City of Fernley



NEVADA

Members
Tessa Garvin- Chairwoman
Jennie McCullar - Vice Chair
Barry Williams Sr. - Commissioner
Cody Wagner - Commissioner
Jacob VanderHeiden - Commissioner
Robert Flores - Commissioner
Angela Lewis- Commissioner
Julianne White- Alternate

AGENDA
Regular Meeting
Planning Commission
Wednesday, August 12, 2026 • 5:00 PM

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 Planning Commission 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 the Planning Commission and added to the record but will not be read during the live meeting. Public comments received after 4 pm the day of the meeting will be included in the record but may not reach commission 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: The Planning Commission and staff will make reasonable efforts to assist and accommodate individuals with disabilities desiring to attend the meeting. Please contact the City Clerk's Office at (775) 784-9830 in advance so that arrangements can be made.

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

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

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

1.3. Public Forum

1.4. (For Possible Action) Approval of Agenda

1.5. (Possible Action) Approval of Minutes

2. STAFF REPORTS

2.1. (For Possible Action) Discussion and possible action regarding TSM26002, a Tentative Subdivision Map request by Rubicon Design Group on behalf of ICON Group, LLC to construct a 49-lot single-family residential community and one (1) right-of-way parcel on a ± 32.44-acre site (APN: 022-571-27) located east of Browne Ln, south of Highway 50A, and west of Nevada Pacific Parkway at the extension of Westward Ln in a Rural Residential (RR1/2) zone.

3. PUBLIC HEARINGS

A. DISCUSSION WITH PLANNING COMMISSION & STAFF B. PUBLIC INPUT C. ADDITIONAL DISCUSSION WITH PLANNING COMMISSION & STAFF D. COUNCIL ACTION OR DIRECTION TO STAFF

3.1. (For Possible Action) Discussion and possible action regarding CUP26003, a Conditional Use Permit requested by Bikram Kang to allow for a 96-unit hotel on an approximately 1.86-acre lot zoned Commercial (C2) and located at 700 Mesa Drive. APN 021-061-38.

3.2. (For Possible Action) Discussion and possible action to recommend that the City Council approve Bill #383, an Ordinance to amend the Fernley Development Code to add a definition for short-term rentals to Section 32.02.030, to add short-term rental Use Standards as Section 32.07.382, and to add a short-term rental use to Section 32.06.150.

3.3. (For possible action) Discussion and possible action regarding Resolution #26-021 associated with a Master Plan Amendment application (MPA26002) submitted by the City of Fernley to adopt the South Fernley Area Plan document for approximately 10,000 acres generally located south of the Truckee Canal and east of US Highway 95A.

4. PLANNING DIRECTOR ITEMS

(ACTIVITY SUMMARY OR UPDATES ON PROJECTS THAT HAVE BEEN PREVIOUSLY REVIEWED BY THE PLANNING COMMISSION. THIS ITEM IS TO PROVIDE GENERAL INFORMATION TO THE COMMISSION AND PUBLIC. NO DISCUSSION SHALL TAKE PLACE AND NO ACTION WILL BE TAKEN.)

4.1. Update on City Council actions from July 15, 2026 and August 5, 2026.

4.2. General Planning Department updates and announcements.

5. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

6. PUBLIC FORUM

7. ADJOURNMENT

Next Meeting: September 9th @ 5pm

MINUTES OF THE

FERNLEY PLANNING COMMISSION MEETING

JULY 8, 2026

1. INTRODUCTORY ITEMS

Chairwoman Tessa Garvin called the meeting to order at 05:00 PM at Fernley City Hall, 595 Silver Lace Blvd., Fernley, NV 89408.

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Vice Chairwoman Jennie McCullar, Commissioner Angela Lewis, Commissioner Cody Wagner, Commissioner Robert Flores, Chairwoman Tessa Garvin, Alternate Commissioner Julianne White, Planning Director Michele Rambo, Associate Planner Lisa Warner, City Attorney Aaron Mourtisen, Deputy City Clerk Sandy Harris, Admin Specialist II Rachael Goetz. **Absent:** Commissioner Jacob VanderHeiden, Commissioner Barry Williams.

1.3. Public Forum

Scott Barnes, Vice President of Entitlements for Mark IV Capital and the Victory Project came to address 2.1. He stated that the proposed code amendments would not affect the Victory Project due to its vested rights under the Development Agreement and Planned Development Handbook approved by the City on April 18, 2024. He expressed concern that the proposed ordinances combine two distinct land uses and contain technical and substantive errors. Mr. Barnes urged the Commission to allow additional review, corrections, and public engagement before forwarding the amendments to the City Council.

Amanda Berry Jones, Director of Business Development for the Economic Development Authority of Western Nevada spoke on behalf of President and CEO Taylor Adams. Miss Jones expressed support for regulations that protect Fernley's water resources and quality of life while remaining competitive for economic investment. She cited examples of modern data centers with significantly reduced water use. She recommended postponing action until a public workshop can be held with utility providers, water agencies, industry representatives, government officials, and environmental stakeholders to ensure future standards are based on shared data and offered to help coordinate the workshop.

Justina Benner expressed concerns about the potential environmental and public health impacts of data centers, particularly the use of PFAS in certain cooling systems, semiconductor manufacturing, and fire suppression systems.

1.4. (For Possible Action) Approval of Agenda

Commissioner Lewis requested it be on record she is unable to log in to see the agenda or the items.

Motion: I MOVE TO APPROVE THE AGENDA AS PRESENTED. **Action:** Approve, **Moved by:** Commissioner Cody Wagner, **Seconded by:** Commissioner Julianne White. **Vote:** Passed, **Summary:** Yes 6 **Yes:** Vice Chair McCullar, Commissioner Lewis, Commissioner Wagner, Commissioner Flores, Chairwoman Garvin, Alternate Commissioner White.

1.5. (Possible Action) Approval of Minutes

Motion: I MOVE TO APPROVE THE MINUTES FROM THE MAY 13TH MEETING. **Action:** Approve, **Moved by:** Commissioner Robert Flores, **Seconded by:** Alternate Commissioner Julianne White. **Vote:** Passed, **Summary:** Yes 5, Abstained 1. **Yes:** Commissioner Lewis, Commissioner Wagner, Commissioner Flores, Chairwoman Garvin, Commissioner White **Abstain:** Vice Chair Jenni McCullar.

Motion: I MOVE TO APPROVE THE MINUTES FROM THE JUNE 10TH MEETING. **Action:** Approve **Moved by:** Commissioner Cody Wagner, **Seconded by:** Commissioner Robert Flores. **Vote:** Passed, **Summary:** Yes 5, Abstained 1. **Yes:** Commissioner Lewis, Commissioner Wagner, Commissioner Flores, Chairwoman Garvin, Commissioner White **Abstain:** Vice Chair Jenni McCullar

2. STAFF REPORTS

2.1. (For Possible Action) Review and discussion of two potential Zoning Code Amendments regulating data centers within the City of Fernley.

Michele Rambo, Planning Director clarified that this is not up for approval tonight and any motion will just be directing staff moving forward. The data center ordinance is needed because the centers are coming to Fernley though there are no submitted applications yet. There are environmental concerns that will be addressed in further detail. The City Council has requested a data center code and Commissioner Wagner has also requested it. There are two different proposed processes the first could allow them in industrial zones with a conditional use permit and then a development agreement. The other option is to create a data center overlay district with a separate zoning category, and this would require the data center developers to do a zoning map amendment prior to submitting a CUP and a development agreement. This would go through City Council.

Additional submittal requirements with these applications are looking at grading plans, photometric plans, utilities, a water study, maybe something from a power supply saying that they have enough power, a noise study and an emergency response plan. We don't have to require all of these. Council has requested decommissioning procedures and what happens when a data center is no longer operational and how to mitigate the abandoned building.

Option 2 would be an overlay zone, so it would be a new zoning category, but it would only be applied in certain instances.

The planning commission requested that when presenting a data center, they also provide the economic value of the data center. It was also requested that there be a list of all chemicals used for the cooling supply and a dedicated power supply be made public and an annual report of water and power usage, noise and any emissions to report, including wastewater.

Justina Benner expressed concern regarding the magnetic fields that these data centers emit as well as the toxins. She also requested an environmental assessment.

3. PUBLIC HEARINGS

3.1. (For possible action) Discussion and possible action on a Conditional Use Permit (CUP26002) submitted by Pilot Travel Centers LLC proposing a 1,829 square foot expansion to the existing 10,530 square foot travel facility located at 465 W Main Street in a Commercial (C2) zoning district.

Associate Planner, Lisa Warner, explained the existing Pilot Travel Center is a legal non-conforming use, meaning the land was lawfully established prior to the adoption of our current Development Code. The use was established without discretionary review, which would be required under our current Development Code. The travel-centered use standards require a minimum site area of 10 acres, and this site area is confirmed at 9.09 acres. Therefore, the site is non-conforming to use standards. The existing travel center is 10,530 square feet, and includes a restaurant, a travel store, rest stop, building, a grounds' maintenance building, and two freezer units attached to the exterior of the main building. To enlarge a non-conforming use by more than 10% the code calls for a conditional use permit. They want to expand to the north side of the building 1,829 square feet. The expansion proposes the reconfiguration and enlargement of seven existing shower restroom units and the installation of three clothes washers. For this to meet the standards, they will have to add an additional 10,293 square feet of landscaping to meet our 32.0909082 Fernley Municipal Code. And they also need to update the existing trash enclosure to meet our current code. There are fuel system upgrades that they will be going through. This is something that's not reviewed by planning. This is all going to be regulated by the state. However, it is noted that the Pilot is responsible for any spills that are created.

Motion: I MOVE TO APPROVE THE CONDITIONAL USE PERMIT ASSOCIATED WITH CUP26002 SUBJECT TO THE CONDITIONS OF APPROVAL 1 THROUGH 17. **Action:** Approve, **Moved by:** Commissioner Cody Wagner, **Seconded by:** Commissioner Angela Lewis. **Vote:** Passed, **Summary:** Yes 6, Vice Chair McCullar, Commissioner Lewis, Commissioner Wagner, Commissioner Flores, Chairwoman Garvin, Alternate Commissioner White.

3.2. (For Possible Action) Discussion and possible action to recommend that the City Council approve Bill #390 (CA26002), an Ordinance to amend Section 32.02.030 and Section 32.03.050 of the Fernley Development Code to add a definition for a Minor Conditional Use Permit and to add a Minor Conditional Use Permit as an entitlement process.

Associate Planner Lisa Warner explained the planning staff have been looking at some ways to provide additional and less restrictive mechanisms to evaluate proposed land uses. The Minor Conditional Use Permit will be used in instances where there's no proposed construction. The lack of proposed construction eliminates the need for engineering review, which enables us to reduce the fee. The primary purpose is to assist small business owners and to facilitate the development of areas such as downtown by making the process less cost prohibitive. The new definition is a permit is required as a prerequisite to the establishment of certain uses in certain zoning districts. Uses that may be approved through a Minor Conditional Use Permit are specified in the use table SC, Conditional Use permit subject to the requirements of FMC3203050. The administrator shall determine on a project-by-project basis the appropriateness of a Minor Conditional Use Permit.

Motion: I MOVE TO RECOMMEND THAT CITY COUNCIL APPROVE BILL NUMBER 390 ASSOCIATED WITH CA26002 AS PRESENTED BY STAFF. **Action:** Approve, **Moved by:** Alternate Commissioner Julianne White. **Seconded by:** Commissioner Robert Flores. **Vote:** Passed, **Summary:** Yes 6 **Yes:** Vice Chair McCullar, Commissioner Lewis, Commissioner Wagner, Commissioner Flores, Chairwoman Garvin, Commissioner White.

4. CHAIR AND COMMISSION ITEMS

Commissioner White would like her name to be properly reflected in previous minutes for transparency and understanding.

Commissioner Lewis appreciates the work the city is putting into being proactive.

5. PLANNING DIRECTOR ITEMS

5.1. Update on City Council actions from June 17, 2026.

Michelle Rambo, Planning Director, reported on the Friendly 5 Planned Development with an issue of the timing on the road to Highway 50 was approved. Sherwood Village had its first reading. And Michele presented the same data center reading with the Council and received good feedback.

5.2. General Planning Department updates and announcements.

Michele Rambo stated that Planning has a quarterly meeting with DOT, and she will ask about the intersection in front of the Pilot. There was also discussion regarding the commission's ability to log into the system. They had about 200 people give an update regarding the Master Plan at the 4th of July booth.

6. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

Commissioner Lewis asked if Lincon Properties had proposed their water usage to the City Council or if it was moved to a future agenda. Michele Rambo Planning Director believed that would be addressed at the next Council meeting.

7. PUBLIC FORUM

Becki Howlett is in support of the city being proactive instead of reactive. She also thanked Matrix for coming to the 4th of July event.

8. ADJOURNMENT

There being no further business to come before it, the Fernley Planning Commission meeting adjourned at 6:38 PM.

Approved by the Fernley Planning Commission on August 12, 2026, by a vote of:

AYES _____ NAYS:_____ ABSTENTIONS:_____ ABSENT:_____

_____ _____

Chairwoman Tessa Garvin ATTEST:

CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Lisa Warner**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: X	Yes:	No: X	N/A

ACTION REQUESTED: Motion

AGENDA ITEM:

(For Possible Action) Discussion and possible action regarding TSM26002, a Tentative Subdivision Map request by Rubicon Design Group on behalf of ICON Group, LLC to construct a 49-lot single-family residential community and one (1) right-of-way parcel on a ± 32.44-acre site (APN: 022-571-27) located east of Browne Ln, south of Highway 50A, and west of Nevada Pacific Parkway at the extension of Westward Ln in a Rural Residential (RR1/2) zone.

AGENDA ITEM BRIEF:

Construction of a 49-lot single-family residential community with lots ranging from 21,780 to 38,945 square feet and one (1) right-of-way parcel to complete the Nelson Meadows subdivision. This community will be located east of Browne Ln, south of Highway 50A, and west of Nevada Pacific Parkway at the extension of Westward Ln.

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 recommend the City Council approve TSM26002 subdividing a ± 32.44-acre site into 49-lot single-family residential lots and one (1) right-of-way parcel."

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 recommend the City Council deny TSM26002 because I have determined the proposed subdivision is detrimental to the public's health, safety, and welfare, and I am unable to make the following finding(s):_____."
(State finding and supportive analysis—repeat for each applicable finding).

Note:
No further alternative motions are provided. However, any other motion allowed with Planning Commission Rules of Procedure is appropriate.

BACKGROUND:

Site and Vicinity:

Generally located east of Browne Ln, south of Highway 50A, and west of Nevada Pacific Parkway at the extension of Westward Ln. The site is zoned Rural Residential (RR1/2). Abutting sites are zoned as follows:

North: Single-family (SF6) – Donner Trails and Donner Meadows Subdivisions

South: Rural Residential (RR1/2) Nelson Meadows Phase 2 Subdivision

East: Rural Residential (RR1/2) and Single-family (SF6) – Nelson Meadows Phase 1 and 2 Subdivision

West: Single-family (SF20) and Rural Residential (RR5) – single-family homes

The project site is vacant and is largely flat with no topographic features that limit development potential. Road connection points are in place on three sides of the site.

Zoning:

The site is zoned as Rural Residential (RR1/2). The intention of the Rural Residential zoning district is designed to accommodate larger lot residential uses. This project fully meets this zoning designation. The land use designation for the site is simple and consistent – the project site as well as the entire area surrounding the project site is designated as single-family residential.

Analysis - Tentative Subdivision Map:

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 a waste disposal company.

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

The project owner has already secured water rights and will dedicate 1.12-acre feet per lot to the City of Fernley.

3. Availability and accessibility of utilities;

The site is surrounded by utilities and there are no geographic factors preventing installation and extension of utilities on the site. The final phases were previously approved as part of the earlier Nelson Meadows

permitting process; therefore, utilities in the area were designed to accommodate this phase. Westward Ln is in place to the north and south of the site and utilities currently terminate within Westward Ln. The project allows for the completion of the neighborhood road and completion of the utilities network within Westward Ln.

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. Students residing in the proposed development will attend East Valley Elementary School, Fernley Intermediate 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 the development. The main fire station is located 3.2 miles west of the site and an additional fire station located at 1300 Red Rock Rd is 2.2 miles east of the site. Autumn Winds Park, Ponderosa Park, and Out of Town Park are all nearby. Transportation network connectivity will be provided through construction and dedication of roadway improvements within the project as well as the completed construction of Westward Ln.

5. Consistency with the zoning district regulations;

The proposed subdivision has been examined for consistency with the RR1/2 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. The smallest lot size is 21,780 square feet and the largest lot size is 38,945 square feet with an average lot size of 23,745 square feet. Adjacency standards are also met per FMC 32.09.030, as the project uses the buffering standard to the west with Browne Ln being the buffer, and uses yard matching to the north, south, and east with adjacent subdivisions.

6. Conformity with the master streets and highways plan;

As designed and conditioned, the project will conform to the City's Design Standards. The proposed project is surrounded by City streets. Construction of the project will allow for the completion of Westward Ln, which is currently in place to the north and south of the site.

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 letter was included with this application. Streets in the area were installed recently and therefore were built to current City Design Standards. Given the moderate size of the project, it is not anticipated that substantial traffic impacts will occur.

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 is generally flat and there are no geographic obstacles to development. There are no significant elevation changes between this site and adjoining sites. Per the soils report provided with the application, the on-site soils consist of Juva sandy loam, Swingler clay loam, and Swingler sandy loam. 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 proposed 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:

RELEVANT LAWS, STATUTES, AND REGULATUIONS:

General References:

Nevada Revised Statutes (NRS) Chapter 278 – Planning and Zoning

Fernley Municipal Code (FMC) – Development Code

City of Fernley Master Plan

Specific References:

NRS 278.330-278.353 – Subdivision of Land: Tentative Maps

FMC 32.03.060(f)(1) – Tentative Subdivision Maps

FMC 32.06.060 – General Rural (GR20 and residential rural (RR5, RR1, and RR1/2)

FMC 32.06.070 – Residential -Single-family (SF20, SF12, SF9, and SF6)

FMC32.09 – Development Standards

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. TSM26002 Conditions of Approval_Draft #2
2. Color Site Exhibit 6_16_26
3. NELSON MEADOWS FINAL PHASE TM
4. Nelson Meadows Final Phase Application report
5. Kimley Horn - Fernley Subdivision Trip Generation Letter - Signed

Conditions of Approval for TSM26002

TENTATIVE SUBDIVISION MAP – NELSON MEADOWS

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 Tentative Subdivision Map application request by Rubicon Design Group on behalf of ICON Group, LLC to construct a 49-lot single-family residential community on a ± 32.44-acre site (APN: 022-571-27) located east of Browne Ln and west of Nevada Pacific Parkway at the extension of Westward Ln in a Rural Residential (RR1/2) zone.

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.

4. GOVERNING DOCUMENTS:
All City of Fernley Municipal Code (FMC) references herein pertain to the most recent version of the code 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 the "City of Fernley Department of Public Works Design Standards & Review Guidelines" as updated March 2024, the City of Fernley Standard Details for Public Works Construction" as updated July 2022, and the "City of Fernley Comprehensive Master Plan" as updated April 2024.

DESIGN STANDARDS

5. DESIGN STANDARDS:
The developer shall comply with the design standards and regulation as set forth in the City of Fernley Development Code and Public Works Manual unless in conflict with the local, state, or federal regulations, in which case the more stringent regulation will take precedence.

6. ENGINEERING DEPARTMENT:
The developer shall comply with all Engineering Department requirements within the City of 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, the City Engineer, and the Public Works Director prior to the recordation of any Final Subdivision Map for the project.

7. LEGAL ACCESS:
The developer shall demonstrate that legal access is provided to each proposed parcel to the approval of the Administrator, the City Engineer, and the Public Works Director prior to the recordation of the Final Subdivision Map for the project.

GRADING PERMIT CONDITIONS

8. GEOTECHNICAL REPORT:
The developer shall provide a final geotechnical report for the project in conformance with the requirements of the Development Code for review and approval by the City Engineer prior to issue of a grading permit or building permit for any portion of the project.

9. GRADING PERMIT:
Prior to issue of a grading permit for the development, the developer shall post a surety bond for regrading and reclamation of the site. The developer shall comply with all grading requirements set forth in the City of Fernley Development Code, as well as all state and federal regulations including, but not limited to, storm water pollution prevention and air quality.

The developer shall provide verification of a Storm Water Discharge Permit from the Nevada Division of Environmental Protection as well as a Surface Area Disturbance Permit, prior to issue of a grading permit.

10. DRAINAGE AND GRADING:
The developer shall comply with all requirements of the City of Fernley Municipal Code Chapter 32 (Drainage and Grading) and Chapter 10 of the City of Fernley Public Works Design Manual to the approval of the Administrator, the City Engineer, and the Public Works Director.

The developer shall provide a drainage report for the project in conformance with the City of Fernley Development Code, Municipal Code, and the Public Works Design Manual for the review and approval by the City Engineer.

Each successive phase of the project shall submit an updated drainage report for review and approval by the City Engineer showing the cumulative effect of the developed portion of the project along with the proposed phase's effect on the total discharge into the drainage system. The drainage report and grading plans for any phase of the development shall be reviewed and approved by the Administrator, the City Engineer, and the Public Works Director prior to the issuance of a grading permit.

CIVIL PERMIT CONDITIONS

11. STREET IMPROVEMENTS:
The developer shall construct any roadway improvements deemed necessary to serve the project to the approval of the Administrator, the City Engineer, and the Public Works Director.

12. IMPROVEMENTS SECURITY:
With the submittal of any Final Subdivision Map application for the project, the developer shall construct all required public improvements or provide a security in accordance with the provisions set forth in Title 32, (Improvements and Agreements) of the City of Fernley Municipal Code and complete the minimum improvements identified in Title 32.03.060 of the City of Fernley Municipal Code.

13. NEVADA DIVISION OF WATER RESOURCES (WATER RIGHTS):
The developer shall comply with all City of Fernley Municipal Code requirements regarding the dedication of water rights and all associated fees for the connection to the City of Fernley municipal water system in the amount that is required prior to the recordation of a Final Subdivision Map. No Certificate of Occupancy may be issued until dedication of water rights has been finalized for the project as a whole or if phased, each phase of the project.

14. UTILITY MAINS AND SERVICES:
The developer shall comply with all standards, codes, and requirements regarding connection to the City of Fernley sanitary sewer and potable water systems, including but not limited to, associated fees, easements, design standards, system looping, development code requirements, and state requirements.

Along with the submittal of a Final Subdivision Map for any phase of the project, the developer shall provide the City of Fernley with a utility plan for water, sanitary sewer, and storm drain that is in conformance with the Nevada Administrative Code 445A, the City of Fernley Municipal Code, and the Public Works Design Manual to the approval of the Administrator, the City Engineer, and the Public Works Director.

15. WATER AND SEWER SYSTEM MODELING:
Prior to issue of a building permit, 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 the Public Works Director.

16. WATER SYSTEM LOOPING:
Through the Public Infrastructure Permit process, the developer shall provide the City of Fernley with a utility plan for the water system that demonstrates adequate system looping. The plan shall be in conformance with the City of Fernley Municipal

Code, Nevada Administrative Code, and the Public Works Design Manual. This requirement is subject to the approval of the City Engineer and the Public Works Director.

17. UTILITY EASEMENTS:
The developer shall provide the necessary easements to the City of Fernley required for maintenance of any public infrastructure installed located on private property. The easements shall adhere to the City of Fernley standard easement language and must be recorded prior to acceptance of public infrastructure.

18. SANITARY SEWER SYSTEM:
All onsite sewer mains must be privately owned and maintained by the commercial owners' association.

19. SANITARY SEWER REPORT:
Prior to issue of a building permit, the developer shall provide a final sanitary sewer report for the project in conformance with the City of Fernley Municipal Code and the Public Works Design Manual for review and approval by the City Engineer.

20. STORM WATER AND DRAINAGE:
The developer shall provide a final drainage report for the project in conformance with City of Fernley Municipal Code and the Public Works Design Manual for review and approval by the City Engineer. The developer shall utilize structural controls for the treatment of storm water runoff, in accordance with best management practices.

Prior to issue of a building permit for any phase of the project, drainage conveyance facilities and other improvements must be constructed and functional. The developer shall make any improvements to the existing storm water retention basin deemed necessary by the City of Fernley. Design and construction of all drainage conveyance facilities is subject to approval of the Administrator, the City Engineer, and the Public Works Director.

CONSTRUCTION PHASE

21. CONSTRUCTION MAINTENANCE:
The developer shall locate and utilize a sufficient number of trash containers on-site to be used during the construction of the project and shall maintain the project site in a clean and orderly state, to the approval of the Administrator.

22. PROJECT CONTACT:
The developer shall designate to the administrator a project contact person responsible/authorized to correct problems regarding the project on a 24-hour, seven-day-per-week basis. The developer shall designate the project contact person to the administrator prior to issue of a grading permit for the project.

23. CONSTRUCTION HOURS:

Prior to the start of any construction-related activity, the developer shall install signs at all access points to the project that clearly indicate the hours of activity on-site. The developer shall limit all construction-related activities to between the hours of seven am and seven pm, seven days per week. Once construction is finished, the developer shall remove these signs.

BUILDING PERMIT REQUIREMENTS

24. BUILDING PERMIT:
The developer shall submit a building permit application for review and approval by the Building Official prior to beginning construction.

REGULATORY AGENCIES

25. 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 and the Fire Marshal, or designee.

26. FEDERAL, STATE, AND LOCAL AGENCIES:
The developer shall comply with all requirements of any federal, state, local agency, department, or licensed professional with jurisdiction over the project including, but not limited to: the Bureau of Reclamation (BOR), the Nevada Department of Transportation (NDOT), the Nevada Division of Environmental Protection (NDEP), the Nevada Division of Water Resources (NDWR), the Nevada Bureau of Water Pollution Control, the Nevada Bureau of Safe Drinking Water, the Nevada State Environmental Commission, the Truckee Carson Irrigation District (TCID), the City of Fernley Building Official, the City of Fernley Engineer, the City of Fernley Planning Department, and the City of Fernley Public Works Department.

27. POSTAL SERVICE:
Prior to issue of a building permit for each phase, 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, the City Engineer, the Fernley Postmaster, and the Public Works Director.

28. 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 of Fernley prior to issue of a building permit.

29. NEVADA DIVISION OF ENVIRONMENTAL PROTECTION:
The developer shall comply with all requirements of the Nevada Division of Environmental Protection, Bureau of Safe Drinking Water (BSDW, and Bureau of Water Pollution Control (BWPC) for the water and sewer infrastructure design and

construction to the approval of the Administrator, the City Engineer, and the Public Works Director.

30. NEVADA REVISED STATUES 278 COMPLIANCE:

The Tentative Subdivision Map shall conform to the form and contents of a Tentative Subdivision Map as required by NRS 278.

31. SOLID WASTE DISPOSAL:

The developer shall provide a will-serve from a waste disposal company subject to approval of the Administrator, prior to recording any Final Subdivision Map.

32. STREETS AND SIGNAGE:

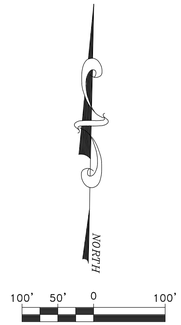
Street identification signs must be in place and streets within the subdivision must be complete, to the approval of the City Engineer and the Fire Chief, prior to submitting the Final Subdivision Map application.

33. COMPLIANCE WITH TRAFFIC STUDY:

The developer shall comply with all NDOT standards and specific recommended improvements outlined in the traffic study approved by NDOT.

NELSON MEADOWS FINAL PHASE SITE EXHIBIT





APPLICANT

ICON GROUP, LLC
3 LANCEPINE PLACE
THE WOODLANDS, TX 77382

ENGINEER

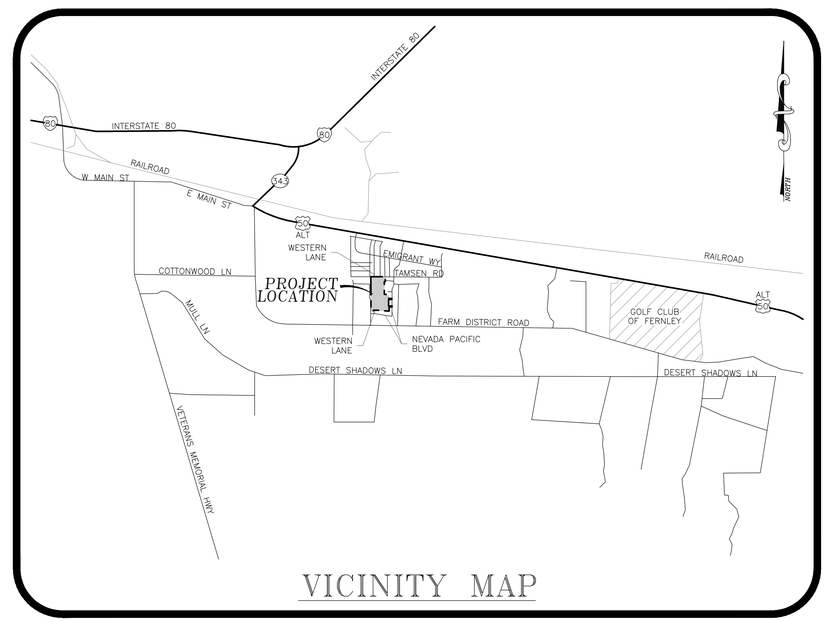
TEC CIVIL ENGINEERING CONSULTANTS
9429 DOUBLE DIAMOND PARKWAY, SUITE A
RENO, NEVADA 89521

LEGEND

- PROJECT BOUNDARY
- EXISTING LOT LINE
- PROPOSED LOT LINES
- PROPOSED ROW
- PROPOSED ASPHALT AREA
- PROPOSED SIDEWALK, CURB & GUTTER AREA

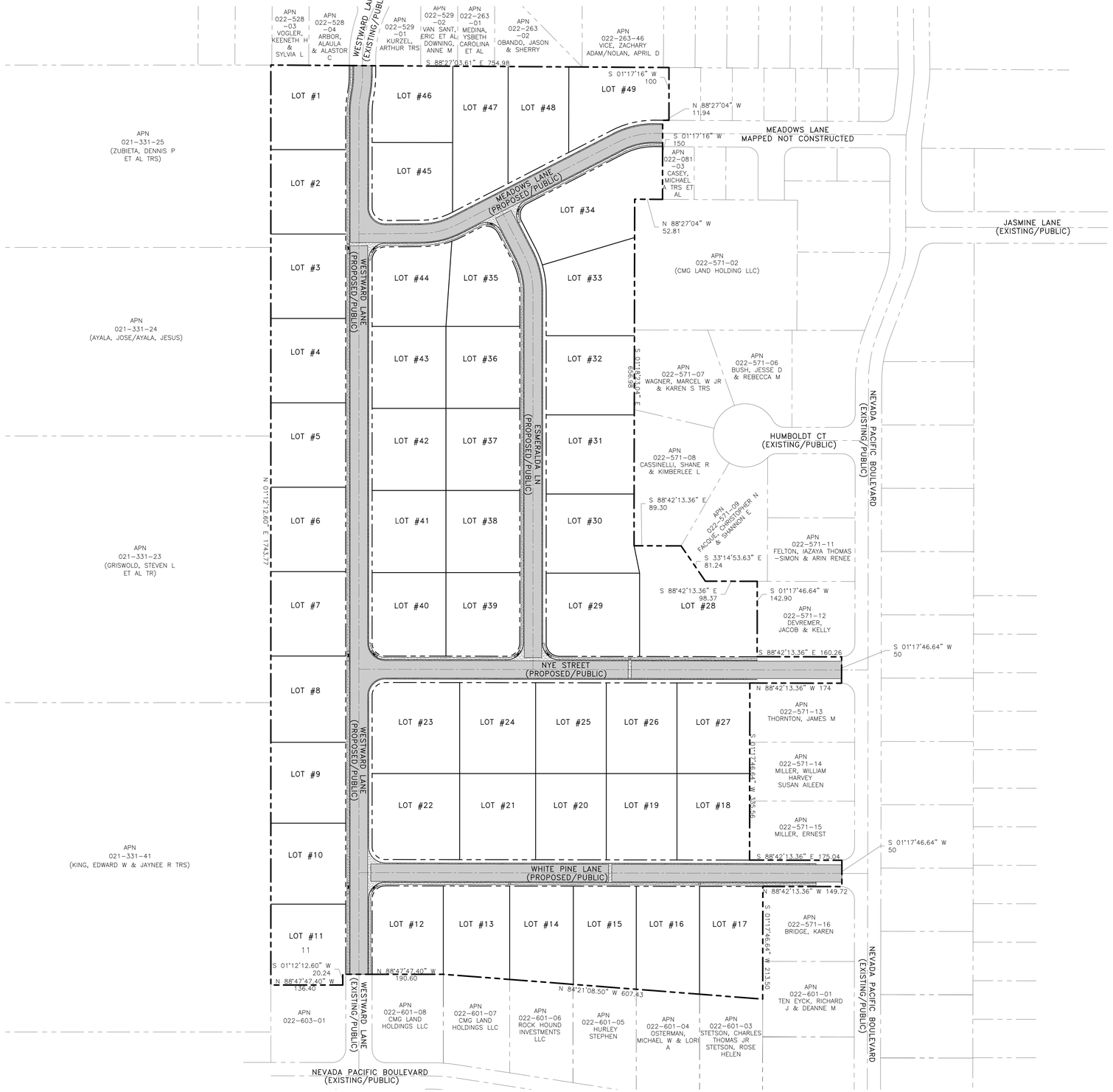
PROJECT DATA

TOTAL NUMBER OF LOTS	49
LOT AREA	26.71 ACRES
RIGHT-OF-WAY AREA	5.71 ACRES
TOTAL PROJECT AREA	32.42 ACRES
APN 022-571-27	32.42 ACRES
SMALLEST LOT SIZE	21,780 S.F.
LARGEST LOT SIZE	38,945 S.F.
AVERAGE LOT SIZE	23,745 S.F.
CURRENT ZONING (APN 022-571-27)	RR1/2
PROPOSED ZONING	RR1/2



VICINITY MAP

NELSON MEADOWS FINAL PHASE TENTATIVE MAP



100' 50' 0 100'

NORTH

APPLICANT

ICON GROUP, LLC
3 LANCEPINE PLACE
THE WOODLANDS, TX 77382

ENGINEER

TEC CIVIL ENGINEERING CONSULTANTS
9429 DOUBLE DIAMOND PARKWAY, SUITE A
RENO, NEVADA 89521

SHEET INDEX

1 ..... PRELIMINARY COVER SHEET
2 ..... PRELIMINARY SITE PLAN
3 ..... PRELIMINARY SITE PLAN
4 ..... PRELIMINARY UTILITY SHEET
5 ..... PRELIMINARY UTILITY PLAN
6 ..... PRELIMINARY GRADING PLAN
7 ..... PRELIMINARY GRADING PLAN

PROFESSIONAL ENGINEER STATE OF NEVADA JOSEPH A. GILLES Exp:6/30/26 CIVIL No. 16019

06/16/2026

LEGEND

- PROJECT BOUNDARY
- EXISTING LOT LINE
- PROPOSED LOT LINES
- PROPOSED ROW
- PROPOSED ASPHALT AREA
- PROPOSED SIDEWALK, CURB & GUTTER AREA

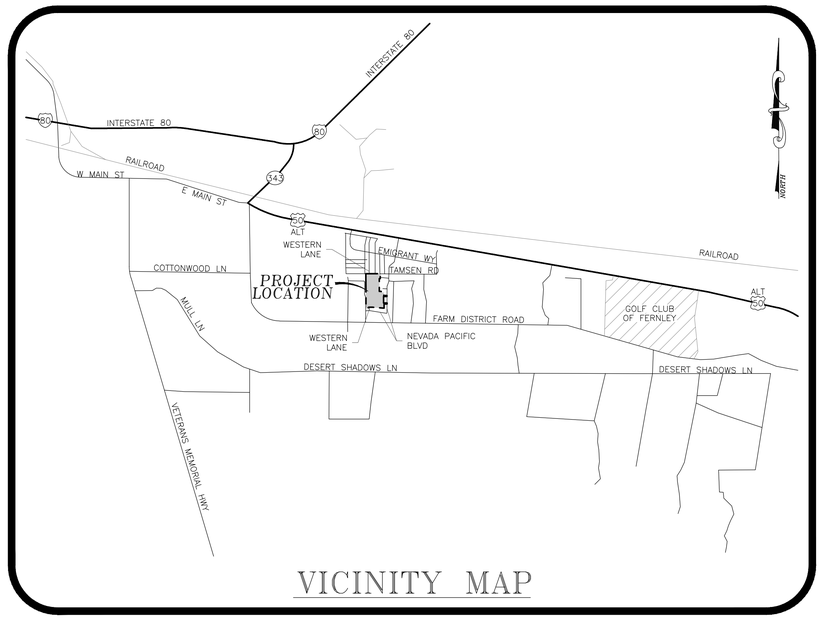
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APN 022-571-27 ..... 32.42 ACRES

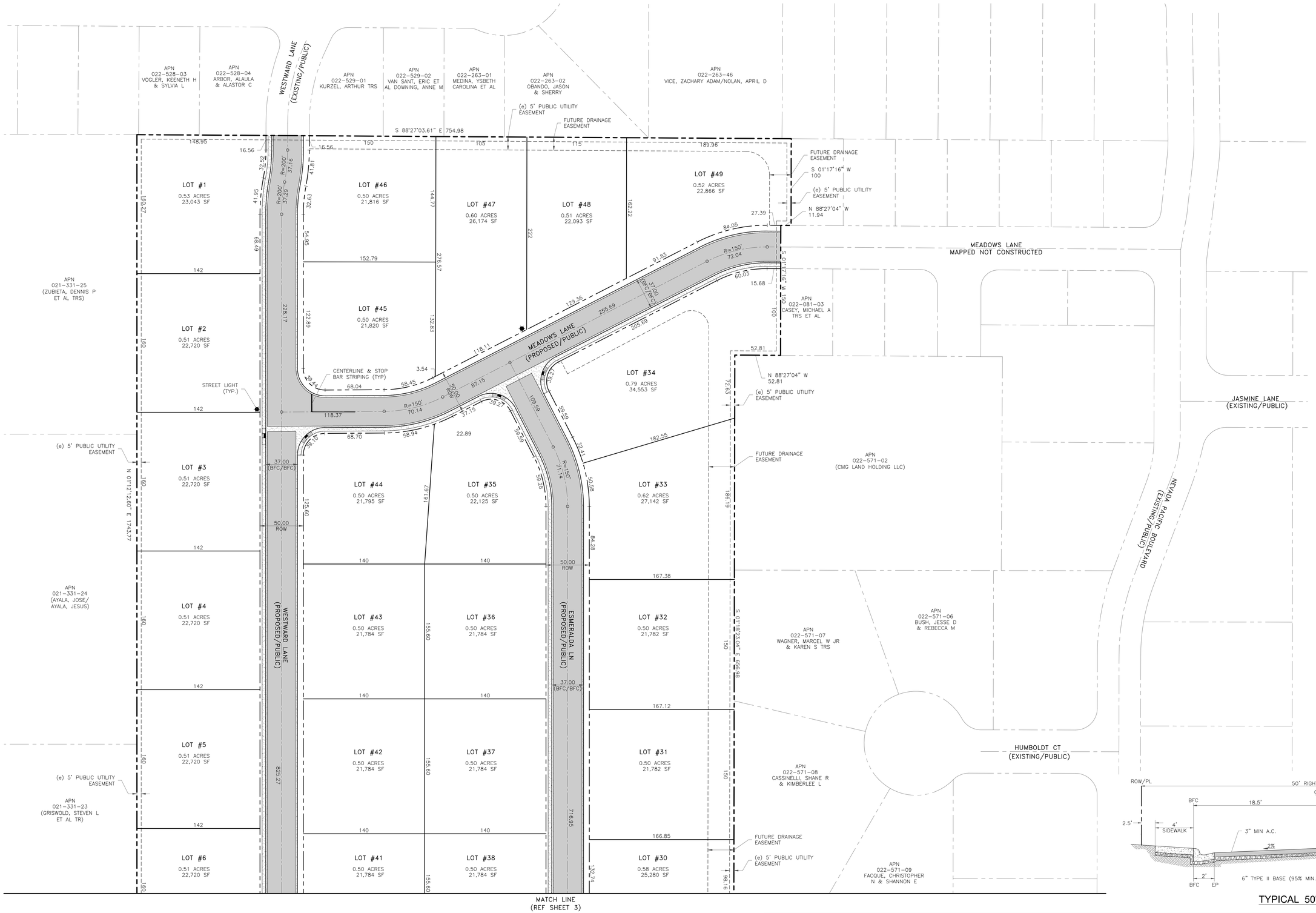
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LARGEST LOT SIZE ..... 38,945 S.F.
AVERAGE LOT SIZE ..... 23,745 S.F.

CURRENT ZONING (APN 022-571-27) RR1/2
PROPOSED ZONING RR1/2



VICINITY MAP

NELSON MEADOWS FINAL PHASE TENTATIVE MAP



50' 25' 0 50'

NORTH

CINDY A. GILLES — STATE OF NEVADA — No. 16019 — PROFESSIONAL ENGINEER — CIVIL — Exp: 6/30/26

06/16/2026

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINES
- PROPOSED ROW
- EASEMENTS (SEE DESCRIPTION)
- PROPOSED A.C. PAVEMENT AREA
- PROPOSED CONCRETE AREA
- STREET LIGHT (HOLLOW IF EXISTING)

TYPICAL SETBACKS

FRONT (HOUSE)	30'
SIDE	10'
REAR	20'
CORNER	10'

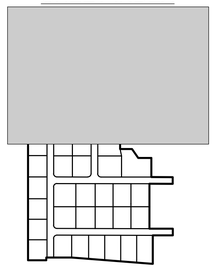
TYPICAL EASEMENTS

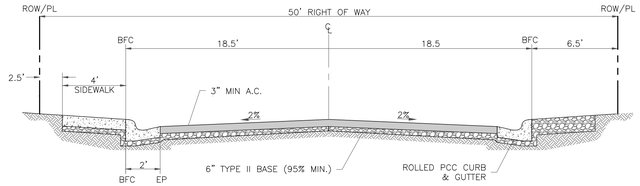
FRONT PUE	10'
SIDE PUE	5'
REAR PUE	5'

BASIS OF BEARINGS

BASIS OF BEARINGS ARE NEVADA STATE PLANE COORDINATE SYSTEM (NAD 83/94, AS ESTABLISHED BY THE GPS TIES TO GPS POINTS "RCWM804" AND "RCWM801". DIVIDE THESE GROUND COORDINATES BY 1.000257000 TO OBTAIN GRID.

SHEET INDEX





TYPICAL 50' STREET SECTION

NTS

NELSON MEADOWS FINAL PHASE TENTATIVE MAP

MATCH LINE (REF SHEET 2)

MATCH LINE (REF SHEET 2)

LOT #6 0.51 ACRES 22,720 SF

LOT #41 0.50 ACRES 21,784 SF

LOT #38 0.50 ACRES 21,784 SF

LOT #30 0.59 ACRES 25,280 SF

LOT #7 0.51 ACRES 22,720 SF

LOT #40 0.50 ACRES 21,846 SF

LOT #39 0.50 ACRES 21,865 SF

LOT #29 0.64 ACRES 27,825 SF

LOT #28 0.89 ACRES 38,945 SF

LOT #8 0.50 ACRES 21,780 SF

LOT #23 0.65 ACRES 28,327 SF

LOT #24 0.57 ACRES 24,833 SF

LOT #25 0.53 ACRES 23,078 SF

LOT #26 0.53 ACRES 23,049 SF

LOT #27 0.54 ACRES 23,724 SF

LOT #9 0.50 ACRES 21,780 SF

LOT #22 0.61 ACRES 26,698 SF

LOT #21 0.54 ACRES 23,488 SF

LOT #20 0.50 ACRES 21,886 SF

LOT #19 0.50 ACRES 21,916 SF

LOT #18 0.52 ACRES 22,577 SF

LOT #10 0.50 ACRES 21,780 SF

LOT #11 0.50 ACRES 21,780 SF

LOT #12 0.51 ACRES 22,108 SF

LOT #13 0.50 ACRES 21,780 SF

LOT #14 0.50 ACRES 21,895 SF

LOT #15 0.52 ACRES 22,781 SF

LOT #16 0.55 ACRES 22,959 SF

LOT #17 0.57 ACRES 26,059 SF

WESTWARD LANE (PROPOSED/PUBLIC)

ESMERALDA LN (PROPOSED/PUBLIC)

NYE STREET (PROPOSED/PUBLIC)

NYE STREET (PROPOSED/PUBLIC)

WHITE PINE LANE (PROPOSED/PUBLIC)

WHITE PINE LANE (PROPOSED/PUBLIC)

WESTWARD LANE (EXISTING/PUBLIC)

NEVADA PACIFIC BOULEVARD (EXISTING/PUBLIC)

FUTURE DRAINAGE EASEMENT

SIDEWALK CROSS DRAIN (TYP.)

(e) 5' PUBLIC UTILITY EASEMENT

(e) 7.5' PUBLIC UTILITY EASEMENT

STREET LIGHT (TYP.)

APN 021-331-23 (GRISWOLD, STEVEN L ET AL TR)

APN 021-331-41 (KING, EDWARD W & JAYNEE R TRS)

APN 022-571-09 FACQUE, CHRISTOPHER N & SHANNON E

APN 022-571-11 FELTON, IAZAYA THOMAS -SIMON & ARIN RENEE

APN 022-571-12 DEVREMER, JACOB & KELLY

APN 022-571-13 THORNTON, JAMES M

APN 022-571-14 MILLER, WILLIAM HARVEY SUSAN AILEEN

APN 022-571-15 MILLER, ERNEST

APN 022-571-16 BRIDGE, KAREN

APN 022-601-01 TEN EYCK, RICHARD J & DEANNE M

APN 022-601-08 CMG LAND HOLDINGS LLC

APN 022-601-07 CMG LAND HOLDINGS LLC

APN 022-601-06 ROCK HOUND INVESTMENTS LLC

APN 022-601-05 HURLEY STEPHEN

APN 022-601-04 OSTERMAN, MICHAEL W & LORI A

APN 022-601-03 STETSON, CHARLES THOMAS JR STETSON, ROSE HELEN

APN 022-603-01

50' 25' 0 50'

NORTH

LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINES
- PROPOSED ROW
- EASEMENTS (SEE DESCRIPTION)
- PROPOSED A.C. PAVEMENT AREA
- PROPOSED CONCRETE AREA
- STREET LIGHT (HOLLOW IF EXISTING)

TYPICAL SETBACKS

FRONT (HOUSE)	30'
SIDE	10'
REAR	20'
CORNER	10'

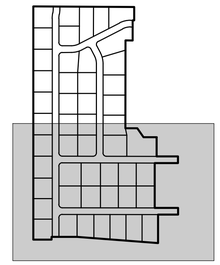
TYPICAL EASEMENTS

FRONT PUE	10'
SIDE PUE	5'
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BASIS OF BEARINGS

BASIS OF BEARINGS ARE NEVADA STATE PLANE COORDINATE SYSTEM (NAD 83/94, AS ESTABLISHED BY THE GPS TIES TO GPS POINTS "RCWM804" AND "RCWM801". DIVIDE THESE GROUND COORDINATES BY 1.000257000 TO OBTAIN GRID.

SHEET INDEX



JUSTIN A. GILLES Exp: 6/30/25 CIVIL No. 16019 PROFESSIONAL ENGINEER STATE OF NEVADA

06/16/2026

TEC CIVIL ENGINEERING CONSULTANTS
1420 DOUBLE DIAMOND PARKWAY, STE. A
RENO, NEVADA 89521
PH (775) 352-7800 • FAX (775) 352-7839

TENTATIVE MAP
PRELIMINARY SITE PLAN
SHEET 3 of 7

SITE SHEET
DATE: 06/16/2026
SCALE: 1"=50'
JOB #: ICON001

NELSON MEADOWS FINAL PHASE TENTATIVE MAP



50' 25' 0 50'

NORTH

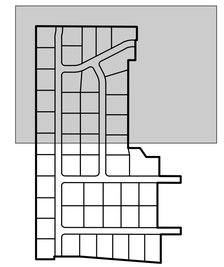
LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- EXISTING LOT LINE
- PROPOSED A.C. PAVEMENT AREA
- PROPOSED CONCRETE AREA
- SD — STORM DRAIN w/ DIRECTION (DASHED IF EXISTING)
- 8" SS — SANITARY SEWER MAIN w/ DIAMETER & DIRECTION (DASHED IF EXISTING)
- 8"ø W — PROPOSED WATER MAIN w/ DIAMETER (SEE DESCRIPTION) (DASHED IF EXISTING)
- 8"ø W — PROPOSED WATER TEE w/ GATE VALVES (DASHED IF EXISTING)
- PROPOSED FIRE HYDRANT (SEE DESCRIPTION) (HOLLOW IF EXISTING)

UTILITY DATA

CABLE	CHARTER COMMUNICATIONS
ELECTRIC	NV ENERGY
GAS	SOUTHWEST GAS
SANITARY SEWER	CITY OF FERNLEY
STORM DRAIN	TCID
POTABLE WATER	CITY OF FERNLEY
TELEPHONE	AT&T NEVADA

SHEET INDEX



PROFESSIONAL ENGINEER STATE OF NEVADA
No. 16013
JOHN A. GILLES
Exp: 6/30/26
CIVIL
06/16/2026

TEC CIVIL ENGINEERING CONSULTANTS
1426 DOUBLE DIAMOND PARKWAY, STE. 4
RENO, NEVADA 89521
PH (775) 352-7800 ~ FAX (775) 352-7809

TENTATIVE MAP
PRELIMINARY UTILITY PLAN
SHEET 4 of 7

UTILITY SHEET
DATE: 06/16/2026
SCALE: 1"=50'
JOB #: 1030001

NELSON MEADOWS FINALE PHASE TENTATIVE MAP



50' 25' 0 50'

NORTH

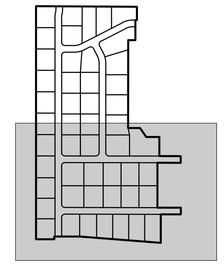
LEGEND

- PROJECT BOUNDARY
- PROPOSED LOT LINE
- EXISTING LOT LINE
- PROPOSED A.C. PAVEMENT AREA
- PROPOSED CONCRETE AREA
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- PROPOSED FIRE HYDRANT (SEE DESCRIPTION) (HOLLOW IF EXISTING)

UTILITY DATA

CABLE	CHARTER COMMUNICATIONS
ELECTRIC	NV ENERGY
GAS	SOUTHWEST GAS
SANITARY SEWER	CITY OF FERNLEY
POTABLE WATER	CITY OF FERNLEY
TELEPHONE	AT&T NEVADA

SHEET INDEX



PROFESSIONAL ENGINEER STATE OF NEVADA
JAMES GILLES
Exp: 6/30/26
CIVIL
No. 16019

06/16/2026

TEC CIVIL ENGINEERING CONSULTANTS
1426 DOUBLE DIAMOND PARKWAY, STE. A
RENO, NEVADA 89521
PH (775) 352-7800 • FAX (775) 352-7929

TENTATIVE MAP
PRELIMINARY UTILITY PLAN
SHEET 5 of 7

UTILITY SHEET
DATE: 06/16/2026
SCALE: 1"=50'
JOB #: 1020001

NELSON MEADOWS FINAL PHASE TENTATIVE MAP



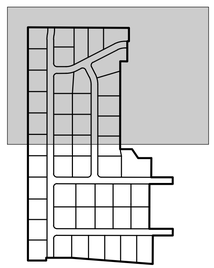
50' 25' 0 50'

NORTH

LEGEND

- PROJECT BOUNDARY
- STORM DRAIN (SEE DESCRIPTION) (DASHED IF EXISTING)
- FLOWLINES
- CATCH BASIN (HOLLOW IF EXISTING)
- STORM DRAIN MANHOLE (HOLLOW IF EXISTING)
- A.C. PAVEMENT AREA
- CONCRETE AREA
- SD RIPRAP AREAS (>3:1 SLOPES)
- 45.50 FG — PROPOSED ELEVATION @ FINISHED GRADE
- 42.25 GB — PROPOSED ELEVATION @ GRADE BREAK
- 44.60 CL-HP — PROPOSED ELEVATION @ HIGH POINT (CENTERLINE)
- 55.50 FL — PROPOSED ELEVATION @ FLOWLINE
- 75.35 CL-LP — PROPOSED ELEVATION @ LOW POINT (CENTERLINE)
- 4970 — EXISTING CONTOUR LINE
- EXISTING LOT LINE
- LOT #3 — LOT NUMBERS

SHEET INDEX



PROFESSIONAL ENGINEER — STATE OF NEW MEXICO — No. 16019 — PROFESSIONAL — JAMES A. GILLES — Exp: 6/30/26 — CIVIL

06/16/2026

NOTES:

1) ADD 4100 TO ALL SPOT ELEVATIONS.

2) ENTIRE PROJECT LOCATED WITH FEMA UNSHADED ZONE X

TEC CIVIL ENGINEERING CONSULTANTS
5424 DOUBLE DIAMOND PARKWY, STE. A
RENO, NEVADA 89521
PH (775) 352-7800 • FAX (775) 352-7839

TENTATIVE MAP
PRELIMINARY GRADING PLAN
SHEET 6 of 7

GRADING SHEET
DATE: 06/16/2026
SCALE: 1"=50'
JOB #: 1CON001

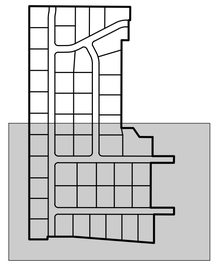
NELSON MEADOWS FINAL PHASE TENTATIVE MAP



LEGEND

- PROJECT BOUNDARY
- STORM DRAIN (SEE DESCRIPTION) (DASHED IF EXISTING)
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- EXISTING LOT LINE
- LOT #3 — LOT NUMBERS

SHEET INDEX





06/16/2026

NOTES:

1) ADD 4100 TO ALL SPOT ELEVATIONS.

2) ENTIRE PROJECT LOCATED WITH FEMA UNSHADED ZONE X

TEC CIVIL ENGINEERING CONSULTANTS
1625 DOUBLE GRAVES PARKWAY, STE. A
RENO, NEVADA 89521
PH (775) 352-7600 • FAX (775) 352-7609

TENTATIVE MAP
PRELIMINARY GRADING SHEET
SHEET 7 of 7

GRADING SHEET
DATE: 06/16/2026
SCALE: 1"=50'
JOB #: 1400001

NELSON MEADOWS
FINAL PHASE
TENTATIVE MAP

Prepared by:

RUBICON Design Group

TEC CIVIL ENGINEERING CONSULTANTS

June 16, 2026

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Introduction 1
Project Location 1
Existing Conditions 2
Zoning and Land Use Designations 3
Project Description 5
- Phasing 8
- Maintenance 8
- Road Design 8
- House and Lot Design 8
- Architecture 9
- Fencing 9

Management of Project Impacts 9
Code Compliance and Findings 11

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Figure 1 – Vicinity Map 1
Figure 2– Existing Conditions 2
Figure 3 – Zoning 4
Figure 4 – Master Plan Designations 5
Figure 5 – Preliminary Site Plan 7
Figure 6 – Representative Architectural Theme 9

Accompanying Documents

Tentative Subdivision Map Application Form
Owner Affidavit
Engineering Plans
Sanitary Sewer Report
Hydrology Report
Traffic Impact Letter
Geotechnical Report

Introduction

This application includes the following request:

- A **Tentative Subdivision Map** to create a total of 49 single family lots and 1 ROW parcel within the City of Fernley.

Project Location

The project site is a single parcel (APN 022-571-27) of 32.44± acres located to the west of Nevada Pacific Blvd, south of Highway 50A. Figure 1 shows the project location.



Figure 1 – Vicinity Map

Existing Conditions

The project site is vacant and does not appear to have contained formal uses in the past. There has been informal grading on site and there are remnants of defunct irrigation/drainage channels on the site. The site does not now contain any drainage infrastructure.

Surrounding uses include single-family development on all sides.

The site is largely flat with no topographic features that limit development potential. Road connection points are in place on three sides of the site.

The Fernley Comprehensive Master Plan designates the site and all adjacent parcels Single Family Residential (SFR).

Figure 2 shows the existing site conditions.



View of site looking southwest from Meadows Lane

Figure 2 – Existing Conditions



View of site looking south from Westward Lane

Figure 2 (continued) – Existing Conditions

Zoning and Land Use Designations

Land use designations for the site and surrounding area are simple and consistent – the entire area is designated single family residential.

Zoning for the site is RR1/2. Surrounding the site is a mix of residential zones. The table below shows the zoning for all adjacent property. Figure 3 on the following page shows zoning for the site and surrounding area.

Direction from Site	Zoning
North	SF6
East	RR1/2 and SF6
South	RR1/2
West	RR5 and SF20

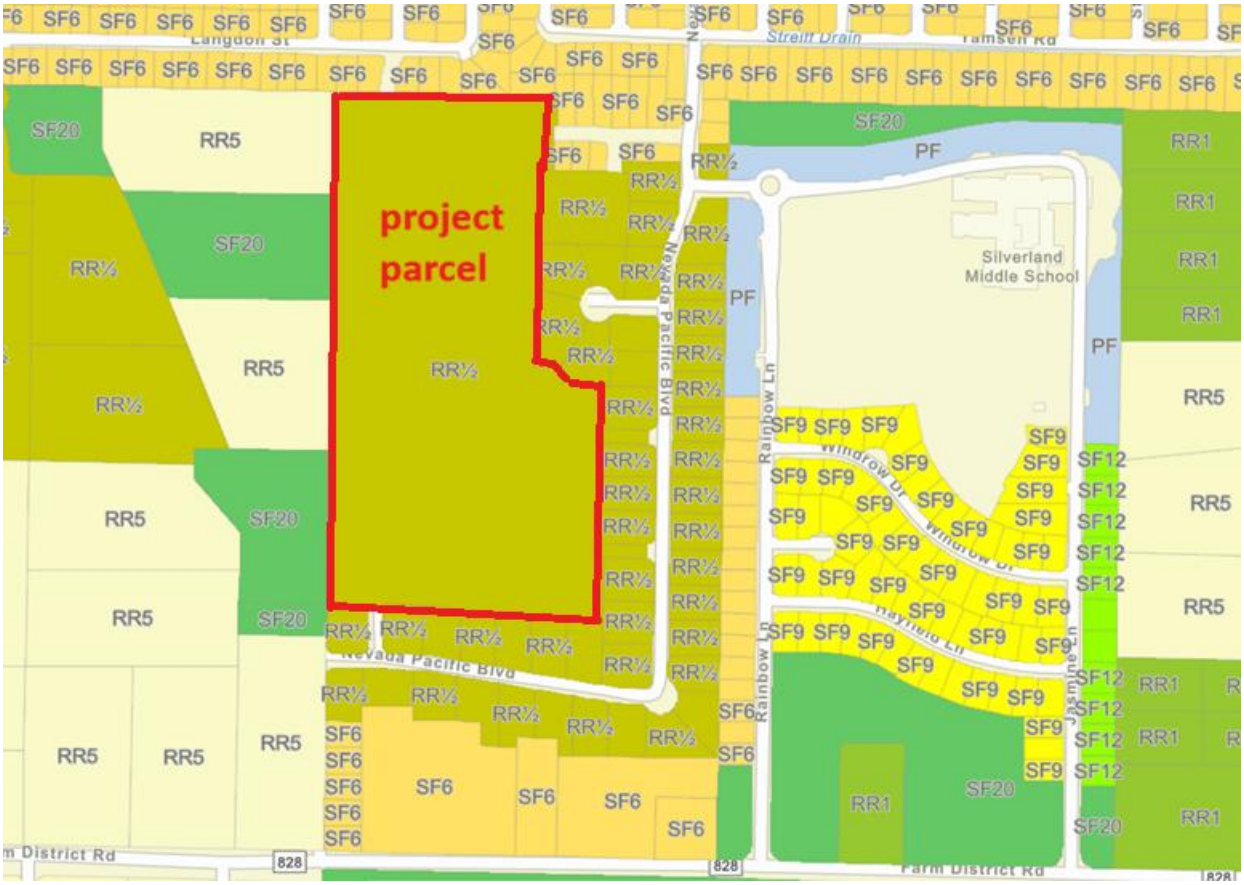


Figure 3 – Zoning

No change to the zoning is required for this project. The project design conforms to the standards for the RR1/2 zone.

Figure 4 shows the Land Use designations for the area, as contained in the Comprehensive Master Plan. No change to the Master Plan is required for this project.

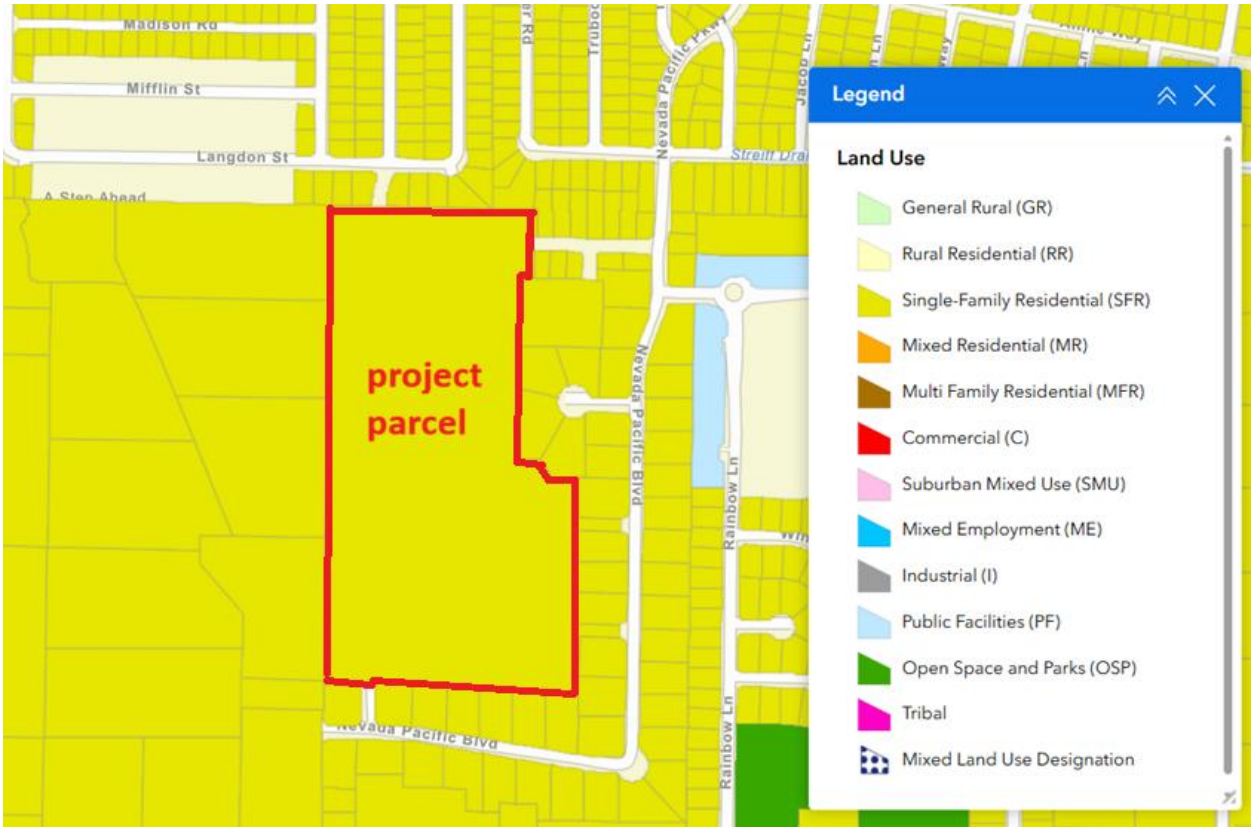


Figure 4 – Master Plan Designations

Project Description

This application includes a Tentative Subdivision Map request to create 49 single family lots and 1 ROW parcel, for a total of 50 new parcels.

The project area is surrounded by comparable residential development and there are no obstacles to completion of this tentative map.

Road Access

Road access points are in place from:

-the north side of the site from Westward Lane
-the east side of the site from Meadows Lane/Nevada Pacific Blvd.
-the south side of the site from Westward Lane

Project Areas and Lot Description

Project area is divided as follows:

Item	Area	Project Percentage	Use
49 Housing Lots	26.71 acres	82%	Single family housing
Road ROW	5.71 acres	18%	Roads, sidewalks, gutters
Total	32.42 acres	100%	

Housing lots fall within a size range between 21,780 square feet – 38,745 square feet. These lots fit the overall pattern of development for the area. They are larger than the SF6 lots to the north, are comparable to the RR1/2 lots to the east and south and are smaller than the four larger lots to the west.

Item	Totals
Housing Lots	49
Smallest House Lot	21,780 square feet
Largest House Lot	38,945 square feet
Average Lot Size	23,745 square feet

Figure 5 shows the proposed site plan. Note that the application package contains full-size copies of all exhibits.



Figure 5 – Preliminary Site Plan

Utilities

Utilities are present in the subdivisions adjacent to the project. There are no engineering obstacles to continuing utilities across the site.

There may be a benefit to the public and utility providers by completing the neighborhood road and utility network. Westward Lane is in place north and south of the site. This project will allow for the completion of Westward Lane and also for the completion of the utilities that currently terminate within Westward.

Phasing

The project is proposed to be constructed as a single phase with work beginning as soon as possible given mapping, design, and permitting requirements. Road and utility improvements will be installed concurrent with the project.

Maintenance

The Nelson Meadows area has been designed from the beginning to dedicate streets and drainage infrastructure to the city. This Final Phase tentative map is designed to follow this pattern.

Road Design

The project site can be accessed from 4 existing connections. These include Westward Lane on the north and south and Meadows Lane, Nye Street, and White Pine Lane on the east.

Roadways within the project will be built to city standards and dedicated to the city at completion. Their design meets or exceeds the standards established by the City. All roadways within the project will be built to a single standard design as described in the city's 50' ROW. This matches the ROW in the area.

Sidewalks will be provided within the project area, on one side of each street. Curbs and gutters will be installed at the edge of all travel lanes, designed to City standards.

House and Lot Design

Architectural plans for the project are still being developed but the goal is to provide a design that integrates into the existing neighborhood aesthetic. House colors will blend with and complement the attractive high desert scenery of the area. Houses will have a recognizable classic residential look while simultaneously including modern materials that look good, insulate properly, and minimize fire risk.

Lot design will allow for single family houses in a style that is found throughout the existing neighborhood. Garages, house entrances, and side yards can easily be accommodated on the proposed lots. Minimum lot width is greater than 100' on all lots.

Architecture

Home design will be comparable to the style seen in numerous Fernley neighborhoods, with colors and materials that complement the area. Figure 7 is meant to provide a general impression of the design goal and intended form of the project although specific features and appearance are subject to change. Architectural detail will be provided during the final map phase of the project.

All houses are to be site-built.



Figure 6 – Representative Architectural Theme

Fencing

Individual house lots will include fencing on the side and rear yards. Side yard fencing may be open rail design or may be opaque six-foot wood privacy fencing.

Management of Project Impacts

Overall, the project does not generate undue impacts to the area. The site is already zoned residential so this tentative map does not introduce any land uses not already envisioned by the public and by the city.

Traffic

Streets within the project will be constructed using a cross section that is approved by the City. Existing

streets in the area are recently constructed and meet current standards. Intersections surrounding the project also meet current standards. Given the moderate size of this project, it is not expected that significant traffic impacts will be generated.

A traffic impact letter, from a licensed traffic engineer, is attached to this application. The project is estimated to generate 34 AM peak hour trips, 45 PM peak hour trips, and a daily total of 436 trips.

Public Facilities/Infrastructure

The project site is located adjacent to existing infrastructure. All municipal services (i.e. water, sewer, storm drain, etc.) can easily be extended (at the developer's expense) to serve the site. Power, natural gas, cable television, and high-speed internet service are all adjacent to the project site. Analysis of infrastructure requirements is included with the preliminary engineering plans and reports submitted with this application.

Public Services

The property is within the City of Fernley boundary. Police and fire services are already provided to the area. The main North Lyon County Fire Station is 3.2 miles west of the site and an additional station at 1300 Red Rock Road is 2.2 miles east, allowing for quick response times from two directions.

The project is an infill site, surrounded on all sides by existing residential development. Providing police and fire services to this site is not an expansion of city services. The area is already provided with these services. There does not appear to be any obstacle to continuing to provide public services to this area.

Grading

The site is essentially flat and has been informally graded in the past. Additional grading of the site is therefore minimal. No large cuts or fills are required and no retaining walls are required.

A project on this site will allow for a formalized grading design that corrects any deficiencies that may exist from previous grading. Soil erosion, loose dirt, and dust issues can be corrected with this project.

Cuts and Fills

The project does not require substantial grading. Project design and grading will conform to current Fernley code. No cuts or fills will be in excess of 10'.

Given the limited grading, dirt import and export for the site will balance.

Stormwater

Based on extensive engineering review, the remnants of the manmade water course visible within the site is no longer active and is not a drainageway. This water course served as an intermittent irrigation channel in

the past and did not serve to manage stormwater.

This old irrigation channel will be regraded with this tentative map. In place of this old channel, the project will install modern engineered stormwater control.

Nelson Meadows was planned as a multi-phase subdivision. This map is the last portion of the previously planned site to be built. A retention pond was installed with previous phases. This final map will connect to this existing retention pond, in conformance with the original design.

This pond is located near the northeast corner of this tentative map, on parcel 022-571-02, totaling 1.75 acres. This pond was designed to serve this final phase and has capacity to serve this project. Please see included engineering analyses for a complete technical review of drainage facilities.

The site is not within a flood zone. The FEMA designation for the site is Zone X.

Code Compliance and Findings

Fernley code section 32.03.60 Land Division Applications includes criteria that must be satisfied for a Tentative Subdivision Map application. These criteria are listed below and responses are provided in **bold** type.

Code Section 32.03.60 f. Recommendations and decisions. 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: The project is surrounded by city services and utilities and will connect to these utilities in the same manner as other residential development. The project is not a significant generator of water or air pollution.

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

Response: The project owner has already secured water rights for the project. The site will connect to adjacent water facilities.

3.Availability and accessibility of utilities;

Response: The site is surrounded by utilities and there are no geographic factors preventing installation of utilities on the site. This final phase was previously approved as part of the earlier Nelson Meadows permitting process. Utilities in the area were therefore designed to accommodate this phase.

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

Response: This is an infill site and therefore is not an expansion of city service areas. The project will contribute to the local tax base without expanding existing service areas.

5.Consistency with the zoning district regulations;

Response: The project conforms to the existing zoning in terms of lot size and intensity of development. No change to the existing zoning is required.

6.Conformity with the master streets and highways plan;

Response: The project is surrounded by city streets. Constructing this project will allow for the completion of a city street that is already in place both north and south of the site.

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

Response: A traffic impact letter is included with this application. Streets in the area were installed recently and are therefore built to existing city standards. Given the moderate size of the project, it is not anticipated that substantial traffic impacts will occur.

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

Response: The area is largely flat and there are no geographic obstacles to development. The site is not in a flood zone.

9.Recommendations and comments of review bodies;

Response: The project team will be happy to review any comments received.

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

Response: Complete engineering analyses are included with this application. The project team is familiar with utility design standards in Fernley and has designed the project accordingly.

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

Response: The project conforms to the existing zoning and master plan regulations as well as all engineering and design standards.

Compliance with NRS 278.335

City of Fernley application forms reference the requirement to comply with NRS section 278.335. This project complies with both the intent and the letter of this section.

Specifically, the project site has been reviewed in the past and approved for residential development. The project proposed now conforms to existing zoning and master plan designations.

The project will be submitted to all agencies identified in NRS 278.335 and the project team will work with these agencies to address any questions raised.

In general, the project is in a infill site that is surrounded by development. The project team is familiar with the requirements listed in both NRS and City Code and has designed the project accordingly.

June 16, 2026

J.R. Hildebrand
TEC Civil Engineering Consultants
9429 Double Diamond Pkwy, Suite A
Reno NV, 89521

Fernley, NV Subdivision Trip Generation

This letter has been prepared to provide trip generation calculations for a proposed residential development located in the northeast corner of Farm District Road (SR-828) and Browne Lane within the APN 022-571-27 in Fernley, Nevada. The development will consist of 48 single-family residential houses. The existing site is undeveloped. A site plan is provided in **Attachment A**. The following section describes the anticipated trip generation for the residential development.

SINGLE-FAMILY RESIDENTIAL TRIP GENERATION

For purposes of estimating the new vehicle trips that are anticipated to be generated by the proposed residential development, the Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition (ITE Land Use Code 210 - Single Family Detached Housing) was used. The ITE *Trip Generation Manual* informational report is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations throughout the US.

Table 1 summarizes the estimated trips for a single-family detached housing subdivision using ITE trip generation rates. Per the ITE *Trip Generation Manual*, the proposed subdivision would be expected to generate 34 AM peak hour trips and 45 PM peak hour trips based on a total of 49 dwelling units. The estimated daily trip totals is 436 vehicles per day. A detailed breakdown of trip generation calculations is available in **Attachment B**.

Table 1 – ITE Trip Generation Estimate

ITE Code	Land Use	Size (Units)	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
210	Single-Family Detached Housing	48 Dwelling Units	34	45	436

Source: ITE Trip Generation Manual, 12th Edition

The existing site was previously studied as part of the *Nelson Meadows Traffic Analysis* (dated February 2016 and prepared by Solaegui Engineers, Ltd.) included in **Attachment C**, for the development of 93 single-family residential houses. As evaluated in the *Nelson Meadows Traffic Analysis*, the subdivision was expected to generate 70 AM and 93 PM peak hour trips. As summarized in **Table 2**, the proposed subdivision is expected to generate 36 less AM trips and 48 less PM peak hour trips, as compared to the previously evaluated trip generation for the site.

Table 2 – Trip Generation Comparison

Land Use	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Single-Family Detached Housing (48 D.U.) (Previously Studied)	34	45	436
Single-Family Detached Housing (93 D.U) (Proposed)	70	93	885
Net Change	**-36**	**-48**	**-449**

Please contact me at 775-200-1981 or david.giacomin@kimley-horn.com should you have any questions regarding this analysis.

Sincerely,

David J. Giacomin
2026.06.16 10:00:47-07'00'



David Giacomin, P.E., PTOE, RSP$_1$
Project Engineer

Attachments
Attachment A – Site Plan
Attachment B – Trip Generation Calculations
Attachment C – Nelson Meadows Traffic Analysis

Attachment A

Site Plan

WILDCREEK RIDGE TENTATIVE MAP



100' 50' 0 100'

HARBOR

OWNER

ICON GROUP, LLC
3 LANCEPINE PLACE
THE WOODLANDS, TX 77382

ENGINEER

TEC CIVIL ENGINEERING CONSULTANTS
9429 DOUBLE DIAMOND PARKWAY, SUITE A
RENO, NEVADA 89521

SHEET INDEX

1 ..... PRELIMINARY COVER SHEET
2 ..... PRELIMINARY SITE & UTILITY PLAN
3 ..... PRELIMINARY GRADING PLAN
L.1 ..... PRELIMINARY LANDSCAPE PLAN

LEGEND

- PROJECT BOUNDARY
- EXISTING LOT LINE
- PROPOSED ROW/ LOT LINES
- PROPOSED ASPHALT AREA
- PROPOSED SIDEWALK, CURB & GUTTER AREA

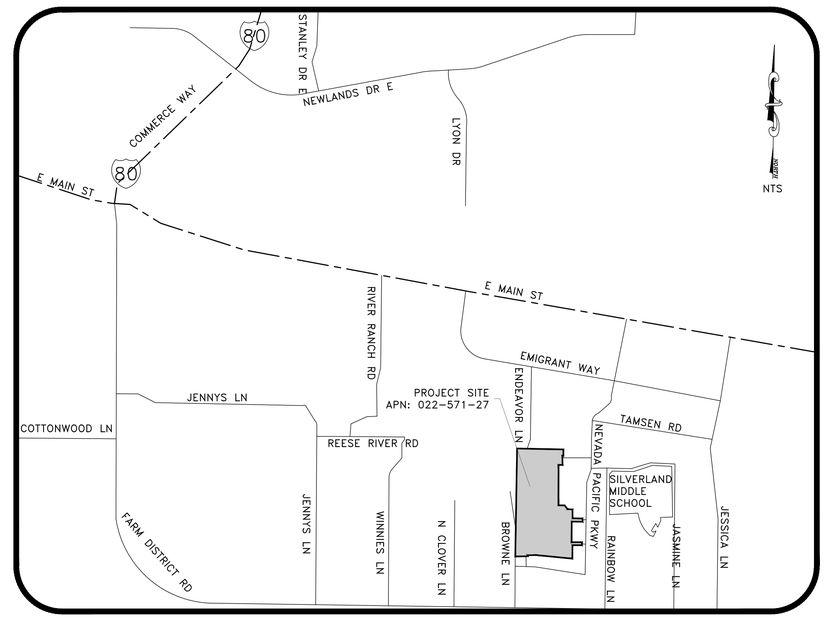
PROJECT DATA

TOTAL NUMBER OF LOTS 48
LOT AREA ..... 6.67 ACRES
RIGHT-OF-WAY AREA ..... 2.09 ACRES
OPEN SPACE ..... 34.21 ACRES
TOTAL PROJECT AREA ..... 32.44 ACRES

APN 022-571-27 ..... 32.44 ACRES

SMALLEST LOT SIZE ..... 6,000 S.F.
LARGEST LOT SIZE ..... 7,295 S.F.
AVERAGE LOT SIZE ..... 6,312 S.F.

CURRENT ZONING (APN 022-571-27) RR1/2
PROPOSED ZONING RR1/2



Attachment B

Trip Generation Calculations

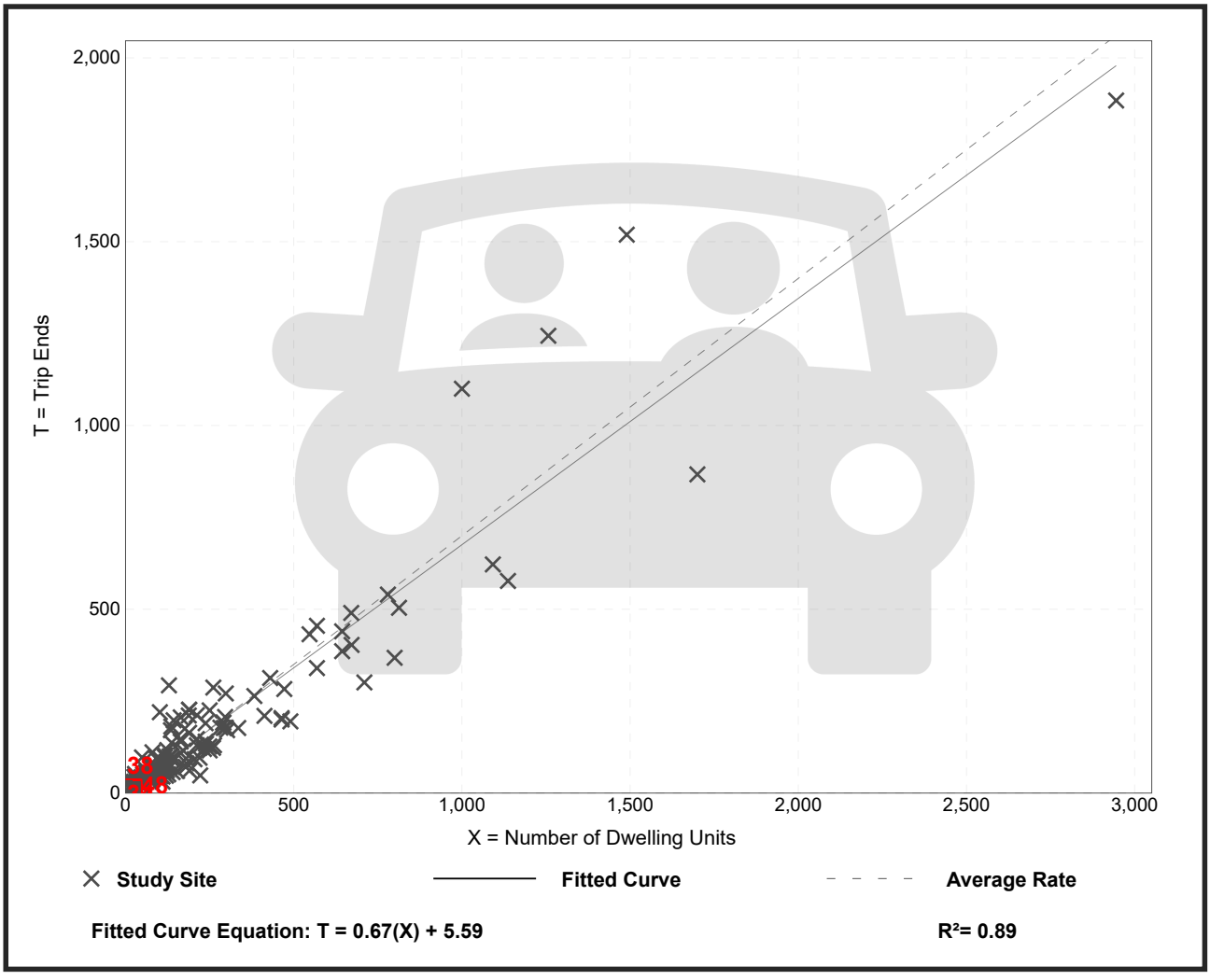
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 153
Avg. Num. of Dwelling Units: 239
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

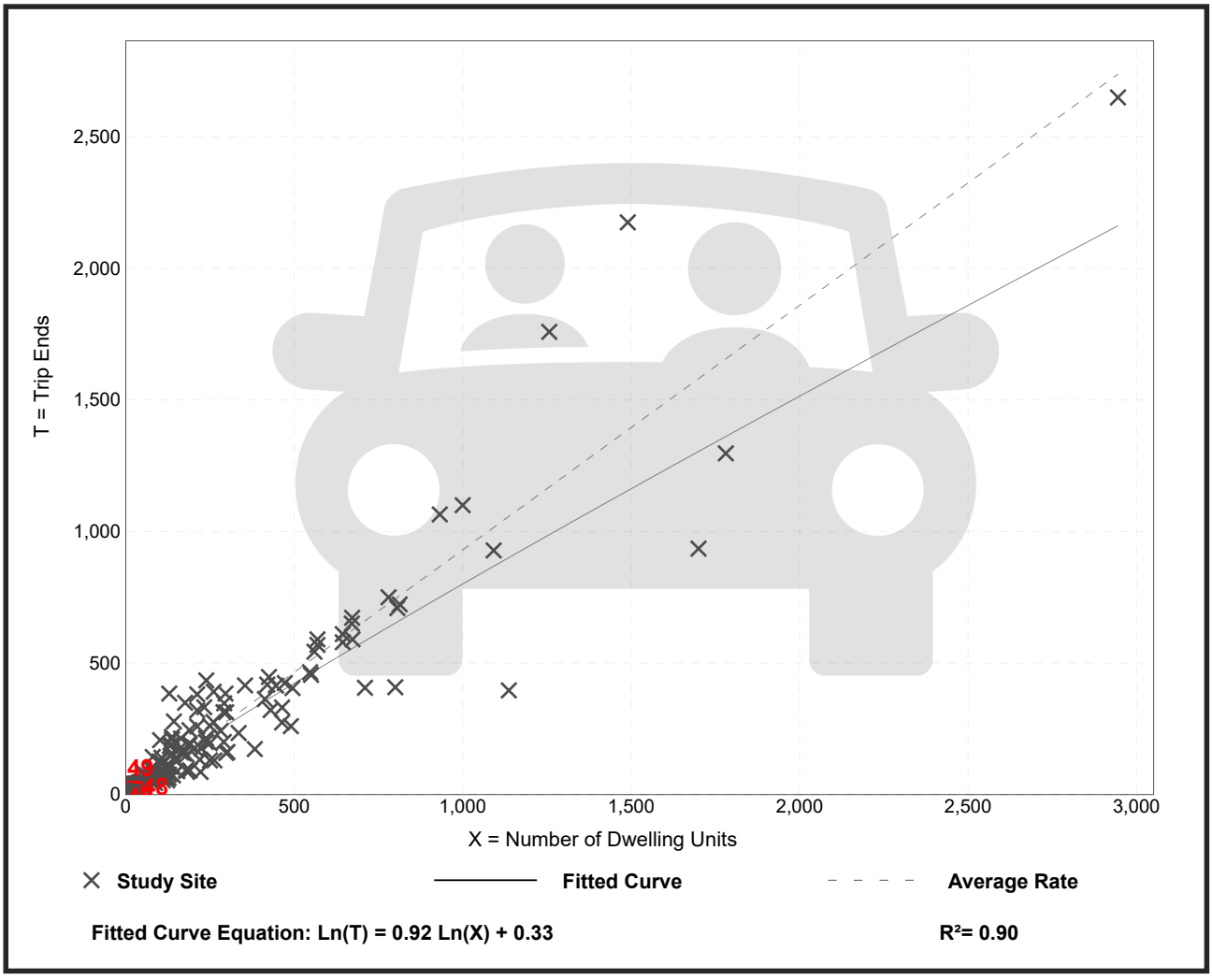
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Single-Family Detached Housing
(210)

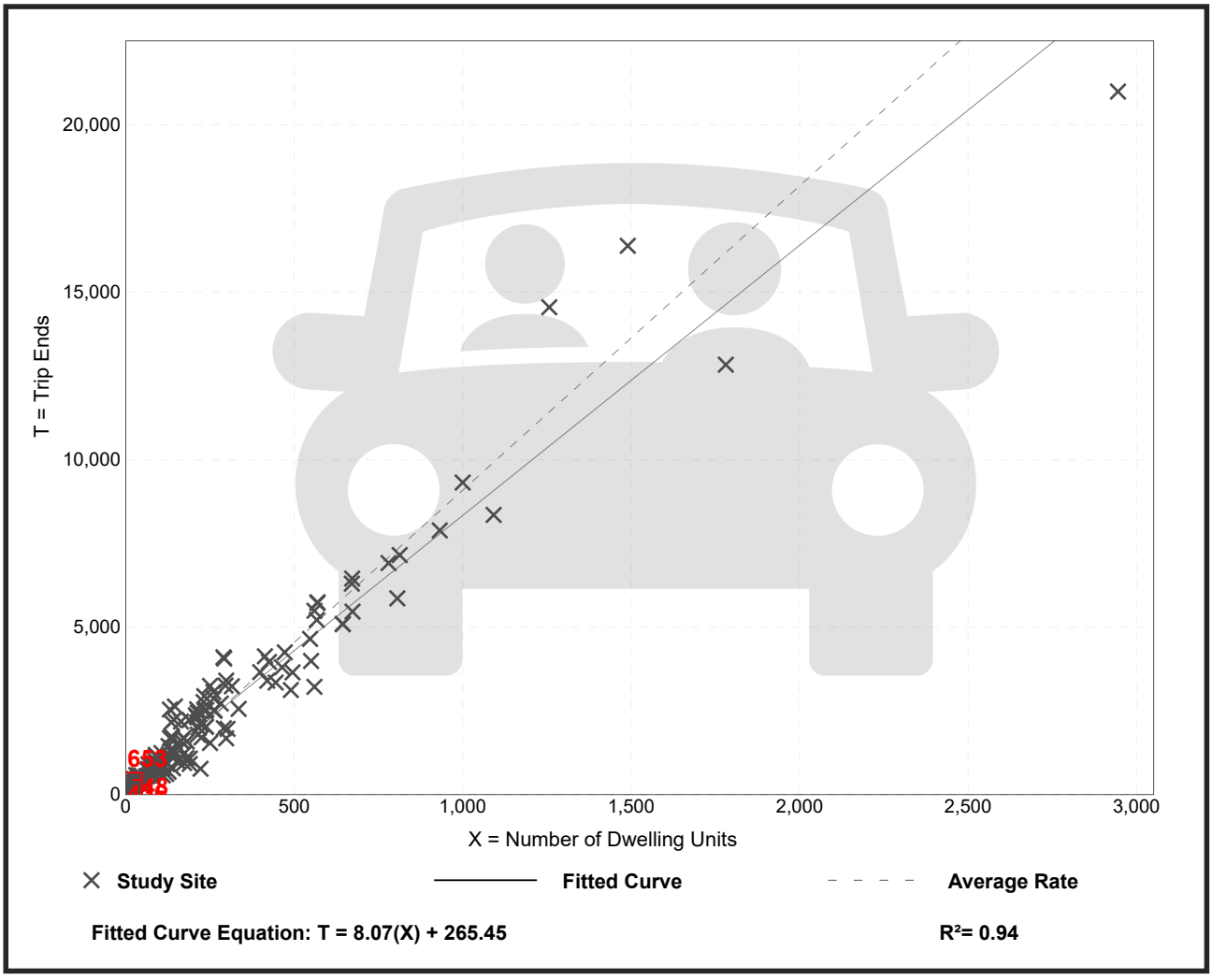
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

Attachment C

Nelson Meadows Traffic Analysis

SOLAEGUI
ENGINEERS, LTD

NELSON MEADOWS

TRAFFIC ANALYSIS

FEBRUARY, 2016



Prepared by:
Solaegui Engineers, Ltd.
715 H Street
Sparks, Nevada 89431
(775) 358-1004

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FIGURE 6 - 2036 BASE TRAFFIC VOLUMES 12

FIGURE 7 - 2036 BASE PLUS PROJECT TRAFFIC VOLUMES 13

NELSON MEADOWS

TRAFFIC ANALYSIS

EXECUTIVE SUMMARY

The proposed Nelson Meadows subdivision will be located in the City of Fernley, Nevada. The project site is generally located south of US-50A, north of Farm District Road, east of Browne Lane, and west of Rainbow Lane. Project access will be provided from US-50A to the north via Nevada Pacific Boulevard and Westward Lane/Emigrant Way and from Farm District Road to the south via a new project roadway intersecting Browne Lane. The project site is currently undeveloped land.

The purpose of this study is to address the project's impact upon the adjacent street network. The US-50A intersections with Nevada Pacific Boulevard and Emigrant Way and the Farm District Road/Browne Lane intersection have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2036 base, and 2036 base plus project scenarios.

The proposed Nelson Meadows subdivision will include the construction of 93 single family detached homes. The project is anticipated to generate 885 average weekday trips with 70 trips occurring during the AM peak hour and 93 trips occurring during the PM peak hour.

Traffic generated by the proposed Nelson Meadows subdivision will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

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

It is recommended that all new internal subdivision streets and cul-de-sacs be constructed per City of Fernley standards.

INTRODUCTION

STUDY AREA

The proposed Nelson Meadows subdivision will be located in the City of Fernley, Nevada. The project site is generally located south of US-50A, north of Farm District Road, east of Browne Lane, and west of Rainbow Lane. Project access will be provided from US-50A to the north via Nevada Pacific Boulevard and Westward Lane/Emigrant Way and from Farm District Road to the south via a new project roadway from Browne Lane. Figure 1 shows the approximate location of the project site. The purpose of this study is to address the project's impact upon the adjacent street network. The US-50A intersections with Nevada Pacific Boulevard and Emigrant Way and the Farm District Road/ Browne Lane intersection have been identified for AM and PM peak hour capacity analysis for the existing, existing plus project, 2036 base, and 2036 base plus project scenarios.

EXISTING AND PROPOSED LAND USES

The project site is currently undeveloped. Adjacent properties generally includes a residential subdivision to the north and single family dwelling units and undeveloped land to the south, east and west. The proposed Nelson Meadows subdivision will include the construction of 93 single family detached homes.

EXISTING AND PROPOSED ROADWAYS AND INTERSECTIONS

US-50A is a four-lane roadway with two through lanes in each direction in the vicinity of the site. The speed limit is posted for 65 miles per hour in the vicinity of the site. Roadway improvements include paved shoulders with a raised center median containing left turn pockets at some intersections.

Nevada Pacific Boulevard is a four-lane roadway with two through lanes in each direction between US-50A and Emigrant Way and a two-lane roadway with one lane in each direction south of Emigrant Way to the project site. The speed limit is not posted but is anticipated to be 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street. A raised center median exists between US-50A and Emigrant Way.

Emigrant Way is a two-lane roadway with one through lane in each direction south of US-50A. The speed limit is not posted but is anticipated to be 25 miles per hour. Roadway improvements include curb, gutter, and sidewalk on both sides of the street.

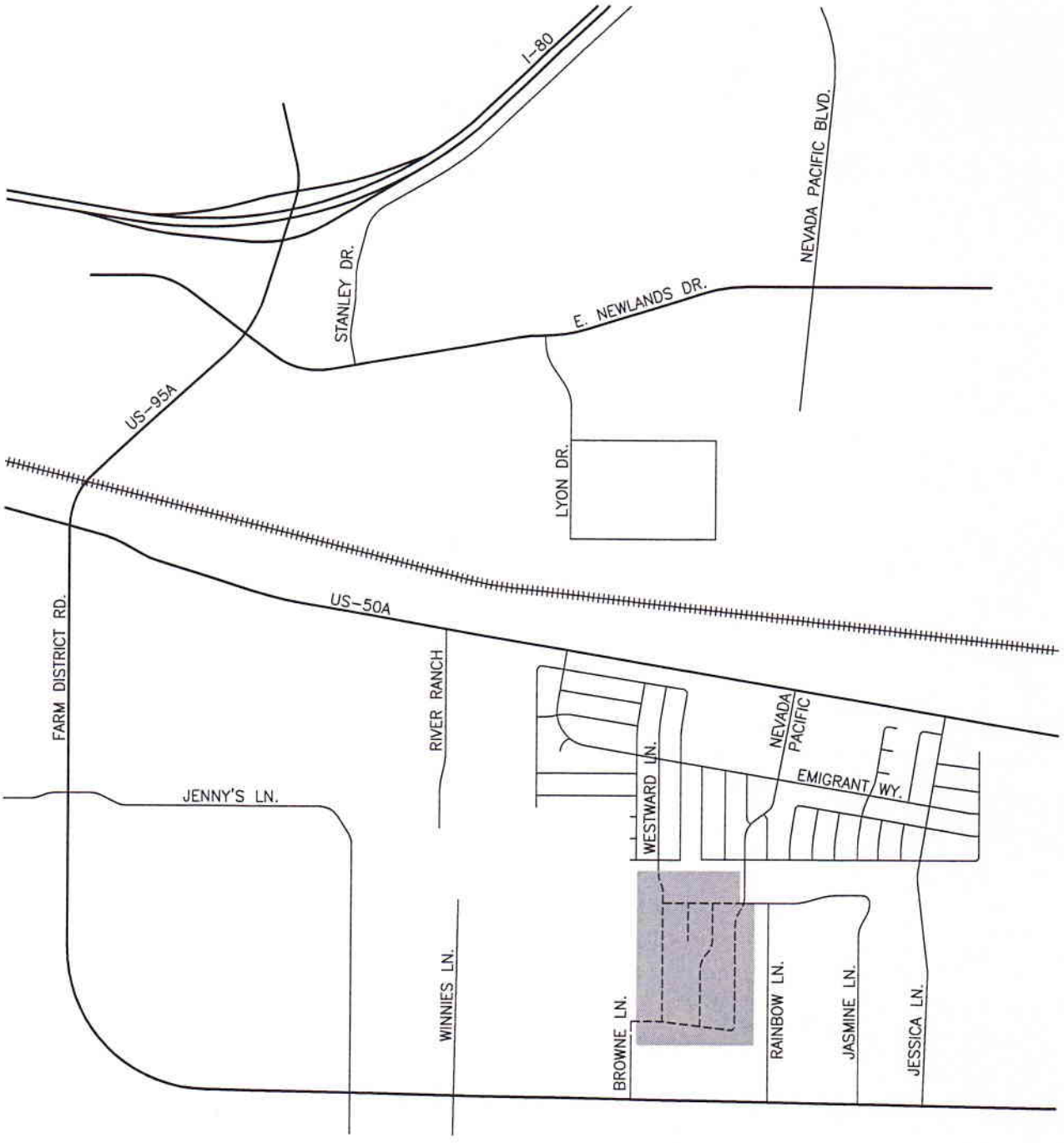
Farm District Road is a two-lane roadway with one through lane in each direction in the vicinity of the site. The speed limit is posted for 45 miles per hour. Roadway improvements include graded shoulders with white edgelines and a yellow centerline.

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N.T.S.

LEGEND

PROJECT SITE



NELSON MEADOWS

VICINITY MAP
FIGURE 1

Browne Lane is a two-lane roadway with one through lane in each direction north of Farm District Road to the project's south property line. The speed limit is not posted but is anticipated to be 25 miles per hour. Roadway improvements include curb, gutter and sidewalk on the east side of the road and graded shoulders on the west side of the road.

The US-50A/Nevada Pacific Boulevard intersection is an unsignalized three-leg, high-tee intersection with stop sign control at the south approach. The east approach contains one left turn lane and two through lanes. The west approach contains two through lanes and one right turn lane. The south approach contains one left turn lane and one right turn lane. A median acceleration lane and taper exists for the northbound to westbound left turn movement.

The US-50A/Emigrant Way intersection is an unsignalized four-leg intersection with stop sign control at the north and south approaches. The north leg is a driveway serving a mini-storage facility. The east approach contains two through lanes and a tapered right turn lane. The west approach contains two through lanes and one full-width right turn lane. The north and south approaches each contain one right turn lane.

The Farm District Road/Browne Lane intersection is an unsignalized three-leg intersection with stop sign control at the north approach. The north approach contains one shared left turn-right turn lane. The east approach contains one shared through-right turn lane. The west approach contains one shared left turn-through lane.

TRIP GENERATION

In order to assess the magnitude of traffic impacts of the proposed development on the key intersections, trip generation rates and peak hours had to be determined. Trip generation rates were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition). Land Use 210 "Single Family Detached Housing" was used to calculate trips generated by the proposed subdivision.

The proposed Nelson Meadows subdivision will include the construction of 93 single family homes. The site was originally studied and approved for 318 single family lots. That approval expired. The developer now seeks to make larger lots and reduce the number of dwelling units. Trip generation was also calculated for the original subdivision in order to provide a comparison.

The trip generation for the development was calculated for the peak hours occurring between 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM, which correspond to the peak hours of adjacent street traffic. The trip generation worksheets are included in the Appendix. Table 1 on the following page shows a summary of the average daily traffic (ADT) volumes and peak hour volumes generated by the proposed and original developments.

TABLE 1 TRIP GENERATION							
		AM PEAK HOUR			PM PEAK HOUR		
LAND USE	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED SUBDIVISION Single Family (93 D.U.)	885	18	52	70	59	34	93
ORIGINAL SUBDIVISION Single Family (318 D.U.)	3,027	60	179	239	200	118	318
Difference	-2,142	-42	-127	-169	-141	-84	-225

As shown in Table 1 the proposed subdivision is anticipated to generate 885 average weekday trips with 70 trips occurring during the AM peak hour and 93 trips occurring during the PM peak hour. These volumes are 2,142 fewer average daily trips, 169 fewer AM peak hour trips, and 225 fewer PM peak hour trips than the original subdivision.

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project traffic to the key intersections was based on existing peak hour traffic patterns and the locations of existing and future attractions and productions. The anticipated trip distribution for the project trips is shown on Figure 2. The project trips shown in Table 1 were subsequently assigned to the key intersections based on this anticipated trip distribution. Figure 3 shows the AM and PM peak hour trip assignment at the key intersections.

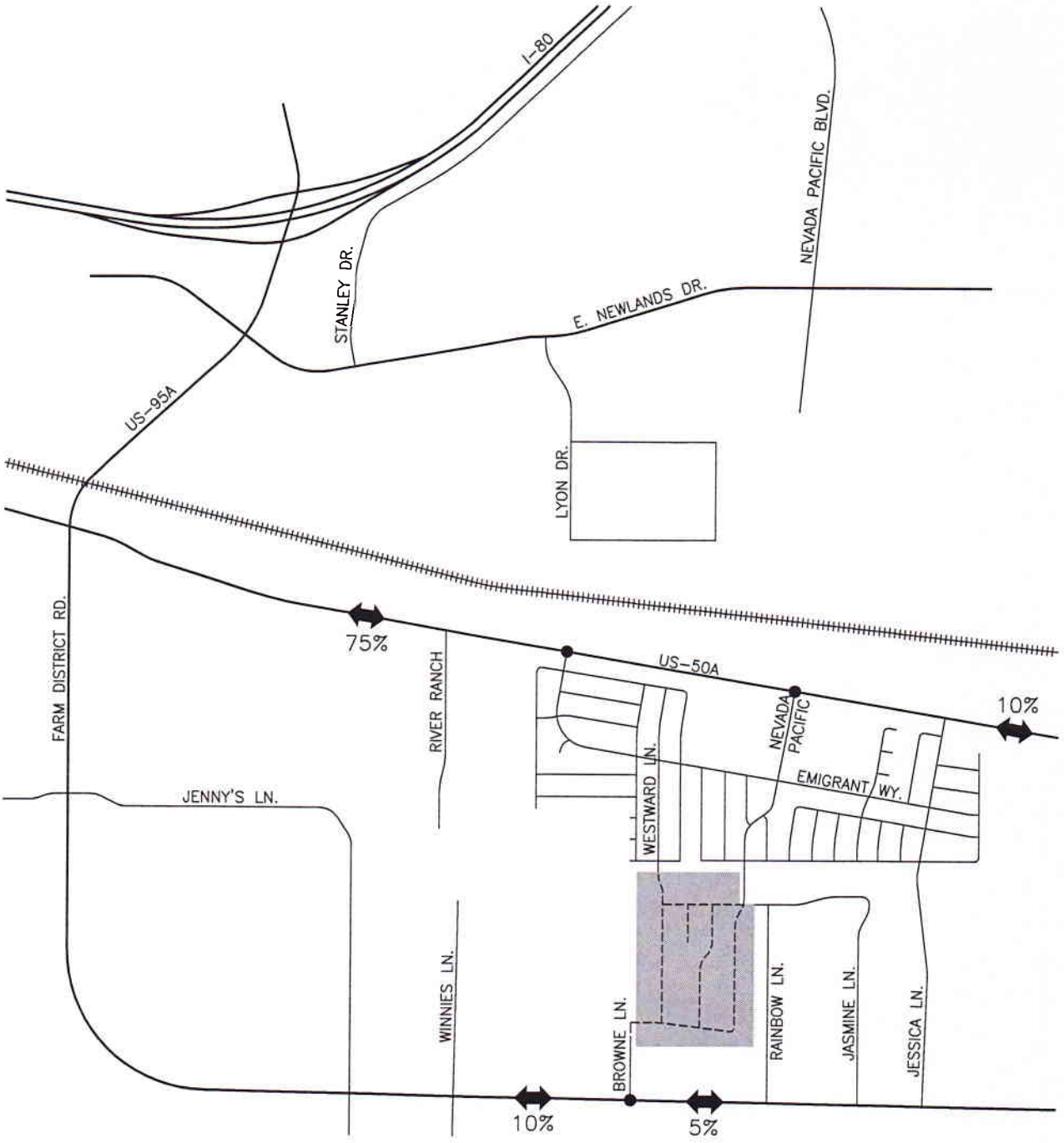
EXISTING AND PROJECTED TRAFFIC VOLUMES

Figure 4 shows the existing traffic volumes at the key intersections for the AM and PM peak hours. The existing volumes were obtained from traffic counts taken in June of 2015 and February of 2016. Figure 5 shows the existing plus project traffic volumes at the key intersections during the AM and PM peak hours. Figure 6 shows the 2036 base traffic volumes at the key intersections for the AM and PM peak hours. The 2036 base volumes at the US-50A intersections with Nevada Pacific Boulevard and Emigrant Way were estimated by applying a 4% average annual growth rate to the existing volumes. The 2036 base volumes at the Farm District Road/Browne Lane intersection were estimated by applying a 5% average annual growth rate to the existing volumes. These growth rates were derived from 20-year historic traffic count data obtained from the Nevada Department of Transportation's Annual Traffic Reports for count station 0190034 on US-50A and count stations 0190033 and 0190035 on Farm District Road. Figure 7 shows the 2036 base plus project volumes during the AM and PM peak hours.

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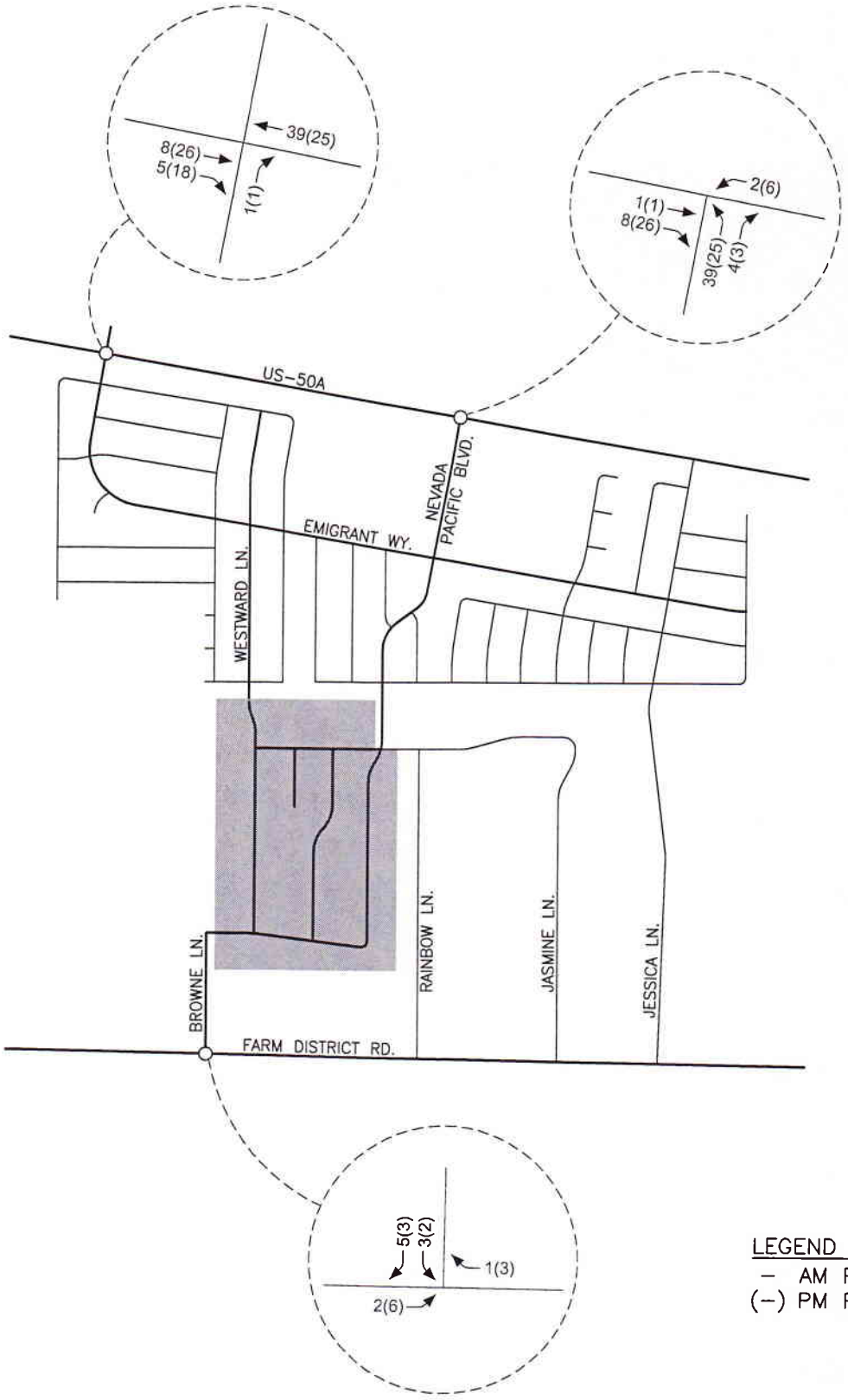
LEGEND
PROJECT SITE



NELSON MEADOWS
TRIP DISTRIBUTION
FIGURE 2

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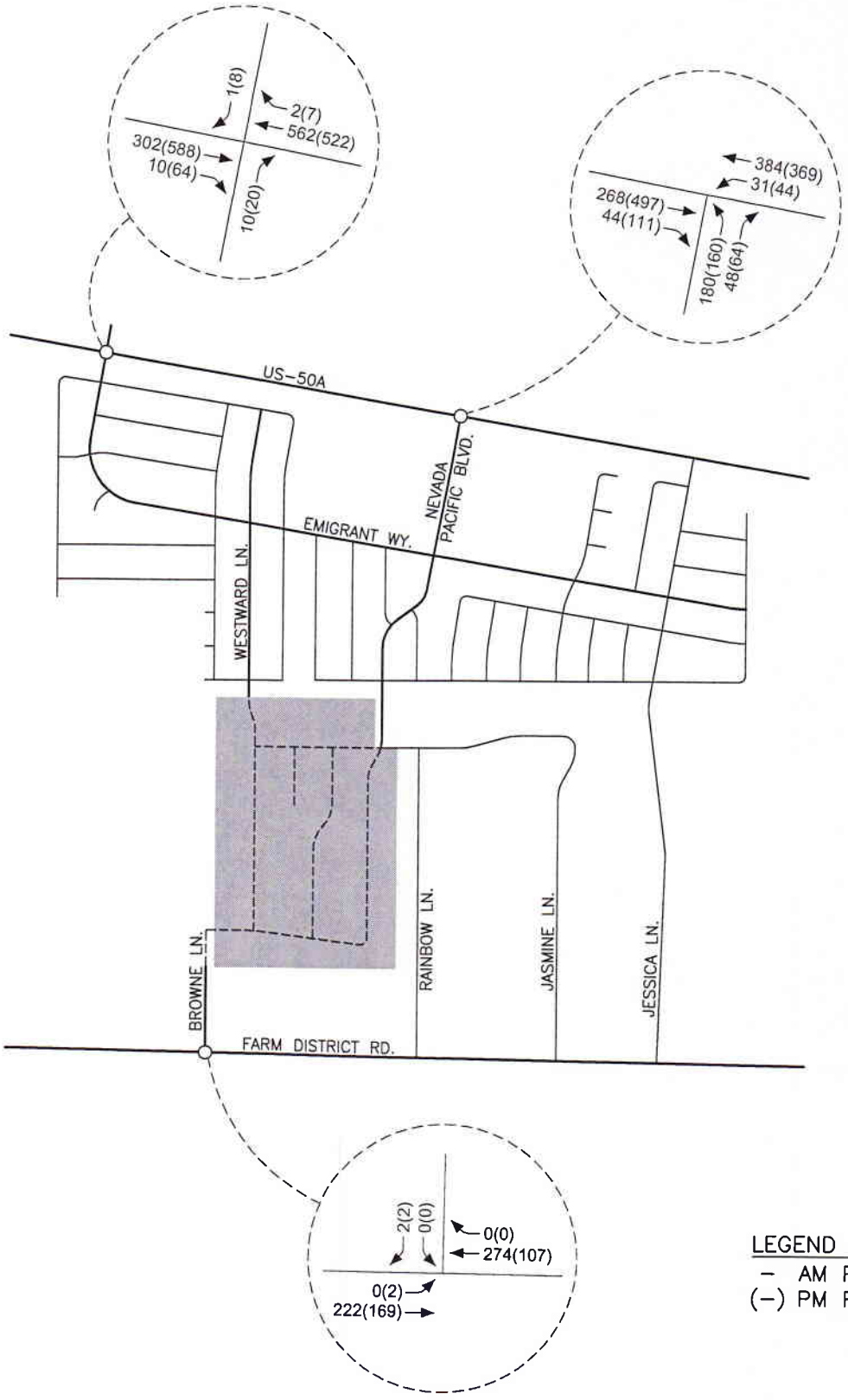


NELSON MEADOWS

TRIP ASSIGNMENT
FIGURE 3

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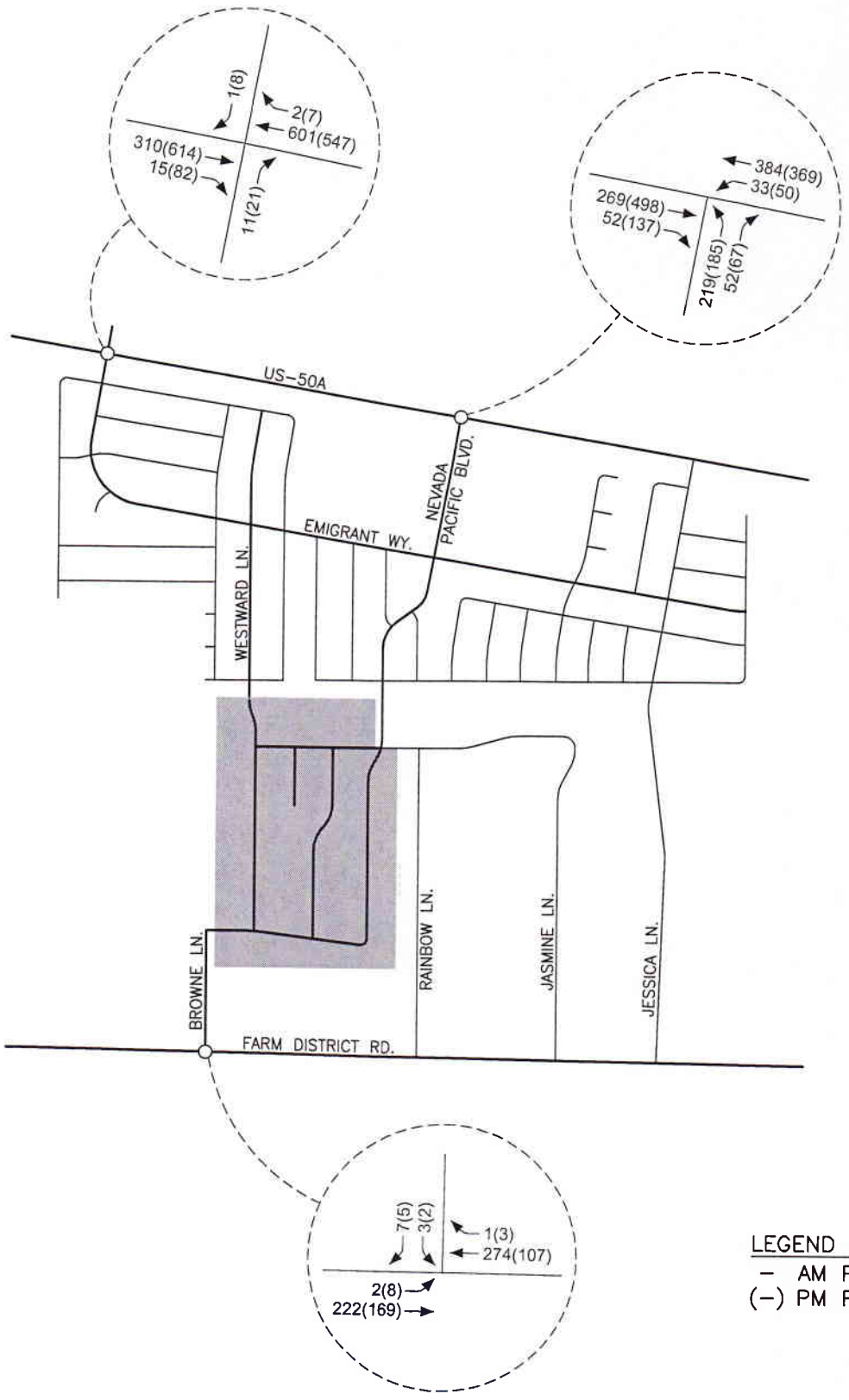
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NELSON MEADOWS
EXISTING TRAFFIC VOLUMES
FIGURE 4

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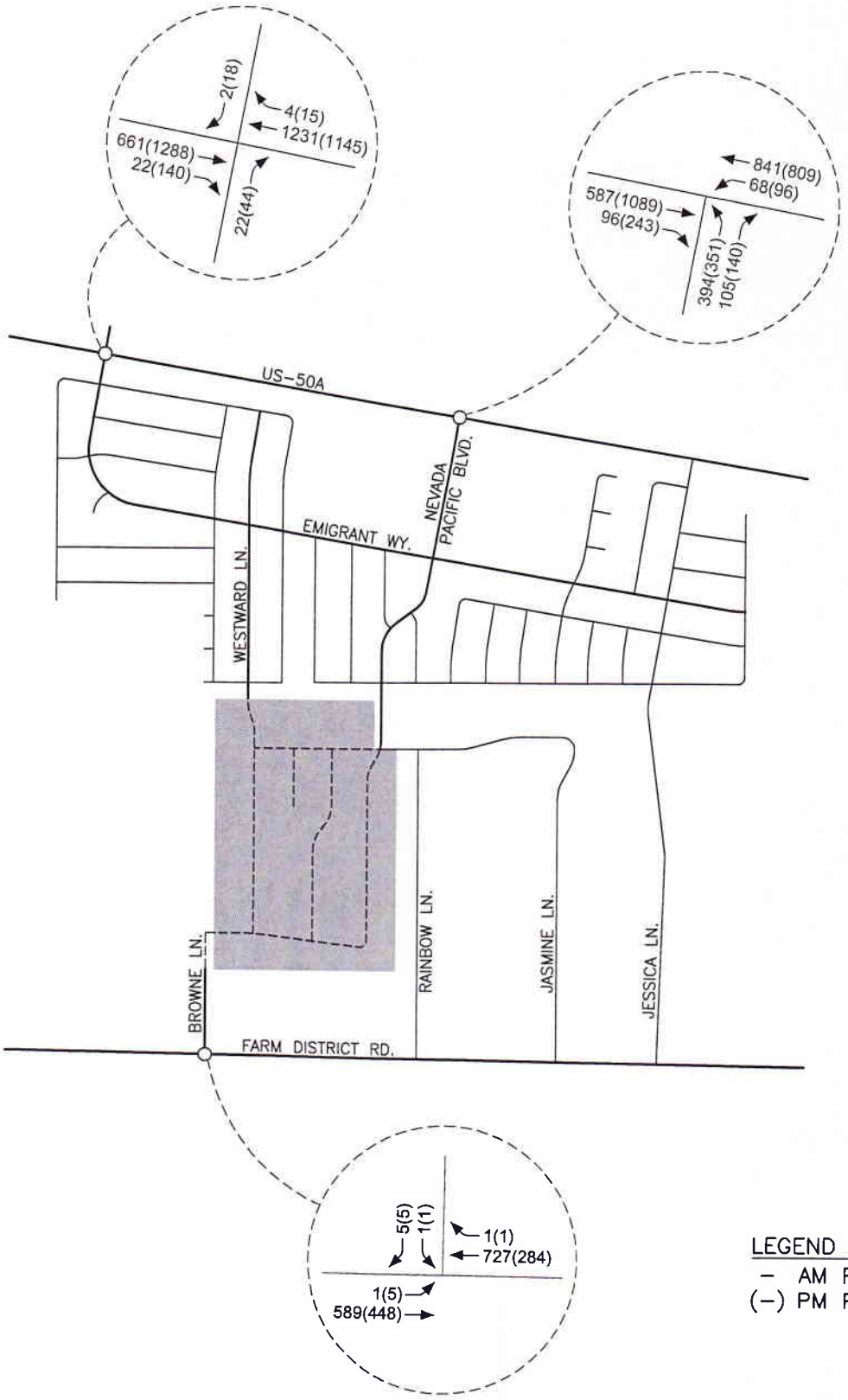
N.T.S.



NELSON MEADOWS
EXISTING PLUS PROJECT TRAFFIC VOLUMES
FIGURE 5

SOLAEGUI
ENGINEERS LTD.

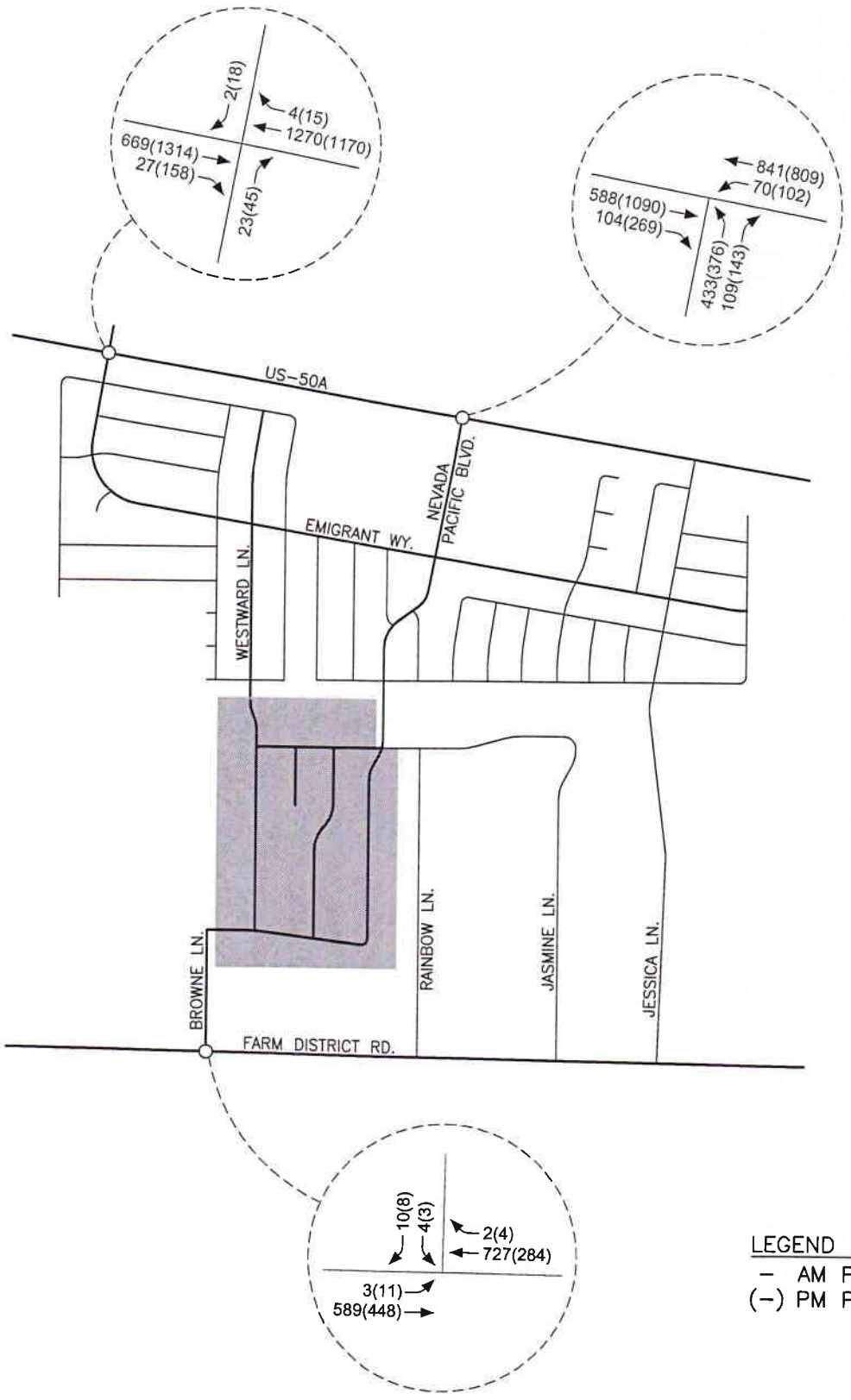
N.T.S.



NELSON MEADOWS
2036 BASE TRAFFIC VOLUMES
FIGURE 6

SOLAEGUI
ENGINEERS LTD.

N.T.S.



NELSON MEADOWS

2036 BASE PLUS PROJECT TRAFFIC VOLUMES

FIGURE 7

INTERSECTION CAPACITY ANALYSIS

The key intersections were analyzed for capacity based on procedures presented in the *2010 Highway Capacity Manual* (HCM), prepared by the Transportation Research Board, for unsignalized and signalized intersections. The latest computer version of the *Highway Capacity Software*, prepared by the McTrans Center, University of Florida, was used to analyze the intersections.

The result of capacity analysis is a level of service (LOS) rating for each signalized intersection and unsignalized intersection minor movement. Level of service is a qualitative measure of traffic operating conditions where a letter grade "A" through "F", corresponding to progressively worsening traffic operation, is assigned to the intersection or minor movement.

The *Highway Capacity Manual* defines level of service for stop controlled intersections in terms of computed or measured control delay for each minor movement. Level of service is not defined for the intersection as a whole. The level of service criteria for unsignalized intersections is shown in Table 2.

TABLE 2
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	DELAY RANGE (SEC/VEH)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Level of service for signalized intersections is stated in terms of the average control delay per vehicle for a peak 15 minute analysis period. The level of service criteria for signalized intersections is shown in Table 3.

TABLE 3
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Table 4 shows a summary of the level of service and delay results at the key intersections for the existing, existing plus project, 2036 base, and 2036 base plus project scenarios.

TABLE 4
INTERSECTION LEVEL OF SERVICE AND DELAY RESULTS

	EXISTING		EXISTING + PROJECT		2036 BASE		2036 BASE + PROJECT	
INTERSECTION	AM	PM	AM	PM	AM	PM	AM	PM
US-50A/Nevada Pacific (Stop)								
Westbound Left	A8.1	A9.1	A8.1	A9.3	A9.6	C15.1	A9.7	C15.7
Northbound Left	B13.1	C17.3	B14.0	C18.8	F99.7	F599.8	F138.7	F700.4
Northbound Right	A9.4	B10.5	A9.4	B10.5	B11.4	C17.1	B11.5	C17.3
US-50A/Nevada Pacific (Signal)	N/A	N/A	N/A	N/A	C24.9	C27.4	C25.5	C28.0
US-50A/Emigrant (Stop)								
Northbound Right	A9.3	B10.5	A9.3	B10.7	B10.9	C15.9	B10.9	C16.2
Southbound Right	B10.2	B10.2	B10.4	B10.3	B14.1	B14.0	B14.4	B14.2
Farm District/Browne (Stop)								
Eastbound Left	A7.9	A7.5	A7.9	A7.5	A9.4	A7.9	A9.4	A7.9
Southbound Left-Right	A9.9	A8.9	B10.8	A9.4	C18.4	B11.2	C21.6	B12.0

US-50A/Nevada Pacific Boulevard Intersection

The US-50A/Nevada Pacific Boulevard intersection was analyzed as an unsignalized three-leg, high-tee intersection with stop sign control at the south approach for all scenarios. The intersection minor movements currently operates at LOS B or better during the AM peak hour and LOS C or better during PM peak hour. For the existing plus project volumes the minor movements continue to operate at LOS B or better during the AM peak hour and LOS C or better during the PM peak hour. For the 2036 base volumes the northbound left turn movement is anticipated to operate at LOS F during the AM and PM peak hours. For the 2036 base plus project volumes the northbound left turn movement will continue to operate at LOS F during the AM and PM peak hours. The intersection was analyzed with the existing approach lanes for all scenarios.

Traffic signal warrant 3 per the *2009 Manual on Uniform Traffic Control Devices* (MUTCD) was subsequently reviewed at the US-50A/Nevada Pacific Boulevard intersection due to the poor level of service operation for the 2036 base and base plus project scenarios. The warrant is met at the intersection for both scenarios based on the high-tee intersection configuration. A traffic signal is anticipated to result in LOS C operation for the 2036 base and 2036 base plus project volumes with the existing approach lanes. It should be noted that peak hour warrant 3 should be applied only in unusual cases such as office complexes, manufacturing plants, industrial complexes, or other high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The *Manual on Uniform Traffic Control Devices* has eight additional warrants that will need to be evaluated when considering the need for the installation of a traffic signal.

Storage and deceleration requirements were reviewed for the westbound left turn lane at the US-50A/Nevada Pacific Boulevard intersection. Storage requirements were calculated based on NDOT's unsignalized intersection criteria of providing three minutes of storage length during the peak hour. Approximately 75 feet of storage is required based on the existing plus project traffic volumes. NDOT's access management standards indicate that the left turn pocket should also contain desirable deceleration length of 545 feet based on the 65 mile per hour speed limit on US-50A. This amounts to a total left turn lane length of 620 feet. The existing left turn pocket is approximately 750 feet in length which will accommodate the desirable storage and deceleration requirements.

Storage and deceleration requirements were also reviewed for the eastbound right turn lane at the US-50A/Nevada Pacific Boulevard intersection. NDOT's access management standards indicate that an exclusive right turn lane should contain a minimum of 100 feet of storage length. The access management standards indicate that the right turn lane should also contain desirable deceleration length of 545 feet based on the 65 mile per hour speed limit on US-50A. This amounts to a total right turn lane length of 645 feet. The existing right turn lane is approximately 650 feet in length which will accommodate the desirable storage and deceleration requirements.

US-50A/Emigrant Way Intersection

The US-50A/Emigrant Way intersection was analyzed as an unsignalized four-leg intersection with stop sign control at the north and south approaches for all scenarios. The intersection minor movements currently operate at LOS B or better during both the AM and PM peak hours. For the existing plus project volumes the minor movements continue to operate at LOS B or better during both the AM and PM peak hours. For the 2036 base volumes the minor movements are anticipated to operate at LOS B during the AM peak hour and LOS C or better during the PM peak hour. For the 2036 base plus project volumes the minor movements continue to operate at LOS B during the AM peak hour and LOS C or better during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios.

Storage and deceleration requirements were reviewed for the eastbound right turn lane at the US-50A/Emigrant Way intersection. NDOT's access management standards indicate that an exclusive right turn lane should contain a minimum of 100 feet of storage length and a desirable deceleration length of 545 feet based on the 65 mile per hour speed limit on US-50A. This amounts to a total right turn lane length of 645 feet. The existing right turn lane is approximately 650 feet in length which will accommodate the desirable storage and deceleration requirements.

Farm District Road/Browne Lane Intersection

The Farm District Road/Browne Lane intersection was analyzed as an unsignalized three-leg intersection with stop sign control at the north approach for all scenarios. The intersection minor movements currently operate at LOS A during both the AM and PM peak hours. For the existing plus project volumes the minor movements operate at LOS B or better during the AM peak hour and LOS A during the PM peak hour. For the 2036 base volumes the minor movements are anticipated to operate at LOS C or better during the AM peak hour and LOS B or better during the

PM peak hour. For the 2036 base plus project volumes the minor movements continue to operate at LOS C or better during the AM peak hour and LOS B or better during the PM peak hour. The intersection was analyzed with the existing approach lanes for all scenarios.

The need for an exclusive eastbound left turn lane at the Farm District Road/Browne Lane intersection was subsequently reviewed per NDOT's access management standards. Traffic volume movements to be considered include advancing traffic volumes, opposing traffic volumes, and the percent of advancing traffic which is turning left. An exclusive left turn lane is not required on Farm District Road at this location based on the existing plus project traffic volumes.

SITE PLAN REVIEW

A copy of the site plan for Nelson Meadows is included with this submittal. The site plan indicates that project access will be provided from US-50A to the north via Nevada Pacific Boulevard and Westward Lane/Emigrant Way and from Farm District Road to the south via a new project roadway intersecting Browne Lane. Nevada Pacific Boulevard is fully constructed between US-50A and the project's north property line and will be extended southerly through the site to the new project access roadway. Westward Lane is also fully constructed north of the project and provides access to US-50A via Emigrant Way. Westward Lane will also be extended southerly through the site to the new project access roadway. Browne Lane is constructed from Farm District Road to the project's south property line and will be extended north to the new project access roadway. It is recommended that all new internal subdivision streets and cul-de-sacs be constructed per City of Fernley standards.

RECOMMENDATIONS

Traffic generated by the proposed Nelson Meadows subdivision will have some impact on the adjacent street network. The following recommendations are made to mitigate project traffic impacts.

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

It is recommended that all new internal subdivision streets and cul-de-sacs be constructed per City of Fernley standards.

APPENDIX

Trip Generation Summary - Alternative 1

Project: New Project
Alternative: Alternative 1

Open Date: 2/17/2016
Analysis Date: 2/17/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
210	SFHOUSE 1	443	442	885	18	52	70	59	34	93
	93 Dwelling Units									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 2014, TRAFFICWARE, LLC

Trip Generation Summary - Alternative 1

Project: New Project
Alternative: Alternative 1

Open Date: 2/17/2016
Analysis Date: 2/17/2016

ITE	Land Use	Average Daily Trips			AM Peak Hour of Adjacent Street Traffic			PM Peak Hour of Adjacent Street Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
210	SFHOUSE 1	1514	1513	3027	60	179	239	200	118	318
	318 Dwelling Units									
Unadjusted Volume		0	0	0	0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0	0	0	0

Total AM Peak Hour Internal Capture = 0 Percent

Total PM Peak Hour Internal Capture = 0 Percent

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 2014, TRAFFICWARE, LLC

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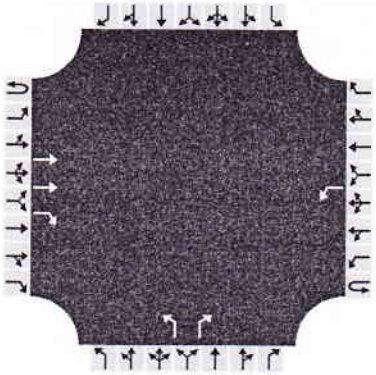
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			268	44		31				180		48				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						34				196		52				
Capacity						1210				640		872				
v/c Ratio						0.03				0.31		0.06				
95% Queue Length						0.1				1.3		0.2				
Control Delay (s/veh)						8.1				13.1		9.4				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					8.1				12.3							
Approach LOS					A				B							

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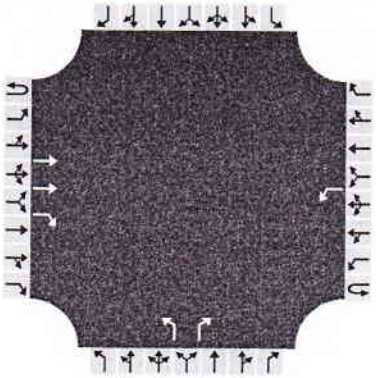
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			497	111		44				160		64				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						48				174		70				
Capacity						917				464		725				
v/c Ratio						0.05				0.38		0.10				
95% Queue Length						0.2				1.7		0.3				
Control Delay (s/veh)						9.1				17.3		10.5				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					9.1				15.4							
Approach LOS					A				C							

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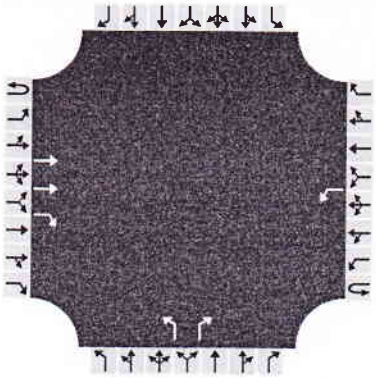
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			269	52		33				219		52				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						36				238		57				
Capacity						1200				638		872				
v/c Ratio						0.03				0.37		0.07				
95% Queue Length						0.1				1.7		0.2				
Control Delay (s/veh)						8.1				14.0		9.4				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					8.1				13.1							
Approach LOS					A				B							

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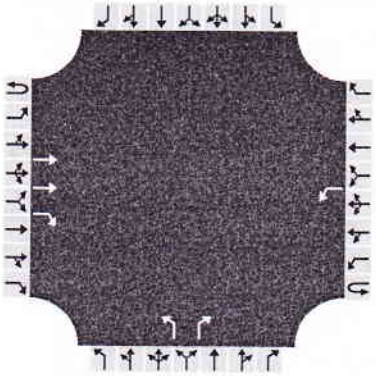
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			498	137		50				185		67				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						54				201		73				
Capacity						894				459		725				
v/c Ratio						0.06				0.44		0.10				
95% Queue Length						0.2				2.2		0.3				
Control Delay (s/veh)						9.3				18.8		10.5				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					9.3				16.6							
Approach LOS					A				C							

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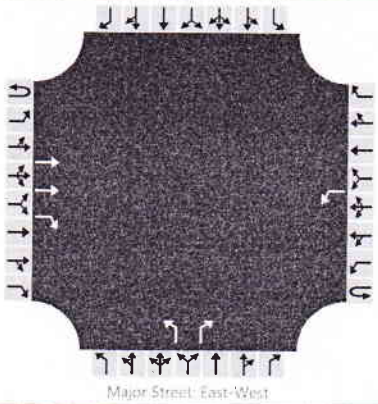
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			587	96		68				394		105				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						74				428		114				
Capacity						854				398		674				
v/c Ratio						0.09				1.08		0.17				
95% Queue Length						0.3				14.7		0.6				
Control Delay (s/veh)						9.6				99.7		11.4				
Level of Service (LOS)						A				F		B				
Approach Delay (s/veh)					9.6				81.1							
Approach LOS					A				F							

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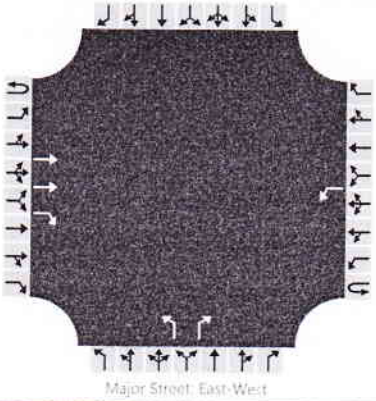
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			1089	243		96				351		140				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						104				382		152				
Capacity						459				174		447				
v/c Ratio						0.23				2.20		0.34				
95% Queue Length						0.9				30.7		1.5				
Control Delay (s/veh)						15.1				599.8		17.1				
Level of Service (LOS)						C				F		C				
Approach Delay (s/veh)					15.1				433.9							
Approach LOS					C				F							

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HCS 2010 Two-Way Stop Control Summary Report

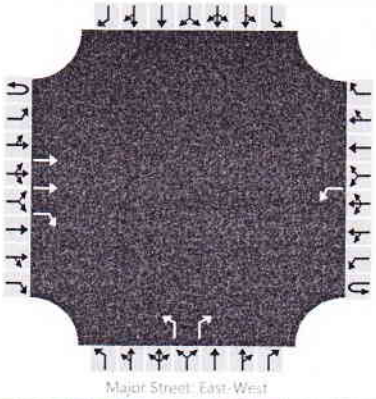
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			588	104		70				433		109				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						76				471		118				
Capacity						847				396		673				
v/c Ratio						0.09				1.19		0.18				
95% Queue Length						0.3				18.8		0.6				
Control Delay (s/veh)						9.7				138.7		11.5				
Level of Service (LOS)						A				F		B				
Approach Delay (s/veh)					9.7				113.2							
Approach LOS					A				F							

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HCS 2010 Two-Way Stop Control Summary Report

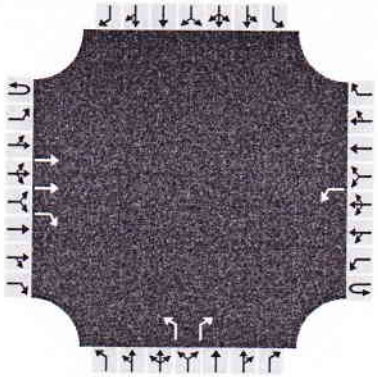
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base+ Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Nevada Pacific
Jurisdiction	
East/West Street	US-50A
North/South Street	Nevada Pacific Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	0	0		1	0	1		0	0	0
Configuration			T	R		L				L		R				
Volume (veh/h)			1090	269		102				376		143				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left Only															
Median Storage	1															

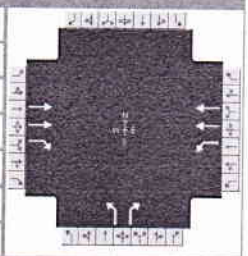
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						111				409		155				
Capacity						447				169		447				
v/c Ratio						0.25				2.42		0.35				
95% Queue Length						1.0				34.5		1.5				
Control Delay (s/veh)						15.7				700.4		17.3				
Level of Service (LOS)						C				F		C				
Approach Delay (s/veh)					15.7				512.6							
Approach LOS					C				F							

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HCS 2010 Signalized Intersection Results Summary

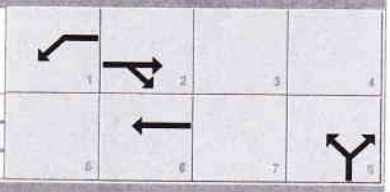
General Information				Intersection Information	
Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Feb 15, 2016	Area Type	Other
Jurisdiction	NDOT	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2036 Base	Analysis Period	1> 7:00
Intersection	US-50A & Nevada Pacifi...	File Name	UsNp36ax.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		587	96	68	0		394		105			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	10.0	30.0		35.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	1.0	1.0		1.0	0.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		35.0	15.0	50.0		40.0		
Change Period, (*Y+R c*), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		0.0	2.9	0.0		2.9		
Queue Clearance Time (*g s*), s			5.5			19.5		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.8		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.07			0.00		

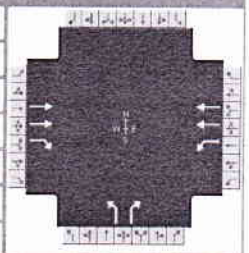
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		638	104	74	0		428		114			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1773	1579	1774	1809		1774		1579			
Queue Service Time (*g s*), s		13.2	4.2	3.5	0.0		17.5		4.3			
Cycle Queue Clearance Time (*g c*), s		13.2	4.2	3.5	0.0		17.5		4.3			
Green Ratio (*g/C*)		0.33	0.33	0.11	0.50		0.39		0.39			
Capacity (*c*), veh/h		1182	526	197	1809		690		614			
Volume-to-Capacity Ratio (*X*)		0.540	0.198	0.375	0.000		0.621		0.186			
Available Capacity (*c a*), veh/h		1182	526	197	1809		690		614			
Back of Queue (*Q*), veh/ln (50 th percentile)		5.0	1.5	1.4	0.0		6.3		1.3			
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		24.4	21.4	37.1	0.0		22.2		18.1			
Incremental Delay (*d 2*), s/veh		1.8	0.8	0.4	0.0		1.3		0.1			
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		26.2	22.3	37.5	0.0		23.4		18.2			
Level of Service (LOS)		C	C	D			C		B			
Approach Delay, s/veh / LOS	25.6	C		37.5	D		22.3	C		0.0		
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	0.5	A		F		

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HCS 2010 Signalized Intersection Results Summary

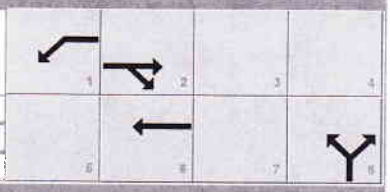
General Information				Intersection Information	
Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Feb 15, 2016	Area Type	Other
Jurisdiction	NDOT	Time Period	PM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2036 Base	Analysis Period	1> 7:00
Intersection	US-50A & Nevada Pacifi...	File Name	UsNp36px.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1089	243	96	0		351		140			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	38.0	27.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		43.0	15.0	58.0		32.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		0.0	2.9	0.0		2.9		
Queue Clearance Time (g_s), s			7.0			19.3		
Green Extension Time (g_e), s		0.0	0.0	0.0		0.7		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.82			0.05		

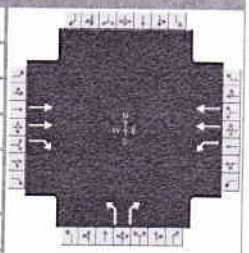
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		1184	264	104	0		382		152			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1773	1579	1774	1809		1774		1579			
Queue Service Time (g_s), s		26.0	10.4	5.0	0.0		17.3		6.7			
Cycle Queue Clearance Time (g_c), s		26.0	10.4	5.0	0.0		17.3		6.7			
Green Ratio (*g/C*)		0.42	0.42	0.11	0.59		0.30		0.30			
Capacity (*c*), veh/h		1497	667	197	2130		532		474			
Volume-to-Capacity Ratio (*X*)		0.790	0.396	0.529	0.000		0.717		0.321			
Available Capacity (c_a), veh/h		1497	667	197	2130		532		474			
Back of Queue (*Q*), veh/ln (50 th percentile)		9.7	3.5	2.0	0.0		6.9		2.2			
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		22.5	18.0	37.8	0.0		28.1		24.4			
Incremental Delay (d_2), s/veh		4.3	1.8	1.4	0.0		4.0		0.1			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		26.9	19.8	39.1	0.0		32.1		24.5			
Level of Service (LOS)		C	B	D			C		C			
Approach Delay, s/veh / LOS	25.6	C		39.1	D		29.9	C		0.0		
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.7	A	0.6	A		F		

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HCS 2010 Signalized Intersection Results Summary

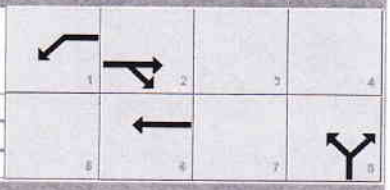
General Information				Intersection Information	
Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Feb 15, 2016	Area Type	Other
Jurisdiction	NDOT	Time Period	AM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2036 Base + Project	Analysis Period	1> 7:00
Intersection	US-50A & Nevada Pacifi...	File Name	UsNp36aw.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		588	104	70	0		433		109			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	30.0	35.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		35.0	15.0	50.0		40.0		
Change Period, (*Y+R c*), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		0.0	2.9	0.0		2.9		
Queue Clearance Time (*g s*), s			5.6			21.9		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.9		
Phase Call Probability			1.00			1.00		
Max Out Probability			0.08			0.00		

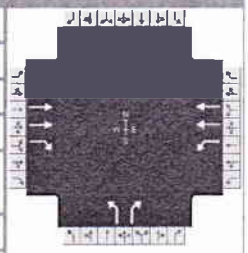
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		639	113	76	0		471		118			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1773	1579	1774	1809		1774		1579			
Queue Service Time (*g s*), s		13.2	4.6	3.6	0.0		19.9		4.5			
Cycle Queue Clearance Time (*g c*), s		13.2	4.6	3.6	0.0		19.9		4.5			
Green Ratio (*g/C*)		0.33	0.33	0.11	0.50		0.39		0.39			
Capacity (*c*), veh/h		1182	526	197	1809		690		614			
Volume-to-Capacity Ratio (*X*)		0.541	0.215	0.386	0.000		0.682		0.193			
Available Capacity (*c a*), veh/h		1182	526	197	1809		690		614			
Back of Queue (*Q*), veh/ln (50 th percentile)		5.0	1.6	1.4	0.0		7.3		1.4			
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		24.4	21.5	37.1	0.0		22.9		18.2			
Incremental Delay (*d 2*), s/veh		1.8	0.9	0.5	0.0		2.3		0.1			
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		26.2	22.5	37.6	0.0		25.2		18.2			
Level of Service (LOS)		C	C	D			C		B			
Approach Delay, s/veh / LOS	25.6	C		37.6	D		23.8	C		0.0		
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	0.6	A		F		

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HCS 2010 Signalized Intersection Results Summary

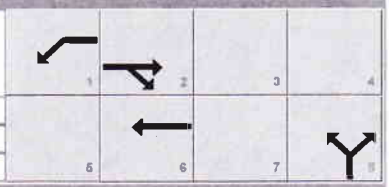
General Information				Intersection Information	
Agency	Solaegui Engineers			Duration, h	0.25
Analyst	MSH	Analysis Date	Feb 15, 2016	Area Type	Other
Jurisdiction	NDOT	Time Period	PM Peak Hour	PHF	0.92
Urban Street		Analysis Year	2036 Base + Project	Analysis Period	1> 7:00
Intersection	US-50A & Nevada Pacifi...	File Name	UsNp36pw.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1090	269	102	0		376		143			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	38.0	27.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	2.0	4.0		9.0		
Phase Duration, s		43.0	15.0	58.0		32.0		
Change Period, (*Y+R c*), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		0.0	2.9	0.0		2.9		
Queue Clearance Time (*g s*), s			7.3			20.9		
Green Extension Time (*g e*), s		0.0	0.0	0.0		0.6		
Phase Call Probability			1.00			1.00		
Max Out Probability			1.00			0.14		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		1185	292	111	0		409		155			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1773	1579	1774	1809		1774		1579			
Queue Service Time (*g s*), s		26.1	11.8	5.3	0.0		18.9		6.9			
Cycle Queue Clearance Time (*g c*), s		26.1	11.8	5.3	0.0		18.9		6.9			
Green Ratio (*g/C*)		0.42	0.42	0.11	0.59		0.30		0.30			
Capacity (*c*), veh/h		1497	667	197	2130		532		474			
Volume-to-Capacity Ratio (*X*)		0.791	0.439	0.562	0.000		0.768		0.328			
Available Capacity (*c a*), veh/h		1497	667	197	2130		532		474			
Back of Queue (*Q*), veh/ln (50 th percentile)		9.7	4.0	2.2	0.0		7.8		2.3			
Queue Storage Ratio (*RQ*) (50 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		22.6	18.4	37.9	0.0		28.7		24.5			
Incremental Delay (*d 2*), s/veh		4.4	2.1	2.3	0.0		6.1		0.1			
Initial Queue Delay (*d 3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		26.9	20.5	40.2	0.0		34.7		24.6			
Level of Service (LOS)		C	C	D			C		C			
Approach Delay, s/veh / LOS	25.6	C		40.2	D		31.9	C		0.0		
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	0.7	A	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.7	A	0.6	A		F		

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HCS 2010 Two-Way Stop Control Summary Report

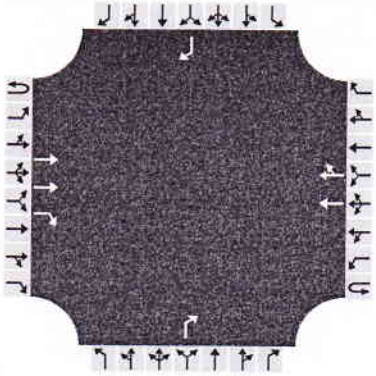
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			302	10			562	2				10				1
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												11				1
Capacity												849				687
v/c Ratio												0.01				0.00
95% Queue Length												0.0				0.0
Control Delay (s/veh)												9.3				10.2
Level of Service (LOS)												A				B
Approach Delay (s/veh)									9.3				10.2			
Approach LOS									A				B			

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HCS 2010 Two-Way Stop Control Summary Report

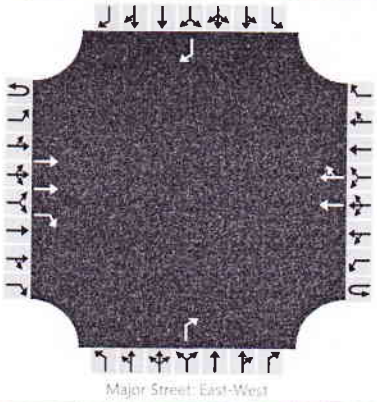
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			588	64			522	7				20				8
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												22				9
Capacity												673				706
v/c Ratio												0.03				0.01
95% Queue Length												0.1				0.0
Control Delay (s/veh)												10.5				10.2
Level of Service (LOS)												B				B
Approach Delay (s/veh)									10.5				10.2			
Approach LOS									B				B			

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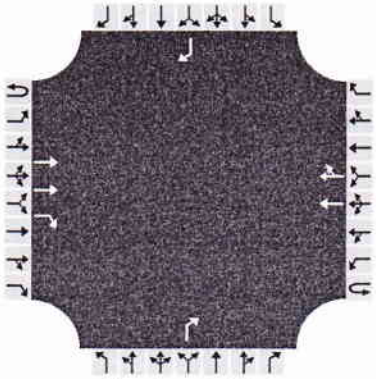
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			310	15			601	2				11				1
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												12				1
Capacity												844				665
v/c Ratio												0.01				0.00
95% Queue Length												0.0				0.0
Control Delay (s/veh)												9.3				10.4
Level of Service (LOS)												A				B
Approach Delay (s/veh)									9.3				10.4			
Approach LOS									A				B			

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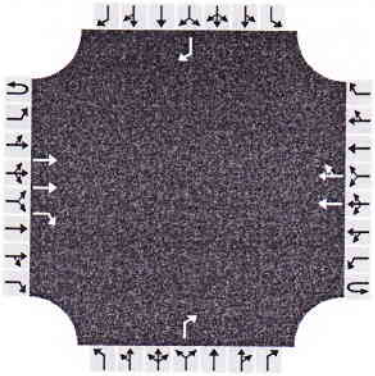
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			614	82			547	7				21				8
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												23				9
Capacity												659				691
v/c Ratio												0.03				0.01
95% Queue Length												0.1				0.0
Control Delay (s/veh)												10.7				10.3
Level of Service (LOS)												B				B
Approach Delay (s/veh)									10.7				10.3			
Approach LOS									B				B			

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HCS 2010 Two-Way Stop Control Summary Report

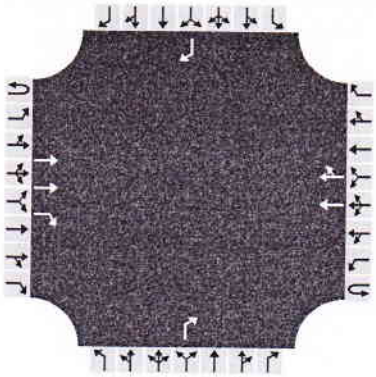
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			661	22			1231	4				22				2
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												24				2
Capacity												635				397
v/c Ratio												0.04				0.01
95% Queue Length												0.1				0.0
Control Delay (s/veh)												10.9				14.1
Level of Service (LOS)												B				B
Approach Delay (s/veh)									10.9				14.1			
Approach LOS									B				B			

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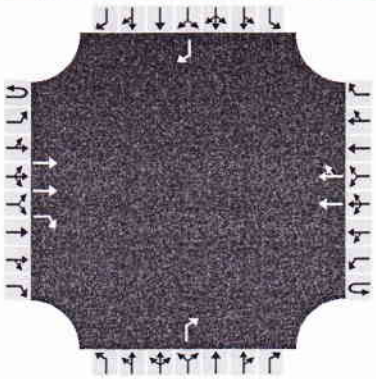
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	NDOT
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			1288	140			1145	15				44				18
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												48				20
Capacity												380				422
v/c Ratio												0.13				0.05
95% Queue Length												0.4				0.1
Control Delay (s/veh)												15.9				14.0
Level of Service (LOS)												C				B
Approach Delay (s/veh)									15.9				14.0			
Approach LOS									C				B			

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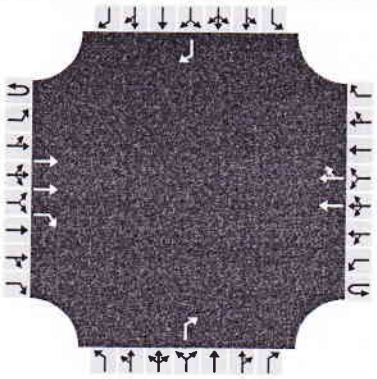
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			669	27			1270	4				23				2
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												25				2
Capacity												630				384
v/c Ratio												0.04				0.01
95% Queue Length												0.1				0.0
Control Delay (s/veh)												10.9				14.4
Level of Service (LOS)												B				B
Approach Delay (s/veh)									10.9				14.4			
Approach LOS									B				B			

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HCS 2010 Two-Way Stop Control Summary Report

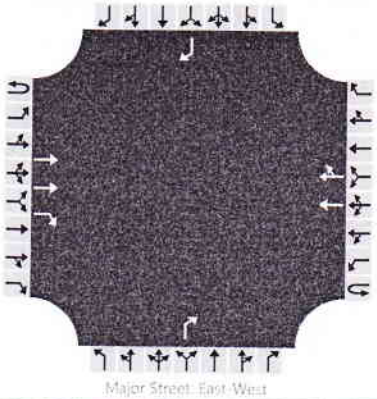
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US-50A & Emigrant
Jurisdiction	NDOT
East/West Street	US-50A
North/South Street	Emigrant Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		0	0	1		0	0	1
Configuration			T	R			T	TR				R				R
Volume (veh/h)			1314	158			1170	15				45				18
Percent Heavy Vehicles												3				3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												49				20
Capacity												372				413
v/c Ratio												0.13				0.05
95% Queue Length												0.5				0.2
Control Delay (s/veh)												16.2				14.2
Level of Service (LOS)												C				B
Approach Delay (s/veh)									16.2				14.2			
Approach LOS									C				B			

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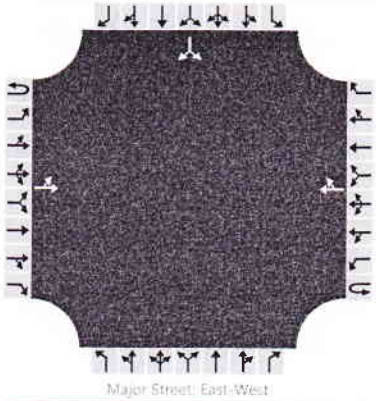
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	222				274	0						0		2
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		241													2	
Capacity		1256													739	
v/c Ratio		0.19													0.00	
95% Queue Length															0.0	
Control Delay (s/veh)		7.9													9.9	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.9			
Approach LOS													A			

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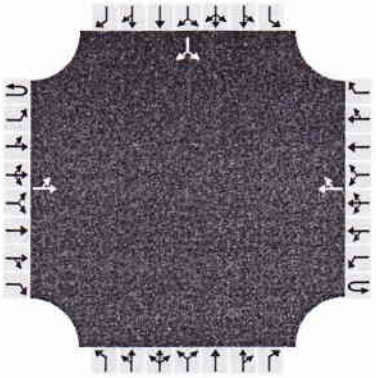
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	169				107	0						0		2
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		186													2	
Capacity		1465													933	
v/c Ratio		0.13													0.00	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.5													8.9	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.1												8.9			
Approach LOS	A												A			

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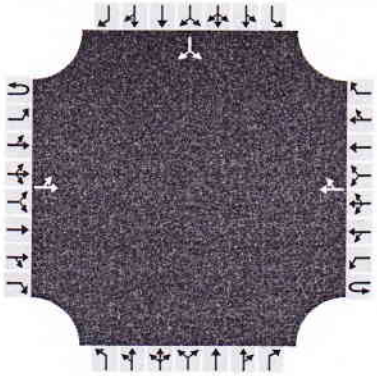
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	AM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	222				274	1						3		7
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		243													11	
Capacity		1255													627	
v/c Ratio		0.19													0.02	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		7.9													10.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												10.8			
Approach LOS	A												B			

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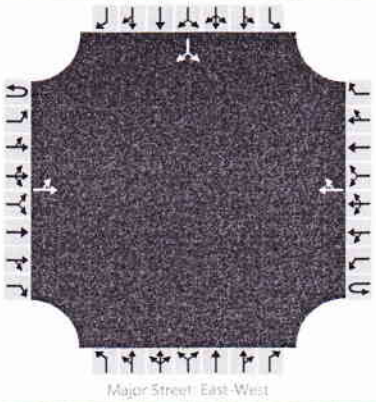
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2016
Time Analyzed	PM Existing + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		8	169				107	3						2		5
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		193													7	
Capacity		1461													818	
v/c Ratio		0.13													0.01	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.5													9.4	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.4												9.4			
Approach LOS	A												A			

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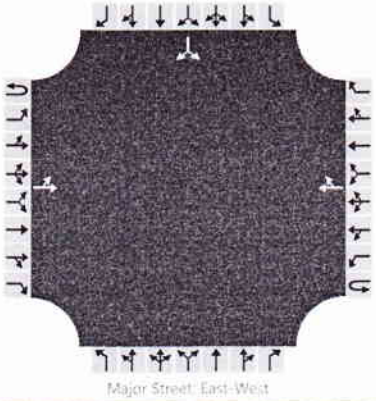
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	589				727	1						1		5
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		641													6	
Capacity		824													274	
v/c Ratio		0.78													0.02	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		9.4													18.4	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.0												18.4			
Approach LOS	A												C			

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HCS 2010 Two-Way Stop Control Summary Report

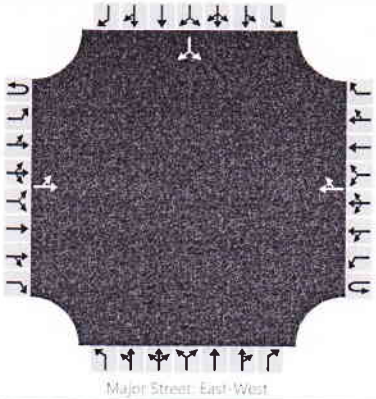
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		5	448				284	1						1		5
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		492													6	
Capacity		1243													586	
v/c Ratio		0.40													0.01	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.9													11.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.1												11.2			
Approach LOS	A												B			

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HCS 2010 Two-Way Stop Control Summary Report

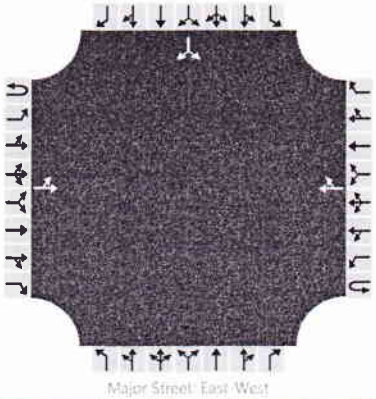
General Information

Analyst	MSH
Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	AM Base + Project
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	Farm District & Browne
Jurisdiction	NDOT
East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	589				727	2						4		10
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		643													15	
Capacity		823													232	
v/c Ratio		0.78													0.06	
95% Queue Length		0.0													0.2	
Control Delay (s/veh)		9.4													21.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.1												21.6			
Approach LOS	A												C			

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HCS 2010 Two-Way Stop Control Summary Report

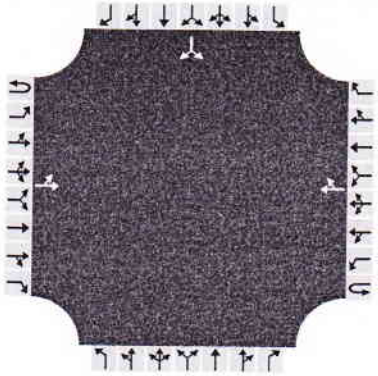
General Information

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Agency/Co.	Solaegui Engineers
Date Performed	2/15/2016
Analysis Year	2036
Time Analyzed	PM Base + Project
Intersection Orientation	East-West
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Site Information

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East/West Street	Farm District Road
North/South Street	Browne Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	448				284	4						3		8
Percent Heavy Vehicles		3												3		3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		499													12	
Capacity		1240													527	
v/c Ratio		0.40													0.02	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		7.9													12.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.3												12.0			
Approach LOS	A												B			

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CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Treston Rodriguez**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: x	Yes:	No: x	N/A

ACTION REQUESTED: Motion

AGENDA ITEM:

(For Possible Action) Discussion and possible action regarding CUP26003, a Conditional Use Permit requested by Bikram Kang to allow for a 96-unit hotel on an approximately 1.86-acre lot zoned Commercial (C2) and located at 700 Mesa Drive. APN 021-061-38.

AGENDA ITEM BRIEF:

The applicant is requesting approval of Conditional Use Permit (CUP26003) to allow the construction and operation of a four-story, 96-room StudioRes by Marriott extended-stay hotel on approximately 1.86 acres located at 700 Mesa Drive (APN: 021-061-38). The proposed development includes a 44,193-square-foot hotel building, 103 off-street parking spaces, landscaping, pedestrian improvements, utility infrastructure, and associated site improvements. The subject property is designated Commercial by the Fernley Comprehensive Master Plan and is zoned General Commercial (C2), where hotels that have more than 20 units are permitted subject to approval of a Conditional Use Permit.

Staff has reviewed the request and determined that the proposed development is consistent with the Fernley Comprehensive Master Plan, compatible with surrounding commercial development, and capable of complying with the applicable provisions of the Fernley Municipal Code, subject to the recommended Conditions of Approval.

RECOMMENDED MOTION:

Based upon the analysis presented in the staff report, I move to approve Conditional Use Permit CUP26003, subject to the Conditions of Approval.

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:

Based upon the public testimony and the facts of the case, I move to deny Conditional Use Permit CUP26003 because I am unable to make the required finding(s):

(State applicable finding(s) and supporting rationale.)

BACKGROUND:

The subject property consists of approximately 1.86 acres located north of Mesa Drive, west of West Main Street, and immediately south of the train tracks. The property is identified as APN 021-061-38 and is designated Commercial (C) by the Fernley Comprehensive Master Plan. The property is zoned General Commercial (C2). The site is situated within an established commercial corridor characterized by a hotel, restaurants, retail establishments, fuel stations, and other highway-oriented commercial services that benefit from convenient access to Interstate 80 and the surrounding transportation network.

The property previously received approval under Conditional Use Permit CUP21005 for construction of a Holiday Inn hotel. Although that project was not constructed, the previous approval established the suitability of the site for hotel use. The current application proposes a different hotel brand and building design while maintaining the same general lodging use envisioned under the prior approval. The proposed StudioRes by Marriott represents an updated development concept that responds to current market demands for extended-stay accommodations while utilizing the existing commercial zoning and planned land use designation.

The applicant proposes construction of a four-story hotel containing 96 guest rooms and approximately 44,193 square feet of floor area. The building is centrally located on the site and is designed to create a prominent presence along Mesa Drive through the use of a vertically articulated entrance feature, architectural canopy, and varied exterior materials. The development will include surface parking, landscaping, and other site amenities necessary to support the proposed use.

PROJECT DESCRIPTION

The proposed project consists of construction and operation of a four-story StudioRes by Marriott extended-stay hotel containing ninety-six guest rooms on approximately 1.86 acres. The building has been designed to accommodate extended-stay travelers through a combination of guest rooms and shared amenities that include a lobby and lounge, fitness center, guest laundry facilities, vending market, administrative offices, employee support areas, mechanical rooms, and associated operational spaces. According to the applicant's narrative, guest activity is expected to be greatest during morning departure periods and afternoon and evening arrival periods, although the facility will operate continuously throughout the day and night.

The site plan provides 103 off-street parking spaces, internal drive aisles, landscaped areas, and a trash enclosure. Vehicular access is provided from Mesa Drive, via the existing Comfort Suites hotel, while the overall

site layout has been designed to provide efficient circulation for guests, employees, and service vehicles. The development is proposed to connect to existing municipal water and sanitary sewer infrastructure and will be reviewed for compliance with applicable engineering, building, fire, and utility requirements during subsequent permitting processes.

Comprehensive Master Plan

The subject property is designated Commercial by the Fernley Comprehensive Master Plan. Hotels are consistent with the Commercial land use designation, and the proposed project represents infill commercial development within an established Interstate 80 commercial corridor. Staff finds the proposal is consistent with the Fernley Comprehensive Master Plan.

Zoning

The subject property is zoned General Commercial (C2). Hotels with more than 20 units are permitted in the C2 zoning district with approval of a Conditional Use Permit pursuant to FMC Section 32.06.150-2. The proposed development has been reviewed for compliance with applicable zoning and site development standards. Remaining technical comments will be addressed through revised construction plans and the Conditions of Approval.

Site Design

The site provides vehicular access from Mesa Drive, internal circulation, pedestrian connections, landscaping, utilities, and other supporting improvements. Staff finds the overall site layout provides safe circulation and an organized development pattern consistent with surrounding commercial development.

Architecture

The proposed building incorporates varied materials, façade articulation, and architectural detailing. Rooftop mechanical equipment will be screened by integrated parapets. Staff finds the proposed architecture is compatible with surrounding commercial development.

Parking

Pursuant to FMC Section 32.09.120-2, hotels and motels are required to provide one off-street parking space per guest room, plus any additional parking required for restaurant or public meeting space where applicable. The proposed development contains 96 guest rooms and does not include a restaurant or public meeting space requiring additional parking under the Municipal Code.

Accordingly, the minimum parking requirement for the project is 96 parking spaces. The site plan provides a total of 103 parking spaces, exceeding the City's minimum parking requirement by seven spaces. Staff finds the proposed parking supply is adequate to accommodate anticipated guest and employee parking demands while remaining consistent with the requirements of the Fernley Municipal Code.

Landscaping

The proposed development is subject to the landscaping requirements of FMC Section 32.09.090. Due to site constraints, the applicant is unable to provide the required minimum 10-foot-wide landscape strip along W. Main Street. Pursuant to FMC Section 32.09.090(d)(9)(d), the applicant submitted an alternative landscape design providing a 30% increase in required landscaping in lieu of the minimum 10-foot-wide landscape strip.

The Administrator has reviewed and approved the alternative landscape design, as reflected in the revised landscape plan and Condition of Approval No. 7. Remaining technical landscaping and irrigation requirements will be addressed through final plans prior to issuance of a building permit. Staff finds the proposed landscaping, as conditioned, complies with the applicable landscaping standards.

Traffic and Circulation

The applicant submitted a Trip Generation Letter prepared by GCW Engineering evaluating anticipated traffic associated with the proposed development. Based upon the Institute of Transportation Engineers (ITE) Trip Generation Manual, the proposed hotel is anticipated to generate approximately 561 average daily trips, including approximately 33 trips during the weekday morning peak hour and approximately 45 trips during the weekday afternoon peak hour.

The projected traffic volumes fall below the City's threshold requiring preparation of a Traffic Impact Study. Based upon the anticipated trip generation and the site's location along an established commercial corridor served by Mesa Drive and Interstate 80, staff does not anticipate the project will create significant adverse impacts to the surrounding roadway network. Staff therefore finds the proposed traffic generated by the development is acceptable.

Public Facilities and Services

The project will connect to existing municipal water and sewer infrastructure and will be served by existing police, fire, and other public services. Applicable engineering, utility, building, and fire requirements will be verified through subsequent permitting. Staff finds adequate public facilities are available to serve the project.

Compatibility with Surrounding Development

The subject property is located within an established commercial corridor characterized by a hotel, restaurants, fuel stations, retail businesses, and other highway-oriented commercial uses. The proposed StudioRes by Marriott will complement the existing pattern of commercial development. Staff finds the proposed use is compatible with the surrounding development and will not create significant land use conflicts.

FINDINGS

Pursuant to FMC Section 32.03.050(b)(6), the Planning Commission must make the following findings prior to approval of a Conditional Use Permit.

Finding No. 1: The proposed conditional use will be in compliance with the Fernley Comprehensive Master Plan.

The subject property is designated Commercial by the Fernley Comprehensive Master Plan. The Commercial land use designation identifies lodging as a primary use, encourages infill and redevelopment of vacant or underutilized sites, and provides for commercial development where adequate public facilities are available. The proposed StudioRes by Marriott extended-stay hotel is consistent with these policies by developing a vacant commercially designated property within an established commercial corridor served by existing municipal infrastructure. **Staff finds this finding can be made.**

Finding No. 2: The proposed conditional use will be compatible with the existing or permitted uses of adjacent properties.

The subject property is located within an established commercial corridor surrounded by a hotel, restaurants, fuel stations, retail businesses, and other commercial uses. An existing hotel immediately west of the subject property demonstrates that lodging is an established and compatible use in the immediate area. Staff finds the proposed hotel is compatible with the existing and permitted uses of adjacent properties; therefore, **Staff finds this finding can be made.**

Finding No. 3: The proposed conditional use will not result in unreasonable impairment of natural resources or exceed the total population that available natural resources can support without unreasonable impairment.

The project is proposed within an existing urbanized area served by municipal water, sanitary sewer, and other public infrastructure. The development will utilize existing municipal utility systems and does not involve the depletion of significant natural resources or development within environmentally sensitive areas. Staff finds the proposed project will not result in the unreasonable impairment of available natural resources; therefore, **Staff finds this finding can be made**.

Finding No. 4: The proposed conditional use will not adversely affect the availability of or need for affordable housing in the community, including affordable housing that is accessible to persons with disabilities.

The subject property is designated and zoned for commercial development. The proposed hotel will not remove existing housing units or displace residential uses. Therefore, the proposed conditional use will not adversely affect the availability of or need for affordable housing within the community. **Staff finds this finding can be made.**

Finding No. 5: The impacts associated with the proposed conditional use have been conditioned to address identified impacts.

Staff has identified project impacts and recommends Conditions of Approval to address those impacts. Staff finds the recommended Conditions of Approval adequately mitigate identified project impacts; therefore, **this finding can be made.**

Finding No. 6: Public notice has been provided and a public hearing has been held in accordance with the Fernley Municipal Code and Nevada Revised Statutes.

Public notice for the proposed Conditional Use Permit was provided in accordance with the requirements of the Fernley Municipal Code and Nevada Revised Statutes. The application was publicly noticed on July 27, 2026. **Staff finds this finding can be made.**

RELEVANT LAWS, STATUTES, AND REGULATIONS:

- Nevada Revised Statutes (NRS) Chapter 278
- Fernley Municipal Code (FMC) Title 32
- FMC Section 32.03.050 – Conditional Use Permits
- FMC Chapter 32.06 – Zoning Districts
- FMC Chapter 32.09 – Site Development Standards
- FMC Section 32.09.120 – Parking and Loading
- Fernley Comprehensive Master Plan

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Exhibit 1 - Conditions of Approval
2. Exhibit 2 - Site Plan
3. Exhibit 3 - Landscape Plan
4. Exhibit 4 - Building Elevations
5. Exhibit 5 - Floor Plan
6. Exhibit 6 - Trip Generation Letter
7. Exhibit 7 - Design Narrative

Conditions of Approval (CUP26003)
CONDITIONAL USE PERMIT (Studio Res by Marriott)

SCOPE AND DURATION OF APPROVAL

1. APPROVAL:
This Conditional Use Permit is approved as conditioned herein. Any substantive change shall require review and approval by the Planning Commission as an amendment to this Conditional Use Permit.

2. PROJECT DESCRIPTION:
The project approval pertains to the development and construction of a 44,193-square foot, four-story, 96-room extended-stay hotel on a 1.86-acre parcel (APN: 021-061-38) in a General Commercial (C2) zoning district.

3. EXPIRATION DATE:
The Conditional Use Permit shall expire one (1) year from the date of approval, unless the permitted use has been established or construction to accommodate that use has begun and is being diligently pursued. A one-year extension may be granted by the Planning Commission if requested prior to the expiration date of the Conditional Use Permit.

4. GOVERNING DOCUMENTS:
All City of Fernley Municipal Code (FMC) or Development Code references herein pertain to the most recent version 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 the "City of Fernley Department of Public Works Design Standards & Review Guidelines" of March 2024, the "City of Fernley Standard Details for Public Works Construction" of July 2022, and the "City of Fernley Comprehensive Master Plan" of April 2024.

DESIGN STANDARDS

5. DESIGN STANDARDS:
The developer shall comply with the design standards and regulations as set forth in the City of Fernley Municipal Code, unless in conflict with other local or state regulations, in which case the more stringent regulation will take precedence. The developer shall follow Fernley Municipal Code (FMC) requirements for the zoning district "C2" as shown by FMC Section 32.06.100(c).

6. LANDSCAPING/IRRIGATION PLANS:
The developer shall submit revised landscaping and irrigation plans consistent with the revised landscape plan approved by the Administrator and demonstrating compliance with FMC Section 32.09.090, for review and approval prior to issuance of a building permit.

7. STREET FRONTAGE LANDSCAPING:

The Administrator approves the alternative landscape design along W. Main Street pursuant to FMC Section 32.09.090(d)(9)(d), consisting of a 30% increase in required landscaping in lieu of providing the minimum 10-foot-wide landscape strip. The developer shall install and maintain the approved alternative landscaping in accordance with the revised landscape plan approved by the Administrator.

8. PHOTOMETRIC PLAN:

The developer shall submit a photometric plan in accordance with FMC Section 32.09.100 with the building permit application. These plans are subject to review and approval by the Administrator.

The developer is required to comply with the lighting standards and requirements in the FMC. To reduce the impact of glare and minimize the effect of field and parking lighting, lighting fixtures with external "hoods" and internal glare reduction louvers shall be used. Per FMC Section 32.09.100(d)1, the height of parking lot lighting shall not exceed 20 feet from the grade of the parking lot.

9. PARKING:

The use of this project is described as "hotel/motel" with a four-story, 96-room extended-stay hotel. Per FMC Section 32.09.120-2 – Parking Ratios, the project requires one (1) parking space per guest room plus one (1) parking space per 800 square feet of restaurant or public meeting space. The project requires a total of 96 parking spaces. The project meets parking requirements as it provides at least 96 parking spaces.

10. ARCHITECTURE/BUILDING ELEVATIONS:

The development of the subject site shall be in substantial conformance with the architectural building elevations submitted as part of this application. Unless required by these Conditions of Approval, substantial changes to the elevations shall require review and approval by the Administrator prior to issuance of a building permit.

11. TRASH ENCLOSURES:

As required by FMC Section 32.09.090(i), all trash enclosures must be permanent in nature and architecturally compatible with the project by incorporating building materials and colors consistent with the primary building.

All trash enclosures shall be constructed of masonry, concrete block, or other durable opaque material on three sides and a solid opaque metal gate on the fourth side.

The developer shall locate and install trash enclosures to the approval of Waste Management and the Administrator, including the appropriate size and location.

12. UTILITY SCREENING:

The developer shall work in conjunction with the utility companies to locate utility equipment such as electrical, gas and water junction boxes, transformer boxes, vaults, and electrical panels, in areas where the equipment is screened by either architectural elements that match the main structure's colors and materials or by adjusting the approved landscaping to compensate. This condition is subject to the approval of the Administrator prior to issue of a certificate of occupancy for each individual building.

The mechanical equipment shall be screened from view of the parking lot, adjacent public streets, and public areas by using an architectural element of the building consisting of same, durable materials of the building, to the approval of the Administrator. Any trash compaction and/or dumpster(s) shall be screened from the view of parking lots and public areas. Screening shall be reviewed and approved by the Administrator prior to issue of a building permit for each individual building.

DIMENSIONAL STANDARDS

13. BUILDING HEIGHT:
Developer shall comply with FMC Section 32.06.100-1 Commercial density/intensity standards which requires the maximum height shall not exceed 60 feet for any structure within this hotel project.

GRADING PERMIT REQUIREMENTS

14. GEOTECHNICAL REPORT:
The developer shall provide a geotechnical report for the project in conformance with the requirements of the Development Code for review and approval by the City Engineer prior to issue of grading permit or building permit for any portion of the project.

15. GRADING PERMIT:
The developer shall submit a grading plan for any phase of the project, to the approval of the City Engineer. Prior to issue of a grading permit for the development, the developer shall post a surety bond for regrading and reclamation of the site. The developer shall comply with all grading requirements set forth in the City of Fernley Development Code, as well as all state and federal regulations including, but not limited to, storm water pollution prevention and air quality.

The developer shall provide verification of a Storm Water Discharge Permit from the Nevada Department of Environmental Protection as well as a Surface Area Disturbance Permit, prior to issue of a grading permit. This requirement is subject to the approval of the City Engineer.

16. WATER AND SEWER MODELING:
The developer shall complete water and sewer modeling for the project prior to the issue of any permit. The developer shall construct any improvements identified by the modeling as necessary to serve the project in accordance with state and local

regulations. This requirement is subject to approval by the City Engineer and the Public Works Department.

17. STORM WATER TREATMENT AND DRAINAGE:

The developer shall provide a final drainage report for the project in conformance with City of Fernley Municipal Code and the Public Works Design Manual for review and approval by the City Engineer. The developer shall utilize structural controls for the treatment of storm water runoff, in accordance with best management practices.

Prior to issue 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, the City Engineer, and the Public Works Director.

All internal storm drain infrastructure shall be maintained by the property owner.

CIVIL PERMIT CONDITIONS

18. DRIVEWAY ACCESS:

Developer shall coordinate with the 2022 City of Fernley Access Management Policy regarding driveway access, to the approval of the City Engineer.

19. STREET IMPROVEMENTS:

The developer shall construct any roadway improvements necessary to serve the project to the approval of the Administrator, the City Engineer, and the Public Works Director.

20. IMPROVEMENT PLANS SECURITY:

With the submittal of any Final Subdivision Map application for the project, the developer shall construct all required public improvements or provide a security in accordance with the provisions set forth in Title 32, (Improvements and Agreements) of the City of Fernley Municipal Code and complete the minimum improvements identified in Title 32.03.060 of the City of Fernley Municipal Code.

21. WATER RIGHTS:

The developer shall comply with all City of Fernley Municipal Code regarding the dedication of water rights and all associated fees for the connection to the City of Fernley municipal water system.

22. WATER AND SEWER MAINS AND SERVICES:

The developer shall comply with all standards, codes, and requirements regarding connection to the City of Fernley sanitary sewer and potable water systems, including but not limited to, associated fees, easements, design standards, system looping, development code requirements, and state requirements.

Along with the submittal of a Final Subdivision Map for any phase of the project, the developer shall provide the City of Fernley with a utility plan for water and sanitary sewer that is in conformance with the Nevada Administrative Code 445A, the City of Fernley Municipal Code, and the Public Works Design Manual to the approval of the Administrator, the City Engineer, and the Public Works Director.

23. WATER AND SEWER SYSTEM MODELING:
Through the Public Infrastructure Permit process, 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 the Public Works Director.

24. WATER SYSTEM LOOPING:
Through the Public Infrastructure Permit process, the developer shall provide the City of Fernley with a utility plan for the water system that demonstrates adequate system looping. The plan shall be in conformance with the City of Fernley Municipal Code, Nevada Administrative Code, and the Public Works Design Manual. This requirement is subject to the approval of the City Engineer and the Public Works Director.

25. UTILITY EASEMENTS:
The developer shall provide easements to the City of Fernley for the maintenance of the water mains, meter boxes and sewer mains being installed on private property. The easements shall include the City of Fernley standard easement language.

26. SANITARY SEWER REPORT:
Prior to issue of a building permit, the developer shall provide a final sanitary sewer report for the project in conformance with the City of Fernley Municipal Code and the Public Works Design Manual for review and approval by the City Engineer.

27. SANITARY SEWER SYSTEM:
All onsite sewer mains must be privately owned and maintained by the commercial owners' association.

CONSTRUCTION PHASE

28. CONSTRUCTION MAINTENANCE:
The developer shall locate a sufficient number of trash containers on site to be used during the construction of the project to maintain the project site in a clean and orderly state, to the approval of the Administrator.

29. PROJECT CONTACT:
The developer shall designate to the Administrator a project contact person responsible for and authorized to correct problems regarding the project on a 24-hour/7-day-per-week basis. The developer shall designate the project contact person to the Administrator prior to issuance of a grading permit or site improvement permit.

30. CONSTRUCTION HOURS:

The developer shall limit all construction and construction-related activities to between the hours of 7:00 am and 7:00 pm, seven days per week. The developer shall install signs at all access points to the project that clearly indicate the hours of on-site activity prior to the start of any construction-related activities, subject to the approval of the Administrator. The developer shall maintain these signs in good repair for the duration of the construction of the project. Once construction is finished, the developer shall remove these signs.

BUILDING PERMIT INSPECTION REQUIREMENTS

31. BUILDING PERMIT:

The developer shall submit a building permit application for review and approval by the Building Official prior to beginning construction.

REGULATORY AGENCIES

32. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

The developer shall comply with all requirements of the North Lyon County Fire Protection District, including but not limited to: developing a plan to provide adequate emergency access throughout the site, developing a master fire hydrant and fire flow plan, developing a master fire department connection (FDC) plan, and installing fire suppression and/or alarm systems, to the approval of the Fire Marshal, prior to issue of a building permit.

33. FEDERAL, STATE, AND LOCAL AGENCIES:

The developer shall comply with all requirements of any federal, state, or local agency, department, or licensed professional with jurisdiction over the project including, but not limited to: the Bureau of Reclamation (BOR), the Nevada Department of Transportation (NDOT), the Nevada Department of Environmental Protection (NDEP), the Nevada Division of Water Resources (NDWR), the Nevada State Environmental Commission, Truckee Carson Irrigation District (TCID), the City of Fernley Building Official, the City of Fernley Public Works Department, and the City of Fernley professional land surveyor.

34. POSTAL SERVICE:

Prior to issue of a building permit for each phase, 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, the City Engineer, the Fernley Postmaster, and the Public Works Director.

35. ADDRESSING:

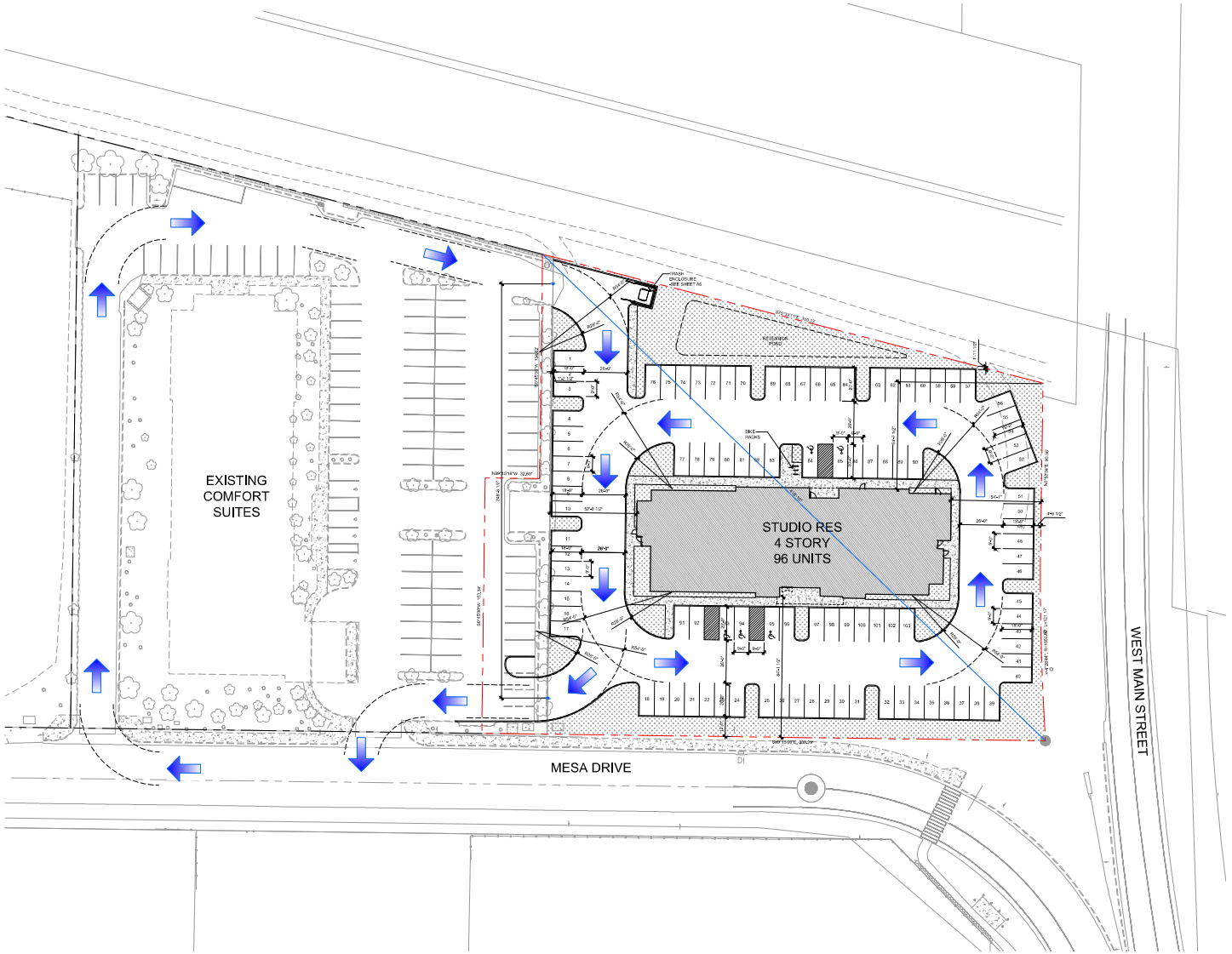
The developer shall submit a request for address form to the City of Fernley Engineering Department for review and approval. All addressing shall be completed

by the City of Fernley prior to issue of a building permit.

36. NEVADA DIVISION OF ENVIRONMENTAL PROTECTION:

The developer shall comply with all requirements of the Nevada Division of Environmental Protection Bureau of Air Pollution Control, 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, the City Engineer, and the Public Works Director.

The developer shall participate in any programs administered by, and shall comply with any other requirements of, the Nevada Division of Environmental Protection (NDEP) including, but not limited to, the Resource Conservation and Recovery Act (RCRA) and the Chemical Accident Prevention Program (CAPP).



SITE PLAN
SCALE: 1" = 30'-0"

0 15 30 60
SCALE: 1"=30'

GENERAL INFORMATION:

DEVELOPER:	FALCON PEAK PROPERTIES LLC
CONTACT:	BIKRAM KANG
TELEPHONE:	510-299-1142
EMAIL:	bikramkang91@gmail.com
ARCHITECT:	TRUMAN HOWELL ARCHITECTS
ADDRESS:	206 CHELSEA ROAD MONTICELLO, MN 55362
CONTACT:	MARK MAYVILLE
TELEPHONE:	763-314-0222
EMAIL:	markm@th-arch.com

SITE INFORMATION:

PROJECT ADDRESS:	LOCATED NORTH OF MESA DRIVE, WEST OF MAIN STREET, AND SOUTH OF INTERSTATE 80
PARCEL NUMBER:	021-061-38
ZONING:	C2 (GENERAL COMMERCIAL)
PROPOSED USE:	HOTEL/MOTEL
SITE AREA:	80,876 SF (1.86 ACRES)
BUILDING STORIES:	4
BUILDING AREA:	
FIRST FLOOR:	11,130 SF
SECOND FLOOR:	11,330 SF
THIRD FLOOR:	11,330 SF
FOURTH FLOOR:	11,330 SF
CANOPY AREA:	314 SF
TOTAL AREA:	45,120 SF

PARKING ANALYSIS:

REQUIRED:	1 SPACE PER GUEST ROOM
GUEST ROOMS:	96
REQUIRED PARKING:	96 SPACES
PROVIDED PARKING:	103 SPACES

VICINITY MAP



THA
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206 CHELSEA ROAD
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STUDIORES

FERNLEY, NV

PRELIMINARY
NOT FOR
CONSTRUCTION

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

SITE PLAN

DATE 07/22/26

A0

LANDSCAPE DATA

SITE AREA = (1.86 ACRES)

ZONING: C2 (GENERAL COMMERCIAL)

REQUIRED LANDSCAPE AREA = 12,153 SQ FT
(15% OF TOTAL SITE AREA)

PROVIDED LANDSCAPE AREA = 12,153 SQ FT MIN.

TREES REQUIRED = 77
- LANDSCAPE TREES = 25
  1 TREE PER 500 SQ FT OF REQUIRED LANDSCAPE AREA
- PARKING TREES = 15
  1 TREE PER 7 PARKING SPACES (103 SPACES PROVIDED)
- FRONTAGE TREES = 19
  1 TREE PER 30 LN FT
  (W. MAIN STREET 215') = 7
  (MESA DRIVE 338') = 12
- TOTAL REQUIRED TREES BEFORE INCREASE = 59
- 30% INCREASE IN TREE COUNT = 18*

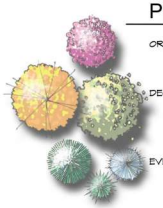
TREES PROVIDED = 77 MIN.

SHRUBS REQUIRED = 460 MIN.
- 6 SHRUBS PER REQUIRED TREE = 354
  (59 X 6) = 364
- 30% INCREASE IN SHRUBS = 106*
  106 X 30% = 106

SHRUBS PROVIDED = 460 MIN.

*THE QUANTITY OF LANDSCAPE MATERIALS WAS INCREASED BY 30% DUE TO LACK OF A 10' LANDSCAPE PLANTER ALONG W. MAIN STREET PER CITY OF FERNLEY MUNICIPAL CODE Table 32.09.090-1, Footnote b

PLANT LEGEND



ORNAMENTAL TREES

DECIDUOUS SHADE TREES

EVERGREEN TREES

LANDSCAPE AREA

RE-VEGETATION AREA

GENERAL NOTES

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
2. TREE SIZES AT PLANTING
   DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 2 INCHES.
   EVERGREEN TREES SHALL HAVE A MINIMUM HEIGHT OF 6 FEET.
   ADDITIONAL TREES, BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION AND PROVIDED AT THE DISCRETION OF THE OWNER.
3. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL 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 TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
4. ALL SHRUB BEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL.
5. ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED PER CITY OF FERNLEY MUNICIPAL CODE SECTION 32.09.090(D)(13)". CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE, TYPE BACKFLOW PREVENTER WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
6. PLANTING PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER LOCAL AGENCY CODE REQUIREMENTS. PLANT LOCATIONS, FINAL SPECIES SELECTION, AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF FINAL CONSTRUCTION DOCUMENTS. PER CITY OF FERNLEY CODE SEC. 32.09.090(D)(7), 60% OF CONTAINER GROWN SHRUBS AND PLANS SHALL BE MIN 5 GALLON SIZE.



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L.A. Studio Nevada
the landscape architecture studio
1552 C Street Sparks, NV 89431 (775) 323-2223 NV RLA #440
www.lastudionevada.com

Preliminary Landscape Plan
MESA DRIVE HOTEL
Falcon Peak Properties, LLC
Lyon Co. Nevada
Fernley

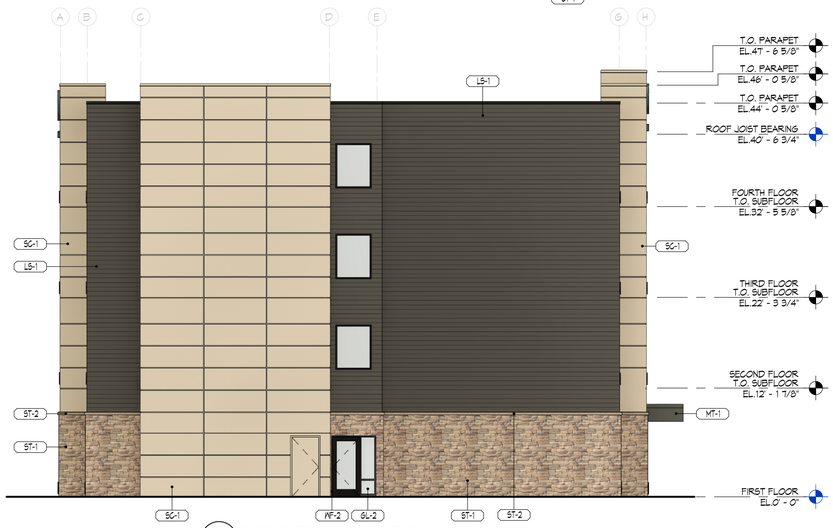
No.	Revision Date

LA No: 1077-501-05-26
Designed: KRD
Drawn: KRD
Checked: MAC
Date: 1/22/2026

Sheet L1 of 1



1 / A5 FRONT EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

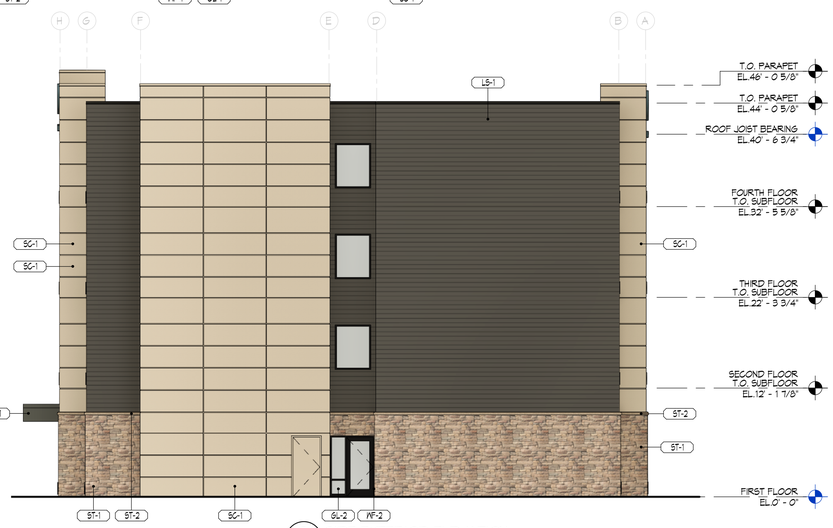


2 / A5 SIDE EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIAL / COLOR SCHEDULE

IMAGE	MARK	MATERIAL	MANUFACTURER	PATTERN	COLOR
	GL-1	ALUMINUM WINDOW GLASS	TBD	-	CLEAR/LOW-E
	GL-2	STOREFRONT WINDOW GLASS	TBD	-	CLEAR/LOW-E
	LS-1	LAP SIDING	JAMES HARDIE	SMOOTH	COBBLESTONE
	LS-2	LAP SIDING	WOODTONE	RUSTIC SERIES	SUMMER WHEAT
	MT-1	METAL PANEL	ALUCOBOND	-	TO MATCH IRON ORE SW7069
	SC-1	STUCCO	STO	MEDIUM	TO MATCH JAMES HARDIE NAVAJO BEIGE
	ST-1	STONE VENEER	CULTURED STONE	COUNTRY LEDGESTONE	CHARDONNAY
	ST-2	CAST STONE WALL CAP	-	-	TO MATCH ST-1
	WF-1	WINDOW FRAMES & WINDOW LOUVERS	TBD		DARK BRONZE ANODIZED ALUMINUM
	WF-2	STOREFRONT WINDOW FRAME	TBD		DARK BRONZE ANODIZED ALUMINUM

NOTES:
1. PAINT ALL EXTERIOR DOORS, LOUVERS, COPING, ETC. TO MATCH NEW ADJACENT COLOR.



3 / A5 SIDE EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"



4 / A5 REAR EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

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(763)314-0222

STUDIORES

FERNLEY, NV

PRELIMINARY NOT FOR CONSTRUCTION

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

EXTERIOR ELEVATIONS

DATE 06/11/26

A5



1
A5

1 / A1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

UNIT TYPE	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	TOTAL
ACCESSIBLE QUEEN	0	1	1	1	3
ACCESSIBLE QUEEN QUEEN	0	0	1	1	2
QUEEN QUEEN	5	11	10	10	36
SINGLE QUEEN	13	14	14	14	55
TOTAL	18	26	26	26	96

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NO.	DATE	DESCRIPTION

FIRST FLOOR PLAN

DATE 06/11/26

A1



1 A2 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

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REVISION SCHEDULE

NO.	DATE	DESCRIPTION

SECOND FLOOR PLAN

DATE 06/11/26

A2



1 A3 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

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(763)314-0222

STUDIORES

FERNLEY, NV

PRELIMINARY NOT FOR CONSTRUCTION

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

THIRD FLOOR PLAN

DATE 06/11/26

A3



1 A4 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

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(763)314-0222

STUDIORES

FERNLEY, NV

PRELIMINARY
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CONSTRUCTION

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

FOURTH FLOOR PLAN

DATE 06/11/26

A4

May 29, 2026

Bikram Kang
Falcon Peak Properties, LLC
800 Mesa Drive
Fernley, NV 89408

Trip Generation Letter – Fernley Hotel

Dear Mr. Kang,

This letter provides trip generation estimates for a proposed hotel project in Fernley, NV. The proposed project is located north of Mesa Drive and west of Main Street, adjacent to the existing Comfort Suites hotel, as shown in **Exhibit 1**. The preliminary project site plan is provided in **Attachment A**.

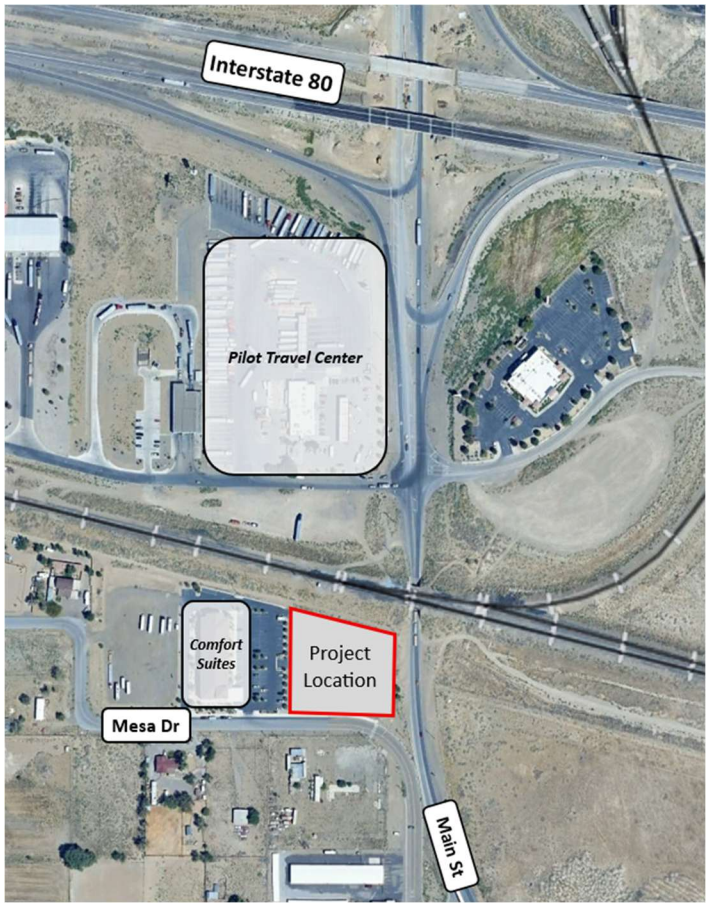


Exhibit 1: Project Location

Project Trip Generation

Trip generation rates from *Trip Generation Manual, 12th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the proposed project based on the Hotel land use. **Table 1** shows the Daily, AM peak hour, and PM peak hour trip generation estimates.

Table 1: Trip Generation Estimates

Land Use (ITE Code)	Size	Trips[1]				
		Daily	AM	AM In/Out	PM	PM In/Out
Hotel (310)	96 rooms	561	33	17 / 16	45	23 / 22

Notes: 1. Trips were calculated based on the following rates per room: Daily – 5.84; AM – 0.34 (52% in / 48% out); PM – 0.47 (51% in / 49% out)
Source: GCW, 2026

As shown in the table, the project is anticipated to generate approximately 561 Daily, 33 AM peak hour, and 45 PM peak hour trips, which is below the City of Fernley threshold of 100 peak hour trips for requiring a Traffic Impact Study. The proposed project is not expected to have any significant impact on local roadway operations. No further traffic analysis is recommended.

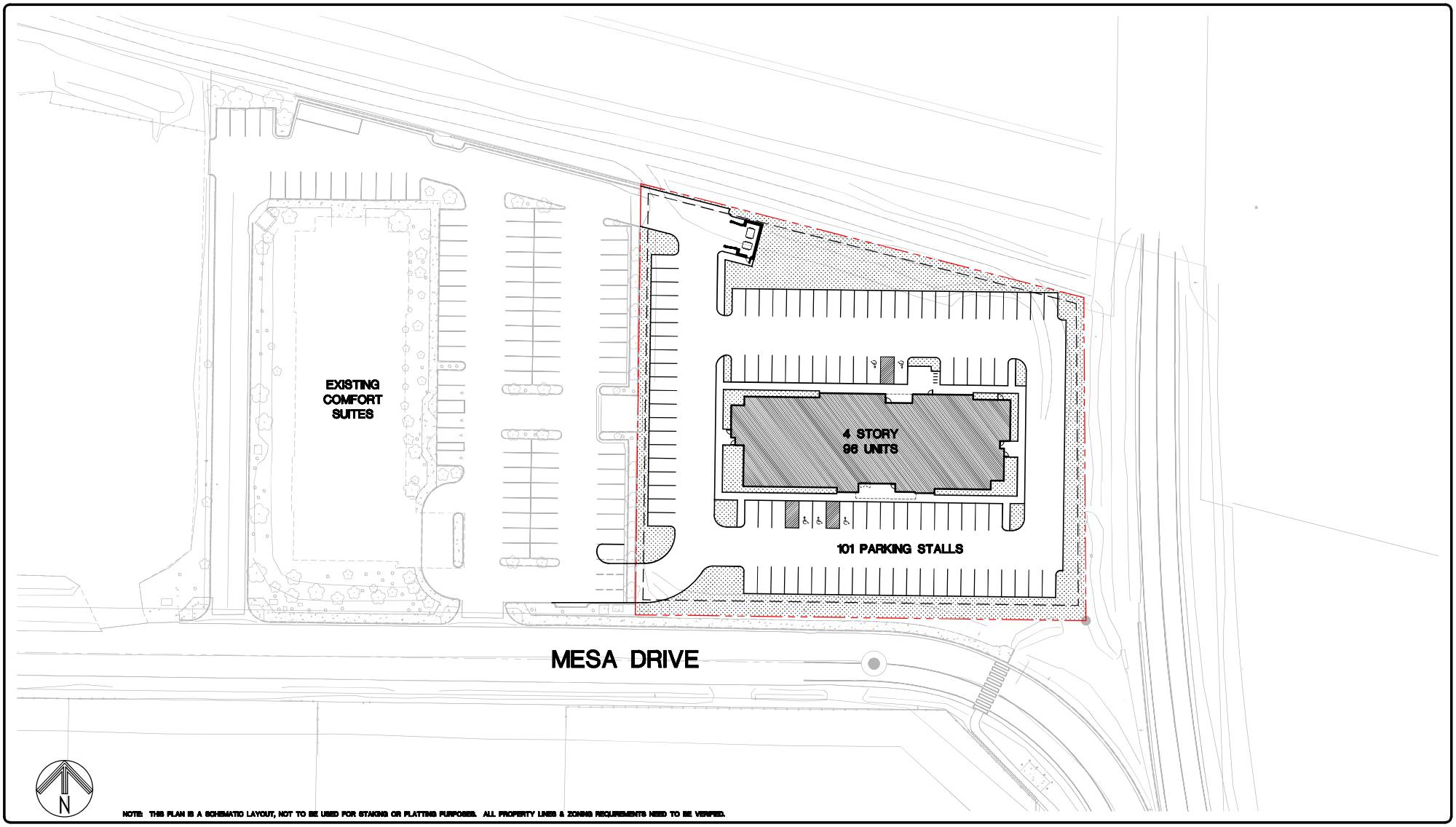
Sincerely,
GCW, INC.



Marissa Harned
Digitally signed by Marissa Harned
Date: 2026.05.29 13:17:11 -07'00'

Marissa Harned, PE
Senior Engineer

Attachment:
A – Preliminary Site Plan



THA TRUMAN HOWELL ARCHITECTS
206 CHELSEA ROAD
MONTICELLO, MN 55362
PHONE (763) 314-0222
FAX (763) 314-0354

LOCATION
FERNLEY
NEVADA

STUDIORES
SCHEMATIC
SITE STUDY

DATE
04/09/26

HOTEL FOOTPRINT AREA
10,775 SQ.FT.

TOTAL PROPERTY AREA
74,196 SQ.FT. (1.70 ACRES)

0 30 60 120
GRAPHIC SCALE

ASSUMED SETBACKS

NORTH 5'	**EAST 5'**
SOUTH 10'	**WEST 5'**

DESIGN NARRATIVE

Project: StudioRes by Marriott
Fernley, NV

Date: June 11, 2026

4-story wood frame hotel on a slab-on-grade foundation with a low-slope roof system. The building contains 96 guest rooms and is designed to accommodate extended-stay travelers. Common guest amenities include a lobby and lounge area, vending market, fitness center, guest laundry facilities, and associated operational support spaces.

The hotel is centrally located within the site and is designed to create a strong and identifiable presence from adjacent streets, parking areas, and pedestrian approaches. The primary entrance is highlighted by a vertically articulated central building element, entrance canopy, and integrated signage that create a distinct focal point and clear point of arrival for guests.

The building exterior utilizes a combination of stucco, fiber cement siding/panel systems, metal panel accents, and stone veneer to create visual interest and reduce the perceived scale of the building. A stone veneer base wraps the ground floor to provide a pedestrian-scale element and establish a durable, high-quality street presence. Contrasting exterior materials and colors are distributed across all elevations to break down the building mass, provide architectural articulation, and create a consistent design character from all viewing angles. Large storefront glazing at the lobby and public amenity spaces provides natural daylight to interior areas, enhancing the guest experience while supporting energy-efficient building design. Material transitions and architectural detailing are incorporated throughout the building to create a cohesive appearance and support the community's design objectives for high-quality development.

All rooftop mechanical equipment will be screened from view from adjacent public streets, parking areas, and public spaces by architectural parapets that are integrated into the building design and compatible with the building's exterior materials and architectural character.

Hours of operation: The hotel will operate 24 hours per day, 7 days per week. Guest activity is typically highest during morning departure periods and afternoon/evening arrival periods.

206 Chelsea Rd, Monticello, MN 55362 P 763-314-0222 E architects@th-arch.com

CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Lisa Warner**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: X	Yes:	No: X	N/A

ACTION REQUESTED: Ordinance
Motion

AGENDA ITEM:

(For Possible Action) Discussion and possible action to recommend that the City Council approve Bill #383, an Ordinance to amend the Fernley Development Code to add a definition for short-term rentals to Section 32.02.030, to add short-term rental Use Standards as Section 32.07.382, and to add a short-term rental use to Section 32.06.150.

AGENDA ITEM BRIEF:

In order to regulate short-term rentals, staff is updating the Development Code to create a definition for short-term rentals as well as develop Use Standards that will be the guide in regulating short-term rentals within the City of Fernley.

RECOMMENDED MOTION:

"I move to recommend that the City Council approve Bill #383 associated with CA26003 as presented by staff."

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:

"I move to recommend that the City Council deny Bill #383 associated with CA26003 as presented by staff."

"I move to recommend that the City Council approve Bill #383 associated with CA26003 with the following modifications _____."

Note: Though no further language has been provided the Planning Commission may make any other motion consistent with Fernley Planning Commission Rules of Procedure.

BACKGROUND:

Due to short-term rentals becoming more popular within the City of Fernley, staff have determined that short-term rentals should be regulated. The City can regulate the short-term rentals by requiring a business license, requiring them to follow the Use Standards, and requiring them to pay lodging tax fees.

In order to regulate short-term rentals, staff must update the Development Code by first creating a definition for short-term rentals, second by developing and establishing Use Standards, and third by adding short-term rentals to the Use Table and designating appropriate zoning where short-term rentals are allowed.

The definition is "a residential dwelling unit, portion of a dwelling unit, bedroom within a residential dwelling unit or an accessory dwelling unit (ADU) rented to a guest or group of guests for a period of less than thirty (30) consecutive days.

The Use Standards will allow the regulation of the following:

Occupancy - Max of 2 people per legal bedroom + 2 people per unit
Parking - Limited to established parking including driveway(s), garage, carport(s)
Trash service - Collection is required once per week
Location - Anywhere within the City limits
Smoke detectors - Functioning fire detectors must meet current fire code

Since a short-term rental is a conditional use, a Conditional Use Permit is required in each allowed zoning district, as well as a current business license. The Conditional Use Permit will be reviewed by the Planning Commission. City Council will make the final decision if the Planning Commission's decision is appealed.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC – Development Code – Section 32.02.030 – Definitions and Interpretations

FMC – Use Standards – Section 32.07.383 – Short-term rentals

FMC – Zoning Districts – Section 32.06.150 – Unlisted uses and use table

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Original Version 1
2. Final Blackline Version 7.14.26 STR
3. Bill #383 v1

Short-term rental. A residential dwelling unit, portion of a dwelling unit, or bedroom within a residential dwelling unit~~, leased and/or~~ rented to a guest~~(s)~~ or group of guests~~,~~ for a period of less than thirty (30) consecutive days.

Short-term rental, Type 1. A short-term rental wherein the principal use of the property remains ~~as a full-time residence~~residential and~~. T~~the property owner rents their primary residence as a short-term rental on an intermittent basis. ~~A copy of the deed for the subject property is required to be classified as a Type 1 rental.~~ The property owner must occupy the residence for nine (9) months ~~of the year~~per calendar year. Accessory dwelling units (ADUs) as defined in Section 32.XX.XXX shall be considered a Type 1 short-term rental. A copy of the deed for the subject property is required in order for a short-term rental to be classified as a Type 1 rental.

Commented [AJ1]: Approval of landlord for for-rent properties?

Short-term rental, Type 2. A short-term rental wherein the principal use of the property becomes a lodging use that is not occupied by a permanent resident. The property owner ~~lists~~ registers this property full-time as a short-term rental and has no intention of having permanent residents living in the ~~property~~dwelling unit.

1) *Occupancy.* Maximum of two (2) people per legal bedroom, plus two (2) people ~~for per~~the unit or portion of a unit when operated as a short-term rental.

2) *Parking.* Parking is limited to the established parking areas for vehicles as provided for the residential building on the property (driveway, garage, carport, etc.).

3) Special events are not permitted in a short-term rental. Examples of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers, and business seminars.

4) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. ~~No R~~recreational vehicles, trailers, or other vehicles or structures not classified as ~~a~~ permanent residential dwellings may not be used as ~~a~~ short-term rentals.

~~5) *Exceptions.* Exceptions to the short-term rental standards shall only be granted by the Planning Commission as a Conditional Use Permit.~~

6) All short-term rentals must comply with all applicable codes under Fernley Municipal Code XX.XX.XXX including obtaining a business license prior to operation and payment of Transient Lodging Taxes during operation.

7) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the City's findings on the following factors:

a) Inadequate parking infrastructure;

b) Substantial negative impact to surrounding properties;

c) Frequency or concentration of nearby licensed short-term rentals;

d) Prior zoning or other code violations on the property; and

e) Proximity to public or private K-12 schools when the proposed property is within 1,000 feet of the school boundary line. ?

8) Only one (1) short-term rental ~~is~~ unit is allowed per property.

9) Trash ~~pick up~~collection service at least once ~~a~~per week is required.

10) No campers or camping tents shall be used to provide additional sleeping area.

11) There shall be one functioning smoke detector in each bedroom and at least one functioning smoke detector in the common area.

~~11)~~12) *Exceptions.* Exceptions to the short-term rental standards shall only be granted by the Planning Commission as a Conditional Use Permit.

Commented [AJ2]: MR: What are some potential reasons to apply this standard? Do we really need it? BG: Do motels have a similar requirement? (no) Could be a good safety consideration.

Commented [AJ3]: BG: Should we send to Fire Dept for input? They usually only get involved with child care home-based businesses.

Forward to Tim for review and comment.

Commented [AJ4]: Add some stipulations as to what a CUP cannot authorize.

Commented [AJ5R4]: Existing legally established licensees? Grace period for existing STRs that are not licensed? Article in the paper? Public meeting or workshop for education purposes might be good ideas.

Commented [AJ6R4]: 2/4: Grandfather allowance but only if the STR doesn't have compliance issues. Only applied to legally licensed.

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
Lodging/Short-Term Rental																					
		Bed and breakfast	Reference chapter 32.07	C	C										P		C	C			
		Hotel/motel (>20 units)													P		P	P	C		
		Hotel/motel (≥20 units)													C		C	P	C		
		Recreational vehicle park	Reference chapter 32.07														C	C			C
		Resort, dude/guest ranch		C	C																
		Type 1 STR	32.07.382	P	P	P	P	P	P	P	P	P	P	P	C~~?~~	~~?~~C	~~?~~C	~~?~~C			
		Type 2 STR	32.07.382	C	C	C	C	C	C	C	C	C	C	C	C	C~~?~~	~~?~~C	~~?~~C			

Commented [AJ7]: The cost of a CUP may be prohibitive for many, however, the full lodging use designation may allow for additional revenue.

Commented [AJ8R7]: Minor CUP app type (future code update) could potentially move forward in concert with this effort (TBD).

Commented [AJ9R7]: Should Type 2 be allowed outright in the commercial zones (as a lodging use)? Type 1 should be conditional in the commercial zones.

Section 32.02.030 - Definitions

Short-term rental. A residential dwelling unit, portion of a dwelling unit, bedroom within a residential dwelling unit or an accessory dwelling unit (ADU) rented to a guest or group of guests for a period of less than thirty (30) consecutive days.

Section 32.07.382 – Short-term rentals

Purpose: The purpose of this section is to establish the standards for short-term rentals within the allowed zones in the City to ensure the public's health, safety, and welfare.

(a) *Applicability.* This section applies to all short-term rentals within the City.

1) *Occupancy.* Maximum of two (2) people per legal bedroom, plus two (2) people per unit or portion of a unit when operated as a short-term rental.

2) *Parking.* Parking is limited to the established parking areas for vehicles as provided for the residential building on the property (driveway, garage, carport, etc.).

3) Special events are not permitted in a short-term rental. Examples of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers, and business seminars.

4) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. Recreational vehicles, trailers, or other vehicles or structures not classified as permanent residential dwellings may not be used as short-term rentals.

5) All short-term rentals must comply with all applicable codes under Fernley Municipal Code 10.01.04 including obtaining a business license prior to operation and payment of Transient Lodging Taxes during operation.

6) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the City's findings on the following factors:

a) Inadequate parking infrastructure;

b) Substantial negative impact to surrounding properties;

c) Frequency or concentration of nearby licensed short-term rentals;

d) Prior zoning or other code violations on the property; and

7) Only one (1) short-term rental unit is allowed per property.

8) Trash collection service at least once per week is required.

9) No campers or camping tents shall be used to provide additional sleeping area.

10)There shall be functioning smoke detectors per current fire code. Approval from fire department is required prior to approval of a business license.

11) Conditional use permit required. A short-term rental is a conditional use and requires approval of a conditional use permit in each district in which it is so designated in the use table (Section 32.06.150). The Planning Commission may impose conditions upon and may modify the standards of this section through the conditional use permit, except that the maximum-occupancy standard and the limit of one short-term rental unit per property may not be modified or waived.

12) Short-term rentals shall comply with all applicable laws, regulations, and codes of any federal, state, or local agency within jurisdiction.

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
Lodging/Short-Term Rental																					
		Bed and breakfast	Reference chapter 32.07	C	C										P		C	C			
		Hotel/motel (>20 units)													P		P	P	C		
		Hotel/motel (≥20 units)													C		C	P	C		
		Recreational vehicle park	Reference chapter 32.07														C	C			C
		Resort, dude/guest ranch		C	C																

		STR	32.07.382	C	C	C	C	C	C	C	C				C	C	C	C			

BILL #383
CITY OF FERNLEY
ORDINANCE #_____

AN ORDINANCE AMENDING THE FERNLEY DEVELOPMENT CODE TO ADD A DEFINITION FOR SHORT-TERM RENTALS TO SECTION 32.02.030, TO ADD SHORT-TERM RENTAL USE STANDARDS AS SECTION 32.07.382, AND ADD SHORT-TERM RENTAL USE TO SECTION 32.06.150 OF THE FERNLEY DEVELOPMENT CODE.

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

Section 1. Title 32, Chapter 32.03, Section 32.03.030, Title 32, Chapter 32.07, Section 32.07.382, and Title 32, Chapter 32.06, Section 32.06.150 are hereby amended as follows:

Section. 32.02.030 – Definitions.

Section 32.02.030 - Definitions

Short-term rental. A residential dwelling unit, portion of a dwelling unit, bedroom within a residential dwelling unit or an accessory dwelling unit (ADU) rented to a guest or group of guests for a period of less than thirty (30) consecutive days.

Section 32.07.383 – Short-term rentals

Section 32.07.382 – Short-term rentals

Purpose: The purpose of this section is to establish the standards for short-term rentals within the allowed zones in the City to ensure the public's health, safety, and welfare.

(a) *Applicability.* This section applies to all short-term rentals within the City.

1) *Occupancy.* Maximum of two (2) people per legal bedroom, plus two (2) people per unit or portion of a unit when operated as a short-term rental.

2) *Parking.* Parking is limited to the established parking areas for vehicles as provided for the residential building on the property (driveway, garage, carport, etc.).

3) Special events are not permitted in a short-term rental. Examples of special events include, but are not limited to, weddings, receptions, anniversaries, private parties, fundraisers, and business seminars.

4) Short-term rental units are allowed in any structure established as a permanent residential dwelling including an accessory dwelling unit. Recreational vehicles, trailers, or other vehicles or structures not classified as permanent residential dwellings may not be used as short-term rentals.

5) All short-term rentals must comply with all applicable codes under Fernley Municipal Code 10.01.04 including obtaining a business license prior to operation and payment of Transient Lodging Taxes during operation.

6) Short-term rentals in residential zoning districts may be subject to denial or additional conditions based upon the City's findings on the following factors:

    a) Inadequate parking infrastructure;

    b) Substantial negative impact to surrounding properties;

    c) Frequency or concentration of nearby licensed short-term rentals;

    d) Prior zoning or other code violations on the property; and

7) Only one (1) short-term rental unit is allowed per property.

8) Trash collection service at least once per week is required.

9) No campers or camping tents shall be used to provide additional sleeping area.

10)There shall be functioning smoke detectors per current fire code. Approval from fire department is required prior to approval of a business license.

11) Conditional use permit required. A short-term rental is a conditional use and requires approval of a conditional use permit in each district in which it is so designated in the use table (Section 32.06.150). The Planning Commission may impose conditions upon and may modify the standards of this section through the conditional use permit, except that the maximum-occupancy standard and the limit of one short-term rental unit per property may not be modified or waived.

12) Short-term rentals shall comply with all applicable laws, regulations, and codes of any federal, state, or local agency within jurisdiction.

Section 32.06.150 – Use Table

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
Lodging/Short-Term Rental																					
		Bed and breakfast	Reference chapter 32.07	C	C										P		C	C			
		Hotel/motel (>20 units)													P		P	P	C		
		Hotel/motel (≥20 units)													C		C	P	C		
		Recreational vehicle park	Reference chapter 32.07														C	C			C
		Resort, dude/guest ranch		C	C																

		STR	32.07.382	C	C	C	C	C	C	C	C				C	C	C	C			

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 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 #390 BEING HEREBY PROPOSED on the _2nd_ day of _September_, 2026.

BILL #390 BEING HEREBY PASSED, APPROVED, and ADOPTED this _16th_ day of _September_, 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 Cle

CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Treston Rodriguez**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: x	Yes:	No: x	N/a

ACTION REQUESTED: Motion
Resolution

AGENDA ITEM:

(For possible action) Discussion and possible action regarding Resolution #26-021 associated with a Master Plan Amendment application (MPA26002) submitted by the City of Fernley to adopt the South Fernley Area Plan document for approximately 10,000 acres generally located south of the Truckee Canal and east of US Highway 95A.

AGENDA ITEM BRIEF:

The City of Fernley Comprehensive Master Plan designates three areas of town as Future Development Areas and prohibits growth until an Area Plan is adopted for each. The South Fernley area is one of these designated areas generally located south of the Truckee Canal and east of US Highway 95A. The proposed Area Plan provides a guide for future development of the area in terms of land use, neighborhood compatibility, infrastructure, transportation and connectivity, and public services.

RECOMMENDED MOTION:

I move to approve Resolution #26-021 (associated with MPA26002) and recommend that the City Council certify Resolution #26-021 to adopt the South Fernley Area Plan document as presented by staff.

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:

I move to approve Resolution #26-021 (associated with MPA26002) and recommend that the City Council certify Resolution #26-021 and adopt the South Fernley Area Plan with the following modifications: _____.

I move to deny MPA26002 because the following finding(s) cannot be met: _____.

BACKGROUND:

See Attached Narrative

RELEVANT LAWS, STATUTES, AND REGULATIONS:

- City of Fernley Comprehensive Master Plan
- City of Fernley Development Code
- NRS Chapter 278

FINANCIAL IMPLICATIONS:

Estimated annual property tax revenue of approximately $8.2 million at full buildout.

ATTACHMENTS:

1. South Area Plan Narrative
2. Resolution 26-021
3. Fernley South Area Plan

SOUTH FERNLEY AREA PLAN
Narrative

History

Section 3.5 of the Comprehensive Master Plan and Section 32.21.010(e) of the Development Code both discuss three areas identified as “future development areas”. They go on to say that these three areas (North Fernley, South Fernley, and Southwest Fernley) will be required to have an Area Plan developed to “create a unified vision for the area and cumulatively address development challenges” prior to any development of the areas. The South Fernley Area Plan is the third and final of these plans to be completed and encompasses approximately 10,000 acres generally located south of the Truckee Canal and east of US Highway 95A.

Unlike the North and Southwest Area Plans, which largely focused on accommodating future employment uses and more intensive development, the South Fernley Area is characterized by existing rural residential development, large areas of undeveloped land, and significant opportunities for outdoor recreation and open space. Throughout the planning process, residents and stakeholders emphasized preserving the area's rural character while addressing existing and future infrastructure needs, particularly roadway connectivity, emergency access, utilities, and public services. The resulting Area Plan focuses on maintaining low-intensity development patterns and large-lot residential opportunities while providing for limited neighborhood-serving commercial uses, recreation, and the infrastructure necessary to support future growth.

South Area Plan

The City of Fernley anticipates considerable growth over the next two decades. An Area Plan allows for careful planning and implementation in coordination with the community and stakeholders, which is particularly important for an area of this size (approximately 10,000 acres). The Area Plan works in conjunction with the Comprehensive Master Plan and the Development Code to establish a specific vision and tangible objectives for the South Fernley area that balance future growth with preservation of the area's rural character. The Plan emphasizes low-intensity residential development, improved infrastructure and connectivity, neighborhood-serving commercial uses, and expanded opportunities for parks, open space, and outdoor recreation.

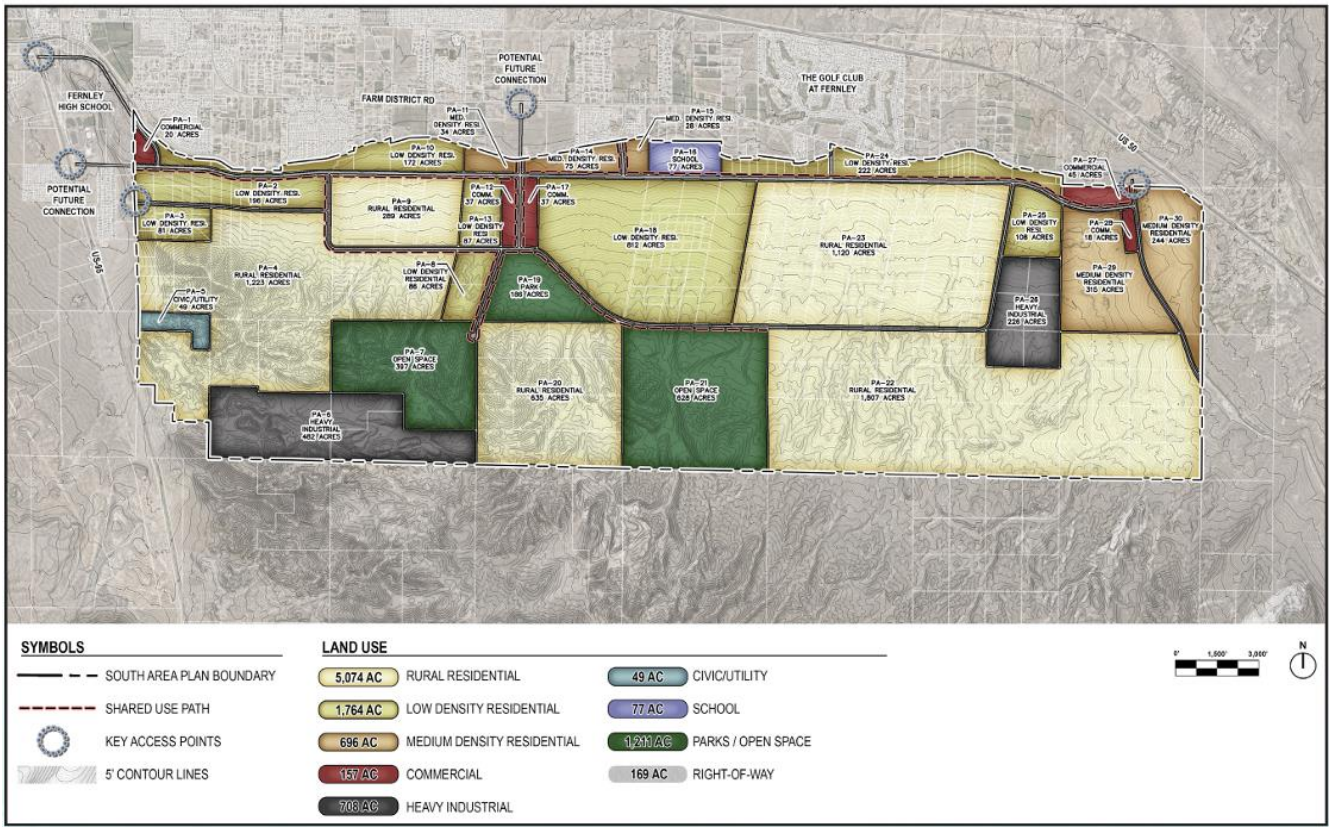
The Area Plan consists of many different elements. The following narrative will focus on future land use, transportation and connectivity, water capacity, fiscal impacts, and implementation.

Future Land Use

The first step in creating an Area Plan is determining a future land use plan which lays out what types of uses are envisioned and where they should be located. Through public open house meetings, stakeholder meetings, community survey responses, and discussions with elected and appointed officials, the consultant and City Staff created a land use plan that balances the community's vision for

the area with existing development patterns, property owners' development potential, infrastructure needs, and physical constraints.

Figure 14. South Area Plan Future Land Use Map



Residential

Residential uses account for the majority of the South Fernley Area Plan and reflect the community's desire to maintain the area's existing rural character while providing opportunities for future housing. Residential uses are divided into three categories: Rural Residential (0.5- to 20+ acre lots), Low-Density Residential (1-6 units/acre), and Medium-Density Residential (7-13 units/acre). Based on the amount of land dedicated to each of these categories, the South Area Plan has the potential to provide up to 19,443 housing units at full buildout.

The majority of the residential area (5,074 acres) is designated Rural Residential and is intended for large-lot estates, detached single-family residences, agriculture, grazing, and open space. Because lot sizes within this designation may range considerably, the projected development yield assumes an average lot size of 10 acres, resulting in a maximum development yield of approximately 507 units. Low-Density Residential accounts for approximately 1,764 acres and allows for large-lot estates and detached single-family residential development at densities of 1-6 units per acre. Medium-Density Residential accounts for approximately 696 acres and allows for a broader range of housing types, including detached and attached single-family residences, duplexes, triplexes, fourplexes, townhomes, and low-rise apartments and condominiums.

Medium-Density Residential areas are strategically located where access to existing and planned transportation networks, community services, and future infrastructure improvements can support additional housing opportunities without compromising the overall rural character of the South Area.

Figure 15. Residential Land Use Map

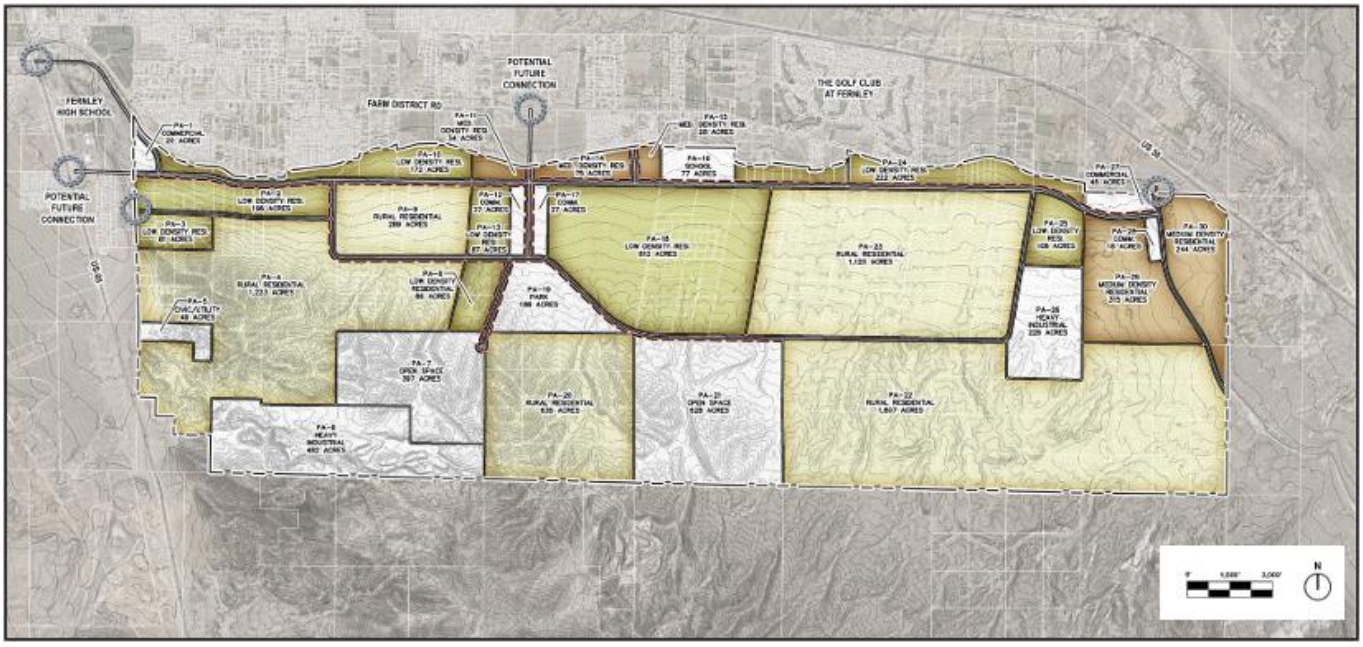


Table 1. Residential Land Uses

Land Use	Acreage	Density Range	Maximum Development Yield	Allowable Uses
Rural Residential	5,074	0.5-20+ acre lots	507 Units*	Large lot estates; single-family, detached; agriculture; grazing; open space
Low-Density Residential	1,764	1-6 DU per acre	10,584 Units	Large lot estates; single-family, detached
Medium Density Residential	696	7-13 DU per acre	8,352 Units	Single-family, detached and attached; duplex; triplex; fourplex; townhome; low-rise apartments and condominiums
TOTAL	**7,534**	-	**19,443 Units**	-

**Includes the gross acreage for residential land uses. The Development yield assumes an average of 10-acre lots throughout.*

46

Commercial

A total of 157 acres has been designated for Commercial uses within the South Fernley Area Plan. These areas are intended to provide small-scale, neighborhood-serving commercial uses that meet the day-to-day needs of nearby residents without introducing higher-intensity commercial development that could alter the area's rural character. Uses may include small-scale grocery and convenience stores,

restaurants, personal and professional services, small medical or wellness offices, and limited entertainment or gathering spaces.

Commercial development should be designed to integrate with surrounding residential areas, with consideration given to building scale, site design, access, and compatibility. The goal of these areas is to provide residents with convenient access to basic goods and services within the South Area while maintaining its low-density, community-oriented character.

Figure 15. Commercial Land Use Map

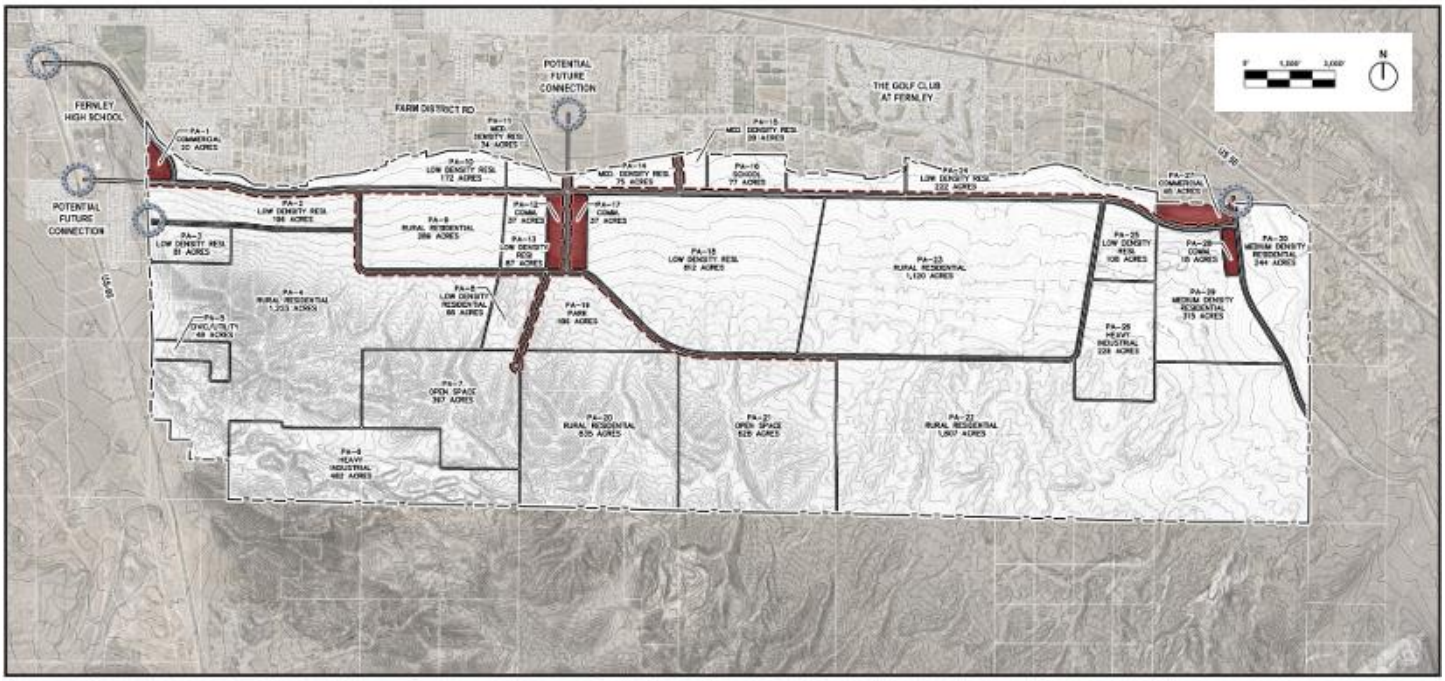


Table 2. Commercial Land Uses

Land Use	Acreage	Allowable Uses
Commercial	157	Neighborhood commercial; restaurants; services; entertainment
TOTAL	**157**	-

Heavy Industrial

A total of approximately 1,607 acres within the South Fernley Area Plan are designated Heavy Industrial. Unlike the North and Southwest Area Plans, the Heavy Industrial designation within the South Area is not intended to accommodate the expansion of industrial uses or the introduction of new heavy industrial development. Instead, the designation recognizes and protects the continued operation of existing industrial uses within the area.

Figure 17. Industrial Land Use Map

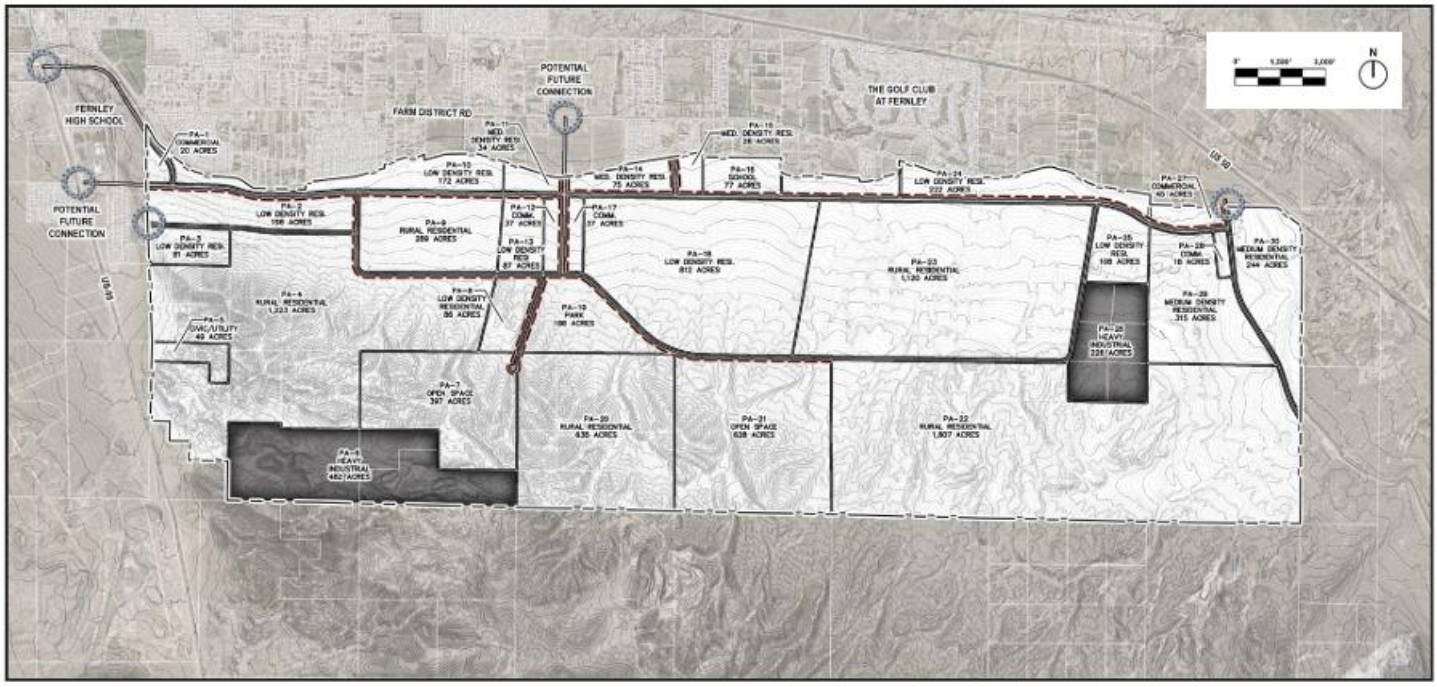


Table 3. Industrial Land Uses

Land Use	Acreage	Density Range	Development Yield	Allowable Uses
Heavy Industrial	708	Up to 30 du per acre	N/A	Heavy manufacturing; refinery; labor- and capital-intensive industrial activities
TOTAL	**1,067**	-	-	-

Open Space and Recreation

Open Space and Recreation account for approximately 1,211 acres within the South Fernley Area Plan, including 186 acres designated for parks and 1,025 acres designated as open space. These areas are intended to provide opportunities for both active and passive recreation while preserving natural areas and supporting the rural character of the South Area. Potential uses include public and programmed parks, sports fields, courts, community spaces, trails, and natural resource conservation areas.

The Open Space and Recreation designation also provides opportunities to establish connections between neighborhoods, community destinations, and surrounding public lands through an interconnected trail and open space network. Where appropriate, areas constrained by topography or other natural features may be preserved as open space rather than developed, helping protect scenic landscapes and environmentally sensitive areas while providing recreational opportunities for current and future residents.

Figure 18. Open Space and Recreation Land Use Map



Table 4. Open Space and Recreation Land Use Map

Land Use	Acreage	Allowable Uses
Park	186	Public and programmed parks; sports fields; courts; community space
Open Space	1,025	Trails; natural resources conservation land; stormwater
TOTAL	**1,211**	-

Public Facilities

The Future Land Use Map includes approximately 126 acres dedicated to Public Facilities. Of this area, approximately 49 acres are designated for Civic/Utility uses, which may include emergency services, utility infrastructure, public resources, cemetery, and civic uses. An additional 77 acres are designated for School uses, which may include schools and childcare facilities. These areas are intended to accommodate the public facilities and services necessary to support existing and future residents of the South Area.

Figure 19. Public Facilities Land Use Map

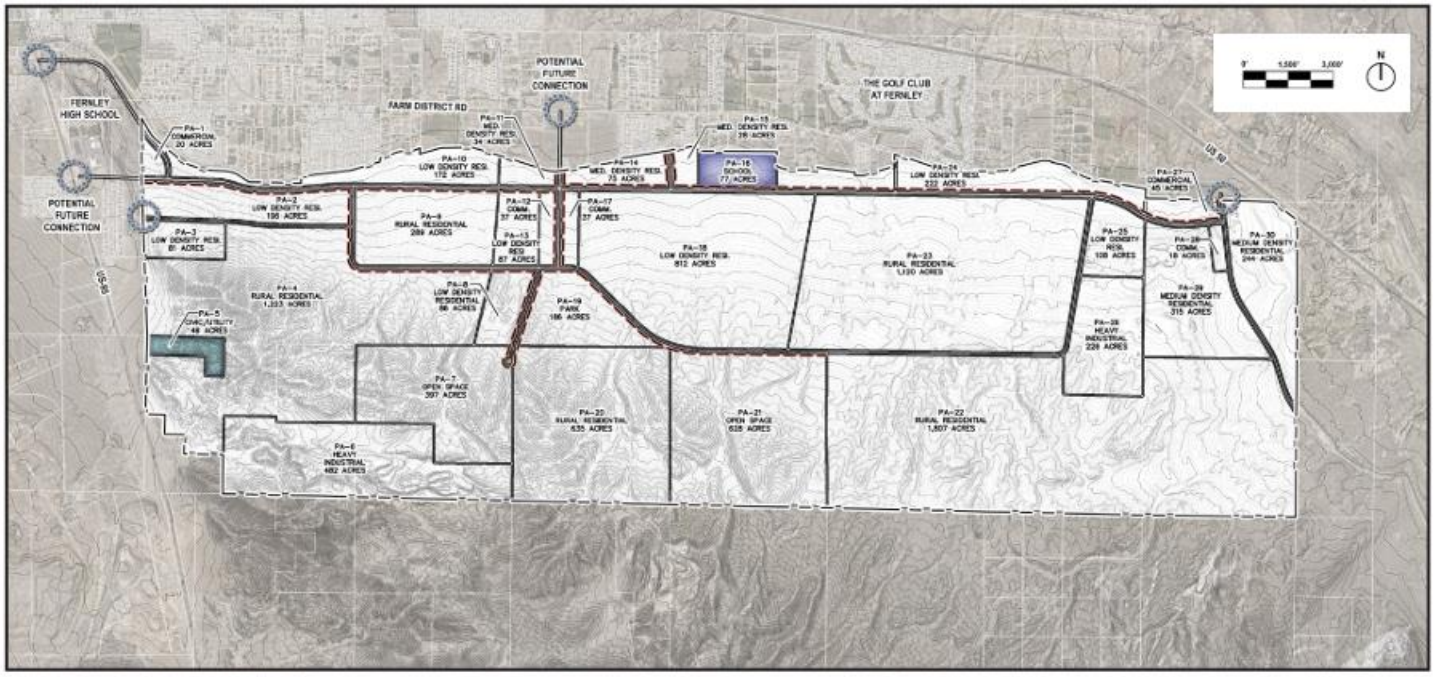


Table 5. Public Facilities Land Uses

Land Use	Acreage	Allowable Uses
Civic/ Utility	49	Emergency services; utilities infrastructure; public resources (library, senior center, etc.); cemetery; civic center
School	77	Schools; childcare facilities
TOTAL	**126**	-

Transportation and Connectivity

The South Fernley Area Plan provides a framework for improving transportation and connectivity throughout the area. Existing access is limited and relies in part on dirt roads and canal crossings that do not provide reliable, long-term connectivity. As development occurs, new and improved roadway connections will be necessary to provide safe and efficient access for existing and future residents. The planned arterial roadway network will establish the primary connections through the area, while collector and local streets will be determined as individual properties develop.

It will be the responsibility of proposed developments to identify how connectivity will be provided for all modes of transportation, including vehicles, pedestrians, and bicycles. Pedestrian and bicycle improvements should provide safe connections between neighborhoods, schools, parks, commercial areas, and other community destinations.

Emergency access is a particular priority within the South Area due to existing roadway limitations and the barrier created by the Truckee Canal. Improvements to the arterial roadway network and future neighborhood connections are intended to provide reliable, all-weather routes, multiple points of access, and more direct connections for fire and emergency medical services. Commercial development will

also require appropriate delivery and truck access, with routes designed to minimize conflicts with residential neighborhoods and local traffic.

Water Capacity

One of the most frequently asked questions throughout the Area Plan process was whether sufficient water capacity exists to serve the proposed uses within the South Fernley Area Plan. The Plan therefore includes a water capacity analysis using current water demand as the baseline. The City of Fernley currently meets the following demand conditions:

Average Daily Demand = 3.88 Million Gallons/Day (MGD)
Maximum Daily Demand = 6.52 MGD
Peak Hour Demand = 10.90 MGD

The City's existing groundwater wells have a total production capacity of approximately 12.33 MGD and a firm capacity of approximately 8.65 MGD. While the City's water supply appears to have some available capacity, it is currently unclear whether that capacity is sufficient to accommodate the South Area at full buildout. The amount of additional water resources required will depend on the type, location, and intensity of future development

System Component	Analysis	Outcome
Available Water	Total Capacity = 12.33 MGD; Groundwater wells only; Working to obtain surface water	Some available capacity; Surface water will add additional capacity; Additional water needed for South Area depends on future development demands
Treatment Plant	Current Capacity = 20 MGD; Expanded Capacity = 30 MGD	No upgrades anticipated to meet South Area demands
Pump Station	Firm Capacity = 21.2 MGD; Maximum Capacity = 30 MGD	No upgrades anticipated to meet South Area demands
Transmission Main	No existing water transmission infrastructure to South Area	New transmission main needed to extend service to South Area
Water Storage	Total Storage Capacity = 7.03 million gallons; Current system has an estimated 5.37-million-gallon storage deficit based on NAC requirements*	Additional water storage will be required to support development in the South Area
Pressure Zones	Current water storage tanks can serve elevations up to approximately 4,235 feet; Nearly the entire South Area is above 4,235 feet	New pressure zone needed to serve South Area, including additional booster pump stations and water storage tanks
Distribution	Pipe network utilizes pipes from 6 inches to 24 inches; Existing distribution system does not extend far enough south to serve the South Area	Distribution network will need to be expanded; pipelines will need to be sized in accordance with individual development demands

Fiscal Impact Analysis

A fiscal impact analysis was completed to estimate the potential property tax revenue generated by development within the South Fernley Area Plan at full buildout. The analysis uses comparable existing properties for each land use to establish an average taxable value per acre and applies those assumptions to the acreage identified within the Future Land Use Plan.

At full buildout, the South Area is projected to generate approximately $8.2 million in annual property tax revenue. This is more than 1.5 times the City's current annual property tax revenue, with Low-Density and Medium-Density Residential uses accounting for the majority of the projected total. These figures are planning-level estimates based on current assumptions and comparable properties and are intended to inform policy and infrastructure decisions rather than serve as a detailed budget projection.

Table 7. Total Expected Property Tax Revenue by Land Use

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
Rural Residential	$74.78	4,566.60	$341,496.07
Medium Density Residential	$4,354.44	626.40	$2,727,619.66
Low Density Residential	$2,848.35	1,587.60	$4,522,043.78
Commercial	$3,017.09	141.30	$426,314.61
Heavy Industrial	$357.71	637.20	$227,934.16
Total	**$1,090.79**	**7,559.10**	**$8,245,408.28**

Note: the acreages within the table above assumes a baseline 10% reduction for utilities and right-of-way. This variable is subject to change based on product type and future site constraints.

Implementation Plan

This Plan is the first step in the future development of the South Fernley area. Additional work will be required to update policies, adopt regulatory changes, coordinate infrastructure improvements, and establish public/private partnerships. This section of the South Fernley Area Plan provides a guide to next steps, including financing options and additional actions and initiatives necessary to implement the Plan. The Implementation Plan focuses on three primary areas: infrastructure and utilities, transportation, and coordination related to federally owned lands.

There are several potential funding sources outlined in this section. These include:

- Special Taxing District/Metro Districts

- Tax Increment Financing (TIF)
- Impact Fees
- General Fund
- Local, State, and Federal Grants

The Implementation Plan also outlines projects and initiatives necessary to implement the Plan. These are divided into categories of high priority (1-3 years), moderate priority (4-7 years), and low priority (8+ years). The following is a list of items by priority level as outlined in the South Fernley Area Plan.

Table 8. Implementation Matrix

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
High Priority (1-3 Year Implementation Horizon)				
Surface Water Study	Complete the ongoing surface water study.	Public Works	General Fund	Within 1 year
Infrastructure Plan	Complete the ongoing infrastructure plan.	Private Developers; Public Works; Planning	Public-Private Investments; Grants; General Fund	Within 1 year
Capital Improvement Plan Update	Complete the ongoing Capital Improvement Plan (CIP) to include the South Area Plan.	Planning; Public Works	General Fund	Within 1 year
Zoning Code Update	Adopt a zoning code update for the South Area.	Planning	General Fund	Within 1 year
City Master Plan Update	Complete the ongoing update to the Fernley Master Plan.	Planning	General Fund	Within 2 years
Cemetery Master Plan	Complete the ongoing Cemetery Master Plan	Planning	General Fund	Within 2 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
NDOT Transportation Coordination	Coordinate with the Nevada Department of Transportation (NDOT) to study traffic and circulation to provide adequate infrastructure that meets capacity needs. This includes infrastructure such as the US-50 connection and access to and from US-95.	NDOT; Public Works; Planning	General Fund	Within 2 years
Stormwater Runoff Study	Adopt a Stormwater Runoff Study.	Planning; Public Works	General Fund	Within 2 years
City Staffing Study	Conduct a study of staffing needs resulting from the three Area Plans (North, Southwest, and South) to ensure the City is adequately prepared to receive development applications.	City Manager's Office; Planning; Public Works	General Fund	Within 2 years
Multi-Jurisdictional Hazard Mitigation Plan Update	Adopt a Hazard Mitigation Plan Update to include the three Area Plans (North, Southwest, and South).	Planning; Public Works	General Fund; Grants	Within 2 years (must be updated every 5 years per FEMA requirements)

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
BLM and BOR Land Bills Act Coordination	Coordinate with the Bureau of Land Management (BLM) and the Bureau of Reclamation regarding the Land Bills Act and the City's purchase of land owned by both agencies. The City must first acquire the parcels and then coordinate with interested parties in selling them for development as intended in this Area Plan.	BLM; BOR; Planning	General Fund	Begin coordination within 2 years
Canal and Bridge Crossings Coordination	Coordinate with the Bureau of Reclamation (BOR) and Truckee-Carson Irrigation District (TCID) to move the eastern-most bridge crossing and work towards improving other existing crossings.	BOR; Planning; Public Works	General Fund	Within 3 years
Transportation Master Plan Update	Amend the Transportation Master Plan to include the Southwest Area.	Planning; Public Works	General Fund	Within 3 years
Parks, Recreation, and Open Space Plan	Adopt a city-wide Parks, Recreation, and Open Space Plan (PROS).	Planning; Public Works	General Fund	Within 3 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
Moderate Priority (4–7-year implementation horizon)				
Safe Routes to School Plan	Complete the ongoing update to the Safe Routes to School Plan to include the South Area.	Planning; Public Works	General Fund; Grants	Within 4 years
Water Infrastructure Upgrades	Upon completion of the Infrastructure Plan, begin coordinating and planning water infrastructure upgrades as needed.	Planning; Public Works	Public-Private Investments; Grants	Within 4 years
North Lyon Fire Protection District Response Time	Coordinate with the North Lyon Fire Protection District to address response time and access in the South Area Plan.	Planning; Public Works; North Lyon Fire Protection District	General Fund	Within 5 years
Housing for Naval Air Station Fallon	Coordinate with Naval Air Station (NAS) Fallon regarding the development of housing for service members and families on the eastern side of the South Area.	Planning; Public Works; NAS	Federal Funding	Within 6 years
Water Conservation Plan Update	Amend the Water Conservation Plan to include and account for new developments in the South Area.	Planning; Public Works	General Fund; Grants	Within 6 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
Low Priority (8+-year implementation horizon)				
Active Transportation Plan	Adopt a city-wide Active Transportation Plan (ATP) that includes the South Area.	Planning; Public Works	General Fund	Within 9 years
New School Site	Coordinate with the Lyon County School District regarding the development of a new school on the school-site identified in the FLUM.	Planning; Public Works	General Fund	Within 10 years
Canal Crossings	Create new canal bridge crossings to address needs; this may include a pedestrian bridge for high school access from the neighborhoods north of the canal, or moving the eastern-most bridge in accordance with the South Area Plan FLUM.	Planning; Public Works	General Fund	Within 10 years
Canal Walking Path	Coordinate with BOR to identify opportunities to create a walking path along the canal.	Planning; Public Works	General Fund	Within 10 years

Conclusion

Staff recommends approval of MPA26002, the South Fernley Area Plan. The Plan meets the goals of the City of Fernley Comprehensive Master Plan and addresses the requirements for future development areas. The South Fernley Area Plan establishes a vision for the future development of the area that

balances future growth with preservation of the area's rural character while providing opportunities for a range of residential uses, limited neighborhood-serving commercial development, open space and recreation, and necessary infrastructure and transportation improvements.

The South Fernley Area Plan was developed in coordination with residents, property owners, stakeholders, and elected and appointed officials to establish a shared vision for the future of the area. Adoption of the Plan represents an important step in preparing the City for future growth while addressing the infrastructure, transportation, public service, and land use needs of the South Fernley area.

CITY OF FERNLEY

RESOLUTION # 26-021

A RESOLUTION OF THE CITY OF FERNLEY FOR A COMPREHENSIVE MASTER PLAN AMENDMENT ASSOCIATED WITH CASE NUMBER MPA26002, TO ADOPT THE SOUTH FERNLEY AREA PLAN DOCUMENT FOR APPROXIMATELY 10,000 ACRES GENERALLY LOCATED SOUTH OF THE TRUCKEE CANAL AND EAST OF US HIGHWAY 95A.

WHEREAS, the 2018 Fernley Comprehensive Plan was adopted by Resolution of the Planning Commission on August 8, 2018, and by the City Council on August 15, 2018; and

WHEREAS Nevada Revised Statutes chapter 278.210 specifies that master plans or any amendments, including zoning map and text amendments must be adopted by resolution of the Planning Commission and City Council;

WHEREAS the Planning Commission held a public hearing on August 12, 2026 and the City Council heard this item on August 19, 2026; and

WHEREAS the proposed Master Plan Amendment would implement Goals LU1.3, LU.1.4, LU.1.6, and LU.1.11 of the City of Fernley Comprehensive Master Plan.

NOW, THEREFORE, BE IT RESOLVED, that based on the discussion and findings provided in the staff report and/or testimony presented at the August 12, 2026 Planning Commission and the August 19, 2026 City Council meetings, that the South Fernley Area Plan be adopted as part of the City of Fernley's comprehensive master plan; and

BE IT FURTHER RESOLVED that the Fernley Planning Commission approves and recommends that the City Council certify this Master Plan Amendment as part of the Fernley Comprehensive Plan.

RESOLUTION PASSED this 12th day of August 2026, by the following vote of the Fernley Planning Commission:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

By: Date:

Tessa Garvin, Chairwoman

Attest By: Date:

Sandy Harris, Deputy City Clerk

RESOLUTION CERTIFIED this 19th day of August 2026, by the following vote of the Fernley City Council:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

FERNLEY CITY COUNCIL

By: _____ Date: _____

Neal E. McIntyre, Mayor

Attest By: _____ Date: _____

Kim Swanson, City Clerk

CITY OF FERNLEY

South Area Plan

2026



Kimley»Horn

Acknowledgments

City Council

Mayor Neal E. McIntyre

Ryan Hanan, Ward One Councilmember

Felicity Zoberski, Ward Two Councilmember

Stan Lau, Ward Three Councilmember

Albert Torres, Ward Four Councilmember

Joe Mendoza, Ward Five Councilmember

Planning Commission

Chairwoman Tessa Garvin

Vice-Chair Jenni McCullar

Angela Lewis

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Jessica Rossi, AICP – Market Analysis Lead

Joseph Cuffari – Public Engagement Lead

Kimley»Horn

Thank You to All Engaged Fernley Residents and Stakeholders

Adopted by City Council on July XX, 2026



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INTRODUCTION

South Area Plan

Introduction

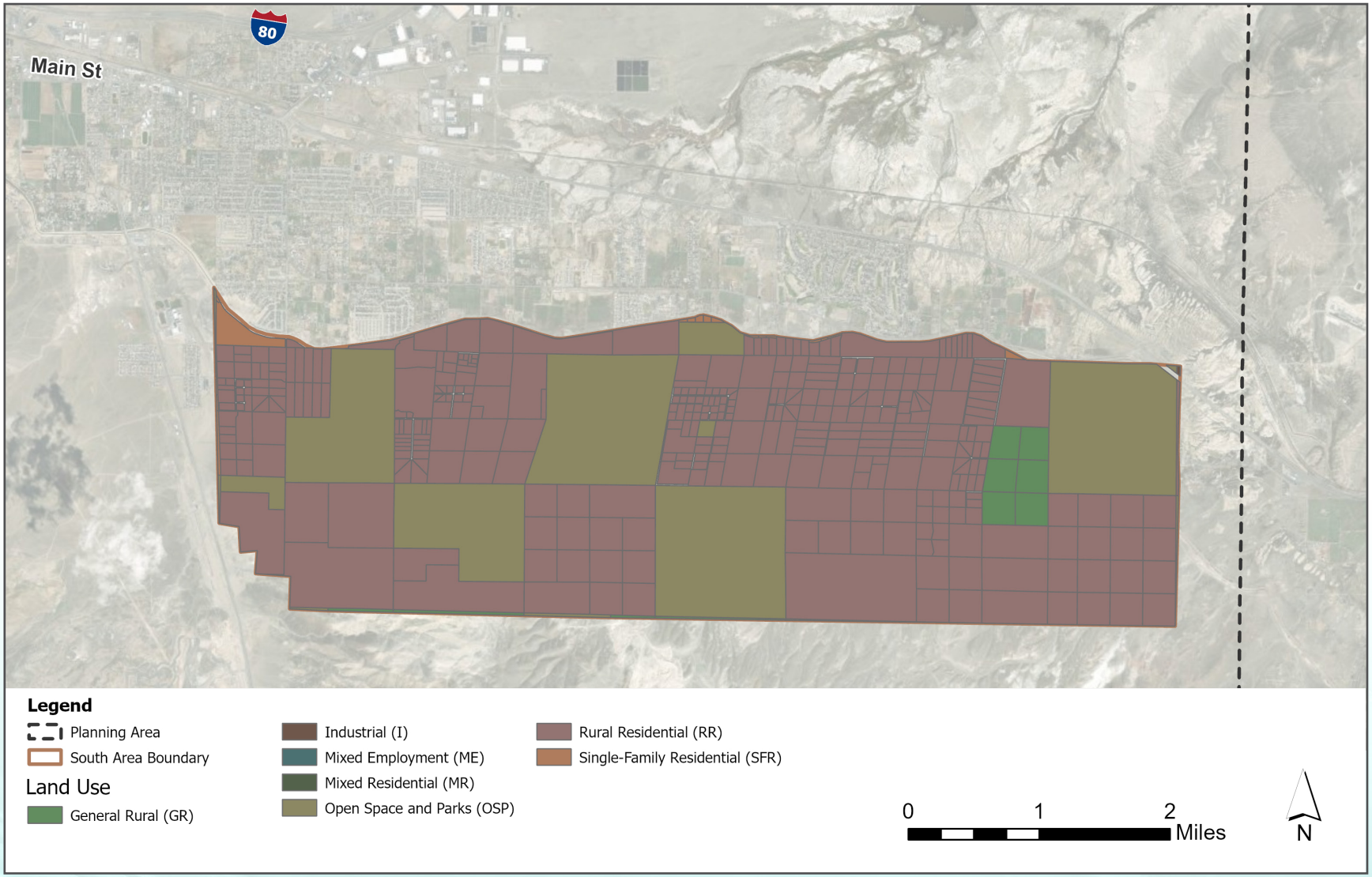
Plan Purpose

In 2018, the City's Comprehensive Master Plan was adopted with a vision for the City of Fernley. The Master Plan identified three future development areas on the Land Use Map - North Area, Southwest Area, and South Area. These areas are the largest remaining developable areas in the community and will play a key role in the City's future growth.

Fernley anticipates considerable continued growth over the next two decades. Local planning considerations include the development of a major rail facility that would function as an inland port, creating a significant increase in truck traffic along the I-80 and US-95 corridors. With its location along I-80 and the Union Pacific Railroad (UPRR) corridor, and approximately 35 minutes from Reno, the City is well positioned to provide both employment, particularly for manufacturing and distribution, and housing for the region.

An Area Plan allows for careful planning and implementation, in coordination with the community and stakeholders, which is particularly important when considering intense growth as anticipated in Fernley and the size of the project area (approximately 10,000 acres of largely undeveloped land). This Area Plan works in conjunction with the Fernley Comprehensive Master Plan and current development plans, and it establishes the specific vision and objectives to transform the South Fernley area into a large master planned community with diverse employment opportunities, while ensuring future development occurs in a coordinated, fiscally responsible, and community-supported manner.

Figure 1 | Current Planning Area Map



The Planning Process

Project Kickoff (November 2025)

Initial Community Outreach

- Community Workshop - Open House #1
- Online Survey
- Stakeholder Meetings

Existing Conditions Analysis

- Challenges
- Opportunities
- Vision & Goals

Visioning

Establishing the vision for the Area Plan based on community input, City input and plans, development interest, Stakeholder feedback, and existing conditions analysis. The Vision establishes the groundwork for the development of the Land Uses and Implementation strategies.

Area Plan Development

1. Framework Plan
2. Land Use Plan
3. Community Conversations
4. Plan Refinement

Implementation Strategy

Matrix and summary reinforcing the Plan's vision and goals.

City Adoption

Adopted by City Council: Month XX, 2026

Plan Context

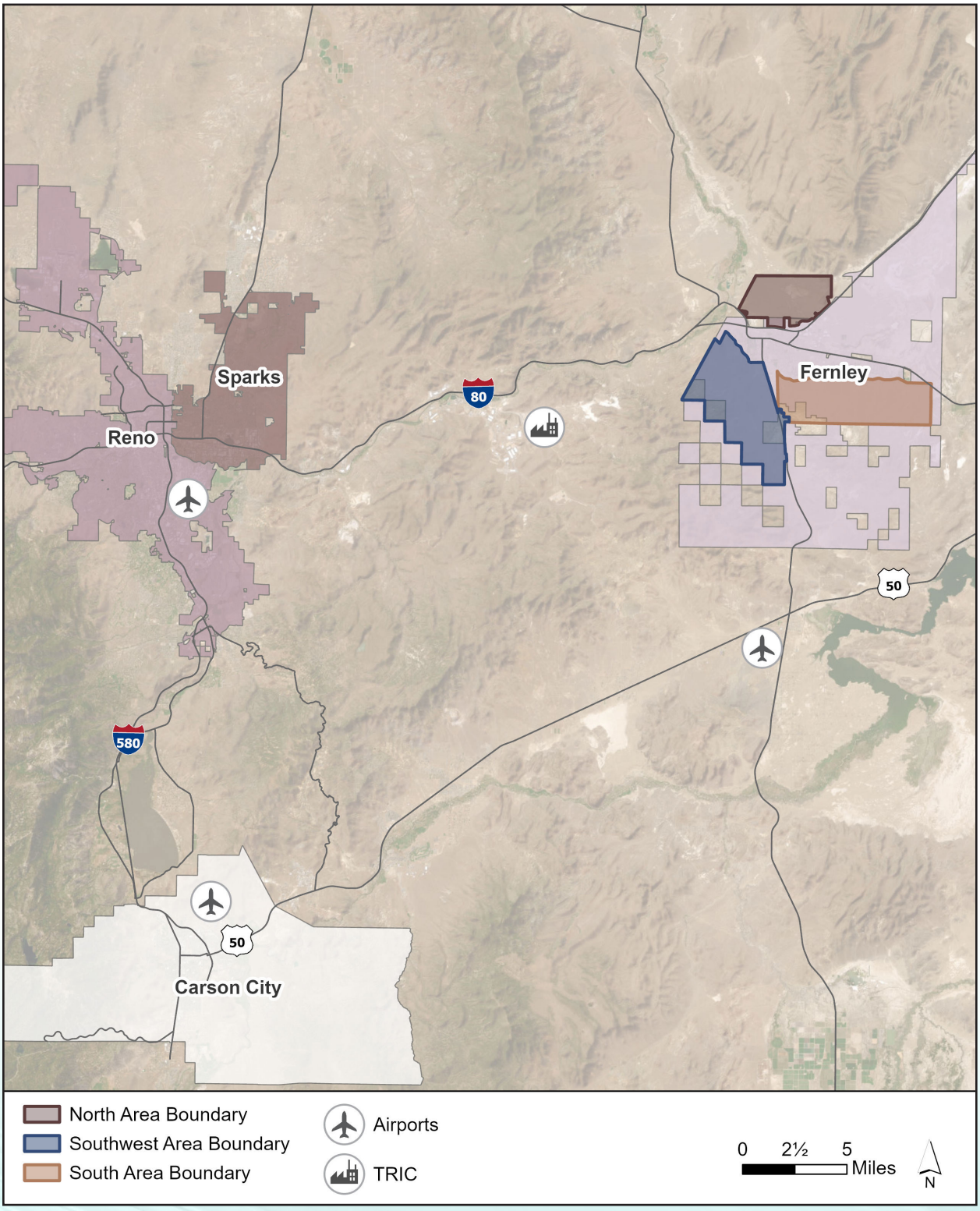
REGIONAL CONTEXT

The City of Fernley is located in western Nevada, approximately 30 miles east of Reno and 77 miles northeast of South Lake Tahoe, California. Located in Lyon County, home to approximately 59,235 residents as of the 2020 U.S. Census, Fernley benefits from its proximity to major employment centers, regional transportation corridors, and recreational destinations while maintaining a distinct community identity.

Fernley lies within the Great Basin Desert, a vast semi-arid region that extends from Salt Lake City to Reno. The city sits at an average elevation of approximately 4,200 feet and is surrounded by mountain ranges that reach nearly 10,000 feet, contributing to the area's expansive views and natural character. The region experiences low annual precipitation, averaging about 5 inches per year, along with relatively mild winters and generally good air quality.

The surrounding landscape includes a mix of lakes, rivers, and federally managed lands, particularly those overseen by the Bureau of Land Management (BLM). This pattern of public and private lands provides extensive access to open space and supports a wide range of outdoor recreational activities. Together, these regional characteristics help define Fernley's setting and contribute to its appeal for residents and visitors alike.

Figure 2 | Regional Context Map



EXISTING PLANNING INITIATIVES

The City of Fernley has completed several plans over the last decade that guide the community's vision for future growth. These plans include:

- 2017 Parks Master Plan
- 2018 Comprehensive Master Plan
- 2019 Community Assessment
- 2020 Development Code
- 2020 Transportation Master Plan
- 2022 Water Master Plan
- 2025 North Fernley Area Plan
- 2025 Southwest Fernley Area Plan
- 2025 Development Guidelines

As part of the Comprehensive Master Plan, Fernley residents formed several community principles to shape the future of the city:

- A desire to coordinate growth and the provision of services,
- Ensure compatibility for development,
- Nurture the unique character of Fernley, and
- Provide a balance of housing types and improved employment opportunities.

This plan carries forward these core principles and ensures that recommendations from all past planning initiatives are both honored and refined to best reflect current conditions and community priorities.

FEDERAL LANDS BILL

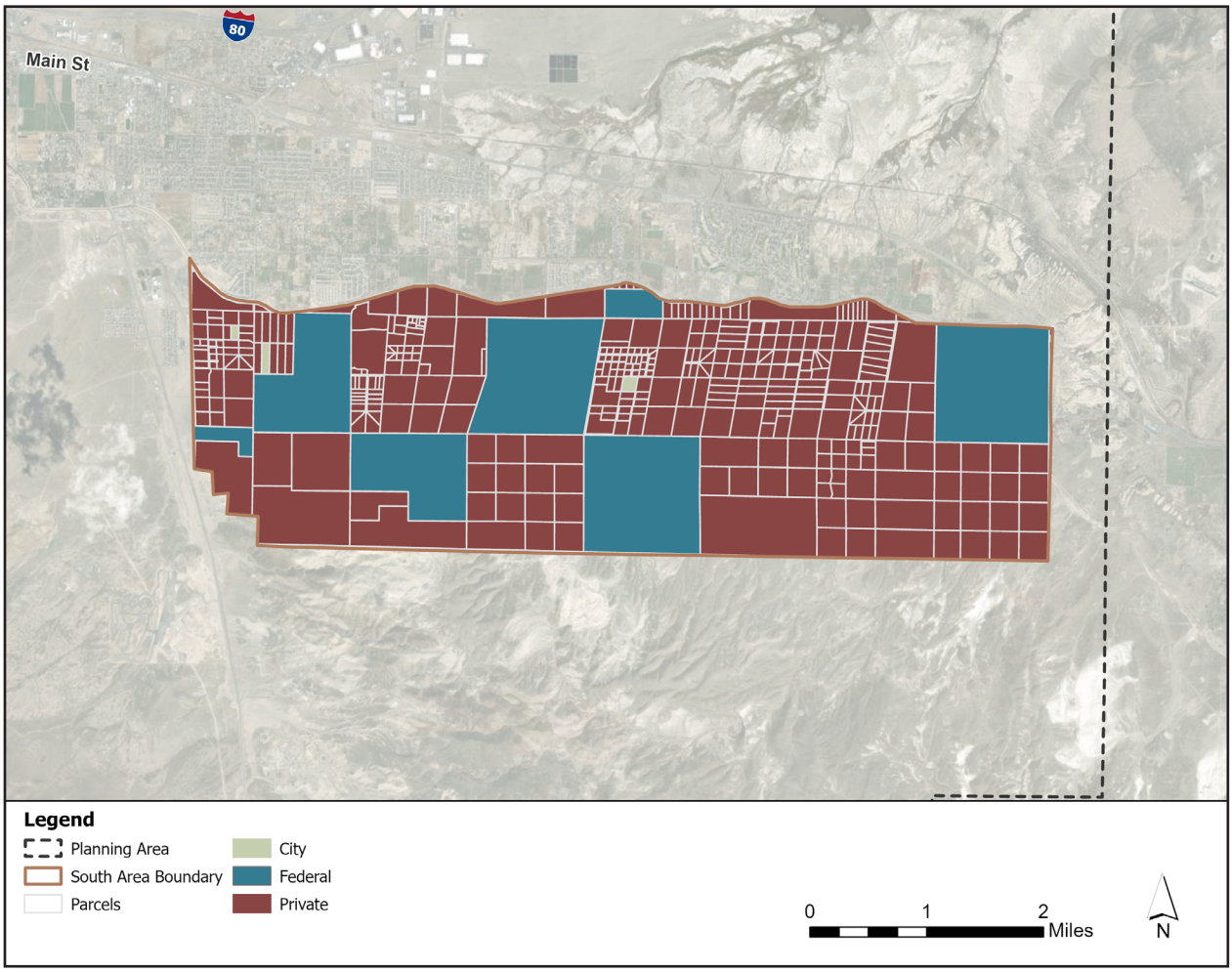
On December 19, 2014, the National Defense Authorization Act (Act) was signed in to law (Public Law 113-291.) Included in this Act is Section 3009(c) titled, "conveyance to the City of Fernley, Nevada," which is commonly referred to as the "Lands Bill." Under section 309 (c)(2), the Bureau of Land Management (BLM) is required to convey to the City of Fernley approximately 9,779 acres of Public Lands.

On November 2, 2016, a memorandum of understanding (MOU) was executed which establishes a relationship between BLM and the City regarding their respective roles, responsibilities, conditions, and procedures for land conveyance, which includes compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), and any other federal law(s) applicable to the project.

The MOU provides guidelines for projects moving forward, particularly economic development projects. This agreement outlines the specific steps needed and will help establish a guideline when coordinating with developers interested in projects within the designated areas.

On November 6, 2019, City Council authorized City staff to move forward with identified parcels in the Fernley Lands Bill for recreation and public purpose. Roughly 40% of the land in the South Area is currently owned by BLM with plans for land conveyance to the City (see **Figure 3**).

Figure 3 | Parcel Ownership Map



How to Use This Plan

This plan establishes guidance for the use and development of the South Area. It is intended to help City staff, prospective applicants, and property owners understand the vision and expectations for future development. This plan supersedes the Fernley Comprehensive Master Plan and guides policy and regulatory decisions that are made after plan adoption.

The Land Use Plan establishes the permitted and encouraged land uses within the South Area Plan. Through this Plan and the adjoining Design Guidelines, future development is guided in accordance with the vision and goals for the Area.

Prospective applicants should consult this Area Plan to be well-informed about permitted uses within the area and subsequently refer to the Design Guidelines for guidance on what will be expected for any new development. City and elected officials will refer to this Plan and the Design Guidelines when reviewing project applications to ensure consistency.



COMMUNITY ENGAGEMENT

South Area Plan

Community Engagement

The South Area Plan's engagement process encouraged the community to participate in the Plan's development and provide as much feedback as possible to create a cohesive vision that truly reflects the community's goals for future growth and preservation. This process was informed by initial input from the community survey, public open house, and coordination with elected and appointed officials, and subsequently evolved through an iterative review process that incorporated feedback from the community, stakeholders, and decision-makers on draft materials. As a result, this Area Plan represents a true community planning initiative that brings together varying perspectives and goals.

Stakeholder, Planning Commission, and City Council Meetings

An initial stakeholder workshop took place on December 10, 2025, and additional meetings with City Council members and Planning Commissioners were held on January 21 and April 29, 2026.

These meetings were intended to introduce the project team to local property owners and decision-makers to develop an initial understanding of the area, current development interests, existing site and market conditions, and the overall community vision. The following outlines key findings from the meetings:

- Input from Planning Commission and City Council meetings emphasized maintaining the South Area's rural residential character while prioritizing infrastructure, connectivity, and public services.
- Across meetings, there was a broad consensus that future development should remain low-density, with limited consideration of medium-density housing only in specific locations and primarily to address housing needs related to Fallon's Naval Air Station.
- Improving east–west transportation connectivity, including clear connections to Highway 50, was identified as a top priority, along with resolving issues related to private road ownership, easements, and long-term maintenance, particularly along Desert Shadows and Bango Road.
- Commissioners and Council Members highlighted the importance of addressing emergency service capacity, water service clarity, and dust mitigation, and expressed strong support for open space, outdoor recreation, and a regional park.
- Small, convenience-oriented commercial uses were considered appropriate when strategically located along key corridors.

A final stakeholder meeting was held on June 1, 2026, to review the draft Future Land Use Map, obtain buy-in, and gather final comments.

Open House #1

On January 22, 2026, the City held a public open house to focus on the community's vision and values, land use, and the overall future of the South Area. In total, around 60 people attended. This initial event was facilitated through open-ended conversations and several interactive boards and maps, which helped reveal residents' goals and concerns regarding development and growth in the South Area. The following outlines key findings:

- Participants emphasized a strong desire to preserve the South Area's rural character, privacy, and open space while approaching future change cautiously.
- Feedback highlighted concerns about infrastructure capacity, including roads, utilities, emergency services, and traffic, with many participants noting that these issues should be addressed before accommodating additional development.
- While some interest was expressed in limited amenities and quality of life improvements such as trails or community-serving uses, the overall preference favored low-density development on larger lots rather than higher-intensity growth.
- The input reflects broad support for incremental, well-planned change that maintains the area's existing character and prioritizes infrastructure and long-term sustainability.








Online Survey

The City facilitated an online survey between December 22, 2025, and February 20, 2026, to gather community feedback and insights. The survey was advertised on social media, the City's website, the newsletter, and at City Hall to encourage active participation. It was intended to gather preliminary thoughts on development and community needs in the South Area. A total of 222 people provided feedback during the two months the survey was available. The following outlines key points from the survey data:

1. Community survey responses indicate strong support for preserving the South Area's rural character, privacy, and open landscapes, which residents consistently identified as the area's defining qualities.
2. While opinions about future growth and housing are mixed, there is broad agreement that infrastructure improvements (particularly roads, water, utilities, and emergency access) should be addressed before any significant new development occurs.
3. Key concerns include limited infrastructure and services, safety issues, and the potential loss of rural character due to overdevelopment.
4. Respondents expressed interest in selective community improvements such as parks, trails, healthcare facilities, and neighborhood-serving retail, while also demonstrating caution or resistance toward large-scale housing or industrial expansion.
5. Overall, the survey highlights a community that values its rural identity and favors incremental, well-planned change that prioritizes infrastructure and quality of life.

The full survey results are included in **Appendix A**.

Open House #2

On April 30, 2026, the City held a second public open house to refine and finalize the draft Land Use Plan developed through discussions at the first open house and with elected and appointed officials. About 60 people attended. Key considerations discussed included:

- Overall feedback indicates general support for the draft Future Land Use Map, though mixed concerns were expressed regarding leaving the area alone and providing adequate roads and emergency access.
- Participants strongly prioritized protecting the character of the area, along with infrastructure and roadway improvements, indicating that maintaining existing conditions and addressing basic services are top community priorities.
- Connectivity and recreation emerged as key themes, with multiple comments requesting expanded non-motorized trail systems, bike path connections, and additional recreational amenities such as soccer, baseball, and softball fields.
- Feedback emphasized maintaining low-density, rural development patterns and preserving access to surrounding public lands, while also highlighting the importance of adhering to existing regulations (e.g., dark sky lighting standards) and ensuring development remains compatible with the area's setting.



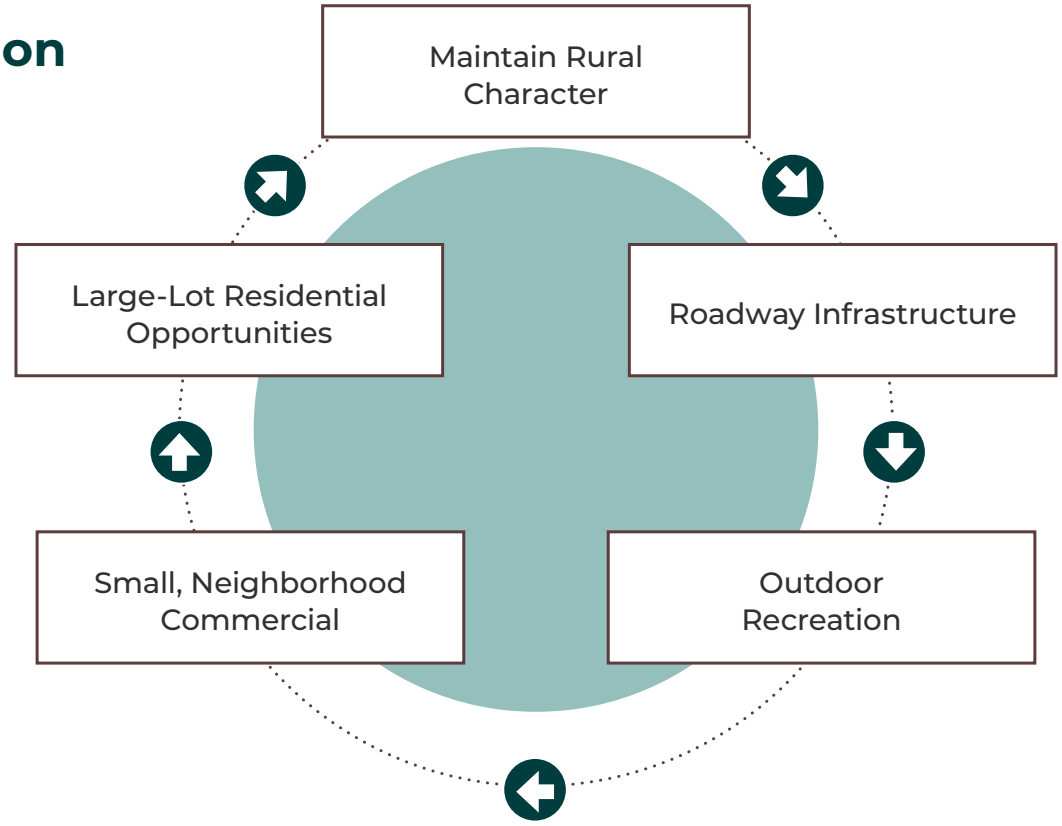


VISION AND GOALS

South Area Plan

Vision and Goals

Vision



Goals

Land Use
Preserve the area's rural character by maintaining low-intensity development patterns and open landscapes.
Encourage small-scale, neighborhood-serving retail and commercial uses that meet daily resident needs.
Maintain large-lot residential areas as a defining land use pattern.
Buffer and transition between incompatible land uses to minimize conflicts.
Protect environmentally sensitive areas from incompatible development.
Incorporate open space as an integral component of future land use patterns.

Infrastructure
Promote a safe and efficient transportation network for all users.
Improve roadway connectivity throughout the area and to the rest of the city and the region.
Provide safe pedestrian and bicycle crossings across the canal and to community destinations, including schools.
Require new development to have adequate infrastructure, utilities, and public services.
Plan transportation improvements to address future traffic demands.

Recreation/ Natural Environment
Promote long-term stewardship of natural resources, including wildlife habitat, ecological systems, and air quality.
Create an accessible and connected system of open space and recreation areas throughout the planning area, including programmed park spaces and trail systems.
Accommodate off-road motorized recreation in appropriate areas.
Support multi-use paths for both recreation and active transportation.
Minimize conflicts between recreation and adjacent land uses.
Protect sensitive environmental areas from recreation impacts.
Preserve significant environmental features and existing ranges.

Economic Development
Prioritize economic development that provides convenient, community-serving goods and services to meet the daily needs of South Fernley residents.
Encourage the establishment and growth of small-scale, locally owned businesses that are compatible with the area's character.
Support entrepreneurship by creating opportunities for homegrown and startup businesses to serve emerging residential areas.

Public Services
Ensure emergency access routes are clearly defined and maintained as development occurs throughout the planning area.
Maintain emergency response times by aligning service capacity with the pace and location of new development.
Incorporate emergency access requirements into roadway design, site planning, and development review processes.
Integrate emergency service considerations into all land use and transportation planning decisions.
Support public safety services that reinforce quality of life while maintaining the area's rural character.

Implementation
Apply an "Infrastructure First" approach that requires infrastructure improvements to be in place prior to or concurrent with new development.
Link development approvals to the availability and capacity of roads, utilities, and public services..
Resolve right-of-way constraints early to prevent delays in roadway and infrastructure improvements.
Secure necessary easements to support planned transportation and utility projects.
Establish a funding strategy to support the construction and maintenance of roads, utilities, and parks.
Pursue local, state, and federal funding sources to implement infrastructure and community improvements.
Ensure consistency between the South Area Plan, the City of Fernley Comprehensive Plan, and other adopted long-range policy plans.
Coordinate with regional agencies and neighboring jurisdictions on infrastructure and service delivery.
Maintain ongoing collaboration with community stakeholders to support implementation over time.



COMMUNITY PROFILE

South Area Plan

Community Profile

Demographics

Figure 4. Planning Study Area

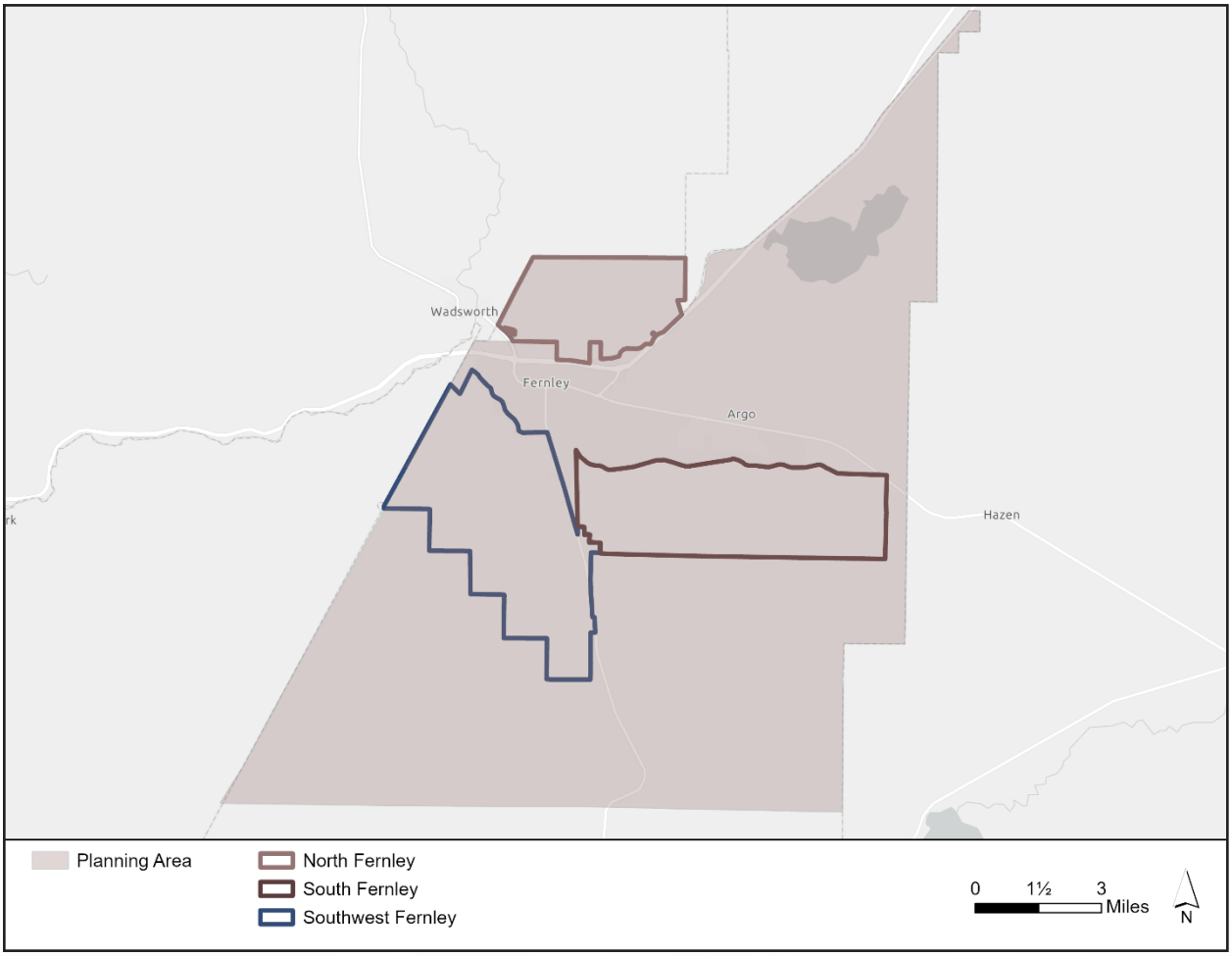


Figure 5. Planning Study Area and CSA

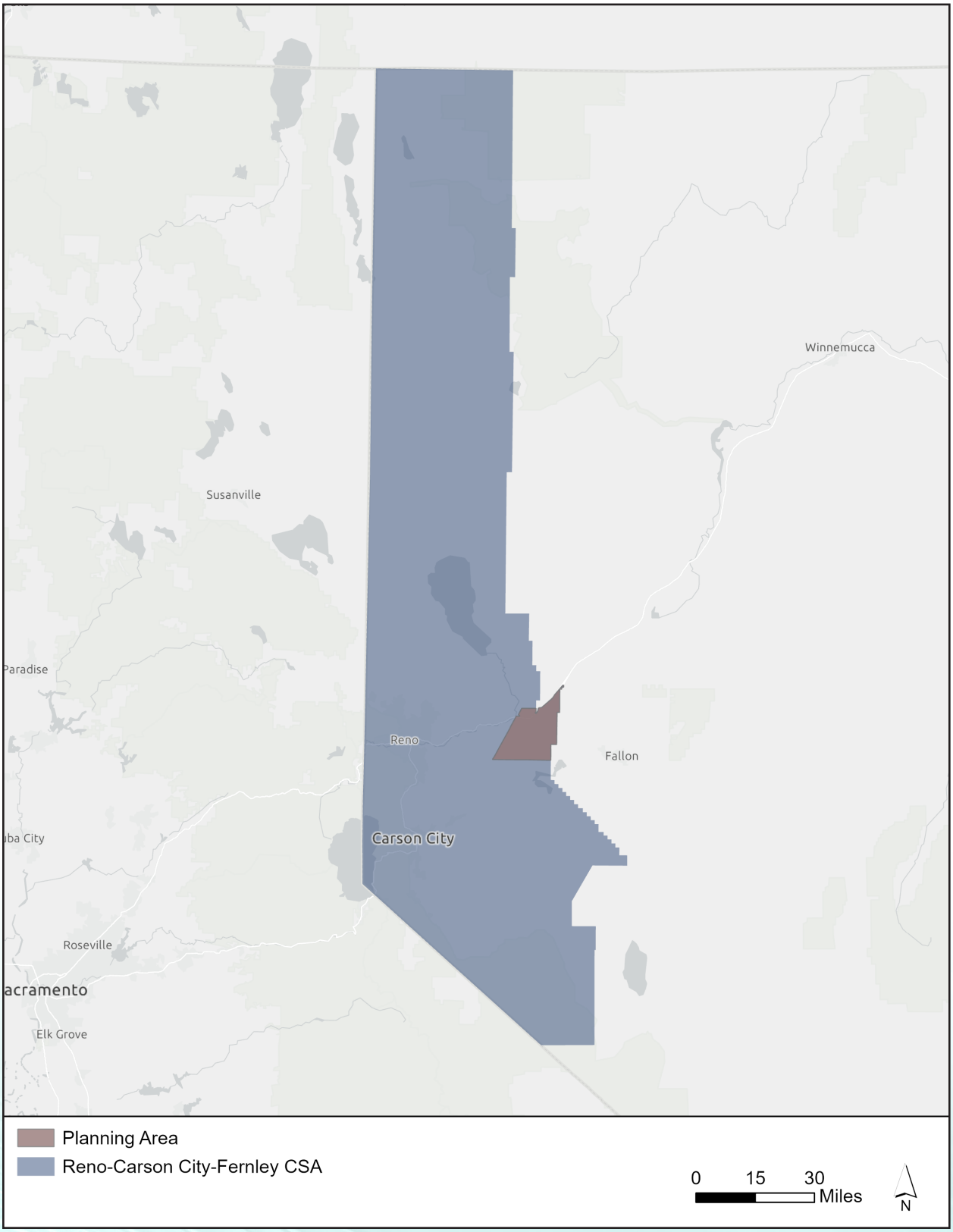
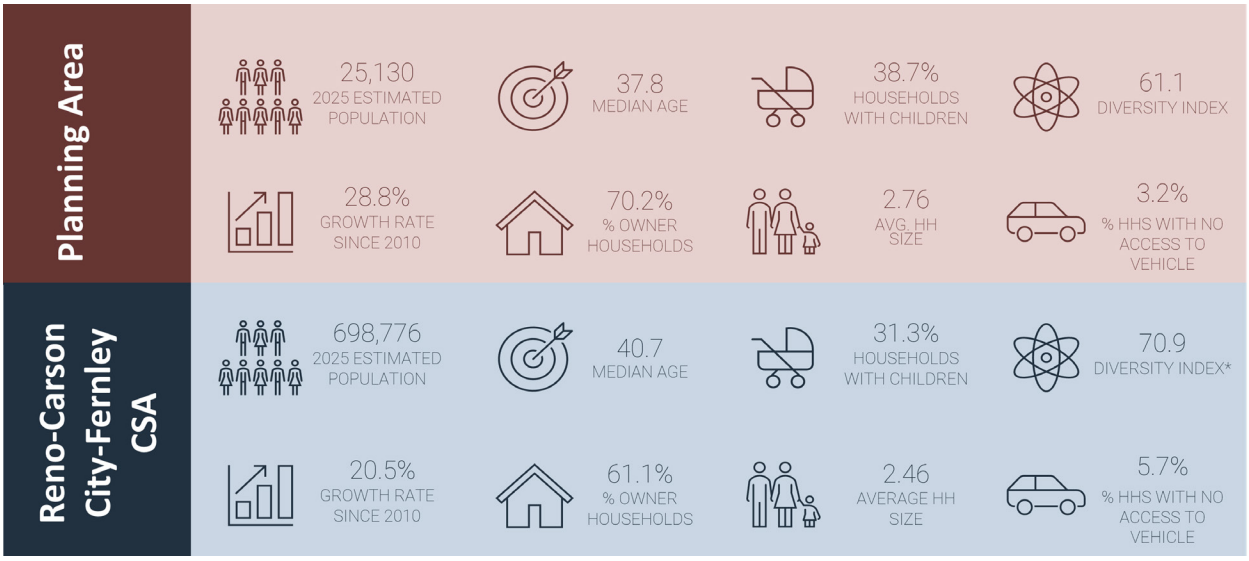


Figure 6. Demographic Summary



Population

The planning area[1] (**Figure 6**) is home to approximately 25,130 residents, with a median age of 37.8, reflecting a relatively mature but still working-age population. The community is predominantly White (73.1%) and is less racially diverse than the broader Reno–Carson City–Fernley Combined Statistical Area (CSA), as reflected in a lower diversity index (61.1 compared to 70.9 in the CSA). Since 2010, the planning area has experienced steady, above-average growth, increasing by 28.8% (approximately 1.8% annually), outpacing the CSA by 8.3%, indicating continued population growth pressure relative to the surrounding region.

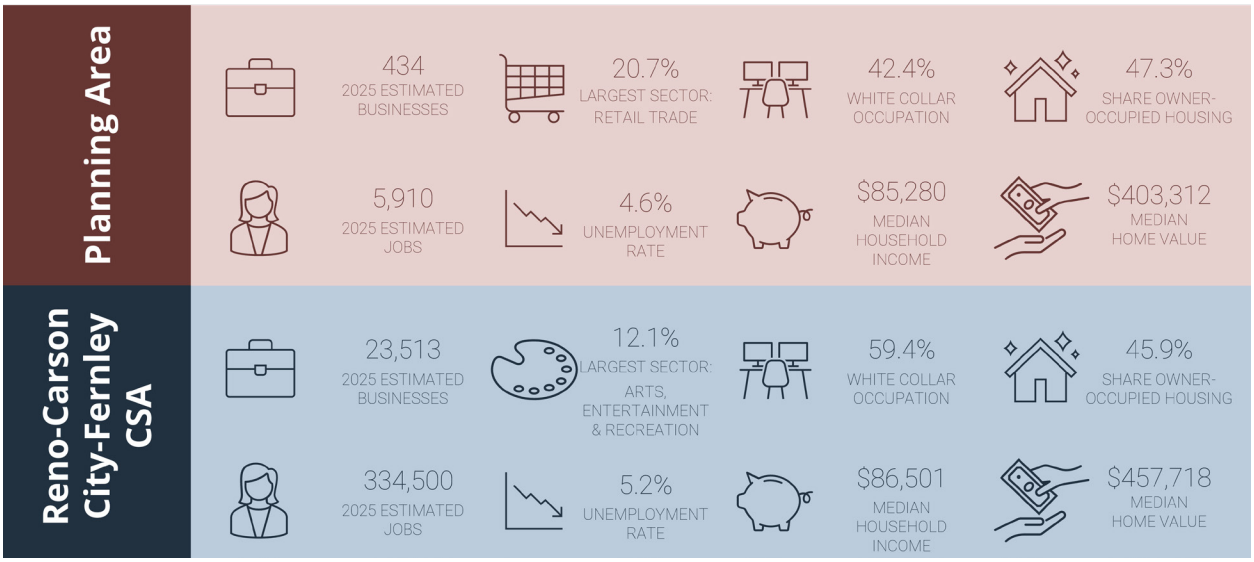
Education and Earnings

Fernley's educational attainment levels trail those of the broader CSA, with a smaller share of residents holding bachelor's or advanced degrees and a higher proportion with a high school diploma as their highest level of education. The median household income in the planning area is $85,280, slightly below the CSA by approximately $1,300, with the largest share of households earning between $100,000 and $149,999. Income distribution is concentrated in middle-income brackets, with comparatively fewer households at both the lower end (below $50,000) and the upper end (above $150,000) than in the CSA. This profile reflects a strong middle-income workforce largely employed in service, trade, and industrial sectors, including retail, hospitality, and manufacturing. While these sectors provide stable employment, the planning area has relatively limited access to higher-wage, professional occupations, which are more concentrated in the Reno metropolitan area.

1 The "Planning Area" term is used for the purposes of the Community Profile and includes areas outside of solely the South Area Plan.

Market Conditions

Figure 7. Economic Summary



Market Analysis Summary

The planning area's economy is shaped by its strategic location near Reno-Sparks and Lake Tahoe, as well as by a strong and expanding industrial base. Retail trade is the largest employment sector, accounting for 20.7% of total jobs, supported by a regional concentration of major industrial and logistics facilities, including operations associated with companies such as Apple, Tesla, Polaris, and Walmart. Continued industrial growth is demonstrated by the Nevada Commerce Center, which is expected to add approximately 1,100 jobs at full build out, and further reinforce the area's role as a hub for warehousing and distribution.

Fernley continues to expand both as an employment center and as a residential community serving the greater Reno-Sparks region. With a significant share of residents commuting to jobs outside the area, 7,904 outbound commuters compared to 2,644 inbound workers and 2,217 residents who both live and work locally. This pattern reflects the area's relative housing affordability, with a median home price of $403,312 compared to $457,718 in the broader CSA, making it an attractive option for workers employed in Reno and Sparks.

Recent development trends highlight both rapid residential growth and increasing diversification of housing types. Approximately 60.5% of the existing housing stock was built after 2020, with single-family homes accounting for 80.6% of all units. However, this imbalance is expected to shift as multi-family housing expands significantly, with an anticipated 230% increase by 2027, adding approximately 1,167 units. In parallel, the hospitality sector is experiencing growth tied to regional tourism, with four new economy-class hotels planned over the next four years, adding 361 rooms, a 143% increase in supply. Together, these trends reflect a growing, evolving local economy closely tied to regional employment markets, industrial development, and tourism activity.

Figure 8. Employment locations for planning area residents

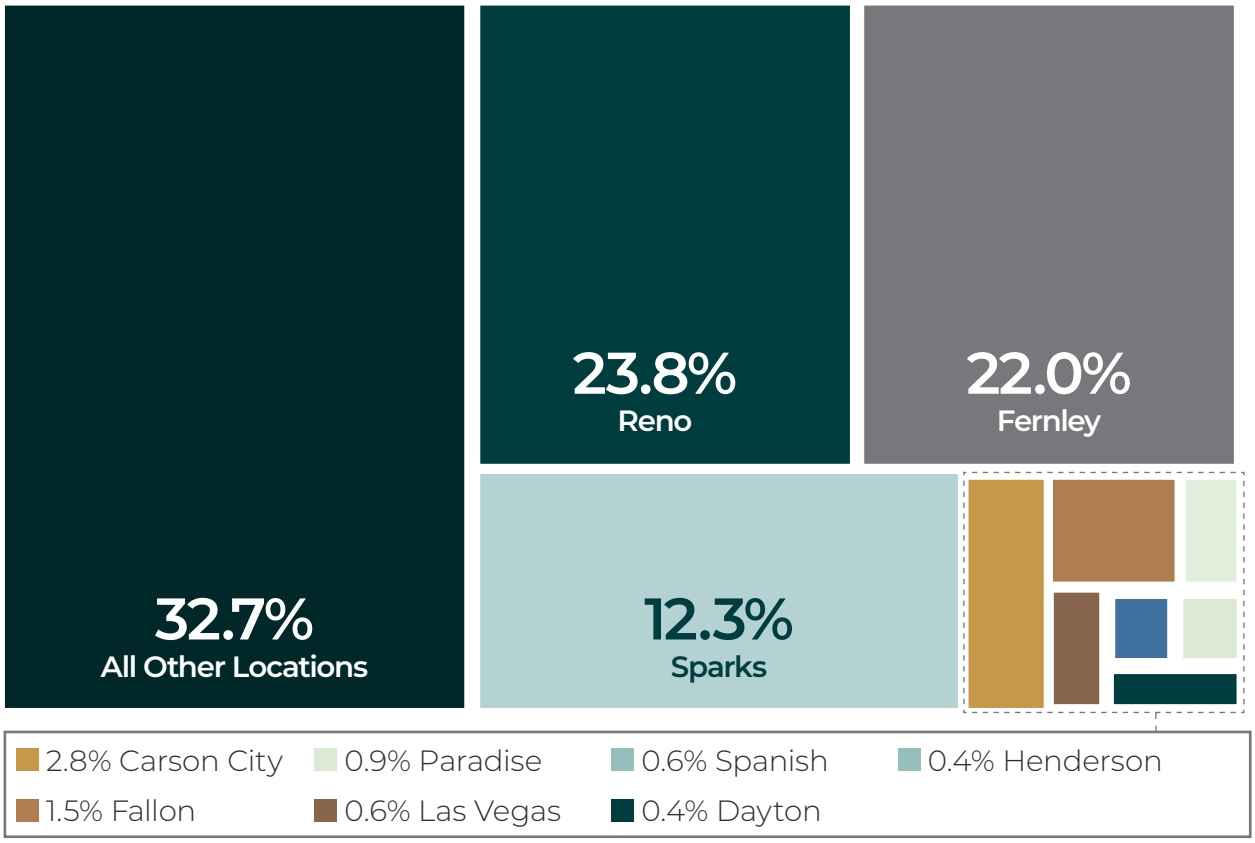


Figure 9. Commuting in the planning area



2,644
Workers
Commute In

2,217
Live + Work in the
Planning Area

7,904
Residents
Commute Out

For People commuting into the Planning Area for work, most (52.4%) are coming from Lyon County. Other sources for in-commuting include Washoe County (20.4%), Churchill County (10.7%), and Carson City County (3.5%). Approximately 48% of the people traveling into the Market Area for work are traveling less than 10 minutes.



EXISTING CONDITIONS

South Area Plan

Existing Conditions

This chapter summarizes the existing conditions of the City of Fernley, specifically within the South Area, to establish the foundation of the planning process. The purpose of this chapter is to identify specific challenges and opportunities in the area to better understand how growth can serve the community. These factors may include natural constraints, infrastructure hurdles, and development opportunities that influence the potential for the South Area Plan.

Challenges

TOPOGRAPHY

Topography presents a defining constraint and opportunity for future development within the South Area Plan. As shown in **Figure 9**, the planning area transitions from relatively flat terrain in the northern portion, closer to existing development along the Truckee Canal and I-80, to increasingly steep and rugged slopes southward into the Virginia Range. This pattern reflects Fernley's historic growth, which has largely concentrated in flatter, more developable areas, leaving steeper southern lands relatively undeveloped.

The extent of slope variation within the planning area introduces several challenges for expansion. Large portions of the southern and southwestern areas exhibit closely spaced elevation contours, indicating steep grades that are difficult and costly to develop. Under the Fernley Development Code, slopes exceeding 15% are significantly constrained, limiting the amount of land available for conventional residential or commercial development. As a result, developable land is unevenly distributed, potentially concentrating growth pressure in flatter northern and central areas. At the same time, these steeper areas present opportunities for open space preservation, trails, and recreational amenities, but require careful planning to balance access with environmental sensitivity and long-term maintenance.

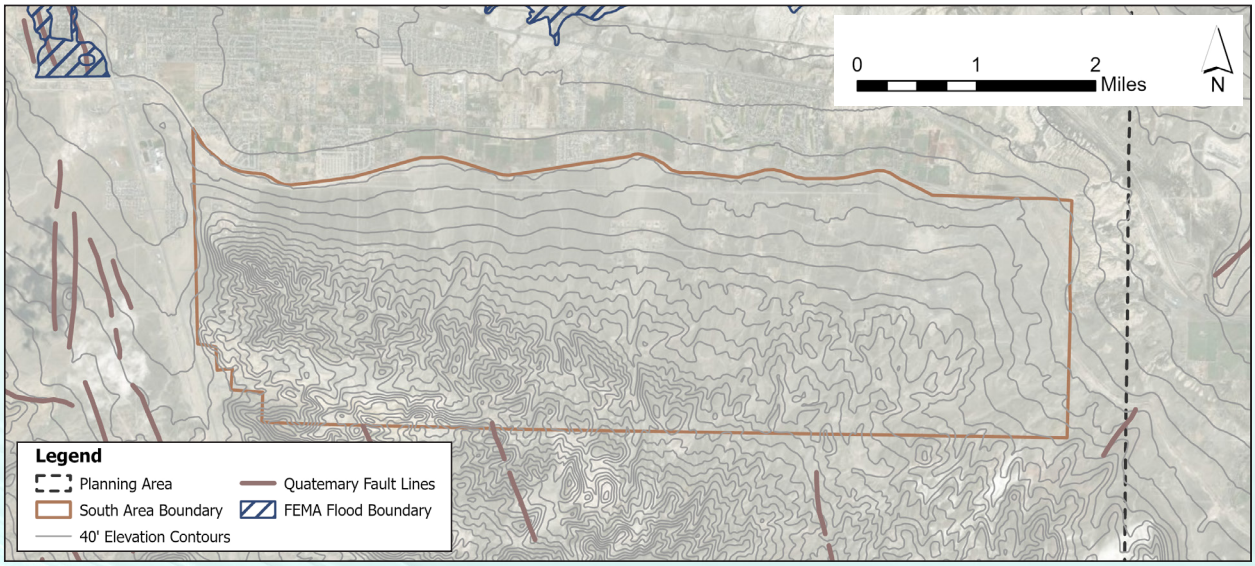
Geologic Hazards

Geologic hazards further compound these development constraints. As illustrated in **Figure 10**, the planning area contains multiple mapped fault lines, including Holocene and Pleistocene faults, primarily concentrated in the southern portion of the site, where topography is most complex. Fernley is located within Seismic Risk Zone 3, indicating the potential for significant structural damage during a major earthquake event. This condition introduces both regulatory and engineering challenges, as development near fault lines will require detailed geotechnical analysis, adherence to setbacks (typically a minimum of 50 feet from active faults), and enhanced structural design standards. These requirements may limit site layout flexibility and increase development costs.

While no FEMA-designated floodplains are mapped within the South Area, stormwater management remains a significant concern given the area's topography and regional drainage patterns. The elevation map in **Figure 10** shows that runoff from the southern slopes naturally flows northward toward flatter areas and the Truckee Canal. During heavy rainfall or extreme weather events, this drainage pattern increases the risk of localized flooding and erosion, particularly in lower-lying portions of the site. The combination of steep slopes, impermeable surfaces associated with new development, and existing drainage corridors necessitates comprehensive stormwater planning, including strategies for detention, conveyance, and erosion control.

Collectively, these topographic and geologic conditions present a layered set of challenges that will shape how and where development can occur. Constraints related to slope, seismic risk, and drainage will likely require a more targeted and phased development approach, prioritizing buildable areas while preserving more constrained lands for open space, recreation, or low-intensity uses.

Figure 10. Elevation, Flood, and Fault Lines Map



Existing Mining Facilities

Existing mining activity presents a localized constraint and long-term planning consideration within the southwestern portion of the South Area. The active mining area is situated within steep, rugged terrain, characterized by closely spaced elevation contours, indicating that the terrain is generally unsuitable for conventional development. Because these areas already fall outside typical development thresholds under the Fernley Development Code, the mining operation does not directly reduce the supply of buildable land within the planning area.

The mine's location and access patterns further limit its interaction with future development. The operation is served by direct connections to US-95, allowing industrial traffic to bypass the South Area and minimizing impacts on future internal road networks. Additionally, the surrounding topography creates a natural physical separation between the mining area and flatter, more developable portions of the site to the north. This separation reduces the potential for direct land-use conflicts but does not eliminate considerations of compatibility.

From a planning perspective, ongoing mining activity introduces several challenges that must be considered in long-term land-use planning. These include potential impacts such as noise, dust, and truck activity, as well as the visual prominence of disturbed landscapes in elevated areas. Over time, the duration and future status of mining operations, whether continued use, expansion, or eventual reclamation, may influence how adjacent lands are planned and developed. Buffering, transitional land uses, and clear delineation of incompatible areas will be important to ensure that future development is not adversely affected.

While the mining operation does not represent a widespread constraint across the South Area, it defines a distinct subarea where development is unlikely and long-term planning will need to address both operational conditions and potential post-mining land reuse.

Accessibility

Access to and from the South Area is currently limited and represents a significant constraint. The planning area is physically separated from surrounding road networks by the Truckee Canal to the north and steeper terrain to the south, resulting in a limited number of viable entry points and restricted internal circulation. Existing roadways within the Area are primarily unpaved or consist of informal dirt paths, which limit safe, reliable access and would require substantial upgrades to support future growth.

Regional access is concentrated at a few locations. To the west, connections to Highway 95 provide the most direct and functional access. To the north, connectivity relies on a limited number of bridge crossings over the Truckee Canal that connect to Farm District Road; however, only one of these crossings is suited for consistent public use, while others are privately owned and do not meet current safety or design standards. To the east, a single bridge along Bango Road connects to Farm District Road and Highway 50, further underscoring the system's lack of redundancy.

These limitations create critical challenges not only for daily circulation but also for emergency response and evacuation. Many existing roads within the Area lack the structural capacity, width, or surface conditions necessary to accommodate emergency vehicles such as fire trucks and ambulances. Similarly, certain bridge crossings may not be designed to support heavy emergency apparatus or high traffic volumes during an emergency. This raises concerns about response times, the reliability of access during critical incidents, and residents' ability to safely evacuate the area in the event of wildfire, flooding, or other emergencies. The current network's limited redundancy means that a single blocked or damaged route could significantly impact both emergency access and resident egress.



The Truckee Canal further compounds these challenges as both a physical and regulatory barrier. Expanding or upgrading crossings requires coordination with the Bureau of Reclamation (BOR), adding complexity, cost, and potential timing constraints to infrastructure improvements. In addition, increasing access points to Highway 50 will require coordination with the Nevada Department of Transportation (NDOT) and may affect roadway performance and Level of Service. While western connections to Highway 95 are somewhat less constrained by natural barriers, they still require careful consideration of traffic flow and capacity.

Addressing accessibility will be essential to supporting safe, functional development in the South Area. Improvements such as upgrading existing roadways, ensuring both roadways and bridges meet emergency access standards, establishing redundant access routes, and exploring additional canal crossings will be critical to improving overall connectivity, enhancing emergency response capabilities, and ensuring safe evacuation options for future residents.





Conservation and Water Resources



Balancing resource conservation with continued growth and economic development presents an ongoing challenge for Fernley and the South Area. The planning area must accommodate future residents and employment uses while preserving natural systems, scenic landscapes, and long-term resource sustainability. Water availability is a central consideration, as the City's supply is primarily dependent on groundwater wells, supplemented by surface water stored in upstream reservoirs through a contract with BOR. This reliance on both groundwater and imported surface water introduces vulnerabilities related to long-term supply reliability, drought conditions, and regional water management constraints.

In addition to supply, water infrastructure capacity presents a critical constraint to future development. Expansion within the South Area will require significant investment in water delivery systems, including wells, storage facilities, transmission lines, and distribution networks. Existing infrastructure may not currently extend throughout the planning area, and extending service to new development areas, particularly those farther from established systems, can be costly and time-intensive. System capacity, pressure requirements, and fire flow standards must also be met to support both residential and non-residential uses, directly influencing the location, density, and timing of future growth.

From a planning perspective, both water supply and infrastructure limitations will shape development patterns. Potential growth may need to be phased to align with infrastructure expansion, and certain areas may not be feasible for near-term development without substantial upgrades. Ensuring that new development incorporates water-efficient design, landscaping, and infrastructure will be essential to reducing long-term system demand and supporting conservation goals.

Additional challenges stem from balancing urban expansion with the protection of environmentally sensitive areas and natural drainage systems. Increased development can place pressure on groundwater resources, alter natural recharge patterns, and increase irrigation demand in a high-desert environment. At the same time, conservation priorities may limit the extent or intensity of development in certain locations.

Coordination with regional and federal agencies, including BOR, will remain an important factor in managing both water supply and infrastructure improvements. Regulatory requirements, water rights considerations, and system capacity constraints may affect the pace of development and the prioritization of infrastructure investments.

Opportunities

Growing Population

Fernley continues to experience steady, sustained population growth, driven by regional employment growth and its relative housing affordability. While this growth creates opportunities to support new residents and economic vitality, it also presents important challenges regarding how and where future development should occur within the South Area—particularly in ways that respect and preserve the qualities valued by existing residents.

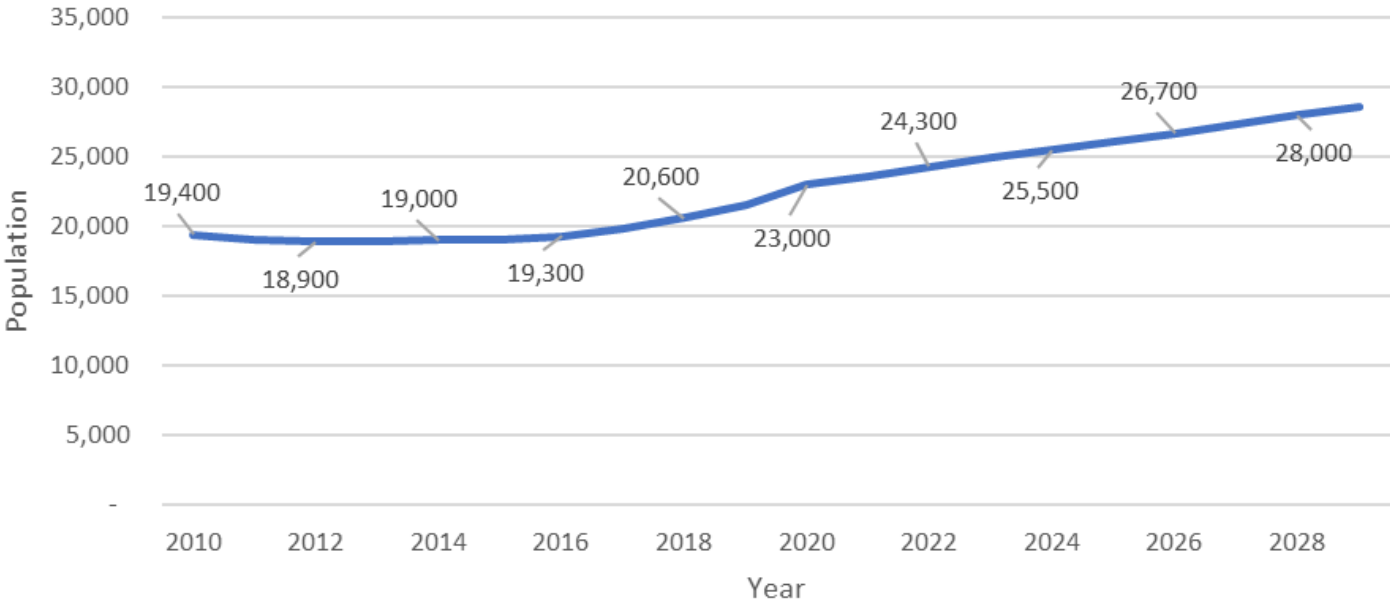
A key consideration will be balancing the need for new housing with the preservation of the area's defining features, including open space, natural landscapes, and the rural character cherished by current residents. Many portions of the South Area, especially those with steeper terrain, scenic views, and natural features, are not only less suitable for development but also represent important community assets. Protecting these areas can help maintain their identity while providing meaningful opportunities for regional parks, open-space networks, and recreational amenities that serve both current and future residents.

At the same time, accommodating continued population growth will require identifying appropriate locations for new housing. This creates a need to direct development toward flatter, more accessible areas that can be efficiently served by infrastructure, while avoiding more constrained or sensitive lands. Thoughtful land use planning will be essential to ensure that growth does not erode the qualities that make the area desirable today.

The South Area Plan provides a critical opportunity to achieve this balance. By preserving key open space areas and integrating recreational amenities, such as trails, parkland, and connections to surrounding natural features, while still designating targeted areas for housing, the plan can meet future demand without compromising existing community values. This approach supports a pattern of growth that accommodates new residents, serves existing households, and retains the character and landscape that define Fernley

Since the start of 2016, the Fernley population has been on a steady increase; it is currently growing at a rate of 2.48 percent annually and has increased by about 10.7 percent since the 2020 U.S. Census. If the current population growth rate is applied to future years, the projected population size in 2029 will be about 28,600 – an increase of about 47 percent since 2010. With growing industry interests and employment opportunities in the region, continued population growth is certain.

Figure 11. Past and Projected Population Growth



Regionally, the Reno MSA has also experienced consistent growth, with a growth from 119,081 in 1969 to 500,915 in 2022. This represents a growth of about 320 percent. To meet continued population demand, the City must plan ahead for future housing needs. The Area Plan provides an ideal opportunity to establish designated areas for future housing development to occur.

Existing Public Resources

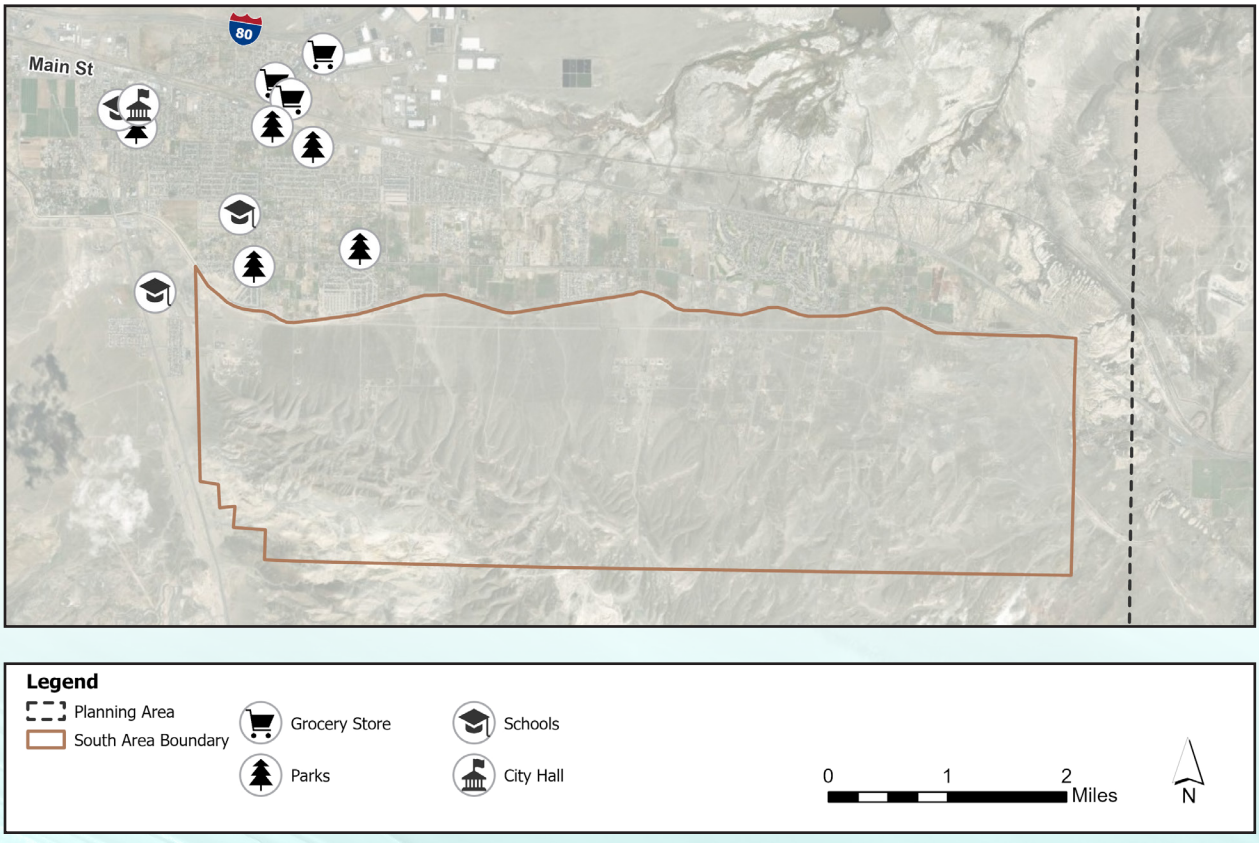
Fernley's existing network of public facilities and community amenities provides a strong foundation for both current residents and future growth in the South Area. The City offers a range of resources, including public parks, dog parks, a public library, community and senior centers, a swimming pool, and public schools serving all grade levels. These amenities contribute to the overall quality of life and serve as important anchors for the community.

As the South Area develops, a key opportunity will be to build on and extend this network to serve existing residents while accommodating new households. Ensuring continued access to parks, recreation, and civic facilities is particularly important for maintaining the level of service that current residents expect and value. At the same time, expanding recreational opportunities, such as additional parks, trail connections, and open space areas, can help meet growing demand and reinforce Fernley's identity as a community with strong access to outdoor amenities.

There is also an opportunity to strategically locate new facilities within or near the South Area to improve accessibility and reduce residents' travel distances. This is especially important given existing transportation constraints and the need to provide equitable access to community resources. Enhancing connections between neighborhoods, schools, parks, and civic uses can create a more cohesive and complete community.

Overall, the South Area Plan can leverage Fernley's existing amenities as a foundation while planning for thoughtful expansion. By prioritizing recreational opportunities, preserving access to community resources, and ensuring that both current and future residents are well served, the City can support continued growth without diminishing the quality of life residents value.

Figure 12. Community Resources Map



Surrounding Uses

The South Area is bordered by existing residential neighborhoods to the north, across the Truckee Canal, and by Fernley High School to the west. These uses establish a primarily residential and community-oriented context.

Unlike the North and Southwest Area Plans, which focus on employment uses, the South Area is better suited for residential and recreation, building on its proximity to existing neighborhoods and community facilities.

Land Ownership

The South Area includes extensive federally owned land, offering a unique opportunity for coordinated planning and land management. Through collaboration with federal agencies, the City can explore options such as land transfers, exchanges, or joint planning efforts to help ensure that future uses align with community priorities. These lands provide an opportunity to assemble large, contiguous areas that can be planned comprehensively to support a cohesive pattern of development, infrastructure, and open space. Federally owned land may also be made available at relatively low cost, offering the City added flexibility to implement community-serving uses while maintaining greater control over long-term land-use outcomes.

Vacant Land

The presence of substantial vacant land within the South Area provides a high degree of flexibility in planning and utilizing land. Without the need to relocate existing uses or disrupt established activities, these areas can be thoughtfully designed to accommodate a variety of uses, including residential, commercial, civic, and recreational amenities.

The scale of vacant land also supports coordinated site planning, allowing for efficient layout of streets, utilities, and public facilities. This creates an opportunity to establish well-connected development patterns and to incorporate community priorities such as walkability, access to services, and compatible land-use transitions. Additionally, the availability of large, undeveloped parcels allows for phased implementation over time, enabling the extension of infrastructure and services in a deliberate and cost-effective manner.



Regional Industries

The mix of industries across the broader region provides important context for understanding economic patterns and potential land use compatibility within the South Area. Across nearby jurisdictions, common industry sectors include healthcare and social assistance, retail trade, and accommodation and food services, with additional concentrations in manufacturing, transportation and warehousing, construction, and public administration.

Reno

- Health care and social assistance
- Retail trade
- Accommodation and food services

Sparks

- Retail trade
- Health care and social assistance
- Manufacturing

Carson City

- Public administration
- Retail trade
- Health care and social assistance

Silver Springs

- Transportation and warehousing
- Construction
- Retail trade

Fallon

- Health care and social assistance
- Construction
- Retail trade

Fernley

- Manufacturing
- Retail trade
- Health care and social assistance

This regional diversity presents an opportunity for the South Area to align land use designations and site planning with established economic sectors in surrounding communities. The presence of shared industries across jurisdictions suggests the potential to support complementary uses, reinforce regional economic relationships, and provide spaces that are compatible with existing employment patterns. Additionally, Fernley's existing strengths in manufacturing, retail, and healthcare can inform how land is positioned and planned within the South Area, helping to ensure consistency with the City's broader economic character while allowing flexibility for a range of uses.

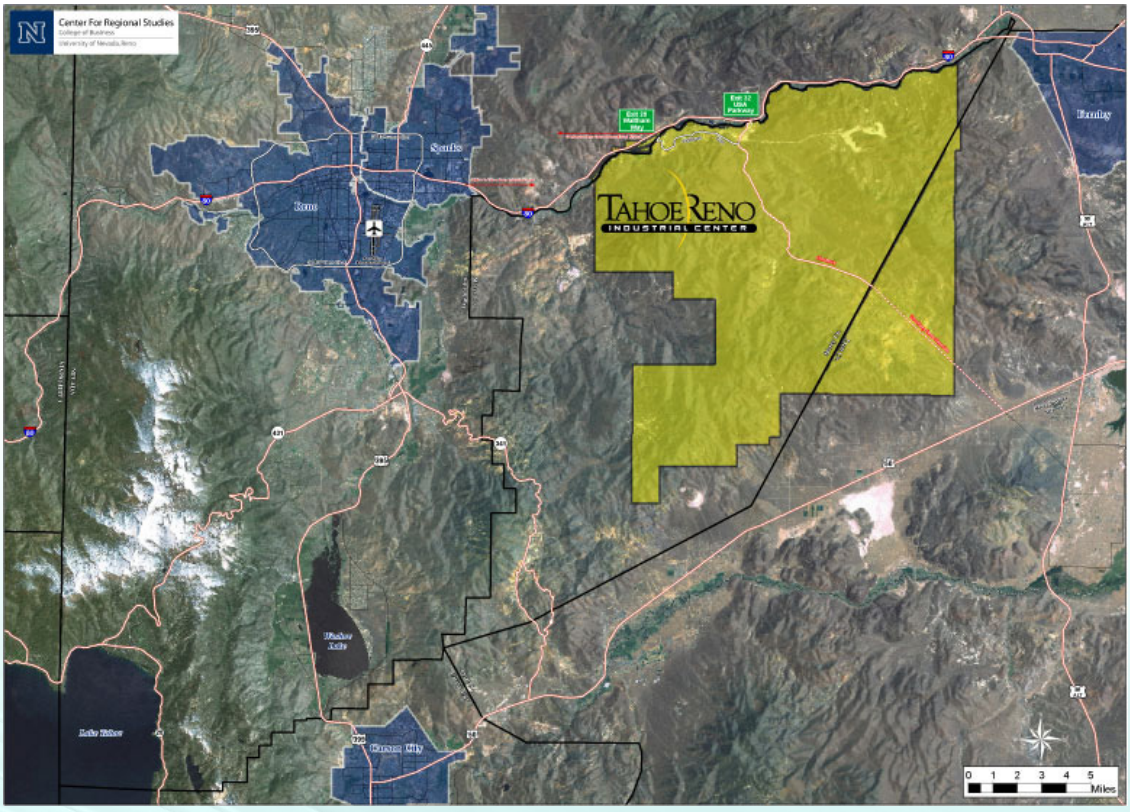
Tahoe-Reno Industrial Center (TRI) and TRI II

The Tahoe-Reno Industrial Center (TRI), located west of Fernley, provides a significant regional employment and economic hub. As the world's largest industrial park, TRI supports a range of uses, including advanced manufacturing, distribution, and data centers, and is home to major employers such as Tesla, Switch, Google, and Blockchains. Within Fernley, industrial uses have also been established southeast of I-80, reflecting the area's existing pattern of industrial activity.

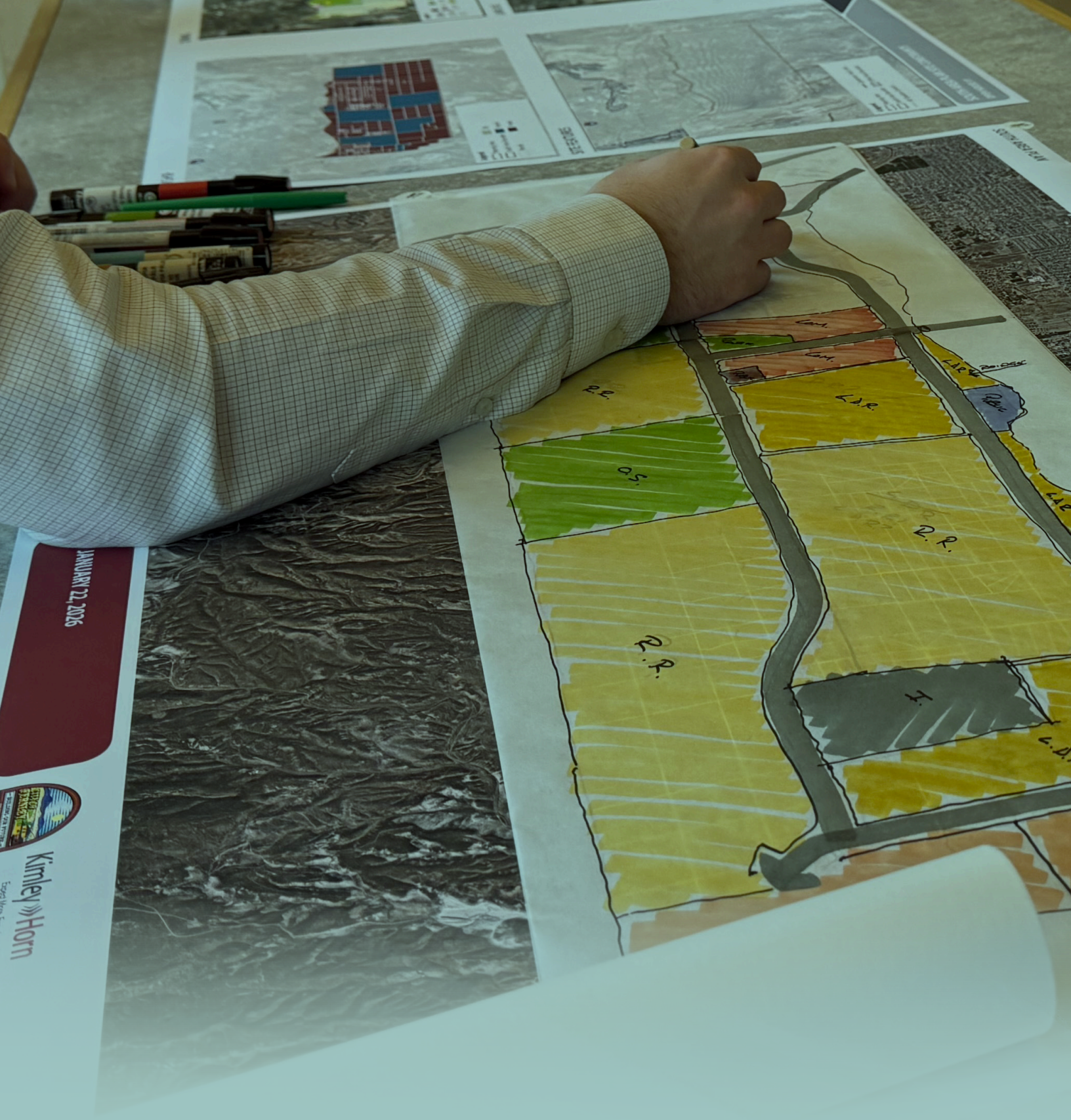
This concentration of industrial development presents an opportunity to consider how land use planning and infrastructure can complement nearby industrial operations. Proximity to TRI and other industrial areas allows for the thoughtful integration of supporting uses, such as commercial services, logistics-related uses, and compatible employment spaces. These uses can help reinforce existing economic patterns while ensuring compatibility with surrounding land uses.

Additionally, ongoing discussions regarding a potential expansion of TRI, often referred to as TRI II, highlight the importance of regional coordination and awareness of evolving development patterns. This context provides an opportunity to proactively consider infrastructure connections, access, and land-use compatibility to ensure future activity is cohesive and aligned with local priorities.

Figure 13. Tahoe-Reno Industrial Center Map



Source: Tahoe-Reno Industrial Center



FUTURE LAND USE

South Area Plan

Future Land Use

An effective and implementable land use strategy enables the City to collaborate with public, private, and community partners to shape the area's physical character and design. As illustrated in **Figure 14**, the land use plan provides a cohesive framework to support the community's vision and goals for both the planning area and Fernley as a whole.

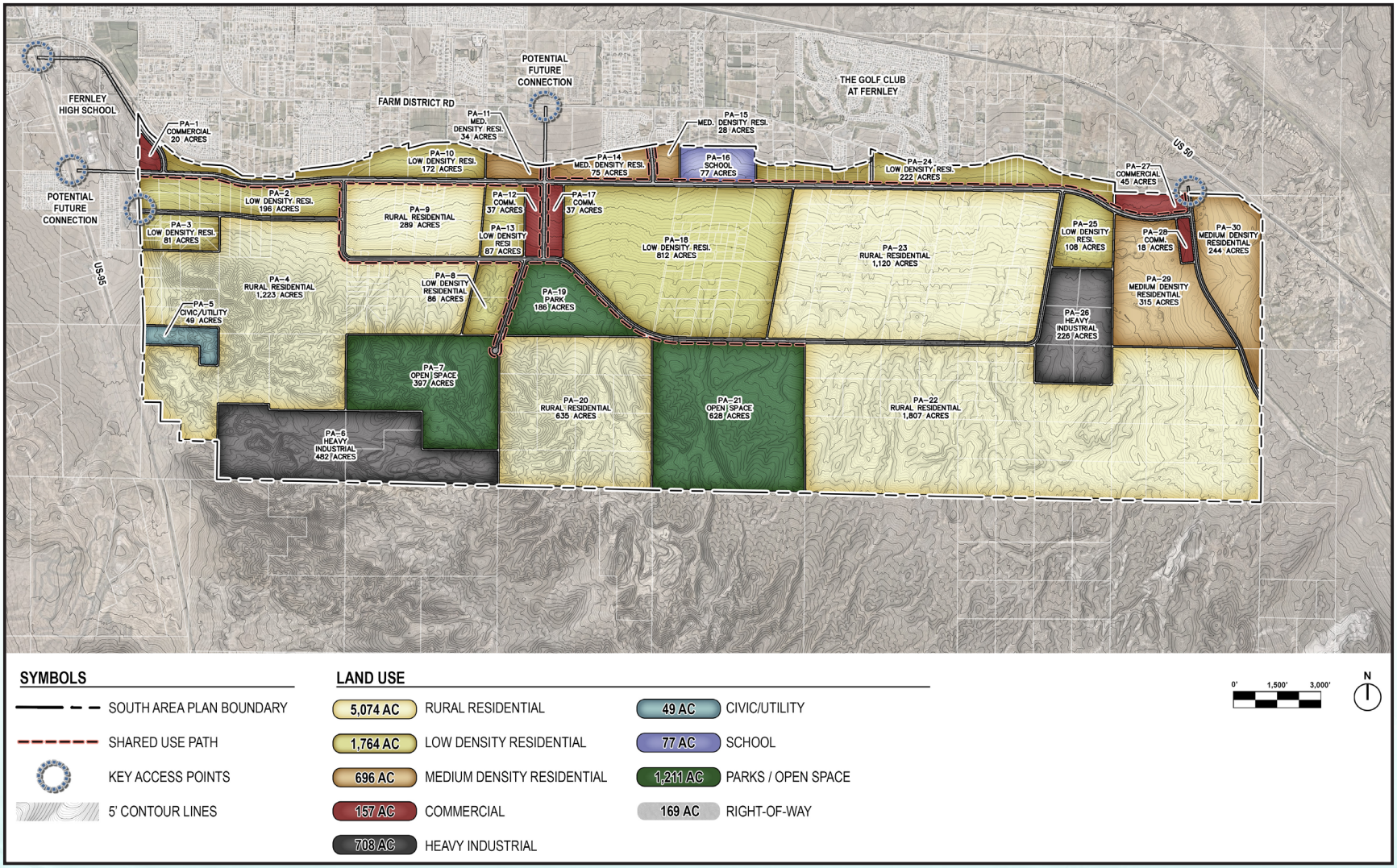
The land use strategy is grounded in extensive community input, which consistently emphasized maintaining the area's existing character and conditions to the greatest extent possible. Input from residents highlighted the importance of preserving the area's current development pattern and open landscape, while prioritizing targeted improvements to enhance safety and accessibility. In particular, community feedback underscored the need to improve road conditions and ensure reliable emergency access, including the ability for first responders to safely and efficiently navigate the area.

In response, the Future Land Use Map (FLUM) reflects a balanced approach that prioritizes preservation alongside critical infrastructure improvements. The map maintains a majority of existing development patterns and open areas, while identifying key locations for small-scale commercial, low density residential, and improved roadway infrastructure and connectivity. It also acknowledges the importance of aligning infrastructure investments with realistic funding strategies and identifying feasible mechanisms to support these improvements over time.

Implementation of this strategy will rely on strong partnerships between the City and a range of stakeholders, including developers, utility providers, and community leaders, to ensure that land-use decisions are made in a coordinated and intentional manner.

Disclaimer: If land uses are not clearly defined in this Plan, the City of Fernley shall use their discretion to approve uses that align with the 2018 Comprehensive Master Plan and comply with the 2020 Development Code.

Figure 14. South Area Plan Future Land Use Map



Residential

Low-Density and Rural Residential designations comprise the majority of the Plan Area, supporting larger lot sizes, limited infrastructure demands, and a lifestyle oriented around open space, privacy, and natural surroundings.

The FLUM strategically introduces Medium-Density Residential designations in targeted locations to provide a broader range of housing options. These areas are identified based on their relative access to existing and planned transportation networks, proximity to community services, and their ability to accommodate incremental infrastructure improvements without compromising the overall character of the South Area. This approach supports the provision of housing opportunities that can meet evolving regional needs while remaining context-sensitive.

Figure 15. Residential Land Use Map

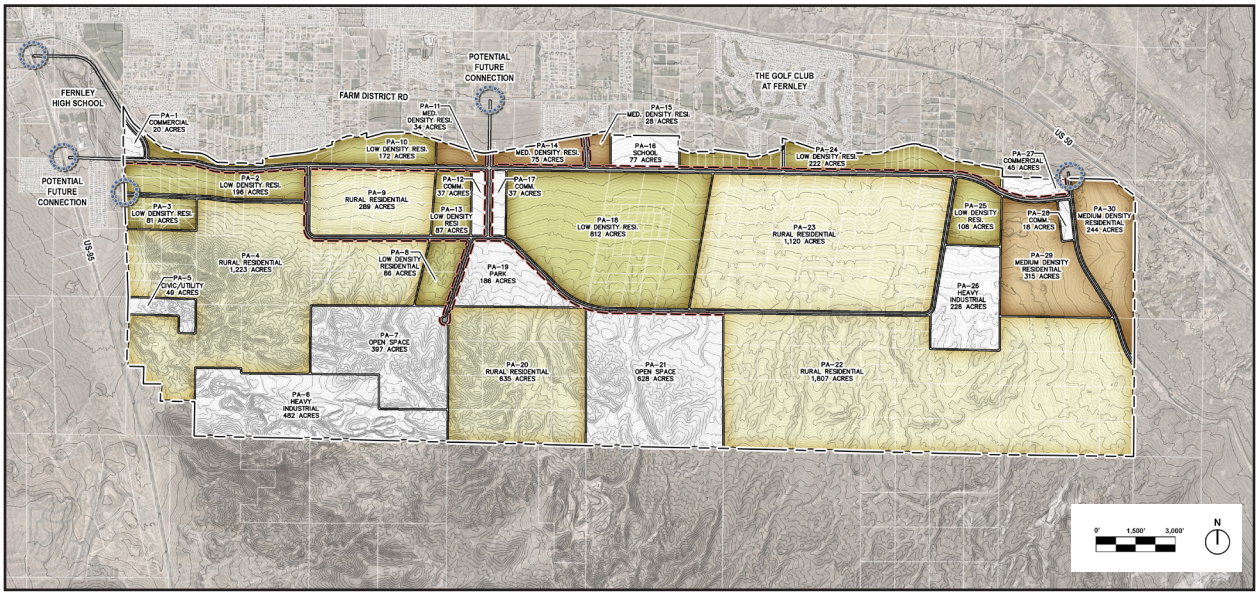


Table 1. Residential Land Uses

Land Use	Acreage	Density Range	Maximum Development Yield	Allowable Uses
Rural Residential	5,074	0.5-20+ acre lots	507 Units*	Large lot estates; single-family, detached; agriculture; grazing; open space
Low-Density Residential	1,764	1-6 DU per acre	10,584 Units	Large lot estates; single-family, detached
Medium Density Residential	696	7-13 DU per acre	8,352 Units	Single-family, detached and attached; duplex; triplex; fourplex; townhome; low-rise apartments and condominiums
TOTAL	**7,534**	-	**19,443 Units**	-

**Includes the gross acreage for residential land uses. The Development yield assumes an average of 10-acre lots throughout.*

Commercial

Commercial uses within the South Area are intended to be limited in scale and primarily serve the day-to-day needs of nearby residents. These uses are envisioned to provide convenient access to basic goods and services without introducing higher-intensity commercial activity that could alter the area's character.

Applicable commercial uses include small-scale grocery and convenience stores, restaurants, personal and professional services, small medical or wellness offices, and limited entertainment or gathering spaces. These uses should be designed to integrate with surrounding residential areas, with consideration given to building scale, site design, access, and compatibility.

Overall, the intent is to provide residents with convenient, nearby amenities that support quality of life while maintaining the low-density, community-oriented character of the South Area.

Figure 16. Commercial Land Use Map

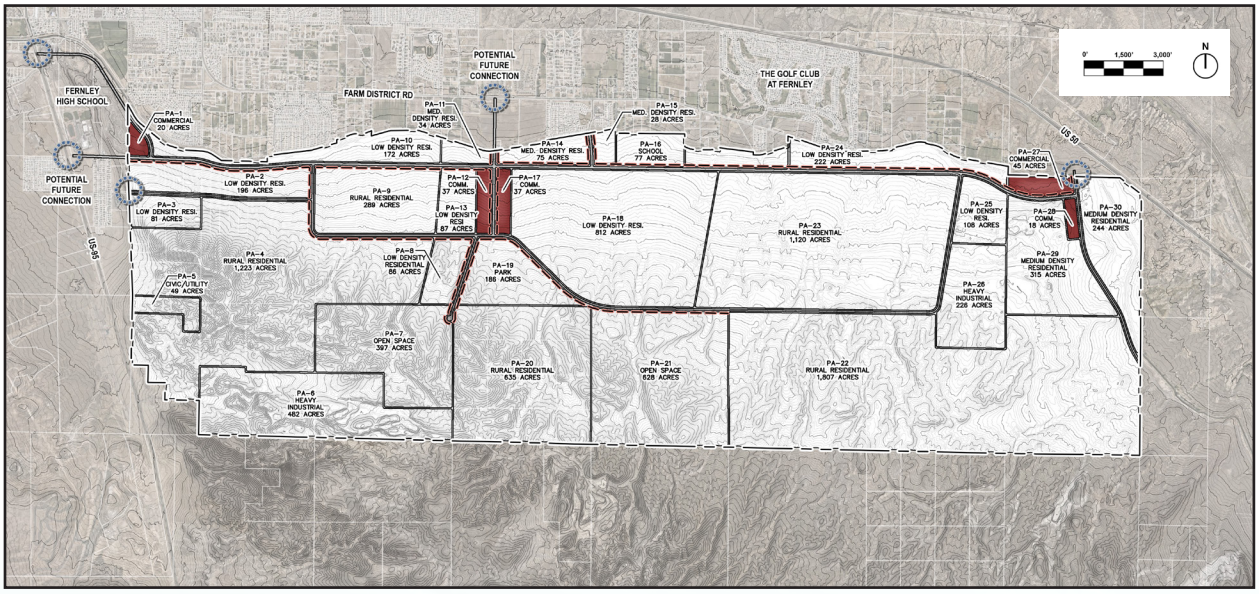


Table 2. Commercial Land Uses

Land Use	Acreage	Allowable Uses
Commercial	157	Neighborhood commercial; restaurants; services; entertainment
TOTAL	**157**	-

Heavy Industrial

Heavy Industrial designations within the South Area are intended to acknowledge and protect the continued operation of existing industrial uses. These areas recognize the importance of established businesses to the local and regional economy while supporting compatibility with surrounding uses.

At the same time, the FLUM does not identify these areas for expansion or the introduction of new heavy industrial development. Future land use within these designations is intended to remain consistent with existing conditions, limiting potential impacts related to traffic, noise, and environmental considerations that could conflict with nearby residential areas.

Figure 17. Industrial Land Use Map

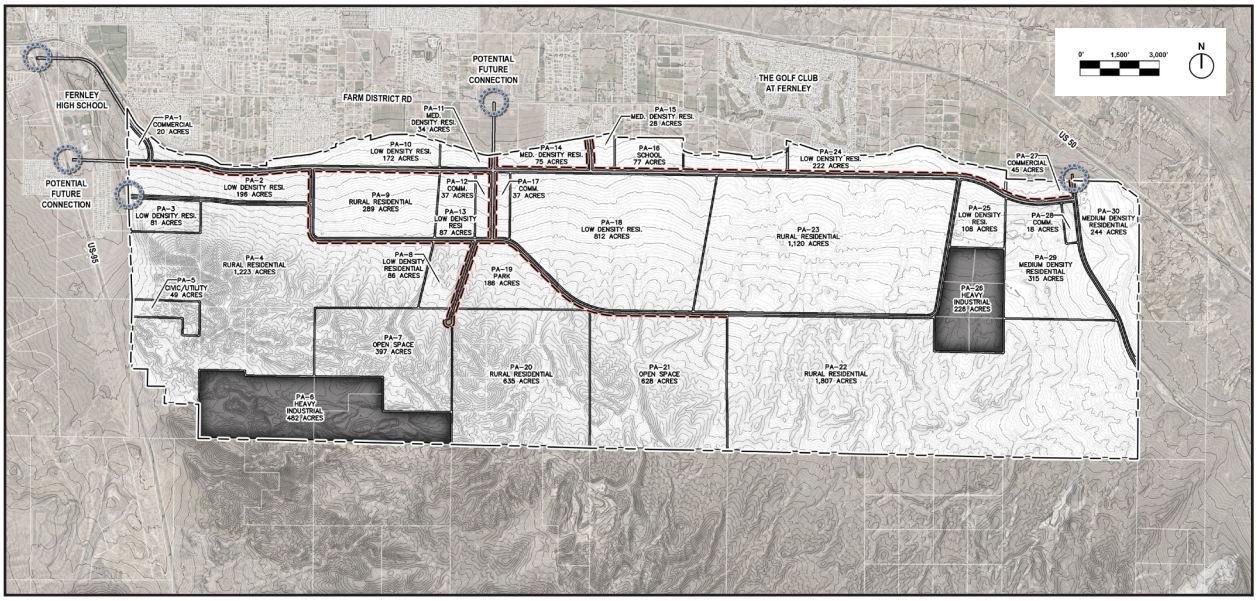


Table 3. Industrial Land Uses

Land Use	Acreage	Density Range	Development Yield	Allowable Uses
Heavy Industrial	708	Up to 30 du per acre	N/A	Heavy manufacturing; refinery; labor- and capital-intensive industrial activities
TOTAL	**1,067**	-	-	-

Parks and Open Space

The South Area Plan identifies three primary Parks and Open Space areas intended to serve as key community assets and gathering places. These areas provide opportunities for a range of recreational activities, including public parks, sports fields and courts, and designated trails for hiking, mountain biking, and off-roading. Together, they support both active and passive recreation while enhancing the overall quality of life for residents.

In addition to recreational use, the Parks and Open Space designation plays an important role in preserving the area's natural environment, scenic views, and rural character. These areas help maintain visual continuity across the landscape, protect sensitive features, and provide separation between developed areas.

Beyond these primary locations, the Plan also encourages integrating smaller, activated park and open-space areas into future residential development. These spaces are intended to provide accessible, neighborhood-level amenities that promote outdoor activity, social interaction, and a connected system of open spaces throughout the South Area.

Figure 18. Open Space and Recreation Land Use Map

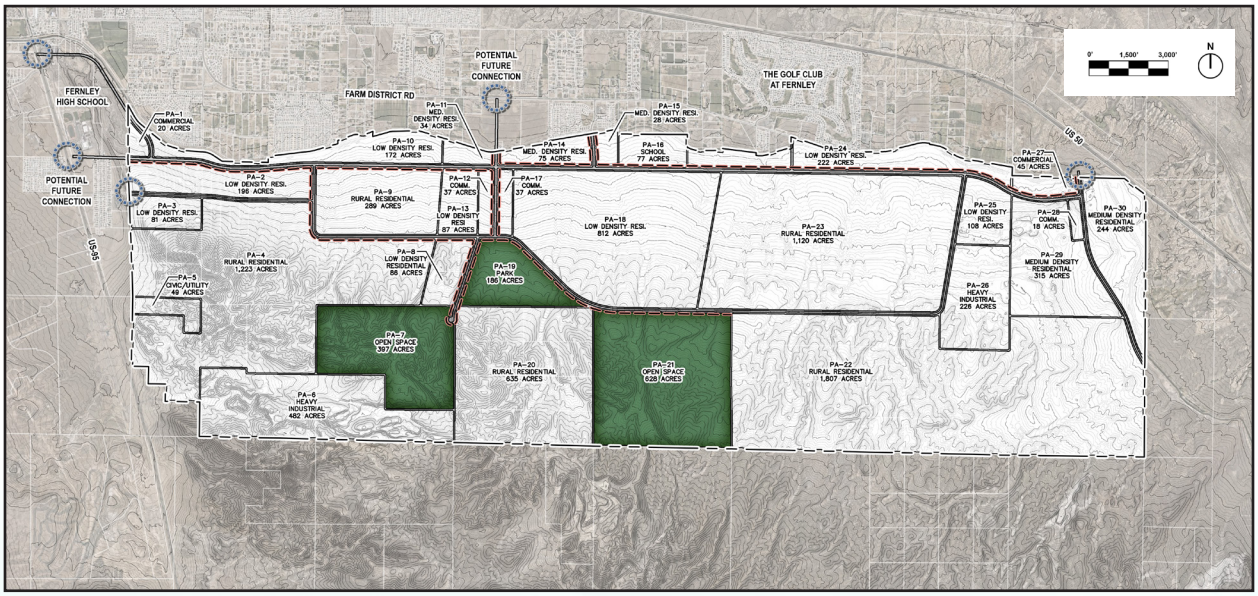


Table 4. Open Space and Recreation Land Uses

Land Use	Acreage	Allowable Uses
Park	186	Public and programmed parks; sports fields; courts; community space
Open Space	1,025	Trails; natural resources conservation land; stormwater
TOTAL	**1,211**	-

Public Facilities

The Public Facilities designation is intended to support the development of a cohesive, well-functioning community by providing essential civic infrastructure serving residents. These designations accommodate a range of uses, including schools, public safety facilities, cemeteries, community centers, utilities, and other governmental or institutional services that are necessary to meet the needs of existing and future residents.

Public Facilities are strategically located to ensure accessibility, efficiency of service delivery, and compatibility with surrounding land uses. Their placement is intended to reinforce community organization, support safe and reliable access, and contribute to the area's overall livability.

Figure 19. Public Facilities Land Use Map

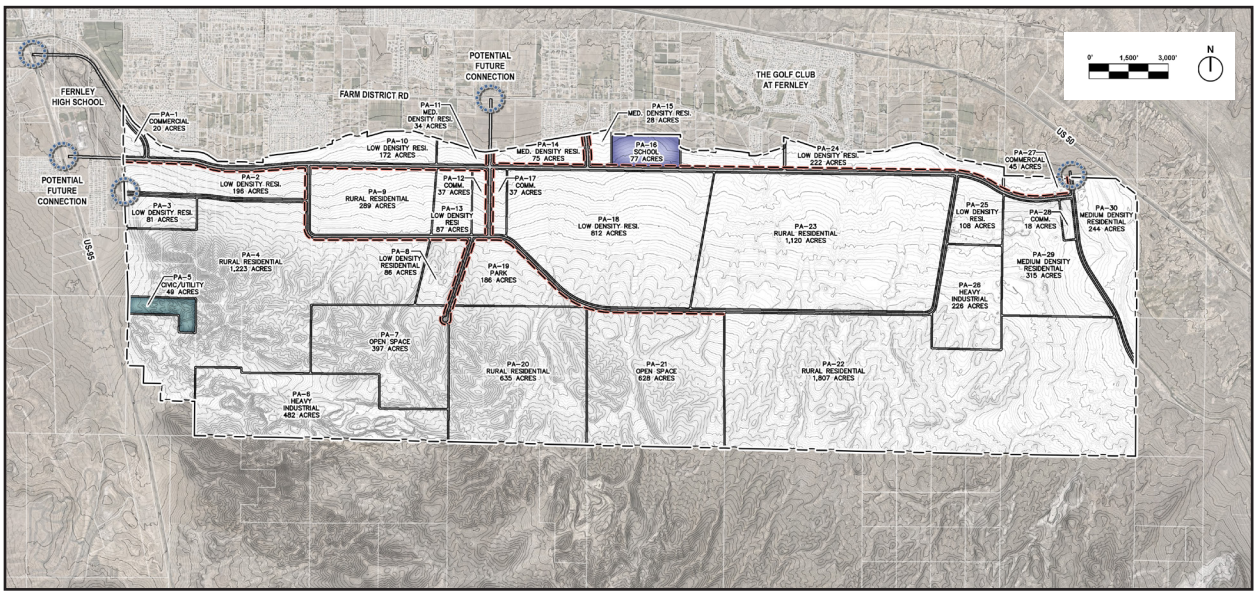


Table 5. Public Facilities Land Uses

Land Use	Acreage	Allowable Uses
Civic/ Utility	49	Emergency services; utilities infrastructure; public resources (library, senior center, etc.); cemetery; civic center
School	77	Schools; childcare facilities
TOTAL	**126**	-



TRANSPORTATION AND CONNECTIVITY

South Area Plan

Transportation and Connectivity

Overview



This Area Plan presents an opportunity to establish new transportation connections and upgrade infrastructure to support safe transportation for current and future residents. At present, access to the area is limited, relying on a network of dirt roads and canal bridges that do not provide reliable or long-term connectivity.

This Plan offers a key opportunity to re-envision and improve this infrastructure, creating more permanent, efficient, and multimodal connections to the South Area. As development occurs, developers will be responsible for demonstrating how safe and functional connections will be provided for all transportation modes, including vehicle, pedestrian, and bicycle travel, in a manner consistent with City standards. The Fernley Design Guidelines provide additional detail and design direction to supplement the general framework outlined in this section.

Walking

Walking connectivity throughout the South Area will provide a variety of opportunities, from promoting active transportation to offering recreational connectivity to providing a safe environment for all. The intent of the Area Plan is to create an environment where residents are connected to a number of recreational opportunities and amenities throughout the area. An important element will be consistency throughout the area plan. Gaps in sidewalk infrastructure will create barriers to walking and will dissuade the use of the available infrastructure. Additional factors that will help ensure the use of sidewalks and pedestrian infrastructure include safety (protection from vehicles) and the environment (shade infrastructure, landscaping, lighting, and street furniture).

Cycling

Cycling throughout the South Area provides opportunities for active transportation and recreation. Fernley does not currently offer cycling infrastructure to the South Area. Once the infrastructure is in place, the City's center will be connected to the South Area, allowing cyclists to travel between them. Over time, the South Area will need to consider adding levels of protection for any potential bike lanes where cyclists may share the road with cars. Additional cycling infrastructure, such as bike maintenance stations and bike stands, should also be considered near residential, commercial, and school areas to promote cycling and create a safe, welcoming environment. As shown in the FLUM, the South Area includes a multi-use path that winds through the center of the area and connects to the Open Space areas, school areas, and near potential future connection areas. This will fully connect all uses in the South Area to the rest of the City for transportation and recreational uses. The open space is established due to the increasing slope grade. Mountain biking and hiking trails may already exist in this area, or they may be created over time. To provide a fully cohesive network, establishing connections to these recreational areas for cyclists is important.

Driving

Driving is the primary mode of transportation for households in Fernley and the surrounding region, and the existing roadway network is designed to accommodate and prioritize automobile travel. Within the South Area, connectivity to the broader City is constrained by the canal, which creates a physical barrier and limits access points. As a result, overall accessibility remains limited today and will require thoughtful coordination as development occurs.

To address these challenges, the FLUM identifies a framework of key arterial roadways intended to establish the primary connections within the South Area and link it to the rest of the city. These corridors are expected to be constructed early in the development process to support safe and efficient movement. In addition, developers will be responsible for constructing local street networks, neighborhood connections, and internal circulation that provide access within and between developments.

Together, this approach ensures that as the South Area develops, it does so with a connected and functional roadway system that supports residents while improving overall access and mobility.





Emergency Safety Access

Emergency access within the South Area is currently constrained by limited connectivity and the presence of the canal, which restricts direct and efficient routing for fire and emergency medical services (EMS). As development occurs, improving roadway infrastructure will be critical to ensuring timely emergency response throughout the area.

The FLUM establishes a network of primary arterial roads that, once paved, will significantly improve access for emergency vehicles by providing reliable, all-weather routes and more direct connections across the South Area. These key corridors will serve as the backbone for emergency response, reducing travel times and improving coverage to both existing and future neighborhoods.

In addition, the development of local street networks and neighborhood connections will further enhance emergency access by creating multiple route options and reducing reliance on a limited number of entry points. Together, these improvements will support a safer and more resilient community by ensuring that Fire and EMS services can reach all areas of the South Area effectively and efficiently.

Truck Traffic

While the South Area is primarily planned for residential uses, the presence of commercial nodes in the central, northern, and northeastern portions of the area will require accommodations for delivery and service vehicles, including trucks. These uses rely on consistent, efficient logistical access to support day-to-day operations and maintain service for surrounding residents.

As development occurs, future projects will need to clearly identify designated truck routes and plan for how delivery traffic will move through the Area. These routes should be aligned with the planned arterial roadway network and designed to minimize conflicts with residential neighborhoods and local traffic. Consideration should be given to roadway design, turning radii, and access points to ensure trucks can safely navigate the system.

Overall, the intent is to support necessary commercial activity while maintaining the safety, functionality, and character of the South Area. Thoughtful planning of truck access and circulation will help ensure that logistics needs are met without negatively impacting other modes of travel or nearby residential areas.







WATER CAPACITY

South Area Plan

Water Capacity

Current Demand

According to data in the City of Fernley's 2022 Water Master Plan, the average daily demand for the potable water system is approximately 3.88 million gallons per day (MGD), and the maximum daily demand is approximately 6.52 MGD. The most recent available peak-hour flow-monitoring data suggest that peak-hour demand is approximately 10.90 MGD. The City's water system currently meets the demands of all three flow scenarios.

The Future Land Use Map would lead to increased water demand. The following sections discuss each system component and present information regarding its capacity to meet additional demands.

Available Water Resources

The City water system is currently supplied solely from groundwater wells, including six wells (numbered 4, 9, 9A, 11, 13, and 14). The total production capacity of these combined wells is 12.33 MGD[2]. The firm capacity, which refers to the amount of water that can be reliably produced by the system accounting for potential equipment failure, maintenance needs, operational limitations, and long-term sustainability, is 8.65 MGD. Nevada Administrative Code (NAC) 445A.6672 suggests that if a public water system is served primarily from wells, the system's total capacity should be sufficient to meet maximum day demand (MDD) plus fire flow when all wells are functioning, or average day demand (ADD) plus fire flow when the most productive well is not functioning. In each of these scenarios, the City's water supply appears to have some available capacity; however, it is unclear whether this capacity exceeds the planning area's future demand. The amount of additional raw water resources required will depend on future development demands.

2 Assumes that every well and pump in the system is operating at full capacity, over a continuous 24-hour period. While this figure represents the upper limit of what the system could theoretically deliver if all components were functioning perfectly and continuously, it is not an accurate representation of the reliable output of the wells.

Treatment Plant

The City's groundwater contains arsenic levels ranging between 20 and 40 parts per billion (ppb), which exceed the maximum contaminant level (MCL) of 10 ppb established by the Environmental Protection Agency (EPA) for national primary drinking water standards. To ensure compliance with these standards, the City's Water Treatment Plant (WTP) is designed to reduce arsenic levels in groundwater to below 2 ppb by employing a variety of advanced treatment processes. Currently, the WTP operates at an average flow rate of 4-6 MGD but can handle a maximum flow of 20 MGD. Recognizing the need for future growth and diversification of water sources, the City has identified potential upgrades to the WTP that would allow it to treat surface water in addition to groundwater. These upgrades would increase the plant's capacity to 30 MGD. Because the WTP was designed with future expansion and increased flows in mind, no further upgrades are expected to be necessary to meet the planning area's demands.

Pump Station

After treatment, water is delivered to the transmission and distribution systems via a central high-service pump station at the WTP site. The high service pump station is a triplex station with a fourth pump for redundancy, and each pump is equipped with a variable frequency drive (VFD) for precise flow control. The current firm capacity of the pump station is 21.2 MGD, though, like the WTP, it was designed with space for two additional pumps to accommodate the plant's ultimate expansion flow of 30 MGD. Since the pump station capacity currently exceeds demand and has room for further expansion with the WTP, no further upgrades are expected to be necessary to meet the planning area's demands.

Transmission Main

A majority of the City's current water service area resides south of I-80. The City uses a high-pressure transmission main to deliver adequate pressure to this area. This transmission main ranges in diameter from 30 to 42 inches and begins at the WTP, following a generally southeast alignment. Since the planning area is situated further to the south and east than the transmission mains currently reach, a new transmission main or extension would be needed to serve the area.

Water Storage

The City's distribution system consists of four water storage tanks (Sage, Ricci, Northeast, and Sage Ranch) with a total water storage capacity of just over seven million gallons[3]. The City's Water Master Plan indicates that these tanks provide adequate storage for the existing service area, in accordance with the requirements of the American Water Works Association (AWWA) M42 Chapter 5. However, NAC 445A provides more specific standards regarding water storage for public water systems in Nevada. NAC 445A.6674 requires that *"an existing public water system maintains a storage... that is sufficient to ensure that the total capacity of the public water system will meet current and anticipated demands"*. NAC 445A further qualifies these demands as operating storage, emergency reserve, and fire flow demand, where operating storage is equivalent to MDD, emergency reserve is equivalent to 75% of MDD, and fire flow is determined by the governing fire code. Using these standards, a volume of 12.37 million gallons would be required to meet current demand. This suggests that the current system's storage capacity has a 5.37-million-gallon deficit.

It is suspected that this storage deficiency is offset via "alternative pumping capacity", which is a strategy identified in the NAC for serving water demands in areas where conventional storage is not accessible by gravity[4]. The system's apparent excess in pumping capacity supports this assumption. As the service area grows, however, it is recommended that future development be supported by conventional water storage. As such, additional water storage is anticipated to be required to support the development of the South Area.

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3 Three additional water storage tanks exist within the system; however, they were not considered in evaluating the system's ability to serve the South Area as they either store raw water or act as chlorine contact on the WTP site.

4 NAC 445A.6554, and .66755

Pressure Zones

Most of the City's water system operates within a single pressure zone that includes three of the four water storage tanks. These tanks are at similar ground elevations, which allows them to exert the same static pressure on the system. The static pressure at any point in the system depends on the elevation difference between the tank water level and the elevation of the location being served. With the tanks setting the hydraulic grade line (HGL) at 4,342 feet, the City's Water Master Plan indicates that this zone can serve areas at elevations of 4,235 feet and below. Since nearly the entire planning area lies at elevations above 4,235 feet, a new pressure zone would need to be established to serve the system. The establishment of a new pressure zone would include additional booster pump stations and water storage tanks.

Distribution

The City's distribution system is supplied by a combination of the high-service pump station and four water storage tanks. The distribution pipe network uses pipes ranging from 6 to 24 inches in diameter. As previously mentioned, the current water distribution system is located south of I-80; however, it does not extend far enough south to serve the South Area Plan. To serve the South Area, the distribution network will need to be expanded, and distribution pipelines will need to be sized in accordance with the demands of individual developments.

Existing Water System Overview

SUPPLY WELLS

Six existing groundwater wells *(Well 4, 9, 11, 13, and 14)*

WATER TREATMENT

Existing Water Treatmend Plant (WTP) designed to treat groundwater to meet EPA MCL standards

Current Capacity: 20 MGD
Expanded Capacity: 30 MGD

PUMPING

Existing High Service Pump Station is equipped with VFD's, 3 pumps, (Plus one for additional redundancy), and two additional pump connections to accommodate flows from WTP expansion.

Firm Capacity: 21.2 MGD

RAW WATER STORAGE

One existing raw water storage tank, prior to water treatment

Tank Capacity:
2.5 MGal

TREATED WATER STORAGE

One existing treated water storage tank used for chlorine contact at the WTP site.

Tank Capacity:
3 MGal

TRANSMISSION

Treated water is conveyed to distribution system via a high pressure transmission main.

TREATED WATER STORAGE

Four ecisting water storage tanks (Sage Tank, Ricci Tank, Northeast Tank, and Sage Ranch Tank)

Three of the four tanks (Sage Ricci and Northeast) are located within or conencted to Pressure Zone 1 of the water system.

Tank Capacities:
Sage: 2.4 MGal
Ricci: 1.5 MGal
Northeast: 2.5 MGal
Sage Ranch: 0.53 MGal
Total Storage Capacity: 7.03 MGal

DISTRIBUTION

Gravity distribution system conveys water from water storage tanks to service area.

DEMAND

Current Demands:
ADD: 3.88 MGD
MDD: 6.52 MGD
PHD: 10.9 MGD

Will Require Upgrades

Will Not Require Upgrades



FISCAL IMPACT ANALYSIS

South Area Plan

Fiscal Impact Analysis

Overview

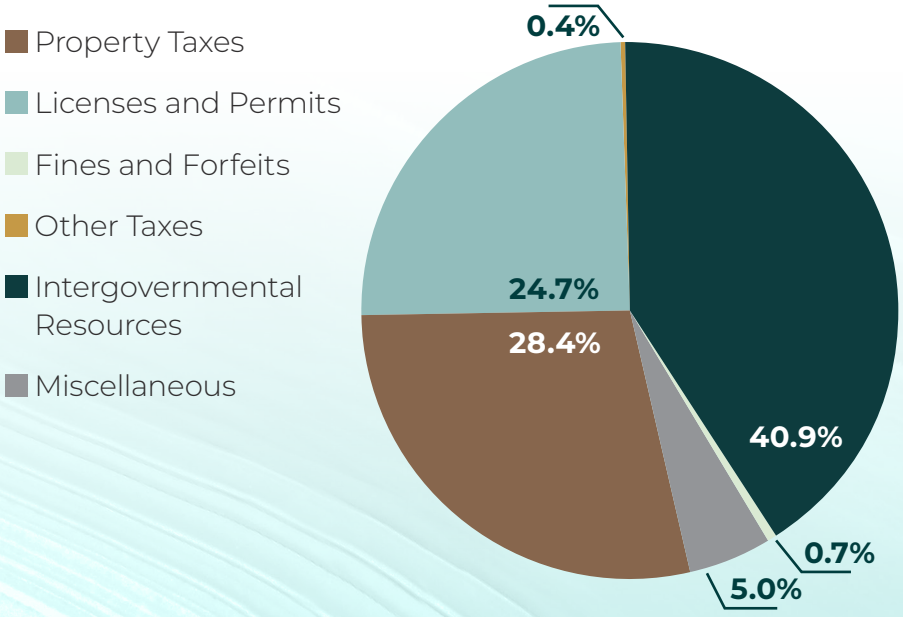
The fiscal impact analysis builds upon the FLUM by estimating the property tax revenue that could be generated under the South Area Plan at full buildout. The analysis is intended to inform long-range decision-making and help the City prioritize infrastructure, utilities, parks, and other public investments needed to support future development.

The City of Fernley is already seeing growth in its tax base, with approximately $500,000 (9.3%) in new revenue projected between fiscal years 2025 and 2026, driven by increased property values and new development. As the South Area develops over time, understanding the relative revenue potential of different land use patterns can help the City make fiscally responsible decisions and support long-term community resilience.

Existing Revenue Streams

Based on the approved 2025-2026 budget, Fernley expects $5,854,007 in property tax revenue, representing 27.5% of total annual revenue (**Figure 20**). Other major revenue sources include intergovernmental transfers, primarily Regional Transportation Commission (RTC) funding for roads, at 39.6%, and licenses and permits at 23.9%. This analysis focuses only on property tax revenue. Although licenses, permits, and infrastructure-related fees may also increase as development occurs, those amounts vary over time and were not estimated for this analysis. At full buildout, the South Area Plan would likely increase the share of City revenue generated by property taxes.

Figure 20. City of Fernley FY 2025-26 Revenue by Source



Model Methodology

The fiscal model uses five comparison properties, or comps, for each land use category to estimate potential property values and tax yield for future development in the South Area. For example, low-density residential comps were selected from existing single-family homes in Fernley on lots that generally reflect the scale and pattern anticipated under the plan.

Comps were selected by comparing current parcel characteristics, aerial imagery, and Fernley's zoning framework with the densities and use types envisioned in the planning area. The assessed value, including land and improvements, was then used to calculate estimated property tax revenue per acre for each land-use category.

Land Use Assumption Summary

Each set of comp properties was selected to reflect the expected development pattern for the corresponding future land use designation.

Rural Residential

Rural residential comps were selected from Fernley-area residential parcels, generally ranging from 5 to 20 acres. These properties reflect a large-lot development pattern intended to support a rural residential lifestyle, with emphasis on lots near the plan's typical ten-acre format.

Low-Density Residential

Low-density residential comps were drawn from single-family neighborhoods throughout Fernley to capture a range of lot sizes, home sizes, and locations. Many selected parcels are approximately one-quarter acre, which generally supports development of up to 6 dwelling units per acre.

Medium-Density Residential

Medium-density residential comps were selected from newer neighborhoods and other compact residential areas that best reflect the plan's intended medium-density range. These properties generally include smaller lots, often around one-sixth of an acre, and represent a more efficient residential development pattern than the low-density category.

Commercial

Commercial comps were selected to represent a range of neighborhood-serving retail and restaurant uses. The sample includes large-format retail, small retail storefronts, and both chain and local restaurant properties to reflect Fernley's existing commercial market.

Heavy Industrial

Heavy industrial comps reflect large-footprint industrial uses such as gravel yards, mining, and similar rural industrial properties. Because these uses are limited in Fernley, comps were drawn from Fernley, Lyon County, and Washoe County.

Results

Potential Future Property Tax Revenue

The primary output of the model is the annual property tax revenue the City could receive at full buildout of the South Area. Total acreage assumptions by land use are shown in **Table 6**. Rural residential and low-density residential account for the largest share of the plan area and therefore play a significant role in total projected revenue.

Table 6. Projected Acreage by Land Use

Land Use	Projected Acreage
Rural Residential	5,074
Medium Density Residential	696
Low Density Residential	1,764
Commercial	157
Heavy Industrial	708

Revenue per acre is a key model output that enables land-use categories to be compared consistently. Medium-density residential has the highest estimated revenue per acre at $4,354, followed by commercial at $3,017 and low-density residential at $2,848 (**Table 7**).

Expected annual revenue was calculated by multiplying each land use's revenue per acre by its planned acreage. Because low-density residential occupies a large share of the plan area, it is projected to generate the highest total annual revenue. Medium-density residential is projected to generate the second-highest total despite covering far less land, reflecting its comparatively high per-acre value.

At full buildout, the South Area is projected to generate approximately $8.2 million in annual property tax revenue. This is over 1.5 times the City's current annual property tax revenue. Low-density and medium-density residential uses together account for most of the projected total. These figures should be understood as planning-level estimates rather than precise forecasts. Because the model relies on assumptions and comparison properties, it is intended to inform policy and infrastructure decisions, not to serve as a detailed budget projection.

New growth can expand the City's tax base, but it also increases demand for infrastructure and services. The fiscal implications of development should therefore be considered alongside costs for water, sewer, public safety, roads, parks, libraries, and other public facilities needed to serve new residents, employees, and visitors. This analysis provides only a high-level estimate of potential revenue; additional revenues and expenditures associated with South Area development will need to be evaluated as projects move forward.

Table 7. Total Expected Property Tax Revenue by Land Use

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
Rural Residential	$74.78	4,566.60	$341,496.07
Medium Density Residential	$4,354.44	626.40	$2,727,619.66
Low Density Residential	$2,848.35	1,587.60	$4,522,043.78
Commercial	$3,017.09	141.30	$426,314.61
Heavy Industrial	$357.71	637.20	$227,934.16
Total	**$1,090.79**	**7,559.10**	**$8,245,408.28**

Note: the acreages within the table above assumes a baseline 10% reduction for utilities and right-of-way. This variable is subject to change based on product type and future site constraints.



APPENDIX A

South Area Plan

Implementation Plan

The South Area Plan was developed in coordination among residents, stakeholders, developers, City staff, and elected officials to achieve the shared goal of expanding opportunities and improving the quality of life within the City. Input from all led to the development of the goals outlined at the beginning of this Plan, which then culminate in the implementation.

This section provides a guide to next steps – including financing options and additional actions and initiatives to achieve the highest level of success. Ultimately, this Plan is the first step in developing the area. Additional work will be required to update policies, adopt regulatory changes, and establish public/private partnerships.

Key focus areas for the implementation include:

- **Infrastructure and Utilities.** It is of the utmost importance to develop a plan for financing and building infrastructure (paving roads, canal bridge crossings, etc.) and utilities. Development will be hindered without a clear path forward. This will require a public/private partnership between the City and developers.
- **Transportation.** The development of the South Area Plan, along with the North and Southwest Area Plans, will increase road traffic. The City and NDOT must coordinate to ensure that the level of service throughout Fernley is adequate to avoid traffic congestion and safety hazards.
- **Land Bills Act.** The City will need to coordinate with BOR to acquire the Federal Government-owned parcels. Once those are acquired, the City can move forward with planning parks and open spaces and with selling land to prospective developers to implement the FLUM.

Proposed developments will be required to obtain the permit applications required by the City and be consistent with the goals and policies established in this South Area Plan Implementation Plan, the Fernley Comprehensive Master Plan, as well as the use regulations and development standards established in the Fernley Municipal Code.

Potential Funding Mechanism(s)

The Implementation Plan identifies potential funding sources for each policy program, which are detailed below. The City's goal is to facilitate the development of the South Area Plan without imposing an undue burden on developers and property owners. As such, these potential funding sources may provide the services and infrastructure required for development.

- **Special Taxing District/Metro Districts** – As outlined by the Special District Control Law, "special districts" may be established to fund various services and needs through water and sanitation districts, general improvement districts, or any quasi-municipal corporation organized under the local improvements and service district laws, for example. This mechanism may be initially funded by grants or bonds, the City, or a developer or group of developers. Future developers in the South Area would pay a tax to the District to repay the improvements funded by the District.
- **Tax Increment Financing (TIF)** – Used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. TIF does not increase taxes; rather, it captures and reinvests any increases in property and/or sales tax revenue resulting from new development and other site improvements over a set period of time.
- **Impact Fees** – Fees added to the cost of construction to offset the toll of new developments on local infrastructure.
- **General Fund** – The main operating fund for a jurisdiction. The General Fund is typically discretionary to the City Council for the provision of activities, programs, and services. Major sources of revenue for the General Fund include sales taxes, property taxes, franchise fees, business license fees, unrestricted state revenues, fines and forfeitures, and interest income.
- **Local, State, Federal Grants** – Various grants are available to jurisdictions for differing purposes.

Implementation Matrix

The Implementation Matrix translates the South Area Plan into a structured, action-oriented framework that guides how and when key initiatives will be carried out. Organized by priority, timeframe, and responsible parties, the matrix identifies the specific steps needed to advance infrastructure improvements, policy updates, and coordination efforts outlined throughout this Plan. It is intended to serve as a practical tool for decision-makers, helping the City sequence actions, allocate resources, and track progress over time. As conditions evolve, the matrix can be updated to reflect changing priorities, funding opportunities, and development activity, ensuring continued alignment with the Plan's vision and goals.

Table 8. Implementation Matrix

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
High Priority (1-3 Year Implementation Horizon)				
Surface Water Study	Complete the ongoing surface water study.	Public Works	General Fund	Within 1 year
Infrastructure Plan	Complete the ongoing infrastructure plan.	Private Developers; Public Works; Planning	Public-Private Investments; Grants; General Fund	Within 1 year
Capital Improvement Plan Update	Complete the ongoing Capital Improvement Plan (CIP) to include the South Area Plan.	Planning; Public Works	General Fund	Within 1 year
Zoning Code Update	Adopt a zoning code update for the South Area.	Planning	General Fund	Within 1 year
City Master Plan Update	Complete the ongoing update to the Fernley Master Plan.	Planning	General Fund	Within 2 years
Cemetery Master Plan	Complete the ongoing Cemetery Master Plan	Planning	General Fund	Within 2 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
NDOT Transportation Coordination	Coordinate with the Nevada Department of Transportation (NDOT) to study traffic and circulation to provide adequate infrastructure that meets capacity needs. This includes infrastructure such as the US-50 connection and access to and from US-95.	NDOT; Public Works; Planning	General Fund	Within 2 years
Stormwater Runoff Study	Adopt a Stormwater Runoff Study.	Planning; Public Works	General Fund	Within 2 years
City Staffing Study	Conduct a study of staffing needs resulting from the three Area Plans (North, Southwest, and South) to ensure the City is adequately prepared to receive development applications.	City Manager's Office; Planning; Public Works	General Fund	Within 2 years
Multi-Jurisdictional Hazard Mitigation Plan Update	Adopt a Hazard Mitigation Plan Update to include the three Area Plans (North, Southwest, and South).	Planning; Public Works	General Fund; Grants	Within 2 years (must be updated every 5 years per FEMA requirements)

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
BLM and BOR Land Bills Act Coordination	Coordinate with the Bureau of Land Management (BLM) and the Bureau of Reclamation regarding the Land Bills Act and the City's purchase of land owned by both agencies. The City must first acquire the parcels and then coordinate with interested parties in selling them for development as intended in this Area Plan.	BLM; BOR; Planning	General Fund	Begin coordination within 2 years
Canal and Bridge Crossings Coordination	Coordinate with the Bureau of Reclamation (BOR) and Truckee-Carson Irrigation District (TCID) to move the eastern-most bridge crossing and work towards improving other existing crossings.	BOR; Planning; Public Works	General Fund	Within 3 years
Transportation Master Plan Update	Amend the Transportation Master Plan to include the Southwest Area.	Planning; Public Works	General Fund	Within 3 years
Parks, Recreation, and Open Space Plan	Adopt a city-wide Parks, Recreation, and Open Space Plan (PROS).	Planning; Public Works	General Fund	Within 3 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
Moderate Priority (4–7-year implementation horizon)				
Safe Routes to School Plan	Complete the ongoing update to the Safe Routes to School Plan to include the South Area.	Planning; Public Works	General Fund; Grants	Within 4 years
Water Infrastructure Upgrades	Upon completion of the Infrastructure Plan, begin coordinating and planning water infrastructure upgrades as needed.	Planning; Public Works	Public-Private Investments; Grants	Within 4 years
North Lyon Fire Protection District Response Time	Coordinate with the North Lyon Fire Protection District to address response time and access in the South Area Plan.	Planning; Public Works; North Lyon Fire Protection District	General Fund	Within 5 years
Housing for Naval Air Station Fallon	Coordinate with Naval Air Station (NAS) Fallon regarding the development of housing for service members and families on the eastern side of the South Area.	Planning; Public Works; NAS	Federal Funding	Within 6 years
Water Conservation Plan Update	Amend the Water Conservation Plan to include and account for new developments in the South Area.	Planning; Public Works	General Fund; Grants	Within 6 years



Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Time-frame
Low Priority (8+-year implementation horizon)				
Active Transportation Plan	Adopt a city-wide Active Transportation Plan (ATP) that includes the South Area.	Planning; Public Works	General Fund	Within 9 years
New School Site	Coordinate with the Lyon County School District regarding the development of a new school on the school-site identified in the FLUM.	Planning; Public Works	General Fund	Within 10 years
Canal Crossings	Create new canal bridge crossings to address needs; this may include a pedestrian bridge for high school access from the neighborhoods north of the canal, or moving the eastern-most bridge in accordance with the South Area Plan FLUM.	Planning; Public Works	General Fund	Within 10 years
Canal Walking Path	Coordinate with BOR to identify opportunities to create a walking path along the canal.	Planning; Public Works	General Fund	Within 10 years



APPENDIX A

South Area Plan

Appendix A: Fiscal Impact Analysis



APPENDIX B

South Area Plan

Appendix B: Market Conditions

CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Michele Rambo, Chief Development Officer**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: X	Yes:	No: X	N/A

ACTION REQUESTED: Receive/File

AGENDA ITEM:

Update on City Council actions from July 15, 2026 and August 5, 2026.

AGENDA ITEM BRIEF:

The Planning Director will review the Planning-related actions taken by the City Council on July 15, 2026 and August 5, 2026.

RECOMMENDED MOTION:

None

BUSINESS IMPACT (per NRS Chapter 237):

N/A

See attached report for background, analysis, alternatives.

ALTERNATIVES:

None

BACKGROUND:

None

RELEVANT LAWS, STATUTES, AND REGULATIONS:

None

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:
None

CITY OF FERNLEY

Planning Commission
AGENDA REPORT

Meeting Date: August 12, 2026

REPORT TO:	Fernley Planning Commission
REPORT FROM:	**Michele Rambo, Chief Development Officer**

FINANCIAL IMPACT:		**CURRENTLY BUDGETED:**		**FUND/ACCOUNT:**
Yes:	No: X	Yes:	No: X	N/A

ACTION REQUESTED: Receive/File

AGENDA ITEM:

General Planning Department updates and announcements.

AGENDA ITEM BRIEF:

The Planning Director will update the Planning Commission on any updates or announcements related to the Planning Department. A copy of the July Planning Department monthly report and the July issue of Zoning Practice are also attached for information.

RECOMMENDED MOTION:

None

BUSINESS IMPACT (per NRS Chapter 237):

N/A

See attached report for background, analysis, alternatives.

ALTERNATIVES:

None

BACKGROUND:

None

RELEVANT LAWS, STATUTES, AND REGULATIONS:

None

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. July 2026 Monthly Report
2. Zoning_Practice - July 2027

July – Cathedral Gorge State



MONTHLY REPORT

JULY 2026

PLANNING DEPARTMENT
MICHELE RAMBO, AICP, PLANNING DIRECTOR

Projects Submitted

Temporary Use Permits

TUP26003 – LCSO National Night Out (issued) (scheduled August 4, 2026)
TUP26017 – Check the Chip Day (issued) (scheduled August 15, 2026)
TUP26019 – Jordan World Circus (issued) (scheduled September 24, 2026)
TUP26020 – Wigwam Summer Events (issued) (multiple dates)
TUP26027 – Food Trucks, Brews, and Tunes (issued) (multiple dates)
TUP26029 – Pinnacle Medical Group Health Fair (issued) (scheduled 9/12/26)
TUP26031 – Fore Department Helicopter Landing Pad (issued)
TUP26033 – All Points Grill August Events (in review) (multiple dates)



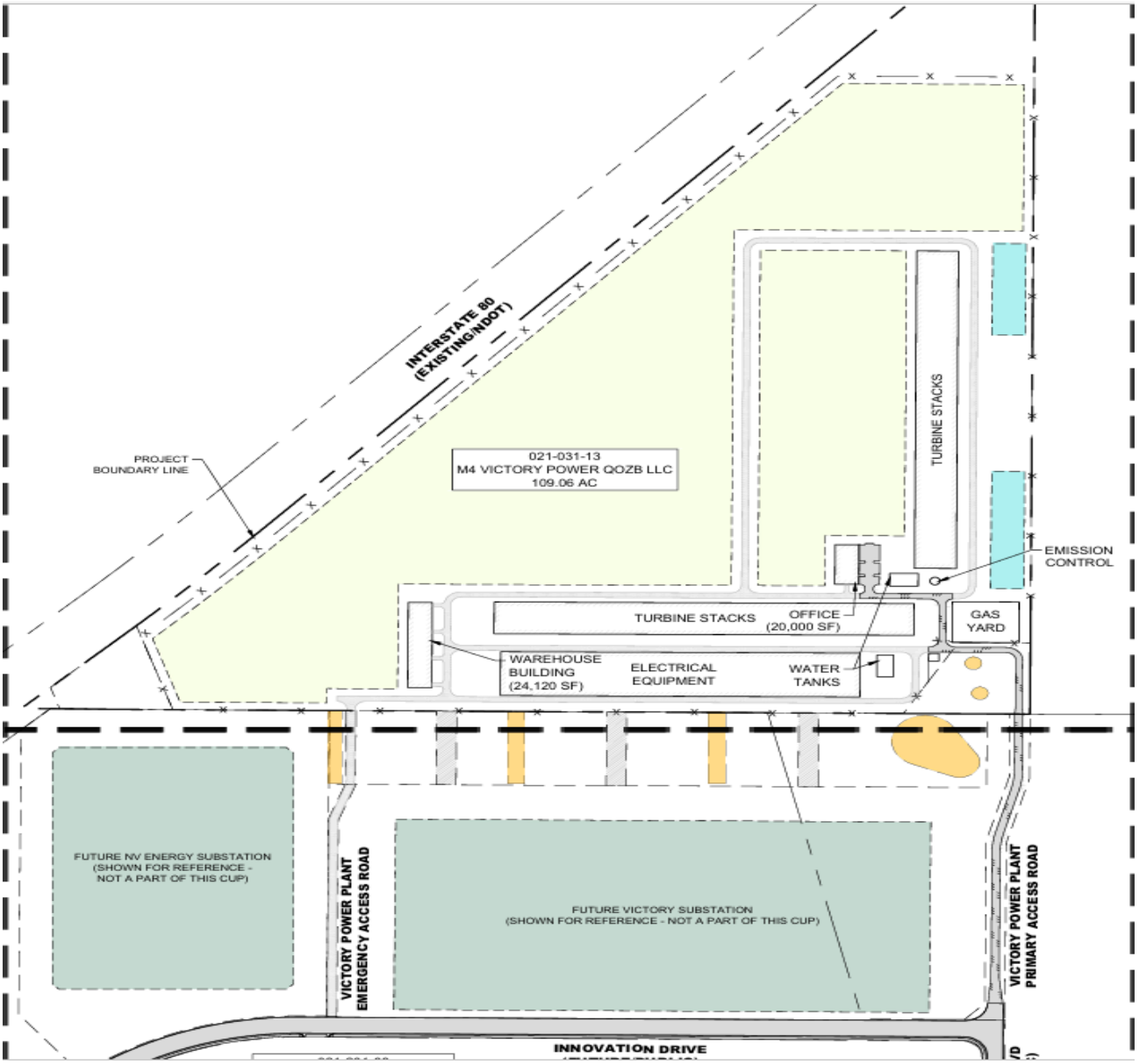
CONDITIONAL USE PERMIT– CUP26004 – CLEAN EARTH AEROSOL RECYCLING FACILITY

A Conditional Use Permit application request by 21st Century Environmental Management to construct a new facility for processing and recycling of aerosol containers. The new facility will be located in the northeast corner of the property located at 2095 E. Newlands Drive (APN:021-25-06) in an Industrial (I) zone.



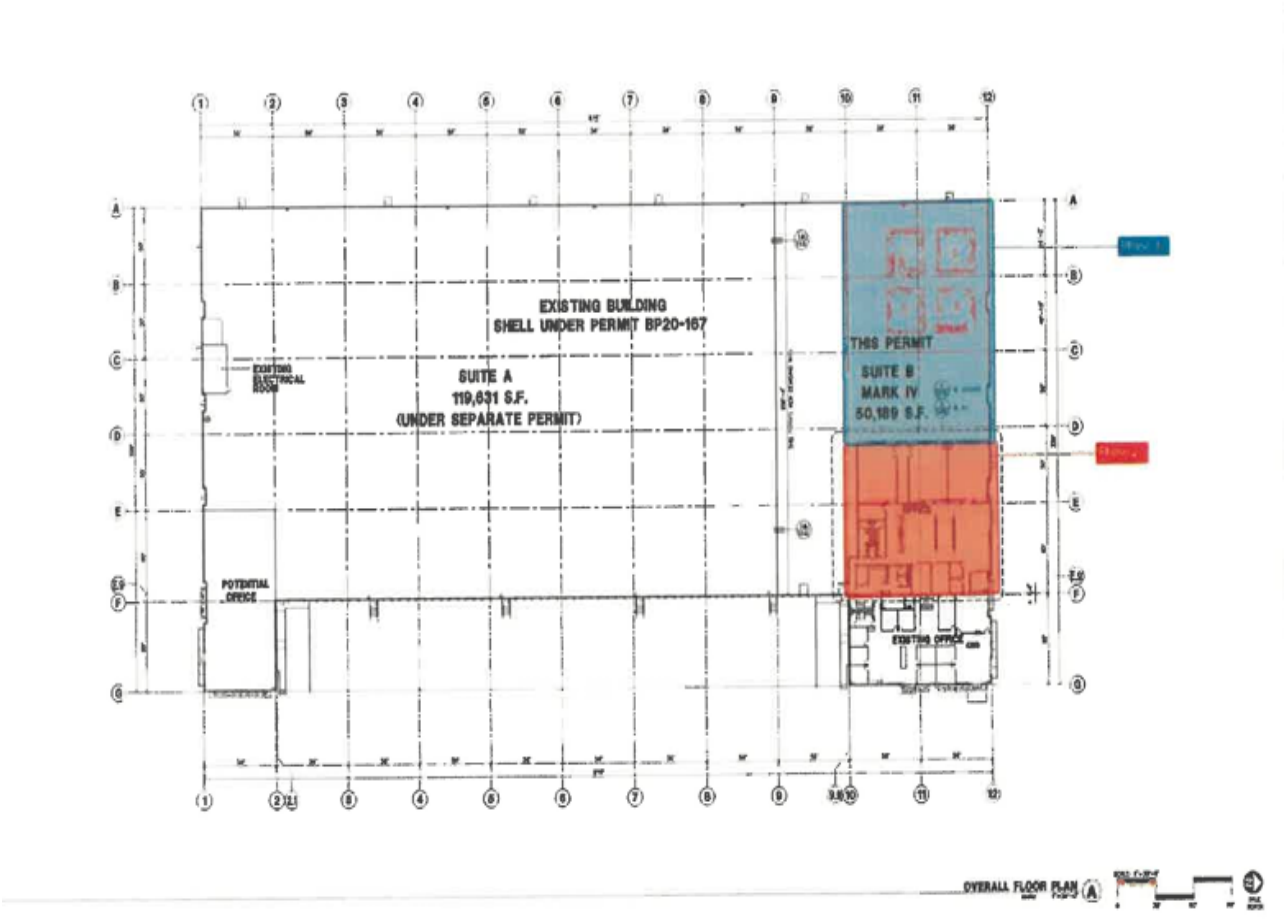
CONDITIONAL USE PERMIT – CUP26005 – VICTORY LOGISTICS POWER PLANT

A Conditional Use Permit application request by M4 Victory QOZB, LLC to allow for the development of a 324 MW natural gas-fired power plant on a portion of a recently annexed 109.06-acre site (APN: 021-031-13) which is located in the northeast corner of the Victory Logistics District planned development area. The proposed facility will use 50-acres of the 109.06-acre site leaving the remainder available for future development and expansion as demand for power increases within the Victory Logistics District planned development.



CONDITIONAL USE PERMIT– CUP26006 – CENTER OF EXCELLENCE

A Conditional Use Permit request by Premier Design Build Group to complete tenant improvements within an existing industrial warehouse building located at 1740 N Nevada Pacific Parkway in the Victory Logistics District. The 28,543 square feet of tenant improvements will create classrooms, instructional laboratories, offices, conference rooms, student support areas, restrooms, and associated building services. The facility will be utilized for workforce development, vocational education, safety training, technical instruction, and academic programs supporting employers located within the Victory Logistics District and the surrounding Northern Nevada region.



ADMINISTRATIVE REVIEW – AR26002 – 250 LOGAN LANE RETENTION POND

Administrative Review application request by Sanbank Properties II LLC to close the temporary dead ends to improve site circulation and relocate the existing temporary retention basins to a permanent location. No utilities will be impacted and there is no proposed additional construction. This work will be located at 250 Logan Lane (APN: 021-071-28) in an Employment Center (EC) zone.



PLANNED DEVELOPMENT – PD26001 – VAQUERO OUTPOST

A Planned Development application request by Northern Nevada Development LLC to develop a mixed use commercial and multi-family residential development of undetermined scale at this time. The project is located at 1605 Hwy 95A (APNs: 021-531-10, -09, and -08) with current zoning of Commercial (C2) and Mixed-Use (MU).



Figure 4 — Vaquero Outpost Concept Plan

Statistics

Active Projects

Total = 19
Entitlements (Admin. Review, Conditional Use Permit) = 5
Land Division (Subdivision, Parcel Map, BLA, etc.) = 9
Legislative (Master Plan/Zoning Amendment, Planned Development, etc.) = 4
Miscellaneous (Deviation, TUP, Variance, Vacation, Waiver) = 1

Processing Time

Overall Average = 2.4 Months
Entitlements (Admin. Review, Conditional Use Permit) = 1.5 Months
Land Division (Subdivision, Parcel Map, BLA, etc.) = 3 Months
Legislative (MP/Zoning Amend., Planned Development, etc.) = 3 Months
Miscellaneous (Deviation, Variance, Vacation) = 2 Months
Temporary Use Permits = 15 Days

Pre-Application Meetings

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
2024	3	6	3	8	2	4	4	3	6	7	4	3	53
2025	6	2	1	4	5	5	5	3	6	6	4	1	48
2026	6	2	6	4	5	3	6	-	-	-	-	-	32

Customer Contacts

2026 to date = 4,160
July = 568



Top Three Inquiries

Information Requests

- Fences
- Zoning
- Accessory Structures

Ongoing Planning Activities

Development Impact Fees

- Staff is in the process of developing impact fees for new development (streets, utilities, parks, public services, and more)
- Capital Improvement Advisory Committee created on May 1, 2024
- Capital Improvement Plan/Impact Fee Study underway

Development Code Update

- Updating to modernize it and clean it up
- Draft of Chapters 1-3 complete
- Small updates being made regularly

Process Streamlining

- Staff is working to streamline the application process/permitting process between the Planning, Building, and Engineering Departments
- Revising applications, updating/creating checklists, standardizing the process with predictable steps
- Participating with other development-related departments to work as a more cohesive group

Ongoing Projects

Comprehensive Master Plan

- **Consultant – Matrix**
- **Public engagement to begin in June/July**

Infrastructure Plan(s) North and Southwest Areas

- **Consultant – Kimley-Horn**
- **Draft Plan expected in October**

Capital Improvement Plan & Impact Fee Study

- **Consultant – Kimley-Horn**
- **Draft Plan/Impact Fee Study expected in December**

South Area Plan

- **Consultant – Kimley-Horn**
- **Scheduled for Planning Commission Public Hearing August 12, 2026**

Upcoming Public Hearings

City Council Meeting 8/5/26
CA26002 – Minor Conditional Use Permit Code Amendment

Planning Commission Meeting 8/12/26
CUP26003 – Holiday Inn
CA26003 – Short-term rentals
MPA26002 – South Area Plan

City Council Meeting 8/19/26
CA26002 – Minor Conditional Use Permit

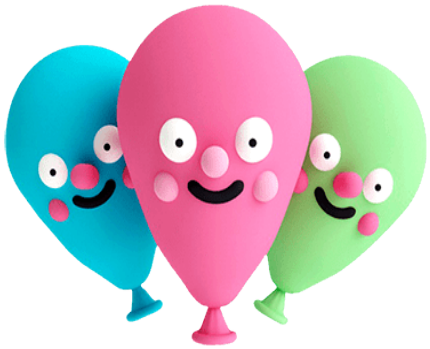
In Other Planning News…

WELCOME CHRISTINA MULLOY
NEW PLANNING TECHNICIAN

Christina started as Planning Technician on July 20, 2026. She has spent her career in the casino industry which has taught her PATIENCE, importance of communication, great customer service skills, teamwork, time management, and so much more. Christina has been a proud Fernley resident for 4.5 years, originally from Las Vegas where she was born and raised. Christina raised five children and has six beautiful grandchildren. When she has some down time, you will find her with her husband/best friend most likely playing video games, concocting something crazy in the kitchen, or driving to Vegas to see her grandchildren. Christina is very excited about her new position with the City of Fernley and the challenges that may come with it.

INCOMPLETE APPLICATIONS

*WE WILL NO LONGER BE ACCEPTING INCOMPLETE APPLICATIONS. ALL ITEMS INCLUDED IN THE APPLICATION CHECKLIST MUST BE PART OF THE SUBMITTAL PACKAGE. IF ANY ITEMS ARE MISSING **INCLUDING PAYMENT**, THE APPLICATION WILL AUTOMATICALLY BE DEEMED INCOMPLETE AND WILL BE REJECTED. *



JULY 2026 | VOL. 43, NO. 7

APA

ZONING PRACTICE

Unique Insights | Innovative Approaches | Practical Solutions

Putting Coastal Hazards Overlay Districts on the Map



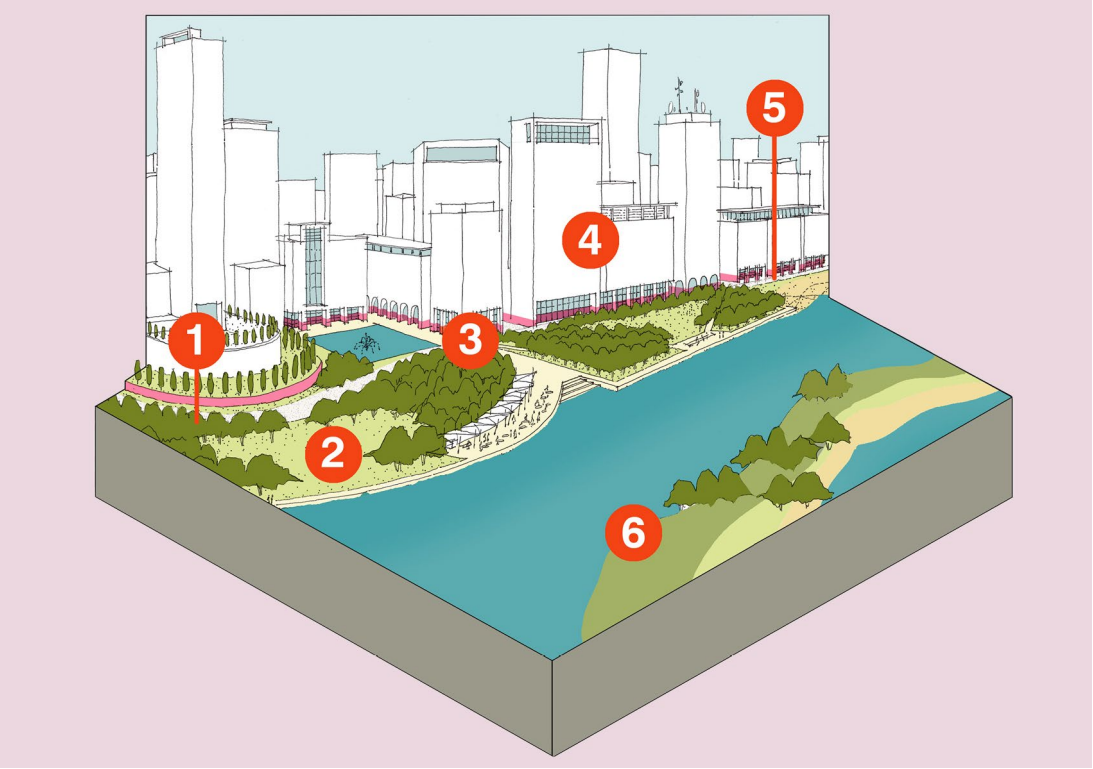
In this Issue: Defining the Coastal Hazards Overlay District | Planning for Uncertainty in the Coastal Zone | Selecting Design Standards and Planning Techniques | Establishing and Managing a Coastal Hazards Overlay District | Summary and Conclusions

Putting Coastal Hazards Overlay Districts on the Map

By Gavin Smith, PHD, FAICP, with Allison Anderson, David Perkes, Ryan Anderson, Chitali Biswas, Georgia DeWitt, Cassie Nichols, and Matt Lambert

Planners working in coastal communities know that the impacts of natural hazards are increasing. Factors contributing to this reality include rapid growth in high-hazard areas and preexisting public and private investments in places that are prone to hurricanes, nor'easters, flooding, coastal erosion, and subsidence. Adding to this threat are more intense, slower-moving, water-laden coastal storms and sea level rise associated with a changing climate. These conditions necessitate applying flexible planning tools and a diversity of options undertaken at multiple scales (i.e., site, neighborhood, jurisdiction, and region) that can be used to address both current and future conditions, thereby creating more resilient places.

Coastal hazards overlay districts provide a comprehensive and flexible approach to reducing coastal hazards risk and adapting to a changing climate. This technique, which can help to address existing regulatory gaps, has been used



Potential design standards and planning techniques to reduce hazard risk and adapt to a changing climate in an oceanfront downtown context. 1: Harden or relocate infrastructure including roadways and utilities. 2: Oceanfront setbacks—relocate buildings and restore ground plane with absorptive greenspace. 3: Use setback space for temporary and mobile functions, recreation, stormwater storage. 4: Create a corniche along the waterfront with floodgates between structures. 5: Decommission the first floor or dry floodproof the lower level. 6: Living breakwaters nearshore to deter storm surge. (Credit: unabridged Architecture)

in coastal cities like Norfolk, Virginia, and is slowly gaining traction in other places in both the U.S. and abroad

This issue of *Zoning Practice* describes how planners can use coastal hazard overlay districts to make their communities more resilient in the face of natural hazards, disasters, and a changing climate. It discusses the origins and key features of this new type of district before exploring key planning, regulatory design, and implementation considerations.

Defining the Coastal Hazards Overlay District

The coastal hazard overlay district (CHOD) draws from a well-recognized land use planning technique, the overlay district, in which geospatially defined areas are identified and additional design standards and planning techniques are applied. However, there are several features that distinguish the CHOD from single-purpose overlay districts, and these features are rooted in decades of coastal resilience research and practice.

Background

The CHOD concept, as fully described in the ***Coastal Hazards Overlay District Guide***, is the culmination of nearly 20 years of research, design, and testing. Following Hurricane Katrina, the Mississippi Governor's Commission on Recovery, Rebuilding and Renewal, in partnership with the Congress for New Urbanism, initiated a two-week design charrette to help 11 coastal communities develop post-disaster, form-based plans to assist with rebuilding (MRF 2005). During this charrette, I worked alongside several researchers and practitioners who would help shape the CHOD concept.

Years later, I collaborated with two of these participants, David Perkes, a faculty member at Mississippi State University's College of Art and Architecture and Director of the Gulf Coast Community Design Studio and Allison Anderson, Principal at unabridged Architects, to develop a prototype for the CHOD, the Hazard Transect Overlay District. In our resulting journal article, we modified the new urbanist transect to depict distinct coastal zone environments that would benefit from differing design standards and planning techniques (2021). In our conclusion, we called for more research to flesh out the concept, which ultimately led to the creation of the Coastal Hazards Overlay District Guide.

The CHOD team relied on several research methods to develop the guide. First, we reviewed relevant literature on overlay district zoning and prior research tied to the origins of the concept. Then, we developed case studies of 13 coastal jurisdictions that illustrated specific contextual challenges and policy responses. Next, we identified three coastal communities in Mississippi and Alabama to serve as test beds for our CHOD ideas. Lastly, we developed a matrix to categorize 51 potential design standards and planning techniques across broader resilience strategies.

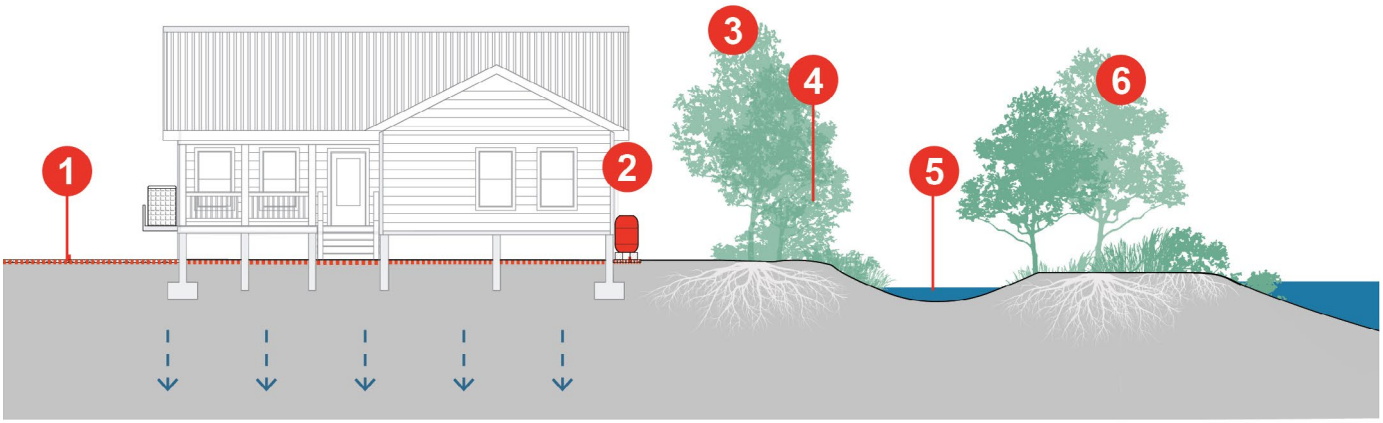
The resulting guide comprises a set of interrelated resources to assist users with CHOD implementation. These include case studies, process diagrams, matrices, checklists, design standards and planning techniques, call-out boxes, and appendices.

Distinguishing Features

Unlike single-purpose overlay districts, the CHOD emphasizes the consolidation of techniques (applied at differing scales) that address multiple hazards present in the coastal zone (i.e., storm surge and riverine flooding, coastal erosion, subsidence, and sea level rise). It also acknowledges three ecologically and geologically defined spaces: oceanfront, sound (tidal), and riverine environments. Finally, it matches standards to four broader strategies: avoidance, accommodation, protection, and community-led relocation.

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Understood relative to natural hazards, disasters, and a changing climate, coastal areas face differing hazard threats, and as



Potential design standards and planning techniques to promote resilient landscape design, which can be implemented across a variety of scales, from residential lots to open public spaces. 1: Permeable paving allows water to infiltrate the ground on-site. 2: Rainwater catchment stores water and reduces runoff. 3: Consider the potential for trees to become falling hazards as well as their ability to intercept and diffuse winds and capture waterborne debris. 4: A buffer of native plants provides a soft line of defense. Because native plants are suited to their environmental conditions, they establish vigorous and hardy root systems that inhibit erosion and recover quickly after disturbances. 5: A retention pond slows and stores storm- and floodwaters. 6: Select salt-tolerant species where coastal flooding is a threat. (Credit: GCCDS)

such, communities may choose from varied design standards and planning techniques based on these characteristics. Furthermore, the techniques applied in these areas or zones should reflect existing and proposed settlement patterns and government regulations tied to policies, plans, ordinances, and building codes.

Key Terminology

The following terms, drawn from the Coastal Hazards Overlay District Guide, are foundational to the CHOD concept.

Hazard mitigation. The adoption of techniques, projects, and policies to reduce the adverse effects of natural hazards on people and property. Ideally these steps are taken before a disaster occurs, although it is not uncommon for communities to take action to reduce future hazard-related losses during the disaster recovery process.

Adaptation. Adjusting to future projections of climate conditions, to include taking actions now, and in the future, to reduce the negative impacts of a changing climate on people, property, and the environment that are manifest as natural hazards.

Maladaptation. Actions that include individual, public, and private sector choices, policies, projects, and investments that increase the exposure and vulnerability of individuals, communities, and jurisdictions to the impacts of climate change.

Avoidance. A proactive strategy that prevents development from occurring in hazard-prone areas based on current and projected hazards, including those tied to a changing climate.

Protection. The shielding of development from the impacts of natural hazards, which typically involves the construction of engineered structures like levees or seawalls.

Accommodation. Actions that allow for the continued use of hazard-prone areas through adaptive engineering and design-based techniques that mitigate the level of damage sustained by chronic and extreme events.

Community-led relocation. The purposeful movement of people, buildings, and infrastructure out of hazard-prone areas.

Planning for Uncertainty in the Coastal Zone

There are several reasons for communities to add a new CHOD to their existing regulations. However, to be successful, communities must have a clear vision of the strategy or strategies they want to pursue. Furthermore, communities will need to contend with practical implementation

issues and how a CHOD would relate to their approach to zoning.

Rationale for a New Type of Overlay District

Our coasts are among the most vulnerable locations in the United States to the impacts of natural hazards, disasters, and climate change. The dynamism of the coastal zone, including geophysical, environmental, social, and economic changes, make this area a prime location to develop planning approaches that can address these changes over time. Furthermore, communities have at their disposal several mature risk-reduction and planning techniques to address flood and coastal-hazard threats, rapid development, and rising losses, including those losses tied to disasters and increasing numbers of "sunny-day" flood events.

Overlay Districts Are a Well-Tested Technique.

Planning for uncertainty (in era of climate change) is becoming increasingly prescient and an overlay district provides a well-tested land use planning technique that can address important issues surrounding the presence of human settlement in known hazard areas, while providing a range of risk reduction and climate change adaptation measures (described here as design standards and planning techniques) that can be tailored to unique local conditions.

Overlay Districts Are Flexible and Anticipatory.

The use of an overlay district provides a degree of flexibility for local governments to modify both the district boundaries and the use of varied design standards and planning techniques over time. The options selected should be seen as anticipatory, providing a forward-looking strategy based on evolving information (including community input and emerging analytical tools like the downscaling of climate data) while striving to avoid maladaptation.

A fundamental question for coastal jurisdictions is "what is the appropriate design standard in an era of climate change?" Design standards and planning techniques that are informed by the 100-year or one percent chance annual flood, for instance, are no longer adequate, particularly in the coastal zone. Overlay districts provide a tool to adapt design standards over time as conditions change.

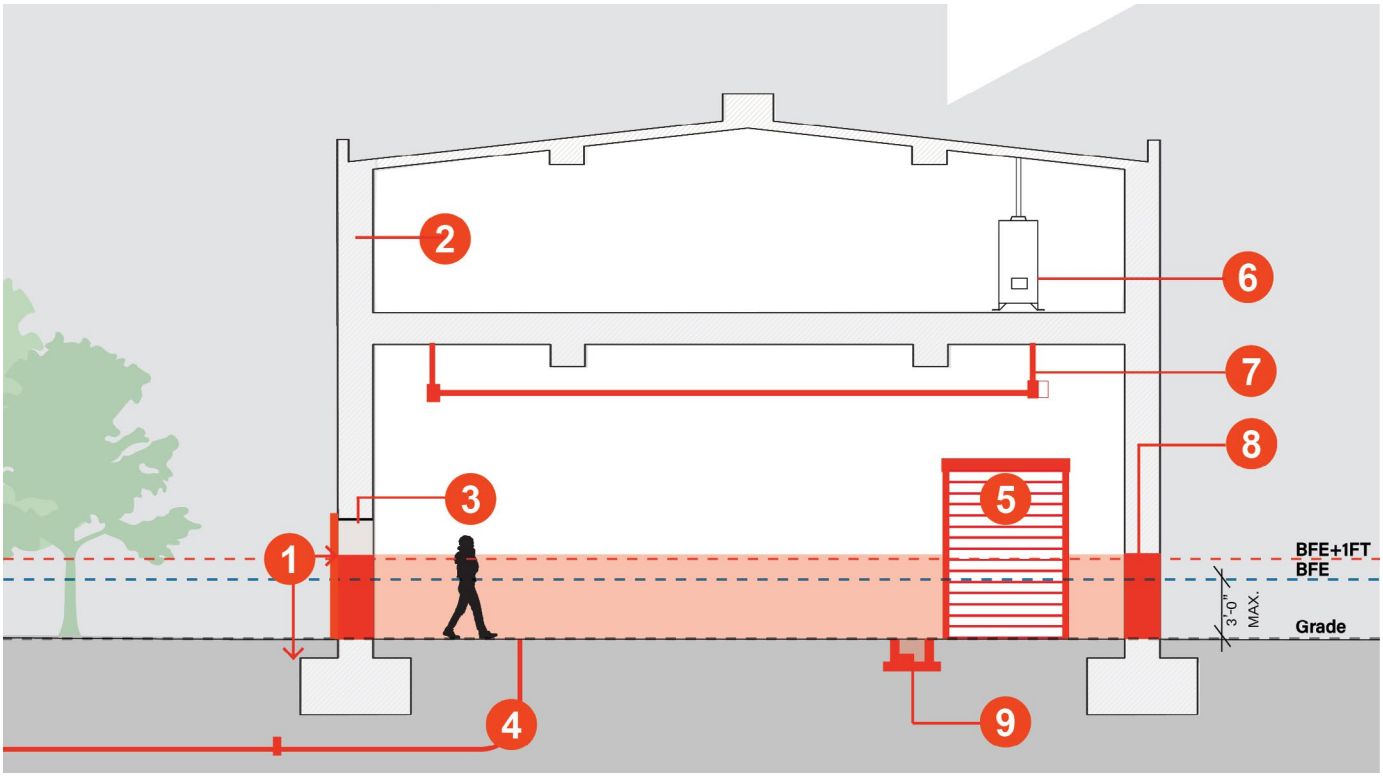
Diverse Risk-Reduction Techniques Make Communities More Resilient.

Overreliance on a singular risk reduction technique is shortsighted and sometimes maladaptive in the long run. For instance, overreliance on a protective levee or seawall can place significant numbers of people and property in harm's way, creating a false sense of security leading to more intensive development. Planning scholar Ray Burby refers to this phenomenon as the "safe development paradox" (2006). There is also a growing discussion about community-led relocation as a singular risk-reduction and climate change adaptation strategy. An overreliance on this approach fails to recognize the realities of both deep place attachment and large financial investments in coastal areas tied to water-dependent economies and livelihoods. The overlay district provides an alternative to a reliance on one approach, drawing on a diversity of techniques rather than emphasizing one measure. This is not to suggest that levees or relocation should not be considered, rather they should be seen as options in a more holistic approach.

The dynamism of the coastal zone, including geophysical, environmental, social, and economic changes, make this area a prime location to develop planning approaches that can address these changes over time.

A Multi-Scalar Approach Serves a Larger Set of Stakeholders.

Another important characteristic of the guide is the identification of mutually reinforcing design standards and planning techniques that span multiple scales,



Potential design standards and planning techniques for dry floodproofing. 1: Floodproof construction: A combination of measures that make a building and attendant utilities and equipment watertight and substantially impermeable to floodwater. 2: Reinforced walls and slabs to withstand water pressure and floating debris impacts. 3: Watertight doors and windows. 4: Backflow valve prevents floodwater from entering through sewer and drainage pipes. 5: Substantially impermeable panels to cover doors, windows, and other openings. 6: Electrical equipment raised to flood protection level. 7: Backup emergency power for sump pumps (protected to flood protection level). 8: Paints, gaskets, sealants to reduce water seepage, including around joints and utility penetrations. 9: Sump pump controls level of water seepage. (Credit: GCCDS)

from individual buildings or sites up to an entire region. The diversity of scales may appeal to a larger set of stakeholders who may adopt these measures, including homeowners (site), homeowners' associations (neighborhood), municipal and county officials administering codes (jurisdiction), and environmental groups interested in the protection of watersheds and the coastal zone (regional).

Coastal Hazards Overlay District Strategies

The CHOD supports four broad-based approaches, or strategies that coastal communities may pursue to enhance their resilience. While communities can pursue these strategies in isolation, a hybrid approach that blends approaches is more likely, given existing investments, long-standing settlement patterns, and the series of public and private decisions made over time.

Limiting or Excluding Development in Hazardous Areas (Avoidance)

Avoidance strategies are exemplified by the application of land use planning, zoning, and other development regulations that limit or exclude development in identified hazardous areas. Communities may choose to limit development in areas prone to hazards today and in the future in anticipation of changes in the dynamic coastal zone.

Armoring the Coastline (Protection)

Protection-based strategies, often referred to as armoring the coastline, include measures like levees and seawalls. While a single measure can provide some protection, adopting multiple design standards and planning techniques (often referred to as "multiple lines of defense") that account for future hazard conditions and the natural dynamism of the coastal zone is often a more robust strategy.

Living With Flooding (Accommodation)

Adaptive engineering and design to accommodate the effects of extreme events can mitigate damage. The "wet floodproofing" of buildings provides an example of an accommodation strategy as this technique allows for the continued use of land that is subject to flooding while mitigating the effects of such hazards on associated structures. In this case, the building may be elevated or constructed of materials that can be submerged and at-risk electrical systems elevated above expected flood heights.

Moving Out of Harm's Way (Community-Led Relocation)

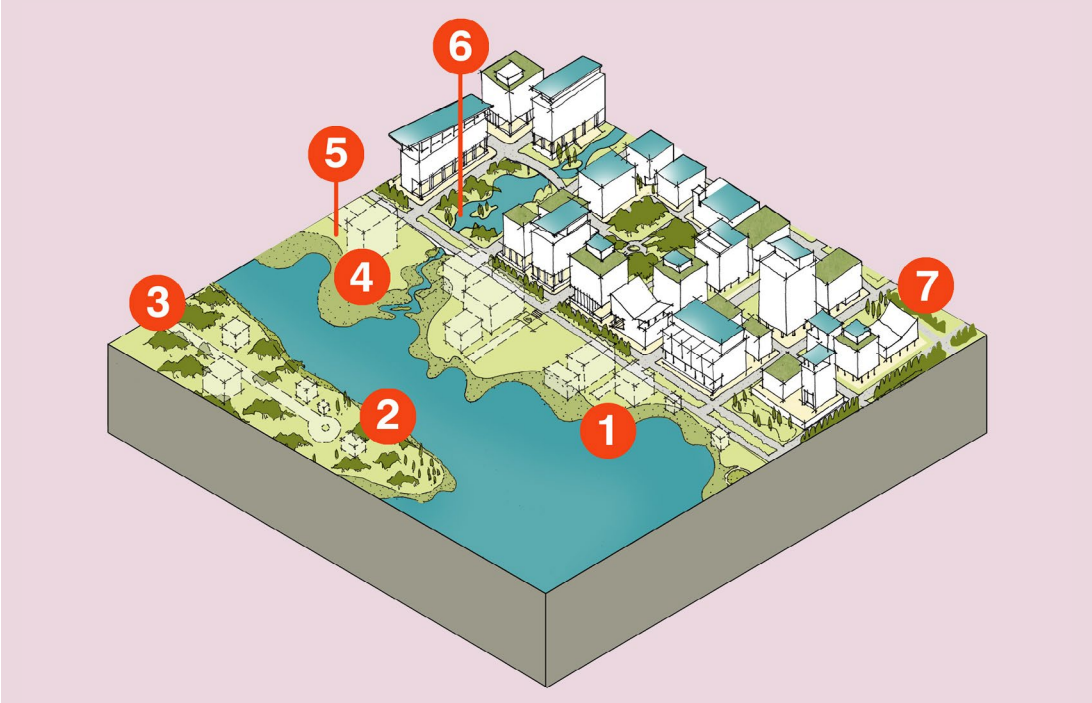
Community-led relocation may include the acquisition and demolition of hazard-prone properties and the conversion of the land to open space (often referred to as buyouts), as well as the physical relocation of at-risk housing, public facilities, and infrastructure. The CHOD guide intentionally uses "community-led relocation" as an alternative to "managed retreat" to emphasize the need for a planned approach driven by affected stakeholders.

Practical Planning Issues

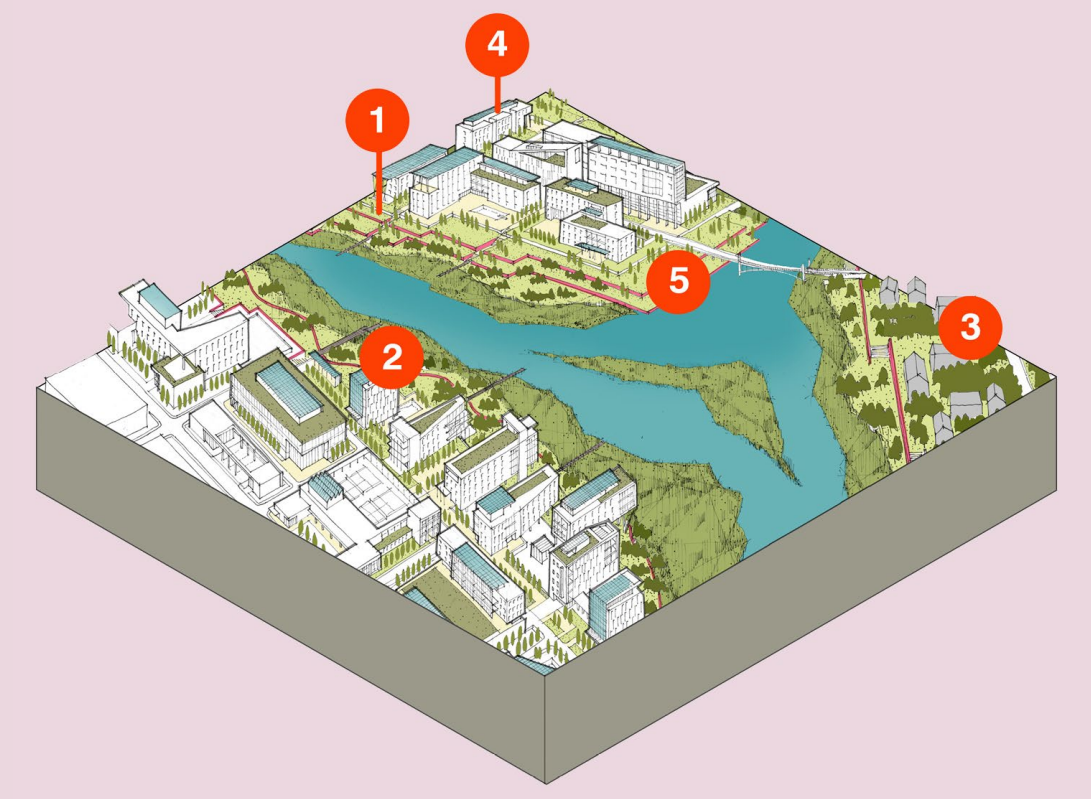
There are three practical planning issues that communities should consider as they analyze whether a CHOD could be the right tool for them.

Local Capacity for Creation and Management

An overlay district requires a certain level of capacity to create and manage. Does the community have sufficient technical expertise in-house, or would consultants be necessary to analyze the hazards present in the jurisdiction, map them, delineate the coastal hazard overlay district, and identify the most appropriate design standards and planning techniques? Could staff manage the additional workload associated with the modification of the development review process in the overlay district? Would the community be able to develop an accompanying zoning ordinance, which may prove challenging for smaller jurisdictions, including those without existing zoning regulations? To help jurisdictions explore ways



Potential design standards and planning techniques for sending areas. 1: Disassemble and relocate structures or salvage materials for reuse. 2: Create living shorelines. 3: Disinvestment, removal, and relocation of infrastructure. 4: Re-naturalize waterways. 5: Permanently conserve green space. 6: Increase stormwater capacity inland. 7: Establish green streets. (Credit: unabridged Architecture)



Potential design standards and planning techniques for receiving areas. 1: Transfer of development rights from sending areas may selectively increase density. 2: Increase stormwater capacity and conveyance. 3: Allow minimum lot widths to maintain ownership and prevent displacement. 4: Provide resilience hubs in neighborhoods to serve, educate, and shelter residents. 5: Elevate above base flood elevation to ensure extended service life.

to enhance their capacity to act, the CHOD guide includes an extensive list of stakeholders that may play a role in the creation, management, and long-term implementation and maintenance of a new CHOD.

Importance of Visualization of Policy and Design Options

Visual depictions of design standards and planning techniques spanning multiple scales enable planners to more effectively convey these ideas to broad audiences, including residents, developers, elected officials, and others. This is another area where communities may need to leverage the expertise of design professionals to develop compelling visuals and to verbally articulate how they can be used to achieve identified policy aims.

Alignment With Existing Zoning

The spatial orientation of an overlay district can be aligned with existing zoning and land use planning practices. While the practices and standards at the heart of a new CHOD can help communities enhance resilience in a defined area without having to negotiate variances on a case-by-case basis, it is important to consider how base zoning district standards and other generally applicable standards would interact with a new overlay district. Does the community have any prior experience integrating a new overlay into an existing zoning code, and are there lessons to be learned from that experience? Are there other communities (including those discussed in the guide's case studies) that have been through this process and are there lessons that could be learned from them?

Application in Use-Based and Form-Based Zoning Contexts

Communities can apply a CHOD whether their zoning regulations are primarily use-based (Euclidian) or form-based (new urbanist). Use-based zoning emphasizes

the separation of uses and limiting "incompatible" uses; whereas form-based zoning emphasizes physical aspects of buildings and their relationship to site-specific characteristics.

New urbanism's emphasis on compact urban form has the potential to reduce coastal hazard risk if development is in areas less susceptible to the impacts of coastal storms and sea level rise, while green spaces are strategically located to allow for rainwater infiltration. However, past research conducted by urban planning scholars has found that new urbanist developments are frequently located in high hazard areas, thereby exacerbating flood hazard risk (Stevens, Berke, and Song 2010). It is also worth noting that the presence of intensive development in the coastal zone is also found in jurisdictions that rely on the use of Euclidian zoning. A CHOD provides a way for communities to both proactively address natural hazards risk while recognizing that preexisting coastal settlements need access to tools that can be applied under multiple zoning conditions.

The use of an overlay district allows jurisdictions to identify spatially defined areas where new zoning classifications are not required. Instead, targeted design and planning techniques can be applied in designated areas as part of new construction and substantial improvements. A CHOD may apply requirements for structures to include roofing materials and roof type, foundation elevation, and use of water-resistant materials, as well as site and neighborhood-based requirements tied to ocean and riverine setbacks, low impact development, and use of pervious materials, for instance.

In addition, communities may apply a CHOD in less hazardous areas to incentivize development, like Norfolk, Virginia's Upland Resilience Overlay. The CHOD guide profiles this example and includes 14 other case studies illustrating how hazard mitigation and climate change adaptation design standards and planning techniques can be applied through use-based or form-based zoning.

Selecting Design Standards and Planning Techniques

There are a wide variety of design standards and planning techniques that communities may integrate into a CHOD (Table 1). Many of these standards and techniques are compatible with multiple strategies.

Table 1. Design Standards and Planning Techniques Associated With Each CHOD Strategy

Standards and Techniques	Protect	Accommodate	Avoid	Relocate
Abandoned Property Management			✓	✓
Backflow Preventers		✓		
Beach Nourishment	✓			
Berms and Swales	✓	✓		
Bioretention Cells	✓	✓		
Buyout of Hazard-Prone Properties				✓
Cluster Development			✓	✓
Community Shelter	✓			
Community-Led Relocation			✓	✓

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Standards and Techniques	Protect	Accommodate	Avoid	Relocate
Continuous Load Path	✓			
Corniche	✓			
Critical Facilities Relocation				✓
Decentralized Energy Generation	✓			
Dry Floodproofing	✓			
Elevated Access to Multiple Lots		✓		
Elevated Electrical & Mechanical Equipment		✓		
Elevated New Buildings		✓		
Elevated Roadways	✓	✓		
Elevating Existing Structures		✓		
Enhanced Site, Building, & Landscape Texture	✓	✓		
Flood Wall	✓			
Floodgates	✓			
Foundation Strengthening	✓			
Greenspace Conservation	✓		✓	
Hazardous Sites & Materials Relocation				✓
Hazard-Prone Property Stewardship			✓	✓
Home Sale: “Right of First Refusal”			✓	✓
Impervious Surface Area Reduction		✓		✓
Infrastructure Disinvestment				✓
Infrastructure Hardening	✓			
Levee	✓			
Living Shoreline	✓			
Lot Allowances		✓		
Low Impact Development		✓	✓	

Table 1. Design Standards and Planning Techniques Associated With Each CHOD Strategy

Standards and Techniques	Protect	Accommodate	Avoid	Relocate
Mixed-Use Zoning		✓		
Mobile and Portable Facilities			✓	✓
Near Shore Armoring	✓			
Oceanfront Setbacks	✓		✓	✓
Parking Space Minimization		✓	✓	
Protective Building Openings	✓			
Resilient Landscape Design	✓	✓	✓	
Riverine Buffers	✓		✓	✓
Seawalls	✓			
Sending and Receiving Areas	✓	✓	✓	✓
Solar Canopies	✓			
Stormwater Capacity		✓		
Temporary Flood Barriers	✓			
Transfer of Development Rights			✓	✓
Waterway Renaturalization	✓	✓		✓
Wet Floodproofing		✓		

Intensity of Development

The existing built form and intensity of development in a place often informs the strategies a community pursues when designing a CHOD. Furthermore, the feasibility of or approach to specific design standards and planning techniques can also depend on the form and intensity of place. Here are a few examples.

Impervious Surface Area Reduction

In low intensity areas, impervious surface area reduction is likely to occur by removing parking areas and converting impervious paving materials to pervious ones. In high intensity areas, buildings typically occupy most of their lots, and impervious surface area reduction is likely to occur through green roofs and green streets.

Elevated Roadways

In low intensity areas, the cost of elevating roadways is likely impractical, and strategies including elevating buildings, community-led relocation, and buyouts may be considered. In high intensity areas, elevated roadways may be necessary to facilitate evacuation and to allow access to urban areas as elevating, relocating, or acquiring and demolishing large buildings are often very costly.

Lot Allowances

Minimum lot sizes, maximum buildable area, and maximum impervious surface area are all representative of lot allowances controlled by zoning. In high intensity areas, it is not reasonable to require large lots and small development footprints. Instead, strategies like green roofs and compensatory storage may be more appropriate, as well as the use of flood storage and conveyance off site, including along streets and in adjacent public spaces like parks.

Scale of Development

Some design standards and planning techniques are most applicable at the neighborhood scale. In these cases, communities will need to consider the relationship of a new CHOD to their subdivision regulations. Other standards and techniques apply to both individual lots and new developments. Here are a few examples.

Cluster Development

This land use technique, which is most applicable at the neighborhood scale, groups new development in compact areas while preserving undisturbed parts of the site. Cluster development may be used to limit development in or near wetlands, water bodies, oceanfront areas, and floodplains, as well as to further stormwater management requirements, development limits, and other community goals. An increase in allowable development density may be offered to developers as a trade-off for natural area preservation.

Low Impact Development

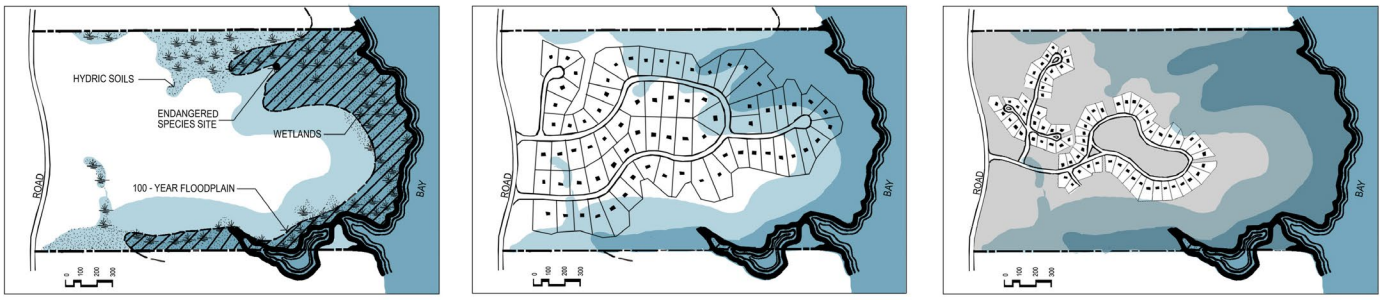
Low impact development (LID) requirements are typically found in an engineering manual that both zoning and subdivision applications are required to comply with. For both zoning and subdivision regulations, there are LID techniques that are more appropriate for high intensity areas and others more appropriate for low intensity areas. The LID standards should respond to intensity (also called context) as well as the characteristics of individual lots and subdivisions.

Riverine Buffers and Oceanfront Setbacks

Individual properties should be subject to riverine buffers and oceanfront setback regulations. However, individual properties do not offer significant hazard mitigation benefits, and large contiguous tracts are much more effective in reducing future losses and adapting to the inherent dynamism of riverfront and oceanfront areas.

Establishing and Managing a Coastal Hazards Overlay District

The process by which jurisdictions can successfully create and manage a CHOD is like many other substantive zoning reforms. The first step is to clearly define the intentions and purpose of the overlay district. Next, planners and local officials will need to align the overlay district with existing plans, policies, and programs. Then, they must delineate the boundaries of the district. The final step is to adopt,



A coastal hazard overlay district may encourage clustered development to minimize the exposure of buildable lots to hazardous conditions. (Left): A site analysis shows the presence of hazards; (Center): Conventional development overlaps hazard zones; (Right): Clustered development plans the same number of sites outside of hazard zones. (Credit: unabridged Architecture)

implement, monitor, and commit to updating the overlay district as necessary.

Define the Intentions and Purpose of the Overlay District

A new CHOD should be informed by a set of mutually supporting goals, like advancing resilience through a diverse set of design standards and planning techniques applied at multiple scales; applying higher design standards to future development and substantial improvements; and when practicable, guiding development away from high hazard areas and allowing for streamlined processes in low hazard areas.

Here are some important questions to answer when defining the intentions and purpose of a new CHOD:

A new CHOD should be informed by a set of mutually supporting goals.

- What are your jurisdiction's goals?
    - Fortifying and strengthening existing developments?
    - Creating higher standards for new construction?
    - Informing relocation efforts to include the identification of sending and receiving areas?
    - Informing elected officials, builders, prospective homeowners, and others about the varied techniques that can be adopted to reduce coastal hazards losses?
    - Limiting density or uses in high hazard areas?
    - Providing a vehicle to draw from a range of design standards and planning techniques to achieve the broader aims of creating resilient communities?
- What are your jurisdiction's resilience priorities?
- What type of economic development is expected or planned for your community?
- How does the threat of natural hazards affect your jurisdiction's economic development?
- How does the threat of natural hazards affect your jurisdiction's infrastructure?
- What are your jurisdiction's housing goals, and do they consider resilience?
- What parts of your jurisdiction are in high hazard areas, and should you consider reduced development in these areas?
- What parts of your jurisdiction, such as working waterfronts or downtown districts, have high economic importance and are characterized by high hazard risk?

Align with Existing Plans, Policies, and Programs

Once the purpose and intent of the overlay district are created, an evaluation of existing plans, policies, and programs should be conducted to ensure that they do not conflict with the overlay district and vice versa. This assessment may help jurisdictions to align complementary goals found in other plans such as the intent to densify less vulnerable areas, explore mixed-use development scenarios, and create affordable housing options.

Here are some important alignment questions when developing a new CHOD:

- How is resilience addressed in your current plans and ordinances, including the comprehensive plan, land development ordinance, hazard mitigation plan, economic development plan, capital improvement plan, zoning ordinance, and other relevant documents?
- Do any existing plans propose actions that may conflict with the aims of the CHOD?
- How are goals in existing plans used to inform the CHOD?
- Are there relevant neighborhood, regional, and state plans and ordinances that address resilience?
- What processes are in place to ensure that the network of plans in your community advance resilience?

Delineate the Boundaries of the District

Defining the spatial layout of the overlay district should consider the hazards present, the intent of the district, and current and projected human settlement patterns. Natural hazards mapping may rely on the jurisdiction's Special Flood Hazard Area, including both riverine and coastal flood hazards, and areas subject to coastal erosion and sea level rise. The flood hazard area may rely on Flood Insurance Rate Maps or hydric soils maps.

Additional spatially definable hazards to consider may include areas prone to subsidence, landslide or cliff collapse, and wildfire. Boundaries may explore both existing and future development, including areas where development is discouraged or encouraged (see for instance the Norfolk, Virginia, case study in the guide (which defines both a Coastal Resilience Overlay and Upland Resilience Overlay).

Here are some important questions to answer when establishing boundaries for a new CHOD:

- What would a high hazard, medium hazard, and low/no hazard delineation for your jurisdiction look like?
- Does your jurisdiction have differing types of coastal flooding (i.e., storm surge, urban, riverine, sea level rise, sunny day events) and other hazards (erosion, subsidence), and if so, how might this affect how your jurisdiction delineates hazard districts?
- How would you apply the varied strategies, design standards, and planning techniques in these districts?
- What other non-hazard-related factors (political support, proposed development, environmental impacts) might shape the delineation of hazard overlay districts?

Adopt, Implement, Monitor, and Update

For the overlay district to function properly it should be adopted by the jurisdiction's elected body. Developing a clear implementation strategy should be a priority, and this strategy should include identifying individuals or departments responsible for varied aspects of the overlay district and tracking the completion of specific projects. In addition, the ordinance should be monitored, and this monitoring should include assessing its effectiveness through the development of performance standards. The district should be updated as needed, based on agreed upon intervals (ideally aligned with other plan update schedules) and following disasters that may expose areas in need of improvement.

Here are some important adoption and implementation questions for a new CHOD:

- What resilient design standards and planning techniques will be implemented in the overlay district?
- Of the selected design standards and planning techniques, which are already being done? Which are within reach? Which will require significant work to implement?
- What is the legal process your jurisdiction plans to use to create and manage a hazard overlay district?
- What should be done to expand stakeholder input throughout the process?
- What decision-makers should be included in the delineation of your jurisdiction's hazard overlay districts?
- What, if any, opposition is anticipated?
- What is your plan for community engagement?
- What technical, fiscal, and administrative measures are required to develop and implement an overlay district?
- Does your jurisdiction have in place other overlay districts, such as a historic or economic development district? If so, what lessons might be drawn from them?

Defining the spatial layout of the overlay district should consider the hazards present, the intent of the district, and current and projected human settlement patterns.

Summary and Conclusions

In an era of climate change, planners are increasingly required to plan for uncertainty. The coastal hazards overlay district provides planners with a flexible and adaptive tool that recognizes the inherent dynamism of the coast and the need to evaluate, and ultimately adopt, multiple land use planning and design-based options at multiple scales. The ability to visually depict these options and assemble larger strategies tied to accommodate, protect, avoid, and retreat-based efforts along the oceanfront, sounds, and riverine environments empower planners to create more resilient coastal communities.

Acknowledgements: This issue is adapted from the *Coastal Hazards Overlay District Guide.*

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