



N E V A D A

AGENDA
Regular Meeting
City Council

Wednesday, March 4, 2026 • 5:00 PM

Mayor
Neal E. McIntyre

City Council
Ward 1 - Ryan Hanan
Ward 2 - Felicity Zoberski
Ward 3 - Stan Lau
Ward 4 - Albert Torres
Ward 5 - Joe Mendoza

Acting City Manager
Lydia Altick

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/82966343247>, or one tap_mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 829 6634 3247

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 City Council may submit public comment through the [online public comment form](#), 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 City Council 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 council members 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: City Council 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 City Council.

Order of Business: The presiding officer shall determine the order of the agenda. The Fernley City Council 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. Pledge of Allegiance

1.2. Roll Call

1.3. Public Forum

1.4. (For Possible Action) Approval of Agenda

2. CONSENT AGENDA

(PLEASE NOTE: ALL MATTERS LISTED UNDER THE CONSENT AGENDA ARE CONSIDERED ROUTINE, AND MAY BE ACTED UPON BY THE COUNCIL MEMBERS IN ONE MOTION, AND WITHOUT AN EXTENSIVE HEARING. ANY MEMBER OF THE COUNCIL MAY REQUEST THAT AN ITEM BE TAKEN FROM THE CONSENT AGENDA, DISCUSSED, AND ACTED UPON SEPARATELY DURING THIS MEETING.)

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

2.4. Possible Action to authorize the execution of the water rights banking and dedication agreement between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the "Dedicator") and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the "City"), APN 020-361-08 TCID serial number 1057-5 in the amount of 18 acre feet annually.

3. REPORTS - THIS ITEM IS FOR VARIOUS PUBLIC ENTITY REPRESENTATIVES TO PROVIDE GENERAL INFORMATION TO THE COUNCIL AND PUBLIC. NO ACTION WILL BE TAKEN.

3.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.

4. PROCLAMATIONS BY THE MAYOR

5. ORDINANCES

5.1. (Possible Action) Introduction and first reading of Bill #379 associated with CA26001, a request from the Planning Department to amend the City's land use table, Fernley Municipal Code Title 32, Chapter 6, Section 150, Table 2, to allow multifamily and mixed-use developments by right in commercial zones pursuant to State Assembly Bill 241.

6. STAFF REPORTS

6.1. Possible action to approve additional funding for the Phase 1, parcels 4 & 8 reversionary interest process, and the Phase 2 lands conveyance, totaling \$46,400.

7. RESOLUTIONS

7.1. Councilman Torres' Request: Discussion and Possible action to adopt Resolution number 26-004 and discuss the competency, character, and/or alleged misconduct of Councilman Lau including the results of the independent investigation conducted by Sutton Law and Consulting, with possible action, including but not limited to: censure, removal from boards or committees, adoption of resolution, request for resignation, etc.

7.2. Councilman Hanan's Request: Discussion and Possible Action to adopt Resolution number 26-003 and discuss the competency, character, and/or alleged misconduct of Councilman Torres including the results of the independent investigation conducted by Sutton Law and Consulting with possible action, including but not limited to: censure, removal from boards or committees, adoption of resolution, expulsion and request for resignation, etc

8. PUBLIC HEARINGS

8.1. (For Possible Action) Discussion and possible action regarding Bill #380 associated with ZMA25001 and TSM25001, concurrent requests from Wood Rodgers, Inc. on behalf of Genica Clover Ranch, LLC, for a zoning map amendment and tentative subdivision map rezoning (6) parcels containing approximately 24.72 acres generally located between Farm District Road to the south, Langdon Street to the north, Winnie Lane to the west, and Nevada Pacific Boulevard to the east from RR½ (Rural Residential, ½-acre minimum) and RR5 (Rural Residential, 5-acre minimum) to SF6 (Single Family, 6000-square foot minimum) and creating a 105-lot single-family residential subdivision (APNs 021-331-15, -19, -20, -22, -29, and -38).

9. ITEMS REQUESTED BY MAYOR OR CITY COUNCIL MEMBERS

9.1. Discussion and Possible Action: The City Council previously approved moving forward with a comprehensive Efficiency Study to evaluate current operations, organizational structure, service delivery, and resource utilization. This direction was provided several months ago with the intent of advancing transparency, accountability, and operational effectiveness. Since that approval, limited formal updates have been provided to the Council regarding progress, development of the Request for Proposals (RFP), or anticipated timelines. As a result, this item is being brought forward to formally reestablish priorities, ensure accountability, and move the project forward in a timely and transparent manner.
(Councilman Mendoza)

10. PUBLIC FORUM

11. ADJOURNMENT

Next Meeting: March 18th at 5pm

Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {<>} 2201

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
AERATOR SOLUTIONS									
8980	AERATOR SOLUTIONS	6693	16 Aerators & 1 Spare Motor Module	01/27/2026	399,280.00	02/19/2026	520-810-430	Outside Serv-Repair & Maint	126
Total 8980:					399,280.00				
AFLAC									
5690	AFLAC	018090	SUPPLEMENTAL INSURANCE	02/25/2026	577.16		100-217400	AFLAC Insurance Payable	226
Total 5690:					577.16				
AIT ADVANCED INTERPRETING & TRANSLATION									
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202602-FMC-	Spanish 25TR239, 26TR12, 26TR5, 26CR6, AND 26CR2	02/05/2026	510.00		100-425-330	Prof Serv-Interpreter	226
Total 8498:					510.00				
ALL AMERICAN LOCK & SAFE INC									
9109	ALL AMERICAN LOCK & SAFE INC	46706	New locks at all facilities	02/03/2026	6,870.00	02/19/2026	510-810-430	Outside Serv-Repair & Maint	226
Total 9109:					6,870.00				
ALLDATA LLC									
8930	ALLDATA LLC	INVC06616759	ALL DATA AUTOMOTIVE SERVICES	02/13/2026	361.60	02/19/2026	100-480-342	Tech Services-Other	226
Total 8930:					361.60				
ARAMARK (VESTIS)									
1895	ARAMARK (VESTIS)	5980356322	shirt contract	02/10/2026	91.05	02/19/2026	100-480-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980356323	Clothing/Mats	02/10/2026	68.51	02/19/2026	100-475-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980356324	floor mat service	02/10/2026	32.85	02/19/2026	510-810-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357897	PS Custodial supplies, rags, rugs	02/17/2026	154.11	02/19/2026	510-840-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357904	shirt contract	02/17/2026	89.69	02/19/2026	100-480-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357905	shop mat service	02/17/2026	101.30	02/19/2026	100-475-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357906	Clothing/Mats	02/17/2026	68.51	02/19/2026	100-475-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357907	floor mat service	02/17/2026	32.85		510-810-420	Outside Services	226
1895	ARAMARK (VESTIS)	5980357909	Floor Mats	02/17/2026	214.25	02/19/2026	100-417-420	Outside Services	226
Total 1895:					853.12				

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
ARC GENERATOR SERVICE, LLC									
8984	ARC GENERATOR SERVICE, LLC	2827	well 13 maintenance and repair	01/05/2026	2,932.25	02/19/2026	510-810-430	Outside Serv-Repair & Maint	126
8984	ARC GENERATOR SERVICE, LLC	2868	REPAIR SHOP GENERATOR	02/18/2026	621.35	02/19/2026	100-480-430	Outside Serv-Repair & Maint	226
Total 8984:					3,553.60				
AT&T									
13	AT&T	5968142118	07048 WTP Ethernet JAN 26	02/01/2026	2,575.28	02/19/2026	100-417-530	Communications	226
Total 13:					2,575.28				
AT&T LONG DISTANCE									
448	AT&T LONG DISTANCE	815519343-Feb26	81551934 JAN 26	02/04/2026	1,069.78	02/19/2026	100-417-530	Communications	226
Total 448:					1,069.78				
BIG R OF FERNLEY									
20	BIG R OF FERNLEY	18292/5	Returned Paint	02/19/2026	11.99-	02/19/2026	100-417-600	General Supplies	226
20	BIG R OF FERNLEY	23695/5	lumber	02/09/2026	14.32	02/19/2026	100-575-600	General Supplies	226
20	BIG R OF FERNLEY	23701/5	Sprayer replacement parts	02/10/2026	24.99	02/19/2026	100-475-600	General Supplies	226
20	BIG R OF FERNLEY	23711/5	Drill Bits, Washer fluid	02/13/2026	70.93	02/19/2026	100-575-600	General Supplies	226
20	BIG R OF FERNLEY	23724/5	CLEANING SUPPLIES FOR FLEET	02/17/2026	7.98	02/19/2026	100-480-600	General Supplies	226
20	BIG R OF FERNLEY	23734/5	PS plumbing repair parts and cleaner	02/18/2026	154.92	02/19/2026	510-840-614	Shop Supplies	226
20	BIG R OF FERNLEY	23736/5	SHOP CLEANING SUPPLIES	02/19/2026	140.96	02/19/2026	100-480-600	General Supplies	226
20	BIG R OF FERNLEY	23739/5	Safety Glasses	02/19/2026	9.98	02/19/2026	100-417-616	Safety Supplies	226
20	BIG R OF FERNLEY	23739/5	Paint	02/19/2026	23.98	02/19/2026	100-417-600	General Supplies	226
20	BIG R OF FERNLEY	23741/5	Hardware	02/19/2026	4.59		100-417-600	General Supplies	226
20	BIG R OF FERNLEY	23760/5	Safety gloves, respirator	02/23/2026	63.85		100-475-616	Safety Supplies	226
20	BIG R OF FERNLEY	23764/5	Anti-freeze, bucket	02/23/2026	16.97		100-528-600	General Supplies	226
Total 20:					521.48				
BOB'S PRINTING AND SIGNAGE									
6970	BOB'S PRINTING AND SIGNAGE	11526-1	Window Envelopes - Department Header	02/03/2026	72.00	02/19/2026	520-810-550	Printing and Postage	226
6970	BOB'S PRINTING AND SIGNAGE	11526-1	Window Envelopes - Department Header	02/03/2026	36.00	02/19/2026	510-810-550	Printing and Postage	226
6970	BOB'S PRINTING AND SIGNAGE	11526-1	Window Envelopes - Department Header	02/03/2026	36.00	02/19/2026	510-840-550	Printing and Postage	226
Total 6970:					144.00				
BRADY INDUSTRIES OF NEVADA LLC									
8837	BRADY INDUSTRIES OF NEVADA LLC	11289845	Cleaning supplies/Paper towels	02/13/2026	279.46	02/19/2026	100-417-612	Building Maint Supplies	226
Total 8837:					279.46				

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
CDM SMITH								
8576	CDM SMITH	90254388	August PER presentation to Council-CDM	01/21/2026	9,996.23		510-840-320 Prof Serv-Engineering	126
Total 8576:					9,996.23			
CDW GOVERNMENT INC.								
27	CDW GOVERNMENT INC.	AH9YH6V	BROTHER LASER PRINT-IT	02/10/2026	552.89	02/19/2026	100-418-605 Minor Equipment	226
27	CDW GOVERNMENT INC.	AI13V7X	IT- Hard drive eraser	02/18/2026	513.82		100-418-605 Minor Equipment	226
27	CDW GOVERNMENT INC.	AI17658	AP printer toner	02/19/2026	247.63		100-415-600 General Supplies	226
27	CDW GOVERNMENT INC.	AI17658	New AP printer	02/19/2026	484.99		100-415-605 Minor Equipment	226
Total 27:					1,799.33			
CERRIS SYSTEMS RENO, INC.								
9033	CERRIS SYSTEMS RENO, INC.	7835	PS HSPS AC1 Freezestat replacement	02/13/2026	833.00	02/19/2026	510-840-424 Outside Serv-HVAC	226
Total 9033:					833.00			
CHARTER COMMUNICATIONS								
4479	CHARTER COMMUNICATIONS	175969701020126	69701 595 Silver Lace JAN 2026	02/01/2026	1,335.58	02/19/2026	100-417-530 Communications	226
4479	CHARTER COMMUNICATIONS	175970201020126	7020 355 Cottonwood 02/01-02/28/26	02/01/2026	385.58	02/19/2026	100-417-530 Communications	226
Total 4479:					1,721.16			
CISCO AIR SYSTEMS, INC								
8990	CISCO AIR SYSTEMS, INC	307674-1	PS emergency compressor commissioning	02/18/2026	950.00	02/19/2026	510-840-430 Outside Serv-Repair & Maint	226
Total 8990:					950.00			
COURTVIEW JUSTICE SOLUTIONS INC								
7341	COURTVIEW JUSTICE SOLUTIONS INC	MANEVADAOC22	ECM 15 User Support and Maintenance billing from July 1 , 2	08/28/2025	1,402.50		210-425-322 Prof Serv-Other	825
Total 7341:					1,402.50			
DENISON AUTO INTERIORS								
6158	DENISON AUTO INTERIORS	981574	3 seat bottoms repaired	02/11/2026	720.00	02/19/2026	100-480-430 Outside Serv-Repair & Maint	226
Total 6158:					720.00			
DOWL, LLC								
8931	DOWL, LLC	7363.30583.01-19	Nevada Pacific Parkway - MF Reverse Flow 60% Review	02/06/2026	723.25		100-529-320 Prof Serv-Engineering	226
8931	DOWL, LLC	7363.30583.01-19	Cedar Street Reconstruction: 50% Review	02/06/2026	565.00		510-166100 Construction In Progress	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8931:					1,288.25			
EMPLOYEES, CITY OF FERNLEY								
8639	EMPLOYEES, CITY OF FERNLEY	021726	REIMB FOR ADVANCE PUBLIC SPEAKING CLASS 2025 J.	02/17/2026	1,026.00		100-413-580 Training	226
8639	EMPLOYEES, CITY OF FERNLEY	22426	REIMB FOR USB C HUB ADAPTER & APPLE TV WIFI+ETH	02/24/2026	245.25		100-414-600 General Supplies	226
Total 8639:					1,271.25			
FLYERS ENERGY, LLC								
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-WD	02/15/2026	1,050.81		510-810-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-FLEET	02/15/2026	206.87		100-480-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-CODE ENFORCEMENT	02/15/2026	45.66		100-615-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-VECTOR	02/15/2026	59.51		100-528-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-STREETS	02/15/2026	1,371.79		100-475-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-BUILDING	02/15/2026	244.68		100-605-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-PARKS	02/15/2026	443.43		100-575-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-WW	02/15/2026	1,015.44		520-810-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-ANIMAL CONTROL	02/15/2026	161.95		100-525-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-ENG	02/15/2026	50.70		100-529-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-WTP	02/15/2026	172.27		510-840-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-COURT	02/15/2026	54.77		100-425-626 Gasoline	226
18	FLYERS ENERGY, LLC	CFS-4526884	GASOLINE-FACILITIES	02/15/2026	449.02		100-417-626 Gasoline	226
Total 18:					5,326.90			
GRAINGER								
252	GRAINGER	9802970815	Concrete Repair	02/10/2026	92.78	02/19/2026	100-475-600 General Supplies	226
252	GRAINGER	9804844620	Tankless Water Heater	02/11/2026	243.77	02/19/2026	100-417-612 Building Maint Supplies	226
252	GRAINGER	9812617240	REFLECTIVE TAPE FOR FLEET	02/18/2026	727.56	02/19/2026	100-480-610 Automotive Supplies	226
Total 252:					1,064.11			
HACH COMPANY								
406	HACH COMPANY	14872105	PS lab supplies	02/12/2026	133.70	02/19/2026	510-840-614 Shop Supplies	226
406	HACH COMPANY	14875281	PS instrument sensor	02/16/2026	810.00	02/19/2026	510-840-614 Shop Supplies	226
406	HACH COMPANY	14883487	PS lab supplies	02/20/2026	1,037.10		510-840-614 Shop Supplies	226
Total 406:					1,980.80			
HARRIS INDUSTRIAL GASES								
8630	HARRIS INDUSTRIAL GASES	2007396	welding supplies for shop	02/17/2026	172.02	02/19/2026	100-480-600 General Supplies	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8630:					172.02			
HOMETOWN HEALTH								
4842	HOMETOWN HEALTH	24901-060	3721P GROUP HEALTH INSURANCE	03/01/2026	106,540.72		100-217000 HEALTH INSURANCE PAYABLE	326
Total 4842:					106,540.72			
IBEW Local 1245								
83	IBEW Local 1245	FEB 2026-2	UNION DUES, ONE HALF OF MONTH	02/20/2026	1,674.67	02/20/2026	100-219900 OTHER PAYROLL PAYABLES	226
Total 83:					1,674.67			
INTERNAL REVENUE SERVICE								
7879	INTERNAL REVENUE SERVICE	FEB 2026-2	FICA TAX PAYABLE, PAYROLL	02/20/2026	145.04	02/20/2026	100-211000 FICA PAYABLE	226
7879	INTERNAL REVENUE SERVICE	FEB 2026-2	W/HOLD TAX PAYABLE, PAYROLL	02/20/2026	34,548.41	02/20/2026	100-212000 FEDERAL WITHHOLDING PAYAB	226
7879	INTERNAL REVENUE SERVICE	FEB 2026-2	MED TAX PAYABLE, PAYROLL	02/20/2026	8,669.96	02/20/2026	100-211000 FICA PAYABLE	226
Total 7879:					43,363.41			
INTERNATIONAL CODE COUNCIL								
617	INTERNATIONAL CODE COUNCIL	Q15.00039418	ICC Membership	12/14/2025	170.00	02/19/2026	100-605-581 Dues and Memberships	1225
Total 617:					170.00			
INTERSTATE BATTERIES OF THE SIERRAS								
86	INTERSTATE BATTERIES OF THE SIERRAS	50013955	Battery for Parks dump trailer	02/12/2026	164.95	02/19/2026	100-480-610 Automotive Supplies	226
Total 86:					164.95			
INTERSTATE OIL COMPANY								
4329	INTERSTATE OIL COMPANY	TW84361-IN	gasoline	02/10/2026	326.63	02/19/2026	510-810-626 Gasoline	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	diesel	02/10/2026	525.23	02/19/2026	100-575-625 Bulk Diesel	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	gasoline	02/10/2026	326.63	02/19/2026	520-810-626 Gasoline	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	diesel	02/10/2026	525.23	02/19/2026	510-810-625 Bulk Diesel	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	gasoline	02/10/2026	326.63	02/19/2026	100-475-626 Gasoline	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	diesel	02/10/2026	525.23	02/19/2026	100-475-625 Bulk Diesel	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	gasoline	02/10/2026	326.63	02/19/2026	100-575-626 Gasoline	226
4329	INTERSTATE OIL COMPANY	TW84361-IN	diesel	02/10/2026	525.22	02/19/2026	100-480-625 Bulk Diesel	226
Total 4329:					3,407.43			
KOLVET, BRENT								
8611	KOLVET, BRENT	22326	KOLVET COVERAGE- CONFLICT PARALE	02/23/2026	198.00		100-425-335 Prof Serv-Senior Judge	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8611:					198.00			
LAW OFFICE OF BETSY ALLEN								
9102	LAW OFFICE OF BETSY ALLEN	1	Indigent Fee 25CR00124 FMC C. Langham	11/13/2025	1,994.25	02/19/2026	100-413-322 Prof Serv-Other	1125
Total 9102:					1,994.25			
LOWES CREDIT SERVICES								
7650	LOWES CREDIT SERVICES	76195	Score board supplies	02/04/2026	356.44		100-575-600 General Supplies	226
7650	LOWES CREDIT SERVICES	84528	Batteries, Trash cans	02/09/2026	393.27		100-475-600 General Supplies	226
7650	LOWES CREDIT SERVICES	86280	PS Chem Bldg Storage Cabinets	02/10/2026	930.98		510-840-614 Shop Supplies	226
7650	LOWES CREDIT SERVICES	86966	Paint Supplies	02/11/2026	147.68		100-417-600 General Supplies	226
7650	LOWES CREDIT SERVICES	88836	Spray Paint	02/12/2026	37.92		100-575-600 General Supplies	226
7650	LOWES CREDIT SERVICES	88836	Disp Gloves	02/12/2026	47.46		100-528-616 Safety Supplies	226
7650	LOWES CREDIT SERVICES	89129	Forman office floor paint	02/12/2026	294.39		510-810-614 Shop Supplies	226
7650	LOWES CREDIT SERVICES	971179	Construction Plastic, boxes, tape	01/14/2026	245.89	02/19/2026	100-417-600 General Supplies	126
7650	LOWES CREDIT SERVICES	97800	Ice Melt and scooper cup	02/17/2026	32.22		520-810-600 General Supplies	226
7650	LOWES CREDIT SERVICES	987909-QCHUFA	Lumber, Hardware. Straps	01/06/2026	163.19	02/19/2026	100-575-600 General Supplies	126
Total 7650:					2,649.44			
LP INSURANCE SERVICES, INC								
8746	LP INSURANCE SERVICES, INC	1130130	Policy EB Fee March 26	03/01/2026	2,500.00	02/19/2026	100-413-322 Prof Serv-Other	326
8746	LP INSURANCE SERVICES, INC	1141393	Policy EB Fee April 26	04/01/2026	2,500.00		100-413-322 Prof Serv-Other	426
Total 8746:					5,000.00			
LUMOS & ASSOCIATES INC								
370	LUMOS & ASSOCIATES INC	129253	SR828 Flashing Beacons	09/23/2025	1,330.00	02/19/2026	100-475-730 Improve Other than Buildings	925
370	LUMOS & ASSOCIATES INC	129642	SR828 flashing beacons	10/17/2025	5,445.00	02/19/2026	100-475-730 Improve Other than Buildings	1025
370	LUMOS & ASSOCIATES INC	130176	SR828 flashing beacons	11/17/2025	200.00	02/19/2026	100-475-730 Improve Other than Buildings	1125
370	LUMOS & ASSOCIATES INC	131112	Design - SR 828 Phase 3 Bike Path	02/17/2026	8,463.75		100-475-730 Improve Other than Buildings	226
370	LUMOS & ASSOCIATES INC	131220	Construction Management - Shadow Lane	02/18/2026	390.00		100-475-745 RTC Reimbursable	226
370	LUMOS & ASSOCIATES INC	131268	Design - SR 828 Flashing Beacons	02/19/2026	692.50		100-475-730 Improve Other than Buildings	226
Total 370:					16,521.25			
MARSHALL'S SEPTIC CARE								
8509	MARSHALL'S SEPTIC CARE	129767	PS residual solids hauling	02/12/2026	30,999.54	02/19/2026	510-840-426 Outside Serv-Septic	226
Total 8509:					30,999.54			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
METLIFE SMALL BUSINESS CENTER								
5387	METLIFE SMALL BUSINESS CENTER	MAR 2026	5952725 GROUP VISION INSURANCE	03/01/2026	1,148.80		100-217200 Vision Insurance Payable MetL	326
5387	METLIFE SMALL BUSINESS CENTER	MAR 2026	5952725 GROUP DENTAL INSURANCE	03/01/2026	7,416.81		100-217100 Dental Insurance Payable MetL	326
5387	METLIFE SMALL BUSINESS CENTER	MAR 2026	5952725 GROUP LIFE/ADD LTD/STD INSURANCE	03/01/2026	4,440.48		100-217300 Life/ADD LTD/STD Anthem Payabl	326
Total 5387:					13,006.09			
MISCELLANEOUS ONE TIME VENDOR								
1111	MISCELLANEOUS ONE TIME VENDOR	21226	REFUND FOR MARK IV PAYMENT RECEIVED FOR ANOTH	02/12/2026	250.00	02/12/2026	100-415-615 Cash Over/Short	226
Total 1111:					250.00			
MOFFITT ANIMAL CLINIC								
6660	MOFFITT ANIMAL CLINIC	191800	Ranok 2/10/26 (# EE) male dog office visit	02/10/2026	101.53		100-525-322 Prof Serv-Other	226
Total 6660:					101.53			
MOTOROLA SOLUTIONS, INC.								
6659	MOTOROLA SOLUTIONS, INC.	8282272284	Chargers for dispatch radios desktop 2 units	02/28/2026	291.36	02/19/2026	100-615-605 Minor Equipment	226
6659	MOTOROLA SOLUTIONS, INC.	8282273122	2 motorola portable radios- Code Enforcement	03/01/2026	7,870.52	02/19/2026	100-615-605 Minor Equipment	326
Total 6659:					8,161.88			
MOUNTAIN ALARM								
8814	MOUNTAIN ALARM	7862497	Quarterly Alarm Monitoring/Maintenance	03/01/2026	2,162.88	02/19/2026	100-417-430 Outside Serv-Repair & Maint	326
Total 8814:					2,162.88			
MSC INDUSTRIAL SUPPLY CO								
115	MSC INDUSTRIAL SUPPLY CO	96489120	Fire extinguisher and first aid kits for new vehicles	02/11/2026	737.10	02/19/2026	100-480-610 Automotive Supplies	226
Total 115:					737.10			
NAPA AUTO & TRUCK PARTS								
58	NAPA AUTO & TRUCK PARTS	443843	12V Back-up battery	02/09/2026	38.38	02/19/2026	100-417-612 Building Maint Supplies	226
58	NAPA AUTO & TRUCK PARTS	443919	Grease/disposable gloves	02/10/2026	104.32	02/19/2026	100-475-614 Shop Supplies	226
58	NAPA AUTO & TRUCK PARTS	443920	Grease	02/10/2026	97.20	02/19/2026	100-475-614 Shop Supplies	226
58	NAPA AUTO & TRUCK PARTS	444223	Oil Dry	02/16/2026	14.49	02/19/2026	100-475-600 General Supplies	226
Total 58:					254.39			
NCE								
7617	NCE	675212535	Shadow Ln - Record Drawings	02/18/2026	6,771.25		100-475-745 RTC Reimbursable	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 7617:					6,771.25			
NEVADA SEAL & PUMP								
4339	NEVADA SEAL & PUMP	NSP7292	PS MF Blower #1 rebuild	02/20/2026	5,456.45		510-840-430 Outside Serv-Repair & Maint	226
Total 4339:					5,456.45			
NEW YORK LIFE INSURANCE COMPANY								
9061	NEW YORK LIFE INSURANCE COMPANY	20260303	SUPPLEMENTAL INSURANCE- NEW YORK LIFE	03/01/2026	1,674.73		100-218200 New York Life	326
Total 9061:					1,674.73			
NV ENERGY								
167	NV ENERGY	12019 FEB 26	34596505012019 ACH	02/17/2026	5,901.11	03/05/2026	510-810-622 Electricity	226
167	NV ENERGY	13050 FEB 26	48768103613050 ACH	02/10/2026	2,064.10	02/26/2026	100-417-622 Electricity	226
167	NV ENERGY	14319 FEB 26	34596405214319 ACH	02/07/2026	39.94	02/25/2026	100-575-622 Electricity	226
167	NV ENERGY	30037 FEB 26	34596403630037 ACH	02/17/2026	40.53	03/05/2026	100-576-622 Electricity	226
167	NV ENERGY	34991 FEB 26	34596407734991 ACH	02/11/2026	37.54	02/27/2026	510-810-622 Electricity	226
167	NV ENERGY	37594 FEB 26	80865904937594 ACH	02/11/2026	37.54	02/27/2026	100-475-622 Electricity	226
167	NV ENERGY	41110 FEB 26	82190403641110 ACH	02/06/2026	86.28	02/24/2026	520-810-622 Electricity	226
167	NV ENERGY	50573 FEB 26	34596508750573 ACH	02/10/2026	113.04	02/26/2026	100-417-622 Electricity	226
167	NV ENERGY	52067 FEB 26	82190407952067ACH	02/11/2026	120.16	02/27/2026	520-810-622 Electricity	226
167	NV ENERGY	65197 FEB 26	34596407565197 ACH	02/10/2026	37.54	02/26/2026	510-810-622 Electricity	226
167	NV ENERGY	67463 FEB 26	34596404867463 ACH	02/11/2026	100.91	02/27/2026	100-575-622 Electricity	226
167	NV ENERGY	68387 FEB 26	34596408268387 ACH	02/11/2026	37.54	02/27/2026	100-475-622 Electricity	226
167	NV ENERGY	84389 FEB 26	34596503684389 ACH	02/10/2026	274.06	02/26/2026	100-417-622 Electricity	226
167	NV ENERGY	98954 FEB 26	82190405098954	02/06/2026	2,383.31	02/24/2026	520-810-622 Electricity	226
Total 167:					11,273.60			
OFFICE DEPOT								
133	OFFICE DEPOT	457595850001	Sticky note holder and button cell batteries	02/14/2026	96.76	02/19/2026	100-417-601 Office Supplies	226
133	OFFICE DEPOT	457596921001	Sheet protector	02/16/2026	11.66	02/19/2026	100-417-601 Office Supplies	226
133	OFFICE DEPOT	457623036001	1099 Envelopes	01/29/2026	86.97	02/19/2026	100-415-600 General Supplies	126
133	OFFICE DEPOT	457762725001	ENVELOPES.DISTILLED WATER.PENS.BINDERS.ADDING	02/05/2026	80.71	02/19/2026	510-810-601 Office Supplies	226
133	OFFICE DEPOT	457762725001	ENVELOPES.DISTILLED WATER.PENS.BINDERS.ADDING	02/05/2026	80.72	02/19/2026	520-810-601 Office Supplies	226
133	OFFICE DEPOT	459171104001	Markers, dividers, notebooks, flags, lead	02/11/2026	61.41	02/19/2026	100-529-601 Office Supplies	226
133	OFFICE DEPOT	459594494001	Return markers	02/12/2026	8.49-		100-529-601 Office Supplies	226
133	OFFICE DEPOT	459594495001	Markers	02/13/2026	18.48		100-529-601 Office Supplies	226
Total 133:					428.22			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
OFFICE SHIPPING & MAILBOXES								
8589	OFFICE SHIPPING & MAILBOXES	185151	SHIP SANDER CONTROL BOX FOR REPAIRS	03/05/2026	22.13		100-480-610 Automotive Supplies	326
Total 8589:					22.13			
O'REILLY AUTO PARTS								
6230	O'REILLY AUTO PARTS	3599-396893	superintendent running board brackets	02/11/2026	344.65	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-396922	RUNNING BORDS	02/11/2026	526.07	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-396923	mats and seat cover for animal control	02/11/2026	436.48	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-396942	floor mats for fleet	02/11/2026	102.67	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-397225	tire sensor for 3019	02/13/2026	42.42	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-398023	STARTER FOR SMALL DUMP STREETS	02/18/2026	164.92	02/19/2026	100-480-610 Automotive Supplies	226
6230	O'REILLY AUTO PARTS	3599-398028	CREDIT	02/18/2026	526.07-	02/19/2026	100-480-610 Automotive Supplies	226
Total 6230:					1,091.14			
PACIFIC OFFICE AUTOMATION								
8929	PACIFIC OFFICE AUTOMATION	7R03362-5	Utilities Billing Printer	02/05/2026	117.50	02/19/2026	510-810-550 Printing and Postage	226
8929	PACIFIC OFFICE AUTOMATION	7R03362-5	Utilities Billing Printer	02/05/2026	235.00	02/19/2026	520-810-550 Printing and Postage	226
8929	PACIFIC OFFICE AUTOMATION	7R03362-5	Utilities Billing Printer	02/05/2026	117.50	02/19/2026	510-840-550 Printing and Postage	226
8929	PACIFIC OFFICE AUTOMATION	7R03490-3	Bldg Lg Scanner	02/05/2026	364.97	02/19/2026	100-605-441 Rentals	226
8929	PACIFIC OFFICE AUTOMATION	7R03490-3	Clerk Lg Scanner	02/05/2026	364.97	02/19/2026	100-416-441 Rentals	226
8929	PACIFIC OFFICE AUTOMATION	7R03559-1	Bldg Fast Scanner	02/05/2026	207.00	02/19/2026	100-605-441 Rentals	226
8929	PACIFIC OFFICE AUTOMATION	7R03559-1	Clerk Fast Scanner	02/05/2026	207.00	02/19/2026	100-416-441 Rentals	226
Total 8929:					1,613.94			
PRIMO BRANDS								
4688	PRIMO BRANDS	6B8730273253	water service	02/10/2026	193.36	02/19/2026	510-810-420 Outside Services	226
Total 4688:					193.36			
PUBLIC EMPLOYEES BENEFITS PROG								
143	PUBLIC EMPLOYEES BENEFITS PROG	FEB 2026	Retiree Insurance #819	02/09/2026	450.57	02/19/2026	520-219910 OPEB Liability	226
Total 143:					450.57			
PUBLIC EMPLOYEES RETIREMENT SYSTEM								
144	PUBLIC EMPLOYEES RETIREMENT SYSTEM	JAN 2026	#621 RETIREMENT CONTRIBUTIONS	01/31/2026	211,660.73	02/12/2026	100-216000 RETIREMENT PAYABLE	126
Total 144:					211,660.73			
PURCHASE POWER								
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - PLANNING	02/28/2026	242.52	03/02/2026	100-610-550 Printing and Postage	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - CLERK	02/28/2026	446.82	03/02/2026	100-416-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - SEWER	02/28/2026	12.51	03/02/2026	520-810-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - WATER	02/28/2026	156.32	03/02/2026	510-810-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - CITY MANAGER	02/28/2026	25.50	03/02/2026	100-413-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - CITY ATTORNEY	02/28/2026	61.56	03/02/2026	100-414-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - COURT	02/28/2026	126.43	03/02/2026	100-425-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - ANIMAL CONTROL	02/28/2026	79.44	03/02/2026	100-575-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - TLT	02/28/2026	4.74	03/02/2026	225-575-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - BUILDING	02/28/2026	7.98	03/02/2026	100-605-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - FINANCE	02/28/2026	220.69	03/02/2026	100-415-550 Printing and Postage	226
3155	PURCHASE POWER	69812 FEB 26	POSTAGE - FERNLEY JUSTICE	02/28/2026	157.48	03/02/2026	100-126000 Intergovernmental Receivable	226
Total 3155:					1,541.99			
RENOWN HEALTH								
190	RENOWN HEALTH	4892656	MRN 0852417	02/09/2026	171.00	02/19/2026	520-810-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 0768249	02/09/2026	20.00	02/19/2026	510-810-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 4683308	02/09/2026	40.00	02/19/2026	100-475-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 3214699	02/09/2026	67.55	02/19/2026	100-417-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 0768249	02/09/2026	20.00	02/19/2026	520-810-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 0837025	02/09/2026	40.00	02/19/2026	520-810-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 3316330	02/09/2026	55.00	02/19/2026	510-810-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 4385744	02/09/2026	24.20	02/19/2026	100-575-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 3214699	02/09/2026	103.45	02/19/2026	100-575-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 4385744	02/09/2026	15.80	02/19/2026	100-417-322 Prof Serv-Other	226
190	RENOWN HEALTH	4892656	MRN 1032994	02/09/2026	30.00	02/19/2026	510-840-322 Prof Serv-Other	226
Total 190:					587.00			
SECTRAN SECURITY, INC.								
8629	SECTRAN SECURITY, INC.	26020622	ARMORED SERVICES-SEWER	02/12/2026	241.61	02/19/2026	520-810-342 Tech Services-Other	226
8629	SECTRAN SECURITY, INC.	26020622	ARMORED SERVICES-GF	02/12/2026	241.60	02/19/2026	100-415-322 Prof Serv-Other	226
8629	SECTRAN SECURITY, INC.	26020622	ARMORED SERVICES-WATER	02/12/2026	241.60	02/19/2026	510-810-342 Tech Services-Other	226
Total 8629:					724.81			
SHAPE INCORPORATED								
9037	SHAPE INCORPORATED	56654B48517	E-ones from Oct that did not get invoiced	02/10/2026	11,310.00	02/19/2026	520-810-615 E-One Supplies	226
Total 9037:					11,310.00			
SHAW ENGINEERING								
1897	SHAW ENGINEERING	187414	South Arm Interceptor	08/31/2025	360.00		520-166100 Construction In Progress	825
1897	SHAW ENGINEERING	187420	Ricci tank 1 and 2 Recoat	08/31/2025	1,100.00		510-166100 Construction In Progress	825

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
1897	SHAW ENGINEERING	187585	Ricci Tank 2 Design & Tank 1 Recoat	10/31/2025	6,445.00		510-166100 Construction In Progress	1025
1897	SHAW ENGINEERING	187738	Ricci Tank	01/31/2026	12,970.00	02/19/2026	510-166100 Construction In Progress	126
1897	SHAW ENGINEERING	187739	Permit Review - CoF Innovation Dr	01/31/2026	380.00		100-529-320 Prof Serv-Engineering	126
1897	SHAW ENGINEERING	187740	Permit Review - Stor All	01/31/2026	2,150.00		100-529-320 Prof Serv-Engineering	126
1897	SHAW ENGINEERING	187741	Water and Sewer Modeling - Jill Court	01/31/2026	2,000.00		100-529-320 Prof Serv-Engineering	126
1897	SHAW ENGINEERING	187750	(Water Modeling) for HWY 50 Water Main	01/31/2026	2,980.00		510-810-320 Prof Serv-Engineering	126
1897	SHAW ENGINEERING	187755	Fire Pressure Water Hammer	01/31/2026	3,642.50		510-166100 Construction In Progress	126
1897	SHAW ENGINEERING	187757	Support to Write RFQ for WWTP	01/31/2026	10,220.00		520-810-320 Prof Serv-Engineering	126
Total 1897:					42,247.50			
SILVER STATE BARRICADE								
170	SILVER STATE BARRICADE	107942	Perma Patch	02/12/2026	1,400.00	02/19/2026	100-475-600 General Supplies	226
170	SILVER STATE BARRICADE	108047	Street Signs	02/16/2026	786.88	02/19/2026	100-475-615 Sign & Stripe Supplies	226
170	SILVER STATE BARRICADE	108333	Guard Rail	02/20/2026	1,742.71		100-475-600 General Supplies	226
Total 170:					3,929.59			
SOUTHWEST GAS CORP								
204	SOUTHWEST GAS CORP	29586 FEB 26	910005029586 ACH	02/18/2026	30.24	03/09/2026	520-810-621 Natural Gas	226
204	SOUTHWEST GAS CORP	86744 FEB 26	910001086744 ACH	02/12/2026	2,516.45	03/03/2026	510-840-621 Natural Gas	226
Total 204:					2,546.69			
STANTEC CONSULTING SERVICES INC								
9049	STANTEC CONSULTING SERVICES INC	2518923	HWY 50 Loop Main	02/05/2026	6,505.00	02/19/2026	510-166100 Construction In Progress	226
Total 9049:					6,505.00			
STATE COLLECTION & DISB. UNIT (SCaDU)								
176	STATE COLLECTION & DISB. UNIT (SCaDU)	FEB 2026-2	CHILD SUPPORT	02/20/2026	319.84	02/19/2026	100-219900 OTHER PAYROLL PAYABLES	226
Total 176:					319.84			
TAGGART & TAGGART LTD								
3275	TAGGART & TAGGART LTD	625	Water Right Contract FY25/26 JAN26	01/31/2026	1,727.40	02/19/2026	510-810-698 Water Rights Protection	126
Total 3275:					1,727.40			
THATCHER COMPANY, INC.								
8646	THATCHER COMPANY, INC.	2026250100472	PS Ferric Chloride delivery	02/06/2026	19,861.90	02/19/2026	510-840-617 Chemical Supplies	226
8646	THATCHER COMPANY, INC.	2026400100533	Well 14 Chemical delivery	02/16/2026	3,219.00		510-810-617 Chemical Supplies	226
8646	THATCHER COMPANY, INC.	2026400100534	Well 4 Chemical delivery	02/16/2026	2,951.02		510-810-617 Chemical Supplies	226
8646	THATCHER COMPANY, INC.	2026400100549	Well 13 chemical delivery	02/16/2026	3,756.04		510-810-617 Chemical Supplies	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8646	THATCHER COMPANY, INC.	2026400100550	Well 11 chemical delivery	02/16/2026	2,683.04		510-810-617 Chemical Supplies	226
8646	THATCHER COMPANY, INC.	2026400100551	WWTP Chlorine	02/16/2026	14,814.00		520-810-617 Chemical Supplies	226
Total 8646:					47,285.00			
U S POSTAL SERVICE								
7344	U S POSTAL SERVICE	MAR 2026	PREPAID POSTAGE FOR IN-HOUSE BILLING	03/01/2026	2,250.00		510-810-550 Printing and Postage	326
7344	U S POSTAL SERVICE	MAR 2026	PREPAID POSTAGE FOR IN-HOUSE BILLING	03/01/2026	2,250.00		520-810-550 Printing and Postage	326
Total 7344:					4,500.00			
UNION PACIFIC RAILROAD COMPANY								
185	UNION PACIFIC RAILROAD COMPANY	MS910	Permit Fee for Industrial Park UPRR Easement	02/12/2026	2,200.00	02/19/2026	100-529-320 Prof Serv-Engineering	226
Total 185:					2,200.00			
USA BLUEBOOK								
464	USA BLUEBOOK	INV00956288	Operator training material	02/06/2026	484.97	02/19/2026	510-810-580 Training	226
464	USA BLUEBOOK	INV00958170	Swift test dpd dispenser and refill tubes	02/09/2026	367.45	02/19/2026	510-810-614 Shop Supplies	226
464	USA BLUEBOOK	INV00967672	Sample station 955 Jessica hit and run	02/19/2026	720.95		510-810-614 Shop Supplies	226
Total 464:					1,573.37			
UTILITY DEPOSITS								
2202	UTILITY DEPOSITS	16588915	SEWER DEPOSIT REFUND	02/17/2026	80.00	02/19/2026	520-228200 Customer Deposits	226
2202	UTILITY DEPOSITS	16588915	WATER DEPOSIT REFUND	02/17/2026	3.15	02/19/2026	510-228200 Customer Deposits	226
2202	UTILITY DEPOSITS	17441402	CREDIT REFUND	02/13/2026	133.42	02/19/2026	010-115100 Cash Clearing-Utilities	226
2202	UTILITY DEPOSITS	19645810	CREDIT REFUND	02/17/2026	68.91	02/19/2026	010-115100 Cash Clearing-Utilities	226
Total 2202:					285.48			
VAC-CON, INC								
9114	VAC-CON, INC	INV428016	2026 Freightliner 114SD Vac-Con V2953-WD	12/30/2025	682,180.90	02/19/2026	510-165100 Maintenance Equipment	1225
Total 9114:					682,180.90			
VERIZON WIRELESS								
8495	VERIZON WIRELESS	6134859349	City Attorney	02/01/2026	240.06	02/19/2026	100-414-530 Communications	226
8495	VERIZON WIRELESS	6134859349	FMC	02/01/2026	56.20	02/19/2026	100-425-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Vector	02/01/2026	92.06	02/19/2026	100-528-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Water Dist	02/01/2026	341.27	02/19/2026	510-810-530 Communications	226
8495	VERIZON WIRELESS	6134859349	City Treasurer	02/01/2026	64.15	02/19/2026	100-415-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Streets	02/01/2026	52.05	02/19/2026	100-475-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Engineering	02/01/2026	701.43	02/19/2026	100-529-530 Communications	226

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8495	VERIZON WIRELESS	6134859349	WTP	02/01/2026	349.21	02/19/2026	510-840-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Mayor/Council	02/01/2026	220.30	02/19/2026	100-412-530 Communications	226
8495	VERIZON WIRELESS	6134859349	IT	02/01/2026	38.93	02/19/2026	100-418-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Animal Control	02/01/2026	144.11	02/19/2026	100-525-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Building	02/01/2026	286.25	02/19/2026	100-605-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Code Enforcement	02/01/2026	77.86	02/19/2026	100-615-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Facilities	02/01/2026	393.92	02/19/2026	100-417-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Fleet	02/01/2026	52.05	02/19/2026	100-480-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Parks	02/01/2026	20.14	02/19/2026	100-575-530 Communications	226
8495	VERIZON WIRELESS	6134859349	Sewer	02/01/2026	495.93	02/19/2026	520-810-530 Communications	226
8495	VERIZON WIRELESS	6134950210	Router Waste Water 1/2-2/1/26	02/01/2026	40.01	02/19/2026	520-810-530 Communications	226
Total 8495:					3,665.93			
VOYA FINANCIAL								
8591	VOYA FINANCIAL	FEB 2026-2	DEFERRED COMPENSATION, 457	02/20/2026	4,847.30	02/20/2026	100-215000 457 PAYABLE	226
8591	VOYA FINANCIAL	FEB 2026-2	ROTH IRA	02/20/2026	190.00	02/20/2026	100-215000 457 PAYABLE	226
Total 8591:					5,037.30			
WEDCO								
3350	WEDCO	S100220783.001	PS lighting for buildings	02/05/2026	2,174.76	02/19/2026	510-840-614 Shop Supplies	226
3350	WEDCO	S100223287.001	PS Pole lighting for facility lot	02/11/2026	2,046.01	02/19/2026	510-840-614 Shop Supplies	226
3350	WEDCO	S100223287.002	PS facility light photocells	02/12/2026	274.45		510-840-614 Shop Supplies	226
3350	WEDCO	S100223303.001	Electrical fittings for new Aerators	02/11/2026	1,010.82	02/19/2026	520-810-600 General Supplies	226
3350	WEDCO	S100224084.001	Sage ranch tank electrical reconfiguration	02/04/2026	388.79	02/19/2026	510-810-614 Shop Supplies	226
Total 3350:					5,894.83			
WESTERN INSURANCE SPECIALTIES								
881	WESTERN INSURANCE SPECIALTIES	MAR 2026	SUPPLEMENTAL INSURANCE	03/01/2026	117.65		100-218100 Western Insurance Payable	326
Total 881:					117.65			
WESTERN NEVADA SUPPLY CO.								
195	WESTERN NEVADA SUPPLY CO.	12114147	Well 9A part for high psi blow off	02/10/2026	1,218.34	02/19/2026	510-810-614 Shop Supplies	226
195	WESTERN NEVADA SUPPLY CO.	12115533	PS plumbing supplies	02/16/2026	868.52	02/19/2026	510-840-614 Shop Supplies	226
195	WESTERN NEVADA SUPPLY CO.	12128011	iperl 3/4" 1000 gal water meters	02/13/2026	5,050.32		510-166100 Construction In Progress	226
195	WESTERN NEVADA SUPPLY CO.	12134040	PS lights and fittings	02/12/2026	559.34	02/19/2026	510-840-614 Shop Supplies	226
Total 195:					7,696.52			
WOOD RODGERS, INC.								
2454	WOOD RODGERS, INC.	200870	Fed Lands Con Services rendered thru 01/31/2026	01/31/2026	3,645.00	02/19/2026	100-413-322 Prof Serv-Other	126

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2454	WOOD RODGERS, INC.	200871	Fernley Corridor Action Plan - January 2026	01/31/2026	9,482.50	02/19/2026	100-475-320 Prof Serv-Engineering	126
Total 2454:					13,127.50			
Grand Totals:					1,768,118.98			

Dated: _____

Mayor: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {<>} 2201

**MINUTES OF THE
FERNLEY CITY COUNCIL MEETING
JANUARY 21, 2026**

Mayor Neal E. McIntyre called the meeting to order at 5:00 pm.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Mayor Neal E. McIntyre, Councilwoman Felicity Zoberski, Councilman Stan Lau, Councilman Albert Torres, Councilman Ryan Hanan, Councilman Joe Mendoza, Acting City Manager Lydia Altick, City Attorney Aaron Mouritsen, City Clerk Kim Swanson, Deputy City Clerk Sandy Harris, City treasurer Robert Carson, Building Official Charity Birkel, Senior Planner Alisa Johansson, Assistant Planner Lisa Warner, Planning Director Michele Rambo, Associate Planner Treston Rodriguez, Deputy Public Works Director Olivia John, Utilities Director Seong Kim.

1.3. Public Forum

Numerous Fernley students presented their thoughts and reasoning on improving the fields and playgrounds at the Out-of-Town park. The students stated new basketball court at Autumn Winds Park could promote physical activity and encourage kids to go outside. They continued suggesting that cracks in the ground and removal of rocks at Fernley skate park would be an improvement. Along with concrete obstacles instead of metal.

Tammy Dittman thanked code enforcement for being as responsive as they have been. She also asked when stripping was going to start on Chisholm Trail? She also expressed concern about people choosing to go through the residential areas instead of waiting for the light at 95A and Main Street. She suggested there needs to be a turn lane, or something done with the lights that will keep people from going through the residential area.

Emily Noury, a volunteer with NAYSO and the regional soccer program, requested that the Council take a very careful look at the soccer fields. For the last 3 years, we've been seeing an increase in incident reports of children that are having more cuts from large debris, as well as big bushes that are not being cared for and removed from the fields. Amongst these are sticker bushes, goat heads, things that are very detrimental to kids. They've also seen a huge increase in the holes being made by the ground squirrels and this is resulting in more risks for ankle injuries, as well as broken bones and concussions. She has spent hours every week before games filling holes, as well as many other volunteers, and they just can't keep up. The city is doing everything they can to try and help, but they need bigger help. She asked to improve the Out-of-Town Park in order to improve options for families that are moving here.

Mayor Neal E. McIntyre stated that after speaking with Barry Williams, the Public Works Director, that his number one priority this coming year is the parks. We've got a lot of things that we're working through to be able to do everything each one of them mentioned, and we know it's a big problem. We are looking at a new park on Farm District. He thanked them for coming and letting the Council and himself know how important these parks are to them.

1.4. (For Possible Action) Approval of Agenda

Motion: I MOVE TO APPROVE THE AGENDA. **Action:** Approved, **Moved by:** Councilman Stan Lau, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

2. CONSENT AGENDA

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

2.4. Consideration and Possible Action to Award the Construction Contract for the East WWTP Pond 4A & 4B Relining Project for \$2,486,117

2.5. Possible action to approve a Professional Services Contract with Lumos & Associates for Construction Management, Inspection, and Materials Testing Services for the East WWTP Pond 4A & 4B Relining Project for \$238,400.

2.6. Possible Action to authorize the execution of the water rights banking and dedication agreement between, Gary Oberg and Dolores Oberg, husband and wife, to the City of Fernley, APN 021-092-04 TCID Serial Number 1012-2-D in the amount of 3.69 feet annually.

2.7. For Possible Action to purchase one (1) 1/2-ton, four-wheel drive pickup truck for the City of Fernley's Utilities Department for an amount not to exceed \$40,630.25.

2.8. For Possible Action to purchase one (1) 1/2-ton, four-wheel drive pickup truck for the City of Fernley's Utilities Department for an amount not to exceed \$42,608.25.

2.9. Possible Action to approve an agreement with the Porter Group for government affairs and lobbying services.

Motion: I MOVE TO APPROVE THE CONSENT AGENDA AS PRESENTED. **Action:** Approved, **Moved by:** Councilman Hanan, **Seconded by:** Councilman Lau. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

3. REPORTS - this item is for various public entity representatives to provide general information to the Council and public. No action will be taken.

Sheriff Brad Pope, Lyon County Sheriff's Office, presented the department's annual report. He acknowledged the dedication and professionalism of their staff, both sworn and non-sworn. The men and women of the Sheriff's Office are working harder than they ever have. The success in this report is a direct reflection of their hard work.

Mayor Neal E. McIntyre thanked Sheriff Pope for his commitment to Fernley.

Bill Snyder, Battalion Chief North Lyon Fire, gave stats for the year 2025. They had training with Lyon County Sheriff's Office patch. They will be participating in a quad-county hazardous material response team. This will be a multi-company drill with Story County, Central Lyon, and Carson City, that they will be hosting to do a hazardous materials training drill. Our relationship is tight with our law enforcement officers, which we really appreciate, our 911 dispatchers and all our neighbors. Captain Kuntz has transitioned into prevention, and he will be taking Chief Meyer's spot.

Mayor Neal E. McIntyre stated that he and the Chief have decided to meet every month.

3.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.

Lydia Altick, Acting City Manager, reported that the next monthly microchip clinic will be January 31, 2026, at City Hall from 9:00 am to 2:00 pm. The public workshop for the South Area Plan is January 22, 2026, at 6:30 pm at the Community Response and Resource Center.

Councilman Mendoza thanked everyone that showed up to the sports committee meeting last week. There were a lot of productive conversations, and a lot of the concerns were heard.

Councilman Torres stated that the City is now accepting applications for Fernley Senior Citizens Advisory Committee (FSCAC). This recruitment is to fill one available seat on the committee. The FSCAC meets on the second Friday, every other month at 9am here in Council Chambers. He received a call to see if the City wanted to be put on the Brownsfield Grant application. It's for two properties. One of which is city-owned property where the fishing pond and additional parks are going to go, and the other one will be the property where the new sewer treatment plant is planned.

Councilman Lau stated how proud he is of the youth that showed up tonight to talk about the parks. He spoke at the recent Rotary meeting and thanked them for asking him to speak.

Councilwoman Zoberski thanked everyone responsible for getting the youth together.

Councilman Hanan stated that it is always good to hear from the youth. He attended the Builders Association meeting. He also thanked Code Enforcement, Lyon County Sheriff's Office, and Bureau of Land Management for helping to remove the campers that were illegally camping on a piece of BOR property. He believes there was some BLM and then some private property behind the Love's Truck Stop, and that has been removed as well.

Mayor Neal E. McIntyre stated that he received an email from Nevada Fish and Game asking for information on the fishing park. They are also applying for a grant to help sponsor and build this park. The Annual State of the City will be held on February 26th from 6 pm to 8 pm at the CRRC.

4. PROCLAMATIONS BY THE MAYOR

There were none.

Mayor Neal E. McIntyre called for a break: 6:15 pm - 6:22 pm

5. ORDINANCES

5.1. (For Possible Action) Introduction and First Reading of Bill #374 (associated with CA25008) to amend Table 070-1(Residential – Single-Family Density/Intensity Standards) of Section 32.06.070 of the Fernley Development Code to remove the 20' side combined setback for the SF6 zone and make minor grammatical corrections to the section as a whole.

Lisa Warner, Assistant Planner, presented the first reading of Bill #374 regarding the Fernley Development Code to remove the 20' side combined setback for the SF6 zone and make minor grammatical corrections to the section.

5.2. (For Possible Action) Introduction and first reading of Bill #363 (associated with CA25006) to amend the Fernley Development Code dealing with Day Care to implement the following: 1) Amend Title 32, Chapter 2, Section 030 (Definitions) to update the Definitions of "Child Care Facility" and "Child Care, In Home" and add a definition for Adult Day Care; 2) Amend Title 32, Chapter, 7, Section 150 (Day Care/Child Care) to make minor grammatical corrections and amend Table 32.07.150-1 (Day Care/Child Care Use Standards) to update and expand on development

standards; 3) Amend Title 32, Chapter 9, Section 120, Table 32.09.120-2 (Parking Ratios) to make minor grammatical corrections; and 4) Amend Title 32, Chapter 6, Section 150 (Unlisted Uses and Use Table) and amend Table 32.06.150-2 (Use Table) to make minor grammatical corrections, adjust where Day Care uses are allowed, and update required application types to establish this use type in appropriate zoning districts.

Lisa Warner, Assistant Planner, presented the first reading of Bill #364. We updated definitions of childcare facility and childcare in home and added a definition for adult daycare. We also adjusted daycare uses and allowed adult daycare in the same zones as childcare facilities, so they require the same application, and they're allowed in the same zones. We updated use standards to add outdoor play hours, outdoor play area fencing, sign usage, and allowing new stand-alone buildings, and then we eliminated the requirement for a conditional use permit for overnight childcare hours.

5.3. Introduction and first reading of Bill #373 associated with CA25007, a request from the Planning Department and City Manager's Office to amend the definitions, use table entries, use standards, and parking supply requirements for the animal services land use as contained in Fernley Municipal Code, Title 32, Chapters 2, 6, 7, and 9 (FMC 32.02.030; FMC 32.06.150, Table 2; FMC 32.07.060; and FMC 32.09.120, Table 2).

Alisa Johannson presented the first reading of Bill #373. She stated this is a very comprehensive and much-needed update to the Animal Services land use regulations in our development code. We really touched everywhere in the code that this land use was mentioned. We also updated the use table to clarify the types of entitlement processes that are required and where these uses are allowed in terms of the zoning districts within our city. We also updated the use standards, developing some very specific requirements for these types of uses, and developing some additional requirements where these uses include outdoor play or confinement areas. We updated the parking supply requirements to better reflect the needs of these types of businesses.

6. PRESENTATIONS

6.1. Presentation by the Fernley Youth Sports League Committee regarding the Fernley sports fields and future needs.

Deputy Public Works Director John introduced Gabe Leija from the Fernley Sports League.

Gabe Leija gave a presentation on the conditions of the fields stating the committees have talked about short and long-term goals. The leagues have overgrown their capacity in every aspect of our fields. We've outgrown them by years, and our fields don't have enough time right now to fix themselves. Currently, Field 3 does not have any lights. Trex has volunteered to help with the lights if the City is onboard. The leagues themselves have donated \$12,000 in dirt for the In-Town Park and fixed all the backstops on field 1 and 5. We bring tournaments in, and we're competing with all these giant conglomerate sports complexes. We are trying to get the fields to a standard that is acceptable for our kids and our community. He asked for \$611,000 to \$620,000 to put aside for this coming year for the fields.

Roman Sisneros, President of Fernley Youth Football, and Vice President of Sagebrush Pop Warner, talked about the long-term goal of a multi-sport complex.

Jamie Sisneros, secretary of Fernley Youth Football League, stated that they are proposing a funding mix of city investment into these parks. They are trying for state recreation grants, corporate sponsorships and naming rights. They are doing a lot of community fundraising. They are looking at

public and private partnerships, levying city support and attract grants, and so basically, like, a third party to run the parks. The economic impact could be phenomenal for Fernley.

7. PUBLIC HEARINGS

7.1. (For Possible Action) Second reading, public hearing, and possible adoption of Bill #370, an ordinance amending the City of Fernley Development Code, Title 32, Chapter 9, Section 70 (Grading) and Chapter 2, Section 30 (Definitions), to add definitions for “Grubbing,” “Standard Grading,” and “Engineered Grading,” and to clarify grading permit thresholds, slope limitations, erosion and dust control, inspection, bonding, and enforcement requirements (CA25004).

Treston Rodriguez, Associate Planner, stated the purpose of this amendment clarifies when grading permits are required, aligns the city standards with state and NDEP requirements, establishes clear thresholds for larger grading activity, and adds definitions to improve consistency and interpretation of the code. This is not a comprehensive rewrite of the grading ordinance; it's clarification and modernization of existing standards. There are only a limited number of targeted updates to this amendment. First, clearing and grubbing of 1 acre or more now requires a permit. Second, slope thresholds are clarified. Grading on slopes over 10% may be restricted, and grading on slopes of 20% or greater requires an engineered grading plan with geotechnical review. Third, erosion and sediment control is required for disturbances of 1 acre or more. Fourth, a stormwater pollution prevention plan is required for projects disturbing 1 acre or more, consistent with state requirements. Fifth, dust control plans are required for sites disturbing 5 acres or more. And sixth, the ordinance clarifies inspections, bonding, and enforcement procedures for permitted grading activity. The existing requirement for grading over 50 cubic yards remains unchanged. That provision has been in the code, and it is not new. These definitions do not create new requirements. They support the thresholds. This ordinance applies to large-scale land disturbance. It is based on the area disturbed, not the size of the parcel. It does not apply to routine landscaping, minor grading, or removing a single tree. And it does not change requirements for normal property maintenance. And it does not create any new regulatory programs. It aligns the city's code with existing state and environmental standards.

Councilman Mendoza asked if there is language that we could put in there to exclude rural residential parcels, or people that are on an active farm. We have developments that have been approved, specifically off Red Rock. That backs into 5-acre parcels that people actively grade and turnover and rototill, greater than 1 acre. He doesn't want this to turn into an interpretation thing 10 years from now.

Michele Rambo, Planning Director, stated we handled that in the definitions, because they specifically are for the purposes of grading. It does not apply to agriculture, it doesn't apply to landscaping. It only applies when you're doing it for the purposes of construction.

Public input:

Mr. Ringard expressed concern about prices going up over time and things getting delayed. Building a home, buying a home is going to cost more money because of these additional permits.

Rod Elliott stated when something like this comes up, the city, especially rural areas, needs to be a little bit more informed of what's going on. We need to be informed and not just by the Reno Gazette. We need to have a sign up there that says City Council is going to affect your land. We need to have a meeting to figure out if this is viable.

Councilwoman Zoberski stated, just for clarification, we already have a grading and grubbing code. This is an amendment to definitions within our code. This is not creating a new code, new permits, or new fees. We're not creating anything new, we're adding clarification into our already existing code so that people can better understand it when they're going to do grading or going to do grubbing, then they understand what our guidelines are. The existing code had only said grading over 50 cubic yards, and then the city added ore clearing and grubbing of 1 acre or more, but originally it was only 50 cubic yards.

Councilman Mendoza stated that it isn't clear as to how this isn't going to affect rural residential members that have ranches and farms. He asked to have additional language to protect our agricultural community.

Motion: I MOVE TO APPROVE BILL #370 (CA25004) AS PRESENTED BY STAFF WITH THE ADDITION OF SECTION H WHICH DOES NOT APPLY TO AGRICULTURAL NON-CONSTRUCTION PURPOSES. **Action:** Approved, **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilman Stan Lau. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

7.2. (For Possible Action) Second reading, public hearing, and possible adoption of Bill #371, an ordinance associated with CA25005, a Code Amendment initiated by the City of Fernley to amend Title 32, Chapter 6, Section 150-2 (Use Table) of the Development Code to allow the use of "Recreational Facility, Major" within the I (Industrial) zoning district subject to approval of a Conditional Use Permit.

Treston Rodriguez, Associate Planner, stated the purpose of this amendment is to update the development code to allow recreational facility major uses within the industrial zoning district, subject to review through a conditional use permit. The amendment addresses an existing discrepancy in the code and establishes a clear, formal process for evaluating these types of uses. This amendment does not approve any specific project; it simply establishes a process for future review. Under this definition, a racetrack is clearly categorized as a recreational facility major use. A long-standing racetrack currently operates within an industrial zoning district. However, the current development code does not list recreational facility major as a permitted or conditional use in the industrial district. As a result, the facility has no formal land use entitlement under the existing code. Because the use is not listed, the property cannot pursue permits, improvements, or expansion through the city's normal entitlement process. This amendment is intended to correct that gap by creating a clear approval pathway. Allowing a recreational facility major use within the industrial district aligns with the intent of the City's Comprehensive Master Plan, while ensuring the uses are reviewed through a process. Through a CUP process, the City can evaluate potential impacts related to noise, lighting, dust, traffic, access, parking, and hours of operation. It also allows the city to impose reasonable conditions of approval to ensure compatibility with surrounding uses and long-term development goals. This approach provides flexibility while still protecting the community and future development in the area.

Public input:

Tammy Dittman stated everything was done through the county, and there are permits through the county, because they had to get water, and update their bathrooms, so there are permits through the county.

Michele Rambo, Planning Director, stated that there were conversations with them, and they don't have a record of anything, and Lyon County does not have any record of their permits either.

Motion: I MOVE TO APPROVE BILL 371 (CA25005) AS PRESENTED BY STAFF. **Action:** Approved, **Moved by:** Councilman Stan Lau, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:**

Yes 5, **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

8. ITEMS REQUESTED BY MAYOR OR CITY COUNCIL MEMBERS

8.1. Discussion and possible action regarding canceling the July 1, 2026m City Council Meeting due to City of Fernley 25th Anniversary events. (Councilman Hanan)

Councilman Hanan stated this is regarding the 25th anniversary events that will be hosted in Fernley. These are an all-hands event, so city staff will be involved in all the entertainment Wednesday, Thursday, Friday, and Saturday. It was discussed that it would be a good idea to reschedule or cancel this meeting.

Motion: I MOVE TO CANCEL THE JULY 1, 2026, MEETING, SO STAFF CAN ATTEND THE 25TH ANNIVERSARY EVENTS. **Action:** Approved, **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilman Stan Lau. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

9. PUBLIC FORUM

Tammy Dittman thanked Lydia Altick for calling it the CRRC (Community Response and Resource Center). She would like to see clarification when there's advertising from the City of Fernley. She also asked if there is information on what is allowed and or disallowed for someone who is a representative of the City of Fernley, on what can and cannot be posted on social media. She also asked if anything was ever resolved with the OHV regulations and how the ethics complaint is going that's been ongoing for 8 months now.

Councilman Hanan stated a considerable amount of time was spent going over the OHV laws. There was a presentation by the Sheriff's Department and State Police, and we could not make the 2-mile exception work, because you have to have a state-designated park or a location, and we don't have one in Fernley. We also looked at, trying to create that two-mile rule, and there were too many state highways that intersected where we wanted to go. For the time being, we tabled that matter until we could bring it back. Our hope is that when we create the North Area Plan, we have a regional park, and when we create the Southwest Area Plan, we have a regional park. It's also a 35 mile an hour and less speed limit restriction, and we could not make that work for a lot of Fernley, so we decided not to move forward with that.

The next meeting will be on February 4, 2026.

10. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 8:10 pm.

Approved by the Fernley City Council on March 4, 2026, by a vote of:

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Mayor Neal E. McIntyre

ATTEST: City Clerk Kim Swanson

**MINUTES OF THE
FERNLEY CITY COUNCIL MEETING
FEBRUARY 4, 2026**

Mayor Neal McIntyre called the meeting to order at 5:22 PM

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Mayor Neal McIntyre, Councilwoman Felicity Zoberiski, Councilman Stan Lau (Zoom), Councilman Albert Torres, Councilman Ryan Hanan, Councilman Joe Mendoza, City Attorney Aaron Mouritsen, Acting City Manager Lydia Altick, City Clerk Kim Swanson, Deputy City Clerk Sandy Harris, Admin Spec. II Rachael Goetz, City Treasurer Robert Carson, Building Official Charity Birkel, Senior Planner Alisa Johansson, Assistant Planner Lisa Warner, Public Works Director Berry Williams, Deputy Public Works Director Olivia John, Utilities Director Seong Kim

1.3. Public Forum

Don Maquin inquired if the swings would be brought back to the In-town park.

Tammy Dittman, apologized for her post on social media.

Mike Moore expressed concern about a "walk out" scheduled to take place at Fernley High School on 2/6/2026.

1.4. (For Possible Action) Approval of Agenda

Mayor McIntyre asked to move Item 3.1 to the March 4th meeting

Arron Mouritsen City Attorney explained the reason for the continuation.

Motion: I MOVE TO APPROVE THE AGENDA WITH 3.1 MOVE TO THE MARCH 4TH, 2026 MEETING, AS PRESENTED. **Action:** Approve, **Moved by:** Councilman Hanan, **Seconded by:** Councilwoman Zoberiski. **Vote:** Passed **Summary:** Yes 5 **Yes:** Councilwoman Zoberiski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza

2. CONSENT AGENDA

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

Kim Swanson, City Clerk, read new business licenses

2.4. Possible action to approve the liquor license for China King Buffet.

2.5. Possible action to approve the New Classification for the Grant Administrator.

2.6. Possible action to approve the liquor license for Fernley Wigwam.

Motion: I MOVE TO APPROVE THE CONSENT AGENDA AS PRESENTED. **Action:** Approve, **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilwoman Felicity Zoberski. **Vote:** Passed, **Summary:** Yes 5 **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

3. RESOLUTIONS

3.1. Discussion and Possible Action to approve Resolution 26-002, addressing the expulsion and permanent exclusion of Stan Lau from all future Council Meetings.

This agenda item has been moved to the City Council meeting on 3/4/2026.

4. REPORTS - this item is for various public entity representatives to provide general information to the Council and public. No action will be taken.

Chief Deputy Mitch Brantingham discussed the protest at Fernley High school. The SRO's are monitoring, and there will be increased law enforcement presence. We are anticipating that we are going to have a significant number of kids that will participate in the protest. The plan is to monitor the protest, make sure that it does not escalate, and turn from a protest into a riot situation or things becoming violent, or property damage occurring.

4.1. Reports by City Staff, City Council, and the Mayor, including but not limited to monthly statistical reports by city departments.

Councilman Torres announced the city was awarded \$2 million, through the CDS. The city's \$2 million will go to the freshwater intake to bring that up to code and get it ready for use. Then the state, and NDOT, applied for funding as well, and they were awarded \$2 million. That is to build a roundabout at 95A in Cottonwood. There must be some type of traffic control at 95 and Cottonwood. It's only a matter of time before a high school kid goes out there and gets T-boned by a big truck. I don't know the timeline on that plan, but I know it was part of their study, and, it specifically says that it's for a roundabout.

Councilwoman Zoberski invited the community to the last basketball game at the High School on Friday, 2/6/2026.

Councilman Hanan reported he was a guest speaker at the Fernley Rotary and then invited to the northern Nevada Rotary.

Mayor McIntyre invited the community to the State of the City speech on 2/26/2026 at the CRRC Building.

City Clerk Kim Swanson announced the candidate filing period opens March 2nd and closes March 13th. Ward 1, Ward 3 and Mayor are open.

5. PROCLAMATIONS BY THE MAYOR

None at this time.

6. PRESENTATIONS

6.1. Presentation by American Public Works Association Nevada Chapter, presenting the plaque for the City of Fernley's 2025 Project of the Year Award. This award recognizes the outstanding achievement of the Cottonwood Lane Reconstruction Project.

Ben Ferido, Project Manager, introduced Mike Wilhelm

Mike Wilhelm presented the City of Fernley the Project of the Year Award for 2025 for the Cottonwood Lane reconstruction project. This was in the small cities and rural communities' category, between \$5 million and \$10 million.

Councilman Torres specifically thanked Derek Starkey, who was our previous engineer, for all the work, blood, sweat, and tears, along with his staff, and Public Works. Unfortunately, Derek has gone on to other venues, but his work here is very much appreciated.

6.2. Presentation and discussion regarding the City's quarterly financial report.

Robert Carson City Treasurer presented the financial report.

7. PUBLIC HEARINGS

7.1. (For Possible Action) Discussion and possible action to approve Bill #363 (associated with CA25006) to amend the Fernley Development Code dealing with Day Care to implement the following: 1) Amend Title 32, Chapter 2, Section 030 (Definitions) to update the Definitions of "Child Care Facility" and "Child Care, In Home" and add a definition for Adult Day Care; 2) Amend Title 32, Chapter, 7, Section 150 (Day Care/Child Care) to make minor grammatical corrections and amend Table 32.07.150-1 (Day Care/Child Care Use Standards) to update and expand on development standards; 3) Amend Title 32, Chapter 9, Section 120, Table 32.09.120-2 (Parking Ratios) to make minor grammatical corrections; and 4) Amend Title 32, Chapter 6, Section 150 (Unlisted Uses and Use Table) and amend Table 32.06.150-2 (Use Table) to make minor grammatical corrections, adjust where Day Care uses are allowed, and update required application types to establish this use type in appropriate zoning districts.

Lisa Warner Assistant Planner presented stating these changes open up more potential daycare options to better serve the community of Fernley and accommodate flexible work schedules.

No public comment.

Motion: I MOVE TO PASS, APPROVE, AND ADOPT BILL NUMBER 363 ASSOCIATED WITH CA25006 AS PRESENTED BY STAFF **Action:** Approve, **Moved by:** Councilman Albert Torres **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 5. **Yes:**

Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

7.2. (For Possible Action) Discussion and possible action to approve Bill #374 (associated with CA25008) to amend Section 32.06.070 of the Fernley Development Code to amend Table 070-1 (Residential – Single-Family Density/Intensity Standards) to remove the 20’ side combined setback for the SF6 zone and make minor grammatical corrections to the section as a whole.

Lisa Warner Assistant Planner presented the background on this code amendment adding discussions with developers and builders on various subdivision projects have deemed the development code regarding SF6 setbacks very restrictive. Developers and builders have requested the removal of the 20-foot side combined setback for the SF6 zones. This will give developers and builders more options in the placement of single-family residences on SF6 lots. This also gives developers and builders more options for larger single-family residences on SF6 lots.

No public comment.

Motion: I MOVE TO PASS, APPROVE, AND ADOPT BILL 374 ASSOCIATED WITH CA25008 AS PRESENTED BY STAFF. **Action:** Approve, **Moved by:** Councilman Ryan Hanan **Seconded by:** Councilwoman Felicity Zoberski. **Vote:** Passed **Summary:** Yes 5 **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza

Break 6:17 - 6:29

7.3. (For Possible Action) Discussion and possible action regarding CA25007 and Bill #373, a request from the Planning Department and City Manager’s Office to amend the definitions, use table entries, use standards, and parking supply requirements for the animal services land use as contained in Fernley Municipal Code, Title 32, Chapters 2, 6, 7, and 9 (FMC 32.02.030; FMC 32.06.150, Table 2; FMC 32.07.060; and FMC 32.09.120, Table 2).

Alisa Johansson, Senior Planner explained the amendments to the definitions , use standards, and parking requirements to update the municipal code Title 32.

No public comment.

Motion: CONSIDERING THE INFORMATION PROVIDED BY STAFF PRESENTATIONS AND IN THE STAFF REPORT, I MOVE TO APPROVE AND ADOPT BILL 373 ASSOCIATED WITH CA25007, AMENDING THE DEFINITIONS, USE TABLES ENTRIES, USE STANDARDS AND PARKING SUPPLY REQUIREMENTS FOR THE ANIMAL SERVICES LAND USES FMC32.02.030 FMC32.06.150 TABLE 2, FMC 32.07.060 AND FMC32.09.120 TABLE 2. **Action:** Approve **Moved by:** Councilman Ryan Hanan **Seconded by:** Councilman Albert Torres.

Vote: Passed, **Summary:** Yes 5 **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza,

7.4. Discussion and possible action to adopt Bill #375, amending Fernley Municipal Code Title 2, Chapter 2, Section 4 (Powers and duties of the city manager) (b) Exceptions to authority; updating the evaluation process.

Aaron Mouritsen, City Attorney, explained as the rule currently stands the City Manager is required to get an evaluation once per year. That evaluation is completed by the Mayor and as part of the code, the mayor is allowed to reach out to heads of departments to solicit opinions and evaluations before making the mayor's evaluation. This bill would amend to include a requirement that the mayor would reach out to all members of City Council, and to get an evaluation from each member of City Council and then review those and be aware of what City Council's asking for in regard to the City Manager before completing his evaluation. At the end of the day, the evaluation would remain the mayor's evaluation, but it would require him to consult and communicate with the Council and get that evaluation from them.

No public input at this time.

Motion: I MOVE TO ADOPT BILL 375, AMENDING THE FERNLEY MUNICIPAL CODE, CHAPTER 2, SECTION 4, POWERS AND DUTIES OF THE CITY MANAGER, B, EXCEPTIONS TO AUTHORITY UPDATING THE EVALUATION PROCESS. **Action:** Approve, **Moved by:** Councilman Albert Torres, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 5 **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

8. ORDINANCES

8.1. (For Possible Action) Introduction and First Reading of Bill #376 (associated with CA25010) to amend Section 32.03.030, Section 32.07.220, Table 32.09.120-2, and Table 32.06.150 of the Fernley Development Code to allow stand-alone gaming establishments of any size without a resort hotel component.

Lisa Warner Assistant Planner delivered the first reading of Bill 376 pertaining to the Fernley Development code to allow stand-alone gaming establishments of any size without a resort hotel component.

8.2. Introduction and first reading of Bill #378 associated with CA25013, a request from the Planning Department to add definitions and development standards and to amend the public facility requirements pertaining to non-residential development in remote portions of the City (FMC 32.02.030, FMC 32.09.125, and FMC 32.12.010).

Alisa Johansson, Senior Planner delivered the first reading of Bill 378 a request from the Planning Department to add definitions and development standards and to amend the public facility requirements pertaining to non-residential development in remote portions of the city.

9. PUBLIC FORUM

Beckie Howlett questioned about publishing in the Reno Gazette Journal; how many Fernley residents get the paper and read the notices. She also invited the community to spaghetti dinner at the Senior Center on 2/21/2026.

Rob Jacobson, Lyon County Commissioner stated he will get clarification on the county subsidizing the City of Fernley. He also invited the community to the Boys and Girls Passport to Party on 4/25/2025.

10. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 6:55 PM.

Approved by the Fernley City Council on _____, by a vote of:

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Mayor Neal E. McIntyre

ATTEST: City Clerk Kim Swanson

Report Criteria:

License.Status = "Active"

Business.Origination date = 02/10/2026-02/24/2026

Business Name	DBA	Name	Location	City	State	Zip	Business Tel	Description	Occupation
Rocket Electric LLC		Cody Kay	81 E Freeport Blvd	Sparks	NV	89431	775-622-0759	Contractor	Residential Electrical Con
Ventus Hospice Care, Inc.	1Care Hospice Reno	Melissa DeMarrias	5905 S. Virginia Street, St	Reno	NV	89502	702-587-3131	In Home Personal Car	
Highland Investments LLC - The Wind	The Window Shop	David & Brittany Ha	55 East Main Street, Unit 1	Fernley	NV	89408	775-980-6229	Wholesale and/or Reta	
Wallace P Johnson Plumbing & Heati		Dan Johnson	1227 N Tustin Avenue	Anaheim	CA	92807	714-630-7700	Contractor	
Morgan Construction Nevada, LLC		Precizion Partners,	7950 Security Circle	Reno	NV	89506	775-355-0251	Contractor	
SB Builders LLC		Patrick & Mark Bea	318 N. Carson Street, Suit	Carson City	NV	89701	775-885-2294	Contractor	
Van De Pol Enterprises, Inc.	Silver State Petroleum	Ronald M. & Thom	2225 E. Greg Street, #103	Sparks	NV	89431	209-944-9115	Wholesale and/or Reta	
GCW, Inc.		Tim McCoy	1555 South Rainbow Boul	Las Vegas	NV	89146	702-804-2000	Engineering Services	
Community Tech Support		David Harkins	290 Flint Street	Fernley	NV	89408	775-527-5353	Computer Services\Sa	
Telaid Industries Inc		Christopher Patsiga	13 W Main Street	Niantic	CT	06357	860-439-7390	Telecommunication Sa	
Phelps Engineering Services, Inc		Lonny Phelps	10651 Professional Circle,	Reno	NV	89521	303-298-1644	Engineering Services	
Jaeger Electrical LLC		Wayne Jaeger	5635 Riggins Ct., Suite #1	Reno	NV	89502	775-360-0070	Contractor	
Kemper & Sons Masonry, Inc.		Kemper Hendrick	191 Manor Drive #2	Stateline	NV	89448	530-577-4589	Contractor	

Grand Totals:

13

Report Criteria:

License.Status = "Active"

Business.Origination date = 02/10/2026-02/24/2026



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: March 4, 2026

REPORT TO: Mayor and City Council

REPORT FROM: Braelyn Birkel, Administrative Specialist II

FINANCIAL IMPACT:

Yes:x

No:

CURRENTLY BUDGETED:

Yes:x

No:

FUND/ACCOUNT:

510-810-698

ACTION REQUESTED: Consent

AGENDA ITEM:

Possible Action to authorize the execution of the water rights banking and dedication agreement between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the "Dedicator") and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the "City"), APN 020-361-08 TCID serial number 1057-5 in the amount of 18 acre feet annually.

AGENDA ITEM BRIEF:

Staff is seeking Council approval to authorize the execution of the Water Right Banking and Dedication Agreement between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the "Dedicator") and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the "City"), APN 020-361-08 TCID serial number 1057-5 in the amount of 18 acre feet annually.

RECOMMENDED MOTION:

"I move to authorize the execution of the Water Right Banking and Dedication Agreement between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the "Dedicator") and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the "City"), APN 020-361-08 TCID serial number 1057-5 in the amount of 18 acre feet annually."

BUSINESS IMPACT (per NRS Chapter 237):

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.

ALTERNATIVES:

N/A

BACKGROUND:

Staff is seeking Council approval to authorize the execution of the Water Right Banking and Dedication Agreement between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the “Dedicator”) and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the “City”), APN 020-361-08 TCID serial number 1057-5 in the amount of 18 acre feet annually.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC 32.09.035(g)

FINANCIAL IMPLICATIONS:

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).

ATTACHMENTS:

1. Forster Draft Deed (1057-5)
2. 2025-07-30 TCID 1057-5 Detail Sheet
3. Forster Dedication Agreement

The undersigned hereby affirms that there is no Social Security number contained in this document

LYON CO. APN 020-361-08

RECORDING REQUESTED BY:

City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

AFTER RECORDATION RETURN TO:

City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

SPACE ABOVE THIS LINE FOR RECORDER'S USE

WATER RIGHTS GRANT, BARGAIN, & SALE DEED

THIS WATER RIGHTS DEED is made and entered into this ____ day of _____, 2026, to convey the below-mentioned water rights from JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (hereinafter referred to as "GRANTOR") to the CITY OF FERNLEY, a political subdivision of the State of Nevada (hereinafter referred to as "GRANTEE")

WITNESSETH:

That said GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) lawful money of the United States of America, and for other good and valuable consideration, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell, and convey to the GRANTEE, and to their successors, heirs, and assigns forever, all of GRANTOR's right, title, and interest in and to those certain waters and water rights situate in Lyon County, State of Nevada, as described as follows, to wit:

An Eighteen (18) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1057-5. Said water rights are appurtenant to that certain real property located in Lyon County, State of Nevada described as Lyon County Assessor Parcel Number 020-361-08 and further described as follows:

Lot 5, as shown on the map of FERNLEY RANCHOS SUBDIVISION, recorded in the Recorder's Office of Lyon County, Nevada, on November 15, 1963, as Document No. 87615.

The above legal description appeared previously in Document No. 683468, recorded on July 2, 2024, Official Records of Lyon County, Nevada.

TOGETHER WITH all and singular the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, and any reversions, remainders, rents, issues, or profits thereof.

TO HAVE AND TO HOLD, all and singular, the said water rights and the appurtenances, unto the said GRANTEE, and to their successors and assigns forever.

IN WITNESS WHEREOF the GRANTOR has hereunto executed this WATER RIGHTS GRANT, BARGAIN, & SALE DEED the day and year first written above.

DATED this ____ day of _____, 2025.

GRANTOR:

THE FORSTER LIVING TRUST Dated July
23, 2005

BY: _____
JOHN FORSTER, Trustee

STATE OF _____)
 : ss.
COUNTY OF _____)

This instrument was acknowledged before me on _____, 2025, by John Forster.

WITNESS my hand and official seal.

NOTARY PUBLIC

Truckee-Carson Irrigation District
Water Rights Detail Record

Page 1
7/30/2025

Serial #: 1057-5	Owner's Name: Forster Living Trust		
Control #: 5511	John Forster, Trustee		
APN: 2036108 L	3500 Farm District Rd.		
Hold:	Fernley	NV	89408-
Pump Permit:	Phone: (775) 221-4055		
Property	Irrigator's Name:		
Physical Address: 1150 Rancho Rd.			
	Phone 1: () - 0		
	Phone 2:		
	Phone 3:		

Assessment: Yes, Parcels are assessed on the tax roll

District	Lateral	Takeout		Total	W.R.		
Truckee Division	TC	TC-T13 (Meter)		Acres	Acres	Susp	Duty
Description	Sc	Tn	Rn				
Lot 5, Fernley Ranchos	19	20	25	5.00	4.00		4.5
				Total	W.R.		
				Acres	Acres	Susp	Duty
Totals				5.00	4.00	.00	
	1.5	2.99	3.5	4.5	Other		
Irrigated Acreage:	.00	.00	.00	3.65		.00	

This document only represents the current records of the District and is not a warranty or guarantee of title or ownership. If a warranty or guarantee of title to ownership of land or water rights is desired, you will have to obtain such from a title company or registered land or water right surveyor.

WATER RIGHTS BANKING AND DEDICATION AGREEMENT

This Water Rights Banking and Dedication Agreement made as of the ____ day of _____, 2026 (this “Agreement”), by and between JOHN FORSTER, Trustee of the FORSTER LIVING TRUST dated July 23, 2005, (the “Dedicator”) and the CITY OF FERNLEY, a political subdivision of the State of Nevada (the “City”), for the purpose of dedicating and banking certain water rights.

RECITALS

WHEREAS, the City owns and operates a water distribution system located in the City of Fernley, Lyon County; and

WHEREAS, the Dedicator desires to transfer certain water rights to the City as described in Section 2 of this Agreement (the “Water Rights”), to be reserved and credited towards future water utility service requirements; and

WHEREAS, the City is willing to accept the Water Rights to be utilized by the Dedicator for future development requirements within the City’s water utility service area, as it may change from time to time; and

WHEREAS, the Dedicator may desire to assign its rights to apply the Water Rights towards future water utility service requirements to an assignee (the “Assignee”); and

WHEREAS, the City will accept the Water Rights in lieu of the provision of new water rights when an application for water utility service is made in the future by the Dedicator or the Assignee, thereby satisfying one of the pre-conditions for water utility service (i.e. the provision of a water right).

NOW, THEREFORE, it is hereby agreed between the Dedicator and City as follows:

1. **Dedication of Water Rights and Facilities.** The Dedicator hereby agrees to dedicate the Water Rights to the City. The Dedicator and the Assignee agree and understand that dedication of the Water Rights is a condition precedent to receiving a will-serve commitment for water utility service from the City. The parties further agree that:
 - (a) The quantity of surface or ground water rights reasonably necessary to insure an adequate water supply to the subject property is independently determined by the City. The Dedicator and Assignee understand and agree that the determination of the quantity of surface or ground water rights necessary to serve any proposed development will be made at such time as the Dedicator or Assignee request a will serve commitment for the development in accordance with the ordinances,

resolutions, statutes, standards, and policies in effect at the time the request for a will serve commitment is made. In addition, the parties agree and understand that the City has no obligation to independently obtain the necessary water rights to fulfill a will-serve commitment;

- (b) Any facilities for water treatment, supply, storage, transmission and distribution, treatment and disposal, and appurtenances (such as wells, pipelines, pumps and storage tanks), located within or outside of the property for which future will-serve commitments are sought, that are requested and which are reasonably necessary to insure an adequate water supply to the property, will be constructed by the Dedicator or the Assignee, and dedicated to the City; and
- (c) Any easement or legal access reasonably necessary to insure an adequate water supply to the property will also be dedicated from the Dedicator or the Assignee to the City as part of the grant of will-serve commitments.

2. **Dedicated Water Rights.** The Water Rights dedicated by this Agreement are described as follows:

An Eighteen (18) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1057-5. Said water rights are appurtenant to that certain real property located in Lyon County, State of Nevada described as Lyon County Assessor Parcel Number 020-361-08 and further described in that certain Trustee's Deed recorded in the official records of Lyon County, Nevada on July 2, 2024, as Document No. 683468.

3. **Revegetation Requirements.** As a condition of receiving water right dedications in exchange for utility service, any lands which are being irrigated within the existing place of use of the Dedicated Water Rights, and which will no longer be a place of use of the Dedicated Water Rights, must be re-vegetated pursuant to a re-vegetation plan approved by the City. The intent of this requirement is to prevent formerly irrigated lands from becoming dust and erosion hazards when the land is no longer irrigated. This requirement does not apply to land which is the existing place of use if that land will become a subdivision, or other use that will maintain ground cover.

- (a) As part of any dedication, the City will determine whether revegetation of formerly irrigated land is required, and if re-vegetation is required, the Dedicator of the water rights, or its assignee, will submit a plan for re-vegetation that will be reviewed and approved by the City.
- (b) A re-vegetation plan must be prepared by a qualified agricultural engineer or the equivalent, and must outline the method by which permanent ground cover will be established. The re-vegetation plan shall provide for the application of a suitable seed mixture susceptible to natural germination in the climatic conditions existing

on the formerly irrigated land. The re-vegetation plan shall be deemed fully performed upon the first to occur of the following:

- (i) The City's written confirmation that the re-vegetation plan has been fully performed or
 - (ii) The Dedicator or its assignee, as the case may be, diligently and in compliance with the re-vegetation plan causes not less than two applications of the approved seed mixture to be placed upon the formerly irrigated land without success during a period of thirty (30) months following the date of dedication of the applicable water rights.
- (c) The goal of a re-vegetation plan is to establish natural ground cover that will limit dust and erosion and can be sustained in Fernley's climatic conditions without human assistance.
- (d) For each water right that is dedicated to the City of Fernley from land that it is determined by the City to require re-vegetation, the City of Fernley will hold back a portion of the water right, in an amount equal to ten (10) percent of the total water right, from the issuance of will serve commitments until the City of Fernley has approved the actual re-vegetation of the property at issue. Once the City of Fernley has approved the actual re-vegetation on a former place of use for a dedicated water right, the ten (10) percent portion of the Water Right held back pursuant to this section will be made available for future will serve commitments.
4. **Annexation.** If water utility service is requested by the Dedicator or the Assignee from the City outside the city limits of the City, and the Dedicator or the Assignee desires to use the Water Rights to satisfy the water right dedication requirements for water utility service, the City will determine whether it is appropriate to annex that property, and will only provide water utility service if the area is annexed into the City.
- (a) If annexation is necessary, the Dedicator or the Assignee is responsible for any and all annexation costs and fees in the same manner as any other person or entity requesting that property be annexed to the City.
 - (b) If annexation is necessary, all line extensions, water distribution systems and upgrades shall be constructed to the standard required by the City, and the Dedicator or Assignee shall pay all hook-up fees and complete all required improvements that the City determines are reasonably necessary to service the property.
5. **Banking.** The Water Rights dedicated to the City under this Agreement shall be available for use in the satisfaction of the water right dedication requirement that is a pre-condition to receiving water utility service from the City. Once the water rights have been dedicated

to the City, the City will maintain those rights in an account as a credit for the Dedicator for the term of this agreement, including any renewal period.

- (a) During the term of this agreement, including any renewal period, the Dedicator and the Assignee may request will-serve commitments for water utility service from the City. The Water Rights that are held by the City pursuant to this Agreement may be used to satisfy the water dedication requirement that exists at the time of the request for the will-serve commitments.
 - (b) **Place of Will-Serve Commitments.** The Dedicator and the Assignee may request will-serve commitments for water utility service from the City anywhere within the City's water utility service area. Will-serve commitments may be requested for property to which the Water Rights are not appurtenant.
 - (c) **Assignment of Banked Credits.** The Dedicator's banked credits that are held in an account with the City may be assigned to an Assignee. Upon the execution of an assignment agreement with the Assignee, the City will allow the Assignee to receive the credits as satisfaction of the water right dedication requirement in existence when the Assignee applies for will-serve commitments from the City for water utility service.
 - (d) **City Consent to Assignment.** The assignment of banked credits includes the assignment of all rights and obligations under this Agreement, and requires the consent of the City. An assignment of banked credits created by this Agreement is invalid without the City's consent. Consent may only be withheld by the City if the Assignee does not agree to comply with the terms of this Agreement. All fees and costs assessed against banked water rights, if any, shall be paid to the City prior to any assignment of banked credits. No assignment agreement will be valid unless and until such costs are reimbursed.
 - (e) **Reduction in Banked Credits.** The City will file an application to change the manner of use and place of use of the Water Rights to municipal uses in the City's water utility service area. If the State Engineer determines, or if appeal from such a ruling by the State Engineer determines, that the total number of acre-feet that can be used by the City for municipal uses in its water utility service area is less than the amount of Water Rights that are dedicated under this Agreement, the City will reduce the credits that are accounted to the Dedicator by the amount of the reduction in the State Engineer's ruling, or in the appeal from such a ruling.
6. **Change Applications.** Dedicator recognizes that the manner of use and place of use of the Water Rights must be changed to allow for municipal use in the City. Change applications that change the points of diversion, manner and place of use of the Water Rights will be prepared so that the Water Rights may be utilized for municipal purposes within the City's water utility service area as its boundaries are currently set and as they may be expanded through annexation.

- (a) At the option of the Dedicator, the City may prepare all required change applications.
 - (b) If the Dedicator elects to prepare the required change applications, they must be completed, along with appropriate maps and documentation, to the City's satisfaction and delivered to the City for submittal to the State Engineer by and on behalf of the City.
 - (c) The City shall pay all associated statutory fees relating to the filing and approval of the Change Application, including but not limited to the application filing fees, permit fees, and certificate fees.
7. **Use of Dedicated Water Rights.** Dedicator and Assignee agree and acknowledge that the City receives the dedication of Water Rights that are the subject of this agreement free and clear of any encumbrances or liens and that as a result of such dedication the City shall be the sole holder of legal title to such Water Rights. Accordingly, the City may perform any action that a holder of such Water Rights is legally allowed to perform including, without limitation, hypothecation, rental, or lease of the dedicated Water Rights to a third party; and any revenue collected pursuant to such agreements may be utilized by the City at its sole and complete discretion. The parties agree that the City may, by contract or written agreement, permit the use of the Water Rights by other governmental entities, public or private utilities, or any other person or entity, including those engaged in providing water, storm drainage or sewer service. The Parties agree that in exchange for the dedication of Water Rights pursuant to this Agreement, the Dedicator or Assignee shall have the ability, pursuant to Section 5, to use the dedicated Water Rights to satisfy the water right dedication requirement that is a pre-condition to receiving water utility service from the City, however, nothing in this agreement shall be construed as creating an encumbrance or lien on the title of the dedicated Water Rights in favor of Dedicator or Assignee. The Parties further agree that the City reserves the right to satisfy its obligation to provide water service to Dedicator or Assignee in any manner that the City, at its sole discretion and consistent with Nevada Law and the Fernley Municipal Code, determines best serves the interests of the City water system.
8. **Facilities Standards.** Any facilities that are subject to this Agreement shall be designed and constructed in accordance with standards and other requirements prescribed by the City as a condition to provision of water utility service.
9. **Approval of Service Conditional.** Every will-serve notification and administrative approval of applications for water utility service is conditioned upon the acceptance of the dedication, and the satisfaction of all other service requirements that are established by local ordinance or state law. Any application or renewal, including applications for extension of will-serve commitments is subject to the provisions herein. The parties agree that:
- (a) The City is the final authority in determining the number of will-serve

commitments which may be granted by the City; and

- (b) The City is the final authority regarding the number of will serves that may be serviced by the Water Rights for any development. Such determination shall be based on the criteria established by the City and further established by the State Engineer.

10. **Term of Agreement.** The term of this Agreement shall be for a period of twenty-five (25) years and shall be renewable for one successive twenty-five (25) year period upon application of the Dedicator or the Assignee, and the approval of the City.

- (a) It is further understood and agreed between the City and the Dedicator that the Parties must agree to renew this agreement for the subsequent twenty-five year period. The City's decision to approve or reject a renewal of this agreement must be made pursuant to a vote by the Fernley City Council.

- (b) The City may reject approval of a renewal of this Agreement **only** if:

- (i) The City sends notice of the expiration of the initial twenty-five year term to the record owner of the Water Rights and receives no response within thirty (30) days of such notice; and

- (ii) The Dedicator has not complied with the obligations included in this Agreement or does not agree to comply with the obligations of this Agreement during the renewal term of this Agreement.

- (c) In the event that this Agreement is terminated, or expires pursuant to the provisions of this section, the City shall retain the title to the Water Rights, regardless of whether the Water Rights have been credited to an existing will-serve commitment.

11. **Notice.** Any notice required pursuant to this Agreement shall be sent via certified mail to the address listed below. Each Party is responsible for informing the other Party of any change in address. Notices from the City, including but not limited to notice of expiration of the 25-year term of this Agreement, shall be made to the address listed below, or to an updated address provided by the Dedicator or Assignee.

Dedicator

John Forster

3500 Farm District Rd.

Fernley, NV 89408

City of Fernley

Department of Public Works

595 Silver Lace Boulevard

Fernley, NV 89408

12. **General Conditions.**

- (a) **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original, and all of which, taken together, shall constitute but one and the same instrument.
- (b) **Governing Law.** This Agreement shall be governed by, interpreted under, and construed and enforced in accordance with the laws of the State of Nevada applicable to agreements made and to be performed wholly within the State of Nevada.
- (c) **Venue.** Any action or proceeding concerning the rights or responsibilities of the parties to this Agreement shall be heard and entertained in the State district court in Lyon County, Nevada.
- (d) **Entire Agreement.** This Agreement (including any exhibits attached hereto) constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto, including without limitation, that certain memorandum of understanding between the parties. This Agreement may not be modified, changed or supplemented, nor may any obligations hereunder be waived, except by written instrument signed by the party to be charged or by its agent duly authorized in writing or as otherwise expressly permitted herein. The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties hereto.
- (e) **Survivability.** The parties' rights and responsibilities under this Agreement shall survive the conveyance of the Water Rights by the Dedicator to the City.
- (f) **Waivers; Extensions.** No waiver of any breach of any agreement or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other agreement or provision herein contained. No extension of time for performance of any obligations or acts shall be deemed an extension of the time for performance of any other obligations or acts.
- (g) **Non-Waiver of Rights.** No failure or delay of either party in the exercise of any right given to such party hereunder shall constitute a waiver thereof unless the time specified herein for exercise of such right has expired, nor shall any single or partial exercise of any right preclude any other or further exercise thereof or of any other right. The waiver of any breach hereunder shall not be deemed to be a waiver of any other or any subsequent breach hereof.
- (h) **Further Assurances.** The parties agree to do such further acts and things and to execute and deliver such additional agreements and instruments as the other may reasonably require to consummate, evidence or confirm the dedication of the above reference water rights or any other agreement contained herein in the manner

contemplated hereby.

- (i) **Successors and Assigns: Assignment.** This Agreement shall be binding upon and shall inure to the benefit of each of the City and the Dedicator and to their respective heirs, successors and assigns.
 - (i) The City shall have the right to assign its interest in this Agreement in whole or in part to any successor agency, subsidiary, or entity with jurisdiction to supply water service to customers within the City of Fernley, in which case, the references to the City herein shall include such assignee, and provided that such assignee assumes all of the obligations of the City under this Agreement by written instrument.
 - (ii) Any such assignment shall not relieve any party of its obligations under this Agreement. Any attempt to transfer, convey or assign this Agreement other than as provided herein shall be null and void.
- (j) **Time.** Time is of the essence in respect to each and every particular of this Agreement. Any time period to be computed pursuant to this Agreement shall be computed by excluding the first day and including the last. If the last day falls on a Saturday, Sunday or holiday, the last day shall be extended until the next business day that the City is open for business, but in no case will the extension be for more than four (4) days.
- (k) **Severability.** The determination that any covenant, agreement, condition or provision of this Agreement is invalid shall not affect the enforceability of the remaining covenants, agreements, conditions or provisions hereof and, in the event of such determination, this Agreement shall be construed as if such invalid covenant, agreement, condition or provision were not included herein.
- (l) **Delivery of Deed and Warranty.** The Dedicator shall deliver a Water Rights Grant Bargain and Sale Deed conveying and dedicating the Water Rights to the City at the time of the execution of this Agreement. Further, the Dedicator shall warrant that it is the legal owner of the Water Rights.
- (m) **Indemnification.** The Dedicator and the Assignee agree, jointly and severally, to indemnify the City at all times and hold the City harmless in respect of any claims, damages or losses (including, without limitation, attorney's fees and costs), whether known or unknown, disclosed or undisclosed, arising from, by reason of or in connection with any part or portion of this Agreement. Dedicator hereby represents and warrants it has not sold, assigned, transferred, conveyed, hypothecated, pledged, or otherwise disposed of or encumbered the water rights transferred herein except as provided in this Agreement. Dedicator acknowledges that in the event that any claim or dispute relating to the title of the water rights renders such water

rights unusable within, or unavailable to, the City's water delivery system, the City may, at its sole discretion and in addition to any other remedies provided for by law, rescind this Agreement and withhold the will-serve commitments provided for herein. In the event that such will-serve commitments have already been issued, the City, in addition to any other remedies provided by law, may require Dedicator or Assignee, jointly or severally, to immediately acquire and dedicate to the City the same quantity and quality of water rights as the water rights rendered unusable within, or unavailable to, the City's water delivery system and/or the City may assign any other banked or reserved water rights in which Dedicator or Assignee have a beneficial interest, and that remain uncommitted to will-serve commitments, to the will-serve commitments already issued pursuant to this Agreement.

- (n) **Attorney's Fees.** In the event of any litigation between the parties hereto arising out of this Agreement, or if one party seeks to judicially enforce the terms of this Agreement, the prevailing party shall be reimbursed for all reasonable costs, including, but not limited to, reasonable attorney's fees.

[Signature Pages Follow]

Agreed upon the date set forth above between the following parties:

City of Fernley

Mayor of Fernley

Date:

Attested:

City Clerk

Dedicator

John A. Forster,
Trustee of the Forster Living Trust

Date:



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: March 4, 2026

REPORT TO: Fernley Planning Commission

REPORT FROM: Alisa Johansson

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A.

ACTION REQUESTED: Ordinance
Receive/File

AGENDA ITEM:

(Possible Action) Introduction and first reading of Bill #379 associated with CA26001, a request from the Planning Department to amend the City's land use table, Fernley Municipal Code Title 32, Chapter 6, Section 150, Table 2, to allow multifamily and mixed-use developments by right in commercial zones pursuant to State Assembly Bill 241.

AGENDA ITEM BRIEF:

Multifamily and mixed-use developments are presently allowed in the City's commercial zoning districts with conditional use permit approval. Fernley's commercial zoning districts include the Neighborhood Commercial (C1), General Commercial (C2), and Tourist Commercial (TC) zoning districts. This code amendment aligns the City's development regulations with recent State legislation that stipulates that multifamily and mixed-use developments shall be allowed by right in commercial zones.

At the February 11th Planning Commission meeting, the Commission unanimously recommended approval of the proposed development code text amendment.

RECOMMENDED MOTION:

None.

BUSINESS IMPACT (per NRS Chapter 237):

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.

ALTERNATIVES:

N/A.

BACKGROUND:

State Assembly Bill 241 was introduced on February 17th, 2025, amended and engrossed, and approved by the Governor on May 31st, 2025. The bill came into effect on October 1st, 2025. AB 241 revises provisions related to housing, specifically providing that multifamily developments and mixed-use developments containing a residential component shall be allowed by right on properties zoned for commercial use. The bill declares void any state or local regulations that are in conflict with these provisions.

City of Fernley regulations are presently in conflict with AB 241; our use table indicates that conditional use approvals are required for multifamily developments in commercial zoning districts. This requirement would be extended to mixed-use developments with a multifamily residential component. To ensure that development, dimensional, and density standards can be applied effectively, the City proposes to amend our use table to align with AB 241, allowing the specified project types by right in the appropriate zoning districts, and also adding references to the applicable district standards to ensure their proper application. District standards are not proposed to be amended at this time.

Analysis: Development Code Text Amendment

A development code text amendment is committed to the City Council's legislative discretion. A development code text amendment may be approved if it meets the following criteria.

1. Consistent with the city's master plan and otherwise consistent with state and federal law.

While this amendment does not drastically alter the uses that can be achieved in the City's commercial zoning districts, the proposed change does simplify the review process by removing the requirement for a discretionary entitlement process. This reduces cost and shortens timelines to construction—meaningful metrics for Fernley's development community. The proposed change rectifies an inconsistency with state law and is a necessary response to the region's considerable housing needs. Supporting this amendment are the following community goals and action strategies from the City's adopted Comprehensive Master Plan.

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 ability of the current and future households.

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

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

LU.1.5 Promote infill development.

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

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

Public notice was provided via published legal ad in the Reno-Gazette Journal on January 28th, 2026. A public hearing was held at the February 11th Planning Commission meeting. Additional public notice and an additional

public hearing will be provided in March.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General References

Nevada Revised Statutes (NRS) Chapter 266 – General Law for Incorporation of Cities and Towns
Nevada Revised Statutes (NRS) Chapter 268 – Powers and Duties Common to Cities and Towns Incorporated under General or Special Laws
Nevada Revised Statutes (NRS) Chapter 278 – Planning and Zoning
Fernley Municipal Code (FMC) Title 32 – Development Code
City of Fernley Comprehensive Master Plan (2018, 3rd Update)

Specific References

NRS 266.105-118 – Ordinances and Resolutions
NRS 268.014 – Codification of Ordinances; Publication of Code
AB 241 - An Act Related to Housing

FMC 1.01.03 – Official Municipal Code, Amendments
FMC 32.03.040(d) – Development Code, Administration, Development Code Text Amendments
FMC 32.06.150, Table 2 – Development Code, Zoning Districts, Use Table

FINANCIAL IMPLICATIONS:

None.

ATTACHMENTS:

1. Exhibit 1 - Bill 379
2. Exhibit 2 - Original Use Table
3. Exhibit 3 - Amended Use Table
4. Exhibit 4 - Assembly Bill 241

BILL #379
CITY OF FERNLEY
ORDINANCE # _____

AN ORDINANCE AMENDING TITLE 32, CHAPTER 6, SECTION 150, TABLE 2 (UNLISTED USES AND USE TABLE) TO ALLOW MULTIFAMILY AND MIXED-USE DEVELOPMENTS BY RIGHT IN COMMERCIAL ZONING DISTRICTS CONSISTENT WITH STATE ASSEMBLY BILL 241.

THE CITY COUNCIL OF THE CITY OF FERNLEY, hereinafter “the Council”, DO HEREBY ORDAIN:

Section 1. Title 32, Chapter 6, Section 150, Table 2 is hereby amended as follows:

Use Category	Use Type	Additional Use Standards	GR20	RR5	RR1	RR½	SF20	SF12	SF9	SF6	MDR14	MF21	MF30	MU	C1	C2	TC	EC	I	PF
Residences																				
	Multifamily building <100 units	Reference chapter 32.06									C	P	P	P	P	P	P			
	Multifamily building ≥100 units	Reference chapter 32.06									C	C	C	P	P	P	P			

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. The City Clerk is instructed and authorized to publish the title of this ordinance as provided by law.

Section 4. This ordinance shall become effective upon passage, approval, and publication.

Section 5. The provisions of this ordinance shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, welfare, and convenience.

Section 6. In any subsection, phrase, sentence, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions.

Section 7. The City Council finds that this ordinance is not likely to impose a direct and significant economic burden upon a business or directly restrict the formation, operation, or expansion of a business, or is otherwise exempt from Nevada Revised Statutes Chapter 237.

BILL #364 BEING HEREBY PROPOSED on the 4th day of March, 2026.

BILL #364 BEING HEREBY PASSED, APPROVED, and ADOPTED this 18th day of March, 2026, by the following vote of the Council:

Ayes: _____ Nays: _____ Abstentions: _____ Absent: _____

FERNLEY CITY COUNCIL

By: _____ Date: _____
Neal E. McIntyre, Mayor

Attest By: _____ Date: _____
Kim Swanson, City Clerk

Use Category		Use Type	Additional Use Standards	GR20	RR5	RR1	RR½	SF20	SF12	SF9	SF6	MDR14	MF21	MF30	MU	C1	C2	TC	EC	I	PF
Residences																					
		Multifamily building <100 units										C	P	P	P	C	C				
		Multifamily building ≥100 units										C	C	C	C	C	C				

Use Category		Use Type	Additional Use Standards	GR20	RR5	RR1	RR½	SF20	SF12	SF9	SF6	MDR14	MF21	MF30	MU	C1	C2	TC	EC	I	PF
Residences																					
		Multifamily building <100 units	Reference chapter 32.06									C	P	P	P	GP	GP	P			
		Multifamily building ≥100 units	Reference chapter 32.06									C	C	C	GP	GP	GP	P			

CHAPTER.....

AN ACT relating to housing; requiring the governing body of each county and city to adopt an ordinance to authorize by-right a multifamily housing development or mixed-use development that includes a residential use on property zoned for commercial use; declaring void certain county or city ordinances; authorizing the State Land Registrar to transfer, under certain circumstances, certain real property owned by the State of Nevada to certain entities without consideration; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Section 1 of this bill requires each governing body of a county or city to adopt an ordinance that authorizes by-right a multifamily housing development or mixed-use development that includes a residential use on property zoned for commercial use. **Section 1** also authorizes such an ordinance to establish certain standards and requirements to qualify for such a by-right development. **Section 1** further provides that any such ordinance does not apply to any property: (1) that is zoned for or in relation to an airport; or (2) within the region defined in the Tahoe Regional Planning Compact. (NRS 277.200) **Section 1** further provides that property zoned for commercial use does not include property zoned for industrial use. **Section 5** of this bill declares void any ordinance, regulation or rule of a county or city which conflicts with the provisions of this bill.

Existing law authorizes the governing body of a county or city to divide the county, city or region into zoning districts of such number, shape and area as are best suited to carry out certain purposes. Within a zoning district, the governing body may regulate and restrict the erection, construction, reconstruction, alteration, repair or use of buildings, structures or land. (NRS 278.250) **Section 4** of this bill creates an exception to account for the requirement that the governing body of a county or city adopt an ordinance to authorize by-right a multifamily housing development or mixed-use development that includes a residential use on property zoned for commercial use pursuant to **section 1**.

Existing law requires that an action or proceeding seeking judicial relief or review from or with respect to any final action, decision or order of any governing body of a county or city be commenced within 25 days after the date of filing of notice of the final action, decision or order with the clerk or secretary of the governing body. (NRS 278.0235) **Section 3** of this bill applies these provisions to **section 1**.

Section 2 of this bill makes a conforming change to apply the definitions of certain terms relating to planning and zoning to **section 1**.

Existing law requires the State Land Registrar to execute on behalf of the State of Nevada any lease, deed or other document by which any land or interest therein owned by the State is conveyed. (NRS 321.003) **Section 5.3** of this bill authorizes the State Land Registrar to transfer title to certain real property owned by the State, with certain restrictions, to Catholic Charities of Northern Nevada and the Reno-Sparks Gospel Mission. **Section 5.3** provides that such a transfer is conditioned upon the Reno Redevelopment Agency entering into certain agreements with Catholic Charities of Northern Nevada or the Reno-Sparks Gospel Mission. **Section 5.3** further provides that such agreements must require the Reno Redevelopment



Agency to: (1) survey and generate a legal description for the portions of real property that the State Land Registrar is authorized to transfer to each entity; and (2) pay the costs relating to the transfer of the real properties. **Section 5.5** of this bill requires the deed for the real properties to include certain restrictions and provide for the reversion of the title to the real properties under certain circumstances.

EXPLANATION – Matter in ***bolded italics*** is new; matter between brackets ~~omitted material~~ is material to be omitted.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 278 of NRS is hereby amended by adding thereto a new section to read as follows:

1. Except as otherwise provided in subsection 2, not later than March 1, 2026, each governing body shall adopt an ordinance that authorizes by-right a multifamily housing development or mixed-use development that includes a residential use on property zoned for commercial use. The ordinance may establish standards and requirements to qualify for by-right a multifamily housing development or mixed-use development.

2. Any ordinance adopted pursuant to this section does not apply to any property:

(a) That is zoned for or in relation to an airport; or

(b) Within the region defined by NRS 277.200, the Tahoe Regional Planning Compact.

3. As used in this section, “property zoned for commercial use” does not include property zoned for industrial use.

Sec. 2. NRS 278.010 is hereby amended to read as follows:

278.010 As used in NRS 278.010 to 278.630, inclusive, ***and section 1 of this act***, unless the context otherwise requires, the words and terms defined in NRS 278.0103 to 278.0195, inclusive, have the meanings ascribed to them in those sections.

Sec. 3. NRS 278.0235 is hereby amended to read as follows:

278.0235 1. No action or proceeding may be commenced for the purpose of seeking judicial relief or review from or with respect to any final action, decision or order of any governing body, commission or board authorized by NRS 278.010 to 278.630, inclusive, ***and section 1 of this act***, unless the action or proceeding is commenced within 25 days after the date of filing of notice of the final action, decision or order with the clerk or secretary of the governing body, commission or board.



2. A petitioner or cross-petitioner who is seeking judicial review must serve and file a memorandum of points and authorities within 40 days after an action is commenced.

3. The respondent or cross-petitioners shall serve and file a reply memorandum of points and authorities within 30 days after the service of the memorandum of points and authorities.

4. The petition or cross-petitioner may serve and file a reply memorandum of points and authorities within 30 days after service of the reply memorandum.

5. Within 7 days after the expiration of the time within which the petitioner is required to reply, any party may request a hearing. Unless a request for hearing has been filed, the matter shall be deemed submitted.

6. All memoranda of points and authorities filed in proceedings involving petitions for judicial review must be in the form provided for appellate briefs in Rule 28 of the Nevada Rules of Appellate Procedure.

7. The court, for good cause, may extend the times allowed in this section for filing memoranda.

Sec. 4. NRS 278.250 is hereby amended to read as follows:

278.250 1. For the purposes of NRS 278.010 to 278.630, inclusive, *and section 1 of this act*, the governing body may divide the city, county or region into zoning districts of such number, shape and area as are best suited to carry out the purposes of NRS 278.010 to 278.630, inclusive ~~[Within]~~, *and section 1 of this act. Except as otherwise provided in section 1 of this act, within* the zoning district, it may regulate and restrict the erection, construction, reconstruction, alteration, repair or use of buildings, structures or land.

2. The zoning regulations must be adopted in accordance with the master plan for land use and be designed:

(a) To preserve the quality of air and water resources.

(b) To promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment.

(c) To consider existing views and access to solar resources by studying the height of new buildings which will cast shadows on surrounding residential and commercial developments.

(d) To reduce the consumption of energy by encouraging the use of products and materials which maximize energy efficiency in the construction of buildings.

(e) To provide for recreational needs.



(f) To protect life and property in areas subject to floods, landslides and other natural disasters.

(g) To conform to the adopted population plan, if required by NRS 278.170.

(h) To develop a timely, orderly and efficient arrangement of transportation and public facilities and services, including public access and sidewalks for pedestrians, and facilities and services for bicycles.

(i) To ensure that the development on land is commensurate with the character and the physical limitations of the land.

(j) To take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development.

(k) To promote health and the general welfare.

(l) To ensure the development of an adequate supply of housing for the community, including the development of affordable housing.

(m) To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods and, in counties whose population is 700,000 or more, the protection of historic neighborhoods.

(n) To promote systems which use solar or wind energy.

(o) To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.

3. The zoning regulations must be adopted with reasonable consideration, among other things, to the character of the area and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the city, county or region.

4. In exercising the powers granted in this section, the governing body may use any controls relating to land use or principles of zoning that the governing body determines to be appropriate, including, without limitation, density bonuses, inclusionary zoning and minimum density zoning.

5. As used in this section:

(a) “Density bonus” means an incentive granted by a governing body to a developer of real property that authorizes the developer to build at a greater density than would otherwise be allowed under the master plan, in exchange for an agreement by the developer to perform certain functions that the governing body determines to be



socially desirable, including, without limitation, developing an area to include a certain proportion of affordable housing.

(b) “Inclusionary zoning” means a type of zoning pursuant to which a governing body requires or provides incentives to a developer who builds residential dwellings to build a certain percentage of those dwellings as affordable housing.

(c) “Minimum density zoning” means a type of zoning pursuant to which development must be carried out at or above a certain density to maintain conformance with the master plan.

Sec. 5. On and after March 1, 2026, any ordinance, regulation or rule of a county or city which conflicts with the provisions of this act is void and unenforceable.

Sec. 5.3. 1. If the Reno Redevelopment Agency enters into an agreement with Catholic Charities of Northern Nevada or the Reno-Sparks Gospel Mission, as applicable, pursuant to subsection 2, the Administrator of the Division of State Lands of the State Department of Conservation and Natural Resources, as ex officio State Land Registrar, may transfer, without consideration, to:

(a) Catholic Charities of Northern Nevada, all interest of the State of Nevada in the real property located on the western portion of the property commonly known as the Northern Nevada Adult Mental Health Services Campus, containing approximately 4 acres, and further described in the legal description generated by the Reno Redevelopment Agency pursuant to subsection 2; and

(b) The Reno-Sparks Gospel Mission, all interest of the State of Nevada in the real property located on the western portion of the property commonly known as the Northern Nevada Adult Mental Health Services Campus, containing approximately 1.3 acres, and further described in the legal description generated by the Reno Redevelopment Agency pursuant to subsection 2,

➤ to provide community and social services to at-risk and underserved populations, which may include, without limitation, affordable housing, workforce housing, supportive housing, food services, supportive services and any other service for at-risk and underserved communities.

2. The Reno Redevelopment Agency shall enter into an agreement with Catholic Charities of Northern Nevada or the Reno-Sparks Gospel Mission, as applicable, relating to the transfer of the property described in subsection 1. The agreement must require the Reno Redevelopment Agency to:

(a) Survey and generate a legal description for the real properties described in paragraphs (a) and (b) of subsection 1; and

(b) Pay the costs relating to the transfer of the real property.



Sec. 5.5. If real property is transferred pursuant to section 5.3 of this act, the deed from the State of Nevada to Catholic Charities of Northern Nevada or the Reno-Sparks Gospel Mission, as applicable, must, subject to any easement, condition or other encumbrance of record:

1. Include restrictions:

(a) Requiring that the real property be used to provide community and social services to at-risk and underserved communities, which may include, without limitation, affordable housing, workforce housing, supportive housing, food services and any other services provided for at-risk and underserved communities; and

(b) Prohibit Catholic Charities of Northern Nevada or the Reno-Sparks Gospel Mission, as applicable, or any successors in title from transferring, leasing, encumbering or otherwise disposing of the property except pursuant to the express authority of the Legislature.

2. Provide for the reversion of the title to the property to the State of Nevada upon the breach of any restriction specified in subsection 1.

Sec. 6. The provisions of NRS 354.599 do not apply to any additional expenses of a local government that are related to the provisions of this act.

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CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: March 4, 2026

REPORT TO: Mayor and City Council

REPORT FROM: Lydia Altick, Acting City Manager

FINANCIAL IMPACT:

Yes: X

No:

CURRENTLY BUDGETED:

Yes: X

No:

FUND/ACCOUNT:

GL No.100-413-322

ACTION REQUESTED: Motion

AGENDA ITEM:

Possible action to approve additional funding for the Phase 1, parcels 4 & 8 reversionary interest process, and the Phase 2 lands conveyance, totaling \$46,400.

AGENDA ITEM BRIEF:

Staff is seeking approval to provide the Bureau of Land Management (BLM) with \$46,400 of additional funding under the BLM Cost Reimbursement Agreement between the BLM and the City of Fernley. The City received two additional funding requests from BLM dated February 13, 2026. One is for \$35,200 to continue processing the conveyance of the Phase 2 lands, including completion of the Cadastral survey and patent issuance. The second request is for \$11,200 to process the reversionary interest on parcels 4 (APN 021-041-06) and 8 (APN 021-392-05) of the Phase 1 lands conveyed by the BLM to the City on May 30, 2024.

RECOMMENDED MOTION:

I move to pay the Bureau of Land Management \$46,400 for work associated with the Fernley Lands Bill Conveyance Phases 1 and 2.

BUSINESS IMPACT (per NRS Chapter 237):

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.

ALTERNATIVES:

The City Council may choose not to approve the \$46,400 contribution to BLM for the Cost Recovery Agreement.

BACKGROUND:

Efforts began several years ago to have Congress work on a Federal Lands Bill to address the checkerboard of Federal Land within the City limits of Fernley.

On August 15, 2012, the Fernley City Council voted to approve Resolution 2012-10 supporting the Fernley Lands Conveyance Bill introduced by Congressman Mark Amodei.

On December 19, 2014, Congress passed the National Defense Authorization Act (H.R. 3913). This Act included Section 3009(c) titled "Conveyance to the City of Fernley, NV", commonly referred to as the Lands Bill.

On December 28, 2016, Fernley City Council approved an MOU between the BLM and the City of Fernley regarding respective roles, responsibilities, conditions, and procedures for the land conveyance of approximately 9,779 acres of public lands.

On November 13, 2019, the City of Fernley entered into a contract with Wood Rodgers initially for coordination services with the Bureau of Reclamation (BOR) and BLM to facilitate and complete required baseline studies, NEPA compliance, and concept layouts for eight parcels of public lands in compliance with the Recreation and Public Purposes Act (R&PP). It is anticipated that those eight parcels (1,576 acres) will be deeded to the City in 2023.

On June 10, 2020, a Cost Reimbursement Agreement for \$21,000 was initiated between the City of Fernley and the BLM Sierra Front Field Office – NVN 093783. The Cost Reimbursement Agreement establishes procedures to reimburse BLM for costs incurred in the processing of a land conveyance pursuant to the National Defense Authorization Act. Processing may include coordination, preparation, administration and approval of necessary environmental analyses, preparation of the administrative record, compliance checks, surveys, and any other necessary processing and monitoring actions consistent with the final determination.

The City of Fernley entered into a contract with Wood Rodgers initially in September 2019 for coordination services with the BOR and BLM to facilitate and complete required baseline studies, NEPA compliance, and concept layouts in compliance with the Recreation and Public Purposes Act (R&PP).

On January 9, 2020, the City released a request for proposals (RFP) to seek development proposals from qualified firms for the opportunity to purchase and develop ten parcels of Federal land to be conveyed through the process established by the Lands Bill. Several firms replied with project visions for the various parcels and the benefits their projects will bring to the City, among other qualifications. The intended outcome of the RFP process is the development of an Exclusive Right to Negotiate agreement that will establish terms and conditions, as identified in the Lands Bill.

On May 2, 2023, City staff met with the Carson City District BLM staff and field manager as required to initiate the conveyance process for ten parcels of land designated in the Lands Bill, called Fernley Land Conveyance Phase 2. After that meeting, the City put out a request to three professional consulting firms that are listed on the City's list of Qualified Professionals for baseline surveys, reports, concept layouts, and NEPA documentation in accordance with the 2016 MOU between the BLM and the City to facilitate conveyance of 10 parcels. Two firms responded including DOWL (formerly Farr West) and Wood Rodgers.

On May 30, 2023, the City of Fernley received an additional funding request from BLM requesting an additional \$15,000 to continue processing the original eight parcels and associated Cadastral work. The City paid the requested additional funds in June 2023.

On August 16, 2023, Fernley City Council provided approval for the City to enter a time and materials contract with Wood Rodgers for the required baseline studies, NEPA compliance, and concept layouts for the Fernley Phase 2 Conveyance of ten parcels located south of the Truckee Canal and mostly west and partly east of 95A, in compliance with the R&PP, and under the 2016 MOU between the BLM and the City.

On March 11, 2024, the City of Fernley received an additional funding request from BLM requesting an additional \$35,000 to continue processing the City's request to fund Cadastral work on Parcels 9 and 10 of Fernley Land Conveyance Phase 2. Any remaining funds will be applied to work for the City related to their land conveyance requests.

On September 16, 2024, the City of Fernley received an additional funding request dated September 10, 2024, from BLM requesting an additional \$42,800 to continue processing Phase 1 for the conveyance of eight parcels to the City as part of the 2014 Fernley Lands Bill, and to fund the Cadastral survey work on Parcels 9 and 10 as needed in the conveyance process for Phase 2.

In April 2025, the City of Fernley discussed adding the remaining five parcels in the 2014 Fernley Lands Bill to Phase 2. The BLM determined that this would not negatively impact the existing Phase 2 conveyance timeline. Combining Phases 2 and 3 would require the City of Fernley to prepare a single NEPA document rather than two.

On June 6, 2025, the City of Fernley City Council approved an additional funding request from BLM for \$70,900 to complete the environmental assessment, notice of realty action, and patent issuance phases of the Phase 2 and 3 conveyance process.

On June 6, 2025, the City of Fernley received patents (dated May 30, 2025) for eight parcels as part of Phase 1 of the land conveyance under the 2014 Fernley Lands Bill.

On February 20, 2026, the City of Fernley requested an appraisal for parcel 8 of Phase 1 from three federal appraisers approved by the Appraisal and Valuation Services Office (AVSO). The appraisal report is recommended for use by BLM as the basis for establishing the amount of just compensation for the Recreation & Public Purpose patent reversionary interest sale.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

Federal Land Policy and Management Act of 1976 43 U.S.C 1712,1713
Recreation and Public Purposes Act 43 U.S.C. 869 et seq.
NRS 268.063 NDAA of 2015, Section 3009(c)

FINANCIAL IMPLICATIONS:

The City has set aside funds in the FY 2025-2026 budget for services related to their land conveyance requests.

ATTACHMENTS:

1. 2026.2.23_BLM Contributed Funds_Cost Reimbursement Agreement
2. 2026.2.23_BLM Contributed Funds_Cost Reimbursement Agreement_REV INTEREST 4&8



United States Department of the Interior



BUREAU OF LAND MANAGEMENT
Sierra Front Field Office
5665 Morgan Mill Road
Carson City, Nevada 89701
Phone: 775-885-6000 Fax: 775-885-6147
<http://www.blm.gov/nevada>

FEB 13 2026

Your Reference

City of Fernley Land Conveyance Phase II- NVNV106718846

Lydia Altick
Deputy City Manager - City of Fernley
595 Silverlace Boulevard
Fernley, Nevada 89408

Additional Funding Request- Phase II Lands Conveyance

On June 10, 2020, the Bureau of Land Management (BLM) Sierra Front Field Office and the City of Fernley, Nevada entered into an initial Cost Recovery Agreement for processing the conveyance of public lands associated with PUBLIC LAW 113-291—DEC. 19, 2014, H.R.3979 - Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015, Section 3009(c) (a.k.a. "Fernley Lands Bill."

It was outlined in the cost recovery agreement that the BLM may request additional funding as needed. As of February 5, 2026, the BLM is requesting an additional **\$35,200.00** to continue processing the conveyance of the Phase II lands. Further details are listed below, and a full breakdown of the costs can be found in the attached updated financial plan.

As part of Phase II of the conveyance process, a Cadastral boundary survey of Parcels 9 & 10 was required. This Cadastral survey involves three distinct steps:

1. **Field investigation (Completed June 2025):** This process involved the initial desktop research into the conveyance lands and a preliminary reconnaissance of survey monuments and field conditions. The cost for this process was \$35,000. This amount was received from the City on December 10, 2024, along with an additional \$7,800.00 to cover other non-Cadastral labor costs associated with the conveyance process.
2. **Boundary Survey (Completed November 2025):** This process involved installing the on-the-ground monumentation necessary to establish and document the legal boundaries of the requested parcels. The cost for this process was quoted at \$43,717. This amount was received from the City on June 10, 2025, along with an additional \$31,183 to cover non-Cadastral labor costs, including the costs of the NEPA review.
3. **Final Survey Report (In Progress, Projected Completion Date September 2026):** This process involves critical review of the field boundary determinations, platting, CadNSI updates, and official filing. The cost for this process is quoted at \$19,032.00.

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An additional \$16,142 is required for completion of non-Cadastral conveyance actions, including patent review, creation of a historic preservation treatment plan, and title and records updates.

To summarize, the total Phase II conveyance process costs are broken down as follows:

Status	Total	Cadastral Work	Non-Cadastral Labor/Indirect Costs
Paid (Dec 2024)	\$42,800	\$35,000	\$7,800
Paid (June 2025)	\$74,900	\$43,717	\$31,183
Pending (Feb 2025)	\$35,200	\$19,032	\$16,168
	\$152,900	\$97,749	\$55,151

In order to proceed with completion of the Cadastral survey and patent issuance phases of the Phase II conveyance process, an additional **\$35,200.00** in contributed funds is being requested.

If you agree with the contributed funds amount of **\$35,200.00**, please submit your payment to our office at the address above. If you have any questions, please contact Mary Feitz, Realty Specialist, at (775) 885-6000, email mfeitz@blm.gov, or at the above address.

Please make your payment within 30 days of receipt of this letter.

If you have any questions, please contact Mary Feitz, Realty Specialist, at (775) 885-6194, email mfeitz@blm.gov, or at the above address.

Kimberly D. Dow



District Manager
Carson City District Office

Enclosure

Updated Financial Plan for City of Fernley
February 2026

Carson City District Office				
Cost Source	Cost Method	GS Grade	Estimated Hours	Estimated Costs
Realty Specialist	Hourly Billing	11	50	\$3,338.25
P&EC (NEPA)	Hourly Billing	11	4	\$267.06
Assistant Field Manager	Hourly Billing	12	12	\$960.30
District Manager	Hourly Billing	14	2	\$260.44
Archaeologist	Hourly Billing	11	20	\$1,335.30
PAO	Hourly Billing	13	2	\$190.32
Subtotal direct labor costs:				\$6,351.67

Nevada State Office				
Cost Source	Cost Method	GS Grade	Estimated Hours	Estimated Costs
NSO Staff – LLE (Patents)	Hourly Billing	12	40	\$3,201.00
NSO Staff - Cadastral	Hourly Billing	13	200	\$19,032.00
NSO Staff - Title & Records	Hourly Billing	13	10	\$951.60
Subtotal direct labor costs:				\$23,184.60

Carson City District Labor Costs:	\$6,351.67
Carson City District Travel/Operating Costs:	\$0.00
NSO and Other Office Labor Costs:	\$23,184.60
Other Travel/Operating Costs:	\$0.00
Subtotal Direct Costs	\$29,536.27
Indirect Rate Costs:	\$5,638.47
Total Estimated Costs:	\$35,174.74
Rounded to:	\$35,200.00

Summary of Funds Used
Q1 FY2025-Q1 FY2026

Fund Amount	Date Requested	Date Received	Funds Breakdown
\$42,800	9/10/2024	12/9/2024	\$35,000: Cadastral Field Investigations \$7,800: Labor/Indirect Costs - Phase I patent actions
\$70,900	5/1/2025	6/10/2025	\$43,717: Cadastral Field Survey \$27,800: Labor/Indirect Costs - Phase II NEPA, app processing
\$35,200	Feb 2026	--	\$19,032: Cadastral survey report \$16,168: Labor/Indirect Costs- patent processing

Breakdown of Cadastral Hours

Task	Hours
Critical Review	60
Platting	70
CadNSDI Updates	10
Final Review	50
Approval and Official Survey Filing	10
Total	200



United States Department of the Interior



BUREAU OF LAND MANAGEMENT

Sierra Front Field Office

5665 Morgan Mill Road

Carson City, Nevada 89701

Phone: 775-885-6000

Fax: 775-885-6147

<http://www.blm.gov/nevada>

FEB 13 2026

Your Reference

City of Fernley Parcel 8 Reversionary Interest Purchase- NVNV106742616

City of Fernley Parcel 4 Reversionary Interest Purchase- NVNV106742615

Lydia Altick

Deputy City Manager - City of Fernley

595 Silverlace Boulevard

Fernley, Nevada 89408

Additional Funding Request- Parcels 4 & 8 Reversionary Interest

On May 30, 2025, the City of Fernley received a patent for 8 parcels of land conveyed under the authority of PUBLIC LAW 113-291—DEC. 19, 2014, H.R.3979 - Carl Levin and Howard P. "Buck" McKeon National Defense Authorization Act for Fiscal Year 2015, Section 3009(c) (a.k.a. "Fernley Lands Bill.") As per the Fernley Lands Bill, the patent includes a "reversionary interest clause," which states that the lands shall revert to the United States if the City uses them for any purpose not approved in the Recreation and Public Purposes Act of 1926 (R&PP Act), unless the City purchases the reversionary interest in the lands at appraised fair market value (FMV).

On December 12, 2025, the City formally requested an appraisal of the reversionary interest FMV on Parcel 8 (APN 021-392-05). Additionally, the City has expressed their intention to acquire the reversionary interest on Parcel 4 (APN 021-041-06).

The BLM requires additional funds in the amount of **\$11,200.00** to process the requested reversionary interest purchase. This amount includes all actions associated with completing the reversionary interest sale, including coordinating the appraisal process with the Appraisal and Valuation Services Office (AVSO), completing mineral potential reports, and drafting, approving, and recording the final patents. Please note that this estimate does NOT include the appraisal itself; that amount will be determined through AVSO independently of the BLM Carson City District Office.

The BLM will place the requested reversionary interest processing funds in a separate account from the funds associated with the ongoing Phase II lands conveyance. Please note that this cost estimate includes only the reversionary interest purchase processing for Parcels 4 and 8. Any additional reversionary interest requests from the City will require new cost recovery accounts to be set up.

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* PARTIAL

If you agree with the requested amount of **\$11,200.00**, please submit your payment to our office at the address above. If you have any questions, please contact Mary Feitz, Realty Specialist, at (775) 885-6000, email mfeitz@blm.gov, or at the above address.

Please make your payment within 30 days of receipt of this letter.

If you have any questions, please contact Mary Feitz, Realty Specialist, at (775) 885-6194, email mfeitz@blm.gov, or at the above address.

Kimberly D. Dow



District Manager
Carson City District Office

Enclosure

Financial Plan for City of Fernley- Reversionary Interest Purchase
February 2026

Carson City District Office				
Cost Source	Cost Method	GS Grade	Estimated Hours	Estimated Costs
Realty Specialist	Hourly Billing	11	20	\$1,335.30
Assistant Field Manager	Hourly Billing	12	4	\$320.10
District Manager	Hourly Billing	14	1	\$130.22
Subtotal direct labor costs:				\$1,785.62

Nevada State Office				
Cost Source	Cost Method	GS Grade	Estimated Hours	Estimated Costs
NSO Staff - Realty	Hourly Billing	12	10	\$800.25
NSO Staff - Geologist	Hourly Billing	12	60	\$4,801.50
NSO Staff - GIS	Hourly Billing	13	2	\$190.32
NSO Staff - Title Records	Hourly Billing	13	2	\$190.32
Subtotal direct labor costs:				\$5,982.39

Carson City District Labor Costs:	\$1,785.62
Carson City District Travel/Operating Costs:	\$31.00
NSO and Other Office Labor Costs:	\$5,982.39
Other Travel/Operating Costs:	\$0.00
Subtotal Direct Costs	\$7,799.01
Support Services Overhead Costs:	\$1,553.60
Indirect Rate Costs:	\$1,785.41
Total Estimated Costs:	\$11,138.03
Rounded to:	\$11,200.00



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: March 4, 2026

REPORT TO: Mayor and City Council

REPORT FROM: Alisa Johansson

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED: Ordinance
Motion

AGENDA ITEM:

(For Possible Action) Discussion and possible action regarding Bill #380 associated with ZMA25001 and TSM25001, concurrent requests from Wood Rodgers, Inc. on behalf of Genica Clover Ranch, LLC, for a zoning map amendment and tentative subdivision map rezoning (6) parcels containing approximately 24.72 acres generally located between Farm District Road to the south, Langdon Street to the north, Winnie Lane to the west, and Nevada Pacific Boulevard to the east from RR½ (Rural Residential, ½-acre minimum) and RR5 (Rural Residential, 5-acre minimum) to SF6 (Single Family, 6000-square foot minimum) and creating a 105-lot single-family residential subdivision (APNs 021-331-15, -19, -20, -22, -29, and -38).

AGENDA ITEM BRIEF:

An application to rezone, merge, and resubdivide six (6) parcels containing approximately 24.72 acres into 105 single-family lots. This item was initially heard and then continued at the August 13th Planning Commission meeting. At the September 10th Planning Commission meeting, a motion to approve the proposed actions failed 2-3-1 (approve-deny-abstain). Procedurally, this results in a recommendation of denial. First reading of this item was conducted at the October 1st City Council meeting and a public hearing was conducted at the October 15th City Council meeting. At the public hearing, concerns were voiced by neighboring property owners and others regarding drainage, buffering, adjacency standards, and neighborhood character—after discussion with Council, the predominant issue related to the irrigation ditch along the western property line. The applicants requested a continuance to allow them time to better address Council's concerns, including evaluating options for piping the flow. Having conducted meetings with concerned neighbors and other interested parties, the applicants have reached an agreeable solution for all consisting of a six-foot open-view iron fence. First reading for the Zoning Map Amendment was conducted at the February 18th City Council meeting.

RECOMMENDED MOTION:

"Considering the information contained in the applicant's submittal package and based on the analysis presented in the staff report, I move to approve and adopt Bill 380 and ZMA25001 rezoning the subject parcels from RR½ and RR5 to SF6 and approve TSM25001 subdividing 24.72 acres into 105 single-family residential lots."

BUSINESS IMPACT (per NRS Chapter 237):

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.

ALTERNATIVES:

Denial

"I move to deny Chaparral Estates associated with ZMA25001, Bill 380, and TSM25001. I cannot approve this Zoning Map Amendment and Tentative Subdivision Map because I have determined the proposed changes to be detrimental to the public's health, safety, and general welfare and I am unable to make the following required findings:

(State finding and supporting analysis—repeat for each applicable finding)."

No further alternatives are provided, however, any other motions comports with City Council parliamentary procedures are appropriate.

BACKGROUND:

Site & Vicinity

Generally located between Farm District Road to the south, Langdon Street to the north, Winnie Lane to the west and Nevada Pacific Boulevard to the east, the site comprises 24.72 acres and is split-zoned. Five of the subject parcels are zoned RR½ with one parcel (021-331-15) zoned RR5. Abutting sites are zoned RR5, RR½, and SF20 (Single Family, 20,000-square foot minimum). The underlying Comprehensive Master Plan Land Use across all parcels and in the immediate vicinity is Single Family Residential (SFR). The surrounding context to the east, west, and south is characterized by large-lot residential development consisting of single-family residences on parcels ranging in size from 1.12 acres to over 5 acres. Denser residential developments are present to the immediate north, where single-family lot sizes range from 7,500 square feet to 12,000 square feet along the perimeters of the subdivisions. Staff notes that these subdivisions were approved before the City adopted development standards pertaining to adjacency and no meaningful buffers or transition are present. Largely vacant, the site's topography is gently sloped, ascending roughly ten feet in elevation from northwest to east-southeast. Vegetation largely consists of scrub grasses and small native shrubs. Trees are present and proposed to be removed along the east and west boundaries of the site where private irrigation ditches demarcate the site.

Analysis: Zoning Map Amendment

Zoning map amendments are committed to the City Council's legislative discretion. A zoning map amendment may be approved when the following findings can be made.

1. *Consistent with the city's master plan and otherwise consistent with state and federal law.*

The underlying Comprehensive Master Plan Land Use for the site is Single Family Residential (SFR). The corresponding zoning districts associated with this land use are the Single Family (SF) zoning districts, with minimum lot sizes ranging from 6,000 to 20,000 square feet. The requested zoning district of SF6 (Single Family,

6,000-square foot minimum) is consistent with this Master Plan land use.

Furthermore, the Comprehensive Plan goals and action strategies directly supported by this requested zone change are:

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.

If approved, the proposed zoning map amendment will increase the available maximum density on the site from approximately 39 units to approximately 179 units. Although the current proposal does not seek to achieve this maximum density, once constructed, the proposed smaller lot sizes still provide a more affordable alternative to large-lot developments, thereby adding to the variety of housing stock available in the City.

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 and construction.

If approved, the requested zoning map amendment would facilitate housing development within the established City core where easy access to services and public facilities is available. By concentrating development on undeveloped or underdeveloped land in this part of the City, conservation of land and resources in the more remote portions of the City can be realized.

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

Centrally located, the project site has easy access to utility infrastructure within adjoining or nearby developments. This allows efficient extension of infrastructure to the project site. Public services and facilities, such as an established roadway network, a fire station, schools, and recreational opportunities already serve neighboring developments, ensuring efficient access for the project's future residents.

LU.1.2 - Encourage new development to be in accordance with the Comprehensive Master Plan land use category.

The proposed zoning designation of SF6 is consistent with the site's mapped Comprehensive Master Plan land use category of Single Family Residential. If the zoning map amendment request is approved, future development of the site would inherently be in conformance with the Comprehensive Master Plan land use category.

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

The proposed project will consist of single-family residential development. This land use is compatible with existing established residential land uses in the vicinity. Further compatibility will be achieved through application of adjacency standards to provide appropriate transition between adjoining large-lot developments and the subject project.

LU.1.5 - Promote infill development

The project is considered infill development as defined by the City: vacant land surrounded by existing development served by public services and infrastructure.

2. Consistent with the surrounding land uses.

Surrounding parcels in the immediate vicinity are mapped Single Family Residential (SFR) in the City's Comprehensive Master Plan. The requested zoning district is consistent with this land use designation. Existing land uses in the vicinity are predominantly residential—the only exception to this pattern being a pre-school established on an adjoining lot zoned SF20 (Single Family, 20,000-square foot minimum). If approved, the requested zoning district of SF6 would allow a limited range of residential uses, including single-family detached dwellings and accessory uses. These land uses would be compatible with the established land uses in the vicinity.

3. Public notice was given, and a public hearing held per the requirements of the development code and Nevada Revised Statutes.

A public hearing was held at the August 13th Planning Commission meeting. At that meeting, the item was continued and an additional public hearing was held at the September 10th Planning Commission meeting. These public hearings were noticed on July 28, 2025 via US Mail to all property owners within 300' of the site, to all manufactured home residents in manufactured home parks within 300' of the site, and to all owners, residents, and applicants for the proposed action. Legal notice was also published in the Reno-Gazette Journal on July 29, 2025. First reading of the proposed bill was initially conducted at the October 1st City Council meeting. A public hearing for adoption of the proposed bill was held at the October 15th City Council meeting with corresponding legal ad and mailed public notice as described above. At that hearing, the applicants requested a continuance to allow them time to address concerns raised by the public and by Council related to the related subdivision action. New public notice was provided in February and a new public hearing is scheduled for March.

Analysis: Tentative Subdivision Map

Recommendations and decisions on tentative maps shall be based on consideration of all of the following criteria:

1. 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, where applicable, individual systems for sewage disposal;

The subdivision has been designed to conform to applicable environmental and health laws and regulations. On-site drainage and public sewage disposal will address any ongoing water pollution risk resulting from the development. Significant air pollution resulting from the proposed residential development is not anticipated. Temporary measures to control dust, spills, and sediment will be required as part of any approvals for construction of improvements. Solid waste disposal will be provided by Waste Management.

2. Availability of water that meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;

Water supply meeting applicable health standards will be provided by the City of Fernley. Public water is available in Fort Sutter Boulevard to the immediate north of the site. As a condition of approval, the project proponent will be required to dedicate 1.12 acre-feet per lot to the City of Fernley. If dedicating groundwater rights, the amount of water to be dedicated will be calculated by the State Engineer. Dedication of water rights must occur prior to recordation of the final map.

3. Availability and accessibility of utilities;

Public and private utilities are available in the immediate vicinity of the proposed development. Public water is available in Fort Sutter Boulevard; public sewer is available in Westward Lane to the east. Both utilities will be extended to serve the project. A preliminary sewer modeling report was provided as part of the application package indicating that the City's sewer system has adequate capacity to serve the demand generated by the proposed project. Southwest Gas will provide natural gas services to the site. Communications utilities are also available nearby.

4. Availability and accessibility of public services such as schools, police and fire protection, transportation, recreation facilities, and parks;

The subject subdivision is proposed in an area already served by public services such as schools, police and fire protection, recreation facilities, and parks. In 2016, Lyon County School District anticipated that schools in Fernley would remain at adequate utilization until 2025 when some schools may approach inadequacy (Master Facilities Planning Report, MGT of America, Inc., April 19, 2016). Although the Lyon County School Board heard a presentation related to an updated facilities management plan earlier this year, those updates have not yet been released for public review. Students residing in the proposed development would attend Cottonwood Elementary School, Silverland Middle School, and Fernley High School. The Lyon County Sheriff's Office and North Lyon County Fire Protection District already serve the community surrounding the proposed subdivision and no changes to operations are anticipated to be needed to support this development. Picetti Park, Ponderosa Park, Green Valley Park, and Out of Town Park are all nearby, with travel distances ranging from just over one-half mile to just over two miles. Transportation network connectivity will be provided through construction and dedication of roadway improvements within and connecting to the development.

5. Consistency with the zoning district regulations;

The proposed subdivision has been examined for consistency with the SF6 zoning district dimensional standards and no apparent correction items were found. This includes, but is not limited to, lot width, minimum lot size, and a conceptual evaluation of setbacks.

Questions were raised at the September Planning Commission meeting regarding adjacency standards and applicant options for meeting said standards. It was asserted by the Commission that the Master Plan and Development Code are inconsistent, stating the Master Plan requires all adjacency actions to be utilized (buffer, lot matching, density transition) whereas the Development Code allows applicants to select only one of these. Staff notes that both the Development Code and Master Plan utilize an "or" statement. This word choice is clear: applicants *may* select only one option from the "menu" (or may propose a mix of options) and concurrent implementation of all three transition strategies is not required.

6. Conformity with the master streets and highways plan;

As designed and conditioned, the project will conform to the City's Design Standards and to the successor document to the Master Streets and Highways Plan, the Transportation Master Plan (2020). Impacts to the transportation network resulting from this development are anticipated to be minimal.

7. Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision.

A traffic impact study (Traffic Impact Study, GCW Engineers & Surveyors, July 21, 2025) was provided for review. The report indicates that total trips generated by the development would not create adverse Level of Service impacts at surrounding intersections. The report recommends installation of an eastbound left-turn lane on Farm District Road as an improvement required with or without project impacts—this recommendation was

confirmed by Nevada Department of Transportation staff and incorporated into the conditions of approval for the project. Local streets Fort Sutter Boulevard to the north, Clover Lane to the south, and Westward Lane to the east will be extended to serve the subdivision with appropriate dedication of rights-of-way or granting of easements to the City of Fernley. All roadway extensions and all new roads within the subdivision will be designed and constructed to meet City of Fernley standards. Pedestrian infrastructure will be provided within the subdivision, south of the subdivision along reconstructed and extended Clover Lane, and at the intersection of Clover Lane and Farm District Road, where a new crosswalk will be installed to connect the subdivision's pedestrian network with the existing multi-use path along Farm District Road.

8. Physical land characteristics, such as floodplain, slope, soil, and elevation differentials with abutting properties;

The site is not mapped within any FEMA floodplain zones. The site slopes gently upgradient from northwest to east-southeast, rising approximately ten feet in elevation from site boundary to site boundary. There are no significant elevation changes between this site and adjoining sites, though private irrigation ditches are present along the east and west property boundaries, forming an informal barrier. Per the soils report provided as part of this application, the on-site soils consist of Swingler sandy loam (23.2 acres), Swingler clay loam (0.9 acres), and Biddleman-Mazuma association (0.7 acres). These soils vary in their suitability for construction but do not appear to pose any hazard to development, nor are any adverse impacts to neighboring properties anticipated.

9. Recommendations and comments of review bodies;

At the time of this report, there are no outstanding comments from review bodies. Comments from reviewing departments and agencies not addressed through corrected plans have been incorporated into the conditions of approval attached hereto.

10. Conformity to the master sewer and water utility plan; and

As conditioned, the project is designed to conform to the City's master sewer and water utility plans. Final improvement plans for the project will be required to adhere to City and state regulations regarding sanitary sewer and public water supply and installation of all infrastructure will be inspected to ensure compliance.

11. Compliance with this Code and all other applicable regulations.

As conditioned, the project is anticipated to meet all applicable requirements contained in Fernley Municipal Code and state law.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General References

Nevada Revised Statutes (NRS) Chapter 278 – Planning and Zoning
Fernley Municipal Code (FMC) Title 32 – Development Code
City of Fernley Comprehensive Master Plan

Specific References

NRS 278.260 – Determination, establishment, enforcement and amendment of zoning regulations
NRS 278.330-278.353 – Subdivision of Land: Tentative Maps

FMC 32.03.040(e) – Zoning map amendments (rezoning)
FMC 32.03.060(f)(1) – Tentative subdivision maps

FMC 32.06.060 – General rural (GR20) and residential rural (RR5, RR1, and RR½)
FMC 32.06.070 – Residential – Single-family (SF20, SF12, SF9, SF6)
FMC 32.09 – Development Standards

FINANCIAL IMPLICATIONS:

None.

ATTACHMENTS:

1. Exhibit 1 - Bill 380
2. Exhibit 2 - Conditions of Approval
3. Exhibit 3 - Tentative Map Set
4. Exhibit 4 - Project Narrative - Applicant
5. Exhibit 5 - Traffic Impact Study
6. Exhibit 6 - Perimeter Fence Sample Image

When recorded, mail to:
City Clerk
City of Fernley
595 Silver Lace Boulevard
Fernley, NV 89408

**BILL #380
CITY OF FERNLEY
ORDINANCE # _____**

A GENERAL ORDINANCE FOR A ZONING MAP AMENDMENT, ASSOCIATED WITH CASE NUMBER ZMA25001, TO CHANGE THE ZONING OF A ±24.72-ACRE SITE COMPRISED OF SIX (6) PARCELS GENERALLY LOCATED BETWEEN FARM DISTRICT ROAD, WESTWARD LANE, LANGDON STREET, AND WINNIE LANE FROM RR5 (RURAL RESIDENTIAL, 5-ACRE MINIMUM) AND RR½ (RURAL RESIDENTIAL, ONE-HALF-ACRE MINIMUM) TO SF6 (SINGLE-FAMILY RESIDENTIAL, 6,000-SQUARE FOOT MINIMUM) (APNS 021-331-15, -19, -20, -22, -29, AND -38)

THE CITY COUNCIL OF THE CITY OF FERNLEY, hereinafter “the Council”, DO HEREBY ORDAIN:

Section 1: The zoning of that certain real property totaling ±24.72 acres, more or less, situated in the City of Fernley, Nevada, and owned by Genica Clover Ranch, LLC and Shawna Tibbals, being more particularly described on Exhibit “A” attached hereto and depicted on “Exhibit B” attached hereto is hereby reclassified from RR5 (Rural Residential, 5-acre minimum) and RR½ (Rural Residential, ½-acre minimum) to SF6 (Single-Family Residential, 6,000-square foot minimum).

Section 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3: The City Clerk is instructed and authorized to publish the title to this ordinance as provided by law and to record the same as provided by law.

Section 4: This ordinance shall become effective upon passage, approval, and publication.

Section 5: The provisions of this ordinance shall be liberally construed to effectively carry out its purposes in the interest of public health, safety, welfare, and convenience.

Section 6: If any subsection, phrase, sentence, or portion of this section is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions.

Section 7: The Council finds that this ordinance is not likely to impose a direct and significant economic burden upon a business or directly restrict the formation, operation, or expansion of a business, or is otherwise exempt from Nevada Revised Statutes Chapter 237.

BILL #365 BEING HEREBY PROPOSED this 18th day of February 2026.

BILL #365 BEING HEREBY PASSED, APPROVED, AND ADOPTED this 4th day of March 2026, by the following vote of the Council:

Ayes: _____ Nays: _____ Abstentions: _____ Absent: _____

FERNLEY CITY COUNCIL

By: _____ Date: _____
Neal E. McIntyre, Mayor

Attest By: _____
Kimberly Swanson, City Clerk

Date: _____

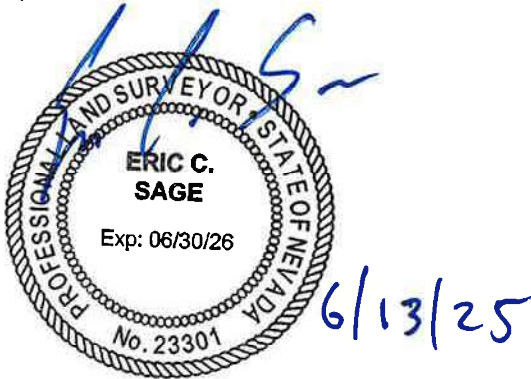
**LEGAL DESCRIPTION
CHAPARRAL ESTATES
TENTATIVE MAP BOUNDARY**

All that certain real property situate within the Northwest One-Quarter (NW 1/4) of Section 20, Township 20 North, Range 25 East, M.D.M., City of Fernley, County of Lyon, State of Nevada, being more particularly described as follows:

BEING Parcel 3 per Parcel Map File No. 100090 recorded June 11, 1986, Parcel 1, Parcel 3, and Parcel 4 per Parcel Map File No. 105269 recorded February 3, 1987, Parcel 2-A per Parcel Map File No. 142350 recorded June 25, 1991, and Parcel 2-B-1 per Boundary Line Adjustment Quitclaim Deed Document No. 554364 and shown on Record of Survey Document No. 554363 both recorded August 22, 2016, all of the above in the Official Records of Lyon County, State of Nevada.

APNs: 021-331-15, 021-331-19, 021-331-20, 021-331-22, 021-331-29, & 021-331-38

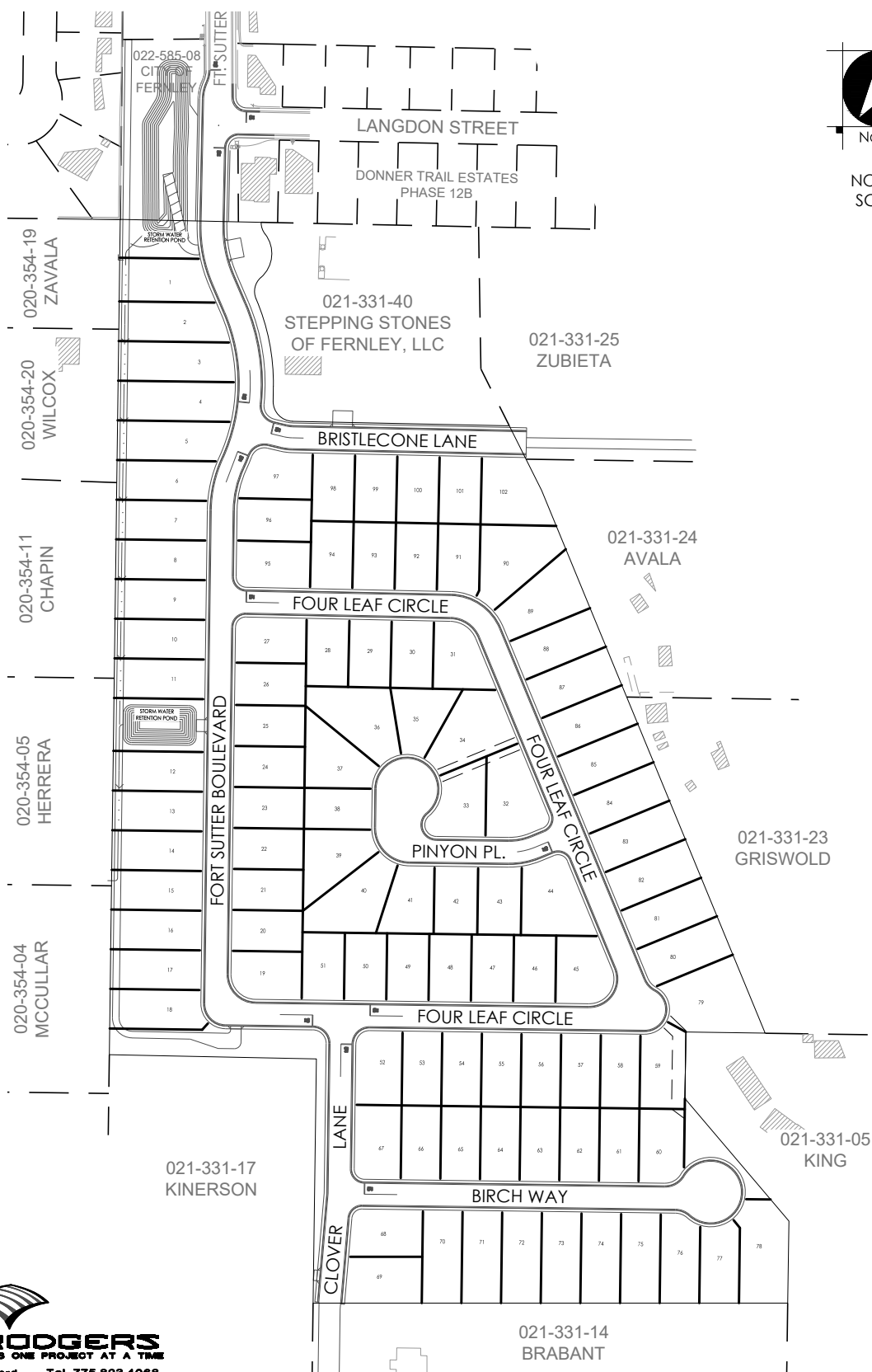
Prepared by:
Wood Rodgers, Inc.
1361 Corporate Blvd.
Reno, NV 89502
(775) 823-4068



Eric C. Sage, P.L.S.
Nevada Certificate No. 23301

FERNLEY, NEVADA
AUGUST 2025

FERNLEY, NEVADA
AUGUST 2025



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

1361 Corporate Boulevard Tel 775.823.4068
Reno, NV 89502 Fax 775.823.4068

\\hsr\4506 Clover | one | Clover | one | OA\Planning\Exhibits\EXH SitePlan 8.5x11 | ChonarralFel dwo 8/4/2025 10:45 AM | Evnn Nilvik

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

SCOPE AND DURATION OF APPROVAL

1. APPROVAL:

THE PROJECT IS APPROVED AS CONDITIONED AND DESCRIBED BELOW. ANY SUBSTANTIVE CHANGE SHALL REQUIRE APPROVAL FROM THE CITY OF FERNLEY AND SHALL BE PROCESSED AS OUTLINED IN THE DEVELOPMENT CODE.

2. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO THE FOLLOWING:

- A. A ZONING MAP AMENDMENT CHANGING THE ZONING OF SIX (6) PARCELS COMPRISING ±24.72 ACRES FROM RR½ (RURAL RESIDENTIAL, ONE-HALF ACRE MINIMUM) AND RR5 (RURAL RESIDENTIAL, 5-ACRE MINIMUM) TO SF6 (SINGLE FAMILY, 6,000 SQUARE FOOT MINIMUM), AND
- B. TENTATIVE SUBDIVISION OF ±24.72 ACRES INTO 105 RESIDENTIAL LOTS, INCLUDING THREE LOTS FOR COMMON AREA AND STORMWATER DETENTION, GENERALLY LOCATED BETWEEN FARM DISTRICT ROAD TO THE SOUTH, LANGDON STREET TO THE NORTH, WINNIE LANE TO THE WEST, AND NEVADA PACIFIC BOULEVARD TO THE EAST (APNS 021-331-15, -19, -20, -22, -29, and -38).

3. EXPIRATION DATE:

THE TENTATIVE SUBDIVISION MAP SHALL EXPIRE WITHIN FOUR (4) YEARS OF THE DATE OF CITY COUNCIL APPROVAL, UNLESS AN EXTENSION OF TIME OF UP TO TWO (2) YEARS HAS BEEN APPROVED BY THE PLANNING COMMISSION OR THE FINAL SUBDIVISION MAP OR A PHASE OF THE FINAL SUBDIVISION MAP HAS BEEN RECORDED.

THE ZONING MAP AMENDMENT DOES NOT EXPIRE.

4. GOVERNING DOCUMENTS:

ALL CITY OF FERNLEY MUNICIPAL CODE (FMC) REFERENCES HEREIN PERTAIN TO THE VERSION OF THE CODE ESTABLISHED BY ORDINANCE NUMBER 2023-008, UNLESS OTHERWISE NOTED. THE DEVELOPER MAY SUBSTITUTE REQUIREMENTS ESTABLISHED IN FUTURE FMC UPDATES, IF APPROVED BY THE ADMINISTRATOR.

THE DEVELOPER SHALL ALSO COMPLY WITH ALL STANDARDS FOUND WITHIN "CITY OF FERNLEY DEPARTMENT OF PUBLIC WORKS DESIGN STANDARDS & REVIEW GUIDELINES" AS UPDATED MARCH 2024, "CITY OF FERNLEY STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION" AS UPDATED JULY 2022, AND "CITY OF FERNLEY COMPREHENSIVE MASTER PLAN" AS UPDATED APRIL 2024.

FINAL MAP REQUIREMENTS

5. AMENDMENT TO FINAL MAP FOR DONNER TRAILS ESTATES PH12A (FSM 20-02)

PRIOR TO RECORDATION OF A FINAL MAP FOR ANY PORTION OF THE PROJECT, THE DEVELOPER SHALL COORDINATE AND RECORD AN AMENDMENT TO THE FINAL MAP FOR DONNER TRAILS ESTATES PHASE 12A (FSM 20-02) IN CONSIDERATION OF THE CHANGES TO FORT SUTTER BOULEVARD AND TO THE RETENTION BASIN OF SAID ADJOINING SUBDIVISION.

6. DESIGN STANDARDS:

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

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

MORE STRINGENT REGULATION WILL TAKE PRECEDENCE.

7. ADJACENCY:

PRIOR TO RECORDING ANY FINAL MAP FOR THE PROPOSED SUBDIVISION, THE DEVELOPER SHALL DEMONSTRATE COMPLIANCE WITH THE ADJACENCY STANDARDS CONTAINED IN FERNLEY MUNICIPAL CODE TITLE 32 SECTION 9 TO THE APPROVAL OF THE ADMINISTRATOR.

AN OPEN-VIEW IRON FENCE SHALL BE PROVIDED ALONG THE SUBDIVISION BOUNDARY AS PART OF THE PROJECT'S ADJACENCY MEASURES.

8. 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.

9. 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.

10. IRRIGATION EASEMENTS:

ALL ABANDONMENTS AND/OR REALIGNMENTS OF TRUCKEE-CARSON IRRIGATION DISTRICT (TCID) OR UNITED STATES BUREAU OF RECLAMATION (USBR) EASEMENTS SHALL BE FINALIZED AND ACCEPTED BY TCID/USBR AND THE CITY OF FERNLEY PRIOR TO RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

11. MAINTENANCE EASEMENTS:

THE DEVELOPER SHALL PROVIDE EASEMENTS TO CITY OF FERNLEY FOR MAINTENANCE OF ALL PUBLIC INFRASTRUCTURE INSTALLED ON PRIVATE PROPERTY. THE EASEMENTS SHALL INCLUDE CITY OF FERNLEY'S STANDARD EASEMENT LANGUAGE, SUBJECT TO APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR, AND SHALL BE RECORDED ALONG WITH THE FINAL SUBDIVISION MAP. ALL EASEMENTS SHALL BE WIDE ENOUGH TO ALLOW FOR OPERATIONS, MAINTENANCE, AND REPLACEMENT OF UTILITY IN THE FUTURE. THE MINIMUM WIDTH IS 20 FEET FOR A SINGLE UTILITY AND 30 FEET FOR TWO UTILITIES OR DEEP SEWER.

12. MAINTENANCE ASSOCIATION:

THE DEVELOPER SHALL ESTABLISH A MAINTENANCE ASSOCIATION FOR THE UPKEEP OF ALL COMMON AREAS, THE LANDSCAPING AND FENCING ALONG THE EASTERN BOUNDARY OF THE DEVELOPMENT, AND ANY DRAINAGE CONVEYANCE FACILITIES NOT DEDICATED TO THE CITY OF FERNLEY. DOCUMENTS ESTABLISHING THE MAINTENANCE ASSOCIATION SHALL BE SUBMITTED, APPROVED, AND RECORDED ALONG WITH THE FINAL SUBDIVISION MAP. THIS CONDITION IS SUBJECT TO THE APPROVAL OF THE ADMINISTRATOR, CITY ATTORNEY, CITY ENGINEER, FINANCE DIRECTOR, AND PUBLIC WORKS DIRECTOR.

13. FINAL HYDROLOGICAL REPORT:

PRIOR TO APPROVAL OF A SUBDIVISION MAP FOR ANY PORTION OF THE PROJECT, THE

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

DEVELOPER SHALL PROVIDE A FINAL HYDROLOGICAL 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.

14. WATER RIGHTS:

PRIOR TO RECORDING A FINAL SUBDIVISION MAP, IN ORDER TO BE SERVED BY THE CITY'S MUNICIPAL WATER SYSTEM, THE DEVELOPER SHALL DEDICATE THE APPROPRIATE AMOUNT OF WATER RIGHTS, AS CALCULATED BY THE CITY ENGINEER. SHOULD THE PROJECT BE CONSTRUCTED IN PHASES, THESE REQUIREMENTS MAY BE CALCULATED ON A PER-PHASE BASIS. THIS REQUIREMENT IS SUBJECT TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR, THE CITY ENGINEER, AND THE ADMINISTRATOR

15. WATER AND SEWER SYSTEM MODELING:

PRIOR TO APPROVAL OF A FINAL SUBDIVISION MAP, THE DEVELOPER SHALL COMPLETE WATER AND SEWER MODELING AND CONSTRUCT ANY IMPROVEMENTS IDENTIFIED AS NECESSARY TO SERVE THE PROJECT IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS. THIS REQUIREMENT IS SUBJECT TO APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR.

16. WATER SYSTEM LOOPING:

WATER MAINS SHALL BE LOOPED AT THE END OF CUL DE SACS OR THE LAYOUT OF THE SUBDIVISION SHALL BE ADJUSTED TO ELIMINATE CUL DE SACS.

17. OFF-SITE WATER LOOPING:

OFF-SITE WATER LOOPING IS REQUIRED TO THE SOUTH ALONG CLOVER LANE TO FARM DISTRICT ROAD AND NORTH TO DONNER TRAILS. TYPICAL FIRE HYDRANT SPACING PER NORTH LYON FIRE PROTECTION DISTRICT SHALL BE INCLUDED WITH OFF-SITE WATER MAINS.

18. WATER AND SEWER SYSTEM DESIGN AND APPROVAL:

THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING CONNECTIONS AND DEMANDS 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 APPROVAL OF A FINAL SUBDIVISION MAP FOR THE PROJECT, THE DEVELOPER SHALL PERMIT THE WATER SYSTEM MODIFICATIONS IN CONFORMANCE WITH THE CITY OF FERNLEY MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

19. WATER AND SEWER SYSTEM MAINS AND SERVICES:

PRIOR TO RECORDING A FINAL SUBDIVISION MAP, THE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING ALL IMPROVEMENTS DEEMED NECESSARY TO SERVE THE PROJECT, AS IDENTIFIED IN THE APPROVED WATER AND SEWER MODELING REPORTS, SUBJECT TO APPROVAL OF THE CITY ENGINEER. THE DEVELOPER SHALL COMPLY WITH THE CITY OF FERNLEY MUNICIPAL CODE REGARDING THE SANITARY SEWER AND WATER SYSTEMS, INCLUDING ASSOCIATED CONNECTION FEES, PRIOR TO ISSUING A PERMIT FOR THE CIVIL IMPROVEMENTS FOR THIS PROJECT.

20. PHASING:

IF THE FINAL SUBDIVISION MAP IS PHASED, EACH PHASE SUBMITTED MUST BE DESIGNED TO MEET THE PUBLIC FACILITIES AND IMPROVEMENT STANDARDS AND BE ABLE TO OPERATE INDEPENDENTLY AND AS PART OF THE OVERALL DESIGN. A PHASING PLAN

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

SHOULD BE SUBMITTED WITH PHASE 1. CHANGES TO THE PHASING PLAN WILL REQUIRE REVIEW AND APPROVAL BY THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR, PRIOR TO IMPLEMENTATION.

21. STREETS AND SIGNAGE:

STREET IDENTIFICATION SIGNS MUST BE IN PLACE AND STREETS WITHIN THE SUBDIVISION MUST BE COMPLETE, TO THE APPROVAL OF THE CITY ENGINEER AND FIRE CHIEF, PRIOR TO SUBMITTING THE FINAL MAP APPLICATION.

FINAL IMPROVEMENT PLANS

22. IMPROVEMENT PLANS REQUIRED:

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

23. GENERAL:

IMPROVEMENT PLANS SHALL IDENTIFY ALL IMPROVEMENTS AS "PUBLIC" (TO BE DEDICATED) OR "PRIVATE."

24. GEOTECHNICAL REPORT:

A FINAL GEOTECHNICAL INVESTIGATION SHALL BE SUBMITTED WITH THE FINAL IMPROVEMENT PLAN SUBMITTALS.

THE FINAL GEOTECHNICAL INVESTIGATION SHALL INCLUDE INFORMATION REGARDING PAVEMENT SECTION STUDY.

25. TRANSITIONS:

FINAL IMPROVEMENT PLANS SHALL REQUIRE REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT, SIDEWALKS, AND CURB AND GUTTER WHERE NEW ROADS TIE IN TO EXISTING ROADS TO ENSURE SMOOTH TRANSITIONS BETWEEN EXISTING AND NEW ROADS.

26. PEDESTRIAN RAMPS:

PEDESTRIAN RAMPS SHALL BE PROVIDED AT THE SOUTHWEST AND SOUTHEAST CORNERS OF FORT SUTTER BOULEVARD AND LANGDON STREET.

A MINIMUM OF THREE PEDESTRIAN RAMPS SHALL BE PROVIDED AT ALL T-INTERSECTIONS, INCLUDING BULBS.

27. SIDEWALKS:

SIDEWALKS SHALL BE INCREASED TO 5 FEET WIDE OR PASSING SPACES SHALL BE INCORPORATED EVERY 200 FEET IN ACCORDANCE WITH AMERICANS WITH DISABILITY ACT AND ACCESSIBLE GUIDELINES FOR PEDESTRIAN FACILITIES IN PUBLIC RIGHT-OF-WAY REQUIREMENTS.

28. T-INTERSECTIONS:

THE FINAL IMPROVEMENT PLANS WILL NEED TO REVISE THE CURB LINES OF ALL THREE

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

LEGS OF THE EXISTING FORT SUTTER BOULEVARD AND LANGDON STREET INTERSECTION. TO CONVERT THIS BULB TO A T-INTERSECTION AS PROPOSED, THE ASPHALT WIDTHS AND CURB LINES NEED TO BE ADJUSTED TO MATCH A T- INTERSECTION.

29. GUTTERS:

THE FINAL IMPROVEMENT PLANS SHALL ELIMINATE VALLEY GUTTERS AT PUBLIC ROAD INTERSECTIONS TO THE EXTENT POSSIBLE.

30. ACCESS TO ADJOINING SITES:

THE FINAL IMPROVEMENT PLANS SHALL COORDINATE THE EXISTING CLOVER LANE ACCESS IN FRONT OF THE SCHOOL AND PROVIDE CONNECTIVITY OFF OF BRISTLECONE LANE AS REQUIRED FOR THE SECONDARY DRIVEWAY ACCESS TO THE SCHOOL.

31. OFF-SITE IMPROVEMENTS – CLOVER LANE:

THE OFF-SITE PORTION OF CLOVER LANE TO THE SOUTH OF THE DEVELOPMENT SHALL BE RECONSTRUCTED TO MATCH THE IMPROVED 50-FOOT RIGHT-OF-WAY ROADWAY SECTION WHICH INCLUDES CURB, GUTTER, AND SIDEWALK. SIDEWALK ON AT LEAST ONE SIDE OF CLOVER LANE SHALL BE PROVIDED TO FARM DISTRICT ROAD. ON THE FINAL IMPROVEMENT PLANS, CLOVER LANE SHALL BE REFERENCED AS BEING OFFERED FOR DEDICATION TO THE CITY.

IF ANY OF THE UNDERLYING FEE PROPERTY OWNERS ARE UNWILLING TO APPROVE DEDICATION OF THE RIGHT-OF-WAY, SUFFICIENT EASEMENT RIGHTS FOR CITY ROADWAY AND CITY WATER, SEWER, AND STORM DRAIN UTILITIES SHALL BE DOCUMENTED AND VERIFIED PRIOR TO RECORDATION OF THE FINAL MAP.

32. OFF-SITE IMPROVEMENTS – FARM DISTRICT ROAD CROSSWALK:

THE FARM DISTRICT ROAD/CLOVER LANE INTERSECTION IMPROVEMENTS SHALL INCLUDE A NEW CROSSWALK ACROSS FARM DISTRICT ROAD TO CONNECT TO THE EXISTING MULTI-USE PATH. THE CROSS WALK SHALL BE EQUIPPED WITH RAPID FLASHING BEACONS MEETING CITY AND NDOT REQUIREMENTS.

33. OFF-SITE IMPROVEMENTS – TRAFFIC MITIGATION:

THE FINAL IMPROVEMENT PLANS SHALL INCLUDE THE ADDITION OF AN EASTBOUND LEFT-TURN LANE ON FARM DISTRICT ROAD AS RECOMMENDED BY THE TRAFFIC STUDY AND NEVADA DEPARTMENT OF TRANSPORTATION.

STORM WATER TREATMENT AND DRAINAGE

34. FINAL DRAINAGE REPORT:

AS PART OF THE FINAL IMPROVEMENT PLANS, THE DEVELOPER SHALL PROVIDE A FINAL DRAINAGE REPORT FOR THE PROJECT IN CONFORMANCE WITH FERNLEY MUNICIPAL CODE AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER. THE REPORT SHALL INCLUDE PERCOLATION RATES AT THE DEPTH PROPOSED FOR THE NEW STORMWATER BASIN, PROVIDE A REVIEW OF THE SOILS BELOW THE PROPOSED BASIN, AND VERIFY SIZING AND PIPE ELEVATIONS OF THE RECONFIGURED BASIN IN DONNER TRAILS PH 12B.

35. RETENTION BASIN VOLUME:

THE PROPOSED RETENTION BASIN SHALL HAVE SUFFICIENT VOLUME STORAGE TO RETAIN THE PRE- VS. POST-100-YEAR, 24-HOUR STORM RUNOFF WITH ONE FOOT OF FREEBOARD.

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

36. RETENTION BASIN DESIGN:

FLAT BOTTOMS SHALL BE PROVIDED IN ALL PROPOSED RETENTION BASINS TO ALLOW MAINTENANCE ACCESS BY VEHICLE TO REMOVE ACCUMULATED SEDIMENT. THE SURFACE FOR THE ACCESS TO THE BOTTOM OF THE BASIN SHALL BE PAVEMENT OR ARTICULATING CONCRETE BLOCKS AT 15% MAX SLOPE. THE BASIN SHALL BE COMPLETELY FENCED.

37. OVERFLOW LOCATION AND DESIGN:

THE NEW STORMWATER RETENTION POND HAS AN OVERFLOW ROUTED THROUGH AN OVERHEAD HIGH-VOLTAGE POWER LINE EASEMENT. RELOCATE THE STORM WATER POND, RELOCATE THE OVERFLOW OUTSIDE OF THE EASEMENT, OR PROVIDE VERIFICATION FROM NV ENERGY THAT THE OVERFLOW DITCH CAN BE INSTALLED WITHIN THE EASEMENT. IF A PUBLIC REAR-LOT DITCH REMAINS FOR OVERFLOW PURPOSES, IT SHALL BE LINED AND BE DESIGNED TO BE ACCESSIBLE FOR LONG-TERM MAINTENANCE PER THE PUBLIC WORKS DESIGN MANUAL.

38. EXISTING POND OVERFLOW:

FINAL IMPROVEMENT PLANS SHALL INCLUDE AN OVERFLOW ROUTE FROM THE EXISTING DONNER TRAILS PH 12B STORMWATER POND TO THE NEW CHAPPARAL ESTATES POND OR OVERFLOW DITCH. THE POND SHALL HAVE A SAFE OVERFLOW PATH TO ENSURE THE NORTHERLY LOTS OF CHAPPARAL ESTATES ARE NOT SUBJECT TO INUNDATION FROM OVERFLOWS FROM THE EXISTING POND.

39. MAINTENANCE ACCESS AND DESIGN:

FINAL IMPROVEMENT PLANS SHALL PROVIDE A PAVED OR GRAVEL ACCESS ROAD FOR MAINTENANCE AROUND THE DETENTION BASIN TO THE SATISFACTION OF THE CITY ENGINEER.

BUILDING PERMIT REQUIREMENTS

40. CONSTRUCTION TIMELINE:

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY PHASE OF THE PROJECT, DRAINAGE CONVEYANCE FACILITIES AND OTHER IMPROVEMENTS MUST BE CONSTRUCTED AND FUNCTIONAL. DESIGN AND CONSTRUCTION OF ALL DRAINAGE CONVEYANCE FACILITIES IS SUBJECT TO APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

41. PUBLIC AND PRIVATE INFRASTRUCTURE:

PRIOR TO ISSUANCE OF ANY BUILDING PERMIT FOR THE PROJECT, THE DEVELOPER SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE CITY OF FERNLEY MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL FOR THE CONSTRUCTION OF ANY PUBLIC OR PRIVATE INFRASTRUCTURE TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND BUILDING OFFICIAL

REGULATORY AGENCIES

42. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE MOST RECENT FIRE CODE ADOPTED BY THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT, TO THE APPROVAL OF THE FIRE CHIEF, FIRE MARSHAL, OR DESIGNEE.

43. FEDERAL, STATE, AND LOCAL AGENCIES:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF ANY FEDERAL, STATE,

Conditions of Approval for ZMA25001 and TSM25001
ZONING MAP AMENDMENT
TENTATIVE SUBDIVISION MAP

LOCAL AGENCY, DEPARTMENT, OR LICENSED PROFESSIONAL WITH JURISDICTION OVER THE PROJECT INCLUDING, BUT NOT LIMITED TO: BUREAU OF RECLAMATION (BOR), NEVADA DEPARTMENT OF TRANSPORTATION (NDOT), NEVADA DIVISION OF ENVIRONMENTAL PROTECTION (NDEP), NEVADA DIVISION OF WATER RESOURCES (NDWR), NEVADA BUREAU OF WATER POLLUTION CONTROL, NEVADA BUREAU OF SAFE DRINKING WATER, NEVADA STATE ENVIRONMENTAL COMMISSION, TRUCKEE CARSON IRRIGATION DISTRICT (TCID), THE CITY OF FERNLEY BUILDING OFFICIAL, THE CITY OF FERNLEY ENGINEER, CITY OF FERNLEY PLANNING DEPARTMENT, AND CITY OF FERNLEY PUBLIC WORKS DEPARTMENT.

44. POSTAL SERVICE:

PRIOR TO ISSUANCE OF ANY BUILDING PERMIT FOR ANY PHASE OF THE PROJECT, THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE UNITED STATES POSTAL SERVICE FOR MAIL DELIVERY, MAILBOX DESIGN, AND MAILBOX LOCATION FOR THAT PHASE. THIS REQUIREMENT IS SUBJECT TO APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, FERNLEY POSTMASTER, AND PUBLIC WORKS DIRECTOR.

45. ADDRESSING:

THE DEVELOPER SHALL SUBMIT A REQUEST FOR ADDRESS FORM TO THE CITY OF FERNLEY ENGINEERING DEPARTMENT FOR REVIEW AND APPROVAL. ALL ADDRESSING SHALL BE COMPLETED BY THE CITY PRIOR TO ISSUANCE OF A BUILDING PERMIT.

46. 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.

47. 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.

48. WASTE MANAGEMENT:

THE DEVELOPER SHALL PROVIDE A WILL-SERVE FROM WASTE MANAGEMENT, SUBJECT TO APPROVAL OF THE ADMINISTRATOR, PRIOR TO RECORDING ANY FINAL SUBDIVISION MAP.

CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
TITLE SHEET

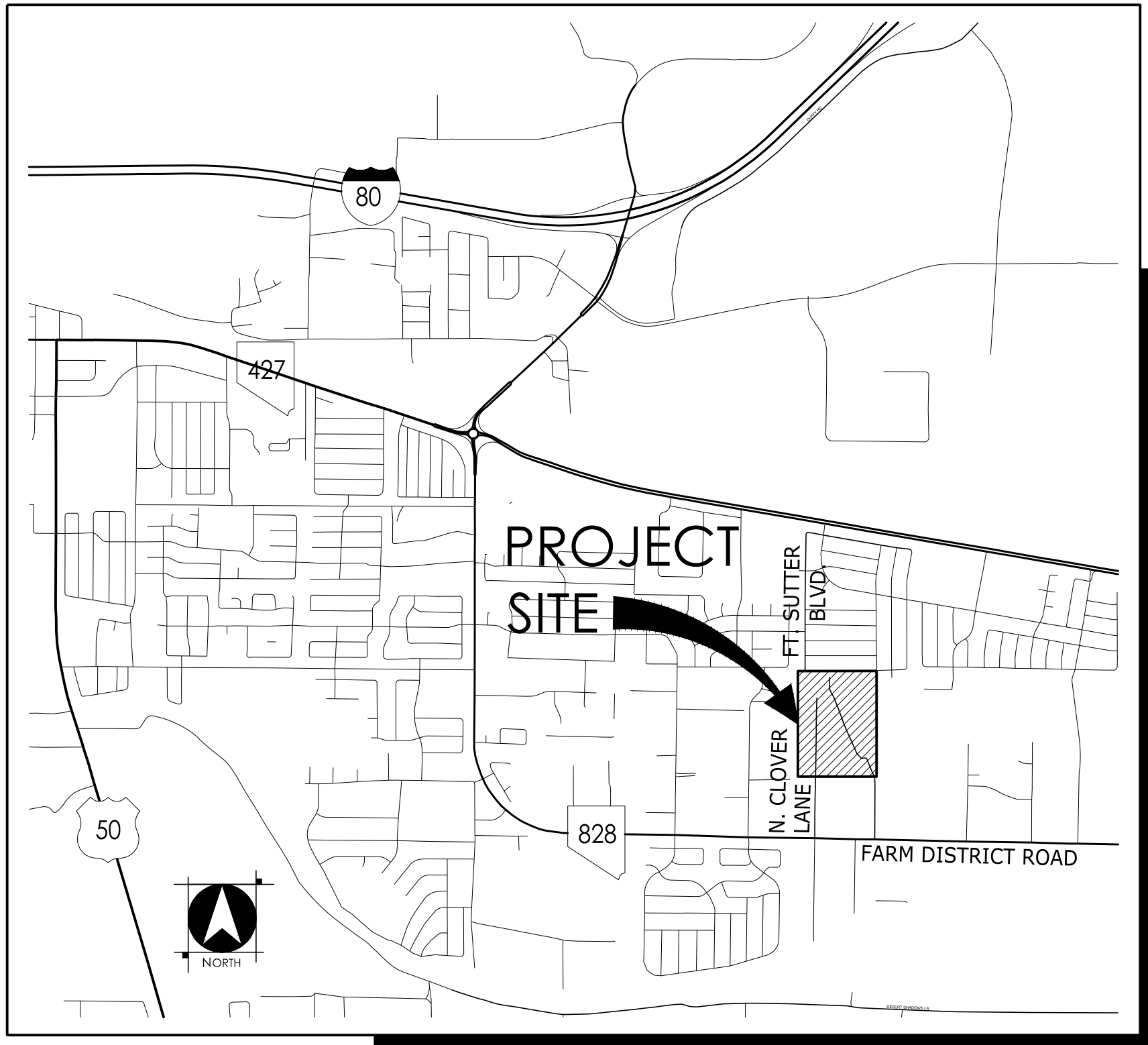
OWNER / DEVELOPER
GENICA CLOVER RANCH, LLC
POST OFFICE BOX 2267
CHILLIWACK, BRITISH COLUMBIA
CANADA V2R 1A6
253.380.3054

BASIS OF BEARINGS

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH
AMERICAN DATUM OF 1983/1994, AS DETERMINED USING RTK GPS
CORRECTIONS FROM NATIONAL GEODETIC SURVEY BENCHMARK THE
BEARING BETWEEN NGS BENCHMARKS 'B 340' TAKEN AS NORTH 73°13'02"
EAST. ALL DIMENSIONS SHOWN ARE GROUND DISTANCES, COMBINED
GRID-TO-GROUND FACTOR = 1.000245

BASIS OF ELEVATION

THE BASIS OF ELEVATION IS BASED ON THE NORTH AMERICAN VERTICAL
DATUM OF 1988 (NAVD 88) AS TAKEN FROM NGS BENCHMARK WITH A
PUBLISHED ELEVATION OF 4155.00 FT. BENCHMARK DESCRIBED AS BEING
A 3-1/4-INCH DIAMETER DISK SET IN THE TOP OF A CONCRETE MONUMENT
STAMPED B 340 1953.



VICINITY MAP
NOT TO SCALE

SITE INFORMATION:

OVERALL SITE STATISTICS
TOTAL PROJECT AREA: 24.72 AC
TOTAL LOT AREA: 18.04 AC
TOTAL AREA, DEDICATED LOTS (2): 0.40 AC (TO CITY OF FERNLEY)
TOTAL COMMON AREAS: 0.65 AC
TOTAL RIGHTS-OF-WAY: 5.63 AC

RESIDENTIAL LOT STATISTICS

TOTAL NUMBER OF LOTS: 102
AVERAGE LOT SIZE: 7,702 SF
MINIMUM LOT SIZE: 6,200 SF
MAXIMUM LOT SIZE: 12,249 SF

PROJECT DENSITY

GROSS DENSITY = 4.1 DU / AC
NET DENSITY = 5.7 DU / AC
PROPOSED ZONING: SF6

ASSESSOR PARCEL NUMBERS

021-331-15, -19, -20, -22, -29, -38

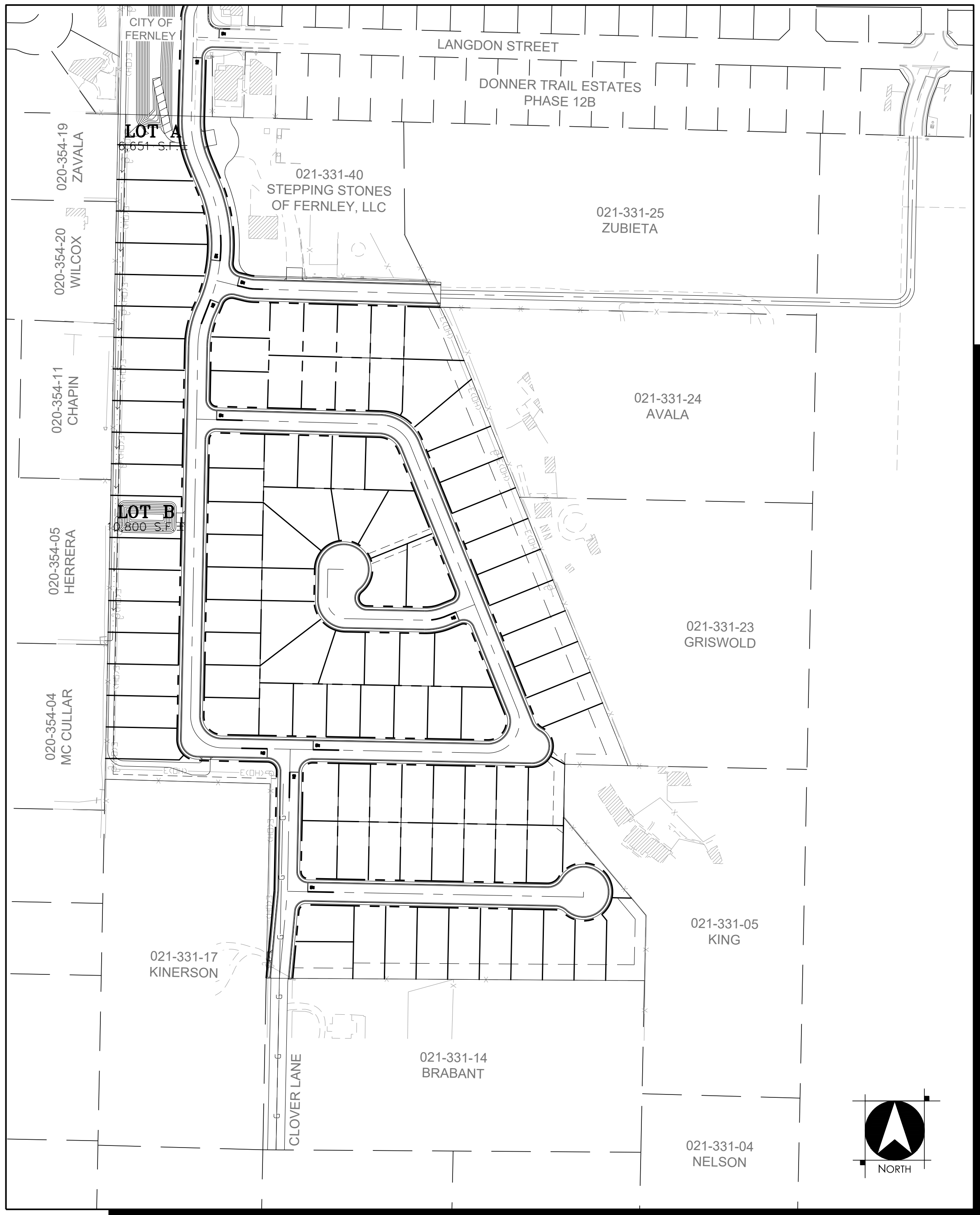
ENGINEER'S STATEMENT:

I, EVAN NIKIRK, DO HEREBY CERTIFY THAT THIS PLAN SET HAS BEEN
PREPARED BY ME OR UNDER MY SUPERVISION AND WAS COMPLETED ON
THE 23rd DAY OF JULY, 2025.

Evan Nikirk
EVAN NIKIRK, P.E. #11466

SHEET INDEX

SHEET	DWG	DRAWING DESCRIPTION
1	T-1	TITLE SHEET
2	DE-1	EXISTING CONDITIONS AND DEMOLITION PLAN
3	LB-1	PRELIMINARY LOT AND BLOCK PLAN, NORTH
4	LB-2	PRELIMINARY LOT AND BLOCK PLAN, SOUTH
5	U-1	PRELIMINARY UTILITY PLAN, NORTH
6	U-2	PRELIMINARY UTILITY PLAN, SOUTH
7	G-1	PRELIMINARY GRADING PLAN, NORTH
8	G-2	PRELIMINARY GRADING PLAN, SOUTH
9	F-1	PRELIMINARY FENCING PLAN, NORTH
10	F-2	PRELIMINARY FENCING PLAN, SOUTH
11	LS-1	PRELIMINARY LANDSCAPING PLAN



SITE PLAN
1" = 150'



CHAPARRAL ESTATES
TITLE SHEET

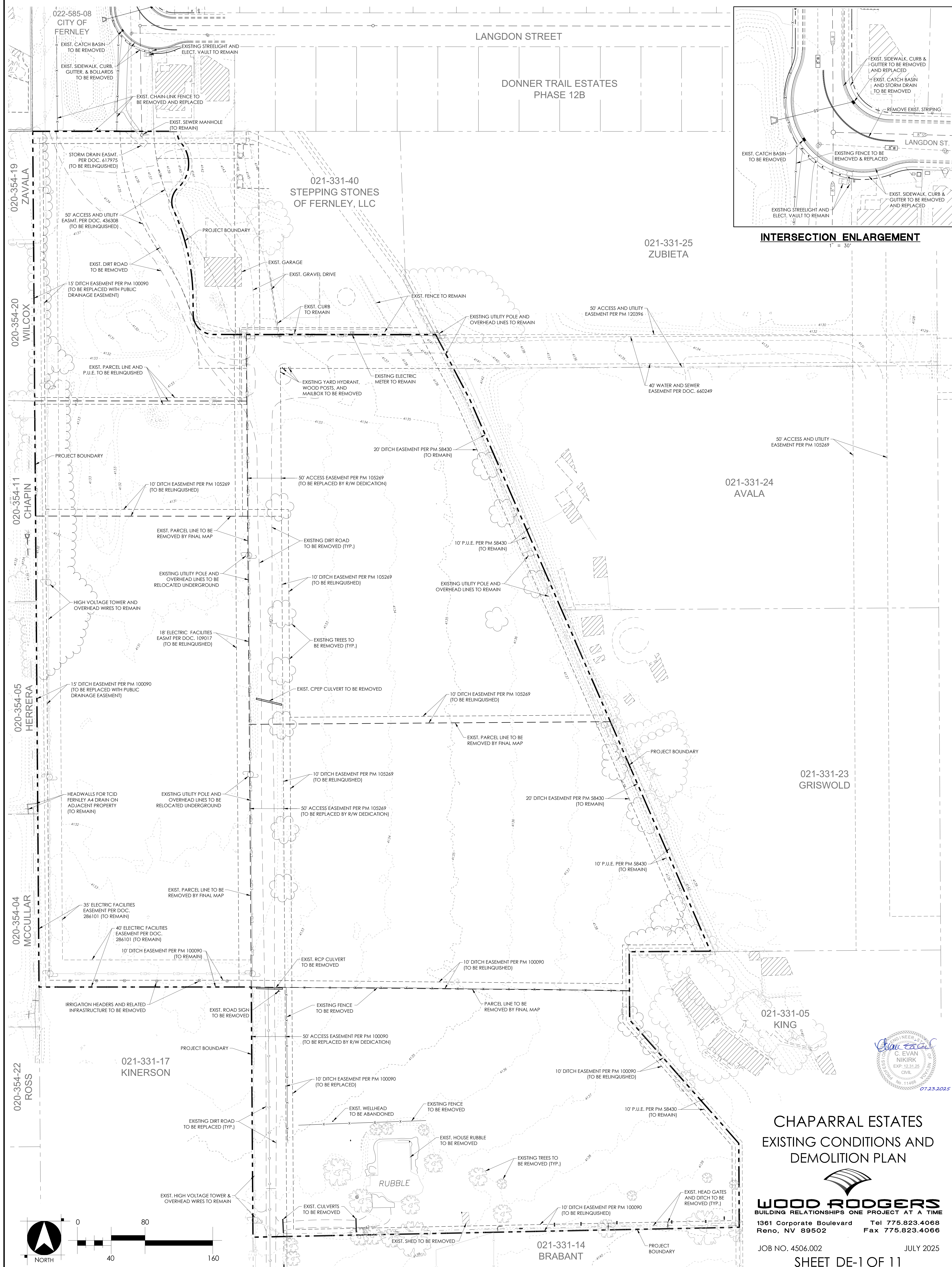
WOOD ROGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard Tel 775.823.4068
Reno, NV 89502 Fax 775.823.4066

JOB NO. 4506.002 JULY 2025
SHEET T-1 OF 11

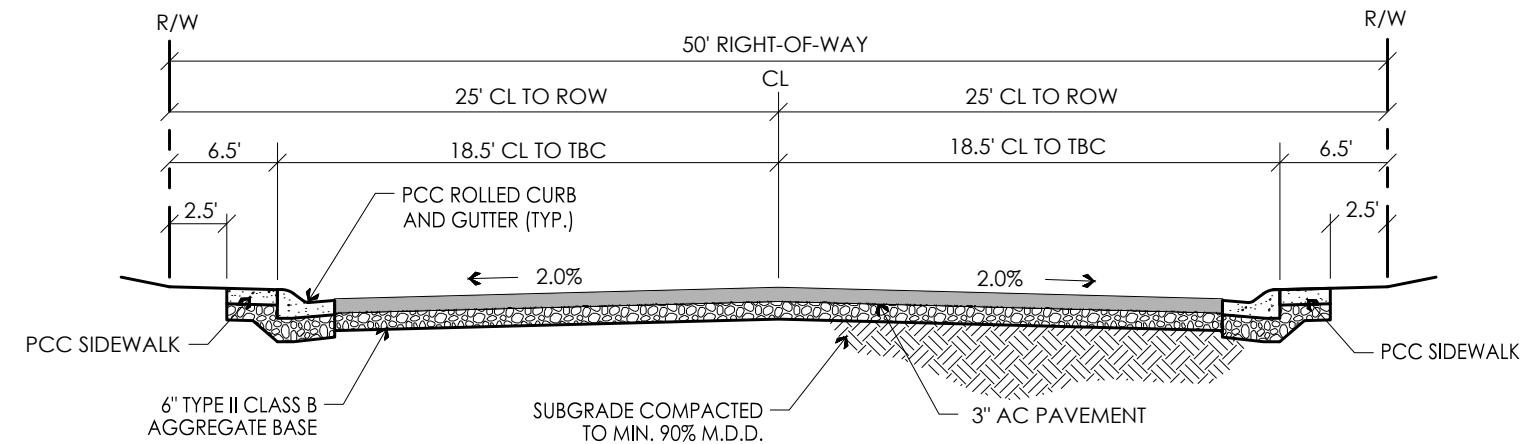
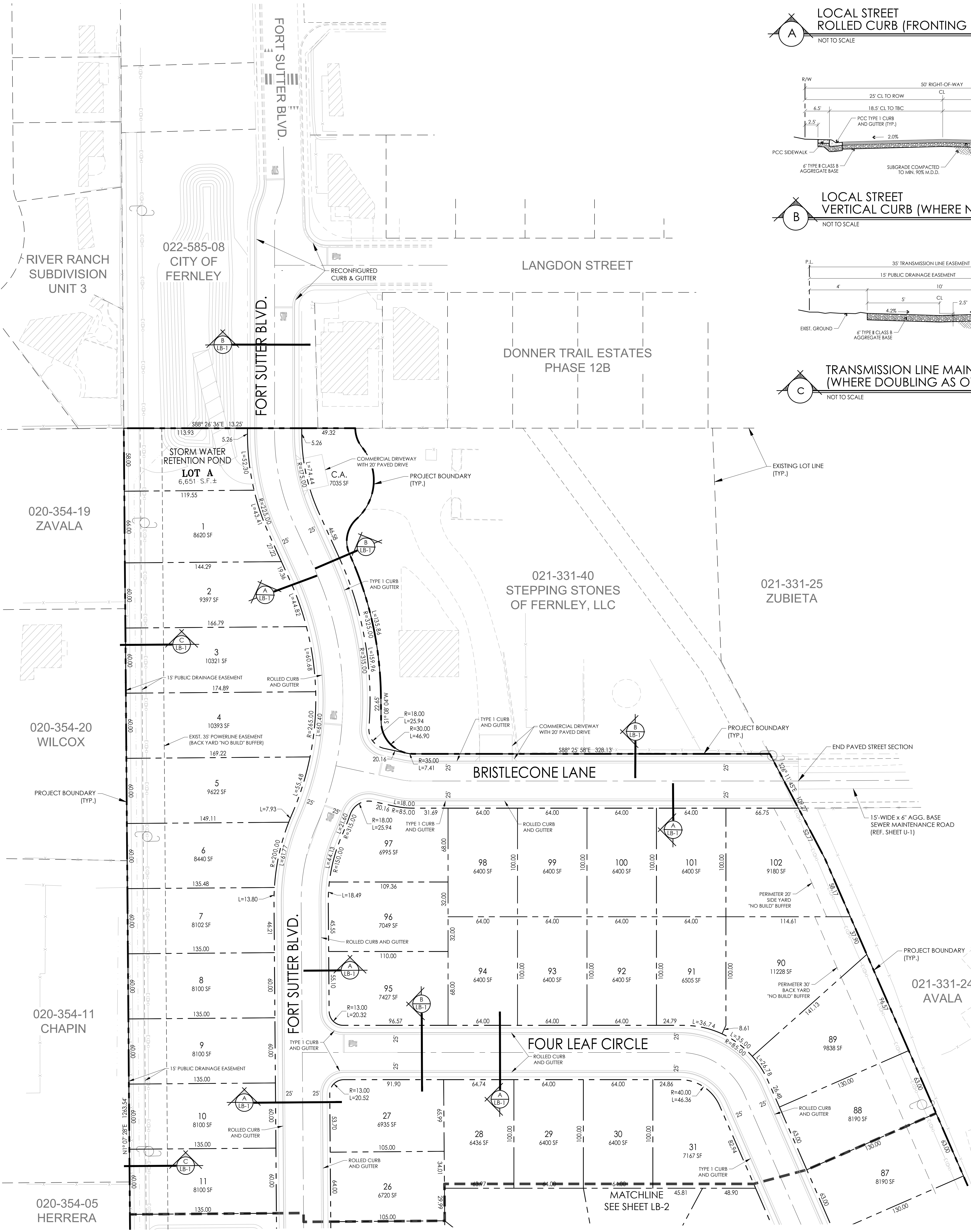
CHAPARRAL ESTATES

TENTATIVE SUBDIVISION MAP

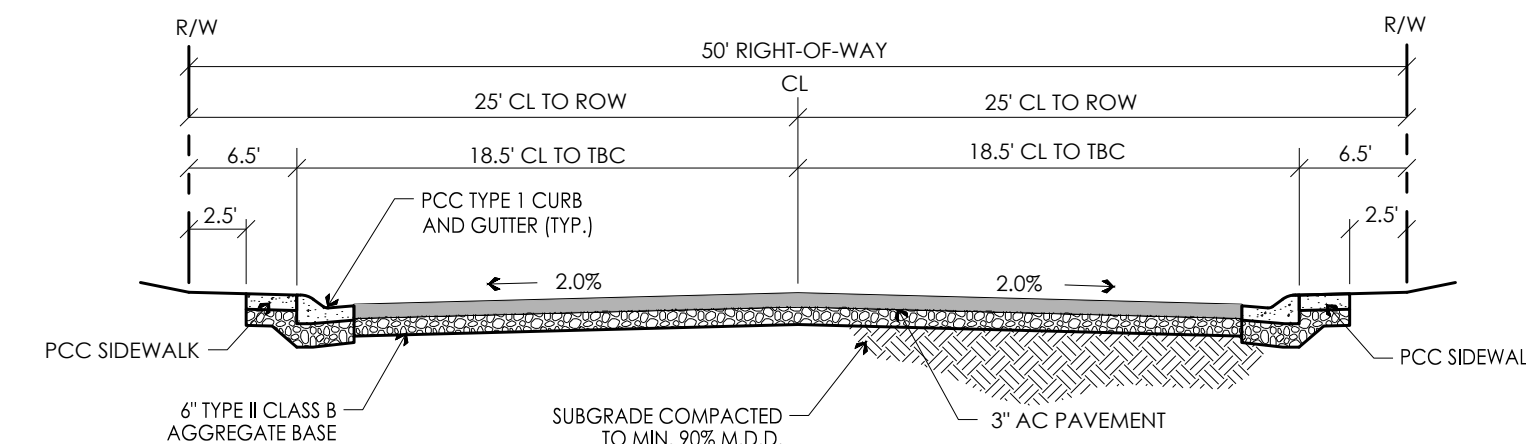
EXISTING CONDITIONS AND DEMOLITION PLAN



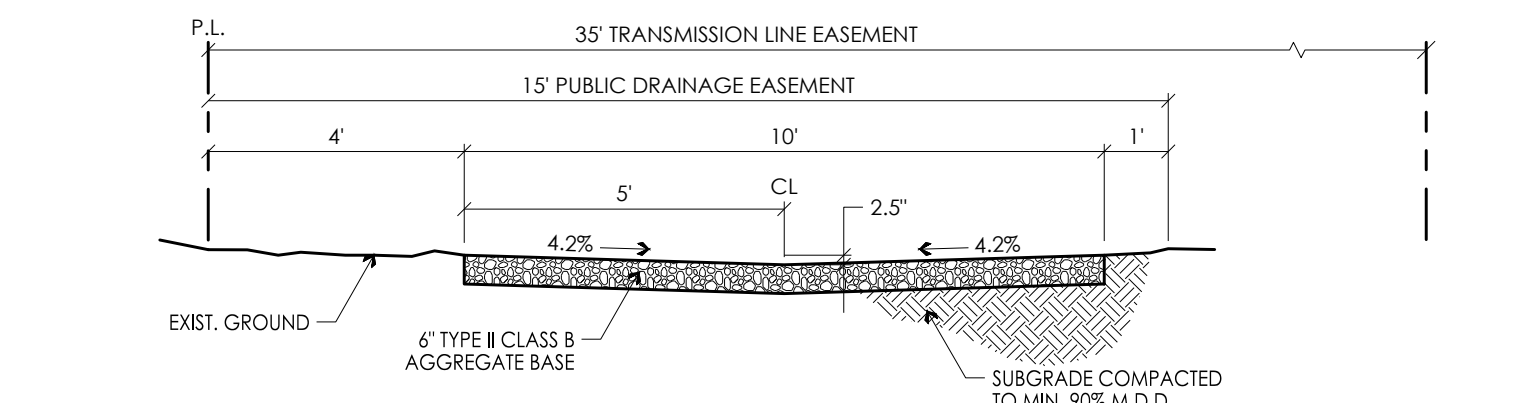
CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY LOT AND BLOCK PLAN, NORTH



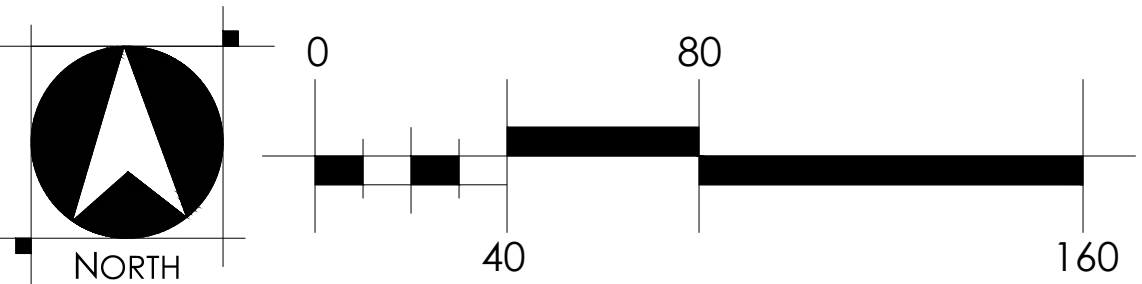
LOCAL STREET
ROLLED CURB (FRONTING LOTS)
NOT TO SCALE



LOCAL STREET
VERTICAL CURB (WHERE NO LOT FRONT)
NOT TO SCALE



TRANSMISSION LINE MAINTENANCE ROAD
(WHERE DOUBLING AS OVERFLOW DITCH)
NOT TO SCALE

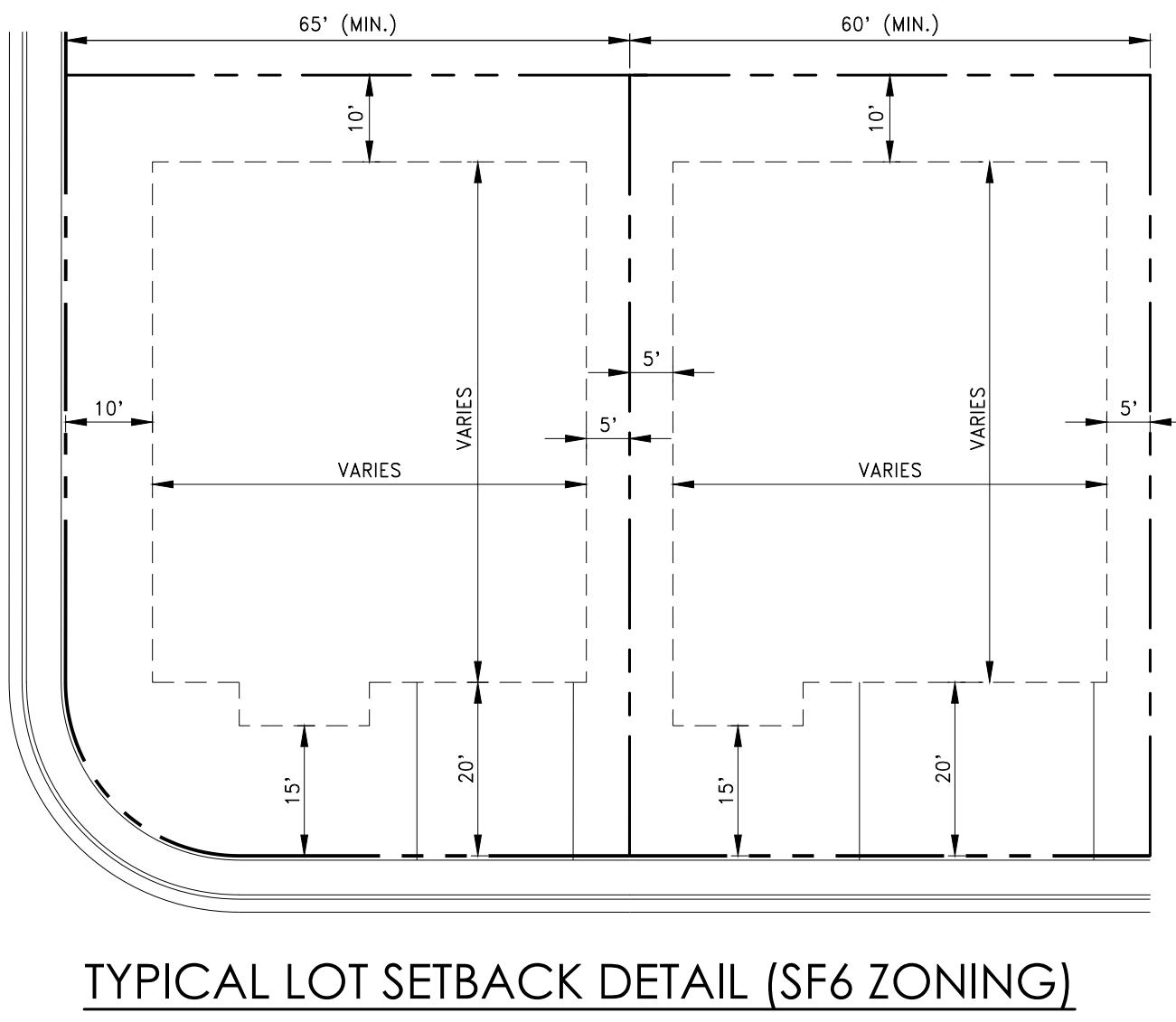
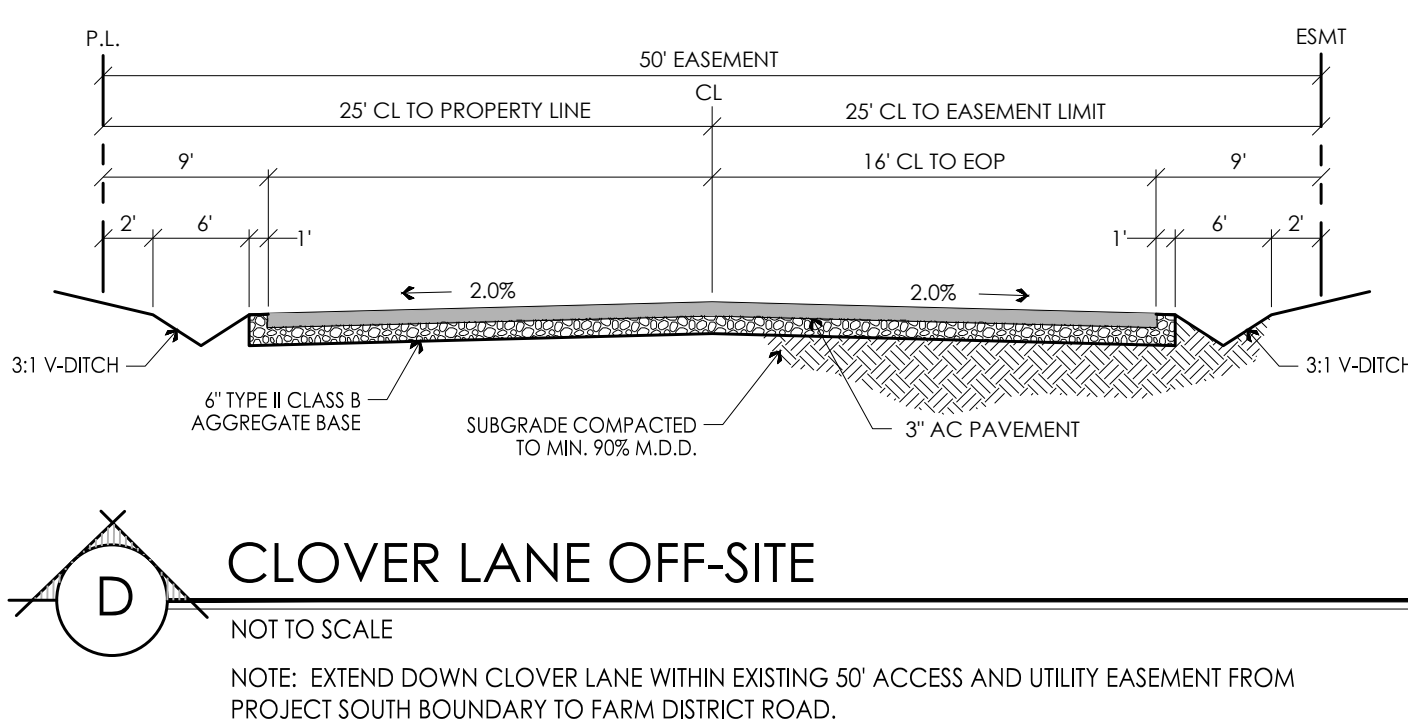


CHAPARRAL ESTATES
PRELIMINARY LOT AND
BLOCK PLAN, NORTH

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JOB NO. 4506.002 JULY 2025
SHEET LB-1 OF 11

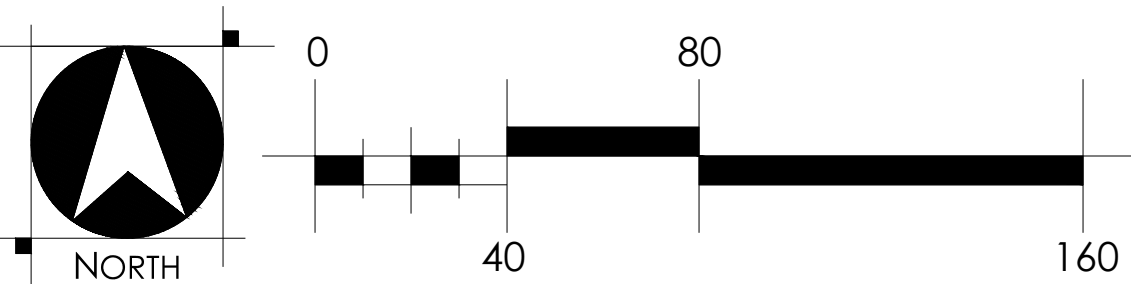
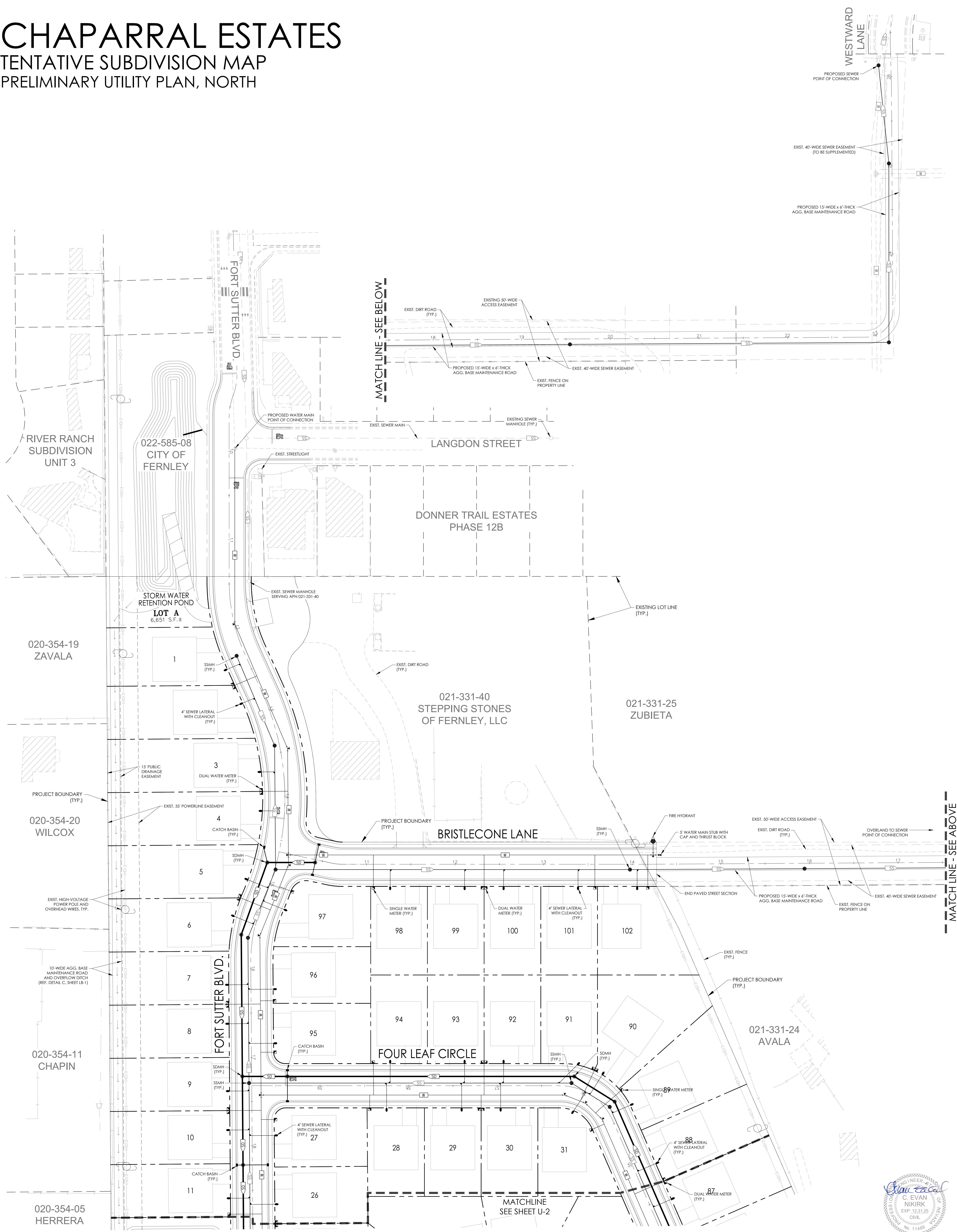
CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY LOT AND BLOCK PLAN, SOUTH



CHAPARRAL ESTATES
PRELIMINARY LOT AND
BLOCK PLAN, SOUTH

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Reno, NV 89502 Fax 775.823.4066

CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY UTILITY PLAN, NORTH



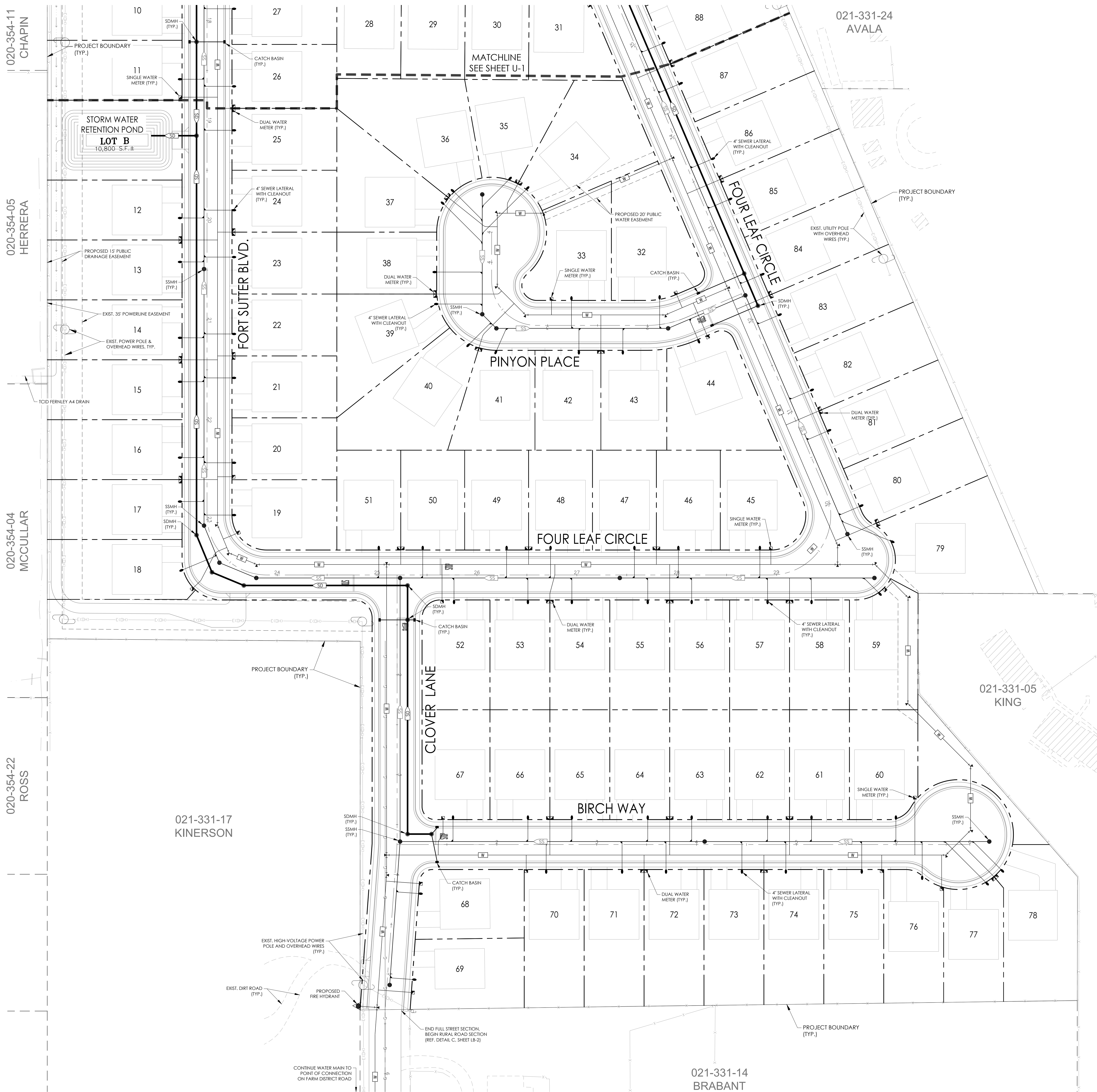
CHAPARRAL ESTATES
PRELIMINARY
UTILITY PLAN, NORTH

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BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
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JOB NO. 4506.002 JULY 2025
SHEET U-1 OF 11

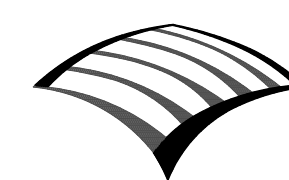


CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY UTILITY PLAN, SOUTH



07.23.2025
CIVIL
EXP. 12.31.25
No. 11458
C. EVAN NIKIRK
ENGINEER

CHAPARRAL ESTATES
PRELIMINARY
UTILITY PLAN, SOUTH



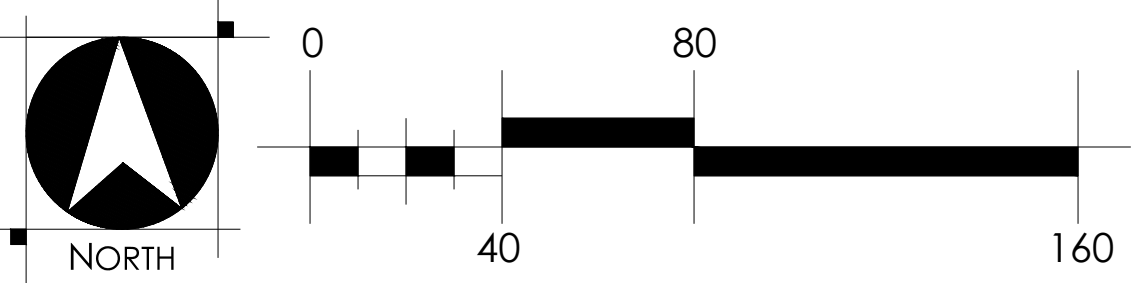
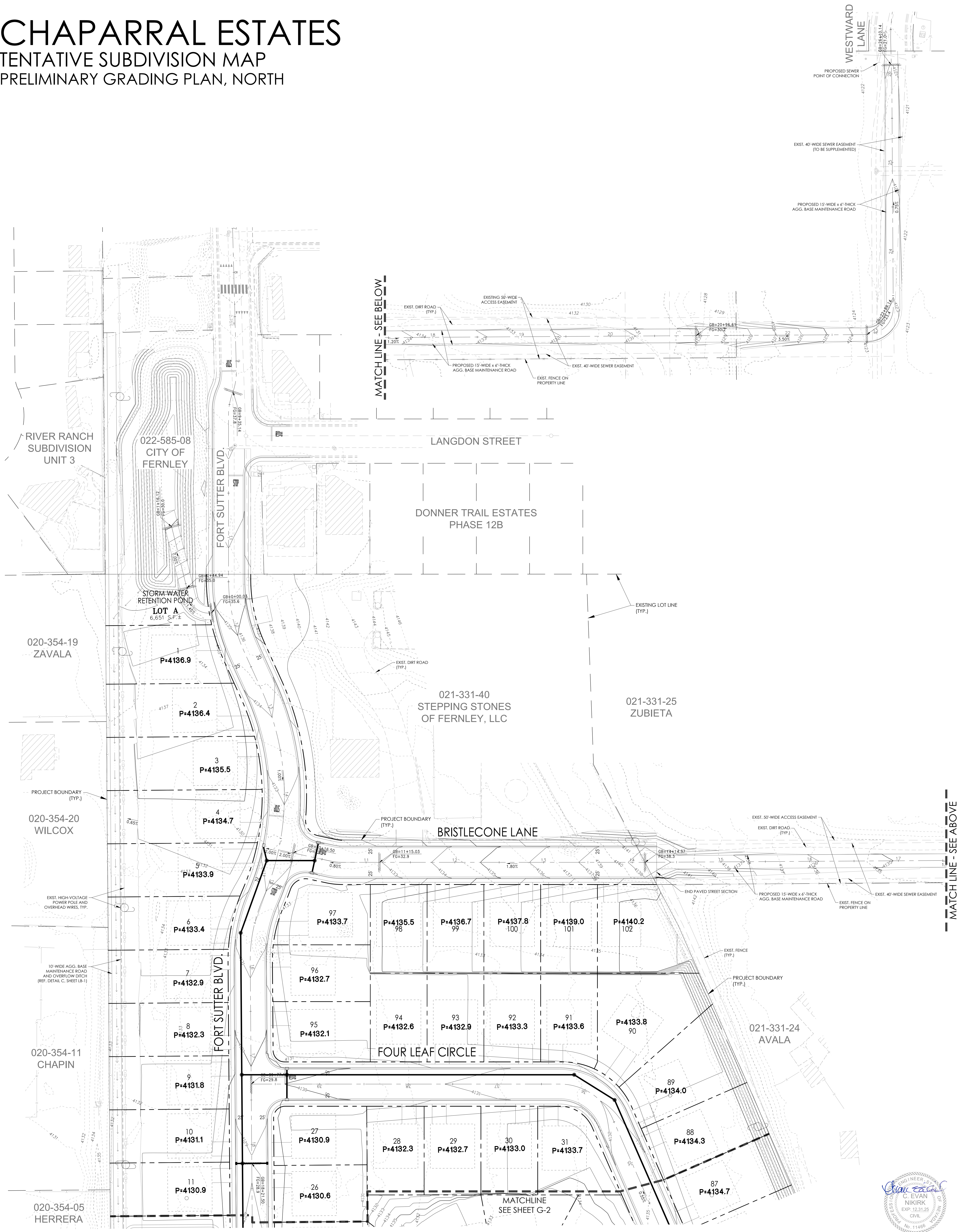
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JOB NO. 4506.002 JULY 2025

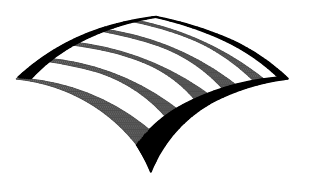
SHEET U-2 OF 11

CHAPARRAL ESTATES

PRELIMINARY GRADING PLAN, NORTH



CHAPARRAL ESTATES
PRELIMINARY
GRADING PLAN, NORTH



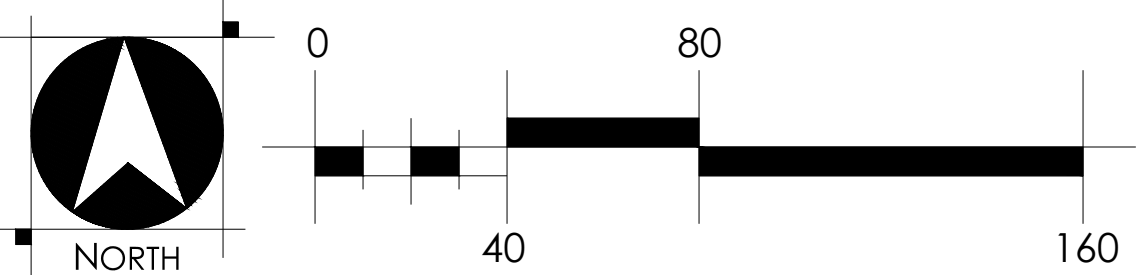
WOOD RODGERS
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JOB NO. 4506.002

SHEET G-1 OF 11

CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY GRADING PLAN, SOUTH

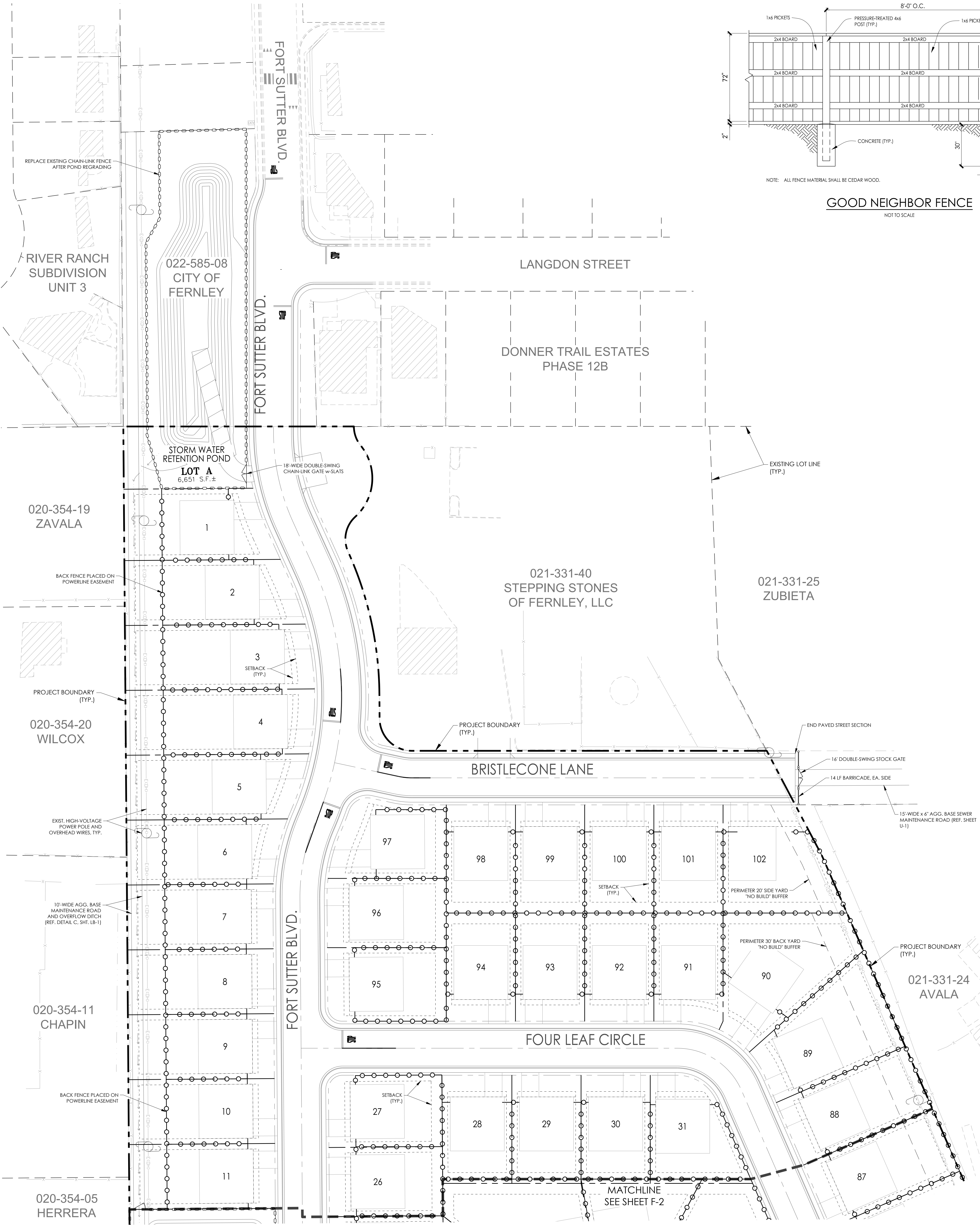


CHAPARRAL ESTATES
PRELIMINARY
GRADING PLAN, SOUTH

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
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Reno, NV 89502 Fax 775.823.4066

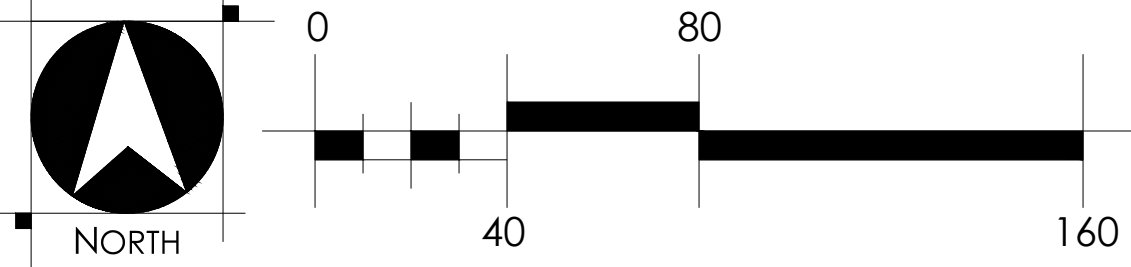
JOB NO. 4506.002 JULY 2025
SHEET G-2 OF 11

CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY FENCING PLAN, NORTH



LEGEND

- 6" SOLID WOOD PRIVACY FENCE PER DETAIL THIS SHEET
- 6" CHAIN-LINK FENCE WITH PRIVACY SLATS (BROWN)



CHAPARRAL ESTATES
PRELIMINARY
FENCING PLAN, NORTH

WOOD ROGERS
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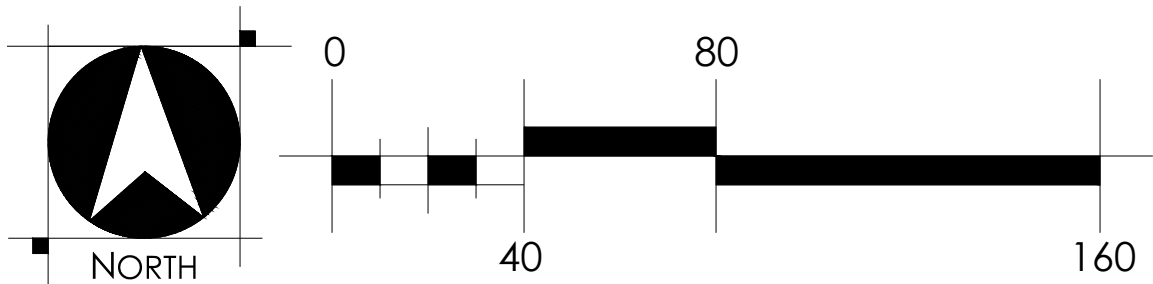
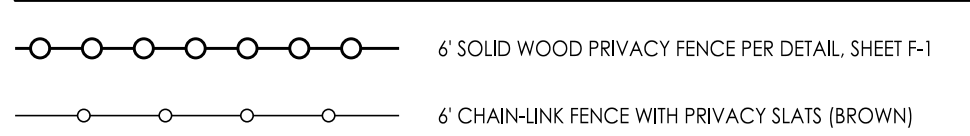
JOB NO. 4506.002 JULY 2025
SHEET F-1 OF 11



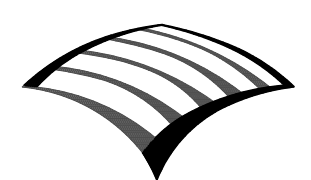
PRELIMINARY FENCING PLAN, SOUTH



LEGEND



CHAPARRAL ESTATES
PRELIMINARY
FENCING PLAN, SOUTH



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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JOB NO. 4506.002

JULY 2025

SHEET F-2 OF 11

CHAPARRAL ESTATES
TENTATIVE SUBDIVISION MAP
PRELIMINARY LANDSCAPE PLAN



CITY OF FERNLEY LANDSCAPE NOTES

- CITY OF FERNLEY MUNICIPAL CODE - SEC. 32.09.090 (c)
GENERAL LANDSCAPING STANDARDS:
- 1) LANDSCAPE ELEMENTS SHALL PROVIDE A VERTICAL DIMENSION. TREES AND TALL SHRUBS SHALL BE USED IN ADDITION TO GRASS AND GROUNDCOVER.
 - 2) LANDSCAPING SHALL BE USED TO ENHANCE THE QUALITY OF THE RESIDENTIAL ENVIRONMENT, TO BUFFER THE UNITS FROM NOISE OR UNDESIRABLE VIEWS, AND TO SEPARATE ROADS WITHIN THE DEVELOPMENT.
 - 3) LANDSCAPING AROUND THE ENTIRE FOUNDATION BASE OF BUILDINGS IS REQUIRED TO ENHANCE THE EDGE BETWEEN THE PARKING LOT AND THE STRUCTURE.
 - 4) LANDSCAPING SHALL BE PROTECTED FROM VEHICULAR AND PEDESTRIAN ENCROACHMENT BY BASED PLANTERS OR THE USE OF CURBS. STEPPING STONES SHALL BE PROVIDED AS ACCESS THROUGH A LANDSCAPE PLANTER(S) WHEN ADJACENT TO PARKING SPACES.
 - 5) ALL LANDSCAPE PLANTERS SHALL BE PROTECTED BY A MINIMUM SIX-INCH HIGH CONCRETE CURB.
 - 6) ALL GROUND SURFACES SHALL HAVE ONE OR MORE OF THE FOLLOWING TREATMENTS:
A. PAVING
B. TURF
C. FOUR-INCH ROUNDED RIVER ROCK
D. DECOMPOSED GRANITE WITH A PRE-EMERGENT HERBICIDE USING WEED BARRIER UNDERNEATH
E. OTHER SIMILAR GROUND SURFACE AS APPROVED BY THE ADMINISTRATOR
 - 7) LANDSCAPING SHALL BE SITED SO THAT AT MATURITY THE PLANTS DO NOT INHIBIT VISIBILITY IN ANY SIGHT TRIANGLE.
 - 8) PLANTING ISLANDS IN PARKING LOTS SHALL HAVE A MINIMUM WIDTH OF EIGHT FEET INTERIOR, PROTECTED BY SIX-INCH HIGH CURBS.
 - 9) ARTIFICIAL TURF IS PERMITTED AS A LANDSCAPE COVER IN SIDE AND REAR YARDS THAT ARE NOT ADJACENT TO STREETS.

PLANTING & IRRIGATION NOTES

- 1) ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER CITY OF FERNLEY CODES.
- 2) FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURE PRACTICES RELATING 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 THE TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK.
- 3) ALL PLANTER BEDS WILL RECEIVE 4" TOP-DRESSING OF MULCH (RIVER ROCK, DECOMPOSED GRANITE, ETC.).
- 4) ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. TURF GRASS (IF PRESENT) WILL BE IRRIGATED USING LOW ANGLE SPRAY, ROTARY, AND/ OR IMPACT HEADS TO REDUCE WIND DRIFT. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURE REQUIREMENTS OF EACH SPECIES. THE IRRIGATION SYSTEM WILL BE DESIGNED TO ALLOW FULL IRRIGATION OF THE SITE BASED ON A THREE-DAY WEEKLY WATERING SCHEDULE. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTER (RPB) WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.

LEGEND

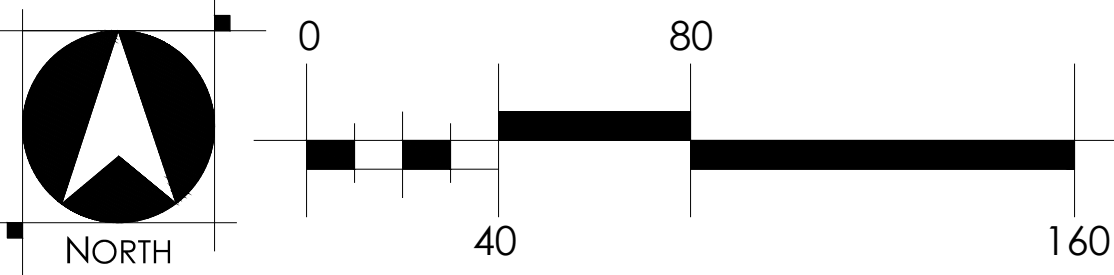
- | | |
|------------|------------------|
| LOTS | ROCK MULCH |
| HOUSE PADS | MAINTENANCE ROAD |
| STREETS | COMMON AREA |
- FRONT LOT TREE
- (1) PER LOT
- TOTAL: 102
- ACCENT / SITE TREE
- 1/500 SQ.FT. OF LS
- REQUIRED: 60
- PROVIDED: 61



CHAPARRAL ESTATES
PRELIMINARY
LANDSCAPE PLAN

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
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JOB NO. 4506.002 JULY 2025
SHEET LS-1 OF 11



EXECUTIVE SUMMARY

- Project Name:** Chaparral Estates Zoning Map Amendment and Tentative Subdivision Map
- Site Location:** The project site is a six-parcel site, which when combined totals approximately 24.72 acres, situated within the city limits of Fernley, Nevada, approximately 0.46 miles south of the intersection of U.S. Highway 50 and Emigrant Way. The site lies at the southern terminus of Fort Sutter Boulevard, where the roadway intersects Langdon Street at a 90-degree angle. Farm District Road is located approximately 0.18 miles south of the site's southern boundary. The site will be accessible via two proposed access points: one from the north through Fort Sutter Boulevard and another from the south via Clover Lane.
- APN Numbers:** 021-331-15, -19, -20, -22, -29, and -38
- Applicant:** Genica Development, LLC
- Applicant's Representative:** Wood Rodgers, Inc., Attention: Eric Hasty
- Owners:** Genica Clover Ranch, LLC (APNs 021-331-19, -20, -22, -29 and -38)
Shawna J. Tibbals (APN 021-331-15)
- Proposed Action:** This application packet includes requests for:
- 1) **Zoning Map Amendment** on the entire 24.72-acre portion of land from Residential – Rural (½-acre minimum) (RR- ½) and Residential – Rural (5 acre minimum) (RR5) to Residential – Single-Family (6,000 sf minimum)(SF6);
 - 2) **Tentative Subdivision Map** to develop a 102-lot single-family detached subdivision with three common-area parcels, for a total of 105 parcels.
- Current Land Use:** Single-Family Residential (SFR)
- Current Zoning:** ±19.3 acres: Residential – Rural (½-acre minimum) (RR- ½)
±5.42 acres: Residential – Rural (5 acre minimum) (RR5)
- Proposed Zoning:** ±24.72 acres: Residential – Single-Family (6,000 sf minimum) (SF6)
- Flood Zone Designation:** Zone X
- Gross Site Area:** ±24.72 acres

Background / Existing Conditions

The project site (Site) is generally located along Clover Lane and Browne Lane approximately 0.5 miles (mi) south of U.S. Highway 50 and south of the terminus of Fort Sutter Boulevard, where the roadway intersects Langdon Street at a 90-degree angle. Farm District Road is located approximately 0.18 mi south of the site's southern boundary. Specifically, the project site includes six parcels identified with APNs 021-331-15, -19, -20, -22, -29, and -38 that when combined total 24.72 acres.

The site has direct access to Farm District Road to the south via Clover Lane. Clover Lane traverses the site north to south and is an unimproved roadway within the site but is paved south of the site to Farm District Road. A *Step Ahead Preschool* is located to the north of the site as well as existing and newer 6,000 square foot lots, with residential in varying lot sizes and vacant land to the east, west and south. In terms of site characteristics, the site is relatively flat. The site is undisturbed vacant land with primarily native vegetation consisting of native grasses.

Zoning Map Amendment and Tentative Subdivision Map

Project Description

The site has an existing Fernley Comprehensive Master Plan (Master Plan) land use designation of Single-Family Residential (SFR), with non-conforming zoning districts of Residential – Rural (½-acre minimum) (RR- ½) (19.3 acres) and Residential – Rural (5 acre minimum) (RR5) (5.42 acres) (*refer to Zoning and Master Plan maps in Section 2 of this submittal packet*). The SFR land use designation is intended to allow 2-7 dwelling units per acre/ (du/ac) in primarily single-family detached homes with varied lot sizes. It is important to note the entire project site is zoned RR½ or RR5, which is non-conforming to the current Master Plan designation of SFR. The site is an infill site and a logical expansion of the residential units to the north, which are zoned SF6.

It should be noted that a neighborhood meeting was held on April 24, 2025, to discuss the proposed zone change and tentative subdivision map with neighbors and stakeholders. Notice of the meeting was mailed directly to all surrounding neighbors within 750 feet of the project site. A conceptual site plan similar to the Tentative Map submitted with this request was presented. Concerns expressed by meeting attendees included site circulation and existing irrigation easements. These comments have been addressed, with mitigation measures incorporated into the proposed design and further described in the document below.

Project Requests

Included with this submittal is an application and associated materials for:

- 1) **Zoning Map Amendment.** The application requests to change the regulatory zoning of the site from 5.4 acres of Residential – Rural (5 acre minimum) (RR5) and 19.3 acres of Residential – Rural (½-acre minimum) (RR ½) to 24.72 acres of Single-Family Residential (6,000 sf minimum) (SF6). The proposed SF6 zoning designation will be in conformance with the existing Master Plan designation and will support proposed development of the site.
- 2) **Tentative Subdivision Map.** This application requests approval of a Tentative Subdivision Map (TSM) to develop a 102-lot single-family detached development, with three common area parcels, for a total of 105 parcels, a minimum lot size of 6,144 sf interior lots, and an average perimeter lot size of ±8,269 sf. The gross density proposed is 4.1 du/ac, which is in conformance with the proposed regulatory zoning and existing Master Plan land use designations.

Adjacent Land Use and Zoning

	Master Plan	Zoning	Current Use of Land
North	Single Family Residential (SFR)	SF6 SF20	single-family residential, detention basin pre-school
South	Single Family Residential (SFR)	RR5	single-family residential
East	Single Family Residential (SFR)	RR5 SF20	single-family residential
West	Single Family Residential (SFR)	RR1 RR5	vacant, single-family residential

North: The northern boundary of the site borders two parcels with a Master Plan land use designation of SFR and a zoning designation of SF6. The western of these two parcels bordering the site's northern boundary is owned by the City of Fernley and is occupied by the water detention basin for the adjacent single-family residential subdivision. The other parcel adjacent to the site's northern boundary is occupied by a single-family residence. Additionally, the site shares a portion of its northern and eastern boundaries with an adjacent parcel with a land use designation of SFR and a zoning designation of SF20 occupied by a preschool (*A Step Ahead Preschool*).

South: The site is bordered to the south by parcels with a land use designation of SFR, a zoning designation of RR5, and occupied with single-family residential dwelling units.

East: Directly adjacent to the site's eastern boundary are parcels with a SFR Master Plan land use designation, zoning designations of either SF20 or RR5, and occupied with single-family residential dwelling units. Further east is another single-family residential subdivision which surrounds the southern and western boundaries of Silverland Middle School.

West: Directly adjacent to the site's western boundary are five parcels with a master plan land use designation of SFR and zoning designations of either RR1 or RR5. These parcels are either vacant or occupied with single-family residential dwelling units.

In terms of surrounding land use compatibility, the site is uniquely positioned to provide an opportunity for a more desirable lot size in the current market conditions (6,400 to 8,000 square feet) for most buyers similar to the newer neighborhoods surrounding the site. The site also provides larger lots along the perimeter to provide a transition to the adjacent vary lot size parcels to the west, east, and south. The project allows for a wide range of lot sizes as envisioned in the City of Fernley master plan, helping the city provide an appropriate transition zone from the more rural development in the south and the higher density development in the north.

Zoning Map Amendment Justification

The zoning map amendment (ZMA) request to change the current zoning designations from RR5 and RR½ to SF6 is consistent with the adjacent zoning and lot sizes as it will allow for lot sizes similar to the newer single-family subdivisions to the north, east and southwest, but allow for flexibility in lot sizes along the perimeter to accommodate larger lots compatible with the adjacent lots. Larger lots have been incorporated into the overall site design to accommodate for increased perimeter buffers along the eastern and western site boundaries as well as internally at corner lots. This ZMA will facilitate the proposed subdivision and help support housing needs to accommodate anticipated population growth. Furthermore, the project is located within an area that has direct access to existing utilities and nearby paved roadways for connectivity and access, making this a logical extension of the existing surrounding neighborhoods and compatible with the land use pattern envisioned for this area of the community.

The proposed SF6 zoning would allow for a maximum density of 7.26 du/ac. The proposed SF6 zoning and resultant allowed density of 7.26 du/ac is consistent with the surrounding zoning designation of SF6 to the north and northwest and compatible with the single-family character envisioned for this part of the community and echoed by several other approved single-family residential developments to the east (*refer to Proposed Zoning Map in Section 2 of this submittal packet*).

The ZMA request to change the current designations of RR5 and RR ½ to SF6 is consistent with the adjacent zoning and lot sizes to the north and northwest and provide for an appropriate transition from the larger-lot rural-residential parcels to the south and east, as the design of the site incorporates larger perimeter lots in accordance with the purpose and intent of the adjacency standards in Fernley Development Code (FDC) § 32.09.030.

To further justify this amendment, the existing RR5 and RR½ zoning districts are non-conforming to the existing SFR Master Plan land use designation and the proposed ZMA will bring the site into compliance with the Master Plan.

The proposed ZMA supports the tentative subdivision map (TSM) request also included with this application for a 105-parcel subdivision (102 residential lots and three common area parcels) with lots ranging in size from 6,200 sf to 12,249 sf. The proposed tentative map would produce a density of approximately 4.1 du/ac, falling well below

the maximum density for the SF6 zoning and effectively providing a minimum density similar to the SF9 zone and is an appropriate density for compatibility with both surrounding rural residential and smaller-lot residential development (*refer to the Site Plan in the Map pocket of the submittal packet*).

Tentative Subdivision Map Analysis

Overview

The current request is to develop the site with 102 single family residential lots and three common area parcels for 105 parcels total, with two other dedicated areas to be offered to the city for storm water retention ponds. Pending the proposed ZMA the regulatory zoning for the site will be SF6, with the maximum number of dwelling units allowed in this zoning district is 7.26 du/ac, and lots must be a minimum of 6,000 sf. Without considering allowances for roadways, landscaping, open space, or setbacks, a 24.72-acre site would be allowed a maximum of 173 separate lots, noting the site plan includes 102 residential lots and amounts to a density of 4.1 du/ac, far less than would be allowed under the proposed zoning district’s maximums. There are no existing structures on the site. Proposed improvements include site access, drainage and grading improvements, and the extension of utilities, including water, sewer, and electric, to the new lots.

The SF6 zoning district has the specific purpose and intent to preserve areas where the predominant dwelling type is single-family detached dwelling units at or below 7.26 du/ac, consistent with the tentative subdivision map being submitted for this site under this application.

The tentative subdivision map has been designed specifically to meet the intent and purpose of lot adjacency and transition standards for single-family residential development. FDC §32.09.030(d) includes specific requirements for transitions and buffers between development on lots with varying degrees of density. When considering this, it is worth noting the zoning code was last comprehensively update prior to the Master Plan’s most recent comprehensive update in 2019, with some portions of the existing zoning code including standards not reflective of the vision for the community seen in the updated Master Plan. Specifically, the transition and buffer adjacency standards, if adhered to strictly, would create possible “dead zones” of land within subdivisions where development or improvements are neither feasible nor required. Further, FDC allows deviation from these standards with approval by the Administrator.

In order to satisfy the purpose and intent of the lot adjacency and transition standards, the site plan for the proposed subdivision has incorporated 30-ft rear buffers on both the east and west perimeter boundaries of the subdivision, included on the submitted TSM. It is anticipated that the buffer will be recorded on the final map and reflected on all applicable deed documents. These buffers will satisfy the access needs for utility infrastructure, including power poles and lines which run along both the eastern and western perimeter boundaries, while also providing an adequate transition zone buffer from the density/intensity of the neighboring RR1 and RR5 parcels and the proposed adjacent SF6 parcels. This perimeter buffer is in addition to rear setback requirements, thus development (erection of structures) will be prohibited in the rear 40-ft of any eastern or western perimeter lot, as regulated by the future Homeowners Association (HOA) for the subdivision. This 40-ft no-build buffer is a minimum standard, with it anticipated most perimeter lots will have an even larger rear setback of the residence.

Development Statistics Summary

Total Site Area:.....	24.72± acres
Total Dwelling Units:	102 single-family detached dwelling units
Net Density:	4.1± dwelling units/acre
Total Lot Area:.....	18.01± acres (73%)
Average Lot Size:.....	7,691± square feet

Average Perimeter Lot Size:	8,269± square feet
Maximum Lot Size:.....	12,249± square feet
Minimum Interior Lot Size:.....	6,200± square feet
Total Right of Way Area:.....	5.64± acres (23%)
Total Common Area:	0.66± acres (2.7%)

Grading

The project site is mostly vacant. The site generally slopes from east to west. Approximately 100% of the site has slopes less than 10%, therefore *FDC §32.09.130 (Slopes, hilltops, and ridges)* is not applicable. Grading of the site is provided in the Preliminary Site Plan (*refer to the Preliminary Grading Plan [Sheets G-1 and G2] of the Tentative Map Plan Set in Section 4 and the Map Pocket of this submittal packet*).

Drainage

On site drainage will consist of directing onsite flows from the various portions of the site and allowing them to flow to curb and gutter facilities located within the proposed street network. This will convey the flows to the two proposed retention ponds. One retention pond is the existing pond adjacent to the site’s northern boundary and located within the City of Fernley owned parcel. This will be reconfigured to allow for the extension of Fort Sutter Boulevard into the site. A second retention pond located between lots 11 and 12 will capture the remaining flows generated from the site (*refer to Preliminary Hydrology Report included in Section 4 of this submittal packet*).

Water, Sewer, and Utilities

Water is anticipated to be extended into the site via the extension of Fort Sutter Boulevard to the north. Water infrastructure serving the site will be located within the proposed road network and will be stubbed to each proposed lot. Sewer is anticipated to be extended from Westward Lane within an existing utility easement and brought into the site via the existing roadway Brown Lane, which is proposed to be Bristle Cone Lane within the proposed subdivision, as seen on the site plan. Other utilities including power and communications are adjacent to the site and will be brought in within the proposed right of ways. For detailed information regarding existing and proposed utility infrastructure refer to the *Preliminary Utility Plan (Sheets U-1 and U2)* in Section 4 and the *Map Pocket* of this submittal packet.

Site Access and Circulation

The site is currently accessed from the south via Clover Lane to Farm District Road. The TSM shows a new access proposed to the north via Fort Sutter Boulevard through the adjacent city-owned parcel, with slight reconfiguration of the existing stormwater retention pond to accommodate the roadway extension and encourage travel patterns north to Highway 50. A network of 50-ft-wide internal street rights-of-way, including sidewalks, cul-de-sacs, and turning radii will serve the site, all designed to meet City of Fernley roadway standards and international fire code.

Given the site’s proximity to a preschool, and in response to feedback received from neighborhood stakeholders, the configuration of internal roadways was redesigned, incorporating elements to slow traffic around the preschool including a proposed three way stop at the intersection of Birch Street and Bristle Cone Lane and providing a 10-foot buffer from the preschool parcel and the right of way. Further, instead of grid style roadways running straight from north to south, the subdivision is designed with roadways with slight turns, bump outs, and cul-de-sacs. Sidewalks will be incorporated throughout which will bring pedestrian scale to the roadways.

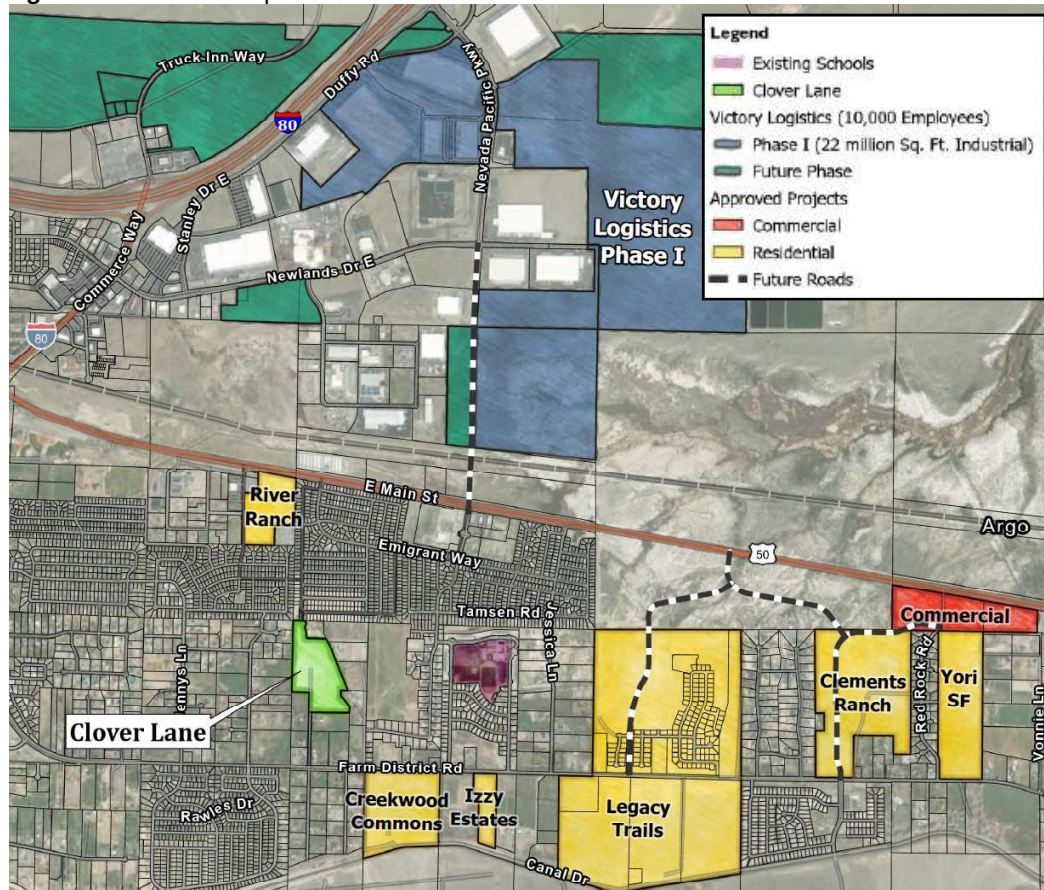
Although the site does draw existing access from Clover Lane which extends south to connect with Farm District Road, the traffic impact study conducted in tandem with this submittal indicates, under the current project design, a vast majority (80%) of trip generation would access the site via the north through the new connection

to Fort Sutter Boulevard (refer to *Traffic Impact Study in Section 4 of this submittal packet*). As this connection will bifurcate the adjacent city-owned parcel to the north, the new roadway will be constructed a minimum of 15-ft from the adjacent western parcel boundary of the privately owned parcel to the east, ensuring additional setback area for the adjacent property.

A key factor in traffic patterns for the Fernley community moving forward will be the completion of the Nevada Pacific Parkway connecting I-80 to Highway 50 which will provide necessary access to the Victory Logistics, a company anticipated to add approximately 10,000 jobs to the Fernley community over the next 10 of years which will contribute substantially to the need for housing and adequate traffic circulation in coming years (refer to **Figure 1** below).

The proposed subdivision located south of Highway 50 but north of Farm District Road, only a short distance from the future connection of Nevada Pacific Parkway and Highway 50, combined with the sites new access to the north, makes the site perfectly positioned to provide much a much needed housing product while not contributing negatively to traffic flow and likely helping to relieve traffic flow issues currently being experienced in Fernly due to the I-80 roundabout.

Figure 1: Future Development



Traffic

The Traffic Impact Study prepared by Headway Transportation (April 15, 2025) considered 100 single-family dwelling units (refer to *Traffic Impact Study in Section 4 of this submittal packet*). Based on this analysis a project of the analyzed size would generate approximately 943 daily trips, 70 AM peak hour trips, and 94 PM peak hour trips. The study concluded that all intersections studied are anticipated to operate within policy level of service

under all scenarios, with or without the project. The addition of project traffic had no significant impact on the study intersections. The TIS does not indicate any roadway improvements are needed for capacity based on the additions of project traffic. For specific details regarding traffic conditions and improvements, refer to the *Traffic Impact Study* in Section 4 of the submittal packet.

Landscaping

The proposed TSM is for 105 parcels (102 residential lots and three common area parcels) intended for development with single-family detached dwelling units and is not classified as a planned development under FDC. Although limited common area is anticipated at this time, all landscaping in any common areas will be owned and maintained by a HOA or an equivalent that will be established at final map. Beyond this, individual lots will not be held to any additional landscaping standards above and beyond the landscaping standards for the proposed underlying SF6 zoning district.

Public Services

Schools: According to the Lyon County School District's 2016 Facilities Plan, all Fernley schools are currently under capacity and are planned to be within adequate utilization through 2025. Students residing in this development will attend Cottonwood Elementary School, Silverland Middle School, and Fernley High School.

Police and Fire Services: The project site is located in an area already served by police and fire services. Police services will be provided by the Lyon County Sheriff's Department and fire service will be provided by the North Lyon County Fire Protection District. The closest fully staffed fire station is the North Lyon County Fire Protection District Main Office, located approximately 2.7 miles west near the intersection of State Route 95A and Main Street. The main access to the site where police and fire will enter the development is located on Fort Sutter Boulevard.

Parks: There are recreational amenities in the area of the subject site. Ponderosa Park is located 0.88 miles southwest of the site. Picetti Park, a small neighborhood serving park, is located 0.66 miles east. Green Valley Park is approximately 1.5 miles west from the site, with larger parks like Fernley out of Town Park (2.5 miles west) and Autumn Winds Park (2.2 miles east) further from the site.

Fiscal Impact Statement

The subject parcel is an infill parcel located in an area surrounded by existing older residential development adjacent to existing infrastructure. The current vacant use does not provide any fiscal benefit for the City of Fernley at this time. One of the issues the City of Fernley is facing is that larger-lot developments no longer cover the costs of required infrastructure, which has contributed to a continual increase in utility fees and roads left in poor shape. Developing the subject site with large lots consistent with the current non-conforming zoning could bring negative fiscal impact to the City of Fernley based on existing trends and would be an inefficient use of the land given the housing demand anticipated for the large employment center (Victory Logistics) currently under construction.

The proposed zoning will provide a mix of unit types that will take advantage of the existing infrastructure, helping provide fees that will support the city's ongoing utility and public service costs. The additional dwelling units facilitated by this request will provide additional impact fees and tax revenues that will fiscally support the city's schools, parks, roads, and public services while also providing more obtainable housing options that are appropriate to support the growing workforce.

Victory Logistics employment center, less than two miles northeast from the subject site, is anticipated to generate over 10 million square feet of new industrial space along with over 10,000 employees within the first phase (Northern Nevada Business Weekly <https://www.nnbw.com/news/2021/jul/27/playing-long-game-massive-fernley-development-sets/>). Utilizing the subject infill parcel to help support the adjacent employment

growth is a much more efficient use of the land and will help fill the gap in needed housing within the community. Housing products obtainable to average-incomed Fernley residents will help fill a crucial need in “missing-middle” housing products, which is critical to support the future employment centers already being constructed and, more broadly, the future economic growth of Fernley.

FINDINGS FOR APPROVAL

Pursuant to the City of Fernley Development Code §32.03.040(e)(6) *Findings for approval*, a zoning map amendment may be approved if it is:

- 1) Consistent with the city's Master Plan and otherwise consistent with state and federal law;
- 2) Consistent with the surrounding land uses; and
- 3) Public notice was given, and a public hearing held per the requirement of the development code and Nevada Revised Statutes.

1) Implementation and Consistency with the City of Fernley Master Plan

Response: The ZMA and TSM will enable the development of 102 single-family dwelling units, offering a housing option that is highly desirable given current market conditions and employment coming to Fernley. This proposed zoning aligns with the site's current Master Plan land use designation, addressing the inconsistency between the existing zoning and the Fernley Master Plan. Furthermore, the ZMA and TSM support and advance several goals and policies outlined in the Master Plan. The following excerpts and accompanying analysis demonstrate the proposal's alignment with these planning objectives

Applicable Master Plan Goals and Policies

Goal 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.

Comment: The proposed ZMA and TSM will facilitate the development of 102 single-family dwelling units on the parcels, which will provide a slightly higher density housing option on the site than its present zoning would allow. With projected growth in Fernley and increased development in the area, offering a variety of housing types and costs will contribute to vitality and housing diversity in the community.

Goal 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 and construction.

Comment: The subject parcel is located in an area that is master planned for the size of lots proposed. The ZMA request is consistent with the surrounding area. The ZMA request would maintain conformance with the Master Plan and continue similar growth patterns of the surrounding area by allowing lot sizes similar to those in the neighborhood to the north and allow for larger lots along the perimeter. The potential for increased residential density conserves natural resources in the area by concentrating development in an area already being served by public services and amenities. Resource efficient design and construction will be incorporated into future stages of the project.

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

Comment:
Sewer, Water, and Utilities

Water is anticipated to be extended into the site via the extension of Fort Sutter Boulevard to the north. Water infrastructure serving the site will be located within the proposed road network and will be stubbed to each proposed lot. Sewer is anticipated to be extended from Westward Lane within an existing utility easement and brought into the site via the existing roadway Brown Lane, which is proposed to be Bristle Cone Lane within the proposed subdivision, as seen on the site plan. Other utilities including power and communications are adjacent to the site and will be brought in within the proposed right of ways. For detailed information regarding existing and proposed utility infrastructure refer to the *Preliminary Utility Plan (Sheets U-1 and U2)* in Section 4 and the *Map Pocket* of this submittal packet.

Schools

According to the Lyon County School District's 2016 Facilities Plan, all Fernley schools are currently under capacity and are planned to be within adequate utilization through 2025. Students residing in this development will attend Cottonwood Elementary School, Silverland Middle School, and Fernley High School.

Police and Fire Services

The project site is located in an area already served by police and fire services. Police services will be provided by the Lyon County Sheriff's Department and fire service will be provided by the North Lyon County Fire Protection District. The closest fully staffed fire station is the North Lyon County Fire Protection District Main Office, located approximately 2.7 miles west near the intersection of State Route 95A and Main Street. The main access to the site where police and fire will enter the development is located on Fort Sutter Boulevard.

Parks

There are recreational amenities in the area of the subject site. Ponderosa Park is located 0.88 miles southwest of the site. Picetti Park, a small neighborhood serving park, is located 0.66 miles east. Green Valley Park is approximately 1.5 miles west from the site, with larger parks like Fernley out of Town Park (2.5 miles west) and Autumn Winds Park (2.2 miles east) further from the site.

Goal LU.1.2 Encourage new development to be in accordance with the Comprehensive Master Plan land use category.

Comment: The subject parcel has an existing Master Plan designation of Single-Family Residential (SFR), and the existing RR5 and RR ½ zoning districts are non-conforming to this land use designation. The proposed ZMA will bring the site into compliance with the Master Plan as well as the intent for the character and density for this area of Fernley. Lots created will range in size from 6,200 sf to over 14,185 sf, with an **average lot size of 7,781 sf**. As designed the subdivision incorporates several lots above 10,000 sf. With a wide range of lot sizes this design allows for the site to comply with the current master plan.

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

Comment: The proposed lots are compatible with the existing 6,000 square foot lots to the north and will provide larger 8,000 square foot perimeter lots which are more compatible with the adjacent development to the west, east, and south.

Goal LU.1.5 Promote infill development

Comment: The proposed project is considered infill development.

2) Consistency and Compatibility with Surrounding Land Uses

Response: The proposed request is consistent and compatible with the surrounding land uses. As seen in the table below, the site is surrounded on all sides by residential development ranging from large-lot rural residential development to small-lot single-family denser subdivisions, making a residential subdivision with lots ranging in size from 6,144 sf to over 12,200 sf consistent with the transitional nature of this portion of the city.

Adjacent Land Uses

	Master Plan	Zoning	Current Use of Land
North	Single Family Residential (SFR)	SF6	Single-Family Residential, Detention Basin
		SF20	Pre-school
South	Single Family Residential (SFR)	RR5	Large-lot single-family residential
East	Single Family Residential (SFR)	RR5 SF20	Large-lot single-family residential
West	Single Family Residential (SFR)	RR1 RR5	Vacant, Large-lot single-family residential

North: The northern boundary of the site borders two parcels with a Master Plan land use designation of SFR and a zoning designation of SF6. The western of these two parcels bordering the site's northern boundary is owned by the City of Fernley and is occupied by the water detention basin for the adjacent single-family residential subdivision. The other parcel adjacent to the site's northern boundary is occupied by a single-family residence. Additionally, the site shares a portion of its northern and eastern boundaries with an adjacent parcel with a land use designation of SFR and a zoning designation of SF20 occupied by a preschool (*A Step Ahead Preschool*).

South: The site is bordered to the south by parcels with a land use designation of SFR, a zoning designation of RR5, and occupied with single-family residential dwelling units on large lots, typical to rural residential zoning districts.

East: Directly adjacent to the site's eastern boundary are parcels with a SFR Master Plan land use designation, zoning designations of either SF20 or RR5, and occupied with single-family residential dwelling units on large lots, typical to these zoning districts. Further east is another single-family residential subdivision which surrounds the southern and western boundaries of Silverland Middle School.

West: Directly adjacent to the site's western boundary are five parcels with a master plan land use designation of SFR and zoning designations of either RR1 or RR5. These parcels are either vacant or occupied with single-family residential dwelling units on large lots, typical to rural residential zoning districts.

From a land use compatibility perspective, the site is uniquely positioned to be able to provide a range of lot sizes larger than those typically offered in single-family residential subdivisions yet still maintain compatibility with adjacent rural residential land uses. The site is surrounded closely to the north, east, and southwest by smaller lot single-family residential uses, yet the site is neighbored by characteristically rural

parcels to the west and south, allowing for a subdivision with a wide range of lot sizes, as envisioned for the site, to provide an appropriate transition zone from the more rural development seen south and east and the higher density development north and west closer to the city center.

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

Response: Throughout the entitlement process, the applicant will follow all requirements of the development code and Nevada Revised Statutes for noticing the public, holding meetings, and attending public hearings.

Tentative Subdivision Map Approval Criteria

Pursuant to *Fernley Development Code §32.03.060 (Land Division Applications)* recommendations and decisions on tentative maps shall be based on consideration of all of the following criteria:

1. **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, where applicable, individual systems for sewage disposal;**

Response: This project has been designed to meet all environmental and health laws/regulations, as required by local, state, and federal regulations. Water and sewer will be provided and treated by the City of Fernley municipal water and wastewater systems (*refer to Preliminary Utility Plan [Sheets U-1 and U-2] in Section 4 and the Map Pocket of this submittal packet*). Solid waste disposal will be provided by Waste Management. This is a residential project, and this use is not anticipated to contribute significantly to air pollution.

2. **Availability of water that meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;**

Response: Water meeting applicable health standards is available for the future needs of this subdivision, provided by the City of Fernley. The required water is available and will be provided at final map. Actual demand will be calculated with the site improvement plans prior to recording the final subdivision map. A utility plan is included in the Map Pocket of this submittal packet indicating the location of existing City of Fernley utility infrastructure to serve the project.

3. **Availability and accessibility of utilities;**

Response: All utilities necessary to serve the proposed subdivision currently exist in close proximity to the site. Sewer is anticipated to be extended into the site via Westward Lane and through an existing access and utility easement that will connect to the proposed Bristle Cone Lane. Water lines are planned to be extended to the site via the extension of Fort Sutter Blvd and within the proposed roadways. The proposed water and sewer systems will be operated by the City of Fernley. A preliminary sewer study is included in Section 4 of this submittal packet which indicates the City of Fernley has sufficient system capacity to serve the project. Gas will be operated by Southwest Gas and power and communications services will also be extended to the site (*refer to Preliminary Utility Plan [Sheets U-1 and U-2] in Section 4 and the Map Pocket of this submittal packet*).

4. **Availability and accessibility of public services such as schools, police and fire protection, transportation, recreation facilities, and parks;**

Response:

Schools

According to the Lyon County School District's 2016 Facilities Plan, all Fernley schools are currently under capacity and 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 four to six years, which would address any potential elementary school capacity issues. Students residing in this development will attend Cottonwood Elementary School, Silverland Middle School, and Fernley High School.

Police and Fire Services

The project site is located in an area already served by police and fire services. Police services will be provided by the Lyon County Sheriff's Department and fire service will be provided by the North Lyon County Fire Protection District. The closest fully staffed fire station is the North Lyon County Fire Protection District Main Office, located approximately 2.7 miles west near the intersection of State Route 95A and Main Street. The main access to the site where police and fire will enter the development is located on Fort Sutter Boulevard.

Parks

There are recreational amenities in the area of the subject site. Ponderosa Park is located 0.88 miles southwest of the site. Picetti Park, a small neighborhood serving park, is located 0.66 miles east. Green Valley Park is approximately 1.5 miles west from the site, with larger parks like Fernley out of Town Park (2.5 miles west) and Autumn Winds Park (2.2 miles east) further from the site.

5. Consistency with the zoning district regulations;

Response: The project site has an existing master plan land use designation of Single-Family Residential (SFR) and, upon approval of the proposed ZMA associated with this request, the project site will have a zoning designation of SF6. This zoning district allows for single-family residential lots that are a minimum of 6,000 sf. This tentative subdivision request seeks to create 105 parcels in total, with 102 single-family lots, ranging from 6,144 sf interior lots to 12,249 sf, with an average lot size of 7,691 sf. The proposed subdivision is entirely consistent with all standards of the proposed SF6 zoning district regulations.

6. Conformity with the master streets and highways plan;

Response: The request conforms with the Master Streets and Highways Plan. Currently the property is accessed via Clover Lane to the south. Proposed access to the site will be improved to provide a 50-ft wide roadway into the site from the north as an extension of Fort Sutter Boulevard. This extension of Fort Sutter Boulevard will connect to an internal network of 50-ft roadways, with curbs, gutters, and sidewalks all designed to meet FDC standards, providing access to driveways of all proposed lots. Two bulbs and two cul-de-sacs are included in site design which will provide adequate turnaround for fire trucks and compliance with international fire code. Additional compliance with the Master Street and Highways Plan would be demonstrated further with the proposed site access connection to the north via Fort Sutter Boulevard over the city owned parcel. It is not anticipated that his project will contribute negatively to traffic or congestion, as concerns regarding traffic at the I-80 roundabout and along Farm District Road were considered and project design elements incorporated to mitigate potential impacts.

7. Effect of the proposed subdivision on existing public streets and the need for new streets or highways to serve the subdivision;

Response: Traffic generated from the project is not anticipated to have a significant impact to the surrounding transportation infrastructure or Farm District Road, as the *Traffic Impact Study* concluded over 80% of trips generated to and from the site will utilize the new connection to the north and Highway 50, especially considering the sites proximity to the future development of Victory Logistics and Nevada Pacific Parkway just northeast of the site. The proposed subdivision will only generate approximately 94 PM peak hour trips. As concluded in the TIS, beyond what is proposed no additional improvements are needed to accommodate demand on surrounding roadways. Traffic generation is minimal, and the surrounding existing roadways, combined with the new internal roadway network, can adequately serve the proposed lots.

8. Physical land characteristics, such as floodplain, slope, soil, and elevation differentials with abutting properties;

Response: This project is not within a floodplain. A grading plan is included in the Map Pocket of this submittal packet completed in compliance with all applicable grading, slope, soil and elevation differential standards of the City of Fernley (*refer to Preliminary Grading Plan [Sheets G-1 and G-2] in Section 4 and the Map Pocket of this submittal packet*).

9. Recommendations and comments of review bodies;

Response: Any comments received thus far have been incorporated into site design. Any recommendations and comments of review bodies moving forward will be considered in the project design and engineering processes.

10. Conformity to the master sewer and water utility plan;

Response: A *Preliminary Sewer Report* is included within *Section 4* of this submittal packet. The reports consulted with the Master Sewer and Water Utility Plans and include discussion of how the City of Fernley sewer and water infrastructure and supply has sufficient capacity to meet the projected demand of this project.

This project also conforms to the following Water/Wastewater Goals of the City of Fernley Comprehensive Master Plan:

- *PSF.1.1.4 - Areas planned for urban or suburban development (residential densities of one or more dwelling units per acre or comparable non-residential development will be served by a community water supply system consistent with adopted policies in the Land Use Chapter of the Fernley Comprehensive Master Plan.*
 - **Comment:** This project will connect to the municipal water system. A utility plan is included within Section 4 of this submittal packet and modeling for demand will be done at final map.
- *PSF.1.4 - Reduce water demand through xeriscape project landscaping, reclamation and reuse of treated wastewater for golf courses, medians, parkways and other appropriate application uses.*
 - **Comment:** Although there is minimal landscaping required with this plan, xeriscaping will be utilized where feasible to reduce water demand.
- *PSF.2.1.1 - All new development within the City limits with lot sizes equal to or smaller than 1.0 acre shall be required to connect to the municipal sewer system. New development with residential densities lower than one dwelling unit per acre shall be allowed to utilize individual septic systems with acceptable sub-surface disposal if sewer is not available.*
 - **Comment:** This project will connect to the municipal sewer system. A utility plan and a preliminary sewer report are included within Section 4 of this submittal packet.

11. Compliance with this Code and all other applicable regulations.

Response: Beyond all typical development code sections applicable to development of this nature in this zoning district, additional standards of the development code are applicable, as outlined below, with

descriptions of mitigation strategies incorporated into site design to meet the purpose and intent of these standards:

Adjacency Standards (FDC §32.09.030)

The tentative subdivision map has been designed specifically to meet the intent and purpose of lot adjacency and transition standards for single-family residential development. FDC §32.09.030(d) includes specific requirements for transitions and buffers between development on lots with varying degrees of density. When considering this, it's worth noting the zoning code was last comprehensively update prior to the Master Plan which was comprehensively updated in 2019, with some portions of the existing zoning code including standards not reflective of the vision for the community seen in the updated Master Plan. Specifically, the transition and buffer adjacency standards, if adhered to strictly, would create possible "dead zones" of land within subdivisions where development or improvements are neither feasible nor required. Further, code allows deviation from these standards with approval by the Administrator.

In order to satisfy the purpose and intent of the lot adjacency and transition standards, the site plan for the proposed subdivision has incorporated 30-ft rear buffers on both the east and west perimeter boundaries of the subdivision. Along the east and west perimeter boundaries 30-ft wide buffers have been included on the tentative subdivision map. It is anticipated that the buffer will be recorded on the final map and reflected on all applicable deed documents. These buffers will satisfy the access needs for utility infrastructure, including power poles and lines which run along both the eastern and western perimeter boundaries, while also providing an adequate transition zone buffer from the density/intensity of the neighboring RR1 and RR5 parcels and the proposed adjacent SF6 parcels. This perimeter buffer is in addition to rear setback requirements, thus development (erection of structures) will be prohibited in the rear 40-ft of any eastern or western perimeter lot, as regulated by the future HOA for the subdivision.

TRAFFIC IMPACT STUDY

for

Chaparral Estates

July 21, 2025

PREPARED FOR:

Wood Rodgers, Inc.

PREPARED BY:



Lauren
T. Picou

Digitally signed
by Lauren T.
Picou
Date: 2025.07.21
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YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Chaparral Estates (formerly Clover Lane) residential development in Fernley, NV. This study was undertaken to determine the opening year and future year traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, and develop recommendations to mitigate impacts, if any are found.

What does the project consist of?

The project consists of 102 single-family dwelling units. The site is located north of Farm District Road, with proposed access via Clover Lane, Fort Sutter Boulevard and a planned connection to Westward Lane. The project location within the region is shown in **Figure 1** and the project site location is shown in **Figure 2**. The preliminary site plan is shown in **Figure 3**.

How much traffic will the project generate?

The development is anticipated to generate approximately 962 Daily trips, 71 AM peak hour trips, and 96 PM peak hour trips.

Are there any traffic impacts?

All intersections studied are anticipated to operate within policy level of service under all scenarios, with or without the project. The addition of project traffic had no significant impact on the study intersections.

Are any improvements proposed?

- No capacity improvements are needed at the study intersections based on the addition of project traffic. The project should construct an eastbound left turn lane at the Farm District Road / Clover Lane intersection; this is warranted by NDOT criteria based on the existing volumes (independent of the project). The project adds a small number of trips (10 in the PM peak hour) to the eastbound left turn movement.
- The project should construct the roadway connection to Fort Sutter Boulevard. This connection at Fort Sutter Boulevard/ Langdon Street should convert that intersection to a side-street stop (stop on Langdon Street) T-intersection.
- The project should construct the roadway connection to Clover Lane.
- All roadway connections and internal project roadways should be constructed to City of Fernley standards.

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INTRODUCTION

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Chaparral Estates (formerly Clover Lane) residential development in Fernley, NV. This study was undertaken to determine the existing, opening year and future year traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, and develop recommendations to mitigate impacts, if any are found.

Study Area and Evaluated Scenarios

The project consists of 102 single-family dwelling units. The site is located north of Farm District Road, with two proposed accesses – to the north via Fort Sutter Boulevard, and to the south via Clover Lane. An additional connection is planned via an extension to Westward Lane. The project location within the region is shown in **Figure 1** and the project site location is shown in **Figure 2**. The preliminary site plan is shown in **Figure 3**.

The following intersections are included in this study:

1. US 50A / River Ranch Road
2. River Ranch Road / Round Up Road
3. Round Up Road / Fort Sutter Blvd
4. Farm District Road / Clover Lane

This study includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

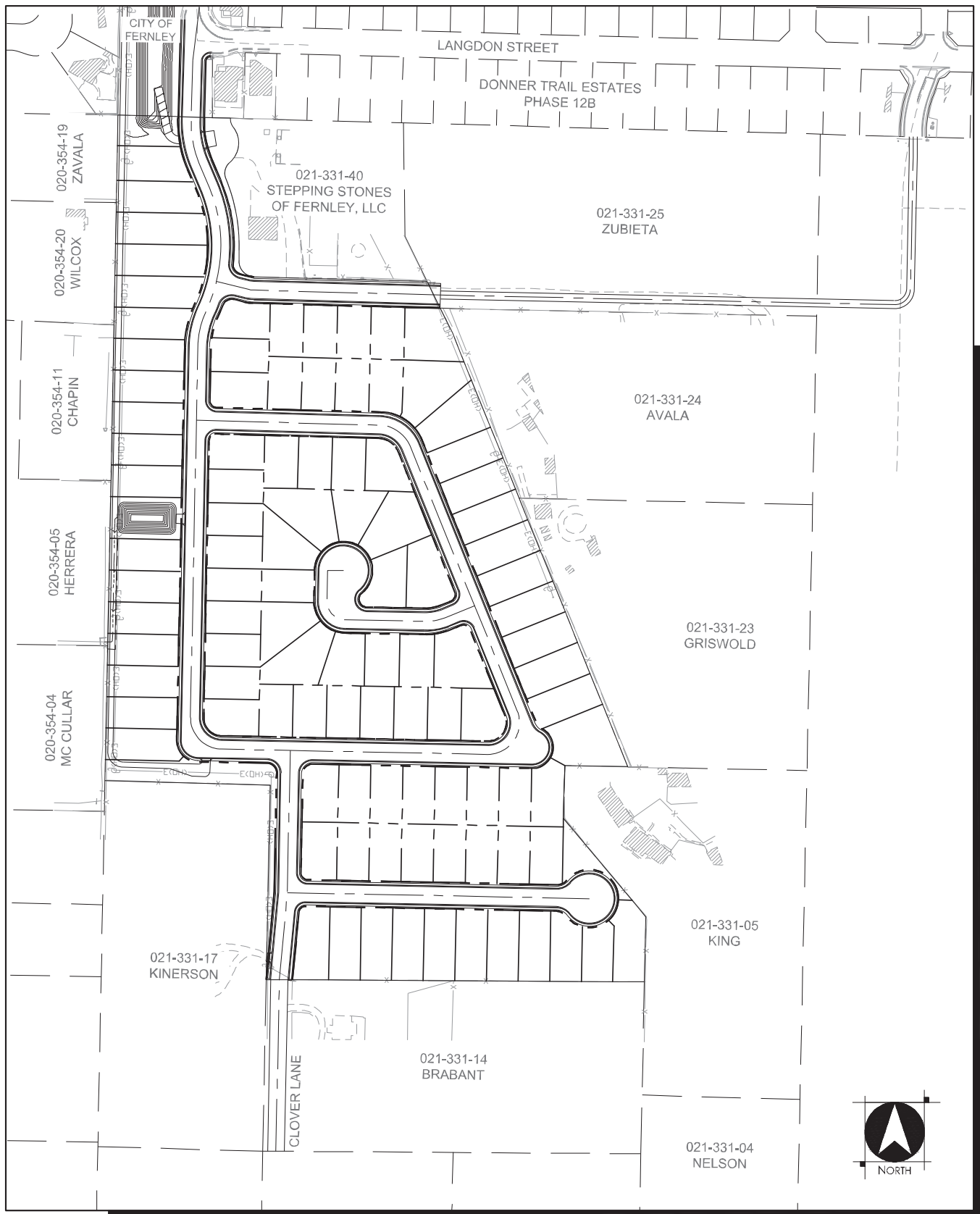
- Existing Conditions
- Opening Year Conditions (5 Year horizon, no project)
- Future Conditions (20 Years from Opening Year, no project)
- Opening Year Plus Project Conditions
- Future Year Plus Project Conditions



Study Intersections

- ① US 50A / River Ranch Rd
- ② River Ranch Rd / Round Up Rd
- ③ Round Up Rd / Fort Sutter Blvd
- ④ Farm District Rd / Clover Ln





SITE PLAN

1" = 150'



ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Intersections

The complete methodology for intersection level of service analysis is established in *the Highway Capacity Manual (HCM)*, 7th Edition published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table 1: Level of Service Definition for Intersections

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual, 7th Edition*

Level of service calculations were performed for the study intersections using the Synchro 12 software and Highway Capacity Software (HCS) package with analysis and results reported in accordance with *HCM* methodology.

Level of Service Policy

The *City of Fernley Comprehensive Master Plan* indicates that “the minimum Level of Service on all city-maintained roadways shall be LOS D.” This is consistent with Nevada Department of Transportation (NDOT) policies, which indicate that “Level of Service “C” will be the design objective for capacity and under no circumstances will less than Level of Service “D” be accepted for site and non-site traffic.”

Hence, LOS “D” was used as the threshold criteria for this analysis.

Traffic engineering practitioners recognize that LOS E/F conditions for the side street approach, during the peak hour(s), does not indicate an intersection failure or the need for mitigation. This condition (LOS E/F for a minor side-street approach) commonly exists throughout urban and suburban areas and is manageable in most cases.

EXISTING CONDITIONS

Roadway Facilities

A brief description of the key roadways in the study area is provided below:

US 50A is classified as a Principal Arterial that runs east-west and connects I-80 in Fernley to US 50 near Fallon. In the immediate project vicinity, US 50A has two lanes in each direction and has a posted speed limit of 65 MPH.

Farm District Road (SR 828) is an NDOT roadway classified as a Minor Arterial that runs east-west and connects to US 50A in Fernley and to the east of Fernley. In the immediate project vicinity, Farm District Road is two lanes with a posted speed limit of 45 MPH.

River Ranch Road is classified as a Minor Collector. *Fort Sutter Boulevard*, *Round Up Road* and *Clover Lane* are classified by NDOT as a Local Roads. These roadways have 2 lanes, one in each direction of travel. The posted speed limit is 25 mph on these roadways. A small preschool exists at the northern terminus of Clover Lane.

Bicycle, Pedestrian & Transit Facilities

Sidewalks are generally present on the local roads in the study area and a portion of River Ranch Road. Farm District Road and US 50A do not have sidewalks or bicycle lanes.

Crash History

Vehicle crash data was obtained from NDOT and includes information from:

- 2016 to 2020 – The most current five-year period available on the NDOT Crash Data website.
- 2021 and 2022 – Supplemental data request.

The available crash data is provided in **Appendix A**. Twenty-two crashes occurred in the area from 2016-2022, summarized as:

- Half (11) were Property Damage Only (PDO) and 11 were injury crashes. None were fatal.
- No recorded crashes involved pedestrians or bicyclists.
- The majority (15) occurred at US 50A/River Ranch Road. Six (6) were Property Damage Only (PDO) and 9 were injury crashes. Fourteen were angle-type crashes, one was a non-collision (single car incident). It is important to note that a traffic signal was installed at this intersection in 2021 as an operational and safety improvement.

- Three crashes occurred at Clover Lane / Farm District Road: one PDO and two injury crashes. Two were angle-type and one was rear-end.
- Two PDO crashes occurred at River Ranch Road / Round Up Road (one single car collision and one side-swipe).
- Two additional PDO crashes occurred along River Ranch Road – one angle, one non-collision (single car incident).

The crash data does not indicate any significant safety concerns in the area. The 2016-2020 crash map is shown in **Exhibit 1**.

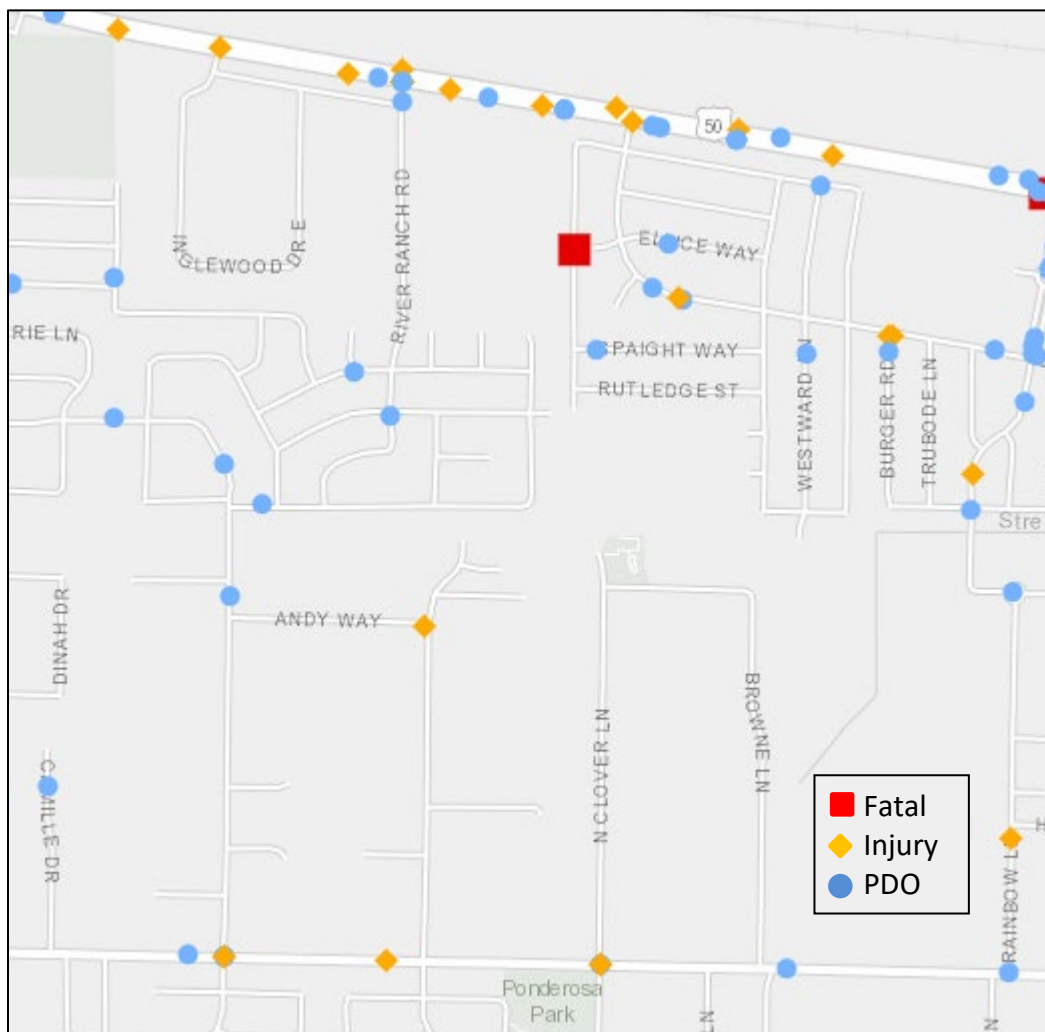


Exhibit 1: Study Intersection Crashes (2016-2020)

Source: NDOT

Traffic Volumes

AM and PM peak hour traffic volumes were collected at the study intersections on November 13-14, 2024 when school was in regular session. NDOT's 2022 Seasonal Growth Factors report was reviewed and November was found to be an average month of the year with a seasonal factor of approximately 1.0. Therefore, seasonal growth factors were not applied to the existing counts. The existing AM and PM peak hour intersection turning movement volumes are shown on **Figure 4**.

Intersection Level of Service Analysis

Existing weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 12. The existing intersection lane configurations and controls are shown on **Figure 4**. **Table 2** shows the existing conditions level of service results, and the technical calculations are provided in **Appendix B**.

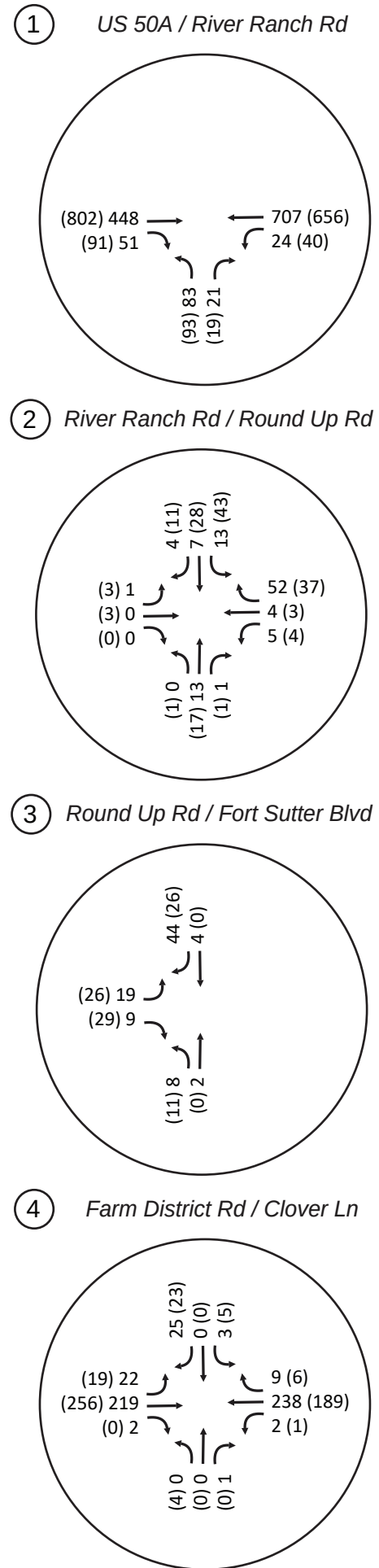
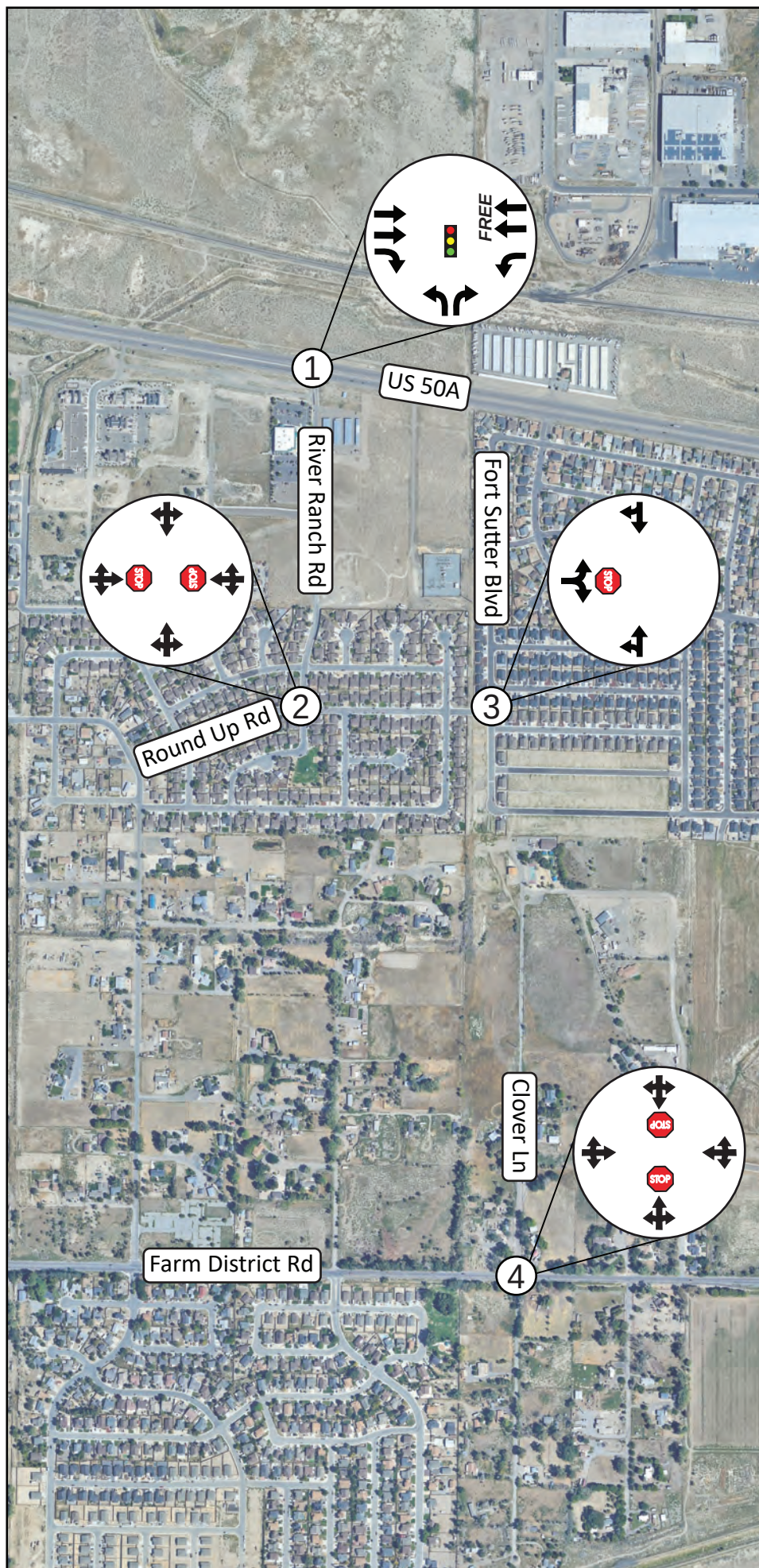
Table 2: Existing Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay ¹	LOS	Delay ¹	LOS
1	US 50A / River Ranch Road	Signalized High-T				
	Overall		7.0	A	7.5	A
	Northbound Left		15.4	B	20.3	C
	Northbound Right		12.8	B	16.4	B
	Eastbound Through		8.6	A	8.7	A
	Westbound Left		20.2	C	22.6	C
2	River Ranch Road / Round Up Road	Side Street Stop				
	Northbound Left		0.0	A	7.3	A
	Southbound Left		7.3	A	7.3	A
	Eastbound Approach		9.3	A	10.5	B
	Westbound Approach		8.9	A	8.8	A
3	Round Up Road / Fort Sutter Boulevard	Side Street Stop				
	Northbound Left		7.4	A	7.3	A
	Eastbound Approach		8.9	A	8.8	A
4	Farm District Road / Clover Lane	Side Street Stop				
	Northbound Approach		10.1	B	13.5	B
	Southbound Approach		11.3	B	10.3	B
	Eastbound Left		8.1	A	7.7	A
	Westbound Left		7.9	A	7.8	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW, 2025

The study intersections currently operate within the LOS policy.



OPENING AND FUTURE YEAR CONDITIONS

The project is expected to be constructed in approximately 5 years. This horizon is used to forecast traffic volumes for the Opening Year conditions, approximately 2029/2030. Future Year represents 20 years after the Opening Year (25 years from Existing Conditions).

Traffic Volume Forecasts

Projections for Opening Year and Future Year were developed to include background growth, planned roadway projects, and planned developments in the area. A growth rate of 2% per year was applied to the existing traffic volumes, consistent with the annual growth rate used in the City of Fernley *Comprehensive Master Plan*, the *Transportation Master Plan*, and previous approved traffic impact studies.

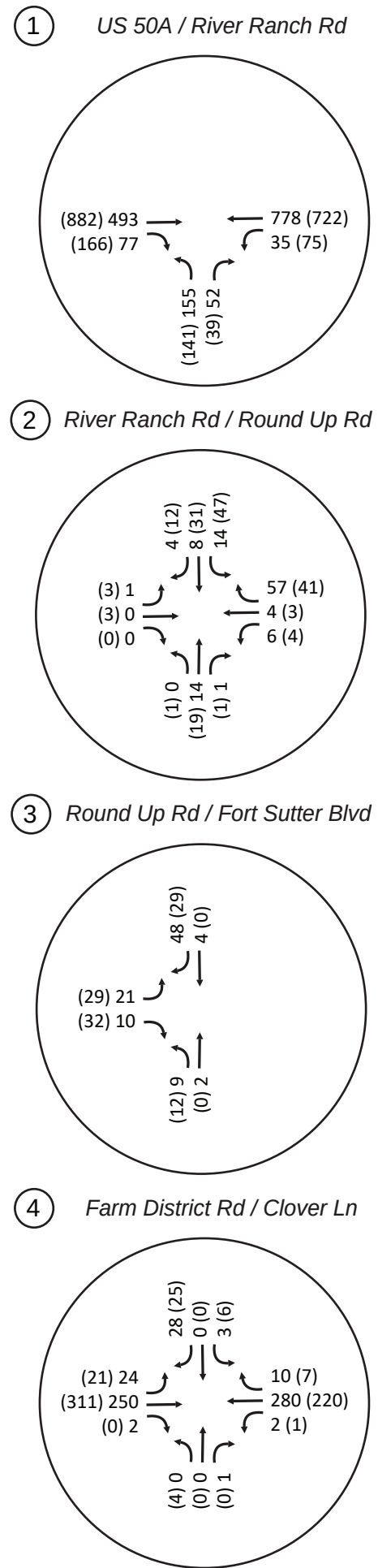
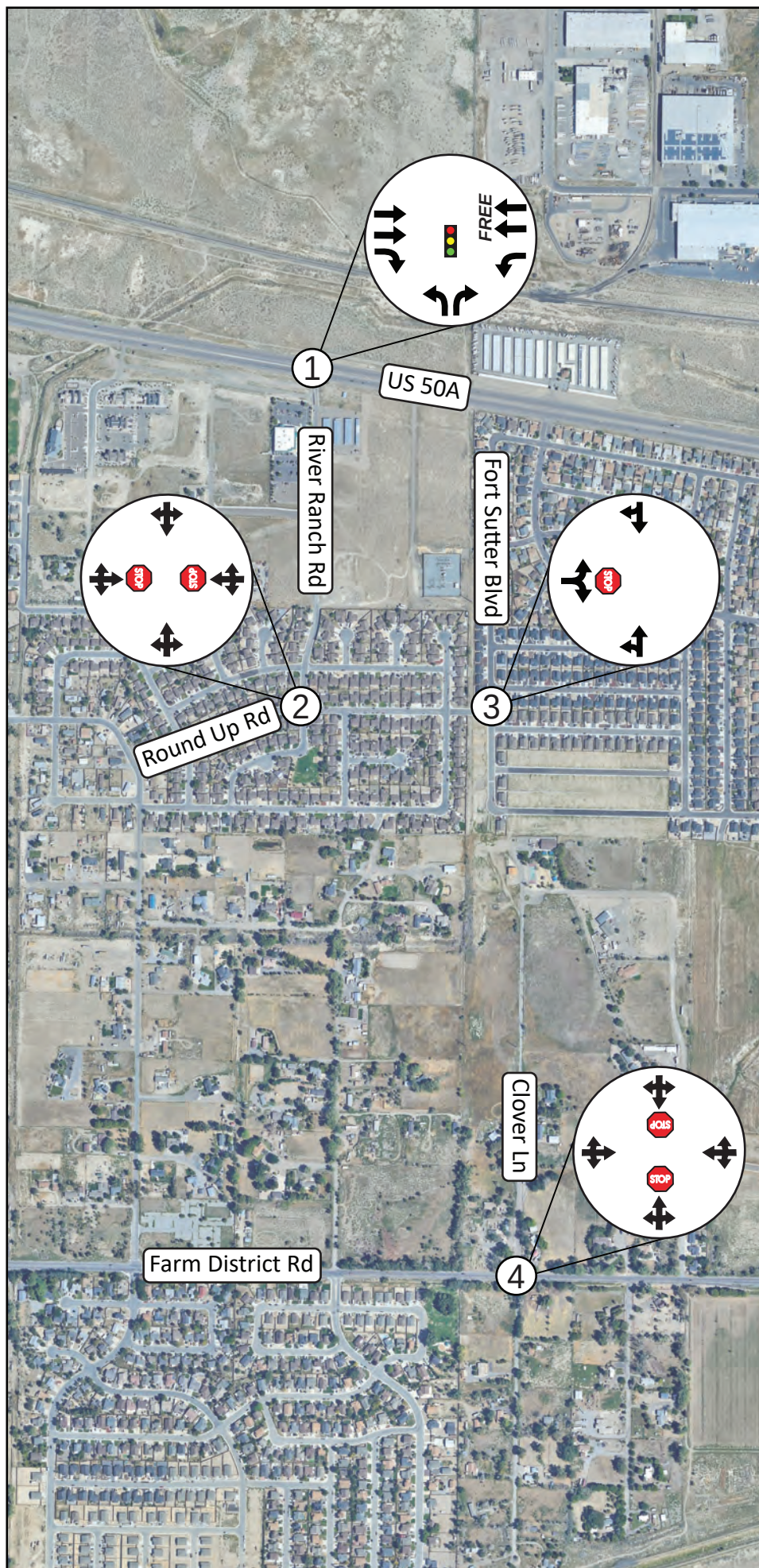
Opening Year and Future Year traffic volumes incorporate the Nevada Pacific Parkway extension to US 50A, which is planned to connect to US 50A opposite the existing Nevada Pacific Boulevard, as well as planned development in the area, including other development project traffic described in the:

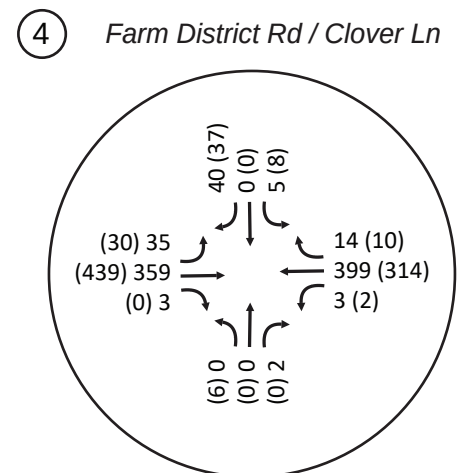
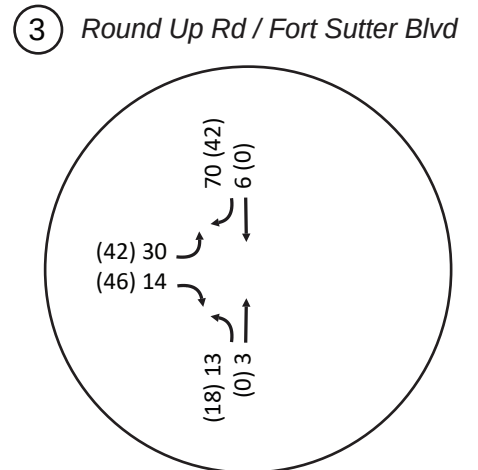
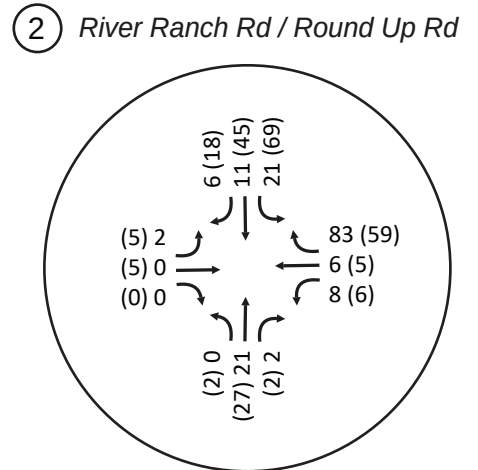
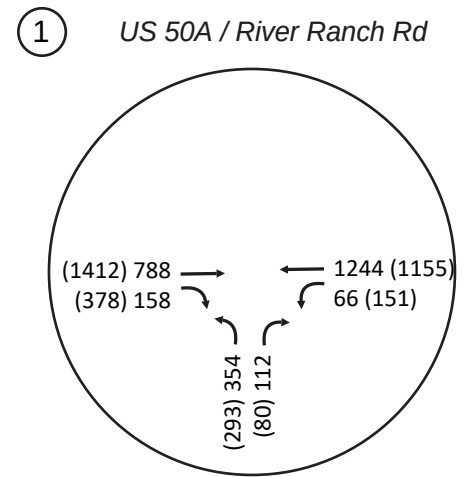
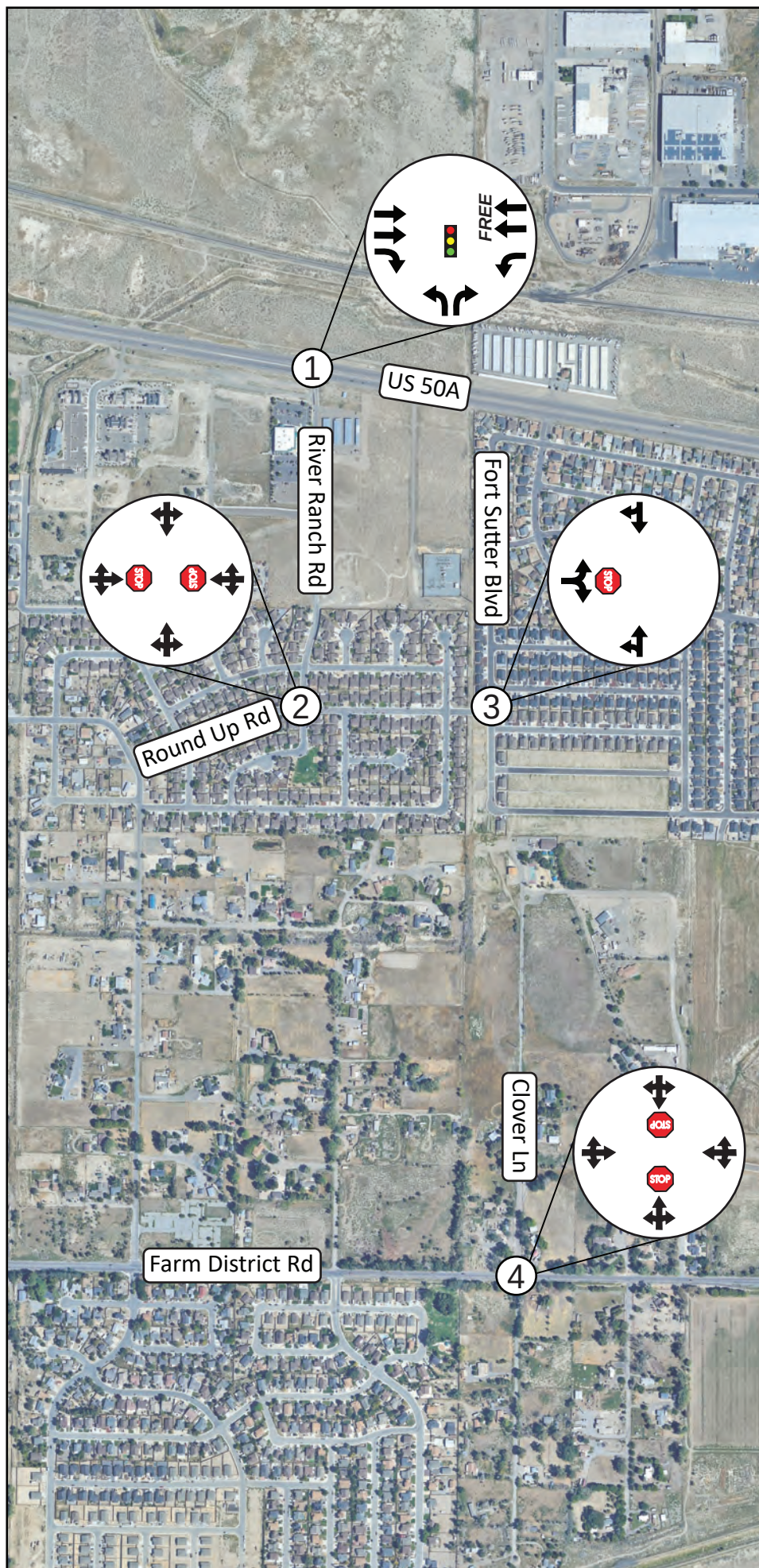
- Nevada Pacific Boulevard Development Traffic Impact Study (Headway, January 2022)
- River Ranch Apartments Traffic Impact Study (Headway, September 2022)
- Clements Ranch Traffic Impact Study (Headway, April 2023)
- Victory Traffic Impact Study (Headway, February 2022)

Ultimately, this resulted in background growth rates and factors of approximately:

- 2.3% per year
- Opening (5-Yr) growth factor of 1.1
- Future (20 years from Opening) growth factor of 1.6

Other projects in the area are assumed to be accounted for with the annual 2.3% per year growth rate. The Opening Year and Future Year (without Project) volumes are shown on **Figures 5 and 6**.





Intersection Level of Service Analysis

Opening Year and Future Year weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 12. **Table 3** shows the level of service results, and the technical calculations are provided in **Appendix C**.

Table 3: Opening Year and Future Year Intersection Level of Service

Int. ID	Intersection	Control	Opening Yr AM		Opening Yr PM		Future Yr AM		Future Yr PM	
			Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
1	US 50A / River Ranch Road	Signalized High-T								
	Overall		8.5	A	9.2	A	15.6	B	20.8	C
	Northbound Left		16.6	B	22.5	C	28.3	C	52.0	D
	Northbound Right		13.4	B	18.2	B	18.2	B	29.1	B
	Eastbound Through		9.9	A	10.2	A	15.9	B	24.9	C
	Westbound Left		21.2	C	26.1	C	40.1	D	57.8	E
2	River Ranch Road / Round Up Road	Side Street Stop								
	Northbound Left		0.0	A	7.3	A	0.0	A	7.3	A
	Southbound Left		7.3	A	7.3	A	7.3	A	7.4	A
	Eastbound Approach		9.4	A	10.2	B	9.9	B	11.3	B
	Westbound Approach		8.9	A	8.9	A	9.2	A	9.2	A
3	Round Up Road / Fort Sutter Boulevard	Side Street Stop								
	Northbound Left		7.4	A	7.3	A	7.5	A	7.3	A
	Eastbound Approach		9.0	A	8.8	A	9.2	A	9.0	A
4	Farm District Road / Clover Lane	Side Street Stop								
	Northbound Approach		10.3	B	15.1	B	11.6	B	21.3	C
	Southbound Approach		12.0	B	10.9	B	15.9	C	12.7	B
	Eastbound Left		8.3	A	7.8	A	8.9	A	8.1	A
	Westbound Left		8.0	A	8.0	A	8.5	A	8.4	A

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.

Source: GCW, 2025

Table 3 indicates that the studied intersections are expected to operate acceptably in the Opening and Future Year Conditions (without the project).

PROJECT CONDITIONS

Trip generation rates from the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the proposed project based on the Single-Family Detached (ITE 210) for 102 dwelling units. **Table 4** shows the Daily, AM peak hour, and PM peak hour trip generation estimates.

Table 4: Trip Generation Estimates

Land Use (ITE Code)	Size ¹	Trips ²				
		Daily	AM In/Out	Total AM	PM In/Out	Total PM
Single-Family Detached (210)	102 du	962	18 / 53	71	60 / 36	96

Notes: 1. du = dwelling units

2. Trips were calculated based on the following rates per du:

Single-Family Detached: Daily – 9.43; AM – 0.70 (25% in / 75% out); PM – 0.94 (63% in / 37% out)

Source: GCW, 2025

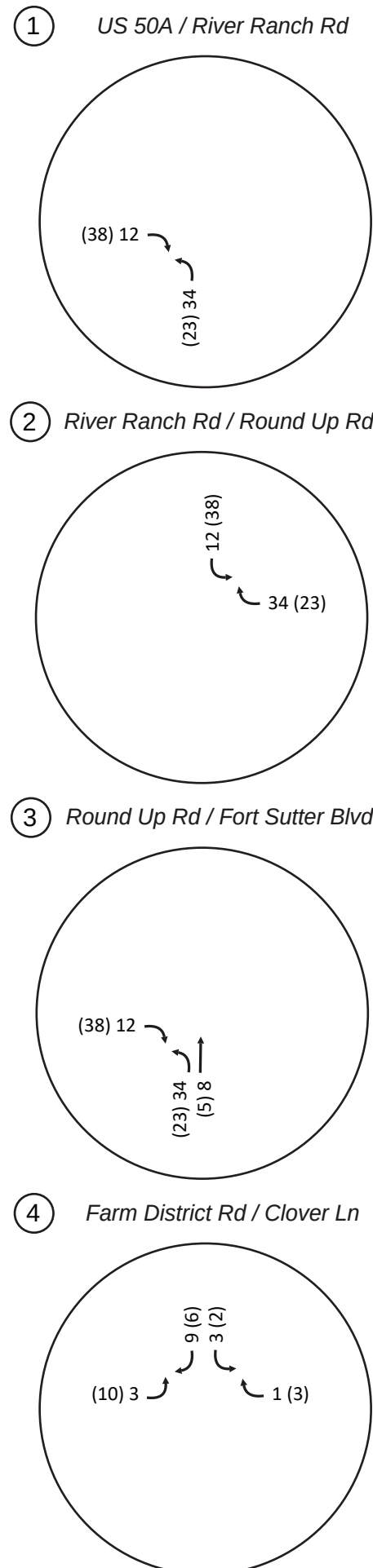
As shown in the table, the project is expected to generate 962 Daily, 71 AM peak hour, and 96 PM peak hour trips to the external roadway network.

Project Access and Trip Distribution

Access is proposed as shown in the preliminary site plan (**Figure 3**); the project will extend and connect to Fort Sutter Boulevard and connect to Clover Lane. Project trips were distributed to the adjacent roadway network based on existing traffic volumes, the locations of complimentary land uses, and anticipated travel patterns. Project trips were distributed based on the following:

- 65% to/from the west via US 50A
- 15% to/from the east via US 50A (in via Nevada Pacific Boulevard and out via Fort Sutter Boulevard)
- 15% to/from the west via Farm District Road
- 5% to/from the east via Farm District Road

Figure 7 shows the project trip distribution and assignment.



Access Management

The project access intersections of US 50A / River Ranch Road and US 50A / Nevada Pacific Boulevard have both left and right turn lanes. Turn lanes do not exist on Farm District Road (SR 828) / Clover Lane. The requirements for left and right turn lanes per the *NDOT Access Management System and Standards (AMSS 2017)* indicate that:

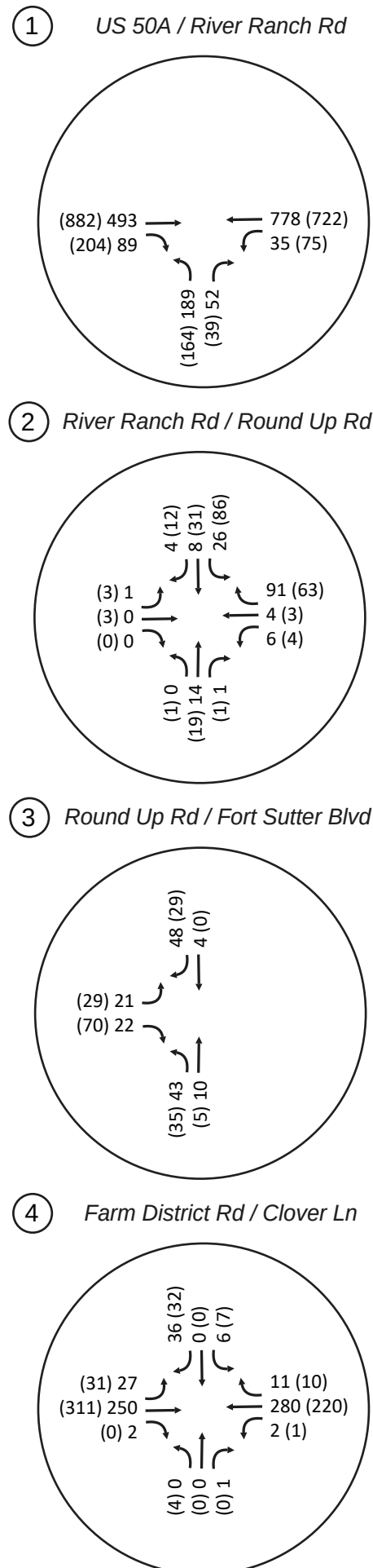
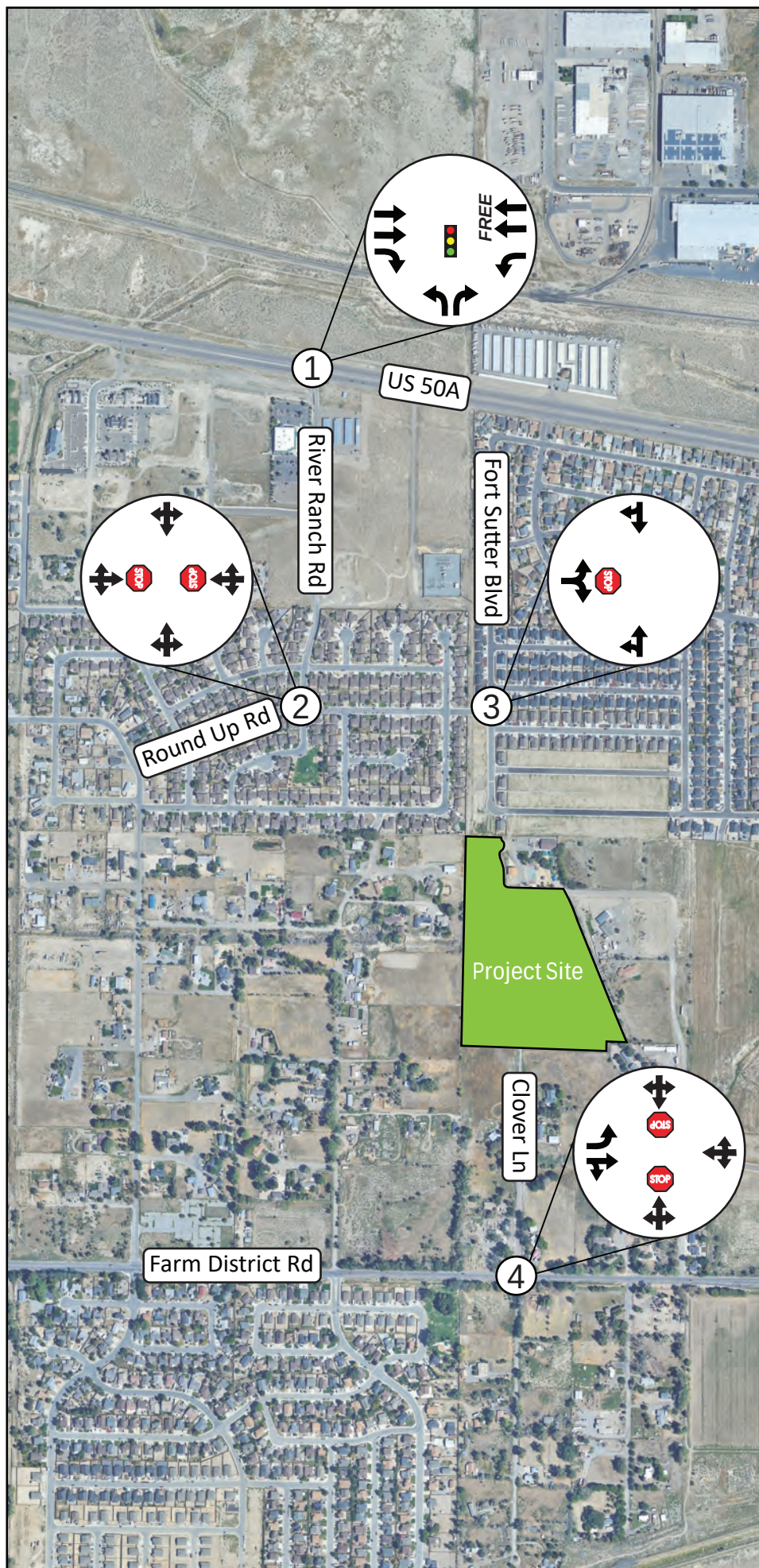
- Per *AMSS Table 4-12: Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas* for 45 mph, left turn lanes are currently warranted based on the existing AM and PM peak hour volumes. The project adds 3 AM and 10 PM peak hour trips to the eastbound left turn movement on Farm District Road.
- Per *AMSS Table 4-16: Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Urban Areas* for 45 mph, right turn lanes are not currently warranted but are nearing thresholds. The project adds 1 AM and 3 PM peak hour trips to the westbound right turn movement on Farm District Road.

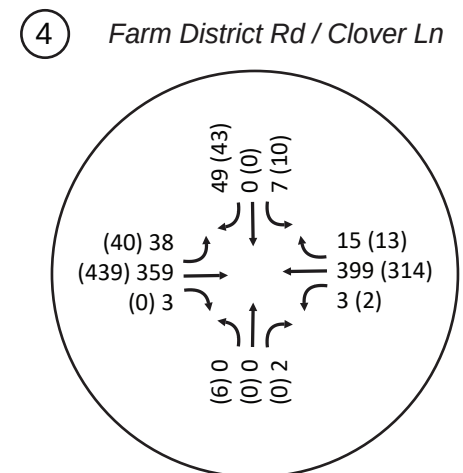
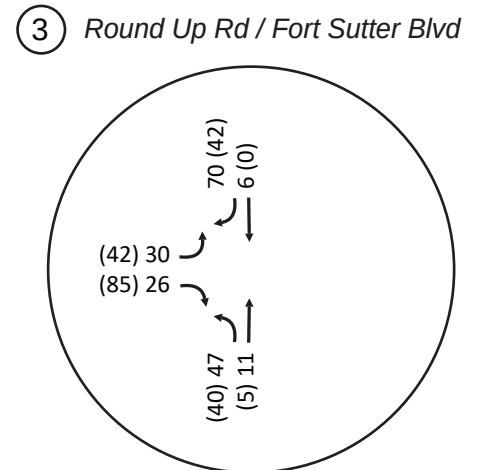
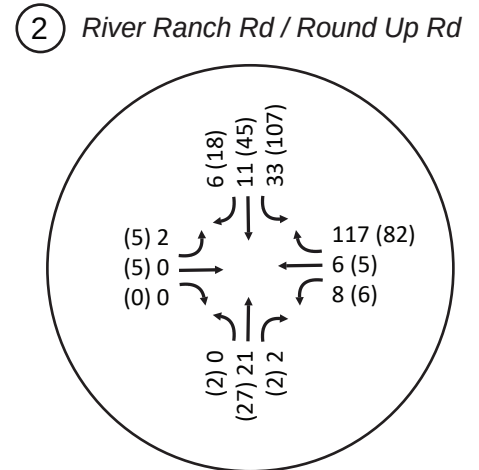
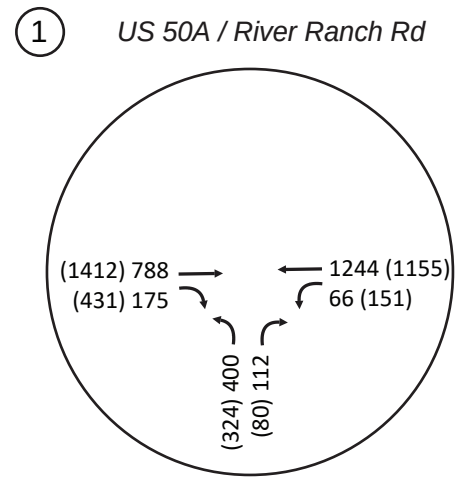
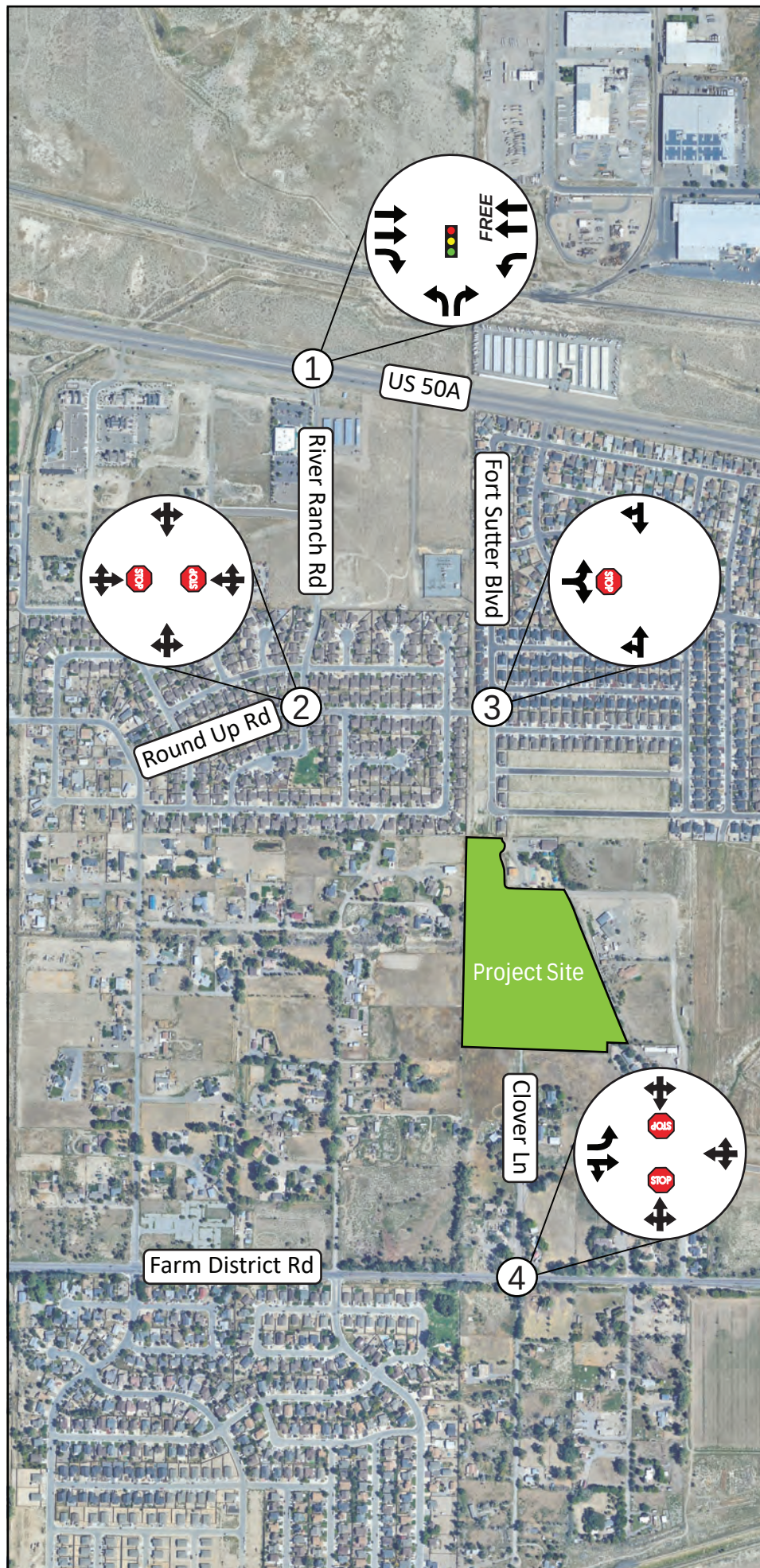
An eastbound left turn lane is recommended to be constructed with the project as a reasonable mitigation. It is noted that the left turn lane is warranted based on existing volumes, not due to the addition of project traffic. A right turn lane is not recommended as the project adds 1-3 trips per peak hour.

OPENING YEAR AND FUTURE YEAR PLUS PROJECT CONDITIONS

Traffic Volumes

Project trips (**Figure 7**) were added to the Opening Year traffic volumes (**Figure 5**) to develop the Opening Plus Project conditions traffic volumes, shown on **Figure 8**. Project trips (**Figure 7**) were added to the Future Year traffic volumes (**Figure 6**) to develop the Future Plus Project conditions traffic volumes, shown on **Figure 9**.





Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections for the Opening Year Plus Project and Future Year Plus Project conditions. **Tables 5 and 6** show the level of service results, and the technical calculations are provided in **Appendix D**.

Table 5: Opening Year Plus Project Intersection Level of Service

Int. ID	Intersection	Control	Opening Yr AM		Opening Yr PM		Opening Yr Plus Project AM		Opening Yr Plus Project PM	
			Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
1	US 50A / River Ranch Road	Signalized High-T								
	Overall		8.5	A	9.2	A	9.1	A	9.6	A
	Northbound Left		16.6	B	22.5	C	16.6	B	22.7	C
	Northbound Right		13.4	B	18.2	B	13.0	B	18.0	B
	Eastbound Through		9.9	A	10.2	A	10.6	B	10.7	A
	Westbound Left		21.2	C	26.1	C	22.1	C	27.2	C
2	River Ranch Road / Round Up Road	Side Street Stop								
	Northbound Left		0.0	A	7.3	A	0.0	A	7.3	A
	Southbound Left		7.3	A	7.3	A	7.3	A	7.4	A
	Eastbound Approach		9.4	A	10.2	B	10.5	B	11.3	B
	Westbound Approach		8.9	A	8.9	A	9.1	A	9.0	A
3	Round Up Road / Fort Sutter Boulevard	Side Street Stop								
	Northbound Left		7.4	A	7.3	A	7.5	A	7.3	A
	Eastbound Approach		9.0	A	8.8	A	9.4	A	9.1	A
4	Farm District Road / Clover Lane	Side Street Stop							(includes eastbound left turn lane)	
	Northbound Approach		10.3	B	15.1	B	10.3	B	15.9	C
	Southbound Approach		12.0	B	10.9	B	12.7	B	11.0	B
	Eastbound Left ²		8.3	A	7.8	A	8.3	A	7.8	A
	Westbound Left		8.0	A	8.0	A	8.0	A	8.0	A

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.
2. Plus Project conditions adds an eastbound left turn lane.

Source: GCW, 2025

Table 6: Future Year Plus Project Intersection Level of Service

Int. ID	Intersection	Control	Future Yr AM		Future Yr PM		Future Yr Plus Project AM		Future Yr Plus Project PM	
			Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
1	US 50A / River Ranch Road	Signalized High-T								
	Overall		15.6	B	20.8	C	17.9	B	22.8	C
	Northbound Left		28.3	C	52.0	D	34.4	C	58.4	E
	Northbound Right		18.2	B	29.1	B	18.2	B	28.8	C
	Eastbound Through		15.9	B	24.9	C	17.4	B	27.4	C
	Westbound Left		40.1	D	57.8	E	44.4	D	60.5	E
2	River Ranch Road / Round Up Road	Side Street Stop								
	Northbound Left		0.0	A	7.3	A	0.0	A	7.3	A
	Southbound Left		7.3	A	7.4	A	7.3	A	7.4	A
	Eastbound Approach		9.9	B	11.3	B	11.4	B	12.5	B
	Westbound Approach		9.2	A	9.2	A	9.5	A	9.4	A
3	Round Up Road / Fort Sutter Boulevard	Side Street Stop								
	Northbound Left		7.5	A	7.3	A	7.6	A	7.4	A
	Eastbound Approach		9.2	A	9.0	A	9.7	A	9.3	A
4	Farm District Road / Clover Lane	Side Street Stop							(includes eastbound left turn lane)	
	Northbound Approach		11.6	B	21.3	C	11.5	B	22.8	C
	Southbound Approach		15.9	C	12.7	B	16.8	C	13.1	B
	Eastbound Left		8.9	A	8.1	A	8.9	A	8.1	A
	Westbound Left		8.5	A	8.4	A	8.5	A	8.4	A

Notes:

1. Delay is reported in seconds per vehicle for the worst approach/movement for side street stop-controlled intersections, and overall and by movement for signalized intersections.
2. Plus Project conditions adds an eastbound left turn lane.

Source: GCW, 2025

As shown in **Tables 5 and 6**, the study intersections are anticipated to operate within the LOS policy in the Opening Year and Future Year Plus Project Conditions. The addition of project trips had no significant impact on the operation, and the level of service is similar with or without the project.

CONCLUSIONS & RECOMMENDATIONS

- The project consists of 102 single-family dwelling units.
- The site is located north of Farm District Road, with proposed access via Clover Lane and Fort Sutter Boulevard.
- The project is anticipated to generate approximately 962 Daily trips, 71 AM peak hour trips, and 96 PM peak hour trips.
- All intersections studied operate within policy level of service under all scenarios, with or without the project. No impacts were identified requiring mitigations or improvements.

- The project should construct an eastbound left turn lane at the Farm District Road / Clover Lane intersection; this is warranted based on the existing volumes independent of the project. The project adds a small number of trips (10 in the PM peak hour) to the eastbound left turn movement.
- The project should construct the connection to Fort Sutter Boulevard. This connection at Fort Sutter Boulevard/ Langdon Street should convert that intersection to a side-street stop (stop on Langdon Street) T-intersection.
- The project should construct the connection to Clover Lane.
- All roadway connections and internal project roadways should be constructed to City of Fernley standards.

Appendix A

Crash Data

	OBJECTID	Crash Severity	Crash Date	Injury Type	Crash Type
River Ranch/ US 50A	1668617	PROPERTY DAMAGE ONLY	1/31/2016, 12:57 PM	No Data	ANGLE
River Ranch/ US 50A	1674863	INJURY CRASH	3/18/2016, 1:34 PM	A	ANGLE
River Ranch/ US 50A	1678169	PROPERTY DAMAGE ONLY	4/11/2016, 8:40 AM	No Data	ANGLE
River Ranch/ US 50A	1704114	INJURY CRASH	10/20/2016, 7:00 AM	A	ANGLE
River Ranch/ US 50A	1708986	INJURY CRASH	11/23/2016, 4:00 AM	C	ANGLE
River Ranch/ US 50A	1715793	INJURY CRASH	1/7/2017, 4:02 PM	B	NON-COLLISION
River Ranch/ US 50A	1731774	INJURY CRASH	4/29/2017, 5:10 AM	A	ANGLE
River Ranch/ US 50A	1745453	INJURY CRASH	8/7/2017, 9:17 AM	B	ANGLE
River Ranch/ US 50A	1767004	PROPERTY DAMAGE ONLY	1/5/2018, 3:26 AM	No Data	ANGLE
River Ranch/ US 50A	1769472	INJURY CRASH	1/22/2018, 3:45 AM	C	ANGLE
River Ranch/ US 50A	1773731	PROPERTY DAMAGE ONLY	2/20/2018, 10:20 AM	No Data	ANGLE
Clover Lane / Farm District	1776833	INJURY CRASH	3/12/2018, 10:40 AM	C	ANGLE
River Ranch/ US 50A	1781101	INJURY CRASH	4/13/2018, 6:05 AM	A	ANGLE
River Ranch/ US 50A	1786054	INJURY CRASH	5/23/2018, 11:17 AM	C	ANGLE
Clover Lane / Farm District	1795217	PROPERTY DAMAGE ONLY	8/5/2018, 6:21 AM	No Data	ANGLE
River Ranch/ Other intersection	1797476	PROPERTY DAMAGE ONLY	8/22/2018, 2:50 AM	No Data	ANGLE
River Ranch/ US 50A	1806797	PROPERTY DAMAGE ONLY	10/28/2018, 1:17 PM	No Data	ANGLE
Clover Lane / Farm District	1845330	INJURY CRASH	8/14/2019, 10:26 AM	C	REAR-END
River Ranch/ Round Up	1887633	PROPERTY DAMAGE ONLY	8/19/2020, 9:35 PM	No Data	SIDESWIPE, MEETING
River Ranch/ US 50A			9/15/2021		ANGLE
River Ranch Roadway			9/16/2022		Non-Collision
River Ranch/ Round Up			5/22/2022		Non-Collision

Appendix B

Existing Conditions LOS Calculations

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/18/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	448	51	24	707	83	21
Future Volume (veh/h)	448	51	24	707	83	21
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	515	59	28	813	95	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	7	7	7	7	7	7
Cap, veh/h	1088	644	59	1823	178	159
Arrive On Green	0.32	0.32	0.03	0.53	0.10	0.10
Sat Flow, veh/h	3503	1522	1711	3503	1711	1522
Grp Volume(v), veh/h	515	59	28	813	95	24
Grp Sat Flow(s),veh/h/ln	1706	1522	1711	1706	1711	1522
Q Serve(g_s), s	3.7	0.7	0.5	4.4	1.6	0.4
Cycle Q Clear(g_c), s	3.7	0.7	0.5	4.4	1.6	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1088	644	59	1823	178	159
V/C Ratio(X)	0.47	0.09	0.47	0.45	0.53	0.15
Avail Cap(c_a), veh/h	4095	1985	647	6002	1434	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	5.3	14.4	4.3	12.9	12.4
Incr Delay (d2), s/veh	0.3	0.1	5.7	0.2	2.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.2	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.6	5.3	20.2	4.5	15.4	12.8
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	574			841	119	
Approach Delay, s/veh	8.3			5.0	14.9	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.7		8.7	6.6	15.2
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		53.5		25.5	11.5	36.5
Max Q Clear Time (g_c+I1), s		6.4		3.6	2.5	5.7
Green Ext Time (p_c), s		5.6		0.3	0.0	4.0
Intersection Summary						
HCM 7th Control Delay, s/veh			7.0			
HCM 7th LOS			A			

HCM 7th TWSC

2: Round Up Road & River Ranch Road

11/18/2024

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	5	4	52	0	13	1	13	7	4
Future Vol, veh/h	1	0	0	5	4	52	0	13	1	13	7	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	8	6	79	0	20	2	20	11	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	76	74	14	70	77	20	17	0	0	21	0	0
Stage 1	53	53	-	20	20	-	-	-	-	-	-	-
Stage 2	23	21	-	50	56	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	919	820	1072	926	818	1063	1614	-	-	1608	-	-
Stage 1	965	855	-	1003	882	-	-	-	-	-	-	-
Stage 2	1001	882	-	968	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	810	1072	915	808	1063	1614	-	-	1608	-	-
Mov Cap-2 Maneuver	834	810	-	915	808	-	-	-	-	-	-	-
Stage 1	953	844	-	1003	882	-	-	-	-	-	-	-
Stage 2	920	882	-	956	842	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v	9.32		8.85			0			3.94			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1614	-	-	834	1028	909	-	-				
HCM Lane V/C Ratio	-	-	-	0.002	0.09	0.012	-	-				
HCM Control Delay (s/veh)	0	-	-	9.3	8.8	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-				

Existing AM

Synchro 12 Report

Intersection

Int Delay, s/veh 3.6

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 19 9 8 2 4 44

Future Vol, veh/h 19 9 8 2 4 44

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 70 70 70 70 70 70

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 27 13 11 3 6 63

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 63 37 69 0 - 0

Stage 1 37 - - - - -

Stage 2 26 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 938 1029 1520 - - -

Stage 1 980 - - - - -

Stage 2 992 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 931 1029 1520 - - -

Mov Cap-2 Maneuver 931 - - - - -

Stage 1 973 - - - - -

Stage 2 992 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 8.91 5.91 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1440 - 961 - -

HCM Lane V/C Ratio 0.008 - 0.042 - -

HCM Control Delay (s/veh) 7.4 0 8.9 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	219	2	2	238	9	0	0	1	3	0	25
Future Vol, veh/h	22	219	2	2	238	9	0	0	1	3	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	32	317	3	3	345	13	0	0	1	4	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	320	0	0	733	746	319	738	741	351
Stage 1	-	-	-	-	-	-	383	383	-	357	357	-
Stage 2	-	-	-	-	-	-	351	364	-	381	384	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1195	-	-	1234	-	-	335	340	720	332	343	690
Stage 1	-	-	-	-	-	-	638	611	-	658	626	-
Stage 2	-	-	-	-	-	-	664	622	-	639	610	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1195	-	-	1234	-	-	306	328	720	320	331	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	328	-	320	331	-
Stage 1	-	-	-	-	-	-	617	591	-	656	625	-
Stage 2	-	-	-	-	-	-	627	620	-	617	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.73	0.06	10.01	11.28
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	720	163	-	-	14	-	-	614
HCM Lane V/C Ratio	0.002	0.027	-	-	0.002	-	-	0.066
HCM Control Delay (s/veh)	10	8.1	0	-	7.9	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

High-T; the westbound through movement is included although this is actually a free movement.

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/18/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	802	91	40	656	93	19
Future Volume (veh/h)	802	91	40	656	93	19
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	862	98	43	705	100	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	1498	815	84	2166	165	147
Arrive On Green	0.43	0.43	0.05	0.62	0.09	0.09
Sat Flow, veh/h	3589	1560	1753	3589	1753	1560
Grp Volume(v), veh/h	862	98	43	705	100	20
Grp Sat Flow(s),veh/h/ln	1749	1560	1753	1749	1753	1560
Q Serve(g_s), s	7.2	1.2	0.9	3.7	2.1	0.5
Cycle Q Clear(g_c), s	7.2	1.2	0.9	3.7	2.1	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1498	815	84	2166	165	147
V/C Ratio(X)	0.58	0.12	0.51	0.33	0.61	0.14
Avail Cap(c_a), veh/h	3326	1630	525	4875	1165	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	4.7	17.8	3.5	16.7	16.0
Incr Delay (d2), s/veh	0.4	0.1	4.8	0.1	3.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	0.4	0.0	0.9	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.7	4.7	22.6	3.6	20.3	16.4
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	960			748	120	
Approach Delay, s/veh	8.3			4.7	19.6	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.3		9.1	7.3	21.9
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		53.5		25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s		5.7		4.1	2.9	9.2
Green Ext Time (p_c), s		4.6		0.3	0.0	7.3
Intersection Summary						
HCM 7th Control Delay, s/veh			7.5			
HCM 7th LOS			A			

HCM 7th TWSC
2: Round Up Road & River Ranch Road

11/18/2024

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	4	3	37	1	17	1	43	28	11
Future Vol, veh/h	3	3	0	4	3	37	1	17	1	43	28	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	4	0	5	4	45	1	20	1	52	34	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	169	168	40	163	174	21	47	0	0	22	0	0
Stage 1	144	144	-	23	23	-	-	-	-	-	-	-
Stage 2	25	24	-	139	151	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	800	728	1037	807	723	1062	1573	-	-	1607	-	-
Stage 1	864	782	-	1000	880	-	-	-	-	-	-	-
Stage 2	998	879	-	869	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	736	704	1037	776	698	1062	1573	-	-	1607	-	-
Mov Cap-2 Maneuver	736	704	-	776	698	-	-	-	-	-	-	-
Stage 1	835	756	-	999	879	-	-	-	-	-	-	-
Stage 2	952	878	-	836	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.05		8.83	0.38	3.84
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	94	-	-	720	994	893	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.053	0.032	-
HCM Control Delay (s/veh)	7.3	0	-	10.1	8.8	7.3	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-

Intersection

Int Delay, s/veh 6.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 26 29 11 0 0 26

Future Vol, veh/h 26 29 11 0 0 26

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 31 34 13 0 0 31

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 41 15 31 0 - 0

Stage 1 15 - - - - -

Stage 2 26 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 975 1070 1595 - - -

Stage 1 1013 - - - - -

Stage 2 1002 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 967 1070 1595 - - -

Mov Cap-2 Maneuver 967 - - - - -

Stage 1 1005 - - - - -

Stage 2 1002 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 8.77 7.28 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1595 - 1019 - -

HCM Lane V/C Ratio 0.008 - 0.064 - -

HCM Control Delay (s/veh) 7.3 0 8.8 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.2 - -

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	256	0	1	189	6	4	0	0	5	0	23
Future Vol, veh/h	19	256	0	1	189	6	4	0	0	5	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	288	0	1	212	7	4	0	0	6	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	219	0	0	288	0	0	545	552	288	548	548	216
Stage 1	-	-	-	-	-	-	330	330	-	218	218	-
Stage 2	-	-	-	-	-	-	215	221	-	330	330	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1350	-	-	1274	-	-	449	442	751	447	444	824
Stage 1	-	-	-	-	-	-	683	646	-	784	723	-
Stage 2	-	-	-	-	-	-	788	720	-	683	646	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1350	-	-	1274	-	-	427	433	751	438	435	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	427	433	-	438	435	-
Stage 1	-	-	-	-	-	-	670	633	-	784	722	-
Stage 2	-	-	-	-	-	-	762	719	-	670	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.53		0.04	13.53	10.29
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	124	-	-	9	-	-	712
HCM Lane V/C Ratio	0.011	0.016	-	-	0.001	-	-	0.044
HCM Control Delay (s/veh)	13.5	7.7	0	-	7.8	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Appendix C

Opening Year and Future Year LOS Calculations

High-T; the westbound through movement is included although this is actually a free movement.

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/18/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	493	77	35	778	155	52
Future Volume (veh/h)	493	77	35	778	155	52
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	567	89	40	894	178	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	7	7	7	7	7	7
Cap, veh/h	1103	731	79	1799	269	239
Arrive On Green	0.32	0.32	0.05	0.53	0.16	0.16
Sat Flow, veh/h	3503	1522	1711	3503	1711	1522
Grp Volume(v), veh/h	567	89	40	894	178	60
Grp Sat Flow(s),veh/h/ln	1706	1522	1711	1706	1711	1522
Q Serve(g_s), s	4.7	1.1	0.8	5.8	3.4	1.2
Cycle Q Clear(g_c), s	4.7	1.1	0.8	5.8	3.4	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1103	731	79	1799	269	239
V/C Ratio(X)	0.51	0.12	0.51	0.50	0.66	0.25
Avail Cap(c_a), veh/h	3576	1834	565	5241	1252	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	5.0	16.2	5.3	13.8	12.9
Incr Delay (d2), s/veh	0.4	0.1	5.0	0.2	2.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	0.3	0.4	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.9	5.1	21.2	5.5	16.6	13.4
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	656			934	238	
Approach Delay, s/veh	9.3			6.2	15.8	
Approach LOS	A			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.9		11.0	7.1	16.8
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		53.5		25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s		7.8		5.4	2.8	6.7
Green Ext Time (p_c), s		6.3		0.7	0.0	4.6
Intersection Summary						
HCM 7th Control Delay, s/veh			8.5			
HCM 7th LOS			A			

HCM 7th TWSC
2: Round Up Road & River Ranch Road

11/18/2024

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	6	4	57	0	14	1	14	8	4
Future Vol, veh/h	1	0	0	6	4	57	0	14	1	14	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	9	6	86	0	21	2	21	12	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	82	80	15	77	83	22	18	0	0	23	0	0
Stage 1	58	58	-	22	22	-	-	-	-	-	-	-
Stage 2	24	23	-	55	61	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	911	814	1070	918	811	1061	1612	-	-	1606	-	-
Stage 1	959	851	-	1002	881	-	-	-	-	-	-	-
Stage 2	999	880	-	963	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	819	803	1070	906	801	1061	1612	-	-	1606	-	-
Mov Cap-2 Maneuver	819	803	-	906	801	-	-	-	-	-	-	-
Stage 1	947	839	-	1002	881	-	-	-	-	-	-	-
Stage 2	911	880	-	950	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.4	8.9	0	3.92
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	819 1025	909	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.099	0.013	-	-
HCM Control Delay (s/veh)	0	-	-	9.4 8.9	7.3	0	-
HCM Lane LOS	A	-	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.3	0	-	-

Intersection

Int Delay, s/veh 3.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 21 10 9 2 4 48

Future Vol, veh/h 21 10 9 2 4 48

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 70 70 70 70 70 70

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 30 14 13 3 6 69

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 69 40 74 0 - 0

Stage 1 40 - - - - -

Stage 2 29 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 931 1026 1513 - - -

Stage 1 977 - - - - -

Stage 2 989 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 923 1026 1513 - - -

Mov Cap-2 Maneuver 923 - - - - -

Stage 1 969 - - - - -

Stage 2 989 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 8.96 6.05 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1473 - 954 - -

HCM Lane V/C Ratio 0.009 - 0.046 - -

HCM Control Delay (s/veh) 7.4 0 9 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	250	2	2	280	10	0	0	1	3	0	28
Future Vol, veh/h	24	250	2	2	280	10	0	0	1	3	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	35	362	3	3	406	14	0	0	1	4	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	365	0	0	845	859	364	851	854	413
Stage 1	-	-	-	-	-	-	433	433	-	419	419	-
Stage 2	-	-	-	-	-	-	412	426	-	432	435	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1133	-	-	1188	-	-	282	293	679	279	295	637
Stage 1	-	-	-	-	-	-	599	580	-	610	588	-
Stage 2	-	-	-	-	-	-	615	584	-	600	579	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1188	-	-	253	281	679	267	283	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	281	-	267	283	-
Stage 1	-	-	-	-	-	-	576	557	-	608	587	-
Stage 2	-	-	-	-	-	-	574	582	-	576	557	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.72	0.06	10.31	11.97
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	679	156	-	-	12	-	-	562
HCM Lane V/C Ratio	0.002	0.031	-	-	0.002	-	-	0.08
HCM Control Delay (s/veh)	10.3	8.3	0	-	8	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

High-T; the westbound through movement is included although this is actually a free movement.

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/18/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	882	166	75	722	141	39
Future Volume (veh/h)	882	166	75	722	141	39
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	948	178	81	776	152	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	1528	879	124	2202	222	198
Arrive On Green	0.44	0.44	0.07	0.63	0.13	0.13
Sat Flow, veh/h	3589	1560	1753	3589	1753	1560
Grp Volume(v), veh/h	948	178	81	776	152	42
Grp Sat Flow(s),veh/h/ln	1749	1560	1753	1749	1753	1560
Q Serve(g_s), s	9.4	2.5	2.0	4.8	3.7	1.1
Cycle Q Clear(g_c), s	9.4	2.5	2.0	4.8	3.7	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1528	879	124	2202	222	198
V/C Ratio(X)	0.62	0.20	0.65	0.35	0.68	0.21
Avail Cap(c_a), veh/h	2830	1460	447	4148	991	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	4.8	20.4	4.0	18.8	17.7
Incr Delay (d2), s/veh	0.4	0.1	5.7	0.1	3.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.9	0.8	0.3	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.2	5.0	26.1	4.1	22.5	18.2
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	1126			857	194	
Approach Delay, s/veh	9.4			6.2	21.6	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.9		11.2	8.7	25.2
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		53.5		25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s		6.8		5.7	4.0	11.4
Green Ext Time (p_c), s		5.2		0.5	0.1	8.3
Intersection Summary						
HCM 7th Control Delay, s/veh			9.2			
HCM 7th LOS			A			

HCM 7th TWSC
2: Round Up Road & River Ranch Road

11/18/2024

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	4	3	41	1	19	1	47	31	12
Future Vol, veh/h	3	3	0	4	3	41	1	19	1	47	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	4	0	5	4	49	1	23	1	57	37	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	185	184	45	178	191	23	52	0	0	24	0	0
Stage 1	158	158	-	26	26	-	-	-	-	-	-	-
Stage 2	27	27	-	152	165	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	780	714	1031	788	708	1059	1567	-	-	1604	-	-
Stage 1	849	771	-	997	878	-	-	-	-	-	-	-
Stage 2	995	877	-	855	765	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	713	687	1031	755	681	1059	1567	-	-	1604	-	-
Mov Cap-2 Maneuver	713	687	-	755	681	-	-	-	-	-	-	-
Stage 1	818	743	-	996	877	-	-	-	-	-	-	-
Stage 2	944	876	-	820	738	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	10.2		8.86		0.35		3.83	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	85	-	-	700	991	890	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.058	0.035	-
HCM Control Delay (s/veh)	7.3	0	-	10.2	8.9	7.3	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-

Intersection

Int Delay, s/veh 6.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 29 32 12 0 0 29

Future Vol, veh/h 29 32 12 0 0 29

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 34 38 14 0 0 34

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 45 17 34 0 - 0

Stage 1 17 - - - - -

Stage 2 28 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 970 1068 1590 - - -

Stage 1 1011 - - - - -

Stage 2 1000 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 961 1068 1590 - - -

Mov Cap-2 Maneuver 961 - - - - -

Stage 1 1002 - - - - -

Stage 2 1000 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 8.82 7.28 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1590 - 1014 - -

HCM Lane V/C Ratio 0.009 - 0.071 - -

HCM Control Delay (s/veh) 7.3 0 8.8 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.2 - -

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	311	0	1	220	7	4	0	0	6	0	25
Future Vol, veh/h	21	311	0	1	220	7	4	0	0	6	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	349	0	1	247	8	4	0	0	7	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	349	0	0	646	654	349	650	650	251
Stage 1	-	-	-	-	-	-	397	397	-	253	253	-
Stage 2	-	-	-	-	-	-	249	257	-	397	397	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1209	-	-	385	386	694	382	388	788
Stage 1	-	-	-	-	-	-	629	604	-	751	697	-
Stage 2	-	-	-	-	-	-	755	695	-	629	604	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1209	-	-	362	377	694	373	379	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	377	-	373	379	-
Stage 1	-	-	-	-	-	-	615	590	-	750	697	-
Stage 2	-	-	-	-	-	-	727	694	-	615	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.03	15.06	10.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	114	-	-	8	-	-	648
HCM Lane V/C Ratio	0.012	0.018	-	-	0.001	-	-	0.054
HCM Control Delay (s/veh)	15.1	7.8	0	-	8	0	-	10.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.2

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/19/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↑
Traffic Volume (veh/h)	788	158	66	1244	354	112
Future Volume (veh/h)	788	158	66	1244	354	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	906	182	76	1430	407	129
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	7	7	7	7	7	7
Cap, veh/h	1362	1032	100	1862	477	424
Arrive On Green	0.40	0.40	0.06	0.55	0.28	0.28
Sat Flow, veh/h	3503	1522	1711	3503	1711	1522
Grp Volume(v), veh/h	906	182	76	1430	407	129
Grp Sat Flow(s),veh/h/ln	1706	1522	1711	1706	1711	1522
Q Serve(g_s), s	13.6	2.7	2.7	20.5	14.1	4.2
Cycle Q Clear(g_c), s	13.6	2.7	2.7	20.5	14.1	4.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1362	1032	100	1862	477	424
V/C Ratio(X)	0.67	0.18	0.76	0.77	0.85	0.30
Avail Cap(c_a), veh/h	1991	1312	314	2919	697	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	3.7	29.0	11.1	21.4	17.8
Incr Delay (d2), s/veh	0.6	0.1	11.0	0.7	6.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.6	1.3	5.0	6.2	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.9	3.8	40.1	11.8	28.3	18.2
LnGrp LOS	B	A	D	B	C	B
Approach Vol, veh/h	1088			1506	536	
Approach Delay, s/veh	13.9			13.2	25.9	
Approach LOS	B			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.6		22.9	9.2	30.5
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		53.5		25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s		22.5		16.1	4.7	15.6
Green Ext Time (p_c), s		11.6		1.3	0.1	7.4
Intersection Summary						
HCM 7th Control Delay, s/veh			15.6			
HCM 7th LOS			B			

HCM 7th TWSC
2: Round Up Road & River Ranch Road

11/19/2024

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	8	6	83	0	21	2	21	11	6
Future Vol, veh/h	2	0	0	8	6	83	0	21	2	21	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	0	12	9	126	0	32	3	32	17	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	121	120	21	114	123	33	26	0	0	35	0	0
Stage 1	85	85	-	33	33	-	-	-	-	-	-	-
Stage 2	36	35	-	80	89	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	859	774	1062	868	771	1046	1602	-	-	1589	-	-
Stage 1	928	828	-	988	871	-	-	-	-	-	-	-
Stage 2	984	870	-	933	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	731	759	1062	851	756	1046	1602	-	-	1589	-	-
Mov Cap-2 Maneuver	731	759	-	851	756	-	-	-	-	-	-	-
Stage 1	909	812	-	988	871	-	-	-	-	-	-	-
Stage 2	857	870	-	914	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.94	9.2	0	4.04
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	731 1003	929	-	-
HCM Lane V/C Ratio	-	-	-	0.004 0.147	0.02	-	-
HCM Control Delay (s/veh)	0	-	-	9.9 9.2	7.3	0	-
HCM Lane LOS	A	-	-	A A	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.5	0.1	-	-

Intersection

Int Delay, s/veh 3.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 30 14 13 3 6 70

Future Vol, veh/h 30 14 13 3 6 70

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 70 70 70 70 70 70

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 43 20 19 4 9 100

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 100 59 109 0 - 0

Stage 1 59 - - - - -

Stage 2 41 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 894 1002 1469 - - -

Stage 1 959 - - - - -

Stage 2 976 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 883 1002 1469 - - -

Mov Cap-2 Maneuver 883 - - - - -

Stage 1 947 - - - - -

Stage 2 976 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 9.21 6.08 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1463 - 917 - -

HCM Lane V/C Ratio 0.013 - 0.069 - -

HCM Control Delay (s/veh) 7.5 0 9.2 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.2 - -

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	359	3	3	399	14	0	0	2	5	0	40
Future Vol, veh/h	35	359	3	3	399	14	0	0	2	5	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	520	4	4	578	20	0	0	3	7	0	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	599	0	0	525	0	0	1211	1231	522	1219	1223	588
Stage 1	-	-	-	-	-	-	624	624	-	597	597	-
Stage 2	-	-	-	-	-	-	587	607	-	622	626	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	973	-	-	1037	-	-	158	176	552	156	178	507
Stage 1	-	-	-	-	-	-	472	476	-	488	490	-
Stage 2	-	-	-	-	-	-	494	485	-	473	475	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	973	-	-	1037	-	-	129	162	552	143	164	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	162	-	143	164	-
Stage 1	-	-	-	-	-	-	437	441	-	485	487	-
Stage 2	-	-	-	-	-	-	435	482	-	436	440	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.78		0.06	11.55	15.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	158	-	-	13	-	-	395
HCM Lane V/C Ratio	0.005	0.052	-	-	0.004	-	-	0.165
HCM Control Delay (s/veh)	11.6	8.9	0	-	8.5	0	-	15.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.6

High-T; the westbound through movement is included although this is actually a free movement.

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

11/18/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↗
Traffic Volume (veh/h)	1412	378	151	1155	293	80
Future Volume (veh/h)	1412	378	151	1155	293	80
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1518	406	162	1242	315	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	1719	1083	196	2336	355	316
Arrive On Green	0.49	0.49	0.11	0.67	0.20	0.20
Sat Flow, veh/h	3589	1560	1753	3589	1753	1560
Grp Volume(v), veh/h	1518	406	162	1242	315	86
Grp Sat Flow(s),veh/h/ln	1749	1560	1753	1749	1753	1560
Q Serve(g_s), s	33.2	9.2	7.7	15.5	14.9	4.0
Cycle Q Clear(g_c), s	33.2	9.2	7.7	15.5	14.9	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1719	1083	196	2336	355	316
V/C Ratio(X)	0.88	0.37	0.83	0.53	0.89	0.27
Avail Cap(c_a), veh/h	1789	1114	216	2447	402	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	5.4	37.0	7.3	32.9	28.6
Incr Delay (d2), s/veh	5.5	0.2	20.9	0.2	19.1	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	5.1	4.2	3.8	8.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.9	5.6	57.8	7.5	52.0	29.1
LnGrp LOS	C	A	E	A	D	C
Approach Vol, veh/h	1924			1404	401	
Approach Delay, s/veh	20.8			13.3	47.1	
Approach LOS	C			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.3		22.7	15.0	47.3
Change Period (Y+Rc), s		5.5		5.5	5.5	5.5
Max Green Setting (Gmax), s		59.5		19.5	10.5	43.5
Max Q Clear Time (g_c+I1), s		17.5		16.9	9.7	35.2
Green Ext Time (p_c), s		10.1		0.4	0.0	6.6
Intersection Summary						
HCM 7th Control Delay, s/veh			20.8			
HCM 7th LOS			C			

HCM 7th TWSC
2: Round Up Road & River Ranch Road

11/18/2024

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	0	6	5	59	2	27	2	69	45	18
Future Vol, veh/h	5	5	0	6	5	59	2	27	2	69	45	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	6	0	7	6	71	2	33	2	83	54	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	272	271	65	262	281	34	76	0	0	35	0	0
Stage 1	231	231	-	39	39	-	-	-	-	-	-	-
Stage 2	40	40	-	223	242	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	685	639	1005	695	631	1045	1536	-	-	1589	-	-
Stage 1	776	717	-	982	867	-	-	-	-	-	-	-
Stage 2	980	866	-	784	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	603	1005	650	596	1045	1536	-	-	1589	-	-
Mov Cap-2 Maneuver	597	603	-	650	596	-	-	-	-	-	-	-
Stage 1	734	678	-	980	865	-	-	-	-	-	-	-
Stage 2	905	864	-	734	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.13		9.18	0.47	3.86
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	115	-	-	600	945	890	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.089	0.052	-
HCM Control Delay (s/veh)	7.3	0	-	11.1	9.2	7.4	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	46	18	0	0	42
Future Vol, veh/h	42	46	18	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	54	21	0	0	49

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	67	25	49	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	943	1057	1570	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1057	1570	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.05	7.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1570	-	993	-	-
HCM Lane V/C Ratio	0.013	-	0.104	-	-
HCM Control Delay (s/veh)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	439	0	2	314	10	6	0	0	8	0	37
Future Vol, veh/h	30	439	0	2	314	10	6	0	0	8	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	493	0	2	353	11	7	0	0	9	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	364	0	0	493	0	0	918	929	493	924	924	358
Stage 1	-	-	-	-	-	-	561	561	-	363	363	-
Stage 2	-	-	-	-	-	-	357	369	-	561	561	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1195	-	-	1070	-	-	252	268	576	250	270	686
Stage 1	-	-	-	-	-	-	512	510	-	656	625	-
Stage 2	-	-	-	-	-	-	660	621	-	512	510	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1195	-	-	1070	-	-	227	256	576	240	258	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	256	-	240	258	-
Stage 1	-	-	-	-	-	-	492	490	-	654	623	-
Stage 2	-	-	-	-	-	-	619	619	-	492	490	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.52	0.05	21.33	12.74
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	115	-	-	11	-	-	515
HCM Lane V/C Ratio	0.03	0.028	-	-	0.002	-	-	0.098
HCM Control Delay (s/veh)	21.3	8.1	0	-	8.4	0	-	12.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

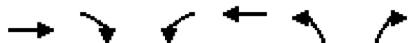
Appendix D

Opening Year and Future Year Plus Project LOS Calculations

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

04/03/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	493	89	35	778	189	52
Future Volume (veh/h)	493	89	35	778	189	52
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	567	102	40	894	217	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	7	7	7	7	7	7
Cap, veh/h	1083	763	78	1755	314	279
Arrive On Green	0.32	0.32	0.05	0.51	0.18	0.18
Sat Flow, veh/h	3503	1522	1711	3503	1711	1522
Grp Volume(v), veh/h	567	102	40	894	217	60
Grp Sat Flow(s), veh/h/ln	1706	1522	1711	1706	1711	1522
Q Serve(g_s), s	4.9	1.3	0.8	6.3	4.3	1.2
Cycle Q Clear(g_c), s	4.9	1.3	0.8	6.3	4.3	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1083	763	78	1755	314	279
V/C Ratio(X)	0.52	0.13	0.51	0.51	0.69	0.21
Avail Cap(c_a), veh/h	3423	1806	541	5017	1199	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	4.9	17.0	5.8	13.9	12.6
Incr Delay (d2), s/veh	0.4	0.1	5.1	0.2	2.7	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	0.5	0.3	0.6	1.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.6	4.9	22.1	6.0	16.6	13.0
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	669			934	277	
Approach Delay, s/veh	9.7			6.7	15.8	
Approach LOS	A			A	B	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	24.2			12.2	7.2	17.0
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	53.5			25.5	11.5	36.5
Max Q Clear Time (g_c+I1), s	8.3			6.3	2.8	6.9
Green Ext Time (p_c), s	6.3			0.8	0.0	4.6
Intersection Summary						
HCM 7th Control Delay, s/veh			9.1			
HCM 7th LOS			A			

HCM 6th TWSC
2: Round Up Road & River Ranch Road

04/03/2025

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	6	4	91	0	14	1	26	8	4
Future Vol, veh/h	1	0	0	6	4	91	0	14	1	26	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	9	6	138	0	21	2	39	12	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	187	116	15	115	118	22	18	0	0	23	0	0
Stage 1	93	93	-	22	22	-	-	-	-	-	-	-
Stage 2	94	23	-	93	96	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	778	778	1070	867	776	1061	1612	-	-	1605	-	-
Stage 1	919	822	-	1002	881	-	-	-	-	-	-	-
Stage 2	918	880	-	919	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	660	759	1070	851	757	1061	1612	-	-	1605	-	-
Mov Cap-2 Maneuver	660	759	-	851	757	-	-	-	-	-	-	-
Stage 1	919	801	-	1002	881	-	-	-	-	-	-	-
Stage 2	793	880	-	896	799	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	10.5		9.1		0		5	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1612	-	-	660 1030	1605	-	-
HCM Lane V/C Ratio	-	-	-	0.002 0.149	0.025	-	-
HCM Control Delay (s/veh)	0	-	-	10.5 9.1	7.3	0	-
HCM Lane LOS	A	-	-	B A	A A	A	-
HCM 95th %tile Q (veh)	0	-	-	0 0.5	0.1	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	22	43	10	4	48
Future Vol, veh/h	21	22	43	10	4	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	30	31	61	14	6	69

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	177	41	75
Stage 1	41	-	-
Stage 2	136	-	-
Critical Hdwy	6.44	6.24	4.14
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.336	2.236
Pot Cap-1 Maneuver	808	1024	1512
Stage 1	976	-	-
Stage 2	886	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	775	1024	1512
Mov Cap-2 Maneuver	775	-	-
Stage 1	936	-	-
Stage 2	886	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	885	-	-
HCM Lane V/C Ratio	0.041	-	0.069	-	-
HCM Control Delay (s/veh)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	250	2	2	280	11	0	0	1	6	0	36
Future Vol, veh/h	27	250	2	2	280	11	0	0	1	6	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	362	3	3	406	16	0	0	1	9	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	365	0	0	888	870	364	862	863	414
Stage 1	-	-	-	-	-	-	442	442	-	420	420	-
Stage 2	-	-	-	-	-	-	446	428	-	442	443	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1132	-	-	1188	-	-	263	289	679	274	291	636
Stage 1	-	-	-	-	-	-	592	575	-	609	588	-
Stage 2	-	-	-	-	-	-	590	583	-	592	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1132	-	-	1188	-	-	235	278	679	266	280	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	278	-	266	280	-
Stage 1	-	-	-	-	-	-	572	555	-	588	586	-
Stage 2	-	-	-	-	-	-	540	581	-	570	554	-

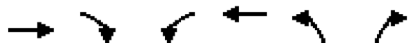
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.8			0.1			10.3			12.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	679	1132	-	-	1188	-	-	531
HCM Lane V/C Ratio	0.002	0.035	-	-	0.002	-	-	0.115
HCM Control Delay (s/veh)	10.3	8.3	-	-	8	0	-	12.7
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.4

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

04/03/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	882	204	75	722	164	39
Future Volume (veh/h)	882	204	75	722	164	39
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	948	219	81	776	176	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	1518	899	122	2174	250	222
Arrive On Green	0.43	0.43	0.07	0.62	0.14	0.14
Sat Flow, veh/h	3589	1560	1753	3589	1753	1560
Grp Volume(v), veh/h	948	219	81	776	176	42
Grp Sat Flow(s), veh/h/ln	1749	1560	1753	1749	1753	1560
Q Serve(g_s), s	9.8	3.2	2.1	5.0	4.5	1.1
Cycle Q Clear(g_c), s	9.8	3.2	2.1	5.0	4.5	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1518	899	122	2174	250	222
V/C Ratio(X)	0.62	0.24	0.66	0.36	0.71	0.19
Avail Cap(c_a), veh/h	2739	1444	433	4015	959	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	4.9	21.1	4.3	19.1	17.6
Incr Delay (d2), s/veh	0.4	0.1	6.0	0.1	3.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	1.2	0.9	0.5	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.7	5.0	27.2	4.4	22.7	18.0
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	1167			857	218	
Approach Delay, s/veh	9.6			6.5	21.8	
Approach LOS	A			A	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	34.5			12.1	8.7	25.7
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	53.5			25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s	7.0			6.5	4.1	11.8
Green Ext Time (p_c), s	5.2			0.6	0.1	8.4
Intersection Summary						
HCM 7th Control Delay, s/veh			9.6			
HCM 7th LOS			A			

HCM 6th TWSC
2: Round Up Road & River Ranch Road

04/03/2025

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	3	0	4	3	63	1	19	1	86	31	12
Future Vol, veh/h	3	3	0	4	3	63	1	19	1	86	31	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	4	0	5	4	76	1	23	1	104	37	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	318	278	44	280	285	24	51	0	0	24	0	0
Stage 1	252	252	-	26	26	-	-	-	-	-	-	-
Stage 2	66	26	-	254	259	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	639	633	1032	676	628	1058	1568	-	-	1604	-	-
Stage 1	757	702	-	997	878	-	-	-	-	-	-	-
Stage 2	950	878	-	755	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	560	590	1032	638	585	1058	1568	-	-	1604	-	-
Mov Cap-2 Maneuver	560	590	-	638	585	-	-	-	-	-	-	-
Stage 1	756	655	-	996	877	-	-	-	-	-	-	-
Stage 2	877	877	-	701	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.3	9	0.3	4.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	575	987	1604	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.085	0.065	-
HCM Control Delay (s/veh)	7.3	0	-	11.3	9	7.4	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q (veh)	0	-	-	0	0.3	0.2	-

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	70	35	5	0	29
Future Vol, veh/h	29	70	35	5	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	82	41	6	0	34

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	105	17	34	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	898	1068	1591	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	1068	1591	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	6.4	0
HCM LOS	A		

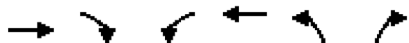
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	1003	-	-
HCM Lane V/C Ratio	0.026	-	0.116	-	-
HCM Control Delay (s/veh)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	311	0	1	220	10	4	0	0	7	0	32
Future Vol, veh/h	31	311	0	1	220	10	4	0	0	7	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	349	0	1	247	11	4	0	0	8	0	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	349	0	0	692	679	349	674	674	253
Stage 1	-	-	-	-	-	-	419	419	-	255	255	-
Stage 2	-	-	-	-	-	-	273	260	-	419	419	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1307	-	-	1210	-	-	358	374	694	368	376	786
Stage 1	-	-	-	-	-	-	612	590	-	749	696	-
Stage 2	-	-	-	-	-	-	733	693	-	612	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1307	-	-	1210	-	-	334	364	694	360	365	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	364	-	360	365	-
Stage 1	-	-	-	-	-	-	595	574	-	729	695	-
Stage 2	-	-	-	-	-	-	699	692	-	596	574	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.7			0			15.9			11		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	334	1307	-	-	1210	-	-	648				
HCM Lane V/C Ratio	0.013	0.027	-	-	0.001	-	-	0.068				
HCM Control Delay (s/veh)	15.9	7.8	-	-	8	0	-	11				
HCM Lane LOS	C	A	-	-	A	A	-	B				
HCM 95th %tile Q (veh)	0	0.1	-	-	0	-	-	0.2				

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

04/03/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	788	175	66	1244	400	112
Future Volume (veh/h)	788	175	66	1244	400	112
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	906	201	76	1430	460	129
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	7	7	7	7	7	7
Cap, veh/h	1350	1064	97	1821	519	462
Arrive On Green	0.40	0.40	0.06	0.53	0.30	0.30
Sat Flow, veh/h	3503	1522	1711	3503	1711	1522
Grp Volume(v), veh/h	906	201	76	1430	460	129
Grp Sat Flow(s), veh/h/ln	1706	1522	1711	1706	1711	1522
Q Serve(g_s), s	14.7	3.1	3.0	22.7	17.3	4.4
Cycle Q Clear(g_c), s	14.7	3.1	3.0	22.7	17.3	4.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1350	1064	97	1821	519	462
V/C Ratio(X)	0.67	0.19	0.79	0.79	0.89	0.28
Avail Cap(c_a), veh/h	1846	1285	291	2705	646	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	3.5	31.4	12.6	22.4	17.9
Incr Delay (d2), s/veh	0.6	0.1	13.0	0.9	12.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	2.0	1.4	6.1	8.3	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.4	3.6	44.4	13.6	34.4	18.2
LnGrp LOS	B	A	D	B	C	B
Approach Vol, veh/h	1107			1506	589	
Approach Delay, s/veh	14.9			15.1	30.8	
Approach LOS	B			B	C	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	41.5			26.0	9.3	32.2
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	53.5			25.5	11.5	36.5
Max Q Clear Time (g_c+l1), s	24.7			19.3	5.0	16.7
Green Ext Time (p_c), s	11.3			1.2	0.1	7.3
Intersection Summary						
HCM 7th Control Delay, s/veh			17.9			
HCM 7th LOS			B			

HCM 6th TWSC
2: Round Up Road & River Ranch Road

04/03/2025

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	8	6	117	0	21	2	33	11	6
Future Vol, veh/h	2	0	0	8	6	117	0	21	2	33	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	0	12	9	177	0	32	3	50	17	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	249	157	22	156	160	34	26	0	0	35	0	0
Stage 1	122	122	-	34	34	-	-	-	-	-	-	-
Stage 2	127	35	-	122	126	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	709	739	1061	815	736	1045	1601	-	-	1589	-	-
Stage 1	887	799	-	987	871	-	-	-	-	-	-	-
Stage 2	882	870	-	887	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	569	715	1061	795	712	1045	1601	-	-	1589	-	-
Mov Cap-2 Maneuver	569	715	-	795	712	-	-	-	-	-	-	-
Stage 1	887	773	-	987	871	-	-	-	-	-	-	-
Stage 2	725	870	-	859	771	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	11.4		9.5		0		4.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	569 1004	1589	-	-
HCM Lane V/C Ratio	-	-	-	0.005 0.198	0.031	-	-
HCM Control Delay (s/veh)	0	-	-	11.4 9.5	7.3	0	-
HCM Lane LOS	A	-	-	B A	A A	A	-
HCM 95th %tile Q (veh)	0	-	-	0 0.7	0.1	-	-

Intersection

Int Delay, s/veh 4.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 30 26 47 11 6 70

Future Vol, veh/h 30 26 47 11 6 70

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 70 70 70 70 70 70

Heavy Vehicles, % 4 4 4 4 4 4

Mvmt Flow 43 37 67 16 9 100

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 209 59 109 0 - 0

Stage 1 59 - - - - -

Stage 2 150 - - - - -

Critical Hdwy 6.44 6.24 4.14 - - -

Critical Hdwy Stg 1 5.44 - - - - -

Critical Hdwy Stg 2 5.44 - - - - -

Follow-up Hdwy 3.536 3.336 2.236 - - -

Pot Cap-1 Maneuver 775 1001 1469 - - -

Stage 1 959 - - - - -

Stage 2 873 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 739 1001 1469 - - -

Mov Cap-2 Maneuver 739 - - - - -

Stage 1 915 - - - - -

Stage 2 873 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 9.7 6.1 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1469 - 841 - -

HCM Lane V/C Ratio 0.046 - 0.095 - -

HCM Control Delay (s/veh) 7.6 0 9.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.1 - 0.3 - -

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	359	3	3	399	15	0	0	2	7	0	49
Future Vol, veh/h	38	359	3	3	399	15	0	0	2	7	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	55	520	4	4	578	22	0	0	3	10	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	524	0	0	1265	1240	522	1231	1231	589
Stage 1	-	-	-	-	-	-	632	632	-	597	597	-
Stage 2	-	-	-	-	-	-	633	608	-	634	634	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	972	-	-	1038	-	-	145	174	553	153	177	506
Stage 1	-	-	-	-	-	-	467	472	-	488	490	-
Stage 2	-	-	-	-	-	-	466	484	-	466	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	972	-	-	1038	-	-	119	163	553	145	166	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	163	-	145	166	-
Stage 1	-	-	-	-	-	-	440	445	-	460	487	-
Stage 2	-	-	-	-	-	-	398	481	-	437	444	-

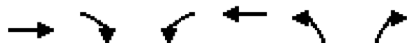
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.8			0.1			11.5			16.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	972	-	-	1038	-	-	386
HCM Lane V/C Ratio	0.005	0.057	-	-	0.004	-	-	0.21
HCM Control Delay (s/veh)	11.5	8.9	-	-	8.5	0	-	16.8
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q (veh)	0	0.2	-	-	0	-	-	0.8

HCM 7th Signalized Intersection Summary

1: River Ranch Road & US 50

04/03/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1412	431	151	1155	324	80
Future Volume (veh/h)	1412	431	151	1155	324	80
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1518	463	162	1242	348	86
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	1688	1093	195	2297	382	340
Arrive On Green	0.48	0.48	0.11	0.66	0.22	0.22
Sat Flow, veh/h	3589	1560	1753	3589	1753	1560
Grp Volume(v), veh/h	1518	463	162	1242	348	86
Grp Sat Flow(s), veh/h/ln	1749	1560	1753	1749	1753	1560
Q Serve(g_s), s	34.8	11.1	7.9	16.6	17.0	4.0
Cycle Q Clear(g_c), s	34.8	11.1	7.9	16.6	17.0	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1688	1093	195	2297	382	340
V/C Ratio(X)	0.90	0.42	0.83	0.54	0.91	0.25
Avail Cap(c_a), veh/h	1736	1114	210	2374	390	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	5.6	38.1	8.0	33.5	28.4
Incr Delay (d2), s/veh	6.7	0.3	22.3	0.2	24.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	6.5	4.4	4.2	9.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.4	5.9	60.5	8.2	58.4	28.8
LnGrp LOS	C	A	E	A	E	C
Approach Vol, veh/h	1981			1404	434	
Approach Delay, s/veh	22.3			14.3	52.5	
Approach LOS	C			B	D	
Timer - Assigned Phs	2			4	5	6
Phs Duration (G+Y+Rc), s	63.1			24.6	15.3	47.8
Change Period (Y+Rc), s	5.5			5.5	5.5	5.5
Max Green Setting (Gmax), s	59.5			19.5	10.5	43.5
Max Q Clear Time (g_c+l1), s	18.6			19.0	9.9	36.8
Green Ext Time (p_c), s	10.1			0.1	0.0	5.5
Intersection Summary						
HCM 7th Control Delay, s/veh			22.8			
HCM 7th LOS			C			

HCM 6th TWSC
2: Round Up Road & River Ranch Road

04/03/2025

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	0	6	5	82	2	27	2	107	45	18
Future Vol, veh/h	5	5	0	6	5	82	2	27	2	107	45	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	6	0	7	6	99	2	33	2	129	54	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	414	362	65	364	372	34	76	0	0	35	0	0
Stage 1	323	323	-	38	38	-	-	-	-	-	-	-
Stage 2	91	39	-	326	334	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	552	569	1005	596	561	1045	1536	-	-	1589	-	-
Stage 1	693	654	-	982	867	-	-	-	-	-	-	-
Stage 2	921	866	-	691	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	520	1005	552	513	1045	1536	-	-	1589	-	-
Mov Cap-2 Maneuver	463	520	-	552	513	-	-	-	-	-	-	-
Stage 1	692	598	-	981	866	-	-	-	-	-	-	-
Stage 2	827	865	-	626	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.5	9.4	0.5	4.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	490	939	1589	-
HCM Lane V/C Ratio	0.002	-	-	0.025	0.119	0.081	-
HCM Control Delay (s/veh)	7.3	0	-	12.5	9.4	7.5	0
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.4	0.3	-

HCM 6th TWSC
3: For Sutter Boulevard & Round Up Road

04/03/2025

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	85	40	5	0	42
Future Vol, veh/h	42	85	40	5	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	100	47	6	0	49

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	125	25	49	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	875	1057	1571	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	1057	1571	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.3	6.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	978	-	-
HCM Lane V/C Ratio	0.03	-	0.153	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	439	0	2	314	13	6	0	0	10	0	43
Future Vol, veh/h	40	439	0	2	314	13	6	0	0	10	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	493	0	2	353	15	7	0	0	11	0	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	493	0	0	972	955	493	948	948	361
Stage 1	-	-	-	-	-	-	583	583	-	365	365	-
Stage 2	-	-	-	-	-	-	389	372	-	583	583	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1071	-	-	232	258	576	241	261	684
Stage 1	-	-	-	-	-	-	498	499	-	654	623	-
Stage 2	-	-	-	-	-	-	635	619	-	498	499	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1071	-	-	209	248	576	234	251	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	248	-	234	251	-
Stage 1	-	-	-	-	-	-	479	480	-	629	622	-
Stage 2	-	-	-	-	-	-	589	618	-	479	480	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.7			0.1			22.8			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	1191	-	-	1071	-	-	502
HCM Lane V/C Ratio	0.032	0.038	-	-	0.002	-	-	0.119
HCM Control Delay (s/veh)	22.8	8.1	-	-	8.4	0	-	13.1
HCM Lane LOS	C	A	-	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0.1	-	-	0	-	-	0.4



Sample Fence - TSM25001
Open-view ironwork
6 feet in height