EACH BUILDING TO THE APPROVAL OF THE ADMINISTRATOR.

5. WATER AND SEWER MAINS AND SERVICES:

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING CONNECTION TO THE CITY'S SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING BUT NOT LIMITED TO: ASSOCIATED FEES, DESIGN STANDARDS, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS.

PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP FOR THE PROJECT, THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR WATER AND SANITARY SEWER THAT IS IN CONFORMANCE WITH THE CITY OF FERNLEY MUNICIPAL CODE, PUBLIC WORKS DESIGN MANUAL, AND THE NEVADA ADMINISTRATIVE CODE TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR AND ADMINISTRATOR.

THE PROJECT SHALL UTILIZE A MASTER METER FOR THE DOMESTIC WATER SERVICE FOR EACH BUILDING OR GROUP OF BUILDINGS. THE DEVELOPER MAY INSTALL A SEPARATE IRRIGATION METER OR INSTALL THE IRRIGATION CONNECTION DOWNSTREAM OF THE DOMESTIC MASTER METER WITH APPROPRIATE BACKFLOW PREVENTION. INDIVIDUAL SERVICE METERS FOR EACH BUILDING WILL NOT BE ALLOWED. ALL INTERNAL WATER AND SEWER MAINS SHALL BE MAINTAINED BY THE PROPERTY OWNER UNLESS APPROVED FOR ACCEPTANCE BY THE CITY OF FERNLEY PUBLIC WORKS DIRECTOR AND CITY ENGINEER.

Conditions of Approval for TSM22005

Tentative Subdivision Map

6. WATER SYSTEM LOOPING:

THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR THE WATER SYSTEM THAT DEMONSTRATES ADEQUATE SYSTEM LOOPING PRIOR TO THE ISSUANCE OF A PERMIT. THE PLAN SHALL BE IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE, NEVADA ADMINISTRATIVE CODE AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

7. WATER AND SEWER SYSTEM MODELING:

THE DEVELOPER SHALL COMPLETE WATER AND SEWER MODELING FOR THE PROJECT PRIOR TO THE ISSUANCE OF A PERMIT. THE DEVELOPER SHALL CONSTRUCT ANY IMPROVEMENTS IDENTIFIED BY THE MODELING AS NECESSARY TO SERVE THE PROJECT IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.

8. NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION BUREAU OF SAFE DRINKING WATER AND BUREAU OF WATER POLLUTION CONTROL FOR THE WATER AND SEWER INFRASTRUCTURE DESIGN AND CONSTRUCTION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

9. GRADING PERMIT:

THE DEVELOPER SHALL SUBMIT A GRADING PLAN FOR ANY PHASE OF THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE DEVELOPMENT THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE. DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN THE CITY OF FERNLEY DEVELOPMENT CODE AS WELL AS ALL STATE AND FEDERAL REGULATIONS INCLUDING, BUT NOT LIMITED TO, STORM WATER POLLUTION PREVENTION AND AIR QUALITY RELATED TO SURFACE AREA DISTURBANCE.

THE DEVELOPER SHALL PROVIDE VERIFICATION OF A STORM WATER DISCHARGE PERMIT FROM THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO ISSUANCE OF A GRADING PERMIT OR BUILDING PERMIT FOR THE DEVELOPMENT.

10. STORM DRAINAGE:

THE DEVELOPER SHALL PROVIDE A FINAL DRAINAGE REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FERNLEY MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO APPROVAL AND RECORDATION OF A FINAL MAP FOR ANY PORTION OF THE PROJECT. EACH SUCCESSIVE PHASE OF THE PROJECT SHALL SUBMIT AN UPDATED DRAINAGE REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT ON THE TOTAL DISCHARGE INTO THE DRAINAGE SYSTEM. THE STORM WATER AND DRAINAGE PLANS FOR THE PHASES OF THE DEVELOPMENT SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE PHASES OF THE PROJECT.

ALL INTERNAL STORM DRAIN INFRASTRUCTURE SHALL BE MAINTAINED BY THE PROPERTY OWNER.

Conditions of Approval for TSM22005

Tentative Subdivision Map

11. GEOTECHNICAL REPORT:

THE DEVELOPER SHALL PROVIDE A GEOTECHNICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE REQUIREMENTS OF THE DEVELOPMENT CODE FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO THE APPROVAL OF A GRADING PERMIT OR BUILDING PERMIT FOR ANY PORTION OF THE PROJECT.

12. STRUCTURAL CONTROLS:

THE DEVELOPER SHALL UTILIZE STRUCTURAL CONTROLS FOR THE TREATMENT OF STORM WATER RUNOFF IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR AND CITY ENGINEER.

13. SANITARY SEWER REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL SANITARY SEWER REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FERNLEY MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY PORTION OF THE PROJECT.

14. DESIGN STANDARDS:

THE DEVELOPER SHALL COMPLY WITH ANY DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN THE FERNLEY MUNICIPAL CODE OR ADOPTED DESIGN MANUAL INCLUDING BUT NOT LIMITED TO STREETS (§32.09.140); AND UTILITY CONSIDERATIONS. THE DEVELOPER SHALL DEMONSTRATE IN WRITING COMPLIANCE WITH THESE REQUIREMENTS PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP.

15. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT, INCLUDING BUT NOT LIMITED TO DEVELOPING A PLAN TO PROVIDE ADEQUATE EMERGENCY ACCESS THROUGHOUT THE SITE, DEVELOPING A MASTER FIRE HYDRANT AND FIRE FLOW PLAN, AND DEVELOPING A MASTER FIRE DEPARTMENT CONNECTION (FDC) PLAN TO THE APPROVAL OF THE FIRE CHIEF PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP.

16. COMBUSTIBLES ON-SITE

NO COMBUSTIBLES SHALL BE BROUGHT ON SITE PRIOR TO THE INSTALLATION AND ACCEPTANCE OF AN ALL-WEATHER SURFACE AND THE INSTALLATION/OPERATION OF FIRE HYDRANTS TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT.

17. ENGINEERING/PUBLIC WORKS:

THE DEVELOPER SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE CITY OF FERNLEY MUNICIPAL CODE, DEVELOPMENT CODE AND PUBLIC WORKS DESIGN MANUAL FOR THE CONSTRUCTION OF ANY PUBLIC OR PRIVATE INFRASTRUCTURE TO THE APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE PROJECT.

18. FREMONT STREET IMPROVEMENTS:

IN ACCORDANCE WITH SECTION 32.09.140 OF THE FERNLEY MUNICIPAL CODE, THE EXISTING FREMONT STREET SHALL BE IMPROVED TO A FULL WIDTH PAVEMENT SECTION AND INCLUDE STREET LIGHTING,

Conditions of Approval for TSM22005

Tentative Subdivision Map

CURB, GUTTER, AND SIDEWALK. THE NEW ROADWAY SHALL COMPLY WITH THE CITY'S 60-FOOT RIGHT OF WAY STANDARD. THE IMPROVEMENTS ARE REQUIRED ALONG THE ENTIRE LENGTH OF FREMONT STREET FROM THE INTERSECTION WITH U.S. HIGHWAY 95A TO THE WESTERLY PROPERTY LINE OF THE PROJECT.

ALL NECESSARY RIGHT-OF-WAY TO ACCOMMODATE THE IMPROVEMENTS SHALL BE ACQUIRED AND CONVEYED TO THE CITY PRIOR TO THE TO THE RECORDATION OF A FINAL MAP. ALL IMPROVEMENTS SHALL BE COMPLETED AND ACCEPTED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING OF THE PROJECT.

NO PERMITS SHALL BE SUBMITTED, FOR THE PROJECT UNTIL FREMONT STREET RIGHT OF WAY IS TENTATIVELY IN PLACE AND A STORM DRAIN SYSTEM FOR FREMONT STREET IS PRELIMINARILY ACCEPTED BY THE CITY. THE STORM DRAIN DESIGN SHALL ENSURE NO NEGATIVE IMPACTS TO PROPERTIES ADJACENT OR UPSTREAM OF FREMONT STREET. TENTATIVE RIGHT OF WAY SHALL INCLUDE CONFIRMATION THAT PROPERTY OWNERS ARE NOTIFIED AND INITIAL SUPPORT FROM THE GRANTORS OF THE RIGHT OF WAY IS DOCUMENTED.

19. FREMONT INTERSECTION CAPACITY IMPROVEMENTS:

THE EXISTING TRAFFIC VOLUMES PLUS PROJECT TRAFFIC WILL CREATE A LEVEL OF SERVICE D ON THE FREMONT STREET/U.S. HIGHWAY 95A INTERSECTION.

PER THE CITY OF FERNLEY DESIGN STANDARDS SECTION 3.3.3.C.II, THE DEVELOPER SHALL COMPLETE MITIGATION MEASURES FOR INTERSECTIONS THAT OPERATE AT A LEVEL OF SERVICE D OR LESS. POSSIBLE MEASURES INCLUDE, BUT ARE NOT LIMITED TO, SIGNALIZATION OR SIGNALIZATION IMPROVEMENTS, CHANNELIZED MEDIANS, TURNING LANES, STORAGE LANE INCREASE, RESTRICTED TURNS AND/OR ADDITIONAL LANES.

THE TRAFFIC REPORT IDENTIFIES RESTRIPING THE EASTBOUND APPROACH OF FREMONT STREET TO INCLUDE A SEPARATE RIGHT TURN LANE AS WELL AS THE ADDITION OF A SEPARATE RIGHT TURN LANE ON THE WESTBOUND APPROACH OF CHISHOLM TRAIL.

THE DEVELOPER SHALL SUBMIT IMPROVEMENT PLANS FOR THE MITIGATION MEASURE(S) PRIOR TO THE APPROVAL AND RECORDATION OF THE FIRST FINAL MAP FOR THE PROJECT. THE MITIGATION MEASURE WILL NEED TO BE REVIEWED AND APPROVED BY THE ADMINISTRATOR, CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND NDOT.

THE MITIGATION MEASURE/S SHALL BE CONSTRUCTED AND ACCEPTED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING PERMIT OF THE PROJECT.

20. BUILDING DEPARTMENT:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE BUILDING DEPARTMENT TO THE APPROVAL OF THE BUILDING OFFICIAL PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

Conditions of Approval for TSM22005

Tentative Subdivision Map

21. ACCESS AND CIRCULATION:

THE DEVELOPER SHALL USE APPROPRIATE STRIPING AND SIGNAGE AS MAY BE NECESSARY TO MINIMIZE TRAFFIC CONFLICT WITHIN THE DEVELOPMENT SITE TO THE APPROVAL OF THE ADMINISTRATOR AND CITY ENGINEER FOR THE LIFE OF THE PROJECT.

THE PROPOSED PINEWOOD DRIVE EXTENSION SHALL BE A GATED VEHICULAR EMERGENCY ACCESS ONLY. THE DEVELOPER SHALL PROVIDE PEDESTRIAN ACCESS FROM THE PROJECT TO THE SINGLE-FAMILY RESIDENTIAL SUBDIVISION TO THE EAST. BOTH THE PINEWOOD DRIVE EXTENSION AND THE PROPOSED SHERWOOD DRIVE SHALL REMAIN PRIVATE AND NOT DEDICATED TO THE CITY.

THE DEVELOPER SHALL COMPLY WITH ANY OTHER REQUIREMENTS PERTAINING TO ACCESS AND CIRCULATION OF THE CITY OF FERNLEY AND NORTH LYON COUNTY FIRE PROTECTION DISTRICT TO THE APPROVAL OF THE FIRE CHIEF, PUBLIC WORKS DIRECTOR, CITY ENGINEER, AND ADMINISTRATOR.

22. FEDERAL, STATE, AND LOCAL AGENCIES:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF ANY FEDERAL, STATE, OR LOCAL AGENCY WITH JURISDICTION OVER THE PROJECT TO THE APPROVAL OF THE ADMINISTRATOR.

23. FINAL TRAFFIC ANALYSIS/REPORT:

THE DEVELOPER SHALL PROVIDE AN UPDATED TRAFFIC ANALYSIS REPORT FOR THE PROJECT IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR ANY PORTION OF THE PROJECT. SUCCESSIVE PHASES OF THE PROJECT SHALL SUBMIT AN UPDATED TRAFFIC ANALYSIS REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT.

24. CONSTRUCTION MAINTENANCE:

THE DEVELOPER SHALL LOCATE AND UTILIZE A SUFFICIENT NUMBER OF TRASH CONTAINERS ON-SITE TO BE UTILIZED DURING THE CONSTRUCTION OF THE PROJECT TO MAINTAIN THE PROJECT SITE IN A CLEAN AND ORDERLY STATE TO THE APPROVAL OF THE ADMINISTRATOR.

25. CONSTRUCTION HOURS:

THE DEVELOPER SHALL LIMIT ALL CONSTRUCTION AND CONSTRUCTION RELATED ACTIVITIES TO BETWEEN THE HOURS OF 7:00 AM TO 7:00 PM, SEVEN DAYS A WEEK. THE DEVELOPER SHALL INSTALL SIGNS AT ALL ACCESS POINTS TO THE PROJECT THAT CLEARLY INDICATE THE HOURS OF ACTIVITY ON-SITE PRIOR TO THE START OF ANY CONSTRUCTION-RELATED ACTIVITIES TO THE APPROVAL OF THE ADMINISTRATOR. THE DEVELOPER SHALL MAINTAIN THESE SIGNS IN GOOD REPAIR FOR THE DURATION OF THE CONSTRUCTION OF THE PROJECT. ONCE CONSTRUCTION IS FINISHED, THE DEVELOPER SHALL REMOVE THESE SIGNS.

26. PROJECT CONTACT:

THE DEVELOPER SHALL DESIGNATE TO THE ADMINISTRATOR A PROJECT CONTACT PERSON RESPONSIBLE/AUTHORIZED TO CORRECT PROBLEMS REGARDING THE PROJECT ON A 24-HOUR/7-DAYS A WEEK BASIS. THE DEVELOPER SHALL DESIGNATE THE PROJECT CONTACT PERSON TO THE ADMINISTRATOR PRIOR TO ISSUANCE OF A GRADING PERMIT FOR THE PROJECT.

Conditions of Approval for TSM22005

Tentative Subdivision Map

27. TRUCKEE CARSON IRRIGATION DISTRICT (TCID)/BUREAU OF RECLAMATION:

THE DEVELOPER SHALL PROVIDE WRITTEN DOCUMENTATION FROM THE BUREAU OF RECLAMATION AND TRUCKEE CARSON IRRIGATION DISTRICT THAT ANY PROPOSED IMPROVEMENTS AFFECTING ANY BUREAU OF RECLAMATION FACILITY HAS BEEN REVIEWED AND APPROVED BY THE BUREAU OF RECLAMATION AND/OR THE TRUCKEE CARSON IRRIGATION DISTRICT TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

28. RECIPROCAL EASEMENTS:

THE DEVELOPER SHALL PROVIDE IRREVOCABLE RECIPROCAL PARKING, ACCESS, STORM DRAINAGE MAINTENANCE, WATER INFRASTRUCTURE MAINTENANCE, SANITARY SEWER INFRASTRUCTURE MAINTENANCE, AND LANDSCAPE MAINTENANCE EASEMENTS OVER THE ENTIRE SITE TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP. THESE EASEMENTS SHALL BE INCORPORATED INTO THE RECORDED DOCUMENTS FOR THE SITE.

29. NEVADA DEPARTMENT OF TRANSPORTATION:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF TRANSPORTATION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

30. MAPPING:

THE DEVELOPER SHALL SUBMIT AND PROCESS THE APPROPRIATE MAPPING APPLICATIONS WHICH MAY INCLUDE A COMBINATION OF THE FOLLOWING: A REQUEST FOR VACATION (ABANDONMENT); REVERSION TO ACREAGE; MERGER AND SUBDIVISION PARCEL OR SUBDIVISION MAP; TENTATIVE AND/OR FINAL PARCEL MAP; OR TENTATIVE AND FINAL SUBDIVISION MAP. NO FINAL MAP SHALL BE RECORDED UNTIL SUCH TIME AS ALL NECESSARY RIGHTS-OF-WAY HAVE BEEN ACQUIRED AND IMPROVEMENT PLANS, CONSISTING OF ALL NECESSARY PUBLIC FACILITIES TO SERVE THE PROJECT, HAVE BEEN REVIEWED AND APPROVED BY THE CITY.

31. LYON COUNTY SCHOOL DISTRICT

THE DEVELOPER SHALL WORK TOGETHER WITH THE LYON COUNTY SCHOOL DISTRICT TO ENSURE THAT THE PROPOSED DEVELOPMENT CAN BE SERVED BY SCHOOL DISTRICT FACILITIES.

32. UNITED STATES POSTAL SERVICE:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE UNITED STATES POSTAL SERVICE FOR MAIL DELIVERY AND MAILBOX DESIGN AND LOCATION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER, PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP FOR THIS PROJECT.

33. COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&R'S):

THE APPLICANT SHALL PROVIDE COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&R'S) WITH THE FIRST FINAL MAP AND SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE ADMINISTRATOR AND CITY ATTORNEY. CC&R'S SHALL BE RECORDED CONCURRENTLY WITH THE FINAL SUBDIVISION MAP. THE APPLICANT SHALL INCLUDE IN THE CC&R'S PROVISIONS OUTLINING MAINTENANCE RESPONSIBILITIES OF COMMON AREAS, SHARED ROADWAYS, LANDSCAPE MEDIANS, OR OTHER COMMON ELEMENTS TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

Conditions of Approval for TSM22005

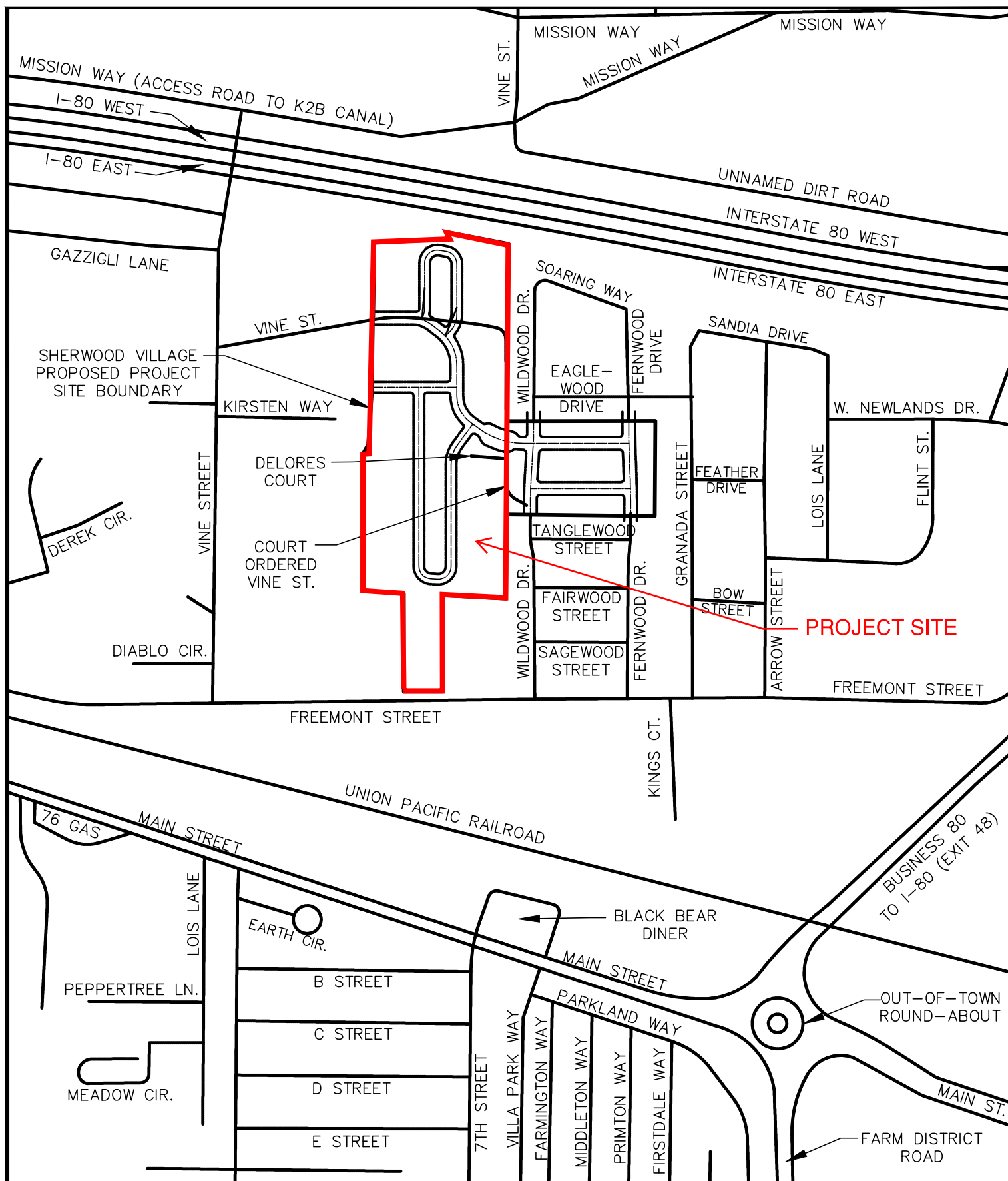
Tentative Subdivision Map

34. RESIDENTIAL CONSTRUCTION TAX:

THE DEVELOPER IS SUBJECT TO THE PROVISIONS OF FERNLEY MUNICIPAL CODE RELATED TO RESIDENTIAL CONSTRUCTION TAX. THE RESIDENTIAL CONSTRUCTION TAX FEE SHALL BE PAID PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR EACH RESIDENTIAL UNIT.

35. ADDRESSING AND STREET NAMES:

THE DEVELOPER SHALL SUBMIT A REQUEST FOR ADDRESSING AND STREET NAME RESERVATION TO THE CITY OF FERNLEY FOR REVIEW AND APPROVAL. ALL ADDRESSING OF LOTS AND UNITS SHALL BE COMPLETED BY THE CITY. STREET NAMES SHALL BE APPROVED BY THE CITY PRIOR TO THE ISSUANCE OF PERMIT FOR CONSTRUCTION.

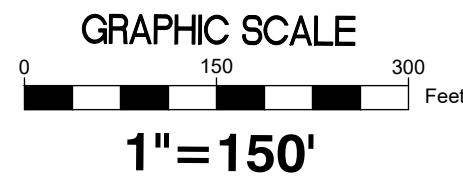
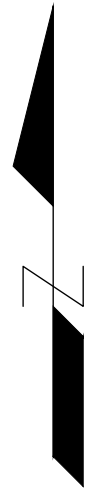


PHELPS
ENGINEERING

155 Country Estates Circle, Suite 300
Reno, NV, 89511 (775) 399-7200
www.phelpsengineering.net

SCALE:	N.T.S
DESIGNED BY:	JTN
DRAWN BY:	JTN
CHECKED BY:	JTN

VICINITY MAP FOR SHERWOOD-FERNWOOD



TENTATIVE MAP FOR SHERWOOD VILLAGES

APNs 012-092-05, 012-092-23, 012-092-026, 012-092-27, 012-092-46, 012-092-47, 012-092-54, 012-092-55
DOLORES CT R/W & BOR DITCH

CENTER SECTION
12-20N-24E MDM

BASIS OF BEARINGS

THE SOUTH LINE OF THE SOUTHEAST QUARTER (SE $\frac{1}{4}$) OF SECTION 12-20N-24E MDM BEARS SOUTH 89°43'20" WEST, CONSISTENT WITH THE NORTH AMERICAN DATUM OF 1983 (NAD83), 1994 (94 HARN) NEVADA STATE PLANE COORDINATE SYSTEM WEST ZONE MODIFIED, AND ALL BEARINGS CITED HEREON (OTHER THAN THOSE OF REFERENCED DOCUMENTS) ARE RELATIVE THERETO. ALL DISTANCES SHOWN HEREIN ARE GROUND VALUES. SCALE FACTOR: 1.00025827561. BEARINGS ARE EXPRESSED IN DEGREES (°) MINUTES (') & SECONDS ("). DISTANCES ARE EXPRESSED IN FEET & DECIMAL PARTS THEREOF. CURVES ARE EXPRESSED IN RADIUS (R) CENTRAL ANGLE (A) AND ARC LENGTH (L). COORDINATES ARE EXPRESSED IN NORTING (N) AND EASTING (E).

BASIS OF ELEVATIONS

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AS TAKEN FROM NEVADA DEPARTMENT OF TRANSPORTATION CONTROL MONUMENT "MATT", HAVING A PUBLISHED ELEVATION OF 4153.93 U.S. FEET. "MATT" IS DESCRIBED AS A 0.25" DIA. BRASS DISK SET IN 1.6" DIA CONCRETE PILLAR, FLUSH WITH GROUND, STAMPED "FERNLEY UTILITIES MATT PLS 6902". LOCATED APPROX. 70' SE OF W END OF FREMONT ST. WITH JUNCTION OF LILY LN. AND APPROX. 70' NELY OF RAILROAD TRACKS.

OWNER

FERNLEY SHERWOOD QOZB, LLC
3552 S. EMERSON ST.
ENGLEWOOD, CO. 80113

APPLICANT

FERNLEY SHERWOOD QOZB, LLC
3552 S. EMERSON ST.
ENGLEWOOD, CO. 80113

ENGINEER

PHELPS ENGINEERING SERVICES, INC.
155 COUNTRY ESTATES CIRCLE
RENO, NV 89511

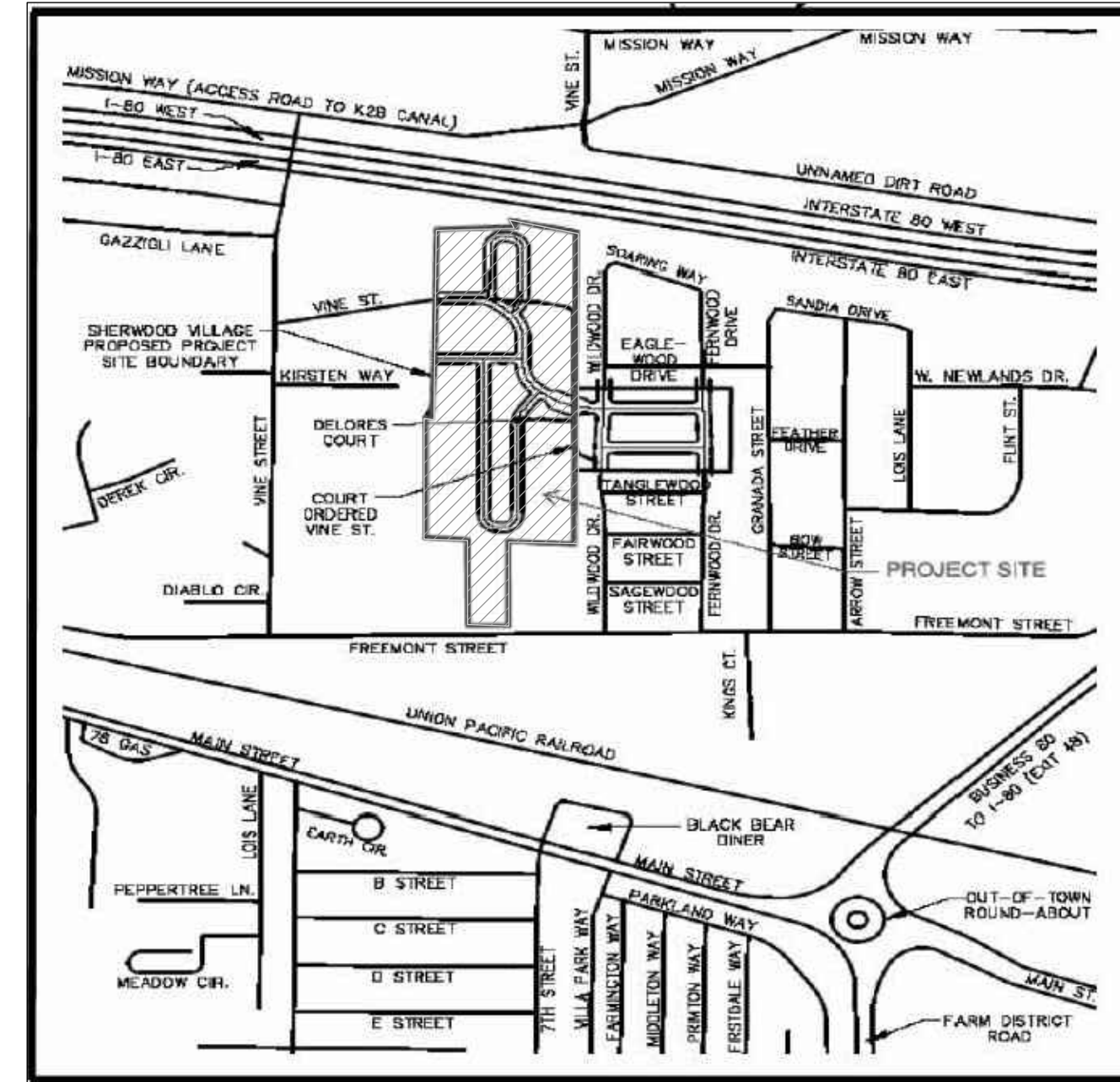
PLANNER

PHELPS ENGINEERING SERVICES, INC.
155 COUNTRY ESTATES CIRCLE
RENO, NV 89511

TABULAR DATA

18 LOTS..... 5.158 AC
TRACT 1 (COMMON AREA)..... 21.778 AC
TOTAL..... 26.936 AC

VICINITY MAP (NTS)



ABBREVIATIONS

AC	ASPHALT CONCRETE	LT	LEFT
AWWA	AMERICAN WATER WORKS ASSOC	MH	MANHOLE
BOR	BUREAU OF RECLAMATION	MDD	MAX DRY DENSITY
BC	BEGIN CURVE	NTS	NOT TO SCALE
BW	BACK OF WALK	OD	OUTSIDE DIAMETER
BVC	BEGIN VERTICAL CURVE	PC	PORTLAND CEMENT CONCRETE
CAP	CAPACITY	PF	PUBLIC FACILITY
CB	CATCH BASIN	PL	PROPERTY LINE
CFS	CUBIC FEET PER SECOND	PM	PARCEL MAP
?	CENTERLINE	POT	POINT OF TANGENT
CMP	CORRUGATED METAL PIPE	PR	PRESSURE RATING
C/O	CLEANOUT	PSI	POUNDS PER SQUARE INCH
CONC	CONCRETE	PUE	PUBLIC UTILITY EASEMENT
CMU	CONCRETE MASONRY UNIT	PVC	POLYVINYL CHLORIDE PIPE
CONST	CONSTRUCT	PVI	POINT OF VERTICAL INTERSECTION
CP	CONCRETE PIPE	R	RADIUS
CR	CURB RETURN	RCP	REINFORCED CONCRETE PIPE
DET	DETAIL	REF	REFERENCE
Δ	CURVE DELTA	RET	CURB RETURN
DI	DIAMETER	REQ	REQUIRED
DWY	DRIVEWAY	RT	RIGHT
E	ELECTRICAL	RAW	RIGHT-OF-WAY
EC	END OF CURVE	S	SLOPE
EG	EXISTING GRADE	SD	STORM DRAIN
ELEV	ELEVATION	SDMH	STORM DRAIN MANHOLE
EVC	END OF VERTICAL CURVE	SF	SQUARE FEET
(e)	EXISTING	SS	SANITARY SEWER
EXIST	EXISTING	SSMH	SANITARY SEWER MANHOLE
FES	FLARED END SECTION	SUB	SUBDRAIN
FF	FINISHED FLOOR	SW	SIDEWALK
FDC	FIRE DEPARTMENT CONNECTION	T	TRANSFORMER
FFC	FRONT FACE OF CURB	T	TELEPHONE
FG	FINISHED GRADE	TBC	TOP BACK OF CURB
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TP	TOP OF STEP
FT	FEET	TP	TEST PIT
G	GAS	TW	TOP OF WALL
GB	GRADE BREAK	TYP	TYPICAL
HORIZ	HORIZONTAL	VC	VERTICAL CURVE
HP	HIGH POINT	VERT	VERTICAL
HS	HOUSE SERVICE	VPI	VERTICAL POINT OF INTERSECTION
IE	INVERT ELEVATION	W	WATER
INT	INTERSECTION	WM	WATER MAIN
L	LENGTH		
LF	LINEAR FEET		

SHEET INDEX

1 OF 3 TITLE SHEET
2 OF 3 HORIZONTAL CONTROL
3 OF 3 HORIZONTAL CONTROL

UTILITY PROVIDERS

CABLE TV NV ENERGY
ELECTRIC SOUTHWEST GAS
GAS FERNLEY UTILITIES
SEWER CAPITOL SANITATION
SOLID WASTE A.T. & T.
TELEPHONE FERNLEY PUBLIC WORKS
WATER

PROJECT DATA

PROPERTY ADDRESS: FREMONT ST
ASSESSOR'S PARCEL NO.s: 021-092-05, 021-092-23, 021-26, 021-092-27, 021-092-46, 021-092-47, 021-92-54, 021-092-55
MASTER PLAN DESIGN: MEDIUM DENSITY RESIDENTIAL
CURRENT ZONING: MH12
PARCEL SIZE:
NUMBER OF LOTS: 18
TYPICAL LOT SIZE: VARIES
LARGEST LOT SIZE:
COMMON OPEN SPACE:
PROPOSED DENSITY:
PROJECT IS LOCATED WITHIN A PORTION OF THE W $\frac{1}{2}$ OF THE SE $\frac{1}{4}$ OF SECTION 12, T20N, R24E, MDM
THERE ARE NO FAULT LINES WITHIN THE PROXIMITY OF THIS SITE
PROJECT LOCATED WITHIN FEMA ZONE "X"

ENGINEER'S STATEMENT

I, LONNY E. PHELPS, DO HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH ACCEPTED ENGINEERING PROCEDURES AND GUIDELINES, AND ARE IN SUBSTANTIAL COMPLIANCE WITH APPLICABLE STATUTES, CITY ORDINANCES, AND CODES. IN THE EVENT OF CONFLICT BETWEEN ANY PORTION OF THESE PLANS AND CITY CODES, THE CITY CODES SHALL GOVERN.

LONNY E. PHELPS

P.E. #31346

No.	REVISIONS	DATE	BY

ENGINEERS - PLANNERS - SURVEYORS - ANALYSTS

PHELPS

ENGINEERING

155 Country Estates Circle, Suite 300 - Reno, NV 89511

811

Know what's below.
Call 811 before you dig.

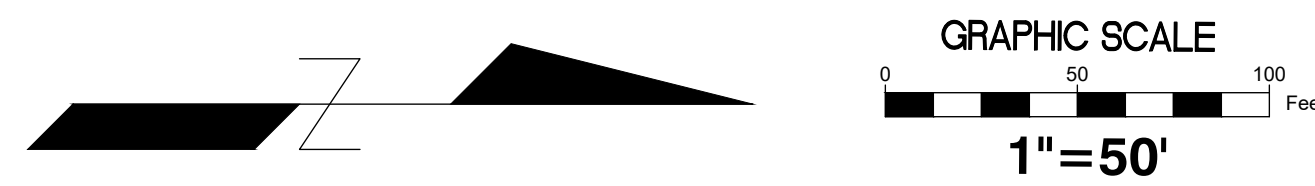
NOT TO SCALE IF SHEET
SIZE OTHER THAN 24"x36"

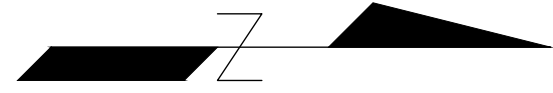
DESIGNED BY: JMG
DRAWN BY: RAP
CHECKED BY: LEP

HORIZONTAL CONTROL
TENTATIVE MAP
TITLE SHEET

SHERWOOD VILLAGES
CITY OF FERNLEY
LYON COUNTY, NV

DATE: 02/15/2022
PROJECT NO.: 21603
SHEET
1 OF **3**





GRAPHIC SCALE

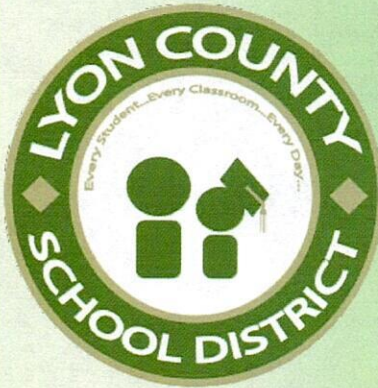
0 50 100 Feet

1"=50'

INTERSTATE 80

DATE: 02/15/2022
PROJECT NO.: 21603
SHEET
3 OF 3

[illegible]



Superintendent
Wayne Workman

Deputy Superintendent
Tim Logan

Board of Trustees

President Holly Villines
Clerk Philip Cowee
Michael Hogan
Barbara Jones
Neal McIntyre
Sherry Parsons
Bridget Peterson

Lyon County School District
25 E. Goldfield Ave.
Yerington, NV 89447

Ph. (775) 463-6800
Fax (775) 463-6808

www.lyoncsd.org

April 5, 2022

Mr. Tim Thompson
City of Fernley Planning Director
595 Silver Lance Blvd.
Fernley NV, 89408

RE: Proposed Sherwood Residential Subdivision

Dear Mr. Thompson,

Fernley Sherwood QOZB LLC, which proposes an 18-lot multifamily residential subdivision that will consist of 316 one, two, and three bedroom units, will impact Lyon County School District (LCSD) facilities. This project is currently zoned for the following schools:

Fernley Elementary School
Fernley Intermediate School
Silverland Middle School
Fernley High School

Traditionally, LCSD has been able to count on approximately .5 children for every new home built in Lyon County. Therefore, LCSD is predicting 158 new students with this proposed Sherwood Residential Subdivision. Increasing capacity throughout LCSD is an immediate need but unfortunately current property tax abatements and caps prevent the collection of enough revenue to meet the increasing facility needs.

MGT Master Plan study in 2016 predicted enrollment and utilization at Fernley Elementary, Fernley Intermediate, Silverland Middle, and Fernley High to be inadequate or approaching inadequate levels by 2025. Three of the four schools already reaching realized inadequate or approaching inadequate utilization.

LYON COUNTY SCHOOL DISTRICT
CURRENT AND PROJECTED UTILIZATION RATES

UTILIZATION	DESCRIPTION
> 110	Inadequate
100-109.9	Approaching Inadequate
85 - 99.9	Adequate
70 - 84.99	Approaching Inefficient
< 70	Inefficient

LCSD Enrollment/Capacity as of September 15, 2021							
School	Enrollment April 1, 2019	Enrollment February 1, 2020	Enrollment September 15, 2021	Capacity Please see below	2015 Utilization	2025 Utilization	Current Utilization
Fernley ES	522	485	424	606**	82%	91%	63%
Fernley IS	658	656	625	680	81%	96%	93%
Silverland MS	651	680	658	759	73%	86%	87%
Fernley HS	1067	1183	1247	1346**	92%	106%	93%
Capacity Formula: = # rooms x 25 (K-6) or x 30 (7-12) x scheduling factor (high 75%, middle 85%, elementary 95%) (Please see page 44 of the LCSD Master Facility Plan for an example on estimating capacity)							
* Includes new addition completed Summer 2021, increasing capacity by 200							
** Includes modular buildings increasing capacity							

The most recent project LCSD completed to increase capacity was at East Valley Elementary School. This project netted 8 new classrooms at total project cost of \$7.35 million or \$918,750 per classroom. Sherwood Residential Subdivision projects 158 new students which would require approximately 6 new classrooms or \$5,512,500 (\$918,750 x 6) in construction only capital. LCSD has relied on Bond Funding to build new schools and additions. Unfortunately, given the district current bonding capacity and nationwide increased construction costs, it's not possible for the district to have sufficient capital to build anything alleviating student capacity concerns.

LCSD recognizes that growth is an inevitable product of living in a great community and will always strive to provide world class educational opportunities to our students. However, as long as new, young families move into our community, LCSD will be tasked with the challenges associated with growth. Facility needs will always lag new growth, increasing the stress and strain on a local education agency.

LCSD appreciates the opportunity to provide input and is grateful for the relationships we have with the city and district leaders. As our communities grow with new developments, we hope school district leadership will continue to be engaged. Given our challenges to raise capital funds in the necessary amounts to build new schools LCSD advocates for a school-friendly allowance or creative solutions that may be possible from a developer of each new residential plan in Lyon County.

Thanks again for the opportunity to provide this input.



Wayne Workman, LCSD Superintendent



United States Department of the Interior

BUREAU OF RECLAMATION
Lahontan Basin Area Office
705 North Plaza Street, Room 320
Carson City, NV 89701-4015



IN REPLY REFER TO:

Apr 4, 2022

LO-600
2.2.3.18

VIA ELECTRONIC MAIL

Mr. Nikil J. Manayathara
City of Fernley
595 Silverlace Boulevard
Fernley, Nevada 89408
nmanayathara@cityoffernley.org

Subject: TSM 22005, Sherwood Tentative Subdivision Map – Development Review Meeting,
W. ½, SE ¼, Section 12, T. 20 N., R. 24 E., Mount Diablo Base and Meridian,
Newlands Project, Nevada

Dear Mr. Manayathara:

The Bureau of Reclamation (Reclamation) has received an electronic mail notice regarding a Development Review Meeting for the Sherwood Tentative Subdivision Map (TSM) in Fernley, Nevada.

Reclamation offers the following comments:

- The United States has several irrigation facilities on the subject property, including the Fernley Drain #1, Fernley Drain #1 BR1, and the TC4-1 Lateral. These facilities are actively in use. The developer has submitted an application to Reclamation to relocate the facilities and underlying easements, but has not submitted detailed plans for the relocation and in some cases the piping of the facility. The City of Fernley's (City) approval of the TSM should be conditioned upon Reclamation's approval of the facility relocation and granting of easements to Reclamation for the operation and maintenance of its irrigation facilities.
- No landscaping or fences will be allowed within the aforementioned existing or future easements.
- The Drainage Report submitted by the developer proposes that storm water be discharged/flow into the Fernley Drain #1. A channelization or piping of storm water directly into the Drain is inconsistent with Reclamation policy as contained in its Directives and Standards. Reclamation Directives and Standards do not allow storm water to be discharged into Federal canals, ditches, or laterals without complying with National Pollutant Discharge Elimination System permit requirements. In this regard, the developer appears to be planning retention ponds for a 100-year storm event. It should be noted that only 25-year storm event calculations are included on Page 5 of the Drainage

Report. Reclamation might agree to the run-off, but not channelization/piping of storm water, if the developer constructs retention basins to handle the 100-year storm event. Accordingly, Reclamation requests a condition of approval that the use of Reclamation irrigation facilities for storm water disposition is subject to Reclamation approval.

- The Drainage Report also proposes to connect the TC4-1 Lateral to the Fernley Drain #1. Typically, Reclamation has concerns regarding the connection of delivery features with a drain. As this appears to be the current situation, and the TC4-1 terminates at the Drain, Reclamation may be agreeable to this connection. Reclamation, therefore, requests that the TC4-1/Fernley Drain #1 connection be subject to approval by Reclamation. The final map shall be transmitted to Reclamation.

As mentioned above, Reclamation has received an application but has not received detailed plans for the use, modification, and relocation of its facilities. Reclamation, therefore, recommends that approval be subject to the above requested conditions of approval. Reclamation is certainly willing to work with the developer; however, the storm water plan as proposed is not acceptable.

Reclamation appreciates the opportunity to comment. Should you have any questions regarding this matter, please contact me at (775) 884-8342, by email at rballew@usbr.gov, or TTY Federal Relay System (800) 877-8339.

Sincerely,

RENA BALLEW Digitally signed by RENA BALLEW
Date: 2022.04.04 08:18:46 -07'00'

Rena Ballew
Resources Division Manager

cc: Ms. Ida Adams
Truckee-Carson Irrigation District
P.O. Box 1356
Fallon, Nevada 89407-1356



CITY OF FERNLEY

PLANNING COMMISSION

AGENDA REPORT

Meeting Date: May 11, 2022

REPORT TO: Planning Commission		
REPORT BY: Nikil Manayathara, Assistant Planner		
REVIEWED BY: Tim Thompson, Planning Director		
FINANCIAL IMPACT: ☐ YES ☒ NO	CURRENTLY BUDGETED: ☐ YES ☒ NO ☐ N/A	FUND/ACCOUNT:
ACTION REQUESTED:	☐ Consent ☒ Motion ☐ Presentation ☐ Receive/File	☐ Ordinance ☐ Resolution
AGENDA ITEM: (For possible action) TPM22002 – Tentative Parcel Map Consideration and possible action on a Tentative Parcel Map request to split a ±2.37-acre parcel into 2 separate parcels. The project site is located at 3145 Farm District Road (APN: 021-342-06) and is located within the RR1 (Residential Rural, 1-acre minimum lot size) zoning district.		
AGENDA ITEM BRIEF: The applicant is submitting a Tentative Parcel Map request to split an existing ±2.37-acre parcel into two smaller parcels, approximately 1-acre and 1.37 acres in size respectively.		
RECOMMENDED MOTIONS: <u>Motion to Approve</u> "I move to approve the Tentative Parcel Map Request associated with TPM22002, adopting Findings TPM1 through TPM5, and the facts supporting these findings as set forth in the Staff Report and subject to the Conditions of Approval 1 through 20 as listed in the Staff Report." <u>Motion to Deny</u> "Based on information received in written materials, I move to deny the Tentative Parcel Map request associated with TPM22002 because I have determined that the proposed changes are detrimental to the public's health, safety, and general welfare. In addition, I am unable to make the following required Tentative Parcel Map Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Tentative Parcel Map."		
Business Impact (per NRS Chapter 237): ☐ A Business Impact Statement is Attached. ☒ A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B.		

See Attached Report for Background/Analysis/Alternatives.

PROJECT SUMMARY

CASE NUMBER(S):	• TPM22002
REQUESTED ACTION(S):	• Tentative Parcel Map
PROJECT DESCRIPTION:	• A Tentative Parcel Map request to split an existing ±2.37-acre parcel of land into two smaller parcels, approximately 1-acre and 1.37 acres in size respectively. The parcel is currently vacant and is located at 3145 Farm District Road (APN: 021-342-06).
PROPERTY OWNER(s):	• Reghetti Investments LLC – Brian Bishop-Parise
APPLICANT:	• Reghetti Investments LLC – Brian Bishop-Parise
LOCATION:	• 3145 Farm District Road
SITE SIZE:	• ±2.37 acres
EXISTING ZONING:	• RR1 (Rural Residential, 1-acre minimum lot size)
EXISTING LAND USE:	• SFR – Single Family Residential
WARD INFORMATION:	• Ward 2 – Councilwoman Zoberski

***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

<i>Nevada Statutes:</i>	<i>NRS 278</i>
<i>Fernley Municipal Code:</i>	<i>Title 32</i>
<i>Policies & Procedure Manual:</i>	<i>N/A</i>
<i>Community Assessment:</i>	<i>N/A</i>
<i>City of Fernley Development Code:</i>	<u>Section 32.03.060 – Land Division Application</u> <u>Section 32.06.060 – General Rural & Residential Rural Zoning(s)</u> <u>Section 32.09.140 – Streets (Roadways)</u> <u>Section 32.09.150 – Utilities</u> <u>Section 32.12.010 – Adequate Public Facilities Required</u> <u>Section 32.13.030 – Improvements, Security & Inspection</u>

BACKGROUND

The project site has been under the ownership of Reghetti Investments LLC since August 2018, and is currently vacant, with no permanent development or personal property. The current project site was created by a Parcel Map recorded in September 1992 ([Document #155247](#)) and has remained undeveloped/unchanged since. The project site is approximately 2.37 acres in size and is located at 3145 Farm District Road (APN: 021-342-06). The project site is surrounded by Rural Residential zoned land to the North, South, East, and West, and is directly adjacent to Farm District Road.

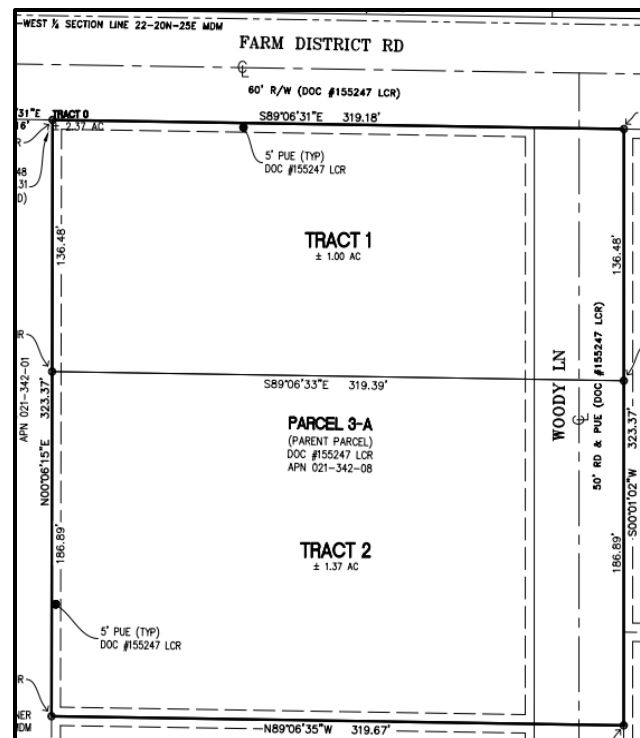
ANALYSIS

The applicant has submitted a Tentative Parcel Map request to subdivide the existing ± 2.37 -acre parcel into two smaller parcels. The proposed new parcels will be approximately 1.37 acres and 1.00 acre in size respectively. No additional information is available regarding the expected use for the two newly formed parcels, but it is expected that any proposed use will be of a rural residential nature.

The City of Fernley's Land Use Map states that the project site currently has a land use designation of SFR (Single Family Residential), and the City's Zoning Map identifies the parcel as being located within the RR1 (Residential Rural, 1-acre minimum lot size) zoning district. This indicates that the parcel's current zoning does not conform to the Single-Family Residential land use designation. In this case however, the tentative map process will utilize the underlying zoning of the parcel, which does allow for the parcel to be split provided that the subsequent parcels conform to the minimum lot size for the zoning district. Given that the RR1 zoning stipulates that all lots must be a minimum of 1-acre in size, this aspect of the proposed parcel map is in conformance with the City's regulations.

Given that the properties surrounding the project site generally share the residential rural zoning, lot transitioning and adjacency standards will not be a concern. As a result, no improvements are expected to be made regarding adjacency between the new and existing lots and buffering between the project site and the surrounding area.

Ingress and egress throughout the project site is currently provided via Woody Lane, a 50-foot-wide access easement that extends from Farm District Road. Woody Lane also provides access to the two parcels directly south of the project site, APN's 021-342-07 and 021-342-08. It is expected that Woody Lane will continue to provide access for the two newly formed parcels as well. The City's Development Code states that any parcel map located within the RR1 zoning district requires that the roadway be improved to a full width pavement section, though curb and gutter sidewalks are not required. These improvements, as may be necessary, will be developed to the approval of the City Administrator, Public Works Director, and City Engineer. The image on the right shows the proposed parcel split, as well as the legal access provided by Woody Lane:



No Traffic Study or Trip Generation Letter was provided with the application submission as the parcel map was not expected to have a significant impact on existing traffic conditions within the area. Although the overall density for the ±2.37-acre project site is doubling from 0.42 dwelling units per acre to 0.84 dwelling units per acre, City Staff were able to determine that the project will not have a significant impact on traffic conditions along Farm District Road and other collector/arterial roadways within the City of Fernley.

The project is required to connect to the City's existing water and wastewater systems, as the project site is within 300 feet of existing infrastructure. As a result, the infrastructure required to connect to the City's existing sewer system will need to be constructed or bonded for prior to the approval and recordation of any Final Map. This will additionally be added as a Condition of Approval for this Tentative Map application. A separate condition may also be added to ensure that the applicant provides a sewer or water report, to ensure how and where they intend to connect to the City's existing infrastructure.

The project site is generally quite flat with a very gentle gradient, sloping downward from south to north. Despite its proximity to the Truckee Canal, the project site is located within an area of minimal flood hazard, according to the most recent data provided by FEMA (Federal Emergency Management Agency). FEMA Flood Map Firmette [#32019C0110E](#) states that the project area is located within Zone X, which is simply referred to as "*an area of minimal flood hazard*". As a result, it is unlikely that the proposed project will require any specific grading to prevent flooding. Despite this, if any grading is required for the project, the developer may need approval on a Grading Permit from the City Building Department.

The proposed project materials were additionally distributed to the City's outside agencies for comment, and any relevant agency comments will be incorporated into the Conditions of Approval prior to the recordation of the Final Map.

Should the Planning Commission determine the project, as submitted and conditioned, is consistent with the development code, will not have a significant adverse impact on the existing surrounding uses, promotes the public health, safety, and general welfare, and can make the applicable Findings, the Planning Commission can approve the project.

If the Planning Commission cannot make some or all the applicable Findings and determines the project, as submitted and conditioned, is not consistent with the development, will have a significant adverse impact on the existing uses, and/or does not promote the public health, safety and general welfare, the Planning Commission could deny the application. The motion to deny should be based on information received in written materials and at the public hearings on this matter and the Planning Commission's inability to make any Finding(s) should be explicitly described.

FINDINGS

TPM1: Availability and Accessibility of Utilities

The subject parcel is currently vacant, though it is surrounded by existing public facilities, roads, and services. The applicant is aiming to connect to existing infrastructure such as sanitary sewer and municipal water. At this time, the applicant has not yet submitted any technical analysis identifying how and where exactly the proposed development intends to connect to the City's infrastructure, but this will be added as a condition of approval prior to the approval and recordation of a Final Map. Any new roadways or other facilities proposed to be constructed are required to be developed in compliance with the development standards laid out by the City of Fernley Department of Public Works and the City of Fernley Engineering Department.

TPM2: Availability and Accessibility of public services such as schools, police and fire protection, recreation facilities, and parks.

Schools

Given that the existing land use for the project site pertains to Residential development, it can be assumed that the parcel map will contribute to the existing school capacity. The Lyon County School District generally calculates 0.5 student(s) per new lot of residential construction, which indicates that the 2 proposed parcels would lead to one (1) additional student utilizing the School District facilities. The new residential lots would utilize East Valley Elementary School, Fernley Intermediate School, Silverland Middle School, and Fernley High School. Current capacity rates for these schools vary between 75% and 90% (*See Table Below*), but it can be expected that the additional student(s) from this proposed parcel map will not have a significant impact on School District Capacities.

LCSD Enrollment/Capacity as of October 1, 2021							
School	Enrollment April 1, 2019	Enrollment February 1, 2020	Enrollment October 1, 2021	Capacity Please see below	2015 Utilization	2025 Utilization	Current Utilization
East Valley ES	530	534	504	669*	97%	115%	75%
Fernley IS	658	656	620	680	81%	96%	93%
Silverland MS	651	680	649	759	73%	86%	86%
Fernley HS	1067	1183	1236	1346**	92%	106%	92%
Capacity Formula: = # rooms x 25 (K-6) or x 30 (7-12) x scheduling factor (high 75%, middle 85%, elementary 95%) (Please see page 44 of the LCSD Master Facility Plan for an example on estimating capacity)							
* Includes new addition completed Summer 2021, increasing capacity by 200							
** Includes two new modular buildings (for a total of 4 on campus) increasing capacity by 120							

Police & Fire

The project site is located within an area that is currently served by the Lyon County Sherriff's Department and the North Lyon County Fire Protection District. In terms of distance, the project site is located less than 0.1 miles (± 470 feet) from the North Lyon County Fire Protection District Station 62, and approximately 5.15 miles from the Lyon County Sherriff's Office.

Parks & Recreational Facilities

The project site is located approximately 0.44 miles from Autumn Winds Park, and approximately 2.45 miles from Ponderosa Park. Both parks are west of the project site, along Farm District Road. The Golf Club at Fernley is also located quite close by, just ± 1.03 miles west of the project site along Farm District Road.

TPM3: Consistency with the zoning district regulations

The proposed Tentative Map is generally consistent with the zoning regulations as outlined within the City of Fernley Development Code.

TPM4: Recommendations and Comments of Review Bodies

All applicable agency comments and recommendations have been addressed. Given that TCID (Truckee Carson Irrigation District) facilities exist near the project site, the final map will require TCID approval.

TPM5: Compliance with this code and all other applicable regulations

This Tentative Parcel Map is generally compliant with the City's Development Code and all other applicable regulations. Sewer and water infrastructure will be required to conform to all standards outlined within the City of Fernley's development Code, as well as the City's Public Works Design Standards.

ATTACHMENTS

1. TPM22002 Conditions of Approval
2. Vicinity Map
3. Tentative Map

Conditions of Approval for TPM22002

Tentative Parcel Map

1. APPROVAL:

THE PROJECT IS APPROVED AS SUBMITTED AND CONDITIONED. ANY SUBSTANTIVE CHANGE SHALL REQUIRE REVIEW AND APPROVAL BY THE PLANNING COMMISSION AND CITY COUNCIL AS AN AMENDMENT TO THIS TENTATIVE SUBDIVISION MAP.

2. PROJECT DESCRIPTION:

A TENTATIVE PARCEL MAP REQUEST ASSOCIATED WITH TPM 22002, TO CREATE 2 PARCELS ON A SITE APPROXIMATELY 2.37 ACRES IN SIZE, LOCATED WITHIN THE RR1 (RESIDENTIAL RURAL, 1-ACRE MINIMUM LOT SIZE) ZONING DISTRICT, LOCATED ADJACENT TO FARM DISTRICT ROAD AND WOODY LANE (APN: 021-342-06).

3. EXPIRATION DATE:

THE TENTATIVE PARCEL MAP SHALL EXPIRE WITHIN ONE (1) YEAR OF THE DATE OF THE PLANNING COMMISSION APPROVAL, UNLESS THE FINAL PARCEL MAP HAS BEEN RECORDED IN ACCORDANCE WITH NEVADA REVISED STATUTES (N.R.S.) 278.360.

4. WATER RIGHTS:

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING THE DEDICATION OF WATER RIGHTS AND ALL ASSOCIATED FEES FOR THE CONNECTION TO THE CITY'S MUNICIPAL WATER SYSTEM IN THE AMOUNT THAT IS REQUIRED PRIOR TO THE RECORDATION OF A FINAL MAP.

5. WATER REPORT:

ALONG WITH A FINAL MAP SUBMITTAL, THE DEVELOPER SHALL SUBMIT A FINAL WATER REPORT THAT COMPLIES WITH ALL REQUIREMENTS OF CHAPTER 4 OF THE CITY OF FERNLEY'S PUBLIC WORKS DESIGN STANDARDS MANUAL TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR. THE DEVELOPER SHALL CONSTRUCT ANY IMPROVEMENTS IDENTIFIED BY THE MODELING AS NECESSARY TO SERVE THE PROJECT IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.

6. SEWER REPORT:

ALONG WITH A FINAL MAP SUBMITTAL, THE DEVELOPER SHALL SUBMIT A FINAL SEWER REPORT THAT COMPLIES WITH ALL REQUIREMENTS OF CHAPTER 8 OF THE CITY OF FERNLEY'S PUBLIC WORKS DESIGN STANDARDS MANUAL TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

7. WATER AND SEWER MAINS AND SERVICES:

THE DEVELOPER SHALL COMPLY WITH ALL STANDARDS, CODES, AND REQUIREMENTS REGARDING CONNECTION TO THE CITY'S SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING BUT NOT LIMITED TO, ASSOCIATED FEES, EASEMENTS, DESIGN STANDARDS, SYSTEM LOOPING, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS.

Conditions of Approval for TPM22002

Tentative Parcel Map

ALONG WITH THE SUBMITTAL OF A FINAL MAP FOR ANY PHASE OF THE PROJECT, THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR WATER AND SANITARY SEWER THAT IS IN CONFORMANCE WITH THE NEVADA ADMINISTRATIVE CODE 445A, THE CITY OF FERNLEY'S MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

8. MUNICIPAL WATER AND SEWER CONNECTION(S)

THE PROPOSED PROJECT WILL BE REQUIRED TO CONNECT TO MUNICIPAL WATER AND WASTEWATER CONNECTIONS AS IT IS LOCATED LESS THAN 300 FEET FROM EXISTING INFRASTRUCTURE. THE DEVELOPER SHALL COMPLY WITH ALL FEES ASSOCIATED WITH THESE CONNECTIONS, AND ANY INFRASTRUCTURE SHALL BE DEVELOPED TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER, PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP.

9. UTILITY EASEMENTS:

THE DEVELOPER SHALL PROVIDE EASEMENTS TO THE CITY OF FERNLEY FOR THE MAINTENANCE OF THE WATER MAINS, METER BOXES, AND SEWER MAINS BEING INSTALLED ON PRIVATE PROPERTY. THE EASEMENTS SHALL INCLUDE THE CITY OF FERNLEY'S STANDARD EASEMENT LANGUAGE AND SHALL BE RECORDED ALONG WITH THE FINAL MAP.

10. WATER SYSTEM LOOPING:

THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR THE WATER SYSTEM THAT DEMONSTRATES ADEQUATE SYSTEM LOOPING PRIOR TO THE ISSUANCE OF A PERMIT. THE PLAN SHALL BE IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE, NEVADA ADMINISTRATIVE CODE 445A AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

11. DESIGN STANDARDS:

THE DEVELOPER SHALL COMPLY WITH THE DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN THE CITY OF FERNLEY'S DEVELOPMENT CODE AND PUBLIC WORKS DESIGN MANUAL UNLESS IN CONFLICT WITH THE LOCAL, STATE, OR FEDERAL REGULATIONS, IN WHICH CASE THE MORE STRINGENT REGULATION WILL TAKE PRECEDENCE.

12. ENGINEERING DEPARTMENT:

THE DEVELOPER SHALL COMPLY WITH ALL ENGINEERING REQUIREMENTS WITHIN FERNLEY MUNICIPAL CODE TITLE 32, INCLUDING BUT NOT LIMITED TO, COMPLIANCE WITH SITE DEVELOPMENT STANDARDS, FLOODPLAIN MANAGEMENT, ROADWAYS, UNDERGROUNDING OF UTILITIES, AND WATER AND WASTEWATER FACILITIES TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

Conditions of Approval for TPM22002

Tentative Parcel Map

13. STREETS:

THE DEVELOPER SHALL CONSTRUCT ANY ROADWAY IMPROVEMENTS NECESSARY TO SERVE THE PROJECT TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

14. DRAINAGE AND GRADING:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE CITY'S MUNICIPAL CODE CHAPTER 32 (DRAINAGE AND GRADING) AND CHAPTER 10 OF THE CITY OF FERNLEY'S PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR. THE DEVELOPER SHALL PROVIDE A DRAINAGE REPORT FOR THE PROJECT IN CONFORMANCE WITH THE CITY'S DEVELOPMENT CODE, MUNICIPAL CODE, AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER. EACH SUCCESSIVE PHASE OF THE PROJECT SHALL SUBMIT AN UPDATED DRAINAGE REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT ON THE TOTAL DISCHARGE INTO THE DRAINAGE SYSTEM. THE DRAINAGE REPORT AND GRADING PLANS FOR ANY PHASE OF THE DEVELOPMENT SHALL BE REVIEWED AND APPROVED BY THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR EACH PHASE OF THE PROJECT.

15. GRADING PERMIT:

IF APPLICABLE, THE DEVELOPER SHALL SUBMIT A GRADING PLAN FOR ANY PHASE OF THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE DEVELOPMENT, THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE. THE DEVELOPER SHALL PROVIDE A STAMPED ENGINEER'S ESTIMATE FOR REGRADING AND RECLAMATION OF THE SITE. THE DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN THE CITY OF FERNLEY'S DEVELOPMENT CODE AS WELL AS ALL STATE AND FEDERAL REGULATIONS. THE DEVELOPER OR THEIR DESIGNEE SHALL BE RESPONSIBLE FOR OBTAINING AND MAINTAINING A STORM WATER POLLUTION PREVENTION PERMIT WITH THE STATE OF NEVADA AS WELL AS A SURFACE AREA DISTURBANCE.

16. IMPROVEMENT PLANS:

WITH THE SUBMITTAL OF ANY FINAL MAP APPLICATION, THE DEVELOPER SHALL SUBMIT THE ASSOCIATED IMPROVEMENT PLANS FOR REVIEW AND APPROVAL. THE UTILITIES AND INFRASTRUCTURE FOR EACH PHASE MUST OPERATE INDEPENDENTLY OF FUTURE PHASES YET TO BE CONSTRUCTED.

PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP FOR THE PROJECT, THE DEVELOPER SHALL CONSTRUCT ALL REQUIRED PUBLIC IMPROVEMENTS OR; PROVIDE A SECURITY IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN TITLE 32, IMPROVEMENTS AND AGREEMENTS, OF THE FERNLEY MUNICIPAL CODE AND COMPLETE THE MINIMUM IMPROVEMENTS IDENTIFIED IN TITLE 32.03.060 OF THE CITY OF FERNLEY MUNICIPAL CODE.

Conditions of Approval for TPM22002

Tentative Parcel Map

17. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

THE DEVELOPER SHALL COMPLY WITH THE REQUIREMENTS OF THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT TO THE APPROVAL OF THE ADMINISTRATOR AND THE FIRE CHIEF PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP.

18. LEGAL ACCESS:

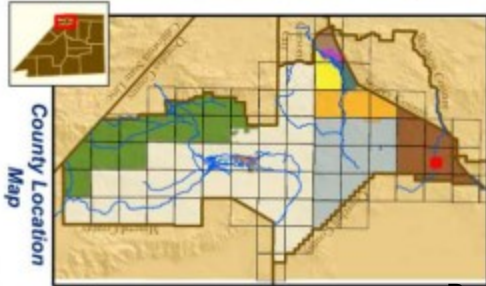
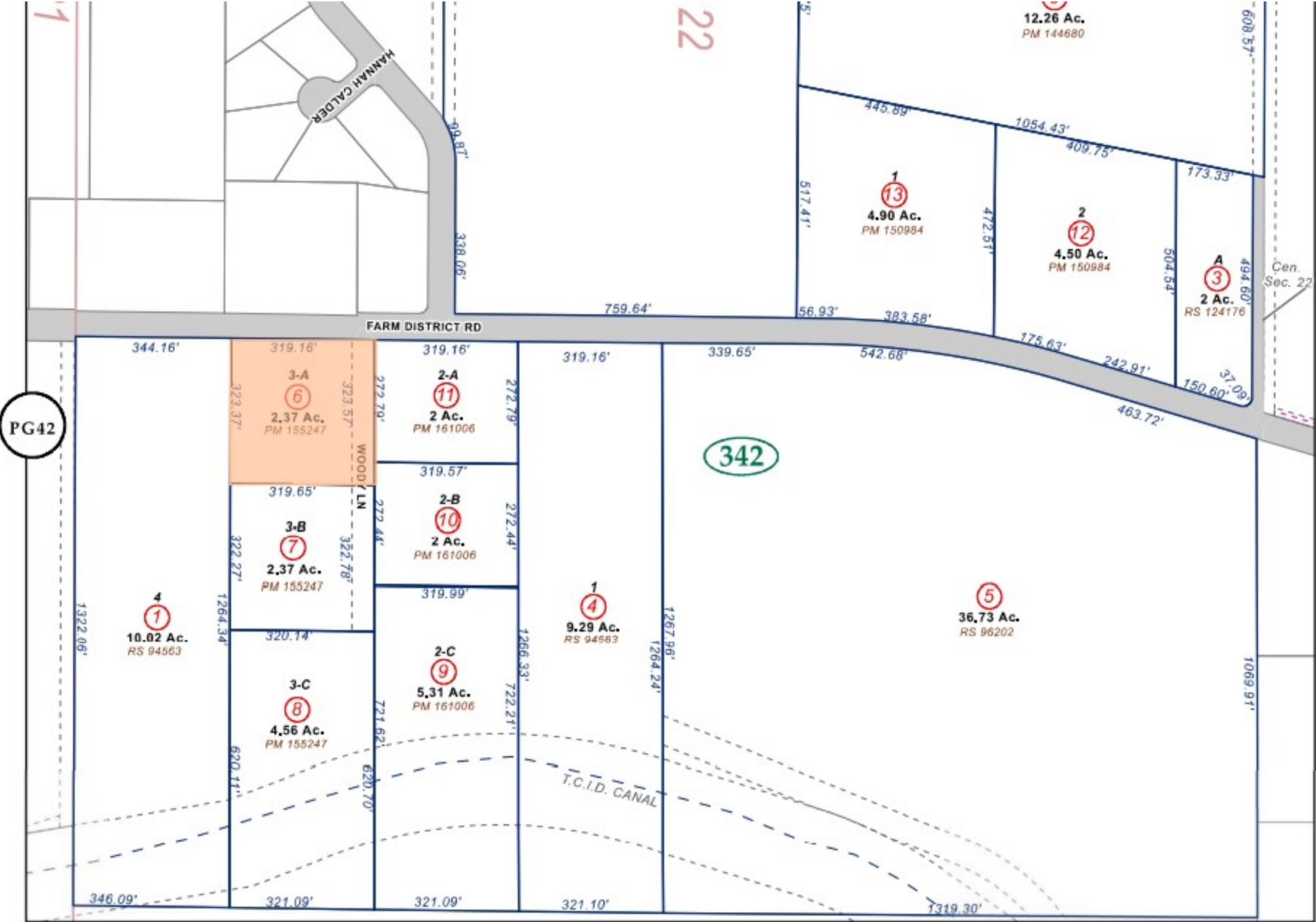
THE DEVELOPER SHALL DEMONSTRATE THAT LEGAL ACCESS IS PROVIDED TO EACH PROPOSED PARCEL TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR PRIOR TO THE RECORDATION OF THE FINAL PARCEL MAP FOR THE PROJECT.

19. NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION BUREAU OF SAFE DRINKING WATER AND BUREAU OF WATER POLLUTION CONTROL FOR THE WATER AND SEWER INFRASTRUCTURE DESIGN AND CONSTRUCTION TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

20. NEVADA REVISED STATUTES 278 COMPLIANCE

THE FINAL MAP SHALL CONFORM TO THE FORM AND CONTENTS OF A FINAL PARCEL MAP AS REQUIRED BY NRS 278.



Map Elements

- 1/4 Corner Section
- Section Ties
- 300' Dimensions
- Parcel Lot
- Parcel Number
- 0.13 Ac. Acreage of Parcel
- PU 136149 Recorded Map Image
- Parcel Boundaries
- Block Number
- Parcel Book & Page Number
- PG#
- Page Number
- Cities & Townships
- Dayton
- Dayton Valley
- Fertley
- Mark Twain
- Mason Valley
- Mound House
- Silver City
- Silver Springs
- Smith Valley
- Stagecoach
- Verdigris

Scale: 1" = 300'

Revised: September 28, 2015

PG42

Map Elements

- 1/4 Corner Section
- Section Ties
- 300' Dimensions
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March 15, 2022 - 09:21 Dwg Name: S:\Entitlement Engineering\19286 - CAD\Surveying\Regghetti\19286_Regghetti19237_PLM.dwg Updated By: RPedraza

OWNER'S CERTIFICATE

THIS TO CERTIFY THAT THE UNDERSIGNED, **REGHETTI INVESTMENTS, LLC**, A NEVADA LIMITED LIABILITY COMPANY IS THE OWNER OF THAT TRACT OF LAND REPRESENTED ON THIS PLAT AND HAS CONSENTED TO THE PREPARATION AND RECORDATION OF THIS PLAT AND THAT THE SAME IS EXECUTED IN COMPLIANCE WITH AND SUBJECT TO THE PROVISIONS OF N.R.S. CHAPTER 278; AND THE OWNER HEREBY GRANTS TO ALL PUBLIC UTILITY COMPANIES (INCLUDING CABLE TV), THE PERMANENT EASEMENTS SHOWN ON THIS PLAT FOR THE CONSTRUCTION AND MAINTENANCE OF UTILITY SYSTEMS, TOGETHER WITH THE RIGHT OF ACCESS THERETO FOREVER.

REGHETTI INVESTMENTS, LLC, A NEVADA LIMITED LIABILITY COMPANY
BY: BRIAN BISHOP-PARISE
ITS: MANAGER

BRIAN BISHOP-PARISE
MANAGER

STATE OF NEVADA } S.S.
COUNTY OF LYON
SIGNED BEFORE ME ON THIS DAY OF , 2022.

NOTARY PUBLIC
DATE

LEGEND

AC	ACRES		
APN	ASSESSOR'S PARCEL NUMBER	NAD	NORTH AMERICAN DATUM
C	CENTERLINE	NTS	NOT TO SCALE
COMM	COMMUNICATION	PM	PARCEL MAP
DOC	DOCUMENT	PUE	PUBLIC UTILITY EASEMENT
GND	GROUND	R/W	RIGHT-OF-WAY
FD	FOUND	SIR	SET 3/8" IRON ROD & CAP "PLS21076"
FIR	FOUND IRON ROD		
LCR	LYON COUNTY RECORDS	TCID	TRUCKEE-CARSON IRRIGATION DISTRICT
MDM	MOUNT DIABLO MERIDIAN		
MON	MONUMENT		

BASIS OF BEARINGS

THE WEST LINE OF THE SOUTHWEST QUARTER (SW¼) OF SECTION 22-20N-25E MDM BEARS NORTH 00°27'26" WEST, CONSISTENT WITH THE NORTH AMERICAN DATUM OF 1983 (NAD83), 1994 (94 HARN) NEVADA STATE PLANE COORDINATE SYSTEM WEST ZONE MODIFIED, AND ALL BEARINGS CITED HEREON (OTHER THAN THOSE OF REFERENCED DOCUMENTS) ARE RELATIVE THERETO. ALL DISTANCES SHOWN HEREIN ARE GROUND VALUES. SCALE FACTOR: **1.0002825567604** - BEARINGS ARE EXPRESSED IN DEGREES (°) MINUTES (') & SECONDS ("). DISTANCES ARE EXPRESSED IN FEET & DECIMAL PARTS THEREOF. CURVES ARE EXPRESSED IN RADIUS (R) CENTRAL ANGLE (Δ) AND ARC LENGTH (L). COORDINATES ARE EXPRESSED IN NORTING (N) AND EASTING (E).

T.C.I.D. CERTIFICATE

I, RUSTY D. JARDINE, ESQ., GENERAL MANAGER OF THE TRUCKEE-CARSON IRRIGATION DISTRICT (DISTRICT) DOES HEREBY DECLARE AS FOLLOWS:

- EVERY PARCEL DEPICTED UPON THIS MAP LIES WITHIN THE GEO-PHYSICAL BOUNDARIES OF THE NEWLANDS FEDERAL RECLAMATION PROJECT (PROJECT) ESTABLISHED BY ACT OF CONGRESS IN 1902 (32 STAT. 388), AND THE BOUNDARIES OF THE DISTRICT AS AUTHORIZED BY THE NEVADA IRRIGATION DISTRICT ACT (NRS 539.010 ET SEQ). DEPICTED ON THIS MAP ARE PROJECT EASEMENTS AND/OR RIGHTS OF WAY FOR THE CONSTRUCTION, MAINTENANCE, AND/OR OPERATION OF PROJECT CANALS, LATERALS, DRAINS, AND/OR FACILITIES. OBSTRUCTIONS AND/OR NUISANCES TO OR WITHIN PROJECT CANALS, LATERALS, DRAINS, AND/OR FACILITIES, ARE IMPERMISSIBLE.
- THE DISTRICT BY AGREEMENT WITH THE UNITED STATES OF AMERICA, THROUGH THE BUREAU OF RECLAMATION (RECLAMATION) OF THE DEPARTMENT OF THE INTERIOR, IS THE AGENT FOR THE OPERATION AND MAINTENANCE OF THE PROJECT. THE DISTRICT IS AUTHORIZED TO ENTER PROJECT EASEMENTS AND/OR RIGHTS OF WAY FOR ALL LAWFUL PURPOSES ASSOCIATED WITH THE OPERATION AND MAINTENANCE OF THE PROJECT.
- ALL LANDS DEPICTED HEREON, HAVING SURFACE WATER RIGHTS APPURTENANT THERETO, ARE SUBJECT TO REGULATION BY THE DISTRICT FOR THE DELIVERY AND DISTRIBUTION OF WATER AS PROVIDED FOR BY NRS 539.233.
- THE DISTRICT ASSUMES NO LEGAL DUTY, AS TO THE LANDS DEPICTED HEREON, FOR THE INSPECTION OR REVIEW OF PAST OR FUTURE HYDROLOGIC CONDITIONS, INCLUDING, WITHOUT LIMITATION, CHANGES TO SURFACE OR GROUNDWATER SOURCES, WATER TABLES, OR FLOODING, AND MAKES NO CLAIM OR WARRANTY AS TO THE EXISTENCE OF SUCH ADVERSE HYDROLOGIC CONDITION(S) NOW ATTENDING THE LANDS, OR EXISTING STRUCTURES, OR AS TO ANY STRUCTURE(S) TO BE PLANNED OR TO BE CONSTRUCTED THEREON.
- THE DISTRICT ASSUMES NO LEGAL DUTY FOR, NOR MAKES ANY WARRANTY ASSOCIATED WITH, THE ACCURACY OF THE WATER RIGHTS DEPICTED ON THIS MAP.

RUSTY D. JARDINE, ESQ.
DISTRICT MANAGER

GENERAL NOTES

- 5' PUE ON BOTH SIDES OF INTERIOR LOT LINES AND 5' ON EXTERIOR LOT LINES OR AS SHOWN.
- TWO NEW PARCELS HAVE BEEN CREATED AS A RESULT OF THIS MAP.
- A PUBLIC UTILITY EASEMENT IS ALSO HEREBY GRANTED SPECIFICALLY TO NV ENERGY & CHARTER COMMUNICATIONS WITHIN EACH PARCEL FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY FACILITIES TO THAT PARCEL/LOT AND THE RIGHT TO EXIT THAT PARCEL/LOT WITH SAID UTILITY FACILITIES FOR THE PURPOSE OF SERVING OTHER PARCELS/LOTS AT LOCATIONS MUTUALLY AGREED UPON BY THE OWNERS OF RECORD, AT THE TIME AND THE UTILITY COMPANY.
- A PUBLIC UTILITY EASEMENT IS ALSO HEREBY GRANTED SPECIFICALLY TO SOUTHWEST GAS CORPORATION WITHIN EACH PARCEL FOR THE EXCLUSIVE PURPOSE OF INGRESS/EGRESS, INSTALLING, MAINTAINING, INSPECTING AND REPAIRING UTILITY FACILITIES WHICH PROVIDE SERVICE TO THAT PARCEL/LOT, WITH THE RIGHT TO EXIT THAT PARCEL/LOT WITH ADDITIONAL UTILITY FACILITIES FOR THE PURPOSE OF SERVING OTHER PARCELS/LOTS.
- A PUBLIC UTILITY EASEMENT IS ALSO HEREBY GRANTED SPECIFICALLY TO NEVADA BELL COMPANY, D/B/A AT&T NEVADA, WITHIN EACH PARCEL FOR THE EXCLUSIVE PURPOSE OF INGRESS/EGRESS, INSTALLING, MAINTAINING, INSPECTING AND REPAIRING UTILITY FACILITIES WHICH PROVIDE SERVICE TO THAT PARCEL/LOT, WITH THE RIGHT TO EXIT THAT PARCEL/LOT WITH ADDITIONAL UTILITY FACILITIES FOR THE PURPOSE OF SERVING OTHER PARCELS/LOTS.
- ALL PUBLIC UTILITY EASEMENTS SHALL INCLUDE CABLE TV.

PLANNING COMMISSION CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS PARCEL MAP WAS REVIEWED BY THE CITY OF FERNLEY COMMUNITY DEVELOPMENT AND DETERMINED TO BE IN SUBSTANTIAL COMPLIANCE WITH THE CONDITIONS OF APPROVAL ISSUED BY THE PLANNING COMMISSION ON THE ? DAY OF MONTH 2022.

PLANNING COMMISSION CHAIRMAN
DATE

NAME PRINTED

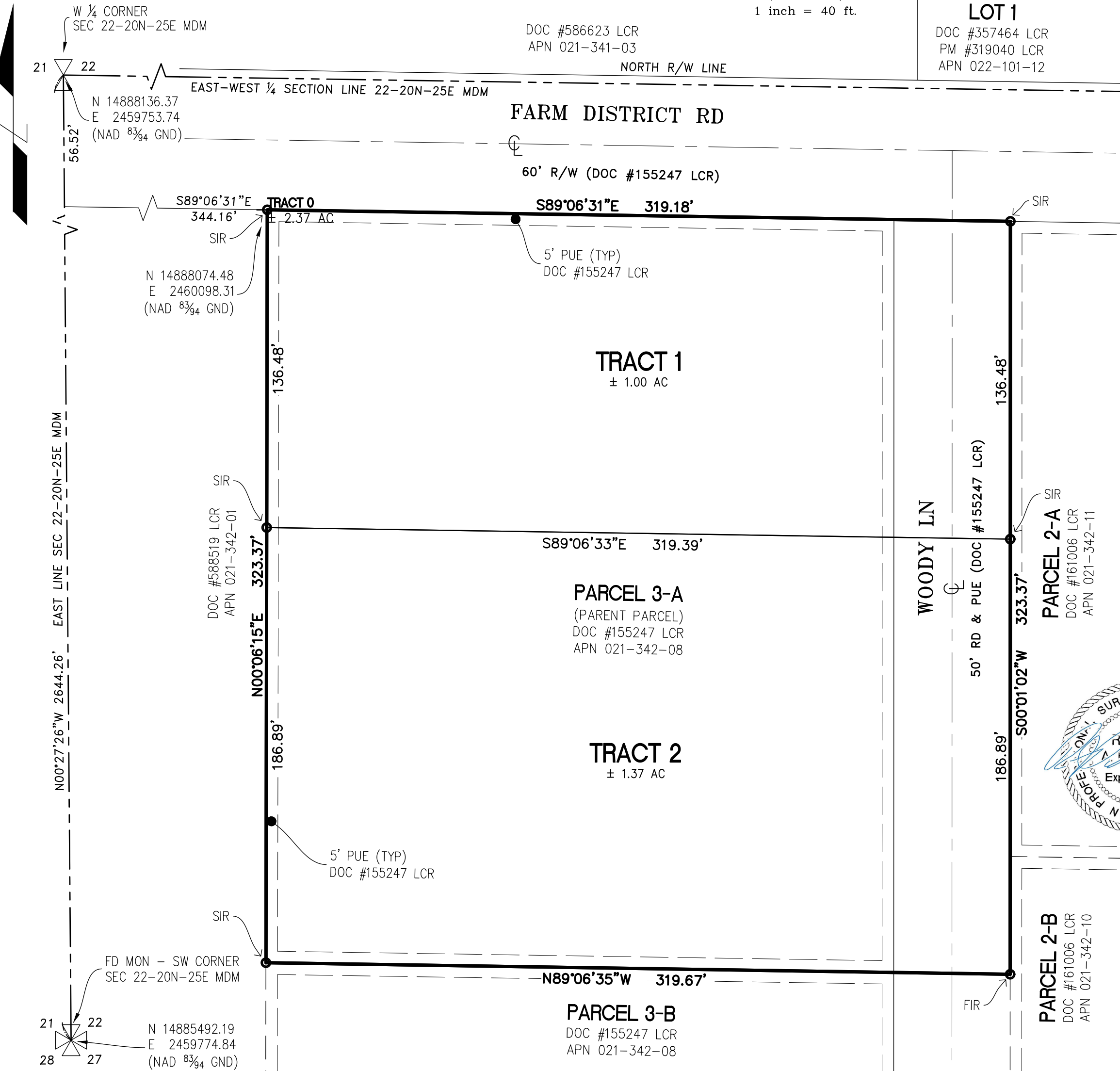
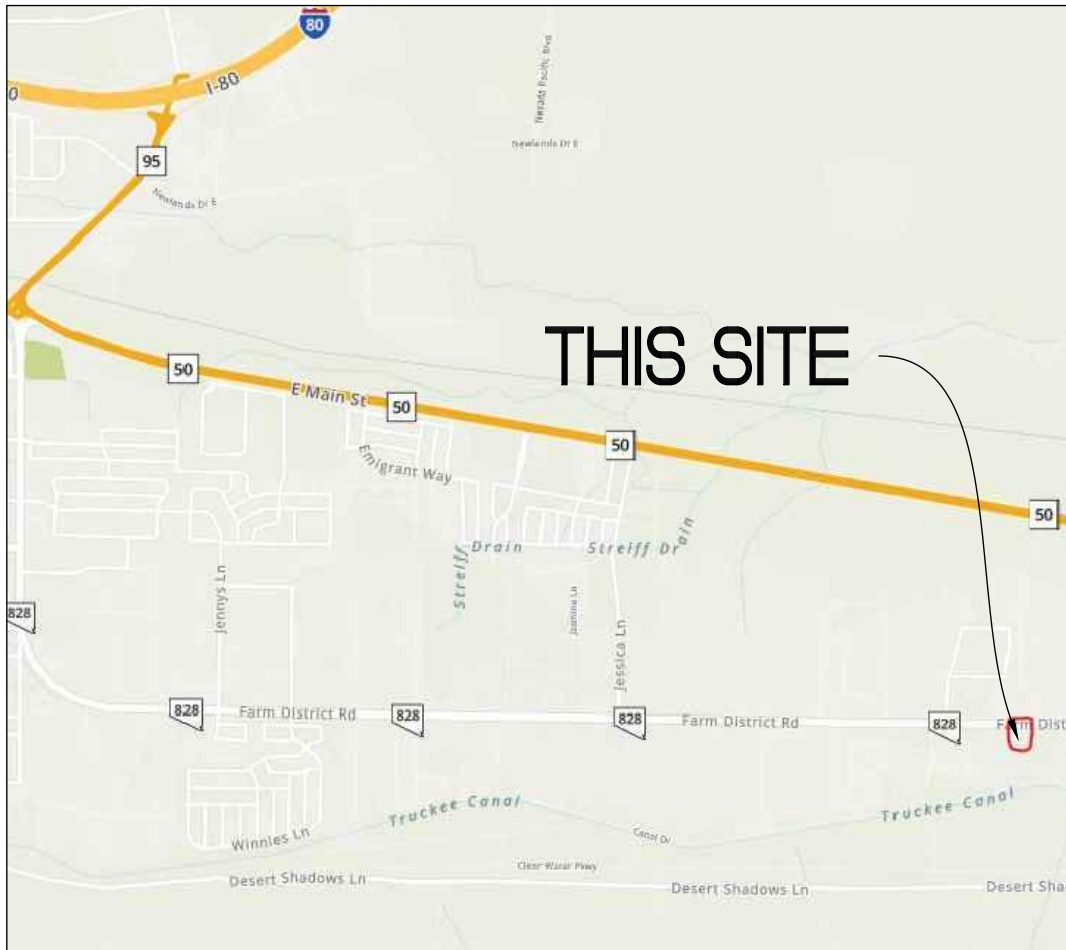
REFERENCES

NO.	NAME	DATE OF RECORD	DOCUMENT NO.
1)	George & Arlene Nelson	09/28/92	155247
2)	George & Arlene Nelson	05/05/93	161006

(ALL OF THE ABOVE IN THE OFFICIAL RECORDS OF LYON COUNTY, NEVADA)

PRELIMINARY TITLE REPORT PREPARED BY STEWART TITLE COMPANY, INC., DATED OCTOBER 12TH, 2021, IN FILE NO. 1456872.

VICINITY MAP (NTS)



COUNTY CLERK'S CERTIFICATE

I, NIKKI BRYAN, LYON COUNTY CLERK/TREASURER HEREBY CERTIFY THAT THERE ARE NO LIENS FOR UNPAID STATE, COUNTY, CITY OR LOCAL TAXES OR SPECIAL ASSESSMENTS AND THAT ALL TAXES FOR THE FISCAL YEAR HAVE BEEN PAID ON PROPERTY, THE SUBJECT OF THIS MAP. (APN 021-303-61)

LYON COUNTY CLERK/TREASURER
DATE

UTILITY COMPANY CERTIFICATE

THE UTILITY EASEMENTS SHOWN HEREON THIS PARCEL MAP HAVE BEEN CHECKED, BY THE UNDERSIGNED CABLE TV AND PUBLIC UTILITY COMPANIES.

SIERRA PACIFIC POWER COMPANY, D.B.A. NV ENERGY
DATE

PRINT NAME / TITLE

NEVADA BELL TELEPHONE COMPANY D.B.A. AT&T NEVADA
DATE

PRINT NAME / TITLE

CHARTER COMMUNICATIONS
DATE

PRINT NAME / TITLE

SOUTHWEST GAS CORP.
DATE

PRINT NAME / TITLE

GRAPHIC SCALE



TITLE COMPANY CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT HAS BEEN EXAMINED AND THAT THE SUB-DIVIDER OFFERING THIS PLAT, IS THE ONLY OWNER OF RECORD OF SAID LAND; THAT ALL OWNERS OF RECORD OF THE LAND HAVE SIGNED THE FINAL MAP; THAT NO ONE HOLDS OF RECORD A SECURITY INTEREST IN SAID LAND AND THAT THERE ARE NO LIENS OF RECORD AGAINST THE LANDS DELINEATED HEREON FOR DELINQUENT STATE, COUNTY, MUNICIPAL, FEDERAL, OR LOCAL TAXES OR ASSESSMENTS COLLECTED AS TAXES OR SPECIAL ASSESSMENTS.

STEWART TITLE COMPANY

BY: DATE

TITLE:

G.I.S. CERTIFICATE

A DIGITAL COPY OF THIS MAP HAS BEEN DELIVERED TO THE CITY OF FERNLEY AND LYON COUNTY GIS DEPARTMENTS.

CITY OF FERNLEY GIS DEPARTMENT

SIGNATURE PRINT NAME / TITLE DATE

LYON COUNTY GIS DEPARTMENT

SIGNATURE PRINT NAME / TITLE DATE

CITY OF FERNLEY CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS MAP IS IN SUBSTANTIAL COMPLIANCE WITH THE CITY OF FERNLEY WATER, WASTEWATER, ROADWAYS AND DRAINAGE STANDARDS AND REGULATIONS AND THAT ALL REQUIRED IMPROVEMENTS HAVE BEEN COMPLETED OR PROPER FINANCIAL SECURITY HAS BEEN POSTED GUARANTEEING COMPLETION OF THE IMPROVEMENTS.

CITY OF FERNLEY ENGINEER DATE

PRINT NAME / TITLE

CITY SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE FINAL PARCEL MAP HAS BEEN EXAMINED AND I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

GRANT ALEXANDER, P.L.S.
ACTING CITY SURVEYOR DATE

SURVEYOR'S CERTIFICATE

I, RICHARD A. PEDRAZA, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA, CERTIFY THAT:

- THIS PLAT REPRESENTS THE RESULTS OF A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION AND IS SUFFICIENT TO LOCATE AND IDENTIFY PROPERLY THE PROPOSED PARCEL MAP.
- ALL CORNERS AND ANGLE POINTS OF THE PARCEL MAP HAVE BEEN DEFINED BY MONUMENTS AND ARE OF SUFFICIENT NUMBER AND DURABILITY OR WILL BE OTHERWISE DEFINED ON A DOCUMENT OF RECORD AS REQUIRED BY NRS 625.340.
- THE LAND SURVEYED LIES WITHIN A PORTION OF THE SE 1/4 OF SECTION 20, T20N., R24E., MDM., FERNLEY, NEVADA AND THE SURVEY WAS COMPLETED ON DECEMBER 4, 2021.
- THE SURVEY WAS CONDUCTED AT THE INSTANCE OF VERONDA LLC A NEVADA LIMITED LIABILITY COMPANY
- THIS PLAT COMPLIES WITH APPLICABLE STATUTES OF THIS STATE AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE GOVERNING BODY GAVE ITS FINAL APPROVAL, AND THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH CHAPTER 625 OF THE NEVADA ADMINISTRATIVE CODE.
- THE MAP IS NOT IN CONFLICT WITH THE PROVISIONS OF NRS 278.010 TO 278.630, INCLUSIVE.

RICHARD A. PEDRAZA, PLS
NEVADA CERTIFICATE NO. 21076

COUNTY RECORDER'S CERTIFICATE:

FILE NO. FEE: FILED FOR RECORD AT THE REQUEST OF PHELPS ENGINEERING SERVICES, INC. ON THIS DAY OF 2022, AT MINUTES PAST O'CLOCK M. OFFICIAL RECORDS OF LYON COUNTY, NEVADA.

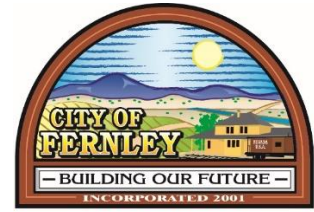
3-15-22 COUNTY RECORDER

BY DEPUTY

PARCEL MAP FOR REGHETTI INVESTMENTS LLC
ALL OF PARCEL 3-A OF THE PARCEL MAP FOR GEORGE & ARLENE NELSON, IN DOC #155247, LCR, SITUATE IN THE NW¼ OF THE SW¼ OF SECTION 22, TOWNSHIP 20N, RANGE 25E, MDM, LYON CO., NEVADA

CITY OF FERNLEY	LYON CO.	NEVADA
DRAWN: RAP	DATE: 03-14-22	PRJ# 19286

ENGINEERS - PLANNERS - SURVEYORS - ANALYSTS
PHELPS ENGINEERING
155 Country Estates Circle, Suite 300 - Reno, NV. 89511
(775) 241-3807 - www.phelpsengineering.net - info@pelpsengineering.net



Memo

File: ANX22001 – Mark IV Capital Annexation Request

To Planning Commission

From: Tim Thompson

Date: May 11, 2022

Re: Continuance of Annexation request associated with ANX22001.

With concurrence from the applicant, staff is requesting this item be continued to the regularly scheduled Fernley Planning Commission meeting on June 8, 2022. Because the item was noticed, staff suggests the Chair open public comment prior to making a motion.

Motion:

“I move to continue the Annexation request, associated with ANX22001, to the June 8, 2022, Planning Commission meeting.”