



N E V A D A

AGENDA
Regular Meeting
City Council

Wednesday, June 1, 2022 • 5:00 PM

Mayor
Roy Edgington

City Council
Ward 1 - Raymond Lacy
Ward 2 - Felicity Zoberski
Ward 3 - Stan Lau
Ward 4 - Albert Torres
Ward 5 - Fran McKay

City Manager
Patrick Marsh - Acting

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/87544726373>, or one tap mobile: 13462487799, Dial: 669 900 9128, Webinar ID: 875 4472 6373

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

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

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

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

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

1. INTRODUCTORY ITEMS

1.1. Roll Call

1.2. Public Forum

1.3. (For Possible Action) Approval of Agenda

2. CONSENT AGENDA

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

2.1. (Possible action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible action) Approval of Business Licenses

2.4. Possible Action to approve the installation of two (2) additional 3 way stop signs on Miller Lane to be used for traffic calming.

2.5. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Hero Land Holdings, LLC, APN 021-303-17, TCID serial number 1066-A in the amount of 42.795 acre-feet.

2.6. Possible Action to Approve the Will-Serve Request from Rusty Scott Burns for 5.4 ERC's for Water and 15.63 ERC's for Sewer for 3 Four Plex units for Lyon County Parcel 020-983-08,-09,-10 located at 755, 785, and 815 Starlite Drive Fernley, NV 89408

3. REPORTS

4. PROCLAMATIONS BY THE MAYOR

5. PRESENTATIONS

5.1. Presentation and discussion regarding the City's quarterly financials.

6. STAFF REPORTS

6.1. For Possible Action Management Partners Efficiency Study assessment of the City Attorney's Office (CAO) Preliminary Recommendations.

6.2. For Possible Action Acceptance of the renewal proposal from Nevada Public Agency Insurance Pool and approval for payment of \$263,028.91 for fiscal year 2022-2023 funds.

7. ORDINANCES

7.1. A. Discussion and possible action to introduce Bill #311, an ordinance amending the City of Fernley municipal code Chapter 2 in various sections, including, but not limited to section 2.02.02 appointment and salary of the city manager (residency and hiring resolution); and Section 2.02.03 removal of the city manager.

B. Discussion and possible action regarding the recruitment of the City Manager position, including, but not limited to, job description, ordinances, job title, organizational chart, etc.

7.2. (For possible action) Second Reading and Public Hearing Bill #309 - ZMA22004 & TSM22003 Consideration and possible action on Bill #309, an Ordinance for a Zoning Map Amendment request and a Tentative Subdivision Map request on a site approximately 30.15 acres in size, located at 900 Vonnie Lane, Fernley, NV (021-471-05):

1. A Zoning Map Amendment request associated with ZMA22004, to change the zoning on a single parcel of land from SF20 (Single Family, 20,000 sq. ft. minimum lot size) to SF6 (Single Family, 6,000 sq. ft. minimum lot size).
2. A Tentative Subdivision Map request associated with TSM22003, to allow for the development of a 79-lot residential subdivision, located within the SF6 (Single Family, 6,000 sq. ft. minimum lot size zoning district).

8. RESOLUTIONS

- 8.1. Public Hearing: Discussion and possible action to adopt Resolution #22-014 authorizing temporary inter-fund loans from the General fund to the Grants fund for Fiscal Year 2022-23.

9. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

10. PUBLIC FORUM

11. ADJOURNMENT

Next Meeting: June 15, 2022 @ 5 PM

Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {<>} 2201

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
AIT ADVANCED INTERPRETING & TRANSLATION								
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202205-FMC	Spanish - 21TR01957;ARENAS-GONZALEZ	05/18/2022	140.00		100-425-330 PROF SERV-INTERPRETER	522
Total 8498:					140.00			
ALHAMBRA								
4688	ALHAMBRA	7661929051222	Shop - Bottled Water Service	05/12/2022	245.22		510-810-614 Supplies-Plant/Shop/Maint	522
Total 4688:					245.22			
ALPINE HELICOPTER SERVICE								
2928	ALPINE HELICOPTER SERVICE	22-146	helicopter drop	05/13/2022	4,961.25		100-528-322 Prof Serv-Other	522
Total 2928:					4,961.25			
APWA - AMERICAN PUBLIC WORKS ASSN								
502	APWA - AMERICAN PUBLIC WORKS ASSN	634709 APR 22	MEMBSHIP RENEWAL,STARKEY, WHALEN, WILLIAMS	04/04/2022	61.05	05/19/2022	510-810-581 Dues and Memberships	422
502	APWA - AMERICAN PUBLIC WORKS ASSN	634709 APR 22	MEMBSHIP RENEWAL,STARKEY, WHALEN, WILLIAMS	04/04/2022	213.67	05/19/2022	520-810-581 Dues and Memberships	422
502	APWA - AMERICAN PUBLIC WORKS ASSN	634709 APR 22	MEMBSHIP RENEWAL,STARKEY, WHALEN, WILLIAMS	04/04/2022	152.63	05/19/2022	510-840-581 Dues and Memberships	422
502	APWA - AMERICAN PUBLIC WORKS ASSN	634709 APR 22	MEMBSHIP RENEWAL,STARKEY, WHALEN, WILLIAMS	04/04/2022	183.15	05/19/2022	100-529-580 Training	422
Total 502:					610.50			
ARAMARK								
1895	ARAMARK	2591023106	SHOP MAT SERVICE	05/05/2022	69.33	05/19/2022	510-810-614 Supplies-Plant/Shop/Maint	522
1895	ARAMARK	2591029189	rugs and rags	05/19/2022	107.62		510-840-420 Contract Services	522
1895	ARAMARK	2591029240	mats	05/19/2022	159.58		100-475-614 Supplies-Plant/Shop/Maint	522
1895	ARAMARK	598000111043	Shop - WD Pants Service	05/09/2022	49.57	05/19/2022	510-810-614 Supplies-Plant/Shop/Maint	522
1895	ARAMARK	598000111044	SHIRT CONTRACT	05/09/2022	45.31	05/19/2022	100-480-600 GENERAL SUPPLIES/TOOLS	522
1895	ARAMARK	598000111045	uniforms	05/09/2022	43.32	05/19/2022	100-475-616 Supplies-Safety	522
1895	ARAMARK	5980001253	Shop - WD Pants Service	05/16/2022	49.57		510-810-614 Supplies-Plant/Shop/Maint	522
1895	ARAMARK	5980001256	SHIRT CONTRACT	05/16/2022	45.31		100-480-600 GENERAL SUPPLIES/TOOLS	522
1895	ARAMARK	5980001259	uniforms	05/16/2022	43.32		100-475-616 Supplies-Safety	522
Total 1895:					612.93			
AT&T LONG DISTANCE								
448	AT&T LONG DISTANCE	815519343 May 22	Long Distance Telecommunications	05/04/2022	969.59	05/19/2022	100-417-530 Communications (Internet,Cell)	522

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
Total 448:					969.59				
ATKINS NORTH AMERICA, INC									
8853	ATKINS NORTH AMERICA, INC	1970525	Cottonwood lane right of way acquisition services	04/26/2022	7,882.96	05/19/2022	100-475-745	RTC REIMBURSABLE EXPENDI	422
Total 8853:					7,882.96				
BIG R OF FERNLEY									
20	BIG R OF FERNLEY	14419/5	Door & Lock Lubricant	05/10/2022	6.68	05/19/2022	520-810-614	Supplies-Plant/Shop/Maint	522
20	BIG R OF FERNLEY	14420/5	paint for new trash cans.	05/10/2022	121.84	05/19/2022	100-575-600	General Supplies	522
20	BIG R OF FERNLEY	14422/5	cleaning supplies for fleet	05/10/2022	94.03	05/19/2022	100-480-610	AUTOMOTIVE SUPPLIES	522
20	BIG R OF FERNLEY	14434/5	Repair supplies	05/12/2022	22.50		510-840-614	Plant/Shop/Maint. Supplies	522
20	BIG R OF FERNLEY	14444/5	paint brushes and tape	05/13/2022	22.98		100-575-600	General Supplies	522
20	BIG R OF FERNLEY	14447/5	safety glasses dolly tape	05/13/2022	96.96		100-475-600	General Supplies	522
20	BIG R OF FERNLEY	14463/5	Camera Trailer parts	05/17/2022	4.04		520-810-614	Supplies-Plant/Shop/Maint	522
20	BIG R OF FERNLEY	14466/5	Camera Trailer door hook parts	05/17/2022	7.02		520-810-614	Supplies-Plant/Shop/Maint	522
20	BIG R OF FERNLEY	14471/5	VacCon key	05/18/2022	1.99		520-810-610	Supplies-Automotive	522
20	BIG R OF FERNLEY	14473/5	caution tape	05/18/2022	18.74		100-575-600	General Supplies	522
20	BIG R OF FERNLEY	14474/5	irrigation	05/18/2022	51.22		100-575-600	General Supplies	522
20	BIG R OF FERNLEY	14480/5	valve box	05/19/2022	19.95		100-575-600	General Supplies	522
20	BIG R OF FERNLEY	14490/5	light bulbs Depot	05/20/2022	19.98		100-417-612	Building Maintenance Supplies	522
Total 20:					487.93				
BOB'S PRINTING AND SIGNAGE									
6970	BOB'S PRINTING AND SIGNAGE	41522-2	Name tags for SCAC	04/26/2022	49.95	05/19/2022	100-413-600	General Supplies	422
6970	BOB'S PRINTING AND SIGNAGE	50322-1	IN HOUSE BILLING ENVELOPES	05/19/2022	1,010.00		520-810-550	Printing and Postage	522
6970	BOB'S PRINTING AND SIGNAGE	50322-1	IN HOUSE BILLING ENVELOPES	05/19/2022	1,010.00		510-810-550	Printing and Postage	522
6970	BOB'S PRINTING AND SIGNAGE	50622-1	NCJIS Door Sign	05/10/2022	48.00	05/19/2022	100-425-550	Printing and Postage	522
Total 6970:					2,117.95				
CDW GOVERNMENT INC.									
27	CDW GOVERNMENT INC.	X071589	Body cam flash drives	05/10/2022	75.30		100-414-600	General Supplies	522
Total 27:					75.30				
CFA INC									
499	CFA INC	24916	Engineering services for changes to Green Valley park plans	04/30/2022	930.00	05/19/2022	230-575-730	Improve other than Buildings	422
Total 499:					930.00				

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
CHASE PAYMENTECH MERCHANT SERVICES									
8637	CHASE PAYMENTECH MERCHANT SERVICES	APR 2022	Sewer-CC Processing Fees 6181757	04/30/2022	2,952.81	04/30/2022	520-810-609	Credit Card Fees	422
8637	CHASE PAYMENTECH MERCHANT SERVICES	APR 2022	Finance-Cc Processing Fees 6291057	04/30/2022	1,150.34	04/30/2022	100-415-609	Credit Card Fees - Govt Svcs	422
8637	CHASE PAYMENTECH MERCHANT SERVICES	APR 2022	Water-CC Processing Fees 6181757	04/30/2022	2,952.82	04/30/2022	510-810-609	Credit Card Fees	422
8637	CHASE PAYMENTECH MERCHANT SERVICES	APR 2022	finance-cc processing fees 6291058	04/30/2022	87.74	04/30/2022	100-415-609	Credit Card Fees - Govt Svcs	422
Total 8637:					7,143.71				
CITY OF FERNLEY									
32	CITY OF FERNLEY	307838.13	WATER CONVEYANCE; PN# 2019-002-1	05/11/2022	84.99	05/19/2022	510-166100	Construction In Progress	522
32	CITY OF FERNLEY	307838.13	OLYMPUS-SAGE TANK CITY PROJECT	05/11/2022	15.42	05/19/2022	510-166100	Construction In Progress	522
Total 32:					100.41				
CIVIC PLUS									
3028	CIVIC PLUS	226480	Municipal Code	04/30/2022	778.19	05/19/2022	100-416-420	Contract Services	422
Total 3028:					778.19				
CONSTRUCTION MATERIALS ENGINEERS									
5587	CONSTRUCTION MATERIALS ENGINEERS	12183	NACE Coating Inspector for Sage Tank recoat proejct	05/07/2022	4,515.00		510-166100	Construction In Progress	522
5587	CONSTRUCTION MATERIALS ENGINEERS	12190	Engineering services for Green Valley park project	05/07/2022	270.00		230-575-730	Improve other than Buildings	522
5587	CONSTRUCTION MATERIALS ENGINEERS	12191	Inspection and testing services for farm district road lift station	05/07/2022	560.00		520-166100	Construction In Progress	522
Total 5587:					5,345.00				
EMPLOYEES, CITY OF FERNLEY									
8639	EMPLOYEES, CITY OF FERNLEY	05142022	REIMB FOOD MAYORS CLEAN SWEEP	05/14/2022	105.68	05/19/2022	100-412-650	Community Support	522
8639	EMPLOYEES, CITY OF FERNLEY	051922	REIMB MURAL FESTIVAL SUPPLIES 5/19-5/22	05/20/2022	65.86		100-412-650	Community Support	522
8639	EMPLOYEES, CITY OF FERNLEY	980840	REIMB SNACKS; COMM SUPPORT	04/07/2022	12.99	05/12/2022	100-412-650	Community Support	422
8639	EMPLOYEES, CITY OF FERNLEY	MAY 2022	REIMB 2022 NV TRANS CONF	05/18/2022	150.00	05/19/2022	100-475-580	Training	522
Total 8639:					334.53				
FARR CONSTRUCTION									
668	FARR CONSTRUCTION	PAY # 4	Construction services for surface water conveyance project	04/30/2022	791,370.80		510-166100	Construction In Progress	422
Total 668:					791,370.80				
FARR WEST ENGINEERING									
6275	FARR WEST ENGINEERING	17618	On call GIS services	04/29/2022	294.75	05/19/2022	510-810-320	Prof Serv-Engineering	422
6275	FARR WEST ENGINEERING	17618	On call GIS services	04/29/2022	294.75	05/19/2022	100-417-320	PROF SEV-ENGINEERING	422
6275	FARR WEST ENGINEERING	17618	On call GIS services	04/29/2022	294.75	05/19/2022	520-810-320	Prof Serv-Engineering	422
6275	FARR WEST ENGINEERING	17618	On call GIS services	04/29/2022	294.75	05/19/2022	100-575-320	Prof Serv-Engineering	422

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
6275	FARR WEST ENGINEERING	17618	On call GIS services	04/29/2022	294.75	05/19/2022	100-475-320 Prof Serv-Engineering	422
Total 6275:					1,473.75			
FED EX								
52	FED EX	7-754-85414	Oil Sample Shipping	05/13/2022	19.15	05/19/2022	510-840-550 Printing and Postage	522
Total 52:					19.15			
FIERCE ENTERTAINMENT								
8894	FIERCE ENTERTAINMENT	May 22	DJ Services 2022 Poker Walk event	05/10/2022	350.00		100-412-650 Community Support	522
Total 8894:					350.00			
GRANITE CONSTRUCTION CO								
64	GRANITE CONSTRUCTION CO	2234315	cold mix	05/12/2022	648.68		100-475-600 General Supplies	522
Total 64:					648.68			
GRANITE TELECOMMUNICATIONS, LLC								
8838	GRANITE TELECOMMUNICATIONS, LLC	561108331	Telecommunications April 22	05/01/2022	182.39	05/12/2022	100-417-530 Communications (Internet,Cell)	522
Total 8838:					182.39			
HANNEMAN SERVICE								
70	HANNEMAN SERVICE	110930	Service Labor	05/09/2022	145.00		100-605-322 Prof Serv-Other	522
70	HANNEMAN SERVICE	110931	Service Labor	05/09/2022	145.00		100-605-322 Prof Serv-Other	522
70	HANNEMAN SERVICE	110940	propane	05/16/2022	25.46		100-475-623 Propane	522
70	HANNEMAN SERVICE	12525	1993 Ford Tempo - White	05/09/2022	55.00		100-605-322 Prof Serv-Other	522
70	HANNEMAN SERVICE	12526	1997 GMC Yukon 1500 - White-NV655XLL	05/09/2022	55.00		100-605-322 Prof Serv-Other	522
Total 70:					425.46			
HISKETT & SONS, LLC								
8487	HISKETT & SONS, LLC	112583	conc. for pit and walkway	04/26/2022	916.75	05/19/2022	100-475-614 Supplies-Plant/Shop/Maint	422
Total 8487:					916.75			
IAPMO - INTL ASSN PLUMBING & MECHANICAL								
82	IAPMO - INTL ASSN PLUMBING & MECHANICAL	1525195 APR 22	MEMBERSHIP, BIRKEL, MEMBER 1525195	05/06/2022	225.00	05/19/2022	100-605-581 Dues and Memberships	522
Total 82:					225.00			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
JOHNSON CONTROLS FIRE PROTECTION LP									
8667	JOHNSON CONTROLS FIRE PROTECTION LP	41548912	update fire system panels and wiring back into system	04/30/2022	7,009.99	05/19/2022	520-810-614	Supplies-Plant/Shop/Maint	422
8667	JOHNSON CONTROLS FIRE PROTECTION LP	41548912	update fire system panels and wiring back into system	04/30/2022	7,009.97	05/19/2022	510-810-614	Supplies-Plant/Shop/Maint	422
8667	JOHNSON CONTROLS FIRE PROTECTION LP	41548912	update fire system panels and wiring back into system	04/30/2022	7,009.97	05/19/2022	100-417-420	Contract Services	422
Total 8667:					21,029.93				
LOWES CREDIT SERVICES									
7650	LOWES CREDIT SERVICES	1608	gun kit for paint machine	05/09/2022	36.99	05/19/2022	100-475-600	General Supplies	522
7650	LOWES CREDIT SERVICES	1894	FLOOR PAINT	05/16/2022	97.76		100-480-610	AUTOMOTIVE SUPPLIES	522
7650	LOWES CREDIT SERVICES	23424	PLUGS	05/04/2022	47.85	05/19/2022	510-810-613	Supplies-Meter Service	522
7650	LOWES CREDIT SERVICES	2569	ladder and misc.	05/11/2022	349.03		100-475-600	General Supplies	522
7650	LOWES CREDIT SERVICES	2759	paint for fleet	05/12/2022	142.41	05/19/2022	100-480-610	AUTOMOTIVE SUPPLIES	522
7650	LOWES CREDIT SERVICES	2837	Hardware for Sage Tank	05/06/2022	20.13	05/19/2022	510-810-614	Supplies-Plant/Shop/Maint	522
Total 7650:					694.17				
LUMOS & ASSOCIATES INC									
370	LUMOS & ASSOCIATES INC	112576	Shadow lane reconstruction sewer inspection	04/21/2022	1,285.00	05/19/2022	100-475-745	RTC REIMBURSABLE EXPENDI	422
370	LUMOS & ASSOCIATES INC	112577	Industrial Park Rehab and Reconstruct engineering services	04/21/2022	1,621.50	05/19/2022	100-475-745	RTC REIMBURSABLE EXPENDI	422
370	LUMOS & ASSOCIATES INC	112623	Pavement Maintenance project construction services	04/21/2022	14,942.50	05/19/2022	100-475-430	Service-Repair and Maintenance	422
370	LUMOS & ASSOCIATES INC	112627	Engineering services	04/21/2022	4,150.50	05/19/2022	100-475-745	RTC REIMBURSABLE EXPENDI	422
370	LUMOS & ASSOCIATES INC	112628	Engineering design and construction inspection services	04/21/2022	37,273.00	05/19/2022	520-166100	Construction In Progress	422
370	LUMOS & ASSOCIATES INC	112638 revised	Cottonwood Lane NDOT permitting	05/03/2022	6,100.00	05/19/2022	100-475-745	RTC REIMBURSABLE EXPENDI	522
Total 370:					65,372.50				
LYON COUNTY RECORDER									
108	LYON COUNTY RECORDER	020-231-17APN	LIEN RELEASE; 785 G ST; HOPPE	05/04/2022	40.00	05/19/2022	510-810-322	Prof Serv-Other	522
108	LYON COUNTY RECORDER	020-642-38	LIEN RELEASE; 214 POPPY HILLS DR; TOBEY	05/19/2022	40.00		510-810-322	Prof Serv-Other	522
Total 108:					80.00				
MARSHALL'S SEPTIC CARE									
8509	MARSHALL'S SEPTIC CARE	16207	portable hand wash station for depot	05/19/2022	360.00		100-575-420	Contract Services	522
8509	MARSHALL'S SEPTIC CARE	16217	portable at mull lane	05/01/2022	108.33		100-575-420	Contract Services	522
8509	MARSHALL'S SEPTIC CARE	16219	portable BMX track mull lane	04/01/2022	108.33		100-575-420	Contract Services	422
8509	MARSHALL'S SEPTIC CARE	16223	portable	04/01/2022	95.33		100-575-420	Contract Services	422
8509	MARSHALL'S SEPTIC CARE	16224	portable	05/01/2022	95.33		100-575-420	Contract Services	522
Total 8509:					767.32				
MATCO TOOLS									
8529	MATCO TOOLS	115183	molding removal tool	05/06/2022	20.56	05/19/2022	100-480-600	GENERAL SUPPLIES/TOOLS	522

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8529	MATCO TOOLS	115472	CLEANING BASKETS FOR FLEET	05/13/2022	46.95		100-480-600 GENERAL SUPPLIES/TOOLS	522
Total 8529:					67.51			
MISCELLANEOUS ONE TIME VENDOR								
1111	MISCELLANEOUS ONE TIME VENDOR	04282022	WITNESS FEES	04/28/2022	27.50	05/19/2022	100-425-340 PROF SERV - WITNESS FEES	422
1111	MISCELLANEOUS ONE TIME VENDOR	15.000040	REFUND TSM APP - TSM22004	05/18/2022	12,680.00	05/19/2022	100-320-210 Planning and Zoning Fees	522
1111	MISCELLANEOUS ONE TIME VENDOR	21005871-009	Escrow fees for 656 Canary easement	04/14/2022	680.00	05/19/2022	100-475-745 RTC REIMBURSABLE EXPENDI	422
1111	MISCELLANEOUS ONE TIME VENDOR	80.001010	REIMB DOG LICENSE - MAX	05/11/2022	10.00	05/19/2022	100-320-170 Licenses-Animal	522
1111	MISCELLANEOUS ONE TIME VENDOR	EN2022-027	RELEASE BOND; 1470 JENNYS LN	05/18/2022	500.00		100-228300 Customer Deposits/Bonds - Dev	522
1111	MISCELLANEOUS ONE TIME VENDOR	EN2022-029	RELEASE BOND; 1474 JENNYS LN	05/18/2022	500.00		100-228300 Customer Deposits/Bonds - Dev	522
1111	MISCELLANEOUS ONE TIME VENDOR	EN2022-030	RELEASE BOND; 1476 JENNYS LN	05/11/2022	500.00	05/19/2022	100-228300 Customer Deposits/Bonds - Dev	522
Total 1111:					14,897.50			
MOUNTAIN ALARM								
8814	MOUNTAIN ALARM	2848360	monitoring	06/01/2022	1,770.00	05/19/2022	100-575-420 Contract Services	622
Total 8814:					1,770.00			
MSC INDUSTRIAL SUPPLY CO								
115	MSC INDUSTRIAL SUPPLY CO	69661175	SCADA - Backup Batteries	05/11/2022	166.59		510-810-614 Supplies-Plant/Shop/Maint	522
Total 115:					166.59			
NAPA AUTO & TRUCK PARTS								
58	NAPA AUTO & TRUCK PARTS	365899	credit memo	02/18/2022	50.00-	05/19/2022	100-480-610 AUTOMOTIVE SUPPLIES	222
58	NAPA AUTO & TRUCK PARTS	366679	oil for fleet	03/03/2022	91.96	05/19/2022	100-480-610 AUTOMOTIVE SUPPLIES	322
58	NAPA AUTO & TRUCK PARTS	366894	042922 svc fee	03/07/2022	.80	05/19/2022	100-480-610 AUTOMOTIVE SUPPLIES	322
58	NAPA AUTO & TRUCK PARTS	366894	paint for fleet	03/07/2022	11.29	05/19/2022	100-480-610 AUTOMOTIVE SUPPLIES	322
58	NAPA AUTO & TRUCK PARTS	369372	fire dept.	04/13/2022	94.77	05/19/2022	100-126000 Intergovernmental Receivable	422
58	NAPA AUTO & TRUCK PARTS	370693	FITTINGS FOR PARKS TRACTOR	05/05/2022	25.21	05/19/2022	100-475-430 Service-Repair and Maintenance	522
Total 58:					174.03			
NEVADA DEPT PUBLIC SAFETY - DPS								
7405	NEVADA DEPT PUBLIC SAFETY - DPS	59883	Professional Services- Compliance HR	05/01/2022	40.25	05/12/2022	510-810-322 Prof Serv-Other	522
Total 7405:					40.25			
NOVIKOVA, MARINA								
8895	NOVIKOVA, MARINA	1	Russian Interp for pre trial - Shorni	05/16/2022	120.00	05/19/2022	100-425-330 PROF SERV-INTERPRETER	522

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8895:					120.00			
OFFICE DEPOT								
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	13.84	05/19/2022	520-810-601 Office Supplies	522
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	6.92	05/19/2022	100-417-601 OFFICE SUPPLIES	522
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	10.38	05/19/2022	100-575-601 Office Supplies	522
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	17.30	05/19/2022	100-475-601 Supplies-Office	522
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	6.92	05/19/2022	510-840-601 Office Supplies	522
133	OFFICE DEPOT	239197232001	PO FORMS	05/03/2022	13.84	05/19/2022	510-810-601 Office Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.82	05/19/2022	100-575-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-605-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.86	05/19/2022	100-415-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-525-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.86	05/19/2022	100-418-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-414-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	510-840-601 Office Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-416-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	510-810-601 Office Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	520-810-601 Office Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-529-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.86	05/19/2022	100-413-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-610-600 General Supplies	522
133	OFFICE DEPOT	242920431001	CITY WIDE PAPER	05/09/2022	27.85	05/19/2022	100-475-600 General Supplies	522
133	OFFICE DEPOT	243344026001	Office Supplies	05/06/2022	22.14		100-605-601 Office Supplies	522
133	OFFICE DEPOT	244460063001	Body Cam disks	05/12/2022	56.35		100-414-600 General Supplies	522
133	OFFICE DEPOT	244461704001	bubble envelopes	05/11/2022	47.56		100-414-600 General Supplies	522
133	OFFICE DEPOT	244461706001	Desk Scanner Criminal reports	05/11/2022	495.99		100-414-600 General Supplies	522
133	OFFICE DEPOT	244461706002	Flash Drives Body Cams	05/12/2022	43.96		100-414-600 General Supplies	522
133	OFFICE DEPOT	244461707001	CD sleeves	05/11/2022	14.22		100-414-600 General Supplies	522
133	OFFICE DEPOT	245969584001	Paper and pens	05/18/2022	51.40		100-414-600 General Supplies	522
133	OFFICE DEPOT	245976073001	Lab results cover sheets	05/18/2022	21.99		100-414-600 General Supplies	522
Total 133:					1,212.71			
OFFICE SHIPPING & MAILBOXES								
8589	OFFICE SHIPPING & MAILBOXES	130220	IN HOUSE BILLING #10 ENVELOPES	05/12/2022	112.50		520-810-550 Printing and Postage	522
8589	OFFICE SHIPPING & MAILBOXES	130220	IN HOUSE BILLING #10 ENVELOPES	05/12/2022	112.50		510-810-550 Printing and Postage	522
Total 8589:					225.00			
O'REILLY AUTO PARTS								
6230	O'REILLY AUTO PARTS	3599-196134	AIR FILTERS FOR FIRE DEPT.	05/16/2022	71.76	05/19/2022	100-126000 Intergovernmental Receivable	522

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 6230:					71.76			
PUBLIC EMPLOYEES RETIREMENT SYSTEM								
144	PUBLIC EMPLOYEES RETIREMENT SYSTEM	APRIL 2022	#621 RETIREMENT CONTRIBUTIONS	04/30/2022	110,732.19	05/12/2022	100-216000 RETIREMENT PAYABLE	422
Total 144:					110,732.19			
RELIANT ELECTRIC, LLC								
4934	RELIANT ELECTRIC, LLC	22153-1	Loves Main Power Breaker replacement	05/12/2022	1,550.63		520-810-428 Contract Services-ELECTRICAL	522
Total 4934:					1,550.63			
RENO GAZETTE JOURNAL								
152	RENO GAZETTE JOURNAL	4578247	5204663 chemical supplier	04/30/2022	174.34	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204694 residual remover	04/30/2022	651.00	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.17	05/12/2022	100-417-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204741 materials supplier bid	04/30/2022	195.67	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5209899 bill #307	04/30/2022	163.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204685 traffic signal maint	04/30/2022	222.34	05/12/2022	100-475-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.15	05/12/2022	100-417-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5212819 chemical supplier	04/30/2022	136.84	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5229702 bill #308	04/30/2022	159.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204663 chemical supplier	04/30/2022	174.35	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.17	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204741 materials supplier bid	04/30/2022	195.66	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204671 chemical supplier	04/30/2022	56.66	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204705 residual removal	04/30/2022	216.52	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.15	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.15	05/12/2022	100-475-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204755 material supplier	04/30/2022	64.40	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5229690 bill #307	04/30/2022	159.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5198037 zoning	04/30/2022	139.00	05/12/2022	100-610-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204677 traffic signal maint	04/30/2022	667.00	05/12/2022	100-475-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.17	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204741 materials supplier bid	04/30/2022	195.67	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.17	05/12/2022	100-475-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204671 chemical supplier	04/30/2022	56.64	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204755 material supplier	04/30/2022	64.42	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.15	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5212819 chemical supplier	04/30/2022	136.84	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5229679 bill #306	04/30/2022	155.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5212823 chemical supplier	04/30/2022	148.66	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204663 chemical supplier	04/30/2022	174.34	05/12/2022	510-840-540 Advertising	422

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.17	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204715 fire protection bid	04/30/2022	103.15	05/12/2022	100-575-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5209922 bill #306	04/30/2022	163.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204671 chemical supplier	04/30/2022	56.66	05/12/2022	520-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5209953 bill #308	04/30/2022	163.00	05/12/2022	100-416-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204755 material supplier	04/30/2022	64.42	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.15	05/12/2022	510-810-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5204722 fire protection	04/30/2022	34.13	05/12/2022	100-575-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5212823 chemical supplier	04/30/2022	148.66	05/12/2022	510-840-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5233480 cond use permit	04/30/2022	167.00	05/12/2022	100-610-540 Advertising	422
152	RENO GAZETTE JOURNAL	4578247	5233491 zoning	04/30/2022	166.97	05/12/2022	100-610-540 Advertising	422
Total 152:					6,059.94			
RICE, CHAD								
8893	RICE, CHAD	May 2022	Signal Box Art Painting, Initial payment	05/10/2022	300.00	05/19/2022	100-413-322 Prof Serv-Other	522
Total 8893:					300.00			
SAN JOAQUIN DEPT CHILD SUPPORT								
3087	SAN JOAQUIN DEPT CHILD SUPPORT	MAY 2022-2	CHILD SUPPORT WITHHELD	05/20/2022	57.69	05/19/2022	100-219900 OTHER PAYROLL PAYABLES	522
Total 3087:					57.69			
SEVENTYFIVEBLUE WATER AND ENVIRONMENTAL								
8884	SEVENTYFIVEBLUE WATER AND ENVIRONMENTAL	03	Surface Water Sampling	05/08/2022	3,594.46	05/19/2022	510-810-320 Prof Serv-Engineering	522
Total 8884:					3,594.46			
SHAW ENGINEERING								
1897	SHAW ENGINEERING	183492	On call engineering review services for the Royal Oaks culver	04/30/2022	450.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183502	Engineering services for farm district road lift station ph 2 proj	04/30/2022	3,304.91		520-166100 Construction In Progress	422
1897	SHAW ENGINEERING	183520	Engineering services for west lift station upgrade project	04/30/2022	260.00		520-166100 Construction In Progress	422
1897	SHAW ENGINEERING	183536	Sage Tank recoat engineering services	04/30/2022	2,374.60		510-166100 Construction In Progress	422
1897	SHAW ENGINEERING	183549	Oncall engineering review services for Goudy Investments TP	04/30/2022	1,600.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183550	on call engineering review services for the Vonnie Lane TSM	04/30/2022	3,500.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183551	Oncall water and sewer modeling for Creekwood TSM	04/30/2022	1,120.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183552	Oncall engineering review for Sherwood apartments TSM	04/30/2022	3,500.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183553	On call engineering review services Victory Logistics TSM	04/30/2022	3,500.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183554	On call water modeling services for project at Newlands and L	04/30/2022	280.00		100-529-320 Prof Serv-Engineering	422
1897	SHAW ENGINEERING	183569	Oncall engineering review service for 600 Main Street TSM	04/30/2022	4,000.00		100-529-320 Prof Serv-Engineering	422
Total 1897:					23,889.51			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
SILVER STATE BARRICADE								
170	SILVER STATE BARRICADE	126261	signs	05/06/2022	686.00	05/19/2022	100-475-615 Supplies-Signs and Striping	522
170	SILVER STATE BARRICADE	126477	sign post	05/17/2022	1,598.50		100-475-615 Supplies-Signs and Striping	522
170	SILVER STATE BARRICADE	126500	2"" Tape	05/18/2022	27.80		100-475-600 General Supplies	522
170	SILVER STATE BARRICADE	126532	tip and tip guard	05/19/2022	405.64		100-475-615 Supplies-Signs and Striping	522
Total 170:					2,717.94			
SJC LIMITED								
8580	SJC LIMITED	13685	Base rock for the Depot	05/09/2022	618.90		100-575-600 General Supplies	522
Total 8580:					618.90			
STAPLES CREDIT PLAN								
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	8.35	05/19/2022	510-840-601 Office Supplies	522
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	12.52	05/19/2022	100-575-601 Office Supplies	522
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	16.70	05/19/2022	520-810-601 Office Supplies	522
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	8.35	05/19/2022	100-417-601 OFFICE SUPPLIES	522
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	20.87	05/19/2022	100-475-601 Supplies-Office	522
279	STAPLES CREDIT PLAN	3507184270	OFFICE SUPPLIES	05/04/2022	16.70	05/19/2022	510-810-601 Office Supplies	522
Total 279:					83.49			
STATE COLLECTION & DISB. UNIT (SCaDU)								
176	STATE COLLECTION & DISB. UNIT (SCaDU)	MAY 2022-2	CHILD SUPPORT	05/20/2022	324.46	05/19/2022	100-219900 OTHER PAYROLL PAYABLES	522
176	STATE COLLECTION & DISB. UNIT (SCaDU)	MAY 2-2022	CHILD SUPPORT	05/20/2022	101.77	05/19/2022	100-219900 OTHER PAYROLL PAYABLES	522
Total 176:					426.23			
SUNRISE ENVIRONMENTAL SCIENTIFIC								
230	SUNRISE ENVIRONMENTAL SCIENTIFIC	130259	DISINFECTANT FOR FLEET	05/16/2022	296.61		100-480-610 AUTOMOTIVE SUPPLIES	522
Total 230:					296.61			
THATCHER COMPANY, INC.								
8646	THATCHER COMPANY, INC.	2022400102165	Ferric Chloride credit memo	02/10/2022	5,600.00-	05/12/2022	510-840-617 Chemicals	222
8646	THATCHER COMPANY, INC.	2022400104557	WWTP Chlorine Delivery	05/11/2022	5,215.34		520-810-617 Supplies-Chemical	522
8646	THATCHER COMPANY, INC.	2022400104558	Well 4 - Bulk Sodium Hypochlorite	05/11/2022	1,109.86		510-810-617 Supplies-Chemical	522
8646	THATCHER COMPANY, INC.	2022400104559	NE Booster - Bulk Sodium Hypochlorite	05/11/2022	1,109.86		510-810-617 Supplies-Chemical	522
Total 8646:					1,835.06			
THE PROPHET CORPORATION								
8883	THE PROPHET CORPORATION	IN166212	basketball nets and pitching mound	04/12/2022	231.49	05/19/2022	100-575-600 General Supplies	422

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
Total 8883:					231.49				
TITAN CONSTRUCTION SUPPLY									
8472	TITAN CONSTRUCTION SUPPLY	15425888-00	asphalt patch and misc.	05/11/2022	1,956.44	05/19/2022	100-475-600	General Supplies	522
Total 8472:					1,956.44				
TSK									
8714	TSK	21-058.00_004	Services 04/01/2022 -04/30/2022 CRRRC	04/01/2022	62,485.00	05/19/2022	220-480-810	ARPA	422
Total 8714:					62,485.00				
U S POSTAL SERVICE									
7344	U S POSTAL SERVICE	JUN 2022	PREPAID IN-HOUSE POSTAGE	06/01/2022	1,500.00	05/23/2022	510-810-550	Printing and Postage	622
7344	U S POSTAL SERVICE	JUN 2022	PREPAID IN-HOUSE POSTAGE	06/01/2022	1,500.00	05/23/2022	520-810-550	Printing and Postage	622
Total 7344:					3,000.00				
USA BLUEBOOK									
464	USA BLUEBOOK	967932	Fire Hydrant Wrench	05/04/2022	66.95	05/19/2022	510-810-614	Supplies-Plant/Shop/Maint	522
464	USA BLUEBOOK	978609	Chem Pump	05/13/2022	985.00		510-840-614	Plant/Shop/Maint. Supplies	522
Total 464:					1,051.95				
VERIZON WIRELESS									
8495	VERIZON WIRELESS	9905372753	IT	05/24/2022	51.52	05/19/2022	100-418-530	Communications (Internet,Cell)	522
8495	VERIZON WIRELESS	9905372753	Waste Water Route	05/24/2022	91.53	05/19/2022	520-810-530	Communications	522
8495	VERIZON WIRELESS	9905372753	City Manager	05/24/2022	62.92	05/19/2022	100-413-605	Minor Equipment	522
8495	VERIZON WIRELESS	9905372753	City Hall/ Facilities	05/24/2022	609.61	05/19/2022	100-417-530	Communications (Internet,Cell)	522
8495	VERIZON WIRELESS	9905372753	Waste Water	05/24/2022	246.09	05/19/2022	520-810-530	Communications	522
8495	VERIZON WIRELESS	9905372753	City Attorney	05/24/2022	80.02	05/19/2022	100-414-530	Communications (Internet,Cell)	522
8495	VERIZON WIRELESS	9905372753	Water Treatment Plant	05/24/2022	497.66	05/19/2022	510-840-530	Communications	522
8495	VERIZON WIRELESS	9905372753	Council	05/24/2022	103.04	05/19/2022	100-412-530	Communications (Internet,Cell)	522
8495	VERIZON WIRELESS	9905372753	Water Distribution	05/24/2022	222.78	05/19/2022	510-810-530	Communications	522
8495	VERIZON WIRELESS	9905372753	Building & Safety	05/24/2022	279.63	05/19/2022	100-417-530	Communications (Internet,Cell)	522
8495	VERIZON WIRELESS	9905470537	742052267-00001 Router 775-294-1059	05/01/2022	40.09	05/19/2022	520-810-530	Communications	522
Total 8495:					2,284.89				
VERUS ASSOCIATES NEVADA, LLC									
8606	VERUS ASSOCIATES NEVADA, LLC	1960	SCADA - Troubleshooting & Repair	04/30/2022	991.80	05/19/2022	510-810-429	Contract Services-SCADA	422

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8606:					991.80			
WASTE MANAGEMENT								
447	WASTE MANAGEMENT	25001 APR 22	6-82646-25001	05/02/2022	1,838.47	05/12/2022	100-417-412 Utility Services-Refuse	522
Total 447:					1,838.47			
WESTERN INDUSTRIAL PARTS, INC.								
8571	WESTERN INDUSTRIAL PARTS, INC.	2205-036211	SORBENT PADS FOR FLEET	05/16/2022	57.48		100-480-610 AUTOMOTIVE SUPPLIES	522
Total 8571:					57.48			
WESTERN NEVADA SUPPLY CO.								
195	WESTERN NEVADA SUPPLY CO.	19109478	bathroom supplies ITP	05/16/2022	5,574.00		100-575-600 General Supplies	522
195	WESTERN NEVADA SUPPLY CO.	19153220	Binstock: Brass Fittings & Repair Clamps	02/21/2022	439.44	05/19/2022	510-810-613 Supplies-Meter Service	222
195	WESTERN NEVADA SUPPLY CO.	19176449	S288452 SERVICE CHARGE	03/08/2022	48.86	05/19/2022	100-575-600 General Supplies	322
195	WESTERN NEVADA SUPPLY CO.	19176449	turf and clue sand for OTP	03/08/2022	3,257.30	05/19/2022	100-575-600 General Supplies	322
195	WESTERN NEVADA SUPPLY CO.	19190195-1	Binstock: Brass Fittings / Repair Clamps / Gaskets	03/28/2022	659.60	05/19/2022	510-810-613 Supplies-Meter Service	322
195	WESTERN NEVADA SUPPLY CO.	19231819	irrigation	04/13/2022	405.16	05/19/2022	100-575-600 General Supplies	422
195	WESTERN NEVADA SUPPLY CO.	19236511	Fire Hydrant Water Meters	05/17/2022	3,537.94		510-810-613 Supplies-Meter Service	522
195	WESTERN NEVADA SUPPLY CO.	19261740	Valve Cans & Lids	05/04/2022	371.30	05/19/2022	510-810-614 Supplies-Plant/Shop/Maint	522
195	WESTERN NEVADA SUPPLY CO.	19261741	Fire Hydrant - Inventory Parts	05/09/2022	960.54	05/19/2022	510-810-614 Supplies-Plant/Shop/Maint	522
Total 195:					15,254.14			
WETLAB - WESTERN ENVIRON TESTING LAB								
8709	WETLAB - WESTERN ENVIRON TESTING LAB	22040495	Quarterly Well Sampling	05/11/2022	258.75		510-810-423 Contract Services-ANALYTICAL	522
8709	WETLAB - WESTERN ENVIRON TESTING LAB	22050020	May Coliform Sampling #1	05/11/2022	192.50		510-810-423 Contract Services-ANALYTICAL	522
Total 8709:					451.25			
WSP USA, INC								
8871	WSP USA, INC	6-1159386	RTC transportation model expansion to include fernley	04/19/2022	6,485.54	05/19/2022	100-475-320 Prof Serv-Engineering	422
Total 8871:					6,485.54			
WTR ELECTRIC, INC								
8650	WTR ELECTRIC, INC	22106	added 50amp fuse at Depot repaired outlet at ITP and OTP	05/12/2022	995.48		100-575-428 Contract Services-ELECTRICAL	522
Total 8650:					995.48			
XPRESS BILL PAY LLC								
2468	XPRESS BILL PAY LLC	APR 2022	CREDIT CARD PROCESSING FEES	04/30/2022	1,451.13	04/30/2022	510-810-609 Credit Card Fees	422

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2468	XPRESS BILL PAY LLC	APR 2022	CREDIT CARD PROCESSING FEES	04/30/2022	1,451.14	04/30/2022	520-810-609 Credit Card Fees	422
Total 2468:					2,902.27			
Grand Totals:					1,187,185.57			

Dated: _____

Mayor: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoice detail records above \$0 included.

Paid and unpaid invoices included.

Vendor.Vendor Number = {<-> 2201

**MINUTES OF THE
FERNLEY CITY COUNCIL MEETING
APRIL 20, 2022**

1. INTRODUCTORY ITEMS

Mayor Edgington called the meeting to order at 05:02 PM at Fernley City Hall, 595 Silver Lave Blvd., Fernley, NV 89408.

1.1. Roll Call

Present: Mayor Roy Edgington, Councilman Albert Torres, Councilman Ray Lacy, Councilman Stan Lau, Councilwoman Fran McKay, City Manager Daphne Hooper, Deputy City Manager Patrick Marsh, Planning Director Tim Thompson, Assistant Planner Nikil Manayathara, Director of Finance Denise Lewis, Public Works Director Dave Whalen, City Clerk Kim Swanson, Administrative Specialist Tiffany Wood, City Attorney Brandi Jensen. **Absent:** Councilwoman Felicity Zoberski

1.2. Public Forum

Cody Wagner spoke about Item 2.6 and asked to have it pulled from the consent agenda as the project could increase the value of the land, and said it should have a public hearing.

Rob Jacobsen, Lyon county commissioner, wanted to thank Mrs. Hooper, Cody Wagner, and Chief Nichols for the ARPA funds.

Drew Hall mentioned the previous council meeting where the dog park was discussed. He thanked the mayor for coming out the next day. He wanted to add that the lawn turns into a mud pit and becomes a safety issue in areas where there is not grass at the dog park. He would be interested in putting grass in that area somehow. Members of the dog park have submitted signatures and would like to discuss this further.

John Reichlein spoke about the canal being at capacity. He said he is optimistic about the water levels this season. He said the vouchers indicate that the city paid \$4,917 for vouchers and asked about financial oversight for Southwest gas. John asked that the city look into what they have been paying southwest gas for and thinks the consumers should be compensated.

1.3. (Possible action) Approval of Agenda

City Manager Daphne Hooper requested to remove Item 2.6 from the agenda to be heard at the next available City Council Meeting.

Motion: MOVE TO APPROVE THE AGENDA WITH 2.6 PULLED AND WILL BE HEARD AT A LATER COUNCIL MEETING. **Action:** Approve, **Moved by** Councilman Lau, **Seconded by** Councilman Lacy. **Vote:** Passed, **summary:** Yes 4. **Yes:** Councilman Lacy, Councilman Lau, Councilman Torres, Councilwoman McKay. **Absent:** Councilwoman Zoberski.

2. CONSENT AGENDA

2.1. (Possible action) Approval of Voucher Report

2.2. (Possible action) Approval of Minutes from March 16th and April 6th.

2.3. (Possible action) Approval of Business Licenses

2.4. (Possible action) Approve a Water Leasing Agreement with NV Energy, Inc. which authorizes NV Energy to use up to 360 acre-feet of Fernley's Newlands Project surface water rights during the period between July 1, 2022 and October 31, 2022 to provide water to the Tracy power generation facility.

2.5. (Possible action) Discussion to approve a contract with Gerhart & Berry Construction for the Rehabilitation work at the West Lift Station Project in an amount not to exceed \$1,499,873.00

2.6. Possible Action to approve the liquor license for Antojitos Mexico en mi corazon.

Motion: MOVE TO APPROVE THE CONSENT AGENDA. **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Ward 2 Zoberski.

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

There were none.

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

City Manager Daphne Hooper announced that tomorrow, April 21st, is the quarterly public safety meeting with Sheriff Honewill at 6pm in the chambers. The Arts and culture taskforce meeting is scheduled for Monday, April 25th at 3:30 PM. The Nevada League of Cities Board Meeting is on Friday, April 29th at 10 am via zoom. She said the Lyon County Board of Commissioners have approved ARPA funds and that the City received 2 awards from the CDBG grant for the restrooms at the Depot and the Main Street Beautification project.

The mayor said that the City Manager had turned in her resignation, which is effective May 6th. He asked the staff to post the job starting next Monday. From May 16th - 20th the applications will be reviewed. June 2nd or 3rd will be the first round of interviews with June 10th or 11th being the second round and he expressed he would like to see the public involved in some fashion. A special meeting next week could be made to discuss the process and he asked to appoint Deputy City Manager Patrick Marsh to be the Acting City Manager.

Councilman Lacy thanked all the citizens who stepped up for the food delivery and Easter events.

Councilman Lau did not have anything to report.

Councilman Torres reported that the FSCAC will be at the Senior Center with the goal that one member attends a lunch each week.

Councilwoman McKay reported that next Wednesday she would be attending a meeting in Carson City about APRA funding.

Item 9 was heard next.

4. PROCLAMATIONS BY THE MAYOR

Mayor Edgington spoke about the importance of raising awareness about the consequences of young people breaking the law. He Proclaimed Sunday, May 1st, 2022 as Fernley Youth Law Awareness day dated April 20, 2022.

Mayor Edgington issued a proclamation regarding the urgent need for organ donors in Nevada. There are over

110,00 people in the U.S. who are in need of an organ transplant. Approximately 20 people in the U.S. die each day waiting for an organ transplant. 1 donor and helps about 75 people. National donation life month.

Dan Lun, Vice president of Tissue operations for Nevada Donor Network spoke about national donate life month. He thanked the mayor for bringing attention to the importance of organ donors.

5. PRESENTATIONS

There were none.

6. ORDINANCES

6.1. (For possible action) Second Reading, Public Hearing – MPA22001 & ZMA22001

Consideration and possible action on a Master Plan Amendment and Zoning Map Amendment requests to change the land use designation and zoning and on a single parcel of vacant land. The project site is approximately ±27.83 acres in size, located at 1000 Pilot Road, Fernley, NV (APN: 021-061-32).

1. Consideration and possible action on Resolution 22-009, a Master Plan Amendment request associated with MPA22001, to change the land use designation from Commercial to Industrial.
2. Consideration and possible action on Bill #306 as a general Ordinance for a Zoning Map Amendment associated with ZMA22001, to change the zoning from C2 (General Commercial) to I (Industrial).

Tim Thompson, Planning Director, presented the details of the zoning map amendment request for a property of approximately 27.83 acres, located on 1000 Pilot Road, APN # : 021-061-32. He said planning commission approved the change and recommended it to the council.

Justin Farley presented with Vince Griffith from Reno Engineering Corp. They asked to change the zoning from commercial to Industrial. NDOT would have to approve the installation of a stoplight for thier project.

Councilman Lacy asked what he hoped to do with that building.

Justin responded that the building would be for standard warehouse and manufacturing use.

Councilman Torres asked about the improvements to the pilot truck stop.

I move to certify Resolution #22-009 to approve the Comprehensive Master Plan Amendment associated with MPA22001, based on Findings MP1 to MP3 and the facts supporting those findings as set forth in the Staff Report.

Motion: MOVE FOR CONSIDERATION AND POSSIBLE ACTION ON RESOLUTION 22-009, A MASTER PLAN AMENDMENT REQUEST ASSOCIATED WITH MPA22001, TO CHANGE THE LAND USE DESIGNATION FROM COMMERCIAL TO INDUSTRIAL. **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Zoberski.

Motion: MOVE TO ADOPT BILL #306 AS A GENERAL ORDINANCE FOR A ZONING MAP AMENDMENT ASSOCIATED WITH ZMA22001, BASED ON STAFF FINDINGS, TO CHANGE THE ZONING FROM C2 (GENERAL COMMERCIAL) TO I (INDUSTRIAL). **Action:** Approve, **Moved by** Councilman Ward 3 Lau, **Seconded by** Councilman Ward 1 Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres,

Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Zoberski.

6.2. (For possible action) Second Reading, Public Hearing – ZMA22002 & TSM22001

Consideration and possible action on a Zoning Map Amendment (ZMA22002) and a Tentative Subdivision Map (TSM22001) requests on a site is approximately ±28.42 acres in size, located at 590 & 600 W. Main Street (APN's: 021-071-02, and 021-071-03).

- 1. A Zoning Map Amendment Request to change the zoning on two parcels of land (APN's 021-071-02 and 021-071-03) from C2 (General Commercial) and SF6 (Single Family, 6,000 sq. ft. minimum lot size) to MU (Mixed Use).**
- 2. A Tentative Subdivision Map request to allow for the development of a 9-lot Commercial/Residential subdivision within the MU (Mixed Use) zoning district.**

Planning Director Tim Thompson presented the zoning map amendment and the tentative subdivision map of the commonly referred to Jackson Ranch. He mentioned the planning commission forwarded a recommendation to the council for this project.

Motion: MOVE TO APPROVE A ZONING MAP AMENDMENT REQUEST TO CHANGE THE ZONING ON TWO PARCELS OF LAND (APN'S 021-071-02 AND 021-071-03) FROM C2 (GENERAL COMMERCIAL) AND SF6 (SINGLE FAMILY, 6,000 SQ. FT. MINIMUM LOT SIZE) TO MU (MIXED USE). **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Ward 2 Zoberski.

Mat Daveson of Phelps Engineering presented an outline of the project proposed. He said they had analyzed 20 years in advance for the traffic study and know the area will be signalized due to the Red Hawk Development.

Councilwoman Fran McKay commented that the whole concept is ideal. Traffic is her major concern. She noted that the study took place during Covid and asked if they would need a new study.

Paul Solaegui from Phelps Engineering spoke about the traffic study during Covid. He said they adjusted the traffic count to anticipate additional growth from ongoing projects and looked at past traffic counts that were higher, then they incorporated the higher counts.

Matt Dickson of Phelps Engineering joined the meeting via Zoom and spoke about their in-house traffic engineer that analyzed at least 20 years in advance with Red Hawk development and signalization plans.

Councilman Lau commented that in the 70's it had the most beautiful alfalfa field.

Motion: MOVE TO APPROVE A TENTATIVE SUBDIVISION MAP REQUEST TO ALLOW FOR THE DEVELOPMENT OF A 9-LOT COMMERCIAL/RESIDENTIAL SUBDIVISION WITHIN THE MU (MIXED USE) ZONING DISTRICT. **Action:** Approve, **Moved by** Councilman Ward 3 Lau, **Seconded by** Councilman Ward 1 Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstain 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Zoberski.

6.3. (For possible action) Second Reading, Public Hearing - ZMA22003

Consideration and possible action on Bill #308, an ordinance for a Zoning Map Amendment to change the zoning of a single parcel of land from SF6 (Single Family, 6,000 sq. ft. minimum lot size) to MF21 (Multi-Family, 10-21 dwelling units per acre). The project site is approximately ±3.94 acres in size and is located at 1170 W. Newlands Drive (APN: 020-320-01).

Nikhil presented the item and the details of the zoning map amendment. He said it was approved by the planning commission.

Motion: I MOVE TO ADOPT BILL #308 AS AN ORDINANCE FOR THE ZONING MAP AMENDMENT ASSOCIATED WITH ZMA22003, BASED ON FINDINGS Z1 THROUGH Z3 AND THE FACTS SUPPORTING THOSE FINDINGS AS SET FORTH IN THE STAFF REPORT. **Action:** Approve, **Moved by** Councilman Ward 1 Ray Lacy, **Seconded by** Councilman Ward 3 Stan Lau. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Ward 2 Zoberski.

7. STAFF REPORTS

7.1. Possible action to approve the agreement for the installation of public art during the Mural, Music & Margaritas Festival.

City Manager Daphne Hooper outlined the agreement from Sierra Arts that must be approved by council with mural ideas throughout the city.

Eric Brooks of the Sierra Arts foundation, presented the Music Murals and Margarita Festival. He said they would be painting May 19th, 20th and 21st. There are up to 26 murals for the City of Fernley.

Councilwoman McKay said she doesn't like any of the murals from Izaac. She would like to see a sports theme for the park.

Motion: MOVE TO APPROVE THE INSTALLATION OF THE PROPOSED PUBLIC ART WORK AND AGREEMENT WITH SIERRA ARTS FOUNDATION FOR THE MURALS, MUSIC, & MARGARITA FESTIVAL WITH THE EXCEPTION OF THE BASEBALL SUGGESTIONS, AND LET THE SPORTS FIELDS BE SPORTS MINDED. **Action:** Approve, **Moved by** Councilwoman Ward 5 Fran McKay, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Ward 2 Zoberski.

8. ITEMS REQUESTED BY MAYOR OR CITY COUNCIL MEMBERS:

8.1. (Possible action) Discussion regarding a future agenda item requesting to rename Veterans Way after Brett Palmer. (Mayor Edgington's request)

The mayor would like to see the city honor Brett Palmer and rename the road to the cemetery.

Motion: MOVE REQUESTING VETERANS WAY AFTER BRETT PALMER. **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** , **summary:** Yes 0, No 0, Abstained 0. **Yes:** None, **No:** None, **Abstain:** None,

The motion was then amended. Councilman Lau amended and Councilman Lacy agreed to the amendment.

Motion: MOVE TO APPROVE . **Action:** Approve, **Moved by** Councilman Ward 3 Lau, **Seconded by** Councilman Ward 1 Lacy. **Vote:** Passed, **summary:** . **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** Albert Torres, **Absent:** Councilwoman Ward 2 Zoberski.

Councilman Torres explained that he knew Brett Palmer personally and felt he needed to abstain to avoid injuring the item.

9. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

This item was heard after 3.

Councilman Torres agreed to a special meeting next week to discuss the resignation and reassess how to proceed. He expressed that he did not want to rush the process as the city is growing so fast and would like to see an applicant from outside the city so the next city manager would not be picked by the HR director.

The mayor said they have advertised outside in the past and pointed out that the HR director presents applicants but doesn't pick them. He requested to agendized the special meeting next Wednesday.

Motion: MOVE TO HAVE A SPECIAL COUNCIL MEETING NEXT WEDNESDAY AT 5PM IN THE COUNCIL CHAMBERS. **Action:** Approve, **Moved by** Councilman Ward 4 Albert Torres, **Seconded by** Councilwoman Ward 5 Fran McKay. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilman Ward 3 Lau, Councilman Ward 4 Torres, Councilwoman Ward 5 McKay, **No:** None, **Abstain:** None, **Absent:** Councilwoman Zoberski.

City Attorney Brandi Jensen recommended section 202.02 of ordinances for review of the City Manager selection process.

Item 4 was heard.

This item was brought back after 8

Councilman Lau said he would like to see weight limits put on some of the access roads.

10. PUBLIC FORUM

There was none.

11. ADJOURNMENT

The upcoming special meeting will be on the 27th of April at 5pm in the chambers. The next regular council meeting will be May 4th at 5pm in the chambers.

There being no further business to come before it, the Fernley City Council meeting adjourned at 6:53PM.

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

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Mayor Roy Edgington

ATTEST: City Clerk Kim Swanson

**MINUTES OF THE
FERNLEY CITY COUNCIL SPECIAL MEETING
MAY 18, 2022**

Mayor Pro Tem Zoberski called the meeting to order at 04:00 PM at Fernley City Hall, 595 Silver Lace Blvd., Fernley, NV 89408.

1. INTRODUCTORY ITEMS

1.1. Roll Call

Present: Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 1 Lacy, Councilman Ward 4 Torres, Acting City Manager Patrick Marsh, City Attorney Brandi Jensen, Planning Director Tim Thompson, Public Works Director Dave Whalen, City Engineer Derek Starkey, City Clerk Kim Swanson, Administrative Specialist Tiffany Wood.

Absent: Mayor Roy Edgington, Councilwoman Ward 5 McKay.

1.2. Public Forum

There were none.

1.3. (For Possible Action) Approval of Agenda

Motion: MOVE TO APPROVE THE AGENDA. **Action:** Approve, **Moved by** Councilman Lau, **Seconded by** Councilman Lacy. **Vote:** Passed, **summary:** Yes 4. **Yes:** Councilman Lacy, Councilwoman Zoberski, Councilman Lau, Councilman Torres. **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

2. STAFF REPORTS

2.1. (For possible action) Discussion on the recruitment process for the replacement of the City Manager, including but not limited to: form of government, job title, job description, hiring process, organizational chart, modification of city ordinances/codes, etc.

City Attorney Brandi Jensen presented the current organization of government in the City of Fernley.

Councilman Torres asked if it was correct that by the Fernley City Code the council decides the organizational chart. He went on to say that right now there are a handful of department heads that report to the council and some that report to the City Manager. However, the Mayor is the only person available on a day-to-day basis to oversee staff. He said no one wanted to get rid of the City Manager position but the title will be determined.

Mayor Pro Tem Zoberski opened the item up for Public Comment. There were none.

Motion: MOVE TO KEEP THE NAME CITY MANAGER. **Action:** Approve, **Moved by** Councilman Stan Lau, **Seconded by** Councilman Ray Lacy. **Vote:** Passed, **summary:** Yes 4. **Yes:** Councilman Lacy, Councilwoman Zoberski, Councilman Lau, Councilman Torres.

Absent: Mayor Roy Edgington, Councilwoman Ward 5 McKay.

Motion: MOVE TO USE THE CHANGES LISTED BY THE CITY ATTORNEY.
Action: Approve, **Moved by** Councilman Lau, **Seconded by** Councilman Lacy. **Vote:** Passed, **summary:** Yes 4. **Yes:** Councilman Lacy, Councilwoman Zoberski, Councilman Lau, Councilman Torres. **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

Motion: MOVE TO LOOK AT THE JOB DESCRIPTION AND BRING IT BACK IF THERE IS ANY CHANGES THAT NEED TO BE MADE LEGALLY. **Action:** Approve, **Moved by** Councilwoman Zoberski, **Seconded by** Councilman Torres. **Vote:** Passed, **summary:** Yes 4. **Yes:** Councilman Lacy, Councilwoman Zoberski, Councilman Lau, Councilman Torres. **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

Item 2.2 was called to be heard with Item 2.1.

Councilman Lacy voiced concern over using Management Partners to pick a City Manager.

Councilman Torres clarified the role management partners would play in the process and explained that they would be selecting applicants for the Council to choose from.

Mayor Pro Tem Zoberski inquired whether other firms were contacted about the City Manager position and if there have been responses for the position locally.

Shannon McKnight HR Director said she did reach out to other firms. However, they responded that they would not be submitting a proposal and another didn't respond. Other agencies in Reno had higher price ranges and fewer resources.

Motion: To APPROVE A CONTRACT WITH MANAGEMENT PARTNERS FOR THE RECRUITMENT FOR THE REPLACEMENT FOR THE POSITION OF THE CITY MANAGER IN AN AMOUNT TO BE DETERMINED BUT ESTIMATED TO BE AT \$25,900.
Action: Approve, **Moved by** Councilman Ward 3 Lau, **Seconded by** Councilman Ward 4 Torres. **Vote:** Failed, **summary:** . **Yes:** Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberski, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

The motion died.

2.2. (For possible action) Discussion to approve a contract with Management Partners for the recruitment for the replacement for the position of the City Manager in an amount to be determined but estimated to be at \$25,900.

This Item was heard in conjunction with Item 2.1.

3. PUBLIC FORUM

Public Comment was opened in the previous item.

4. ADJOURNMENT

There being no further business to come before it, the Fernley City Council Special meeting adjourned at 05:00 PM.

Approved by the Fernley City Council on June 1, 2022, by a vote of:

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Mayor Pro Tem Felicity Zoberski

ATTEST: City Clerk Kim Swanson

**MINUTES OF THE
FERNLEY CITY COUNCIL MEETING
MAY 18, 2022**

Mayor Pro Tem Felicity Zoberski called the meeting to order at 05:00 PM at Fernley City Hall, 595 Silver Lace Blvd., Fernley, NV 89408.

1. INTRODUCTORY ITEMS

1.1. Roll Call

Present: Councilwoman Felicity Zoberski, Councilman Stan Lau, Councilman Albert Torres, Councilman Ray Lacy, Acting City Manager Patrick Marsh, City Attorney Brandi Jensen, Planning Director Tim Thompson, Public Works Director Dave Whalen, City Engineer Derek Starkey, Building Official Billy Staten, Director of Finance Denise Lewis, City Clerk Kim Swanson, Administrative Specialist Tiffany Wood.

Absent: Mayor Roy Edgington, Councilwoman Fran McKay.

1.2. Public Forum

Darren Farr from the Nevada Veterans' Coalition spoke about the request they made to rename the road and it was brought to their attention that there would be a financial impact to do so. He offered to help offset the costs.

1.3. For Possible Action: Approval of Agenda

Patrick Marsh requested to pull item 7.1 about the community resource center due to lack of information at that time.

Motion: APPROVE THE AGENDA WITH ITEM 7.1 PULLED. **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** None, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

2. CONSENT AGENDA

2.1. For Possible Action: Approval of Voucher Report

2.2. For Possible Action: Approval of Minutes from April 27th and May 4th

2.3. For Possible Action: Approval of Business Licenses

2.4. (For possible action) Consideration and possible action to approve the Final Subdivision Map associated with FSM21001 for Nelson Meadows Phase 2.

2.5. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Demar Dahl Company, LLC, APN 020-213-01, TCID serial number 1026-4 in

the amount of 12.375 acre feet.

2.6. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Jerrod and Katherine Motsinger, APN 020-217-08, TCID serial number 1041-1-A-4 in the amount of 5.175 acre feet.

2.7. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Edward King and Jaynee King, as Trustees of King Family, APN 021-331-05, TCID serial number 1059-4 in the amount of 21.69 acre feet.

2.8. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Harry and Gloria Beach Family Trust, APN 020-742-10, TCID serial number 1069-A-1 in the amount of 6.75 acre feet.

2.9. Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Gail Ambrose executrix of Estate of Jeannett C. Keever, APN 020-241-01, TCID serial number 1034-12 in the amount of 4.625 acre feet.

2.10. Possible action to approve a contract with Shaw Engineering for preliminary engineering design and surveying services for the proposed South Arm Sewer Interceptor Phase 1 Project in the amount not to exceed \$114,410.00.

2.11. Possible Action to Approve a Settlement Agreement between Northern Nevada Community Housing and the City of Fernley in regards to Third Judicial District Court case number 21-CV-00951.

Motion: MOVE TO APPROVE THE CONSENT AGENDA . **Action:** Approve, **Moved** by Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** None, **Abstain:** None.

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

Sheriff Frank Hunewill appeared with LT Mitch Runningham and provided a report for the Department. Sheriff Hunewill said there would be 2 more patrol officers posted to Fernley. The Sheriff's department will look into pulling Silver Springs out of the patrol pool with Fernley.

Lacy commented that he had seen a lot of deputies lately around Fernley.

Sheriff Hunewill said they would move back to a patrol pool.

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

Councilman Lacy reported that he read articles that have ranked Fernley as the number one city to move to out of 10 and he wanted to share that.

Councilman Lau brought a slideshow from the department of Health and Human Services.

Councilman Torres spoke about the Ice Cream Social that was held at the Senior Center for the Senior Citizen Advisory Committee.

4. PROCLAMATIONS BY THE MAYOR

There were none.

5. PRESENTATIONS

5.1. Presentation by Nevada Rural Counties Retired & Senior Volunteer Program (RSVP).

Molly Walt, CEO of Nevada Rural Counties and Senior Volunteer Program, presented an overview of the non-profit program and the services offered to the senior citizens in Fernley. She mentioned volunteer drivers are needed to help get their clients to their doctor's appointments.

Sherri Cathel RSVP field rep. for Fernley 3 days a week. She explained that Fernley has 3 dialysis clients who drive to Reno, as well as appointments in Fallon or Carson.

Mayor Pro Tem Felicity Zoberiski asked what they could do as a city to help promote the volunteer opportunity. She suggested we put it on the city website.

Molly asked to encourage city employees to volunteer.

Councilman Stan Lau wanted to thank RSVP and said he would like to start putting the word out.

6. PUBLIC HEARINGS

6.1. Possible action and discussion regarding Fiscal Year 2022/2023 proposed budget including but not limited to: All funds including Water Enterprise Fund; Wastewater Enterprise Fund; General Fund; Capital Improvement Program; all city departments; the budget process; timelines, goals, the existing budget; debt, staff including but not limited to reorganization, reclassification, employee positions, contracts, new positions, and all other matters related thereto.

Patrick Marsh, Acting City Manager, presented the budget book and changes for the City of Fernley.

Mark Soto, a Fernley resident, said he had been in contact with the school district about the routes that are getting congested with traffic and getting children to school. A child is getting dropped off at the middle of Cottonwood that has special needs. He asked that a sidewalk be put in so traffic is not stopped on Cottonwood and that child could be dropped off closer to their house.

Don McGuinn, a Fernley resident, said he is concerned about the water prices and asked where the money is going from the water and sewer bills. He also asked if the intersection by Raley's on 95 with the divider could be narrowed to allow people to make a right-hand turn.

Director of Finance Denise Lewis responded that the money for water is going to start reserving funds for water and sewer funds for capital projects, operations and maintenance. The money is being reserved for future water and sewer expenses. It is only to be used for water and sewer.

Motion: APPROVE BUDGET FOR FISCAL YEAR 2022/2023. **Action:** Approve, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberiski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** None, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

7. STAFF REPORTS

7.1. Update and possible action to approve the final schematic design and cost estimate of

the Community Response & Resource Center.

This Item was pulled.

7.2. Possible action to approve the City of Fernley Electronic Signature Policy

City Clerk Kim Swanson explained the purpose and importance of implementing an Electronic Signature Policy for the City.

Motion: APPROVE THE CITY OF FERNLEY'S ELECTRONIC SIGNATURE POLICY .

Action: Approve , **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** None, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

7.3. (For possible action) Discussion on the recruitment process for the replacement of the City Manager, including but not limited to: form of government, job title, job description, hiring process, organizational chart, modification of city ordinances/codes, etc.

Motion: TO MOVE TO THE NEXT AGENDA ITEM SINCE WE HAVE THIS RESOLVED.

Action: to hear the next agenda item, **Moved by** Councilman Ward 3 Stan Lau, **Seconded by** Councilman Ward 1 Ray Lacy. **Vote:** Passed, **summary:** Yes 4, No 0, Abstained 0. **Yes:** Councilman Ward 1 Lacy, Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** None, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

7.4. (For possible action) Discussion to approve a contract with Management Partners for the recruitment for the replacement for the position of the City Manager in an amount to be determined but estimated to be at \$25,000.

Neil McIntire asked if the council voted not to hire someone to find the City Manager and asked to clarify the topic. He said it is very important to get a head hunter to fill this position and the company will bring the best candidate for the city.

City Attorney Brandi Jensen spoke about the special meeting.

Fernley Resident Tammy Dittman asked which item was current.

Jerry Newfarmer on Zoom requested to speak. He commented that they had the proposal and agreed with the other speaker that using their service would bring high quality candidates to the City of Fernley. He said they do not choose the candidate to hire but bring forth high quality candidates to be selected by the council.

City Attorney Brandi Jensen clarified that Mr. Newfarmer is correct that the contract states Management Partners would only bring forth candidates for the council to choose from.

Councilman Lacy said he was concerned that the presentation was presumptuous. He thinks there are real issues with the Management Partners contract and would like to see this item brought to the next meeting.

Councilman Torres said they have already had the presentation and had another meeting with more details. Now they had a special meeting before this one with public input about the contract and it is time to make a decision.

Councilman Lacy said he was not contacted.

Mr. Newfarmer clarified that Management Partners would be contacting each council member after the contract is approved.

Director of Finance Denise Lewis announced the budget document is available for council to sign.

Motion: TO APPROVE THE CONTRACT WITH MANAGEMENT PARTNERS FOR THE AMOUNT OF \$25,900. **Action:** Approve, **Moved by** Councilman Ward 4 Albert Torres, **Seconded by** Councilman Ward 3 Stan Lau. **Vote:** Passed, **summary:** Yes 3, No 1, Abstained 0. **Yes:** Councilwoman Ward 2 Zoberski, Councilman Ward 3 Lau, Councilman Ward 4 Torres, **No:** Councilman Ward 1 Lacy, **Abstain:** None, **Absent:** Mayor Roy Edgington, Councilwoman Ward 5 McKay.

8. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

There were none.

9. PUBLIC FORUM

There were none.

10. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 7:00 pm.

Approved by the Fernley City Council on June 1, 2022, by a vote of:

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

ATTEST: City Clerk Kim Swanson

Mayor Pro Tem Felicity Zoberski

Report Criteria:

Business.License status = Active

Business.Origination Date = 05/12/2022-05/25/2022

Bus Name	Name	Mail Addr1	Mail City	Mail St	Mail Zip	Business Tel	Business Description
Buck's Backyard LLC	Brandon Shively	1513 Crestview Rd.	Fernley	NV	89408	775-835-2503	Residential Home Repair
Byrd's of a Feather Boutique LLC	Jamie Thurman	649 Canary Cir	Fernley	NV	89408	925-331-7733	Online store boutique
Lorraine Addison LLC	Lorraine Addison	PO Box 1316	Fernley	NV	89408	775-575-0800	Real Estate Sales
Ocean 5 Enterprises LLC	Ocean Andrew	3717 Cherrywood West Loop	Laramie	WY	82070	320-309-0879	Mobile food vendor: Alaskan Cod Fish and C
Roof Crafters Inc.	Brian Hunt/Erin Myrmel	PO Box 41268	Reno	NV	89504	775-831-4188	Roofing & Insulation Contractor #09936B, C-
The Fierce Group, LLC	John Michael Orms	157 Cambridge Dr.	Dayton	NV	89403	253-569-8241	Septic Clearing & Pumping Service
TJI Plumbing & Heating	Juan A. Ruiz Cardenas	2590 Baxter Way	Sparks	NV	89431	775-232-1570	Plumbing & Heating Contractor #84911 C-1
Warehouse Equipment Solutions, Inc.	Robert Johnson	895 E Patriot Blvd Suite 110	Reno	NV	89511	775-851-7811	Prefab Steel Strct/Conveyance of Goods Con
Grand Totals:							8



Proposed signs

Proposed signs



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: Kari Weitzel

FINANCIAL IMPACT:

Yes:X

No:

CURRENTLY BUDGETED:

Yes:X

No:

FUND/ACCOUNT:

510-810-698

ACTION REQUESTED: Consent

AGENDA ITEM: (For Possible Action):

Possible action to authorize the execution of the Water Right Banking and Dedication Agreement with Hero Land Holdings, LLC, APN 021-303-17, TCID serial number 1066-A in the amount of 42.795 acre-feet.

AGENDA ITEM BRIEF:

Staff is seeking Council approval to authorize the execution of the Water Right Banking and Dedication Agreement with Hero Land Holdings, LLC, APN 021-303-17, TCID serial number 1066-A in the amount of 42.795-acre feet.

RECOMMENDED MOTION:

"I move to authorize the execution of the Water Right Banking and Dedication Agreement with Hero Land Holdings, LLC, APN 021-303-17, TCID serial number 1066-A in the amount of 42.795 acre feet."

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

The City Council could choose to reject the dedication of water rights. This alternative is not recommended by staff and would be contrary to existing city policies.

BACKGROUND:

It is policy for the City of Fernley to have City Council approve all water right dedication agreements.

Hero Land Holdings, LLC is proposing to dedicate 42.795 acre-feet of water rights appurtenant to APN 021-303-17 (TCID Serial Number 1066-A) to the City of Fernley. The deed and dedication package were reviewed and approved by Taggart and Taggart, Ltd. The water will be used to support future development projects.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

FMC 32.09.035 requires developers to dedicate sufficient water rights to support their proposed development projects. Water dedicated to the City and banked under a banking agreement such as the one proposed here may be used to meet that requirement.

FINANCIAL IMPLICATIONS:

This dedication is being made to support future will serve commitment requests. Pursuant to prior Council direction on December 3, 2014, the City will cover all legal and engineering costs associated with the dedication.

ATTACHMENTS:

1. Hero Land Dedication Agreement
2. Hero Land Draft Deed

**WATER RIGHTS BANKING
AND DEDICATION AGREEMENT**

This Water Rights Banking and Dedication Agreement made as of the ____ day of _____, 2022 (this “Agreement”), by and between Hero Land Holdings LLC, a Nevada limited liability company, (the “Dedicator”) and the City of Fernley, a political subdivision of the State of Nevada (the “City”), for the purpose of dedicating and banking certain water rights.

R E C I T A L S

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

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

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

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

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

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

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

will serve commitment is made. In addition, the parties agree and understand that the City has no obligation to independently obtain the necessary water rights to fulfill a will-serve commitment;

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

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

A forty-two and seven hundred ninety-five one-thousandths (42.795) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1066-A. Said water rights are appurtenant to that certain real property located in Lyon County, State of Nevada described as Lyon County Assessor Parcel Number 021-303-17 and further described in that certain Grant, Bargain, and Sale Deed recorded in the official records of Lyon County on February 24, 2021 as Document No. 631637.

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

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

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

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

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

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

within the City's water utility service area as its boundaries are currently set and as they may be expanded through annexation.

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

- (a) The City is the final authority in determining the number of will-serve commitments which may be granted by the City; and
 - (b) The City is the final authority regarding the number of will serves that may be serviced by the Water Rights for any development. Such determination shall be based on the criteria established by the City and further established by the State Engineer.
10. **Term of Agreement.** The term of this Agreement shall be for a period of twenty-five (25) years and shall be renewable for one successive twenty-five (25) year period upon application of the Dedicator or the Assignee, and the approval of the City.
- (a) It is further understood and agreed between the City and the Dedicator that the Parties must agree to renew this agreement for the subsequent twenty-five year period. The City's decision to approve or reject a renewal of this agreement must be made pursuant to a vote by the Fernley City Council.
 - (b) The City may reject approval of a renewal of this Agreement **only** if:
 - (i) The City sends notice of the expiration of the initial twenty-five year term to the record owner of the Water Rights and receives no response within thirty (30) days of such notice; and
 - (ii) The Dedicator has not complied with the obligations included in this Agreement or does not agree to comply with the obligations of this Agreement during the renewal term of this Agreement.
 - (c) In the event that this Agreement is terminated, or expires pursuant to the provisions of this section, the City shall retain the title to the Water Rights, regardless of whether the Water Rights have been credited to an existing will-serve commitment.
11. **Notice.** Any notice required pursuant to this Agreement shall be sent via certified mail to the address listed below. Each Party is responsible for informing the other Party of any change in address. Notices from the City, including but not limited to notice of expiration of the 25-year term of this Agreement, shall be made to the address listed below, or to an updated address provided by the Dedicator or Assignee.

Dedicator

Douglas Barker .

979 Melba Dr.

Reno, NV 89503

City of Fernley

Department of Public Works

595 Silver Lace Boulevard

Fernley, NV 89408

12. **General Conditions.**

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

right given to such party hereunder shall constitute a waiver thereof unless the time specified herein for exercise of such right has expired, nor shall any single or partial exercise of any right preclude any other or further exercise thereof or of any other right. The waiver of any breach hereunder shall not be deemed to be a waiver of any other or any subsequent breach hereof.

- (h) **Further Assurances.** The parties agree to do such further acts and things and to execute and deliver such additional agreements and instruments as the other may reasonably require to consummate, evidence or confirm the dedication of the above reference water rights or any other agreement contained herein in the manner contemplated hereby.
- (i) **Successors and Assigns: Assignment.** This Agreement shall be binding upon and shall inure to the benefit of each of the City and the Dedicator and to their respective heirs, successors and assigns.
 - (i) The City shall have the right to assign its interest in this Agreement in whole or in part to any successor agency, subsidiary, or entity with jurisdiction to supply water service to customers within the City of Fernley, in which case, the references to the City herein shall include such assignee, and provided that such assignee assumes all of the obligations of the City under this Agreement by written instrument.
 - (ii) Any such assignment shall not relieve any party of its obligations under this Agreement. Any attempt to transfer, convey or assign this Agreement other than as provided herein shall be null and void.
- (j) **Time.** Time is of the essence in respect to each and every particular of this Agreement. Any time period to be computed pursuant to this Agreement shall be computed by excluding the first day and including the last. If the last day falls on a Saturday, Sunday or holiday, the last day shall be extended until the next business day that the City is open for business, but in no case will the extension be for more than four (4) days.
- (k) **Severability.** The determination that any covenant, agreement, condition or provision of this Agreement is invalid shall not affect the enforceability of the remaining covenants, agreements, conditions or provisions hereof and, in the event of such determination, this Agreement shall be construed as if such invalid covenant, agreement, condition or provision were not included herein.
- (l) **Delivery of Deed and Warranty.** The Dedicator shall deliver a Water Rights Grant Bargain and Sale Deed conveying and dedicating the Water Rights to the City at the time of the execution of this Agreement. Further, the Dedicator shall warrant that it is the legal owner of the Water Rights.

- (m) **Indemnification.** The Dedicator and the Assignee agree, jointly and severally, to indemnify the City at all times and hold the City harmless in respect of any claims, damages or losses (including, without limitation, attorney's fees and costs), whether known or unknown, disclosed or undisclosed, arising from, by reason of or in connection with any part or portion of this Agreement. Dedicator hereby represents and warrants it has not sold, assigned, transferred, conveyed, hypothecated, pledged, or otherwise disposed of or encumbered the water rights transferred herein except as provided in this Agreement. Dedicator acknowledges that in the event that any claim or dispute relating to the title of the water rights renders such water rights unusable within, or unavailable to, the City's water delivery system, the City may, at its sole discretion and in addition to any other remedies provided for by law, rescind this Agreement and withhold the will-serve commitments provided for herein. In the event that such will-serve commitments have already been issued, the City, in addition to any other remedies provided by law, may require Dedicator or Assignee, jointly or severally, to immediately acquire and dedicate to the City the same quantity and quality of water rights as the water rights rendered unusable within, or unavailable to, the City's water delivery system and/or the City may assign any other banked or reserved water rights in which Dedicator or Assignee have a beneficial interest, and that remain uncommitted to will-serve commitments, to the will-serve commitments already issued pursuant to this Agreement.
- (n) **Attorney's Fees.** In the event of any litigation between the parties hereto arising out of this Agreement, or if one party seeks to judicially enforce the terms of this Agreement, the prevailing party shall be reimbursed for all reasonable costs, including, but not limited to, reasonable attorney's fees.

[signature page follows]

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

City of Fernley

Mayor of Fernley

Date:

Attested:

City Clerk

Dedicator

Todd Scrima, Managing Member
Hero Land Holdings LLC

Date:

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

LYON CO. APN: 021-303-17

RECORDING REQUESTED BY:

City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

AFTER RECORDATION RETURN TO:

City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

SPACE ABOVE THIS LINE FOR RECORDER'S USE

WATER RIGHTS GRANT, BARGAIN, & SALE DEED

THIS WATER RIGHTS DEED is made and entered into this ____ day of _____, 2022, to convey the below-mentioned water rights from HERO LAND HOLDINGS, LLC, a Nevada limited liability company, (hereinafter referred to as "GRANTOR") to the CITY OF FERNLEY, a political subdivision of the State of Nevada (hereinafter referred to as "GRANTEE")

WITNESSETH:

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

A forty-two and seven hundred ninety-five one-thousandths (42.795) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1066-A. Said water rights are appurtenant to that certain real property located in Lyon County, State of Nevada described as Lyon County Assessor Parcel Number 021-303-17 and further described in that certain Grant, Bargain, and Sale Deed recorded in the official records of Lyon County on February 24, 2021 as Document No. 631637

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

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

GRANTOR:

STATE OF _____)
 : ss.
COUNTY OF _____)

WITNESS my hand and official seal.

NOTARY PUBLIC



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: Kari Weitzel

FINANCIAL IMPACT:

Yes:X No:

CURRENTLY BUDGETED:

Yes:X No:

FUND/ACCOUNT:

510-395-910, 520-395-910

ACTION REQUESTED: Consent

AGENDA ITEM: (For Possible Action):

Possible Action to Approve the Will-Serve Request from Rusty Scott Burns for 5.4 ERC's for Water and 15.63 ERC's for Sewer for 3 Four Plex units for Lyon County Parcel 020-983-08,-09,-10 located at 755, 785, and 815 Starlite Drive Fernley, NV 89408

AGENDA ITEM BRIEF:

1. Rusty Scott Burns is seeking a Will-Serve for 3 multi-family units in Fernley, NV
2. This project requires 5.4 ERCs of water, which is equal to 6.048 acre-ft, for water, and 15.63 ERCs for sewer for the 3 lots.
3. Rusty Scott Burns has 0 -acre-feet of beneficial interest in water rights remaining after this project

RECOMMENDED MOTION:

"I move to approve the Will-Serve Request from Rusty Scott Burns for 5.4 ERCs for Water and 15.63 ERCs for Sewer for 3 Four Plex units for Lyon County Parcel 020-983-08,-09,-10 located at 755, 785, and 815 Starlite Drive Fernley, NV 89408."

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:

BACKGROUND:

- In April 2018, Rusty Scott Burns was assigned 9.135 acre-feet of water rights from Donna L. Blodgett.
-
- July 2018, Rusty Scott Burns assigned 3.7 AF to APN 020-983-06, -07 for two four plex units.
-
- May 2022, Rusty Burns assigned his remaining water rights of 5.435 AF to APN 020-983-08, -09, -10

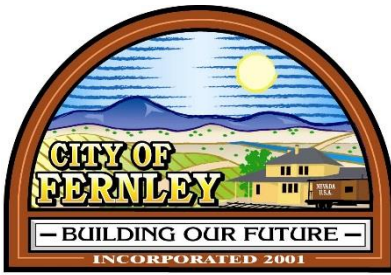
RELEVANT LAWS, STATUTES, AND REGULATIONS:

The water needed for this project has been previously dedicated under a prior banking agreement. City staff has determined that the City has adequate water and sewer resources to support the requested will-serve commitment.

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

1. 2022.06.01 Will Serve -Rusty Burns



THE CITY OF FERNLEY
Public Works Department
595 Silver Lace Blvd
Fernley, NV 89408

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: Rusty Scott Burn (Starlite) Development/ project or property located at APN 020-983-08, -09, -10 Fernley, Nevada with 5.4 water connections and/or 15.63 sewer connections for Service to 3 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the utility connection fees in effect at the time of this will-serve certification, currently \$5,165.00 per unit for water and \$3,474.00 per Equivalent Residential Capacity (ERC) unit for sewer.
2. Applicant must comply with all applicable laws, statutes, ordinances and regulations.
3. Said fees and costs must be paid in full before connections to water/sewer services. **Connections to utility service shall be completed within a reasonable time from the date of original approval of this Will-Serve by the Fernley City Council. Failure to diligently pursue connection to utility service may render this Will-Serve null and void.** Public Works, at its sole discretion, shall have authority to determine whether connection to utility service is being diligently pursued and, with sixty (60) days written notice to the party who requested this Will-Serve, may cancel this Will-Serve for failure to connect to utility service within a reasonable time.
4. Service shall be provided only to the project or site identified above. **This Will-Serve is limited to the project or property described above and is not transferable to any other project or property.**
5. Service shall be provided pursuant to the plans and specifications submitted to and approved by Public Works. Service shall not be provided pursuant to any alterations to or deviation from the same without the express written approval of Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**
6. This Will-Serve applies to: APN# 020-983-08, -09, -10

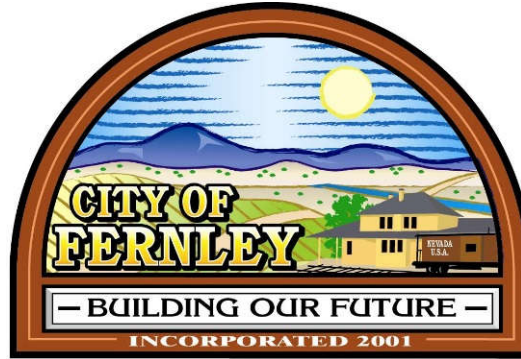
Fernley City Council Approved Will-Serve on June 1, 2022

Public Works Director

Mayor – City of Fernley

Applicant

Date

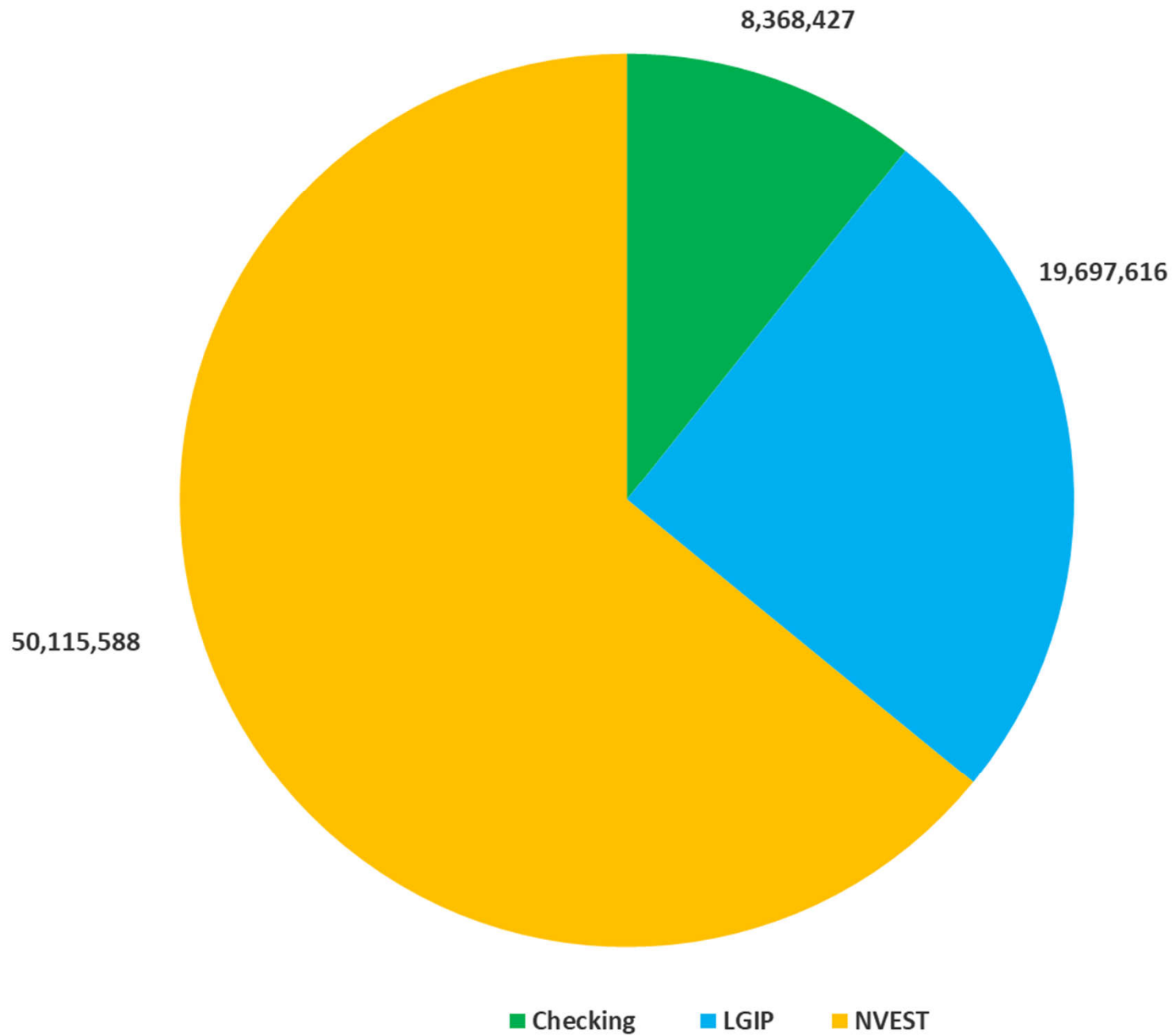


CITY OF FERNLEY

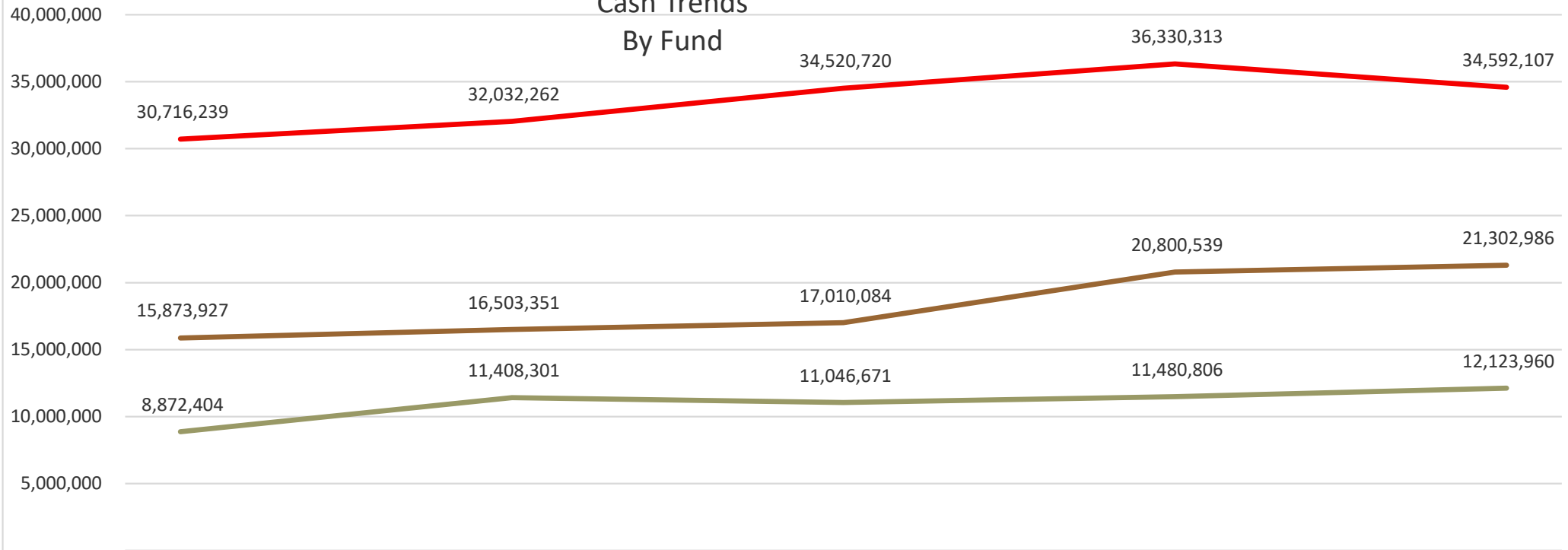
Quarterly Financial Presentation

March 31, 2022 (Unaudited)

Cash Balances by Depository



City of Fernley Cash Trends By Fund



	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22
General Fund	8,872,404	11,408,301	11,046,671	11,480,806	12,123,960
Water	30,716,239	32,032,262	34,520,720	36,330,313	34,592,107
Sewer	15,873,927	16,503,351	17,010,084	20,800,539	21,302,986

General Fund Water Sewer

Balances as of 3.31.22

Checking 8,368,427

LGIP 19,697,616

NVEST 50,115,588

78,181,631

equals total cash of all governmental and enterprise funds combined

****Note: Water balance includes \$3,624,107 of Reserved-in lieu of fees as of 3.31.22**

Budget vs Actual by Fund

March 31, 2022

	Current Year Budget 2021/22	Current Year Actual 3/31/2022	Variance	Variance %
<u>General Fund</u>				
Revenues	\$ 8,393,389	\$ 6,641,516	\$ (1,751,873)	79.13%
RTC Revenues	5,823,000	356,108	(5,466,892)	6.12%
Expenditures	11,712,954	6,193,123	5,519,831	52.87%
RTC Expenditures	5,823,000	356,108	5,466,892	6.12%
Excess (deficiency)	<u>(3,319,565)</u>	<u>448,393</u>	<u>3,767,958</u>	

*Note

A negative variance for revenues means revenues either haven't been collected to date or revenues are below budget

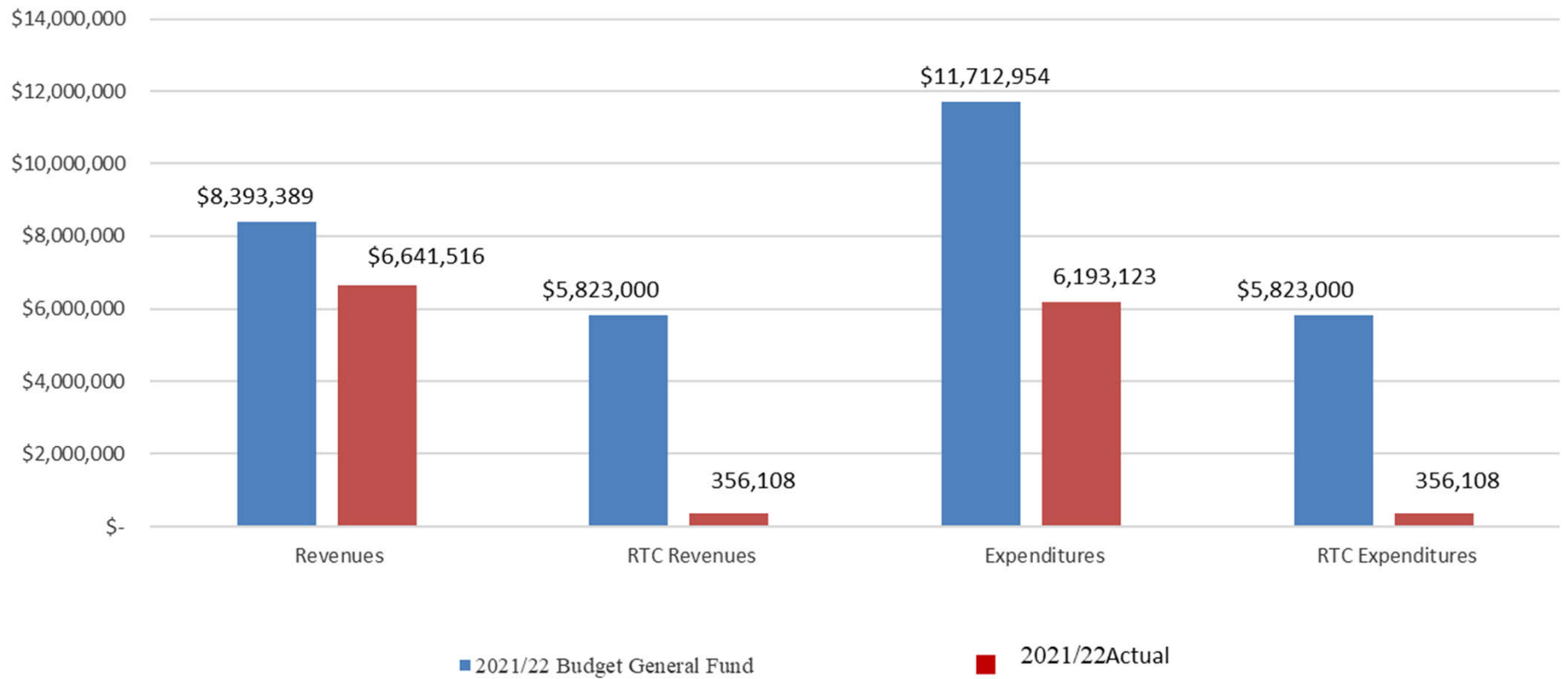
A negative variance for expenses/expenditures means expenses/expenditures are over budget

Variance Percentages Revenues - means we have recorded or received this percentage of revenue to date

Variance Percentages Expenses/Expenditures - means we have used resources or spent this percentage to date

These are preliminary numbers, unaudited and prior to year end adjustments

General Fund
Budget vs Actual @ 3/31/2022



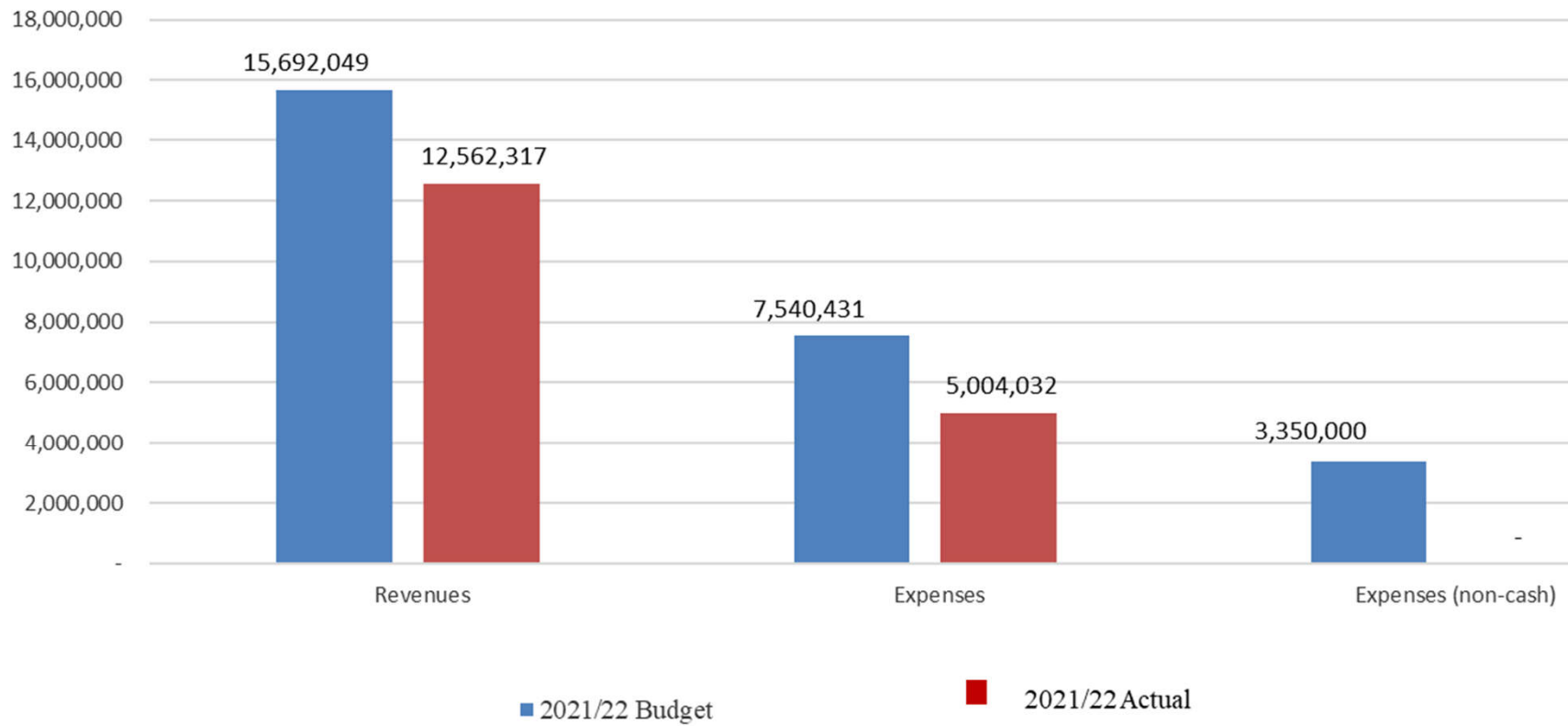
City of Fernley General Fund
Budget vs Actual
March 31, 2022

	2021/22 Current year Budget	2021/22 Current year Actual	2021/22 Current year Remaining Budget
GENERAL FUND			
Taxes	3,748,330	3,329,692	(418,638)
Licenses and Permits	3,523,697	2,772,904	(750,793)
Intergovernmental Revenue	6,673,062	978,452	(5,694,610)
Charges for Services	19,000	8,914	(10,086)
Fines and Forfeitures	162,300	132,354	(29,946)
Miscellaneous Revenue	90,000	(233,186)	(323,186)
Sale of Assets	-	8,496	8,496
Total Revenue	14,216,389	6,997,624	(7,218,765)
Mayor/City Council	138,778	108,807	29,971
Office of City Manager	616,274	429,626	186,648
Office of City Attorney	588,150	386,883	201,267
*Finance	688,015	170,593	517,422
Office of City Clerk	324,608	234,121	90,487
*Facilities and General Exp	349,125	337,639	11,486
*Information Technology	184,946	174,022	10,924
Municipal Court	506,657	279,624	227,033
Streets and Storm Drains	9,781,189	1,326,204	8,454,985
Fleet	192,581	149,415	43,166
Animal Control	91,602	62,637	28,965
*Vector Control	34,365	33,820	545
Engineering	704,579	561,537	143,042
**Parks	1,293,757	627,656	666,101
Cemetery	35,500	10,164	25,336
Building Services	452,201	265,707	186,494
Planning/Community Develop	430,851	268,000	162,851
*Debt Service	1,122,776	1,122,776	-
Total Expenditures	17,535,954	6,549,231	10,986,723
Net Revenues over/(under) Expenditures	(3,319,565)	448,393	3,767,958
*Note these departments/functions included shared costs that are not recorded until year end **Please note that RCT Fund and Parks and Facilities Fund transactions are a part of general fund activities.			

City of Fernley Water Fund
Budget vs Actual
March 31, 2022

	2021/22 Current year Budget	2021/22 Current year Actual	2021/22 Current year Remaining Budget
WATER ENTERPRISE FUND			
Operating Revenue	10,723,000	7,602,303	(3,120,697)
Non-Operating Revenue	4,419,049	3,940,056	(478,993)
Other Financing Sources	-	-	-
Capital Contributions	550,000	1,019,959	469,959
Total Revenues	15,692,049	12,562,317	(3,129,732)
WD Non-Operating Expense	1,793,992	1,651,876	142,116
WD Operating Expense	7,679,487	2,520,627	5,158,860
WTP Operating Expenses	1,416,952	831,530	585,422
Total Expenses	10,890,431	5,004,032	5,886,399
Increase (Decrease) Net Position	4,801,618	7,558,285	2,756,667

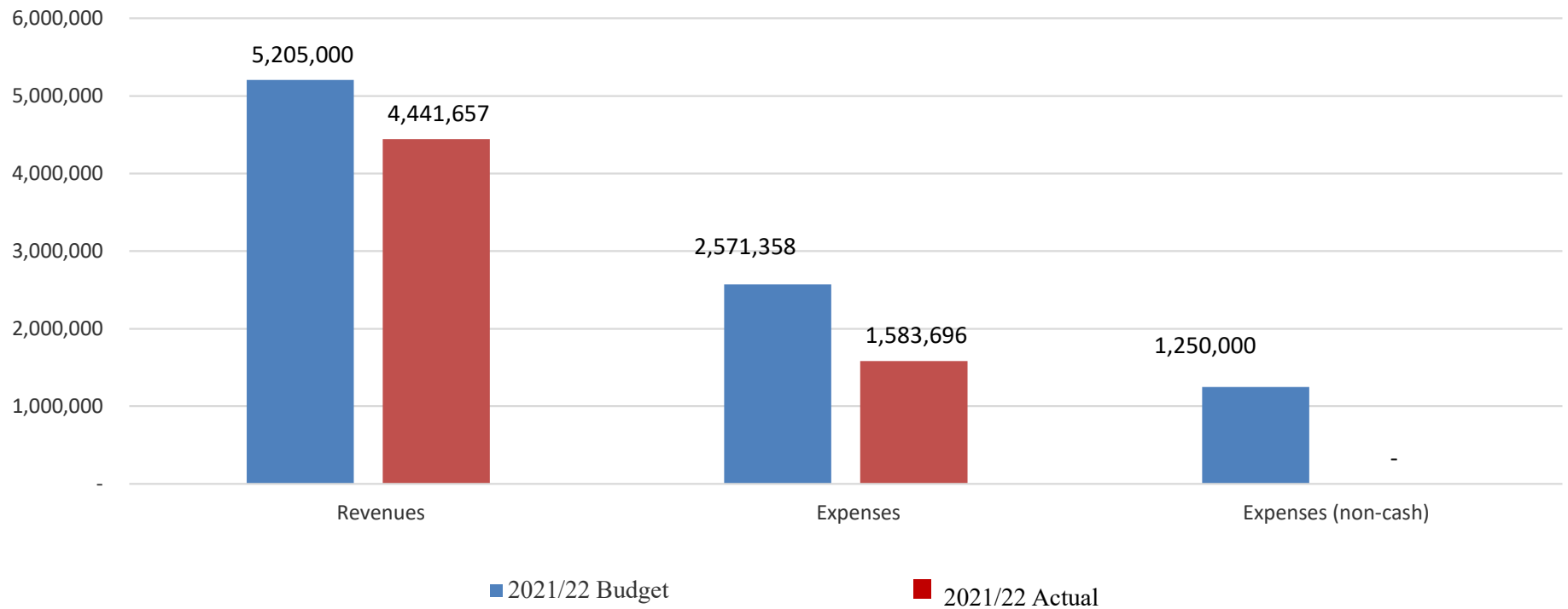
Water
Budget vs Actual @ 3/31/2022



City of Fernley Sewer Fund
Budget vs Actual
March 31, 2022

	2021/22 Current year Budget	2021/22 Current year Actual	2021/22 Current year Remaining Budget
SEWER ENTERPRISE FUND			
Operating Revenue	4,690,000	3,564,833	(1,125,167)
Non-Operating Revenue	115,000	(275,827)	(390,827)
Other Financing Sources	-	304,500	304,500
Capital Contributions	400,000	848,152	448,152
Total Revenues	5,205,000	4,441,657	(763,343)
Non-Operating Expenses	155,000	154,347	653
Operating Expenses	3,666,358	1,429,349	2,237,009
Total Expenses	3,821,358	1,583,696	2,237,662
Increase (Decrease) Net Position	1,383,642	2,857,962	1,474,320

Sewer
Budget vs Actual @ 3/31/2022



PROJECT MANAGEMENT

Construction in Progress

➤ GOVERNMENT FUNDS

➤ WATER FUND

➤ SEWER FUND

Dates included in the following slides represent the fiscal years the projects began.

Government Sources of funds:

GF – General Fund

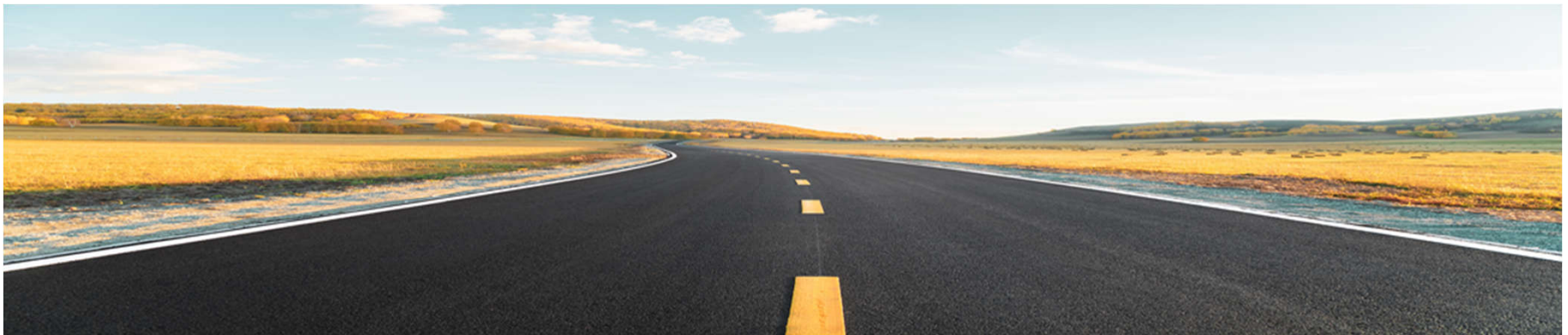
Gr – Grants Fund

CI – Capital Improvement Fund

GENERAL GOVERNMENT

Capital Projects in Progress (Costs to date)

➤ Community Center(2018) Gr	9,970
➤ Community Resource Center(2022) Gr	196,856
➤ Cares Act(2020)Gr	3,921,860
➤ Cottonwood Lane Reconstruction(2020)GF	342,057
➤ Shadow Lane Reconstruction(2021)GF	246,212
➤ Fernley Industrial Park Rehabilitation(2020)GF	81,834
➤ Green Valley Park Improvements(2021)GF	49,681
➤ Red Rock road Extension Design & Const(2021)GF	40,779



WATER FUND

Capital Projects in Progress (Costs to date)

➤ Water meter replacement project (2016)	1,399,145
➤ Surface Water Conveyance and Treatment Design(2018)	1,632,739
➤ EWWTP Fire Lane & Portable Water Main Design(2019)	909,451
➤ Cottonwood Lane Waterline Reconstruction(2020)	45,425
➤ Shadow Lane Waterline Replacement(2021)	11,398
➤ Sage Tank Rehab & Reconstruction(2022)	20,098



SEWER FUND

Capital Projects in Progress (Costs to date)

➤ EWWTP Monitoring Well Install & Surveying(2020)	119,666
➤ Cottonwood Lane Sewer Rehabilitation(2020)	10,920
➤ Shadow Lane Sewer Rehabilitation(2021)	10,258
➤ Farm District Road Rehabilitation PH2(2021)	18,685
➤ US50A/95A Sewer Improvement(2021)	456,041
➤ West Lift Station Upgrade-Design & Const(2022)	38,117
➤ East Lift Station Grit Chamber Replacement(2022)	10,056





PROJECT MANAGEMENT

Streets Maintenance Projects (Costs to date)

 PMP (2015)	3,071,542
--	-----------



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: April Homme

FINANCIAL IMPACT:

Yes: X

No:

CURRENTLY BUDGETED:

Yes: X

No:

FUND/ACCOUNT:

100-413-322

ACTION REQUESTED: Motion

AGENDA ITEM: (For Possible Action):

For Possible Action Management Partners Efficiency Study assessment of the City Attorney's Office (CAO) Preliminary Recommendations.

AGENDA ITEM BRIEF:

Presentation and update on Efficiency Study assessment of the City Attorney's Office (CAO) Preliminary Recommendations.

RECOMMENDED MOTION:

"I move to direct staff to move forward with the recommendations as presented."

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 deny staff to move forward with the recommendations as presented."

BACKGROUND:

On December 16, 2020, City Council directed staff to move forward with a citywide efficiency study.

On October 06 ,2021 , the contract with Management Partners to conduct an efficiency study of the City's Municipal Court and the City Attorney's Office was pulled from the agenda to be brought back at a later date.

On December 01,2021, City Council approved the contract with Management Partners to conduct an efficiency study of the City Attorney's Office.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

There are none

FINANCIAL IMPLICATIONS:

The total cost for this study is \$29,500. Funding was allocated in the City Manager's Office for Efficiency Studies in FY 2021-2022.

ATTACHMENTS:

1. 4211001_FernleyCityAttorneyOrgRev_Recommendations_2022_0406



To: Daphne Hooper, City Manager
Brandi Jensen, City Attorney
City of Fernley, Nevada

From: Lynn Dantzker, Senior Partner
Andrea Miller, Special Advisor
Sam Lieberman, Senior Manager

Subject: Fernley City Attorney's Office Organization Review Observations and
Preliminary Recommendations – Draft

Date: April 6, 2022

Executive Summary

Management Partners was engaged by the City of Fernley to conduct an organizational assessment of the City Attorney's Office (CAO). Recent changes in the office, including the addition of full-time staff, have provided opportunities to rethink the service delivery model and position themselves to meet the interests and needs of the City organization for a modern municipal office function. Historically, the CAO has focused on misdemeanor criminal prosecutions and code violations. However, the complexity of issues in a growing community such as Fernley as well as those that inevitably emerge within the administration and service delivery environment of local government today require the CAO to find ways to expand their expertise and increase capacity for strategic thinking and engagement across the City organization.

With recent changes, the state legislature recognized that city attorney functions have evolved from a focus on criminal misdemeanor prosecutions to one that needs to respond to a broad range of complex issues faced by local government officials. Leaders in the City Attorney's Office understand the need to expand their municipal law expertise and experience and consider alternative service delivery options to enable them to do so. This memorandum describes our recommendations to position the Office for such a transition.

Expectations of a Modern City Attorney's Office

The City Attorney is appointed by the Mayor and City Council and serves as the chief legal counsel to the City government. In this role, the City Attorney's Office advises the Mayor and

Council, City staff, boards and commissions with respect to matters involving an official duty or any legal matter pertaining to the affairs of the City.

In addition, a modern municipal law office function is also expected to provide advice, counsel, and legal analysis on a wide range of issues in a variety of contexts. The City Attorney's Office is expected to support other departments and contribute to the City's success by delivering sound alternatives and strategic thinking, enabling City officials to reach their goals and objectives.

Decision-making in a local government context is complex, and when considering decisions within a regulatory environment, the law, and a policy framework, the complexity grows exponentially. Paths and strategies are not always clear and the CAO is expected to provide advice that mitigates risk, but balances that against organizational and policy objectives. The role of the City Attorney is a legal advisor, helping City leaders to identify options and the advantages and disadvantages to proceeding in a given way, consistent with the Council's goals, objectives and vision.

Other responsibilities of the City Attorney's Office include:

- Approving ordinances and resolutions to ensure they accurately reflect the Council's direction;
- Drafting contracts and other legal documents to adequately protect the City's interests;
- Representing the City in land use matters to ensure the City's interests are met through growth and development consistent with the General Plan;
- Representing the City in litigation, administrative hearings, and other legal proceedings; and
- Managing work performed by outside counsel.

Major Areas of Focus and Observations

In conducting our assessment, the following areas of focus emerged as being key to our review and analysis:

- Municipal law expertise and experience;
- Existing CAO functions and office capacity;
- Leadership, management and professional development; and
- Business processes and systems.

Within this context, the following major observations about the CAO informed our thinking and analysis.

- ***Professional legal and support staff have positive attitudes and are sincerely interested in the City's future.*** They look forward to changes that will enable them to provide the



legal expertise and services their internal clients need and expect, become more effective team members engaged in achieving the City's broader goals and objectives, and more efficiently perform their work through technology and system improvements.

- *The office focus is on criminal issues, case management, victim notification, and restitution that limit the capacity to deliver the broad range of functions expected of a modern municipal law office.* Preparation for courtroom appearances and effective management of prosecution cases and the civil litigation process, though, continues to reduce liability exposure and achieve positive case outcomes.
- *The CAO is viewed as approachable and generally responsive to requests for service from City departments.* However, the lack of general municipal law experience, broad-based experience working in a municipal environment, and a focus on prosecution and civil litigation limits the effectiveness of the office generally.
- *The level of municipal law expertise within the office, as well as the organizational culture focus on misdemeanor prosecutions and resource limitations present major challenges to change and improvement.*
- *The current service delivery model severely constrains the capacity of the CAO to deliver a modern municipal city attorney function.* Changes in state law and consideration of some alternative models are needed to provide the needed capacity to do so.
- *City leaders would like more strategic engagement and municipal law advice and counsel from the CAO staff.* Such collaboration and engagement cannot always be prescriptive, rather it requires an organizational culture where staff are prepared to collaborate when there is a lack of certainty about the outcome.
- *Technology, business, and performance system improvements are important, but will not be enough to effect change and improvement and meet the expectations of City staff and policymakers to address complex issues both within and outside the organization.* Additionally, under the current service delivery model, the CAO has little time to focus on needed business and system improvements.
- *The absence of a document management system and workload tracking practices inhibits staff in the office from understanding how they are spending time and evaluating ways to improve or change.*
- *Change and improvement will require leadership, an investment in professional development, training, and support for alternative service delivery model options.*

Major Recommendations

We have provided 25 recommendations (summarized in an attachment) throughout this memorandum. They generally fall into the following major areas:

1. *Invest in professional development to support enhancing municipal law expertise and experience.* We have provided several recommendations in support of investing in the



City Attorney's professional development as well as training for the entire staff. We have also pointed out the importance of a more comprehensive performance evaluation process to ensure policymakers understand the full range of functions and expectations of a city attorney.

2. ***Restructure the criminal misdemeanor service delivery model.*** State legislative changes requiring the decriminalization of traffic citations in 2023 and the implementation of an administrative hearing process for municipal code violations would result in significant capacity increases of both professional and support staff.
3. ***Increased focus on and management of resources and business systems improvements.*** With increased support staff, there is an opportunity to implement existing City systems (e.g., document management) within the CAO and establish other tracking and monitoring systems to enable more informed management of the office.
4. ***Expand Citywide communication and collaboration.*** Rethinking how the office engages with the others in the City organization would benefit both CAO staff and City staff. A facilitated teambuilding session by a third party would elicit the interests of everyone involved and likely lead to resetting the framework for ongoing collaboration, and most importantly, establish shared expectations.

Organization of this Memorandum

This memorandum is organized into the following sections:

- Project Approach
- Comparable Agency Information and Workload Measures
- Current Staffing, Roles and Responsibilities in the City Attorney's Office
- Alternative Misdemeanor Prosecution and Civil Litigation Model Opportunities
- Leadership, Management and Professional Development
- Business Processes and Systems
- Conflict of Interest Advice and Counsel
- Conclusion

Project Approach

Management Partners obtained information to inform our recommendations through a variety of activities described below.

Interviews

Management Partners conducted interviews with individuals across the City organization and court system to learn about their experience working with the City Attorney's Office, understand what works well, and to help identify opportunities for change and improvement. The following individuals were interviewed:

- City Manager,
- City Attorney,



- Deputy City Attorney,
- Assistant to the City Attorney,
- City Treasurer/Finance Director,
- City Clerk,
- Human Resources Director,
- Planning Director,
- Public Works Director,
- Building Official,
- Senior Project Manager, Engineering Division,
- Municipal Court Judge/Justice of the Peace, and
- Lyon County District Attorney.

The major themes from the interviews are summarized below.

- The City Attorney and staff in her office are fairly responsive to requests and deadlines. They are responsive both through email and phone calls and they do not hesitate to set a meeting to discuss issues.
- Department staff that need review and advice on contracts, agreements, and quasi-judicial communications indicate that the City Attorney and her staff complete their work in a timely fashion.
- Some interviewees described the City Attorney as having an "open door policy" of which they were appreciative.
- The City Attorney has weekly, individual meetings with each of the interviewees in the organization as well as the city engineer. The purpose of the meetings is to discuss emerging or ongoing issues and respond to questions department staff may have about a range of topics. Interviewees indicated these meetings are generally helpful.
- There is a perception that the City Attorney's municipal legal and advice function to individuals in the City organization suffers as the CAO's focus has been on prosecutions.
- The City Attorney appropriately focuses on advice and counsel to avoid litigation, but staff in the City are also interested in understanding risk mitigation strategies to achieve objectives as distinguished from complete risk avoidance.
- There is a general lack of municipal law knowledge, experience, and training by staff within the office.
- The capacity to effectively assess risk and risk adversity limits possible approaches and precludes strategic and innovative thinking.
- There is a greater focus on process rather than on achieving effective results.
- Teambuilding, focused on building trust, exploring new approaches, and building rapport, could assist in developing realistic expectations.
- The CAO is prepared and effectively prosecutes misdemeanor cases.
- The victim notification and restitution process are handled professionally.



Document Review

Management Partners reviewed a range of documents to help inform our analysis. These included:

1. Fernley Municipal Code Chapter 3
2. CAO Goals and Accomplishments 2022
3. CAO Budgets for FY 2018-19, FY 2019-20, and FY 2020-21
4. CAO Policies and Procedures
5. CAO Litigation Summaries
6. CAO Criminal and Traffic Case Statistics
7. Fernley Municipal Court Statistics
8. POOL PACT Interagency Cooperation Agreements
9. POOL PACT Annual Reports
10. CAO Unattended Projects Lists
11. PowerPoint Presentations by the CAO to the Citizens' Academy and City Council
12. PowerPoint Presentation by the Fernley Municipal Court to the Citizens' Academy
13. Nevada Assembly Bill 116
14. Nevada Supreme Court Administrative Office Annual Reports (2018, 2019, 2020, 2021)
15. Nevada Rules of Professional Conduct
16. Nevada Revised Statutes, Title 21
17. FY 2021-22 Adopted Budgets for the cities of Boulder City, Elko and Mesquite
18. National Prosecution Standards, Third Edition, by the District Attorneys Association
19. How Many Cases Should a Prosecutor Handle: Results of the National Workload Assessment Project by the American Prosecutors Research Institute (2002)
20. Costs and Consequences of Traffic Fines and Fees: A Case Study of Open Warrants in Las Vegas, Nevada, Department of Sociology, University of Nevada, Las Vegas, 2021

Employee Questionnaire

An employee questionnaire was distributed to all staff members in the City Attorney's Office to identify how they spend their time on a variety of functions, the extent of training and professional development offered, and to understand employee relations in the office. The two professional staff attorneys responded to the questionnaire, the former legal secretary did not.

Observations from the questionnaire are summarized below. Generally, employees believe:

- They spend the majority of time prosecuting cases and providing legal advice and counsel.
- There is additional work that could be handled by support staff, such as paralegals or legal secretaries.
- They do not necessarily believe that some aspects of their work could be handled effectively by another entity.



- Some services could be delivered differently, such as through the creation of an administrative court or by providing legal opinions by other means than responding during staff meetings.
- There are business systems that could improve the efficiency of their work, such as more effective integration of LegalEdge and Spillman.
- They have been able to take advantage of training and professional development.
- They work well as a team (within the City Attorney's Office), and agree it is a good place to work.

Comparable Agency Information and Workload Measures

Management Partners collected CAO information from comparable jurisdictions (i.e., Nevada cities with roughly the same population) to understand staffing levels, use of outside counsel, and budget. These data were collected from publicly available resources from the following cities:

- Boulder City
- Elko
- Mesquite

As can be seen in Table 1, Fernley and peer agencies use outside counsel to varying degrees to handle civil and criminal litigation. The CAO in the City of Elko has been contracted entirely since 1987. This agreement is managed by the City Manager's Office. The firm provides general municipal legal advice and counsel and represents Elko in civil and criminal cases.

In Fernley, Boulder City and Mesquite, civil litigation is generally handled inhouse, at times with the assistance of outside counsel. Prosecution cases are handled inhouse in Fernley and Mesquite while Boulder City contracts entirely for this service. Fernley and the peer agencies also use outside counsel in matters and litigation cases that are complex or require special expertise.

Table 1. Comparable Agency Budget, Staffing, Use of Outside Council

Budget, Staffing and Caseload	Fernley (Population 22,895)	Boulder City (Population 14,885)	Elko (Population 20,564)	Mesquite (Population 20,471)
FY 2021-22 Budget	\$588,150	\$480,171	\$415,000	\$508,765
Attorneys (FTEs)	2	1	N/A	1
Support Staff (FTEs)	2	1	N/A	1
Civil Litigation	Varies	Mostly inhouse	Contracted	Mostly inhouse
Criminal Prosecution	Inhouse	Contracted	Contracted	Inhouse

Civil and Criminal Litigation



Table 2 provides information about the criminal, civil and traffic cases filed in the Fernley Municipal Court and the respective municipal courts for the peer agencies in 2021. Criminal prosecution cases range from 348 in Fernley to 659 in Mesquite.

Table 2. Case Counts for Peer Jurisdictions in 2021

Case Type	Fernley	Boulder City	Elko	Mesquite
Criminal	348	581	349	659
Civil Filings	2	5	2	4
Traffic	2,018	2,545	221 ¹	1,238
TOTAL	2,368	3,131	572	1,901

Source: Nevada Supreme Court, Administrative Office of the Courts, 2021 Trial Court Statistics;

¹Jurisdiction of misdemeanor traffic violations of the Elko County Code and Nevada Revised Statutes is shared between the Elko Municipal Court and the Justice Court. This number reflects cases actually prosecuted by the Elko City Attorney's Office.

Traffic case counts reflect the total traffic citations issued by law enforcement officers in Fernley, Boulder City, and Mesquite. While specific data is not publicly available, Fernley Municipal Court officials estimate that approximately 90% of traffic citations are resolved by the court, resulting in 10% of traffic cases requiring prosecution by the CAO. Applying this estimate across the other three jurisdictions, the actual number of traffic prosecution cases, including Elko, would be as follows:

- Elko: 221
- Fernley: 202
- Boulder City: 255
- Mesquite: 124

Traffic figures reported by the Elko Municipal Court reflect the number of traffic cases prosecuted by the CAO. Elko traffic citations are also handled by the Justice Court which shares jurisdiction. Assuming that 10% of traffic citations are prosecuted, Table 3 provides a revised estimate of the total litigation cases in 2021 across the jurisdictions.

Table 3. Revised Estimated Total Civil and Criminal Cases

Case Type	Fernley	Boulder City	Elko	Mesquite
Criminal	348	581	349	659
Civil Filings	2	5	2	4
Traffic¹	202	255	221	124
TOTAL	552	841	572	787

¹An estimated 10% of traffic citations issued by law enforcement result in criminal prosecution in Fernley, Boulder City, and Mesquite based on municipal court estimates.



Workload Measures

In addition to litigation, the CAO in Fernley and the peer agencies provide legal advice and representation to the Mayor and City Council, City staff, and boards and commissions with respect to their official duties or any legal matter pertaining to municipal affairs. The CAO in Fernley and the peer agencies also approve ordinances, resolutions, contracts, and other legal documents and advise officials on a broad range of topics such as employment and labor relations, open meeting and public records laws, land use, development, elections, and conflicts of interest. These responsibilities require a significant amount of time and attention.

Management Partners researched workload indicators and performance measures from publicly available sources. Of the three peer jurisdictions, only Boulder City has publicly available workload measures (and no outcome measures). Examples of measures from Boulder City include:

- Number of prepared criminal complaints,
- Prepared subpoenas,
- Prepared legal correspondence,
- Contracts reviewed,
- Resolutions prepared/reviewed, and
- Prepared legal opinions.

Workload measures related to the provision of general municipal legal advice and counsel to the City organization are not consistently tracked and reported in Fernley. For instance, the number of requests for legal advice by City departments; requests for written legal opinions or legal opinions drafted; the number of contracts, ordinances, and resolutions drafted; and responses to public records requests are not readily available. The number of agenda reports reviewed last year was obtained through a manual count. As such, Management Partners was unable to objectively compare workload related to the general municipal legal function among Fernley and its peer agencies.

Without reliable workload data related to one of the major functions of the CAO, Management Partners' ability to evaluate overall staffing and workload levels and identify resource needs was limited. However, some general observations based on the data we were able to obtain and our experience include:

- The peer comparison suggests the workload in the CAO is manageable given the current resources.
- Adjustments in service delivery should increase capacity that may then be focused on the provision of municipal legal advice and counsel to the City organization.
- The Fernley CAO was authorized to spend \$588,150 in FY 2021-22, which is about \$120,000 more than the peer agency average. Annual budgets, though, likely differ due



contractual service costs which can vary from year to year. This often depends on litigation activity.

Current Staffing, Roles and Responsibilities in the City Attorney's Office

The CAO provides municipal legal advice and counsel to the Mayor and Council, City commissions and departments, prosecutes misdemeanor criminal and traffic violations of the state law occurring in the City and violations of the City Code, and represents the City in civil cases.

Fernley City Code Sec. 2.03.03 provides that the city attorney shall be the legal advisor of the city council, the mayor, and all officers of the city in all matters relating to the affairs of the city and shall act pursuant to the Nevada Revised Statutes (NRS) 266.470, with specific duties established by a majority vote of the city council. The NRS statute states:

NRS § 266.470 Duties. The city attorney shall be the legal adviser of the city council and all officers of the city in all matters respecting the affairs of the city and shall perform such duties as may be required by the city council or prescribed by ordinance.

Staffing

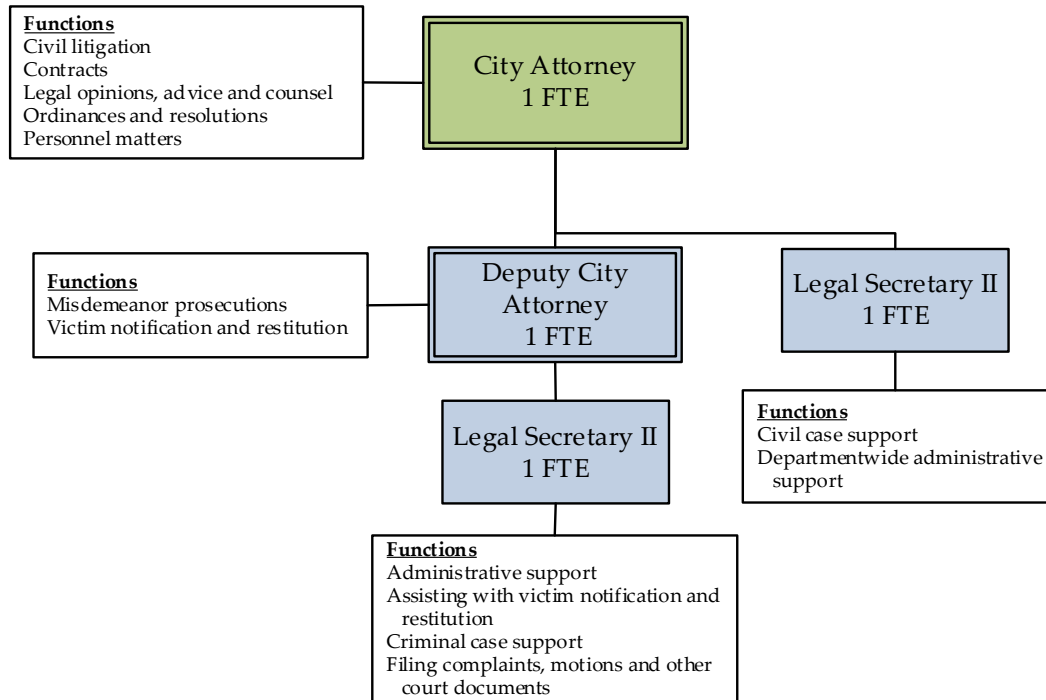
Staffing of the City Attorney's Office currently includes two full-time attorneys, each supported by one full-time legal secretary. This staffing model, consisting of four full-time employees, was implemented in early 2022, and has enabled the City Attorney to more clearly define roles and responsibilities and the functions within the office. Organizationally, the CAO is divided into three functional areas:

- Municipal law;
- Civil litigation, claims and investigations; and
- Prosecution, victim notification and restitution.

Figure 1 shows the existing functional organization chart for the Fernley City Attorney's Office.



Figure 1. Fernley City Attorney Existing Functional Organization Chart



Currently, the City Attorney, with the support of a legal secretary is responsible for the municipal law functions, serving as general counsel to the City organization and providing legal advice and counsel on a wide range of topics such as personnel matters, land use, election laws, environmental regulation, water rights, and construction. In this capacity, the City Attorney advises policymakers, works with department staff to draft and approve as to form municipal ordinances, resolutions, contracts, agreements and other legal documents, and attends City Council and commission meetings. The City Attorney is also responsible for evaluating and addressing all claims filed against the City, representing the City in civil lawsuits, investigating allegations, and when directed, initiating civil litigation.

The Deputy City Attorney, who is also supported by a full-time legal secretary, is responsible for reviewing all criminal cases alleged to have occurred within the City of Fernley presented by law enforcement, code enforcement, building officials, and animal control officers; preparing criminal complaints and prosecuting all misdemeanor violations of state, county and municipal codes occurring in Fernley; notifying victims; and obtaining restitution.

It is not unusual for municipal law departments to divide the responsibilities and duties of attorneys into two separate divisions, general counsel and litigation, to address the different demands and responsibilities. At the same time, some municipal law offices spread litigation responsibilities across the professional staff for professional development purposes.



Capacity Challenges

Despite the increase in positions from three-and-a-half to four full-time employees in the current fiscal year, staff in the CAO expressed frustration that they continue to have a long list of uncompleted projects. These include modernizing city codes and templates, updating policies, procedures, processes for various applications, and evaluating and implementing system improvements. Other projects they wish to complete include updating land use and development guidelines, discretionary permit application processes and guidelines for approval, monitoring proposed county, state and federal legislation and providing inhouse training such as conflicts of interest. Currently, attorneys determine the priority of work within their respective assignments, which makes sense given their professional perspectives, but does not ensure that citywide issues and interests that may be a priority are necessarily addressed.

Given the resource limitations and demands, there will always be unattended projects. Alignment about prioritization of tasks is critical to ensuring the organization as a whole is focused on achieving the goals and objectives set by policymakers and that high priority projects are addressed before projects that have lesser priority.

Recommendation 1. Develop an annual work program that sets forth priorities for tasks, assignments, and special projects within the CAO. This should be done in collaboration with staff in the City Manager's Office who may be able to provide and assist in providing necessary resources to accomplish the work program.

Service Delivery

Prosecution stakeholders indicate the CAO is prepared for court appearances, effectively manages prosecution cases, and handles victim notification and restitution in a professional manner. Internal clients, though, expressed frustration with the ongoing focus on litigation, particularly prosecution cases and victim notification, resulting in a lack of capacity to address general municipal issues in a strategic manner. A new organizational structure implemented this fiscal year was intended to address this lack of focus on general municipal law, advice, and counsel to the City organization by assigning a specific attorney (the City Attorney) to this function and adding support staff. However, Management Partners does not believe this will address the issues and interests of the City staff who are seeking more municipal law advice and collaboration.

Overall management of the office, service delivery and tracking of requests is effectively non-existent, with work in the office prioritized based on litigation and Council agenda report deadlines. Other general municipal law work is completed as time permits (unless it is urgent). As mentioned previously, currently there are no mechanisms for tracking work coming into the office or requested by City staff nor its status, aside from those kept manually by individual staff.



If work is not documented and tracked, performance cannot be measured nor can service delivery and resource allocation be effectively determined. Formal tracking systems are needed to be able to prioritize work, effectively allocate resources, make assignments and ensure timely completion of work. Similarly, overall administration of the office, budget management, performance management and data collection and analysis are not being addressed in a systematic and strategic manner, resulting in a lack of cohesive, clear expectations and accountability.

Recommendation 2. Document workload and assignments for both professional and support staff and analyze the results to ensure an effective and efficient allocation of work. The analysis should include work currently being done by attorneys that more appropriately should be performed by support staff and assign appropriate responsibilities and duties to legal secretaries in the office.

Recommendation 3. Implement a formal system to log and track requests for legal services and legal opinions made by internal clients. The system should also track deadlines, which will allow service delivery and performance to be monitored.

Recommendation 4. Task legal secretaries with administrative responsibilities including data and document tracking, monitoring and reporting functions, and set expectations.

Recommendation 5. Implement cross training of all employees in all areas of the CAO.

Requests for formal, written legal opinions and advice about complex matters are common and can be a useful reference for staff in the CAO and the organization as a whole. Our observations and interviews suggest requests for written legal opinions and advice may not always be responded to on a timely basis and don't always have the depth necessary to provide adequate guidance. Formal opinions generally provide a well-researched and thorough review of an issue with citations and documentation. While they are time-consuming, on major issues, formal written opinions are an underused opportunity and resource.

Regardless, even less formal memoranda providing legal advice should be filed in a searchable format and database, accessible to ensure consistent advice and background information. While some legal opinions on confidential attorney-client privileged matters may not be able to be shared publicly, those opinions that may be shared can be a useful reference for future actions by CAO and City staff as well as training. Importantly, they create consistency, and provide documentation of legal rationale supporting decision-making.



Recommendation 6. Expand the use of written, indexed opinions on key issues.

Alternative Misdemeanor Prosecution and Civil Litigation Model Opportunities

Management Partners reviewed the existing work program and service delivery model currently employed by the City Attorney's Office. We believe the current model significantly constrains the CAO from meeting the interests of the City organization for additional legal advice and counsel typically available from an engaged municipal law office.

The need for additional capacity within the office will require both expanded staff expertise and professional development. As important is rethinking how current core functions of the office have been delivered for many years. This section sets forth some alternative service delivery options we believe are necessary and possible to position the office to meet the expectations and needs of the City for an expanded municipal law function. We also provide some estimates of the potential capacity to be gained following implementation of the options.

Misdemeanor prosecution and civil litigation model changes discussed below include:

1. *Preparing for decriminalization of traffic citations in 2023.*
2. *Establishing an administrative hearing process for municipal code violations.*
3. *Evaluating alternatives for handling the remaining criminal prosecution cases including transferring the cases to the District Attorney's Office, engaging outside counsel, or developing collaborative relationships with other agencies and expanding the use of outside counsel for civil cases.*

Together, Management Partners believes these changes could significantly increase the available capacity within the CAO to:

- refocus on the city organization and major city strategic initiatives,
- enable the staff to be more responsive to requests for municipal legal advice and counsel,
- engage in strategic discussions, and
- provide the CAO more capacity to focus on its own system improvements, data collection and reporting, and performance management.

Misdemeanor Criminal Prosecutions

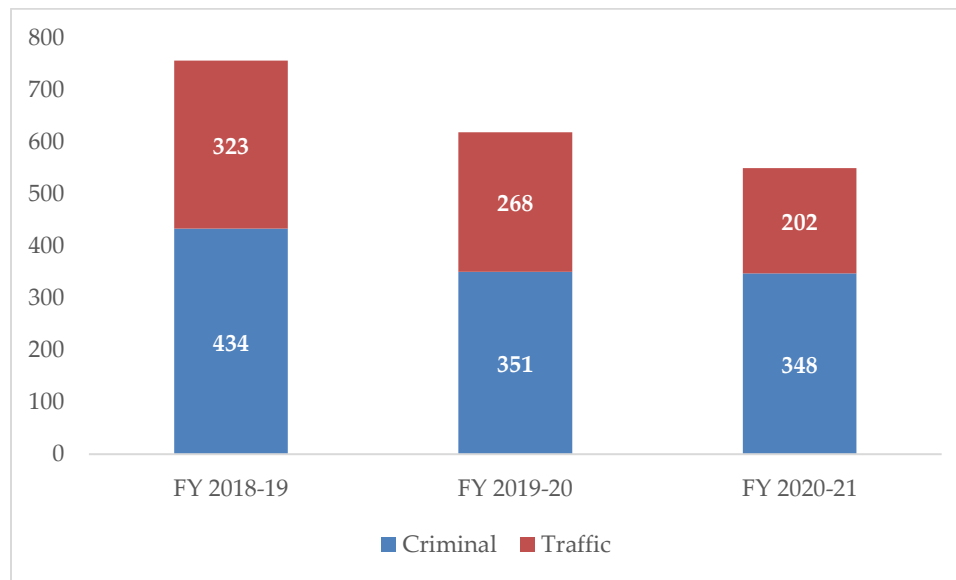
The Fernley CAO prosecutes misdemeanor violations of state law occurring in the city, misdemeanor violations of the Fernley Municipal Code initiated by code enforcement, building and animal control, and traffic citations issued by the Lyon County Sheriff's Department and Nevada State Police that involve driving under the influence or are contested by the driver.



Traffic Citations

As mentioned previously, according to estimates from the Fernley Municipal Court, 90% of traffic citations are resolved by the court. The remaining 10% are handled by the CAO. As indicated in Figure 2, the number of traffic cases handled by the CAO over the last three years has ranged from about 323 in FY 2018-19 to about 200 in FY 2020-21; a significant decrease.

Figure 2. Misdemeanor Criminal Prosecutions



Assembly Bill 116 adopted by the Nevada State Legislature in 2021 provides that violation of the existing traffic laws is a civil infraction unless a criminal penalty is prescribed. In a 2021 Legislative Update presented to Nevada Government Civil Attorneys' Conference sponsored by the State Bar of Nevada, officials reported that the majority of current misdemeanor traffic offenses would be converted into civil infractions. The largest category of traffic offenses that will continue to be prosecuted as misdemeanors is Driving under the influence (DUI). Therefore, decriminalization of traffic laws will result in many cases currently prosecuted as misdemeanor violations being addressed through an administrative process established and managed by the municipal courts.

We were unable to conduct a detailed analysis of the impact of the legislation on Fernley's caseload due to the case management system transition. Cities such as Las Vegas and Carson City that have begun implementing civil processes for traffic offenses report a reduction in the issuance of warrants for failure to appear, increased compliance, and a significant reduction in overall caseloads. The Fernley CAO needs to prepare for the decriminalization of traffic citations by collaborating with the Fernley Municipal Court, Lyon County Sheriff's Department, and Nevada Department of Public Safety to transfer cases to the administrative system that will



be fully implemented by the Fernley Municipal Court by January 2023 as required in the legislation.

Recommendation 7. Prepare for decriminalization of traffic citations in 2023.

In Fernley, traffic offenses, other than DUIs, range from 22% to 35% of the CAO total criminal misdemeanor caseload, which will potentially result in a considerable reduction in the overall cases prosecuted.

Other Criminal Misdemeanor Prosecutions

Nevada Revised Statute § 266.470 provides that *"the city attorney shall be the legal adviser of the city council and all officers of the city in all matters respecting the affairs of the city and shall perform such duties as may be required by the city council or prescribed by ordinance."* In 1971, this section was amended to eliminate language indicating the city attorney shall act as the attorney for the city in any and all legal proceedings in any and all courts in which the city is a party or interested and prosecute in the proper courts all offenses against the provisions of this chapter and the ordinances of the city. In 2001, the section was further amended to reflect the current language. There has also been ongoing discussion in the Nevada Legislature about the city attorney function as general counsel to the city organization and the necessity of separating the general counsel responsibilities from the prosecution function to provide greater focus and delineation of responsibilities.

Cities such as Boulder City and Elko contract with a law firm to handle misdemeanor prosecution. Collaborative relationships with District Attorney Offices have also been developed to handle particular types of cases such as domestic violence, and there are also examples of sharing responsibility in exchange for facility space and other resources.

With the change in the state law eliminating the requirement that cities prosecute all offenses that occur within their jurisdiction, opportunities that offer more cost-effective alternatives for the prosecution of criminal cases and enable the CAO to bring greater focus to the general municipal law advice and counsel function should be explored. Alternatives, such as transferring responsibility to the District Attorney's Office and engaging outside counsel, should be explored and the advantages and disadvantages and fiscal impacts presented to policymakers for consideration.

Recommendation 8. Evaluate alternatives for criminal prosecutions by transferring appropriate cases to the District Attorney's Office, engaging outside counsel or through collaborative relationships with other agencies.

Municipal Code Violations

Violations of the Fernley City Code initiated by the City's code enforcement staff, building officials, and animal control officers are prosecuted as misdemeanors. Cases include offenses such as trash accumulation, unlicensed dogs, barking dogs, and doing business without a



license. Conviction results in criminal sanctions for the offender and requires a considerable commitment of resources that could be reallocated to other functions within the CAO.

Administrative processes are being used effectively by many cities to address city code violations. In an administrative or civil system, cases are initiated by serving a notice of civil infraction. While cities vary on the process used to obtain compliance before citations are issued, most have some type of warning notice with a deadline for compliance before a formal notice of infraction (which is a non-criminal violation) is issued. Failure to comply will result in a hearing before a hearing officer.

Cities using an administrative process report increased compliance and a reduction in the time commitment and resources required to prosecute cases. Violators are given an opportunity to challenge a citation and provided a grace period wherein violations may be cured or corrected without incurring a penalty including a criminal record.

Recommendation 9. Establish an administrative hearing process for violations of the Fernley Municipal Code.

Civil Litigation

Civil cases filed against the city are generally handled pursuant to the interagency agreement with the Nevada Insurance Pool Public Agency Compensation Trust (POOL/PACT). Some cases are not covered by the insurance pool and these are then handled by outside counsel, inhouse by the city attorney, or by the city attorney with the assistance of outside counsel at the City's expense. As the community continues to grow and the complexity of administrative and service demands increase, the potential for litigation will also increase. As a result, effective risk management and insurance systems will be required to protect against financial loss. Table 4 provides a list of how civil litigation has been handled by the Fernley CAO over the last three years.

Table 4. Civil Litigation for Calendar Years 2019 through 2021

Lead Counsel	2019	2020	2021
POOL/PACT	1	0	0
Inhouse	0	0	3
Inhouse with Assistance	0	0	1
Outside Counsel	0	0	4
TOTAL	1	0	8

Ten years ago, the Fernley City Attorney's main focus was criminal prosecution and civil litigation. However, the municipal law landscape within the City has evolved and changed. Even the state legislature is recognizing that city attorneys need to be able to provide a broad



range of municipal law expertise and services in response to complex land use and environmental matters, as well as other emerging issues in a growing community.

To be able to respond to elected and administrative officials, evaluate policy issues, and engage in citywide strategic initiatives, it is a common and best practice for inhouse city attorney offices now to contract with outside law firms for a range of legal expertise, tort litigation, complex legal negotiations and labor and employee relations. City attorneys in today's municipalities are no longer expected to have the range of litigation experience and expertise to handle all the cases that may be filed against a city or matters which may arise. Further, it is often more cost effective to assign litigation to outside counsel who generally have the expertise to handle civil litigation cost effectively. (The extent to which this occurs varies depending on the complexity of the issue and the expertise and capacity of inhouse legal staff.)

Recommendation 10. Identify areas of liability exposure not covered under the POOL/PACT agreement and the cost-benefit of purchasing additional private or pooled insurance.

Recommendation 11. Assign civil litigation to outside counsel either engaged directly by the City or to the POOL/PACT.

Impact of Service Delivery Model Changes

While the possible reduction in prosecution cases was unable to be analyzed in greater detail due to challenges related to data collection, decriminalization (which will result in minor traffic offenses being handled as civil infractions rather than as misdemeanors) will reduce the CAO total caseload by an estimated 22% to 35%. In a 40-hour work week, decriminalization could result in 8 to 14 hours of time currently expended by both the Deputy City Attorney and the criminal legal secretary, or 16 to 28 hours between the two positions, as well as time that would have been spent by the City Attorney on oversight of these cases.

Implementation of an administrative, or civil process for violations of the City code would further reduce the prosecution caseload. While the potential impact was unable to be calculated due to a lack of data related to City code violations, it is estimated this could result in a time savings of several hours per week for both the City Attorney and Deputy City Attorney as well as the support staff while achieving greater compliance with City codes.

Management Partners believes that the changes to the service delivery model could result in up to:

- *A 50% capacity increase in the Deputy City Attorney and criminal legal secretary positions*
- *A 30% capacity increase in the City Attorney and civil legal secretary positions*
- *About 64 hours each week that may be reallocated to general municipal legal advice and counsel and system improvements including service request tracking and monitoring, data collection, performance management and reporting.*



If all criminal prosecution were transferred to the District Attorney's Office, this would achieve a 100% capacity increase in the Deputy City Attorney and criminal legal secretary positions resulting in 80 hours per week of additional staff time available.

Leadership, Management and Professional Development

Since the City of Fernley's incorporation in 2001, the population has grown from about 9,500 residents to 23,000 (based on the 2020 Census) and is expected to increase to approximately 30,000 over the next 10 years. The large supply of land available for industrial and commercial development is attracting investors, creating new job opportunities in the region, and driving demand for diverse housing and educational opportunities, and community amenities. To facilitate this development, the Mayor and City Council adopted the 2021-2026 Strategic Plan to ensure the City government has the capacity to guide the transition in a way that maintains the community's character and quality of life.

City attorneys have a unique role, which naturally evolves and develops as the expectations and needs of the organization and community change. Over the past ten years, the CAO has transitioned from a focus on criminal prosecution to one that is more centered on the management of risks, liability exposure, and litigation. Meeting the challenges related to the development of the community expected over the next 10 years creates new expectations and opportunities.

As general counsel, the City Attorney serves as the legal advisor to officials of the City, making sure that the statutory responsibilities are upheld and protecting the City's interests while assisting in shaping policy and governance. Increasingly, city attorneys are engaged in collaboration as part of the broader team addressing legal issues and a myriad of other challenges and issues, drawing upon broader knowledge. It is not enough to say "yes" or "no" when asked whether a contemplated course of action is legal. The complexity of governmental decisions requires collaboration and advice on both legal conclusions and about the possible consequences of particular courses of action. Stated another way, city attorneys are increasingly expected to advise clients that they have the power to do something, but also about the legal constraints and risks in exercising that power.

Representation is more than knowing the law. It means staying current on laws, administrative rules and regulations and opinions that affect government, exploring alternative approaches, and communicating options. When saying "no," provide the advice in a way that, if possible, also offers legally supportable alternative courses of action. If that is not feasible, it is a best practice to offer to research and explore alternatives to achieve the desired outcomes.

Observations, data analysis and stakeholder interviews reveal a perceived gap in experience within the CAO pertaining to general city attorney functions in a municipal environment and capacity to engage collaboratively in solving complex issues. This gap is exacerbated by the focus on litigation and process orientation.



With the changes anticipated in the community over the next 10 years and beyond, City leaders will increasingly be expected to have the capacity to address complex issues that require a CAO with in-depth municipal experience, or access to such knowledge, across a wide range of areas. The CAO will need to migrate from a mindset centered on task completion to one that seeks to understand and engage executive leadership in a collaborative manner, capable of reviewing innovative strategies and providing the in-depth, complex municipal legal counsel required for the organization to move forward.

Process and service delivery improvements alone are not going to be sufficient to achieve real change and meet the expectations of executive staff and policymakers. The transition will take time and require willing leaders committed to professional development and coaching and possessing the capacity to make significant changes, as detailed in this report.

Professional Development and Executive Coaching

The gap in experience in municipal law is less of a challenge when attorneys are provided with ample opportunities for professional development, training and networking with municipal law attorneys in other agencies. Participation in professional associations, such as the Public Law Section of The State Bar of Nevada that facilitate the exchange of thoughts and materials pertaining to the problems, duties and responsibilities of public sector lawyers, is critical and should be ongoing. These relationships provide opportunities to relate experiences with one another for the benefit of all, identify professional coaches and mentors as well as tools and resources that may be available at no or low cost.

These opportunities are equally important for all staff members in the CAO. This type of investment creates a shared sense of responsibility for the effectiveness of the office and encourages employees to embrace responsibilities and assignments that had previously been perceived as unattainable. Over the last three years, the CAO has spent \$2,000 to \$3,000 per year on professional development, training and conferences. For the CAO as a whole, this represents a minimal allocation to support effective training and today's cost of conference attendance.

Recommendation 12. Commit to a professional development and networking program for CAO staff, particularly the attorneys. City policy and executive leadership will be required to mentor staff and encourage them to participate in these important activities.

Recommendation 13. Engage executive level coaching services for the City Attorney to help clarify goals, achieve professional development objectives, unlock potential, and act as a sounding board to enable a broader based municipal law experience.

Annual Performance Appraisals

An effective performance evaluation process for a city attorney or other Council appointee provides an opportunity for the City Council and the appointee to strengthen their partnership



in carrying out their respective roles on behalf of the City of Fernley. The intended outcome of the performance evaluation process is a collective Council view of the performance of the appointee, along with clear goals and expectations.

The City of Fernley currently uses a form with multiple data points and a rating system completed by Council members. The most effective evaluation is one in which the parties, both council members and the city attorney, have opportunities to discuss and assess goal achievement, the council/city attorney relationship, managerial approach to the work, service delivery to customers (city staff), and overall effectiveness. The most effective method is a facilitated evaluation process through a third party that enables feedback to be gathered through interviews with the Council and is then consolidated, reviewed with the city attorney, and discussed in a meeting with the council and city attorney.

An executive evaluation process also often involves gathering feedback from an appointee's peers and department directors, as they have important insights into expected services, goals and accomplishments. The process would also include the city attorney preparing an accomplishment and goals report. Without a structured method of gathering and discussing feedback, it is not unusual for the evaluation process to lack enough specifics to help create goals for the future or to address expectations that are important to the success of the appointee. This is also an effective way to identify training needs and design a program for professional growth.

Recommendation 14. Hire a third-party facilitator to conduct an annual performance evaluation by the City Council that includes feedback from the City's executive team, annual goals and achievements over the prior year.

Performance Metrics and Workload Indicators

Performance measures and workload indicators are a common and useful practice in municipal law departments. When carefully developed and communicated, performance measures and workload indicators are an effective tool for helping the CAO monitor the results and outcomes of efforts. They can also help answer questions about the effectiveness and efficiency in the accomplishment of goals.

It is difficult to measure the quality of legal service provided because a variety of external factors impact the provision of service. However, it is possible to measure volume and complexity of work, timeliness, responsiveness to requests, and internal customer satisfaction to determine if goals are being met and whether adjustments, including the reallocation of resources, are needed.

Written performance evaluations that include an assessment of performance compared with established outcome-based performance measures and workload indicators are a best practice for developing and enhancing employee performance. This practice enables employees to



understand the expectations of the position and set personal goals as well as for managers and supervisors to give constructive feedback.

Recommendation 15. Develop performance measures and workload indicators for the CAO.

Recommendation 16. Incorporate performance measures, workload indicators, achievements and goal setting into annual written performance evaluations for all employees in the CAO.

Annual Reporting

Regular reporting is necessary for performance improvement. Effective reporting helps identify strengths and weaknesses, opportunities for improvement, and helps set benchmarks with historical data. Reporting also provides an opportunity to educate internal clients and stakeholders about the role of the office, goals, priorities, and achievements and expose issues, challenges and potential resource needs in the upcoming year and beyond.

Litigation Summary

As with most municipal law offices, some work is contracted to outside counsel through an insurance company or a self-insurance agency similar to the Public Agency Compensation Trust (PACT) in Fernley. In Fernley, the City Attorney uses firms primarily for specialty cases that cannot be handled by inhouse attorney staff. Outside counsel needs are best determined by assessing the expertise and time needed in a given case, and the resources of inhouse counsel available to handle the case. As previously mentioned, even some routine matters are more cost effective when handled by outside counsel.

Quarterly and annual comprehensive reviews of litigation and analysis of the number and type of cases, including the number being handled by outside counsel and inhouse attorneys, the complexity of the issues or specialized expertise needed, potential liability exposure, the number of hours billed to the City or expended by inhouse counsel, the duration of the litigation, and the results expected and ultimately achieved would provide a basis for determining whether resources are adequate. The analysis would also help identify if additional staff or budgetary adjustments are necessary, or if the more cost-effective option is to expand resources for special counsel contracts and assist in forecasting future resource needs. This information will also assist executive management in determining whether risk management strategies are adequate. Doing so will also guide the development of training programs as well as recommendations related to capital improvements and maintenance standards.

Recommendation 17. Prepare quarterly and annual litigation reports that summarize cases, analyze liability exposure and litigation costs, identify whether the case is being handled by inhouse attorneys or outside counsel, and provide case status. This report should be distributed confidentially to policymakers and executive management.



Annual Report

An annual report from the City Attorney's would provide the opportunity to describe CAO activities over the preceding year, evaluate achievements in the context of the prior year's goals and objectives, and report data related to performance and workload. The report would also provide an opportunity to evaluate existing resource needs and inform policymakers of issues and challenges on the horizon.

Recommendation 18. Prepare an annual written report on CAO activities that sets forth achievements, challenges and goals for the ensuing year. The report should be distributed to policymakers and executive management.

Citywide Team Communication and Collaboration

As Fernley continues to develop and grow, the challenges facing elected and appointed officials and City staff will also increase in complexity. This is a natural progression for a city such as Fernley and as it does, there will continue to be increased reliance upon the municipal law function to help navigate and strategically think through issues proactively.

City staff expect the staff in the City Attorney's Office to weigh in proactively, anticipate what might emerge and help plan for the future based on broad based knowledge and experience in municipal law and activities at the federal, state and local level that might impact the City. Clearly, elected officials have specific interests and issues that need support and attention, as do City staff.

During interviews, we heard a general appreciation for the open-door policy of the City Attorney's Office, meaning that if approached staff will try to respond. The CAO also initiated regular meetings with most departments that provide an opportunity to surface issues and discuss challenges that may be occurring. At the same time, we also heard that City staff would like more strategic engagement from the CAO staff, especially around policies and in some cases procedures to help colleagues think through issues preemptively instead of when a problem arises. Opportunities to do this cannot always be prescriptive, rather this typically requires an organizational culture that invites such collaboration and communication on an ongoing basis.

Management Partners did not delve deeply into the citywide organization to be able to describe the range and scope of interests and issues. However, it is likely that improvement in this area will occur as much by changing the way the CAO and City staff collaborate and communicate than simply inventorying the topics that should be addressed. Toward that end, we recommend that the CAO and the executive team engage in a facilitated teambuilding session conducted by an outside third party to develop shared expectations regarding effective communication and collaboration.



Recommendation 19. Hire an outside facilitator to conduct teambuilding with the City's executive team to identify effective communication methods and discuss shared expectations.

Business Processes and Systems

The CAO is equipped with a typical law office system whose primary function is to manage the court and legal process calendars for cases the office is managing. The CAO has been successful in transitioning all criminal cases to tracking in the application. However, it has been slow in tracking civil and municipal law cases in the application. Such systems are critical for managing legal work given complicated deadlines that may be associated with any particular case. The consequences for missing dates can result in judgments against the City.

The CAO has had a transition of its entire support staff over the past few months and the current staff is fairly new. Once support staff are trained and develop more experience, management of case tracking should be assigned to them.

Recommendation 20. Track legal casework on the law office application and assign management of the information to support staff.

The law office application has been integrated with an industry standard reporting tool that can be used to develop workload reports. Such reports can be of value in understanding the volume of work, establishing priorities, and assigning or contracting work. During Management Partners examination of the department's workload, the reports provided by the law office system were of little value. The vendor had connected the reports to data in a test system which does not represent the current workload and, in many cases, showed no work where staff reports active case work. The reports were also somewhat inconsistent with similar information provided by the court.

To be useful, such reports must plumb data from the "production" system, meaning the data in daily use. The reports also may not be reporting data in a way that is consistent with how the court's systems track data resulting in the inconsistencies that were observed. The law office system vendor may assist in resolving these inconsistencies. However, the reporting tool is a common one and expertise is available from independent technical experts as well. The owners of other systems using this reporting tool often must resort to outside help in fine tuning reports.

Recommendation 21. Require the law office system provider to maintain the reporting tool connected to the production data except when upgrades are in progress.

Recommendation 22. Contract with the vendor or a third-party expert to evaluate how workload is reported from the law office system to provide



accurate workload data consistent with reporting from the court and other coordinated agencies.

Outside of the law office case management system, however, the CAO has not established tracking systems for such items as requests for legal opinions, conflict of interest analyses, City code interpretations, or public records requests (PRAs). The only automated tools in general use in the CAO are typical desktop productivity tools such as word processors, spreadsheets, and databases. There are other tools that may be available to assist the CAO in managing its workload.

Management Partners understands that the City is limited in staffing and resources because of its size. Staff report that the City recently acquired an agenda management service that allows the City Council and other board and commission agendas to be routed and approved more effectively, reducing the time required and improving meeting deadlines for the CAO and other departments.

One example of a common challenge to small governments is the management of records, making them easy to store and purge according to records retention policies. Retrieval of paper records is often difficult and time consuming for both CAO and line staff. We understand that the City recently acquired and implemented a document management system which should aid the CAO in managing its myriad of documents as well as those that come into the office from other departments. However, like the agenda management application, a document management system can be beneficial in streamlining recordkeeping in all line departments and allow faster access by the CAO when working on issues for the line departments.

Recommendation 23. Engage the City's information technology staff to assist in implementing the document management in the City Attorney's Office.

Conflict of Interest Policy Advice and Counsel

Management Partners understands that conflict of interest issues surface on a fairly regular basis and there appears to be a lack of shared understanding throughout the City organization about the complexity of this important component of ethical and professional behavior by City staff. To build trust across the organization, the CAO should take active steps to create a shared understanding of potential conflicts of interests and ethical issues that may be encountered in the workplace, the legal implications, and set clear expectations about how situations are to be addressed.

Recommendation 24. Adopt a conflict-of-interest policy for inhouse attorneys consistent with the Nevada Revised Statutes, Nevada Rules of Professional Conduct adopted by the Nevada Supreme Court, and the American Bar Association, and make this policy available to all City staff and elected officials.



Recommendation 25. Provide training to the City staff and elected officials related to conflicts of interest and ethics.

Conclusion

The Fernley City Attorney's Office has the opportunity now to take advantage of new service delivery models and system improvements to position the office for the future and provide a modern municipal law office function that meets the needs of the citywide organization. Doing so will require leadership and proactive management and investment of resources in support of change and improvement. Increasing capacity in support of expanding municipal law expertise and experience and services through implementation of alternative service delivery models is feasible in the near term. This will also require the support of policymakers and executive management and increased collaboration across the organization.



Attachment – List of Recommendations

Recommendation 1. Develop an annual work program that sets forth priorities for tasks, assignments, and special projects within the CAO.

Recommendation 2. Document workload and assignments for both professional and support staff and analyze the results to ensure an effective and efficient allocation of work.

Recommendation 3. Implement a formal system to log and track requests for legal services and legal opinions made by internal clients.

Recommendation 4. Task legal secretaries with administrative responsibilities including data and document tracking, monitoring and reporting functions, and set expectations.

Recommendation 5. Implement cross training of all employees in all areas of the CAO.

Recommendation 6. Expand the use of written, indexed opinions on key issues.

Recommendation 7. Prepare for decriminalization of traffic citations in 2023.

Recommendation 8. Evaluate alternatives for criminal prosecutions by transferring appropriate cases to the District Attorney's Office, engaging outside counsel or through collaborative relationships with other agencies.

Recommendation 9. Establish an administrative hearing process for violations of the Fernley Municipal Code.

Recommendation 10. Identify areas of liability exposure not covered under the POOL/PACT agreement and the cost-benefit of purchasing additional private or pooled insurance.

Recommendation 11. Assign civil litigation to outside counsel either engaged directly by the City or to the POOL/PACT.

Recommendation 12. Commit to a professional development and networking program for CAO staff, particularly the attorneys.

Recommendation 13. Engage executive level coaching services for the City Attorney to help clarify goals, achieve professional development objectives, unlock potential, and act as a sounding board to enable a broader based municipal law experience.

Recommendation 14. Hire a third-party facilitator to conduct an annual performance evaluation by the City Council that includes feedback from the City's executive team, annual goals and achievements over the prior year.

Recommendation 15. Develop performance measures and workload indicators for the CAO.

Recommendation 16. Incorporate performance measures, workload indicators, achievements and goal setting into annual written performance evaluations for all employees in the CAO.

Recommendation 17. Prepare quarterly and annual litigation reports that summarize cases, analyze liability exposure and litigation costs, identify whether the case is being handled by inhouse attorneys or outside counsel, and provide case status.



Recommendation 18. Prepare an annual written report on CAO activities that sets forth achievements, challenges and goals for the ensuing year.

Recommendation 19. Hire an outside facilitator to conduct teambuilding with the City's executive team to identify effective communication methods and discuss shared expectations.

Recommendation 20. Track legal casework on the law office application and assign management of the information to support staff.

Recommendation 21. Require the law office system provider to maintain the reporting tool connected to the production data except when upgrades are in progress.

Recommendation 22. Contract with the vendor or a third-party expert to evaluate how workload is reported from the law office system to provide accurate workload data consistent with reporting from the court and other coordinated agencies.

Recommendation 23. Engage the City's information technology staff to assist in implementing the document management in the City Attorney's Office.

Recommendation 24. Adopt a conflict-of-interest policy for inhouse attorneys consistent with the Nevada Revised Statutes, Nevada Rules of Professional Conduct adopted by the Nevada Supreme Court, and the American Bar Association, and make this policy available to all City staff and elected officials.

Recommendation 25. Provide training to the City staff and elected officials related to conflicts of interest and ethics.





CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: Trisha Conner, Assistant to the City Manager

FINANCIAL IMPACT:	CURRENTLY BUDGETED:	FUND/ACCOUNT:
Yes: X No:	Yes: X No:	100-417-520, 510-810-520, 510-840-520, 520-810-520

ACTION REQUESTED: Motion

AGENDA ITEM: (For Possible Action):

For Possible Action Acceptance of the renewal proposal from Nevada Public Agency Insurance Pool and approval for payment of \$263,028.91 for fiscal year 2022-2023 funds.

AGENDA ITEM BRIEF:

The City of Fernley is a member of the Nevada Public Agency Insurance Pool, which provides each member with a wide range of services and financial risk management as well as General Liability Insurance. The agenda item is to accept the renewal proposal from the Pool and approve payment of \$263,028.91 for fiscal year 2022-2023.

RECOMMENDED MOTION:

"I move to accept the renewal proposal from Nevada Public Agency Insurance Pool and approve payment of \$263,028.91 for fiscal year 2022-2023 funds."

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:

Council may ask for more information or not approve the renewal proposal.

BACKGROUND:

Attached is the Member Coverage Summary for review. The Member Coverage Summary reflects the successful negotiations with multiple markets to obtain cost-effective terms, conditions and pricing for approval by the POOL Board on behalf of all POOL Members. One of the most significant recent changes is the addition of a new separate POOL Cyber Risk Coverage Form and a revised POOL Coverage Form for property and liability coverage. Overall, these form changes enhance and clarify the POOL coverages. Coverage period is July 1, 2022 through July 1, 2023 and includes Property Coverage, Liability Coverage, Auto Liability, Wrongful Acts Including SAM, Cyber Risk Coverage, Terrorism Property & Casualty, Student Accident Coverage, and Environmental Liability Coverage.

The POOL continues to offer extensive risk management services, such as POOL/PACT HR services, including its training courses and ELearning modules on important HR topics. The POOL continually improves and increases in enrollment in the ELearning program, Target Solutions Fire/EMS training, and KnowBe4 email security training. Currently, over 8,000 POOL Member's employees are enrolled in the POOL funded online training programs.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

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FINANCIAL IMPLICATIONS:

Funding is included in the FY2022-2023 Budget.

ATTACHMENTS:

1. 2022 NPAIP Renewal Proposal - Fernley City of



NEVADA PUBLIC AGENCY INSURANCE POOL MEMBER COVERAGE SUMMARY

Prepared For:

Fernley, City of

Prepared By:

LP Insurance Services, Inc.

**THANK YOU FOR
YOUR
MEMBERSHIP!**



Dear POOL Member:

Thank you for your continuing leadership commitment to serving your communities by fulfilling your public service mission. The POOL continues to offer programs, services and support for Members' financial security and collaborating with you in support of your mission.

This Member Coverage Summary reflects the successful negotiations with multiple markets to obtain cost-effective terms, conditions and pricing for approval by the POOL Board on behalf of all Members.

As owners of the POOL, you approved the extensive risk management services, such as POOL/PACT HR services including its training courses and ELearning modules on important HR topics. Enrollment in POOL's ELearning programs including Target Solutions Fire/EMS training, KnowBe4 email security training continues to reach an increasing number of employees for convenient and cost-effective learning. Our ongoing focus on law enforcement policies and practices targeted jail and road operations with onsite and virtual assessments and sample policies.

We encourage you to discuss the POOL's services with staff and your agent. We regularly update our website and encourage you to visit www.poolpact.com to utilize a growing base of HR and risk management information in the resource libraries. While there, look for the POOL Coverage documents, board and committee agendas and minutes.

Thanks to all Member volunteers who serve on our boards and committees. These volunteers do a superb job of representing the interests of the Members of your POOL.

Sincerely,

Wayne Carlson
Executive Director
Nevada Public Agency Insurance Pool



NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

RENEWAL PROPOSAL	COVERAGE PERIOD	NAMED ASSURED	MAINTENANCE DEDUCTIBLE
	07/01/2022 – 07/01/2023 Standard Time	Fernley, City of	\$2,000

Property Coverage

Coverage	Limit per Loss	
Property	\$300,000,000	Per Schedule of Locations

The following sub-limits apply to Section V. C. Extensions of Property Coverage:

Accounts Receivable	\$5,000,000 per loss
Arson Reward	10% up to \$25,000 per loss
Debris Removal - Mold/ Asbestos	\$100,000
Earthquake	\$150,000,000 aggregate
Flood	\$150,000,000 aggregate \$25,000,000 aggregate - Flood Zone A
Equipment Breakdown	\$100,000,000 per loss
Loss of Income & Extra Expense	included
Hazardous Substance Coverage	\$250,000 per loss
Spoilage Coverage	\$250,000 per loss
Data Restoration	\$100,000 per loss
Electrical Risk Improvements	\$10,000
Expediting Expenses	\$25,000 per loss
Unintentional Errors and Omissions	\$5,000,000 per loss
Money and Securities	\$500,000 per loss
Ordinance or Law – LEED Building	\$500,000
Agreed Value Vehicles	Per Attachment D, if applicable



NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

Liability Coverage

The Limits of Liability are as *follows*:

Coverage	Limit per Named Assured	Annual Aggregate Limit per Named Assured
Per Event	\$10,000,000	\$10,000,000
<i>All Sublimits are a part of and not in addition to the Limits of Liability.</i>		
<i>Liability Sublimits:</i>		
• Additional Assured (Lessors) (Section I, item 2)	\$2,000,000	
• Weed Spray Property Damage (Section IV, item 3 (B) (2) (ix))	\$250,000	\$250,000
• Emergency Response to Pollution (Section IV, item 3 (B) (2) (v))	\$1,000,000	\$1,000,000
• Criminal Defense Fees and Costs (Section VI, part C, item 4)	\$50,000	\$50,000
• Defense for Regulatory Agency Actions (Section VI, part C, item 16)	\$50,000	
Sexual Abuse Sublimit (Section VI, part C, item 21)	\$2,500,000	\$2,500,000
<i>Retroactive Date</i>		<i>May 1, 1987 except as shown in Attachment C</i>



NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

Cyber Risk Coverage Form

CYBER SECURITY RISK COVERAGE			
PART ONE: Terms and Conditions			
SECURITY RISK COVERAGE LIMITS	Limit per Named Assured Per PRIVACY OR SECURITY EVENT	Annual Aggregate Limit Per All Named Assureds	
PART TWO: Privacy or Security Liability Limits	3,000,000	3,000,000 up to \$15,000,000 aggregate all POOL Members combined	
<i>The following sublimits are a part of and not in addition to the Limits of Liability:</i>			
PART THREE: Security Failure/Privacy Event Management Coverage	\$100,000		
PART FOUR: Network Interruption Coverage	\$250,000	Waiting Hours Period:12 hours	
Proof of LossPreparation Costs (as defined), (Separate Limit)	\$50,000		
Retroactive Date		July 1, 2013	



NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

Environmental Liability Coverage

The Limits of Liability are as follows:

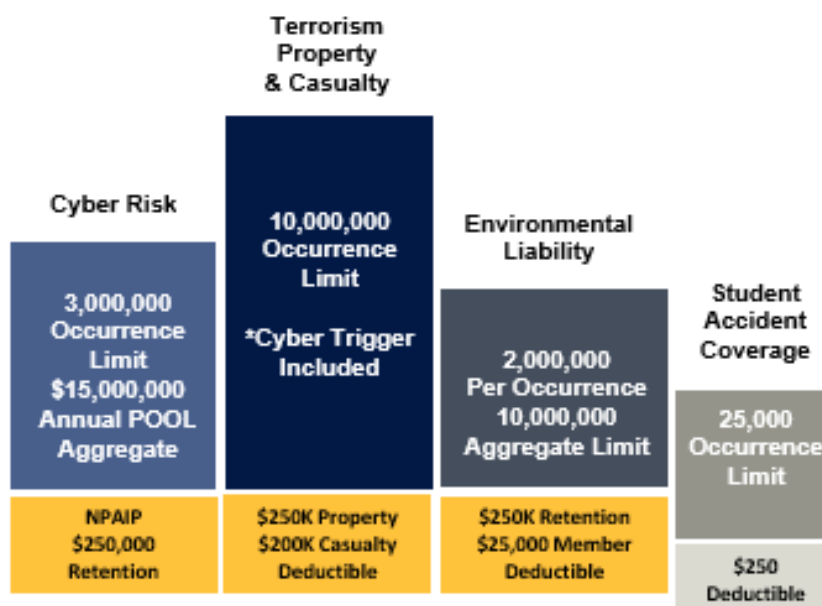
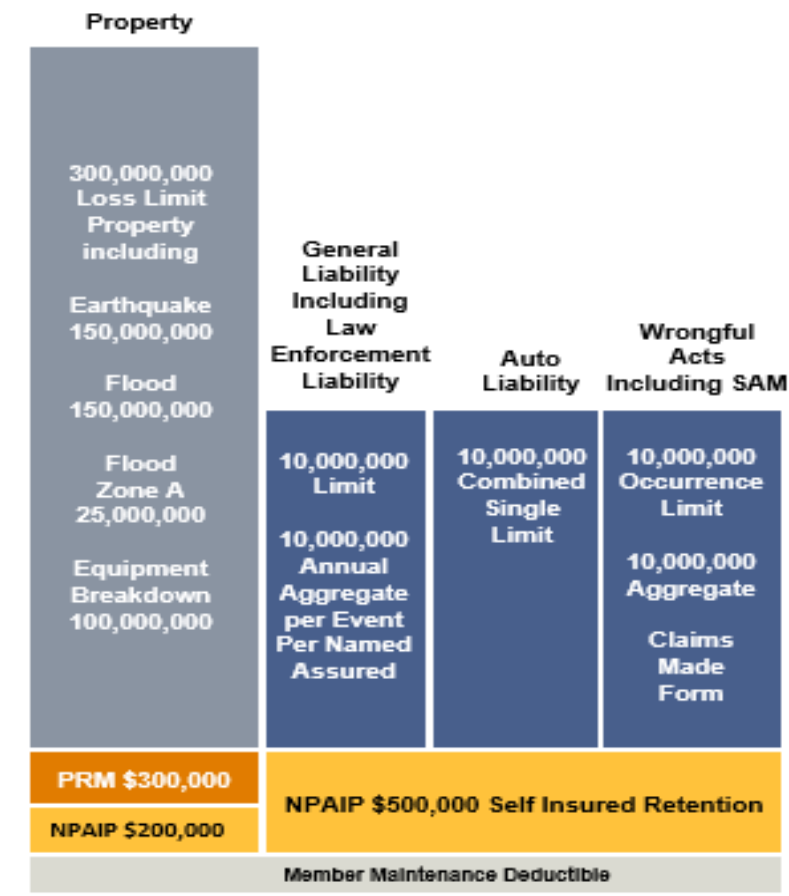
Coverage A	Third Party Claims for Bodily Injury, Property Damage or Remediation Expense
Coverage B	First Party Remediation Expense
Coverage C	Emergency Response Expense
Coverage D	Business Interruption

COVERAGE	DEDUCTIBLE	EACH INCIDENT LIMIT	AGGREGATE LIMIT
A,B,C	\$25,000	\$2,000,000	\$10,000,000

COVERAGE	DEDUCTIBLE	BUSINESS INTERRUPTION LIMIT (Days)	BUSINESS INTERRUPTION LIMIT (\$)
D	3 Days	365	\$2,000,000



NPAIP 2022-2023 Program Structure





NEVADA PUBLIC AGENCY INSURANCE POOL COVERAGE SUMMARY

Member Contribution:

Total Cost:	\$245,826.12
Agent Compensation:	\$17,202.79
Total Program Cost Including All POOL Services:	\$263,028.91



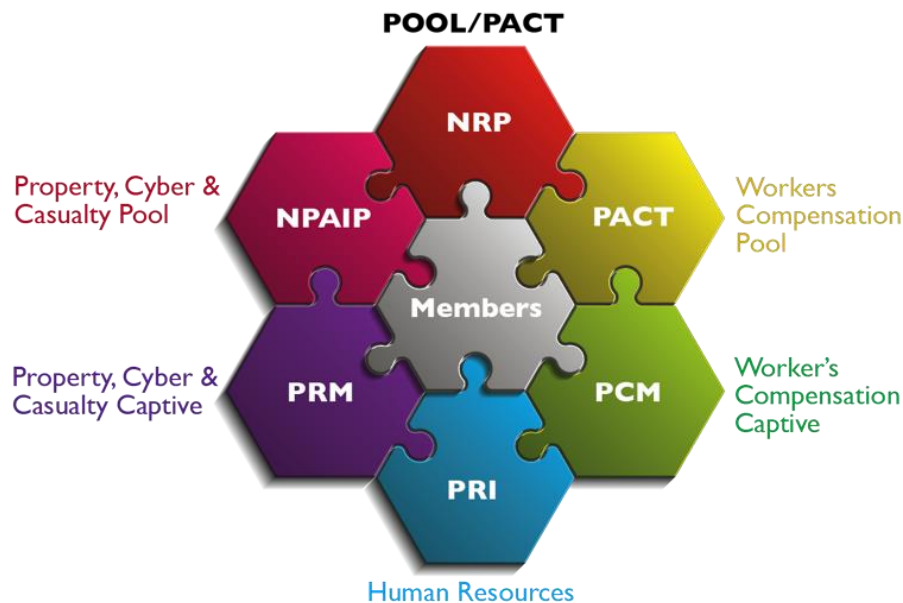
POOL/PACT – HERE FOR YOU

Members Helping Members

In 1987, four Nevada counties formed their own risk sharing pool. Now over thirty years later, the majority of Nevada's public entities remain committed to each other and the mission of their risk pool organization. POOL/PACT continues to excel in providing an unparalleled level of service to our members. Our mission seeks to help members manage their risks so they can serve the public effectively.

The POOL Board is comprised of dedicated, hardworking, and ethical Member leaders focused on public risk management. They continue to do an excellent job of representing the interests of the Member-owners of POOL/PACT.

Our members continue to see great value in being part of POOL/PACT because of extensive services, which keeps membership retention strong. POOL/PACT encourages you to discuss the services we offer with your insurance agent – its valued partner in the POOL program.



POOL Executive Committee

Josh Foli - Chair (Lyon County)
Geof Stark – Vice Chair (Churchill County)
Amanda Osborne - Director (Elko County)
Dan Murphy - Director (Pershing Co.SD)
Gina Rackley – Fiscal Officer (Humboldt Co)
Ann Cyr - Director (Carson City SD)
Scott Lindgren - Director (TDFPD)

PACT Executive Committee

Paul Johnson - Chair (White Pine CSD)
Mike Giles – Vice Chair (City of Lovelock)
Amana Osborne - Trustee (Elko County)
Josh Foli – Fiscal Officer (Lyon County)
Robyn Dunckhorst - Trustee (Humboldt GH)
Craig Roissum - Trustee (City of Caliente)
Joe Westerlund – Trustee (Town of Tonopah)



PROGRAMS AND SERVICES AVAILABLE TO POOL/PACT MEMBERS

RISK MANAGEMENT

Training

POOL/PACT provides extensive training. Examples include: Portable Fire Extinguisher Training • Safe Driving Techniques • Blood Borne Pathogens • Ethics • Nevada Open Meeting Law • POOL/PACT 101 • Positive Governance. Visit www.poolpact.com for more information.

eLearning

POOL/PACT provides a dynamic eLearning platform, ongoing and timely learning courses, and support for: Human Resources • Employee Safety • Cyber Security • Risk Management • Health and Wellness • Emergency Medical Services • Fire Safety • and many more!

Risk Management Programs

Member Value and Performance (MVP) Review • Infrared Thermography (IRT) • Safety Policies and Procedures Review • Site Surveys • OSHA Compliance Assistance • Safety and Loss Control Committee Review and Development • Improved Security Systems • Swimming Pool Safety Training and Inspections • School District Hazard Vulnerability Assessments and Emergency Operations Plan Reviews • Claims Analysis • Written Workplace Safety Plan Review and Development

Law Enforcement and Fire Protection

On-line Law Enforcement training, policies, and best practices from the Legal Liability Risk Management Institute • Jail assessment and policy review for members operating correctional facilities. • Fire and EMS training, policies, and best practices from TargetSolutions. • Fit For Retirement, a Complete Wellness program, that includes mental health, advanced testing, dietician, and fitness guidance for full-time first responders.

Risk Management Grant Program and Loss Control Excellence Program

- Loss Control grants to help mitigate or eliminate risk to employees and liability exposure.
- Five, \$2,000 risk management educational grants available to each member each year.
- Loss Control Excellence Program with financial incentive.

24-7-365 Workers Compensation Nurse Triage Program

PACT members are eligible to use our innovative and streamed lined WC information and reporting system for non-life-threatening on-the-job injuries

Cybersecurity

All POOL members are provided a KnowBe4 online account subscription • Ongoing and updated Cybersecurity training • Best Practices • Cyber Incident Response templates and guidance • Network assessments • Virtual Risk Officer

MSDSOnline

OSHA and state compliance with safety data sheet management and updates are available online to ensure compliance and updated information.

For additional information contact Marshall Smith or Jarrod Hickman, POOL/PACT Risk Managers, (775) 885-7475 website: www.poolpact.com



PROGRAMS AND SERVICES AVAILABLE TO POOL/PACT MEMBERS

HUMAN RESOURCES

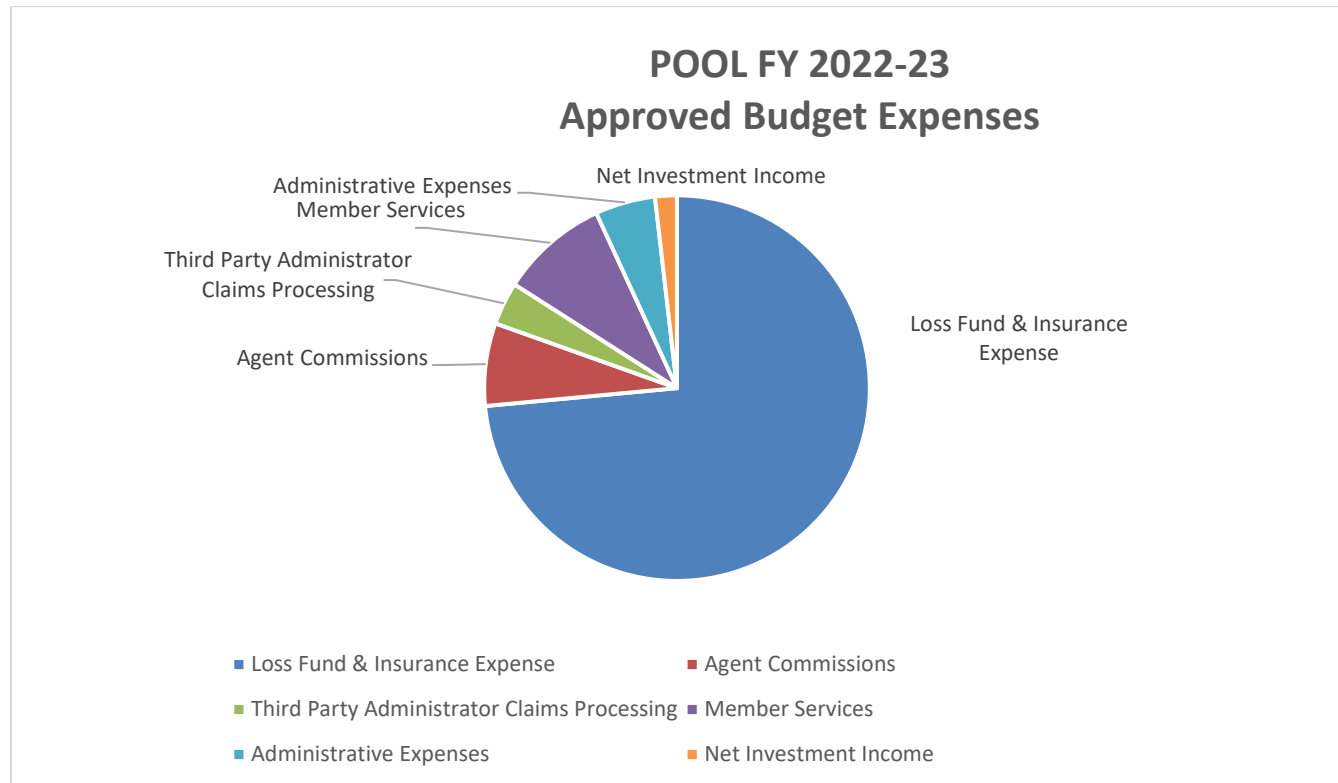
A variety of services are offered through POOL/PACT HR. We work with each member individually to address their specific HR-related needs and reduce liability. The basic services include:

- Consultation with members to manage and resolve critical employment-related issues to include identifying options, providing step-by-step guidance, monitoring progress, and answering questions.
- In-person and virtual instructor-led training courses, workshops, and certificate programs.
- eLearning and live online training courses available 24/7 and tracked for completions.
- Webinars on HR-related topics.
- On-site assessments of members' HR practices with recommendations.
- Communication issued as "Alerts" and "Notices" to inform members when a significant HR-related law or practice has changed.
- On-site HR Briefings tailored to specific needs/requests of members.
- Sample personnel policies which may be adopted for use by members.
- Sample job description templates and numerous HR forms that can be tailored for use by members.
- Salary schedule database available on our website for member reference.
- Summary of HR-related legislation produced each legislative session.
- HR Scholarships to assist member HR representatives in attaining nationally recognized HR certifications.
- Annual HR Conference providing HR representatives and CEOs valuable information on communication, leadership, and legal compliance.

For additional information contact Stacy Norbeck, POOL/PACT Human Resources Manager,
(775) 887-2240 email: stacynorbeck@poolpact.com website: www.poolpact.com



POOL 2022-2023 APPROVED BUDGET AND EXPENSES



Pool Budget	Approved Budget	% Allocation
Loss Fund & Insurance Expense	\$ 17,163,656	74.2%
Agent Commissions	\$ 1,567,177	6.8%
Third Party Administrator Claims Processing	\$ 800,575	3.5%
Member Services	\$ 2,052,526	8.9%
Administrative Expenses	\$ 1,139,947	4.9%
Net Investment Income	\$ 413,421	1.8%
Total Budget	\$ 23,137,301	100.0%



POOL/PACT CONTACTS

Nevada Risk Pooling (NRP)

(775) 885 7475

Wayne Carlson, Executive Director, ext 132
waynecarlson@poolpact.com

Alan Kalt, Chief Financial Officer, ext 128
akalt@poolpact.com

Marshall Smith, Risk Manager, ext 104
marshallsmith@poolpact.com

Jarrold Hickman, Risk Manager, ext 133
jarroldhickman@poolpact.com

Mike Van Houten, eLearning Administrator, ext 101
eLearning@poolpact.com

Stephen Romero, Member Relations Manager, ext 110
stephenromero@poolpact.com

Pooling Resources, Inc. (POOL/PACT HR) (775) 887 2240

Stacy Norbeck, General Manager, ext 107
stacynorbeck@poolpact.com

Neal Freitas, Sr. HR Business Partner, ext 113
nealfreitas@poolpact.com

Ashley Creel, Sr. HR Business Partner, ext 105
ashleycreel@poolpact.com

Jeff Coulam, Sr. HR Business Partner, ext 106
jeffcoulam@poolpact.com

Lessly Monroy, HR Business Partner, ext 108
Lesslymonroy@poolpact.com

Davies Claims Solutions

Donna Squires, Claims Manager
(775) 329 1181
Donna.squires@Davies-group.com

Margaret Malzahn, WC Claims Supervisor
(775) 329 1181
Margaret.malzahn@Davies-group.com



NPAIP MEMBERSHIP

Counties:

Carson City
Churchill County
Elko County
Esmeralda County
Eureka County
Humboldt County
Lander County
Lincoln County
Lyon County
Mineral County
Nye County
Pershing County
Storey County
White Pine County

Towns:

Town of Gardnerville
Town of Genoa
Town of Minden
Town of Pahrump
Town of Round Mountain
Town of Tonopah

School Districts:

Carson City School District
Churchill County School District
Douglas County School District
Elko County School District
Esmeralda County School District
Eureka County School District
Humboldt County School District
Lander County School District
Lincoln County School District
Lyon County School District
Mineral County School District
Nye County School District
Pershing County School District
Storey County School District
White Pine County School District

Cities:

Boulder City
City of Caliente
City of Carlin
City of Elko
City of Ely
City of Fernley
City of Lovelock
City of Wells
City of West Wendover
City of Winnemucca
City of Yerington

Fire Districts:

Moapa Valley Fire Protection District
Mt. Charleston Fire Protection District
North Lake Tahoe Fire Protection District
North Lyon County Fire Protection District
Pahranagat Valley Fire District
Tahoe Douglas Fire Protection District
Washoe County Fire Suppression
White Pine Fire District

Others:

Central Nevada Historical Society
Central Nevada Regional Water Authority
County Fiscal Officers Association of Nevada
Douglas County Redevelopment Agency
Elko Central Dispatch
Elko Convention & Visitors Authority
Humboldt River Basin Water Authority
Lincoln County Regional Development
Mineral County Housing Authority
Nevada Association of Counties
Nevada Commission for the Reconstruction of the V & T Railway
Nevada League of Cities
Nevada Risk Pooling, Inc.
Nevada Rural Housing Authority
Pooling Resources, Inc.
Regional Transportation Commission of Washoe County
Truckee Meadows Regional Planning Agency
U.S. Board of Water Commissioners
Virginia City Tourism Convention
Western Nevada Regional Youth Center
White Pine County Tourism

Special Districts:

Alamo Water & Sewer District
Amargosa Library District
Beatty Library District
Beatty Water & Sanitation District
Canyon General Improvement District
Carson-Truckee Water Conservancy District
Carson Water Subconservancy District
Churchill County Mosquito, Vector and Weed Control District
Douglas County Mosquito District
Douglas County Sewer
East Fork Swimming Pool District
Elko County Agricultural Association
Elko TV District
Fernley Swimming Pool District
Gardnerville Ranchos General Improvement District
Gerlach General Improvement District
Humboldt General Hospital
Incline Village General Improvement District
Indian Hills General Improvement District
Kingsbury General Improvement District
Lakeridge General Improvement District
Lincoln County Water District
Logan Creek Estates General Improvement District
Lovelock Meadows Water District
Marla Bay General Improvement District
Mason Valley Swimming Pool District
Minden Gardnerville Sanitation District
Moapa Valley Water District
Nevada Association of Conservation Districts
Nevada Association of School Boards
Nevada Association of School Superintendents
Nevada Tahoe Conservation District
Northern Nye County Hospital District
Pahrump Library District
Palomino Valley General Improvement District
Pershing County Water Conservation District
Sierra Estates General Improvement District
Silver Springs General Improvement District
Silver Springs Stagecoach Hospital
Skyland General Improvement District
Smoky Valley Library District
Southern Nevada Area Communication Council
Southern Nevada Health District
Stagecoach General Improvement District
Sun Valley General Improvement District
Tahoe Douglas District
Topaz Ranch General Improvement District
Tahoe Reno Industrial General Improvement District
Tonopah Library District
Walker Basin Conservancy
Walker River Irrigation District
Washoe County Water Conservation District
West Wendover Recreation District
Western Nevada Development District
White Pine Television District #1
Zephyr Cove General Improvement District
Zephyr Heights General Improvement District

**THANK YOU
FOR YOUR
MEMBERSHIP!**



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: Brandi Jensen, City Attorney

FINANCIAL IMPACT:

Yes: Cost of publication No:

CURRENTLY BUDGETED:

Yes: No:

FUND/ACCOUNT:

None

ACTION REQUESTED: Ordinance

AGENDA ITEM: (For Possible Action):

- A. Discussion and possible action to introduce Bill #311, an ordinance amending the City of Fernley municipal code Chapter 2 in various sections, including, but not limited to section 2.02.02 appointment and salary of the city manager (residency and hiring resolution); and Section 2.02.03 removal of the city manager.
- B. Discussion and possible action regarding the recruitment of the City Manager position, including, but not limited to, job description, ordinances, job title, organizational chart, etc.

AGENDA ITEM BRIEF:

Previously the Council directed the Attorney to modify the City municipal code to come into compliance by modifying the administrative provisions of the City Manager code.

RECOMMENDED MOTION:

I move to introduce Bill #311, an ordinance amending the City of Fernley municipal code Chapter 2 in various sections, including, but not limited to section 2.02.02 appointment and salary of the city manager (residency and hiring resolution); and Section 2.02.03 removal of the city manager.

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:

Direct staff to modify the ordinance prior to adoption

BACKGROUND:

Previously the Council directed the City Attorney to modify the municipal code to comply with the constitution and the direction of council regarding the City Manager position.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

Nevada Constitution
NRS Chapter 266

FINANCIAL IMPLICATIONS:

Cost of publication of the ordinance

ATTACHMENTS:

1. Ordinance Modifying Chapter 2 City Manager (June 2022)
2. CHAPTER_2.____CITY_MANAGER MUNI CODE (redline residency and executive reporting)

BILL #310

**CITY OF FERNLEY
ORDINANCE #2022-310**

AN ORDINANCE AMENDING THE CITY OF FERNLEY MUNICIPAL CODE CHAPTER 2 IN VARIOUS SECTIONS, INCLUDING, BUT NOT LIMITED TO SECTION 2.02.02 APPOINTMENT AND SALARY OF THE CITY MANAGER, (RESIDENCY AND HIRING RESOLUTION); AND SECTION 2.02.03 REMOVAL OF THE CITY MANAGER.

THE CITY COUNCIL OF THE CITY OF FERNLEY DO ORDAIN THE FOLLOWING:

SECTIONS 2.02.02 AND SECTION 2.02.03 SHALL HEREBY READ AS FOLLOWS:

Sec. 2.02.02. Appointment and salary of the city manager.

- (a) Appointment. The city manager, pursuant to NRS 266.395 and 266.405, shall be appointed by the mayor with consent of the city council. Consent shall be defined as a majority vote of the council.
- (b) Qualifications. The manager shall be chosen by the mayor and city council on the basis of executive and administrative qualifications with special reference to actual experience or knowledge regarding the duties of the office hereinafter set forth. The manager serves at-will at the pleasure of the mayor and may be terminated for any reason or no reason, with or without notice, so long as the termination is not for an illegal reason. All recommendations for appointment or removal shall be without regard to political beliefs or affiliations. At the time of appointment, the appointee need not be a resident of the city or state, but within twelve months of employment, shall reside within 60 miles of the city limits. No mayor or councilmember shall receive such appointment unless in compliance with state law.
- (c) The salary and benefits of the city manager shall be set by the mayor with approval of the city council, including but not limited to personal time off, insurance benefits for the city manager and dependents, retirement benefits, bonuses and raises, all of which are discretionary, and not guaranteed.
- (d) The city manager is subject to the city's handbook and personnel policies except those policies covering discipline, lay-off and dispute resolution. The city manager is excluded from any due process rights which may be provided in those policies, in light of the at-will status of the position.

(Prior Code, § 1.05.02; 2.02.02 version 5.18.22))

Sec. 2.02.03. Removal of the city manager.

The city manager may be removed by the Mayor. The Council may remove the City Manager once the City Manager has been deemed by a Court to have committed malfeasance or nonfeasance. The removal by council is subject to veto by the mayor pursuant to NRS Ch. 266 as well as the rules and law governing a super-majority vote addressed in NRS 266.200.

(Prior Code, § 1.05.03)

PROPOSED on the ____ Day of _____, 20__.

PASSED, APPROVED and ADOPTED this _____ day of _____, 20____, by the following vote of the Council:

Ayes: _____ Nays: _____ Abstentions: _____ Absent:

FERNLEY CITY COUNCIL

By: _____
Roy Edgington, Mayor

Date: _____

Attest By: _____
Kimberly Swanson, City Clerk

Date: _____

CHAPTER 2. CITY MANAGER

Sec. 2.02.01. Creation of office.

The office of city manager, hereinafter referred to as "city manager" or "manager," is hereby created.

(Prior Code, § 1.05.01)

Sec. 2.02.02. Appointment and salary of the city manager.

- (a) Appointment. The city manager, pursuant to NRS 266.395 and 266.405, shall be appointed by the mayor with consent of the city council. Consent shall be defined as a majority vote of the council. ~~The city manager shall be hired pursuant to a hiring process resolution adopted by the city council and the mayor with consultation from human resources and legal.~~
- (b) Qualifications. The manager shall be chosen by the mayor and city council on the basis of executive and administrative qualifications with special reference to actual experience or knowledge regarding the duties of the office hereinafter set forth. The manager serves at-will at the pleasure of the mayor and ~~city council,~~ and may be terminated for any reason or no reason, with or without notice, so long as the termination is not for an illegal reason. All recommendations for appointment or removal shall be without regard to political beliefs or affiliations. At the time of appointment, the appointee need not be a resident of the city or state, but within ~~three~~ twelve months of employment, shall reside within 60 miles of the city limits. No mayor or councilmember shall receive such appointment unless in compliance with state law.
- (c) The salary and benefits of the city manager shall be set by the mayor with approval of the city council, including but not limited to personal time off, insurance benefits for the city manager and dependents, retirement benefits, bonuses and raises, all of which are discretionary, and not guaranteed.
- (d) The city manager is subject to the city's handbook and personnel policies except those policies covering discipline, lay-off and dispute resolution. The city manager is excluded from any due process rights which may be provided in those policies, in light of the at-will status of the position.

(Prior Code, § 1.05.02; 2.02.02 version 5.18.22)

Sec. 2.02.03. Removal of the city manager.

The city manager may be removed by the ~~council through a majority vote~~ Mayor. The Council may remove the City Manager once the City Manager has been deemed by a Court to have committed malfeasance or nonfeasance. ~~These removals~~ The removal by council is are subject to veto by the mayor pursuant to NRS ~~ch.Ch.~~ 266 as well as the rules and law governing a super-majority vote addressed in NRS 266.200.

(Prior Code, § 1.05.03)

Sec. 2.02.04. Powers and duties of the city manager.

- (a) *Chief administrative officer.* Insofar as the mayor is the chief executive officer of the city under NRS 266.165 with the attendant responsibilities, powers, and duties as described in NRS 266.190, the city manager shall be the chief administrative officer/chief operational officer, and the city manager shall direct his or her efforts toward enforcing the vision, budget, and ordinances established by the city council. The city manager

shall communicate and cooperate with the chief executive officer, the mayor, in accomplishing these described objectives, powers, and responsibilities. It is the city manager's responsibility to keep the mayor and city council informed relative to the city's needs and conditions, as well as to provide the mayor and city council with any reports that may be required by law or requested by the mayor or city council.

- (b) *Exceptions to authority.* The city manager shall be the administrative head of the city and shall be responsible to the city council for the administration of all departments with the following exceptions:
- (1) Authority over statutory positions and evaluations. Statutory positions established through NRS. The city attorney, city clerk, city treasurer, and municipal judge, serve at the pleasure of the mayor and the city council pursuant to NRS 266.415.
 - (2) The city manager shall be subject to an employee evaluation process once a year at a minimum. Said evaluations shall be conducted in compliance with the open meeting law. Evaluations will be conducted by the mayor with an evaluation form that has been approved by the city council and the mayor. The mayor has the discretion but is not required to solicit a peer review from the statutory positions (using an approved peer review form). The mayor shall use the city council evaluations as part of the final evaluation ranking summary numbers.
 - (3) Although the statutory positions serve at the pleasure of the mayor and city council, failure to follow the reasonable day to day recommendations from the city manager may result in the city manager reporting said failures to the mayor and city council. Upon receipt of said report, the mayor and city council may take action to determine if an investigation through human resources and/or no action is appropriate based on the statutory position's actions reported by the city manager. In turn, the statutory positions may report any failures of the city manager or disagreement of the city manager's day to day recommendations to the mayor and the city council. Upon receipt of said report from the statutory positions, the mayor and the council may take action to determine if an investigation through human resources and/or no action is appropriate based on the city manager's actions.
 - (4) The city council and mayor reserve the power to make all determinations regarding employment decisions relative to pay, scope of duties, hiring and/or dismissal of the city manager. The city council and the mayor reserve the power to make decisions regarding disciplinary matters according to the process laid out in this chapter and subject to the jurisdiction of the state commission on ethics. Day-to-day supervision of the city manager, including hours of work, shall be the authority vested in the mayor.
 - (5) The city manager shall also have the authority to place any statutory position, except the municipal judge, on immediate paid administrative leave for violations of law or policy. Placing an employee on paid administrative leave is not a disciplinary action. After the employee is placed on administrative leave, the mayor may call for a special meeting of the city council to discuss the matter, or the city manager shall bring the decision for confirmation and/or action by the city council and mayor to the next regularly scheduled meeting if open meeting law compliance is possible. The city manager shall notify the mayor and city council that the statutory position was placed on administrative leave within 24 hours of the statutory position being placed on leave.
 - (6) With the exception of the municipal judge, the city manager shall also have the authority to initiate an investigation regarding all city employees, including, but not limited to, the statutory positions, the mayor, and the city councilmembers, for violations of the law and/or the policies of the city, and take action as allowed by law. Within 24 hours of the initiation of the investigation, the city manager shall notify the mayor and city councilmembers (who are not the subject of the investigation), that an investigation has begun only with regard to a statutory position, the mayor, or a city councilmember, as well as any notification as required by policy or law. Should an incident arise regarding the city manager, the assistant city manager with human resources shall take the position of the city manager

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- in the requirements above. Should the position of assistant city manager not exist, human resources shall take the position of the city manager in the requirements above.
- (7) Under NRS ch. 266, the mayor is the chief executive officer. Therefore, when a personnel issue arises with the city manager, the point of contact shall be the mayor.
 - (8) Any person who knows of an alleged issue may decide to move forward through the process by contacting the mayor.
 - (9) After consultation with legal and human resources, the mayor shall also have the authority to place the city manager on immediate paid administrative leave for violations of law or policy.
 - (10) Placing an employee on paid administrative leave is not a disciplinary action. After the employee is placed on administrative leave, the mayor may call for a special meeting of the city council to discuss the matter, or the mayor shall bring the decision for confirmation and/or action by the city council and mayor to the next regularly scheduled meeting if open meeting law compliance is possible.
 - (11) The mayor shall notify the city council that the city manager was placed on administrative leave within 24 hours of the statutory position being placed on leave.
- (c) *Administrative authority.* The city manager shall be responsible to the council for the proper administration of the affairs of the city. The city manager's chief guide in conducting and structuring city personnel will be the city personnel policy manual and the collective bargaining agreement. The city manager's authority is further defined as follows:
- (1) The mayor should be consulted and informed of policy decisions prior to making such a decision. The city manager shall also inform the mayor and the city council of all personnel decisions and shall immediately share with the council all adopted internal policies. All external policies (those affecting the public rather than city internal/administrative policies) shall be brought before the council for approval.
 - (2) Appoint and, when necessary for the good of the city suspend or remove all subordinates of the city manager when allowed by law. The manager may authorize the head of a department or office to appoint, suspend, or remove subordinates in such department or office.
 - (3) The city manager shall submit personnel decisions regarding the creation of new positions, reclassifications of any positions, and any rate increase or raise to the city council for its approval. Any and all raises must be in compliance with the collective bargaining agreement if it applies to employee at issue. Any action by the city council relative to personnel issues shall be properly noticed and in compliance with the NRS ch. 241 and in compliance with the city personnel manual and collective bargaining agreement.
 - (4) Prepare the city budget annually and submit it to the council together with a message describing the important features and be responsible for its administration after adoption. The city manager shall prepare the budget with equal participation and input from the city treasurer. Both the city manager and the city treasurer shall meet at a minimum on a weekly basis for the 90 days prior to the budget adoption by council, or as otherwise directed by the mayor, and work together cooperatively on preparing the budget. Said meetings are to be set up by the city manager's office.
 - (5) Prepare and submit to the council as of the end of the fiscal year a complete report on the finances and administrative activities of the council for the preceding year.
 - (6) Keep the council advised of the financial condition and future needs of the city, and make such recommendations as may be deemed desirable.

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- (7) Recommend to the council a schedule under the city manager (all positions but for the statutory positions), including minimum and maximum rates, and step increases subject to approval by city council.
 - (8) Recommend to the council adoption of such measures as may be deemed necessary or conducive to the maintenance or improvement of the health, safety or welfare of the community or for the improvement of administrative services.
 - (9) Consolidate, combine, reorganize, and/or reclassify offices, positions, departments, or units under his or her jurisdiction, with the approval of the council, to structure the operational departments of the city.
 - (10) Attend all meetings of the council unless excused and take part in the discussion of all matters coming before the council. The city clerk shall notice the city manager of all regular and special meetings of the council.
 - (11) Supervise the purchase of all materials, supplies, and equipment for which funds are provided in the budget; let contracts necessary for operation or maintenance of the city services for amounts up to and including:
 - a. \$10,000.00 without approval from the mayor or city council or legal, as long as budgeted in the current fiscal year or per emergencies as defined in the purchasing policy;
 - b. \$10,001.00 to \$25,000.00 with approval from the mayor and not the city council as long as budgeted in the current fiscal year or per emergencies as defined in the purchasing policy; andreceive sealed bids for the purchases or contracts or goods in excess of \$25,000.00 and present them to the council and to the city's legal counsel for review as appropriate;
all in accordance with state law.
 - (12) Investigate the affairs of the city or any department or division thereof, as appropriate and pursuant to the above sections. Investigate or delegate the investigation of all complaints in relation to matters concerning the administration of the government of the city, and in regard to service maintained by the public utilities in the city, and see that all franchises, permits, and privileges granted by the city are faithfully observed.
 - (13) Devote his or her time to the discharge of all official duties and will not engage in other employment while working for the city unless approved by the mayor.
 - (14) Perform such other duties as may be required by the mayor, not inconsistent with laws or ordinances.
 - (15) Any matter that council requires the mayor or city manager to work on that involves more than two hours of work and/or research shall be brought before the council to approve said direction with a majority vote and shall not violate the separation of powers.

(Prior Code, § 1.05.04)

Sec. 2.02.05. Executive branch appointment authority.

As the council is the legislative branch, and the mayor and the city manager are the executive branch, neither the council nor any of its members shall direct or request the appointment of any person to, or removal from, office by the manager or any of the manager's subordinates, or in any manner take part in the appointment of officers and employees in the administrative services of the city, except for the statutory positions through the mayor. Except for the purpose of inquiry, the council and its members shall deal with the administration solely through the mayor and the city manager and neither the council nor any member thereof shall give orders to any subordinates of the city manager, either publicly or privately.

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(Supp. No. 6)

(Prior Code, § 1.05.05)

Sec. 2.02.06. Emergencies.

The city manager shall have the authority to make purchases for emergencies pursuant to the purchasing policy.

(Prior Code, § 1.05.06)

Sec. 2.02.07. Temporary absence or vacancy; acting city manager.

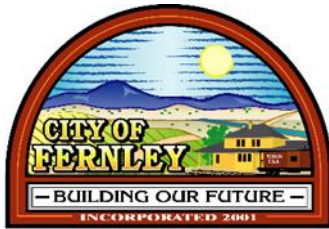
- (a) In the event of a temporary absence by the manager, should the position exist, the assistant city manager shall automatically become the acting city manager. The city manager is obligated, if reasonably possible, to immediately notify the assistant city manager of said action. The city manager is obligated to give as much advance notice as possible of any planned absence to the assistant city manager.
- (b) If the assistance city manager is unable to perform as the acting city manager, or the position does not exist, the city manager may appoint an acting city manager during their absence.
- (c) If the manager is incapacitated to the point that he or she cannot make a temporary appointment, the mayor shall be empowered to appoint an acting city manager.
- (d) If the manager is absent due to a suspension or placed on administrative leave by the council, the mayor shall be empowered to appoint an acting city manager.
- (e) During a vacancy of the manager's position, the mayor with confirmation by council may appoint an acting city manager. The acting city manager shall exercise the full authority of the manager during the temporary absence or vacancy of the city manager's position.

(Prior Code, § 1.05.07)

Sec. 2.02.08. Saving clause.

If any section, subsection, or sentence, clause, or phrase of this chapter is for any reason held invalid, such decision or decisions shall not affect the validity of the remaining portions of this chapter.

(Prior Code, § 1.05.08; Ord. No. 2015-002)



CITY OF FERNLEY

CITY COUNCIL AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor & City Council
REPORT THRU: Daphne Hooper, City Manager
REPORT BY: **Tim Thompson, Planning Director**
REVIEWED BY: Brandi Jensen, City Attorney
REVIEWED BY: Denise Lewis, Finance Director

FINANCIAL IMPACT:

☐ YES ☒ NO

CURRENTLY BUDGETED:

☐ YES ☒ NO ☐ N/A

FUND/ACCOUNT:

ACTION REQUESTED:

☐ Consent

☒ Motion

☒ Ordinance

☐ Presentation

☐ Receive/File

☐ Resolution

AGENDA ITEM: Second Reading and Public Hearing, Bill #309 – ZMA22004 & TSM22003

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

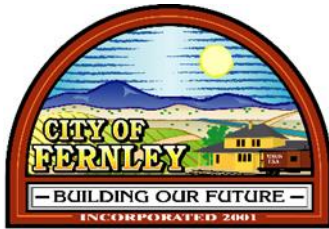
1. A Zoning Map Amendment request associated with ZMA22004, to change the zoning on a single parcel of land from SF20 (Single Family, 20,000 sq. ft. minimum lot size) to SF6 (Single Family, 6,000 sq. ft. minimum lot size).
2. A Tentative Subdivision Map request associated with TSM22003, to allow for the development of a 79-lot residential subdivision, located within the SF6 (Single Family, 6,000 sq. ft. minimum lot size zoning district).

AGENDA ITEM BRIEF:

The proposed project is located on a single parcel of vacant land, located at (APN: 021-471-05) 900 Vonnie Lane. The applicant has filed for a Zoning Map Amendment (**ZMA22004**) and a Tentative Subdivision Map (**TSM22003**) for the development of a 79-lot residential subdivision. The proposed subdivision requires a rezone of the parcel from the SF20 zoning (Single Family, 20,000 sq. ft. minimum lot size) to SF6 (Single Family, 6,000 sq. ft. minimum lot size).

These items were considered by the City of Fernley Planning Commission at the April 13th Planning Commission Meeting. The Planning Commission, by a vote of 6 – 0, forwarded a recommendation of denial to the City Council for both applications.

RECOMMENDED MOTIONS ON FOLOWING PAGE



CITY OF FERNLEY

CITY COUNCIL AGENDA REPORT

RECOMMENDED MOTIONS:

1. Zoning Map Amendment

Motion to Approve:

"I move to adopt Bill# 309 a general Ordinance for a Zoning Map Amendment associated with ZMA22004, based on Findings Z1 through Z3 and the facts supporting those Findings as they are set forth in the Staff Report."

Motion to Deny:

"Based on information received in written materials and at the public hearings on this matter, I move to deny Bill #309 as an Ordinance for a Zoning Map Amendment request associated with ZMA 22004 because I have determined that the proposed changes are detrimental to the public's health, safety, and general welfare, and I am unable to make the following required Zoning Map Amendment Findings: I am unable to make Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Zoning Map Amendment."

2. Tentative Subdivision Map

Motion to Approve:

"I move to approve the Tentative Subdivision Map, associated with TSM 22003, based on Findings TM1 through TM11 and the facts supporting those Findings as set forth in the staff report, and subject to the Conditions of Approval 1 through 37 as listed in the staff report".

Motion to Deny:

"Based on information received in written materials and at the public hearings on this matter, I move to deny the Tentative Subdivision Map associated with TSM22003 because I have determined that the proposed changes are detrimental to the Public's health, safety, and general welfare, and I am unable to make the following required Tentative Subdivision Map Findings: I am unable to make Finding(s) _____ as it relates to _____. Therefore, I cannot approve the Tentative Subdivision Map."

Business Impact (per NRS Chapter 237):

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

See Attached Report for Background/Analysis/Findings.

PROJECT SUMMARY

CASE NUMBER(S):	• ZMA22004 and TSM22003
REQUESTED ACTION(S):	• Zoning Map Amendment & Tentative Subdivision Map
PROJECT DESCRIPTION:	• The proposed project consists of a 79-lot residential subdivision, located within the SF6 (Single Family, 6,000 sq. ft. minimum lot size zoning district). This applicant intends to rezone the project area from SF20 (Single Family, 20,000 sq. ft. minimum lot size) to the SF6 zoning to increase the overall site density, and potentially provide a greater variety of housing options to the Fernley area. Lot sizes within this development are expected to vary in size, from 6,000 square feet to 15,000 square feet in size.
PROPERTY OWNER:	• Eureka Land Development, LLC
APPLICANT:	• Phelps Engineering Services
LOCATION:	• 900 Vonnie Lane, Fernley, NV
SITE SIZE:	• ±30.15 acres
EXISTING ZONING:	• SF20 (Single Family, 20,000 sq. ft. minimum lot size)
PROPOSED ZONING	• SF6 (Single Family, 6,000 sq. ft. minimum lot size)
EXISTING LAND USE:	• SFR – Single Family Residential
WARD INFORMATION:	• Ward 5 – Councilwoman McKay

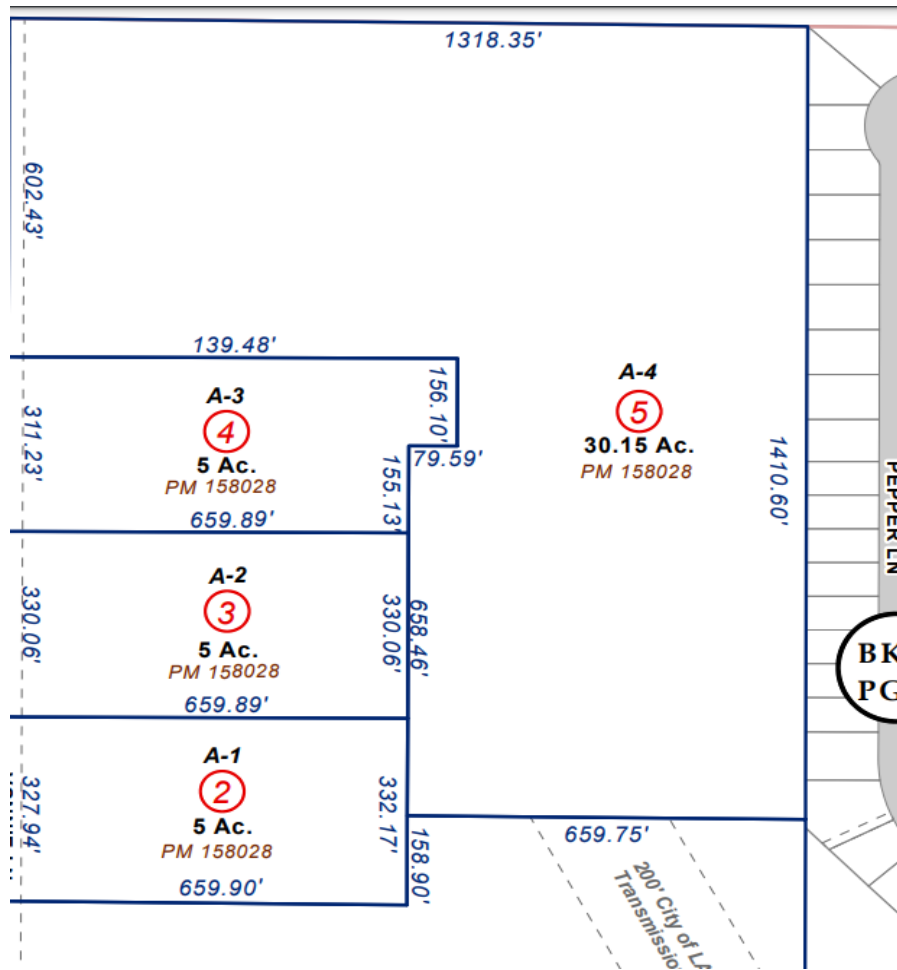
***A PUBLIC HEARING IS REQUIRED**

POLICY REFERENCE

<i>Nevada Statutes:</i>	<i>NRS 278</i>
<i>Fernley Municipal Code:</i>	<i>Title 32</i>
<i>Policies & Procedure Manual:</i>	<i>N/A</i>
<i>Community Assessment:</i>	<i>N/A</i>
<i>City of Fernley Development Code:</i>	<u>§32.03.040(e) (Zoning Map Amendments)</u>
	<u>§32.03.060(f) (Subdivision Maps)</u>
	<u>§32.06.070 (Residential – Single Family)</u>
	<u>§32.09.090 (Landscaping and Screening)</u>
	<u>§32.09.035 (Dedication of Water)</u>
	<u>§30.09.140 (Streets (roadways))</u>
	<u>§32.09.150 (Utilities)</u>
	<u>§32.09.030 (Adjacency Standards)</u>
	<u>§32.12.010 (Adequate Public Facilities)</u>

BACKGROUND

The project site has been under the ownership of Eureka Land Development LLC since February 2018 (Lyon County Records – Document #: 576146). Throughout this time, the property has remained vacant, with no fixed development or personal property being located on the parcel. A Greenbelt had been approved on the project site in March of 1985, with a primary agricultural use of Cultivation and Grazing. A parcel map from January of 1993 then split the parcel into its current configuration. No additional record of Land division or entitlement exists from that point onwards, according to the data present on the Lyon County Assessor's website. The following Plat Map highlights the project site (**A-4**), along with the surrounding parcels:

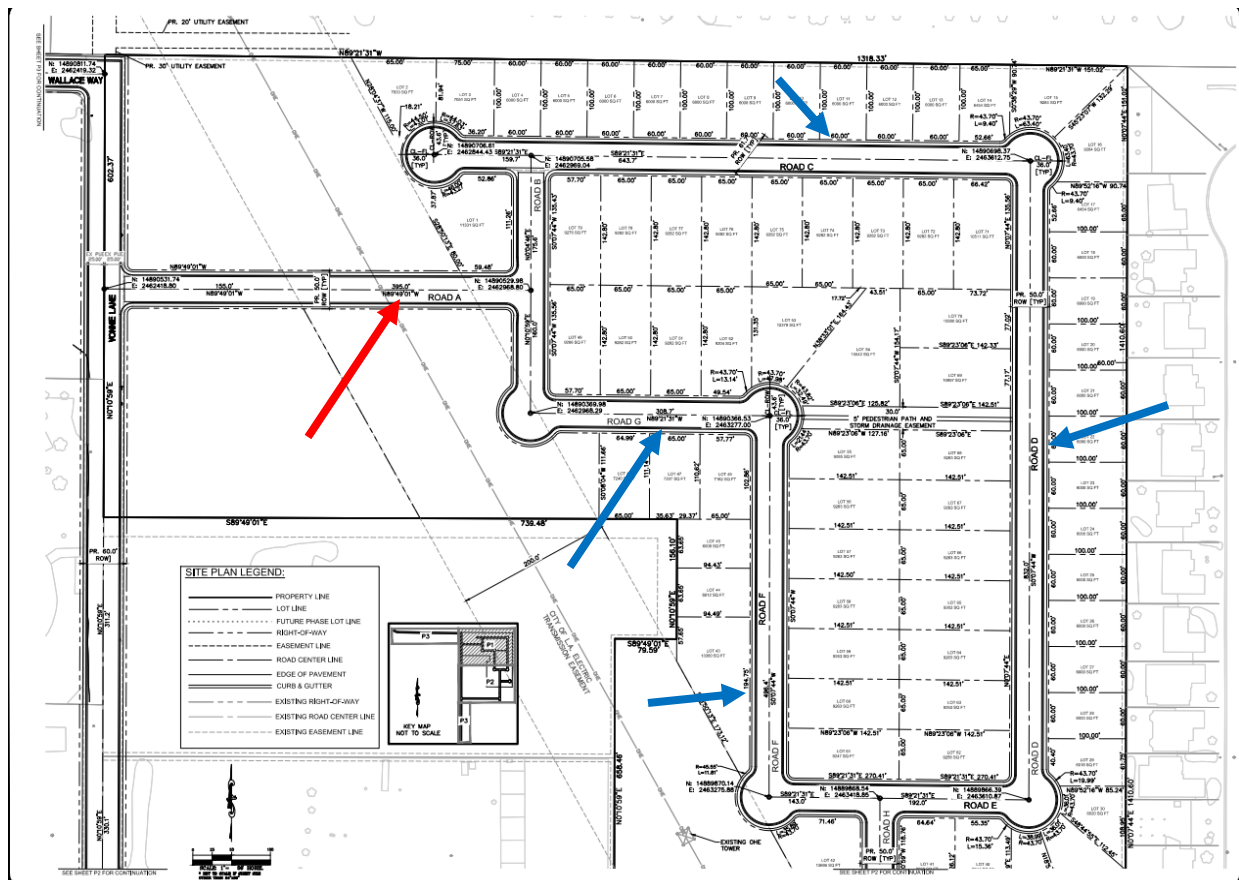


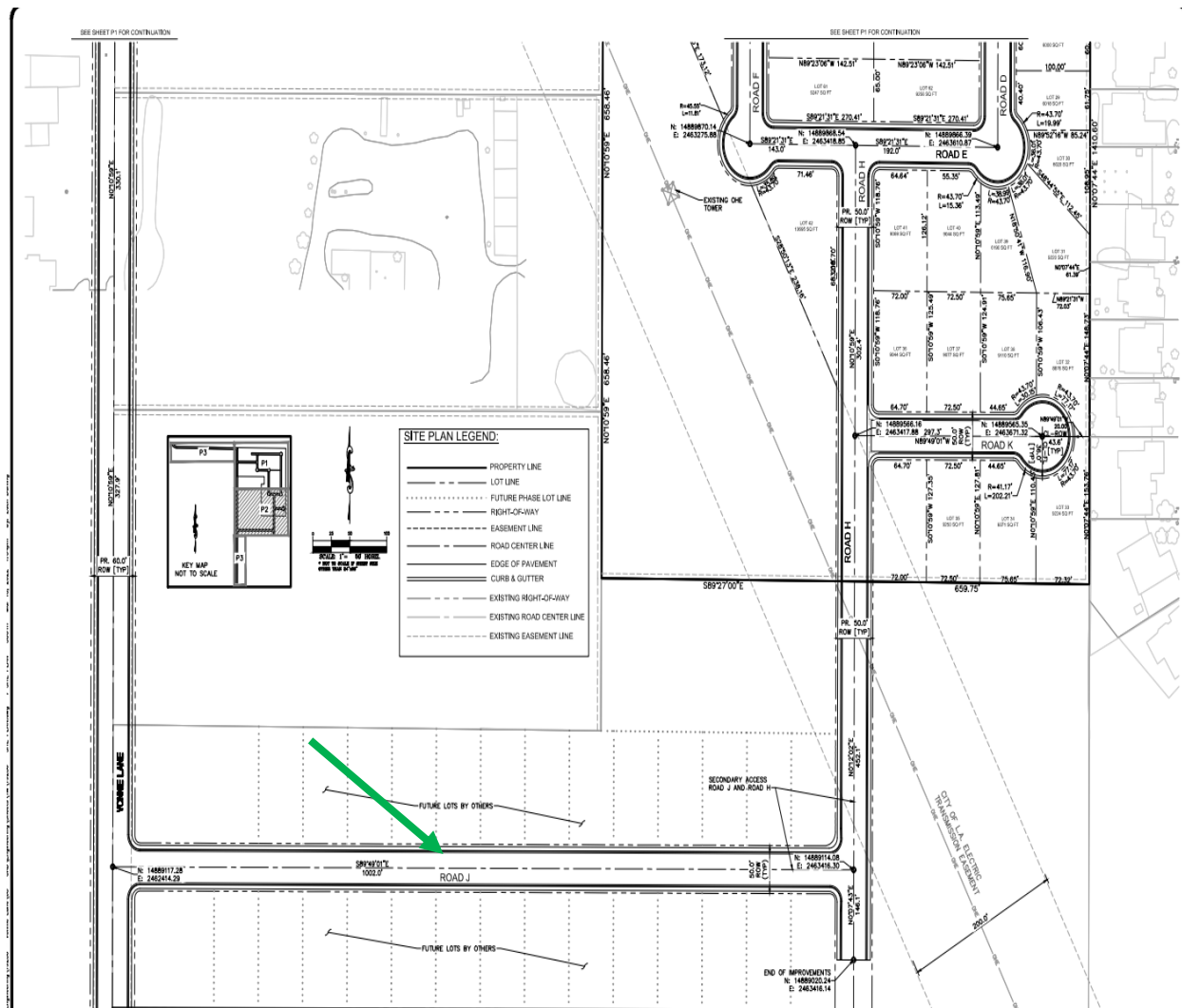
The project site itself consists of a single parcel of vacant land (APN: 021-471-05) and an approximate total area of 30.15 acres. The project site is generally surrounded by similar land uses, with the surrounding parcels to the north, south, east, and west, containing existing residential development of varying density. Furthermore, the parcels to the West, East, and South all share the same Master Plan Land Use Designation as the project site – Single Family Residential. The project area is located adjacent to an existing housing subdivision directly to the east – the Desert Lakes Golf Course, and the high-density Desert Rose RV Park is situated directly north of the project site.

ANALYSIS

The project site has a current land use designation of SFR (Single Family Residential) and is currently located within the SF20 (Single Family, 20,000 sq. ft. minimum lot size) zoning district. The project's current zoning is in conformance with the existing land use designation, but the applicant does believe that by rezoning the parcel to SF6 (Single Family, 6,000 sq. ft. minimum lot size), the goals and policies outlined within the 2018 Comprehensive Master Plan can be reached. The proposed SF6 zoning is an equivalent zoning district within the SFR (Single Family Residential) land use designation, and allows for appropriate low to medium density, single family detached homes with varied lot sizes. The parcels of land to the west and south of the project site are zoned RR5 (Residential Rural, 5-acre minimum lot size), and GR20 (General Rural, 20-acre minimum lot size), indicating a lower overall density than the parcels to the north and east of the project site.

The project site is generally located north of Farm District Road, east of Vonnie Lane, and south of Highway 50 Alternate. The majority of Vonnie Lane currently exists as a private easement, with a small section of the roadway adjacent to Farm District Road being dedicated right-of-way. The City of Fernley Development Code stipulates that both Vonnie Lane and Wallace Way will be required to be improved to City Standards, with the addition of curb and gutter sidewalks, and an increase of right-of-way width, to 50 or 60 feet. Primary access into the project site will be off Vonnie Lane via **Road A**, which then forms part of the project's **internal roadway network**, circulating throughout the project site providing access to each proposed lot. The project's secondary access will be provided via **Road J** (Next Page), which also provides access directly off Vonnie Lane. The secondary access will travel northeast through the project site, eventually connecting to the internal circulation roadway. The roadway network for the project is shown through the two diagrams attached below:





As mentioned previously, the individual residential lots within the project will vary in size from 6,000 square feet to approximately 15,000 square feet. The purpose of this variation in lot size is to provide more diverse housing types, and strategically position lots adjacent to the Transmission Line that bisects the project area. The presence of the Los Angeles Department of Water and Power Transmission Line Easement prevents uniform lot sizes along the south/southeastern project boundary, as the Department of Water and Power does not permit residential buildings or structures to be located directly underneath the Power Line. As such, the developer has proposed that the project areas' drainage facilities and roadway network will be located here instead. The strategic placement of the drainage facility additionally does provide buffering between the rural-residential lots west of the project site, while at the same time creating a natural space of walking trails, and the project's retention basin. Ultimately, some lots within the project are adjacent to the larger, more rural parcels, and as such they will be subject to the adjacency standards outlined within the City of Fernley's Development Code, prior to the approval of any Final Map. The image on the following page shows the proposed layout of drainage facilities adjacent to the transmission easement:



Sewer and Water discoveries were made by the applicant during the development process, and the development will connect to existing municipal sewer and water utilities as is required by the City's Development Code. The Water Study provided by the applicant identified that the City's existing municipal services can be extended to serve the project site, and the City's water treatment plant does have sufficient capacity to satisfy the expected water demand of the new development. The proposed development is expected to connect to the 18-inch water main within Farm District Road and be routed north through Vonnie Lane as well as the project site, before connecting to the 8-inch main located within the Desert Rose RV Park. The diameter of the water line running through Vonnie Lane is expected to be 8-inches and will serve the project area by running underneath the project roadways and providing water service to each individual residential lot. The provided Sewer Discovery Report additionally indicated that sufficient capacity does exist within the City's existing infrastructure to serve the Vonnie Lane project. A 680 Linear Foot gravity main will be extended to serve the project site, and this is expected to connect to the existing 12-inch sewer main located along the northern property line of the Desert Rose RV Park. The project is expected to utilize an 8-inch sewer main, which will likely be routed underneath the project's

interior roadway and serve each individual residential lot. Sewage generated by the development will flow north to the Highway 50 Lift Station, and from there it will go on to the City's Wastewater Treatment plant further north of the city. As mentioned earlier, there is existing capacity to serve the Vonnie Lane project, and any offsite improvements will require utility easements as well as approval by the City Engineer and Public Works Director.

The applicant also provided a preliminary drainage report to ensure that excess runoff could be maintained by the proposed development. The study identified that the project site slopes gently to the north, with an approximate 3-5% gradient. The project site also has two existing drainageways that carry runoff through the site, north towards Highway 50 Alternate. As the project site is developed, storm drainage piping is expected to be constructed underneath the project's internal roadway and collect runoff and drainage. This storm drain system, in conjunction with a gutter system will then redirect drainage and collected runoff into one of seven proposed retention basins, scattered throughout the project area. The seven retention ponds have been developed and sized to accommodate the 100-year storm/flood event. Furthermore, the retention basins will be developed and constructed in compliance with any standards or conditions outlined by the City of Fernley Engineering and Public Works Departments. The associated FEMA Flood Insurance Rate Map for the project site indicates that the proposed development is within Flood Zone X. This indicates that the proposed development is located within an area of minimal flood hazard, and as such, no significant floodplain impacts are expected.

A Traffic Study was also provided with the application, as it was expected that the proposed development would generate in excess of 100 peak hour trips. The Traffic Study determined that the development would generate an additional 802 daily trips per weekday, with an estimated 60 additional AM peak hour trips, and an additional 80 PM peak hour trips. The City of Fernley Engineering Department and the Nevada Department of Transportation (NDOT) identify Level of Service (LOS) D as the minimum service threshold for which traffic and roadway improvements will need to be made. Level of Service D is generally defined as:

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

This means that any roadway intersection equal to or higher than LOS D (D, C, B, A) will not require any significant infrastructure improvements, while those below LOS D (E, F) will require improvements. The Traffic Study found that the project would not have a significant impact on major roadway intersections around the project site and therefore would not lead to a long-term reduction in Level of Service below level D. Existing traffic conditions plus project conditions are expected to reduce the overall Level of Service in the long run, but not significantly. This can be seen in the long-term project impact table as shown below.

Table 8: Long-Term Project Impact on Intersection Operations

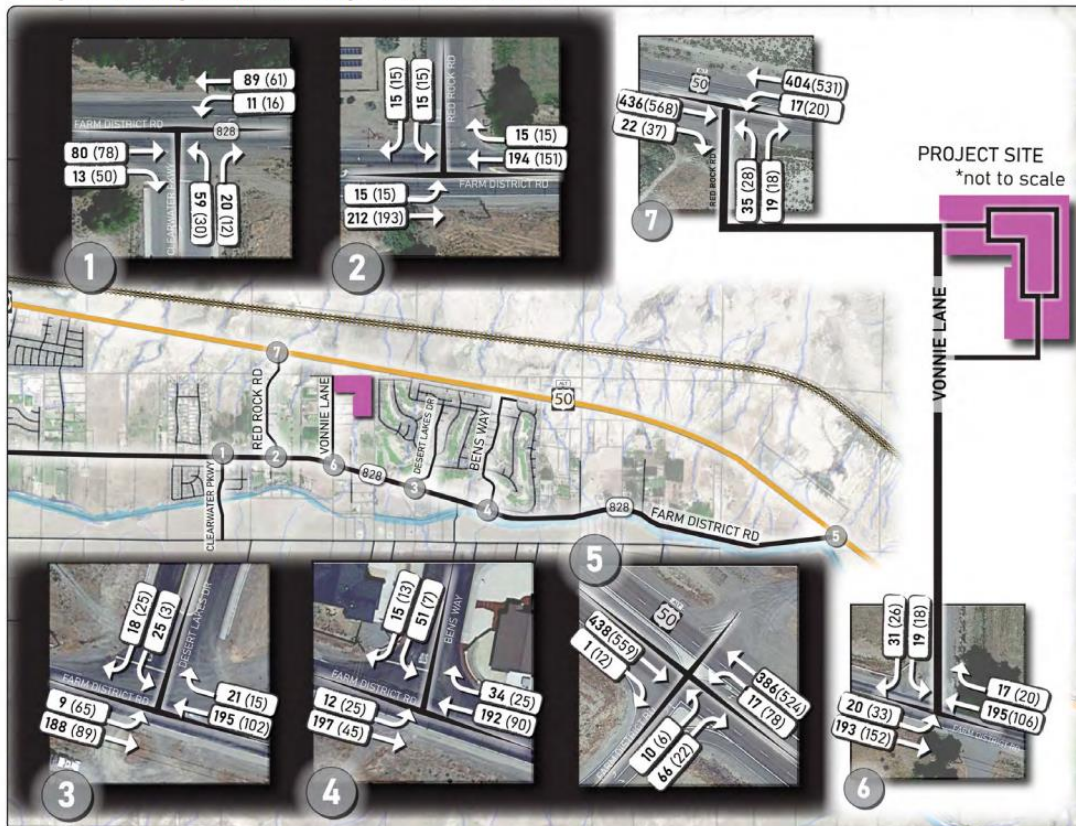
	Without Project		With Project	
	AM	PM	AM	PM
1: Clearwater Parkway at SR 828	A 9.6 (NB)	A 9.5 (NB)	B 10.0 (NB)	A 9.6 (NB)
2: Red Rock Road at SR 828	A 7.7 (SB)	B 10.2 (SB)	B 10.8 (SB)	B 10.4 (SB)
3: Desert Lakes Drive at SR 828	B 11.0 (SB)	A 9.2 (SB)	B 11.0 (SB)	A 9.2 (SB)
4: Bens Way at SR 828	B 11.9 (SB)	A 9.2 (SB)	B 11.9 (SB)	A 9.3 (SB)
5: US-50A at SR 828	B 12.9 (EB)	C 15.9 (EB)	B 13.0 (EB)	C 16.1 (EB)
6: Vonnie Lane at SR 828	B 10.8 (SB)	A 9.9 (SB)	B 10.8 (SB)	B 10.1 (SB)
7: Red Rock Road at US-50A	B 11.5 (NB)	B 12.7 (NB)	B 12.3 (NB)	B 13.5 (NB)

Source: Trafficware, Synchro 11

Source: Transportation Research Board, *Highway Capacity Manual*, 6th Edition

According to the above table, all intersections would continue to operate acceptably, even while accounting for the long-term project conditions. As such, the project will not be expected to have any significant or adverse impacts to the surrounding area, from a traffic standpoint. The Traffic Study did provide some general recommendations however, which includes the improvement of the Vonnie Lane & S.R. 828 (Farm District Road) intersection to NDOT Standards, with dedicated left & right turn lanes. Further recommendations include frontage and site improvements along Vonnie Lane, which will be developed in compliance with the City of Fernley Engineering & Public Works Design Standards. The following image shows seven general intersections that this project is expected to have an impact on.

Figure 11: Long-Term Plus Project Traffic Volumes



The proposed development will utilize the Lyon County School District facilities, and the School District generally calculates roughly 0.5 children per new residential household. Using this figure, it is expected that the project will contribute approximately forty new students to the area. The schools expected to serve the Vonnie Lane project are East Valley Elementary, Fernley Intermediate School, Silverland Middle School, and Fernley High School. According to data and comments from the Lyon County School District, both East Valley Elementary School and Fernley High School are expected to exceed their capacity within the coming years and will require sufficient funding from housing developments to allow for expansion and accommodate families moving into the Fernley area. The School District data indicates that approximately \$1.37 million in capital construction costs would be required to accommodate the expected influx of students from the Vonnie Lane project. This is due to a combination of factors: The lack of funding from district bonding capabilities, increased construction costs, and the rapid growth within the Fernley area.

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

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

FINDINGS

Zoning Map Amendment

Z1: Consistency with the City's Master Plan and otherwise consistent with State & Federal Law.

Relationship to Master Plan

1. SF6 (Single Family, 6,000 sq. ft. minimum lot size)

The proposed development is located within an area designated as SFR (Single Family Residential) within the City of Fernley's Comprehensive Master Plan. The description of the Single-Family Residential land use states that the equivalent zoning districts are SF20 (Single Family, 20,000 sq. ft. minimum lot size), SF12 (Single Family, 12,000 sq. ft. minimum lot size), SF9 (Single Family, 9,000 sq. ft. minimum lot size), and SF6 (Single Family, 6,000 sq. ft. minimum lot size). Per the Comprehensive Master Plan document, the Single-Family Residential land use generally consists of detached, single family residential lots, with additional uses such as parks, open space, and occasional religious institutions. Residential lots may often contain accessory uses such as Urban Agriculture facilities or Home Occupations.

The Comprehensive Master Plan additionally states that municipal services such as sewer and water connections are required in Single Family Residential designated areas and that they be located on smaller, local streets, appropriately sited and distanced from more major arterial roadways. This provides privacy from nearby uses to property owners, while at the same time ensuring that adjacent uses are relatively easily accessible via the roadway network. The Single-Family Residential designation additionally offers more flexibility in terms of housing type and design, in that there are no specific architectural requirements for Single Family Residential subdivisions. However, the general design of houses within an individual development are required to complement one another. The general density range for the Single-Family Land use is 2-7 dwelling units per acre, and the proposed project has an overall density of 2.63 dwelling units per acre. For this reason and through the analysis of the project materials, the Zoning Map Amendment is consistent with the City's Comprehensive Master Plan.

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

Population, Housing & Employment

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

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

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

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

HP.1.8 Coordinate population growth with the availability of water, sanitary sewer, streets and highways and other public facilities and services.

HP.1.8.1 The City of Fernley Department of Community Development staff will document the demands for public services and facilities relative to existing and planned population in staff reports prepared in conjunction with applications to amend the Comprehensive Master Plan.

Land Use

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

LU.1.1.1 Require new development to provide its proportionate share of improvements to avoid a degradation of services for existing residents. This requirement will be applied regardless of project size in order to avoid incremental erosion of services and facilities.

- LU.1.1.2 Encourage development of vacant or underutilized lands within the community core where adequate infrastructure and facilities currently exists.
- LU.1.1.3 Require new development to provide certified, stamped studies demonstrating the impact proposed development will have on existing infrastructure and to provide improvements and/or funding in lieu of improvements in proportion to the impacts of the proposed projects on the city's roadway, sewer and water systems.
- LU.1.2 Encourage new development to be in accordance with the Comprehensive Master Plan land use category, and other land use controls to accomplish community principles.**
 - LU.1.2.1 Consistently monitor development applications that intend to utilize the underlying zoning. Modify the Fernley Development Code as necessary to ensure compatible development that reflects the community goals envisioned in the Comprehensive Master Plan.
- LU.1.3 Provide a balanced distribution of employment and population.**
 - LU.1.3.1 Encourage land uses and development, which maintain a balance of population, housing, and employment.
 - LU.1.3.2 Maintain adequate supplies of developable land for both residential and commercial land use.
- LU.1.4 Ensure existing and future land uses are compatible.**
 - LU.1.4.2 Projects shall be evaluated with intent to promote land use compatibility; community design measures can increase compatibility among adjoining land uses.
 - LU.1.4.3 Prevent future suburban or urban subdivisions from locating residences next to principal arterials, freeways, or 300 feet from railroads. Effective shielding and buffering will be required to provide noise abatement with health and safety precautions.
 - LU.1.4.5 Require development plans to address conditions unique to the developing area and minimize impacts to adjacent properties.
 - LU.1.4.6 Review all projects in relation to their geographic location, impacts to adjacent communities, fiscal impact and mitigation measures to protect natural and cultural resources. Apply specific conditions of approval tailored for each development proposal.
- LU.1.5 Promote infill development.**
 - LU.1.5.3 Development on the perimeter of Fernley is appropriate only where orderly extension of existing public services and facilities can occur.
 - LU.1.5.4 Adopt development regulations that recognize the relationship between land use timing and the provision of services and facilities.
- LU.1.6 Create a growth pattern that assures flexible, feasible, and efficient projects.**
 - LU.1.6.1 Support for developmental approval of projects that provide an appropriate balance of population.

- LU.1.6.2 The land use designations include minimum service standards that shall apply to proposed developments and land use changes.
- LU.1.8 Ensure that future growth is sensitive to the existing agricultural/farming uses.**
 - LU.1.8.1 Encourage flexibility in development proposals in the Farm District Road to vary lot sizes, cluster dwelling units and use innovative approaches to site planning.
- LU.1.12 It is the intent of the City of Fernley to provide timely, orderly, and efficient arrangement of adequate public facilities and infrastructure that support existing and planned land use patterns and densities.**
 - LU.1.12.1 Subdivision or intensification of land without adequate public facilities available to serve the new development as it occurs shall not be allowed.
 - LU.1.12.2 Any land use entitlement applications for subdivision or intensification of land shall also be required to submit a fiscal impact analysis to the approval of the city manager or their designee.
 - LU.1.12.3 the City of Fernley should explore the implementation of impact fees associated with the subdivision or intensification of land.

Transportation

- T.1.1 Require that roadway facilities be maintained and constructed as needed to ensure high quality and safe travel on major streets and at major intersections.**
 - T.1.1.1 The minimum Level of Service on all city maintained roadways shall be LOS D. The City will work with representatives from NDOT to ensure timely improvements are planned when NDOT roadways are forecast fall below LOS D.
 - T.1.1.6 Require all new development to be consistent with the access right-of-way dedication and improvement standards as specified in the Public Works Design Manual and pursuant to the functional classification as defined in this chapter.
- T.1.3 Implement street design and access standards to provide safe and efficient movement of goods and people.**
 - T.1.3.1 Assure that access to all new individual residential lots and/or units is provided only from collectors or local streets.
 - T.1.3.4 Require proposed new development that intends to connect with an NDOT roadway to incorporate the NDOT Access Management System and Standards into the project design. These standards regulate access onto the roadway network in order to protect health, safety and welfare of the public, maintain the rights-of-way, and to preserve the functional classification level of the roadway network while meeting the needs of the motoring public.

Public Services & Facilities

- PSF.1.1 To provide and maintain a reliable and adequate water supply and delivery system.**
 - PSF.1.1.4 Areas planned for urban or suburban development (residential densities of one or more dwelling units per acre or comparable non-residential development will

be served by a community water supply system consistent with adopted policies in the Land Use Chapter of the Fernley Comprehensive Master Plan.

PSF.2.1 Insure an efficient, adequate, and self-supporting wastewater collection treatment and disposal system that will meet the needs of the public and comply with federal, state, and local clean water requirements.

PSF.2.1.1 All new development withing the City limits with lot sizes equal to or smaller than 1.0 acre shall be required to connect to the municipal sewer system. New development with residential densities lower than one dwelling unit per acre shall be allowed to utilize individual septic systems with acceptable sub-surface disposal if sewer is not available.

PSF.2.1.2 Final maps and building permits will be approved only when adequate sewer capacity is secured and applicable service and connections fees have been paid.

PSF.2.1.3 Sewer costs directly attributable to the new development shall be paid for by the new development. The cost of providing service shall include the cost of extending service lines or other necessary facilities to the individual project site.

Z2. Consistency with the surrounding land uses.

The Zoning Map Amendment request conforms with the underlying Master Plan designation and is compatible with the character of the adjacent area. The project site is located directly east of the Desert Lakes subdivision, and just south of the Desert Rose R.V. park. Much of the property north of Farm District Road is also designated for Single Family Development, with the parcels directly south, west, and east of the project site sharing the Single-Family land use designation. The proposed zoning does differ from the two parcels directly south of the project site, but it is understood that significant buffering between the two parcels will occur prior to the recordation of any Final Map. Given that adequate buffering and adjacency standards allow for the single-family development to be located adjacent to residential rural lots, the proposed zone change to SF6 (Single Family, 6,000 sq. ft. minimum lot size) would be consistent would the surrounding land uses.

Z3. Public Notice was given, and a public hearing has been scheduled per the requirements of the Development Code and Nevada Revised Statutes.

Public notice was given, and a public hearing was scheduled per the provisions outlined in the City's Municipal Code and Nevada Revised Statutes.

Tentative Subdivision Map

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

The developer shall comply with all standards, codes, and requirements regarding connection to the City's sanitary sewer and potable water systems, including but not limited to, associated fees, easements, design

standards, system looping, development code requirements, and state requirements. Prior to the recordation of a final map for the project, the developer shall provide the City with a utility plan for water and sanitary sewer that is in conformance with the City of Fernley's Municipal Code and Public Works Design Manual to the approval of the City Engineer, Public Works Director, and Administrator. The Map must be reviewed and approved by the Nevada Department of Environmental Protection prior to construction.

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

The developer shall comply with all City of Fernley municipal codes regarding the dedication of water rights, including associated fees, for the connection to the city's municipal water system in the amount that is required prior to the issuance of a building permit for the project. The developer shall pay all fees and provide all the information necessary to complete water and sewer modeling of the project. Modeling will be performed by the City of Fernley's consultant and any additional infrastructure or capacity identified by the modeling shall be included in the improvement plans and constructed by the developer.

TM3: Availability and accessibility of utilities

The applicant proposes to utilize City Water and sewer infrastructure located within the immediate surrounding area. Through the Water Discovery Report provided by the applicant, it has been determined that sufficient water capacity exists to allow for connection to the City's Municipal Water system. The project will utilize an 8-inch water main that is expected to be connected to the 18-inch water main on Farm District Road from one side and connected to an 8-inch main that serves the Desert Rose RV Park from the other side. The project's 8-inch main will be routed underneath Vonnie Lane between the Farm District & Desert Rose water lines, and will travel underneath the project's internal roadway, to serve each individual residential lot within the project. The project is expected to utilize an 8-inch sewer main that will connect to the 12-inch main located north of the project site, adjacent to the Desert Rose RV Park. Each of the 79 lots will be served by the City Sewer system, and there is sufficient capacity within the City's infrastructure network to serve this proposed project. The developer will be required to dedicate a sufficient amount of water rights to serve the project prior to the approval and recordation of a Final Map. A series of retention basins and storm drainage piping system have been proposed as a part of this development, both of which will address storm water and drainage concerns. Southwest Gas and NV Energy will provide gas and power, respectively.

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

Schools:

The proposed Single-Family project will contain 79 residential lots. As a result, it is expected that the project will contribute roughly forty additional students to the surrounding area. East Valley Elementary School, Fernley Intermediate School, Silverland Middle School, and Fernley High School will serve this development. According to data provided by the Lyon County School District, many of Fernley's Schools are expected to exceed 100% capacity by 2025 or sooner. For this proposed development, it is expected that East Valley Elementary School will substantially exceed it is 100% capacity and will require significant funding to accommodate students residing within the Vonnie Lane subdivision. The Lyon County School District believes that an additional \$1.37 million in Capital Construction costs will be required to build

additional classrooms for the students that the Vonnie Lane project will bring to the area (approximately 1.5 additional classrooms). This information will also be provided as an attachment to this Staff Report.

Parks

The project site is located approximately 0.75 miles from The Golf Club at Fernley, which falls within the nearby Desert Lakes residential subdivision. Furthermore, Autumn Winds Park is located southwest of the project site alongside Farm District Road, approximately 1.17 miles away. Ponderosa Park also serves the project area, being located southwest of the project site, approximately 2.95 miles away.

Police & Fire

The Lyon County Sherriff's office provides police protection, and the North Lyon County Fire Protection District provides fire protection. The proposed development is located approximately 5.7 miles from the Lyon County Sherriff's office, and roughly 0.79 miles from the North Lyon County Fire Protection Station 62 on Red Rock Road.

Transportation:

The project is expected to have two points of access off Vonnie Lane, one of which will serve as the Main Access and another which will serve as the project's Secondary Access. Both accessways as well as Vonnie Lane will be required to be developed and improved to the City of Fernley's Public Works and Engineering design standards. Furthermore, Wallace way will also be improved to City of Fernley Standards and is tentatively expected to connect to the existing Red Rock Road, further west.

TM5: Consistency with the zoning district regulations

The proposed zoning for this development is SF6 (Single Family, 6,000 sq. ft. minimum lot size). The SF6 zoning allows for a maximum density of 7.26 dwelling units per acre. The proposed development will generally consist of 79 single family lots on a ±30.15-acre parcel of vacant land. Furthermore, the development will utilize varying lot sizes, ranging from 6,000 square feet to roughly 15,000 square feet, and sections of the project area are set aside for drainage areas and walking trails. This provides an overall project density of 2.62 dwelling units per acre, which is significantly within the density limit for the SF6 zoning. The proposed development is also required to comply with all City of Fernley Development Code requirements, including but not limited to dimensional standards, ([§32.06.070](#)), design standards, ([§32.06.070](#)) and development standards ([§32.09](#)).

TM6: Conformity with the Master Streets & Highways Plan

Any roadway construction additions or improvements required to serve the project will conform to the Master Streets & Highways Plan, and be approved by the City Engineer, Administrator, and Public Works Director. The Main Arterial Road that will serve this development is State Route 828 (Farm District Road). Farm District Road currently operates at LOS (Level of Service) A, but it is expected that by 2040, the Level of Service will drop down to LOS C. Given that Farm District Road will be an important residential corridor as Fernley grows over the next 20 years, the Master Plan highlights the importance of maintaining the roadway width and adding improvements to cross streets such as turn lanes and stops signs as development occurs. For the Vonnie Lane project, some of these policies will be implemented as improvements to Vonnie Lane are expected to occur, with the addition of dedicated left and right turn lanes to help accommodate safe access onto Farm District Road.

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

highways to serve the subdivision.

Any roadway construction additions or improvements required to serve the project will conform to the Master Streets & Highways Plan, and be approved by the City Engineer, Administrator, and Public Works Director. Based on the Traffic Study provided by the applicant, the proposed development is expected to generate an additional 802 average weekday trips – 60 during AM Peak Hours, and 80 during PM Peak Hours. The project is not expected to have a major traffic impact on the surrounding area, and as a result, the recommended improvements are relatively straightforward. Vonnie Lane and Wallace Way will both be improved to City of Fernley standards, along with the interior roadway that is expected to serve the project subdivision. Furthermore, Wallace Way is expected to connect to the existing Red Rock Road further east. Lastly, it is also expected that the Vonnie Lane/Farm District Road intersection will utilize dedicated turn lanes and appropriate signage/stripping as may be necessary to improve access to and from each roadway.

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

The project site has a relatively gentle slope of around 3 – 5 % towards the north and falls within Flood Zone area X as depicted in the Flood Insurance Rate Map (FIRM) number 32019C0110E. This essentially means that there is less than 0.2% that the project area will flood each year, and as a result is an area of minimal flood hazard. The current vacant project site does contain two existing drainageways that carry runoff north towards Highway 50. These will be replaced by a series of storm drains, culverts, and gutters that will help carry runoff to one of seven proposed retention basins located throughout the site. These plans are generally in compliance with City of Fernley standards and will be finalized to comply with all Engineering & Public Works Design Standards prior to the approval and recordation of a Final Map.

TM9: Recommendations and Comments of review bodies

The application was distributed to the City's Public Works Department, City Engineer, and several outside agencies for comment. Comments were received and provided to the applicant, and any final approval will be conditioned such that all comments and recommendations of reviewing bodies will be addressed prior to any Final Map approval or recordation. One of the major comments regarding this project was from the Lyon County School District and concerns they might have for accommodating the influx of students this project would potentially bring.

TM10: Conformity to the Master Sewer and Water Utility Plan

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

TM11: Compliance with this code and all other applicable regulations

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

ATTACHMENTS

1. 2022.04.13 FPC Minutes - DRAFT
2. Vicinity Map
3. Existing & Proposed Zoning Exhibit
4. Bill #309 – Ordinance for Zoning Map Amendment
5. Tentative Map Plan Set
6. Preliminary Landscaping Plan
7. Lyon County School District Comment Letter
8. Traffic Study
9. Conditions of Approval – TSM22003

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

1. INTRODUCTORY ITEMS

1.1. Roll Call

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

Absent: Commissioner Lewis, Commissioner Severa.

1.2. Public Forum

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

1.3. (For Possible Action) Approval of Agenda

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

Action: Approve, **Moved by** Commissioner McCullar, **Seconded by** Planning Commission Vice-Chair Wagner. **Vote:** Passed, **summary:** Yes 5, No 0, Abstained 0, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **No:** None, **Abstain:** None. **Absent:** Commissioner Lewis, Commissioner Severa.

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

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

Action: Approve, **Moved by** Planning Commission Vice-Chair Wagner, **Seconded by** Commissioner Lodhi. **Vote:** Passed, **summary:** Yes 5, No 0, Abstained 0, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **No:** None, **Abstain:** None, **Absent:** Commissioner Lewis, Commissioner Severa.

2. GENERAL BUSINESS

Nothing was presented for General Business.

3. PUBLIC HEARINGS

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

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

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

2. A Tentative Subdivision Map request associated with TSM22003, to allow for the development of a 79-lot residential subdivision, located within the SF6 (Single Family, 6,000 sq. ft. minimum lot size zoning district).

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

Lydia Altech, Phelps Engineering, presented an overview of the project to the Planning Commission. David Schwegel and Matt Dickson, Phelps Engineering, addressed the commission's questions regarding the applicants' traffic study. He stated that Vonnie Lane is a public road according to document 144905

Public Comment

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

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

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

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

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

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

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

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

Debbie Skinner is a resident of Fernley. She asked what type of buffer is being proposed between

this project and the RV Park. She also asked who will be maintaining the zero-scape that will be put in place with the project. She commented that the project is in it's infancy and has not been thought through enough to make a comparable decision.

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

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

Action: Deny, **Moved by** Planning Commission Vice-Chair Wagner, **Seconded by** Commissioner McCullar. **Vote:** Passed, **summary:** Yes 5, No 0, Abstained 0, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **No:** None, **Abstain:** None, **Absent:** Commissioner Lewis, Commissioner Severa.

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

Action: Deny, **Moved** by Planning Commission Vice-Chair Wagner, **Seconded** by Commissioner Lodhi. **Vote:** Passed, **summary:** Yes 5, No 0, Abstained 0, Absent 2. **Yes:** Planning Commission Chairman Williams, Commissioner Hodges, Commissioner McCullar, Planning Commission Vice-Chair Wagner, Commissioner Lodhi, **No:** None, **Abstain:** None, **Absent:** Commissioner Lewis, Commissioner Severa.

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

4. CHAIR AND COMMISSION ITEMS

5. PLANNING DIRECTOR ITEMS

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

6. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

7. PUBLIC FORUM

Planning Commission Chair Barry Williams opened up a public forum.

8. ADJOURNMENT

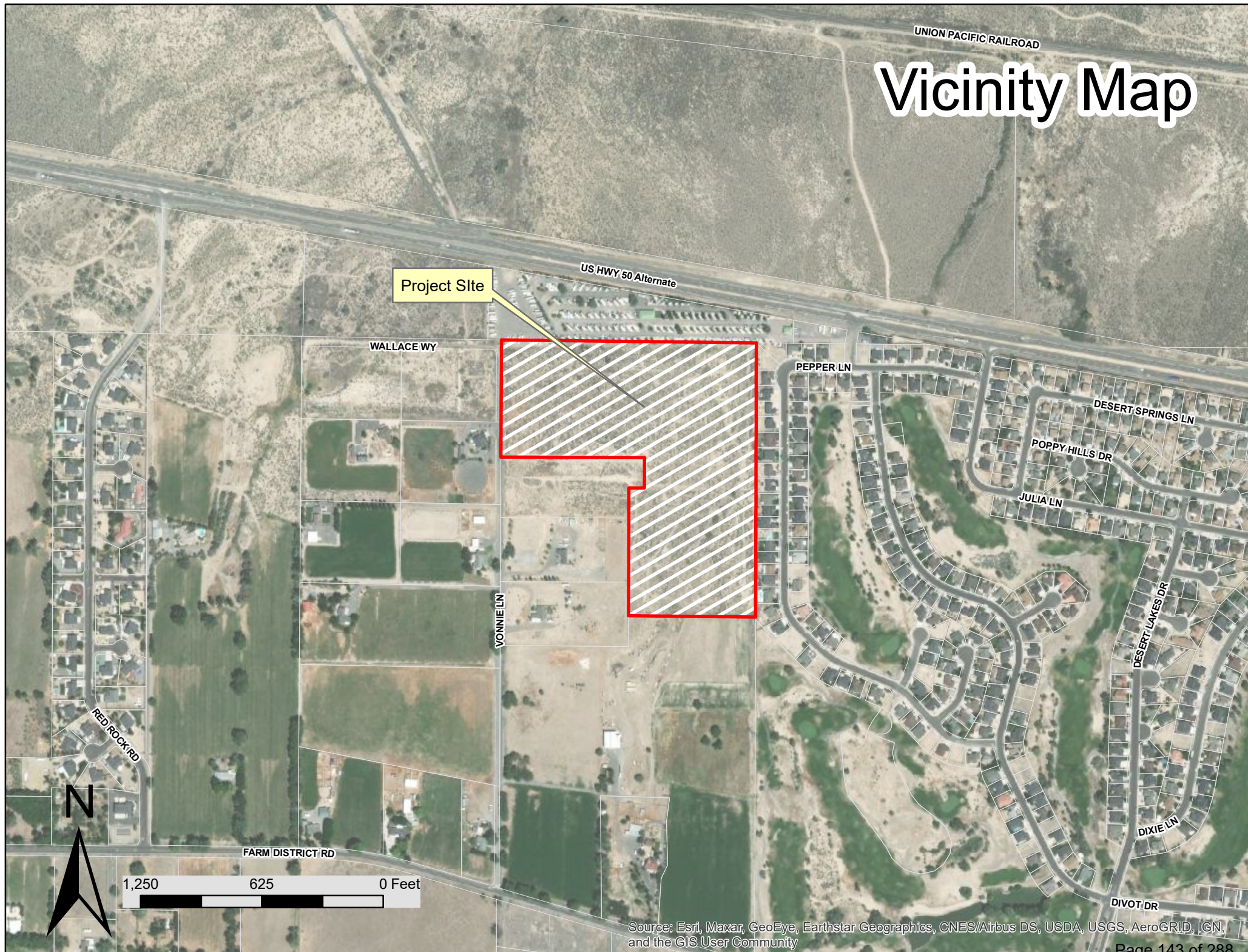
There being no further business to come before it, the Fernley Planning Commission meeting adjourned at 6:30 PM.

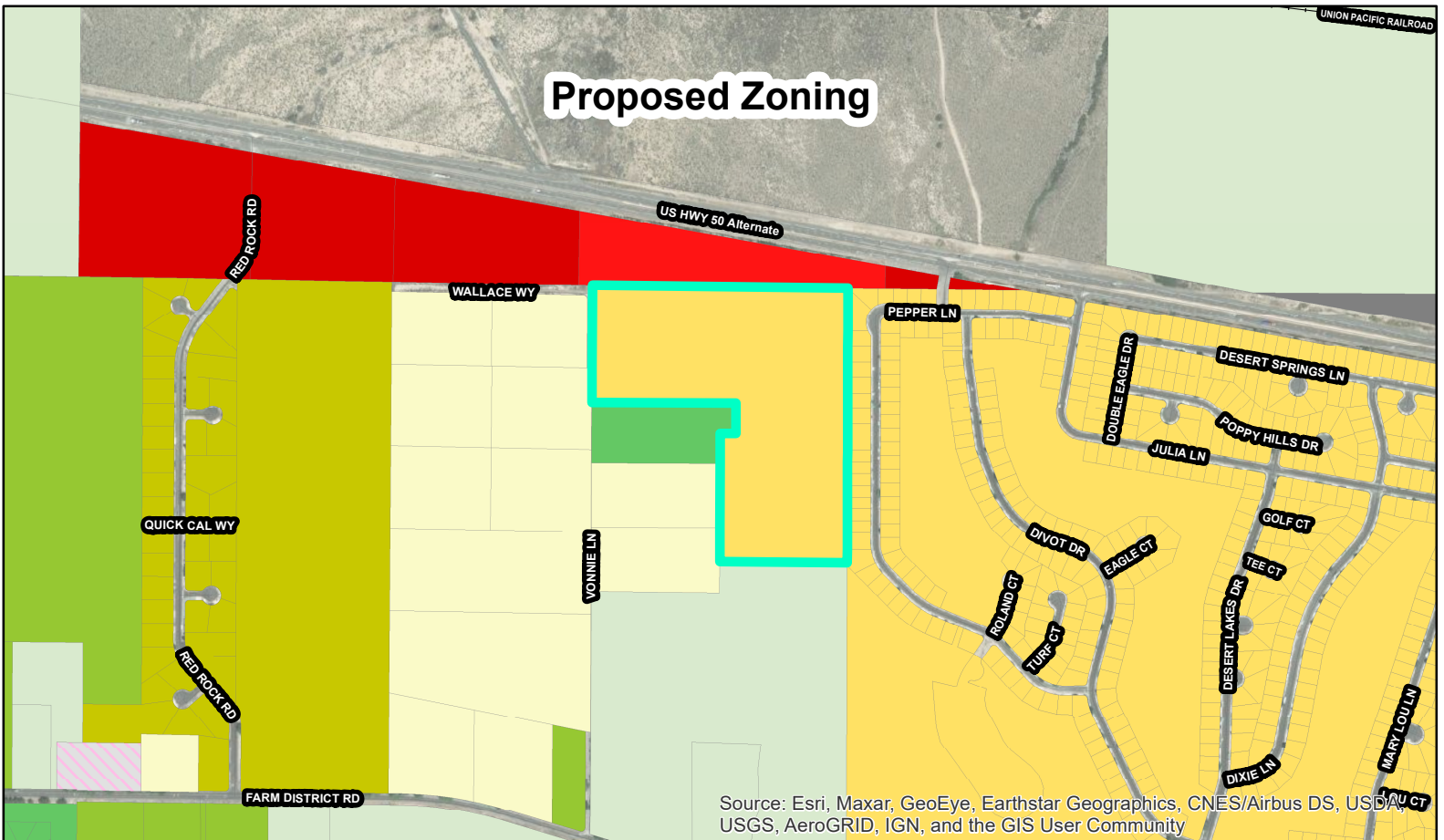
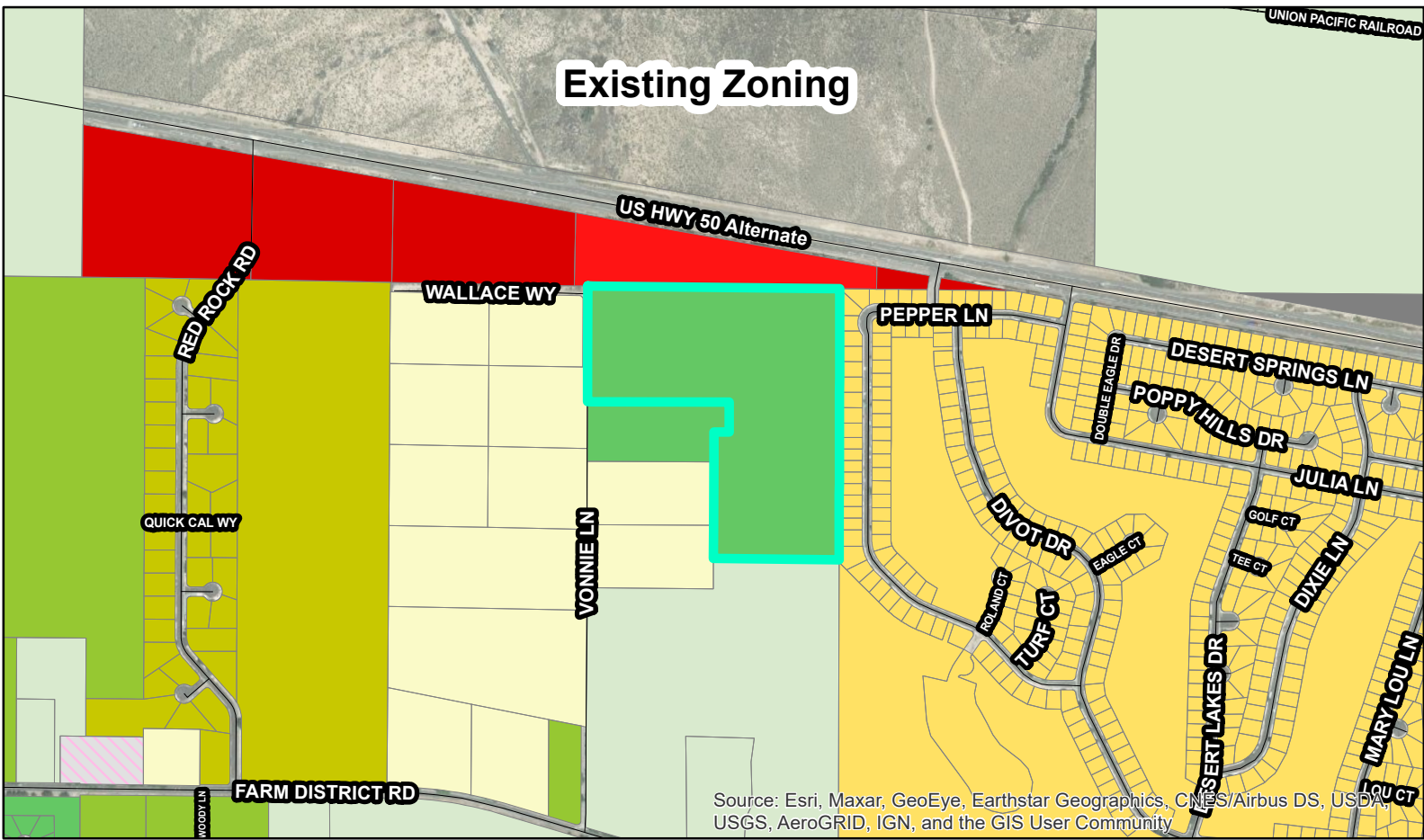
The next Planning Commission meeting will be on May 11, 2022 at 5:00 PM.

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

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

Vicinity Map





NOTE: The scale and configuration of all information shown hereon are approximate only and are NOT intended as a guide for design or survey work. Reproduction is NOT permitted without prior written permission from the City of Fernley



0 625 Feet
1:250

 Vonnie_Lane

GR20
RR5
RR1

RR½
SF20
SF12

SF9
SF6
MDR14

MF21
MF30
MU

C1
C2
TC

EC
I
PF

OSP

Legend

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

BILL # 309
CITY OF FERNLEY
ORDINANCE # 2022-006

A GENERAL ORDINANCE FOR A ZONING MAP AMENDMENT, ASSOCIATED WITH ZMA22004, TO CHANGE THE ZONING FROM SF20 (SINGLE FAMILY, 20,000 SQ. FT. MINIMUM LOT SIZE) TO SF6 (SINGLE FAMILY, 6,000 SQ. FT. MINIMUM LOT SIZE) ON A SITE APPROXIMATELY ±30.15 ACRES IN SIZE LOCATED AT 900 VONNIE LANE, FERNLEY, NV, ASSESSOR'S PARCEL NUMBERS 021-471-05, AND PROVIDING OTHER MATTERS PROPERLY RELATING THERETO.

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

Section 1: The zoning of property described in Exhibit "A" and shown in Exhibit "A-1", which is attached hereto and incorporated herein by reference, situated in the City of Fernley, County Of Lyon, State Of Nevada, Is Hereby Changed from SF20 (Single Family, 20,000 sq. ft. minimum lot size) to SF6 (Single Family, 6,000 sq. ft. minimum lot size) on a site approximately ±30.15 acres in size located at 900 Vonnie Lane, NV (APN: 021-471-05).

SECTION 2: The zoning map of the City of Fernley is hereby amended in accordance with the zoning map amendment herein.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4: The City Clerk is instructed and authorized to publish the title to this ordinance as provided by law and to record the plan certified herein as provided by law.

SECTION 5: This ordinance shall become effective upon passage, approval, and publication.

SECTION 6: The provisions of this ordinance shall be liberally construed to effectively carry out its purposes in the interest of the public health, safety, welfare and convenience.

SECTION 7: If any subsection, phrase, sentence or portion of this section is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions.

SECTION 8: 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 # 309 BEING HEREBY PROPOSED on the 4th day of May 2022.

BILL # 309 BEING HEREBY PASSED, APPROVED and ADOPTED this 18th day of May 2022, by the following vote of the Council:

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

FERNLEY CITY COUNCIL

By: _____
Roy Edgington, Mayor

Date: _____

Attest By: _____
Kim Swanson, City Clerk

Date: _____

EXHIBIT "A"
900 VONNIE LANE, CITY OF FERNLEY, LYON COUNTY, NV

A PART OF THE WEST HALF (W½) OF THE EAST HALF (E½) OF SECTION 22, TOWNSHIP 20 NORTH, RANGE 25 EAST, MOUNT DIABLO MERIDIAN, SITUATE IN THE CITY OF FERNLEY, LYON COUNTY, NEVADA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL "A-4" OF THAT CERTAIN PARCEL MAP FOR WILLIAM F. & IDA M. MITCHELL, FOUND IN DOCUMENT NO. 158028, PUBLIC RECORDS OF LYON COUNTY, NEVADA.

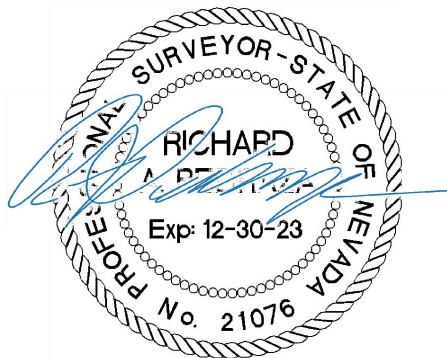
CONTAINING 30.15 ACRES, MORE OR LESS.

BEARING BASE: THE NORTH LINE OF THE WEST HALF (W½) OF THE EAST HALF (E½) OF SAID SECTION 22 IS ASSUMED TO BEAR SOUTH 89°40'11" EAST AND ALL BEARINGS CITED ON SAID PARCEL MAP ARE RELATIVE THERETO.

For the firm, by:
Richard A. Pedraza
PLS #21076
State of Nevada



155 Country Estates Circle
Reno, NV 89511

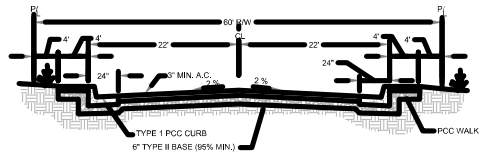


3-15-22

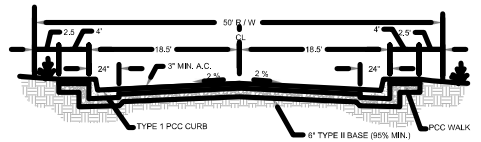
VONNIE LANE SUBDIVISION TENTATIVE MAP

A.P.N. 021-471-05

CITY OF FERNLEY, LYON COUNTY, NEVADA



TYPICAL ROADWAY SECTION - 60' R.O.W.



TYPICAL ROADWAY SECTION - 50' R.O.W.



VICINITY MAP
SCALE: 1" = 6,000'

LAND DATA

APN 021-471-05 30.15 AC

PROJECT INFORMATION

TOTAL LOTS: 79
DENSITY: T.B.D.
ZONING: SF20
COMPREHENSIVE PLAN: RESIDENTIAL SINGLE FAMILY
LINEAL FEET OF NEW STREETS: 10,388.4 LF (INCLUDING PHASE 1A)

EARTHWORK QUANTITIES

CUT= 70,308.24 CU YDS
FILL= 33,035.87 CU YDS W/ 7.0% COMPACTION
NET= 37,272.37 CU YDS (EXPORT)
*CUT/FILL INCLUDES 1A OFFSITE IMPROVEMENTS
*CUT/FILL WAS GENERATED USING GIS SURFACE, NOT SURVEYED DATA.

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY BEING A PORTION OF WEST 1/2 OF THE EAST 1/2 OF SECTION 22, T 20 N, R 25 E, M.D.B.&M., AND A PORTION OF PARCEL A OF LYON COUNTY MAP 133366, LYON COUNTY, NEVADA, DESCRIBED AS FOLLOWS:

PARCEL A-4, AS SHOWN ON THE PARCEL MAP FOR WILLIAM F. & IDA M. MITCHELL, RECORDED IN THE OFFICIAL RECORDS OF LYON COUNTY, NEVADA ON JANUARY 4, 1993, AS DOCUMENT NO. 158028, ASSESSOR'S PARCEL NUMBER(S): 021-471-05

PROJECT CONTACTS:

OWNER/DEVELOPER	ENGINEER	SURVEYOR
REGHETTI INVESTMENTS LLC 1991 MORNING GROVE CT RENO, NV 89523 (775) 250-4002	PHELPS ENGINEERING SERVICES, LLC 155 COUNTRY ESTATES CIRCLE SUITE 300 RENO, NV. 89511 (775) 399-2200	MST SURVEYING 15506 QUICKSILVER DR. RENO, NV. 89511 (775) 677-9166

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

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

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

CITY APPROVAL:

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

PUBLIC WORKS

COMMUNITY DEVELOPMENT

CITY ENGINEER

NORTH LYON COUNTY FIRE PREVENTION DISTRICT

TRUCKEE-CARSON IRRIGATION DISTRICT

ATTEST: CITY CLERK

CITY DEVELOPMENT STANDARDS AND NOTES

1. MINIMUM LOT SIZE.....3000 SF
2. MINIMUM AVERAGE LOT WIDTH.....45 FT. (FRONTAGE: 35 FT MIN.)
3. SETBACKS.....FRONT: 15 FT , 20 GARAGE
SIDE (CORNER): 10 FT
SIDE (INTERIOR): 7.5 FT (0 FT ON SHARED LOT LINE)
REAR: 10 FT.
4. THIS DEVELOPMENT IS IN ZONE "X" ACCORDING TO THE FLOOD INSURANCE RATE MAP PANEL 32019C0105E (EFFECTIVE JANUARY 16, 2009) ZONE "X" IS IDENTIFIED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
5. HISTORICALLY, THE PROJECT SITE WAS USED FOR AGRICULTURAL PURPOSES, AN IRRIGATED FIELD
6. DOMESTIC WATER SUPPLIED FROM COMMUNITY WATER SYSTEM.
7. DOMESTIC SEWAGE DISPOSAL BY COMMUNITY SEWER SYSTEM, ESTIMATED AMOUNT OF SEWAGE CONTRIBUTED IS 130 GAL/DAY/DU (MULTI-FAMILY); 200 GAL/DAY/DU (SINGLE FAMILY ATTACHED).
8. ALL UTILITIES TO BE PLACED UNDERGROUND
9. ALL STREET AND UTILITY IMPROVEMENTS WILL BE CONSTRUCTED TO CITY STANDARDS
10. STORM DRAINAGE WILL BE RETAINED ON SITE
11. WATER RIGHT SHALL BE IN ACCORDANCE WITH CITY ORDINANCE #714 BILL 696 PASSED 12-21-04
12. THE DISTANCE FROM THE SUBDIVISION TO THE COMMUNITY SEWAGE SYSTEM IS APPROXIMATELY 100 FEET.

UTILITIES:

CHARTER COMMUNICATIONS 9335 PROTOTYPE DRIVE RENO, NV. 89511 (775) 850-7243	SOUTHWEST GAS CORPORATION 400 EAGLE STATION LANE CARSON CITY, NV. 89702 (775) 887-2720	FERNLEY PUBLIC WORKS DEPT. 595 SILVER LACE LANE FERNLEY, NV. 89408 (775) 575-2307
---	---	--

SBC NEVADA BELL 645 E. PLUMB LANE P.O. BOX 11010 RENO, NV. 89520 (775) 333-4363	NV ERERGY P.O. BOX 10100 RENO, NV 89520 (775) 473-6998
---	---

BASIS OF BEARINGS

PENDING BOUNDARY SURVEY

DATUM STATEMENT:

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

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

Sheet List Table

Sheet Number	Sheet Title
1	COVER SHEET
2	GENERAL NOTES
3	PHASING PLAN
4	EXISTING CONDITIONS - NORTH
5	EXISTING CONDITIONS - SOUTH
6	SITE PLAN - NORTH
7	SITE PLAN - SOUTH
8	SITE PLAN - OFFSITE IMPROVEMENTS
9	GRADING PLAN - NORTH
10	GRADING PLAN - SOUTH
11	UTILITY PLAN
12	UTILITY PLAN
13	UTILITY PLAN
14	UTILITY PLAN
15	UTILITY PLAN
16	UTILITY PLAN
17	UTILITY PLAN



SCALE: AS SHOWN
DESIGNED BY: NRW
DRAWN BY: NRW
CHECKED BY: LEP

COVER SHEET

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

DATE:
3/15/2022
PROJECT NO.
19286

1

C:\PDS\DETAILS\CDP 110 DETAIL.dwg rev 2018 - Bldg.dwg 07/14/2018 0:30:03 PM AcqPld.dwg

GENERAL NOTE FOR ALL DETAILS

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

GENERAL NOTES FOR WATER SERVICE

1. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR COMPLIANCE WITH ALL APPLICABLE PROVISIONS OF OSHA AND CHAPTER 618 OF NRS, IN THE CONSTRUCTION PRACTICES FOR ALL EMPLOYEES DIRECTLY ENGAGED IN THE COMPLETION OF THIS PROJECT.
2. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS AT THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK ACCORDING TO GENERALLY ACCEPTED CONSTRUCTION PRACTICES.
3. ALL UNDERGROUND VALVES LARGER THAN 2", TEES, ETC., SHALL BE COATED IN MASTIC.
4. NOTIFY CITY OF FERNLEY 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
5. FIBER-REINFORCED PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH @ 28 DAYS; MIN 6 SACKS OF CEMENT PER CUBIC YARD WITH A MAX. WATER/CEMENT RATIO OF 0.45; AIR ENTRAINMENT 6% ± 1.5%; SLUMP AT 1 TO 4 INCHES; ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. POLYPROPYLENE FIBERS SHALL BE ADDED TO THE P.C.C. PER THE MANUFACTURERS RECOMMENDATIONS.
6. NO OTHER UTILITIES MAY BE PLACED IN A WATER OR SEWER TRENCH.
7. BACKFLOW PREVENTION IS REQUIRED PER DETAILS # 31 THRU # 40. RESIDENTIAL SUBDIVISIONS DO NOT TYPICALLY REQUIRE DETAILS # 31 THRU # 40. CITY OF FERNLEY WILL NOTIFY WHEN THESE SHEETS ARE REQUIRED.
8. CONTRACTORS SHALL COMPLY WITH HOST EMPLOYER (CITY OF FERNLEY) SAFETY PROGRAM
9. CONTRACTOR IS RESPONSIBLE FOR REVIEWING HOST EMPLOYER'S SAFETY PROGRAM. CONTRACTOR AT PRE-BID SHALL FURNISH CITY OF FERNLEY SAFETY RECORDS FROM THE LAST THREE YEAR PERIOD AND A COPY OF ITS OWN COMPANY SAFETY PROGRAM.
10. ALL VALVE BOXES, MANHOLE STRUCTURES, AND CLEANOUTS SHALL BE MARKED AND ACCESSIBLE AT ALL TIMES.
11. FOR DETAILS NOT SHOWN, CONTACT CITY OF FERNLEY @ 775-784-9910, FAX 775-784-9966.
12. THE OWNER IS RESPONSIBLE FOR FURNISHING QUALIFIED SITE INSPECTIONS DURING CONSTRUCTION OF PUBLIC IMPROVEMENTS.
13. CITY OF FERNLEY SHALL APPROVE OF THE INSPECTOR & TESTING FIRM PRIOR TO CONSTRUCTION.
14. THE INSPECTOR SHALL INVENTORY ALL CONSTRUCTION MATERIALS TO ENSURE QUALITY CONTROL. REJECTION OF DEFECTIVE MATERIALS MUST BE COORDINATED WITH CITY OF FERNLEY.
15. PERFORM PLASTIC PIPE BALL AND MANDREL TESTS ON NEWLY INSTALLED SEWER PIPE IN ACCORDANCE WITH SECTION 336.03.09 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
16. PERFORM AIR PRESSURE TESTING ON NEWLY INSTALLED SEWER PIPE IN ACCORDANCE WITH SECTION 336.03.07.04 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
17. ALL NEW PUBLIC WATER MAINS SHALL BE 8" OR LARGER.
18. CONTRACTOR IS RESPONSIBLE TO MAKE FIELD MEASUREMENTS TO LOCATE AND SIZE EXISTING FACILITIES OR UNDERGROUND UTILITIES.
19. PLACE CHLORINE TABLETS IN WATER LINES AS FOLLOWS:
3 TABLETS PER 8" DIAMETER OF LINE;
4 TABLETS PER 8" DIAMETER LENGTH OF LINE;
5 TABLETS PER 10" DIAMETER LENGTH OF LINE;
6 TABLETS PER 12" OR GREATER DIAMETER LENGTH OF LINE;
TABLETS MUST BE GLUED AT EQUALLY SPACED INTERVALS TO INSIDE OF PIPE USING APPROVED ADHESIVE. DISINFECTION SHALL MEET AWWA STANDARD C651.
20. CONTRACTOR SHALL SUBMIT CUT SHEETS & SHOP DRAWINGS FOR REVIEW TO THE PROJECT ENGINEER, AND/OR THE UTILITY ENGINEER PRIOR TO ORDERING CONSTRUCTION MATERIALS. A SIGNED SET OF DRAWINGS MUST ALWAYS BE AVAILABLE ON SITE DURING CONSTRUCTION.
21. PER THE CITY OF FERNLEY RULES AND REGULATIONS, SECTION 1.04.054, A BOND MUST BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
1	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

GENERAL NOTES FOR SANITARY SEWER

1. SEWER LINE CLEANING SHALL BE PERFORMED WITH HYDRAULICALLY PROPELLED, HIGH-VELOCITY JET, MECHANICALLY POWERED EQUIPMENT, OR OTHER PUBLIC WORKS APPROVED DEVICES. THE CLEANING SHALL RESTORE THE SEWER LINES TO A MINIMUM OF 95% OF THE LINES ORIGINAL CARRYING CAPACITY. FINAL ACCEPTANCE SHALL BE MADE AFTER SUCCESSFUL INSPECTION TO THE PUBLIC WORKS INSPECTORS SATISFACTION THAT THE CONDITIONS ABOVE HAVE BEEN MET.
2. SEWER GRADES SHALL BE VERIFIED AT EACH MANHOLE. INSPECTOR SHALL VERIFY PROPER OPERATION OF LEVELING EQUIPMENT AND PROCEDURE.
3. ALL NEW PUBLIC COLLECTOR SEWERS SHALL BE 8 INCHES OR LARGER.

GENERAL NOTES FOR E-ONE SEWER

1. MINIMUM BURY DEPTH IS 30 INCHES.
2. ALL LOW PRESSURE FORCE MAIN PIPING SHALL BE SDR 21 PVC FOR 2" AND 3" MAINS AND C900 PVC FOR 4" AND LARGER MAINS.
3. INSTALL AIR-RELEASE VALVES AT SYSTEM HIGH POINTS OR EVERY 2000 FT OF PIPE RUN.
4. INSTALL FLUSHING STATIONS AND ISOLATION VALVES AT EVERY 1500 FT OF PIPE RUN AND WHENEVER TWO OR MORE MAINS COME TOGETHER.
5. "LOOPED" SYSTEMS ARE NOT ALLOWED.
6. SIZE SEWER MAINS IN ACCORDANCE WITH TABLES 4 AND 7 (MAXIMUM NUMBER OF GRINDER PUMP CORES OPERATING DAILY AND SCH 40 PVC PIPE FLUID DYNAMICS) FROM THE ENVIRONMENT-ONE CATALOG.
7. USE OF ENVIRONMENT-ONE SYSTEM COMPONENTS HAS BEEN AUTHORIZED BY THE UTILITY. ALTERNATE SYSTEM WILL BE REVIEWED ON A CASE-BY CASE BASIS.
8. "FLAPPER" TYPE STOP-CHECK VALVES SHALL BE INSTALLED AS CLOSE TO THE MAIN LINE AS FEASIBLE.

GEOTECHNICAL NOTE:

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

SYSTEM TESTING:

1. THE CITY OF FERNLEY OR IT'S AUTHORIZED INSPECTOR SHALL INSPECT ALL SYSTEMS PRIOR TO BURIAL.
2. COMPACTION TESTING (>90% ASTM D1557A) IS REQUIRED IN ALL STRUCTURAL AREAS.
3. HYDROSTATIC ALLY TEST THE LINE TO 150% OF DEAD HEAD PRESSURE (90 psf) FOR 2 HOURS. SYSTEM SHALL NOT LOSE MORE THAN 5 psi WITHIN THIS TESTING PERIOD.

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
4	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

WATER MAIN PRESSURE & BACTERIA TESTING

1. CONTRACTOR SHALL MAINTAIN TEST PRESSURE WITHIN 5 PSI FOR A PERIOD OF 2 HOURS. TEST PRESSURE SHALL BE 150 AND 200 PSI, PER PRESSURE ZONE, AS INDICATED ON PLANS.
2. ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING:
 $SD \sqrt{P}$
ALLOWABLE LEAKAGE (GALLONS PER HOUR) = 133,200
WHERE S = LENGTH OF PIPE IN TEST SECTION (FEET)
D = PIPE DIAMETER (INCHES)
P = TEST PRESSURE (PSIG)
3. LEAKAGE SHALL BE MEASURED BY THE VOLUME OF WATER REQUIRED TO MAINTAIN THE TEST PRESSURE WITHIN 5 PSI FOR THE TEST PERIOD, NOT THE DROP IN PRESSURE.
4. INSPECTOR IS RESPONSIBLE FOR OBTAINING AND DELIVERING TESTING LAB SAMPLE BOTTLES AND COLLECTING SAMPLES FOR BACTERIA TESTING. INSPECTOR SHALL PRESENT TEST RESULTS TO THE UTILITY.

REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY (RP):

1. THE RP SHALL ALWAYS BE INSTALLED ABOVE GRADE AND WILL NOT BE ALLOWED IN BASEMENTS.
2. A DRAIN SHALL BE INSTALLED IN THE BOX FOR OUTDOOR INSTALLATIONS AND A DAYLIGHT DRAIN AND A FLOOR DRAIN SHALL BE INSTALLED FOR INDOOR INSTALLATIONS. REFER TO TABLE A FOR MINIMUM REQUIRED DRAIN SIZES.
3. AN AIR GAP (VERTICAL PHYSICAL SEPARATION) OF AT LEAST 2 TIMES THE DIAMETER OF THE RELIEF VALVE OPENING, WITH A MINIMUM OF 1", SHALL BE MAINTAINED BETWEEN THE WATER DISCHARGE POINT ON THE RELIEF VALVE AND THE DRAIN OR 1" ABOVE THE MINIMUM FLOOD LEVEL, WHICHEVER IS HIGHERST.

TABLE A		
RP SIZE	MIN. ID	DRAIN SIZE
3/4" - 1 1/2"	2"	4"
1 1/4" - 2"	4"	6"
2 1/4" - 3"	6"	8"
4" - 10"	8"	

DOUBLE CHECK VALVE BACKFLOW PREVENTION ASSEMBLY (DC):

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

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

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

DC, RP, AND PVB/SVB ASSEMBLIES:

1. SUPPORTS SHALL BE PROVIDED AS NECESSARY.
2. ELECTRIC SUPPLY SOCKETS SHALL BE AWAY FROM RELIEF VALVE & TESTCOCK.
3. FREEZE PROOF INSULATED BOX AND 1 TYPE OF HEAT ARE REQUIRED. 2 TYPES ARE STRONGLY RECOMMENDED.
4. PLACE WATERTIGHT, FLEXIBLE SEALANT AT PIPE PENETRATIONS.
5. INSULATED BOX SHALL BE AN INLET TEE TO BRASS SHUTOFF VALVE WITH A RUBBER SEAT & SCHEDULE 80 1/2" 90° ELBOW WITH FEMALE THREADS. ADD 1/2" RED FREEZE KING DRAIN.
10. USE 2 FULL TURNS OF TEFLON TAPE ON ALL THREADED JOINTS.
11. NO STOP AND WASTE VALVES.
12. ADEQUATE CLEARANCE MUST BE PROVIDED FOR OPERATION OF VALVES AND REPAIR AND TESTING OF THE ASSEMBLIES.
13. NO OUTLET, TEE, OR AN CONNECTION MAY BE MADE TO THE SERVICE LINE BETWEEN THE METER AND THE ASSEMBLY.
14. ALL ASSEMBLIES MUST BE INSTALLED IN THE HORIZONTAL ORIENTATION UNLESS USC APPROVED IN A DIFFERENT ORIENTATION.
15. ASSEMBLIES MUST BE INSTALLED AS CLOSELY AS PRACTICAL TO THE WATER METER.
16. CITY OF FERNLEY RECOMMENDS PROTECTING THE ASSEMBLIES FROM VANDALISM IN SUSCEPTIBLE AREAS. REQUIRED CLEARANCES MUST STILL BE MET AND UTILITY ACCESS MUST BE PROVIDED.
17. ASSEMBLIES LESS THAN 2" REQUIRE 1 CU. FT OF CLEAN GRAVEL AND ASSEMBLIES GREATER THAN OR EQUAL TO 2" REQUIRE 8 CU. FT OF CLEAN GRAVEL FOR ALL DRAINS.

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
2	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

GENERAL NOTES FOR ROADWAY GEOMETRICS

1. THE ENGINEER SHALL SUBMIT A TRAFFIC REPORT AND PAVEMENT SECTION DESIGN WITH THE IMPROVEMENT PLANS, UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
2. THE ENGINEER OF RECORD SHALL SUBMIT THE PAVEMENT MIX DESIGN TWO (2) WEEKS PRIOR TO PAVING TO THE CITY OF FERNLEY PUBLIC WORKS DEPARTMENT FOR REVIEW.
3. DESIGN OF THE STRUCTURAL SECTION FOR ASPHALT CONCRETE PAVEMENT FOR BOTH PUBLIC AND PRIVATE STREETS SHALL CONFORM TO THE PROCEDURES AS SET FORTH IN THE CURRENT ASPHALT INSTITUTE MANUAL SERIES NO. 1 (MS-1) OR AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) DESIGN GUIDE, BASED ON SUBGRADE STRENGTH VALUES DETERMINED BY RESILIENT MODULUS (MR) VALUE, RESISTANCE (R) VALUE OR CALIFORNIA BEARING RATIO (CBR), AND TRAFFIC DATA PROVIDED IN APPROVED TRAFFIC STUDY FOR THE PROJECT. SUFFICIENT TESTS SHALL BE MADE TO FULLY EVALUATE EACH DIFFERENT SOIL TYPE IN THE PROJECT. MAJOR ARTERIAL, MINOR ARTERIAL, INDUSTRIAL AND COMMERCIAL STREETS SHALL BE A TYPE 2 AC-20P ASPHALT CONCRETE (AC) PAVEMENT MIX DESIGN WITH HYDRATED LIME (MINERAL FILLER) ADDED AT ONE AND ONE-HALF PERCENT OF THE WEIGHT OF THE DRY AGGREGATES. COLLECTOR AND LOCAL/RESIDENTIAL STREETS SHALL BE A TYPE 3 AC-20 ASPHALT CONCRETE (AC) PAVEMENT MIX DESIGN WITH HYDRATED LIME (MINERAL FILLER) ADDED AT ONE AND ONE-HALF PERCENT OF THE WEIGHT OF THE DRY AGGREGATES. THE MINIMUM DESIGN LIFE OF THE STRUCTURAL SECTION SHALL BE 20 YEARS. MINIMUM STREET STRUCTURAL SECTIONS FOR BOTH PUBLIC AND PRIVATE STREETS SHALL BE 3" AC ON 6" OF TYPE 2, CLASS B AGGREGATE BASE FOR LOCAL/RESIDENTIAL STREETS, 3" AC ON 6" OF TYPE 2, CLASS B AGGREGATE BASE FOR MINOR ARTERIAL, INDUSTRIAL, COMMERCIAL AND COLLECTOR STREETS, AND 4" AC ON 6" OF TYPE 2, CLASS B AGGREGATE BASE FOR EXPRESSWAYS AND MAJOR ARTERIAL STREETS. ALL STREETS, BOTH PUBLIC AND PRIVATE WHICH ARE TO BE UTILIZED BY CONSTRUCTION VEHICLES DURING DEVELOPMENT, SHALL BE DESIGNED TO CARRY THE MAXIMUM ANTICIPATED LOADS. CONCRETE STREETS MAY BE PERMITTED UPON APPROVAL OF STRUCTURAL DESIGNS BY PUBLIC WORK.

STRIPING AND SIGNAGE

1. PAVEMENT STRIPING SHALL BE NDOT TYPE II WATERBORNE PAINT WITH A MINIMUM FILM THICKNESS OF 25 MILS APPLIED IN TWO COATS. DROP ON GLASS BEADS SHALL BE APPLIED ON SECOND COAT. SEE SECTION 632 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SILVER BOOK).
2. PAVEMENT SYMBOL MARKINGS, YIELD LINES, AND STOP BARS SHALL BE REFLECTIVE THERMOPLASTIC MATERIAL MEETING THE CURRENT SPECIFICATIONS FROM SECTION 634 OF THE SILVER BOOK.
3. THE DESIGN AND INSTALLATION OF TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.

TRENCHING AND PATCHING

1. THE DESIGN AND INSTALLATION OF TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
5	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

AIR GAP SEPARATION

1. THE TANK AND PUMP SHALL BE DESIGNED TO SUIT CUSTOMER'S NEEDS.
2. AN AIR GAP (THE DISTANCE BETWEEN THE LOWEST POINT OF THE SUPPLY LINE AND OVERFLOW ELEVATION OF THE RECEIVING TANK) MUST BE AT LEAST 2 TIMES THE DIAMETER OF THE SUPPLY LINE, WITH A MINIMUM AIR GAP OF 1".
3. FREEZE PROTECTION SHALL BE PROVIDED FOR THE SUPPLY PIPE AND THE RECEIVING TANK WHERE NECESSARY.
4. THE WATER METER SHALL BE LOCATED UPSTREAM OF THE AIR GAP.
5. AIR GAP BYPASSES MUST BE AUTHORIZED BY THE UTILITY.

TYPICAL LOCATIONS WHERE RP ASSEMBLIES ARE REQUIRED

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

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

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

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

CITY OF FERNLEY CROSS-CONNECTION CONTROL PROGRAM REQUIREMENTS

1. ALL BACKFLOW PREVENTION ASSEMBLIES MUST BE INSPECTED BY A UTILITY REPRESENTATIVE AND A TEST FORM (COMPLETED BY A HEALTH DISTRICT CERTIFIED TESTER) MUST BE SUBMITTED TO CITY OF FERNLEY BEFORE SERVICE IS ACTIVATED.
2. THE TEST FORM MUST BE SUBMITTED TO CITY OF FERNLEY ANNUALLY WITHIN 30 DAYS OF THE ASSEMBLY INSTALLATION ANNIVERSARY DATE.
3. CITY OF FERNLEY MAY TEST THE ASSEMBLY AT ANY TIME AT ITS OWN EXPENSE.
4. THE CUSTOMER IS RESPONSIBLE TO PROTECT HIS/HER SYSTEM FROM THERMAL EXPANSION BY INSTALLING EITHER AN EXPANSION TANK OR PRESSURE RELIEF VALVE IN THE FEED LINE TO THE WATER HEATER (NO PROTECTION COULD RESULT IN SERIOUS DAMAGE AND/OR INJURY).
5. ALL ASSEMBLIES MUST BE USC APPROVED.
6. ALL WATER USED DURING CONSTRUCTION SHALL BE METERED AND SHALL FLOW THROUGH AN APPROVED BACKFLOW PREVENTION ASSEMBLY. UNAUTHORIZED FIRE HYDRANT USAGE SHALL RESULT IN COLLECTION OF FEES, FINES, POSSIBLE LEGAL ACTION, AND INVOLVEMENT OF STATE/LOCAL LICENSING BOARDS.
7. IF A CONTINUOUS WATER SUPPLY IS CRITICAL TO A PREMISE, PARALLEL ASSEMBLIES SHOULD BE INSTALLED.
8. IT IS THE CUSTOMER'S RESPONSIBILITY TO ACCOUNT FOR PRESSURE LOSSES FROM THE ASSEMBLY.
9. BACKFLOW PREVENTION SHALL NOT BE RELOCATED, REMOVED, OR REPLACED WITHOUT PRIOR APPROVAL FROM CITY OF FERNLEY.
10. PLEASE NOTE THAT THE REQUIRED ASSEMBLIES PROTECT THE PUBLIC WATER SYSTEM ONLY.
11. ENGINEER TO PROVIDE DOCUMENTATION THAT THE ASSEMBLIES ARE USC APPROVED.

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
3	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

GENERAL NOTES FOR CONCRETE WORK

1. NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED BY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.
2. FIBER-REINFORCED PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH @ 28 DAYS; MIN. 6 SACKS OF CEMENT PER CUBIC YARD WITH A MAX. WATER/CEMENT RATIO OF 0.45; AIR ENTRAINMENT 6% ± 1.5%; SLUMP AT 1 TO 4 INCHES; ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. POLYPROPYLENE FIBERS SHALL BE ADDED TO THE P.C.C. PER THE MANUFACTURERS RECOMMENDATIONS.
3. COMMERCIAL DRIVEWAYS SHALL HAVE #4 BARS AT 18" ON-CENTER LONGITUDINAL AND TRANSVERSE EXTENDING INTO GUTTER PAN AND DRIVEWAY WINGS. MINIMUM 2" CONCRETE COVER FOR ALL REINFORCING BARS.
4. IF EXPANSION JOINT EXISTS WITHIN 4 FEET OF DRIVEWAY, REMOVE SIDEWALK AND CURB AND GUTTER TO THAT JOINT.
5. CONCRETE REMOVAL SHALL BE TO NEAT SAWCUT LINES
6. REMOVE CONCRETE WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXIST
7. DEPRESSED CURB LENGTH TO MATCH DRIVEWAY WIDTH
8. WEAKENED PLAIN JOINTS AT 5'-0" O.C. WITH EXPANSION JOINT IF NECESSARY

GENERAL NOTES

Detail No.	DATE	REVISIONS	BY
6	05/08	RELOCATED NOTES WITH DETAIL ID	
GEN NOTES			

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

DATE:
3/15/2022
PROJECT NO.
19286



REVISIONS		DATE	BY
No.			
1			
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SCALE: AS SHOWN
DESIGNED BY: NRW
DRAWN BY: NRW
CHECKED BY: LEP

GENERAL NOTES



PHASING LEGEND:



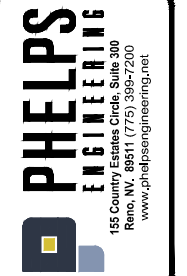
VONNIE LANE SUBDIVISION



OFFSITE IMPROVEMENTS



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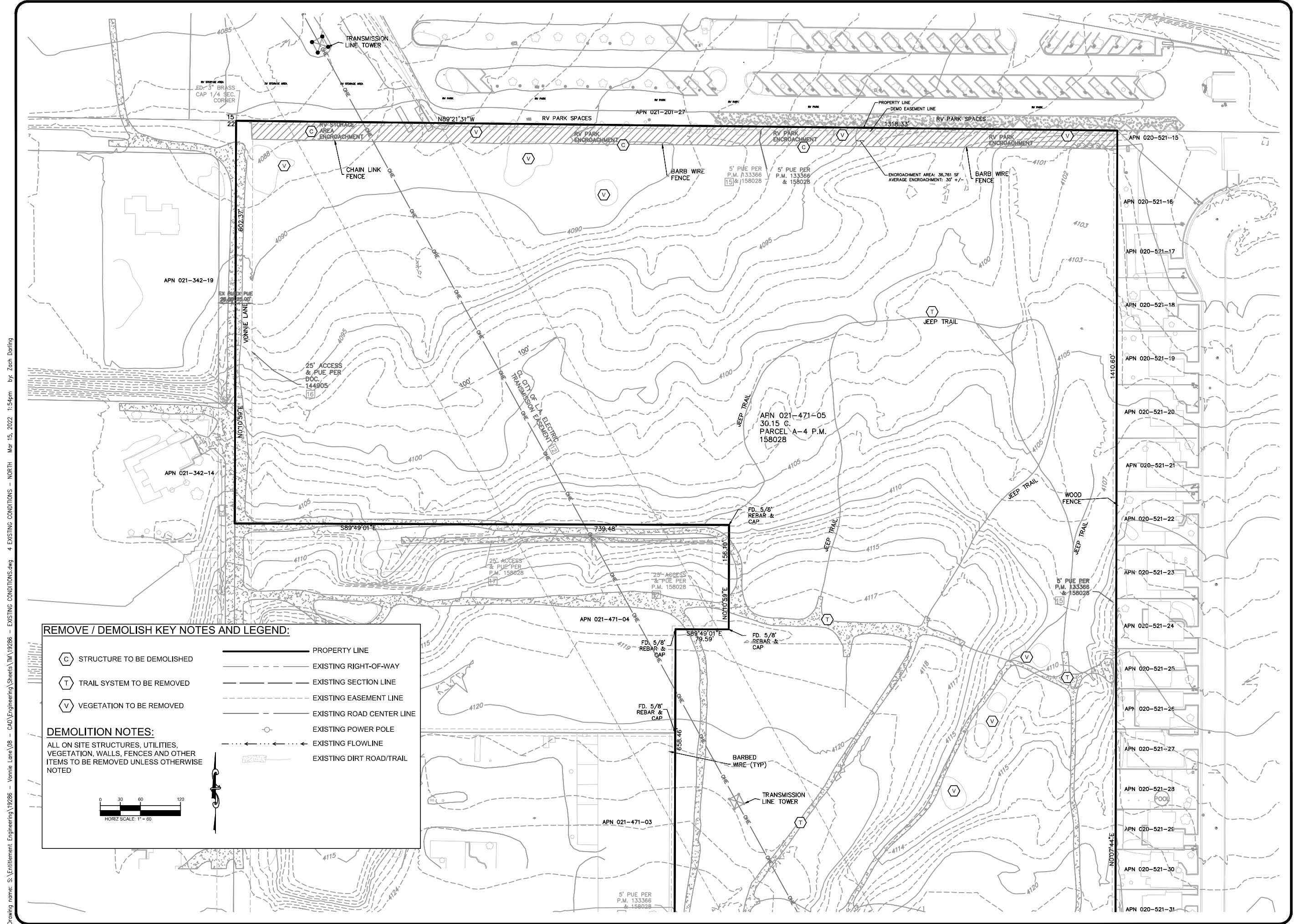
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DESIGNED BY:	NRW
DRAWN BY:	NRW
CHECKED BY:	LEP

PHASING PLAN

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

DATE:
3/15/2022

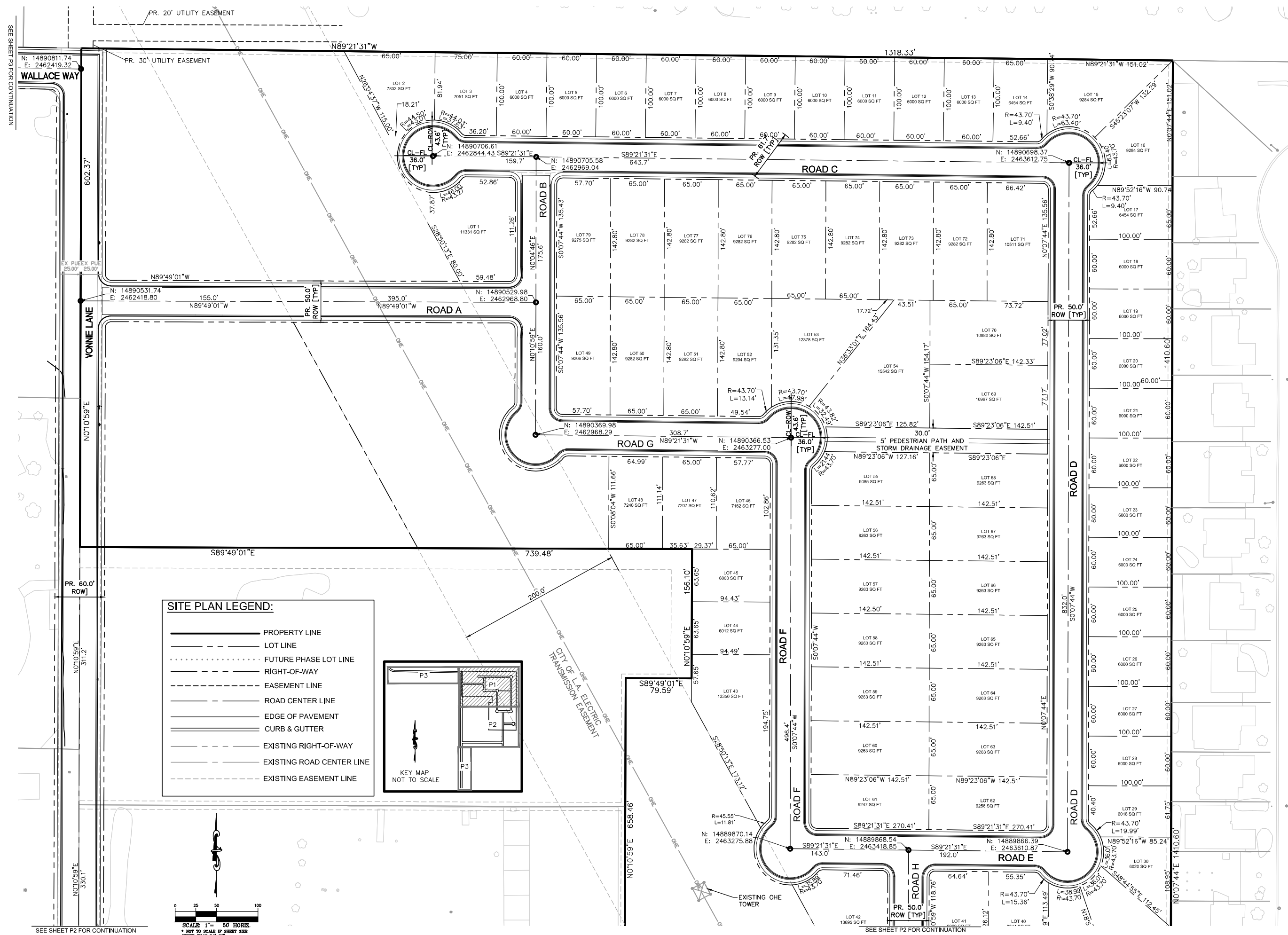
PROJECT NO.
19286



DATE:
3/15/2022

PROJECT NO.
19286

4



PHELPS
ENGINEERING

135 County Estates Circle, Suite 300
Reno, NV 89511 (775) 395-7200
www.phelpsengineering.net

SCALE:	AS SHOWN
DESIGNED BY:	NRW
DRAWN BY:	NRW
CHECKED BY:	LEP

SITE PLAN
NORTH

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

DATE: 3/15/2022
PROJECT NO. 19286

SEE SHEET P1 FOR CONTINUATION

PR. 60.0'
ROW [TYP]

VONNIE LANE

N: 14889117.28
E: 2462414.29

S89°49'01"E
1002.0'

ROAD J

END OF IMPROVEMENTS
N: 14889020.24
E: 2463416.14

SECONDARY ACCESS
ROAD J AND ROAD H

N: 14889114.08
E: 2463416.30

50.0'
ROW
(TYP)

N01°20'2"E
452.1'

PR. 50.0'
ROW [TYP]

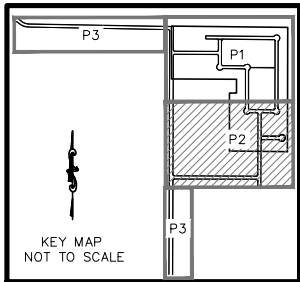
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PR. 50.0'
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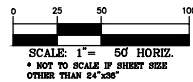
PR. 50.0'
ROW [TYP]

PR. 50.0'
ROW [TYP]

PR. 50.0'
ROW [TYP]



KEY MAP
NOT TO SCALE



SCALE: 1" = 50' HORIZ.
* NOT TO SCALE IF SHEET SIZE
OTHER THAN 24"x36"

SITE PLAN LEGEND:

- PROPERTY LINE
- LOT LINE
- FUTURE PHASE LOT LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- ROAD CENTER LINE
- EDGE OF PAVEMENT
- CURB & GUTTER
- EXISTING RIGHT-OF-WAY
- EXISTING ROAD CENTER LINE
- EXISTING EASEMENT LINE

SEE SHEET P1 FOR CONTINUATION

N: 14889870.14
E: 2463275.88

S89°21'31"E
143.0'

N: 14889868.54
E: 2463418.85

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
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S89°21'31"E
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N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
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S89°21'31"E
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E: 2463610.87

S89°21'31"E
192.0'

N: 14889866.39
E: 2463610.87

S89°21'31"E
192.0'



SCALE: AS SHOWN
DESIGNED BY: NRW
DRAWN BY: NRW
CHECKED BY: LEP

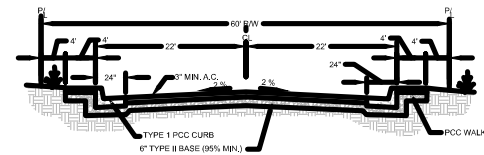
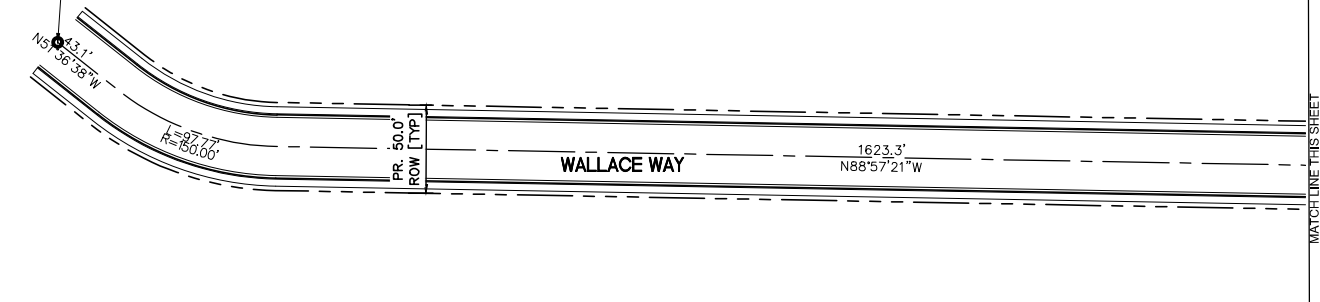
SITE PLAN
SOUTH

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

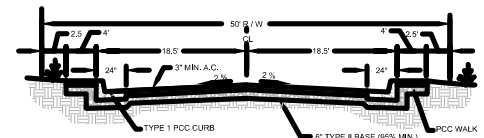
DATE:
3/15/2022
PROJECT NO.
19286

Drawing name: S:\Entitlement_Engineering\19286 - Vonnie Lane\08 - CAD\Engineering\Sheets\1A\19286 - SITE PLAN.dwg 8 SITE PLAN - OFFSITE IMPROVEMENTS Mar 15, 2022 1:55pm by: Zach Dorling

CONNECT TO EXISTING
RED ROCKS ROAD
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E: 2460672.12



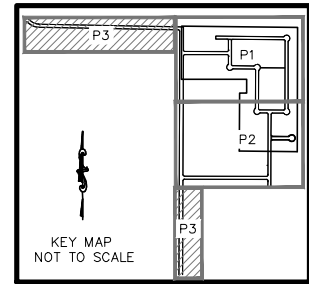
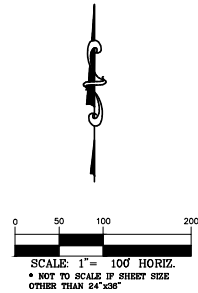
VONNIE LANE ROADWAY SECTION - 60' R.O.W.



WALLACE WAY ROADWAY SECTION - 50' R.O.W.

SITE PLAN LEGEND:

- PROPERTY LINE
- LOT LINE
- FUTURE PHASE LOT LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- ROAD CENTER LINE
- EDGE OF PAVEMENT
- CURB & GUTTER
- EXISTING RIGHT-OF-WAY
- EXISTING ROAD CENTER LINE
- EXISTING EASEMENT LINE



CONNECT TO EXISTING
FARM DISTRICT ROAD 828
N: 14888015.15
E: 2462410.77

FARM DISTRICT
ROAD 828

SEE SHEET P1 FOR CONTINUATION

PR. 60.0'
ROW

EX. PUEX. PUE
25.00' 25.00'

VONNIE LANE

N010°59'E
1250.0'

PR. 60.0'
ROW



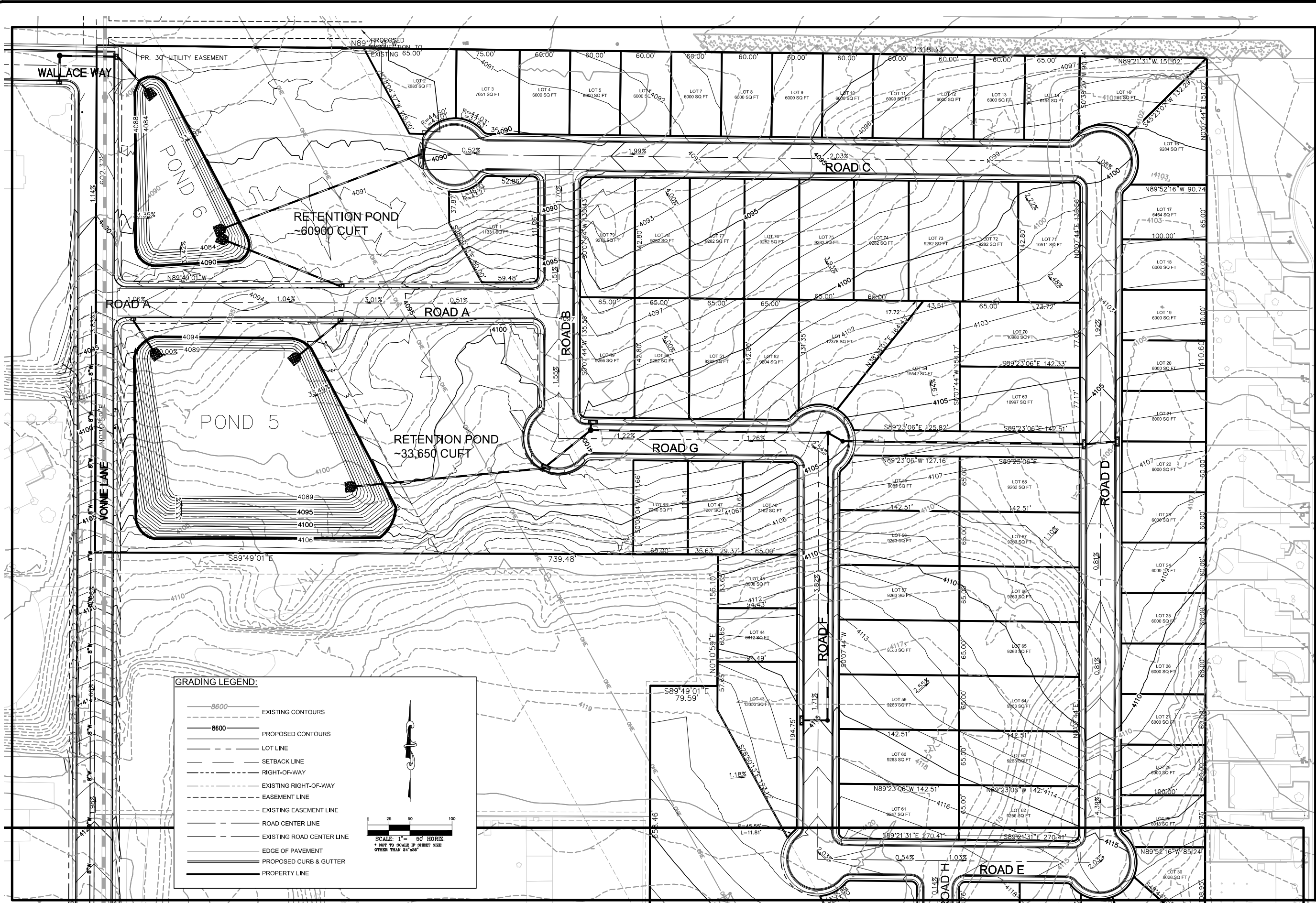
SCALE: AS SHOWN
DESIGNED BY: NRW
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CHECKED BY: LEP

OFFSITE IMPROVEMENTS

TENTATIVE MAP
VONNIE LANE SUBDIVISION
FERNLEY, NEVADA

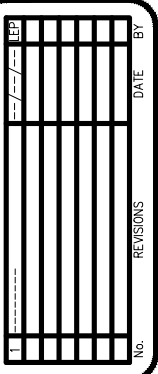
DATE:
3/15/2022
PROJECT NO.
19286

Drawing name: S:\Entitlement Engineering\19286 - Vonnie Lane\08 - CAD\Engineering Sheets\19286 - GRADING PLAN.dwg 9 GRADING PLAN - NORTH Mar 15, 2022 1:55pm by Zach Darling



TENTATIVE MAP	
VONNIE LANE SUBDIVISION	
FERNLEY, NEVADA	
DATE: 3/15/2022	
PROJECT NO. 19286	
9	
SCALE: AS SHOWN	
DESIGNED BY: NRW	
DRAWN BY: NRW	
CHECKED BY: LEP	
GRADING PLAN - NORTH	
PHELPS ENGINEERING	
155 County Estates Circle, Suite 300	
Reno, NV 89511 (775) 395-7200	
www.phelpsengineering.net	
REVISIONS	
DATE	
BY	
No.	

SEE SHEET G1 FOR CONTINUATION

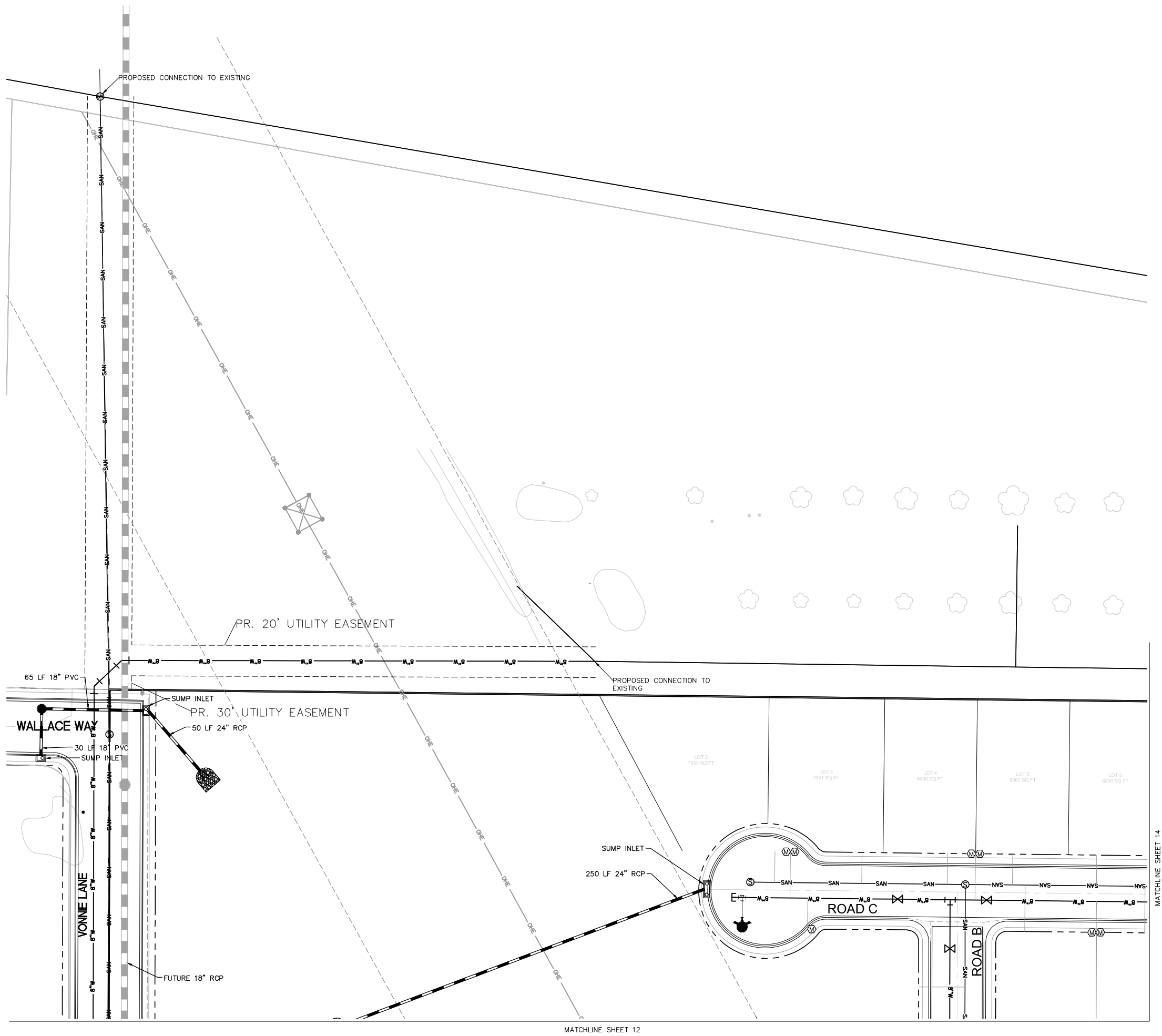


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GRADING PLAN - SOUTH

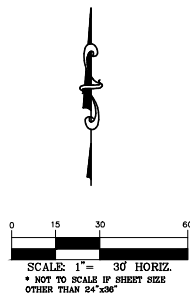
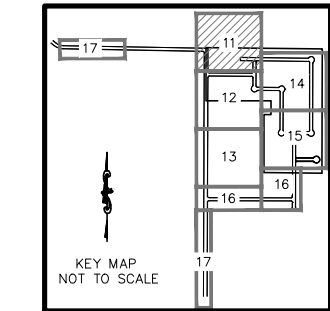
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UTILITY LEGEND:

- 8"W POTABLE WATER LINE WITH SIZE
- SAN SANITARY SEWER WITH MANHOLE
- SERVICE LINE
- W EXISTING WATER LINE
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- WATER SERVICE METER
- STORM SEWER



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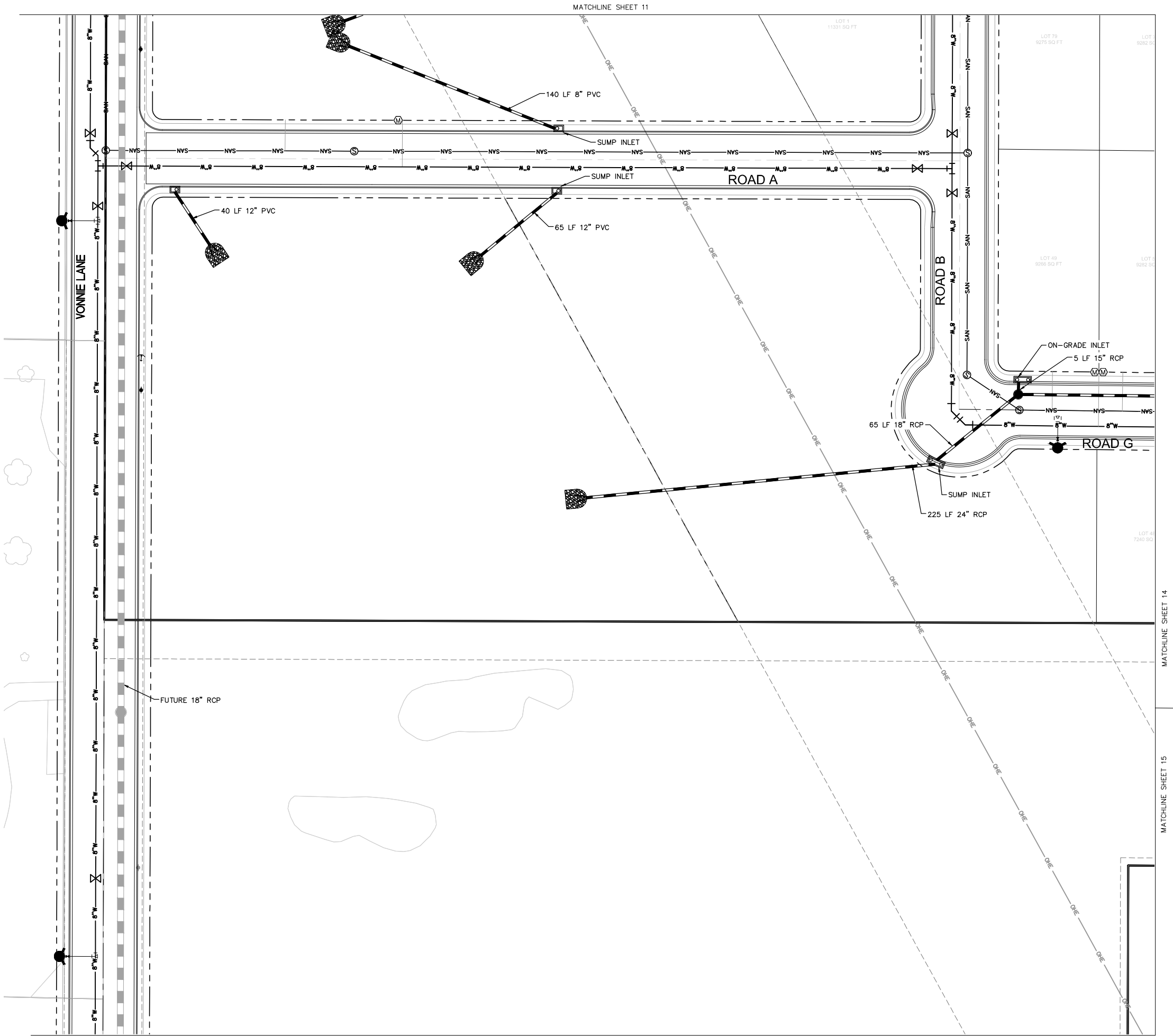
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TENTATIVE MAP
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FERNLEY, NEVADA

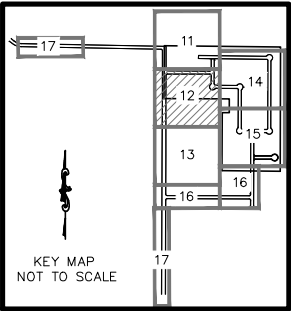
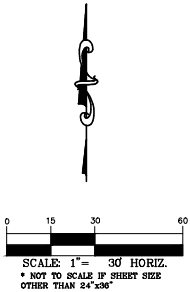
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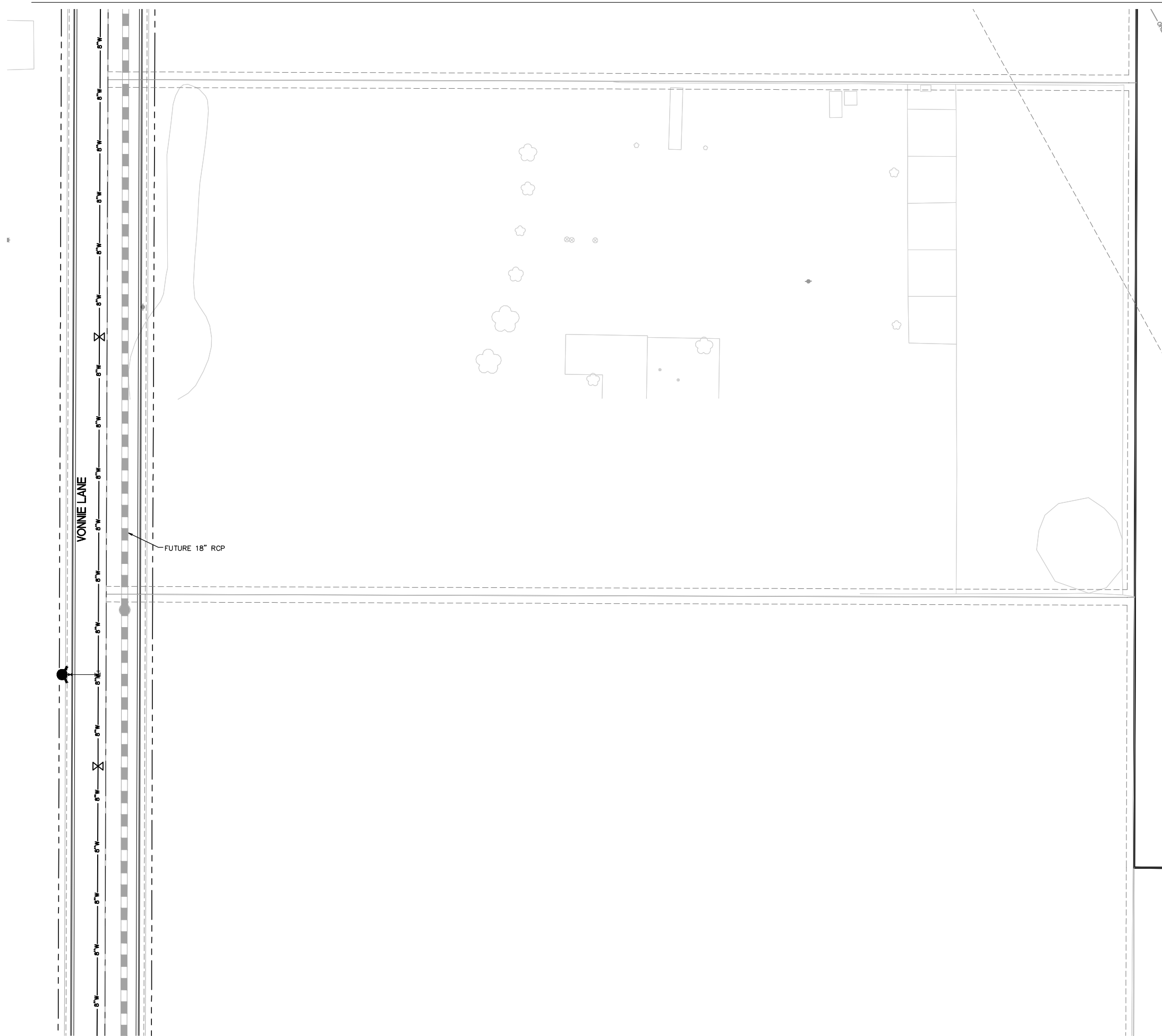
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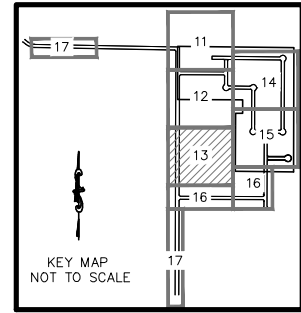
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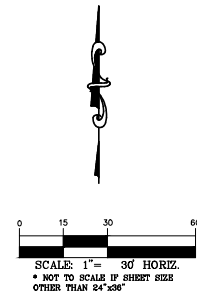
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|  | SERVICE LINE |
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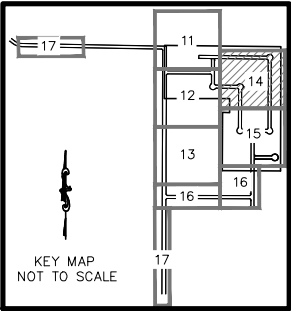
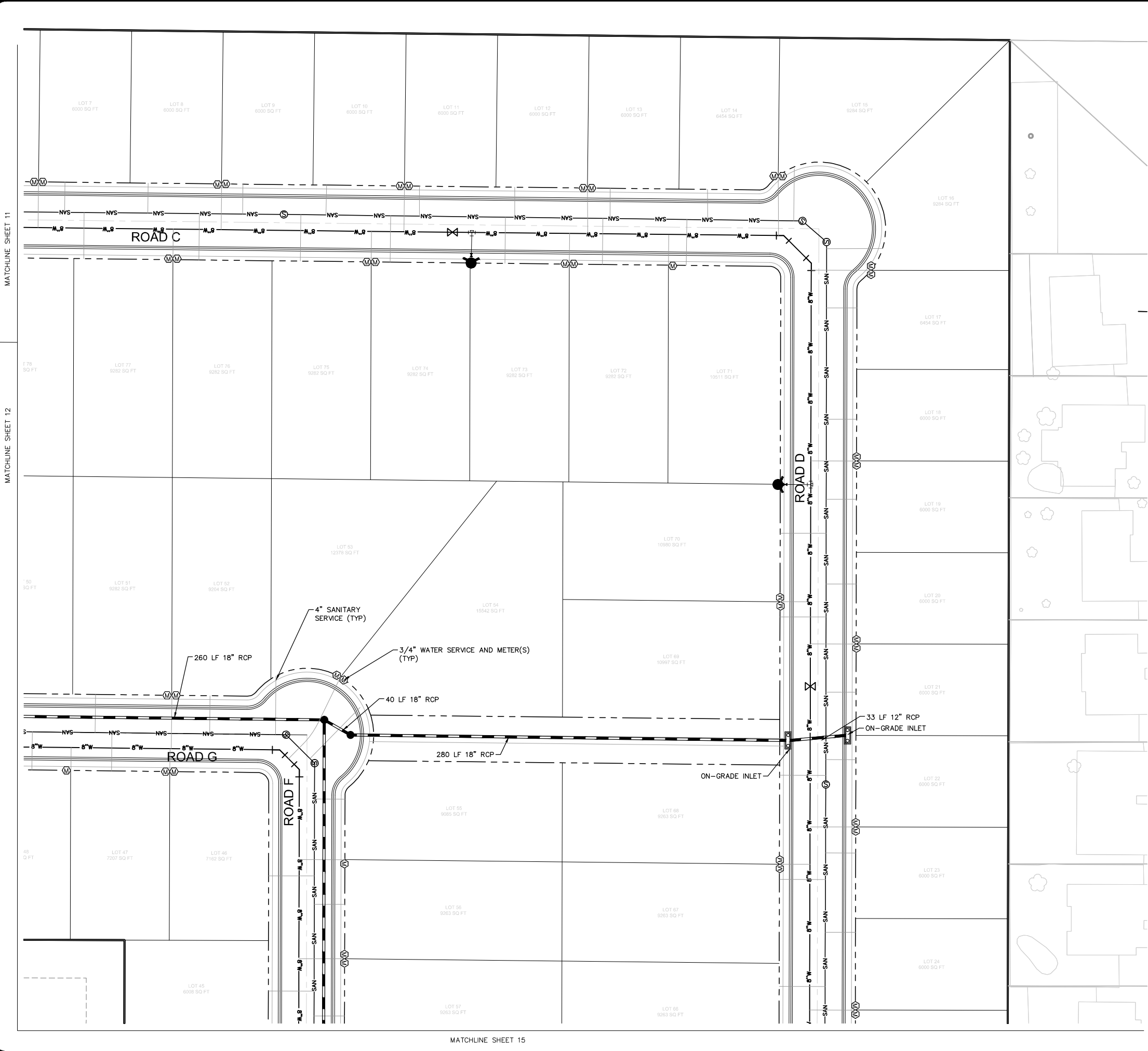
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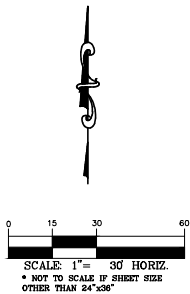
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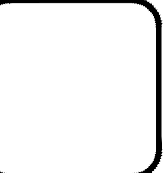
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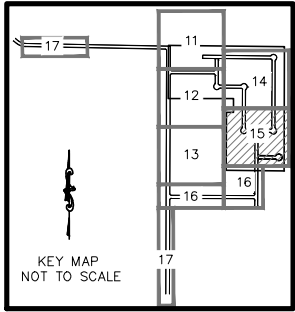
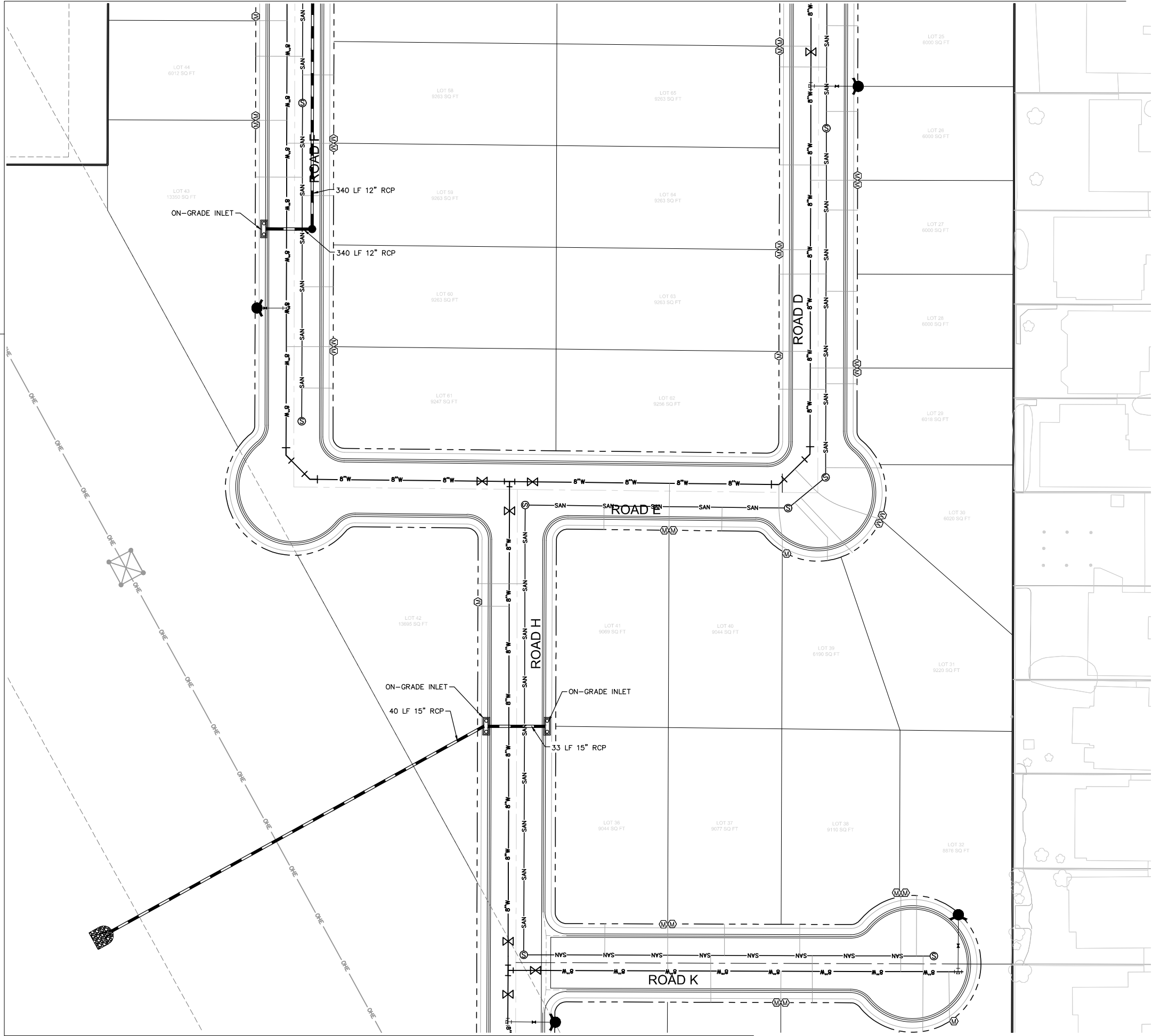
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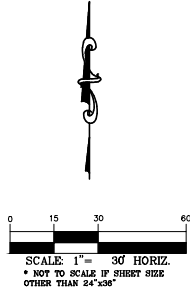
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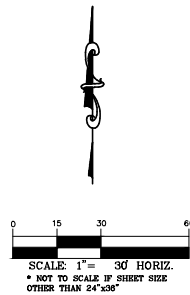
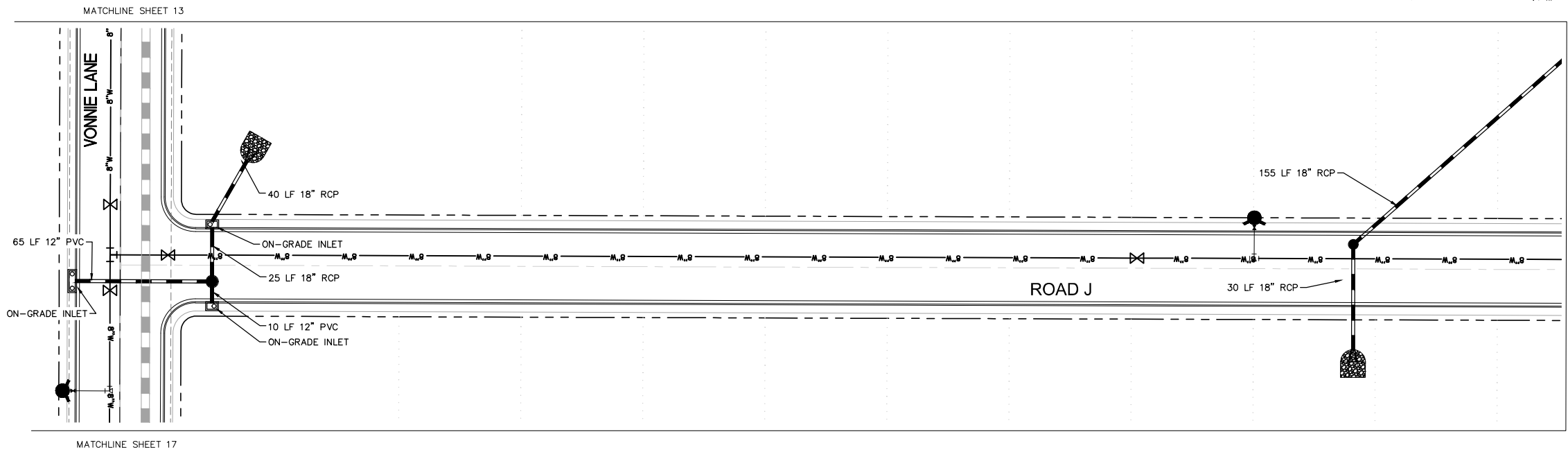
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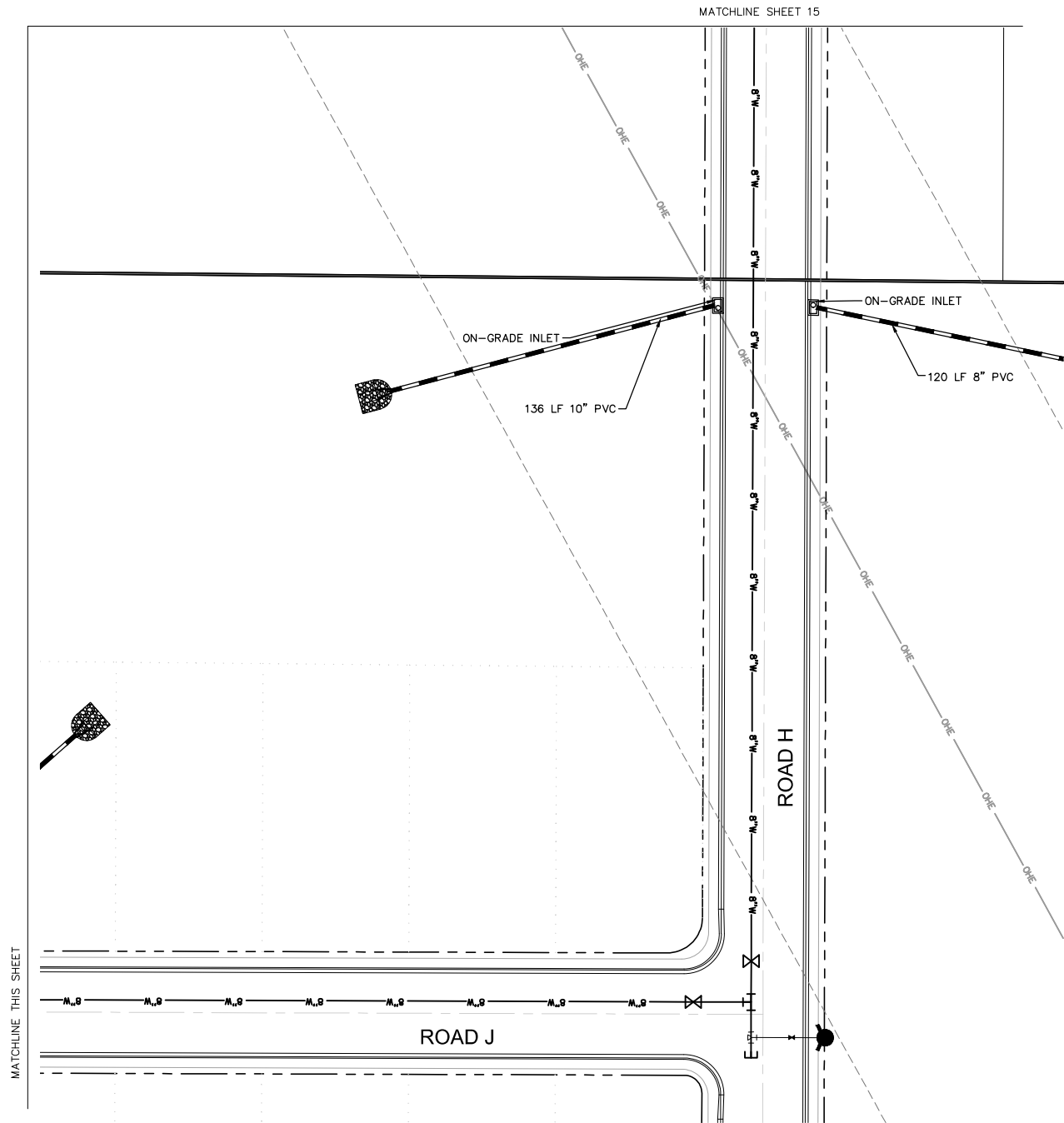
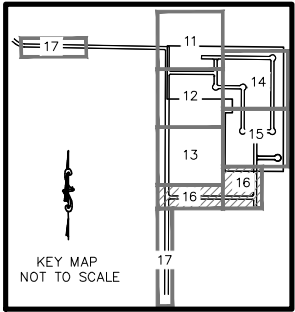
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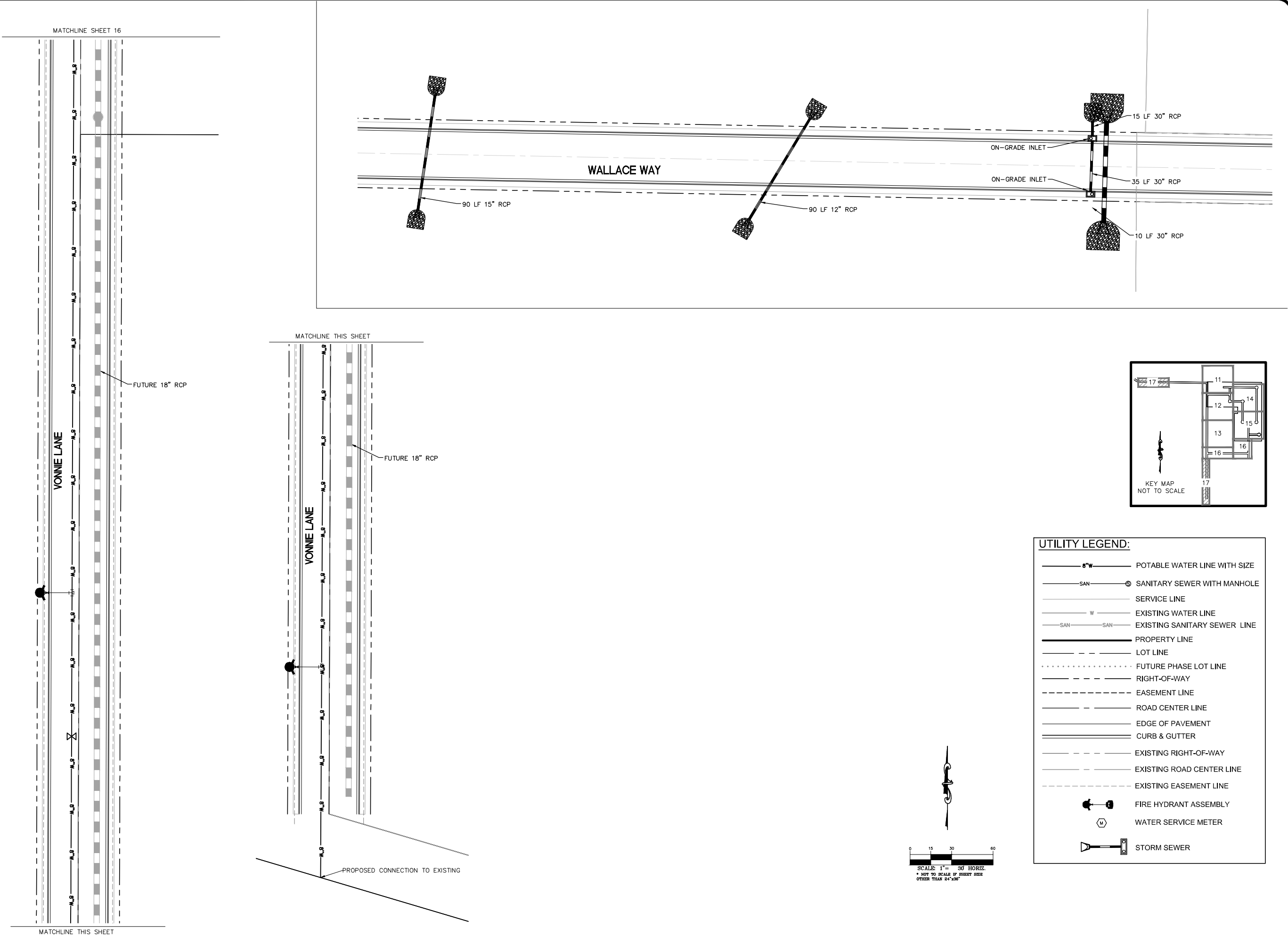
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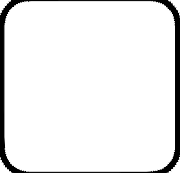
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UTILITY PLAN

TENTATIVE MAP VONNIE LANE SUBDIVISION FERNLEY, NEVADA

DATE: 3/15/2022
PROJECT NO. 19286

MAP KEY

 = UTILITY EASEMENT

 = 9000 FT² LOT

 = 6000 FT² LOT

 = 9000 FT² LOT

LAND USE TABLE				
	LOTS	AREA (FT ²)	ACRES	% TOTAL
6000 FT ² SF	35	223,000	5.1	17%
9000 FT ² SF	44	421,000	9.7	32%
R.O.W.	n/a	267,334	6.1	20%
OPEN SPACE	n/a	402,000	9.2	31%
TOTAL DU/AC= 2.63	79	1,313,334	30.1	100%

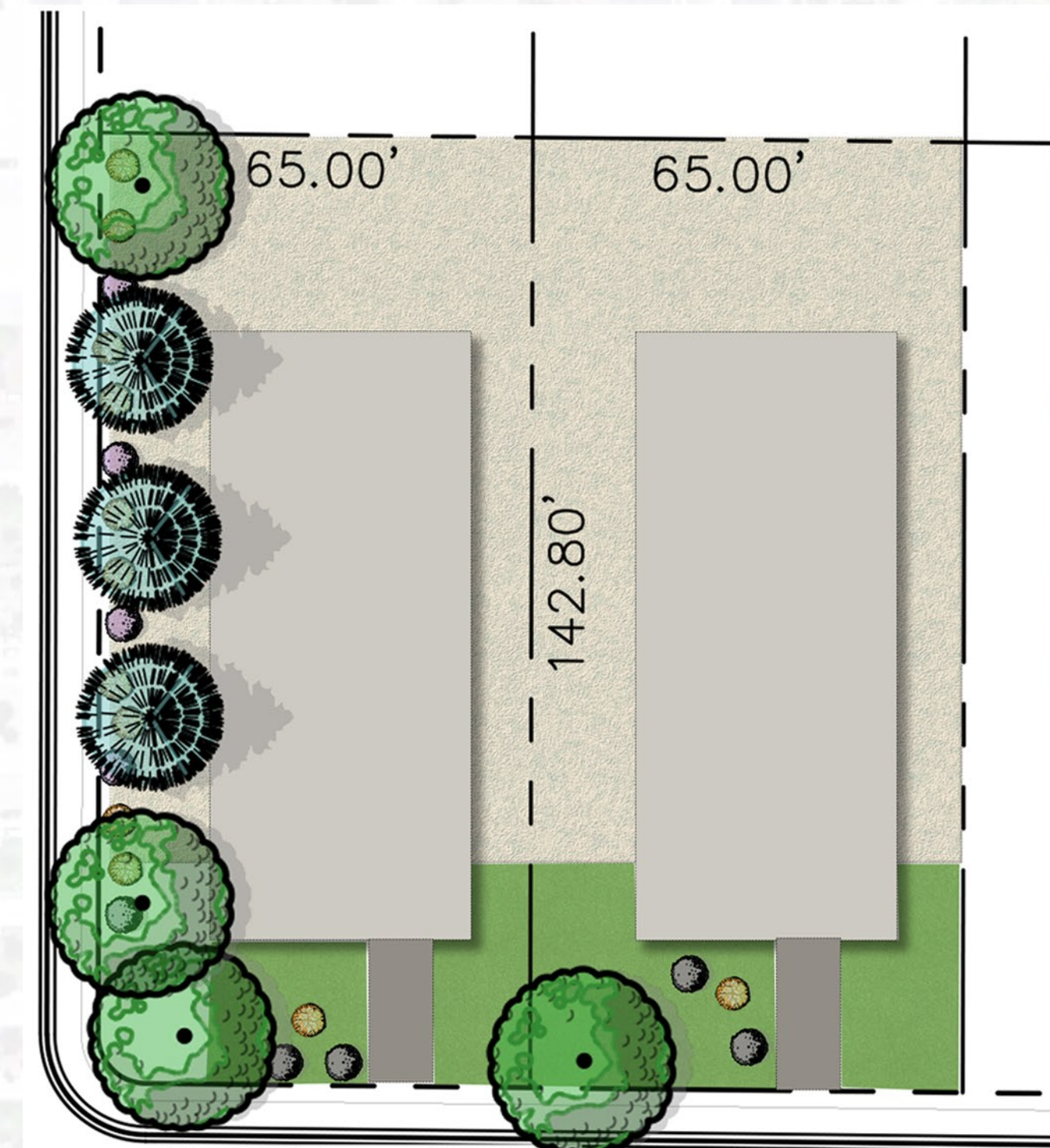
SITE AREA: 30.15 ACRES (1,313,334 SF)
ZONING: SINGLE FAMILY RESIDENTIAL (SF20)
APN: 021-471-05
REQUIRED LANDSCAPE AREA: FRONT YARDS

DECIDUOUS TREE
MIN. 1" CAL.

EVERGREEN TREE
MIN. 6' HEIGHT

SHRUBS
50% MIN. 5 GAL.

FUTURE ROAD
EASEMENT



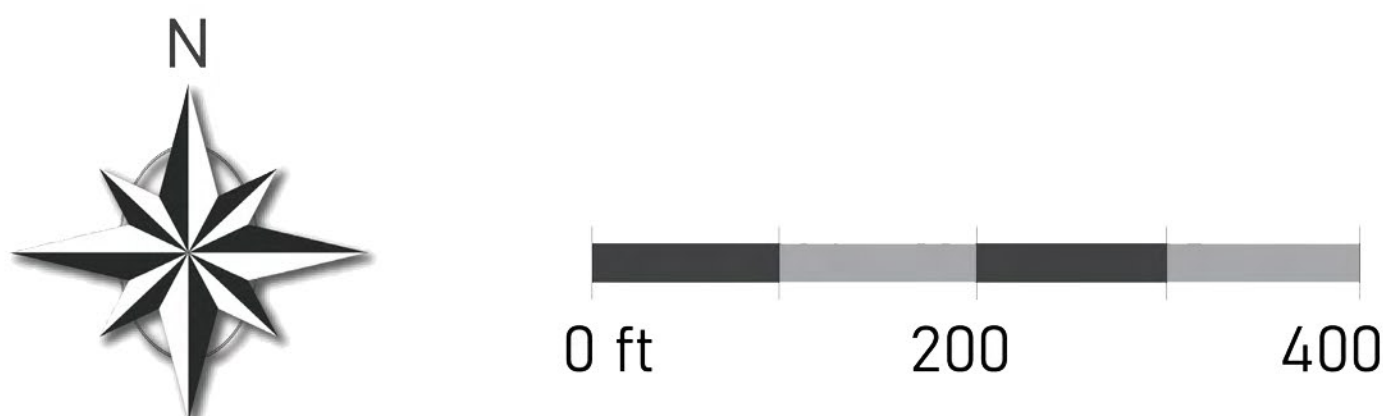
AT A MINIMUM, EACH INDIVIDUAL FRONT YARD SHALL INCLUDE:

- 1 TREE PER LOT FRONTAGE
- CORNER LOTS - 1 SIDE YARD TREE PER 30 LINEAL FEET OF STREET FRONTAGE
- 3 SHRUBS PER TREE
- TURF (OPTIONAL BY OWNER)

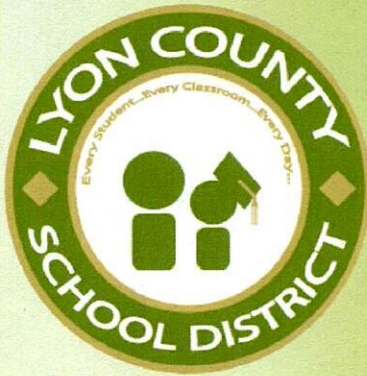
USE A MINIMUM OF TWO MULCH TYPES PER FRONT YARD

- DECOMPOSED GRANITE
- 4" MINUS RIVER ROCK
- 1-1/2" RIVER ROCK

TYPICAL FRONT YARD LANDSCAPE SHOWN IS SCHEMATIC
ONLY. LANDSCAPE LAYOUT MAY BE MODIFIED AS NEEDED
TO FIT INDIVIDUAL LOT & TO AVOID CONFLITS WITH UTILITIES



1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
2. TREES
 - A. SECTION 32.09.090, D.5 "EVERGREEN TREES SHALL BE AT LEAST 6 FEET IN HEIGHT AT TIME OF PLANTING. FIFTY PERCENT (50%) OF DECIDUOUS TREES SHALL BE A MINIMUM CALIPER OF ONE INCH AND 50% SHALL BE A MINIMUM CALIPER OF TWO INCHES AT TIME OF PLANTING"
 - B. ADDITIONAL TREES, BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION.
3. FINAL PLANT SELECTION AND LAYOUT WILL BE FINALIZED BY DEVELOPER AND BASED ON SOUND HORTICULTURAL PRACTICES REALTING TO MICRO-CLIMATE, SOIL AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NUSERY STOCK (ANSI Z60.1-1990).
4. ALL SHRUB BEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL
5. ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE-TYPE BACKFLOW PRECENTOR WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
6. PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER CITY OF FERNLEY CODE REQUIREMENTS. PLANT LOCATION, FINAL SPECIES SELECTION AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF THE FINAL CONSTRUCTION DOCUMENTS.



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Wayne Workman

Deputy Superintendent
Tim Logan

Board of Trustees

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Sherry Parsons
Bridget Peterson

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

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

www.lyoncsd.org

March 16, 2022

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

RE: Proposed Vonnie Lane Project

Dear Mr. Thompson,

Eureka Land Development LLC, which proposes 86 new single family residential homes, will impact Lyon County School District (LCSD) facilities. This project is currently zoned for the following schools:

East Valley Elementary School
Fernley Intermediate School
Silverland Middle School
Fernley High School

Traditionally, LCSD has been able to count on approximately .5 children for every new home built in Lyon County. Therefore, LCSD is predicting 43 new students with this proposed Vonnie Lane Project. Increasing capacity throughout LCSD is an immediate need but unfortunately current property tax abatements and caps prevent the collection of enough revenue to meet the increasing facility needs.

MGT Master Plan study in 2016 predicted enrollment and utilization at East Valley Elementary, Silverland Middle, Fernley Intermediate, and Fernley High to be inadequate or approaching inadequate levels by 2025. All four schools realized inadequate or approaching inadequate utilization levels 4-5 years sooner than MGT predicted.

LYON COUNTY SCHOOL DISTRICT
CURRENT AND PROJECTED UTILIZATION RATES

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

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

The most recent project LCSD completed to increase capacity was at East Valley Elementary School. This project netted 8 new classrooms at total project cost of \$7.35 million or \$918,750 per classroom. Vonnice Lane Project projects 43 new students which would require approximately 1.5 new classrooms or \$1,378,125 (\$918,750 x 1.5) in construction only capital. LCSD has relied on Bond Funding to build new schools and additions. Unfortunately, given the district current bonding capacity and nationwide increased construction costs, it's not possible for the district to have sufficient capital to build anything alleviating student capacity concerns.

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

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

Thanks again for the opportunity to provide this input.



Wayne Workman
Lyon County School District Superintendent



19286

**Vonnie Lane Residential Development
Fernley, NV**

**Traffic Impact Report
February 15, 2022**

PLANNERS

3522 South Emerson Street
Englewood, Colorado 80113
(303) 298-1644 (o)

ENGINEERS

ANALYSTS

155 Country Estates Circle
Suite 300
Reno, NV 89511

Table of Contents

1.0	INTRODUCTION	1
1.1	PURPOSE AND SCOPE OF THIS REPORT.....	1
1.2	REGIONAL SETTING.....	1
	<i>Figure 1: Regional and Vicinity Maps.....</i>	<i>1</i>
1.3	SITE PLAN AND LAND USE COMPOSITION	2
	<i>Figure 2: Site Plan.....</i>	<i>2</i>
1.4	EXISTING SITE AND PROPOSED ZONING AMENDMENT	2
1.5	SCOPE OF THE TRAFFIC IMPACT STUDY.....	2
	<i>Table 1: Analysis Intersections.....</i>	<i>3</i>
	<i>Table 2: Study Scenarios.....</i>	<i>4</i>
2.0	METHODOLOGY	5
	<i>Table 3: Capacity at Un-Signalized Intersections.....</i>	<i>5</i>
	<i>Table 4: Capacity at Signalized Intersections</i>	<i>5</i>
3.0	EXISTING SETTING	6
	<i>Figure 3: Existing Setting</i>	<i>6</i>
	<i>Table 5: Existing Setting: Key Roadways.....</i>	<i>6</i>
4.0	NEAR-TERM IMPACT ANALYSIS	7
4.1	VOLUMES WITHOUT PROJECT.....	7
	<i>Figure 4: Near-Term Volumes.....</i>	<i>7</i>
4.2	TRIP GENERATION.....	7
	<i>Table 6: Trip Generation</i>	<i>8</i>
4.3	TRIP DISTRIBUTION	8
	<i>Figure 5: Near-Term Trip Distribution.....</i>	<i>9</i>
4.4	TRIP ASSIGNMENT.....	9
	<i>Figure 6: Near-Term Trip Assignment.....</i>	<i>9</i>
4.5	VOLUMES WITH PROJECT	9
	<i>Figure 7: Near-Term Plus Project Volumes.....</i>	<i>9</i>
4.6	NEAR-TERM IMPACTS	10
	<i>Table 7: Near-Term Project Impact on Intersection Operations.....</i>	<i>10</i>
5.0	LONG-TERM IMPACT ANALYSIS	11
5.1	VOLUMES WITHOUT PROJECT.....	11
	<i>Figure 8: Long-Term Volumes.....</i>	<i>11</i>
5.2	TRIP GENERATION.....	11
5.3	TRIP DISTRIBUTION	11
	<i>Figure 9: Long-Term Trip Distribution</i>	<i>13</i>
5.4	TRIP ASSIGNMENT.....	13
	<i>Figure 10: Long-Term Trip Assignment</i>	<i>13</i>
5.5	VOLUMES WITH PROJECT	13
	<i>Figure 11: Long-Term Plus Project Traffic Volumes</i>	<i>13</i>
5.6	LONG-TERM IMPACTS	14
	<i>Table 8: Long-Term Project Impact on Intersection Operations.....</i>	<i>14</i>
6.0	FINDINGS AND RECOMMENDATIONS.....	15

6.1	FINDINGS	15
6.2	RECOMMENDATIONS	15
7.0	PRELIMINARY VEHICLE MILES TRAVELED ANALYSIS	16
7.1	REGULATORY CONTEXT.....	16
7.2	POTENTIAL VMT REDUCTION MEASURES.....	16
APPENDIX A: BROCHURE OF EXISTING GEOMETRIC CONDITIONS		18
APPENDIX B: NUMERIC ANALYSIS.....		19
APPENDIX C: LEVEL OF SERVICE ANALYSIS		20
APPENDIX C-1: NEAR-TERM AM		21
APPENDIX C-2: NEAR-TERM PM		22
APPENDIX C-3: NEAR-TERM PLUS PROJECT AM		23
APPENDIX C-4: NEAR-TERM PLUS PROJECT PM		24
APPENDIX C-5: LONG-TERM AM		25
APPENDIX C-6: LONG-TERM PM		26
APPENDIX C-7: LONG-TERM PLUS PROJECT AM		27
APPENDIX C-8: LONG-TERM PLUS PROJECT PM		28

1.0 Introduction

Reggetti Investment, LLC proposes development of the Vonnie Lane Residential Development project on the north side of State Route 828 (Farm District Road) just east of Vonnie Lane in the City of Fernley, Nevada.

The project consists of 85 single-family detached housing units. The development would consist of a single access connection to Vonnie Lane to the west. The study uses the Single-Family Detached Land Use (Institute of Transportation Engineers *Trip Generation* Land Use Code 210) to project the Trip Generation during the average weekday, AM peak hour, and PM peak hour timeframes.

1.1 Purpose and Scope of this Report

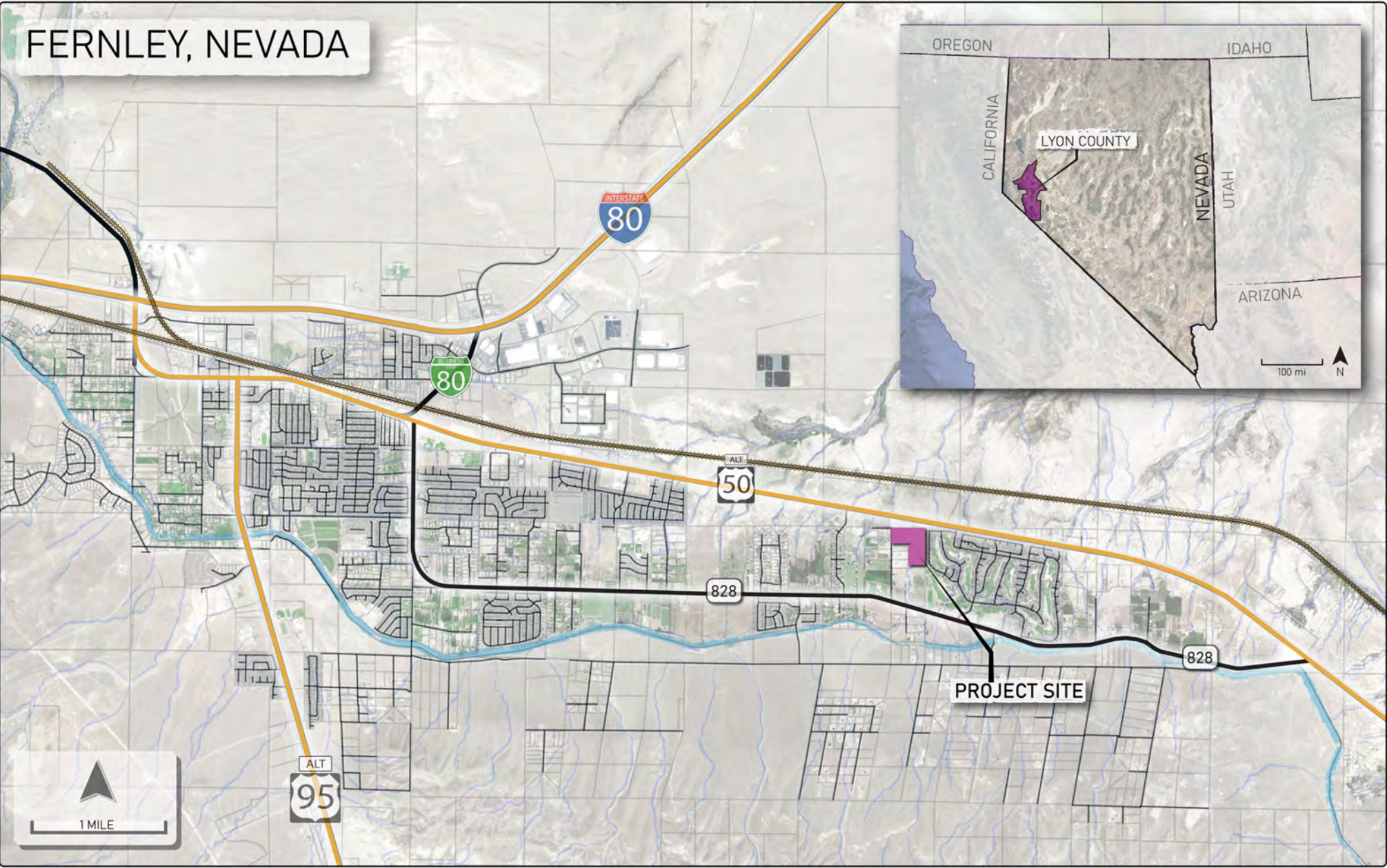
The purpose of this *Traffic Impact Report* is to communicate to the City of Fernley and the Nevada Department of Transportation (NDOT) the near-term and long-term impacts of the project on the analysis intersections. Operational analyses were conducted using Synchro Version 11 based on *Highway Capacity Manual Sixth Edition (2016)* methodologies. These are the latest software and manual editions available at the time of this study.

The scope of this report includes a discussion of the regional setting, the site plan and land use composition, the existing site in the context of the *City of Fernley Comprehensive Master Plan*, the traffic study parameters including analysis intersections and study scenarios, the methodology, the existing setting, the projected trip generation, the near-term project impacts, the long-term project impacts, and key findings and recommendations. A preliminary vehicle miles traveled (VMT) analysis is provided at the end of this report to reflect the incorporation of this new VMT metric that took effect on July 1, 2020, in a neighboring state. A brochure with satellite imagery of existing conditions provided in **Appendix A**. The numeric analysis including the trip generation, distribution, and assignment calculations are included in **Appendix B** along with the crash, turn lane, and signal warrant analyses. The Level of Service (LOS) worksheets are included in **Appendix C**.

1.2 Regional Setting

Figure 1: Regional and Vicinity Maps identify the project's location within the State of Nevada and the City of Fernley. The project is located approximately 38 miles northeast of Reno within the geographic boundaries of Lyon County. The nearest freeway interchange is Business Route 80 at Interstate 80. Business Route 80 transitions to State Route 828 south of the Roundabout with East Main Street and US Highway 50A (Lincoln Highway). State Route 828 continues to the south, and then makes a 90-degree turn to the east where it continues for approximately 3 miles and rejoins US-50A to the east.

FIGURE 1: REGIONAL AND VICINITY MAPS



1.3 Site Plan and Land Use Composition

Figure 2: Site Plan shows the layout of the proposed development including the relative locations of the residential and open space elements. Site access is proposed via two accesses to Vonnie Lane to the west. During the near-term, all project-generated traffic was assumed to proceed south on Vonnie Lane to State Route 828 (Farm District Road). The easement to the west to Red Rock Road was assumed to come online by the timeframe of the long-term analysis. Red Rock Road would provide access to US-50A to the north.

1.4 Existing Site and Proposed Zoning Amendment

The existing site within the East Development Area of the City of Fernley is low-density residential. The Desert Rose RV Park off US-50A borders to the north. Farm District Road (SR 828) borders to the south. Single-family residential units on the west side of Pepper Lane and a golf course border to the east, and Vonnie Lane borders to the west.

The *City of Fernley Comprehensive Master Plan* Figure 3-1 (Comprehensive Land Use Map) dated August 2018 identifies the proposed land use designation within this study area east of the East Development Area as Single-Family Residential (SFR), which is bordered to the east by a combination of SFR and Open Space and Parks (OSP).

The *Housing Needs Assessment – Churchill County, Nevada* dated September 11, 2021, underscores the severe housing shortage in nearby Churchill County escalated by a lack of new residential construction over the past decade, thereby underscoring the need to aggressively remove the barriers to residential construction. Implementation of the proposed Vonnie Lane Residential Development would help reverse this dwindling housing construction trend that is evident on a national scale.

1.5 Scope of the Traffic Impact Study

The scope of the traffic impact study entails assessing the multi-modal (vehicle, bicycle, pedestrian, equestrian, transit, etc.) transportation impacts of the proposed Vonnie Lane Residential Development on the analysis intersections identified in Table 1 during the study scenarios identified in Table 2 for both the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hours. The peak hours are defined as the busiest four-consecutive 15-minute intervals during these respective timeframes based on actual turning movement counts collected in the field.

FIGURE 2: SITE PLAN

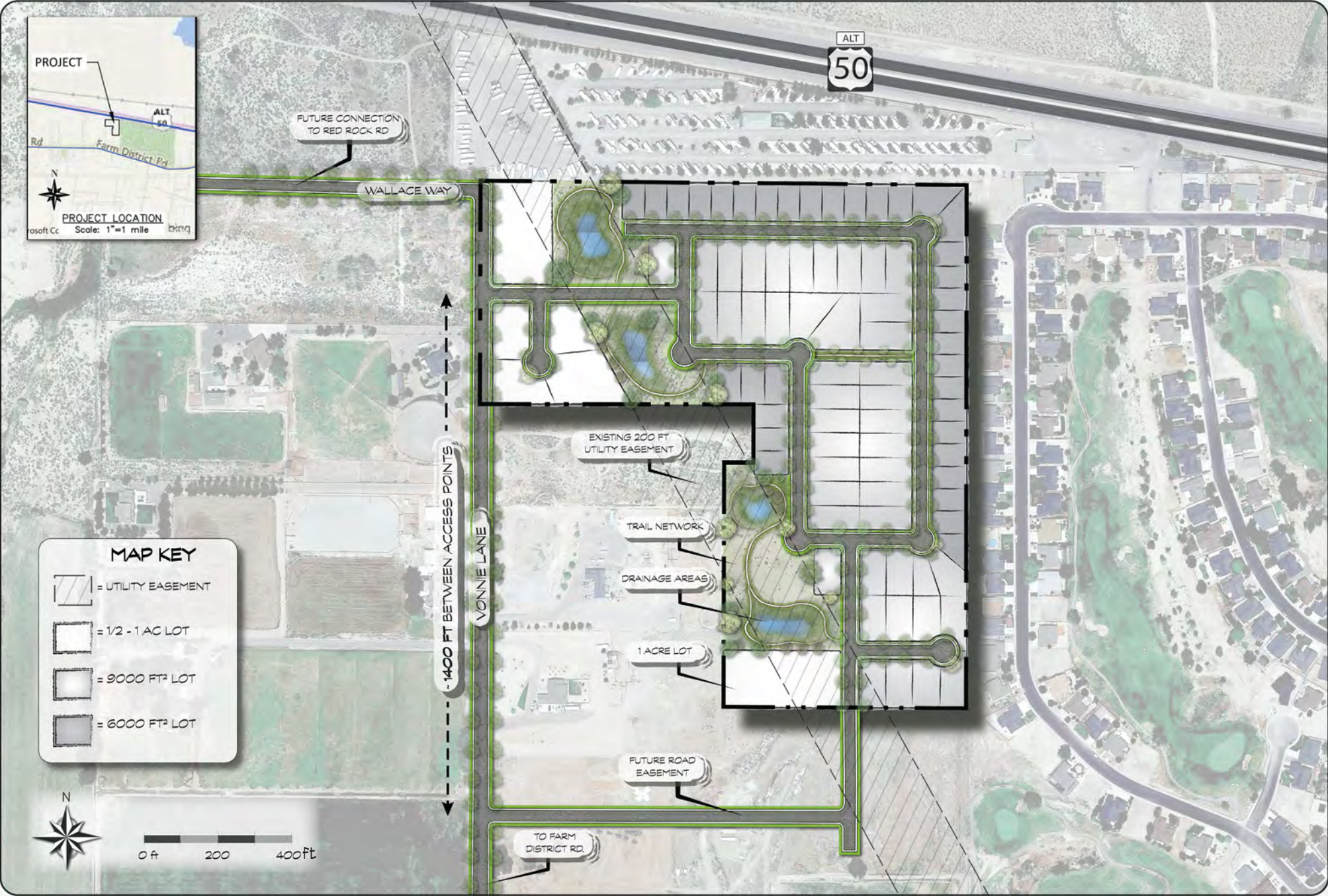


Table 1 identifies the analysis intersections.

Table 1: Analysis Intersections

No	North-South Roadway	East-West Roadway
1	Clearwater Parkway	SR 828
2	Red Rock Road	SR 828
3	Desert Lakes Drive	SR 828
4	Bens Way	SR 828
5	US-50A	SR 828
6	Vonnie Lane (Project and Long-Term Only)	SR 828
7	Red Rock Road (Long-Term Only)	US-50A

As noted during the High-Level Field Investigation (A Review of Satellite Imagery on Google Earth) conducted on Tuesday, November 30, 2021, and Low-Level Field Investigation (A Review from the Ground) conducted on Sunday, January 16, 2022, all intersections are un-signalized stop-controlled intersections with the stop-control applied to the north-south roadway, except for Intersection No. 5 (US-50A at SR 828) where the stop-control is applied to the east-west roadway of SR 828.

A dedicated westbound left turn lane (WBL) is provided at Intersection No. 1.

A dedicated eastbound left turn lane (EBL) is provided at intersection No. 2.

Dedicated northbound left (NBL), southbound right (SBR), eastbound left (EBL), and eastbound right (EBR) turn lanes are provided at Intersection No. 5. This intersection also includes raised islands, median storage for the eastbound left turn (EBL) movement, and a channelized eastbound right turn (EBR) movement with a “pork-chop-shaped” island.

While Vonnie Lane (Intersection No. 6) was observed as a gravel roadway during the High-Level Field Investigation, full paving of Vonnie Lane is assumed to take place in connection with the Vonnie Lane Residential Development project during the near-term.

Full paving of the easement and Red Rock Road north to US-50A is assumed to take place by the long-term timeframe.

During the Level of Service (LOS) analysis, the merits and drawbacks of turn lane channelization and signalization were evaluated for those intersections that fall at or below the City of Fernley and the Nevada Department of Transportation (NDOT) LOS Standard of D or better.

Table 2 identifies the study scenarios based on a 20-year planning horizon.

Table 2: Study Scenarios

No	Description
A	Near-Term
B	Near-Term Plus Project
C	Long-Term
D	Long-Term Plus Project

Appendix B shows the progressive volume analysis consisting of the generation, distribution, and assignment of the development trips during both the near-term and long-term timeframes.

2.0 Methodology

The scope entailed conducting capacity evaluations at multiple study intersections using Level of Service (LOS) based on *Highway Capacity Manual 6th Edition* methodologies. Level of Service is a qualitative measure describing operating conditions at intersections and their perception by intersection users.

Table 3 defines the intersection capacity evaluation criteria at un-signalized intersections by LOS designation as a function of delay along with a narrative description of each designation.

Table 3: Capacity at Un-Signalized Intersections

Designation	Delay (Seconds per Vehicle)	Description
A	0-10	Long, frequent gaps
B	10-15	Shorter, less frequent gaps, no more than 1 vehicle in queue
C	15-25	Less frequent gaps, 2 vehicles in queue
D	25-35	Less frequent gaps, 3 vehicles in queue
E	35-50	Less frequent gaps, 3 or more vehicles in queue
F	50+	Excessive delays waiting for suitable gaps, longer queues

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*

Table 4 defines the intersection capacity evaluation criteria at signalized intersections by LOS designation as a function of delay along with a narrative description of each designation.

Table 4: Capacity at Signalized Intersections

Designation	Delay (Seconds per Vehicle)	Description
A	0-10	Some slowing on green, but most vehicles do not stop
B	10-20	Some vehicles stop, but most do not
C	20-35	More vehicles stop, but many still pass through without stopping
D	35-55	Most vehicles stop
E	55-80	Almost all vehicles stop, but can clear the intersection within one cycle
F	80+	All vehicles stop, and some may not be able to clear the intersection within one cycle

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*

According to the City of Fernley and the Nevada Department of Transportation, the Level of Service Standard is “D” or better. When operational analyses were conducted showing results falling below this standard, measures were recommended to elevate operations to an acceptable level.

3.0 Existing Setting

The existing transportation system and topographical conditions were evaluated by studying satellite imagery and conducting a field investigation of the site and the study area on Tuesday, November 30, 2021. This was followed by a low-level field investigation conducted on Sunday, January 16, 2022.

Figure 3: Existing Setting defines the existing roadways, lane configurations, and intersection geometrics.

Table 5 describes the key roadways within the existing setting.

Table 5: Existing Setting: Key Roadways

Roadway	Divided or Un-Divided	Lanes	Posted Speed	Functional Classification
US-50A	Divided	4	65	Principal Arterial
State Route 828	Un-Divided	2	55	Minor Arterial
Clearwater Parkway	Divided	2	45	Minor Arterial
Desert Lakes Drive	Divided	2	35	Rural Minor Collector
Bens Way	Un-Divided	2	35	Rural Minor Collector
Wedge Lane	Un-Divided	2	35	Rural Minor Collector
Vonnies Lane	Un-Divided	2	25	Local Road
Red Rock Road	Un-Divided	2	25	Local Road

Source: City of Fernley Comprehensive Master Plan (August 2018)

Source: Nevada DOT Annual Traffic Report

US-50A connects I-80 to the west and the City of Fallon to the east and intersects with US-50 just west of Fallon. US-50 connects to Carson City to the southwest. US-50A includes paved shoulders, street lighting, and median storage within the study area.

State Route 828 includes paved shoulders throughout the study area along with dedicated left and right turn lanes and median storage in select locations.

Clearwater Parkway includes curb and gutter.

Desert Lakes Drive includes curb/gutter/sidewalk and a raised median.

Bens Way includes curb/gutter/sidewalk and intersects Wedge Lane just north of SR 828.

Vonnies Lane was observed as a gravel roadway. Full paving is assumed in connection with the proposed Vonnies Lane Residential Development. An easement between Vonnies Lane and Red Rock Road would come online by the long-term timeframe.

Red Rock Road was observed as a paved roadway at SR 828 to the south transitioning to a gravel roadway approaching US-50A to the north where it does not function as a usable paved roadway during the near-term.

The map illustrates the proposed traffic control and lane configuration changes for Farm District Road. The road is shown running horizontally across the map, with several intersections and a project site marked. The project site is located on Farm District Road, between Vonnie Lane and Desert Lakes Dr. The map includes seven numbered callouts (1-7) with corresponding inset images showing detailed views of the intersections. A legend on the right defines symbols for Stop Control (pink circle), Yield Control (pink triangle), Lane Configuration (black line with arrows), Channelizing Island (green triangle), Median Island (green oval), and Project Site (pink rectangle). A scale bar indicates 1 mile.

Legend:

- Stop Control (Pink circle)
- Yield Control (Pink triangle)
- Lane Configuration (Black line with arrows)
- Channelizing Island (Green triangle)
- Median Island (Green oval)
- Project Site (Pink rectangle)

Callouts:

- Intersection of Farm District Rd and Clearwater Pkwy. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Red Rock Rd. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Desert Lakes Dr. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Bens Way. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Alt 50. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Vonnie Lane. Stop control at Farm District Rd.
- Intersection of Farm District Rd and Red Rock Rd. Stop control at Farm District Rd.

4.0 Near-Term Impact Analysis

The Near-Term Impact Analysis was conducted to assess the impact of the project relative to existing conditions by adding the project volumes to the existing volumes (volumes without project) for each of the study intersections, calculating the Level of Service (LOS) for with and without-project conditions based on the methodology described in Section 2, and conducting a side-by-side comparison of intersection operations. Calculating the project volumes entailed determining the number of vehicle trips generated by the project (trip generation), evaluating how the trips would disperse throughout the study area (trip distribution), and assigning the trips to individual turning movements at each of the study intersections (trip assignment).

4.1 Volumes without Project

Figure 4: Near-Term Volumes shows the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour traffic volumes based on the busiest four consecutive fifteen-minute intervals during these timeframes. Manual peak hour turning movement counts were obtained on Wednesday, January 5, 2022, by National Data and Surveying (NDS) at Intersections 1 (Clearwater Parkway), 3 (Desert Lakes Drive), 4 (Bens Way), and 5 (US-50A). Due to the presence of dirt roadways at the remaining three study intersections, through volumes were calculated from the adjacent intersections and turning volumes of 10 vehicles per hour were assigned to each of the four turning movements at these three intersections to ensure a conservative analysis.

Crash data was requested by the Nevada Department of Transportation (NDOT). Such data was provided at Intersection 1 (Clearwater Parkway) at State Route 828 for Calendar Years 2017, 2018, and 2019. Severity, Type, and Cause Analyses were conducted, and rates were calculated based on Million Entering Vehicles per year (MEV). One injury crash was reported at this intersection. The crash type was Rear-End. The cause was Following Too Closely. The calculated crash rate was 0.273 indicating satisfactory operations.

4.2 Trip Generation

A vehicle trip is defined as a trip whose primary purpose is to visit the site. Such trips include resident, guest, service, and delivery, among other types.

Trip generation was calculated based on rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition (2021)*. Specifically, the number of trips was projected by multiplying the rates by an individual independent variable quantity. For example, calculating the total weekday trips for the Single-Family Detached Housing Land Use (ITE Land Use Code 210) based on 85 Dwelling Units entails multiplying the independent variable quantity of 85 Dwelling Units by the rate of 9.43 Trips per Dwelling Unit to yield 802 Weekday Trips.

Figure 4: Near-Term Traffic Volumes

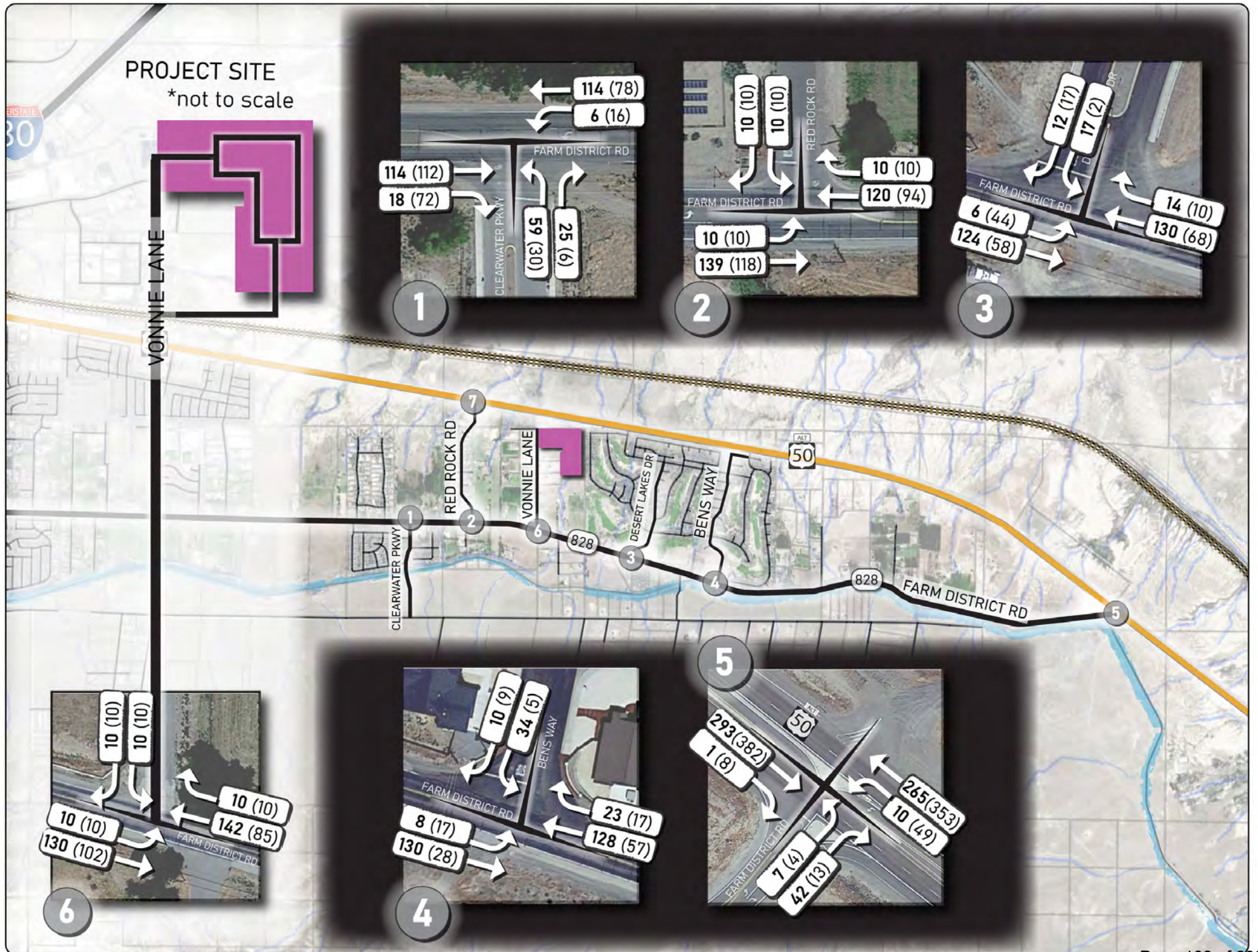


Table 6 shows the results of the trip generation analysis based on the Single-Family Detached Housing Land Use. Rates and trips are shown in more detail in **Appendix B**.

Table 6: Trip Generation

Description	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210) based on 85 Dwelling Units							
Rates	9.43	0.18	0.52	0.70	0.59	0.35	0.94
Trips	802	16	44	60	50	30	80

Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition (2021)

According to **Table 6**, the project would generate 802 vehicle trips during an average weekday, 60 vehicle trips during the AM peak hour, and 80 vehicle trips during the PM peak hour.

4.3 Trip Distribution

Two trip distribution analyses were conducted to evaluate how the trips would disperse throughout the study area between the project and the gates (points of entry to or exit from the study network). The first was a near-term analysis based on the existing roadway network plus improvements projected to come online in connection with the initial opening of the Vonnie Lane Residential Development. The second was a long-term analysis (covered in Section 5.3) based on the implementation of 5-year, 10-year, and 20-year improvements/additions to the transportation network as indicated in the *Draft Transportation Management Plan* presented to the Fernley City Council on June 3, 2020. The near-term and long-term trip distribution analyses use the same trip generation values identified in **Table 4** above.

The near-term trip distribution percentages were determined based on the following assumptions:

1. The trips would be characteristic of residential trips in general, namely strong familiarity with the local transportation network and attracted to local services. Such services would include, but are not limited to, shopping centers, grocery stores, schools, employment, parks, and recreation amenities.
2. Primary retail opportunities are located to the northwest within downtown, along Main Street, and near the interchanges with I-80 with the most preferred routes branching off Farm District Road to the southwest of the project and US-50A northwest of the project.
3. Primary educational opportunities are located near SR 828 at Cottonwood to the northwest, US-95A to the southwest, and the junction of US-50A and Farm District Road to the east.
4. Primary employment opportunities are located within downtown, within the hospitality and industrial developments along Main Street and the I-80 corridor

through town, and along I-80 to the west including the Greater Reno/Sparks population center.

5. Primary recreation opportunities include the parks to the northwest and the Pyramid Lake Recreation Area to the northwest.

Study area specific assumptions for the near-term analysis are as follows:

1. No traffic was assigned to Red Rock Road in the near-term trip distribution analysis based on the assumption that the implementation of the easement to Vonnie Lane to the east would not come online until long-term.
2. Desert Lakes Drive accesses the golf course and residential development to the east of the proposed Vonnie Lane Residential Development, with no existing or projected connections to Vonnie Lane. While Julia Lane was observed to connect with Desert Lakes Drive and US-50A, the intersection of Julia Lane at US-50A was observed as right-in/right-out. Therefore, no traffic was assigned to Desert Lakes Drive or Julia Lane in the near-term trip distribution/assignment analysis for traffic destined to locations on US-50A to the west.
3. Bens Way intersects Wedge Lane just north of State Route 828. Wedge Lane intersects US-50A to the north with full unrestricted access, raised medians, and median storage. Therefore, traffic was assigned to the intersection of Bens Way at SR 828 in the near-term trip distribution/assignment analysis for traffic destined to locations on US-50A to the west.

Figure 5: Near-Term Trip Distribution shows the near-term trip distribution percentages for each of the gates.

4.4 Trip Assignment

Trip assignment is calculated by multiplying the trip generation values from Table 6 by the trip distribution percentages described above. For analysis purposes, the trips were proportioned among each of the gates and then assigned to individual turning movements at each of the analysis intersections.

Figure 6: Near-Term Trip Assignment shows the trip assignment values for individual turning movements at each of the analysis intersections.

These values are shown in tabular form in **Appendix B**.

4.5 Volumes with Project

Figure 7: Near-Term Plus Project Volumes shows the with-project traffic volumes at each of the study intersections by adding the Figure 5 trip assignment volumes to the Figure 4 existing traffic volumes.

FIGURE 5: NEAR-TERM TRIP DISTRIBUTION

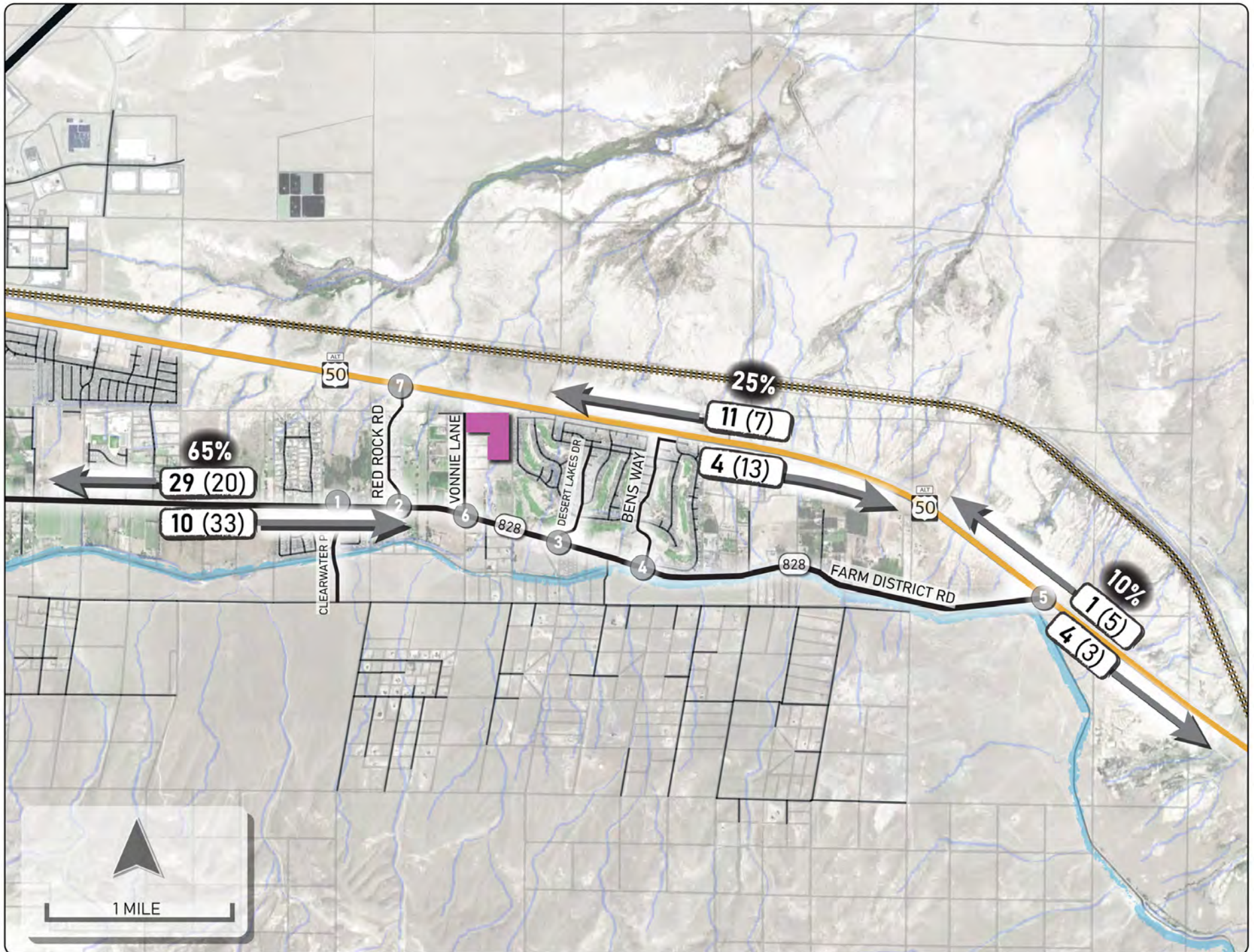


FIGURE 6: NEAR-TERM TRIP ASSIGNMENT

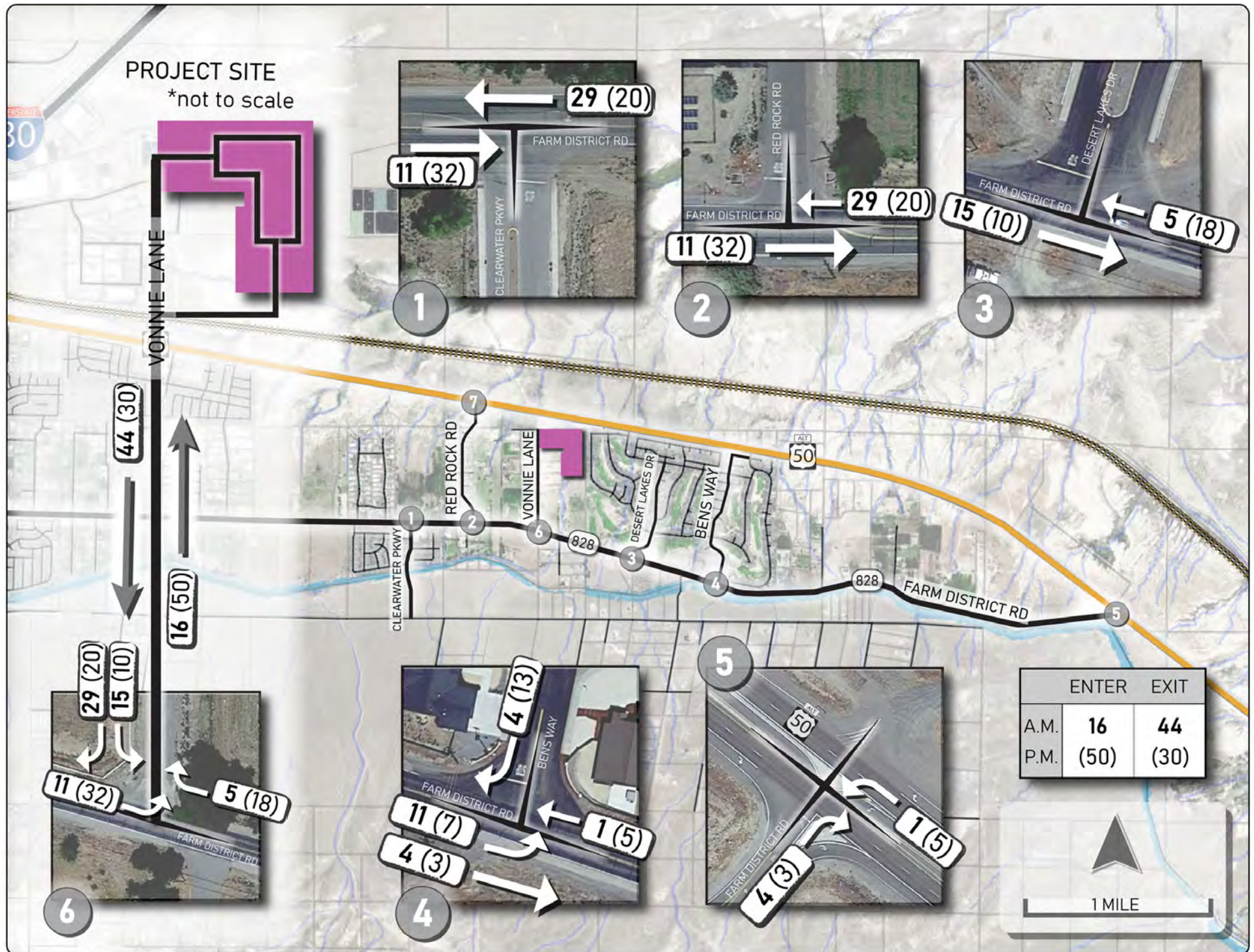
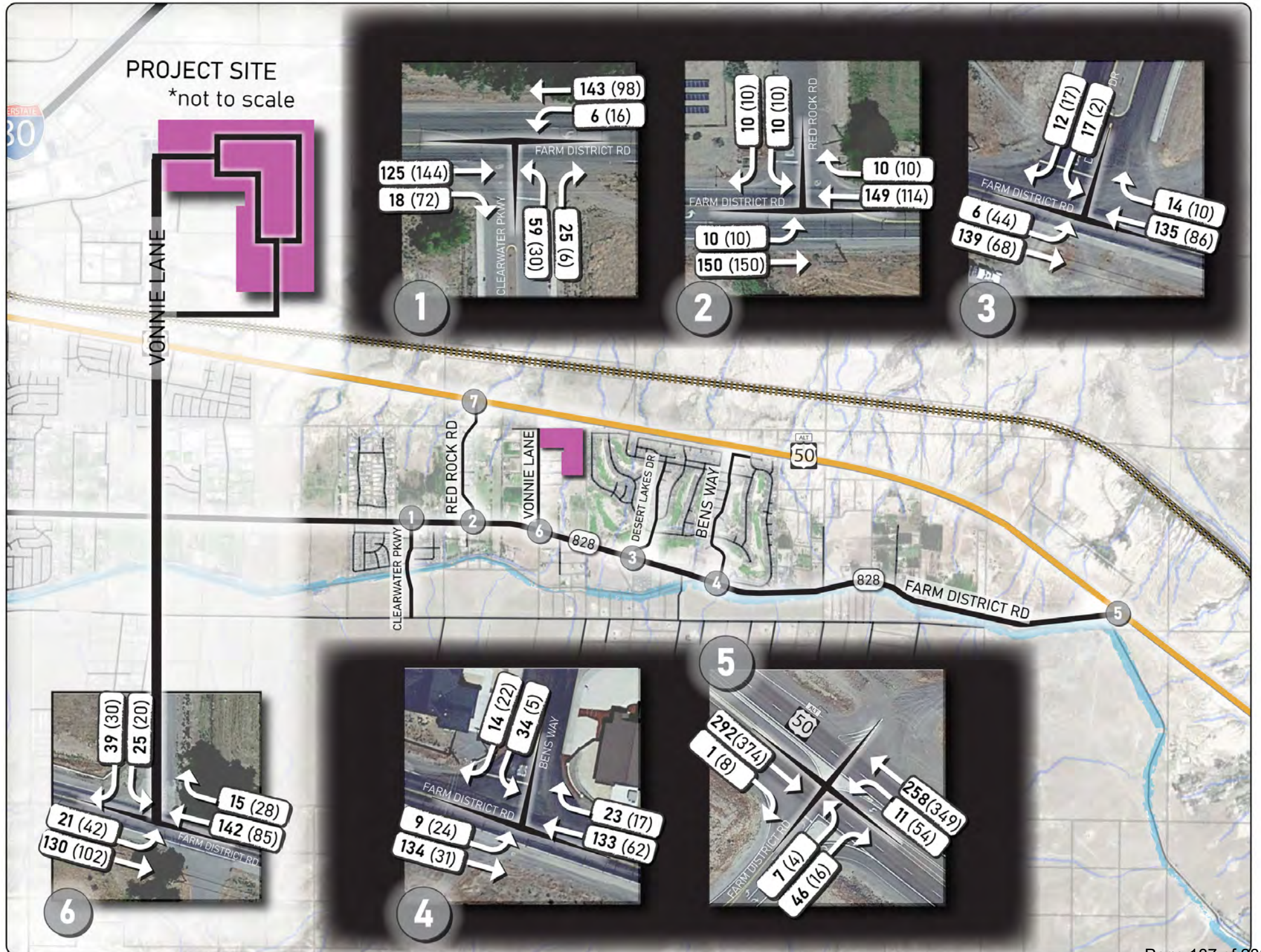


Figure 7: Near-Term Plus Project Traffic Volumes



The need for turn lanes was elevated at intersection of Vonnies Lane and SR 828 under near-term conditions. The need for left-turn (Table 4-12) and right-turn (Table 4-16) lanes was evaluated based on the respective tables in the NDOT Access Management System and Standards dated 2017. According to the analysis, a left-turn lane is warranted at the intersection under near-term conditions and is therefore recommended. For more information on the turn-lane warrant analysis, see Appendix B.

The need for signalization was evaluated at the intersection of Vonnies Lane and SR 828 under near-term conditions based on the Peak Hour Warrant in the Manual on Uniform Traffic Control Devices (MUTCD) Figure 4C-4. According to the analysis, a signal is not warranted at this intersection. Therefore, signalization is not projected to be needed under near-term conditions. For more information on the signal warrant analysis, see Appendix B.

4.6 Near-Term Impacts

Appendices C-1 (AM) and C-2 (PM) contain the calculation reports for near-term intersection operations without the project. **Appendices C-3 (AM) and C-4 (PM)** contain the calculation reports for near-term intersection operations with the project. These calculations are based on the *Highway Capacity Manual* methodology described in Section 2.

Peak Hour Factors are based on the actual intersection counts.

Table 7 shows the near-term impact of the project on the study intersections.

Table 7: Near-Term Project Impact on Intersection Operations

	Without Project		With Project	
	AM	PM	AM	PM
1: Clearwater Parkway at SR 828	B 11.2 (NB)	A 9.9 (NB)	B 11.6 (NB)	B 10.2 (NB)
2: Red Rock Road at SR 828	A 9.7 (SB)	A 9.5 (SB)	B 10.0 (SB)	A 9.8 (SB)
3: Desert Lakes Drive at SR 828	B 12.0 (SB)	A 8.9 (SB)	B 12.4 (SB)	A 9.0 (SB)
4: Bens Way at SR 828	B 14.1 (SB)	A 9.0 (SB)	C 15.2 (SB)	A 9.0 (SB)
5: US-50A at SR 828	B 11.3 (EB)	B 12.6 (EB)	B 11.3 (EB)	B 12.7 (EB)
6: Vonnies Lane at SR 828	A 9.8 (SB)	A 9.4 (SB)	B 10.1 (SB)	A 9.7 (SB)

Source: Trafficware, *Synchro 11*

Source: Transportation Research Board, *Highway Capacity Manual*, 6th Edition

According to Table 7, all intersections would operate acceptably under both without and with project conditions; and the project would not have a significant adverse impact on any elements of the study area.

5.0 Long-Term Impact Analysis

The Long-Term Impact Analysis was conducted to assess the project's impact on the study intersections at the end of a 20-year planning horizon using the same methodology as described in Section 4 for the Near-Term Impact Analysis, except that a compounded annual growth rate was applied to the near-term without-project traffic volumes to obtain the long-term without project volumes.

5.1 Volumes without Project

Diagram 4-2 of the *City of Fernley Comprehensive Master Plan* identifies NDOT portable traffic count stations in the City of Fernley. Station No. 35, located on SR 828, a quarter mile west of US-50A, is located within the study area. Table 4-3 of this *Master Plan* shows 2017, 2030, and 2040 traffic volumes at Count Station No. 35 in vehicles per day (vpd). According to Table 4-3, the 2017 volume is 540 vpd, the projected 2030 volume is 699 vpd, and the projected 2040 volume is 852 vehicles per day. All volumes correlate to a Level of Service (LOS) of A, and a compounded annual growth rate of 2 percent. Therefore, a 2 percent compounded annual growth rate were used for projecting the long-term traffic volumes for Intersections 2 to 7. A 30 percent reduction was applied to Intersection 1 to account for the addition of the Wadsworth Bypass to the west and the extension of the Nevada Pacific Parkway southward to US-50A to the north, both called for in the City of Fernley Transportation Master Plan.

Figure 8: Long-Term Volumes shows the future without project traffic volumes obtained by applying a compounded annual growth rate of 2.0 percent to the near-term without project volumes for Intersections 2 to 6, and a 30 percent reduction to Intersection 1.

5.2 Trip Generation

For analysis purposes, the same trip generation values calculated in Section 4 were applied to the long-term impact analysis to assess the long-term impacts of the project.

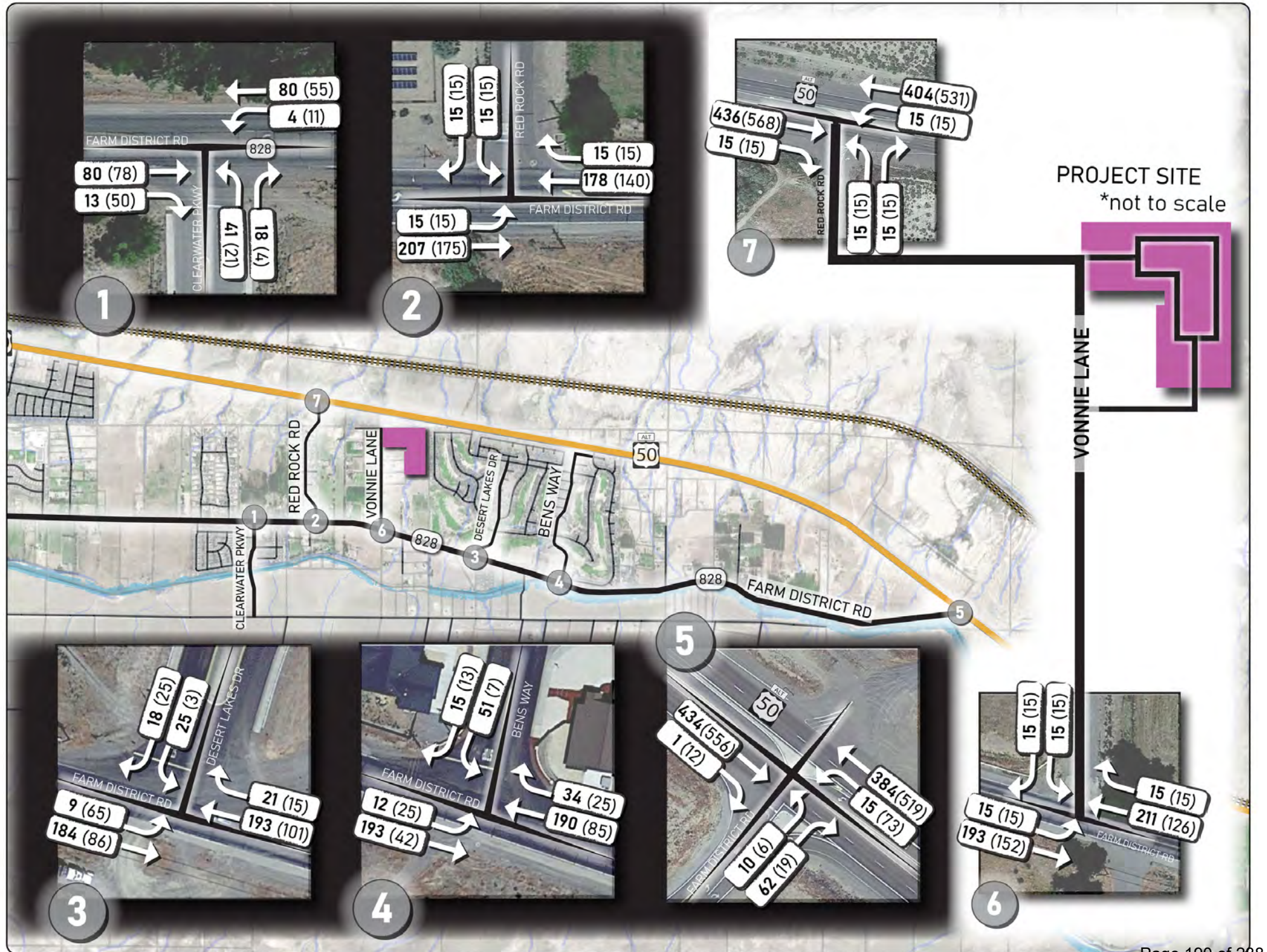
5.3 Trip Distribution

For the long-term with-project analysis, the long-term trip distribution percentages are based on the same assumptions as in the near-term analysis except with the inclusion of the 5-year, 10-year, and 20-year improvements and additions to the transportation network as indicated in the *Draft Transportation Management Plan* presented to the Fernley City Council on June 3, 2020.

Five-year improvements/additions are as follows:

1. Spot improvement at the Main/I-80 Interchange
2. Spot improvements in the vicinity of US-95A at Cottonwood

Figure 8: Long-Term Traffic Volumes



3. Corridor improvements along Business Route 80 between Main and I-80
4. Spot improvement at the Roundabout at Business Route 80 and East Main Street
5. Spot improvements at US-95A and US-50A
6. The extension of Nevada Pacific Parkway across the railroad tracks and south to US-50A, thereby boosting the desirability of US-50A west of Red Rock Road for trips generated by the Vonnie Lane Residential Development project
7. Corridor improvements to SR 828 west of US-50A

Ten-year improvements/additions are as follows:

1. A bridge on Clearwater Parkway across the Truckee-Carson Irrigation Canal providing a full connection between SR 828 and Desert Shadows Lane
2. Corridor improvements to US-95A between Sage Street and Main Street across the Truckee-Carson Irrigation Canal
3. The addition of Desert Shadows Lane between US-95A and US-50A
4. Corridor improvements to SR 427 between the Washoe/Lyon County Line and US-95A

Twenty-year improvements/additions are as follows:

1. The addition of the North Fernley Roadway between SR 427 and the Nevada Pacific Parkway/I-80 Interchange
2. The addition of the Western Bypass between I-80 and US-95A/Desert Shadows Lane, thereby boosting the desirability of Desert Shadows Lane to trips generated by the Vonnie Lane Residential Development project
3. Corridor improvements to Cottonwood Lane between US-95A and SR 828
4. Corridor improvements to SR 828 between the Roundabout at East Main Street/US-50A and Red Rock Road (connecting north to US-50A)
5. The addition of the I-11 Interchange with I-80 to the east with a connection to US-50A to the east, thereby boosting the desirability of US-50A to trips generated by the Vonnie Lane Residential Development project
6. Spot Improvement at Vine St/I-80

Study area specific assumptions for the long-term analysis are as follows:

1. Traffic was assigned to Red Rock Road in the long-term trip distribution analysis based on the assumption that the implementation of the easement to Vonnie Lane to the east would be online by then, and that Red Rock Road would form a full unrestricted intersection with US-50A to the north, complete with median storage.
2. Clearwater Parkway would be extended to the south across the Truckee Carson Irrigation District Canal to offer a fully paved connection between SR 828 to the north and Desert Shadows Lane to the south. An upgraded Desert Shadows Lane would provide access to the Western Bypass between US-95A and I-80.

Figure 9: Long-Term Trip Distribution shows the long-term trip distribution percentages for each of the gates.

Appendix B provides further elaboration on the trip distribution analysis including the gate (points of entry to or exit from the study network) percentages for the near-term and long-term analyses.

5.4 Trip Assignment

Trip assignment is calculated by multiplying the trip generation values from Table 4 by the trip distribution percentages described above.

Figure 10: Long-Term Trip Assignment shows the trip assignment values for individual turning movements at each of the analysis intersections.

These values are shown in tabular form in **Appendix B**.

5.5 Volumes with Project

Figure 11: Long-Term Plus Project Traffic Volumes shows the with-project traffic volumes obtained by adding the project-generated traffic volumes to the long-term without-project traffic volumes.

The need for turn lanes was evaluated at Vonnie Lane and SR 828 under long-term conditions. Specifically, the need for left-turn (Table 4-12) and right-turn (Table 4-16) lanes was evaluated based on the respective tables in the NDOT Access Management System and Standards dated 2017. According to this analysis, left-turn and right-turn lanes are warranted at the intersection, and are therefore recommended. For more information on the turn-lane warrant analysis, see Appendix B.

The need for signalization was evaluated at Vonnie Lane and SR 828 under long-term conditions based on the Peak Hour Warrant in the Manual on Uniform Traffic Control Devices (MUTCD) Figure 4C-4. According to the analysis, a signal is not warranted at this intersection. Therefore, signalization is not projected to be needed under long-term conditions. For more information on the signal warrant analysis, see Appendix B.

FIGURE 10: LONG-TERM TRIP ASSIGNMENT

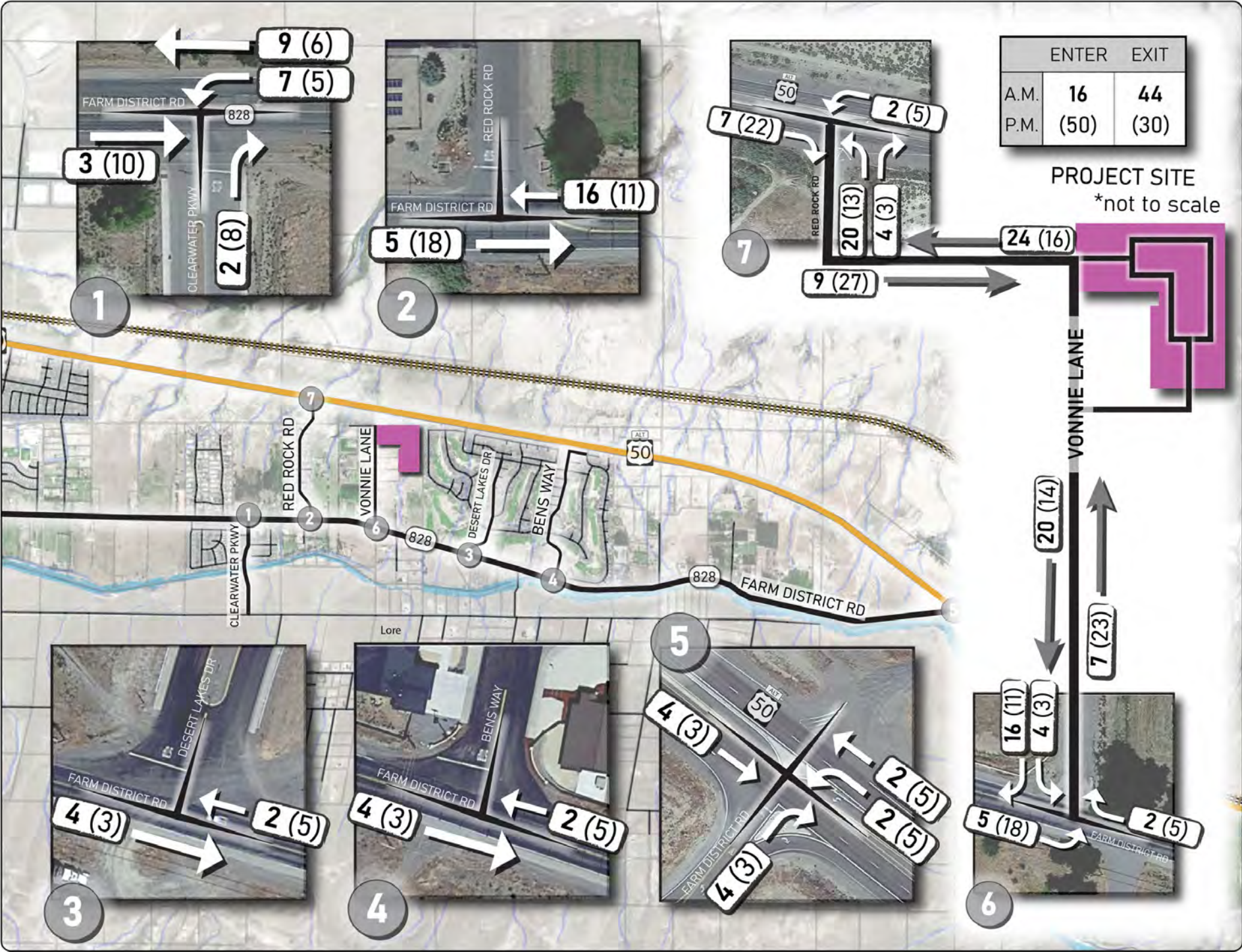
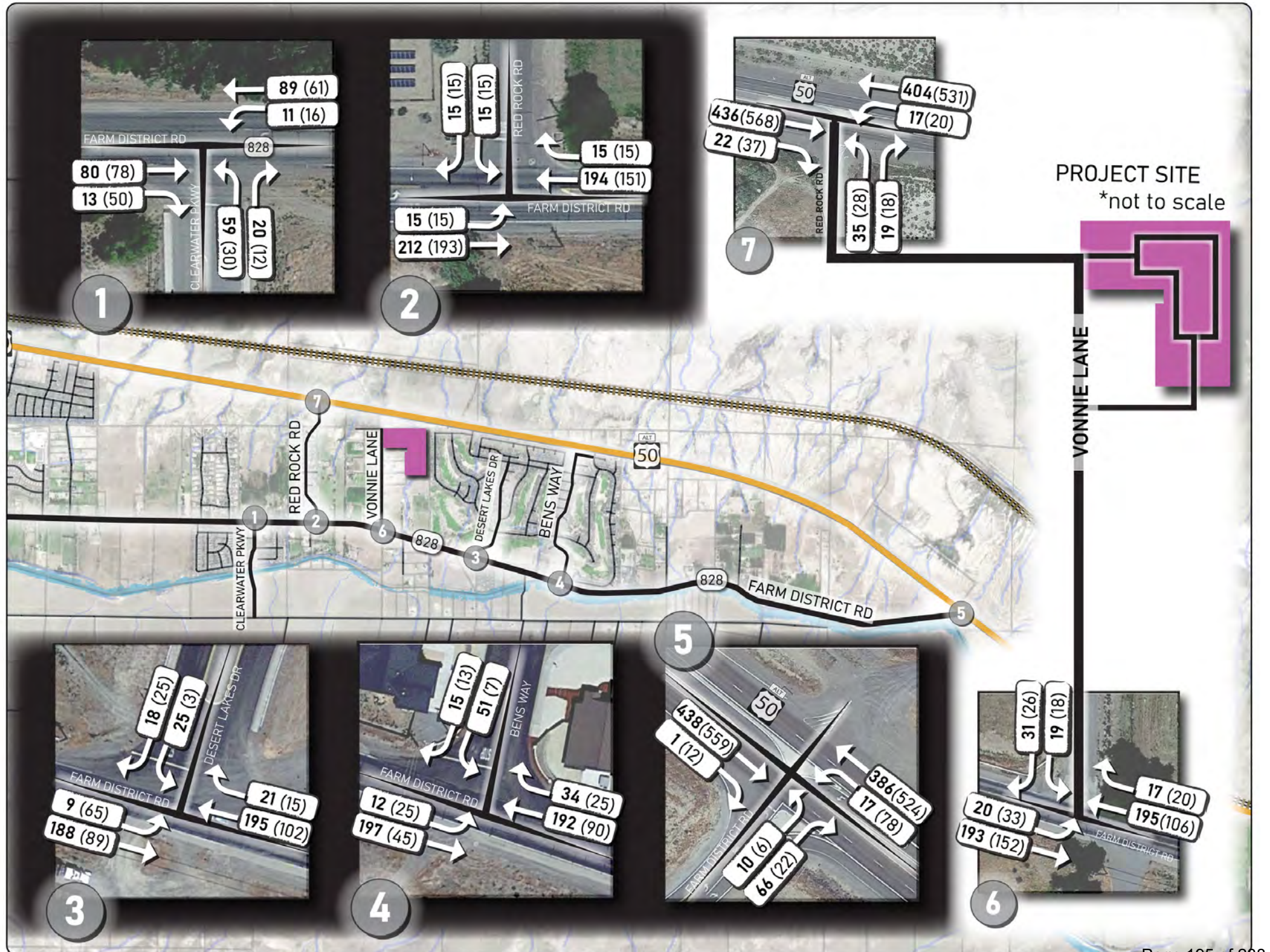


Figure 11: Long-Term Plus Project Traffic Volumes



5.6 Long-Term Impacts

Appendices C-5 (AM) and C-6 (PM) contain the calculation reports for long-term intersection operations without the project. **Appendices B-7 (AM) and B-8 (PM)** contain the calculation reports for long-term intersection operations with the project. These calculations are based on the Highway Capacity Manual methodology described in Section 2 just like in the existing impact analysis, except that the Peak Hour Factor is the default value of 0.92.

Table 8 shows the long-term impact of the project on the study intersections.

Table 8: Long-Term Project Impact on Intersection Operations

	Without Project		With Project	
	AM	PM	AM	PM
1: Clearwater Parkway at SR 828	A 9.6 (NB)	A 9.5 (NB)	B 10.0 (NB)	A 9.6 (NB)
2: Red Rock Road at SR 828	A 7.7 (SB)	B 10.2 (SB)	B 10.8 (SB)	B 10.4 (SB)
3: Desert Lakes Drive at SR 828	B 11.0 (SB)	A 9.2 (SB)	B 11.0 (SB)	A 9.2 (SB)
4: Bens Way at SR 828	B 11.9 (SB)	A 9.2 (SB)	B 11.9 (SB)	A 9.3 (SB)
5: US-50A at SR 828	B 12.9 (EB)	C 15.9 (EB)	B 13.0 (EB)	C 16.1 (EB)
6: Vonnies Lane at SR 828	B 10.8 (SB)	A 9.9 (SB)	B 10.8 (SB)	B 10.1 (SB)
7: Red Rock Road at US-50A	B 11.5 (NB)	B 12.7 (NB)	B 12.3 (NB)	B 13.5 (NB)

Source: Trafficware, *Synchro 11*

Source: Transportation Research Board, *Highway Capacity Manual, 6th Edition*

According to Table 8, all intersections would continue to operate acceptably under without and with project conditions; and the project would not have a significant adverse impact on any elements of the study area.

6.0 Findings and Recommendations

6.1 Findings

Findings from the near-term impact analysis are as follows:

1. All approaches to the study intersections would operate acceptably.
2. The project would not have a significant adverse impact on the surrounding transportation network.

Findings from the long-term impact analysis are as follows:

1. All approaches to the study intersections would continue to operate acceptably.
2. The project would not have a significant adverse impact on the surrounding transportation network.

6.2 Recommendations

Recommendations are as follows:

1. Upgrade the intersection of Vonnie Lane at SR 828 to NDOT Standards with dedicated left and right turn lanes and to accommodate applicable master planned improvements for SR 828.
2. Construct the site access to Vonnie Lane and site frontage improvements along Vonnie Lane to City of Fernley Standards.

7.0 Preliminary Vehicle Miles Traveled Analysis

7.1 Regulatory Context

On July 1, 2020, the new Vehicle Miles Traveled (VMT) metric took effect in California and replaced the traditional Level of Service (LOS) metric that had been in effect the past half century. Many additional states are incorporating elements of the new VMT metric to encourage urban infill, reduce vehicle trip lengths, encourage active transportation (walking, bicycling, transit riding, etc.), encourage more compact development, and boost the sustainability of mitigation measures. Specifically, this new VMT metric is intended to address these nine limitations associated with the traditional LOS metric:

1. “Punishing” last-in development projects, discouraging infill development, and encouraging a “sprawling” development pattern;
2. Creating regional congestion at the expense of solving local congestion issues;
3. Discouraging transit use;
4. Discouraging active transportation (walking, bicycling, transit riding, etc.);
5. Poorly measuring access to developments within the network;
6. Posing limitations on optimizing roadway networks;
7. Creating more roadway construction than jurisdictions can afford to maintain;
8. Posing calculation challenges and inaccuracies; and
9. Creating costly unhelpful solutions.

Specifically, the traditional LOS metric has served as a barrier to residential development through the imposition of costly transportation impact mitigation measures when the objective is to encourage residential development to address the housing crisis while boosting the sustainability of such measures.

Therefore, a preliminary VMT analysis was conducted in connection with this scoping report. VMT is generally calculated by multiplying the trip generation by the trip length on a per capita basis. A VMT impact is typically considered significant when it exceeds 85 percent of the average per capita VMT for a given area.

7.2 Potential VMT Reduction Measures

The Vonnie Lane study area was examined through a VMT context. While the *City of Fernley Comprehensive Master Plan* does not identify the study area as being capacity constrained relative to the more urbanized portions of the City, potential VMT reduction

measures could still be considered. Such measures are as follows:

1. Pedestrian pathways to US-50A to the north and SR 828 to the south to encourage increased transit use;
2. Inclusion of additional bicycle paths and lanes along SR 828 to encourage increased bicycle use; and
3. Provision of nearby employment centers, grocery stores, and shopping centers as development progresses further east, should the Community Development and Planning Departments be open to amendments to the City of Fernley Comprehensive Plan to accommodate such uses.

Appendix A: Brochure of Existing Geometric Conditions

Existing Geometric Conditions



Along SR 828 (Farm District Rd)

- Upper Right: Clearwater Pkwy: EBRT = 175 ft; WBLT = 100 ft + Center Turn Lane
- Lower Left: Red Rock Rd: EBLT = 100 ft + Center Turn Lane to the West
- Vonnie Lane: Gravel Roadway, No Turn Lanes on SR 828

(Photo Credits: Google Earth)

Along US-50A



SR 828 (Farm District Rd): Upper Left
EBLT = 100 ft; EBRT = 150 ft + 215 ft Accel;
NBLT = 500 ft; NBRT = 425 ft; SBRT = 425 ft
(Photo Credit: Google Earth)

Wedge Lane: Middle Right
EBRT = 425 ft; WBLT = 500 ft;
NBLT = 150 ft + 500 ft Accel;
NBRT = 200 ft + 215 ft Accel
(Photo Credit: Google Earth)



Red Rock Rd: Lower Left
EBRT = 375 ft
WBLT = 500 ft
NBLT = 50 ft + 500 ft Accel
NBRT = 50 ft + 135 ft Taper
(Photo Credit: Google Earth)

Appendix B: Numeric Analysis

Vonnie Lane Traffic Study (without Forster)

A1_Trip_Generation

Table A1.1: Inputs

Code	Land Use	Units	Quantity	Weekday			AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
210	Single-Family Detached Housing	Dwelling Units	85	4.71	4.72	9.43	0.18	0.52	0.70	0.59	0.35	0.94

Table A1.2: Values

Code	Land Use	Units	Quantity	Weekday			AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
210	Single-Family Detached Housing	Dwelling Units	85	401	401	802	16	44	60	50	30	80
Total				401	401	802	16	44	60	50	30	80

Table A1.3: Summary

	Land Use			Weekday			AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
	Residential Only			401	401	802	16	44	60	50	30	80

Vonnie Lane Traffic Study (Without Forster)

A2_Trip Distribution

Table A2.1: Near-Term Analysis

No	Description	Percent	Weekday			AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
1	Farm District w/o Clearwater	65.0%	260.7	260.7	521.3	10.4	28.6	39.0	32.5	19.5	52.0
2	US-50A w/o Wedge Lane	25.0%	100.3	100.3	200.5	4.0	11.0	15.0	12.5	7.5	20.0
3	US-50A e/o SR 828	10.0%	40.1	40.1	80.2	1.6	4.4	6.0	5.0	3.0	8.0
	Total	100.0%	401	401	802	16	44	60	50	30	80

Table A2.2: Long-Term Analysis

No	Description	Percent	Weekday			AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
1	Farm District w/o Clearwater	20.0%	80.2	80.2	160.4	3.2	8.8	12.0	10.0	6.0	16.0
2	Clearwater s/o Farm District	15.0%	60.2	60.2	120.3	2.4	6.6	9.0	7.5	4.5	12.0
3	US-50A w/o Red Rock	45.0%	180.5	180.5	360.9	7.2	19.8	27.0	22.5	13.5	36.0
4	US-50A e/o Red Rock	10.0%	40.1	40.1	80.2	1.6	4.4	6.0	5.0	3.0	8.0
5	US-50A e/o Red Rock via SR 828	10.0%	40.1	40.1	80.2	1.6	4.4	6.0	5.0	3.0	8.0
	Total	100.0%	401	401	802	16	44	60	50	30	80

Vonnie Lane Traffic Study (Without Forster)

A3_Trip Assignment

Table A3.1: Intersection AM: Near-Term

No	Description	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Clearwater/SR 828		11			29							
2	Red Rock Rd/SR 828		11			29							
3	Desert Lakes/SR 828		15			5							
4	Bens Way/SR 828	11	4			1							4
5	US-50A/SR 828			4				1					
6	Vonnie Ln/SR 828	11					5				15		29

Table A3.2: Intersection PM: Near-Term

No	Description	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Clearwater/SR 828		32			20							
2	Red Rock Rd/SR 828		32			20							
3	Desert Lakes/SR 828		10			18							
4	Bens Way/SR 828	7	3			5							13
5	US-50A/SR 828			3				5					
6	Vonnie Ln/SR 828	32					18				10		20

Table A3.3: Intersection AM: Long-Term

No	Description	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Clearwater/SR 828		3		7	9				2			
2	Red Rock Rd/SR 828		5			16							
3	Desert Lakes/SR 828		4			2							
4	Bens Way/SR 828		4			2							
5	US-50A/SR 828			4				2	2			4	
6	Vonnie Ln/SR 828	5					2				4		16
7	Red Rock Rd/US-50A			7	2			20		4			

Table A3.4: Intersection PM: Long-Term

No	Description	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Clearwater/SR 828		10		5	6				8			
2	Red Rock Rd/SR 828		18			11							
3	Desert Lakes/SR 828		3			5							
4	Bens Way/SR 828		3			5							
5	US-50A/SR 828			3				5	5			3	
6	Vonnie Ln/SR 828	18					5				3		11
7	Red Rock Rd/US-50A			22	5			13		3			

Vonnie Lane Traffic Study

Table B1: Clearwater Parkway at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Near-Term AM												
Near-Term			114	18	6	114		59		25		
Project			11			29						
NT w/Project			125	18	6	143		59		25		
Near-Term PM												
Near-Term			112	72	16	78		30		6		
Project			32			20						
NT w/Project			144	72	16	98		30		6		
Long-Term AM												
Long-Term			80	13	4	80		41		18		
Project			3		7	9				2		
LT w/Project			83	13	11	89		59		20		
Long-Term PM												
Long-Term			78	50	11	55		21		4		
Project			10		5	6				8		
LT w/Project			88	50	16	61		30		12		

Reduction

Factor 0.7

Wadsworth Bypass

Nevada Pacific Pkwy

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B2: Red Rock Road at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Near-Term AM												
Near-Term	10	139			120	10				10		10
Project		11			29							
NT w/Project	10	150			149	10				10		10
Near-Term PM												
Near-Term	10	118			94	10				10		10
Project		32			20							
NT w/Project	10	150			114	10				10		10
Long-Term AM												
Long-Term	15	207			178	15				15		15
Project		5			16							
LT w/Project	15	212			194	15				15		15
Long-Term PM												
Long-Term	15	175			140	15				15		15
Project		18			11							
LT w/Project	15	193			151	15				15		15
Projection												
Year 2017	540											
Year 2040	852											
Growth Rate	2.0%											

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B3: Desert Lakes Drive at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Near-Term AM											
Near-Term	6	124			130	14				17		12
Project		15			5							
NT w/Project	6	139			135	14				17		12
Near-Term PM												
Near-Term	44	58			68	10				2		17
Project		10			18							
NT w/Project	44	68			86	10				2		17
Long-Term AM												
Long-Term	9	184			193	21				25		18
Project		4			2							
LT w/Project	9	188			195	21				25		18
Long-Term PM												
Long-Term	65	86			101	15				3		25
Project		3			5							
LT w/Project	65	89			106	15				3		25
Projection												
Year 2017	540											
Year 2040	852											
Growth Rate	2.0%											

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B4: Bens Way at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Near-Term AM											
Near-Term	8	130			128	23				34		10
Project	11	4			5							4
NT w/Project	19	134			133	23				34		14
Near-Term PM												
Near-Term	17	28			57	17				5		9
Project	7	3			5							13
NT w/Project	24	31			62	17				5		22
Long-Term AM												
Long-Term	12	193			190	34				51		15
Project		4			2							
LT w/Project	12	197			192	34				51		15
Long-Term PM												
Long-Term	25	42			85	25				7		13
Project		3			5							
LT w/Project	25	45			90	25				7		13
Projection												
Year 2017	540											
Year 2040	852											
Growth Rate	2.0%											

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B5: US-50A at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Near-Term AM												
Near-Term	7		42				10	258			292	1
Project			4				1					
NT w/Project	7		46				11	258			292	1
Near-Term PM												
Near-Term	4		13				49	349			374	8
Project			3				5					
NT w/Project	4		16				54	349			374	8
Long-Term AM												
Long-Term	10		62				15	384			434	1
Project			4				2	2			4	
LT w/Project	10		66				17	386			438	1
Long-Term PM												
Long-Term	6		19				73	519			556	12
Project			3				5	5			3	
LT w/Project	6		22				78	524			559	12

Projection

Year 2017	540
Year 2040	852
Growth Rate	2.0%

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B6: Vonnie Lane at SR 828

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Near-Term AM												
Near-Term	10	130			142	10				10		10
Project	11					5				15		29
NT w/Project	21	130			142	15				25		39
Near-Term PM												
Near-Term	10	102			85	10				10		10
Project	32					18				10		20
NT w/Project	42	102			85	28				20		30
Long-Term AM												
Long-Term	15	193			211	15				15		15
Project	5					2				4		16
LT w/Project	20	193			211	17				19		31
Long-Term PM												
Long-Term	15	152			126	15				15		15
Project	18					5				3		11
LT w/Project	33	152			126	20				18		26
Projection												
Year 2017	540											
Year 2040	852											
Growth Rate	2.0%											

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table B7: Red Rock Road at US-50A

Eastbound			Westbound			Northbound			Southbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Near-Term AM												
Near-Term		293	10	10	272		10		10			
Project			0	0			0		0			
NT w/Project			10				10					
Near-Term PM												
Near-Term		382	10	10	357		10		10			
Project			0	0			0		0			
NT w/Project			10				10					
Long-Term AM												
Long-Term		436	15	15	404		15		15			
Project			7	2			20		4			
LT w/Project		436	22	17	404		35		19			
Long-Term PM												
Long-Term		568	15	15	531		15		15			
Project			22	5			13		3			
LT w/Project		568	37	20	531		28		18			
Projection												
Year 2017	540											
Year 2040	852											
Growth Rate	2.0%											

Source: Nevada DOT Annual Traffic Report Count Station No. 35

Vonnie Lane Traffic Study

Table C1: PM Peak Hour Turning Movements

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Vol
1: Clearwater Parkway at SR 828	0	112	72	16	78	0	30	0	26	0	0	0	334
2: Red Rock Road at SR 828	10	118	0	0	94	10	0	0	0	10	0	10	252
3: Desert Lakes Drive at SR 828	44	58	0	0	68	10	0	0	0	2	0	17	199
4: Bens Way at SR 828	17	28	0	0	57	17	0	0	0	5	0	9	133
5: US-50A at SR 828	4	0	13	0	0	0	49	349	0	0	0	0	415
6: Vonnie Lane at SR 828	10	102	0	0	85	10	0	0	0	10	0	10	227

Remarks

Per Data Collected by National Data and Surveying Services on Tuesday, January 4, 2022

Table C2: Severity Analysis

Intersection	FAT		INJ		PDO		TOT
	No	%	No	%	No	%	
1: Clearwater Parkway at SR 828	0	0	1	100%	0	0	1

Remarks

FAT: Fatalities

INJ: Injuries

PDO: Property Damage Only

TOT: Total

Table C3: Type Analysis

Intersection	Type 1		Type 2		Type 3		Other		TOT
	No	%	No	%	No	%	No	%	
1: Clearwater Parkway at SR 828	1	100%	0	0	0	0	0	0	1

Remarks

Type 1: Most Common Type: Rear-End

Type 2: Second Most Common Type

Type 3: Third Most Common Type

Other: Other Types not within the Top 3 Ranks

TOT: Total

Vonnie Lane Traffic Study

Table C4: Cause Analysis

Intersection	Cause 1		Cause 2		Cause 3		Other		TOT
	No	%	No	%	No	%	No	%	
1: Clearwater Parkway at SR 828	1	100%	0	0	0	0	0	0	1

Remarks

Type 1: Most Common Cause: Following Too Closely

Type 2: Second Most Common Cause

Type 3: Third Most Common Cause

Other: Other Causes not within the Top 3 Ranks

TOT: Total

Table C5: Rate Analysis

Intersection	TOT	YR	Vol	K	Days	Rate
1: Clearwater Parkway at SR 828	1	3	334	10	365	0.273

Remarks

TOT: Total Collisions

YR: Number of Years of Data

Vol: Volume Entering Intersection during PM Peak Hour

K: K-Factor: (Weekday Volume)/(PM Peak Hour Volume)

Days: Number of Days in Year

Rate: Per Million Entering Vehicles Per Year = $((TOT) * (1E6)) / ((YR) * (Vol) * (K) * (Days))$

Vonnie Lane Traffic Study: Turn Lane Warrant Analysis

Table D1: Peak Hour Turning Movements at Vonnie Lane at SR 828

Scenario	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	WBR	WBTR	EBL	EBTL
NT+P AM	21	130	0	0	142	15	0	0	0	25	0	39	15	157	21	151
NT+P PM	42	102	0	0	85	28	0	0	0	20	0	30	28	113	42	144
LT+P AM	20	193	0	0	211	17	0	0	0	19	0	31	17	228	20	213
LT+P PM	33	152	0	0	126	20	0	0	0	18	0	26	20	146	33	185

Remarks for Table D1:

Source: Nevada DOT Access Management System and Standards (2017 Edition)

NT+P: Near-Term Plus Project per Figure 7 of the Vonnie Lane Traffic Study

LT+P: Long-Term Plus Project per Figure 11 of the Vonnie Lane Traffic Study

AM: AM Peak Hour (4 Highest Consecutive 15-minute intervals between 7:00 and 9:00)

PM: PM Peak Hour (4 Highest Consecutive 15-minute intervals between 4:00 and 6:00)

WBR: Turning Volume per Table 4-16 (Two-Lane Roadways in Urban Areas)

WBTR: Directional Volume in Through Lane (Right + Through) per Table 4-16 (Two-Lane Roadways in Urban Areas)

EBL: Turning Volume per Table 4-12 (Two-Lane Roadways in Urban Areas)

EBTL: Directional Volume in Through Lane (Left + Through) per Table 4-12 (Two-Lane Roadways in Urban Areas)

Table D2: Turn Lane Warrant Analysis

Vonnie Lane at SR 828 (Left and Right)										
Scenario	EBL		EBTL		Left Lane?	WBR		WBTR		Right Lane?
	Act	Min	Act	Min		Act	Min	Act	Min	
NT+P	42	30	144	0	Yes	28	28	113	114	No
LT+P	33	30	185	0	Yes	20	20	146	140	Yes

Remarks for Table D2:

Act: Actual from Parts 1 and 2 and Higher of AM or PM

Min: Minimum to Trigger Satisfaction of Turn Lane Warrant

Right Lane?: Right Turn Lane Warrant Satisfied? Yes or No per Table 4-16

Left Lane?: Left Turn Lane Warrant Satisfied? Yes or No per Table 4-12

SR 828 Posted Speed Limit: 55 MPH

SR 828 Functional Classification: Minor Arterial

Vonnie Lane at SR 828 Progressive Signal Warrant Analysis

Table E1: Peak Hour Turning Movements

Scenario	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Major St	Minor St
NT+P AM	21	130	0	0	142	15	0	0	0	25	0	39	308	64
NT+P PM	42	102	0	0	85	28	0	0	0	20	0	30	257	50
LT+P AM	20	193	0	0	211	17	0	0	0	19	0	31	441	50
LT+P PM	33	152	0	0	126	20	0	0	0	18	0	26	331	44

Remarks for Table E1:

NT+P: Near-Term Plus Project per Figure 5 of the 600 West Main Street Traffic Study

LT+P: Long-Term Plus Project per Figure 7 of the 600 West Main Street Traffic Study

AM: AM Peak Hour (4 Highest Consecutive 15-minute intervals between 7:00 and 9:00)

PM: PM Peak Hour (4 Highest Consecutive 15-minute intervals between 4:00 and 6:00)

Major St: Total of both major street (eastbound and westbound) approaches per MUTCD Figure 4C-4

Minor St: Higher minor street (northbound or southbound) approach per MUTCD Figure 4C-4

MUTCD: Manual on Uniform Traffic Control Devices

Table E2: Peak Hour Warrant Analysis

	Major St		Minor St		Sig?	SB
Scenario	Act	Min	Act	Min		Deficient?
NT+P	308	1300	64	320	No	256
LT+P	441	1300	50	240	No	190

Remarks for Table E2:

Act: Actual from Part 1 and Higher of AM or PM

Min: Minimum to Trigger Satisfaction of Signal Warrant

Sig?: Peak Hour Signal Warrant Satisfied? Yes or No (Based on 1 Thru Lane Major and 1 Thru Lane Minor)

SB Deficient? Amount of Additional Southbound Traffic to Satisfy Peak Hour Warrant

Appendix C: Level of Service Analysis

Appendix C-1: Near-Term AM

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	114	18	6	114	59	25
Future Vol, veh/h	114	18	6	114	59	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	181	29	10	181	94	40
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	210	0	382	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1361	-	620	862
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1361	-	616	862
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	827	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	713	-	-	1361	-	
HCM Lane V/C Ratio	0.187	-	-	0.007	-	
HCM Control Delay (s)	11.2	-	-	7.7	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.7	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	130	120	10	10	10
Future Vol, veh/h	10	130	120	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	141	130	11	11	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	141	0	0	299	136
Stage 1	-	-	-	136	-
Stage 2	-	-	-	163	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	692	913
Stage 1	-	-	-	890	-
Stage 2	-	-	-	866	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1442	-	-	686	913
Mov Cap-2 Maneuver	-	-	-	686	-
Stage 1	-	-	-	883	-
Stage 2	-	-	-	866	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	783
HCM Lane V/C Ratio	0.008	-	-	-	0.028
HCM Control Delay (s)	7.5	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	124	130	14	17	12
Future Vol, veh/h	6	124	130	14	17	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	49	49	49	49	49	49
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	253	265	29	35	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	294	0	-	0	557	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1268	-	-	-	491	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1268	-	-	-	486	759
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	770	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		12		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1268	-	-	-	571	
HCM Lane V/C Ratio	0.01	-	-	-	0.104	
HCM Control Delay (s)	7.9	0	-	-	12	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	130	128	23	34	10
Future Vol, veh/h	8	130	128	23	34	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	283	278	50	74	22
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	328	0	-	0	620	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1232	-	-	-	452	737
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1232	-	-	-	445	737
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	738	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		14.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1232	-	-	-	489	
HCM Lane V/C Ratio	0.014	-	-	-	0.196	
HCM Control Delay (s)	8	0	-	-	14.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	7	42	292	1	10	258
Future Vol, veh/h	7	42	292	1	10	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	45	314	1	11	277
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	475	-	0	0	314	0
Stage 1	314	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	519	0	-	-	1243	-
Stage 1	714	0	-	-	-	-
Stage 2	851	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	514	-	-	-	1243	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	11.3	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1243	-	583	-	-	-
HCM Lane V/C Ratio	0.009	-	0.013	-	-	-
HCM Control Delay (s)	7.9	-	11.3	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	130	142	10	10	10
Future Vol, veh/h	10	130	142	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	141	154	11	11	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	165	0	-	0	317	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1413	-	-	-	676	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	671	892
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1413	-	-	-	766	
HCM Lane V/C Ratio	0.008	-	-	-	0.028	
HCM Control Delay (s)	7.6	-	-	-	9.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Appendix C-2: Near-Term PM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	112	72	16	78	30	6
Future Vol, veh/h	112	72	16	78	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	80	18	87	33	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	247	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	741	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	731	927
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	890	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.3		9.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	768	-	-	1368	-	
HCM Lane V/C Ratio	0.052	-	-	0.013	-	
HCM Control Delay (s)	9.9	-	-	7.7	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	118	94	10	10	10
Future Vol, veh/h	10	118	94	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	128	102	11	11	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	113	0	0 258 108
Stage 1	-	-	- 108 -
Stage 2	-	-	- 150 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1476	-	- 731 946
Stage 1	-	-	- 916 -
Stage 2	-	-	- 878 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1476	-	- 726 946
Mov Cap-2 Maneuver	-	-	- 726 -
Stage 1	-	-	- 910 -
Stage 2	-	-	- 878 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1476	-	-	-	822
HCM Lane V/C Ratio	0.007	-	-	-	0.026
HCM Control Delay (s)	7.5	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	58	68	10	2	17
Future Vol, veh/h	44	58	68	10	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	61	72	11	2	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	83	0	-	0	231	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1514	-	-	-	757	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	734	983
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	875	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.2	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1514	-	-	-	949	
HCM Lane V/C Ratio	0.031	-	-	-	0.021	
HCM Control Delay (s)	7.5	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	28	57	17	5	9
Future Vol, veh/h	17	28	57	17	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	67	20	6	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	87	0	0 150 77
Stage 1	-	-	- 77 -
Stage 2	-	-	- 73 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1509	-	- 842 984
Stage 1	-	-	- 946 -
Stage 2	-	-	- 950 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1509	-	- 830 984
Mov Cap-2 Maneuver	-	-	- 830 -
Stage 1	-	-	- 933 -
Stage 2	-	-	- 950 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	923
HCM Lane V/C Ratio	0.013	-	-	-	0.018
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	13	374	8	49	349
Future Vol, veh/h	4	13	374	8	49	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	14	394	8	52	367
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	682	-	0	0	394	0
Stage 1	394	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	384	0	-	-	1161	-
Stage 1	650	0	-	-	-	-
Stage 2	735	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	367	-	-	-	1161	-
Mov Cap-2 Maneuver	475	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	12.6	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1161	-	475	-	-	-
HCM Lane V/C Ratio	0.044	-	0.009	-	-	-
HCM Control Delay (s)	8.2	-	12.6	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	102	85	10	10	10
Future Vol, veh/h	10	102	85	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	111	92	11	11	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	103	0	0 225 92
Stage 1	-	-	- 92 -
Stage 2	-	-	- 133 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1489	-	- 763 965
Stage 1	-	-	- 932 -
Stage 2	-	-	- 893 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1489	-	- 758 965
Mov Cap-2 Maneuver	-	-	- 758 -
Stage 1	-	-	- 925 -
Stage 2	-	-	- 893 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	-	849
HCM Lane V/C Ratio	0.007	-	-	-	0.026
HCM Control Delay (s)	7.4	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Appendix C-3: Near-Term Plus Project AM

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	125	18	6	143	59	25
Future Vol, veh/h	125	18	6	143	59	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	198	29	10	227	94	40
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	227	0	445	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1341	-	571	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1341	-	567	843
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	788	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	680		-	-	1341	-
HCM Lane V/C Ratio	0.196		-	-	0.007	-
HCM Control Delay (s)	11.6		-	-	7.7	-
HCM Lane LOS	B		-	-	A	-
HCM 95th %tile Q(veh)	0.7		-	-	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	150	149	10	10	10
Future Vol, veh/h	10	150	149	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	163	162	11	11	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	173	0	0 353 168
Stage 1	-	-	- 168 -
Stage 2	-	-	- 185 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1404	-	- 645 876
Stage 1	-	-	- 862 -
Stage 2	-	-	- 847 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1404	-	- 640 876
Mov Cap-2 Maneuver	-	-	- 640 -
Stage 1	-	-	- 855 -
Stage 2	-	-	- 847 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1404	-	-	-	740
HCM Lane V/C Ratio	0.008	-	-	-	0.029
HCM Control Delay (s)	7.6	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	139	135	14	17	12
Future Vol, veh/h	6	139	135	14	17	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	49	49	49	49	49	49
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	284	276	29	35	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	305	0	-	0	599	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1256	-	-	-	465	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1256	-	-	-	460	748
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	745	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1256	-	-	-	547	
HCM Lane V/C Ratio	0.01	-	-	-	0.108	
HCM Control Delay (s)	7.9	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	134	133	23	34	14
Future Vol, veh/h	19	134	133	23	34	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	291	289	50	74	30
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	339	0	-	0	687	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1220	-	-	-	413	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1220	-	-	-	396	726
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	696	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		15.2		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1220	-	-	-	457	
HCM Lane V/C Ratio	0.034	-	-	-	0.228	
HCM Control Delay (s)	8.1	0	-	-	15.2	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	7	46	292	1	11	258
Future Vol, veh/h	7	46	292	1	11	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	49	314	1	12	277
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	477	-	0	0	314	0
Stage 1	314	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	517	0	-	-	1243	-
Stage 1	714	0	-	-	-	-
Stage 2	849	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	512	-	-	-	1243	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	11.3	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1243	-	582	-	-	-
HCM Lane V/C Ratio	0.01	-	0.013	-	-	-
HCM Control Delay (s)	7.9	-	11.3	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	130	142	15	25	39
Future Vol, veh/h	21	130	142	15	25	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	141	154	16	27	42
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	170	0	-	0	341	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	655	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1407	-	-	-	645	892
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	845	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1407	-	-	-	776	
HCM Lane V/C Ratio	0.016	-	-	-	0.09	
HCM Control Delay (s)	7.6	-	-	-	10.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Appendix C-4: Near-Term Plus Project PM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	144	72	16	98	30	6
Future Vol, veh/h	144	72	16	98	30	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	80	18	109	33	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	240	0	305	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1327	-	687	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1327	-	677	885
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	870	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		10.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	731	-	-	1327	-	
HCM Lane V/C Ratio	0.055	-	-	0.013	-	
HCM Control Delay (s)	10.2	-	-	7.8	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	150	114	10	10	10
Future Vol, veh/h	10	150	114	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	163	124	11	11	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	135	0	-	0	315	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1449	-	-	-	678	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	847	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1449	-	-	-	673	920
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	847	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1449	-	-	-	777	
HCM Lane V/C Ratio	0.008	-	-	-	0.028	
HCM Control Delay (s)	7.5	-	-	-	9.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	68	86	10	2	17
Future Vol, veh/h	44	68	86	10	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	72	91	11	2	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	102	0	-	0	261	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1490	-	-	-	728	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	865	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	705	959
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	865	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.9	0		9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1490	-	-	-	924	
HCM Lane V/C Ratio	0.031	-	-	-	0.022	
HCM Control Delay (s)	7.5	0	-	-	9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	31	62	17	5	22
Future Vol, veh/h	24	31	62	17	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	36	73	20	6	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	93	0	0 175 83
Stage 1	-	-	- 83 -
Stage 2	-	-	- 92 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1501	-	- 815 976
Stage 1	-	-	- 940 -
Stage 2	-	-	- 932 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1501	-	- 800 976
Mov Cap-2 Maneuver	-	-	- 800 -
Stage 1	-	-	- 922 -
Stage 2	-	-	- 932 -

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1501	-	-	-	938
HCM Lane V/C Ratio	0.019	-	-	-	0.034
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	16	374	8	54	349
Future Vol, veh/h	4	16	374	8	54	349
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	17	394	8	57	367

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	692	-	0	0	394
Stage 1	394	-	-	-	-
Stage 2	298	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22
Pot Cap-1 Maneuver	378	0	-	-	1161
Stage 1	650	0	-	-	-
Stage 2	727	0	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	359	-	-	-	1161
Mov Cap-2 Maneuver	469	-	-	-	-
Stage 1	650	-	-	-	-
Stage 2	691	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	12.7	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1161	-	469	-	-	-
HCM Lane V/C Ratio	0.049	-	0.009	-	-	-
HCM Control Delay (s)	8.3	-	12.7	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	102	85	28	20	30
Future Vol, veh/h	42	102	85	28	20	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	111	92	30	22	33
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	122	0	-	0	295	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1465	-	-	-	696	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1465	-	-	-	674	965
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	831	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.2	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1465	-	-	-	823	
HCM Lane V/C Ratio	0.031	-	-	-	0.066	
HCM Control Delay (s)	7.5	-	-	-	9.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Appendix C-5: Long-Term AM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	80	13	4	80	41	18
Future Vol, veh/h	80	13	4	80	41	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	14	4	87	45	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	182	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1491	-	807	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	805	971
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	926	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		9.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	839		-	-	1491	-
HCM Lane V/C Ratio	0.076		-	-	0.003	-
HCM Control Delay (s)	9.6		-	-	7.4	-
HCM Lane LOS	A		-	-	A	-
HCM 95th %tile Q(veh)	0.2		-	-	0	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	207	178	15	15	15
Future Vol, veh/h	15	207	178	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	225	193	16	16	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	209	0	0 458 201
Stage 1	-	-	- 201 -
Stage 2	-	-	- 257 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1362	-	- 561 840
Stage 1	-	-	- 833 -
Stage 2	-	-	- 786 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1362	-	- 554 840
Mov Cap-2 Maneuver	-	-	- 554 -
Stage 1	-	-	- 823 -
Stage 2	-	-	- 786 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1362	-	-	-	668
HCM Lane V/C Ratio	0.012	-	-	-	0.049
HCM Control Delay (s)	7.7	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	184	193	21	25	18
Future Vol, veh/h	9	184	193	21	25	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	200	210	23	27	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	233	0	-	0	442	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1335	-	-	-	573	818
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1335	-	-	-	568	818
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	817	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1335	-	-	-	651	
HCM Lane V/C Ratio	0.007	-	-	-	0.072	
HCM Control Delay (s)	7.7	0	-	-	11	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	193	190	34	51	15
Future Vol, veh/h	12	193	190	34	51	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	210	207	37	55	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	244	0	-	0	462	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1322	-	-	-	558	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1322	-	-	-	552	813
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	803	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		11.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1322	-	-	-	595	
HCM Lane V/C Ratio	0.01	-	-	-	0.121	
HCM Control Delay (s)	7.8	0	-	-	11.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	10	62	434	1	15	384
Future Vol, veh/h	10	62	434	1	15	384
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	67	472	1	16	417
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	713	-	0	0	472	0
Stage 1	472	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	366	0	-	-	1086	-
Stage 1	594	0	-	-	-	-
Stage 2	776	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	361	-	-	-	1086	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	12.9	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1086	-	464	-	-	-
HCM Lane V/C Ratio	0.015	-	0.023	-	-	-
HCM Control Delay (s)	8.4	-	12.9	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	193	211	15	15	15
Future Vol, veh/h	15	193	211	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	210	229	16	16	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	245	0	-	0	471	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1321	-	-	-	551	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	544	810
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	798	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		10.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1321	-	-	-	651	
HCM Lane V/C Ratio	0.012	-	-	-	0.05	
HCM Control Delay (s)	7.8	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	436	15	15	404	15	15
Future Vol, veh/h	436	15	15	404	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	375	500	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	16	16	439	16	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	726	237
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1070	-	360	764
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1070	-	355	764
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	755	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	764	-	-	1070	-
HCM Lane V/C Ratio	0.035	0.021	-	-	0.015	-
HCM Control Delay (s)	13.1	9.8	-	-	8.4	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-

Appendix C-6: Long-Term PM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	50	11	55	21	4
Future Vol, veh/h	78	50	11	55	21	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	56	12	61	23	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	143	0	172	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1440	-	818	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	811	971
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	930	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.3		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	820		-	-	1440	-
HCM Lane V/C Ratio	0.034		-	-	0.008	-
HCM Control Delay (s)	9.5		-	-	7.5	-
HCM Lane LOS	A		-	-	A	-
HCM 95th %tile Q(veh)	0.1		-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	175	140	15	15	15
Future Vol, veh/h	15	175	140	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	190	152	16	16	16
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	168	0	-	0	382	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	620	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	613	885
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	815	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1410	-	-	-	724	
HCM Lane V/C Ratio	0.012	-	-	-	0.045	
HCM Control Delay (s)	7.6	-	-	-	10.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	86	101	15	3	25
Future Vol, veh/h	65	86	101	15	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	93	110	16	3	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	126	0	-	0	353	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	645	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	612	934
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	804	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.3	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1460	-	-	-	884	
HCM Lane V/C Ratio	0.048	-	-	-	0.034	
HCM Control Delay (s)	7.6	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	42	85	25	7	13
Future Vol, veh/h	25	42	85	25	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	46	92	27	8	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	119	0	-	0	206	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1469	-	-	-	782	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	767	948
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	924	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.8	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1469	-	-	-	876	
HCM Lane V/C Ratio	0.018	-	-	-	0.025	
HCM Control Delay (s)	7.5	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	6	19	556	12	73	519
Future Vol, veh/h	6	19	556	12	73	519
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	21	604	13	79	564
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1044	-	0	0	604	0
Stage 1	604	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	225	0	-	-	970	-
Stage 1	508	0	-	-	-	-
Stage 2	616	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	207	-	-	-	970	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	15.9	0	1.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	970	-	338	-	-	-
HCM Lane V/C Ratio	0.082	-	0.019	-	-	-
HCM Control Delay (s)	9	-	15.9	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	152	126	15	15	15
Future Vol, veh/h	15	152	126	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	165	137	16	16	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	153	0	-	0	334	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1428	-	-	-	661	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1428	-	-	-	654	911
Mov Cap-2 Maneuver	-	-	-	-	654	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	836	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		9.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1428	-	-	-	761	
HCM Lane V/C Ratio	0.011	-	-	-	0.043	
HCM Control Delay (s)	7.5	-	-	-	9.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Vol, veh/h	568	15	15	531	15	15
Future Vol, veh/h	568	15	15	531	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	375	500	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	617	16	16	577	16	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	633	0	938	309
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	946	-	263	687
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	946	-	259	687
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	696	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		12.7	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	687	-	-	946	-
HCM Lane V/C Ratio	0.043	0.024	-	-	0.017	-
HCM Control Delay (s)	14.9	10.4	-	-	8.9	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Appendix C-7: Long-Term Plus Project AM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	83	13	11	89	59	20
Future Vol, veh/h	83	13	11	89	59	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	14	12	97	64	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	104	0	211	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1488	-	777	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1488	-	771	968
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	897	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		10	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	811	-	-	1488	-	
HCM Lane V/C Ratio	0.106	-	-	0.008	-	
HCM Control Delay (s)	10	-	-	7.4	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	212	194	15	15	15
Future Vol, veh/h	15	212	194	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	230	211	16	16	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	227	0	0 481 219
Stage 1	-	-	- 219 -
Stage 2	-	-	- 262 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1341	-	- 544 821
Stage 1	-	-	- 817 -
Stage 2	-	-	- 782 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1341	-	- 537 821
Mov Cap-2 Maneuver	-	-	- 537 -
Stage 1	-	-	- 807 -
Stage 2	-	-	- 782 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	649
HCM Lane V/C Ratio	0.012	-	-	-	0.05
HCM Control Delay (s)	7.7	-	-	-	10.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	188	195	21	25	18
Future Vol, veh/h	9	188	195	21	25	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	204	212	23	27	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	235	0	-	0	448	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1332	-	-	-	568	815
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1332	-	-	-	563	815
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	813	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		11		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1332	-	-	-	-	647
HCM Lane V/C Ratio	0.007	-	-	-	-	0.072
HCM Control Delay (s)	7.7	0	-	-	-	11
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	197	192	34	51	15
Future Vol, veh/h	12	197	192	34	51	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	214	209	37	55	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	246	0	0 468 228
Stage 1	-	-	- 228 -
Stage 2	-	-	- 240 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1320	-	- 553 811
Stage 1	-	-	- 810 -
Stage 2	-	-	- 800 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1320	-	- 547 811
Mov Cap-2 Maneuver	-	-	- 547 -
Stage 1	-	-	- 801 -
Stage 2	-	-	- 800 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1320	-	-	-	591
HCM Lane V/C Ratio	0.01	-	-	-	0.121
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	10	66	438	1	17	386
Future Vol, veh/h	10	66	438	1	17	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	72	476	1	18	420
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	722	-	0	0	476	0
Stage 1	476	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	362	0	-	-	1082	-
Stage 1	591	0	-	-	-	-
Stage 2	772	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	356	-	-	-	1082	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	13	0	0.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1082	-	460	-	-	-
HCM Lane V/C Ratio	0.017	-	0.024	-	-	-
HCM Control Delay (s)	8.4	-	13	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	193	211	17	19	31
Future Vol, veh/h	20	193	211	17	19	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	210	229	18	21	34
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	247	0	-	0	483	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1319	-	-	-	542	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	533	810
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	788	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		10.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1319	-	-	-	676	
HCM Lane V/C Ratio	0.016	-	-	-	0.08	
HCM Control Delay (s)	7.8	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Vol, veh/h	436	22	17	404	35	19
Future Vol, veh/h	436	22	17	404	35	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	375	500	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	474	24	18	439	38	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	498	0	730	237
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1062	-	357	764
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1062	-	351	764
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	750	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	764	-	-	1062	-
HCM Lane V/C Ratio	0.083	0.027	-	-	0.017	-
HCM Control Delay (s)	13.6	9.8	-	-	8.4	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

Appendix C-8: Long-Term Plus Project PM

HCM 6th TWSC
1: Clearwater Pkwy & SR 828

02/09/2022

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	88	50	16	61	30	12
Future Vol, veh/h	88	50	16	61	30	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	54	17	66	33	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	196	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	793	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	783	960
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	913	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		9.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	822	-	-	1431	-	
HCM Lane V/C Ratio	0.056	-	-	0.012	-	
HCM Control Delay (s)	9.6	-	-	7.5	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	193	151	15	15	15
Future Vol, veh/h	15	193	151	15	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	210	164	16	16	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	180	0	414
Stage 1	-	-	172
Stage 2	-	-	242
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1396	-	595
Stage 1	-	-	858
Stage 2	-	-	798
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1396	-	588
Mov Cap-2 Maneuver	-	-	588
Stage 1	-	-	849
Stage 2	-	-	798

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	702
HCM Lane V/C Ratio	0.012	-	-	-	0.046
HCM Control Delay (s)	7.6	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	89	106	15	3	25
Future Vol, veh/h	65	89	106	15	3	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	97	115	16	3	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	131	0	-	0	362	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1454	-	-	-	637	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1454	-	-	-	604	928
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.2	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1454	-	-	-	878	
HCM Lane V/C Ratio	0.049	-	-	-	0.035	
HCM Control Delay (s)	7.6	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	

HCM 6th TWSC
4: SR 828 & Bens Way

02/09/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	45	90	25	7	13
Future Vol, veh/h	25	45	90	25	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	49	98	27	8	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	125	0	0 215 112
Stage 1	-	-	- 112 -
Stage 2	-	-	- 103 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1462	-	- 773 941
Stage 1	-	-	- 913 -
Stage 2	-	-	- 921 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1462	-	- 758 941
Mov Cap-2 Maneuver	-	-	- 758 -
Stage 1	-	-	- 896 -
Stage 2	-	-	- 921 -

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	868
HCM Lane V/C Ratio	0.019	-	-	-	0.025
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	6	22	559	12	78	524
Future Vol, veh/h	6	22	559	12	78	524
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Yield	-	None
Storage Length	100	-	-	425	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	24	608	13	85	570
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1063	-	0	0	608	0
Stage 1	608	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.84	-	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	-	-	-	2.22	-
Pot Cap-1 Maneuver	218	0	-	-	966	-
Stage 1	506	0	-	-	-	-
Stage 2	606	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	199	-	-	-	966	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	16.1	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	966	-	332	-	-	-
HCM Lane V/C Ratio	0.088	-	0.02	-	-	-
HCM Control Delay (s)	9.1	-	16.1	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	152	126	20	18	26
Future Vol, veh/h	33	152	126	20	18	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	165	137	22	20	28
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	159	0	-	0	374	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1420	-	-	-	627	911
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	611	911
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	802	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1420	-	-	-	759	
HCM Lane V/C Ratio	0.025	-	-	-	0.063	
HCM Control Delay (s)	7.6	-	-	-	10.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	568	37	20	531	28	18
Future Vol, veh/h	568	37	20	531	28	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	375	500	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	617	40	22	577	30	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	657	0	950	309
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	926	-	258	687
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	926	-	252	687
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	681	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		13.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	687	-	-	926	-
HCM Lane V/C Ratio	0.081	0.028	-	-	0.023	-
HCM Control Delay (s)	15.5	10.4	-	-	9	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

Conditions of Approval for TSM22003

Tentative Subdivision Map

1. APPROVAL:

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

2. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO SINGLE-FAMILY RESIDENTIAL DEVELOPMENT WITH A MAXIMUM OF 79 SINGLE FAMILY RESIDENTIAL LOTS ON ±30.15 ACRES.

3. EXPIRATION DATE:

THE TENTATIVE SUBDIVISION MAP SHALL EXPIRE WITHIN FOUR (4) YEARS OF THE DATE OF THE CITY COUNCIL APPROVAL UNLESS THE FINAL MAP HAS BEEN RECORDED IN ACCORDANCE WITH NEVADA REVISED STATUTES (N.R.S.) 278.360.

4. PROJECT CONTACT:

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

5. WATER RIGHTS:

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

6. WATER REPORT:

THE DEVELOPER SHALL PROVIDE A WATER REPORT DEMONSTRATING THAT THE DEVELOPMENT CAN BE SERVED BY THE CITY'S MUNICIPAL WATER SYSTEM. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY IMPROVEMENTS DEEMED NECESSARY TO SERVE THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING WATER INFRASTRUCTURE, INCLUDING ASSOCIATED FEES FOR THE CONNECTION TO THE CITY'S WATER SYSTEM IN THE AMOUNT THAT IS REQUIRED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE PUBLIC IMPROVEMENTS FOR THE PROJECT.

7. SANITARY SEWER REPORT:

THE DEVELOPER SHALL PROVIDE A SEWER REPORT DEMONSTRATING THE DEVELOPMENT CAN BE SERVED BY THE CITY'S SANITARY SEWER SYSTEM. THE DEVELOPER SHALL BE RESPONSIBLE FOR ANY IMPROVEMENTS DEEMED NECESSARY TO SERVE THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. THE DEVELOPER SHALL COMPLY WITH ALL CITY OF FERNLEY MUNICIPAL CODES REGARDING THE SANITARY SEWER SYSTEM, INCLUDING ASSOCIATED FEES, FOR THE CONNECTION TO THE CITY'S SANITARY SEWER SYSTEM IN THE AMOUNT THAT IS REQUIRED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE PUBLIC IMPROVEMENTS FOR THE PROJECT.

Conditions of Approval for TSM22003

Tentative Subdivision Map

8. WATER AND SEWER MODELING:

THE DEVELOPER SHALL PAY ALL FEES AND PROVIDE ALL THE INFORMATION NECESSARY TO COMPLETE WATER AND SEWER MODELING OF THE PROJECT. MODELING WILL BE PERFORMED BY THE CITY OF FERNLEY'S CONSULTANT, AND ANY ADDITIONAL INFRASTRUCTURE OR CAPACITY IDENTIFIED BY THE MODELING SHALL BE INCLUDED IN THE IMPROVEMENT PLANS AND CONSTRUCTED BY THE DEVELOPER.

9. WATER AND SEWER MAINS AND SERVICES:

THE DEVELOPER SHALL COMPLY WITH ALL STANDARDS, CODES, AND REQUIREMENTS REGARDING CONNECTION TO THE CITY'S SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING BUT NOT LIMITED TO, ASSOCIATED FEES, EASEMENTS, DESIGN STANDARDS, SYSTEM LOOPING, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS. PRIOR TO THE RECORDATION OF A FINAL MAP FOR ANY PHASE OF THE PROJECT, THE DEVELOPER SHALL PROVIDE THE CITY WITH A UTILITY PLAN FOR WATER AND SANITARY SEWER THAT IS IN CONFORMANCE WITH THE CITY OF FERNLEY'S MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR. EACH PHASE MUST ALSO BE REVIEWED AND APPROVED BY THE NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION PRIOR TO CONSTRUCTION.

10. UTILITY EASEMENTS:

THE DEVELOPER SHALL PROVIDE EASEMENTS TO THE CITY OF FERNLEY FOR THE MAINTENANCE OF THE PUBLIC INFRASTRUCTURE BEING INSTALLED ON PRIVATE PROPERTY. THE EASEMENTS SHALL INCLUDE THE CITY OF FERNLEY'S STANDARD EASEMENT LANGUAGE AND SHALL BE RECORDED ALONG WITH THE FINAL MAP.

11. DESIGN STANDARDS:

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

12. ENGINEERING DIVISION:

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

13. STREETS:

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

Conditions of Approval for TSM22003

Tentative Subdivision Map

14. VONNIE LANE IMPROVEMENTS:

PRIOR TO THE SUBMITTAL OF ANY FINAL MAP APPLICATION, THE DEVELOPER SHALL PROCESS A DEDICATION MAP WHICH OFFERS FOR DEDICATION ALL NECESSARY RIGHT-OF-WAY FOR VONNIE LANE ALONG THE PROJECT SITE SOUTH TO FARM DISTRICT ROAD. THE DEDICATION MAP SHALL BE RECORDED PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

PRIOR TO THE APPROVAL AND RECORDATION OF THE FIRST FINAL MAP, THE DEVELOPER SHALL SUBMIT IMPROVEMENT PLANS FOR THE CONSTRUCTION OF THE VONNIE LANE IMPROVEMENTS. ALL NECESSARY IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY'S MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR ANY SINGLE-FAMILY RESIDENCE TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

15. WALLACE WAY IMPROVEMENTS:

PRIOR TO THE SUBMITTAL OF A FINAL MAP APPLICATION WHICH INCLUDES THE LAST RESIDENTIAL LOT, THE DEVELOPER SHALL PROCESS A DEDICATION MAP WHICH OFFERS FOR DEDICATION ALL NECESSARY RIGHT-OF-WAY FOR WALLACE WAY FROM THE PROJECT SITE WEST TO RED ROCK ROAD. THE DEDICATION MAP SHALL BE RECORDED PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

PRIOR TO THE APPROVAL AND RECORDATION OF THE FINAL MAP WHICH INCLUDES THE LAST RESIDENTIAL LOT, THE DEVELOPER SHALL SUBMIT IMPROVEMENT PLANS FOR THE CONSTRUCTION OF THE WALLACE WAY IMPROVEMENTS. ALL NECESSARY IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY'S MUNICIPAL CODE AND PUBLIC WORKS DESIGN MANUAL PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE LAST SINGLE-FAMILY RESIDENCE TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

16. SECONDARY ACCESS

PRIOR TO THE APPROVAL AND RECORDATION OF ANY FINAL MAP WHICH INCLUDES THE CREATION OF THE 31ST RESIDENTIAL LOT, THE DEVELOPER SHALL DEMONSTRATE THAT SECONDARY EMERGENCY ACCESS HAS BEEN PROVIDED IN ACCORDANCE WITH THE ADOPTED BUILDING AND FIRE CODES TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, CITY ENGINEER, AND THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT.

17. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

THE DEVELOPER SHALL COMPLY WITH ALL REGULATIONS OUTLINED BY THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT TO THE APPROVAL OF THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT, ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND CITY ENGINEER.

Conditions of Approval for TSM22003

Tentative Subdivision Map

18. COMBUSTIBLES ON-SITE:

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

19. DRAINAGE AND GRADING:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE FERNLEY MUNICIPAL CODE CHAPTER 32 (DRAINAGE AND GRADING) AND CHAPTER 10 OF THE CITY OF FERNLEY'S PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

THE DEVELOPER SHALL PROVIDE A DRAINAGE REPORT FOR THE PROJECT IN CONFORMANCE WITH THE CITY'S DEVELOPMENT CODE, MUNICIPAL CODE, AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER. EACH SUCCESSIVE PHASE OF THE PROJECT SHALL SUBMIT AN UPDATED DRAINAGE REPORT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER SHOWING THE CUMULATIVE EFFECT OF THE DEVELOPED PORTION OF THE PROJECT ALONG WITH THE PROPOSED PHASE'S EFFECT ON THE TOTAL DISCHARGE INTO THE DRAINAGE SYSTEM.

THE DRAINAGE BASIN SHALL BE DEDICATED TO THE CITY OF FERNLEY UPON COMPLETION OF THE PROJECT IN ORDER FOR THE CITY TO MAINTAIN THE STORM DRAIN SYSTEM FOR THE SUBDIVISION.

20. GRADING PERMIT:

THE DEVELOPER SHALL SUBMIT A GRADING PLAN FOR ANY PHASE OF THE PROJECT TO THE APPROVAL OF THE CITY ENGINEER. PRIOR TO THE ISSUANCE OF A GRADING PERMIT FOR THE DEVELOPMENT, THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE.

THE DEVELOPER SHALL PROVIDE A STAMPED ENGINEER'S ESTIMATE FOR REGRADING AND RECLAMATION OF THE SITE. THE DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN THE CITY OF FERNLEY'S DEVELOPMENT CODE AS WELL AS ALL STATE AND FEDERAL REGULATIONS. THE DEVELOPER OR THEIR DESIGNEE SHALL BE RESPONSIBLE FOR OBTAINING AND MAINTAINING A STORM WATER POLLUTION PREVENTION PERMIT WITH THE STATE OF NEVADA AS WELL AS A SURFACE AREA DISTURBANCE.

21. GEOTECHNICAL REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL GEOTECHNICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE DEVELOPMENT CODE FOR REVIEW AND APPROVAL BY THE ADMINISTRATOR, CITY ENGINEER, PUBLIC WORKS DIRECTOR PRIOR TO THE RECORDATION OF A FINAL MAP FOR ANY PORTION OF THE PROJECT.

22. IMPROVEMENT PLANS:

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

Conditions of Approval for TSM22003

Tentative Subdivision Map

PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP FOR THE PROJECT, THE DEVELOPER SHALL CONSTRUCT ALL REQUIRED PUBLIC IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO, PUBLIC UTILITY AND ROADWAY INFRASTRUCTURE ASSOCIATED WITH THE PROJECT OR PROVIDE A SURETY BOND IN ACCORDANCE WITH THE PROVISIONS SET FORTH IN FERNLEY MUNICIPAL CODE CHAPTER 32.13 (IMPROVEMENTS AND AGREEMENTS) OF THE FERNLEY MUNICIPAL CODE.

23. SUBDIVISION IMPROVEMENT AGREEMENT:

THE DEVELOPER SHALL EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT WITH THE CITY OF FERNLEY PRIOR TO APPLYING FOR ANY BUILDING PERMITS FOR NEW HOME CONSTRUCTION WHILE THE PUBLIC IMPROVEMENTS ARE STILL NOT CONSTRUCTED. THE AGREEMENT SHALL BE DRAFTED BY THE CITY OF FERNLEY AND PROVIDED TO THE DEVELOPER FOR REVIEW AND EXECUTION. THE AGREEMENT SHALL BE RECORDED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. NO HOMES SHALL RECEIVE A FINAL CERTIFICATE OF OCCUPANCY UNTIL THE PUBLIC IMPROVEMENTS ARE COMPLETE AND ACCEPTED BY THE CITY OF FERNLEY.

24. RESIDENTIAL CONSTRUCTION TAX:

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

25. ADDRESSING AND STREET NAMES:

ALL ADDRESSING OF LOTS SHALL BE COMPLETED BY THE CITY. STREET NAMES SHALL BE APPROVED BY THE CITY PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP FOR THE PROJECT.

26. LOS ANGELES DEPARTMENT OF WATER AND POWER:

THE DEVELOPER SHALL COMPLY WITH THE REQUIREMENTS OF THE LOS ANGELES DEPARTMENT OF WATER AND POWER (LADWP) RELATED TO ANY FACILITY OR EASEMENT WITHIN THE PROJECT BOUNDARY, TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP.

IF APPLICABLE, ALL ABANDONMENTS AND/OR REALIGNMENTS OF THE LADWP EASEMENTS SHALL BE FINALIZED AND ACCEPTED BY THE LADWP PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

27. NEVADA DEPARTMENT OF ENVIRONMENTAL PROTECTION:

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

28. FENCING:

INCLUDED WITH THE SUBMISSION OF CIVIL IMPROVEMENT PLANS, THE DEVELOPER SHALL SUBMIT A FENCING PLAN IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE CITY'S MUNICIPAL CODE TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

Conditions of Approval for TSM22003

Tentative Subdivision Map

29. WASTE MANAGEMENT:

THE DEVELOPER SHALL PROVIDE A WILL SERVE FROM WASTE MANAGEMENT TO THE APPROVAL OF THE ADMINISTRATOR PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP.

30. UNITED STATES POSTAL SERVICE:

IF NECESSARY, THE DEVELOPER SHALL PROVIDE AN EASEMENT FOR ANY NEW CLUSTER MAILBOX LOCATION TO THE APPROVAL OF THE ADMINISTRATOR AND LOCAL POSTAL INSPECTOR PRIOR TO THE APPROVAL AND RECORDATION OF A FINAL MAP.

31. EASEMENTS:

ALL ABANDONMENTS AND/OR REALIGNMENTS OF ANY EASEMENT SHALL BE FINALIZED AND ACCEPTED PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

32. ADJACENCY STANDARDS:

THE DEVELOPER SHALL COMPLY WITH THE ADJACENCY STANDARDS OF THE CITY OF FERNLEY DEVELOPMENT CODE SECTION 32.09.030 TO THE APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR PRIOR TO THE RECORDATION OF ANY FINAL MAP.

33. FINAL MAP PHASING:

EACH PHASE SUBMITTED MUST BE DESIGNED TO MEET THE PUBLIC FACILITIES AND IMPROVEMENT STANDARDS AND BE ABLE TO OPERATE INDEPENDENTLY AND AS PART OF THE OVERALL DESIGN. CHANGES TO THE PHASING PLAN WILL REQUIRE REVIEW AND APPROVAL BY THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR PRIOR TO BEING IMPLEMENTED.

34. NEVADA DEPARTMENT OF TRANSPORTATION:

THE DEVELOPER SHALL OBTAIN APPROVAL FROM THE NEVADA DEPARTMENT OF TRANSPORTATION PRIOR TO THE RECORDATION OF ANY FINAL MAP FOR THE PROJECT.

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

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

36. LYON COUNTY SCHOOL DISTRICT:

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



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: June 1, 2022

REPORT TO: Mayor and City Council

REPORT FROM: Denise Lewis, Finance Director

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: x

FUND/ACCOUNT:

NA

ACTION REQUESTED: Resolution

AGENDA ITEM: (For Possible Action):

Public Hearing: Discussion and possible action to adopt Resolution #22-014 authorizing temporary inter-fund loans from the General fund to the Grants fund for Fiscal Year 2022-23.

AGENDA ITEM BRIEF:

State and Federal grantors require the City to expend funds prior to being reimbursed. Waiting for reimbursement tends to cause a deficit balance in the Grants Fund. Temporary inter-fund loans must be approved by City Council. Temporary inter-fund loan resolutions must be provided to the Dept. of Taxation.

RECOMMENDED MOTION:

I move to adopt Resolution #22-014, authorizing temporary inter-fund loans from the General Fund to the Grants Fund for fiscal year 2022-23.

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:

Not approve temporary inter-fund loans to the grants fund

BACKGROUND:

Because the City is required to pay for certain grant projects in advance and then request reimbursement from the grantors after payment, this requires a short-term loan from the General Fund to the Grants Fund, which creates a liability in the Grants Fund. A Grants Fund does not have money to spend, so it has to borrow from another fund to pay the expenditures. A grants fund is a special revenue fund that simply accounts for revenues received from grantors and the expenditures incurred for projects. Revenue is recorded as soon as the City incurs the expenditure, not when the reimbursement occurs. Revenues and expenditures should always equal in the Grants Fund and there should never be a fund balance.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 354.6118; NAC 354.290

FINANCIAL IMPLICATIONS:

Monies are borrowed from the general fund at the time of the expenditure and refunded upon reimbursement by the grantor.

ATTACHMENTS:

1. Attachments NRS and NAC
2. Resolution 22-014 Temp Inter-Fund Loans 22-23

NRS354.6118 Interfund loans or loans to other local governments: Public hearing required. Before making an interfund loan or loaning money to another local government, the governing body of the local government that wishes to make the loan must:

1. Determine at a public hearing that:
 - (a) A sufficient amount of money is available for the loan and that money is not restricted as to its use; and
 - (b) The loan of the money will not compromise the economic viability of the fund from which the money is loaned; and
 2. Establish at the public hearing conducted pursuant to subsection 1:
 - (a) The amount of time the money will be on loan from the fund;
 - (b) The terms and conditions for repaying the loan; and
 - (c) The rate of interest, if any, to be charged for the loan.
- (Added to NRS by 2001, 1497; A 2003, 52)

354.290 NAC Temporary interfund loans: Conditions; interest. (NRS 354.107, 354.6118)

1. Unless otherwise prohibited by law, the governing body of a local government may make a temporary interfund loan if:
 - (a) The governing body complies with the provisions of NRS 354.6118;
 - (b) Any money for the loan which is obtained from the proceeds from the sale of a bond is used only for the purposes set forth in the bond ordinances;
 - (c) The loan is not made from any debt service fund or from any fund established or maintained as a fund dedicated to the payment of bonded debt and interest;
 - (d) The resolution authorizing the loan specifies whether interest will be charged and the rate thereof, if any;
 - (e) It is agreed in writing that the loan must be repaid within 1 year after the date on which the loan was made;
 - (f) A copy of the resolution authorizing the loan is filed with the Department; and
 - (g) The governing body agrees to notify the Department when the loan has been repaid.
2. If the resolution authorizing the making of a temporary interfund loan does not specify whether interest will be charged as required pursuant to paragraph (d) of subsection 1, no interest may be charged.
3. As used in this section:
 - (a) "Component unit" means a separate legal entity from a local government whose financial statements must be included in the annual audit of that local government conducted pursuant to NRS 354.624.
 - (b) "Temporary interfund loan" means a loan of money for a term of less than 1 year from a fund to meet an immediate obligation of another fund in advance of receipt by the borrowing fund of sufficient revenues from regular sources, including such a loan from a fund of:
 - (1) A local government to:
 - (I) Another fund of that local government;
 - (II) A fund of a component unit of that local government;
 - (III) A fund of another local government; or
 - (IV) A fund of a component unit of another local government; and
 - (2) A component unit of a local government to:
 - (I) Another fund of that component unit;
 - (II) A fund of another component unit of that local government;
 - (III) A fund of that local government or of another local government; or
 - (IV) A fund of a component unit of another local government.

(Added to NAC by Com. on Local Gov't Finance by R135-10, eff. 12-16-2010)

CITY OF FERNLEY
RESOLUTION #22-014

RESOLUTION AUTHORIZING TEMPORARY INTER-FUND LOANS
FROM THE GENERAL FUND TO THE GRANTS FUND
FOR FISCAL YEAR 2022-23

WHEREAS, certain State and Federal Grantors require that expenditures are to be reimbursed after being spent rather than the City anticipating need and requesting funds in advance; and

WHEREAS, reimbursement is requested monthly and may still result in the Grants Fund having a deficit balance at various times throughout the year, which, in effect creates a loan from the General Fund; and

WHEREAS, there is a need to authorize loans, on a temporary basis, until reimbursement is received; and

WHEREAS, it has been determined that temporary loans will not have an adverse affect upon the General Fund, and City Council believes it to be sufficient to approve a maximum amount of \$500,000 in unrestricted money to be available for such loans; and

WHEREAS, notice was given of the intention to act upon the resolution to authorize temporary inter-fund loans; and

WHEREAS, in order to minimize the impact to the General Fund, repayment of the inter-fund loans shall occur periodically as the City receives reimbursement from Grantors for expenditures made pursuant to the terms of the grant agreement.

NOW THEREFORE BE IT RESOLVED that the City of Fernley City Council authorizes, throughout fiscal year 2022-23, temporary inter-fund loans from the General Fund to the Grants Fund until such time as reimbursement is received. Said loan terms shall be for less than one year and will be made with no interest charge to the Grants Fund.

PASSED, APPROVED AND ADOPTED this ____ day of June 2022, by the following vote of the council:

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

FERNLEY CITY COUNCIL

By: _____
Roy Edgington, Mayor

ATTEST:

Kim Swanson, City Clerk