



N E V A D A

AGENDA
Regular Meeting
City Council

Wednesday, January 15, 2025 • 5:00 PM

Mayor

Neal E. McIntyre

City Council

Ward 1 - Ryan Hanan

Ward 2 - Felicity Zoberski

Ward 3 - Stan Lau

Ward 4 - Albert Torres

Ward 5 - Joe Mendoza

City Manager

Benjamin Marchant

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

Zoom information:

Please click the following link to join the webinar: <https://us02web.zoom.us/j/82966343247>, or one tap_mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 829 6634 3247

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

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

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

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

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

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

1.3. Public Forum

1.4. (For Possible Action) Approval of Agenda

2. CONSENT AGENDA

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

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Action) Approval of Minutes

2.3. (Possible Approval) Approval of Business Licenses

2.4. Possible action to authorize the execution of the water rights banking and dedication agreement with Valeries Casares, APN 020-032-02 TCID serial number 1031-A-A-1-A in the amount of .855 acre feet.

2.5. Discussion and Possible Action to Approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 1.25 ERCs for Water and 0.00 ERCs for sewer for Lyon County Parcel(s) labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV.

2.6. Possible Action to approve contract with Burdick Excavating Construction for construction services for the Fernley Train Depot ADA Restroom Facility in amount not to exceed \$440,444.00

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

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

3.2. State of Nevada Legislative update

4. PROCLAMATIONS AND AWARDS BY THE MAYOR

5. PRESENTATIONS

5.1. Discussion and possible action regarding the creation of a building enterprise fund to account for the collection of fees associated with issuing barricade, building and encroachment permits and account for all expenses associated with these activities.

6. PUBLIC HEARINGS

6.1. (For possible action) Discussion and possible action regarding a Master Plan Amendment (MPA 24004) and Zoning Map Amendment (ZMA 24005), a request by Wood Rodgers, Inc on behalf of Douglass Development LLC for 1) changing the Master Plan land use designation from RR (Rural Residential) to C (Commercial); and 2) changing the zoning designation from RR1 (Rural Residential; 1-acre minimum) to C2 (General Commercial) on a +/-0.85 acre lot located at 840 Woodchuck Drive (APN 021-343-20).

7. ORDINANCES

7.1. (For Possible Action) Discussion and First Reading of Bill #355, an Ordinance related to Zoning Map Amendment (ZMA 24001), a request by KLS Planning & Design on behalf of The 1903

Trust for changing the zoning designation from RR1/2 (Rural Residential-1/2 acre minimum) to SF6 (Single-Family Residential-6,000 square foot minimum) on 47.52 acres located at the northeast corner of Farm District Road and Red Rock Road (APN 021-343-20).

- 7.2. (For Possible Action) Discussion and First Reading of Bill #353, an Ordinance related to Zoning Map Amendment (ZMA 24002), a request by Phelps Engineering, Inc on behalf of Creekwood Development Group for changing the zoning designation from SF20 (Single-Family Residential-20,000 square foot minimum) to SF6 (Single-Family Residential-6,000 square foot minimum) on 39.67 acres located on the south side of Farm District Road between Browne Lane and Rainbow Lane (APN 021-303-20).

8. STAFF REPORTS

- 8.1. (For Possible Action) Consideration and possible action to request a hardship waiver for the water connection fees at 1000 Shadow Lane.

9. RESOLUTIONS

- 9.1. (For possible action) Discussion and possible action regarding Resolution #25-002 in association with a Master Plan Amendment (MPA 25001), submitted by the City of Fernley to remove the Level of Service requirements at the intersection of Highway 50A/Highway 95A/Main Street/Farm District Road ("the roundabout") from both the Comprehensive Master Plan and the Transportation Master Plan to maintain economic development opportunities within the City of Fernley until the roundabout is updated by the Nevada Department of Transportation.
- 9.2. (For possible action) Discussion and possible action regarding Resolution #25-001 associated with a Master Plan Amendment application (MPA24005) submitted by the City of Fernley to adopt the North Fernley Area Plan document and associated design guidelines for approximately 5,400 acres generally located north of Interstate 80 between Exit 46 and Exit 50.

10. ITEMS REQUESTED BY MAYOR OR CITY COUNCIL MEMBERS

- 10.1. Possible Action to request a future agenda item regarding the City of Fernley to work with Western Nevada Development District on getting the Preliminary Engineering Report revised and to find funding for engineering and design for FY 2025 regarding the sewage treatment plant. (Councilman Torres)
- 10.2. Possible Action to request a future agenda item regarding future plans for a landscape treatment for the roundabout and long-term viability for the upkeep of the center of the roundabout. (Councilman Hanan)

11. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

12. PUBLIC FORUM

13. ADJOURNMENT

Next Meeting: February 5th @ 5pm

Report Criteria:

- Detail report.
- Invoice detail records above \$0 included.
- Paid and unpaid invoices included.
- Vendor.Vendor Number = {<>} 2201

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
A & K EARTH MOVERS, INC.								
304	A & K EARTH MOVERS, INC.	PayReq 1 Shadow	Construction of Shadow Lane Sewer	11/30/2024	152,180.50	520-166100	Construction In Progress	1124
Total 304:					152,180.50			
AFLAC								
5690	AFLAC	461664	SUPPLEMENTAL INSURANCE	12/25/2024	676.86	12/26/2024	100-217400 AFLAC Insurance Payable	1224
Total 5690:					676.86			
AIT ADVANCED INTERPRETING & TRANSLATION								
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202411A	Spanish - Martha Romero-Lozano 23CR00008	11/18/2024	160.00	12/19/2024	100-425-330 Prof Serv-Interpreter	1124
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202412A	Spanish - 23CR00008 24CR00124 24TR00350	12/02/2024	320.00	12/19/2024	100-425-330 Prof Serv-Interpreter	1224
8498	AIT ADVANCED INTERPRETING & TRANSLATION	202412B	Spanish 24TR00576 24TR00352	12/16/2024	320.00	12/19/2024	100-425-330 Prof Serv-Interpreter	1224
Total 8498:					800.00			
ALHAMBRA								
4688	ALHAMBRA	7661929121924	water service	12/19/2024	147.89	12/26/2024	510-810-614 Shop Supplies	1224
Total 4688:					147.89			
ALLDATA LLC								
8930	ALLDATA LLC	INVC05154618	ALL DATA AUTOMOTIVE SERVICES	12/13/2024	90.40	12/19/2024	510-810-610 Automotive Supplies	1224
8930	ALLDATA LLC	INVC05154618	ALL DATA AUTOMOTIVE SERVICES	12/13/2024	90.40	12/19/2024	100-475-610 Automotive Supplies	1224
8930	ALLDATA LLC	INVC05154618	ALL DATA AUTOMOTIVE SERVICES	12/13/2024	90.40	12/19/2024	100-480-610 Automotive Supplies	1224
8930	ALLDATA LLC	INVC05154618	ALL DATA AUTOMOTIVE SERVICES	12/13/2024	90.40	12/19/2024	520-810-610 Automotive Supplies	1224
Total 8930:					361.60			
AMERICAN TRAFFIC SAFETY ASSOC								
4480	AMERICAN TRAFFIC SAFETY ASSOC	123516-S8L6K7	ATSSA Annual Membership	12/01/2024	450.00	12/19/2024	100-475-581 Dues and Memberships	1224
Total 4480:					450.00			
ANIMAL CARE CENTER								
245	ANIMAL CARE CENTER	160369	9375 Euthanasia Bundle Black Cat	11/04/2024	108.00	12/19/2024	100-525-322 Prof Serv-Other	1124

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 245:					108.00			
AQUA BACKFLOW, INC								
8934	AQUA BACKFLOW, INC	2025-0005	Backflow prevention program management services	01/03/2025	161.50		510-810-320 Prof Serv-Engineering	125
Total 8934:					161.50			
ARAMARK (VESTIS)								
1895	ARAMARK (VESTIS)	5980253914	PS rags and rugs	12/10/2024	124.12	12/19/2024	510-840-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980253923	SHIRT CONTRACT	12/10/2024	75.63	12/19/2024	100-480-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980253924	shop mat service	12/10/2024	85.56	12/19/2024	100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980253925	Clothing/Mats	12/10/2024	75.37	12/19/2024	100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980253926	pants service	12/10/2024	84.32	12/19/2024	510-810-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980253928	Mats	12/10/2024	191.58	12/19/2024	100-417-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980255744	Clothing/Mats	12/17/2024	75.37	12/19/2024	100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980255745	pants service	12/17/2024	84.32	12/19/2024	510-810-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257522	PS Rags and rugs	12/24/2024	124.12	12/26/2024	510-840-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257530	uniforms	12/24/2024	75.63		100-480-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257531	Clothing/Mats	12/24/2024	75.37	12/26/2024	100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257532	shop matts	12/24/2024	85.56		100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257533	pants service	12/24/2024	84.32	12/26/2024	510-810-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980257536	Floor Mats	12/24/2024	191.58	12/26/2024	100-417-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980259351	shirt contract	12/31/2024	75.63		100-480-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980259354	clothing/mats	12/31/2024	75.37		100-475-420 Outside Services	1224
1895	ARAMARK (VESTIS)	5980259359	pants service	12/31/2024	84.32		510-810-420 Outside Services	1224
Total 1895:					1,668.17			
ARC GENERATOR SERVICE, LLC								
8984	ARC GENERATOR SERVICE, LLC	2057	generator maintenance	12/09/2024	3,300.00	12/19/2024	520-810-430 Outside Serv-Repair & Maint	1224
8984	ARC GENERATOR SERVICE, LLC	2057	generator maintenance contract	12/09/2024	1,900.00	12/19/2024	510-810-430 Outside Serv-Repair & Maint	1224
8984	ARC GENERATOR SERVICE, LLC	2119	Well 14 back up generator troubleshooting	12/24/2024	269.50		510-810-430 Outside Serv-Repair & Maint	1224
8984	ARC GENERATOR SERVICE, LLC	2120	sage ranch booster emergency generator battery replacement	12/24/2024	1,064.63		510-810-430 Outside Serv-Repair & Maint	1224
Total 8984:					6,534.13			
AT&T								
13	AT&T	0300356905	07048 WTP Ethernet NOV 24 11/1-11/30	12/01/2024	2,575.28	12/19/2024	100-417-530 Communications	1224
13	AT&T	28574 DEC 24	131 252-7192 857 4	12/02/2024	308.16	12/26/2024	100-417-530 Communications	1224
13	AT&T	28574 DEC 24	131 252-8129 614 5	12/02/2024	230.00	12/26/2024	100-417-530 Communications	1224
13	AT&T	81650 NOV 24	775 835-8598 165 0	11/26/2024	1,885.58	12/20/2024	100-417-530 Communications	1124
13	AT&T	81650 NOV 24	775-575-7187 436 8	11/26/2024	602.47	12/20/2024	100-417-530 Communications	1124
13	AT&T	81650 NOV 24	775-575-9058 536 7	11/26/2024	602.47	12/20/2024	100-417-530 Communications	1124

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
13	AT&T	98670 DEC 24	775-786-2229 867 0 DEC 20 2024- JAN 19 2025	12/20/2024	1,428.29	01/13/2025	100-417-530 Communications	1224
13	AT&T	98670 NOV 24	775-786-2229 867 0 NOV 20 2024- DEC 19 2024	11/20/2024	1,423.19	12/12/2024	100-417-530 Communications	1124
Total 13:					9,055.44			
AT&T LONG DISTANCE								
448	AT&T LONG DISTANCE	815519343 DEC	815519343 Dec- 2024	12/04/2024	104.82	12/26/2024	100-417-530 Communications	1224
Total 448:					104.82			
BATTERIES PLUS								
16	BATTERIES PLUS	P78515405	PS Radio Repeater Backup Battery	12/10/2024	87.65	12/19/2024	510-840-614 Shop Supplies	1224
Total 16:					87.65			
BIG R OF FERNLEY								
20	BIG R OF FERNLEY	20991/5	Propane	12/11/2024	323.59	12/19/2024	100-475-623 Propane	1224
20	BIG R OF FERNLEY	21000/5	Paint Brush, Paint Bucket	12/12/2024	27.87	12/19/2024	100-417-600 General Supplies	1224
20	BIG R OF FERNLEY	21002/5	Brake Clean, Spray paint, concrete anchor	12/12/2024	41.14	12/19/2024	100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21005/5	Floor Mat	12/12/2024	19.99	12/19/2024	100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21008/5	general Supplies Camo Bunge -Proti	12/12/2024	15.77	12/26/2024	100-525-600 General Supplies	1224
20	BIG R OF FERNLEY	21011/5	Chain	12/13/2024	116.97	12/19/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21012/5	Truck Mats	12/13/2024	32.99	12/19/2024	100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21014/5	Spray Foam/Epoxy	12/13/2024	27.97	12/19/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21030/5	Epoxy	12/16/2024	15.98	12/19/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21039/5	Wall Fasteners	12/17/2024	99.48	12/19/2024	100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21044/5	Eye Bolts	12/18/2024	33.93	12/19/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21045/5	parts for service truck	12/18/2024	132.90	12/19/2024	100-480-610 Automotive Supplies	1224
20	BIG R OF FERNLEY	21050/5	Misc. Supplies for blow wand	12/19/2024	78.96	12/26/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21051/5	General Supplies -Cat liter	12/19/2024	29.95	12/26/2024	100-525-600 General Supplies	1224
20	BIG R OF FERNLEY	21053/5	fuel pump 3005	12/19/2024	449.95	12/26/2024	100-480-610 Automotive Supplies	1224
20	BIG R OF FERNLEY	21054/5	Gloves	12/19/2024	13.94	12/26/2024	100-575-616 Safety Supplies	1224
20	BIG R OF FERNLEY	21055/5	PS supplies/tools	12/19/2024	174.90	12/26/2024	510-840-614 Shop Supplies	1224
20	BIG R OF FERNLEY	21073/5	Hardware	12/23/2024	24.88	12/26/2024	100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21074/5	Hardware	12/23/2024	9.88	12/26/2024	100-528-600 General Supplies	1224
20	BIG R OF FERNLEY	21075/5	wood stakes	12/23/2024	5.99		520-810-614 Shop Supplies	1224
20	BIG R OF FERNLEY	21081/5	Self Tappers/Hardware	12/26/2024	49.47	12/26/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21082/55	Hardware/gloves	12/26/2024	97.04	12/26/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21083/5	drop hitch	12/26/2024	49.99	12/26/2024	100-475-600 General Supplies	1224
20	BIG R OF FERNLEY	21105/5	Drop Hitch, MISC. Hardware.	12/30/2024	41.06		100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21106/5	key	12/30/2024	9.95		100-417-600 General Supplies	1224
20	BIG R OF FERNLEY	21110/5	2 Stroke Mix	12/31/2024	32.99		100-575-600 General Supplies	1224
20	BIG R OF FERNLEY	21111/5	Parts for farm district ARV	12/31/2024	21.77		510-810-614 Shop Supplies	1224
20	BIG R OF FERNLEY	21117/5	Gloves, 2 Stroke Mix	01/02/2025	52.94		100-575-600 General Supplies	125

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
20	BIG R OF FERNLEY	21120/5	Gloves, Clamps, grommets, Disposable propane	01/02/2025	52.58		100-575-600 General Supplies	125
20	BIG R OF FERNLEY	21122/5	office supplies	01/02/2025	65.67		510-810-614 Shop Supplies	125
20	BIG R OF FERNLEY	21142/5	Water/Hardware	01/06/2025	16.45		100-575-600 General Supplies	125
20	BIG R OF FERNLEY	21144/5	hardware	01/06/2025	17.71		100-417-600 General Supplies	125
20	BIG R OF FERNLEY	21146/5	Cleaning Supplies	01/06/2025	17.98		100-417-612 Building Maint Supplies	125
20	BIG R OF FERNLEY	21148/5	Hardware	01/07/2025	12.75		100-575-600 General Supplies	125
Total 20:					2,215.38			
BLUEPEARL OPERATIONS, LLC								
9029	BLUEPEARL OPERATIONS, LLC	188317	CO 8830214	11/23/2024	336.70	12/19/2024	100-525-322 Prof Serv-Other	1124
Total 9029:					336.70			
BOB'S PRINTING AND SIGNAGE								
6970	BOB'S PRINTING AND SIGNAGE	111924-1	City Council Name Plates- Bus Cards	12/05/2024	124.20	12/26/2024	100-412-550 Printing and Postage	1224
6970	BOB'S PRINTING AND SIGNAGE	111924-1	Planning Tech - Bus Cards	12/05/2024	48.40	12/26/2024	100-610-550 Printing and Postage	1224
6970	BOB'S PRINTING AND SIGNAGE	111924-1	CMO bus Cards	12/05/2024	48.40	12/26/2024	100-413-550 Printing and Postage	1224
6970	BOB'S PRINTING AND SIGNAGE	111924-1	Name Plate Bus Cards -Utility Dir	12/05/2024	95.80	12/26/2024	520-810-550 Printing and Postage	1224
6970	BOB'S PRINTING AND SIGNAGE	112024-2	Employee Xmas Bags	12/16/2024	1,643.91	12/26/2024	100-412-586 Employee Recognition	1224
6970	BOB'S PRINTING AND SIGNAGE	120624-1	Window Envelopes	12/31/2024	25.10		510-840-601 Office Supplies	1224
6970	BOB'S PRINTING AND SIGNAGE	120624-1	Window Envelopes	12/31/2024	50.20		510-810-601 Office Supplies	1224
6970	BOB'S PRINTING AND SIGNAGE	120624-1	Window Envelopes	12/31/2024	125.50		100-529-600 General Supplies	1224
6970	BOB'S PRINTING AND SIGNAGE	120624-1	Window Envelopes	12/31/2024	50.20		100-475-601 Office Supplies	1224
6970	BOB'S PRINTING AND SIGNAGE	121024-1	Name Plate FCTA Board	12/19/2024	28.44	12/26/2024	225-575-550 Printing and Postage	1224
Total 6970:					2,240.15			
BRADY INDUSTRIES OF NEVADA LLC								
8837	BRADY INDUSTRIES OF NEVADA LLC	9611980	Toilet paper/soap/trash bags	01/03/2025	477.58		100-417-612 Building Maint Supplies	125
Total 8837:					477.58			
CAL NEVADA TOWING & TRANSPORT								
5269	CAL NEVADA TOWING & TRANSPORT	631091	tow wrecked truck (Vector) from reno	12/30/2024	260.00		100-480-430 Outside Serv-Repair & Maint	1224
Total 5269:					260.00			
CASELLE, INC.								
26	CASELLE, INC.	137777	Electronic W2/1099 Reporting	12/30/2024	1,700.00		100-418-342 Tech Services-Other	1224
Total 26:					1,700.00			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
CDW GOVERNMENT INC.								
27	CDW GOVERNMENT INC.	AB8ES5W	Utility Director's Laptop	12/05/2024	237.63	12/19/2024	510-840-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB8ES5W	Utility Director's Laptop	12/05/2024	237.62	12/19/2024	510-810-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB8ES5W	Utility Director's Laptop	12/05/2024	237.62	12/19/2024	520-810-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB8FY6F	Laptop	12/05/2024	854.93	12/19/2024	100-575-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB8FY6F	Laptop	12/05/2024	854.93	12/19/2024	100-417-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB8FY6F	Laptop	12/05/2024	854.93	12/19/2024	100-475-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB9IJ6N	Computer Tower	12/13/2024	190.75	12/19/2024	100-575-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB9IJ6N	Computer Tower	12/13/2024	190.75	12/19/2024	100-417-605 Minor Equipment	1224
27	CDW GOVERNMENT INC.	AB9IJ6N	Computer Tower	12/13/2024	190.75	12/19/2024	100-475-605 Minor Equipment	1224
Total 27:					3,849.91			
CERRIS SYSTEMS RENO, INC.								
9033	CERRIS SYSTEMS RENO, INC.	6428	PS SWPH Heater Issue	12/12/2024	210.00	12/19/2024	510-840-424 Outside Serv-HVAC	1224
Total 9033:					210.00			
CHARTER COMMUNICATIONS								
4479	CHARTER COMMUNICATIONS	156824401122124	24401 12/28-01/27/25 355 Cottonwood	12/21/2024	129.98		100-417-530 Communications	1224
4479	CHARTER COMMUNICATIONS	175969701120124	69701 595 Silver Lace Dec 24 12/01-12/31	12/01/2024	1,333.96	12/19/2024	100-417-530 Communications	1224
4479	CHARTER COMMUNICATIONS	175970201120124	7020 355 Cottonwood 12/1-12/31/24	12/01/2024	383.96	12/19/2024	100-417-530 Communications	1224
Total 4479:					1,847.90			
CHASE PAYMENTECH MERCHANT SERVICES								
8637	CHASE PAYMENTECH MERCHANT SERVICES	DEC 2024	FINANCE-CREDIT CARD PROCESSING FEES 6291057	12/31/2024	875.65	12/31/2024	100-415-609 Credit Card Fees	1224
8637	CHASE PAYMENTECH MERCHANT SERVICES	DEC 2024	SEWER-CREDIT CARD PROCESSING FEES 6181757	12/31/2024	3,067.34	12/31/2024	520-810-609 Credit Card Fees	1224
8637	CHASE PAYMENTECH MERCHANT SERVICES	DEC 2024	WATER-CREDIT CARD PROCESSING FEES 6181757	12/31/2024	3,067.35	12/31/2024	510-810-609 Credit Card Fees	1224
8637	CHASE PAYMENTECH MERCHANT SERVICES	DEC 2024	FINANCE-CREDIT CARD PROCESSING FEES 6291058	12/31/2024	68.54	12/31/2024	100-415-609 Credit Card Fees	1224
Total 8637:					7,078.88			
CIVIC PLUS								
3028	CIVIC PLUS	315382	Civic Rec Annual Fees	11/30/2024	2,362.50	12/19/2024	100-575-420 Outside Services	1124
3028	CIVIC PLUS	315382	Civic Rec Annual Fees	11/30/2024	2,362.50	12/19/2024	100-417-420 Outside Services	1124
Total 3028:					4,725.00			
COLONIAL INSURANCE								
3520	COLONIAL INSURANCE	31039340101069	E3103934 SUPPLEMENTAL INSURANC	01/01/2025	361.10	12/26/2024	100-218000 COLONIAL INSURANCE PAYABL	125
Total 3520:					361.10			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
CONSTRUCTION MATERIALS ENGINEERS									
5587	CONSTRUCTION MATERIALS ENGINEERS	16927	CRRC Inspections	12/05/2024	6,922.50	12/19/2024	220-480-810	ARPA	1224
5587	CONSTRUCTION MATERIALS ENGINEERS	16929	New Treated Water Reservoir	12/05/2024	5,727.50	12/19/2024	510-166100	Construction In Progress	1224
Total 5587:					12,650.00				
CORE CONSTRUCTION SERVICES OF NEVADA,INC									
8916	CORE CONSTRUCTION SERVICES OF NEVADA,IN	Pay Request 10 CRRC	CRRC Construction Services	11/30/2024	929,864.67	12/19/2024	220-480-810	ARPA	1124
8916	CORE CONSTRUCTION SERVICES OF NEVADA,IN	Pay Request 11 CRRC	Construction of the CRRC	12/31/2024	830,172.65		220-480-810	ARPA	1224
Total 8916:					1,760,037.32				
CSG FORTE PAYMENTS, INC									
8996	CSG FORTE PAYMENTS, INC	0012990228	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	2.50	12/10/2024	100-417-420	Outside Services	1124
8996	CSG FORTE PAYMENTS, INC	0012990228	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	2.50	12/10/2024	100-575-420	Outside Services	1124
8996	CSG FORTE PAYMENTS, INC	0012990275	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	415.72	12/10/2024	100-605-420	Outside Services	1124
8996	CSG FORTE PAYMENTS, INC	0012990363	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	2.77	12/10/2024	100-417-420	Outside Services	1124
8996	CSG FORTE PAYMENTS, INC	0012990363	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	2.77	12/10/2024	100-575-420	Outside Services	1124
8996	CSG FORTE PAYMENTS, INC	0012990496	FORTE CC MONTHLY STMT AND PROCESS FEES	11/30/2024	348.86	12/10/2024	100-605-420	Outside Services	1124
Total 8996:					775.12				
CUMMING MANAGEMENT GROUP, INC									
8889	CUMMING MANAGEMENT GROUP, INC	159640	CRRC Services November 1 November 30 2024	11/30/2024	34,034.00	12/19/2024	220-480-810	ARPA	1124
Total 8889:					34,034.00				
DOWL, LLC									
8931	DOWL, LLC	7363.30292.02-3	GIS Database Services	11/29/2024	499.50	12/19/2024	510-810-320	Prof Serv-Engineering	1124
8931	DOWL, LLC	7363.30292.02-3	GIS Database Services	11/29/2024	499.50	12/19/2024	100-575-320	Prof Serv-Engineering	1124
8931	DOWL, LLC	7363.30292.02-3	GIS Database Services	11/29/2024	499.50	12/19/2024	100-475-320	Prof Serv-Engineering	1124
8931	DOWL, LLC	7363.30292.02-3	GIS Database Services	11/29/2024	499.50	12/19/2024	100-417-320	Prof Serv-Engineering	1124
8931	DOWL, LLC	7363.30292.02-3	GIS Database Services	11/29/2024	499.50	12/19/2024	520-810-320	Prof Serv-Engineering	1124
Total 8931:					2,497.50				
EMPLOYEES, CITY OF FERNLEY									
8639	EMPLOYEES, CITY OF FERNLEY	121024	REIMB FOR D-2 RENEWAL	12/10/2024	51.25	12/12/2024	510-810-580	Training	1224
8639	EMPLOYEES, CITY OF FERNLEY	121324	REIMB FOR GAS IN WORK TRUCK	12/13/2024	40.16	12/19/2024	510-810-626	Gasoline	1224
8639	EMPLOYEES, CITY OF FERNLEY	DEC1024	REIMB FOR PARKING AT AWWA CONFERENCE 10/22-10/2	12/10/2024	30.00	12/12/2024	100-529-582	Travel	1224
Total 8639:					121.41				

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
FLORES, ROBERT C.									
9012	FLORES, ROBERT C.	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322	Prof Serv-Other	1224
Total 9012:					80.00				
FLYERS ENERGY, LLC									
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-PARKS	11/30/2024	449.21	12/19/2024	100-575-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-WW	11/30/2024	1,206.48	12/19/2024	520-810-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-ANIMAL CONTROL	11/30/2024	248.09	12/19/2024	100-525-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-WTP	11/30/2024	79.83	12/19/2024	510-840-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-COURT	11/30/2024	58.40	12/19/2024	100-425-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-ENG	11/30/2024	29.05	12/19/2024	100-529-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-WD	11/30/2024	1,117.95	12/19/2024	510-810-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-FLEET	11/30/2024	203.74	12/19/2024	100-480-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-FACILITIES	11/30/2024	352.57	12/19/2024	100-417-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-VECTOR	11/30/2024	26.64	12/19/2024	100-528-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-STREETS	11/30/2024	804.44	12/19/2024	100-475-626	Gasoline	1124
18	FLYERS ENERGY, LLC	CFS-4083768	GASOLINE-BUILDING	11/30/2024	199.08	12/19/2024	100-605-626	Gasoline	1124
Total 18:					4,775.48				
FLYNN GIUDICI GOVERNMENT AFFAIRS LLC									
8869	FLYNN GIUDICI GOVERNMENT AFFAIRS LLC	INV-0491	Lobbyist Contract JAN25	01/01/2025	5,800.00		100-413-322	Prof Serv-Other	125
Total 8869:					5,800.00				
Garvin, Tessa									
9010	Garvin, Tessa	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322	Prof Serv-Other	1224
Total 9010:					80.00				
GRANITE CONSTRUCTION CO									
64	GRANITE CONSTRUCTION CO	2864282	Cold Mix	12/09/2024	1,013.85	12/19/2024	100-475-600	General Supplies	1224
Total 64:					1,013.85				
GRANITE TELECOMMUNICATIONS, LLC									
8838	GRANITE TELECOMMUNICATIONS, LLC	678077896	Communications JAN25	01/01/2025	221.71		100-417-530	Communications	125
Total 8838:					221.71				
H&H INVESTMENTS & TOOL SUPPLY									
8987	H&H INVESTMENTS & TOOL SUPPLY	60922	tool holders for service truck	12/18/2024	230.72	12/19/2024	100-480-600	General Supplies	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8987:					230.72			
HANNEMAN SERVICE								
70	HANNEMAN SERVICE	111887	Misc. Service Labor	12/09/2024	145.00		100-605-420 Outside Services	1224
70	HANNEMAN SERVICE	14050	2011 Chevy Malibu 7SQD175 420 Shadow Lane	12/09/2024	55.00		100-605-420 Outside Services	1224
Total 70:					200.00			
HINTON BURDICK, PLLC								
8486	HINTON BURDICK, PLLC	315066	PROGRESS BILLING AUDIT FY24	11/30/2024	13,150.00	12/26/2024	100-415-328 Prof Serv-Auditing	1124
Total 8486:					13,150.00			
HOLT, JULIANNE								
9026	HOLT, JULIANNE	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322 Prof Serv-Other	1224
Total 9026:					80.00			
HOMETOWN HEALTH								
4842	HOMETOWN HEALTH	24901-044	3721P GROUP HEALTH INSURANCE	01/01/2025	89,529.82	12/31/2024	100-217000 HEALTH INSURANCE PAYABLE	125
Total 4842:					89,529.82			
IBEW Local 1245								
83	IBEW Local 1245	DEC 2024-1	UNION DUES, ONE HALF OF MONTH	12/13/2024	1,306.16	12/13/2024	100-219900 OTHER PAYROLL PAYABLES	1224
83	IBEW Local 1245	DEC 2024-2	UNION DUES, ONE HALF OF MONTH	12/27/2024	1,306.16	12/27/2024	100-219900 OTHER PAYROLL PAYABLES	1224
Total 83:					2,612.32			
INTERNAL REVENUE SERVICE								
7879	INTERNAL REVENUE SERVICE	DEC 2024-1	MED TAX PAYABLE, PAYROLL	12/13/2024	8,313.88	12/13/2024	100-211000 FICA PAYABLE	1224
7879	INTERNAL REVENUE SERVICE	DEC 2024-1	FICA TAX PAYABLE, PAYROLL	12/13/2024	1,028.46	12/13/2024	100-211000 FICA PAYABLE	1224
7879	INTERNAL REVENUE SERVICE	DEC 2024-1	W/HOLD TAX PAYABLE, PAYROLL	12/13/2024	34,292.28	12/13/2024	100-212000 FEDERAL WITHHOLDING PAYAB	1224
7879	INTERNAL REVENUE SERVICE	DEC 2024-2	MED TAX PAYABLE, PAYROLL	12/27/2024	7,269.94	12/27/2024	100-211000 FICA PAYABLE	1224
7879	INTERNAL REVENUE SERVICE	DEC 2024-2	FICA TAX PAYABLE, PAYROLL	12/27/2024	534.66	12/27/2024	100-211000 FICA PAYABLE	1224
7879	INTERNAL REVENUE SERVICE	DEC 2024-2	W/HOLD TAX PAYABLE, PAYROLL	12/27/2024	27,148.45	12/27/2024	100-212000 FEDERAL WITHHOLDING PAYAB	1224
Total 7879:					78,587.67			
INTERSTATE OIL COMPANY								
4329	INTERSTATE OIL COMPANY	864172-IN	coolant	12/23/2024	81.55		100-480-610 Automotive Supplies	1224
4329	INTERSTATE OIL COMPANY	865092-IN	oil and filters	01/06/2025	129.55		100-480-610 Automotive Supplies	125

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 4329:					211.10			
INTERWEST CONSULTING GROUP, INC								
9035	INTERWEST CONSULTING GROUP, INC	1003524	Outside Planning Services	12/27/2024	2,665.00		100-610-322 Prof Serv-Other	1224
9035	INTERWEST CONSULTING GROUP, INC	1004759	Outside Planning Services	12/27/2024	1,015.00		100-610-322 Prof Serv-Other	1224
9035	INTERWEST CONSULTING GROUP, INC	1004980	Outside Planning Services	12/27/2024	1,560.00		100-610-322 Prof Serv-Other	1224
9035	INTERWEST CONSULTING GROUP, INC	972902	Planning Review Services	12/27/2024	3,445.00		100-610-322 Prof Serv-Other	1224
9035	INTERWEST CONSULTING GROUP, INC	974058	Outside Planning Services	12/27/2024	2,080.00		100-610-322 Prof Serv-Other	1224
Total 9035:					10,765.00			
JENSEN PRECAST								
3031	JENSEN PRECAST	CD99264474	Drop Inlet, Riser, Grate	12/13/2024	1,439.00	12/19/2024	100-475-600 General Supplies	1224
Total 3031:					1,439.00			
KOCH ELEVATOR CO.								
8751	KOCH ELEVATOR CO.	40272	Elevator Maintenance	01/01/2025	216.80		100-417-430 Outside Serv-Repair & Maint	125
Total 8751:					216.80			
KOLVET, BRENT								
8611	KOLVET, BRENT	121624	SENIOR JUDGE-VACATION COVERAGE	12/16/2024	396.00	12/19/2024	100-425-335 Prof Serv-Senior Judge	1224
Total 8611:					396.00			
LEWIS, ANGELA								
9020	LEWIS, ANGELA	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322 Prof Serv-Other	1224
Total 9020:					80.00			
LOWES CREDIT SERVICES								
7650	LOWES CREDIT SERVICES	74517	Drain Snake	12/23/2024	94.98		520-810-430 Outside Serv-Repair & Maint	1224
7650	LOWES CREDIT SERVICES	77009	CMO desk build	12/06/2024	43.66		100-413-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	77844	Paint, silicone, expanding foam	12/26/2024	185.94		100-475-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	78725	Curb Keys	12/26/2024	36.64		520-810-430 Outside Serv-Repair & Maint	1224
7650	LOWES CREDIT SERVICES	80135	Expanding foam, hitch ball	12/27/2024	207.16		100-475-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	84000-1	Paint	12/10/2024	197.75	12/26/2024	100-417-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	88216	Senior Center Xmas Tree- decorations	12/13/2024	32.77	12/19/2024	100-412-650 Community Support	1224
7650	LOWES CREDIT SERVICES	88966	Senior Center Xmas Tree- return	12/13/2024	18.53-	12/19/2024	100-412-650 Community Support	1224
7650	LOWES CREDIT SERVICES	89661	Concrete	01/03/2025	242.83		100-475-600 General Supplies	125
7650	LOWES CREDIT SERVICES	94121	PS Office Supplies	12/16/2024	75.84		510-840-601 Office Supplies	1224
7650	LOWES CREDIT SERVICES	94951	Paint/Concrete sealant	01/06/2025	223.02		100-475-600 General Supplies	125

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
7650	LOWES CREDIT SERVICES	94951	Gloves/Safety Glasses/Ear Protection	01/06/2025	102.52		100-475-616 Safety Supplies	125
7650	LOWES CREDIT SERVICES	95177	CMO desk build	12/17/2024	47.94		100-413-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	95582	Air filters	01/07/2025	43.52		100-417-612 Building Maint Supplies	125
7650	LOWES CREDIT SERVICES	96368	concrete adhesive/gap filler	12/16/2024	63.56	12/19/2024	100-475-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	96602	Concrete Adhesive/Bucket	12/18/2024	61.63	12/19/2024	100-475-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	97172	replacement light for west lift	12/18/2024	94.98	12/19/2024	520-810-430 Outside Serv-Repair & Maint	1224
7650	LOWES CREDIT SERVICES	976529	Santas Mail Box	11/18/2024	75.28	12/19/2024	100-412-650 Community Support	1124
7650	LOWES CREDIT SERVICES	97803	Timer	12/19/2024	5.91	12/26/2024	100-475-600 General Supplies	1224
7650	LOWES CREDIT SERVICES	983366	Bed Liner	11/22/2024	80.55	12/19/2024	100-575-600 General Supplies	1124
7650	LOWES CREDIT SERVICES	989934	lighting and parts for lighting	11/08/2024	63.81	12/19/2024	510-810-614 Shop Supplies	1124
Total 7650:					1,961.76			
LP INSURANCE SERVICES, INC								
8746	LP INSURANCE SERVICES, INC	959485	Policy #EB FEE DEC24	12/01/2024	2,500.00	12/19/2024	100-413-322 Prof Serv-Other	1224
8746	LP INSURANCE SERVICES, INC	981046	Policy #EB FEE FEB25	02/01/2025	2,500.00		100-413-322 Prof Serv-Other	225
Total 8746:					5,000.00			
LUMOS & ASSOCIATES INC								
370	LUMOS & ASSOCIATES INC	125496	Fernley Industrial Park Reconstruction Project Management	12/16/2024	2,225.05		100-475-745 RTC Reimbursable	1224
370	LUMOS & ASSOCIATES INC	125501	Shadow Lane Reconstruction Project Management	12/16/2024	23,047.00		100-475-745 RTC Reimbursable	1224
370	LUMOS & ASSOCIATES INC	125515	Wastewater Treatment Plant Preliminary Engineering Report	12/16/2024	3,272.50		520-810-320 Prof Serv-Engineering	1224
Total 370:					28,544.55			
LYON COUNTY								
1126	LYON COUNTY	JAN 2025	PUBLIC DEFENDER - JANUARY 2025	01/01/2025	10,000.00		100-413-322 Prof Serv-Other	125
Total 1126:					10,000.00			
LYON COUNTY COMPTROLLER								
107	LYON COUNTY COMPTROLLER	FY2025	Emergency Managment Agreement FY25	12/20/2024	2,000.00	12/26/2024	100-412-650 Community Support	1224
Total 107:					2,000.00			
LYON COUNTY HUMAN SERVICES								
3266	LYON COUNTY HUMAN SERVICES	FEARPA 2025-05	Fernley ARPA Nov 2024	12/15/2024	7,426.33	12/19/2024	220-480-810 ARPA	1224
Total 3266:					7,426.33			
LYON COUNTY RECORDER								
108	LYON COUNTY RECORDER	2202111	LIEN REL- 1407 RED BLUFFS WAY 022-02-111	12/20/2024	43.00	12/31/2024	510-810-322 Prof Serv-Other	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 108:					43.00			
MARSHALL'S SEPTIC CARE								
8509	MARSHALL'S SEPTIC CARE	I22392	Portable Bathroom Replacement	01/06/2025	2,000.00	100-575-600	General Supplies	125
Total 8509:					2,000.00			
MATHEUS, SENIOR JUDGE LORI								
8042	MATHEUS, SENIOR JUDGE LORI	JAN 2025	MUNICIPAL COURT JUDGE	01/31/2025	3,750.00	100-425-322	Prof Serv-Other	125
Total 8042:					3,750.00			
MCCULLAR, JENNI LEI								
9019	MCCULLAR, JENNI LEI	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322 Prof Serv-Other	1224
Total 9019:					80.00			
METLIFE SMALL BUSINESS CENTER								
5387	METLIFE SMALL BUSINESS CENTER	JAN 2025	5952725 GROUP LIFE/ADD LTD/STD INSURANCE	01/01/2025	3,954.21	12/26/2024	100-217300 Life/ADD LTD/STD Anthem Payabl	125
5387	METLIFE SMALL BUSINESS CENTER	JAN 2025	5952725 GROUP VISION INSURANCE	01/01/2025	1,004.09	12/26/2024	100-217200 Vision Insurance Payable MetL	125
5387	METLIFE SMALL BUSINESS CENTER	JAN 2025	5952725 GROUP DENTAL INSURANCE	01/01/2025	6,154.78	12/26/2024	100-217100 Dental Insurance Payable MetL	125
Total 5387:					11,113.08			
MISCELLANEOUS ONE TIME VENDOR								
1111	MISCELLANEOUS ONE TIME VENDOR	1904225	AUTOCAD 3-D CLASS A. NAVARRO	12/12/2024	2,000.00	12/19/2024	100-529-580 Training	1224
1111	MISCELLANEOUS ONE TIME VENDOR	A24-0174	PERMIT FEE REFUND A24-0174	01/03/2025	341.15		100-320-200 Building and Civil Permit Fees	125
1111	MISCELLANEOUS ONE TIME VENDOR	A24-0297	PERMIT FEE REFUND A24-0297	01/02/2025	246.03		100-320-200 Building and Civil Permit Fees	125
1111	MISCELLANEOUS ONE TIME VENDOR	BP24-466	PERMIT FEE REFUND BP24-466	01/03/2025	194.37		100-320-200 Building and Civil Permit Fees	125
Total 1111:					2,781.55			
MOFFITT ANIMAL CLINIC								
6660	MOFFITT ANIMAL CLINIC	Dec162024	3219 Kimber Canine Blue Heeler- Sick Pet exam	12/09/2024	50.00	12/19/2024	100-525-322 Prof Serv-Other	1224
Total 6660:					50.00			
MSC INDUSTRIAL SUPPLY CO								
115	MSC INDUSTRIAL SUPPLY CO	55485729	marking paint	12/10/2024	351.72	12/19/2024	510-810-614 Shop Supplies	1224
115	MSC INDUSTRIAL SUPPLY CO	59555699	chains and binders for new trailer	12/26/2024	1,079.00		510-810-614 Shop Supplies	1224
Total 115:					1,430.72			

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
MULLER WATER PRODUCTS, INC									
8557	MULLER WATER PRODUCTS, INC	65754258	PS Sleeve Valve Inspection & Service	07/01/2024	4,903.74	12/19/2024	510-840-430	Outside Serv-Repair & Maint	724
8557	MULLER WATER PRODUCTS, INC	65982247	PS Sleeve Valve Repairs	07/01/2024	1,120.00	12/19/2024	510-840-430	Outside Serv-Repair & Maint	724
8557	MULLER WATER PRODUCTS, INC	66007080	PS Sleeve Valve Repairs	07/01/2024	4,512.00	12/19/2024	510-840-430	Outside Serv-Repair & Maint	724
Total 8557:					10,535.74				
NAPA AUTO & TRUCK PARTS									
58	NAPA AUTO & TRUCK PARTS	421799	JUMPER CABLES FOR FLEET	12/10/2024	233.26	12/19/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	421917	fues for fleet	12/12/2024	3.88	12/19/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	421918	fuse holder for fleet	12/12/2024	4.39	12/19/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422095	ball for trailer	12/16/2024	17.69	12/19/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422246	landing gear for trailer t3000	12/19/2024	304.19	12/26/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422248	filter fuel pump 3005	12/19/2024	10.32	12/26/2024	100-480-610	Automotive Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422323	Battery	12/20/2024	71.19	12/26/2024	100-528-600	General Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422696	Trailer light connector, tape.	12/31/2024	11.57		100-575-600	General Supplies	1224
58	NAPA AUTO & TRUCK PARTS	422705	filters	12/31/2024	42.98		100-480-610	Automotive Supplies	1224
Total 58:					699.47				
NCE									
7617	NCE	675212527	Shadow Lane Design	12/16/2024	4,202.50		100-475-745	RTC Reimbursable	1224
7617	NCE	675232503	Inspections and Engineering Services	12/16/2024	19,816.61	12/19/2024	100-529-320	Prof Serv-Engineering	1224
Total 7617:					24,019.11				
NEVADA DEPT PUBLIC SAFETY - DPS									
7405	NEVADA DEPT PUBLIC SAFETY - DPS	70079	REF# 3618465	01/01/2025	10.06		510-840-322	Prof Serv-Other	125
7405	NEVADA DEPT PUBLIC SAFETY - DPS	70079	REF# 3618465	01/01/2025	10.06		510-810-322	Prof Serv-Other	125
7405	NEVADA DEPT PUBLIC SAFETY - DPS	70079	REF#3599624	01/01/2025	40.25		100-575-322	Prof Serv-Other	125
7405	NEVADA DEPT PUBLIC SAFETY - DPS	70079	REF# 3618465	01/01/2025	20.13		520-810-322	Prof Serv-Other	125
Total 7405:					80.50				
NSB - BANKCARD CENTER									
8649	NSB - BANKCARD CENTER	NOV 24	RALEY'S; STRATEGIC PLANNING WORKSHOP 11/8	11/30/2024	17.97	12/10/2024	100-413-580	Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	WALMART; SPOOKTACULAR SUPPLIES	11/30/2024	769.83	12/10/2024	100-412-650	Community Support	1124
8649	NSB - BANKCARD CENTER	NOV 24	NAGARA; 2025 MEMBERSHIP CCO	11/30/2024	225.00	12/10/2024	100-416-581	Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	RUAL COMM; NV WATER & WASTEWATER OP CONF. A. P	11/30/2024	300.00	12/10/2024	510-840-580	Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	CONSTRUCTION EXAM; PLANNING REVIEW CLASS B. S	11/30/2024	950.00	12/10/2024	100-605-580	Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	NATIONWIDE PUBLIC SECTOR; JOB POSTINGS, SENIOR	11/30/2024	187.50	12/10/2024	100-610-540	Advertising	1124
8649	NSB - BANKCARD CENTER	NOV 24	OFFICE OF WATER PROGRAMS; W/D O&M L. HATHWAY	11/30/2024	196.00	12/10/2024	510-810-580	Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	CORWIN FORD; PARTS FOR FIRE DEPT	11/30/2024	80.60	12/10/2024	100-126000	Intergovernmental Receivable	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; DUAL DISPLAY PORT FIN	11/30/2024	50.09	12/10/2024	100-415-600	General Supplies	1124

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8649	NSB - BANKCARD CENTER	NOV 24	MASTERCRAFT HARDWOOD; GEN SUPPLIES-DESK/TABL	11/30/2024	1,621.73	12/10/2024	100-413-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	STATE BAR OF NV; 2025 BAR DUES - B. JENSEN	11/30/2024	500.00	12/10/2024	100-414-581 Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; NOISE CANCELLING MACHINES FOR JUDGE &	11/30/2024	69.00	12/10/2024	100-425-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	NV LEAGUE OF CITIES; CONGRESIONAL CITY CONF. WA	11/30/2024	780.00	12/10/2024	100-413-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	RALEY'S; ALL HANDS 10/30	11/30/2024	43.92	12/10/2024	100-412-586 Employee Recognition	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; 2 PACK PRIVACY SCREENS UT	11/30/2024	51.83	12/10/2024	520-810-601 Office Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	RUAL COMM; NV WATER & WASTEWATER OP CONF. P. S	11/30/2024	175.00	12/10/2024	510-840-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	RUAL COMM; NV WATER & WASTEWATER OP CONF. H. F	11/30/2024	300.00	12/10/2024	510-840-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	CONSTRUCTION EXAM; PLANNING REVIEW CLASS B. SA	11/30/2024	850.00	12/10/2024	100-605-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	APA; JOB POSTING, SENIOR PLANNER	11/30/2024	295.00	12/10/2024	100-610-540 Advertising	1124
8649	NSB - BANKCARD CENTER	NOV 24	ASCE; ATTENDANCE S. PLEITEZ	11/30/2024	35.00	12/10/2024	100-529-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	NGIS; MEMBERSHIP GIS	11/30/2024	9.00	12/10/2024	520-810-581 Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	WALMART; CAKE FOR COUNCIL MEMEBER WARD 5	11/30/2024	48.16	12/10/2024	100-412-650 Community Support	1124
8649	NSB - BANKCARD CENTER	NOV 24	ATLANTIS CASINO; POOL PACT HR LEADERSHIP CONF.	11/30/2024	226.87	12/10/2024	100-413-582 Travel	1124
8649	NSB - BANKCARD CENTER	NOV 24	EVENTBRITE; 2024 ELECTION & NV ECONOMY A. TORRE	11/30/2024	75.00	12/10/2024	100-412-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	STAMPLI; OCT 2024	11/30/2024	1,034.00	12/10/2024	100-418-342 Tech Services-Other	1124
8649	NSB - BANKCARD CENTER	NOV 24	RUAL COMM; NV WATER & WASTEWATER OP CONF. C. S	11/30/2024	175.00	12/10/2024	510-840-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	GOTOCOM; YEARLY SUBSCRIPTION 11/24-11/25	11/30/2024	1,659.99	12/10/2024	100-418-342 Tech Services-Other	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; TIMERS FOR COTTONWOOD GATE GS	11/30/2024	55.18	12/10/2024	100-475-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; HOLIDAY DECORATIONS, SANTA PHOTO BACK	11/30/2024	69.99	12/10/2024	100-412-650 Community Support	1124
8649	NSB - BANKCARD CENTER	NOV 24	ENGRAVERS OF RENO; WARD 5 PLAQUE	11/30/2024	209.50	12/10/2024	100-412-586 Employee Recognition	1124
8649	NSB - BANKCARD CENTER	NOV 24	NGIS; MEMBERSHIP GIS	11/30/2024	9.00	12/10/2024	510-810-581 Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	REDS BAR & GRILL; STRATEGIC PLANNING WORKSHOP	11/30/2024	183.05	12/10/2024	100-413-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; 2 PACK PRIVACY SCREENS UT	11/30/2024	51.83	12/10/2024	510-810-601 Office Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	MARKING PEN DEPOT; TOWING VEHICLE MARKERS BLD	11/30/2024	94.53	12/10/2024	100-605-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	RUAL COMM; NV WATER & WASTEWATER OP CONF. J. H	11/30/2024	300.00	12/10/2024	510-840-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	CONSTRUCTION EXAM; PLANNING REVIEW CLASS C. BI	11/30/2024	950.00	12/10/2024	100-605-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	NATIONWIDE PUBLIC SECTOR; JOB POSTINGS, CITY EN	11/30/2024	250.00	12/10/2024	100-529-540 Advertising	1124
8649	NSB - BANKCARD CENTER	NOV 24	OFFICE OF WATER PROGRAMS; SMALL SYSTEM O&M T.	11/30/2024	196.00	12/10/2024	510-810-580 Training	1124
8649	NSB - BANKCARD CENTER	NOV 24	NGIS; MEMBERSHIP GIS	11/30/2024	12.00	12/10/2024	100-529-581 Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; PHONE CASES AND SCREEN PROTECTORS B	11/30/2024	45.02	12/10/2024	100-605-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	STATE BAR OF NV; 2025 BAR DUES - A. MOURITSEN	11/30/2024	500.00	12/10/2024	100-414-581 Dues and Memberships	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; FILE HOLDER & MONITOR DOC. CLIP PW	11/30/2024	42.04	12/10/2024	100-417-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; LASERLINE RECEIVER BRACKET GEN	11/30/2024	81.63	12/10/2024	100-475-605 Minor Equipment	1124
8649	NSB - BANKCARD CENTER	NOV 24	RALEY'S; ALL HANDS 11/20	11/30/2024	90.67	12/10/2024	100-413-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	ZOOM; CMO MONTHLY SUBSCRIPTION & ZOOM ROOMS	11/30/2024	217.00	12/10/2024	100-418-342 Tech Services-Other	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; DIRECT ELEVATION GRADE ROD GEN	11/30/2024	222.75	12/10/2024	100-475-605 Minor Equipment	1124
8649	NSB - BANKCARD CENTER	NOV 24	STARBUCKS; COMM MTG 11/19	11/30/2024	21.42	12/10/2024	100-412-650 Community Support	1124
8649	NSB - BANKCARD CENTER	NOV 24	MASTERCRAFT HARDWOOD; HARD ROCK MAPLE 3/4" F	11/30/2024	45.15	12/10/2024	100-417-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	AMAZON; MINI FRIDGE FOR BREAKROOM FMC	11/30/2024	129.99	12/10/2024	100-425-600 General Supplies	1124
8649	NSB - BANKCARD CENTER	NOV 24	CONTRACTORS-TOOLS.COM; TOPCON LONG RANGE LA	11/30/2024	279.00	12/10/2024	100-475-605 Minor Equipment	1124
8649	NSB - BANKCARD CENTER	NOV 24	ZOOM; FMC SUBSCRIPTION	11/30/2024	100.00	12/10/2024	100-425-322 Prof Serv-Other	1124

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8649:					14,882.24			
NV ENERGY								
167	NV ENERGY	10601 DEC 24	80865908610601	12/03/2024	37.54	12/19/2024	100-475-622 Electricity	1224
167	NV ENERGY	12019 DEC 24	34596505012019 ACH	12/17/2024	5,819.64	01/07/2025	510-810-622 Electricity	1224
167	NV ENERGY	13050 DEC 24	48768103613050 ACH	12/10/2024	2,163.05	12/30/2024	100-417-622 Electricity	1224
167	NV ENERGY	13924 DEC 24	48768108113924 ACH	12/28/2024	37.54	01/16/2025	100-475-622 Electricity	1224
167	NV ENERGY	14319 DEC 24	34596405214319 ACH	12/08/2024	116.47	12/26/2024	100-575-622 Electricity	1224
167	NV ENERGY	26093 DEC 24	34596402626093 ACH	12/06/2024	2,835.52	12/26/2024	100-575-622 Electricity	1224
167	NV ENERGY	26100 DEC 24	34596502626100 ACH	12/06/2024	20,673.89	12/26/2024	510-810-622 Electricity	1224
167	NV ENERGY	26100 DEC 24	34596502626100 ACH	12/06/2024	45.02	12/26/2024	520-810-622 Electricity	1224
167	NV ENERGY	29499 NOV 24	1000213677906929499 ACH	11/30/2024	58.89	12/18/2024	100-475-622 Electricity	1124
167	NV ENERGY	30037 DEC 24	34596403630037 ACH	12/17/2024	39.87	01/07/2025	100-576-622 Electricity	1224
167	NV ENERGY	34991 DEC 24	34596407734991 ACH	12/11/2024	37.54	12/31/2024	510-810-622 Electricity	1224
167	NV ENERGY	37594 DEC 24	80865904937594 ACH	12/11/2024	37.54	12/31/2024	100-475-622 Electricity	1224
167	NV ENERGY	41110 DEC 24	82190403641110 ACH	12/06/2024	42.91	12/26/2024	520-810-622 Electricity	1224
167	NV ENERGY	42683 DEC 24	82190404842683 ACH	12/06/2024	596.99	12/26/2024	100-575-622 Electricity	1224
167	NV ENERGY	42683 DEC 24	82190404842683 ACH	12/06/2024	738.11	12/26/2024	510-810-622 Electricity	1224
167	NV ENERGY	42683 DEC 24	82190404842683 ACH	12/06/2024	67.75	12/26/2024	100-475-622 Electricity	1224
167	NV ENERGY	42683 DEC 24	82190404842683 ACH	12/06/2024	6,513.10	12/26/2024	520-810-622 Electricity	1224
167	NV ENERGY	52067 DEC 24	82190407952067ACH	12/11/2024	127.41	12/31/2024	520-810-622 Electricity	1224
167	NV ENERGY	65197 DEC 24	34596407565197 ACH	12/10/2024	37.54	12/30/2024	510-810-622 Electricity	1224
167	NV ENERGY	67463 DEC 24	34596404867463 ACH	12/11/2024	85.46	12/31/2024	100-575-622 Electricity	1224
167	NV ENERGY	68387 DEC 24	345964082-68387	12/11/2024	37.54	12/31/2024	100-475-622 Electricity	1224
167	NV ENERGY	84389 DEC 24	34596503684389 ACH	12/10/2024	280.29	12/30/2024	100-417-622 Electricity	1224
167	NV ENERGY	97899 DEC 24	80865904797899 ACH	12/06/2024	11,393.15	12/26/2024	100-475-622 Electricity	1224
167	NV ENERGY	98954 DEC 24	82190405098954 ACH	12/06/2024	3,688.66	12/26/2024	520-810-622 Electricity	1224
Total 167:					55,511.42			
OFFICE DEPOT								
133	OFFICE DEPOT	400037895001	Leather chair/table - Util Dir office	12/27/2024	94.36		510-840-601 Office Supplies	1224
133	OFFICE DEPOT	400037895001	Leather chair/table - Util Dir office	12/27/2024	94.36		510-810-601 Office Supplies	1224
133	OFFICE DEPOT	400037895001	Leather chair/table - Util Dir office	12/27/2024	188.69		520-810-600 General Supplies	1224
133	OFFICE DEPOT	400044993001	Utility Director's Storage Cabinet	12/20/2024	124.99	12/26/2024	510-840-601 Office Supplies	1224
133	OFFICE DEPOT	400044993001	Utility Director's Storage Cabinet	12/20/2024	124.99	12/26/2024	510-810-601 Office Supplies	1224
133	OFFICE DEPOT	400044993001	Utility Director's Storage Cabinet	12/20/2024	250.01	12/26/2024	520-810-601 Office Supplies	1224
133	OFFICE DEPOT	400434737001	office supplies-Command tape pack	12/19/2024	20.39	12/26/2024	100-414-600 General Supplies	1224
133	OFFICE DEPOT	400435834001	office supplies usb discovery	12/19/2024	25.83	12/26/2024	100-414-600 General Supplies	1224
133	OFFICE DEPOT	400435852001	office glue	12/20/2024	7.09	12/26/2024	100-414-600 General Supplies	1224
133	OFFICE DEPOT	401184965001	Labels/post-its	12/05/2024	30.17	12/19/2024	100-529-600 General Supplies	1224
133	OFFICE DEPOT	401184965001	Labels/post-its	12/05/2024	12.07	12/19/2024	100-475-601 Office Supplies	1224
133	OFFICE DEPOT	401184965001	Labels/post-its	12/05/2024	6.03	12/19/2024	510-840-601 Office Supplies	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
133	OFFICE DEPOT	401184965001	Labels/post-its	12/05/2024	12.07	12/19/2024	510-810-601 Office Supplies	1224
133	OFFICE DEPOT	401446582001	office supplies-Labeler	12/06/2024	112.55	12/19/2024	100-414-600 General Supplies	1224
133	OFFICE DEPOT	401454196001	Office Supplies- toner	12/11/2024	62.35-		100-610-601 Office Supplies	1224
133	OFFICE DEPOT	401478788001	office supplies-USB, Copy Paper	12/12/2024	107.66	12/26/2024	100-414-600 General Supplies	1224
133	OFFICE DEPOT	401559128001	Utility Director's wall calendar, USB cable and headset	12/20/2024	36.62	12/26/2024	510-810-601 Office Supplies	1224
133	OFFICE DEPOT	401559128001	Utility Director's wall calendar, USB cable and headset	12/20/2024	73.26	12/26/2024	520-810-601 Office Supplies	1224
133	OFFICE DEPOT	401559128001	Utility Director's wall calendar, USB cable and headset	12/20/2024	36.62	12/26/2024	510-840-601 Office Supplies	1224
133	OFFICE DEPOT	403827163001	Utility Director's Chair	12/19/2024	95.28	12/26/2024	520-810-601 Office Supplies	1224
133	OFFICE DEPOT	403827163001	Utility Director's Chair	12/19/2024	47.64	12/26/2024	510-840-601 Office Supplies	1224
133	OFFICE DEPOT	403827163001	Utility Director's Chair	12/19/2024	47.64	12/26/2024	510-810-601 Office Supplies	1224
Total 133:					1,485.97			
O'REILLY AUTO PARTS								
6230	O'REILLY AUTO PARTS	3599-328408	wrong fuse	11/15/2024	15.99-	12/26/2024	100-480-610 Automotive Supplies	1124
6230	O'REILLY AUTO PARTS	3599-329118	running board for new water treatment plant dodge truck	11/20/2024	952.30	12/26/2024	100-480-610 Automotive Supplies	1124
6230	O'REILLY AUTO PARTS	3599-332174	credit	12/11/2024	49.00-	12/19/2024	100-126000 Intergovernmental Receivable	1224
6230	O'REILLY AUTO PARTS	3599-332188	running boards for service truck	12/11/2024	326.52	12/19/2024	100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-332260	7002 service prep for new employee	12/12/2024	56.94	12/19/2024	100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-332263	7002 service prep for new employee	12/12/2024	73.80	12/19/2024	100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-332980	credit memo	12/17/2024	46.21-	12/19/2024	100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-333195	brake job wd 1011	12/19/2024	299.98	12/26/2024	100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-333763	warranty on brakes for 1011	12/19/2024	110.00-		100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-334064	9002 alternator	12/26/2024	161.61		100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-334125	9002 alternator core	12/27/2024	10.00-		100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-334127	paint for streets trailer	12/27/2024	25.98		100-480-610 Automotive Supplies	1224
6230	O'REILLY AUTO PARTS	3599-335472	parts for fire dept.	01/06/2025	108.10		100-126000 Intergovernmental Receivable	125
Total 6230:					1,774.03			
PACIFIC OFFICE AUTOMATION								
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	HR	12/05/2024	544.91	12/26/2024	100-413-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	Utilities	12/05/2024	272.46	12/26/2024	520-810-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	Main	12/05/2024	544.91	12/26/2024	100-417-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	Utilities	12/05/2024	272.45	12/26/2024	510-810-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	FMC	12/05/2024	544.91	12/26/2024	100-425-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	Clerk	12/05/2024	544.91	12/26/2024	100-416-550 Printing and Postage	1224
8929	PACIFIC OFFICE AUTOMATION	COF-KS26	CAO	12/05/2024	544.91	12/26/2024	100-414-550 Printing and Postage	1224
Total 8929:					3,269.46			
PACIFIC STORAGE COMPANY								
8876	PACIFIC STORAGE COMPANY	5238923	Shred Services	12/11/2024	66.00	12/19/2024	100-416-420 Outside Services	1224
8876	PACIFIC STORAGE COMPANY	5238924	Shred Bin	12/11/2024	16.50	12/19/2024	100-425-322 Prof Serv-Other	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8876:					82.50			
PAPE KENWORTH								
3097	PAPE KENWORTH	15817348	Mower Parts	12/31/2024	51.34		100-575-600 General Supplies	1224
3097	PAPE KENWORTH	15817358	Mower Parts	01/06/2025	227.18		100-575-600 General Supplies	125
3097	PAPE KENWORTH	348056	trailer for WD	12/27/2024	35,003.00		510-810-430 Outside Serv-Repair & Maint	1224
Total 3097:					35,281.52			
PDM								
139	PDM	560387-01	Angle Iron	12/16/2024	327.59	12/19/2024	100-475-600 General Supplies	1224
Total 139:					327.59			
PUBLIC EMPLOYEES RETIREMENT SYSTEM								
144	PUBLIC EMPLOYEES RETIREMENT SYSTEM	NOV 2024	#621 RETIREMENT CONTRIBUTIONS	11/30/2024	245,949.90	12/16/2024	100-216000 RETIREMENT PAYABLE	1124
Total 144:					245,949.90			
PURCHASE POWER								
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - PLANNING	12/03/2024	222.84	12/30/2024	100-610-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - CLERK	12/03/2024	971.40	12/30/2024	100-416-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - STREETS	12/03/2024	100.86	12/30/2024	100-475-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - COURT	12/03/2024	477.77	12/30/2024	100-425-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - ANIMAL CONTROL	12/03/2024	101.87	12/30/2024	100-525-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - TLT	12/03/2024	9.82	12/30/2024	225-575-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - WATER	12/03/2024	214.29	12/30/2024	510-810-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - CITY MANAGER	12/03/2024	34.26	12/30/2024	100-413-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - CITY ATTORNEY	12/03/2024	49.47	12/30/2024	100-414-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - BUILDING	12/03/2024	26.75	12/30/2024	100-605-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - FINANCE	12/03/2024	301.61	12/30/2024	100-415-550 Printing and Postage	1224
3155	PURCHASE POWER	69812 DEC 24	POSTAGE - FERNLEY JUSTICE	12/03/2024	32.05	12/30/2024	100-126000 Intergovernmental Receivable	1224
Total 3155:					2,542.99			
RENO GAZETTE JOURNAL								
152	RENO GAZETTE JOURNAL	6859038	Advertizing	12/31/2024	189.24		100-610-540 Advertising	1224
Total 152:					189.24			
RENO ROCK TRANSPORT								
7002	RENO ROCK TRANSPORT	220368	6x9 Frock	12/13/2024	1,924.00	12/19/2024	100-475-600 General Supplies	1224
7002	RENO ROCK TRANSPORT	220961	Fall protection wood chips	12/23/2024	2,212.00		100-575-600 General Supplies	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 7002:					4,136.00			
RESOURCE CONCEPTS								
8602	RESOURCE CONCEPTS	24-1709	Professional services regarding City-owned water rights withi	12/19/2024	8,022.50		510-810-698 Water Rights Protection	1224
8602	RESOURCE CONCEPTS	24-1710	Meeting representation and application permit fees requested	12/19/2024	3,637.91	12/26/2024	510-810-698 Water Rights Protection	1224
Total 8602:					11,660.41			
ROMTEC, INC								
9024	ROMTEC, INC	INV1972	Depot restrooms-delivery of building pkg	12/20/2024	143,041.32		220-480-683 Depot Amenity Building	1224
Total 9024:					143,041.32			
SECTRAN SECURITY, INC.								
8629	SECTRAN SECURITY, INC.	24120601	ARMORED SERVICES-GF	12/09/2024	198.94	12/19/2024	100-415-322 Prof Serv-Other	1224
8629	SECTRAN SECURITY, INC.	24120601	ARMORED SERVICES-SEWER	12/09/2024	198.94	12/19/2024	520-810-342 Tech Services-Other	1224
8629	SECTRAN SECURITY, INC.	24120601	ARMORED SERVICES-WATER	12/09/2024	198.94	12/19/2024	510-810-342 Tech Services-Other	1224
Total 8629:					596.82			
SEVENTYFIVEBLUE WATER AND ENVIRONMENTAL								
8884	SEVENTYFIVEBLUE WATER AND ENVIRONMENTAL	24-09	Surface water treatment consultation services	12/13/2024	1,500.00	12/19/2024	510-810-320 Prof Serv-Engineering	1224
Total 8884:					1,500.00			
SHAW ENGINEERING								
1897	SHAW ENGINEERING	186773	Surface water treatment tank design services	11/30/2024	370.45	12/19/2024	510-166100 Construction In Progress	1124
1897	SHAW ENGINEERING	186791	Ricci Tank No.2 Site survey/proj design svcs	11/30/2024	13,884.18		510-166100 Construction In Progress	1124
1897	SHAW ENGINEERING	186818	Development Reviews	11/30/2024	28,380.00	12/19/2024	100-529-320 Prof Serv-Engineering	1124
Total 1897:					42,634.63			
SIGNA MECHANICAL								
6530	SIGNA MECHANICAL	241367	E-One pump	12/12/2024	4,386.19		520-810-615 E-One Supplies	1224
Total 6530:					4,386.19			
SILVER STATE ANALYTICAL LABORATORIES								
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323206	monthly samples round 1	12/05/2024	286.00	12/19/2024	510-810-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323330	river ranch apartments	12/09/2024	22.00	12/19/2024	510-810-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323383	PS AS Lab Sample	12/10/2024	18.00	12/19/2024	510-840-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323538	quarterly DBP samples	12/12/2024	1,000.00	12/19/2024	510-810-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323668	PS AS Lab Sample	12/16/2024	18.00	12/19/2024	510-840-423 Outside Serv-Analytical	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323694	PS UCMR5 PFAS Sample	12/17/2024	1,000.00	12/19/2024	510-840-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN323829	second round monthly samples	12/18/2024	264.00	12/26/2024	510-810-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN324219	WWTP monitoring well samples	12/31/2024	665.00		520-810-423 Outside Serv-Analytical	1224
7856	SILVER STATE ANALYTICAL LABORATORIES	RN324364	WWTP influent & effluent samples	01/03/2025	502.00		520-810-423 Outside Serv-Analytical	125
Total 7856:					3,775.00			
SILVER STATE BARRICADE								
170	SILVER STATE BARRICADE	64879	amber lights for fleet	12/13/2024	776.00	12/19/2024	510-810-610 Automotive Supplies	1224
Total 170:					776.00			
SINNETT CONSULTING SERVICES								
1286	SINNETT CONSULTING SERVICES	13209	Policy #EB FEE DEC24	01/01/2025	350.00	12/19/2024	100-413-315 Prof Serv-Conflict Council	125
Total 1286:					350.00			
SMITH & LOVELESS, INC								
213	SMITH & LOVELESS, INC	181350	volute gaskets for Loves and Desert	12/05/2024	195.18	12/19/2024	520-810-430 Outside Serv-Repair & Maint	1224
Total 213:					195.18			
SOSU TV CORP								
8909	SOSU TV CORP	WC1487	Fernley Focus Videos JAN 25	01/01/2025	1,500.00		100-413-322 Prof Serv-Other	125
Total 8909:					1,500.00			
SOUTHWEST GAS CORP								
204	SOUTHWEST GAS CORP	18971 DEC 24	910000818971 ACH	12/16/2024	30.24	01/06/2025	520-810-621 Natural Gas	1224
204	SOUTHWEST GAS CORP	33096 DEC 24	910001133096 ACH	12/27/2024	689.55	01/15/2025	510-810-621 Natural Gas	1224
204	SOUTHWEST GAS CORP	33096 NOV 24	910001133096 ACH	11/26/2024	445.89	12/16/2024	510-810-621 Natural Gas	1124
204	SOUTHWEST GAS CORP	33438 DEC 24	910001133438 ACH	12/20/2024	2,396.72	01/08/2025	100-417-621 Natural Gas	1224
204	SOUTHWEST GAS CORP	86744 DEC 24	910001086744 WTP	12/11/2024	4,272.25	12/30/2024	510-840-621 Natural Gas	1224
Total 204:					7,834.65			
STATE COLLECTION & DISB. UNIT (SCaDU)								
176	STATE COLLECTION & DISB. UNIT (SCaDU)	DEC 2024-1	CHILD SUPPORT	12/13/2024	319.84	12/12/2024	100-219900 OTHER PAYROLL PAYABLES	1224
176	STATE COLLECTION & DISB. UNIT (SCaDU)	DEC 2024-2	CHILD SUPPORT	12/27/2024	319.84	12/26/2024	100-219900 OTHER PAYROLL PAYABLES	1224
Total 176:					639.68			
THATCHER COMPANY, INC.								
8646	THATCHER COMPANY, INC.	2024250106849	PS Ferric Chloride Delivery	12/09/2024	19,081.40	12/19/2024	510-840-617 Chemical Supplies	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
8646	THATCHER COMPANY, INC.	2024250106952	PS Ferric Chloride-Coagulant	12/16/2024	19,040.40	12/19/2024	510-840-617 Chemical Supplies	1224
8646	THATCHER COMPANY, INC.	2024400106889	WWTP Chlorine	12/12/2024	6,237.00		520-810-617 Chemical Supplies	1224
Total 8646:					44,358.80			
THE FERN 45								
8879	THE FERN 45	FY24-25R1Fern 45	FY24-25 R1July-Dec	01/02/2025	8,833.33		225-575-650 Community Support	125
Total 8879:					8,833.33			
TRUCKEE CARSON IRRIGATION DIST								
227	TRUCKEE CARSON IRRIGATION DIST	ENG1.3.2025	Review Mylar for Community Resource and Response Center	01/03/2025	250.00	01/03/2025	100-529-320 Prof Serv-Engineering	125
Total 227:					250.00			
U S POSTAL SERVICE								
7344	U S POSTAL SERVICE	JAN 2025	PREPAID IN-HOUSE POSTAGE	01/01/2025	1,900.00	12/26/2024	510-810-550 Printing and Postage	125
7344	U S POSTAL SERVICE	JAN 2025	PREPAID IN-HOUSE POSTAGE	01/01/2025	1,900.00	12/26/2024	520-810-550 Printing and Postage	125
Total 7344:					3,800.00			
ULTIMATE AIR, INC.								
8575	ULTIMATE AIR, INC.	7859	Belt repair	12/27/2024	240.00		100-417-430 Outside Serv-Repair & Maint	1224
Total 8575:					240.00			
UNVC								
9034	UNVC	4665	CRRC Specal Inspections	12/08/2024	5,446.65	12/19/2024	220-480-810 ARPA	1224
Total 9034:					5,446.65			
USA BLUEBOOK								
464	USA BLUEBOOK	INV00568675	Colormeter and replacement sample cells	12/13/2024	1,036.14	12/19/2024	510-810-614 Shop Supplies	1224
464	USA BLUEBOOK	INV00569605	training books	12/16/2024	295.39	12/19/2024	510-810-580 Training	1224
464	USA BLUEBOOK	INV00580153	PS MF FS BW Solenoids	12/31/2024	702.87		510-840-614 Shop Supplies	1224
464	USA BLUEBOOK	INV00580931	training book	01/02/2025	199.00		510-810-580 Training	125
Total 464:					2,233.40			
UTILITY DEPOSITS								
2202	UTILITY DEPOSITS	10545908	CREDIT REFUND	12/31/2024	114.04		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	112057.16	CREDIT REFUND	12/13/2024	13.11		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	11205716	SEWER DEPOSIT REFUND	12/12/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	11205716	WATER DEPOSIT REFUND	12/12/2024	75.00		510-228200 Customer Deposits	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2202	UTILITY DEPOSITS	1123107	SEWER DEPOSIT REFUND	01/01/2025	53.03		520-228200 Customer Deposits	125
2202	UTILITY DEPOSITS	11256216	SEWER DEPOSIT REFUND	12/05/2024	20.84	12/12/2024	520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	1131403	CREDIT REFUND	12/13/2024	201.38		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	11749414	SEWER DEPOSIT REFUND	12/11/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	11749414	WATER DEPOSIT REFUND	12/11/2024	39.98		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	12235909	SEWER DEPOSIT REFUND	12/16/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	12235909	WATER DEPOSIT REFUND	12/16/2024	24.06		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	13467008	SEWER DEPOSIT REFUND	12/31/2024	36.76		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	13597613	CREDIT REFUND	12/30/2024	56.22		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	13600414	CREDIT REFUND	12/09/2024	224.56	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	13610003	CREDIT REFUND	01/03/2025	439.51		010-115100 Cash Clearing-Utilities	125
2202	UTILITY DEPOSITS	13832401	CREDIT REFUND	12/10/2024	71.88	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	13931502	CREDIT REFUND	12/09/2024	18.75	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	13978001	SEWER DEPOSIT REFUND	12/30/2024	65.13		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	14288803	CREDIT REFUND	12/09/2024	283.55	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	15366614	CREDIT REFUND	12/17/2024	43.28		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	16416304	CREDIT REFUND	12/31/2024	154.49		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	16499211	SEWER DEPOSIT REFUND	01/02/2025	18.47		520-228200 Customer Deposits	125
2202	UTILITY DEPOSITS	16861505	SEWER DEPOSIT REFUND	12/18/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16861505	WATER DEPOSIT REFUND	12/18/2024	13.79		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16895703	SEWER DEPOSIT REFUND	12/30/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16895703	WATER DEPOSIT REFUND	12/30/2024	75.00		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16971601	WATER DEPOSIT REFUND	12/09/2024	12.83	12/12/2024	510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16971601	SEWER DEPOSIT REFUND	12/09/2024	80.00	12/12/2024	520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	16974101	SEWER DEPOSIT REFUND	12/06/2024	29.39	12/12/2024	520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17941103	WATER DEPOSIT REFUND	12/23/2024	1.78		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17941103	SEWER DEPOSIT REFUND	12/23/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	179412.04	CREDIT REFUND	12/10/2024	102.60	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	17941504	SEWER DEPOSIT REFUND	12/28/2024	65.86		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17941703	SEWER DEPOSIT REFUND	12/30/2024	59.49		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17941904	SEWER DEPOSIT REFUND	12/30/2024	59.49		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17944803	SEWER DEPOSIT REFUND	12/26/2024	72.23		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	179449.04	CREDIT REFUND	12/10/2024	102.60	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	17945503	CREDIT REFUND	12/10/2024	91.88	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	17945603	SEWER DEPOSIT REFUND	12/26/2024	68.32		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	17949601	CREDIT REFUND	12/10/2024	100.14	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	17951601	SEWER DEPOSIT REFUND	12/26/2024	72.23		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	19680210	SEWER DEPOSIT REFUND	12/30/2024	59.49		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	2111207	CREDIT REFUND	12/27/2024	164.04		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	2111207	SEWER DEPOSIT REFUND	12/27/2024	80.00		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	2111207	WATER DEPOSIT REFUND	12/27/2024	75.00		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	21143.08	CREDIT REFUND	12/10/2024	98.69	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	21968401	CREDIT REFUND	12/09/2024	197.45	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	219687.01	CREDIT REFUND	01/06/2025	150.00		010-115100 Cash Clearing-Utilities	125

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
2202	UTILITY DEPOSITS	21968701	SEWER DEPOSIT REFUND	01/02/2025	49.75		520-228200 Customer Deposits	125
2202	UTILITY DEPOSITS	30502324	WATER DEPOSIT REFUND	12/12/2024	43.53		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	30788319	WATER DEPOSIT REFUND	12/19/2024	1,425.80		510-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	30795915	CREDIT REFUND	12/30/2024	15,968.68		010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	3190609	CREDIT REFUND	12/10/2024	56.30	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	4173801	CREDIT REFUND	12/06/2024	11.16	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	4175908	SEWER DEPOSIT REFUND	12/31/2024	40.67		520-228200 Customer Deposits	1224
2202	UTILITY DEPOSITS	4187701	CREDIT REFUND	12/10/2024	179.50	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	6839608	SEWER DEPOSIT REFUND	01/03/2025	20.83		520-228200 Customer Deposits	125
2202	UTILITY DEPOSITS	6913302	CREDIT REFUND	12/10/2024	160.78	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	8221019	CREDIT REFUND	12/10/2024	29.84	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	8273602	CREDIT REFUND	12/10/2024	90.20	12/12/2024	010-115100 Cash Clearing-Utilities	1224
2202	UTILITY DEPOSITS	9195701	CREDIT REFUND	01/03/2025	492.69		010-115100 Cash Clearing-Utilities	125
2202	UTILITY DEPOSITS	9199614	CREDIT REFUND	12/10/2024	136.88	12/12/2024	010-115100 Cash Clearing-Utilities	1224
Total 2202:					22,972.95			
VANDERHEIDEN, JACOB RAY								
9027	VANDERHEIDEN, JACOB RAY	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322 Prof Serv-Other	1224
Total 9027:					80.00			
VERIZON WIRELESS								
8495	VERIZON WIRELESS	6100004036	IT	12/24/2024	96.14	12/26/2024	100-418-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	WW Router	12/24/2024	51.98	12/26/2024	520-810-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	CMO	12/24/2024	56.13	12/26/2024	100-413-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	City Hall/Facilities	12/24/2024	486.82	12/26/2024	100-417-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	WW	12/24/2024	313.75	12/26/2024	520-810-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	City Attorney	12/24/2024	60.01	12/26/2024	100-414-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	WTP	12/24/2024	445.15	12/26/2024	510-840-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	Council	12/24/2024	168.04	12/26/2024	100-412-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	Finance	12/24/2024	64.08	12/26/2024	100-415-605 Minor Equipment	1224
8495	VERIZON WIRELESS	6100004036	Water Dist	12/24/2024	257.13	12/26/2024	510-810-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	Bldg & Safety	12/24/2024	1,894.52	12/26/2024	100-417-530 Communications	1224
8495	VERIZON WIRELESS	6100004036	FMC	12/24/2024	56.13	12/26/2024	100-425-530 Communications	1224
8495	VERIZON WIRELESS	6100094631	52267 Nov 2-Dec 01 24	12/24/2024	40.01	12/19/2024	520-810-530 Communications	1224
Total 8495:					3,989.89			
VOYA FINANCIAL								
8591	VOYA FINANCIAL	DEC 2024-1	ROTH IRA	12/13/2024	210.00	12/13/2024	100-215000 457 PAYABLE	1224
8591	VOYA FINANCIAL	DEC 2024-1	DEFERRED COMPENSATION, 457	12/13/2024	4,267.50	12/13/2024	100-215000 457 PAYABLE	1224
8591	VOYA FINANCIAL	DEC 2024-2	ROTH IRA	12/27/2024	210.00	12/27/2024	100-215000 457 PAYABLE	1224
8591	VOYA FINANCIAL	DEC 2024-2	DEFERRED COMPENSATION, 457	12/27/2024	4,267.50	12/27/2024	100-215000 457 PAYABLE	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
Total 8591:					8,955.00			
WAGNER, CODY								
9013	WAGNER, CODY	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322 Prof Serv-Other	1224
Total 9013:					80.00			
WALKER LAKE DISPOSAL								
6118	WALKER LAKE DISPOSAL	948-1	WWTP Dumpster	12/18/2024	297.00	12/19/2024	520-810-412 Utility Serv-Refuse	1224
Total 6118:					297.00			
WASTE MANAGEMENT								
447	WASTE MANAGEMENT	65007 JAN 25	6-82641-65007	01/02/2025	184.67		100-575-412 Utility Serv-Refuse	125
Total 447:					184.67			
WESTERN INDUSTRIAL PARTS, INC.								
8571	WESTERN INDUSTRIAL PARTS, INC.	2410-106381	hardware for fleet	10/31/2024	45.82	12/19/2024	100-480-610 Automotive Supplies	1024
8571	WESTERN INDUSTRIAL PARTS, INC.	2412-109966	shop supplies	12/12/2024	141.01	12/19/2024	100-480-600 General Supplies	1224
8571	WESTERN INDUSTRIAL PARTS, INC.	2412-110814	Clear safety glasses	12/20/2024	177.14	12/26/2024	510-810-616 Safety Supplies	1224
Total 8571:					363.97			
WESTERN INSURANCE SPECIALTIES								
881	WESTERN INSURANCE SPECIALTIES	JAN 2025	SUPPLEMENTAL INSURANCE	01/01/2025	90.35	12/26/2024	100-218100 Western Insurance Payable	125
Total 881:					90.35			
WESTERN NEVADA SUPPLY CO.								
195	WESTERN NEVADA SUPPLY CO.	11537918	PS chemical y-check rebuild kits	01/02/2025	312.19		510-840-614 Shop Supplies	125
195	WESTERN NEVADA SUPPLY CO.	11539795	sensus iperl 3/4 1000 gal water meter	12/06/2024	4,573.20	12/19/2024	510-166100 Construction In Progress	1224
195	WESTERN NEVADA SUPPLY CO.	11550973	sensus iperl 3/4 inch 1000 gal water meters	12/13/2024	4,573.20	12/19/2024	510-166100 Construction In Progress	1224
195	WESTERN NEVADA SUPPLY CO.	11554571	Storm Drain Pipe	12/11/2024	657.60	12/19/2024	100-475-600 General Supplies	1224
195	WESTERN NEVADA SUPPLY CO.	11556344	fire hydrant for flint street	12/12/2024	6,674.29	12/19/2024	510-810-613 Meter Service Supplies	1224
195	WESTERN NEVADA SUPPLY CO.	11556864	4"" cla-valve gasket kit for well 9A	12/20/2024	726.66	12/26/2024	510-840-430 Outside Serv-Repair & Maint	1224
195	WESTERN NEVADA SUPPLY CO.	11560486	sensus duel port mxu	12/20/2024	2,768.67		510-166100 Construction In Progress	1224
195	WESTERN NEVADA SUPPLY CO.	11575519	4"" T2 omni meter register	01/02/2025	488.65		510-166100 Construction In Progress	125
Total 195:					20,774.46			
WIGWAM								
9036	WIGWAM	1006	FOOD FOR EMP CHRISTMAS PARTY 12.19.2024	12/19/2024	900.00	12/31/2024	100-412-586 Employee Recognition	1224

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title		GL Period
Total 9036:					900.00				
WILLIAMS, BARRY REGINALD									
9018	WILLIAMS, BARRY REGINALD	121124	PLANNING COMMISSION STIPEND	12/11/2024	80.00	12/19/2024	100-610-322	Prof Serv-Other	1224
Total 9018:					80.00				
WOOD RODGERS, INC.									
2454	WOOD RODGERS, INC.	186931	Main St. ADA Restroom Grant Project	11/30/2024	2,385.00	12/19/2024	220-480-683	Depot Amenity Building	1124
2454	WOOD RODGERS, INC.	186932	Federal Lands Bill Services thru 11/30/2024	11/30/2024	1,410.00	12/19/2024	100-413-322	Prof Serv-Other	1124
Total 2454:					3,795.00				
WORKIVA, INC.									
8830	WORKIVA, INC.	201178	Management Reporting Solution Term : 12/01/24-11/30/25	11/01/2024	15,240.96	12/19/2024	100-418-342	Tech Services-Other	1124
Total 8830:					15,240.96				
XPRESS BILL PAY LLC									
2468	XPRESS BILL PAY LLC	DEC 2024	CREDIT CARD PROCESSING FEES- SEWER	12/31/2024	2,025.83	12/31/2024	520-810-609	Credit Card Fees	1224
2468	XPRESS BILL PAY LLC	DEC 2024	CREDIT CARD PROCESSING FEES- WATER	12/31/2024	2,025.83	12/31/2024	510-810-609	Credit Card Fees	1224
Total 2468:					4,051.66				
XYLEM WATER SOLUTIONS USA, INC.									
8939	XYLEM WATER SOLUTIONS USA, INC.	3556D54784	Meadows pumps replaced	12/11/2024	20,841.00		520-810-430	Outside Serv-Repair & Maint	1224
Total 8939:					20,841.00				
Grand Totals:					3,080,921.62				

Dated: _____

Mayor: _____

City Treasurer: _____

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Invoice Amount	Date Paid	GL Account and Title	GL Period
--------	-------------	----------------	-------------	--------------	----------------	-----------	----------------------	-----------

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
DECEMBER 18, 2024**

Mayor Neal E. McIntyre called the meeting to order at 5:07 pm.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Mayor Neal E. McIntyre, Councilman Ryan Hanan, Councilman Stan Lay, Councilman Albert Torres, Councilman Joe Mendoza, City Manager Ben Marchant, Deputy City Clerk Brenda Gosser, Administrative Specialist I Sandy Harris, City Treasurer Robert Carson, Planning Director Michele Rambo, Public Works Director Barry Williams, Deputy Public Works Director Olivia John, Utility Director Soeng Kim. Councilwoman Felicity Zoberski arrived at 5:20 pm.

1.3. Public Forum

Debbie Skinner, Fernley resident, asked the Mayor to reconsider his appointment to the Lyon County Room Tax Board. She feels that there is a direct conflict of interest with the other Board members that serve on that board with the council person that he has suggested appointing to that board.

Mayor Neal E. McIntyre stated that there's already been a change made to that.

John Reichlein, Fernley resident, stated that in regard to Item 8.1, there are 2 Westerlund Lanes and would like that to be clarified. In regard to consent agenda 2.5, he is glad to see that it is being followed up on. Consent agenda 2.10, he would recommend Felicity Zoberski. Has there been any follow-through on who's going to represent our community with the Truckee Carson Irrigation District Board?

Becki Howlett, Fernley 4th of July Committee, stated that their meetings are the second Tuesday of every month at 6:00 pm, not 6:45 as stated on the Mayor's appointments to various boards and committees, Item 2.8.

1.4. (For Possible Action) Approval of Agenda

Motion: I MOVE TO APPROVE THE AGENDA. **Action:** Approved. **Moved by:** Councilman Stan Lau, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 4. **Yes:** Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza. **Absent:** Councilwoman Felicity.

2. CONSENT AGENDA

2.1. (Possible Action) Approval of Voucher Report

2.2. (Possible Approval) Approval of Business Licenses

Brenda Gosser, Deputy City Clerk, read the new business licenses.

2.3. Discussion and Possible action to adopt a Cooperative Agreement with Nevada Department of Transportation through and including January 1, 2028 to complete a Local Road Safety Plan.

2.4. Possible action to approve a contract with JUB Engineering for design and engineering services for Cedar Street Reconstruction Project for an amount of \$325,965.

2.5. Discussion and Possible action to approve the 2024 Emergency Operations Plan for the City of Fernley.

2.6. Discussion and Possible Action to Approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 0.27 ERCs for Water and 0.00 ERCs for sewer for Lyon County Parcel(s) 021-242-17(parcel B, post-FM Phase A), 021-251-25, 021-261-43 (with of total of 14 lots) located in Fernley, NV.

2.7. Discussion and Possible action to approve a contract with Stantec to Design for the proposed Highway 50 Water Main Loop to prepare plans for the installation of a 14-inch transmission line. The proposal is not to exceed the amount of \$382,929.

2.8. Possible Action to Approve the Mayor's Appointments to various Boards and Committees.

Mayor Neal E. McIntyre went over the appointments to various Boards and Committees, noting the corrections. Councilman Joe Mendoza will be on the Lyon County Tax Board with Councilman Ryan Hanan as Alternate. The 4th of July Committee meeting time was corrected to 6:00 pm.

Councilwoman Felicity arrived at 5:20 pm.

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

2.9. Possible Action to reappoint Angela Lewis and Tessa Garvin to the Fernley Planning Commission for a 4-year term.

2.10. Possible Action to Adopt Resolution 24-020, appointing Felicity Zoberski as Mayor Pro Tem for a one-year term expiring December 31, 2025

Motion: I MOVE TO APPROVE THE CONSENT AGENDA WITH 2.6 PULLED UNTIL THE JANUARY 15, 2025, MEETING AND ITEM 2.8 PULLED FOR FURTHER DISCUSSION. **Action:** Approved. **Moved by:** Councilman Stan Lau, **Seconded by:** Councilman Ryan Hanan. **Vote:** Passed, **Summary:** Yes 4. **Yes:** Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza. **Absent:** Councilwoman 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.

Nick VanderPoel provided an update to the Nevada Legislative session. Currently, there are 166 bills that we can read, but there's still 966 bill draft requests. The legislature hasn't adopted the rules of the legislature, so we don't know how many committees are going to get bill draft requests. Governor Lombardo's State of the State will take place on January 15, 2025. It was announced that Congressman Amodei received a waiver to sit on the Natural Resource Committee. So, in addition to sitting on the Ways and Means Committee, he's also going to be sitting on natural resources. He did communicate

with Congressman Amodei's office as it relates to the potential of the Fernley Lands Bill. Nick stated Congressman Amodei serving on this committee is a really good opportunity for the Lands Bill to go through a lot quicker.

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

Ben Marchant, City Manager, announced the upcoming City Hall closures. On Thursday, December 19th, from noon to 5:00 pm, the front windows will be closed during a staff development and training meeting. City Hall will be closed on December 24th, 25th, and January 1st for the holidays.

Councilman Ryan Hanan reminded everyone that the Fernley Reporter has gone to a printed version and encouraged everyone to go to their website or their Facebook page and check out the Fernley Reporter. It's the only local newspaper that we have here in the City of Fernley. They have been printing quite a bit of information about the city and the Council, and some of the actions that we've taken. It's printed once a week. You can sign up to have that delivered to your mailbox for a very nominal fee. He thanked Robert Perea and hope everyone checks it out.

Councilman Albert Torres reported that the Angel Tree was a complete success that was put on by the Fernley Senior Citizen Advisory Committee. On December 30th at 4:30 there will be the Menorah lighting out in front of City Hall. They're going to have coffee and donuts, and they usually have music, so hopefully, everybody can show up for that.

4. PROCLAMATIONS BY THE MAYOR

Mayor Neal E. McIntyre read the National Radon Action Month proclamation.

5. ORDINANCES

5.1. (For Possible Action) Discussion and First Reading of Bill #359, an Ordinance related to Zoning Map Amendment (ZMA 24005), a request by Wood Rodgers, Inc on behalf of Douglass Development LLC for changing the zoning designation from RR1 (Rural Residential; 1-acre minimum) to C2 (General Commercial) on a +/-0.85 acre lot located at 840 Woodchuck Drive (APN 021-343-20).

Michele Rambo, Planning Director, stated this is the first reading of the bill and will come back on January 15, 2025, for it a public hearing.

6. STAFF REPORTS

6.1. Possible Action to consider canceling the January 1st City Council Meeting.

Motion: I MOVE TO CANCEL THE JANUARY 1ST MEETING AS IT FALLS ON A HOLIDAY.

Action: Approved. **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilman Stan Lau.

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

6.2. Discussion and Possible Action to Approve proposal to complete a Public Safety Feasibility Study with Center for Public Safety Management, LLC, CPSM for an amount not to exceed \$150,122.00

Councilman Joe Mendoza asked if anyone had reached out to the sheriff's office to find out how much they spent on providing services to Fernley. They have a budget for Fernley already that we could review. We could reach out to them.

Ben Marchant, City Manager, stated that he and City Treasurer Robert Carson met with the County Controller and discussed this some months ago, and he said that he would be happy to provide such a breakdown for us. We haven't received it because we haven't followed up on that conversation, but that information is available. In his meeting with Sheriff Pope and Chief Deputy Brantingham, they were in favor of the city standing up its own police department because their resources are stretched thin across the county and Fernley represents 45% of the population in the county. This has been on the city's strategic plan for some time. What this proposal represents is a feasibility study to ask what level of service we're currently at, what expense would be required to meet or exceed that service, and just get information about what that would look like on all aspects of public safety.

Councilman Torres asked about the fire department, and why would we spend \$150,000 on a consultant when the International Association of Firefighters would do the study for free.

Ben Marchant, City Manager, stated in developing this study over the last year, in his conversations with both the current Interim Fire Chief and the previous fire chief, they shared their concerns about their capacity and standard of service and their difficulty in meeting their own standards of NFPA and national fire standards. This study would evaluate the level of service they're providing, and any deficiencies in their needs. It would give us options and alternatives for how to best meet the needs of the city of Fernley as it grows beyond 25,000 population and alternatives, we have for optimizing the service, the relationships, and how to go about doing it. If the fire district were to turn to the city for more resources, we would have a framework to evaluate the merits of the investment, the cost, and how to go about doing that. He stated that he wasn't aware that the International Association of Firefighters provided that service. As a union organization, he doesn't have the same level of comfort of the objectivity and management analysis that he would come to expect from this national firm, which is led by police chiefs, fire chiefs and hazmat specialists to look at what it looks like across the country and specifically in our context. They have a very data-driven approach that would pull the dispatch calls, the analysis, the staffing levels, the budgets to provide a very clear and objective evaluation of what our situation is.

Councilman Torres stated that if the IAFF did it for us for free, they would not lowball their numbers. They're going to ask that we have higher numbers because they're going to want to have more of their staff employed, and more of a face and the ability to provide additional services. By all studies, they're going to ask for more than these other people would. He's dealt with IACP National Sheriff's Association, they're there to give an honest evaluation. He doesn't understand why we would spend \$150,000.00 if we can get that service for nothing.

Ben Marchant, City Manager, stated that he is not familiar with the IAFF studies and what level of rigor they have for their studies. He would be happy to review them and get a proposal from IAFF on what their studies evaluate, what the scope and the value of their studies would offer. He does understand the financial concern that this study is expensive, but he has every confidence in having worked with them in the past, that they do very good work, and it's well worth the investment.

Councilman Albert Torres questioned if there is a reason why we don't have any additional RFPs vendors. He strongly suggested that before we spend \$150,000.00 on a needs assessment, that we at least put it out for proposals to have multiple entities to see what they can offer us.

Ben Marchant, City Manager, stated that he would develop an RFP and put that out. This was intended as a conversation starter with a group that he has high confidence in as to discuss what the needs and the desire of the City Council are in terms of looking at this question of public safety services.

Councilman Albert Torres suggested doing RFPs and bringing this back after the New Year and seeing what those things offer.

Brian Bunn, North Lyon Fire Chief, stated that there were some brief conversations, but no formal conversation, regarding a fire study other than the city was looking at a comprehensive police and fire service study for the city of Fernley. He expressed extreme disappointment with the lack of communication, and to find out that this was on the agenda at about 2 pm. IAFF does a very comprehensive and thorough study. They do full comprehensive fire deployment and staffing reports 100% free to IAFF member departments, which North Lyon Fire is.

Motion: I MOVE TO TABLE TONIGHT'S PRESENTATION SO THAT RFPs CAN GO OUT AND SEE WHAT OTHER ENTITIES ARE ABLE TO PROVIDE US WITH ASSESSMENTS. **Action:** Approved. **Moved by:** Councilman Albert Torres, **Seconded by:** Councilman Stan Lau. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

7. PRESENTATIONS

7.1. Open Meeting Law Training

Aaron Mouritsen, City Attorney, presented an open meeting law training.

Mayor Neal E. McIntyre called for a break - 6:19 pm - 6:29 pm.

7.2. Wastewater Presentation from Western Nevada Development District

Christine Brandon, Western Nevada Development District (WNDD), gave a presentation on the wastewater future of Fernley. WNDD was designated by the Department of Commerce in 1983 to be a freestanding 501c. They assist communities in acquiring state and federal funds for critical infrastructure needs. One of the current challenges is Fernley is the second-fastest growing city in Nevada. The average inflow currently is 1.5 million gallons per day, and the maximum permitted is basically 3 million gallons per day. There is an issue, because that's based on a certain population, and Fernley's population is very volatile. Fernley is growing by leaps and bounds every 6 months. You can look at that number, and you're falling further behind every time. Fernley is riding on the edge of being out of compliance with nitrates. The wastewater facility is falling behind. The monitoring wells are still in compliance, but it's something that they must test monthly and report them to Nevada Department of Environmental Protection. So that's something that's always going to be on the radar. If you go over, you're going to get a notice of violation. You could create a revenue stream. If you have treated effluent, you have industrial users that will take that water, and we call it the purple pipe water, depending on the industry and what their requirements are and recycling that water instead of losing that water. The current Preliminary Engineering Report (PER) is about 90% done. What Fernley needs to do is get that PER revised and then completed to reflect the actual population

projections that you're going to have. Fernley needs to be planning for 75,000 people so that you are ready when they come, because they will keep coming. Once the PER is completed, then we can move towards getting the engineering and design completed, and we would help Fernley with getting a grant for that. We would go to the Office of Federal Assistance with the Governor and see if we can get match money or we could get match money some other way through the State. Fernley could build a plant right next to the existing plant and keep the existing one operating while the construction is going on. You already have the system out there. And so then you just connect it to the new plant, and then we could look at remediation or other avenues for the old lagoons down the road. WNDD would partner with Fernley on all the technical aspects and the grant applications, and NDP about completing that PER by the end of March. Get that PER completed so that we can move forward with applications for engineering and design for a new plant. If you need us, we're here and then get that design work done in a year, so that we're ready to go out the door for a bid. You need to get ahead of it, build the right thing up front and let us help you find the money.

Councilman Joe Mendoza asked with the study, is this something that's going to be done and report back to us about the maximum amount of people we would have in the city of Fernley, so that when we get done building the said treatment center, we're outgrowing this new one we just built.

Christine Brandon stated that we build it for what's coming, and the projections are real. We utilize the numbers to justify the big ask for a plant that will serve 75,000 people. Then, at that point in time, when you meet the 75,000, then we're going to have to do an expansion to keep up. But that's going to be 10 to 15 years down the road.

8. PUBLIC HEARINGS

8.1. (For Possible Action) Second Reading, discussion, and possible action regarding Bill #358, an Ordinance related to ZMA24004, a Zoning Map Amendment application submitted by Jose Castillo Jr on behalf of Golden Years Castle Home of Fernley, LLC to change the zoning designation from SF20 (Single-Family Residential-20,000 square foot minimum) to PF (Public Facility) on two parcels totaling approximately 1.741 acres located at the southwest corner of Farm District Road and Westerlund Lane (APNs 021-111-47 and 021-111-48).

Susanna Amaro-Gutierrez presented this item. The designated land use for this parcel is Residential Single-family (SF20, SF12, SF9, SF6). The proposed land use is Public Facility (PF). The zoning districts are complementary to one another, whereas the uses in the PF district aim to elevate the quality of life for residents. In conjunction with the zoning map amendment, the applicant is also proposing to expand the existing senior living community, Golden Years Castle Group Home Care (GYCGHC). However, existing zoning limits the density to 2.2 units per acre. As such, an alternative zoning designation would be required to accommodate any expansions. The Planning Commission unanimously recommended approval of the item at a duly noticed public hearing held at the regularly scheduled November 13th meeting.

No public input.

Motion: I MOVE TO APPROVE BILL #358 IN ASSOCIATION WITH ZONING MAP AMENDMENT ZMA24004 SUBJECT TO THE FINDINGS AND CONDITIONS OF APPROVAL FOUND IN THE STAFF REPORT. **Action:** Approved. **Moved by:** Councilman Ryan Hanan, **Seconded by:** Councilman Stan Lau. **Vote:** Passed, **Summary:** Yes 5. **Yes:** Councilwoman Zoberski, Councilman Lau, Councilman Torres, Councilman Hanan, Councilman Mendoza.

9. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

Councilman Albert Torres requested a future agenda item for the City of Fernley to work with WNDD on getting the PR report revised, and to find funding for engineering and design for fiscal year 2025 regarding the sewage treatment plan.

Councilman Ryan Hanan requested a future agenda item to discuss the future plans for landscape treatment that encompasses gravel and any other materials that are included in landscaping for the roundabout, and to look at long-term viability of the dirt center and our responsibility to maintain it. Looking for ideas to reduce the maintenance and upkeep of that center and to beautify it for the citizens of Fernley.

10. PUBLIC FORUM

None at this time.

11. ADJOURNMENT

There being no further business to come before it, the Fernley City Council meeting adjourned at 7:04 pm.

Approved by the Fernley City Council on January 15, 2025, by a vote of:

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

Mayor Neal E. McIntyre

ATTEST: City Clerk Kim Swanson

Report Criteria:

License.Status = "Active"

Business.Origination date = 12/12/2024-01/08/2025

Business Name	DBA	Name	Location	City	State	Zip	Business Tel	Description	Occupation
Reyman Bros. Construction		Mike Reyman/Jace	151 S. 18th Street	Sparks	NV	89431	775-356-0150	Contractor	General Building Contrac
Amundson Roofing, Inc.		Chris Amundson	300 395 US Highway	New Washoe Cit	NV	89704	775-852-1115	Contractor	Roofing Contractor #851
CTR Roofing Ltd		David S Lytle II	395 Freeport Blvd #5	Sparks	NV	89431	775-657-8020	Contractor	Residential & Commercia
Hannah Motell Scentsy Consultant		Hannah Motell	2215 Windrow Dr.	Fernley	NV	89408	775-224-5485	Wholesale and/or Reta	Scentsy Consultant/Sales
Silver State Electric		John Paras	45 PPF Way	Mound House	NV	89706	775-885-2223	Contractor	Electrical Contractor #87
R.F. MacDonald Co, LLC		Carmen Ransdell	99 Megabyte Drive	Sparks	NV	89434	510-784-0110	Contractor	Boilers Contractor #4281
High Desert Massage Therapy		Kelli Brothers	390 95A #101	Fernley	NV	89408	775-315-6503	Massage Therapist	Massage therapy
Caballero's Electric LLC		Jorge Caballero	6405 S Pine St Suite 130	Las Vegas	NV	89120	702-937-6813	Contractor	Electrical Contractor #88
Arbor E&T LLC		APM Equus Holdin	1320 W Newlands Dr.	Fernley	NV	89408	775-350-1614		Workforce development:
Animus Accessories LLC		Rayanna M Mack/J	4280 Farm District Rd	Fernley	NV	89408	775-848-3522	Internet Sales & Servic	E-commerce
True Talent Construction LLC		Tony Sanchez	848 H Street	Sparks	NV	89431	775-303-3888	Contractor	Drywall Contractor #8834
Video Wall Solutions	Trewth Solutions	Bryan Trew	710 S. Beckman Rd	Lodi	CA	95240	800-497-4027	Business Specific Prof	Audiovisual systems inte
I & C Land Services		Ian Gallagher & Co	1488 Truckee Lane	Fernley	NV	89408	775-772-7973	Lawn Care & Tree Ser	Lawn care, tree removal/
Fernley Youth Softball Tournaments		David Alexander	1061 Red Rock Rd	Fernley	NV	89408	775-830-1077	Non-Profit Event Servi	Softball tournaments
Kiln-Time Pottery Studio		Amelia Smith and R	1044 Inglewood Dr., Ste 1	Fernley	NV	89408	702-580-8954	Artist/Art Studio	Paint your own pottery st
The Finished Edge		Joshua Jeavons	1748 Autumn Glen St	Fernley	NV	89408	510-701-4087	Business Specific Prof	Fabrication of cabinetry,
Romtec, Inc.		Timothy Bogan	18240 N. Bank Rd.	Roseburg	OR	97470	541-496-3541	Contractor	Residential & Small Com
Paladinos Catering		Mary Wells	524 River Ranch Road	Fernley	NV	89408	775-815-1339	Restaurant/Fast Food/	Catering
Tahoe Brothers Construction, LLC		Ryan Cullen	9475 Double R Blvd Ste 1	Reno	NV	89521	775-657-6182	Contractor	Residential and Small Co
Magical Moments by Kevin		Kevin Waters	1785 Timberland Dr.	Fernley	NV	89408	775-770-0607	Photography	Portrait Photography
Teddi Hatch		Teddi Hatch	1044 Inglewood	Fernley	NV	89408	775-515-5660	Hair/Nail/Tanning/Spa	Hair services - cuts & che
RC's Local Grime Bosses		Phyllis Rene Brook	315 Vine St. Spc 10	Fernley	NV	89408	775-622-2622	Cleaning Services	Pressure washing and ou
Grand Totals:									
									22

Report Criteria:

License.Status = "Active"

Business.Origination date = 12/12/2024-01/08/2025



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

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:

Possible action to authorize the execution of the water rights banking and dedication agreement with Valeries Casares, APN 020-032-02 TCID serial number 1031-A-A-1-A in the amount of .855 acre feet.

AGENDA ITEM BRIEF:

Staff is seeking Council approval to authorize the execution of the Water Right Banking and Dedication Agreement with Valeries Casares, APN 020-032-02 TCID serial number 1031-A-A-1-A in the amount of .855 acre feet.

RECOMMENDED MOTION:

"I move to authorize the execution of the Water Right Banking and Dedication Agreement with Valeries Casares, APN 020-032-02 TCID serial number 1031-A-A-1-A in the amount of .855 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.

Valerie Casares is proposing to dedicate .855 acre-feet of water rights appurtenant to APN 020-032-02 (TCID Serial Number 1031-A-A-1-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. Casares Dedication Agreement (1031-A-A-1-A)
2. Casares Draft Deed (1031-A-A-1-A)

**WATER RIGHTS BANKING
AND DEDICATION AGREEMENT**

This Water Rights Banking and Dedication Agreement made as of the ____ day of _____, 2024 (this “Agreement”), by and between Valerie Casares, an individual, (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:

An Eight Hundred and Fifty-Five One-Thousandths (0.855) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1031-A-A-1-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 020-032-02 and further described in that certain Grant, Bargain, and Sale Deed recorded in the official records of Lyon County on February 28, 2017 as Document No. 561687.

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

Valerie Casares

770 Denonshire Loop

Brentwood, CA 94513

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

Valerie Casares

Date:

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

LYON CO. APN: 020-032-02

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 _____, 20__, to convey the below-mentioned water rights from VALERIE CASARES, an individual, (hereinafter referred to as "GRANTOR") to the CITY OF FERNLEY, a political subdivision of the State of Nevada (hereinafter referred to as "GRANTEE")

WITNESSETH:

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

An Eight Hundred and Fifty-Five One-Thousandths (0.855) acre-foot/annually portion of Truckee-Carson Irrigation District Serial Number 1031-A-A-1-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 020-032-02 and further described as follows:

All that certain real property situate in the County of Lyon, State of Nevada, described as follows:



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Ana Navarro

FINANCIAL IMPACT:

Yes:X

No:

CURRENTLY BUDGETED:

Yes:X

No:

FUND/ACCOUNT:

510-395-910

520-395-910

ACTION REQUESTED: Consent

AGENDA ITEM:

Discussion and Possible Action to Approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 1.25 ERCs for Water and 0.00 ERCs for sewer for Lyon County Parcel(s) labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV.

AGENDA ITEM BRIEF:

1. Mark IV Capital (Victory Logistics District – Phase B Final Map)Inc is seeking a Will-Serve for parcels labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV.
2. This project requires 1.25 ERC's, which is equal to 1.40 acre-ft, for tenant improvements.
3. Second amendment of agreement Wade/ Fernley L.P holds a beneficial interest in 2,390.12 acre-feet of water rights.

RECOMMENDED MOTION:

"I move to approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 1.25 ERCs for Water, Lyon County Parcels labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV. "

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:

NA

BACKGROUND:

Per second amendment of agreement Wade/ Fernley L.P holds a beneficial interest in 2392.082390.12 -acre feet of water rights.

February 2022, Mark IV Capital (Victory Logistics Building A Irrigation) used 1.4 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

September 2022, Mark IV Capital (Redwood Materials) used 2.101.09 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

October 2022, Mark IV Capital (Victory Logistics Building B Irrigation) used .64 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

October 2022, Mark IV Capital (Victory Logistics Building C Irrigation) used 1.09 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

November 2022, Mark IV Capital (Victory Logistics Building D-2 Irrigation) is seeking to use .95 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

April 2023, Mark IV Capital (victory Logistics Building B Tenant Improvements) is seeking to use .73 acre feet of beneficial interest per the second amendment of agreement Wade/Fernley LP water rights.

December 04, 2024, Mark IV Capital (Victory Logistics District – Phase A Final Map) is seeking to use 0.40 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley LP water rights.

December 18, 2024, Mark IV Capital (Victory Logistics District – Phase B Final Map) is seeking to use 1.40 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley LP water rights.

After the issuance of this will-serve the second amendment of agreement Wade/ Fernley L.P will have 2,385.70 AF of water left for future development.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NA

FINANCIAL IMPLICATIONS:

NA

ATTACHMENTS:

1. 2024.12.18-Mark IV Capital.Victory Logistics District – Phase B Final Map.Final



CITY OF FERNLEY

CITY COUNCIL AGENDA REPORT

Meeting Date: December 18, 2024

REPORT TO: Mayor and City Council

REPORT THRU: Barry Williams, Public Works Director

REPORT FROM: **Ana Navarro, Senior Project Manager**

REVIEWED BY: **David Rigdon, Special City Water Attorney**

REVIEWED BY: Denise Lewis, City Treasurer

FINANCIAL IMPACT:

Yes: ☒ No: ☐

CURRENTLY BUDGETED:

Yes: ☒ No: ☐

FUND/ACCOUNT:

510-395-910, 520-395-910

ACTION REQUESTED: ☒ Consent ☐ Ordinance ☐ Resolution ☐ Motion ☐ Receive/File

AGENDA ITEM: Staff Report (For Possible Action):

Possible Action to Approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 1.25 ERCs for Water and 0.00 ERCs for sewer for Lyon County Parcel(s) labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV.

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).

Agenda Item Brief:

1. Mark IV Capital (Victory Logistics District – Phase B Final Map) Inc is seeking a Will-Serve for parcels labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV
2. This project requires 1.25 ERC's, which is equal to 1.40 acre-ft, for tenant improvements.
3. Second amendment of agreement Wade/ Fernley L.P holds a beneficial interest in 2,390.12-acre feet of water rights.

See attached report for background, analysis, alternatives.

RECOMMENDED MOTION:

"I move to approve the Will-Serve Request from Mark IV Capital (Victory Logistics District – Phase B Final Map) for 1.25 ERCs for Water, Lyon County Parcels labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV."

ALTERNATIVES:

N/A

PROJECT SUMMARY:

Mark IV Capital (Victory Logistics District – Phase B Final Map) is seeking a will-serve of 1.25 ERCs for Water tenant improvements on Lyon County Parcels labeled as Lots: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, and 19 (with of total of 14 parcels) located in Fernley, NV.

The water connection fees will be at the time of recording final map.

BACKGROUND:

Per the second amendment of the agreement Wade/ Fernley, L.P. holds a beneficial interest in 2,390.12 acre-feet of water rights.

February 2022, Mark IV Capital (Victory Logistics Building A Irrigation) used 1.4 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

September 2022, Mark IV Capital (Redwood Materials) used 2.10 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

October 2022, Mark IV Capital (Victory Logistics Building B Irrigation) used 0.64 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

October 2022, Mark IV Capital (Victory Logistics Building C Irrigation) used 1.09 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

November 2022, Mark IV Capital (Victory Logistics Building D-2 Irrigation) is seeking to use 0.95 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

April 2023, Mark IV Capital (victory Logistics Building B Tenant Improvements) is seeking to use 0.73 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

December 04, 2024, Mark IV Capital (Victory Logistics District – Phase A Final Map) is seeking to use 0.40 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

December 18, 2024, Mark IV Capital (Victory Logistics District – Phase B Final Map) is seeking to use 1.40 acre-feet of beneficial interest per the second amendment of the agreement Wade/Fernley L.P. water rights.

After the issuance of this will-serve, the second amendment of the agreement Wade/ Fernley L.P. will have 2,385.70 AF of water left for future development.

ANALYSIS:

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

FINDINGS:

N/A

LEGAL IMPLICATIONS:

N/A

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

- 1) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 16-a
- 2) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 16-b
- 3) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 17-a
- 4) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 17-b
- 5) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 18-a
- 6) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 18-b
- 7) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 18-c
- 8) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 20
- 9) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 7
- 10) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 22-a
- 11) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 22-b
- 12) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 22-c
- 13) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 23
- 14) Will-Serve Commitment – Mark IV Capital (Victory Logistics District – Phase B Final Map) for Lot 19
- 15) Figure - 021-242-17
- 16) Figure - 021-251-25
- 17) Figure - 021-261-43

APN: LOTS: 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20,
When Recorded mail to: 7, 22-a, 22-b, 22-c, 23, 19
City of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

**ASSIGNMENT OF BENEFICIAL INTEREST IN WATER RIGHTS BANKING AND
DEDICATION AGREEMENT TO WILL SERVE COMMITMENT**

This Assignment of Beneficial Interest in Water Rights to Will Serve Commitments is executed this ____ day of December, 2024, by Scott T. Barnes (hereinafter "Assignor").

1. Assignor is the holder of the beneficial interest in that certain Water Rights Dedication and Banking Agreement (hereinafter the "Banking Agreement") by and between M4 Fernley QOZB, LLC (NV) and the City of Fernley executed on the ____ day of December, 2024.
2. Assignor desires to assign a portion of its beneficial interest in and to 1.40 acre-feet of water dedicated pursuant to the Banking Agreement to the City of Fernley in exchange for 1.25 Equivalent Residential Credits (hereinafter "ERC's") of water utility will-serve commitments for the development of the Victory Logistics District - Phase B Final Map project located at Fernley, NV (hereinafter the "Project").
3. Assignor acknowledges and agrees that the assignment of the beneficial interest transferred herein is for the benefit of the Project. Assignor also acknowledges and agrees that the will-serve commitments issued pursuant to this Agreement shall be an appurtenance to the parcel(s), lot(s), or portion of the Project that will receive water service under said will-serve commitment. In the event that said parcel(s), lot(s), or portion of the project is encumbered by a mortgage, deed of trust, or other similar encumbrance, Assignor agrees that said mortgage, deed of trust, or other similar encumbrance shall also encumber the will-serve commitments issued pursuant to this Agreement in the same manner and to the same extent as it encumbers the parcel(s), lot(s), or portion of the project.
4. Assignor acknowledges and agrees that by assigning its beneficial interest in the water rights under this Agreement in exchange for the will-serves commitments described in Section 2 herein, that Assignor is forever relinquishing all of its right, title, and interest in and to the beneficial interest assigned herein and that the terms of this Agreement shall, to the extent applicable, replace and supersede the terms of the Banking Agreement identified in Section 1 herein, as well as any amendments or assignments of said Banking Agreement, with respect to the assigned water rights. Assignor further acknowledges and agrees that upon execution of this Agreement it shall have no further claim, right, title, or interest in or to the beneficial interest assigned herein.
5. Assignor agrees to indemnify and hold harmless the City of Fernley from any with respect to 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.
6. Assignor hereby represents and warrants it has not sold, assigned, transferred, conveyed, hypothecated, pledged, or otherwise disposed of or encumbered the beneficial interest

transferred herein, or the water right underlying said beneficial interest, except as provided in this Agreement, the Banking Agreement, or any amendments or assignments of the Banking Agreement. Assignee acknowledges and agrees that the City makes no representation or warranty as to the title of the water rights underlying the beneficial interest transferred herein, and that in the event that any claim or dispute relating to said title 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 the Banking Agreement and withhold the will-serve commitments provided for therein. 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 Assignor 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 Assignor has a beneficial interest, and that remain uncommitted to will-serve commitments, to the will-serve commitments already issued pursuant to this Agreement or the Banking Agreement.

7. This Agreement shall be governed, interpreted and construed by, through and under the laws of the State of Nevada in the district courts of Lyon County, Nevada.
8. All costs incurred by the City of Fernley in enforcing this Agreement including, without limitation, reasonable attorneys' fees through any court proceedings shall be paid by Assignee.
9. This Agreement shall inure to the benefit of and be binding upon the parties hereto as well as their successors and assigns, heirs and personal representatives.

[Signature pages follow]

ASSIGNOR.

Company Name

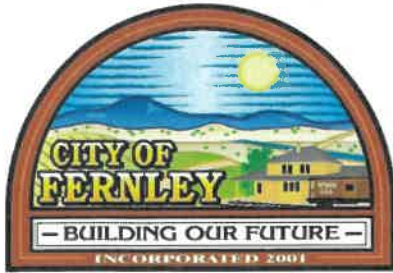
Signatory Name and Title

Date: _____, 20__

STATE OF _____)
) ss.
COUNTY OF _____)

This instrument was acknowledged before me on the _____ day of _____,
20____, by _____.

NOTARY PUBLIC



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 16-a**

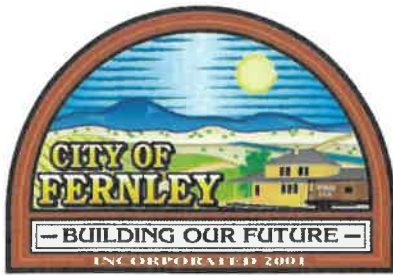
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 16-b**

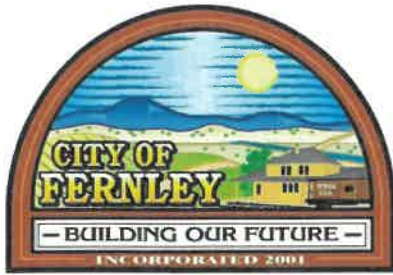
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 17-a**

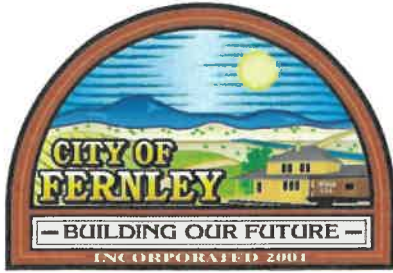
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN#** Lot 17-b

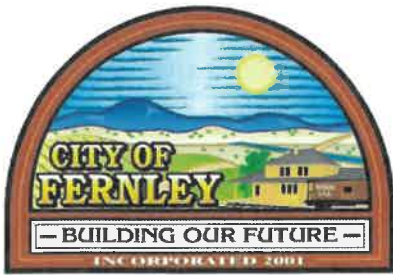
Fernley City Council Approved Will-Serve on **December 18, 2024**

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with 0.10 acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with 0 acre-feet wastewater (or 0 ERCs) through the requested sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of \$836.00 for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: APN# Lot 18-a

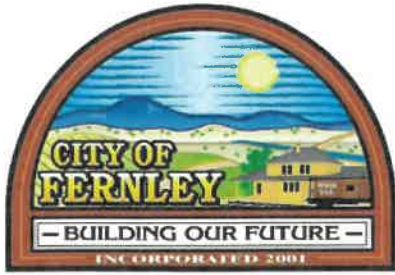
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



THE CITY OF FERNLEY

Public Works Department

595 Silver Lace Blvd

Fernley, NV 89408

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with 0.10 acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with 0 acre-feet wastewater (or 0 ERCs) through the requested sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of \$836.00 for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: APN# Lot 18-b

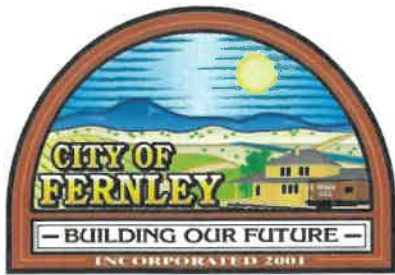
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



THE CITY OF FERNLEY

Public Works Department

595 Silver Lace Blvd

Fernley, NV 89408

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 18-c**

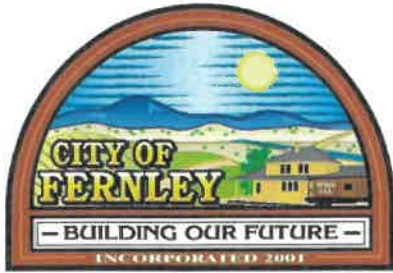
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with 0.10 acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with 0 acre-feet wastewater (or 0 ERCs) through the requested sewer connections for Service to 1 unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of \$836.00 for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: APN# Lot 20

Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 7**

Fernley City Council Approved Will-Serve on **December 18, 2024**

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 22-a**

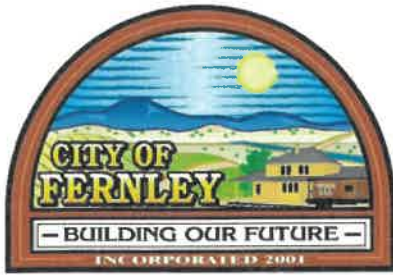
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 22-b**

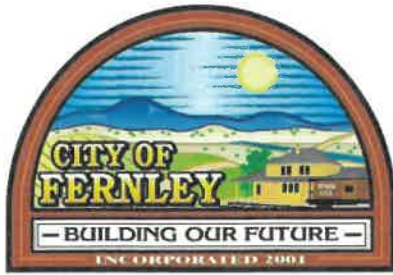
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 22-c**

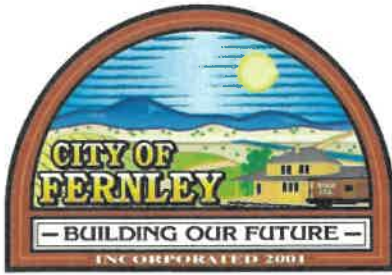
Fernley City Council Approved Will-Serve on **December 18, 2024**

Public Works Director

Mayor – City of Fernley

Applicant

Date



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

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 23**

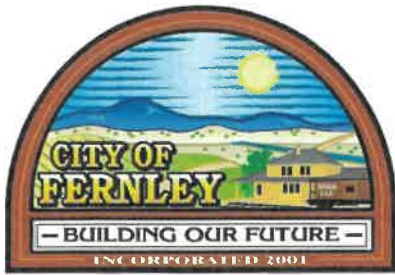
Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date



THE CITY OF FERNLEY

Public Works Department

595 Silver Lace Blvd

Fernley, NV 89408

Will-Serve Form for Map Recordation

The City of Fernley hereby certifies that it has adequate water distribution capability and wastewater treatment plant capacity to serve and will serve: **Mark IV Capital (Victory Logistics District –Phase B Final Map** (Development/ project or property) located in Fernley, Nevada with **0.10** acre-feet (or 0.09 ERCs) of water for the requested water connections and/or to provide service with **0** acre-feet wastewater (or **0** ERCs) through the requested sewer connections for Service to **1** unit, upon the following terms and conditions:

1. All applicable fees and costs must be paid, including the current Will-Serve fee of **\$836.00** for each acre-foot of water requested.
2. The fees must be paid in full before the Will-Serve review is requested from the City Council.
3. The applicant must comply with all applicable laws, statutes, ordinances, and regulations.
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 the Public Works Department. **This will-serve is to be considered conditional unless public improvement plans have been approved by Public Works.**

This Will-Serve applies to: **APN# Lot 19**

Fernley City Council Approved Will-Serve on December 18, 2024

Public Works Director

Mayor – City of Fernley

Applicant

Date

CITY OF FERNLEY
PUBLIC WORKS DEPARTMENT
REQUEST FOR WILL-SERVE (S)

Project Name: FSM24003 Mark IV Phase B

Project Location: Fernley Nevada

Lyon County Parcel Number: 14 Lots (list below)

Number of Services (ERC's) Requested 0.1.25 Water ERC 0 Sewer ERC

Name to appear on Will-Serve:
M4 New Fernley QOZD, LLC (Nevada)

Point of Contact Name	Scott Barnes
Physical Address of Contact	1740 N. Nevada Pacific Parkway, STE 100 Fernley, NV 89408
Mailing Address of Contact	1740 N. Nevada Pacific Parkway, STE 100 Fernley, NV 89408
Phone Number & Email of Contact	(775)525-9860 Email: sbarnes@markiv.com

Brief Description of Project:
Dedication of 1.40 acre-feet of water (or 1.25 ERCs) to new parcels to record final map.
Lots 16-a, 16-b, 17-a, 17-b, 18-a, 18-b, 18-c, 20, 7, 22-a, 22-b, 22-c, 23, 19

Do you have water rights banked with the City? (check one) yes ☐ no ☒

If yes, what is the name on the banking agreement and amount of water right?

Will this water be used for this will serve? (check one) yes ☐ no ☒

If you answered no to any of the above, please complete a water rights application with the City of Fernley.

● _____ ●
Date

Signature of Applicant

For Official Use Only:

Water Rights Required: 1.40 acre/feet dedicated Water Connection Fee: \$ 7,426

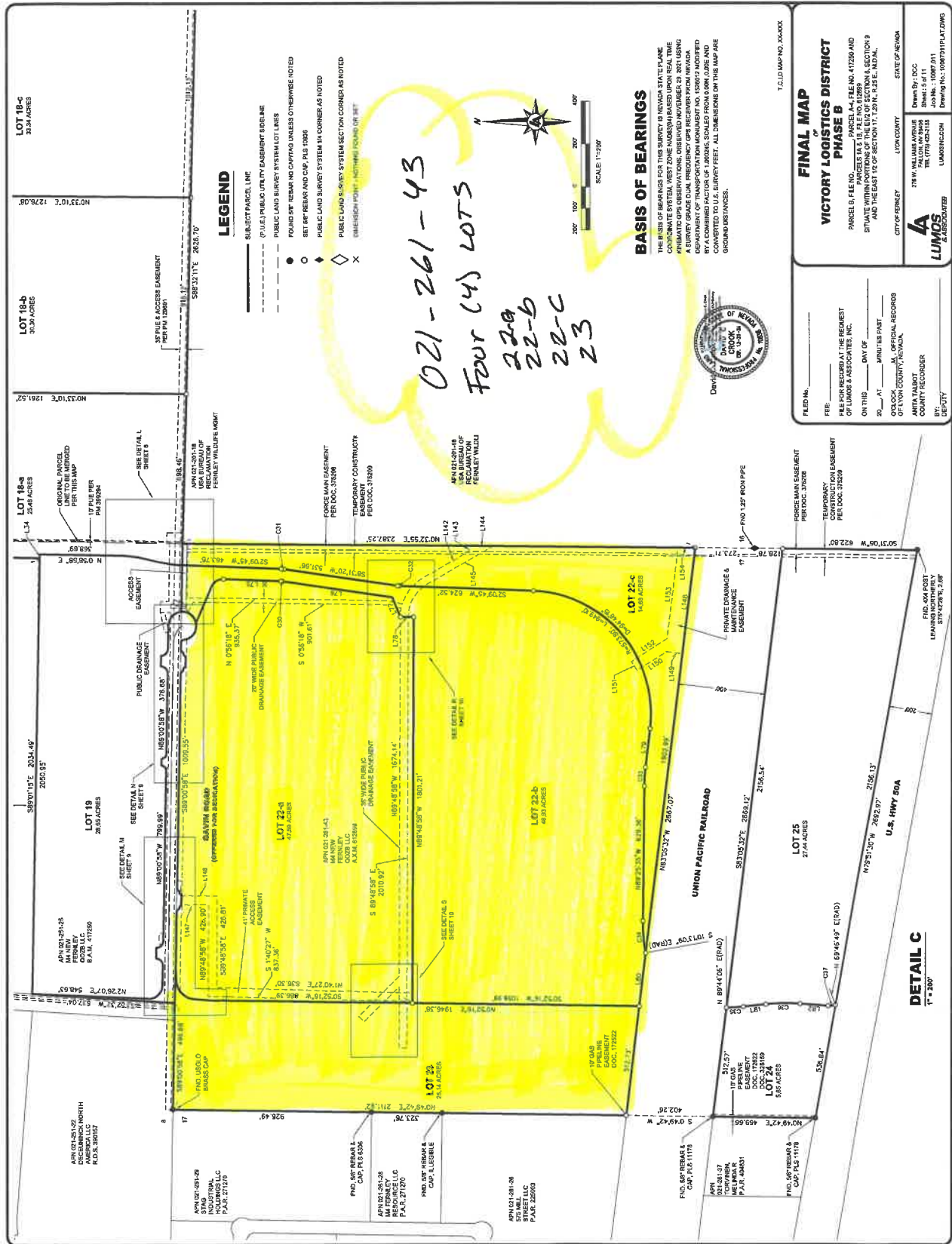
Sewer Connection Fee: \$ 5,305

In lieu of fees: \$ 836.00

[illegible]

[illegible]

021-261-43





CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Kari Weitzel

FINANCIAL IMPACT:

Yes:X

No:

CURRENTLY BUDGETED:

Yes:X

No:

FUND/ACCOUNT:

220-480-683

ACTION REQUESTED: Consent

AGENDA ITEM:

Possible Action to approve contract with Burdick Excavating Construction for construction services for the Fernley Train Depot ADA Restroom Facility in amount not to exceed \$440,444.00

AGENDA ITEM BRIEF:

Staff is seeking approval to execute a contract for Construction of the Fernley Train Depot ADA Restroom Facility for the amount to exceed \$440,444.00

RECOMMENDED MOTION:

"I move to approve the contract with Burdick Excavating Construction in the amount not to exceed \$440,444.00 for the construction of the Fernley Train Depot ADA Restroom Facility."

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:

Staff applied for a Community Development Block Grant (CDBG) in 2021. In June 2022 a \$395,000 grant was

awarded to the City of Fernley from CDBG.

In August 2023, a Contract was awarded to Wood Rodgers for engineering and design services. Wood Rogers has been working on the design and has completed the design.

Because the construction has begun at the site for Community Resource and Response Center, this project has been delayed, keeping in mind this may disturb some of the construction area for the CRRC project. City staff has been notified that this CDBG expired on June 30, 2024. City staff asked CDBG for a 6-month extension and was granted this one time extension. December 30, 2024 is now the current expiration date for the Grant. Due to the timeline of the new expiration date of this Grant, city Staff reached out to CORE Construction, the construction firm for CRRC, and they have agreed to allow us to use the space that is needed to get this project complete. The grant was extended one last 6-month extension. Grant expires June 30th 2025.

City Staff reached out to Romtec for a proposal for an ADA Restroom Facility. The City of Fernley has a purchasing agreement with Sourcewell, Contract #01521-LTA that Romtec participates in. City staff reached out and received quotes. Once quotes were received, a copy of that was sent to CDBG for approval. The proposal as meet the requirements for the grant.

September 2024 The Restroom Facility was ordered and was scheduled to be delivered on site December 20, 2024.

Advertisement for this project to construct the ADA facility, pour a concrete pad, and connect utilities began November 11, 2024 and ran for 21 days. The bid opening took place on December 10th, 2024, and staff received two bids. The apparent lowest bidder was Burdick Excavating. Bid tabulation attached.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

NRS 338

FINANCIAL IMPLICATIONS:

The funding for the Fernley Depot ADA Facility was approved for the current fiscal year 2024/2025. The funding is coming from the \$395,000 CDBG Grant that was awarded in June 2022 with a local cash amount of \$100,000 and cost savings from the Community Response and Resource Center. The CRRC has approximately \$940,000 in savings.

Design: \$56,047.50 (BTD)

Romtec Building: \$231,041.32 (Paid)

Construction: \$441,440.00 (including a \$50,000 Contract Allowance)

Total: \$728,528.82

ATTACHMENTS:

1. Agreement Between Owner and Contractor (ADA Restroom)
2. CDBG Construction Forms 2023
3. Bid Opening Sign in Sheet - Train Depot Facilities
4. Bid Packet - Burdick

THIS AGREEMENT is by and between City of Fernley ("Owner") and
("Contractor").

delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):

1. Substantial Completion: Contractor shall pay Owner **\$1,500** for each day that expires after the time (as duly adjusted pursuant to the Contract) specified in Paragraph 4.02.A above for Substantial Completion until the Work is substantially complete.
2. Completion of Remaining Work: After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Time (as duly adjusted pursuant to the Contract) for completion and readiness for final payment, Contractor shall pay Owner **\$500** for each day that expires after such time until the Work is completed and ready for final payment.
3. Liquidated damages for failing to timely attain Substantial Completion and final completion are not additive and will not be imposed concurrently.

ARTICLE 5 – CONTRACT PRICE

5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents the amounts that follow, subject to adjustment under the Contract:

- A. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

ARTICLE 6 – PAYMENT PROCEDURES

6.01 *Submittal and Processing of Payments*

- A. Contractor shall submit Applications for Payment in accordance with Article 15 of the General Conditions. Applications for Payment will be processed by Engineer as provided in the General Conditions.

6.02 *Progress Payments; Retainage*

- A. Owner shall make progress payments on account of the Contract Price on the basis of Contractor's Applications for Payment on or about the first day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided elsewhere in the Contract.
 1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Owner may withhold, including but not limited to liquidated damages, in accordance with the Contract
 - a. **95** percent of Work completed (with the balance being retainage). If the Work has been 50 percent completed as determined by Engineer, and if the character and progress of the Work have been satisfactory to Owner and Engineer, then as long as the character and progress of the Work remain satisfactory to Owner and Engineer, there will be no additional retainage; and

- b. 95 percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).
- B. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to 95 percent of the Work completed, less such amounts set off by Owner pursuant to Paragraph 15.01.E of the General Conditions, and less 100 percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the punch list of items to be completed or corrected prior to final payment.

6.03 *Final Payment*

- A. Upon final completion and acceptance of the Work in accordance with Paragraph 15.06 of the General Conditions, Owner shall pay the remainder of the Contract Price as recommended by Engineer as provided in said Paragraph 15.06.

ARTICLE 7 – NOT USED

ARTICLE 8 – CONTRACTOR'S REPRESENTATIONS

- 8.01 In order to induce Owner to enter into this Contract, Contractor makes the following representations:
- A. Contractor has examined and carefully studied the Contract Documents, and any data and reference items identified in the Contract Documents.
 - B. Contractor has visited the Site, conducted a thorough, alert visual examination of the Site and adjacent areas, and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
 - C. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
 - D. Contractor has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or adjacent to the Site and all drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, especially with respect to Technical Data in such reports and drawings, and (2) reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, especially with respect to Technical Data in such reports and drawings.
 - E. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Site-related reports and drawings identified in the Contract Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and (3) Contractor's safety precautions and programs.
 - F. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.
 - G. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.

- H. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
- I. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
- J. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.

ARTICLE 9 – CONTRACT DOCUMENTS

9.01 *Contents*

- A. The Contract Documents consist of the following:
 - 1. This Agreement (pages 1 to 8, inclusive).
 - 2. Performance bond (pages 1 to 3, inclusive).
 - 3. Payment bond (pages 1 to 3, inclusive).
 - 4. Other bonds. None
 - 5. General Conditions (pages 1 to 71, inclusive).
 - 6. Supplementary Conditions (pages 1 to 13, inclusive).
 - 7. 2024 Prevailing Wage Rates: Northern Nevada Rural Counties
 - 8. Provisions of Nevada Revised Statute Chapter 338 (00521)
 - 9. City of Fernley Division of Safety Form (00522)
 - 10. Specifications as listed in the table of contents of the Project Manual.
 - 11. Drawings (not attached but incorporated by reference).
 - 12. Addenda (numbers 0 to 0, inclusive).
 - 13. Exhibits to this Agreement (enumerated as follows):
 - a. Contractor's Bid (00410-1 thru 7, 00440-1 thru 3, and 00450-1 thru 3)
 - 14. The following which may be delivered or issued on or after the Effective Date of the Contract and are not attached hereto:
 - a. Notice to Proceed.
 - b. Work Change Directives.
 - c. Change Orders.
 - d. Field Orders.
- B. The documents listed in Paragraph 9.01.A are attached to this Agreement (except as expressly noted otherwise above).
- C. There are no Contract Documents other than those listed above in this Article 9.
- D. The Contract Documents may only be amended, modified, or supplemented as provided in the General Conditions.

ARTICLE 10 – MISCELLANEOUS

10.01 *Terms*

- A. Terms used in this Agreement will have the meanings stated in the General Conditions and the Supplementary Conditions.

10.02 *Assignment of Contract*

- A. Unless expressly agreed to elsewhere in the Contract, no assignment by a party hereto of any rights under or interests in the Contract will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, money that may become due and money that is due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

10.03 *Successors and Assigns*

- A. Owner and Contractor each binds itself, its successors, assigns, and legal representatives to the other party hereto, its successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

10.04 *Severability*

- A. Any provision or part of the Contract Documents held to be void or unenforceable under any Law or Regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

10.05 *Contractor's Certifications*

- A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 10.05:
 - 1. “corrupt practice” means the offering, giving, receiving, or soliciting of any thing of value likely to influence the action of a public official in the bidding process or in the Contract execution;
 - 2. “fraudulent practice” means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
 - 3. “collusive practice” means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and
 - 4. “coercive practice” means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

10.06 *Other Provisions*

- A. Owner stipulates that the General Conditions that are made a part of this Contract are based on EJCDC® C-700, Standard General Conditions for the Construction Contract, published by the Engineers Joint Contract Documents Committee® and Owner has plainly shown all modifications to the standard wording of such published document to the Contractor, through the Supplementary Conditions.
- B. Contractor and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, Title IX of the Education Amendments of 1972, the Rehabilitation Act of 1973, P.L. 93-112, as amended, the age discrimination Act of 1975 and any relevant program-specific regulations (including those with anti-discrimination requirements), and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, sexual orientation, gender identity or expression, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions). Such agreement shall include, but not be limited to the following: Employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including, without limitation, apprenticeship.

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement.

This Agreement will be effective on _____ (which is the Effective Date of the Contract).

OWNER:

CONTRACTOR:

(Authorized Signature)

(Authorized Signature)

By: _____
(Printed Name)

By: _____
(Printed Name)

Title: Mayor

Title: _____

(If Contractor is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest: _____

Attest: _____

Title: City Clerk

Title: _____

Address for giving notices:

Address for giving notices:

City of Fernley

595 Silver Lace Boulevard

Fernley, NV 89408

License No.: _____
(where applicable)

(If Owner is a corporation, attach evidence of authority to sign. If Owner is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Agreement.)

NOTE TO USER: Use in those states or other jurisdictions where applicable or required.

++END OF AGREEMENT BETWEEN OWNER AND CONTRACTOR ++

**COMMUNITY DEVELOPMENT BLOCK GRANT
CERTIFICATION OF BIDDER/CONTRACTOR REGARDING
EQUAL EMPLOYMENT OPPORTUNITY**

INSTRUCTIONS

This certification is required pursuant to Executive Order 11246 (30 F.R. 12319-25). The implementing rules and regulations provide that any bidder or prospective contractor, or any of their proposed subcontractors, shall state as an initial part of the bid or negotiations of the contract whether it has participated in any previous contract or subcontract subject to the equal opportunity clause; and if so, whether it has filed all compliance reports due under applicable instructions.

Where the certification indicates that the bidder has not filed a compliance report due under applicable instructions, such bidder shall be required to submit a compliance report within seven calendar days after the bid opening. No contract shall be awarded unless such report is submitted.

CERTIFICATION

“The Bidder (Contractor) shall complete the following statement by checking the appropriate boxes.

The Bidder (Contractor) has ☐ has not ☐ participated in a previous contract or subcontract subject to the equal opportunity clause prescribed by Executive Order 10925, or Executive Order 11114, or Executive Order 11246.

The Bidder (Contractor) has ☐ has not ☐ submitted all compliance reports in connection with any such contract due under the applicable filing requirements; and that representations indicating submission of required compliance reports signed by proposed subcontractors will be obtained prior to award of subcontracts.

If the Bidder (Contractor) has participated in a previous contract subject to the equal opportunity clause and has not submitted compliance reports due under applicable filing requirements, the Bidder (Proposer) shall submit a compliance report on Standard Form 100, 'Employee Information Report EEO-1' prior to the award of contract.” See www.eeoc.gov for more information.

Name & Title of Bidder/Contractor (Please Type)

Signature Date

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
CERTIFICATION OF PROPOSED SUBCONTRACTOR REGARDING
EQUAL EMPLOYMENT OPPORTUNITY

INSTRUCTIONS

This certification is required pursuant to Executive Order 11246 (30 F.R. 12319-25). The implementing rules and regulations provide that any bidder or prospective contractor, or any of their proposed subcontractors, shall state as an initial part of the bid or negotiations of the contract whether it has participated in any previous contract or subcontract subject to the equal opportunity clause; and if so, whether it has filed all compliance reports due under applicable instructions.

Where the certification indicates that the bidder has not filed a compliance report due under applicable instructions, such bidder shall be required to submit a compliance report within seven calendar days after the bid opening. No contract shall be awarded unless such report is submitted.

CERTIFICATION

“The Subcontractor shall complete the following statement by checking the appropriate boxes. The Subcontractor has ☐ has not ☐ participated in a previous contract or subcontract subject to the equal opportunity clause prescribed by Executive Order 10925, or Executive Order 11114, or Executive Order 11246.

The Subcontractor has ☐ has not ☐ submitted all compliance reports in connection with any such contract due under the applicable filing requirements; and that representations indicating submission of required compliance reports signed by proposed subcontractors will be obtained prior to award of subcontracts.

If the Subcontractor has participated in a previous contract subject to the equal opportunity clause and has not submitted compliance reports due under applicable filing requirements, the Subcontractor shall submit a compliance report on Standard Form 100, 'Employee Information Report EEO-1' prior to the award of contract.” See www.eeoc.gov for more details.

Name & Address of Subcontractor (Please Type)

Signature Date

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
LOBBYING ASSURANCES – BIDDER/MAIN CONTRACTOR**

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at the all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature _____

Bidder/Main Contractor: Authorized Official Date

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
LOBBYING ASSURANCES - SUBCONTRACTOR**

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at the all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature _____

Subcontractor: Authorized Official Date

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
CERTIFICATION OF CONTRACTOR OR SUBCONTRACTOR REGARDING
DEBARMENT, SUSPENSION, INELIGIBILITY OR
VOLUNTARY EXCLUSION**

The undersigned contractor or subcontractor certifies, to the best of his knowledge and belief, that:

1. Neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this contract by any Federal department, agency, or program.
2. Where either the contractor or subcontractor is unable to certify to any of the above statements, the contractor or subcontractor shall attach an explanation as to why a certification cannot be submitted.

Name of Contractor or Subcontractor

Name and Title of Authorized Representative

Signature Date

COMMUNITY DEVELOPMENT BLOCK GRANT

SECTION 3 PROVISIONS FOR CONTRACTS

PURPOSE

To ensure that employment and other economic opportunities generated by the Community Development Block Grant (CDBG) funds shall, to the greatest extent Feasible, be directed to low- and very low-income persons, particularly those who reside in government-assisted housing, and to business concerns which provide economic Opportunities to low- and very low-income persons.

APPLICABILITY

The requirements apply to contractors and subcontractors performing work on Section 3 covered project(s) for which the project amount exceeds \$200,000.

DEFINITIONS

Applicant means any entity which makes an application for CDBG funds, and includes but is not limited to, any State, unit of local government, public housing agency, Indian Housing authority, Indian tribe, or other public body, public or private nonprofit Organization, private agency or institution, mortgagor, developer, limited dividend Sponsor, builder, property manager, community housing development organization (CHO), resident management corporation, resident council, or cooperative association.

Contractor means any entity entering into a contract with:

- (1) A recipient to perform work in connection with the expenditure of public housing financial assistance or for work in connection with a Section 3 project; or
- (2) A subrecipient for work in connection with a Section 3 project.

Labor hours means the number of paid hours worked by persons on a Section 3 project or by persons employed with funds that include public housing financial assistance.

Low-income person means a person as defined in Section 3(b)(2) of the 1937 Act.

Material supply contracts means contracts for the purchase of products and materials, including, but not limited to, lumber, drywall, wiring, concrete, pipes, toilets, sinks, carpets, and office supplies.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Professional services means non-construction services that require an advanced degree or professional licensing, including, but not limited to, contracts for legal services, financial consulting, accounting services, environmental assessment, architectural services, and civil engineering services.

Public housing financial assistance means assistance as defined in § 75.3(a)(1).

Public housing project is defined in 24 CFR 905.108.

Recipient means any entity that receives directly from HUD public housing financial assistance or housing and community development assistance that funds Section 3 projects, including, but not limited to, any State, local government, instrumentality, PHA, or other public agency, public or private nonprofit organization.

Section 3 means Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u).

Section 3 business concern means:

(1) A business concern meeting at least one of the following criteria, documented within the last six-month period:

(i) It is at least 51 percent owned and controlled by low- or very low-income persons;

(ii) Over 75 percent of the labor hours performed for the business over the prior three-month period are performed by Section 3 workers; or

(iii) It is a business at least 51 percent owned and controlled by current public housing residents or residents who currently live in Section 8-assisted housing.

(2) The status of a Section 3 business concern shall not be negatively affected by a prior arrest or conviction of its owner(s) or employees.

(3) Nothing in this part shall be construed to require the contracting or subcontracting of a Section 3 business concern. Section 3 business concerns are not exempt from meeting the specifications of the contract.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Section 3 project means a project defined in § 75.3(a)(2).

Section 3 worker means:

(1) Any worker who currently fits or when hired within the past five years fit at least one of the following categories, as documented:

(i) The worker's income for the previous or annualized calendar year is below the income limit established by HUD.

(ii) The worker is employed by a Section 3 business concern.

(iii) The worker is a YouthBuild participant.

(2) The status of a Section 3 worker shall not be negatively affected by a prior arrest or conviction.

(3) Nothing in this part shall be construed to require the employment of someone who meets this definition of a Section 3 worker. Section 3 workers are not exempt from meeting the qualifications of the position to be filled.

Section 8-assisted housing refers to housing receiving project-based rental assistance or tenant-based assistance under Section 8 of the 1937 Act.

Service area or the neighborhood of the project means an area within one mile of the Section 3 project or, if fewer than 5,000 people live within one mile of a Section 3 project, within a circle centered on the Section 3 project that is sufficient to encompass a population of 5,000 people according to the most recent U.S. Census.

Small PHA means a public housing authority that manages or operates fewer than 250 public housing units.

Subcontractor means any entity that has a contract with a contractor to undertake a portion of the contractor's obligation to perform work in connection with the expenditure of public housing financial assistance or for a Section 3 project.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Subrecipient has the meaning provided in the applicable program regulations or in 2 CFR 200.93.

Targeted Section 3 worker has the meanings provided in §§ 75.11, 75.21, or 75.29, and does not exclude an individual that has a prior arrest or conviction.

Very low-income person means the definition for this term set forth in section 3(b)(2) of the 1937 Act.

YouthBuild programs refers to YouthBuild programs receiving assistance under the Workforce Innovation and Opportunity Act (29 U.S.C. 3226).

Section 3 Clause

ALL SECTION 3 COVERED CONTRACTS SHALL INCLUDE THE FOLLOWING CLAUSE (REFERRED TO AS THE SECTION 3 CLAUSE):

A. The work to be performed under this contract is subject to the requirements of section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u (Section 3). The purpose of Section 3 is to ensure that employment and other economic opportunities generated by HUD assistance or HUD-assisted projects covered by Section 3, shall, to the greatest extent feasible, be directed to low- and very low-income persons, particularly persons who are recipients of HUD assistance for housing.

B. The parties to this contract agree to comply with HUD's regulations in 24 CFR 75, which implement Section 3. As evidenced by their execution of this contract, the parties to this contract certify that they are under no contractual or other impediment that would prevent them from complying with the part 75 regulations.

C. The contractor agrees to send to each labor organization or representative or workers with which the contractor has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of the contractor's commitments under this Section 3 clause, and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the Section 3 preference, shall set forth minimum number and job titles subject to hire, availability of apprenticeship and training positions, the qualifications for each; and the name and location of the person(s) taking applications for each of the positions; and the anticipated date the work shall begin.

D. The contractor agrees to include this Section 3 clause in every subcontract subject to compliance with regulations in 24 CFR 75, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this Section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 CFR 75. The contractor will not subcontract with any subcontractor where the contractor has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 CFR 75.

E. The contractor will certify that any vacant employment positions, including training positions, that are filled (1) after the contractor is selected but before the contract is executed, and (2) with persons other than those to whom the regulations of 24 CFR 75 require employment opportunities to be directed, were not filled to circumvent the contractor's obligations under 24 CFR 75.

F. Noncompliance with HUD's regulations in 24 CFR 75 may result in sanctions, termination of this contract for default, and debarment or suspension from future HUD assisted contracts.

G. With respect to work performed in connection with Section 3 covered Indian housing assistance, section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450e) also applies to the work to be performed under this contract. Section 7(b) requires that to the greatest extent feasible (i) preference and opportunities for training and employment

shall be given to Indians, and (ii) preference in the award of contracts and subcontracts shall be given to Indian organizations and Indian-owned Economic Enterprises. Parties to this contract that are subject to the provisions of Section 3 to the maximum extent feasible, but not in derogation of compliance with section 7(b).

CONTRACTOR'S REQUIREMENTS

- The Prime Contractor must submit a Section 3 plan to the Sub-Recipient outlining Section 3 hiring and employment opportunities.
- The Prime Contractor must notify all sub-contractors of their responsibilities under Section 3
- The Prime Contractor must provide a permeant workforce breakdown of all current employees and identify those Section 3 workers that were hired within the last five years.
- The Prime Contractor must provide an estimated breakdown of potential hires for the awarded project and timeline of anticipated hiring
- The Prime Contractor must refrain from contracting with sub-contractors as to whom they have received notice or have knowledge that the sub-contractors have been found in violation of the regulations in 24 CFR 75.
- Maintain records that document a good faith effort to utilize Section 3 workers and Target Section 3 workers as trainees and employees. (Required of both contractor and subcontractor.) and any other qualitative efforts to comply with Section 3.

Recordkeeping requirements for recipients are found at 24 CFR § 75.31. The contractor is required to maintain documentation to demonstrate compliance with the regulations and is responsible for requiring their subcontractors to maintain or provide any documentation that will assist recipients in demonstrating compliance, including documentation that shows hours worked by Section 3 workers and Targeted Section 3 workers.

SAMPLE CONTRACTOR SECTION 3 PLAN

(Name of contractor) agrees to implement the following specific affirmative steps directed at increasing the utilization of lower income residents and businesses within the City or County of

- A. To implement Section 3 requirements by seeking the assistance of local officials in determining the exact boundaries of the applicable project area
- B. To attempt to recruit from within the City/County the necessary number of lower income residents through: local advertising media, signs placed at the proposed site for the project, and community organizations and public or private institutions operating within or serving the project area
- C. To maintain a list of all lower income residents who have applied either on their own or on referral from any source, and to employ such persons, if otherwise eligible and if a vacancy exists
- D. To insert this Section 3 plan in all bid documents, and to require all bidders to submit a Section 3 affirmative action plan including utilization goals and the specific steps planned to accomplish these goals
- E. To ensure that all appropriate project area business concerns are notified of pending sub contractual opportunities
- F. To maintain records, including copies of correspondence, memoranda, etc., which document that all the above affirmative action steps have been taken.
- G. To appoint or recruit an executive official of the company or agency as Equal Opportunity Officer to coordinate the implementation of this Section 3 plan
- H. To list all permanent workforce for this project by job title
- I. To list all projected workforce needs for this project by job classification and time frame for potential hire.

As officers and representatives of (Name of contractor)

We, the undersigned, have read and fully agree to the above and become a party to the full implementation of this program.

Title _____ Date _____

Signature _____

**COMMUNITY DEVELOPMENT BLOCK GRANT
CERTIFICATION OF PROPOSED CONTRACTOR REGARDING SECTION 3 AND
SEGREGATED FACILITIES**

Name of Contractor Project Name and Number

The undersigned hereby certifies that:

a) Section 3 provisions are included in the contract:

b) A written Section 3 Clause was prepared and submitted as part of the bid proceedings (If the project exceeds \$200,000);

c) No segregated facilities will be maintained.

Print or type Name & Title of Person Signing

Signature Date

Directions: This certification is to be completed by the contractor and submitted with the bid document. Subparagraph c) does not preclude contractors from providing separate lavatories or changing facilities for men and women.

**COMMUNITY DEVELOPMENT BLOCK GRANT
CERTIFICATION OF PROPOSED SUBCONTRACTOR REGARDING SECTION 3 AND
SEGREGATED FACILITIES**

Name of Subcontractor Project Name and Number

The undersigned hereby certifies that:

- a) Section 3 provisions are included in the contract:
- b) A written Section 3 Clause was prepared and submitted as part of the bid proceedings (If the project exceeds \$200,000)
- c) No segregated facilities will be maintained.

Print or type Name & Title of Person Signing

Nevada Governor's Office of
ECONOMIC DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT

Supplemental Condition #1

EQUAL OPPORTUNITY CLAUSE FOR CONTRACTS UNDER \$10,000

Note: This clause must be included in all contracts and subcontracts \$10,000 and under.

During the performance of this contract, the Contractor agrees as follows:

- (1) The Contractor shall not discriminate against any employee or applicant for employment because of the race, color, religion, sex, or national origin. The Contractor shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to, the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

- (2) The Contractor shall post in conspicuous places, available to employees and applicants for employment, notices to be provided by Contracting Officer setting forth the provisions of this nondiscrimination clause. The Contractor shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
- (3) Contractors shall incorporate foregoing requirements in all subcontracts.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #2

EQUAL OPPORTUNITY CLAUSE FOR CONSTRUCTION OVER \$10,000

Note: This clause must be included in all construction contracts and subcontracts \$10,000 and over.

During the performance of this contract, the Contractor agrees as follows:

- (1) The Contractor shall not discriminate against any employee or applicant for employment because of the race, color, religion, sex, or national origin. The Contractor shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to, the following:

Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

- (2) The Contractor shall post in conspicuous places, available to employees and applicants for employment, notices to be provided by Contracting Officer setting forth the provisions of this nondiscrimination clause. The Contractor shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
- (3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (4) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
- (5) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

- (6) In the event of the contractor's noncompliance with the discrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions as may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (7) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 504 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The applicant further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the applicant agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

(33F.R. 7804, May 28, 1968, as amended at 34 FR 744, Jan. 17, 1969; 40 FR 14083, Mar. 28, 1975)

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental General Condition #3

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (CONSTRUCTION OVER \$10,000)

1. As used in these specifications:
 - a. "Covered area" means the geographical area described in the solicitation from which this contract resulted.
 - b. "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
 - c. "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.
 - d. "Minority" includes:
 - (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin.
 - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race.
 - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands).
 - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any Subcontractor at any tier subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The contractor shall implement the specific affirmative action standards provided in paragraphs 7a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a Federal or federally-assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.
5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.
6. In order for the non working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the contractor during the training period, and the contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The contractor shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:
 - a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the contractor's employees are assigned to work. The contractor, where possible, will assign two or more women to each construction project. The contractor shall specifically ensure that all foremen,

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

- superintendents, and other on-site supervisory personnel are aware of and carry out the contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.
- b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.
 - c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the contractor by the union or, if referred, not employed by the contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the contractor may have taken.
 - d. Provide immediate written notification to the Director when the union or unions with which the contractor has a collective bargaining agreement has not referred to the contractor a minority person or woman sent by the contractor or when the contractor has other information that the union referral process has impeded the contractor's efforts to meet its obligation.
 - e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the contractor's employment needs, especially those programs funded or approved by the Department of Labor. The contractor shall provide notice of these programs to the sources compiled under 7b above.
 - f. Disseminate the contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
 - g. Review at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions, including specific review of these items with on-site supervisory personnel such as

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

- h. Disseminate the contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the contractor's EEO policy with other contractors and subcontractors with whom the contractor does or anticipates doing business.
- i. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.
- j. Encourage present minority and female employees to recruit other minority persons and women and where reasonable, provide after school summer and vacation employment to minority and female youth both on the site and in other areas of a contractor's workforce.
- k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60.3.
- l. Conduct at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.
- m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment-related activities to ensure that the EEO policy and the contractor's obligations under these specifications are being carried out.
- n. Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
- o. Document and maintain a record of all solicitations of offers for subcontractors from minority and female construction contractors and suppliers, including circulation of

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

solicitations to minority and female contractor associations and other business associations.

8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more, or their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the contractor. The obligation to comply, however, is the contractor's and failure of such a group to fulfill an obligation shall not be a defense for the contractor's noncompliance.
9. A single goal for minorities and a separate single goal for women have been established. The contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the contractor has achieved its goals for women generally, the contractor may be in violation of the Executive Order if a specific minority group of women is under utilized).
10. The contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex or national origin.
11. The contractor shall not enter into any subcontract with any person or firm debarred from government contracts pursuant to Executive Order 11246.
12. The contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.
13. The contractor, in fulfilling its obligations under these specifications shall implement affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the contractor fails to comply with the requirements

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14. The contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g. mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.
15. Nothing herein provided shall be construed as a limitation upon the application of other laws, which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g. those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #4

FEDERAL LABOR STANDARDS PROVISIONS

****INSERT FEDERAL LABOR STANDARD PROVISIONS HERE, HUD-4010****

Applicability

The Project or Program to which the construction work covered by this contract pertains is being assisted by the United States of America and the following Federal Labor Standards Provisions are included in this Contract pursuant to the provisions applicable to such Federal assistance.

A. 1. (i) Minimum Wages. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR Part 3), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under Section I(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of 29 CFR 5.5(a)(1)(iv); also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period.

Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under 29 CFR 5.5(a)(1)(ii) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible, place where it can be easily seen by the workers.

(ii) (a) Any class of laborers or mechanics which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. HUD shall approve an additional classification and wage rate and fringe benefits therefor only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(b) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and HUD or its designee agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by HUD or its designee to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, D.C. 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB control number 1215-0140.)

(c) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and HUD or its designee do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), HUD or its designee shall refer the questions, including the views of all interested parties and the recommendation of HUD or its designee, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB Control Number 1215-0140.)

(d) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii)(b) or (c) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the contractor does not make payments to a trustee or other third person, the contractor may consider as part

of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program. (Approved by the Office of Management and Budget under OMB Control Number 1215-0140.)

2. Withholding. HUD or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract in the event of failure to pay any laborer or mechanic, including any apprentice, trainee or helper, employed or working on the site of the work, all or part of the wages required by the contract, HUD or its designee may, after written notice to the contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased. HUD or its designee may, after written notice to the contractor, disburse such amounts withheld for and on account of the contractor or subcontractor to the respective employees to whom they are due. The Comptroller General shall make such disbursements in the case of direct Davis-Bacon Act contracts.

3. (i) Payrolls and basic records. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in Section I(b)(2)(B) of the Davis-bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5 (a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section I(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been

communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs. (Approved by the Office of Management and Budget under OMB Control Numbers 1215-0140 and 1215-0017.)

(ii) (a) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to HUD or its designee if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant sponsor, or owner, as the case may be, for transmission to HUD or its designee. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i) except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to HUD or its designee if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant sponsor, or owner, as the case may be, for transmission to HUD or its designee, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this subparagraph for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to HUD or its designee. (Approved by the Office of Management and Budget under OMB Control Number 1215-0149.)

(b) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5 (a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(2) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR Part 3;

(3) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(c) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by subparagraph A.3.(ii)(b).

(d) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The contractor or subcontractor shall make the records required under subparagraph A.3.(i) available for inspection, copying, or transcription by authorized representatives of HUD or its designee or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, HUD or its designee may, after written notice to the contractor, sponsor, applicant or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.

(i) **Apprentices.** Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who

is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) **Trainees.** Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by

the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal employment opportunity. The utilization of apprentices, trainees and journeymen under 29 CFR Part 5 shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR Part 3 which are incorporated by reference in this contract

6. Subcontracts. The contractor or subcontractor will insert in any subcontracts the clauses contained in subparagraphs 1 through 11 in this paragraph A and such other clauses as HUD or its designee may by appropriate instructions require, and a copy of the applicable prevailing wage decision, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this paragraph.

7. Contract termination; debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and HUD or its designee, the U.S. Department of Labor, or the employees or their representatives.

10. (i) Certification of Eligibility. By entering into this contract the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of Section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1) or to be

awarded HUD contracts or participate in HUD programs pursuant to 24 CFR Part 24.

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of Section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1) or to be awarded HUD contracts or participate in HUD programs pursuant to 24 CFR Part 24.

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001. Additionally, U.S. Criminal Code, Section 1 01 0, Title 18, U.S.C., "Federal Housing Administration transactions", provides in part: "Whoever, for the purpose of . . . influencing in any way the action of such Administration..... makes, utters or publishes any statement knowing the same to be false..... shall be fined not more than \$5,000 or imprisoned not more than two years, or both."

11. Complaints, Proceedings, or Testimony by Employees. No laborer or mechanic to whom the wage, salary, or other labor standards provisions of this Contract are applicable shall be discharged or in any other manner discriminated against by the Contractor or any subcontractor because such employee has filed any complaint or instituted or caused to be instituted any proceeding or has testified or is about to testify in any proceeding under or relating to the labor standards applicable under this Contract to his employer.

B. Contract Work Hours and Safety Standards Act. The provisions of this paragraph B are applicable where the amount of the prime contract exceeds \$100,000. As used in this paragraph, the terms "laborers" and "mechanics" include watchmen and guards.

(1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which the individual is employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in subparagraph (1) of this paragraph, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in subparagraph (1) of this paragraph, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by the clause set forth in subparagraph (1) of this paragraph.

(3) Withholding for unpaid wages and liquidated damages. HUD or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contract, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act which is held by the same prime contractor such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in subparagraph (2) of this paragraph.

(4) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in subparagraph (1) through (4) of this paragraph and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in subparagraphs (1) through (4) of this paragraph.

C. Health and Safety. The provisions of this paragraph C are applicable where the amount of the prime contract exceeds \$100,000.

(1) No laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health and safety as determined under construction safety and health standards promulgated by the Secretary of Labor by regulation.

(2) The Contractor shall comply with all regulations issued by the Secretary of Labor pursuant to Title 29 Part 1926 and failure to comply may result in imposition of sanctions pursuant to the Contract Work Hours and Safety Standards Act, (Public Law 91-54, 83 Stat 96). 40 USC 3701 et seq.

(3) The contractor shall include the provisions of this paragraph in every subcontract so that such provisions will be binding on each subcontractor. The contractor shall take such action with respect to any subcontractor as the Secretary of Housing and Urban Development or the Secretary of Labor shall direct as a means of enforcing such provisions.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #5

FEDERAL MINIMUM HOURLY WAGE RATES (DAVIS-BACON)

****INSERT THE CURRENT FEDERAL WAGE RATE DETERMINATION HERE.****

Minimum wage rates for this project have been established by both the State of Nevada and the Federal Government. The higher wage rate for each job classification shall apply.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #6

STATE MINIMUM HOURLY WAGE RATES

****INSERT THE CURRENT STATE PREVAILING WAGE RATES FOR PUBLIC WORKS HERE. ****

Minimum wage rates for this project have been established by both the State of Nevada and the Federal Government. The higher wage rate for each job classification shall apply.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #7

CERTIFICATION OF COMPLIANCE WITH AIR AND WATER ACTS

(Applicable to Federally assisted construction contracts and related subcontracts exceeding \$100,000)

Compliance with Air and Water Acts

During the performance of this Contract, the Contractor and all subcontractors shall comply with the requirements of the Clean Air Act, as amended, 42 USC 1857 et seq., the Federal Water Pollution Control Act, as amended, 33 USC 1251 et seq., and the regulations of the Environmental Protection Agency with respect thereto, at 40 CFR Part 15, as amended. In addition to the foregoing requirements, all nonexempt contractors and subcontractors shall furnish to the owner, the following:

- (1) A stipulation by the Contractor or subcontractors, that any facility to be utilized in the performance of any nonexempt contract or subcontract, is not listed on the List of Violating Facilities issued by the Environmental Protection Agency (EPA) pursuant to 40 CFR 15.20.
- (2) Agreement by the Contractor to comply with all the requirements of Section 114 of the Clean Air Act, as amended, (42 USC 1857c-8) and Section 308 of the Federal Water Pollution Control Act, as amended, (33 USC 1318) relating to inspection, monitoring, entry, reports and information, as well as all other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued thereunder.
- (3) A stipulation that as a condition for the award of the contract, prompt notice will be given of any notification received from the Director, Office of Federal Activities, EPA, indicating that a facility utilized, or to be utilized for the contract is under consideration to be listed under the EPA List of Violating Facilities.
- (4) Agreement by the Contractor that he will include, or cause to be included, the criteria and requirements in paragraph (1) through (4) of this section in every nonexempt subcontract and requiring that the Contractor will take such action as the Government may direct as a means of enforcing such provisions.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #8

SPECIAL CONDITIONS PERTAINING TO HAZARDS SAFETY STANDARDS AND ACCIDENT PREVENTION

A. Lead-Based Paint Hazards

(Applicable to contracts or rehabilitation of residential structures)

The construction or rehabilitation of residential structures is subject to the HUD Lead-Based paint regulations, 24 CFR Part 35. The Contractor and Subcontractors shall comply with the provisions for the elimination of lead base paint hazards under sub-part B of said regulations. The Owner will be responsible for the inspections and certifications required under Section 35.14 (f) thereof.

B. Use of Explosives

When the use of explosives is necessary for the prosecution of the work, the Contractor shall observe all local, state and Federal laws in purchasing and handling explosives. The Contractor shall take all necessary precautions to protect completed work neighboring property, water lines, or other underground structures. Where there is danger to structures or property from blasting, the charges shall be reduced and the material shall be covered with suitable timber, steel or rope mats.

The Contractor shall notify all owners of public utility property of intention to use explosives close to such property, at least 8 hours before blasting is done. Any supervision or direction of use of explosives by the engineer does not in any way reduce the responsibility of the Contractor or his Surety for damages that may be caused by such use.

C. Danger Signals and Safety Devices

The Contractor shall make all necessary precautions to guard against damages to property and injury to persons. He shall put up and maintain in good condition, sufficient red or warning lights at night suitable barricades and other devices necessary to protect the public. In case the Contractor fails or neglects to take such precautions, the Owner may have such lights and barricades installed and charge the cost of this work to the Contractor. Such action by the Owner does not relieve the Contractor of any liability incurred under these specifications or contract.

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Supplemental Condition #9

UNFAIR TRADE PRACTICES

Grantees or sub grantee recipients entering into contracts public construction, alteration, or repair of any public building or public works project subject to the prohibitions described in this Notice shall include the following provisions in all such contracts:

Restrictions on Public Buildings and Public Works Projects

(a) Definitions. "Component," as used in this clause, means those articles, materials, and supplies incorporated directly into the product.

"Contractor or subcontractor of a foreign country," as used in this clause, means any Contractor or subcontractor that is a citizen or national of a foreign country or is controlled directly or indirectly by citizens or nationals of a foreign country. A contractor or subcontractor shall be considered to be a citizen or national of a foreign country, or controlled directly or indirectly by citizens or nationals of a foreign country –

(1) If 50 percent or more of the Contractor or subcontractor is owned by a citizen or a national of the foreign country;

(2) If the title to 50 percent or more of the stock of the Contractor or subcontractor is held subject to trust or fiduciary obligation in favor of citizens or nationals of the foreign country;

(3) If 50 percent or more of the voting power in the Contractor or subcontractor is vested in or exercisable on behalf of a citizen or national of the foreign country;

(4) In the case of a partnership, if any general partner is a citizen of the foreign country;

(5) In the case of a corporation, if its president or other chief executive officer or the chairman of its board of directors is a citizen of the foreign country or the majority of any number of its directors necessary to constitute a quorum are citizens of the foreign country or the corporation is organized under the laws of the foreign country or any subdivision, territory, or possession thereof; or

(6) In the case of a contractor or subcontractor who is a joint venture, if any participant firm is a citizen or national of a foreign country or meets any of the criteria in subparagraphs (a) (1) through (5) of this clause.

"Product", as used in this clause, means construction materials – i.e., articles, materials, and supplies brought to the construction site for incorporation into the public works project, including permanently affixed equipment, instruments, utilities, electronic or other devices, but not including vehicles or construction equipment. In determining the origin of a product, the grantee or sub grantee will consider a product as produced in a foreign country if it has been assembled or manufactured in the foreign country, or if the cost of the components mined, produced, or manufactured in the foreign country exceed 50 percent of the cost of all its components.

(b) Restrictions. The Contractor shall not knowingly enter into any subcontract under this contract with a subcontractor of a foreign country included on the list of

NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

countries that discriminate against U.S. firms published by the United States Trade Register (USTR) (see paragraph (c) of this clause), or (2) supply any product under this contract of a country included on the list of foreign countries that discriminate against U.S. firms published by the USTR.

(c) USTR List. The USTR published an initial list in the Federal Register on December 30, 1987 (53 FR 49244), which identified one country – Japan. The USTR can add other countries to the list, or remove countries from it, in accordance with section 109 (c) of Pub. L. 100-202.

(d) Certification. The Contractor may rely upon the certification of a prospective subcontractor that it is not a subcontractor of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR and that products supplied by such subcontractor for use on the Federal public works project under this contract are not products of a foreign country included on the list of foreign countries that discriminate against U.S. firms published by the USTR, unless such Contractor has knowledge that the certification is erroneous.

(e) Subcontracts. The Contractor shall incorporate this clause, modified only for the purpose of properly identifying the parties, in all subcontracts. This paragraph (e) shall also be incorporated in all subcontracts.

FORMS TO BE COMPLETED BY AWARDED CONTRACTORS

TABLE OF CONTENTS FOR SECTION:

1. Wage Comparison Worksheet
2. Employee Rate of Pay
3. WH347 Certified Payroll Record & Instructions
4. Non-Performance Report
5. Employee Interviews
6. Certification of Understanding and Authorization
7. Certification of Applicable Fringe Benefit Payment
8. Authorization for Deductions
9. Grantees Notification of Contractors and Subcontractors
10. MBE/Contract and Subcontract Activity – HUD
11. Section 3 Compliance Forms
12. Build America Buy America
13. Senate Bill 207 Apprenticeship Utilization Act Info

CHECK ONE:

COMPANY LETTERHEAD

Project:

RATE OF PAY

I (Employee Name) have been made aware of my wage classification and rate of pay as listed below

Wage Classification: _____

Hourly rate of pay: _____

Overtime Rate of Pay: _____ for any hour above 8 hours per day unless an approved schedule of four ten hour days, then for any hour above 10 hours per day or any hour over 40 hours per week. Also for any hour worked on a federal holiday.

I understand that my work week is

Five eight hour days _____

Four ten-hour days _____

Employee Signature

Date

Employee Printed Name

Company authorized signature

Date

Company authorized printed name

PAYROLL NO.

FOR WEEK ENDING

PROJECT AND LOCATION

PROJECT OR CONTRACT NO.

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT OR ST	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS						(9) NET WAGES PAID FOR WEEK
				HOURS WORKED EACH DAY										FICA	WITH- HOLDING TAX			OTHER	TOTAL DEDUCTIONS	
			O																	
			S																	
			O																	
			S																	
			O																	
			S																	
			O																	
			S																	
			O																	
			S																	
			O																	
			S																	
			O																	
			S																	

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(a). The Copeland Act (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 5.5(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 55 minutes to complete this collection, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W. Washington, D.C. 20210

(over)

Page 125 of 846

Date _____

I, _____
(Name of Signatory Party) (Title)

do hereby state:

(1) That I pay or supervise the payment of the persons employed by _____ on the _____
(Contractor or Subcontractor)
_____ ; that during the payroll period commencing on the _____
(Building or Work)
_____ day of _____, _____, and ending the _____ day of _____, _____,
all persons employed on said project have been paid the full weekly wages earned, that no rebates have
been or will be made either directly or indirectly to or on behalf of said _____
_____ from the full
(Contractor or Subcontractor)

weekly wages earned by any person and that no deductions have been made either directly or indirectly
from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part
3 (29 C.F.R. Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948,
63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. § 3145), and described below:

(2) That any payrolls otherwise under this contract required to be submitted for the above period are
correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the
applicable wage rates contained in any wage determination incorporated into the contract; that the classifications
set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship
program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and
Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered
with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:
(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☐ — in addition to the basic hourly wage rates paid to each laborer or mechanic listed in
the above referenced payroll, payments of fringe benefits as listed in the contract
have been or will be made to appropriate programs for the benefit of such employees,
except as noted in section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☐ — Each laborer or mechanic listed in the above referenced payroll has been paid,
as indicated on the payroll, an amount not less than the sum of the applicable
basic hourly wage rate plus the amount of the required fringe benefits as listed
in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

REMARKS:

NAME AND TITLE	SIGNATURE

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR
SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE
31 OF THE UNITED STATES CODE.

How to Correctly Fill Out a WH-347 Payroll Form

The completion of the WH-347 Payroll Form is optional; contractors may utilize their own payroll system as long as it conforms to the WH-347 Payroll Form and contains all the necessary information. If you utilize WH-347 Payroll Form as a pdf, saving it electronically aids in making any needed corrections.

Check one of the boxes and list name of contractor or subcontractor

The last day of the payroll period.

Fill out completely with contractor or subcontractor address

U.S. Department of Labor
Employment Standards Administration
Wage and Hour Division

PAYROLL
(For Contractor's Optional Use; See Instructions at www.dol.gov/esa/whd/forms/wh347instr.htm)
Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.


U.S. Wage and Hour Division
Rev. Dec. 2008

NAME OF CONTRACTOR ☐ OR SUBCONTRACTOR ☐
Sample Construction Company

ADDRESS 385 West Drive, Madison WI 53703

OMB No.: 1215-0149
Expires: 12/31/2011

PAYROLL NO. 8

FOR WEEK ENDING 04/24/2010

PROJECT AND LOCATION Robin Street Apartments, Delafield WI 53018

PROJECT OR CONTRACT NO. 3000

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF HOURS EXEMPTIONS	(3) WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS					(9) NET WAGES PAID FOR WEEK	
			Sun	Mon	Tue	Wed	Thurs	Frid	Sat				FICA	WITH- HOLDING TAX	State with- holding tax	Medicare	OTHER		TOTAL DEDUCTIONS
Alex Driver - #####	2	Power Equipment Bull Dozer Group	18	19	20	21	22	23	24	2.00	\$62.83	\$1,422.84	\$161.00	\$185.15	\$156.97	\$50.31	\$85.00	\$638.43	\$1,374.03
										27.50	\$132.1585	\$2,012.46							

Payrolls must be numbered sequentially and should be based on the weeks worked under a contract.
Type the word "Final" when the last payroll is submitted for the project.

Indicate the days and dates of the pay period.
(should match week ending directly above)

The name and location of project.

The prime contractor should include the project number as listed in the loan

List each worker's name.

Only laborers and mechanics performing construction work under the contract should be listed.

Please note: Business Owners need only include their name, work classification including "owner" and the daily total hours worked.

Specify the job classification located in the contract wage decision and/or the corresponding job title.

List hourly wage rate and fringes paid in cash (not those paid to plans)

Specify the net amount paid to the employee for the pay

(For Contractor's Optional Use; See instructions at www.dol.gov/esa/whd/forms/wh347instr.htm)

Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.



NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	NO. OF DAYS WORKED	WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS					(9) TOTAL DEDUCTIONS	NET WAGES PAID FOR WEEK
			HOURS WORKED EACH DAY										FICA	MEDICAID	UNEMPLOYMENT	OTHER			
			Sun	Mon	Tue	Wed	Thur	Fri	Sat										
Alex Driver - #####	2	Power Equipment Bull Dozer Group 2	18	19	20	21	22	23	24	2.00	\$62.83	\$1,422.84	\$161.00					\$538.43	\$1,374.03
Jason Worker - #####	2	General Laborer			8.00	8.00	5.50	6.00	4.00	4.00	\$19.20	\$1,700.78	\$136.06					\$457.71	\$1,233.07
Shane Worker - #####	3	Carpenter			8.00	8.00	8.00	8.00	8.00	1.50	\$60.19	\$1,951.22	\$121.40	\$54.72	\$128.35	\$47.19	\$401.66	\$1,406.18	
		Apprentice Carpenter 1st 6 mo. at 40%			8.00	8.00	8.00	8.00	8.00	40.00	\$32.72	\$1,064.72	\$85.18	\$105.41	\$90.50	\$26.62	\$307.71	\$757.01	
		Plumber			8.00			4.00	9.00	20.00	\$67.88	\$1,004.80							
Roy Wrench - #####	5	Steamfitter			8.00	8.00	4.00			20.00	\$69.13	\$1,038.40	\$163.46	\$147.11	\$118.51	\$51.08	\$480.16	\$1,563.04	
Bart Turner - #####	1	Power Equipment Rotary Drill Group 4			8.00	8.00			9.00	24.00	\$60.80	\$719.28	\$153.45	\$142.48	\$122.33	\$35.98	\$415.93	\$1,023.27	

Specify the total overtime and straight time hours worked on the project.

Must accurately reflect overtime and straight time hours worked under the contract.

Specify the gross earnings for the hours worked under the contract.

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each week." 29 C.F.R. § 5.5(a)(3)(i) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" certifying that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information for compliance with the Davis-Bacon Act.

Public Burden Statement

We estimate that it will take an average of 55 minutes to complete this collection, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing this collection of information. If you have comments on this burden estimate or any aspect of this collection of information, including suggestions for reducing this burden, write to Washington Headquarters Service, Paperwork Project, Washington, DC 20503.

If part of a worker's weekly wage was earned on projects other than the project described on this payroll, enter the gross amount earned on this contract in the top half of column 7. Enter the gross amount earned during the week for all projects in the bottom half.

Alex Driver worked 29.5 hours on this contract and 12.5 hours on another contract.
The gross wages earned on this project, \$1,422.84, is entered in the top half of column 7.
The gross wages earned on all projects, \$2,012.46, is entered in the

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	(4) DAY AND DATE											TOTAL HOURS	RATE OF PAY	GROSS AMOUNT EARNED	DEDUCTIONS					TOTAL DEDUCTIONS	(9) NET WAGES PAID FOR WEEK
			OT OR ST	Sun	Mon	Tue	Wed	Thur	Fri	Sat	FICA	WITH- HOLDING TAX	State with- holding tax				Medicare	OTHER					
				18	19	20	21	22	23	24													
				HOURS WORKED EACH DAY																			
Alex Driver - #####	2	Power Equipment Bull Dozer Group 2	O							2.00		2.00	\$62.83	\$1,422.84	\$61.00	\$185.15	\$156.97	\$50.31	\$85.00	\$638.43	\$1,374.03		
			S			8.00	8.00	5.50	6.00			27.50	\$81.32	\$2,012.46									
Jason Worker - #####	2	General Laborer	O							4.00		4.00	\$49.70	\$1,700.78	\$35.06	\$156.47	\$132.66	\$42.52		\$467.71	\$1,233.07		
			S		8.00	8.00	8.00	8.00	8.00			40.00	\$23.19	\$1,700.78									
Sharon Wood- #####	3	Carpenter	O							1.50		1.50	\$60.19	\$1,887.49	\$151.00	\$154.77	\$128.35	\$47.19		\$481.31	\$1,406.18		
			S		8.00	8.00	8.00	8.00	8.00			40.00	\$30.52	\$1,887.49									
Reggie Tree - #####	1	Apprentice Carpenter 1st 6 mo. at 40%	O										\$32.72	\$1,064.72	\$85.18	\$105.41	\$90.50	\$26.62		\$307.71	\$757.01		
			S		8.00	8.00	8.00	8.00	8.00			40.00	\$12.21	\$1,064.72									
Roy Wrench - #####	5	Plumber	O										\$67.88	\$1,004.80									
			S		8.00				4.00	8.00		20.00	\$35.28	\$1,004.80									
Roy Wrench - #####	5	Steamfitter	O										\$69.13	\$1,038.40	\$163.46	\$147.11	\$118.51	\$51.08		\$480.16	\$1,563.04		
			S			8.00	8.00	4.00				20.00	\$34.41	\$2,043.20									
Bart Turner - #####	1	Power Equipment Rotary Drill Group 4	O										\$60.80	\$719.28	\$115.44	\$142.48	\$122.33	\$35.98		\$415.53	\$1,023.27		
			S		8.00	8.00			8.00			24.00	\$29.97	\$1,439.20									
			O																				
			S																				

If an employee performs multiple work

If an employee performs multiple work classifications under the contract, use two or more lines to distinguish the different job classifications, hours worked, and hourly wage earned for each.

Combine the two classifications when recording the gross amount earned for this pay period, deductions, and net wages.

A registered apprentice performing work under a contract must be reported. The payroll must include the current pay scale & provide a copy of the apprenticeship agreement.

PAYROLL
Optional Use; See Instructions at www.dol.gov/esa/whd/forms/wh347
Required to respond to the collection of information unless it displays a currently valid OMB control number.

Provide explanation of "other" deductions on signatory page.



ADDRESS 385 West Drive, Madison WI 53703
PROJECT AND LOCATION Robin Street Apartments, Delafield WI 53018
PROJECT OR CONTRACT NO. 3000
Expires: 2/31/2011

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	OT OR ST.	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS					(9) NET WAGES PAID FOR WEEK	
				Sun	Mon	Tue	Wed	Thur	Fri	Sat				FICA	WITH- HOLDING TAX	State with- holding tax	Medicare	OTHER		TOTAL DEDUCTIONS
				18	19	20	21	22	23	24										
				HOURS WORKED EACH DAY																
Alex Driver - #####	2	Power Equipment Bull Dozer Group 2	O						2.00		2.00	\$62.83	\$1,422.84	\$161.00	\$185.15	\$156.97	\$50.31	\$85.00	\$638.43	\$1,374.03
			S			8.00	8.00	5.50	6.00		27.50	\$81.32 1585	\$2,012.46							
Jason Worker - #####	2	General Laborer	O							4.00	4.00	\$49.20	\$1,700.78	\$136.06	\$156.47	\$132.66	\$42.52		\$467.71	\$1,233.07
			S		8.00	8.00	8.00	8.00	8.00		40.00	\$121.19 1441	\$1,700.78							
Sharon Wood- #####	3	Carpenter	O						1.50		1.50	\$60.19	\$1,887.49	\$151.00	\$154.77	\$128.35	\$47.19		\$481.31	\$1,406.18
			S		8.00	8.00	8.00	8.00	8.00		40.00	\$30.52 1441	\$1,887.49							
Reggie Tree - #####	1	Apprentice Carpenter 1st 6 mo. at 40%	O									\$32.72	\$1,064.72	\$85.18	\$105.41	\$90.50	\$26.62		\$307.71	\$757.01
			S		8.00	8.00	8.00	8.00	8.00		40.00	\$12.21 1441	\$1,064.72							
Roy Wrench - #####	5	Plumber	O									\$67.88	\$1,004.80							
			S		8.00			4.00	8.00		20.00	\$35.28 1496	\$1,004.80							
Roy Wrench - #####	5	Steamfitter	O									\$69.13	\$1,038.40	\$163.46	\$147.11	\$118.51	\$51.08		\$480.16	\$1,563.04
			S			8.00	8.00	4.00			20.00	\$34.41 1751	\$2,043.20							
Bart Turner - #####	1	Power Equipment Rotary Drill Group 4	O									\$60.80	\$719.28	\$115.14	\$142.48	\$122.33	\$35.98		\$415.93	\$1,023.27
			S		8.00	8.00			8.00		24.00	\$29.97	\$1,439.20							

Fringe benefits are not paid as cash to

Fringe benefits are not paid as cash to Bart Turner: explanation is included under "(c) exceptions" on signatory page.

While completion of Form WH-347 is required for all federal contractors and subcontractors, the Department of Labor (DOL) encourages employers to voluntarily provide this information to the DOL. The DOL will not enforce the requirement for employers to provide this information unless it is required by a federal contractor or subcontractor.

Employers who are not required to provide this information are encouraged to do so. The DOL will not enforce the requirement for employers to provide this information unless it is required by a federal contractor or subcontractor.

We estimate that it will take approximately 15 minutes to complete this form. If you have any comments regarding this estimate or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

(over)

Date 04/28/2010

I, Tiffany Payer Payroll Supervisor
(Name of Signatory Party) (Title)

do hereby state:

(1) That I pay or supervise the payment of the persons employed by

Sample Construction Company on the
(Contractor or Subcontractor)
Robin Street Apartments, Delafield WI; that during the payroll period commencing on the
(Building or Work)
18 day of 4, 2010, and ending the 24 day of 4, 2010,

all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said

Sample Construction Company from the full
(Contractor or Subcontractor)

weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 C.F.R. Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. § 3145), and described below:

Alex Driver - #### - other deductions - \$85 for child support

Explanation of "other"

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

- ☐ - in addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

- ☒ - Each laborer or mechanic listed in the above referenced payroll has been paid, as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION
Power Equipment Rotary Drill Group 4	paid directly to plan: health & dental at \$12.50 per hour and Pension at \$6.25 per hour

Explanation of exception to fringe benefits

REMARKS:

NAME AND TITLE

Robert Sample, Owner

SIGNATURE

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.

STATE OF NEVADA



OFFICE OF THE LABOR COMMISSIONER

<http://labor.nv.gov>

NON-PERFORMANCE PAYROLL REPORT FOR PUBLIC WORKS PROJECTS

Pursuant to Chapter 338 of the NRS and NAC, respectively, the contractor and each subcontractor shall keep or cause to be kept an accurate record showing the name and the actual per diem, wages and benefits paid to each workman employed by him in connection with the public work. The contractor or subcontractor shall ensure that a copy of the record for each calendar month is received by the public body awarding the contract no later than 15 days after the end of the month.

Report # _____ Regular Weekly Report _____ Final Report for Project _____

Bid/Project # _____ PWP- _____

Project Title _____

Prime Contractor Name _____

Subcontractor Name _____

Public Body Awarding Contract _____

Payroll period _____, _____, _____ to _____, _____, _____
Month and Day Year Month and Day Year

I hereby certify that no employees or owner/operators were used on the construction of this Public Works project during the payroll period above.

Name & Title (please print)

Signature

Date

Record of Employee Interview

U.S. Department of Housing and Urban Development Office of Davis-Bacon and Labor Standards

OMB Approval No. 2501-0009

(exp. 12/31/2024)

The public reporting burden estimate for this collection of information is 15 minutes per response on average. This includes reviewing instructions, searching existing data sources, gathering, and maintaining the data, and completing the collection of information. This information may not be collected, nor are you required to provide, the information requested unless it displays a currently valid OMB control number. The information collected ensures compliance with the Federal labor standards through recording interviews with construction workers. The information collected assists HUD in compliance monitoring of Federal labor standards. Any information collected is covered by the Privacy Act of 1974 and by 29 CFR 5.6(a)(5). Individuals and agencies collecting this information must maintain these records in a manner that protects the individuals on whom the information is maintained. The information collected herein is voluntary, and any information provided shall be kept confidential, but failure to provide the information collected may delay enforcement of any possible Federal labor standards violations if the information would have identified any. Comments concerning this burden statement, or this collection should be sent to: National Director, Office of Davis-Bacon and Labor Standards, 451 7th Street SW, Room 7108, Washington, DC 20410. When providing comments, please refer to OMB Approval 2501-0009.

Pursuant to 5 U.S.C. § 552a(e)(3), this Privacy Act Statement serves to inform you of the following concerning the collection of the information on this form.

A. AUTHORITY: Collection of the information solicited on this form is authorized by the Davis-Bacon Act as promulgated through Department of Labor Regulations under 29 CFR Part 5.

B. PURPOSE: The primary purpose for soliciting this information is to determine if the wages paid by an employer on a project covered by the Davis-Bacon Act are in compliance with federal labor standards.

C. ROUTINE USES: The information collected ensures compliance with the Federal labor standards through recording interviews with construction workers on topics related to wages paid on the project. The information is reviewed by HUD authorized personnel to ensure compliance with Federal labor standards under the Davis-Bacon Act on covered projects. If violations are found, the information collected is used to conduct enforcement actions to ensure restitution is paid to workers of covered projects are paid proper wages under the Davis-Bacon Act.

D. CONSEQUENCES OF FAILURE TO PROVIDE INFORMATION: The information collection is voluntary. Refusing to give information will not impact your status with your employer or the government. Failure to provide the information will limit the ability of HUD to determine if you were paid proper wages under the Davis-Bacon Act, and will limit the ability for HUD to seek restitution for you in the event a violation is found.

1a. Project Name			2a. Employee Name		
1b. Project Number			2b. Employee Phone Number (including area code)		
1c. Contractor or Subcontractor (Employer)			2c. Employee Home Address & Zip Code		
			2d. Verification of identification? Yes No		
3a. How long on this job?	3b. Last date on this job before today?	3c. No. of hours last day on this job?	4a. Hourly rate of pay?	4b. Fringe Benefits? Vacation Yes No Medical Yes No Pension Yes No	4c. Pay stub? Yes No
5. Your job classification(s) (list all) --- continue in block 18 if necessary					
6. Your duties --- continue in block 18 if necessary					
7. Tools or equipment used --- continue in block 18 if necessary					
8. Are you an apprentice or trainee? Yes No			10. Are you paid at least time and ½ for all hours worked in excess of 40 in a week? Yes No		
9. Are you paid for all hours worked? Yes No			11. Have you ever been threatened or coerced into giving up any part of your pay? Yes No		
12a. Employee Signature			12b. Date		
13. Duties observed by the Interviewer (Please be specific.)					
14. Remarks --- continue in block 18 if necessary					
15a. Interviewer Name (Please Print)		15b. Signature of Interviewer		15c. Date of Interview	
Payroll Examination					
16. Remarks --- continue in block 18 if necessary					
17a. Signature of Payroll Examiner			17b. Date		

**Record of Employee
Interview**

**U.S. Department of Housing and Urban Development
Office of Davis-Bacon and Labor Standards**

OMB Approval No. 2501-0009
(exp. 12/31/2024)

18. Additional Remarks

CONFIDENTIAL

Record of Employee Interview Instructions	U.S. Department of Housing and Urban Development Office of Davis-Bacon and Labor Standards	OMB Approval No. 2501-0009 (exp. 12/31/2024)
--	---	---

Instructions

General:

This form is to be used by HUD and local agency staff for recording information gathered during on-site interviews with laborers and mechanics employed on projects subject to Federal prevailing wage requirements. Typically, the staff that will conduct on-site interviews and use this form are HUD staff and fee construction inspectors, HUD Labor Standards staff, and local agency labor standards contract monitors.

Information recorded on the form HUD-11 is evaluated for general compliance and compared to certified payroll reports submitted by the respective employer. The comparison tests the veracity of the payroll reports and may be critical to the successful conclusion of enforcement actions in the event of labor standards violations. The thoroughness and accuracy of the information gathered during interviews is crucial.

Note that the interview itself and the information collected on the form HUD-11 are considered confidential. Interviews should be conducted individually and privately. All laborers and mechanics employed on the job site must be made available for interview at the interviewer's request. The employee's participation, however, is voluntary. Interviews shall be conducted in a manner and place that are conducive to the purposes of the interview and that cause the least inconvenience to the employer(s) and the employee(s).

Completing the form HUD-11:

Items 1a - 1c: Self-explanatory

Items 2a – 2d: Enter the employee's full name, a telephone number where the employee can be reached, and the employee's home address. Many construction workers use a temporary address in the locality of the project and have a more permanent address elsewhere from which mail may be forwarded to them. Obtain a more permanent address, if available. Ask the employee for a form of identification (e.g., driver's license) to verify their name.

Items 3a – 4c: Enter the employee's responses. Ask the employee whether they have a pay stub with them; if so, determine whether the pay stub is consistent with the information provided by the employee.

Items 5 – 7: Be certain that the employee's responses are specific. For example, job classification (#5) must identify the trade involved (e.g., Carpenter, Electrician, Plumber) – responses such as "journeyman" or "mechanic" are not helpful for our purposes.

Items 8 – 12b: Self-explanatory

Items 13 – 15c: These items represent some of the most important information that can be gathered while conducting on-site interviews. Please be specific about the duties you observed the employee performing. It may be easiest to make these observations before initiating the interview. Please record any comments or remarks that may be helpful. For example, if the employee interviewed was working with a crew, how many workers were in the crew? Was the employee evasive?

The level of specificity that is warranted is directly related to the extent to which interview(s) or other observations indicate that there may be violations present. If interviews indicate that there may be underpayments involving a particular trade(s), the interviewer is encouraged to interview as many workers in that trade(s) that are available.

Items 16 – 17b: The information on the form HUD-11 may be reviewed for general compliance, initially. For example, are the job classification and wage rate stated by the employee compatible with the classifications and wage rates on the applicable wage decision? Are the duties observed by the interviewer consistent with the job classification?

Item 18: Please place here any additional information you may want to document or continuing information from other lines that do not fit in their block space.

Once the corresponding certified payroll reports are received, the information on the HUD-11 shall be compared to the payroll reports. Any discrepancies noted between the HUD-11 information and that on the payroll report shall be noted in Item 16, Remarks. If discrepancies are noted, follow-up actions to resolve the discrepancies must be taken.

Company Letterhead

CERTIFICATION OF UNDERSTANDING AND AUTHORIZATION

PROJECT NAME: _____

PROJECT NUMBER: _____

The following person(s) is designated as the payroll officer for the undersigned and is authorized to sign the Federal Statement of Compliance which will accompany our weekly certified payroll reports for this project:

IRS Employer Identification Number

Authorized Payroll Officer (signature)

Name of Authorized Payroll Officer
(Print or type)

Prime Contractor/Subcontractor
(Print or Type name of firm)

Authorized Signature

Title (Print or type)

Date

This should be filled out by the contractors or sub-contractors at the beginning of the project and kept with the company payrolls. Contractors or subs can also send in a printout of fringe from their system, if the benefits change a new form needs to be sent to CDBG for the Labor & Contractor file.

(COMPANY LETTERHEAD)

CERTIFICATION FOR APPLICABLE FRINGE BENEFIT PAYMENTS

PROJECT NAME: _____

PROJECT NUMBER: _____

Classification/ Fringe Benefits Provided	Name, Address and Telephone Number of Plan/Fund/Program
1) _____	_____
Health and Welfare\$ _____	_____
Pension \$ _____	_____
Vacation \$ _____	_____
Apprenticeship/Training \$ _____	_____
Other \$ _____	_____
2) _____	_____
Health and Welfare\$ _____	_____
Pension \$ _____	_____
Vacation \$ _____	_____
Apprenticeship/Training \$ _____	_____
Other \$ _____	_____
3) _____	_____
Health and Welfare\$ _____	_____
Pension \$ _____	_____
Vacation \$ _____	_____
Apprenticeship/Training \$ _____	_____
Other \$ _____	_____

OR: (CHECK IF APPLICABLE)

_____ I CERTIFY THAT I DO NOT MAKE PAYMENTS TO APPROVED FRINGE BENEFIT PLANS, FUNDS OR PROGRAMS.

Contractor/Subcontractor

Signature

Date

Title

Company Letterhead

Payroll Deduction Authorization for "Other Deductions" on Certified Payroll

Project Name: _____

Employee's Name: _____

I, _____ (Employee Name) _____, hereby authorize _____ (name of employer/company) _____ to deduct \$ _____ from my paycheck.

This deduction is for:

_____ Loan Repayment _____ Retirement _____ Profit Sharing _____ Advance
_____ Charitable Donations _____ Savings Bonds _____ Insurance Premiums
_____ Other: _____

This deduction is to be made:

_____ One time only _____ Weekly _____ Monthly _____ times over _____ weeks
_____ Other: _____

Employee's Signature: _____ Date: _____

You may make payroll deductions as permitted by DOL regulations 29 CFR Part 3. These regulations prohibit the employer from requiring employees to "kick-back" (i.e. give up or return to the employer) any of their earnings other than those identified.

You need to submit this documentation only one time per employee, unless changes in deductions or durations take place.

***If deductions are being made for child support, a copy of the court ordered withholding must be included.**

GRANTEE'S NOTIFICATION OF CONTRACTS/SERVICE AWARDED

<i>Nevada Governor's Office of</i> Email or Mail to: ECONOMIC DEVELOPMENT COMMUNITY DEVELOPMENT BLOCK GRANT 808 West Nye Lane Carson City, NV 89703 775-687-9900	Date Submitted to CDBG:	
	Grantee- City/County:	
	Project Name:	
	Grant #:	
	Bid open Date:	Total Vendor's \$:

A. Vendor's & Subvendor's Name & Address *Denote PRIME	B. Vendor License Number	C. Vendor Federal Tax ID Number	D. Awarded Contract Amount	E. Wage Decision Number	F. MOD number	G. Modification Number	H. Estimated		I. Crafts to be used
							Start Date	Completion Date	

For Construction projects boxes A-I need to be filled out.

For all other projects fill out all boxes but E,F, & G.

Public reporting burden for this collection of information is estimated to average 1 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not conduct or sponsor, and a person is not required to respond to, a collection information unless that collection displays a valid OMB control number.

Executive Orders 12432 and 11624 requires Federal agencies to promote Minority Business Enterprise (MBE) participation in their programs and prescives additional arrangements for developing and coordinating a National program for MBE. Pursuant to Executive Order 12432, the Department of Commerce requires an annual report on MBE achievements. The information provided on Public and Indian housing Programs will be used to monitor and evaluate HA performance and to develop and submit the Annual Report to the President. Responses to the collection of information are voluntary. The information requested does not lend itself to confidentiality.

1. Grantee/Project Owner/Developer/Sponsor/Builder/Agency						Check if: PHA _____ IHA _____		2. Location (City, State, ZIP Code)					
3a. Name of Contact Person		3b. Phone Number (including Area Code)				4. Reporting Period (Annual – FY) Oct. 1 - Sept 30, _____		5. Program Code (Not applicable for PD programs.) See explanation of codes at bottom of page. Use a separate sheet for each program code. _____			6. Date Submitted to CDBG Office:		
Grant/Project Number or HUD Case Number or other identification of property, subdivision, dwelling unit, etc. 7a. <u>CDBG Grant # & Project Name</u>	Amount of contract or subcontract 7b.	Type of Trade Code (See below) 7c.	Contractor or Subcontractor Business Racial/Ethnic Code (See below) 7d.	Woman Owned Business (Yes or No) 7e.	Prime Contractor Identification (ID) Number 7f.	Sec. 3 7g.	Subcontractor Identification (ID) Number 7h.	Sec. 3 7i.	Contractor/Subcontractor Name and Address 7j.				
									Name	Street	City	State	Zip Code

CPD:

1 = New Construction
2 = Education/Training
3 = Other

7c: Type of Trade Codes

Housing/Public Housing
1 = New Construction
2 = Substantial Rehab.
3 = Repair
4 = Service
5 = Project Mangt

7d: Racial/Ethnic Codes

1= White Americans
2= Black Americans
3= Native Americans
4= Hispanic Americans
5= Asian/Pacific Americans
6= Hasidic Jews

5: Program Codes(Complete for Housing and Public and Indian Housing programs only):

1 = All insured, including Section 8
2 = Flexible Subsidy
3 = Section 8 Noninsured. Non-HFDA
4 = Insured (Management)
5 = Section 202

6 = HUD - Held (Management)
7 = Public/Indian Housing Development
8 = Public/Indian Housing Management
9 = Public/Indian Modernization
0= Other (specify which programs)

Previous editions are obsolete.

This report is to be completed by grantees, developers, sponsors, builder, agencies, and/or project owners for reporting contract and subcontract activities of \$10,000 or more under the following programs: Community Development Block Grants (entitlement and small cities); Urban Development Action Grants; Housing Development Grants; Multi-family Insured and Noninsured; Public and Indian Housing Authorities; and contracts entered into by recipients of CDBG rehabilitation assistance.

Contracts/subcontract of less than \$10,000 need be reported only if such contracts represent a significant portion of your total contracting activity. Include only contracts executed during this reporting period.

This form has been modified to capture Section 3 contract data in columns 7g and 7i. Section 3 requires that the employment and other economic opportunities generated by HUD financial assistance for housing and community development programs shall, to the greatest extent feasible, be directed toward low-and very low-income persons, particularly those who are recipients of government assistance for housing. Recipients using this form to report Section 3 contract data must also use Part 1 of form HUD-60002 to report employment and training opportunities data. Form HUD-2516 is to be completed

Community Development Programs

1. **Grantee** - Enter the name of the unit of government submitting this report.
3. **Contact Person** - Enter name and phone of person responsible for maintaining and submitting contract/subcontract data.
- 7a. **Grant Number** - Enter the HUD Community Development Block Grant Identification Number (with dashes). For example: B-32-MC-25-0034. For Entitlement Programs and Small City multi-year comprehensive programs, enter the latest approved grant number.
- 7b. **Amount of Contract/Subcontract** - Enter the dollar amount rounded to the nearest dollar. If subcontractor=s ID number is provided in 7f., the dollar figure would be for the subcontract only and not for the prime contract.
- 7c. **Type of Trade** - Enter the numeric codes which best indicates the contractor=s/subcontractor=s service. If subcontractor ID number is provided in 7f., the type of trade code would be for the subcontractor only and not for the prime contractor. The Aother category includes supply, professional services and all other activities except construction and education/training activities.
- 7d. **Business Racial/Ethnic Code** - Enter the numeric code which indicates the racial/ethnic/gender character of the owner(s) and controller(s) of 51% of the business. When 51% or more is not owned and controlled by any single racial/ethnic/gender category, enter the code which seems most appropriate. If the subcontractor ID number is provided, the code would apply to the subcontractor and not the prime contractor.
- 7e. **Woman Owned Businesses:** Enter Yes or No.
- 7f. **Contractor Identification (ID) Number** - Enter the Employer (IRS) Number of the Prime Contractor as the unique identifier for prime recipient of HUD funds. Note that the Employer (IRS) Number must be provided for each contract/subcontract awarded.
- 7g. **Section 3 Contractor** – Enter Yes or No.
- 7h. **Subcontractor Identification (ID) Number** - Enter the Employer (IRS) Number of the subcontractor as the unique identifier for each subcontractor awarded from HUD funds. When subcontractor ID Number is provided, the respective Prime Contractor ID Number must also be provided.
- 7i. **Section 3 Contractor** – Enter Yes or No.
- 7j. **Contractor/Subcontractor Name and Address** - Enter this information for each firm receiving contract/subcontract activity only one time on each report for each firm.

for public and Indian housing and most community development programs. Form HUD-60002 is to be completed by all other HUD programs including Sate administered community development programs covered under Section 3.

A Section 3 contractor/subcontractor is a business concern that provides economic opportunities to low-and very low-income residents of the metropolitan area (or nonmetropolitan county), including a business concern that is 51 percent or more owned by low-or very low-income residents; employs a substantial number of low- or very low-income residents; or provides subcontracting or business development opportunities to businesses owned by low- or very low-income residents. Low- and very low-income residents include participants in Youthbuild programs established under Subtitle D of Title IV of the Cranston-Gonzalez National Affordable Housing Act.

The terms “low-income persons” and very low-income persons” have the same meanings given the terms in section 3(b)(2) of the United States Housing Act of 1937. Low-income persons mean families (including single persons) whose incomes do not exceed 80 per centum of the median income for the area, as determined by the Secretary, with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or

Multifamily Housing Programs

1. **Grantee/Project Owner** - Enter the name of the unit of government, agency or morgagor entity submitting this report. Check box to indicate Public Housing Agency (PHA) or I Indian Housing Authority (IHA) where appropriate.
3. **Contact Person** – Same as item 3 under CPD Programs.
4. **Reporting Period** – Check only one period.
5. **Program Code:** Enter the appropriate program code.
- 7a. **Grant/Project Number:** Enter the HUD Project Number or Housing Development Grant or number assigned.
- 7b. **Amount of Contract/Subcontract:** – Same as item 7b. under CPD Programs.
- 7c. **Type of Trade** – Same as item 7c. under CPD Programs.
- 7d. **Business Racial/Ethnic Code:** – Same as item 7d. under CPD Programs.
- 7e. **Women Owned Business:** Enter Yes or No.
- 7f. **Contractor Identification (ID) Number** – Same as item 7f. under CPD Programs.
- 7g. **Section 3 Contractor:** Enter Yes or No.
- 7h. **Subcontractor Identification (ID) Number** – Same as item 7h. under CPD Programs.
- 7i. **Section 3 Contractor:** Enter Yes or No.
- 7g. **Contractor/Subcontractor Name and Address** – Same as item 7j, under CPD Programs.

lower than 80 per centum of the median for the area on the basis of the Secretary’s findings that such variations are necessary because of prevailing levels of construction costs or unusually high or low-income families. Very low-income persons means low-income families (including single persons) whose incomes do not exceed 50 per centum of the median family income for the area, as determined by the Secretary with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 50 per centum of the median for the area on the basis of the Secretary’s finding that such variations are necessary because of unusually high or low family incomes.

Submit two (2) copies of this report to your local HUD office within ten (10) days after the end of the reporting period you checked in item 4 on the front.

Complete item 7h. only once for each contractor/subcontrator on each semi-annual report.

Enter the prime contractor’s ID in item 7f. for all contracts and subcontracts. Include only contracts executed during this reporting period. PHAs/IHAs are to report all contracts/subcontracts.

Public Housing and Indian Housing Programs

PHAs/IHAs are to report all contracts/subcontracts. Include only contracts executed during this reporting period.

1. **Project Owner** - Enter the name of the unit of government, agency or morgagor entity submitting this report. Check box as appropriate.
3. **Contact Person** – Same as item 3 under CPD Programs.
4. **Reporting Period** – Check only one period.
5. **Program Code:** Enter the appropriate program code.
- 7a. **Grant/Project Number:** Enter the HUD Project Number or Housing Development Grant or number assigned.
- 7b. **Amount of Contract/Subcontract:** – Same as item 7b. under CPD Programs.
- 7c. **Type of Trade** – Same as item 7c. under CPD Programs.
- 7d. **Business Racial/Ethnic Code:** – Same as item 7d. under CPD Programs.
- 7e. **Women Owned Business:** Enter Yes or No.
- 7f. **Contractor Identification (ID) Number** – Same as item 7f. under CPD Programs.
- 7g. **Section 3 Contractor:** Enter Yes or No.
- 7h. **Subcontractor Identification (ID) Number** – Same as item 7h. under CPD Programs.
- 7i. **Section 3 Contractor:** Enter Yes or No.
- 7g. **Contractor/Subcontractor Name and Address** – Same as item 7j, under CPD Programs.

CONTRACTOR PERMANENT WORK FORCE FORM

This form is used to determine the Section 3 Workers already employed by the bidding contractor.

Project Name: _____

Name of Contractor: _____

Address: _____ **Date:** _____

This form will be compared to Davis -Bacon Payrolls during construction to ensure compliance.

Employee Name	Job Title	Certified Section 3 Worker		Monthly Salary	Salary Below 80% of Median	
		YES	NO			

I certify the above employees are permanent employees of _____. I certify the above employees are on our regular monthly payroll and have their W-2 tax forms for our records. These records will be available to the city/county for the above referenced project for verification purposes. I understand that falsifying information is perjury and subject to legal ramifications.

Print Name

Signature

Date



SECTION 3 CONTRACTOR ESTIMATED PROJECT WORKFORCE BREAKDOWN

Job Category	Total Estimated Positions	No. of Positions Currently Occupied by Permanent Employees	No. of Vacant Positions	No. of Positions to be Filled with Targeted and/or Section 3 Workers and estimate of hire date. Ex: (2)- 3/4/2014
Officers/Supervisors				
Professionals				
Technicians				
Office				
Clerical				
Trade				
Journeyman				
Apprentices				
Trainees				
Others				
Others				
Others				
Total				

	Bidder's Build America, Buy America Certification	
--	--	--

CDBG Project Number _____

Project Name _____ Division _____

Project Grantee _____

The Community Development Block grant (CDBG) programs require loan recipients to use iron, steel, manufactured goods, and construction materials that are produced in the United States in a manner that complies with the Build America, Buy America (BABA) requirement for projects that involve the construction, alteration, maintenance, or repair of a public water system or treatment works. For more information about BABA requirements and authorization, visit the U.S. Environmental Protection Agency (EPA)'s website:

<https://www.epa.gov/cwsrf/build-america-buy-america-baba>.

As a bidder for the project listed above, I certify that I have read, understand, and will comply with the "Build America, Buy America" provisions as required by federal law. Furthermore, I understand that BABA provisions apply to any and all portions of this project, including subcontracted portions and that I certify to the best of my knowledge and belief that I will identify domestic sources of BABA-covered products, provide verification documentation for BABA-compliance, and when needed provide waiver documentation per current EPA guidance.

I understand that a false statement on this certification may be grounds for rejection or termination of any award.

Signature of Bidder

Date

Printed Name and Title of Bidder

Name of Bidder's Company

Bidder's Company Address

Bidder's Telephone Number

Instructions

PURPOSE: The Bidder's *"Build America, Buy America" Certification* is used to certify that, as required by federal law, all of the iron, steel, manufactured products, and construction materials permanently incorporated into a project funded with assistance by the Community Development Block Grant program are produced in the United States in a manner that complies with the BABA requirement, unless a waiver is granted by the Office of Management and Budget (OMB) or the U.S. Environmental Protection Agency (EPA).

GENERAL INFORMATION Build America, Buy America (BABA) guidance requires the following Buy America preference:

1. All iron and steel used in the project are produced in the United States. This means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.
2. All manufactured products used in the project are produced in the United States. This means the manufactured product was manufactured in the United States, and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable law or regulation.
3. All construction materials are manufactured in the United States. This means that all manufacturing processes for the construction material occurred in the United States.

Additional information, including any published waivers, is posted on the EPA website, <https://www.epa.gov/cwsrf/build-america-buy-america-baba>.

INSTRUCTIONS: The contractor bidding on a project funded in whole or in part by the CDBG will enter the CDBG project number, name, and project sponsor's name (utility, town, etc.).

Certify that the contractor will comply with BABA requirements by signing the form. Include the date, name, and title of the bidder, name of bidder's company, bidder's address, and bidder's telephone number. Please note that BABA covered materials to be supplied by a subcontractor must be BABA compliant as well.

The Project Sponsor must submit this form from the winning bidder (typically as part of the bid package) by email to the CDBG Project Administrator.

DHEC REVIEW AND FILING: The CDBG program will use this form to document bidder compliance with BABA. The form will be kept in the Bidding file for the named project and will be retained for three years following the final CDBG disbursement to the project's Sponsor.

STEVE SISOLAK
GOVERNOR

TERRY REYNOLDS
DIRECTOR

SHANNON CHAMBERS
LABOR COMMISSIONER



Department of Business & Industry
OFFICE OF THE LABOR COMMISSIONER

www.labor.nv.gov

OFFICE OF THE LABOR COMMISSIONER
1818 COLLEGE PKWY., SUITE 102
CARSON CITY, NV 89706
PHONE: (775) 684-1890

OFFICE OF THE LABOR COMMISSIONER
3300 WEST SAHARA AVE., SUITE 225
LAS VEGAS, NV 89102
PHONE: (702) 486-2650

REVISED NOVEMBER 29, 2021

(Originally issued on January 28, 2020)

ADVISORY OPINION - NEVADA ADMINISTRATIVE CODE § 607.650

SENATE BILL 207 - APPRENTICESHIP UTILIZATION ACT (AUA)

Pursuant to Nevada Administrative Code (NAC) Section 607.650, the Labor Commissioner is issuing the following Advisory Opinion regarding Senate Bill (SB) 207/Apprenticeship Utilization Act (AUA). The Labor Commissioner has received multiple inquiries, opinion requests, comments, suggestions, and proposals on how Senate Bill 207 should be interpreted, implemented, and enforced. The Labor Commissioner also met with various stakeholders.

This Advisory Opinion is intended to provide as much guidance as possible on Senate Bill 207. However, it must be recognized that not every working environment or situation may be encompassed by the answers and guidance set forth in this Advisory Opinion. The Labor Commissioner will continue to work with stakeholders, public/awarding bodies, contractors/subcontractors, and employers and employees on Senate Bill 207. However, the Labor Commissioner will attempt to interpret, implement, and enforce Senate Bill 207 based on the plain language of the bill and the intent of the Legislative Sponsors of the bill to ensure that apprenticeship utilization takes place on public works projects in the State of Nevada.

KEY HIGHLIGHTS OF SENATE BILL (SB 207) – EFFECTIVE JANUARY 1, 2020

The Legislature hereby finds and declares that: 1. A skilled workforce in construction is essential to the economic well-being of this State; 2. Apprenticeship programs are a proven method of training a skilled workforce in construction; and 3. Requiring the use of apprentices on the construction of public works will ensure the availability of a skilled workforce in construction in the future for this State.

Sec. 1.7. 1. Notwithstanding any other provision of this chapter and except as otherwise provided in this section, a contractor or subcontractor engaged in vertical construction who employs a worker on a public work pursuant to NRS 338.040 shall use one or more apprentices for at least 10 percent of the total hours of labor worked for each apprenticed craft or type of work to be performed on the public work for which more than three workers are employed.

2. Notwithstanding any other provision of this chapter and except as otherwise provided in this section, a contractor or subcontractor engaged in horizontal construction who employs a worker on a public work pursuant to NRS 338.040 shall use one or more apprentices for at least 3 percent of the total hours of labor worked for each apprenticed craft or type of work to be performed on the public work for which more than three workers are employed.

<https://www.leg.state.nv.us/App/NELIS/REL/80th2019/Bill/6351/Text>

DEFINITIONS FOR PUBLIC BODY AND PUBLIC WORK AND AWARDING BODY NEVADA REVISED STATUTES (NRS) SECTIONS 338.010(17)(18) AND NEVADA ADMINISTRATIVE CODE (NAC) SECTION 338

17. “Public body” means the State, county, city, town, school district or any public agency of this State or its political subdivisions sponsoring or financing a public work.

18. “Public work” means any project for the new construction, repair or reconstruction of a project financed in whole or in part from public money for:

- (a) Public buildings;
- (b) Jails and prisons;
- (c) Public roads;
- (d) Public highways;
- (e) Public streets and alleys;
- (f) Public utilities;
- (g) Publicly owned water mains and sewers;
- (h) Public parks and playgrounds;
- (i) Public convention facilities which are financed at least in part with public money; and
- (j) All other publicly owned works and property.

NAC 338.0054 “Awarding body” defined. ([NRS 338.012](#)) “Awarding body” means a public body, as that term is defined in [NRS 338.010](#), or any authorized agent or representative of a public body.

DEFINITIONS FOR HORIZONTAL AND VERTICAL CONSTRUCTION NRS 338.010(13)(24) – SENTATE BILL 141 (2021)

Horizontal Construction NRS 338.010 - Subdivision 13. “Horizontal construction” means any construction, alteration, repair, renovation, demolition or remodeling necessary to complete a public work, including , without limitation, any irrigation, drainage, water supply, flood control, harbor, railroad, highway, tunnel, airport or airway, sewer, sewage disposal plant or water treatment facility and any ancillary vertical components thereof, bridge, inland waterway, pipeline for the transmission of petroleum or any other liquid or gaseous substance, pier, and any other work incidental thereto. The term does not include vertical construction, the construction of any terminal or other building of an airport or airway, or the construction of any other building.

Vertical Construction NRS 338.010 - Subdivision 24. “Vertical construction” means any construction, alteration, repair, renovation, demolition or remodeling necessary to complete a public work for any building, structure or other improvement that is predominantly vertical, including, without limitation, a building, structure or improvement for the support, shelter and enclosure of persons, animals, chattels or movable property of any kind, and any other work or improvement appurtenant thereto.

WHAT IS COMPLEX AND/OR HAZARDOUS?

Tasks routinely and customarily performed by an apprentice in an apprenticed craft or type of work, unless specifically prohibited by the applicable Apprenticeship Program or Apprenticeship Standards, are not considered to be either uniquely hazardous or complex tasks for the purpose of enforcement of the provisions of Senate Bill 207 and any regulations adopted pursuant thereto.

SENATE BILL 207 ONLY APPLIES TO PUBLIC WORKS PROJECTS OF \$100,000 OR MORE.

Assembly Bill 136 passed during the 2019 Nevada Legislative Session changed the public works project amount that triggers prevailing wage laws from \$250,000 to \$100,000. The Sponsor of Senate Bill 207, Senator Brooks, stated that the intent of Senate Bill 207 was to apply to public works projects based on prevailing wage laws and the amount that triggers prevailing wage laws. The Legislature determined that amount to be \$100,000. Therefore, Senate Bill 207 only applies to public works projects of \$100,000 or more.

SENATE BILL 207 DOES NOT APPLY TO DAVIS-BACON OR 100% FEDERALLY FUNDED PROJECTS.

Senate Bill 207 is a state law that applies to state public works projects based on the definition set forth above in NRS Section 338.010 subdivision 17.

Senate Bill 207 does not apply to 100% federally funded projects and/or those projects that fall exclusively under the federal Davis-Bacon Act requirements for compliance and/or enforcement.

For projects that have a mix of state and federal funding, the public/awarding body should include the provisions of Senate Bill 207 as part of their bid documents and apply Senate Bill 207 on those projects.

The public/awarding body can work with their federal funding agencies and seek a determination from them as to whether Senate Bill 207 should apply based on the funding structure of the project. The Labor Commissioner will consider this information in determining whether Senate Bill 207 applies on those types of projects.

THE LABOR COMMISSIONER DOES NOT HAVE JURISDICTION OVER AND WILL NOT ENFORCE “ON-THE-JOB TRAINING”/OJT REQUIREMENTS IF THE AUA APPLIES.

Assembly Bill 459 passed during the 81st Regular Session of the Nevada Legislature (2021) moved the jurisdiction of the Nevada State Apprenticeship Council back to the Office of the Labor Commissioner and designated the Office of the Labor Commissioner as the recognized State Apprenticeship Agency.

Projects that require compliance with the AUA and fall under the jurisdiction and enforcement of the Labor Commissioner will be required to meet the requirements of the AUA. The Labor Commissioner will not apply and/or enforce additional “on-the-job”/OJT requirements and public/awarding bodies should not enforce additional OJT requirements if state law, the AUA applies.

Pursuant to Nevada Revised Statutes (NRS) sections 610.020 and 610.144, and Nevada Administrative Code (NAC) section 610.540, state registered apprenticeship programs must already comply with the following requirements related to equal opportunity, affirmative action, selection methods, and a nondiscriminatory pool for application as an apprentice.

NRS 610.020 Purposes. The purposes of this chapter are:

1. To open to people, without regard to race, color, creed, sex, sexual orientation, gender identity or expression, religion, disability, genetic information, national origin or age of 40 years or older, the opportunity to obtain training that will equip them for profitable employment and citizenship.
2. To establish, as a means to this end, an organized program for the voluntary training of persons under approved standards for apprenticeship, providing facilities for their training and guidance in the arts and crafts of industry and trade, with instruction in related and supplementary education.
3. To promote opportunities for employment for all persons, without regard to race, color, creed, sex, sexual orientation, gender identity or expression, religion, disability, genetic information, national origin or age of 40 years or older, under conditions providing adequate training and reasonable earnings.
4. To regulate the supply of skilled workers in relation to the demand for skilled workers.
5. To establish standards for the training of apprentices in approved programs.
6. To establish a State Apprenticeship Council.
7. To provide for a State Apprenticeship Director with the authority to carry out the purposes of this chapter.
8. To provide for reports to the Legislature and to the public regarding the status of the training of apprentices in the State.
9. To accomplish related ends.

NRS 610.144 Requirements for program to be eligible for registration and approval by State Apprenticeship Council.

1. Be an organized, written plan embodying the terms and conditions of employment, training and supervision of one or more apprentices in an occupation in which a person may be apprenticed and be subscribed to by a sponsor who has undertaken to carry out the program.
2. Contain the pledge of equal opportunity prescribed in 29 C.F.R. § 30.3(c) and, when applicable:
 - (a) A plan of affirmative action in accordance with 29 C.F.R. § 30.4;
 - (b) A method of selection authorized in 29 C.F.R. § 30.10;
 - (c) A nondiscriminatory pool for application as an apprentice; or
 - (d) Similar requirements expressed in a state plan for equal opportunity in employment in apprenticeships adopted pursuant to 29 C.F.R. Part 30 and approved by the United States Department of Labor.

NAC 610.540 Standards: Pledge of equal opportunity. ([NRS 610.090](#), [610.144](#)) Each sponsor shall include in its standards a pledge of equal opportunity which is worded substantially as follows:

The recruitment, selection, employment and training of apprentices during apprenticeship will be without discrimination because of race, color, religion, sex, sexual orientation, age, disability or national origin. The sponsor will take affirmative action to provide equal opportunity in apprenticeship and will operate the program of apprenticeship as required under Title 29 of the Code of Federal Regulations, Part 30, and all regulations on equal opportunity of employment in the State of Nevada.

[Apprenticeship Council, Equal Employment Opportunity, § 4 subsec. (b), eff. 9-11-76] (NAC A by R082-04, 7-13-2004)

THE LABOR COMMISSIONER TYPICALLY DOES NOT HAVE JURISDICTION OVER THE BIDDING PROCESS.

NRS section 338.013 requires an identifying number from the Labor Commissioner. Please see below.

NRS 338.013 Inclusion of identifying number from Labor Commissioner in advertisement or solicitation and bids and other responsive documents; reports by public bodies and contractors to Labor Commissioner.

1. A public body that undertakes a public work shall request from the Labor Commissioner and include in any advertisement or other type of solicitation, an identifying number with a designation of the work. That number must be included in any bid or other document submitted in response to the advertisement or other type of solicitation.
2. Each public body which awards a contract for any public work shall report its award to the Labor Commissioner within 10 days after the award, giving the name and address of the contractor to whom the public body awarded the contract and the identifying number for the public work.
3. Each contractor engaged on a public work shall report to the Labor Commissioner and the public body that awarded the contract the name and address of each subcontractor whom the contractor engages for work on the project within 10 days after the subcontractor commences work on the contract and the identifying number for the public work.
4. The public body which awarded the contract shall report the completion of all work performed under the contract to the Labor Commissioner before the final payment of money due the contractor by the public body.

The bidding requirements and provisions set forth in NRS 338.1373 et seq. fall under the jurisdiction of the public/awarding bodies, with limited exceptions where the Labor Commissioner can get involved in the bidding and award of contracts if potential violations of prevailing wage and public works laws may be occurring.

Therefore, each public/awarding body is encouraged to work with their respective attorneys/counsel to develop forms and a process to implement Senate Bill 207. Examples and guidance have been provided on how to include the requirements of Senate Bill 207 in bid documents and in determining what is a responsive bid. The Labor Commissioner will not take over or assume any of the bidding and award duties of the public/awarding body as required by existing laws and regulations.

DEFINITION OF APPRENTICE NAC 338.

NAC 338.0052 “Apprentice” defined. ([NRS 338.012](#)) “Apprentice” means a person employed and individually registered in a bona fide apprenticeship program with:

1. The Bureau of Apprenticeship and Training of the Office of Apprenticeship, Training, Employer and Labor Services of the Employment and Training Administration of the United States Department of Labor or its successor; and
2. The State Apprenticeship Council pursuant to [chapter 610](#) of NRS and any regulations adopted pursuant thereto.

THERE ARE NO REGISTERED APPRENTICESHIP PROGRAMS IN MY JURISDICTION.

A Request for Waiver may be submitted by the public/awarding body. Please follow the link to the Advisory Opinion on “Jurisdiction(s)” for purposes of Senate Bill 207.

http://labor.nv.gov/uploadedFiles/labornvgov/content/Apprenticeship_Utilization_Act/AO-2019-03%20AUA%20Jurisdiction%20definition.pdf

DOES THE AWARDING BODY STILL NEED TO REQUEST A WAIVER IF THERE IS NO REGISTERED APPRENTICESHIP PROGRAM IN THE JURISDICTION?

Yes, a Request for Waiver still needs to be submitted.

However, the Labor Commissioner will not require a Request for Waiver for the Truck Driver Job Classification in the State of Nevada because there currently are no Registered Apprenticeship Programs for Truck Drivers in the State of Nevada, and because of the volume of waivers that could be generated simply for the Truck Driver Job Classification.

HOW MANY APPRENTICSHIP PROGRAMS DO I HAVE TO REQUEST APPRENTICES FROM?

A contractor/subcontractor that has more than three workers employed on a public work within the same apprenticed craft or type of work needs to request apprentices from every Registered Apprenticeship Program for that craft or type of work performed in their jurisdiction. This could include requesting apprentices from both a Union Apprenticeship Program and a Non-Union Apprenticeship Program. (See above for Advisory Opinion on “Jurisdiction(s)” for purposes of Senate Bill 207)

For example, the Laborers Job Classification and Job Description may also include Brick and Hod Plaster Carriers, Flaggers, Cement Masons, Fence Erectors, Asbestos Abatement, and Landscaping. Similarly, the Carpenters Job Classification and Job Description may also include different types of work performed. The Labor Commissioner will likely view each different Job Description within the broader Job Classification as separate crafts or types of work for purposes of SB207.

The contractor/subcontractor should identify the craft or type of work to be performed and determine how that work is bid and assigned according to area practice and within that jurisdiction. The Labor Commissioner does not have jurisdiction over jurisdictional disputes involving collective bargaining agreements where contractors/subcontractors and/or the Unions are claiming a type of work that has been assigned according to area practice and is set forth in the collective bargaining agreements.

Please also see the sample Project Workforce Checklist on the link below.

http://labor.nv.gov/Apprenticeship_Utilization_Act/Apprenticeship_Utilization_Act/

WHAT HAPPENS IF THE DISPATCHED APPRENTICE DOES NOT SHOW UP OR THERE ARE OTHER ISSUES WITH THE APPRENTICE?

The contractor/subcontractor should contact the Registered Apprenticeship Program and notify them that the apprentice did not show up. The contractor/subcontractor should also document the incident and notify the prime contractor and/or public/awarding body of the situation.

Apprenticeship questions, issues and/or complaints regarding Registered Apprenticeship Programs and the verification and/or qualifications and/or work of an Apprentice that is dispatched should be directed to the Registered Apprenticeship Program first. Additional information can be found at https://labor.nv.gov/Wages/Nevada_State_Apprenticeship_Council/.

WHAT HAPPENS IF THE CONTRACTOR/SUBCONTRACTOR IS ONLY GOING TO HAVE MORE THAN 3 WORKERS PER CRAFT OR TYPE OF WORK TO BE PERFORMED FOR ONE DAY OR A LIMITED PERIOD OF TIME?

The Labor Commissioner cannot possibly address every individual situation that could arise on a public works jobsite. If a contractor/subcontractor is required or finds the need to bring on additional workers that triggers the requirements of Senate Bill 207, the contractor/subcontractor should make every effort to bring on an apprentice to comply with the requirements of Senate Bill 207.

The Labor Commissioner also recognizes that there may be situations where the contractor/subcontractor only has more than 3 workers within a specific apprenticed craft or type of work for a day or for a limited period where it may not be reasonable and/or practical to request and/or obtain apprentice(s). The contractor/subcontractor should document the reason for the increase in workers and why it was necessary, and work with the prime contractor and/or public/awarding body to determine if the increase in workers will be temporary or a long-term situation.

The contractor/subcontractor should then determine if the contractor/subcontractor needs to request apprentices or if the public/awarding body should seek a Request for Waiver from the Labor Commissioner. In situations like this, the Labor Commissioner may look at the project as a whole and will review the actions of the contractor/subcontractor and public/awarding body to determine if their actions were reasonable and not an attempt to circumvent the requirements of Senate Bill 207.

In addition, in cases of emergencies, the law provides an exemption to prevailing wage requirements, and therefore the requirements of Senate Bill 207. (See also NRS sections 338.011 and 338.090.)

HOW WILL SENATE BILL 207 BE ENFORCED?

The plain language of Senate Bill 207 provides that it will be enforced contractor by contractor, subcontractor by subcontractor, and project by project. Therefore, the general/prime contractor cannot satisfy the 10% or 3% requirement on the project for all their subcontractors. If a subcontractor has more than 3 workers for an apprenticed craft or a type of work performed, they will need to comply with the

requirements of Senate Bill 207 separately. Similarly, a general/prime contractor that has more than 3 workers within an apprenticed craft or type of work performed will need to comply with the requirements of Senate Bill 207 separately.

So, for example, if you have 4 Electricians who each work a 40-hour week, $40 \times 4 = 160$, and that was the total hours they worked on the entire project. Because there were more than 3 workers per craft or type of work performed that would trigger the requirements of Senate Bill 207. Depending upon whether it was Vertical Construction = 10% or Horizontal Construction = 3% of the total hours of the project for that craft or type of work performed would have to be hours worked by an Apprentice based on the 160 total project hours.

It is important to look at and recognize the craft or the type of work performed. For example, the Flagger Job Classification is listed as separate, but the assignment of this work typically falls under the Laborers through collective bargaining agreements and area practice. However, a Flagger performs a distinct type of work from a general Laborer. So, if there are more than 3 Flaggers on a public works jobsite, there will need to be an apprentice on the jobsite for that craft or type of work performed, or a waiver obtained. Senate Bill 207 specifically specifies “craft” or “type of work performed.” Prevailing wage laws require that workers are paid based on the type of work the worker actually performs. Senate Bill 207 reinforces this requirement by requiring apprentices specifically for the craft or type of work performed.

The Laborer and Operator Job Classifications contain Groups. The Groups will not be considered separately but will be counted together towards the more than 3 workers threshold. As stated above, exceptions to this could be Laborers if they are performing a separate and distinct type of work, such as a Flagger. If there is an Operator Group 1 worker, an Operator Group 2 worker, an Operator Group 4 worker, and an Operator Group 5 worker, they will all be counted together as 4 Operators, thereby triggering the requirements of Senate Bill 207.

There may be situations where the Labor Commissioner may need to look at and/or review the project on a broader basis or as a “whole” to determine compliance with Senate Bill 207. While the law does not necessarily provide any “carve outs” to not enforce the law contractor by contractor, subcontractor by subcontractor, or project by project, the Labor Commissioner will review compliance with Senate Bill 207 and compliance with prevailing wage laws based on the facts and evidence presented and the actions of the contractors, subcontractors, and public/awarding bodies.

WHAT HAPPENS IF THE PUBLIC/AWARDING BODY AND/OR LABOR COMMISSIONER FIND I COMMITTED A VIOLATION?

The law provides for notice, due process, and an opportunity to be heard. NAC sections 338.105 through 338.116 set forth the provisions governing the investigation, determination, objection, and hearing process. NRS section 338.015 also provides for notice and an opportunity for a hearing before an administrative penalty may be imposed. The Labor Commissioner does have the authority to impose administrative penalties of up to \$5,000 per violation against contractors, subcontractors, and public/awarding bodies.

Contractors, subcontractors, and public/awarding bodies should comply with the certified payroll reporting and review requirements set forth in NRS and NAC section 338 to monitor and review compliance with Senate Bill 207 and prevailing wage laws.

In the event a claim/complaint is filed with the Labor Commissioner it will follow the process set forth in NAC sections 338.106 through 338.116 and/or NRS section 338.015, and any other applicable laws and regulations.

Failure to maintain proper documentation and/or submit required reports, such as certified payroll reports, could result in potential violations and disqualification.

Intentional and/or purposeful actions that demonstrate an intent to circumvent the requirements of Senate Bill 207 and prevailing wage laws may result in administrative penalties and disqualification.

CONCLUSION

In this Advisory Opinion, the Labor Commissioner has attempted to provide guidance on the interpretation and implementation of Senate Bill 207. The Labor Commissioner will defer to the legislative intent, plain language, legislative testimony, and intent of Senate Bill 207 should additional questions arise.

The Labor Commissioner has made every effort to address the questions, concerns, and issues raised relating to Senate Bill 207. To the extent that a question, concern, or issue is not addressed in this Advisory Opinion, it is recommended that you contact the Office of the Labor Commissioner and submit your question(s) in writing to AUA@labor.nv.gov or contact our office at the phone numbers and address locations listed on the first page of this Advisory Opinion.

Please be advised that the Labor Commissioner may revisit the interpretation and implementation of Senate Bill 207 as needed through an additional Advisory Opinion or through the Administrative Rulemaking process.

Sample Forms and information on SB 207 can be found at:
http://labor.nv.gov/Apprenticeship_Utilization_Act/Apprenticeship_Utilization_Act/

Sincerely,

A handwritten signature in blue ink, appearing to read "Shannon M. Chambers", is written over a horizontal line.

Shannon M. Chambers
Labor Commissioner
Office of the Labor Commissioner
State of Nevada
Department of Business and Industry

APPRENTICESHIP UTILIZATION ACT – SENATE BILL 207 (2019)

The Legislature hereby finds and declares that: 1. A skilled workforce in construction is essential to the economic well-being of this State; 2. Apprenticeship programs are a proven method of training a skilled workforce in construction; and 3. Requiring the use of apprentices on the construction of public works will ensure the availability of a skilled workforce in construction in the future for this State.

Sec. 1.7. 1. Notwithstanding any other provision of this chapter and except as otherwise provided in this section, a contractor or subcontractor engaged in vertical construction who employs a worker on a public work pursuant to NRS 338.040 shall use one or more apprentices for at least 10 percent of the total hours of labor worked for each apprenticed craft or type of work to be performed on the public work for which more than three workers are employed.

2. Notwithstanding any other provision of this chapter and except as otherwise provided in this section, a contractor or subcontractor engaged in horizontal construction who employs a worker on a public work pursuant to NRS 338.040 shall use one or more apprentices for at least 3 percent of the total hours of labor worked for each apprenticed craft or type of work to be performed on the public work for which more than three workers are employed.

Horizontal Construction NRS 338.010 - Subdivision 13. “Horizontal construction” means any construction, alteration, repair, renovation, demolition or remodeling necessary to complete a public work, including , without limitation, any irrigation, drainage, water supply, flood control, harbor, railroad, highway, tunnel, airport or airway, sewer, sewage disposal plant or water treatment facility and any ancillary vertical components thereof, bridge, inland waterway, pipeline for the transmission of petroleum or any other liquid or gaseous substance, pier, and any other work incidental thereto. The term does not include vertical construction, the construction of any terminal or other building of an airport or airway, or the construction of any other building.

Vertical Construction “Vertical construction” means any construction, alteration, repair, renovation, demolition or remodeling necessary to complete a public work for any building, structure or other improvement that is predominantly vertical, including, without limitation, a building, structure or improvement for the support, shelter and enclosure of persons, animals, chattels or movable property of any kind, and any other work or improvement appurtenant thereto.

Complex or Hazardous Work - The Labor Commissioner will view complex and hazardous work to include, but not be limited to, work performed on a public work project that is traditionally not performed by Apprentices pursuant to their Apprentice Agreement, Collective Bargaining Agreement, and/or any other written justification demonstrating that the work to be performed should not be performed by Apprentices.

A Public Body/Awarding Body, upon the request of a contractor or subcontractor, **MAY** submit a request for a modification or waiver of the percentage of hours of labor of one or more apprentices prior to (1) the bid advertisement; (2) the bid opening; or (3) the award of the contract if, “Good Cause” exists. The Labor Commissioner may also grant a waiver from the requirements of SB 207 after work on the public work has commenced.

Sample Forms and information on SB 207 can be found at:

http://labor.nv.gov/Apprenticeship_Utilization_Act/Apprenticeship_Utilization_Act/

Additional information on Public Works Projects and Prevailing Wages by region and the Nevada State Apprenticeship Council can be found at www.labor.nv.gov or by following the links below.

http://labor.nv.gov/PrevailingWage/Public_Works_Prevailing_Wages/

https://labor.nv.gov/Wages/Nevada_State_Apprenticeship_Council/

GUIDELINES FOR AWARDING BODIES AND CONTRACTORS/SUBCONTRACTORS

1. Senate Bill 207 applies to Public Works Projects (NRS 338.010 – Subdivision 23) over \$100,000. (Exemptions may apply – See NRS sections 338.011 and 338.090.)
2. For each Public Works Project (PWP) Bid Advertisement, Bid Opening, and Contract, the Public Body/Awarding Body should include the requirements of Senate Bill 207. The Public Body/Awarding Body should also determine if the PWP requires the performance of uniquely complex or hazardous work.
3. Contractors/Subcontractors should determine if they can meet the Apprentice % requirements set forth in SB 207 or need to request Apprentices from a Registered Apprenticeship Program. Contractors/Subcontractors can request Apprentices using the Apprentice Request Form or request Apprentices in writing from a Registered Apprenticeship Program. ***(Written documentation will be required by the Labor Commissioner if a Request for Waiver is submitted.)***
4. If the Apprentice Request is approved and Apprentices are dispatched, an Apprentice Agreement may need to be executed between the Registered Apprenticeship Program and the Contractor/Subcontractor.
5. Apprentice Issues - Issues and/or complaints regarding the qualifications and/or work of an Apprentice that is dispatched should be directed to the Registered Apprenticeship Program.
6. A Request for Waiver **MAY** be submitted by the **PUBLIC BODY/AWARDING BODY** to the Office of the Labor Commissioner if: (1) No Registered Apprentice Programs exist in the jurisdiction for the craft/type of work required for the PWP; (2) A request for Apprentices was denied or not acted upon within 5 business days; or (3) The PWP requires the performance of uniquely complex or hazardous work.
7. **ONLY THE PUBLIC BODY/AWARDING BODY CAN SUBMIT A REQUEST FOR WAIVER. REQUESTS FOR WAIVERS SHOULD BE SUBMITTED AS SOON AS POSSIBLE.**
8. Within 15 days of receipt of the Request for Waiver, the Office of the Labor Commissioner will issue a Decision/Determination granting or denying the Request for Waiver on the form that was submitted.
9. The Public Body/Awarding Body, Contractor, or Subcontractor can appeal the Decision/Determination within 10 days of issuance.
10. The Public Body/Awarding Body shall monitor the PWP consistent with the laws and regulations set forth in Nevada Revised Statutes (NRS) section 338 and Nevada Administrative Code (NAC) section 338. If a Waiver has not been granted the Public Body/Awarding Body shall ensure that certified payroll reports and any other required documentation are submitted and maintained demonstrating compliance with SB 207.

For additional information please contact us at:

Office of the Labor Commissioner
1818 College Parkway, Suite 102
Carson City, NV 89706 775-684-1890

AUA@labor.nv.gov

Office of the Labor Commissioner
3300 W. Sahara Avenue, Suite 225
Las Vegas, NV 89102 702-486-2650

AUA@labor.nv.gov

TOLL FREE: 1-800-992-0900 Ext. 4850 - www.labor.nv.gov



Fernley Train Depot ADA Restroom Facility (PWP-LY-2025-068)

Bid-Opening

CITY OF FERNLEY – Engineering Department

Wednesday, December 11th, 2024 @ 10am

(Please be legible)

Company	Name	Phone	Email
Burdick Excavating	Cassandra	775-527-	
MA	Ryan-contact	0511	Drop-off: didn't stay for opening.

BID FORM

ARTICLE 1 – BID RECIPIENT

1.01 This Bid is submitted to:

**City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408**

1.02 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with Owner in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

ARTICLE 2 – BIDDER'S ACKNOWLEDGEMENTS

2.01 Bidder accepts all of the terms and conditions of the Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. This Bid will remain subject to acceptance for 30 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of Owner.

ARTICLE 3 – BIDDER'S REPRESENTATIONS

3.01 In submitting this Bid, Bidder represents that:

A. Bidder has examined and carefully studied the Bidding Documents, and any data and reference items identified in the Bidding Documents, and hereby acknowledges receipt of the following Addenda:

<u>Addendum No.</u>	<u>Addendum Date</u>
<u>1</u>	<u>12/3/24</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

Bidder shall include a signed/dated copy of each Addenda listed above in the bid submittal.

- B. Bidder has visited the Site, conducted a thorough, alert visual examination of the Site and adjacent areas, and become familiar with and satisfied itself as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
- C. Bidder is familiar with and has satisfied itself as to all Laws and Regulations that may affect cost, progress, and performance of the Work.
- D. Bidder has carefully studied all: (1) reports of explorations and tests of subsurface conditions at or adjacent to the Site and all drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, especially with respect to Technical Data in such reports and drawings, and (2) reports and drawings relating to Hazardous Environmental Conditions, if

any, at or adjacent to the Site that have been identified in the Supplementary Conditions, especially with respect to Technical Data in such reports and drawings.

- E. Bidder has considered the information known to Bidder itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Bidding Documents; and any Site-related reports and drawings identified in the Bidding Documents, with respect to the effect of such information, observations, and documents on (1) the cost, progress, and performance of the Work; (2) the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder; and (3) Bidder's safety precautions and programs.
- F. Bidder agrees, based on the information and observations referred to in the preceding paragraph, that no further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price bid and within the times required, and in accordance with the other terms and conditions of the Bidding Documents.
- G. Bidder is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Bidding Documents.
- H. Bidder has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and confirms that the written resolution thereof by Engineer is acceptable to Bidder.
- I. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance and furnishing of the Work.
- J. The submission of this Bid constitutes an incontrovertible representation by Bidder that Bidder has complied with every requirement of this Article, and that without exception the Bid and all prices in the Bid are premised upon performing and furnishing the Work required by the Bidding Documents.
- K. Bidder is aware that Project funding is being provided in whole or in part by the City of Fernley.

ARTICLE 4 – BIDDER'S CERTIFICATION

4.01 Bidder certifies that:

- A. This Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any collusive agreement or rules of any group, association, organization, or corporation;
- B. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid;
- C. Bidder has not solicited or induced any individual or entity to refrain from bidding; and
- D. Bidder has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract. For the purposes of this Paragraph 4.01.D:
 - 1. "corrupt practice" means the offering, giving, receiving, or soliciting of any thing of value likely to influence the action of a public official in the bidding process;
 - 2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process to the detriment of Owner, (b) to establish bid prices at

artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;

3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish bid prices at artificial, non-competitive levels; and
4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

ARTICLE 5 – BASIS OF BID

5.01 Bidder will complete the Work in accordance with the Contract Documents for the following price(s).

BID SCHEDULE – BASE BID					
Item No.	Description	Unit	Estimated Quantity	Unit Price	Bid Price
1	ROMTEC BUILDING ASSEMBLY/INSTALLATION BY CONTRACTOR	EA	1	277,294	277,294
2	CONSTRUCT 4" PCC SIDEWALK ON 4' AGG BASE	SF	1,960	20	39,200
3	INSTALL HANDRAILS FOR ADA RAMP	LF	40	500	20,000
4	INSTALL 4" SANITARY SEWER LATERAL W/CLEANOUTS	LF	14	500	7,000
5	INSTALL 2" WATER SERVICE WITH METER	EA	1	25,000	25,000
6	INSTALL REDUCED PRESSURE PRINCIPLE ASSEMBLY	EA	1	6,000	6,000
7	INSTALL 2" PVC CONDUIT FOR ELECTRIC SERVICE	LF	190	105	19,950
8	CONTRACT ALLOWANCE	EA	1	\$50,000	\$50,000

TOTAL SUM FOR BASE BID (in written form) Four-hundred and Forty Thousand, Four Hundred and Forty-Four Dollars and Zero Cents

- 5.02 Bidder acknowledges that estimated quantities are not guaranteed, and are solely for the purpose of comparison of Bids, and final payment for all unit price Bid items will be based on actual quantities, determined as provided in the Contract Documents.

ARTICLE 6 – TIME OF COMPLETION

- 6.01 Bidder agrees that the Work will be substantially complete and will be completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions on or before the dates or within the number of calendar days indicated in the Agreement.
- 6.02 Bidder accepts the provisions of the Agreement as to liquidated damages.

ARTICLE 7 – ATTACHMENTS TO THIS BID

- 7.01 The following documents are submitted with and made a condition of this Bid:
- A. Required Bid security;
 - B. List of Proposed Subcontractors;
 - C. List of Proposed Material Suppliers;
 - D. Affidavit of Preferential Bidder Status and Preference Bidding Certification Uniform Affidavit of Certification;
 - E. Evidence of authority to do business in the state of the Project; or a written covenant to obtain such license prior to award of the contract;

ARTICLE 8 – DEFINED TERMS

- 8.01 The terms used in this Bid with initial capital letters have the meanings stated in the Instructions to Bidders, the General Conditions, and the Supplementary Conditions.

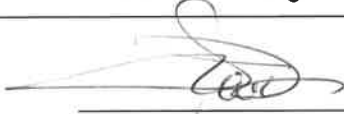
ARTICLE 9 – BID SUBMITTAL

BIDDER: *[Indicate correct name of bidding entity]*

Burdick Excavating Co Inc

By:

[Signature]



[Printed name]

Linda Burdick

(If Bidder is a corporation, a limited liability company, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest:

[Signature]



[Printed name]

RYAN KELLOGG

Title:

PROJECT MANAGER

Submittal Date:

12/3/2024

Address for giving notices:

5 Brown Drive

Carson City, NV 89706

Telephone Number:

775-297-4566

Fax Number:

775-297-0974

Contact Name and e-mail address:

Linda Burdick - LBurdick@burdickexc.com

Bidder's/Contractors

License No.:

22629 - A, 22629A - C-10, 57604 - B-2

++END OF BID SCHEDULE++

BID BOND

Any singular reference to Bidder, Surety, Owner or other party shall be considered plural where applicable.

BIDDER (Name and Address): Burdick Excavating Company, Inc.
P. O. Box 22330
Carson City, NV 89721

SURETY (Name, and Address of Principal Place of Business): The Ohio Casualty Insurance Company
175 Berkeley Street
Boston, MA 02116

OWNER (Name and Address): City of Fernley
595 Silver Lace Blvd
Fernley, NV 89408

BID

Bid Due Date: Tuesday, December 3rd, 2024
Description: Fernley Train Depot ADA Restroom Facility

BOND

Bond Number: N/A
Date: December 2, 2024

Penal sum Five Percent of Total Amount Bid \$ 5% of Bid
(Words) (Figures)

Surety and Bidder, intending to be legally bound hereby, subject to the terms set forth below, do each cause this Bid Bond to be duly executed by an authorized officer, agent, or representative.

BIDDER

Burdick Excavating Company, Inc. (Seal)
Bidder's Name and Corporate Seal

By:

Signature

Print Name

Title

Attest:

Signature

Title

SURETY

The Ohio Casualty Insurance Company (Seal)
Surety's Name and Corporate Seal

By:

Signature (Attach Power of Attorney)

Julie A. Shiroma

Print Name

Attorney-In-Fact

Title

Attest: (See Attached)

Signature

Title

Note: Addresses are to be used for giving any required notice.

Provide execution by any additional parties, such as joint venturers, if necessary.

1. Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors, and assigns to pay to Owner upon default of Bidder the penal sum set forth on the face of this Bond. Payment of the penal sum is the extent of Bidder's and Surety's liability. Recovery of such penal sum under the terms of this Bond shall be Owner's sole and exclusive remedy upon default of Bidder.
2. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents.
3. This obligation shall be null and void if:
 - 3.1 Owner accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents, or
 - 3.2 All Bids are rejected by Owner, or
 - 3.3 Owner fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by Paragraph 5 hereof).
4. Payment under this Bond will be due and payable upon default of Bidder and within 30 calendar days after receipt by Bidder and Surety of written notice of default from Owner, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
5. Surety waives notice of any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by Owner and Bidder, provided that the total time for issuing Notice of Award including extensions shall not in the aggregate exceed 120 days from the Bid due date without Surety's written consent.
6. No suit or action shall be commenced under this Bond prior to 30 calendar days after the notice of default required in Paragraph 4 above is received by Bidder and Surety and in no case later than one year after the Bid due date.
7. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
8. Notices required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier, or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the party concerned.
9. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent, or representative who executed this Bond on behalf of Surety to execute, seal, and deliver such Bond and bind the Surety thereby.
10. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute shall govern and the remainder of this Bond that is not in conflict therewith shall continue in full force and effect.

PENAL SUM FORM

11. The term "Bid" as used herein includes a Bid, offer, or proposal as applicable.

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Placer

On December 2, 2024 before me, Ashley White, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared Julie A. Shiroma
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Ashley White
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____ Signer's Name: _____

☐ Corporate Officer – Title(s): _____ ☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General ☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact ☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator ☐ Trustee ☐ Guardian or Conservator

☐ Other: _____ ☐ Other: _____

Signer is Representing: _____ Signer is Representing: _____



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8212435-977442

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Ashley White; Dona Lisa Buschmann; Edward D. Johnson; Joselynn Campbell-Franklin; Julie A. Shiroma; Kathy Rangel; Maggie Bender-Johnson; Robert D. Laux

all of the city of Roseville state of CA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 17th day of September, 2024.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: Nathan J. Zangerle
Nathan J. Zangerle, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 17th day of September, 2024 before me personally appeared Nathan J. Zangerle, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Nathan J. Zangerle, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 2nd day of December, 2024.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

LIST OF PROPOSED SUBCONTRACTORS

Is the Bidder going to utilize any subcontractors in excess of five percent of the total amount pursuant to NRS 338.141 1 (b) shown in the base Bid amount (*circle one*)? Yes No

If "No", list the name and address of the Bidder (Prime Contractor) who will be performing the Work under this Contract: _____

If "Yes", then each Bidder shall list below the name and business address of each subcontractor who will perform Work or render service under this Contract in or about the construction of the improvement, or a Subcontractor licensed by the State of Nevada who specially fabricates and installs a portion of the Work or improvement according to the Contract Documents, and shall also list the portion of the Work which will be done by such Subcontractor. Bidder shall also list himself as completing all other work not specifically indicated as being done by a subcontractor in the space indicated.

FOR ANY WORK NOT SPECIFICALLY LISTED IN ITEMS 1-8 BELOW, EXCEPT THOSE NOT REQUIRED TO BE LISTED PER NRS 338.141, THE BIDDER (PRIME CONTRACTOR) SHALL LIST HIS NAME ON THE RIGHT.	Prime Contractor's Name and License #
	Burdick Excavating Co Inc
	22629, 22629A, 57604

Portion of Work	Subcontractor's Name and License #
1. <u>ELECTRICAL</u>	<u>FIRST ELECTRIC AND AUTOMATION</u> <u>LIC # 88189</u>
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____

2 HOUR SUBCONTRACTOR NOTIFICATION

Pursuant to NRS 338.141(1)(b) contractors submitting the three lowest bids must submit a list containing the name of each first tier subcontractor who will provide labor or a portion of the work on the public work to the prime contractor for which the first tier subcontractor will be paid an amount exceeding 1 percent of the prime contractor's total bid or \$50,000, whichever is greater, and the number of the license issued to the first tier subcontractor. Bidder shall also list himself as completing all other work not specifically indicated as being done by a subcontractor in the space indicated. Bidders may complete this form and submit with the Bid, which will meet the 2-hour notification requirement.

FOR ANY WORK NOT SPECIFICALLY LISTED IN ITEMS 1-8 BELOW, EXCEPT THOSE NOT REQUIRED TO BE LISTED PER NRS 338.141, THE BIDDER (PRIME CONTRACTOR) SHALL LIST HIS NAME ON THE RIGHT.	Prime Contractor's Name and License # Burdick Excavating Co Inc 22629, 22629A, 57604
---	--

Portion of Work	Subcontractor's Name and License #
1. <u>ELECTRICAL</u>	<u>FIRST ELECTRIC AND AUTOMATION</u> <u>LIC # 88189</u>
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____

LIST OF PROPOSED MATERIAL SUPPLIERS

The Bidder shall indicate opposite each item listed below the name of the manufacturer or supplier of the equipment or material proposed to be furnished under the Bid.

Equipment/Material	Manufacturer/Supplier
1. Conduit, water, sewer materials	Western Nevada Supply
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	

This Page Intentionally Blank

Preferential Bidder Status

(COMPLETION OF THIS PORTION OF THE BID PROPOSAL IS OPTIONAL)

In accordance with NRS 338.147, a Bidder that submits copy of a certificate of eligibility to receive a preference in bidding on public works issued to him by the state contractors board shall be deemed to have submitted a better bid than a competing contractor who has not provided a copy of such a valid certificate of eligibility if the amount of his bid is not more than 5 percent higher than the amount bid by the competing bidder.

 X

Copy of Certificate of Eligibility to receive a preference in bidding is attached.
(Initial or check if applies)



Signature

President

Title

Subscribed and sworn to this 3rd day of December , ~~2021~~ 2024



STATE OF NEVADA

Preference Bidding Certification

Nevada Public Works Preference Bidding Program
Chapter 338 of Nevada Revised Statutes

Contract No.: PWP-LY-2025-068 (the "Project")

UNIFORM AFFIDAVIT OF CERTIFICATION

A MATERIAL OR FALSE STATEMENT OR OMISSION MADE IN CONNECTION WITH THIS AFFIDAVIT IS SUFFICIENT CAUSE FOR DENIAL OF CERTIFICATION OR REVOCATION OF A PRIOR CERTIFICATION OR TO BE BARRED FROM BIDDING ON PUBLIC WORKS PROJECTS FOR A PERIOD OF FIVE YEARS, AND MAY SUBJECT THE PERSON AND/OR ENTITY MAKING THE FALSE STATEMENT TO ANY AND ALL CIVIL AND CRIMINAL PENALTIES AVAILABLE PURSUANT TO APPLICABLE FEDERAL AND STATE LAW.

The Undersigned, being first duly sworn, deposes and says:

I, Linda Burdick (full name printed), swear or affirm under penalty of law that I am President (title) of certifying firm Burdick Excavating Co Inc (firm name) and fully authorized to submit this Affidavit on behalf of the certifying firm, and that I have read and understood all of the information and statements submitted in this Affidavit and that they are true and correct to the best of my knowledge, and that all responses are full and complete, omitting no material information. The responses include all material information necessary to fully and accurately meet the requirements for obtaining a bidder preference for Nevada public works projects pursuant to Chapter 338 of Nevada Revised Statutes (NRS).

I recognize that the information submitted in this affidavit is for the purpose of certifying that the certifying firm will meet the following requirements for the entire duration of the Project:

- (a) At least 50 percent of all workers employed on the Project, including, without limitation, any employees of the certifying firm and of any subcontractor engaged on the Project, will hold a valid driver's license or identification card issued by the Nevada Department of Motor Vehicles;
- (b) All vehicles used primarily for the Project will be:
 - (1) Registered and partially apportioned to Nevada pursuant to the International Registration Plan, as adopted by the Nevada Department of Motor Vehicles pursuant to NRS 706.826; or
 - (2) Registered in this State;
- (c) At least 50 percent of the design professionals working on the Project, including, without limitation, any employees of the certifying firm and of any subcontractor engaged on the Project, will have a valid driver's license or identification card issued by the Nevada Department of Motor Vehicles; and
- (d) The certifying firm and any subcontractor engaged on the Project will maintain and make available for inspection within this State his or her records concerning payroll relating to the Project.

I understand that if the certifying firm receives a preference in bidding and is awarded a contract for the Project that such contract will:

- (a) Include a provision in the contract that substantially incorporates the requirements of paragraphs (a) to (d), inclusive, above; and
- (b) Provide that a failure to comply with any requirement of paragraphs (a) to (d), inclusive, above at any time during the duration of the Project is a material breach of the contract and entitles the governmental body having jurisdiction (the "Public Body") to liquidated damages against the party responsible for a failure to comply with a requirement of paragraphs (a) to (d), inclusive above. If a party to the contract causes a material breach of contract between the contractor, applicant or design-build team and the Public Body as a result of a failure to comply with paragraphs (a) to (d), inclusive, above, the party is liable to the Public Body for liquidated damages in the amount of one percent (1%) of the cost of the largest contract to which he or she is a party. The Public Body may recover this amount directly against the party that causes the material breach, and no other party is liable to the Public Body for liquidated damages.

I understand that the Public Body may, by means it deems appropriate, determine the accuracy and truth of the records provided by the certifying firm pursuant to NRS 338.070, and I authorize the Public Body to contact any person or entity named in such records provided for the purpose of verifying the information supplied and determining the named firm's eligibility for a bidder preference.

I agree to submit to government audit, examination and review of books, records, documents and files, in whatever form they exist, of the certifying firm and its affiliates, inspection of its places(s) of business and equipment, and to permit interviews of its principals, agents, and employees. It is understood that refusal to permit such inquiries shall be grounds for denial of future bidder preference certification.

If awarded a contract, I agree to promptly and directly provide the Public Body, on an ongoing basis, current, complete, and accurate information regarding the records required pursuant to NRS 338.070.

I acknowledge and agree that any misrepresentations in this Affidavit or in the records provided pertaining to the Project will be grounds for an award of liquidated damages for breach of contract; denial or revocation of bidder preference certification; and for initiating action under federal and/or state law concerning any false statement, fraud or other applicable offenses.

I declare under penalty of perjury that the information provided in this Affidavit is true and correct.

Executed on 12/3/24 (Date)

Signature 
(Affiant)

NOTARY CERTIFICATE:

STATE OF NEVADA)
 : ss.
COUNTY OF Lyon)

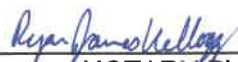
SIGNED and SWORN to before me on this 3rd day of December, 2024, by Linda Burdick
Affiant's Name

NOTARY SEAL

Revised June 2014



00450-3


NOTARY PUBLIC



NEVADA STATE CONTRACTORS BOARD

5390 KIETZKE LANE, SUITE 102, RENO, NEVADA, 89511 (775) 688-1141 FAX (775) 688-1271, INVESTIGATIONS (775) 688-1150
8400 WEST SUNSET ROAD, SUITE 150, LAS VEGAS, NEVADA, 89113 (702) 486-1100 FAX (702) 486-1190, INVESTIGATIONS (702) 486-1110

CERTIFICATE OF ELIGIBILITY

PER NRS 338.147 and NRS 338.1389

CERTIFICATE NUMBER: BPC-00-03-28-0117

BURDICK EXCAVATING CO INC (HEREIN THE "GENERAL CONTRACTOR") NEVADA STATE CONTRACTORS' LICENSE NUMBER: **0022629** ORIGINAL ISSUE DATE: **01/22/1985** BUSINESS TYPE: **CORPORATION** CLASSIFICATION: **A-7-EXCAVATING AND GRADING; A-12-EXCAVATING GRADING TRENCHING & SURFACING; A-15-SEWERS, DRAINS & PIPES; A-16-PAVING STREETS, DRIVEWAYS & PARKING LOTS; A-19-PIPELINE & CONDUITS LIMITED TO WATER LINES ONLY** MONETARY LICENSE LIMIT: **UNLIMITED** STATUS: **ACTIVE**, IS HEREBY ISSUED THIS CERTIFICATE BY THE NEVADA STATE CONTRACTORS' BOARD, BASED UPON THE INFORMATION CONTAINED IN THE STATEMENT OF COMPLIANCE WITH NEVADA REVISED STATUTES (NRS) 338.147 AND NRS 338.1389 AND THE AFFIDAVIT OF CERTIFIED PUBLIC ACCOUNTANT SUBMITTED TO THE NEVADA STATE CONTRACTORS BOARD AS PROOF OF CONTRACTOR'S COMPLIANCE WITH THE PROVISIONS OF NRS 338.147 AND NRS 338.1389. IN ACCORDANCE WITH THE PROVISIONS OF NRS 338.147(3), THE ABOVE-NAMED GENERAL CONTRACTOR AND A CERTIFIED PUBLIC ACCOUNTANT HAVE SUBMITTED FULLY EXECUTED AND NOTARIZED SWORN AFFIDAVITS AS PROOF OF PREFERENTIAL BIDDER STATUS, UNDER PENALTY OF PERJURY, CERTIFYING THAT THE GENERAL CONTRACTOR IS QUALIFIED TO RECEIVE A PREFERENCE IN BIDDING AS SET FORTH IN NRS 338.147 AND NRS 338.1389 AND OTHER MATTERS RELATING THERETO.

THIS CERTIFICATE OF ELIGIBILITY IS ISSUED ON **FEBRUARY 1, 2024** AND EXPIRES ON **JANUARY 31, 2025**, UNLESS **REVOKED OR SUSPENDED BY THE NEVADA STATE CONTRACTORS BOARD.**

Susan Broili Kamesch
SUSAN BROILI KAMESCH, LICENSING ADMINISTRATOR DATE 1-22-2024
FOR MARGI A. GREIN, EXECUTIVE OFFICER



The Nevada State Contractors Board assumes no liability or responsibility for the accuracy or validity of the information contained in the Contractors Statement of Compliance or the Affidavit of Certified Public Accountant as Proof of Contractors Compliance with the Provisions of NRS 338.147 and NRS 338.1389. The above-named General Contractor shall bear the responsibility to ascertain the accuracy and validity of the affidavits provided to support the issuance of this certificate.



Measure up...use licensed contractors.

(<http://www.nscb.nv.gov/>)

License Details

Current Date: 12/2/2024
3:31:47 PM
(mm/dd/yyyy)

License Number:
0057604

**Business Primary
Name:**

BURDICK EXCAVATING CO
INC

License Monetary \$950,000.00
Limit:

DBA Name:

Mailing Address:

PO BOX 22330
CARSON CITY, NV 89721
(775) 297-4566

Physical Address:

5 BROWN DR
MOUND HOUSE, NV 89706
(775)297-4566

Status:

Active

Status Date:

04/04/2024 (mm/dd/yyyy)

Origin Date:

04/22/2004 (mm/dd/yyyy)

Expiration Date:

04/30/2026 (mm/dd/yyyy)

Business Type:

Corporation

Classification(s):

B-2 Residential and Small
Commercial

Limitation:

Principal Name

BURDICK, LINDA THOMAS
BURDICK, RANDY GEORGE

Relation Description

President
Secretary/Treasurer

Qualified Individual(s)

BURDICK, LINDA THOMAS
INGRAHAM, RICHARD
CHARLES

Qualifier Type

CMS
Trade

Entity Information

Entity Information

Entity Name:

BURDICK EXCAVATING CO INC

Entity Number:

E0160392010-4

Entity Type:

Domestic Corporation (78)

Entity Status:

Active

Formation Date:

03/11/2010

NV Business ID:

NV20101256627

Termination Date:**Annual Report Due Date:**

3/31/2025

Compliance Hold:

Registered AGENT INFORMATION

Name of Individual or Legal Entity:

Linda T. Burdick

Status:

Active

CRA Agent Entity Type:

Registered Agent Type:

Non-Commercial Registered Agent

NV Business ID:

Office or Position:

Jurisdiction:

Street Address:

3489 Zurich Ct, Carson City, NV, 89701, USA

Mailing Address:

P.O. Box 22330, Carson City, NV, 89721, USA

OFFICER INFORMATION

☐ **View Historical Data**

Title	Name	Address	Last Updated	Status
President	LINDA BURDICK	P.O. BOX 22330, CARSON CITY, NV, 89721, USA	03/01/2019	Active
Secretary	RANDY BURDICK	P.O. BOX 22330, CARSON CITY, NV, 89721, USA	03/01/2019	Active
Treasurer	RANDY BURDICK	P.O. BOX 22330, CARSON CITY, NV, 89721, USA	03/01/2019	Active
Director	LINDA BURDICK	P.O. BOX 22330, CARSON CITY, NV, 89721, USA	03/01/2019	Active



Measure up...use licensed contractors.

(<http://www.nscb.nv.gov/>)

License Details

Current 12/2/2024
Date: 3:30:07 PM
(mm/dd/yyyy)
License Unlimited
Monetary
Limit:

License Number:
0022629

Business Primary BURDICK EXCAVATING CO INC
Name:

DBA Name:

Mailing Address: PO BOX 22330
CARSON CITY, NV 89721
(775) 297-4566

Physical Address: 5 BROWN DR
MOUND HOUSE, NV 89706
(775)297-4566

Status: Active
Status Date: 01/10/2024 (mm/dd/yyyy)
Origin Date: 01/22/1985 (mm/dd/yyyy)
Expiration Date: 01/31/2026 (mm/dd/yyyy)

Business Type: Corporation
Classification(s): A-12 Excavating, Grading, Trenching and
Surfacing, A-15 Sewers, Drains and Pipes, A-
16 Paving of Streets, Driveways and Parking
Lots, A-19 Pipeline and Conduits, A-7
Excavating and Grading
Limitation: A19 IS LIMITED TO WATER LINES ONLY

Principal Name
BURDICK, LINDA THOMAS
BURDICK, RANDY GEORGE

Relation Description
President
Secretary/Treasurer

Qualified Individual(s) **Qualifier Type**



Measure up...use licensed contractors.

(<http://www.nscb.nv.gov/>)

License Details

Current Date: 12/2/2024 3:30:52 PM

License Number:
0022629A

(mm/dd/yyyy)

Business Primary Name: BURDICK EXCAVATING
CO INC

License Monetary Limit: \$750,000.00

DBA Name:

Mailing Address: PO BOX 22330
CARSON CITY, NV 89721
(775) 297-4566

Physical Address: 5 BROWN DR
MOUND HOUSE, NV
89706
(775)297-4566

Status: Active
Status Date: 05/28/2024
(mm/dd/yyyy)
Origin Date: 06/21/1995
(mm/dd/yyyy)
Expiration Date: 06/30/2026
(mm/dd/yyyy)

Business Type: Corporation
Classification(s): C-10 Landscape
Contracting

Limitation:

Principal Name
BURDICK, LINDA THOMAS
BURDICK, RANDY GEORGE

Relation Description
President
Secretary/Treasurer

Qualified Individual(s)

Qualifier Type

**COMMUNITY DEVELOPMENT BLOCK GRANT
CERTIFICATION OF BIDDER/CONTRACTOR REGARDING
EQUAL EMPLOYMENT OPPORTUNITY**

INSTRUCTIONS

This certification is required pursuant to Executive Order 11246 (30 F.R. 12319-25). The implementing rules and regulations provide that any bidder or prospective contractor, or any of their proposed subcontractors, shall state as an initial part of the bid or negotiations of the contract whether it has participated in any previous contract or subcontract subject to the equal opportunity clause; and if so, whether it has filed all compliance reports due under applicable instructions.

Where the certification indicates that the bidder has not filed a compliance report due under applicable instructions, such bidder shall be required to submit a compliance report within seven calendar days after the bid opening. No contract shall be awarded unless such report is submitted.

CERTIFICATION

"The Bidder (Contractor) shall complete the following statement by checking the appropriate boxes.

The Bidder (Contractor) has ☐ has not ☐ participated in a previous contract or subcontract subject to the equal opportunity clause prescribed by Executive Order 10925, or Executive Order 11114, or Executive Order 11246.

The Bidder (Contractor) has ☐ has not ☐ submitted all compliance reports in connection with any such contract due under the applicable filing requirements; and that representations indicating submission of required compliance reports signed by proposed subcontractors will be obtained prior to award of subcontracts.

If the Bidder (Contractor) has participated in a previous contract subject to the equal opportunity clause and has not submitted compliance reports due under applicable filing requirements, the Bidder (Proposer) shall submit a compliance report on Standard Form 100, 'Employee Information Report EEO-1' prior to the award of contract." See www.eeoc.gov for more information.

Burdick Excavating Co Inc

Name & Title of Bidder/Contractor (Please Type)

12/3/24

Signature Date

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
LOBBYING ASSURANCES – BIDDER/MAIN CONTRACTOR**

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at the all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature  _____

Bidder/Main Contractor: Authorized Official Date 12/3/24

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
LOBBYING ASSURANCES - SUBCONTRACTOR**

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at the all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature 

Subcontractor: Authorized Official Date 12/3/24

**NEVADA COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
CERTIFICATION OF CONTRACTOR OR SUBCONTRACTOR REGARDING
DEBARMENT, SUSPENSION, INELIGIBILITY OR
VOLUNTARY EXCLUSION**

The undersigned contractor or subcontractor certifies, to the best of his knowledge and belief, that:

1. Neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this contract by any Federal department, agency, or program.
2. Where either the contractor or subcontractor is unable to certify to any of the above statements, the contractor or subcontractor shall attach an explanation as to why a certification cannot be submitted.

Burdick Excavating Co Inc

Name of Contractor or Subcontractor

Linda Burdick - President

Name and Title of Authorized Representative

12/3/24

Signature Date

*All contractors and subcontractors must be registered and active in SAM.gov prior to the award of the Contract.

COMMUNITY DEVELOPMENT BLOCK GRANT

SECTION 3 PROVISIONS FOR CONTRACTS

PURPOSE

To ensure that employment and other economic opportunities generated by the Community Development Block Grant (CDBG) funds shall, to the greatest extent Feasible, be directed to low- and very low-income persons, particularly those who reside. In government-assisted housing, and to business concerns which provide economic Opportunities to low- and very low-income persons.

APPLICABILITY

The requirements apply to contractors and subcontractors performing work on Section 3 covered project(s) for which the project amount exceeds \$200,000.

DEFINITIONS

Applicant means any entity which makes an application for CDBG funds, and includes but is not limited to, any State, unit of local government, public housing agency, Indian Housing authority, Indian tribe, or other public body, public or private nonprofit Organization, private agency or institution, mortgagor, developer, limited dividend Sponsor, builder, property manager, community housing development organization (CHO), resident management corporation, resident council, or cooperative association.

Contractor means any entity entering into a contract with:

- (1) A recipient to perform work in connection with the expenditure of public housing financial assistance or for work in connection with a Section 3 project; or
- (2) A subrecipient for work in connection with a Section 3 project.

Labor hours means the number of paid hours worked by persons on a Section 3 project or by persons employed with funds that include public housing financial assistance.

Low-income person means a person as defined in Section 3(b)(2) of the 1937 Act.

Material supply contracts means contracts for the purchase of products and materials, including, but not limited to, lumber, drywall, wiring, concrete, pipes, toilets, sinks, carpets, and office supplies.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Professional services means non-construction services that require an advanced degree or professional licensing, including, but not limited to, contracts for legal services, financial consulting, accounting services, environmental assessment, architectural services, and civil engineering services.

Public housing financial assistance means assistance as defined in § 75.3(a)(1).

Public housing project is defined in 24 CFR 905.108.

Recipient means any entity that receives directly from HUD public housing financial assistance or housing and community development assistance that funds Section 3 projects, including, but not limited to, any State, local government, instrumentality, PHA, or other public agency, public or private nonprofit organization.

Section 3 means Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u).

Section 3 business concern means:

(1) A business concern meeting at least one of the following criteria, documented within the last six-month period:

(i) It is at least 51 percent owned and controlled by low- or very low-income persons;

(ii) Over 75 percent of the labor hours performed for the business over the prior three-month period are performed by Section 3 workers; or

(iii) It is a business at least 51 percent owned and controlled by current public housing residents or residents who currently live in Section 8-assisted housing.

(2) The status of a Section 3 business concern shall not be negatively affected by a prior arrest or conviction of its owner(s) or employees.

(3) Nothing in this part shall be construed to require the contracting or subcontracting of a Section 3 business concern. Section 3 business concerns are not exempt from meeting the specifications of the contract.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Section 3 project means a project defined in § 75.3(a)(2).

Section 3 worker means:

(1) Any worker who currently fits or when hired within the past five years fit at least one of the following categories, as documented:

(i) The worker's income for the previous or annualized calendar year is below the income limit established by HUD.

(ii) The worker is employed by a Section 3 business concern.

(iii) The worker is a YouthBuild participant.

(2) The status of a Section 3 worker shall not be negatively affected by a prior arrest or conviction.

(3) Nothing in this part shall be construed to require the employment of someone who meets this definition of a Section 3 worker. Section 3 workers are not exempt from meeting the qualifications of the position to be filled.

Section 8-assisted housing refers to housing receiving project-based rental assistance or tenant-based assistance under Section 8 of the 1937 Act.

Service area or the neighborhood of the project means an area within one mile of the Section 3 project or, if fewer than 5,000 people live within one mile of a Section 3 project, within a circle centered on the Section 3 project that is sufficient to encompass a population of 5,000 people according to the most recent U.S. Census.

Small PHA means a public housing authority that manages or operates fewer than 250 public housing units.

Subcontractor means any entity that has a contract with a contractor to undertake a portion of the contractor's obligation to perform work in connection with the expenditure of public housing financial assistance or for a Section 3 project.

**COMMUNITY DEVELOPMENT BLOCK GRANT
SECTION 3 PROVISIONS FOR CONTRACTS (continue)**

Subrecipient has the meaning provided in the applicable program regulations or in 2 CFR 200.93.

Targeted Section 3 worker has the meanings provided in §§ 75.11, 75.21, or 75.29, and does not exclude an individual that has a prior arrest or conviction.

Very low-income person means the definition for this term set forth in section 3(b)(2) of the 1937 Act.

YouthBuild programs refers to YouthBuild programs receiving assistance under the Workforce Innovation and Opportunity Act (29 U.S.C. 3226).

Section 3 Clause

ALL SECTION 3 COVERED CONTRACTS SHALL INCLUDE THE FOLLOWING CLAUSE (REFERRED TO AS THE SECTION 3 CLAUSE):

A. The work to be performed under this contract is subject to the requirements of section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701u (Section 3). The purpose of Section 3 is to ensure that employment and other economic opportunities generated by HUD assistance or HUD-assisted projects covered by Section 3, shall, to the greatest extent feasible, be directed to low- and very low-income persons, particularly persons who are recipients of HUD assistance for housing.

B. The parties to this contract agree to comply with HUD's regulations in 24 CFR 75, which implement Section 3. As evidenced by their execution of this contract, the parties to this contract certify that they are under no contractual or other impediment that would prevent them from complying with the part 75 regulations.

C. The contractor agrees to send to each labor organization or representative or workers with which the contractor has a collective bargaining agreement or other understanding, if any, a notice advising the labor organization or workers' representative of the contractor's commitments under this Section 3 clause, and will post copies of the notice in conspicuous places at the work site where both employees and applicants for training and employment positions can see the notice. The notice shall describe the Section 3 preference, shall set forth minimum number and job titles subject to hire, availability of apprenticeship and training positions, the qualifications for each; and the name and location of the person(s) taking applications for each of the positions; and the anticipated date the work shall begin.

D. The contractor agrees to include this Section 3 clause in every subcontract subject to compliance with regulations in 24 CFR 75, and agrees to take appropriate action, as provided in an applicable provision of the subcontract or in this Section 3 clause, upon a finding that the subcontractor is in violation of the regulations in 24 CFR 75. The contractor will not subcontract with any subcontractor where the contractor has notice or knowledge that the subcontractor has been found in violation of the regulations in 24 CFR 75.

E. The contractor will certify that any vacant employment positions, including training positions, that are filled (1) after the contractor is selected but before the contract is executed, and (2) with persons other than those to whom the regulations of 24 CFR 75 require employment opportunities to be directed, were not filled to circumvent the contractor's obligations under 24 CFR 75.

F. Noncompliance with HUD's regulations in 24 CFR 75 may result in sanctions, termination of this contract for default, and debarment or suspension from future HUD assisted contracts.

G. With respect to work performed in connection with Section 3 covered Indian housing assistance, section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 450e) also applies to the work to be performed under this contract. Section 7(b) requires that to the greatest extent feasible (i) preference and opportunities for training and employment

shall be given to Indians, and (ii) preference in the award of contracts and subcontracts shall be given to Indian organizations and Indian-owned Economic Enterprises. Parties to this contract that are subject to the provisions of Section 3 to the maximum extent feasible, but not in derogation of compliance with section 7(b).

CONTRACTOR'S REQUIREMENTS

- The Prime Contractor must submit a Section 3 plan to the Sub-Recipient outlining Section 3 hiring and employment opportunities.
- The Prime Contractor must notify all sub-contractors of their responsibilities under Section 3
- The Prime Contractor must provide a permeant workforce breakdown of all current employees and identify those Section 3 workers that were hired within the last five years.
- The Prime Contractor must provide an estimated breakdown of potential hires for the awarded project and timeline of anticipated hiring
- The Prime Contractor must refrain from contracting with sub-contractors as to whom they have received notice or have knowledge that the sub-contractors have been found in violation of the regulations in 24 CFR 75.
- Maintain records that document a good faith effort to utilize Section 3 workers and Target Section 3 workers as trainees and employees. (Required of both contractor and subcontractor.) and any other qualitative efforts to comply with Section 3.

Recordkeeping requirements for recipients are found at 24 CFR § 75.31. The contractor is required to maintain documentation to demonstrate compliance with the regulations and is responsible for requiring their subcontractors to maintain or provide any documentation that will assist recipients in demonstrating compliance, including documentation that shows hours worked by Section 3 workers and Targeted Section 3 workers.

SAMPLE CONTRACTOR SECTION 3 PLAN

(Name of contractor) agrees to implement the following specific affirmative steps directed at increasing the utilization of lower income residents and businesses within the City or County of

- A. To implement Section 3 requirements by seeking the assistance of local officials in determining the exact boundaries of the applicable project area
- B. To attempt to recruit from within the City/County the necessary number of lower income residents through: local advertising media, signs placed at the proposed site for the project, and community organizations and public or private institutions operating within or serving the project area
- C. To maintain a list of all lower income residents who have applied either on their own or on referral from any source, and to employ such persons, if otherwise eligible and if a vacancy exists
- D. To insert this Section 3 plan in all bid documents, and to require all bidders to submit a Section 3 affirmative action plan including utilization goals and the specific steps planned to accomplish these goals
- E. To ensure that all appropriate project area business concerns are notified of pending sub contractual opportunities
- F. To maintain records, including copies of correspondence, memoranda, etc., which document that all the above affirmative action steps have been taken.
- G. To appoint or recruit an executive official of the company or agency as Equal Opportunity Officer to coordinate the implementation of this Section 3 plan
- H. To list all permanent workforce for this project by job title
- I. To list all projected workforce needs for this project by job classification and time frame for potential hire.

As officers and representatives of (Name of contractor)

We, the undersigned, have read and fully agree to the above and become a party to the full implementation of this program.

Title, President Date 12/3/24
Signature, 

**COMMUNITY DEVELOPMENT BLOCK GRANT
CERTIFICATION OF PROPOSED CONTRACTOR REGARDING SECTION 3 AND
SEGREGATED FACILITIES**

Burdick Excavating Co Inc Fernley Train Depot ADA Restroom

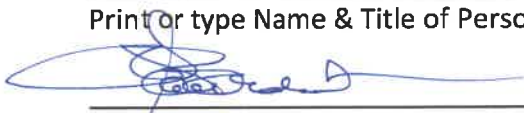
Name of Contractor Project Name and Number

The undersigned hereby certifies that:

- a) Section 3 provisions are included in the contract:
- b) A written Section 3 Clause was prepared and submitted as part of the bid proceedings (If the project exceeds \$200,000);
- c) No segregated facilities will be maintained.

Linda Burdick - President

Print or type Name & Title of Person Signing



12/3/24

Signature

Date

Directions: This certification is to be completed by the contractor and submitted with the bid document. Subparagraph c) does not preclude contractors from providing separate lavatories or changing facilities for men and women.



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED: Motion

Ordinance

Resolution

AGENDA ITEM:

(For possible action) Discussion and possible action regarding a Master Plan Amendment (MPA 24004) and Zoning Map Amendment (ZMA 24005), a request by Wood Rodgers, Inc on behalf of Douglass Development LLC for 1) changing the Master Plan land use designation from RR (Rural Residential) to C (Commercial); and 2) changing the zoning designation from RR1 (Rural Residential; 1-acre minimum) to C2 (General Commercial) on a +/-0.85 acre lot located at 840 Woodchuck Drive (APN 021-343-20).

AGENDA ITEM BRIEF:

An application to change the land use designations of a +/-0.85 acre lot from residential to commercial. At the December 11, 2024 meeting, the Planning Commission voted to recommend that the City Council approve this item.

RECOMMENDED MOTION:

I move to certify Joint Resolution #24-020 changing the Master Plan designation from Rural Residential to Commercial and approve Bill #359 and ZMA 24005 changing the zoning from RR1 to C2 on the property located at 840 Woodchuck Drive based on the Findings and Conditions of Approval included in the staff report.

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Denial:

Based on information received in written materials and at the public hearings on this matter, I move to recommend City Council deny the proposed zoning map and master plan amendments for the subject property on Woodchuck Drive. I cannot recommend approval of applications MPA24005 and ZMA24005 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 findings:

"I am unable to make finding _____ as it relates to _____." *(Repeat for each applicable finding.)*

BACKGROUND:

Past approvals and site utilization.

The project site is located at 840 Woodchuck Drive, a ±0.85-acre parcel located on the north side of Woodchuck Drive, ±160 feet west of Old Highway 40, ±425 feet west of West Main Street/SR-427, and ±2,100 feet south of the West Main Street/SR-427 entrance to Interstate-80, in the City of Fernley, NV. A lot line adjustment was approved and recorded in February 1982 and establishes the current perimeter of the site, regular in shape and containing approximately .85 acres (218' frontage; 170' depth). A 30' wide strip was taken from the subject property and incorporated into the adjacent Commercially zoned property on the corner of Woodchuck Drive and Old Hwy 40.

A public records search found no business licenses or building permits on file. While the Lyon County Assessor lists the property as a single family dwelling, the project site is developed with one ±1,400 square feet (sf) metal shop building with a bathroom and an office, on a concrete slab with one roll top garage-style door and an ±225 sf wooden awning attached to the eastern side of the structure. Kitchen facilities are not included. ±35,400 sf of the project site is undeveloped permeable surface.

Application materials indicate a historic commercial utilization of the site, including vehicle, motorcycle repair, and outdoor storage services. Aerial photos ranging from 2004-present suggest non-residential activity in recent years, while no official documentation could be provided.

Redevelopment desired by the land use change

It should be noted that although a site plan has been submitted as requested, this request does not include any improvements to the project site at this time. Any future improvements will need to be in compliance with the General Commercial (C2) zoning designation and any other applicable design standards including residential adjacency standards upon approval of the MPA and ZMA. As stated in the project description submitted with the original application, the C2 zoning standards require design standards to help mitigate when commercial use is adjacent to a residential development.

This is to reduce impacts on adjacent residential development including, but not limited to, buffers from property lines, provisions for light trespass, noise, location of off-street parking, window placement to ensure residential privacy, and building height. Therefore, any future improvements to the project site would be required to adhere to all applicable residential adjacency standards.

Existing Conditions



Surrounding Uses

NORTH and EAST – To the north and east of the project site is an L-shaped ± 1.89 -acre developed parcel with a land use designation of Suburban Mixed Use (SMU) and a zoning designation of C2. The site is occupied by three commercial structures: 1) a $\pm 3,750$ sf commercial structure occupied by Quinteros Tires and Wheels; 2) a $\pm 2,400$ sf commercial structure occupied by Collected Bargains, an antique and second hand store; and 3) a $\pm 10,000$ sf structure occupied by Fernley Self Storage, All 4 Paws dog grooming, and additional space for Collected Bargains antique and second hand store (Refer to the Aerial Map in Section 2 of the submittal packet). Beyond the neighboring parcel to the north/east, all parcels to the north and east for at least half a mile in each direction are zoned commercial or mixed use. The current use has always intended to be included in this commercial area and has been operating as part of this commercial area for many years.

SOUTH – Adjacent to the site to the south across Woodchuck Drive are parcels with the land use designation of RR and zoned RR-1 occupied by single family residences on lots greater than one acre (± 1.15 acre to ± 1.41 acre).

WEST – Directly west of the site is a ±1.15-acre residential parcel with a land use designation of RR and a zoning designation of RR-1 developed with a single-family residence.

ANALYSIS

Consistency with the zoning district regulations;

Category a) uses

Table 1: Zoning District Regulations “Uses” Comparison (a)

C2	RR-1
Life care of continuing care services, hotel, animal services, financial institutions, bar/lounge, grocery store, liquor store, tasting room/brewery, office, tattoo parlor, wedding chapel, building equipment/materials sales, auto and truck repair (light), car wash, gas station, funeral parlor, adult day care, social assistance/welfare, medical offices, park, entertainment/theatre, agriculture production/craftwork, research + development, communications facility, renewable energy, agriculture	Group homes, halfway house, single family dwelling, park, wireless communication tower, renewable energy, agriculture
Home occupation, nursery, school, medical marijuana,	EV Storage, home occupation, animal services, childcare (in home)
Halfway House, multifamily housing, live/work, mobile home park, RV park, pawnbroker, vehicle sales, church, crematorium, childcare facility, college, hospital, gaming/recreational facility, mining, mini-warehouse, outdoor storage, heliport, parking facility, utility (minor)	Church, mining, utility (minor), event center,

Category b) dimensions

Table 2: Zoning District Regulations “Dimensions” Comparison (b)

	C2	RR-1
Residential (Density)	21-30 du/ac	N/A
Nonresidential (FAR)	N/A	N/A
Site size (min)	6,000 sf	1 acre
Site coverage (max)	N/A	20%
Site width (min)	50'	50'
Front/exterior side	0'	30'
Side	0'	10'
Rear (structures not abutting an alley)	0'	20'
Side or Rear (abutting any residential district)	Building height × 1'	20'
Residential	N/A	35'
Nonresidential	60'	35'

Master Plan Land Use Comparison

RESIDENTIAL LAND USES

Land Use Category	Uses and Density	Characteristics and Location	Equivalent Zoning Category
RURAL RESIDENTIAL (RR)	Primary Uses: Single family detached residences on lots typically smaller than 20 acres to a minimum size of 1 acre. Other Uses: Parks and open space, public facilities, agricultural operations. Density: 0.2 – 2 du/ac	Intended for land that is not planned to receive services or public infrastructure needed for development. Single-family residences may be clustered in order to preserve open space. Areas of steep slopes, floodplains, and/or potential wetland must be mitigated. Municipal services should be required when lot sizes are below 5 acres. Project designs should incorporate rural development standards Locations are generally adjacent to rural neighborhoods.	RR5 RR1 RR½ PD

NON-RESIDENTIAL LAND USES

Land Use Category	Uses and Density	Characteristics and Location	Equivalent Zoning Category
COMMERCIAL (C)	Primary Uses: Restaurants, bars, lodging, business/office parks, professional, medical, financial, personal and insurance services Other Uses: Gaming, resort, recreational facilities, manufactured/mobile home parks, recreational vehicle parks. Density: N/A	Large parcels are encouraged to provide access via frontage roads rather than multiple driveways Pedestrian access to adjoining residential use is encouraged No direct access to local streets will be allowed Intended to provide a buffer between residential and major highways Infill and redevelopment is encouraged on vacant or underutilized sites Should be located where existing public facilities have capacity to serve Municipal services are required.	C1 C2 TC PD

APPROVAL CRITERIA

The City of Fernley Master Plan is a legislative planning document with respect to the city's vision, goals, and policies relative to such matters as population, housing, streets, and resource use which is governed by NRS 278.150 to and including NRS 278.250.

Notice is provided by publication and mail as provided by NRS 278.210 and chapter 32.03 of this title.

The adoption of the master plan must be by resolution of the planning commission carried by the affirmative votes of not less than two-thirds of the total membership of the commission. The resolution must refer expressly to the maps, descriptive matter and other matter intended by the commission to constitute the plan or any amendment, addition or extension thereof, and the action taken must be recorded on the map and plan and descriptive matter by the identifying signatures of the secretary and chair of the commission.

Applicant note: Due to the similarity in the required master plan amendment (MPA) findings for approval and the zoning map amendment (ZMA) findings for approval, and to avoid repetitive or duplicative responses, the responses for both the MPA and ZMA findings for approval have been combined.

In order to adopt an amendment to the master plan, the planning commission shall find that a change is justified based on the following:

1. The master plan amendment would implement the goals listed within the City of Fernley Master Plan as listed in the staff report.

The proposed MPA to change the land use designation of the ±0.85-acre subject parcel from RR to C and proposed ZMA to change the zoning district from RR-1 to C2 would help meet several of the goals and policies identified in the City's Master Plan, which are outlined in the "Applicable Master Plan Goals and Policies" section of the submittal materials attached to this report.

The City of Fernley has identified nine community principles to help guide the future prosperity of the community which have helped to shape the specific goals and policies found within the Master Plan. One of the guiding principles is Ensure Compatibility which includes how development fits in with the existing fabric of the community and supports interconnected development. This principle encourages development to be organized in a way to respect existing land uses and future growth opportunities. The proposed MPA is consistent with this guiding principle as it is seeking to align the historic commercial use of the property with the appropriate land use designation and will facilitate future utilization and/or development of the site that is compatible with the neighboring commercial uses.

Allowing the site to be developed for commercial land uses aligns with several goals and action strategies of the Master Plan through encouraging development that is compatible with neighboring land uses on an underutilized site that is adequately served by public services and in close proximity to utility service connections.

Stock Lane Special Planning Area (SPA)

The Master Plan specifically outlines a mapped area called the Stock Lane Special Planning Area (SPA) which includes the subject parcel (Refer to the Stock Lane SPA map in Section 2 of the submittal packet). The project site is along the eastern most boundary of the Stock Lane SPA. The SPA designation acts as an overlay to the underlying land uses and provides special or unique land use considerations pertinent to specific areas. This designation will remain unchanged should the zoning and master plan amendments be approved. Development within this SPA will remain focused on a low density rural concept. Commercial development is allowed, but new development is encouraged to incorporate rural architectural features to compliment the character of the

area.

Finally, the proposed Master Plan Amendment, as conditioned, would further implement Goals LU.1.1, LU 1.2, LU1.3, LU.1.4 and LU.1.5 of the City of Fernley Comprehensive Master Plan as described below:

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

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

Provide a balanced distribution of employment and population.

Ensure existing and future land uses are compatible.

Promote infill development.

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

2. The master plan amendment would be compatible with surrounding land uses.

Application materials indicate: "The project site is adjacent to zoned residential and zoned commercial areas, and the site is more consistent and compatible with the nearby commercially zoned parcels for several reasons:

Size of the site: The project site is ± 0.85 -acres. Zoning for the RR-1 zone district requires sites be a minimum of one acre, whereas the adjacent C2 zoning to the north and east allows sites to have a minimum lot size of 6,000 sf (± 1.37 acre) and no maximum lot size requirements. The existing lot size is non-conforming to the RR-1 zoning district and is in conformance with the C2 zoning district,

Existing structure on site: The site is currently developed with an existing $\pm 1,400$ sf metal commercial structure with a roll top garage door on a concrete slab designed for commercial use like a repair or mechanic shop. Retrofitting the existing structure for residential purposes to meet existing residential building code would be infeasible compared to utilization of the structure for commercial purposes.

Historic use of the site. Despite the site having the RR land use designation and the RR-1 zoning district, it has historically been used for commercial purposes, with the most recent commercial use being for a business called Cycle Pads servicing motorcycles and ATVs.

Surrounding land uses. As described above, the surrounding land uses to the north and east are well established commercial land uses in the C2 zoning district, compatible and consistent with commercial land use of the subject parcel. Additionally, further east across Old Highway 40 is a parcel occupied by the Nevada Highway Patrol and the Nevada Department of Transportation, two high traffic land uses bordered by a state highway. In order to ensure continued land use compatibility with the neighboring residential parcels to the south and west all future development projects on site will need to incorporate all applicable residential adjacency development standards."

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

This item was noticed on 11/25/2024 and considered at a public hearing in accordance with all local and state guidelines.

A zoning map amendment is committed to the city council's legislative discretion. The zoning map amendment may be approved and is eligible for recommendation if it complies with all of the following:

1. Consistent with the city's master plan and otherwise consistent with state and federal law.
2. Consistent with the surrounding land uses.
3. Public notice was given, and a public hearing held per the requirements of the development code and Nevada revised statutes.

As stated above, this ZMA is a companion application to a master plan amendment of the appropriate corresponding land use designation ("Commercial – C") and relies on the same findings for approval.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General

[Nevada Revised Statutes \(NRS\), Chapter 278](#) - Planning and Zoning

[Fernley Municipal Code \(FMC\), Title 32](#) - Development Code

[City of Fernley Comprehensive Master Plan](#)

Specific

[NRS §278.260](#) - Determination, establishment, enforcement and amendment of zoning regulations

[NRS §278.22](#) - Adoption of master plan; change to plan adopted by commission

[FMC §32.03.040\(e\)](#) - Zoning map amendments (rezoning)

[FMC §32.03.040\(b\)](#) – Comprehensive master plan amendments

[FMC §32.06.060](#) General rural (GR20) and residential rural (RR5, RR1, and RR½)

[FMC §32.06.100](#) - Commercial (C1, C2, and TC).

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. Bill #359
2. Resolution 04-020
3. Conditions of Approval
4. Project Narrative

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

**BILL #359
CITY OF FERNLEY
ORDINANCE # _____**

A GENERAL ORDINANCE FOR A FOR A ZONING MAP AMENDMENT, ASSOCIATED WITH CASE NUMBER ZMA24001, TO CHANGE THE ZONING ON A ±0.85-ACRE LOT FROM RR-1 (RURAL RESIDENTIAL-1 ACRE MINIMUM) TO C2 (COMMERCIAL) LOCATED AT 840 WOODCHUCK DRIVE (APN 021-343-20)

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

Section 1: The zoning of that certain real property totaling ±.85 acres, more or less, situated in the City of Fernley, Nevada, and owned by Daniel Douglass (Douglass Development LLC), being more particularly described on Exhibit “A” attached hereto and depicted on “Exhibit B” attached hereto is hereby reclassified from RR1 (Rural Residential, 1 acre minimum) to C2 (General Commercial).

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

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

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

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

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

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

BILL #359 BEING HEREBY PROPOSED this 18th day of December 2024.

BILL #359 BEING HEREBY PASSED, APPROVED, AND ADOPTED this 15th day of January 2025, by the following vote of the Council:

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

FERNLEY CITY COUNCIL

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

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

EXHIBIT "A"
LEGAL DESCRIPTION FOR
MPA & ZMA

All that certain real property situate within the Southeast One-Quarter (SE 1/4) of the Southeast One-Quarter (SE 1/4) of Section 10, Township 20 North, Range 24 East, M.D.M., City of Fernley, Lyon County, State of Nevada, being the parcel as described in Deed Document No. 650517, recorded December 28, 2021, also being Parcel C as shown on Record of Survey No. 66116, recorded February 4, 1982, both filed in the Official Records of Lyon County, Nevada, more particularly described as follows:

BEGINNING at the Southeast corner of said Parcel C;

THENCE North 89°14'20" West a distance of 218.81 feet;

THENCE North 1°11'40" East a distance of 170.00 feet;

THENCE South 89°14'20" East a distance of 217.49 feet;

THENCE South 0°45'00" West a distance of 200.00 feet to the **POINT OF BEGINNING**.

Containing 0.85 acres of land, more or less.

The Basis of Bearings for this description is identical to said Record of Survey No. 66116.

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



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

The survey map illustrates the subdivision of two parcels, Parcel B and Parcel C, into smaller lots. The map includes the following details:

- Parcel B (1.90 Ac.):** Located at the top, it is subdivided into two lots. The northern boundary is $S.89^{\circ}14'20''E$ - 362.25'. The eastern boundary is $N.00^{\circ}45'E$ - 200.00'. The southern boundary is $S.89^{\circ}14'20''E$ - 364.81'. The western boundary is $N.01^{\circ}11'40''E$ - 170.00'. A 10' P.U.E. is shown along the eastern boundary.
- Parcel C (0.85 Ac.):** Located below Parcel B, it is subdivided into two lots. The northern boundary is $S.89^{\circ}14'20''E$ - 217.26'. The eastern boundary is $N.00^{\circ}45'E$ - 200.00'. The southern boundary is $S.89^{\circ}14'20''E$ - 364.81'. The western boundary is $N.01^{\circ}11'40''E$ - 170.00'. A 10' P.U.E. is shown along the eastern boundary.
- Adjacent Features:**
 - Woodchuck Drive:** Located to the south of Parcel C, with a 5' P.U.E. shown.
 - Highway 40:** Located to the east of the parcels, with a 10' P.U.E. shown.
- Boundary Lines:** The map shows the original parcel boundary lines (dashed) and the new parcel boundary lines (solid). The new boundary lines are labeled with bearings and distances.
- Easements:** The map shows various easements (P.U.E.) along the boundaries, including a 10' P.U.E. along the eastern boundary of Parcel B and a 5' P.U.E. along the western boundary of Parcel C.
- Watermark:** A large "DRAFT" watermark is visible across the map.

CITY OF FERNLEY
RESOLUTION # 24-020

A RESOLUTION OF THE CITY OF FERNLEY FOR A COMPREHENSIVE MASTER PLAN ASSOCIATED WITH CASE NUMBER MPA24001, TO CHANGE THE LAND USE ON A ±.85-ACRE LOT FROM RURAL RESIDENTIAL (RR) TO COMMERCIAL (C) LOCATED AT 840 WOODCHUCK DRIVE (APN 021-343-20)

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

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

WHEREAS the Planning Commission held a public hearing on December 11th, 2024 and the City Council heard this item on _____; and

WHEREAS the proposed Master Plan Amendment would implement Goals LU.1.1, LU 1.2, LU1.3, LU.1.4 and LU.1.5 of the City of Fernley Comprehensive Master Plan.

NOW, THEREFORE, BE IT RESOLVED, that based on the discussion and findings provided in the staff report and/or testimony presented at the December 11th, 2024 Planning Commission and the _____ City Council meetings, that the change in the land use classification ±.85-acre lot from Rural Residential (RR) to commercial (C) located at 840 Woodchuck Drive (APN 021-343-20) be adopted as part of the City of Fernley's comprehensive master plan; and

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

RESOLUTION PASSED, APPROVED, AND ADOPTED this 11th day of December 2024, by the following vote of the Fernley Planning Commission:

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

By: _____ Date: _____

Jenni McCullar, Chairwoman

Attest By: _____ Date: _____

Brenda Gosser, Deputy City Clerk

RESOLUTION CERTIFIED this _____ day of January 2025, by the following vote of the Fernley City Council:

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

FERNLEY CITY COUNCIL

By: _____ Date: _____

Neal E. McIntyre, Mayor

Attest By: _____ Date: _____

Kim Swanson, City Clerk

Conditions of Approval for: **Master Plan Amendment (MPA 24005)** **Zoning Map Amendment (ZMA 24005)**

SCOPE AND DURATION OF APPROVAL

1. APPROVAL:

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

- A. THE ZONING MAP AMENDMENT IS APPROVED CHANGING THE ZONING OF THE PROPERTY FROM RR1 TO C2.
- B. THE MASTER PLAN AMENDMENT IS APPROVED CHANGING THE LAND USE DESIGNATION FROM RR TO C

2. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO THE RECLASSIFICATION OF ZONING AND LAND USE DESIGNATION OF A PARCEL MEASURING APPROXIMATELY .85 ACRES LOCATED AT 840 WOODCHUCK DRIVE (APN 021-343-20); THIS ACTION SHALL NOT BE CONSTRUED AS THE APPROVAL OF ANY LAND USE ENTITLEMENT OR DEVELOPMENT PROPOSAL.

3. GOVERNING DOCUMENTS:

ALL CITY OF FERNLEY MUNICIPAL CODE (FMC) OR DEVELOPMENT CODE REFERENCES HEREIN PERTAIN TO THE VERSION OF THE CODE ESTABLISHED BY ORDINANCE NUMBER 2023-008, UNLESS OTHERWISE NOTED. THE DEVELOPER MUST COMPLY WITH ALL DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN FMC. THE DEVELOPER MAY SUBSTITUTE REQUIREMENTS ESTABLISHED IN FUTURE FMC UPDATES, IF APPROVED BY THE ADMINISTRATOR.

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

REQUIREMENTS FOR BUSINESS LICENSE

4. STATE OF NEVADA BUSINESS AND DEPARTMENT OF TAXATION:

PER NRS 364A, ALL APPLICANTS MUST REGISTER WITH THE NEVADA SECRETARY OF STATE'S OFFICE FOR A BUSINESS LICENSE. YOU MAY REGISTER ONLINE AT WWW.NVSILVERFLUME.GOV OR IN PERSON AT THEIR OFFICE LOCATED AT 202 N CARSON STREET, CARSON CITY. ADDITIONAL INFORMATION CAN BE FOUND BY CALLING THEIR OFFICE AT (775) 684-5708. THIS NUMBER WILL ALWAYS BEGIN WITH NV. PER NRS 360, SOME APPLICANTS MUST REGISTER WITH THE NEVADA DEPARTMENT OF TAXATION. YOU MAY REGISTER ONLINE AT [HTTP://TAX.NV.GOV/](http://TAX.NV.GOV/) OR IN PERSON AT THEIR OFFICE AT 4600 KIETZKE LANE BLDG L #235, RENO. ADDITIONAL INFORMATION CAN BE FOUND BY CALLING THEIR OFFICE AT (866) 962-3707.

5. HEALTH PERMIT:

PER NRS 446, 444, 585, APPLICANTS THAT WILL BE HANDLING FOOD/EDIBLES, TATTOOS OR COSMETICS MUST OBTAIN A PERMIT FROM THE NEVADA DEPARTMENT OF HEALTH AND HUMAN SERVICES. FOR INFORMATION CONTACT (775) 895-3603 OR M.PORTS@HEALTH.NV.GOV

6. INSPECTOR SIGNATURES

COMMERCIAL BUILDING: PAGE 2 OF THE BUSINESS LICENSE PACKET HAS A LIST OF DEPARTMENTS THAT MAY NEED TO AUTHORIZE THIS LICENSE. PLEASE CONTACT EACH OF THE DEPARTMENTS TO OBTAIN THE APPROPRIATE SIGNOFFS; SOME DEPARTMENTS MAY REQUIRE INSPECTIONS. ALL APPLICABLE SIGNATURES MUST BE OBTAINED BEFORE SUBMITTING AN APPLICATION.

7. ZONING:

AFTER A ZONING MAP AMENDMENT IS APPROVED, ALL NEW DEVELOPMENT WITHIN THE AREA SUBJECT TO THE APPROVED REZONING IS SUBJECT TO THE USES AND DEVELOPMENT STANDARDS IN THE ZONING DISTRICTS APPLIED BY THE ZONING MAP AMENDMENT ORDINANCE. THE PLANNING DEPARTMENT WILL DETERMINE IF YOU ARE IN THE PROPER ZONE, IF YOUR BUILDING MEETS THE PROPER OCCUPANCY CLASSIFICATION FOR YOUR BUSINESS, OR IF A PLANNING PERMIT IS REQUIRED. PLEASE CALL (775) 784-9810 TO ENSURE YOUR BUSINESS MEETS THE REQUIREMENTS.

8. ENLARGEMENT OF NONCONFORMING USES :

A NONCONFORMING USE SHALL NOT BE EXTENDED OR ENLARGED BY MORE THAN TEN PERCENT OF THE AREA LAWFULLY OCCUPIED BY THE NONCONFORMING USE AS OF THE DATE ON WHICH IT BECAME NONCONFORMING, EXCEPT BY CONDITIONAL USE PERMIT. THE ENLARGEMENT OF THE NONCONFORMING USE SHALL NOT EXTEND ONTO AN ADDITIONAL PARCEL. ANY ENLARGEMENT OF A NONCONFORMING USE NOT REQUIRING A CONDITIONAL USE PERMIT SHALL OBTAIN ADMINISTRATIVE REVIEW.

9. SUBSTANDARD DEVELOPMENT :

SUBSTANDARD DEVELOPMENT MEANS A LAWFULLY IMPROVED LOT OR PARCEL, INCLUDING ANY STRUCTURE THEREUPON, WHICH DOES NOT SATISFY THE CURRENT PROVISIONS OF THIS TITLE REGARDING PARKING, LANDSCAPING, SIGNS, OR OTHER SITE DEVELOPMENT STANDARDS INCLUDING BUILDING HEIGHT, BUILDING DESIGN, SETBACKS OR OTHER DIMENSIONAL STANDARDS. A STRUCTURAL ALTERATION, INCLUDING AN EXTENSION OR EXPANSION OF A NONCONFORMING STRUCTURE IS ALLOWED IF IT:

- A) DOES NOT INCREASE THE APPLICABLE NONCONFORMITY AND
- B) DOES NOT INVOLVE OR CREATE A NONCONFORMING USE OR SUBSTANDARD DEVELOPMENT.

10. RIGHT TO CONTINUE A SUBSTANDARD DEVELOPMENT:

A SUBSTANDARD DEVELOPMENT MAY CONTINUE TO BE OCCUPIED AND USED FOR ANY PURPOSE PERMITTED BY THIS TITLE UNLESS IT BECOMES A PUBLIC NUISANCE OR IS DAMAGED OR DESTROYED AS PROVIDED IN THIS TITLE. ROUTINE MAINTENANCE OF NONCONFORMING STRUCTURES IS PERMITTED, INCLUDING NECESSARY NON-STRUCTURAL REPAIRS, PAINT, AND INCIDENTAL ALTERATIONS WHICH DO NOT EXTEND OR INTENSIFY THE NONCONFORMITY.

11. INTENSIFICATION OF A SUBSTANDARD DEVELOPMENT:

INTENSIFICATION OF A SUBSTANDARD DEVELOPMENT IS A CHANGE OF USE THAT INCREASES THE

PARKING REQUIRED FOR THAT DEVELOPMENT. THE USE OF A LOT, PARCEL, OR BUILDING WHICH IS CLASSIFIED AS A SUBSTANDARD DEVELOPMENT SHALL NOT BE CHANGED OR ENLARGED TO A MORE INTENSIVE TYPE OF USE UNLESS THE CHANGES AND/OR ADDITIONS MEET THE CURRENT REQUIREMENTS OF THIS TITLE AND ALL PARKING FOR THE ENTIRE DEVELOPMENT CAN BE PROVIDED.

Master Plan Amendment & Zoning Map Amendment **Woodchuck Drive**

Submitted to City of Fernley
October 15, 2024

Prepared for

Douglass Development LLC
11050 Vincent Lane
Reno, NV 89511

Prepared by



WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Blvd • Reno, NV 89502 • Tel: 775.823.4068 • www.woodrogers.com

TABLE OF CONTENTS

Section 1

- ❖ City of Fernley Application Form
 - Signed Letter of Authorization
 - Legal Description
 - Checklists
 - Proof of Taxes

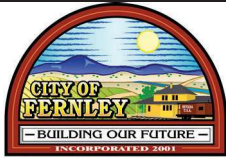
Section 2

- ❖ Reduced Maps & Graphics
 - Vicinity Map
 - Aerial Map
 - Existing Master Plan
 - Existing Zoning
 - Proposed Master Plan
 - Proposed Zoning
 - Stock Lane SPA Map
 - Assessor's Parcel Map
 - Sewer Infrastructure Map

Section 3

- ❖ Project Description
 - ❖ Executive Summary
 - ❖ Background/Existing Conditions
 - ❖ Master Plan and Zoning Designations
 - ❖ Project Requests
 - ❖ Justification for Requests
 - Master Plan Amendment
 - Stock Lane Special Planning Area
 - Zoning Map Amendment
 - ❖ Site Characteristics
 - Access, Traffic, and Circulation
 - Sewer, Water, and Utilities
 - Police and Fire
- ❖ Findings for Approval
 - Master Plan Consistency
 - Compatibility with Surrounding Land Uses
 - Public Notice and Hearing

Section 1



Planning Department
595 Silver Lace Blvd, Fernley, NV 89408
Development Application

APPLICATIONS, PLANS, AND/OR SUPPORTING DOCUMENTATION THAT ARE INCOMPLETE OR ILLEGIBLE WILL NOT BE ACCEPTED.

Please complete all sections that apply to you and/or your project. Various applications are only accepted on the application deadline dates. Please call before you submit to verify that someone will be available to assist you at (775) 784-9810.

☐ ADMINISTRATIVE REVIEW(AR)		☐ APPEAL (APP)	
☐ ANNEXATION(ANX)		☐ PLANNED DEVELOPMENT (PD)	
☐ CONDITIONAL USE PERMIT(CUP)		☐ DEVELOPMENT AGREEMENT (DA)	
☐ MAJOR DEVIATION(MJD)		☐ TEMPORARY USE PERMIT(TUP)	
☒ MASTER PLAN AMENDMENT.....(MPA)		☐ VARIANCE(VAR)	
☐ MINOR DEVIATION(MND)		☐ REASONABLE ACCOMMODATION(RAD)	
☒ ZONING MAP AMENDMENT.....(ZMA)		☐ OTHER: _____	

Daniel Douglass		Signature	No
Applicant's Name			
Company Name: Douglass Development LLC			
Address: 11050 Vincent Lane			
City: Reno	State: NV	Zip Code: 89511	Email: ddouglass@outlook.com
Phone No.: 775-843-4003	Cell No.: N/A	Fax No.: N/A	

Daniel Douglass		Primary Contact?	No
Property Owners Name			
Company Name: Douglass Development LLC			
Address: 11050 Vincent Lane			
City: Reno	State: NV	Zip Code 89511	Email: same as applicant
Phone No.: same as applicant	Cell No.: N/A	Fax No.: N/A	

Eric Hasty		Primary Contact?	Yes
Engineer / Representative			
Company Name: Wood Rodgers, Inc.			
Address: 1361 Corporate Boulevard			
City: Reno	State: NV	Zip Code 89502	Email: ehasty@woodrogers.com
Phone No.: 775-828-7742	Cell No.: N/A	Fax No.: N/A	

Brief Project Type/Description (Attach Detailed Project Type / Description):

Master Plan Amendment and Zoning Map Amendment to change the land use designation from Rural Residential (RR) to Commercial (C)and zoning from Rural Residential 1-acre lots (RR-1) to General Commercial (C-2).

Subdivision/Project Name And/Or Phase: Woodchuck Drive Property

Project Location (Street Address): 840 Woodchuck Drive

Assessor's Parcel Number(s): 020-151-05

Current Zoning: Rural Residential 1-acre lots (RR-1)	Comprehensive Plan Land Use Designation	Rural Residential
--	---	-------------------

Total Project Acreage: 0.85 acre	% Commercial: 0	CITY UTILITIES	
Number of Parcels Proposed: 1	% Open Space:	Water:	Sewer
		☐ Currently Served ☐ Proposed	☐ Currently Served ☐ Proposed

Previous Applications For This Site? ☐ Yes ☒ No

List Previous Application No(s) And Names:

2009 Flood Zone Designation: ☐ A ☐ AE ☐ AH ☐ AO	FEMA Map No.: 32019C0082E
---	---------------------------

Application Filing Date:	Office Use Only	Application Fee:	
Application No.:	Development Review Meeting	Outsource Fee:	
Application Intake By:	Date: October 15, 2024	Noticing Fee:	
Planner:	Time:	Total Due:	

LETTER OF AUTHORIZATION

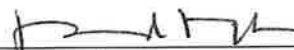
This letter shall serve to notify and verify the I/we am/are the legal owner(s) of the property being considered under this application and do hereby authorize the above representative to file and represent my/our interest in this application.

I/we am/are the legal owner(s) of said property; have read the foregoing "Letter of Authorization" and know the contents thereof; and so hereby certify (or declare) under penalty of perjury under the laws of the State of Nevada that the information contained in this application is true and correct.

OWNER(S) OF RECORD: *(Include all signatures-provide extra sheets if necessary)*

Daniel Douglass

(Print Name)


(Signature)

10/3/24
(Date)

(Print Name)

(Signature)

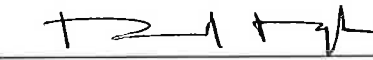
(Date)

I certify under penalty of perjury that I am the applicant and that the foregoing statements and answers contained herein and the information herein submitted, are in all respects true and correct. I grant permission to City staff and officials to enter the property to conduct inspections/site visits necessary for the review of the project. I also certify that all plans and submittal requirements are in accordance with the Nevada Revised Statutes and City Code, have been drawn to a standard engineering scale (e.g. 1"=20', 1"=50', 1"=100') or architectural scale (e.g. 1/4"=1', 1/8"=1') that is appropriate to the project size, and clearly define and identify all of the required information.

APPLICANT:

Douglass Development LLC

(Print Name)


(Signature)

10/3/24
(Date)

APPLICANT'S ENGINEER/REPRESENTATIVE:

Eric Hasty

(Print Name)


(Signature)

10/9/24
(Date)

City of Fernley Development Code, Section 32.03.030, Common Review Procedures: The City will not process incomplete applications. Review for completeness of application forms is solely to determine whether preliminary information required for submission with the application is sufficient to allow further processing. A determination of completeness shall not constitute a decision as to whether an application complies with the City's Development Code.

Note: Development review meetings are preliminary nature and comments expressed by staff should not be construed as being Conditions of Approval for any project application.

EXHIBIT "A"
LEGAL DESCRIPTION FOR
MPA & ZMA

All that certain real property situate within the Southeast One-Quarter (SE 1/4) of the Southeast One-Quarter (SE 1/4) of Section 10, Township 20 North, Range 24 East, M.D.M., City of Fernley, Lyon County, State of Nevada, being the parcel as described in Deed Document No. 650517, recorded December 28, 2021, also being Parcel C as shown on Record of Survey No. 66116, recorded February 4, 1982, both filed in the Official Records of Lyon County, Nevada, more particularly described as follows:

BEGINNING at the Southeast corner of said Parcel C;

THENCE North 89°14'20" West a distance of 218.81 feet;

THENCE North 1°11'40" East a distance of 170.00 feet;

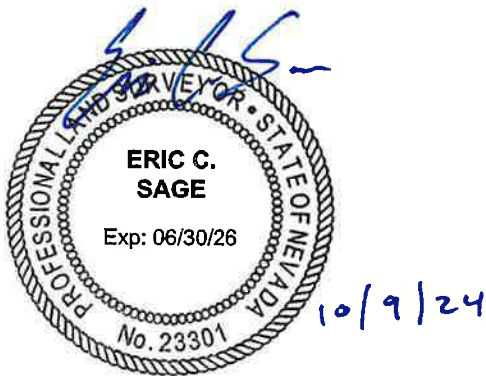
THENCE South 89°14'20" East a distance of 217.49 feet;

THENCE South 0°45'00" West a distance of 200.00 feet to the **POINT OF BEGINNING**.

Containing 0.85 acres of land, more or less.

The Basis of Bearings for this description is identical to said Record of Survey No. 66116.

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



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

MASTER PLAN AMENDMENT

APPLICATION CHECKLIST

City of Fernley, Nevada

The following items shall be submitted as a part of the Master Plan Amendment application:

- ✓ 1. **Pre-application meeting completed.**
- ✓ 2. **Application Fee:** The application fee is due at the time of the application submittal. See **FEE SCHEDULE** for correct amount. Application fee may be made in the form of a check or money order payable to "City of Fernley", by e-check (no fee) or by Visa/Mastercard/Discover (4% fee).
- ✓ 3. **Proof of Ownership:** Must be original signatures or the application may be rejected. If the person signing the owner's affidavit is not listed as the property owner in the most recent records of the Lyon County Assessor, proof of ownership acceptable to the administrator must be submitted with the application. If the signer is an agent of the owner, written documentation of that fact acceptable to the administrator must be submitted. If in Corporate ownership, a list of all Corporate Officers must be provided.
- ✓ 4. **Review Packet: One (1) digital copy containing the following:**
 - ✓ a. Completed DEVELOPMENT APPLICATION form.
 - ✓ b. NRS Time Waiver Agreement.
 - ✓ c. A written description of the proposed Master Plan Amendment request.
 - ✓ d. A list of the goals and policies from the City of Fernley Master Plan which support the proposed Master Plan Amendment.
 - ✓ e. Please include a dimensioned site plan, pictures of existing buildings, and any additional information that would be helpful to illustrate the existing use of the site. All plans shall be drawn to standard architectural or engineering scale and shall include a north arrow.
 - ✓ f. Vicinity Map depicting the existing and proposed land use designation of the respective site including surrounding roadways and the land use designations of the surrounding properties
 - N/A g. If the site is greater than 5 acres, the following application submittal information is required:
 - (1) Report addressing impacts on existing and planned facilities and infrastructure;
 - (2) Report addressing impacts on existing and planned public services.
 - (3) Written narrative on the proposed land use in relationship to existing land uses; and
 - (4) Provide a fiscal impact analysis for public service providers for the proposed land use change.
 - ✓ h. Miscellaneous, as requested, and all required items as outlined in Appendix A of the City of Fernley's Development Code.
- ✓ 5. **Original PDF documents of the application, broken down into individual sections, including all documents, maps, plans, and technical analyses, shall be provided on a USB flash drive or alternative method as determined by the Administrator.**

NOTE: Applications filed under Chapter 32.03 of the City of Fernley's Development Code must include the information required by Appendix A of the same code and is not complete until all required items are submitted. The development review team may request that additional application materials be submitted depending on the specific project request. The application materials required above shall serve as the minimum requirements necessary to make application submittal to the Planning Department.

ZONING MAP AMENDMENT

APPLICATION CHECKLIST

City of Fernley, Nevada

The following items shall be submitted as a part of the Zoning Map Amendment application:

- ✓ 1. **Application Fee:** The application fee is due at the time of the application submittal. See **FEE SCHEDULE** for correct amount. Application fee may be made in the form of a check or money order payable to "City of Fernley", by e-check (no fee) or by Visa/Mastercard/Discover (4% fee).
- ✓ 2. **Proof of Ownership:** Must be original signatures or the application may be rejected. If the person signing the owner's affidavit is not listed as the property owner in the most recent records of the Lyon County Assessor, proof of ownership acceptable to the administrator must be submitted with the application. If the signer is an agent of the owner, written documentation of that fact acceptable to the administrator must be submitted. If in Corporate ownership, a list of all Corporate Officers must be provided.
- ✓ 3. **Review Packet: One (1) digital copy containing the following:**
 - ✓ a. Completed DEVELOPMENT APPLICATION form.
 - ✓ b. NRS Time Waiver Agreement.
 - ✓ c. A written description of the Zoning Map Amendment request.
 - ✓ d. A list of the goals and policies from the City of Fernley Master Plan which support the proposed Zoning Map Amendment.
 - ✓ e. Vicinity Map depicting the existing and proposed zoning designation of the respective site including surrounding roadways and the zoning designations of the surrounding properties the respective site and including surrounding roadways.
 - ✓ f. A wet stamped legal description and boundary map of the subject property (8½" x 11" with 1" margins).
 - ✓ g. Please include a dimensioned site plan, pictures of existing buildings, and any additional information that would be helpful to illustrate the existing use of the site. All plans shall be drawn to standard architectural or engineering scale and shall include a north arrow.
 - ✓ h. Property Tax Receipt.
 - ✓ i. Miscellaneous, as requested, and all required items as outlined in Appendix A of the City of Fernley's Development Code.
- ✓ 4. **Original PDF documents of the application, broken down into individual sections, including all documents, maps, plans, and technical analyses, shall be provided on a USB flash drive or alternative method as determined by the Administrator.**

NOTE: Applications filed under Chapter 32.03 of the City of Fernley's Development Code must include the information required by Appendix A of the same code and is not complete until all required items are submitted. The Planning Department or other reviewing departments or agencies may request that additional application materials be submitted depending on the specific project request. The application materials required above shall serve as the minimum requirements necessary to make application submittal to the City of Fernley Planning Department.



Tax Account 020-151-05

Owners

DOUGLASS, DANIEL
P O BOX 19944
RENO, NV 89511-0000

Account Summary

Account ID	020-151-05
Account Type	Real Estate
Location	840 WOODCHUCK DR FERNLEY
Balance	\$622.00
Currently Due	\$0.00

No payment currently due.

You can pay any amount up to \$622.00 (the current balance).

Current Year

Description	2024/2025 REAL ESTATE TAXES
Original	\$1,246.93
Total	\$1,246.93
Paid	\$624.93
Balance	\$622.00
Due	\$0.00
Ad Valorem Tax Rate	3.6566
Tax District	6.0 (City of Fernley)

Tax Cap	100% High 8.0%
---------	----------------

Installments

#	Due Date	Penalty Date	Status	Original Total	Penalty	Total	Paid	Total Due	Pay Now
1	08/19/2024	08/29/2024	Paid	\$313.93	\$0.00	\$313.93	\$313.93	\$0.00	
2	10/07/2024	10/17/2024	Paid	\$311.00	\$0.00	\$311.00	\$311.00	\$0.00	
3	01/06/2025	01/16/2025	Due	\$311.00	\$0.00	\$311.00	\$0.00	\$311.00	Pay \$311.00 Now
4	03/03/2025	03/13/2025	Due	\$311.00	\$0.00	\$311.00	\$0.00	\$622.00	Pay \$622.00 Now

Past Years

Description	Original	Penalty	Paid	Balance	Due	Tax Rate	Tax District
2023/2024 REAL ESTATE TAXES	\$1,134.34	\$0.00	\$1,134.34	\$0.00	\$0.00	3.6551	6.0
2022/2023 REAL ESTATE TAXES	\$1,041.50	\$0.00	\$1,041.50	\$0.00	\$0.00	3.6127	6.0
2021/2022 REAL ESTATE TAXES	\$997.35	\$0.00	\$997.35	\$0.00	\$0.00	3.6160	6.0
2020/2021 SECURED TAXES	\$954.83	\$0.00	\$954.83	\$0.00	\$0.00	3.6131	6.3
2019/2020 SECURED TAXES	\$822.78	\$0.00	\$822.78	\$0.00	\$0.00	3.6131	6.0
2018/2019 SECURED TAXES	\$789.94	\$0.00	\$789.94	\$0.00	\$0.00	3.6131	6.0
2017/2018 SECURED TAXES	\$770.96	\$0.00	\$770.96	\$0.00	\$0.00	3.6131	6.0
2016/2017 SECURED TAXES	\$759.90	\$0.00	\$759.90	\$0.00	\$0.00	3.6131	6.0

Special Assessments and Other Fees

Year	Code	Description	Amount	Paid	Balance	Due
2024-2025	S23	TCID Operatn & Maint	380.00	190.10	189.90	.00
2024-2025	S24	TCID Administrative	140.00	70.10	69.90	.00
2024-2025	S25	TCID District Gen.	6.84	3.52	3.32	.00
2024-2025	S33	Fernley Groundwater	1.05	.63	.42	.00
2023-2024	S23	TCID Operatn & Maint	340.00	340.00	.00	.00

Year	Code	Description	Amount	Paid	Balance	Due
2023-2024	S24	TCID Administrative	120.00	120.00	.00	.00
2023-2024	S25	TCID District Gen.	6.56	6.56	.00	.00
2023-2024	S33	Fernley Groundwater	1.99	1.99	.00	.00
2022-2023	S23	TCID Operatn & Maint	320.00	320.00	.00	.00
2022-2023	S24	TCID Administrative	120.00	120.00	.00	.00
2022-2023	S25	TCID District Gen.	6.29	6.29	.00	.00
2022-2023	S33	Fernley Groundwater	2.04	2.04	.00	.00
2021-2022	S23	TCID Operatn & Maint	320.00	320.00	.00	.00
2021-2022	S24	TCID Administrative	120.00	120.00	.00	.00
2021-2022	S25	TCID District Gen.	6.10	6.10	.00	.00
2021-2022	S33	Fernley Groundwater	2.03	2.03	.00	.00
2020-2021	S23	TCID Operatn & Maint	320.00	320.00	.00	.00
2020-2021	S24	TCID Administrative	120.00	120.00	.00	.00
2020-2021	S25	TCID District Gen.	5.96	5.96	.00	.00
2020-2021	S33	Fernley Groundwater	.32	.32	.00	.00
2019-2020	S23	TCID Operatn & Maint	220.00	220.00	.00	.00
2019-2020	S24	TCID Administrative	120.00	120.00	.00	.00
2019-2020	S25	TCID District Gen.	5.83	5.83	.00	.00
2019-2020	S33	Fernley Groundwater	.32	.32	.00	.00
2018-2019	S23	TCID Operatn & Maint	220.00	220.00	.00	.00
2018-2019	S24	TCID Administrative	110.00	110.00	.00	.00
2018-2019	S25	TCID District Gen.	5.70	5.70	.00	.00
2018-2019	S33	Fernley Groundwater	.32	.32	.00	.00
2017-2018	S23	TCID Operatn & Maint	220.00	220.00	.00	.00
2017-2018	S24	TCID Administrative	110.00	110.00	.00	.00
2017-2018	S25	TCID District Gen.	5.00	5.00	.00	.00
2017-2018	S33	Fernley Groundwater	.33	.33	.00	.00
2016-2017	S23	TCID Operatn & Maint	220.00	220.00	.00	.00

Year	Code	Description	Amount	Paid	Balance	Due
2016-2017	S24	TCID Administrative	110.00	110.00	.00	.00
2016-2017	S25	TCID District Gen.	5.00	5.00	.00	.00
2016-2017	S33	Fernley Groundwater	.32	.32	.00	.00

Tax Bill and Payment History

Date	Type	Billed to / Payer Name / Note	Amount	Balance
10/10/2024	PAYMENT	DOUGLASS DEVELOPMENT LLC CHECK 2541	\$-311.00	\$622.00
08/21/2024	PAYMENT	DOUGLASS, DANIEL CHECK 2532	\$-313.93	\$933.00
07/16/2024	BILL	DOUGLASS, DANIEL	\$1,246.93	\$1,246.93
03/05/2024	PAYMENT	DOUGLASS, DEVELOPMENT LLC CHECK 2517	\$-283.00	\$0.00
12/01/2023	PAYMENT	DANIEL DOUGLASS PNP PNP - 146872810	\$-283.00	\$283.00
09/27/2023	PAYMENT	FERNLEY SELF STORAGE CHECK 5134	\$-283.00	\$566.00
08/04/2023	PAYMENT	DAN DOUGLASS PNP PNP - 140449692	\$-285.34	\$849.00
07/17/2023	BILL	DOUGLASS, DANIEL	\$1,134.34	\$1,134.34
02/27/2023	PAYMENT	DANIEL DOUGLASS PNP PNP - 130307091	\$-260.00	\$0.00
10/03/2022	PAYMENT	DANIEL DOUGLASS PNP PNP - 121891340	\$-260.00	\$260.00
10/03/2022	PAYMENT	DANIEL DOUGLASS PNP PNP - 121890463	\$-260.00	\$520.00
08/23/2022	PAYMENT	DOUGLASS, DANIEL CHECK 5101	\$-261.50	\$780.00
07/15/2022	BILL	DOUGLASS, DANIEL	\$1,041.50	\$1,041.50
08/25/2021	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK CK. 2122	\$-747.87	\$0.00
08/19/2021	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK 2118	\$-249.48	\$747.87
07/14/2021	BILL	ACOSTA, FRANK & ROBIN JEAN	\$997.35	\$997.35
01/07/2021	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK 1956	\$-238.00	\$0.00
10/27/2020	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1901	\$-238.00	\$238.00
08/26/2020	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1862	\$-238.00	\$476.00
07/22/2020	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1838	\$-240.83	\$714.00
07/09/2020	BILL	ACOSTA, FRANK & ROBIN JEAN	\$954.83	\$954.83
01/23/2020	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1721	\$-205.00	\$0.00

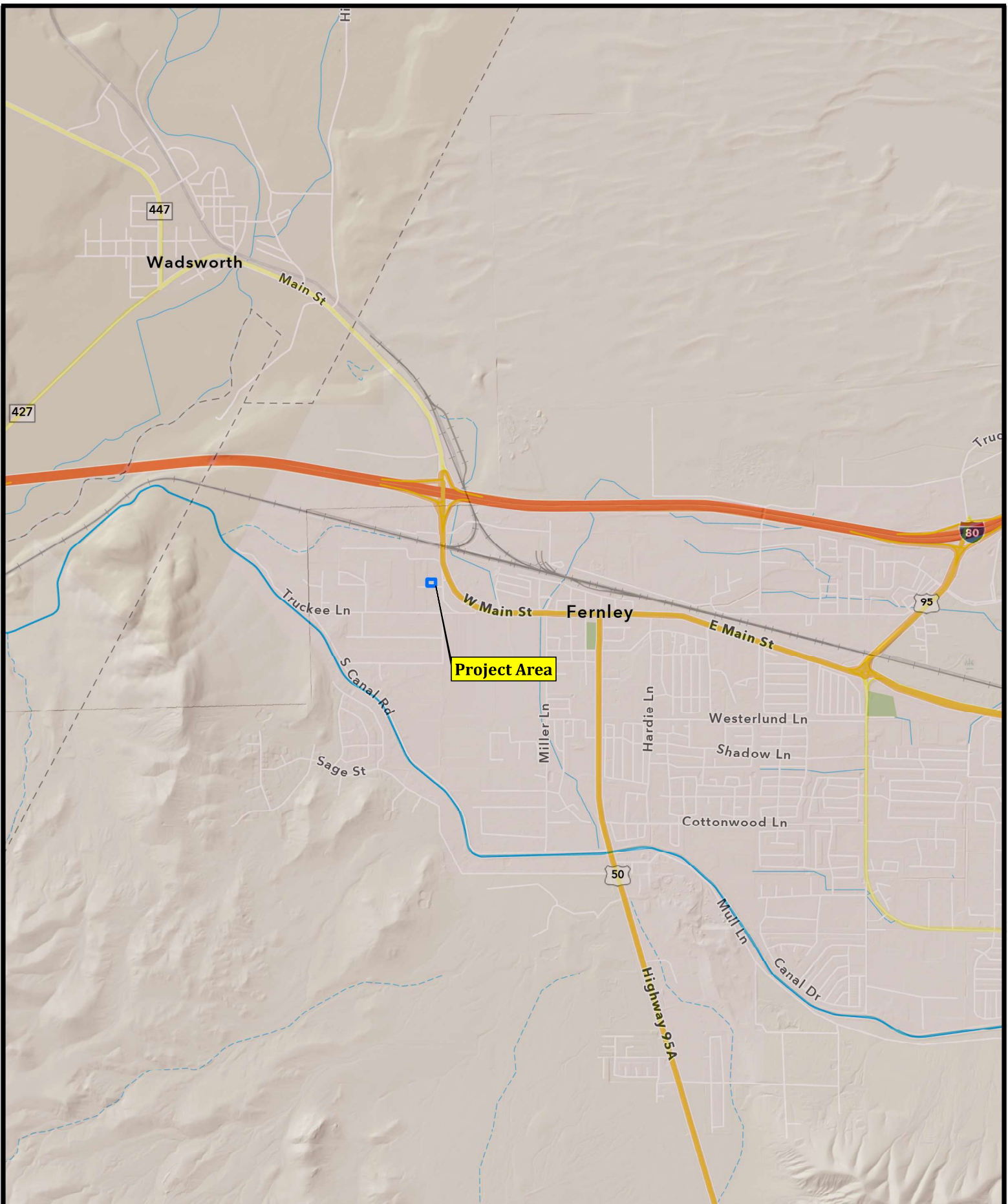
Date	Type	Billed to / Payer Name / Note	Amount	Balance
12/24/2019	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1701	\$-205.00	\$205.00
08/09/2019	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1562	\$-412.78	\$410.00
07/10/2019	BILL	ACOSTA, FRANK & ROBIN JEAN	\$822.78	\$822.78
09/25/2018	PAYMENT	ACOSTA, ROBIN CHECK NUM: 1259	\$-394.00	\$0.00
07/27/2018	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 1203	\$-395.94	\$394.00
07/10/2018	BILL	ACOSTA, FRANK & ROBIN JEAN	\$789.94	\$789.94
10/31/2017	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 920	\$-384.00	\$0.00
09/05/2017	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 864	\$-192.00	\$384.00
07/25/2017	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 814	\$-194.96	\$576.00
07/10/2017	BILL	ACOSTA, FRANK & ROBIN JEAN	\$770.96	\$770.96
01/18/2017	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 633	\$-189.00	\$0.00
10/10/2016	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 521	\$-189.00	\$189.00
09/07/2016	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 482	\$-189.00	\$378.00
07/27/2016	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 429	\$-192.90	\$567.00
07/11/2016	BILL	ACOSTA, FRANK & ROBIN JEAN	\$759.90	\$759.90
02/16/2016	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 279	\$-189.00	\$0.00
12/28/2015	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 238	\$-189.00	\$189.00
09/15/2015	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 151	\$-189.00	\$378.00
07/28/2015	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 101	\$-192.04	\$567.00
07/07/2015	BILL	ACOSTA, FRANK & ROBIN JEAN	\$759.04	\$759.04
02/04/2015	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 3502	\$-186.00	\$0.00
10/08/2014	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 3399	\$-186.00	\$186.00
07/25/2014	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 3335	\$-373.89	\$372.00
07/08/2014	BILL	ACOSTA, FRANK & ROBIN JEAN	\$745.89	\$745.89
03/10/2014	PAYMENT	FRANK ACOSTA CORK: D BANK: PNP INTERNET NUM: 13090902	\$-182.00	\$0.00
12/10/2013	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 3142	\$-182.00	\$182.00
07/25/2013	PAYMENT	ACOSTA, FRANK & ROBIN JEAN CHECK NUM: 3036	\$-364.01	\$364.00
07/08/2013	BILL	ACOSTA, FRANK & ROBIN JEAN	\$728.01	\$728.01

Date	Type	Billed to / Payer Name / Note	Amount	Balance
11/27/2012	PAYMENT	ACOSTA, FRANK CHECK NUM: 194	\$-985.33	\$0.00
11/01/2012	INTEREST	Monthly Interest	\$1.43	\$985.33
10/12/2012	PENALTY	Instlmt 2 Penalty for 2012-13	\$18.81	\$983.90
10/01/2012	INTEREST	Monthly Interest	\$1.43	\$965.09
08/31/2012	INTEREST	Monthly Interest	\$1.43	\$963.66
08/30/2012	PENALTY	Instlmt 1 Penalty for 2012-13	\$7.53	\$962.23
07/10/2012	BILL	ACOSTA, FRANK & ROBIN JEAN	\$752.13	\$954.70
07/10/2012	INTEREST	Monthly Interest	\$1.43	\$202.57
07/02/2012	INTEREST	Monthly Interest	\$1.43	\$201.14
06/01/2012	INTEREST	Monthly Interest	\$14.33	\$199.71
04/30/2012	PENALTY	Publication Cost for Delinquency	\$6.50	\$185.38
03/15/2012	PENALTY	Instlmt 4 Penalty for 2011-12	\$6.88	\$178.88
10/11/2011	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK NUM: 1249432297	\$-172.00	\$172.00
10/04/2011	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK NUM: 2879	\$-172.00	\$344.00
08/15/2011	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK NUM: 2874	\$-173.39	\$516.00
07/08/2011	BILL	HUTCHISON, JEFFERY D ET AL	\$689.39	\$689.39
03/04/2011	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK NUM: 2863	\$-166.00	\$0.00
01/10/2011	PAYMENT	HUTCHISON, JEFFERY & DEANA CHECK NUM: 2860	\$-166.00	\$166.00
10/04/2010	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK BANK: 90-7851 NUM: 2838	\$-166.00	\$332.00
08/06/2010	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK BANK: 90-7851 NUM: 2829	\$-167.21	\$498.00
07/08/2010	BILL	HUTCHISON, JEFFERY D ET AL	\$665.21	\$665.21
02/18/2010	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK BANK: 90-7851 NUM: 2812	\$-219.00	\$0.00
12/24/2009	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK BANK: 90-7851 NUM: 2757	\$-219.00	\$219.00
09/29/2009	PAYMENT	HUTCHISON, JEFFERY OR DEANA CHECK BANK: 90-7851 NUM: 2752	\$-219.00	\$438.00
07/27/2009	PAYMENT	HUTCHISON, JEFFERY D ET AL CHECK BANK: 90-7851 NUM: 2768	\$-222.88	\$657.00
07/06/2009	BILL	HUTCHISON, JEFFERY D ET AL	\$879.88	\$879.88
08/16/2008	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 1652	\$-936.61	\$0.00
07/15/2008	BILL	HUTCHISON, JACK K	\$936.61	\$936.61

Date	Type	Billed to / Payer Name / Note	Amount	Balance
08/07/2007	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 2085	\$-781.59	\$0.00
07/12/2007	BILL	HUTCHISON, JACK K	\$781.59	\$781.59
08/25/2006	PAYMENT	HUTCHISON, JACK K & CHERYL L CHECK BANK: 94-77 NUM: 1233	\$-734.80	\$0.00
07/12/2006	BILL	HUTCHISON, JACK K	\$734.80	\$734.80
08/18/2005	PAYMENT	HUTCHISON, JACK K & CHERYL L CHECK BANK: 94-77 NUM: 1135	\$-691.48	\$0.00
07/15/2005	BILL	HUTCHISON, JACK K	\$691.48	\$691.48
07/31/2004	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 897	\$-651.93	\$0.00
07/08/2004	BILL	HUTCHISON, JACK K	\$651.93	\$651.93
08/18/2003	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 1881	\$-644.07	\$0.00
07/18/2003	BILL	HUTCHISON, JACK K	\$644.07	\$644.07
08/20/2002	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 1652	\$-624.86	\$0.00
07/12/2002	BILL	HUTCHISON, JACK K	\$624.86	\$624.86
08/14/2001	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 1375	\$-617.51	\$0.00
07/12/2001	BILL	HUTCHISON, JACK K	\$617.51	\$617.51
01/16/2001	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 1215	\$-305.88	\$0.00
09/05/2000	PAYMENT	HUTCHISON, JACK CHECK BANK: 94-77 NUM: 1063	\$-306.14	\$305.88
07/17/2000	BILL	HUTCHISON, JACK K	\$612.02	\$612.02
08/20/1999	PAYMENT	HUTCHISON, JACK K CHECK BANK: 94-77 NUM: 709	\$-637.59	\$0.00
07/17/1999	BILL	HUTCHISON, JACK K	\$637.59	\$637.59
02/18/1999	PAYMENT	JACK HUTCHISON CORK: B	\$-167.70	\$0.00
01/20/1999	PENALTY	Instlmt 3 Penalty for 1998-99	\$0.26	\$167.70
01/14/1999	PAYMENT	JACK HUTCHISON CHECK	\$-322.00	\$167.44
10/19/1998	PENALTY	Instlmt 2 Penalty for 1998-99	\$6.44	\$489.44
08/18/1998	PAYMENT	HUTCHISON, JACK CHECK	\$-161.12	\$483.00
07/13/1998	BILL	HUTCHISON, J K & LEE SCHAUPP	\$644.12	\$644.12
04/08/1998	PAYMENT	HUTCHISON, J K & LEE SCHAUPP CHECK	\$-432.32	\$0.00
03/25/1998	PENALTY	Postage Costs	\$1.00	\$432.32
03/13/1998	PENALTY	Instlmt 4 Penalty for 1997-98	\$23.82	\$431.32

Date	Type	Billed to / Payer Name / Note	Amount	Balance
01/20/1998	PENALTY	Instlmt 3 Penalty for 1997-98	\$10.12	\$407.50
10/17/1997	PENALTY	Instlmt 2 Penalty for 1997-98	\$0.31	\$397.38
09/05/1997	PAYMENT	HUTCHISON, J K & LEE SCHAUPP CHECK	\$-389.41	\$397.07
09/03/1997	PENALTY	Instlmt 1 Penalty for 1997-98	\$7.79	\$786.48
07/14/1997	BILL	HUTCHISON, J K & LEE SCHAUPP	\$778.69	\$778.69
01/13/1997	PAYMENT	HUTCHISON, J K & LEE SCHAUPP	\$-358.68	\$0.00
08/15/1996	PAYMENT	HUTCHISON, J K & LEE SCHAUPP	\$-358.80	\$358.68
07/18/1996	BILL	HUTCHISON, J K & LEE SCHAUPP	\$717.48	\$717.48

Section 2





0 0.425 0.85
MILES

Vicinity Map

Woodchuck Dr, Fernley, NV

October 2024



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

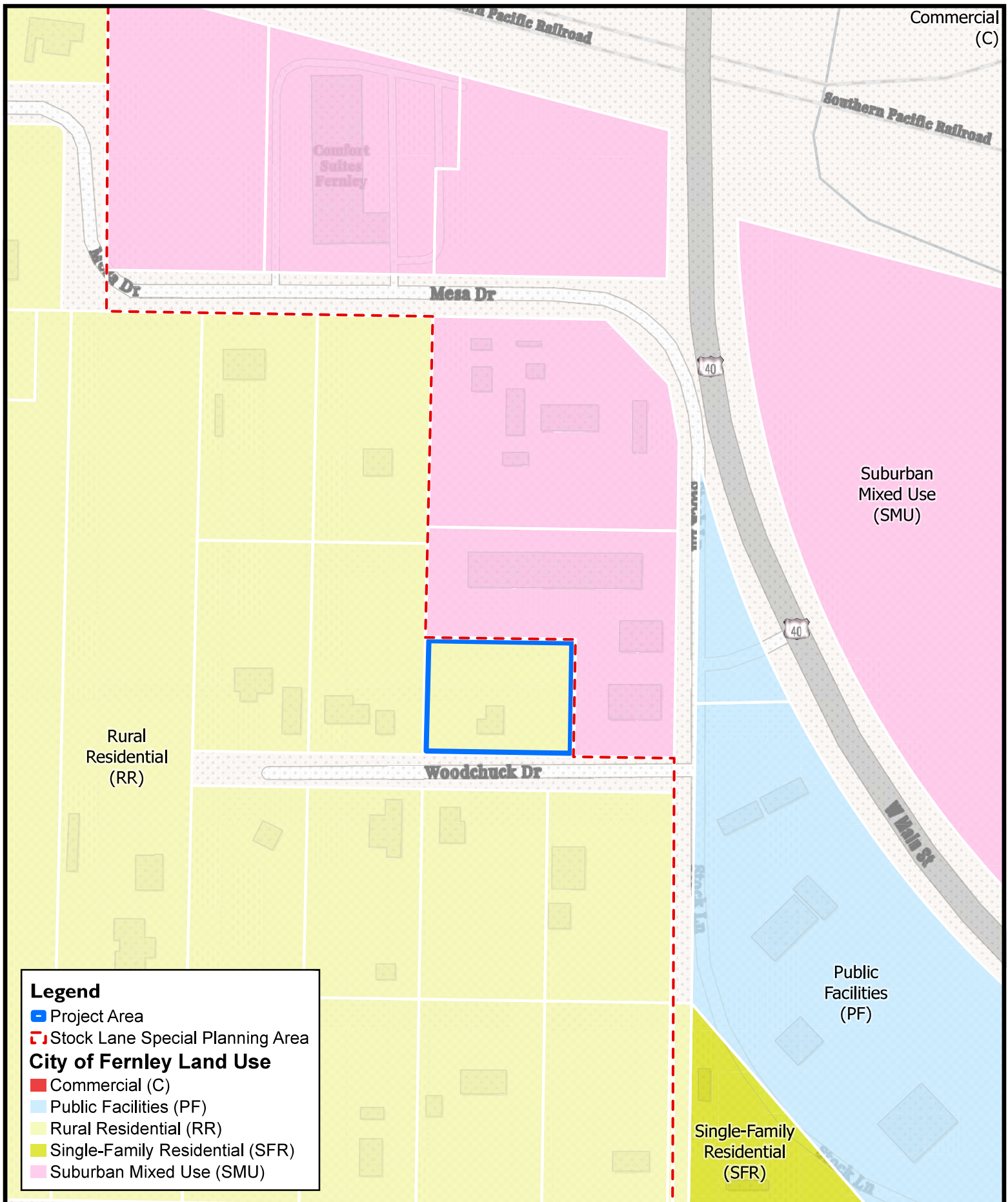


Legend

 Project Area

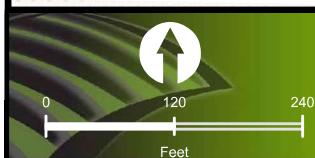
Aerial Map
Woodchuck Dr, Fernley, NV
October 2024


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



Legend

- Project Area
- Stock Lane Special Planning Area
- City of Fernley Land Use**
- Commercial (C)
- Public Facilities (PF)
- Rural Residential (RR)
- Single-Family Residential (SFR)
- Suburban Mixed Use (SMU)



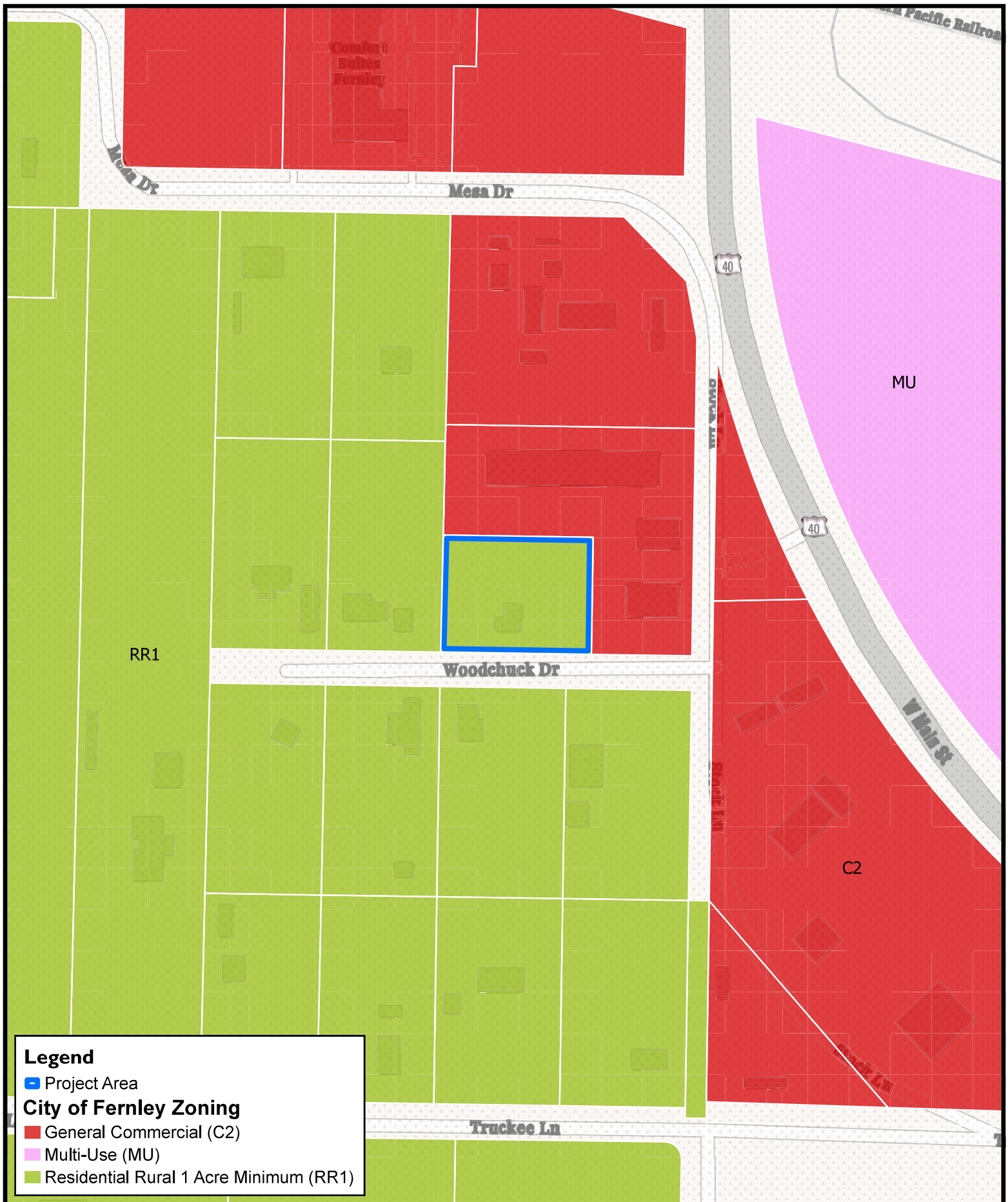
Existing Master Plan

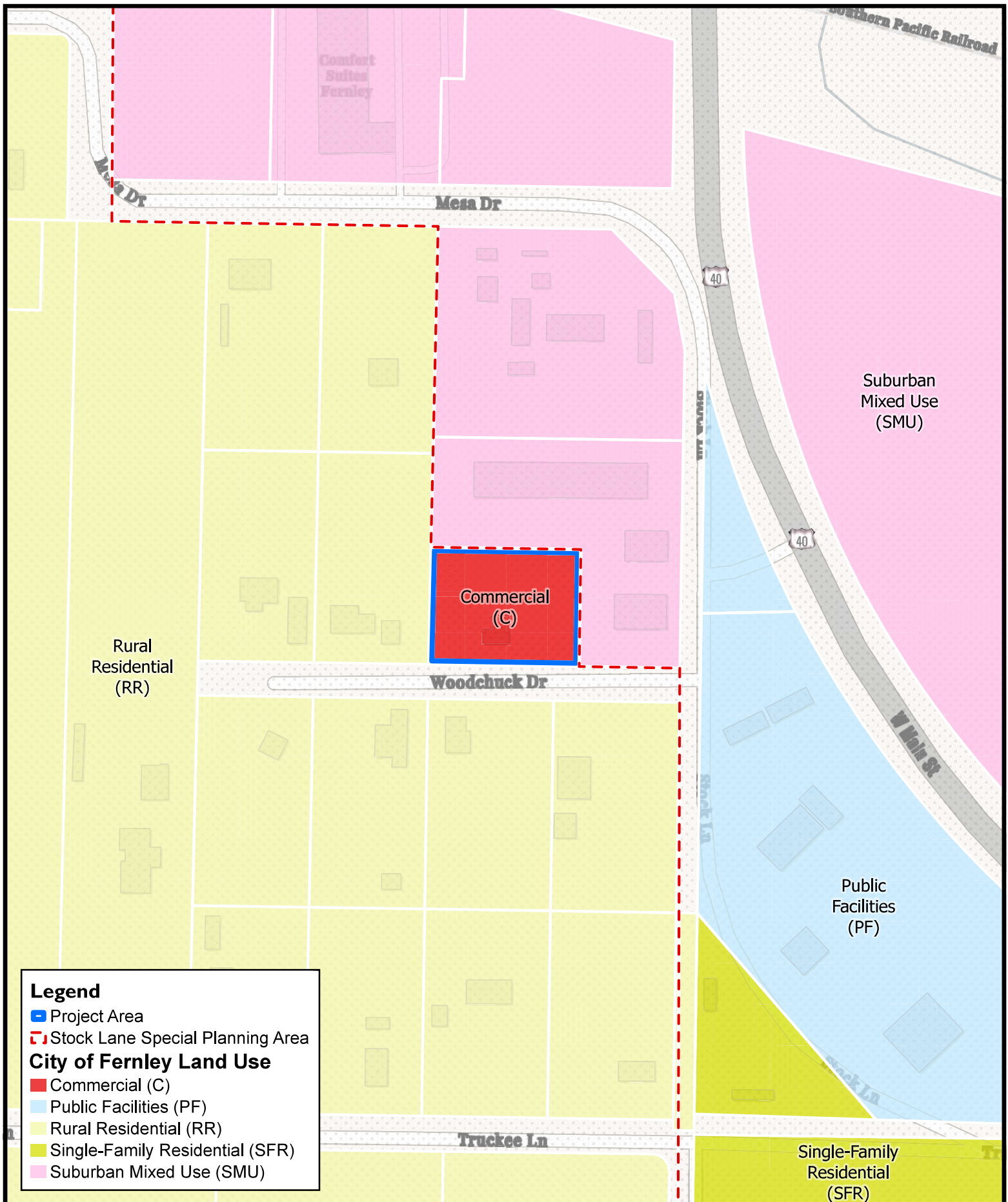
Woodchuck Dr, Fernley, NV

October 2024



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





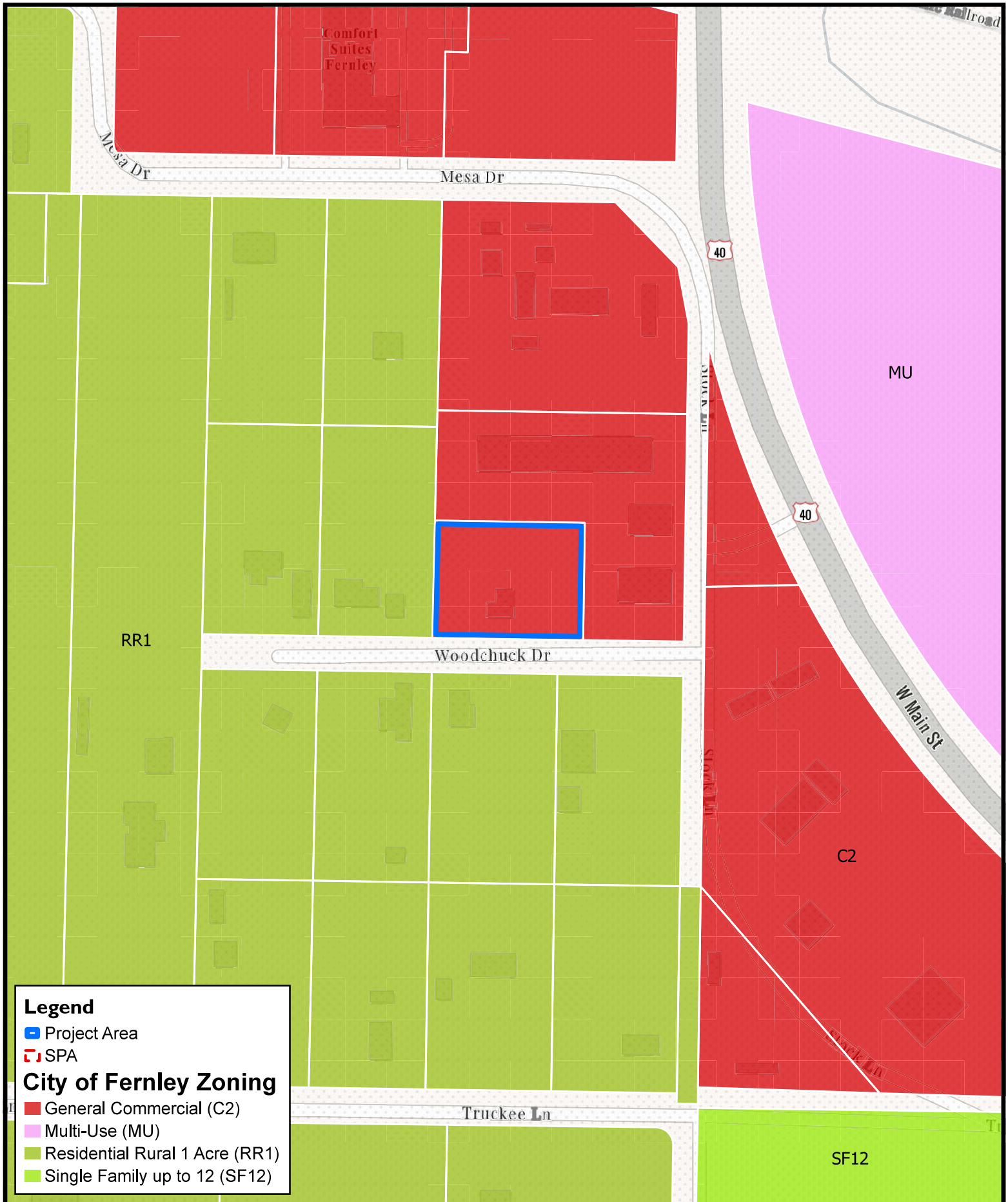
Proposed Master Plan

Woodchuck Dr, Fernley, NV

October 2024



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

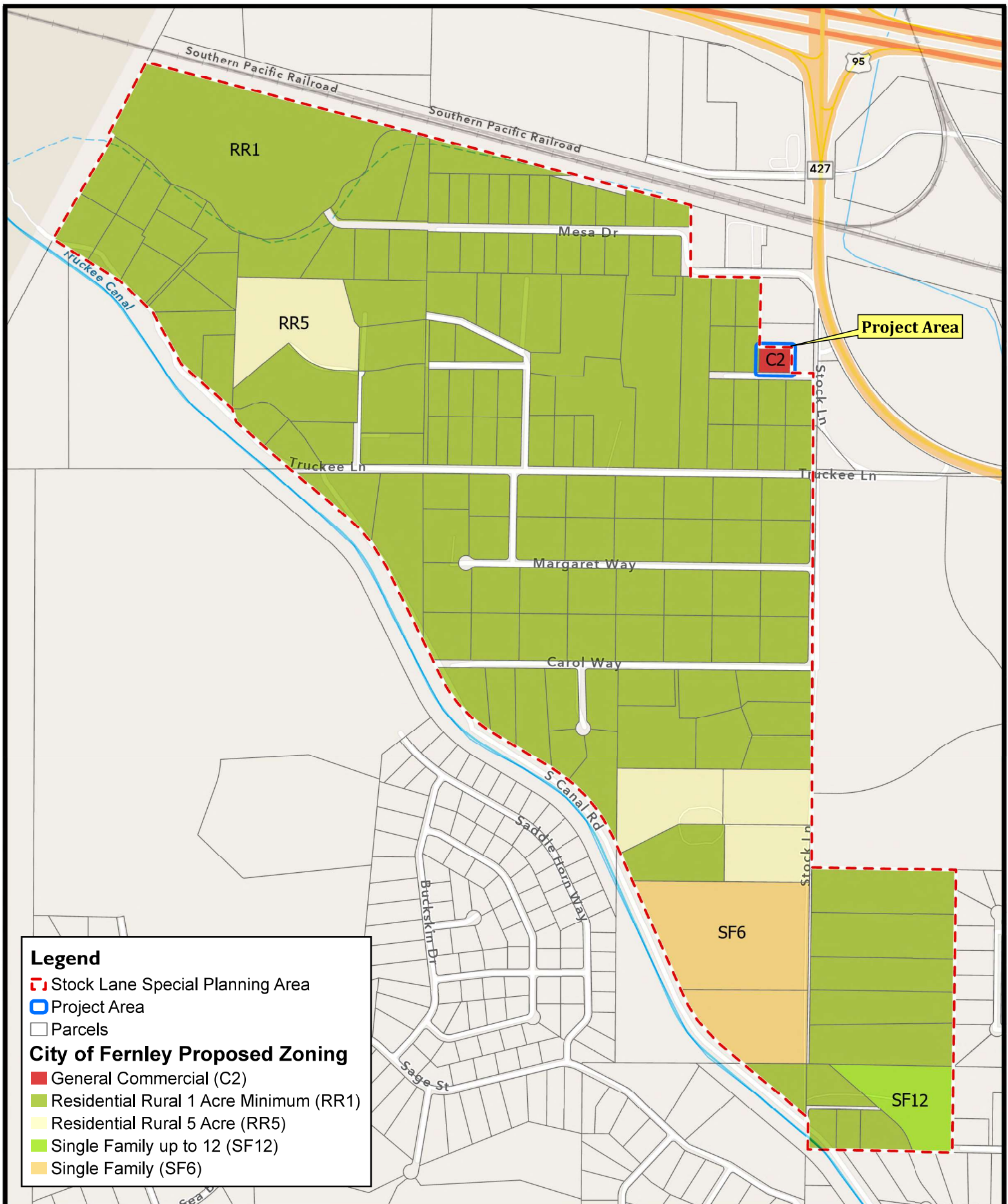


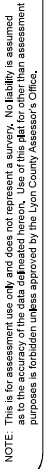
Proposed Zoning

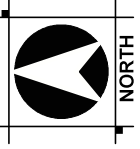
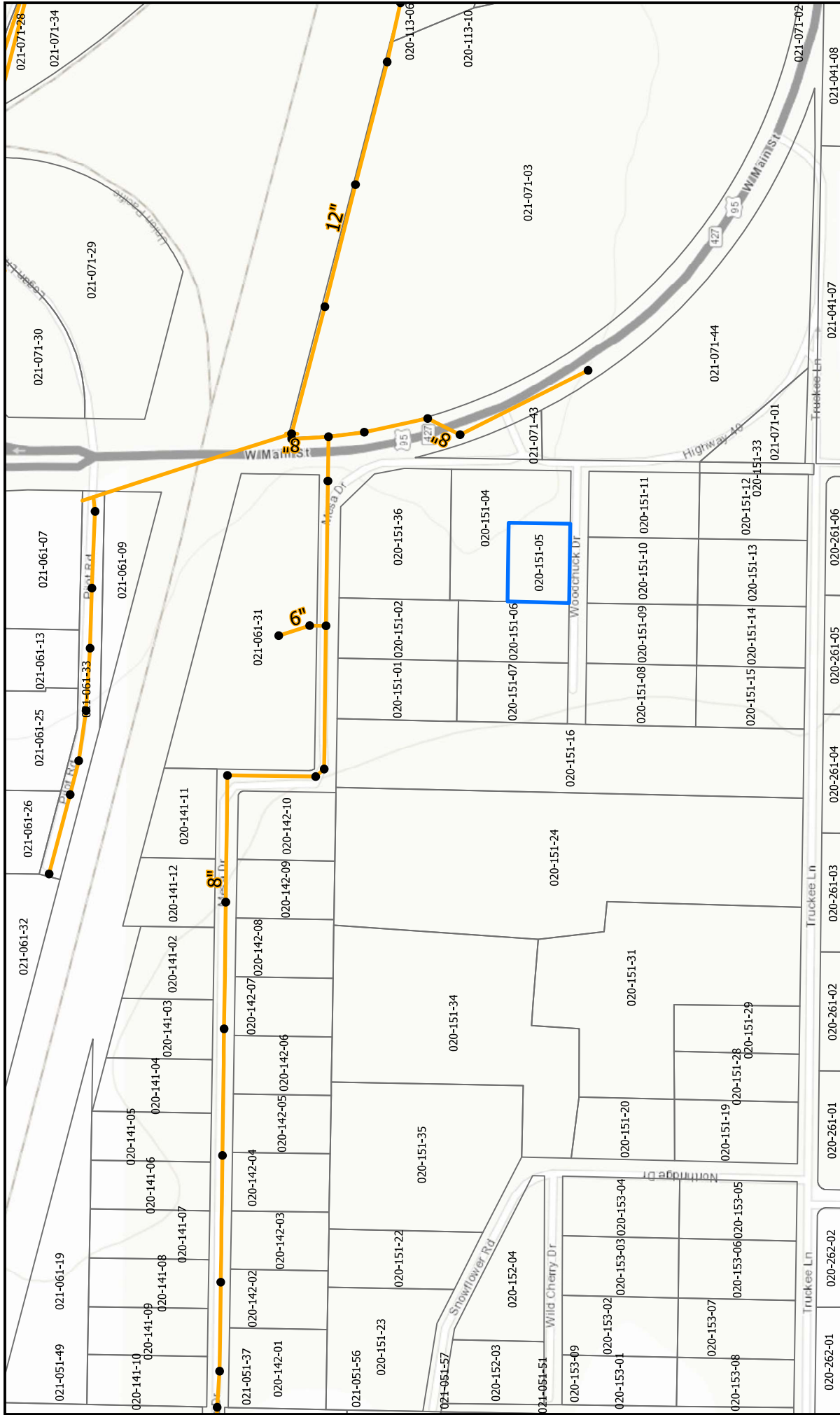
Woodchuck Dr, Fernley, NV

October 2024

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







Legend

Sewer Pipe

Manhole

840 PROJECT AREA SEWER INFRASTRUCTURE

840 WOODCHUCK DR.
FERNLEY, NV
SEPTEMBER 2024



WOOD ROGERS

Section 3

EXECUTIVE SUMMARY

Project Name: 840 Woodchuck Drive Commercial Master Plan and Zoning Map Amendments

Site Location: The project site is located at 840 Woodchuck Drive, a ±0.85-acre parcel located on the north side of Woodchuck Drive, ±160 feet west of Old Highway 40, ±425 feet west of West Main Street/SR-427, and ±2,100 feet south of the West Main Street/SR-427 entrance to Interstate-80, in the City of Fernley, NV.

APN Numbers: 020-151-05

Applicant: Douglass Development LLC

Applicant's Representative: Wood Rodgers, Inc., Attention: Eric Hasty

Owner: Daniel Douglass

Proposed Action: This application requests to:

- 1) Zoning Map Amendment on a ±0.85-acre parcel (APN 020-151-05) from Rural Residential 1-acre lots (RR-1) to General Commercial (C2);
- 2) Master Plan Amendment to change the Land Use designation from Rural Residential (RR) to Commercial (C).

Current Land Use Classification: Rural Residential (RR)

Proposed Land Use Classification: Commercial (C)

Current Zoning: Rural Residential 1 acre (RR-1)

Proposed Zoning: General Commercial (C2)

Flood Zone Designation: Zone X

Gross Site Area: ±0.85 acre

ANALYSIS

Background / Existing Conditions

The Woodchuck Drive commercial property, APN 020-151-05 (±0.85 acres), is located at 840 Woodchuck Drive (Refer to Vicinity map provided in Section 2 of this submittal packet). This entire property will be referred to as the "project site". The project site is developed with one ±1,400 square feet (sf) metal shop building with a bathroom and an office, on a concrete slab with one roll top garage-style door and an ±225 sf wooden awning attached to the eastern side of the structure (Figure 1). The structure does not contain a kitchen, thus is not meant for residential use. The remaining

Figure 1: Existing commercial structure (from Woodchuck Dr facing north)



±35,400 sf of the project site is undeveloped permeable surface (Figure 2). This site has historically been used for commercial uses like vehicle and mechanical services and outdoor storage but is currently not occupied. The project site has chain link fencing on all sides and one gate to access the interior of the site along the southern property line via Woodchuck Drive to the east of the commercial structure.

Figure 2: Project site showing vacant portions of the parcel (from Woodchuck Dr facing northwest)



Master Plan and Zoning Designations

The City of Fernley's Comprehensive Master Plan (Master Plan) land use designation for the subject property is Rural Residential (RR), which allows single-family detached residences on lots typically smaller than 20 acres to a minimum size of 1 acre, and the project site is in the Rural Residential 1-acre (RR-1) zoning district. The project site has historically been used for commercial purposes for a number of years as indicated on the commercial building and access which currently exists on site. Therefore, the City of Fernley Planning Staff believes the existing land use designation and zoning district may be a clerical error in the wake of the Master Plan and Development Code update that occurred in 2020. In order to facilitate future continued commercial use of the project site that is inline with the historic uses and in conformance with the Master Plan and Development Code the site will require a change in land use designation that is in conformance with the Master Plan to ensure the zoning district supports the use. A zoning designation that supports the historical uses of auto shops is the General Commercial (C2) zoning district. However, this is not supported by the existing RR land use designation, thus the applicant seeking a Master Plan Amendment (MPA) to change the land use designation from RR to Commercial (C) and a Zoning Map Amendment (ZMA) to amend the zoning district from RR-1 to C2, *(Refer to the Master Plan and Zoning maps in Section 2 of this submittal packet)*.

Project Requests

The current request is seeking a:

- 1) Master Plan Amendment to change the land use designation from Rural Residential (RR) to Commercial (C); and
- 2) Zoning Map Amendment to change zoning district from Rural Residential 1-acre lots (RR-1) to General Commercial (C2).

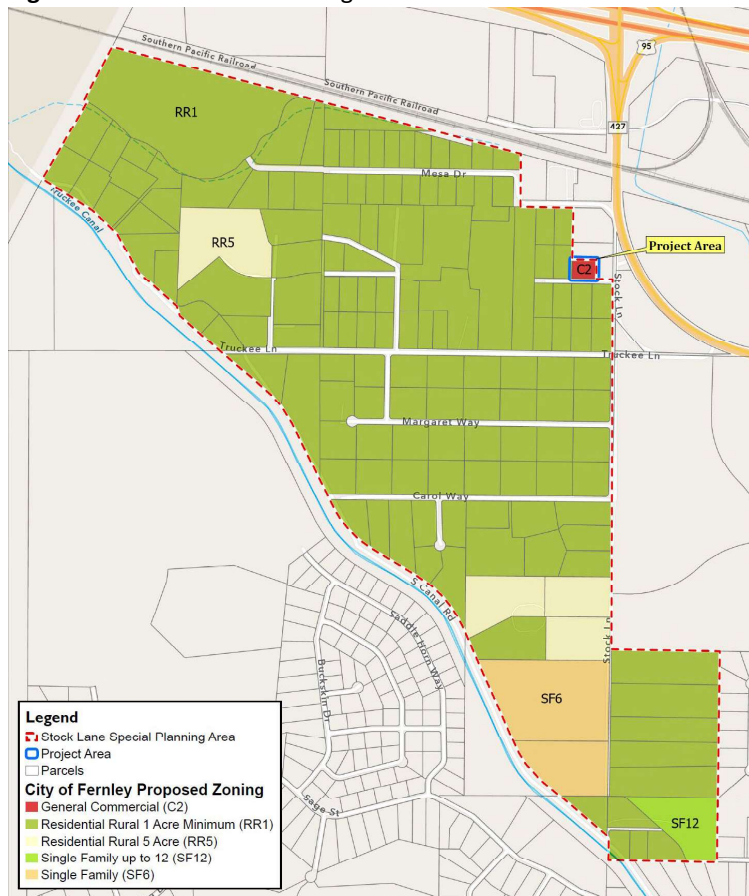
Justification for Requests

Master Plan Amendment

The City of Fernley has identified nine community principles to help guide the future prosperity of the community which have helped to shape the specific goals and policies found within the Master Plan. One of the guiding principles is **Ensure Compatibility** which includes how development fits in with the existing fabric of the community and supports interconnected development. This principle encourages development to be organized in a way to respect existing land uses and future growth opportunities. The proposed MPA is consistent with this guiding principle as it is seeking to align the historic commercial use of the property with the appropriate land use designation and will facilitate future utilization and/or development of the site that is compatible with the neighboring commercial uses.

As discussed below in the *Findings for Approval* section, allowing the site to be developed for commercial land uses aligns with several goals and action strategies of the Master Plan through encouraging development that is compatible with neighboring land uses on an underutilized site that is adequately served by public services and in close proximity to utility service connections.

Figure 3: Stock Lane SPA Zoning Districts



Stock Lane Special Planning Area (SPA)

The Master Plan specifically outlines a mapped area called the Stock Lane Special Planning Area (SPA) which includes the subject parcel (Refer to the Stock Lane SPA map in Section 2 of this submittal packet). The project site is along the eastern most boundary of the Stock Lane SPA. The Master Plan describes the Stock Lane SPA as follows:

*“Properties within the Stock Lane SPA are designated Rural Residential which limits minimum lot sizes to two (2) acres until such time as access is improved and City infrastructure is available to serve the area. Development within this SPA will remain focused on a low-density rural concept, with **little or no commercial development**. New development is encouraged to incorporate rural architectural features to compliment the character of the area.”*

Although the focus of the Stock Lane SPA is rural residential development, the SPA does allow for a small amount of commercial development. There are no other parcels in the Stock Lane SPA zoned for commercial use (Figure 3), thus if this

project site was zoned commercial it would help to satisfy the small portion of commercial development intended for the Stock Lane SPA.

One goal of the Stock Lane SPA is to protect certain areas of Fernley from development until such a time access is improved and City infrastructure is available to serve the area. As discussed in detail below, the site is in close proximity to City sewer and water infrastructure and access is already provided. Any future development of the site would be required to connect to city utility infrastructure, in alignment with the goals of the Stock Lane SPA.

Zoning Map Amendment

The project site, although zoned Rural Residential one acres lots (RR-1), has historically been used for commercial purposes and is surrounded to the north and east by other commercial uses. Furthermore, the site is less than one acre, which is less than the required minimum lot size in the RR-1 zoning district further supporting that this has intended to be a commercial lot. Not only is the lot size non-conforming to the existing zoning district, but the existing structure on site is commercial. The applicant is seeking a ZMA to align the zoning with the site size, use, and structure on site, as well as the allowed land uses of the parcel to the north and east.

C2 Zoning Justification

- ✓ *SITE HISTORICALLY USED FOR COMMERCIAL PURPOSES*
- ✓ *EXISTING COMMERCIAL STRUCTURE ON SITE*
- ✓ *LOT SIZE DOES NOT CONFORM TO EXISTING ZONING, BUT DOES CONFORM TO C2*
- ✓ *COMPATABILITY WITH ADJACENT COMMERCIAL LAND USES*

The purpose of the RR-1 district is to create and preserve areas where single-family, detached homes on one-acre lots with rural road standards are predominant; the maximum number of dwelling units that may be located in the district is one unit per one acre. Given this development standard, future development of this site as residential would not be in compliance as the lot size does not support the density minimum for the RR-1 zoning district. As a result, the parcel will remain underutilized, vacant, and the existing structure will continue to fall into blight due to vacancy. Additionally, retrofitting the existing structure to meet residential buildings codes would be infeasible. By modifying the zoning district to C2 future development of the site is possible, including utilization of the existing commercial structure.

Table 1: Adjacent Land Use and Zoning

Adjacent Properties	Zoning District	Master Plan Land Use Designation
<u>North and East</u> ±1.9 acre L-shaped Commercial parcel occupied by Fernley Self Storage, Quintero Tires and Wheels, Collected Bargains, and All 4 Paws ¹	C2	Suburban Mixed Use (SMU)
<u>West</u> ±1.15 acre Residential parcel occupied with a single-family residence	Rural Residential 1-acre RR-1	Rural Residential (RR)
<u>South</u> ±1.15 acre Residential parcel occupied with a single-family residence	Rural Residential 1-acre RR-1	Rural Residential (RR)

¹Refer to the Aerial Map in Section 2 of this submittal packet

The project site has commercial and residential adjacency with commercial land uses to the north and east and residential land uses to the south and west (see Table 1 above). It is important to note the Fernley Municipal Code (FMC) §32.09.030 (Adjacency Standards) outlines several development standards that must be met by development adjacent to residential development for any future commercial use to reduce impacts on adjacent residential development including, but not limited to, buffers from property lines, provisions for light trespass, noise, location of off-street parking, window placement to ensure residential privacy, and building height. Therefore, any future commercial development on site would be required to adhere to all applicable residential adjacency standards.

Site Characteristics

Access, Traffic, and Circulation

The project site is accessed via Woodchuck Drive, a 50-ft wide unpaved local roadway which provides access to Old Highway 40 to the east of the project site and access to the residential parcels to the west of the project site. This street does not provide through access to the west and terminates at the residential lots. Although the project site is only served by Woodchuck Drive, one parcel east is Old Highway 40 which serves other existing commercial parcels and has adequate capacity for additional commercial uses in the vicinity. A new commercial use on the project site would be able to accommodate traffic generated by commercial uses as it has historically done. The site is already well designed to accommodate commercial traffic and is large enough to allow future development to include separate onsite drive isles for ingress and egress and vehicle parking spaces, eliminating traffic impact to the portion of Woodchuck Drive serving the neighboring residential parcels to the west. Additionally, future development of the project site would require full site improvements including pavement, gutter and sidewalk on the portion of Woodchuck Drive which abuts the project site.

Sewer, Water, and Utilities

Adequate utilities to serve the site are available in the adjacent properties and can feasibly be extended to serve future development. The nearest city public sewer infrastructure is an 8-inch main located two parcels east of the site within SR-427/West Main Street and a 6-inch main located two parcels north of the site along Mesa Drive (*Refer to the Sewer Infrastructure Map in section 2 of this submittal packet*). The city operates a 20-inch water main and a 36-inch pressurized water main one parcel east of the site along Old Highway 40. If development occurs on the site in the future, it will be necessary for the developer to connect the parcel to the existing city sewer and water infrastructure to ensure compliance with local regulations and to provide reliable utility services for any new structures. This connection will facilitate access to clean water and efficient wastewater management, supporting sustainable growth and development on the property.

Dry utilities are serving the site. Southwest Gas and NV Energy provide gas and electrical service, respectively. Telephone service, cable television, and internet can be provided by AT&T or Spectrum.

Police & Fire

The project site is already served by existing police and fire services. Police protection is provided by the Lyon County Sheriff's office which maintains a substation adjacent to Fernley City Hall, 1.6-miles east of the project site. Fire protection is provided by the North Lyon County Fire Protection District Station 62, located 1-mile east of the parcel. The North Lyon County Fire District strives for response times of 4-7 minutes, and the project site is within a 3-minute drive from the project site, within the required response time for emergency vehicles. The subject site is located in a developed area near existing development that is already served by these agencies. The existing police and fire services of the area are well-equipped and prepared to adequately serve the future commercial development of the parcel, ensuring safety and security for all new establishments and neighboring residents and commercial tenants.

FINDINGS FOR APPROVAL

Pursuant to the City of Fernley Municipal Code Section 32.03.040(b)(6) *Findings for approval*, a master plan amendment may be approved if:

- 1) **The master plan amendment would implement the goals listed within the City of Fernley Master Plan as listed in the staff report;**
- 2) **The master plan amendment would be compatible with surrounding land uses; and**
- 3) **Public notice was given, and a public hearing held per the requirements of Nevada Revised Statutes and Fernley Development Code.**

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

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

Note: Due to the similarity in the required master plan amendment (MPA) findings for approval and the zoning map amendment (ZMA) findings for approval, and to avoid repetitive or duplicative responses, the responses for both the MPA and ZMA findings for approval have been combined below.

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

Response: The proposed MPA to change the land use designation of the ±0.85-acre subject parcel from RR to C and proposed ZMA to change the zoning district from RR-1 to C2 would help meet several of the goals and policies identified in the City's Master Plan, which are outlined below.

Applicable Master Plan Goals and Policies

LU.1.1 Encourage new development in area where adequate public services and facilities can be provided

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.

PSF.1.2 To the maximum extent possible, the costs of improvement, extension and construction of public facilities should be borne by those whose land development and redevelopment actions made such improvement, extension and construction necessary. A procedure is to be established that defines the responsibility for improvements of individual projects.

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.2.1.3 Sewer costs directly attributable to 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.

Response: The project site is currently served by a well and septic which can support commercial uses within the existing commercial structure as well as certain allowed land uses under the C2 zoning that do not require any additional level of utility service. The site is not connected to nearby city water or sewer infrastructure, but these services are available nearby and could be feasibly extended to serve future development. The City has water mains ±175 ft east along Highway 40. The City has a 6-inch sewer main ±480 ft north along Mesa Drive and an 8-inch sewer main ±275 ft east along SR-427/West Main Street (*Refer to the Sewer Infrastructure Map in Section 2 of this submittal packet*). Although connection requirements are not necessary at the time of this application, upon any future development of the site the developer will be required to connect the site to the nearby city sewer and water infrastructure in order to ensure access to clean water and efficient wastewater management, supporting sustainable growth and development on the property. Additionally, the developed site is already served by the Lyon County Sheriff department and the North Lyon County Fire Protection District. The existing police and fire services of the area are well-equipped and prepared to adequately serve the future commercial development of the parcel, ensuring safety and security for all new establishments and neighboring residents and tenants. It is for the above reasons the proposed MPA and ZMA can be found consistent with Master Plan goals LU.1.1, PSF.1.2, PSF.2.1, and associated applicable policies.

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

LU.1.4.2 Projects shall be evaluated with the intent to promote land use compatibility; community design measures can increase compatibility among adjoining land uses.

LU.1.4.3 Prevent future suburban or urban residential 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.

Response: The project site is currently developed with an unoccupied commercial structure which, despite the parcels RR-1 zoning, has historically been used for commercial purposes. The RR-1 zoning district has a requirement that parcels be a minimum of one acre, meaning the project area is non-conforming to the existing zone district's development standards. The site is adjacent to commercially zoned and residentially zoned parcels, and the site is more compatible with the commercial zoning due to the size of the site, the historical use of the site, existing development on site, and the existing land uses of the parcel to the north and east of the site. These facts support that the parcel has always been planned for commercial use. This request will help bring the existing use into compliance with the master plan.

Additionally, the site sits between residential land uses and SR-427, allowing for any future commercial development on the site to buffer the existing residential land uses from the nearby highway. Furthermore, any future commercial development on the site will be required to incorporate all applicable development standards of FMC §32.09.030 (Adjacency Standards) which require commercial development adjacent to residentially zoned parcels implement development standards to conform with properties adjacent to residential development including, but not limited to, buffers from property lines, provisions for light trespass, noise, location of off-street parking, window placement to ensure residential privacy, and building height. It is for all the above reasons future land uses allowed under the proposed MPA and ZMA would be compatible with surrounding land uses, thus the proposed MPA and ZMA can be found consistent with Master Plan goal LU.1.4 and associated applicable policies.

LU.1.5 Promote infill development

Response: Although the project site is currently developed with a ±1,400 sf commercial building, due to the existing zoning this site is not in conformance with the master plan, and the existing use is not within conformance with the underlying land use and zoning. The proposed MPA and ZMA will bring the site into conformance and allow the underutilized site to be occupied and/or redeveloped in the future with updated structures. Future use of the site could be contained within the existing commercial structure, but vacancy of the site will most likely continue under the current zoning. It is for all of these reasons the proposed MPA and ZMA will promote utilization of the site and future development of the site, consistent with Master Plan goal LU.1.5.

2) Consistency and Compatibility with Surrounding Land Uses

Response: The proposed request is consistent and compatible with the surrounding land uses.

Surrounding Land Uses

NORTH and EAST – To the north and east of the project site is an L-shaped ±1.89-acre developed parcel with a land use designation of Suburban Mixed Use (SMU) and a zoning designation of C2. The site is occupied by three commercial structures: 1) a ±3,750 sf commercial structure occupied by Quinteros Tires and Wheels; 2) a ±2,400 sf commercial structure occupied by Collected Bargains, an antique and second hand store; and 3) a ±10,000 sf structure occupied by Fernley Self Storage, All 4 Paws dog grooming, and additional space for Collected Bargains antique and second hand store (*Refer to the Aerial Map in Section 2 of this submittal packet*). Beyond the neighboring parcel to the north/east, all parcels to the north and east for at least half a mile in each direction are zoned commercial or mixed use. The current use has always intended to be included in this commercial area and has been operating as part of this commercial area for a number of years.

SOUTH – Adjacent to the site to the south across Woodchuck Drive are parcels with the land use designation of RR and zoned RR-1 occupied by single family residences on lots greater than one acre (±1.15 acre to ±1.41 acre).

WEST – Directly west of the site is a ±1.15-acre residential parcel with a land use designation of RR and a zoning designation of RR-1 developed with a single-family residence.

The project site, as discussed previously, is already developed with a commercial structure and has historically been used for commercial purposes. In order for areas of the city to transition seamlessly from residential to commercial zones and reduce impacts of commercial development on neighboring residential land uses, the city has included in the municipal code several residential adjacency standards of which future commercial development at this site would be required to adhere to including but not limited to: buffers from property lines, provisions for light trespass, noise, location of off-street parking, window placement to ensure residential privacy, and building height. The Master Plan outlines several areas of the city where commercial and residential land use designations will neighbor each other, thus these adjacency standards of the municipal code bring compatibility to different land uses and encourage cohesive transitions from zone to zone. That being said, the project site is adjacent to zoned residential and zoned commercial areas, and the site is more consistent and compatible with the nearby commercially zoned parcels for several reasons:

- A. **Size of the site:** The project site is ±0.85-acres. Zoning for the RR-1 zone district requires sites be a minimum of one acre, where as the adjacent C2 zoning to the north and east allows sites to have a minimum lot size of 6,000 sf (±.137 acre) and no maximum lot size requirements. The existing lot size is non-conforming to the RR-1 zoning district and is in conformance with the C2 zoning district.
- B. **Existing structure on site:** The site is currently developed with an existing ±1,400 sf metal commercial structure with a roll top garage door on a concrete slab designed for commercial use like a repair or mechanic shop. Retrofitting the existing structure for residential purposes to meet existing residential building code would be infeasible compared to utilization of the structure for commercial purposes.

- C. **Historic use of the site.** Despite the site having the RR land use designation and the RR-1 zoning district, it has historically been used for commercial purposes, with the most recent commercial use being for a business called Cycle Pads servicing motorcycles and ATVs.
- D. **Surrounding land uses.** As described above, the surrounding land uses to the north and east are well established commercial land uses in the C2 zoning district, compatible and consistent with commercial land use of the subject parcel. Additionally, further east across Old Highway 40 is a parcel occupied by the Nevada Highway Patrol and the Nevada Department of Transportation, two high traffic land uses bordered by a state highway. In order to ensure continued land use compatibility with the neighboring residential parcels to the south and west all future development projects on site will need to incorporate all applicable residential adjacency development standards.

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

Response: The Applicant acknowledges that public notice and a public hearing are required per the development code and Nevada Revised Statutes and ensures that these actions will be carried out as part of the project process.



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED:

AGENDA ITEM:

(For Possible Action) Discussion and First Reading of Bill #355, an Ordinance related to Zoning Map Amendment (ZMA 24001), a request by KLS Planning & Design on behalf of The 1903 Trust for changing the zoning designation from RR1/2 (Rural Residential-1/2 acre minimum) to SF6 (Single-Family Residential-6,000 square foot minimum) on 47.52 acres located at the northeast corner of Farm District Road and Red Rock Road (APN 021-343-20).

AGENDA ITEM BRIEF:

The applicant is requesting a Zoning Map Amendment to change the zoning of the property from RR1/2 (Rural Residential-1/2 acre minimum) to SF6-Single-Family Residential-6,000 square foot minimum) as part of a larger project to create a 158 lot subdivision, to be reviewed at the January 15, 2025 City Council meeting.

At their meeting of December 13, 2024, the Planning Commission recommended that the City Council approve Bill #355.

RECOMMENDED MOTION:

N/A

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

The subject property is currently classified under the Lyon County Assessor's office as use code 698: Agricultural Deferred with Multiple Residences. The site is mostly vacant and comprised of one regularly shaped parcel (APN: 021-343-20) totaling 47.53 acres. The applicant is proposing to demolish all existing structures and redevelop the site into 158 single family dwelling units.

The scope of work requires the approval of the following entitlements as described in Fernley Municipal Code Sec. 32.03.020. "Review and decision-making bodies." Individual findings are included below.

(TSM) Tentative Subdivision Map – Recommended by Planning Commission, Approved by Council

(FSM) Final Subdivision Map - Approved by Council

(ZMA) Zoning Map Amendment - Recommended by Planning Commission, Approved by Council

(MJD) Major Deviation – Approved by Planning Commission

APPROVAL CRITERIA:

Recommendations and decisions on the subject applications shall be based on consideration of all the following criteria:

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

Condition of approval 8 is intended to keep dust erosion from polluting the air. No other significant source of air pollution was identified. To ensure compliance with environmental and health laws and regulations concerning solid waste disposal, staff added condition of approval 18, which requires proof that Waste Management intends to provide solid waste disposal for the community.

Water and sewer services will be provided by City of Fernley. To ensure City of Fernley systems maintain compliance with applicable regulations once the project is developed, staff included conditions of approval 7, 13, 15-16, & 24. The developer must conduct water and sewer modeling to determine if adequate public facilities are in place. If adequate facilities are not in place, the developer will construct them in addition to all infrastructure within the development itself. The developer will grant easements so that City of Fernley may maintain the water and sewer infrastructure once built. Finally, the developer is responsible for constructing all necessary storm water treatment and drainage structures.

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

Fernley Municipal Code Section 32.09.035 states, the applicant shall dedicate to the city, as a condition precedent to approval of a final subdivision map, the surface water or groundwater rights reasonably necessary to ensure an adequate water supply to serve all parcels or lots within the project. Staff added condition 14 to make the need for dedication of water rights very clear. If the applicant is unable to dedicate the appropriate amount of water rights, their final subdivision map will not be approved by City of Fernley.

Availability and accessibility of utilities;

All water, sewer, and other public utilities are known to be available to the site; the developer shall comply with FMC regarding the sanitary sewer and water systems, including associated connection fees, and shall be responsible for constructing all improvements deemed necessary to serve the project

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

This tentative map was forwarded to Lyon County School Board in accordance with NRS §278.346; the board did not indicate a school site is needed within the area. This subdivision is an infill development located within areas already served by Lyon County Sheriff's Department and the North Lyon County Fire Protection District.

The question of automobile transportation is addressed through condition 17 which requires the streets to be built out prior to submitting the final map application. Additional improvements to existing public streets and highways have been identified and conditioned as part of the project approval, including but not limited to:

- All streets within the subdivision are required to have sidewalks, which will allow pedestrian access.
- Paved pedestrian access shall be provided along the north side of Red Rock Road between the east side of Yori Way and Red Rock Road.
- The developer shall coordinate with the City regarding payment in lieu of installation of a cross walk and rapid flashing beacon at the intersection of Red Rock Road and Farm District Road.
- Directional pedestrian ramps shall be installed at the northeast corner of the intersection for a future Red Rock Road and Farm District Road cross walk.
- A minimum of three pedestrian ramps shall be provided at all t-intersections, including bulbs.
- Sidewalks shall be increased to 5-feet wide or passing spaces shall be incorporated every 200-feet in accordance with Americans with Disabilities Act and Accessible Guidelines for Pedestrian Facilities in Public Right-of-Way requirements.
- Pedestrian ramps shall be provided at both corners of the west end of proposed Cattle Road and the north end of Yori Way.
- Directional pedestrian ramps shall be provided across Yori at Farm District Road.

The need for recreation facilities and parks is specifically addressed through condition 25 regarding residential construction tax. Given the current market rate of single-family homes in City of Fernley, the developer will be required to pay \$1,000 per dwelling unit in residential construction tax. This residential construction tax is to be reserved solely for providing recreation facilities and parks to the citizens of this neighborhood.

Consistency with the zoning district regulations;

The tentative map conforms with the proposed zoning district regulations, contingent on the approval of Major Deviation Permit application No. MJD24001. While the project complies with the individual 5' side setback requirement, the code requires a combined minimum of 20' where the applicant is proposing 10'. The tentative map has been analyzed for consistency with the zone change indicated in companion application ZMA24001 from RR1/2 to SF6.

TABLE 32.06.060-1 - General Rural RR½ and Residential Rural Density/Intensity Standards	
Lot Dimensions	
Lot size (min)	½ acre
Lot coverage (max)	25%

Lot frontage (min)	120'
Lot width (min)	120'
Setbacks (principal buildings)	
Front/exterior side	30'
Side	10'
Rear	20'
Height (structures)	
Residential	35'
Nonresidential	35'

TABLE 32.06.070-1 - Residential - Single-Family Density/Intensity Standards

Lot	
Lot size (min) (square feet) (.14 acres)	6,000
Lot coverage (max)	50%
Lot frontage (min)	35'
Lot width (min)	60'
Lot width - corner	65'
Setbacks (principal buildings)	
Front (livable space or side load garage)	15'
- garage/carport	20'
Side	5'
side combined	20'
MJD2024001	*10
Exterior Side	10'
Rear	10'
Alley loaded garage ¹	
Density (maximum)	
Residential (du/ac)	7.2
Height (structures)	
Residential	35'
Nonresidential	35'

Conformity with the master streets and highways plan;
Staff verified that this development complies with the "City of Fernley Transportation Master Plan" of July 2020.

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

The City of Fernley currently intends to build the extension of Red Rock Road. Should Yori Subdivision move forward prior to City of Fernley completing their slated Red Rock Road improvements, the developer shall complete the improvements on behalf of the City in accordance with the City's preferred design. The east side of Red Rock Road along the proposed development shall be developed to a half-street section with curb, gutter and sidewalk.

Pavement patching for utilities along Red Rock Road will require a grind and overlay of half or all of Red Rock Road depending on the extent of utility patches. Red Rock shall be repaired due to construction traffic, including pavement replacement for damaged areas and slurry sealing to

correct construction traffic impacts as required. The existing drainage along the east side of Red Rock Road shall be attenuated (piped) across the new roadway connection to Red Rock Road. Improvement plans shall identify all improvements as "public" (to be dedicated) or "private," and street identification signs must be in place and streets within the subdivision must be complete, to the approval of the City Engineer and Fire Chief, prior to recording the final map.

Farm District Road Turn Lane: The developer shall provide improvements to Farm District Road as required by NDOT. Farm District Road shall be widened along the entire frontage of the project regardless of whether NDOT restricts turning movements at the Yori/Farm District Road Intersection.

Physical land characteristics, such as floodplain, slope, soil, and elevation differentials with abutting properties;
As part of their submission, the developer provided a preliminary technical drainage and geotechnical report. Staff screened recommendations from these reports and found no items of concern.

Recommendations and comments of review bodies;

The City circulated the proposed development plans and received comments from the following agencies:

NDEP: This project will require the submittal of a tentative subdivision map to the Nevada Division of Environmental Protection (Division) pursuant to NRS 278. The developer will need to follow the Division's guidelines for submittal of the tentative map, including the submittal of the proper fees for agency review. This guidance can be found on the Division's website. Next, the submittal of civil improvement plans and a final map for agency review are required. A will-serve for water and sewer are required as part of the final map review. The Division advises all local planning authorities and building departments that any construction on a subdivision (including grading) cannot begin unless civil improvement plans have been reviewed and approved by the Division

NDWR: The subject property lies within the City of Fernley service area. Municipal water service is subject to City of Fernley rules and regulations and approval by the Office of the State Engineer regarding water quantity and availability. A Will Serve from City of Fernley and a mylar map of the proposed project must be presented to the State Engineer for approval and signed through his office prior to development. No estimate of demand is available.

NDOT: Specific requirements include: a) construct a type 5, $\frac{3}{4}$ project access (right-in, right-out, left-in) on SR 828 as described in the traffic study. A deviation letter will be required with the permit application. b) construct a left-turn deceleration lane at the project access per NDOT's access management system and standards. c) construct signing and striping for improvements per MUTCD and NDOT standards.

Engineering: Staff received an initial comment letter with a list of recommended items to be conveyed as conditions of approval of TSM24001, including: drainage, improvement plans, pedestrian access, traffic impact, hydrological and geotechnical reports. Many of these have been incorporated by reference in other sections of the staff report, and can also be found in the Conditions of Approval.

Conformity to the master sewer and water utility plan;

This project conforms to both the master sewer and water utility plan. Because it is infill development, it will be connected to existing water and sewer lines. Aside from internal infrastructure needed to distribute utilities to each parcel, no additional city utility infrastructure has been identified as needed at this time.

Compliance with this Code and all other applicable regulations.

Planning and Engineering staff actively screened all requirements in Fernley Municipal Code and have determined there are no compliance issues.

The request is consistent with the stated purposes of the Development Code.

The request is consistent with the stated purpose which is to allow relief and flexibility in the development review process. Generally, it is the intent of the City to allow significant reductions or deviations from the minimum standards of this Code only in exchange for a higher level of quality development and compensating benefits. Further, it meets the required applicability criteria which are: a) Special exceptions greater than ten percent and less than 50 percent from requirements for land use in this title; or b) Special exceptions from development standards that are quantified and, c) It does not authorize a use variance, or a deviation based on hardship or difficulty.

Granting the major deviation will not be materially detrimental to the public health, safety or welfare, or injurious to property or improvements in the vicinity;

It is not conceivable to imagine any detriment to public health, safety or welfare to property or improvements in the vicinity. The code in fact already establishes a 5' side yard setback as a standard. It is a home buyer's choice to buy into this design change that implements 5' on both sides of each house (at a point) because of the pie shaped lots that flare out to make the average combined setback much larger.

Granting the major deviation is necessary for the preservation and enjoyment of a property right possessed by other property owners in the same vicinity and land use district and is denied to the property for which the major deviation is sought; and

It appears the standard is not applicable to other properties in the area. This change brings the SF6 zoning standards more in alignment with all zoning standards working in harmony, i.e. lot size, width, setback, coverage, etc., as all must relate to the specified density which cannot be achieved with this standard. Proposed density with the proposed deviation is only 46% of the maximum allowed in the district. That is, 3.3 dwelling units per acre achieved versus 7.2 dwelling units per acre allowed.

Granting of the major deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

This is a design change and a design preference that the code does not consider and does not grant a special privilege. Other properties in the area could seek the same relief from the code and standards if such a design concept was considered. It appears that it does not apply to other properties.

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

The existing master plan designation of the subject property is Single Family Residential (SFR), with equivalent zoning categories of SF6/9/12/20 and PD. The existing zoning designation, however, is RR1/2, which corresponds with the land use category Rural Residential (RR) in the master plan. As such, the approval of the proposed zoning map amendment would bring the property into compliance by ensuring consistency across planning documents and minimizing the potential of conflicting development standards.

The main difference between the two categories in the master plan being:

Density (.2-2 du/ac) vs (2-7 du/ac) and

Minimum Lot Size (min 1 acre) vs (N/A).

The project proposes 158 lots across a total lot area of 35.06 acres (excluding common areas/ROW), with one unit per lot, and has an overall residential density of 4.5 du/ac. This falls within the appropriate range for the SFR designation. The maximum amount of residences allowed under the Residential Rural density standards would be limited to 2 dwelling units/acre capping the project at 70 individual lots.

The average lot size is .22 acres and the smallest proposed is .14 acres, which does not meet the minimum 1 acre lot size for rural subdivisions, but does meet the SF6 development standard minimum (.13 acre lots or 6,000SF). There is no minimum lot size requirement Single Family Residential in the master plan.

A condition of approval has been included that the applicant comply with all Local/State/Federal laws.

Furthermore, a full Master Plan Policy Analysis can be found in the attached "Submittal Materials."

Consistent with the surrounding land uses.

Surrounding land uses include a mix of single family and rural residential zoning, with a large range of lot sizes and property development. The site is directly adjacent to a similarly sized subdivision on Red Rock Road and abuts vacant Commercial property along US Highway 50.

Public notice was given, and a public hearing held per the requirements of the development code and Nevada revised statutes.

This item was noticed on 10/23/2024 and considered at a public hearing in accordance with all local and state guidelines.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General

[Nevada Revised Statutes \(NRS\), Chapter 278](#) - Planning and Zoning
[Fernley Municipal Code \(FMC\), Title 32](#) - Development Code
[City of Fernley Comprehensive Master Plan](#)

Specific

[NRS §278.330](#)-278.353 - Subdivision of Land: Tentative Maps
[NRS §278.260](#) - Determination, establishment, enforcement and amendment of zoning regulations
[NRS 278.315](#) - Granting of variances.

[FMC §32.03.060\(f\)\(1\)](#) - Tentative subdivision maps
[FMC §32.03.040\(e\)](#) - Zoning map amendments (rezoning)
[FMC §32.03.090\(a\)](#) - Major deviations

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

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Bill #355
2. Conditions of Approval
3. Submittal Materials (1)
4. Plan sets (1)
5. Traffic Study minus Appendix

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

**BILL #355
CITY OF FERNLEY
ORDINANCE # _____**

A GENERAL ORDINANCE FOR A ZONING MAP AMENDMENT, ASSOCIATED WITH ZMA24001, TO CHANGE THE ZONING OF ±47.52 ACRES LOCATED AT THE NORTHEAST CORNER OF FARM DISTRICT ROAD AND RED ROCK ROAD (APN: 021-343-20) FROM RR1/2 (RURAL RESIDENTIAL, ½ ACRE MINIMUM) TO SF6 (SINGLE-FAMILY RESIDENTIAL, 6,000 SQUARE FEET MINIMUM).

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

Section 1: The zoning of that certain real property totaling ±47.52 acres, more or less, situated in the City of Fernley, Nevada, and owned by The 1903 Trust, being more particularly described on Exhibit “A” attached hereto and depicted on “Exhibit A-1” attached hereto is hereby reclassified from RR1/2 (Rural Residential, ½ acre minimum) to SF6 (Single-Family Residential, 6,000 square foot minimum).

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

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

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

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

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

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

BILL #355 BEING HEREBY PROPOSED this 15th day of January 2025.

BILL #355 BEING HEREBY PASSED, APPROVED, AND ADOPTED this 5th day of February 2025, by the following vote of the Council:

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

FERNLEY CITY COUNCIL

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

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

LEGAL DESCRIPTION

PARCEL 2(ADJUSTED)

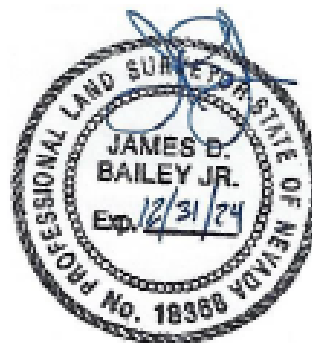
ALL THAT CERTAIN REAL PROPERTY BEING ALL OF THE YORI PARCEL AS SHOWN ON THE RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT FILE No. 90732 AND A PORTION OF THE GALLAWAY PARCEL AS SHOWN ON PARCEL MAP FILE No. 31048 OF LYON COUNTY RECORDS, LYING IN A PORTION OF THE NORTHWEST ¼ OF SECTION 22, TOWNSHIP 20 NORTH, RANGE 25 EAST, MOUNT DIABLO MERIDIAN, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID YORI PARCEL , THENCE FROM SAID POINT OF BEGINNING AND ALONG THE EASTERLY LINE OF SAID YORI PARCEL , SOUTH 0°02'41" WEST A DISTANCE OF 2630.77 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY OF FARM DISTRICT ROAD; THENCE ALONG SAID NORTHERLY RIGHT OF WAY NORTH 89°38'59" WEST A DISTANCE OF 759.64 FEET ; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY NORTH 0°07'03" WEST A DISTANCE OF 338.06 FEET TO BEGINNING OF A NON-TANGENT CURVE TO THE LEFT FROM WHICH THE RADIUS POINT BEARS, SOUTH 89°52'57" WEST, HAVING A RADIUS OF 180.00 FEET , SUBTENDED BY A CENTRAL ANGLE OF 31°47'18" THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 99.87 FEET, HAVING A CHORD OF NORTH 16°00'42" WEST AND A DISTANCE OF 98.59 FEET; THENCE LEAVING SAID CURVE NORTH 0°07'03" WEST A DISTANCE OF 2203.35 FEET TO A POINT OF INTERSECTION WITH THE NORTH LINE OF THE AFORMENTIONED SECTION 22; THENCE ALONG SAID NORTH LINE SOUTH 89°16'32" EAST A DISTANCE OF 794.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 47.53 ACRES MORE OR LESS.

Per NRS 111.312, this legal description was previously recorded at Document No.315965, on March 17, 2004, Official Records of Lyon County, Nevada.

James D. Bailey, Jr.
P.L.S. 18368
MERIDIAN SURVEYING & MAPPING, INC.
8725 TECHNOLOGY WAY, STE. C2
RENO, NV. 89521



5/14/2024

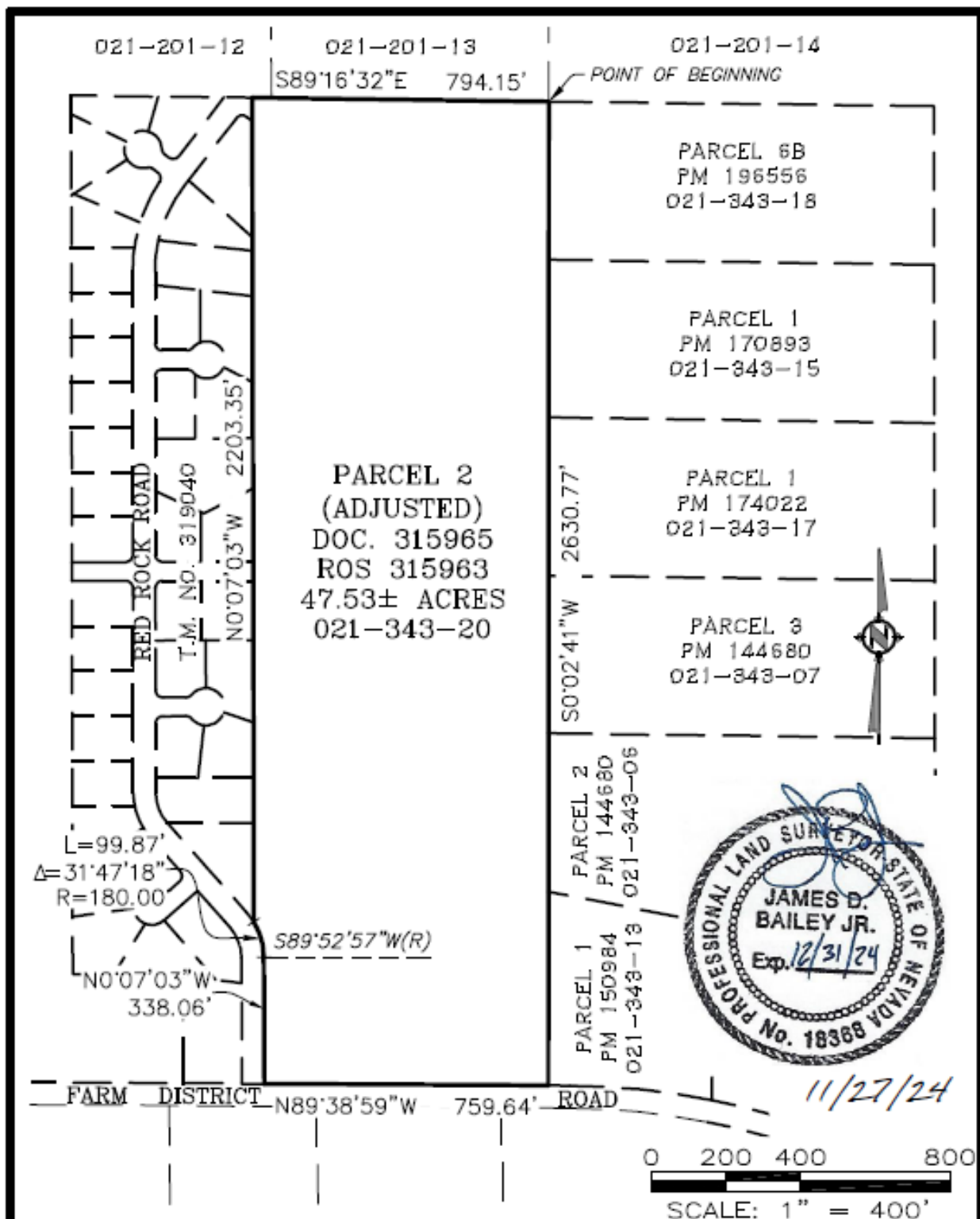
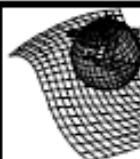


EXHIBIT
PARCEL 2 (ADJUSTED)
ROS MAP FILE NO. 315963
APN: 021-343-20

DRAWN BY: JDB

DATE: NOV. 2024



Meridian Surveying & Mapping, Inc.
Land, Construction and Boundary Surveys

8725 Technology Way, Reno, NV 89521
(775) 690-4194

Conditions of Approval for:
Zoning Map Amendment (ZMA 24001)
Major Deviation (MJD 24001)
Tentative Subdivision Map (TSM 24001)

SCOPE AND DURATION OF APPROVAL

1. APPROVAL:

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

- A. THE ZONING MAP AMENDMENT IS APPROVED CHANGING THE ZONING OF THE PROPERTY FROM RR1/2 TO SF6.
- B. THE MAJOR DEVIATION IS APPROVED REDUCING THE SIDE SETBACK REQUIREMENTS FROM A COMBINED TOTAL OF 20 FEET TO A COMBINED TOTAL OF 10 FEET.
- C. THE TENTATIVE SUBDIVISION MAP IS APPROVED TO DIVIDE APPROXIMATELY 47.52 ACRES INTO 158 SINGLE-FAMILY LOTS.

2. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO RESIDENTIAL SINGLE-FAMILY DEVELOPMENT WITH A MAXIMUM OF 158 LOTS ON AN APPROXIMATELY 47.52-ACRE PARCEL LOCATED AT THE NORTHEAST CORNER OF FARM DISTRICT ROAD AND RED ROCK ROAD (APN 021-343-20).

3. EXPIRATION DATE:

THE TENTATIVE SUBDIVISION MAP APPROVAL SHALL EXPIRE WITHIN FOUR YEARS OF THE DATE OF CITY COUNCIL APPROVAL UNLESS THE FINAL PARCEL MAP(S) HAS BEEN RECORDED IN ACCORDANCE WITH NEVADA REVISED STATUTES (NRS 278.360). BECAUSE THE MAJOR DEVIATION IS TIED TO THE SPECIFIC DESIGN OF THE TENTATIVE SUBDIVISION MAP, THE EXPIRATION OF THE MAJOR DEVIATION WILL FOLLOW THAT OF THE TENTATIVE SUBDIVISION MAP. THE ZONING MAP AMENDMENT DOES NOT EXPIRE.

4. GOVERNING DOCUMENTS:

ALL CITY OF FERNLEY MUNICIPAL CODE (FMC) OR DEVELOPMENT CODE REFERENCES HEREIN PERTAIN TO THE VERSION OF THE CODE ESTABLISHED BY ORDINANCE NUMBER 2023-008, UNLESS OTHERWISE NOTED. THE DEVELOPER MUST COMPLY WITH ALL DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN FMC. THE DEVELOPER MAY SUBSTITUTE REQUIREMENTS ESTABLISHED IN FUTURE FMC UPDATES, IF APPROVED BY THE ADMINISTRATOR.

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

REGULATORY AGENCIES

5. NORTH LYON COUNTY FIRE PROTECTION DISTRICT:

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

6. FEDERAL, STATE, AND LOCAL AGENCIES:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF ANY FEDERAL, STATE, LOCAL AGENCY, DEPARTMENT, OR LICENSED PROFESSIONAL WITH JURISDICTION OVER THE PROJECT INCLUDING, BUT NOT LIMITED TO: NEVADA

DEPARTMENT OF TRANSPORTATION (NDOT), NEVADA DIVISION OF ENVIRONMENTAL PROTECTION (NDEP), NEVADA DIVISION OF WATER RESOURCES (NDWR), NEVADA BUREAU OF WATER POLLUTION CONTROL, NEVADA BUREAU OF SAFE DRINKING WATER, NEVADA PUBLIC UTILITIES COMMISSION (PUCN), NEVADA STATE ENVIRONMENTAL COMMISSION, THE CITY OF FERNLEY BUILDING OFFICIAL, THE CITY OF FERNLEY ENGINEER, CITY OF FERNLEY PLANNING DEPARTMENT, CITY OF FERNLEY PUBLIC WORKS DEPARTMENT, AND THE CITY OF FERNLEY PROFESSIONAL LAND SURVEYOR.

REQUIREMENTS FOR GRADING AND CIVIL PERMITS

7. WATER AND SEWER SYSTEM MODELING:

ADEQUACY OF SEWAGE COLLECTION AND/OR TREATMENT IS SUBJECT TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR. FURTHER, THE ADMINISTRATOR SHALL DETERMINE WHETHER ADEQUATE PUBLIC FACILITIES ARE IN PLACE OR CAN BE CONSTRUCTED CONCURRENTLY WITH THE DEVELOPMENT PROJECT PRIOR TO THE APPROVAL OF A DEVELOPMENT PROJECT.

TO ENSURE THE PUBLIC WORKS DIRECTOR, ADMINISTRATOR, AND OTHER RELEVANT PARTIES HAVE THE INFORMATION REQUIRED FOR THESE APPROVALS, THE DEVELOPER SHALL COMPLETE WATER AND SEWER MODELING FOR THE PROJECT PRIOR TO ISSUE OF A PUBLIC INFRASTRUCTURE PERMIT.

8. GRADING PERMIT:

THE DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN FMC, AS WELL AS ALL STATE AND FEDERAL REGULATIONS. PRIOR TO THE ISSUE OF A GRADING PERMIT, THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE, PROVIDE A STORMWATER POLLUTION PREVENTION PERMIT, AND SURFACE AREA DISTURBANCE PERMIT.

REQUIREMENTS DURING CONSTRUCTION PHASE

9. CONSTRUCTION DEBRIS:

ALL CONSTRUCTION SITES SHALL HAVE APPROVED TRASH RECEPTACLES OR AN APPROVED TRASH REMOVAL PLAN IN PLACE AT THE TIME OF THE FIRST INSPECTION AND DURING CONSTRUCTION, UNTIL CERTIFICATE OF OCCUPANCY IS ISSUED. THE RECEPTACLES SHALL BE USED APPROPRIATELY TO MAINTAIN A CLEAN WORK SITE.

10. CONSTRUCTION HOURS:

PRIOR TO THE START OF ANY CONSTRUCTION-RELATED ACTIVITY, THE DEVELOPER SHALL INSTALL SIGNS AT ALL ACCESS POINTS TO THE PROJECT THAT CLEARLY INDICATE THE HOURS OF ACTIVITY ON-SITE. THE DEVELOPER SHALL LIMIT ALL CONSTRUCTION-RELATED ACTIVITIES TO BETWEEN THE HOURS OF SEVEN AM AND SEVEN PM, SEVEN DAYS PER WEEK. ONCE CONSTRUCTION IS FINISHED, THE DEVELOPER SHALL REMOVE THESE SIGNS.

11. PROJECT CONTACT:

PRIOR TO ISSUE OF A PERMIT, THE DEVELOPER SHALL DESIGNATE A PROJECT CONTACT PERSON TO THE ADMINISTRATOR. THE CONTACT PERSON SHALL BE AUTHORIZED TO AND RESPONSIBLE FOR CORRECTING ANY PROJECT-RELATED ISSUES ON A 24-HOUR, SEVEN-DAYS-PER-WEEK BASIS.

REQUIREMENTS FOR FINAL MAP

12. FINAL SUBDIVISION MAP PHASING:

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

WILL REQUIRE REVIEW AND APPROVAL BY THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR, PRIOR TO IMPLEMENTATION.

13. IMPROVEMENT PLANS:

PRIOR TO SUBMITTAL OF ANY FINAL SUBDIVISION MAP APPLICATION, THE ASSOCIATED PUBLIC IMPROVEMENT PLANS SHALL BE SUBMITTED TO THE CITY ENGINEER OR DESIGNEE FOR APPROVAL. THE UTILITIES AND INFRASTRUCTURE FOR EACH PHASE MUST OPERATE INDEPENDENTLY OF FUTURE PHASES YET TO BE CONSTRUCTED.

IMPROVEMENT PLANS SHALL REQUIRE REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT, SIDEWALKS, AND CURB AND GUTTER WHERE NEW ROADS TIE INTO EXISTING TO ENSURE A SMOOTH TRANSITION BETWEEN ALL ROADS.

IMPROVEMENT PLANS SHALL PROVIDE 20-FOOT WIDE MINIMUM GRAVEL ACCESS ROADS AROUND ALL SIDES OF THE DETENTION BASIN TO PROVIDE SUFFICIENT ACCESS FOR MAINTENANCE VEHICLES. THE ACCESS ROAD SHALL BE GRADED WITH A 5% MAXIMUM CROSS SLOPE TO ENSURE IT IS MANEUVERABLE BY MAINTENANCE VEHICLES.

IMPROVEMENT PLANS SHALL PROVIDE RETENTION BASINS WITH A FLAT BOTTOM WHICH CAN BE ACCESSED BY MAINTENANCE VEHICLES TO REMOVE ACCUMULATED SEDIMENT. THE SURFACE FOR THE ACCESS TO THE BOTTOM OF THE BASINS SHALL BE PAVEMENT OR ARTICULATING CONCRETE BLOCKS. THE PERIMETER OF THE BASIN SHALL BE ENCLOSED WITH A CHAIN-LINK FENCE AND PRIVACY SLATS.

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

PEDESTRIAN RAMPS SHALL BE PROVIDED AT BOTH CORNERS OF THE WEST END OF PROPOSED CATTLE ROAD, AS WELL AS THE NORTH AND SOUTH ENDS OF YORI WAY.

DEVELOPER SHALL PROVIDE ADEQUATE LOOPING OF WATER SYSTEM THROUGHOUT SUBDIVISION WITH “DESERT COURT” BEING THE ONLY EXCEPTION TO THIS CONDITION AS AUTHORIZED BY THE PUBLIC WORKS DIRECTOR.

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

CONCRETE LINED CHANNELS SHALL BE PROVIDED FOR OPEN SPACE DRAINAGE AREAS.

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

IMPROVEMENT PLANS SHALL INCLUDE PEDESTRIAN RAMPS AT ALL CORNERS OF ALL INTERSECTIONS OF YORI WAY AND ZIGGY COURT, AS WELL AS QUICK CAL WAY AND YORI WAY.

14. WATER RIGHTS:

THE DEVELOPER SHALL DEDICATE THE APPROPRIATE AMOUNT OF WATER RIGHTS – AS CALCULATED BY THE CITY ENGINEER. APPROVAL FROM THE CITY COUNCIL OF THE WILL-SERVE SHALL BE OBTAINED PRIOR TO RECORDING OF FINAL SUBDIVISION MAP. SHOULD THE PROJECT BE CONSTRUCTED IN PHASES, THESE REQUIREMENTS MAY BE CALCULATED ON A PER-PHASE BASIS. THIS REQUIREMENT IS SUBJECT TO APPROVAL OF THE ADMINISTRATOR, THE CITY ENGINEER, AND THE PUBLIC WORKS DIRECTOR.

15. EASEMENTS:

THE DEVELOPER SHALL PROVIDE EASEMENTS TO THE CITY OF FERNLEY FOR MAINTENANCE OF ALL PUBLIC INFRASTRUCTURE INSTALLED ON PRIVATE PROPERTY. THE EASEMENTS SHALL INCLUDE CITY OF FERNLEY’S STANDARD

EASEMENT LANGUAGE – SUBJECT TO APPROVAL OF THE CITY ENGINEER AND PUBLIC WORKS DIRECTOR – AND SHALL BE RECORDED ALONG WITH THE FINAL SUBDIVISION MAP. ALL EASEMENTS SHALL BE WIDE ENOUGH TO ALLOW FOR OPERATIONS, MAINTENANCE, AND REPLACEMENT OF UTILITY IN THE FUTURE (20-FT FOR A SINGLE UTILITY AND 30- FEET FOR TWO UTILITIES OR DEEP SEWER).

SLOPE EASEMENTS TO THE BENEFIT OF THE CITY PER CITY EASEMENT LANGUAGE REQUIREMENTS SHALL BE PROVIDED FOR THE NORTH END OF YORI WAY (GRADING NEAR THE INTERSECTION OF RED ROCK ROAD).

16. WATER AND SEWER:

THE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING OR SHALL POST SURETY BOND FOR ALL IMPROVEMENTS DEEMED NECESSARY TO SERVE THE PROJECT, AS IDENTIFIED IN THE APPROVED WATER AND SEWER MODELING REPORTS, SUBJECT TO APPROVAL OF THE CITY ENGINEER, PRIOR TO RECORDING A FINAL SUBDIVISION MAP.

THE DEVELOPER SHALL COMPLY WITH FMC STANDARDS REGARDNG CONNECTIONS/DEMANDS TO THE SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING ASSOCIATED CONNECTION FEES, DESIGN STANDARDS, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS PRIOR TO ISSUING A PUBLIC IMPROVEMENT PERMIT.

PRIOR TO APPROVAL OF A FINAL SUBDIVISION MAP FOR THE PROJECT, THE DEVELOPER SHALL PERMIT THE WATER SYSTEM MODIFICATIONS IN CONFORMANCE WITH THE FMC AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.

NEVADA DIVISION OF ENVIRONMENTAL PROTECTION BUREAU OF SAFE DRINKING WATER AND BUREAU OF WATER POLLUTION CONTROL SUBMITTAL WILL BE REQUIRED.

17. STREETS AND SIGNAGE:

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

18. WASTE MANAGEMENT:

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

19. HYDROLOGY REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL HYDROLOGICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FMC AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND APPROVAL BY THE CITY ENGINEER PRIOR TO APPROVAL OF A FINAL MAP FOR ANY PORTION/PHASE OF THE PROJECT.

20. MAINTENANCE ASSOCIATION:

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

21. DRAINAGE REPORT:

THE DRAINAGE STUDY IDENTIFIES DETENTION IS BASED ON THE 25-YEAR, 6-HOUR STORM. AS PART OF THE FINAL IMPROVEMENT PLANS, THE DEVELOPMENT SHALL COMPLY WITH SECTION 10.1.4 OF THE DESIGN STANDARDS WHICH REQUIRE THE ENGINEER-OF-RECORD TO PROVIDE CONCLUSIVE PROOF IN THE DRAINAGE REPORT THAT ANY

INCREASE IN PEAK FLOW WILL NOT ADVERSELY EFFECT OR CAUSE DAMAGE TO PROPERTY ALONG THE DOWNSTREAM MAJOR DRAINAGE FACILITY OR NATURAL WATER COURSE. THE NATURAL WATER COURSE DOWNSTREAM OF THE DEVELOPMENT ARE THE CULVERS UNDER HIGHWAY 50A. THE CULVERTS SHALL BE ANALYZED BASED ON THE 100-YEAR STORM OR PROVIDE ADDITIONAL STORM WATER DETENTION TO PREVENT THE 100-YEAR FLOWS FROM IMPACTING DOWNSTREAM PROPERTIES. THE 100-YEAR, 24-HOUR STORM SHALL BE UTILIZED FOR THE SIZING OF THE DETENTION BASIN TO AVOID ANALYSIS OF THE DOWNSTREAM INFRASTRUCTURE.

ALL PROPOSED PUBLIC STORM DRAIN MAINS NOT LOCATED WITHIN STREETS SHALL HAVE A PAVED ACCESS ROAD.

ALL OPEN CHANNELS LOCATED IN COMMON AREAS SHALL BE OWNED AND MAINTAINED BY THE MAINTENANCE ASSOCIATION.

ALL OPEN CHANNELS SHALL HAVE ACCESS ROADS TO PROVIDE MAINTENANCE VEHICLE ACCESS AND THE CHANNELS SHALL BE CONCRETE LINED TO THE EXTENT REQUIRED TO CONVEY THE 25-YEAR STORM.

THE DETENTION POND INLET PIPE SHALL BE MODELED WITH BACKWATER EFFECTS TO ENSURE THE PIPE HGL DOES NOT BACK UP INTO THE SYSTEM DUE TO THE BASIN BEING FULL, OTHERWISE THE BASIN SHALL BE DEEPEMED OR THE INLET PIPE RAISED TO PROVIDE REQUIRED STORAGE BELOW THE INLET PIPE INVERT.

22. GEOTECHNICAL REPORT:

A FINAL GEOTECHNICAL INVESTIGATION SHALL BE SUBMITTED WITH THE PUBLIC IMPROVEMENT PLAN SUBMITTAL(S).

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

23. RED ROCK ROAD:

THE EAST SIDE OF RED ROCK ROAD ALONG THE PROPOSED DEVELOPMENT SHALL BE DEVELOPED TO A HALF-STREET SECTION WITH CURB, GUTTER, AND SIDEWALK. PAVEMENT PATCHING FOR UTILITIES ALONG RED ROCK ROAD WILL REQUIRE A GRIND AND OVERLAY OF HALF OR ALL OF RED ROCK ROAD DEPENDING ON THE EXTENT OF UTILITY PATCHES. RED ROCK ROAD SHALL BE REPAIRED DUE TO CONSTRUCTION TRAFFIC, INCLUDING PAVEMENT REPLACEMENT FOR DAMAGED AREAS AND SLURRY SEALING TO CORRECT CONSTRUCTION TRAFFIC IMPACTS AS REQUIRED.

THE EXISTING DRAINAGE ALONG THE EAST SIDE OF RED ROCK ROAD SHALL BE ATTENUATED (PIPED) ACROSS THE NEW ROADWAY CONNECTION TO RED ROCK ROAD.

REQUIREMENTS FOR BUILDING PERMIT

24. STORM WATER TREATMENT AND DRAINAGE:

THE DEVELOPER SHALL UTILIZE STRUCTURAL CONTROLS FOR THE TREATMENT OF STORM WATER RUNOFF, IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES. DRAINAGE CONVEYANCE FACILITIES AND OTHER IMPROVEMENTS MUST BE CONSTRUCTED, FUNCTIONAL, AND DEDICATED TO THE CITY OF FERNLEY PRIOR TO SUBMITTAL OF THE FIRST BUILDING PERMIT APPLICATION.

ALL INTERNAL STORM DRAIN INFRASTRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH PUBLIC WORKS DESIGN STANDARDS. DESIGN AND CONSTRUCTION OF ALL DRAINAGE CONVEYANCE FACILITIES ARE SUBJECT TO APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

25. RESIDENTIAL CONSTRUCTION TAX:

THE DEVELOPER SHALL PAY ONE PERCENT OF THE VALUATION OF EACH RESIDENTIAL DWELLING UNIT BUILDING PERMIT BASED ON THE CITY'S VALUATION DATA TABLE, OR \$1,000 PER DWELLING UNIT, WHICHEVER IS LESS, PRIOR TO ISSUE OF EACH RESIDENTIAL BUILDING PERMIT.

26. INFRASTRUCTURE CONSTRUCTION:

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

OFFSITE REQUIREMENTS

27. RED ROCK ROAD EXTENSION:

THE CITY OF FERNLEY INTENDS TO BUILD THE EXTENSION OF RED ROCK ROAD TO HIGHWAY 50A. IN THE EVENT THAT RED ROCK ROAD HAS NOT BEEN COMPLETED BEFORE THE CONSTRUCTION OF THIS SUBDIVISION, THE DEVELOPER SHALL COMPLETE THE IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF FERNLEY PREFERRED DESIGN PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE 81ST HOME. PRIOR TO CONSTRUCTING RED ROCK ROAD IMPROVEMENTS, THE DEVELOPER SHALL EXECUTE A REIMBURSEMENT AGREEMENT TO THE APPROVAL OF THE ADMINISTRATOR, CITY ATTORNEY, CITY ENGINEER, FINANCE DIRECTOR, AND PUBLIC WORKS DIRECTOR FOR THE EXTENSION OF RED ROCK ROAD. THIS SCOPE OF IMPROVEMENTS SHALL BE DONE ON A PRO-RATA BASIS FOR ANY APPROVED OR FUTURE PROJECTS USING RED ROCK ROAD ON A FIRST-COME/FIRST-SERVE BASIS.

28. TRAFFIC STUDY:

IN TABLE 4, THE 2046 BACKGROUND PLUS PROJECT IDENTIFIES THE ROUNDABOUT TO HAVE LOS F WITH NO MITIGATION PROPOSED AS REQUIRED BY THE DESIGN STANDARDS. THIS SHALL BE ADDRESSED TO THE SATISFACTION OF THE ADMINISTRATOR, CITY ATTORNEY, CITY ENGINEER, AND THE PUBLIC WORKS DIRECTOR AS PART OF THE SUBDIVISION IMPROVEMENT PLAN SUBMITTAL. SEE CONDITION OF APPROVAL #30.

IN TABLE 4, THE US-50A AND RED ROCK ROAD NORTHBOUND LEFT IS IDENTIFIED AS HAVING A LEVEL OF SERVICE D WITH NO MITIGATION PROPOSED AS REQUIRED BY THE DESIGN STANDARDS. THIS SHALL BE ADDRESSED TO THE SATISFACTION OF THE ADMINISTRATOR, CITY ATTORNEY, CITY ENGINEER, AND THE PUBLIC WORKS DIRECTOR AS PART OF THE SUBDIVISION IMPROVEMENT PLAN SUBMITTAL. THIS CONDITION WORKS IN CONJUNCTION WITH CONDITION #26.

THE 2046 TRAFFIC VOLUMES SHALL INCLUDE ESTIMATED TRAFFIC VOLUMES FOR OTHER ENTITLEMENTS IN THE AREA THAT IMPACT THE SUBJECT INTERSECTIONS. THIS SHALL BE ADDRESSED TO THE SATISFACTION OF THE ADMINISTRATOR, CITY ATTORNEY, CITY ENGINEER, AND THE PUBLIC WORKS DIRECTOR AS PART OF THE SUBDIVISION IMPROVEMENT PLAN SUBMITTAL.

29. COMPLIANCE WITH TRAFFIC STUDY:

THE DEVELOPER SHALL COMPLY WITH ALL NDOT STANDARDS AND SPECIFIC RECOMMENDED IMPROVEMENTS OUTLINED IN THE TRAFFIC STUDY APPROVED BY NDOT. THESE IMPROVEMENTS INCLUDE:

- A. CONSTRUCT A TYPE 5, $\frac{3}{4}$ PROJECT ACCESS (RIGHT-IN/RIGHT-OUT/LEFT-IN) ON FARM DISTRICT ROAD.
- B. CONSTRUCT A LEFT-TURN DECELERATION LANE AT THE FARM DISTRICT ROAD AND YORI WAY PROJECT ACCESS PER NDOT'S ACCESS MANAGEMENT SYSTEM AND STANDARDS (AMSS).
- C. CONSTRUCT SIGNAGE AND STRIPING FOR IMPROVEMENTS PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND NDOT STANDARDS.

30. FARM DISTRICT ROAD:

FARM DISTRICT ROAD SHALL BE WIDENED ALONG THE ENTIRE FRONTAGE OF THE PROJECT REGARDLESS OF WHETHER NDOT RESTRICTS TURNING MOVEMENTS AT THE YORI/FARM DISTRICT ROAD INTERSECTION.

THE DEVELOPER SHALL COORDINATE WITH THE CITY REGARDING PAYMENT IN LIEU OF INSTALLATION OF A CROSS WALK AND RAPID FLASHING BEACON AT THE INTERSECTION OF RED ROCK ROAD AND FARM DISTRICT ROAD.

DIRECTIONAL PEDESTRIAN RAMPS SHALL BE INSTALLED AT THE NORTHEAST CORNER OF THE INTERSECTION FOR A FUTURE RED ROCK ROAD AND FARM DISTRICT ROAD CROSSWALK.

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

DIRECTIONAL PEDESTRIAN RAMPS SHALL BE PROVIDED ACROSS YORI AT FARM DISTRICT ROAD.

31. ROUNDABOUT:

THE APPLICANT MAY PROCEED WITH FINAL MAP RECORDING AND SECURE A SITE IMPROVEMENT PERMIT TO COMPLETE SUBDIVISION IMPROVEMENTS PRIOR TO FUNDING BEING SECURED BY NDOT THAT ADDRESSES THE ROUNDABOUT OPERATIONAL DEFICIENCY, SPECIFICALLY THE LEVEL OF SERVICE OPERATING CONDITION. A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED FOR ANY HOMES UNTIL THE FUNDING IS DETERMINED BY THE CITY OF FERNLEY TO BE ADEQUATE TO ADDRESS THIS OPERATIONAL CONDITION (I.E. MUST ACHIEVE THE LEVEL OF SERVICE REQUIRED BY THE CITY OF FERNLEY COMPREHENSIVE MASTER PLAN) AS PART OF THE INTENDED SCOPE. IF AN ALTERNATE ROADWAY OR CAPACITY RELATED PROJECT (PLANNED OR UNPLANNED) IS CONSTRUCTED SUCH THAT THE ROUNDABOUT LEVEL OF SERVICE IS FOUND TO BE ACCEPTABLE BY THE CITY, THE APPLICANT MAY PROCEED WITH HOME CONSTRUCTION AND ISSUANCE OF CERTIFICATES OF OCCUPANCY WITHOUT FURTHER DELAY OR RESPONSIBILITY TO MITIGATE THIS OPERATIONAL ISSUE. IF AN IMPROVED LEVEL OF SERVICE STANDARD IS ADOPTED BY THE CITY, THE PROJECT WILL BE RESPONSIBLE TO MEET THAT STANDARD.

32. SUBDIVISION ROAD MAINTENANCE:

IN THE EVENT THAT THE APPLICANT PROCEEDS WITH SUBDIVISION IMPROVEMENTS AND COMPLETES THE SUBDIVISION STREETS, THE APPLICANT SHALL BOND FOR THE COSTS TO SLURRY SEAL THE STREETS FOLLOWING ACCEPTANCE OF THE STREETS OFFERED FOR DEDICATION BY THE DEVELOPER. THIS BONDING SHALL BE IN AN AMOUNT AGREED TO BY THE CITY ENGINEER FOR THE COSTS OF SLURRY SEALING NOT PRIOR TO 8 YEARS AFTER ACCEPTANCE OF THE STREETS. THE INTENT IS TO INSURE AGAINST PUBLIC STREETS DEGRADING IN THE EVENT THAT THE DEVELOPER DEDICATES THE STREETS BUT DOES NOT CONSTRUCT HOMES DUE TO LACK OF ROUNDABOUT FUNDING. THIS CONDITION WILL NOT BE APPLICABLE IF THE OPERATIONAL CONDITION OF THE ROUNDABOUT IS LEVEL OF SERVICE D OR BETTER AT THE TIME REGARDLESS OF FUNDING SOURCES, AND NATURE OF OTHER PROJECTS THAT MAY RESULT IN THE ROUNDABOUT OPERATION BEING SATISFACTORY, AT LEAST 8 YEARS AFTER SUBDIVISION STREET ACCEPTANCE.

Yori Single Family

Application to City of Fernley for a:

***Tentative Subdivision Map,
Zoning Map Amendment,
and Major Deviation***

Prepared by:



John F. Krmpotic, AICP
KLS Planning & Design Group
201 W. Liberty Street, Suite 300
Reno, NV 89501



Michael Vicks, P.E.
Monte Vista Consulting
575 E. Plumb Lane, Suite 101
Reno, NV 89502

Prepared for:

1903 Trust - Lawrence G. Yori, Trustee
3240 Farm District Rd
Fernley, NV 89408

June 18, 2024

Table of Contents

Project Request	1
Project Location	1
Land Use and Zoning.....	2
Project Description.....	5
Legal Access.....	6
Master Plan Policy Analysis.....	7
Major Deviation Request.....	9
Major Deviation Findings	9

List of Figures/Photos

Figure 1 – Vicinity Map	1
Figure 2 – Fernley Master Plan Land Use	2
Figure 3 – Existing Zoning Map	3
Figure 4 – Proposed Zoning Map	4
Figure 5 – Site Plan	5
Figure 6 – Setback Diagram	9
Figure 7 – Site Photos	11

Appendix A

Application Materials

Tentative Subdivision Map Application Checklist
Major Deviation Application Checklist
Zoning Map Amendment Application Checklist
Land Division Application
Development Application
Letter of Authorization
Ownership Affidavit
Residential Data Sheet
NRS Time Waiver Agreement
Fee Schedule
Street Name Reservation Form
Legal Description
Preliminary Title Report
Property Tax Receipt
Fiscal Impact Analysis

Appendix B

Civil Reports/Studies

Traffic Study

Preliminary Drainage Report
Preliminary Sanitary Sewer Report
Geotechnical Investigation
Water and Sewer Modelling Application

Civil & Landscape Plan Set (full size sheets – 24" x 36")

C-1 Cover Sheet
C-2 Existing Conditions & Demo Plan
C-3.1 Geometric Site Plan
C-3.2 Geometric Site Plan
C-4.1 Site & Utility Plan
C-4.2 Site & Utility Plan
C-5.1 Grading Plan
C-5.2 Grading Plan
C-5.3 Cross Sections
C-6.0 Drainage Plan

Project Request

This application is for:

- 1) a **Tentative Subdivision Map** for the creation of 158 single-family lots, and
- 2) a **Zoning Map Amendment** from RR-½ to SF-6, and
- 3) a **Major Deviation** to reduce combined side yard setback from 20' to 10'.

Project Location

The site is located on Farm District Road near the intersection with Red Rock Road. The site is on one parcel (APN: 021-343-20) totaling 47.53 acres. The site is currently irrigated alfalfa fields with one single-family residence.

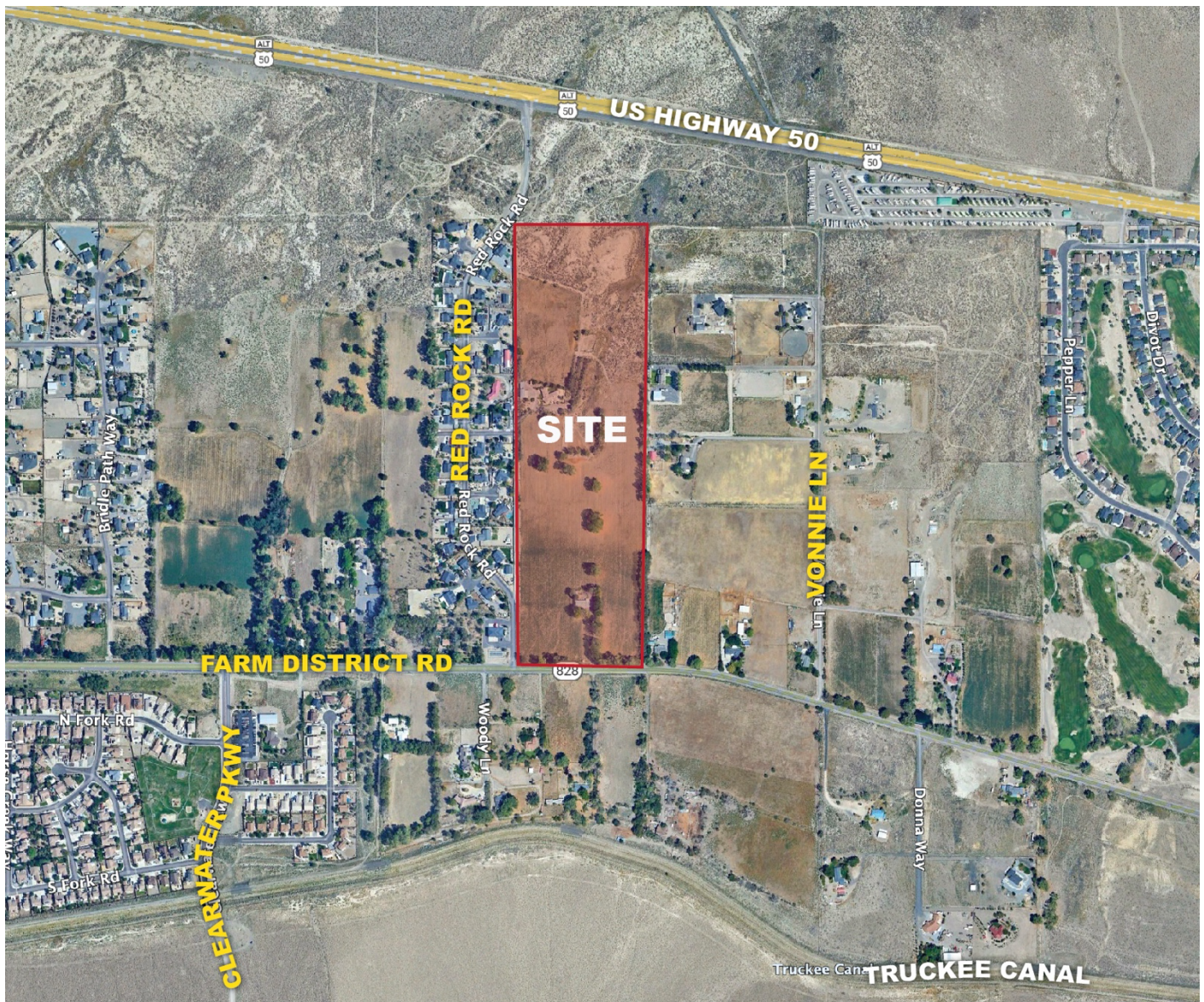


Figure 1 – Vicinity Map

Land Use and Zoning

The site land use is Single Family Residential (SFR). The zoning is currently Rural Residential (RR-½) and proposed Single Family (SF-6), which will guide the development standards of the proposed subdivision. Land use is to remain as existing. (See *Figures 2-4 below*).



Figure 2 – Fernley Master Plan Land Use

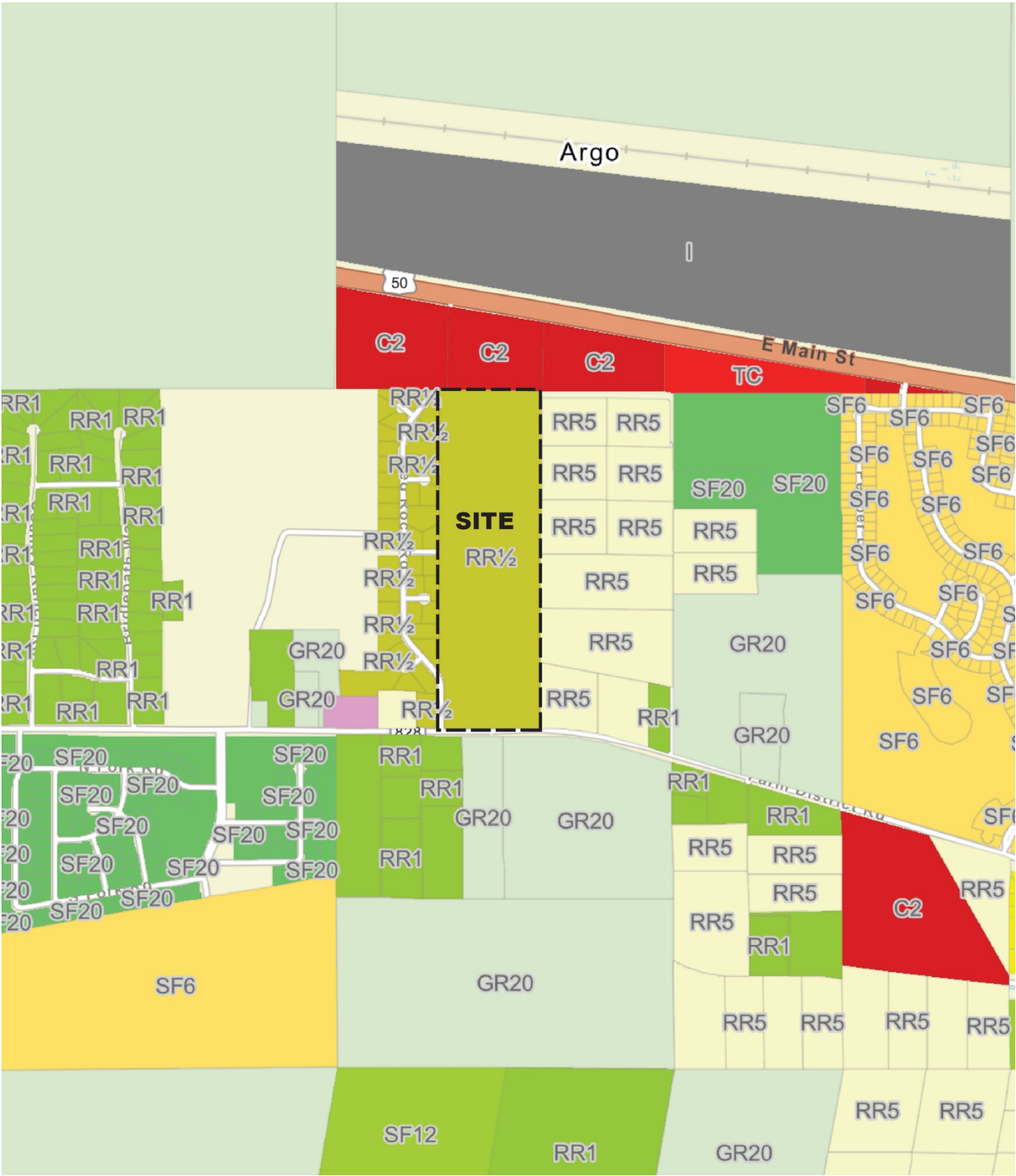


Figure 3 – Existing Zoning Map

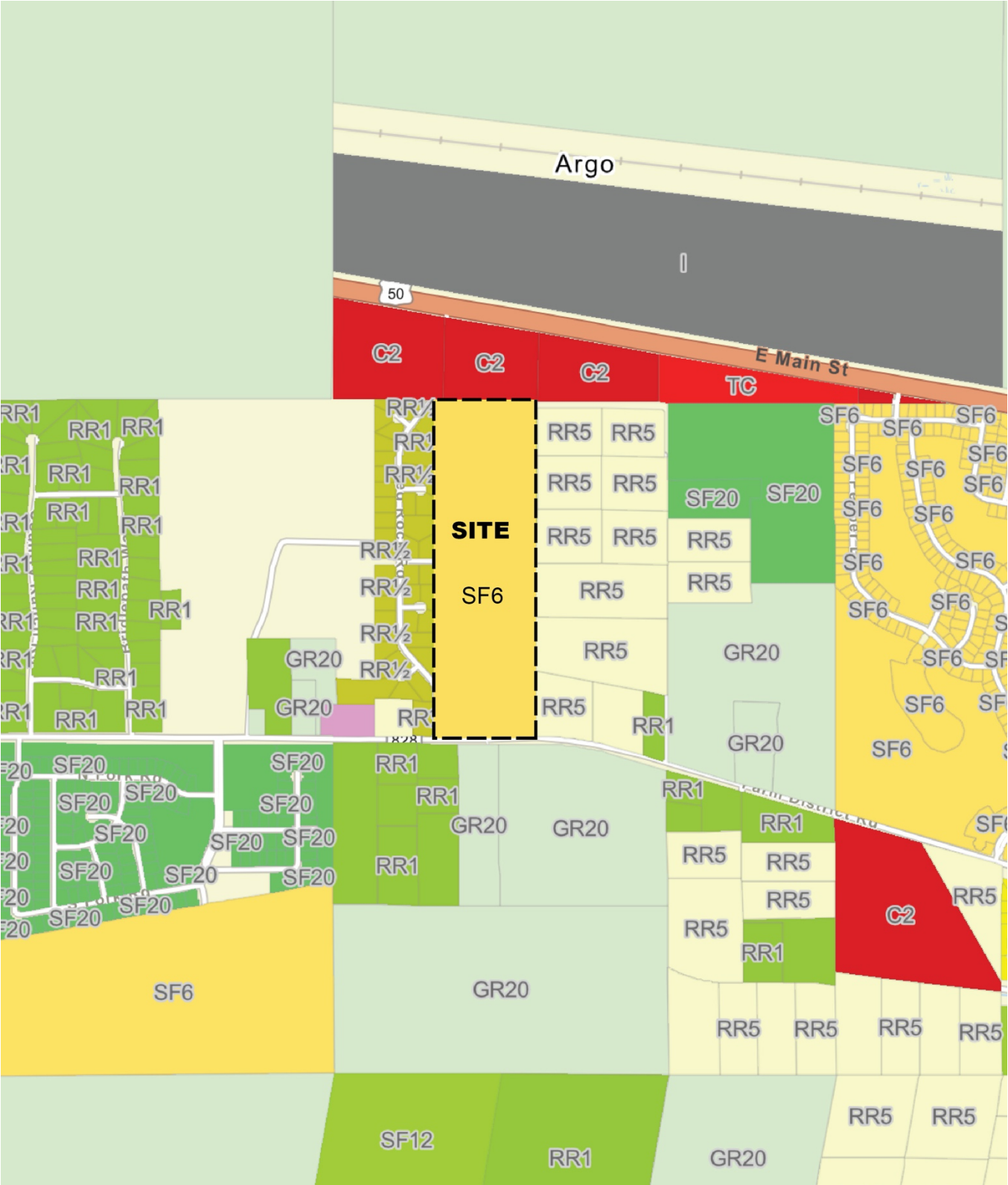


Figure 4 – Proposed Zoning Map

Project Description

The 47.53-acre project area will contain 158 single family lots. See Project Data and Development Standards below.

Project Data

Total Project Area	47.53 ac
Total Lot Area	35.06 ac
Total Common Area	4.05 ac
Total ROW Area	8.41 ac
Total Lots	158
Density	3.3 lots/ac
Zoning (Proposed)	SF-6
Largest Lot Size	0.80 ac
Smallest Lot Size	0.14 ac
Average Lot Size	0.22 ac

Fernley SF-6 Development Standards

Minimum Setbacks	Existing	Proposed
Front (Livable Space or Side Load Garage)	15 Ft	15 Ft
Front (Garage/Carport)	20 Ft	20 Ft
Side	5 Ft	5 Ft
Side Combined	20 Ft	10 Ft
Exterior Side	10 Ft	10 Ft
Rear	10 Ft	10 Ft
Minimum Lot Size	6,000 SF	6,000 SF
Maximum Lot Coverage	50%	50%
Minimum Lot Frontage	35 Ft	35 Ft
Minimum Width	60 Ft	60 Ft
Minimum Lot Width (Corner Lot)	65 Ft	65 Ft
Maximum Density	7.2 DU/Acre	7.2 DU/Acre
Maximum Height (Residential)	35 Ft	35 Ft

Legal Access

There is legal access provided to the property at 4 locations. These locations include a private property connection to adjacent public streets/ right-of-way at the following streets:

- a) Farm District Road (south end)
- b) Red Rock Road (south end near Farm District Road)
- c) Red Rock Road (north end at NW corner of the project)
- d) Quick Cal Way (a stub street on the west side of the project)

The proposed subdivision streets include Yori Way, Quick Cal Way, Cattle Road, and Ziggy Road are all 50' R-O-W public streets that meet the city standard for a local public street. These two streets provide physical street stubs to this phase of the project. These 4 public streets provide proven legal access to this project.

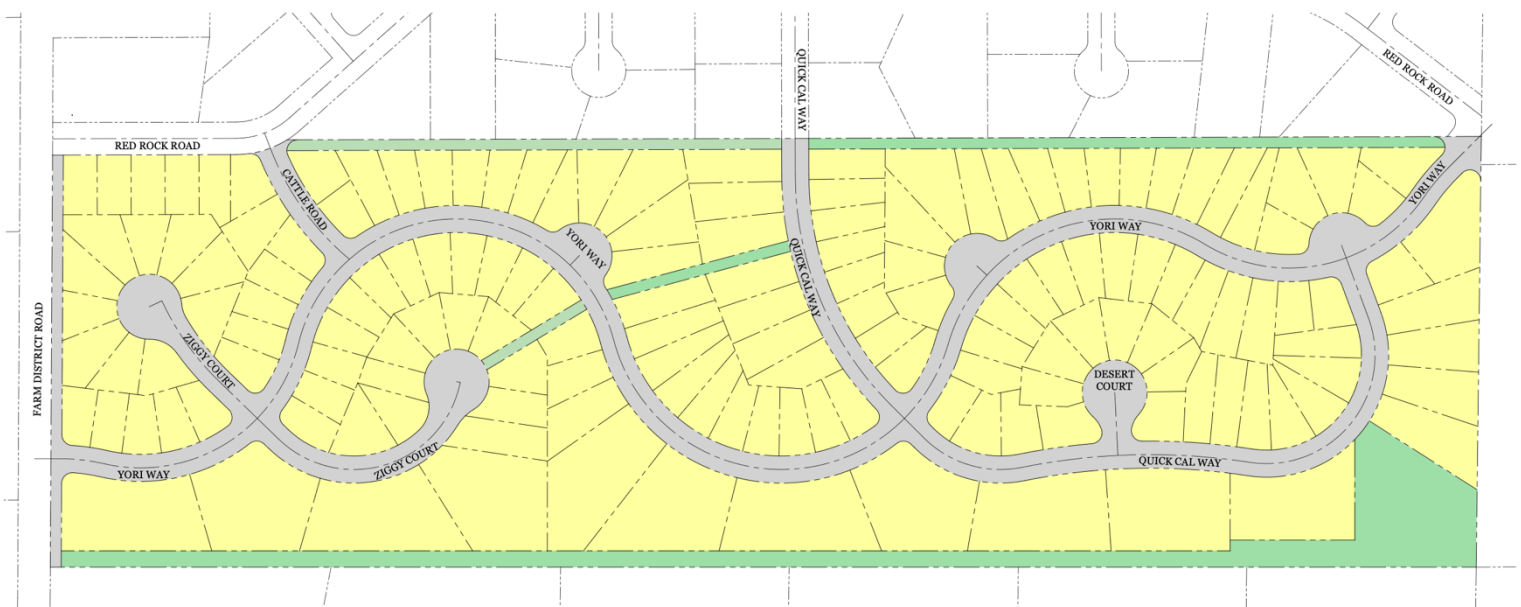


Figure 5 – Site Plan

Master Plan Policy Analysis

Following are the goals and policies from the City of Fernley Master Plan which support the proposed Zoning Map Amendment (per Zoning Map Amendment checklist item 3.d.)

City of Fernley – Comprehensive Master Plan

1. Population & Housing

HP.1.1 GOALS AND ACTION STRATEGIES 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.1.1.2 Encourage large-scale housing development that incorporates efficient land use techniques and creates a distinct sense of place and neighborhood diversity.

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.1.3 Strive for viable mixed income neighborhoods throughout Fernley that collectively reflect the diversity of housing types and tenure (rental and ownership).

2. Conservation

C.1.3.7 Maintain coordination of land use planning and capital improvements to insure the most efficient use of the city's sanitary and stormwater run-off facilities.

C.1.4.3 Encourage new public and private development to use water conservation landscaping and fixtures.

3. 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.1.1.3 Require new development to provide certified, stamped studies demonstrating the impact proposed development will have on existing infrastructure and to provide improvements and/or funding in lieu of improvements in proportion to the impacts of the proposed projects on the city's roadway, sewer and water systems.

LU.1.4.2 Projects shall be evaluated with the intent to promote land use compatibility; community design measures can increase compatibility among adjoining land uses.

LU.1.4.5 Require development plans to address conditions unique to the developing area and minimize impacts to adjacent properties.

LU.1.5.3 Development on the perimeter of Fernley is appropriate only where orderly extension of existing public services and facilities can occur.

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.1.8.1 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.1.12.1 Subdivision or intensification of land without adequate public facilities available to serve the new development as it occurs shall not be allowed.

4. Transportation

T.1.2.2 The financial responsibility for providing local internal subdivision roads and collector roads connecting new development to the regional roadway network shall be borne by the development(s).

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.

5. Public Services & facilities

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.2.1.3 Sewer costs directly attributable to 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.

PSF.3.3.1 Coordinate the provision of public services with growth and development in Fernley.

PSF.3.9.1 Increase security through project planning requirements.

PSF.3.10.4 Require streets to be of high structural quality, sufficient width, and keep maintained to insure access of emergency and service equipment.

PSF.3.11.2 All development in the City (except for residential densities less than one residence per acre) shall be within a 4-7-minute response time of an existing or planned fire station.

Major Deviation Request

Request: We are requesting a Major Deviation for the combined side setback from 20' to 10' which results in 5' minimum setback on each side yard.

Rationale for setback deviation:

We have prepared a “coved” design to enhance the neighborhood and community design as supported by the Fernley Master Plan. This type of design essentially makes every lot a “pie-shaped” lot which creates a pinch-point with a reduced setback (5' minimum per code at a given point) that flares out for every single lot. It appears the code was written for a linear lot and block design with uniform side yard setbacks. The average setback between homes is quite generous and not easily measured with his type of design because of the flares in the lot shape. The only constant for this side yard setback in this design is that it is always changing.

The example in Figure 6 results in a 17.4' average combined side yard setback which is only a 13% deviation of the 20' standard.

There is a common provision in zoning practice to suggest the side combined at 20' is for boat and/or RV storage which is not proposed and not designed and will not be allowed in this community.

Major Deviation Findings

Below is the City of Fernley Municipal Code Section 32.03.090(a)(6) applicable to this Major Deviation request. Comments addressing the code regarding applicability, standards, and findings are written in *italics* below each section.

- a. The request is consistent with the stated purposes of title 32, zoning;

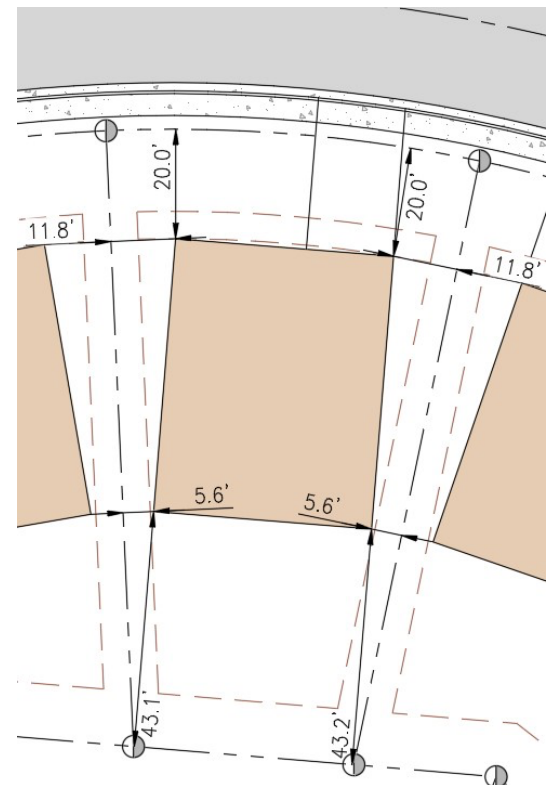


Figure 6 – Setback Diagram

The request is consistent with the stated purpose which is to allow relief and flexibility in the development review process. Generally, it is the intent of the City to allow significant reductions or deviations from the minimum standards of this Code only in exchange for a higher level of quality development and compensating benefits. Further, it meets the required applicability criteria which are: a) Special exceptions greater than ten percent and less than 50 percent from requirements for land use in this title; or b) Special exceptions from development standards that are quantified and, c) It does not authorize a use variance, or a deviation based on hardship or difficulty.

- b. Granting the major deviation will not be materially detrimental to the public health, safety or welfare, or injurious to property or improvements in the vicinity;

It is not conceivable to imagine any detriment to public health, safety or welfare to property or improvements in the vicinity. The code in fact already establishes a 5' side yard setback as a standard. It is a home buyer's choice to buy into this design change that implements 5' on both sides of each house (at a point) because of the pie shaped lots that flare out to make the average combined setback much larger.

- c. Granting the major deviation is necessary for the preservation and enjoyment of a property right possessed by other property owners in the same vicinity and land use district and is denied to the property for which the major deviation is sought; and

It appears the standard is not applicable to other properties in the area. This change brings the SF6 zoning standards more in alignment with all zoning standards working in harmony, i.e. lot size, width, setback, coverage, etc., as all must relate to the specified density which cannot be achieved with this standard. Proposed density with the proposed deviation is only 46% of the maximum allowed in the district. That is, 3.3 du per acre achieved versus 7.2 du per acre allowed.

- d. Granting of the major deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use district in which the property is located.

This is a design change and a design preference that the code does not consider and does not grant a special privilege. Other properties in the area could seek the same relief from the code and standards if such a design concept was considered. It appears that it does not apply to other properties.



Facing east on Farm District Rd



Access from Quick Cal Way



Northern Red Rock Access



Site facing north



Facing west on Farm District Rd



East side facing north

Figure 7 – Site Photos



North end facing south



Red Rock Road

Figure 7 – Site Photos (cont.)

Appendix A

Application Materials

Tentative Subdivision Map Application Checklist
Major Deviation Application Checklist
Zoning Map Amendment Application Checklist
Land Division Application
Development Application
Letter of Authorization
Ownership Affidavit
Residential Data Sheet
NRS Time Waiver Agreement
Fee Schedule
Street Name Reservation Form
Legal Description
Preliminary Title Report
Property Tax Receipt
Fiscal Impact Analysis

TENTATIVE SUBDIVISION MAP

APPLICATION CHECKLIST

City of Fernley, Nevada

The following items shall be submitted as a part of the Tentative Subdivision Map application:

- ☒ 1. **Application Fee:** The application fee is due at the time of the application submittal. See **FEE SCHEDULE** for correct amount. Application fee may be made in the form of a check or money order payable to “City of Fernley” or by e-check (no fee) or by Visa/Mastercard/Discover (4% fee) either remotely or in person.
- ☒ 2. **Proof of Ownership: Must be original signatures or the application may be rejected.** If the person signing the owner’s affidavit is not listed as the property owner in the most recent records of the Lyon County Assessor, proof of ownership acceptable to the administrator must be submitted with the application. If the signer is an agent of the owner, written documentation of that fact acceptable to the administrator must be submitted. If in Corporate ownership, a list of all Corporate Officers must be provided.
- ☒ 3. **Review Packet: 1 (one) digital copy containing the following:**
 - ☒ a. Completed LAND DIVISION APPLICATION form
 - ☒ b. Completed Residential or Non-Residential Project Data Sheet
 - ☒ c. A Tentative Subdivision Map prepared to the attached specifications and in accordance with Development Code Section 32.03.060.
 - ☒ d. Vicinity Map depicting the respective site and including surrounding roadways
 - ☒ e. A copy of a preliminary Title Report, prepared within 30 days of application submittal, which includes the names and addresses of all property owners: a legal description of the property, and a description of all liens, easements, and deed restrictions.
 - ☒ f. Legal Access
 - ☐ g. A letter of approval from the City of Fernley listing all street names shown on the Tentative Subdivision Map
 - ☒ h. Demonstrate that city services can be provided at an acceptable service level.
- ☒ 4. **Technical Analyses (One (1) copy of each):** Items outlined in Appendix A-5 of the City of Fernley’s Development Code in a form consistent with the adopted policies and design manuals.
 - ☒ a. Traffic Study: A complete traffic study as required by the City Engineer.
 - ☒ b. A preliminary hydrology and drainage report prepared by a Nevada registered Civil Engineer addressing the 5-year and 100-year return frequency storms and the 5-year and 100-year flows entering and leaving the site.
 - ☒ c. A preliminary sewer report prepared by a Nevada registered Civil Engineer.
 - ☒ d. A preliminary geotechnical report prepared by an Engineer licensed in the State of Nevada.
 - ☒ e. All projects over 20 acres in size shall demonstrate the project is fiscally positive to the city for a period of at least 20 years.
 - N/A ☐ f. Any other report as may be necessary to enable the approving agency to determine that the application complies with the standards for approval
- ☒ 5. **Original PDF documents of the application, broken down into individual sections, including all documents, maps, plans, and technical analyses, shall be provided on a USB flash drive or alternative method as determined by the Administrator.**

NOTE: Applications filed under Chapter 32.03 of the City of Fernley’s Development Code must include the information required by Appendix A of the development code and is not complete until all required items are submitted. The Planning Department or other reviewing departments or agencies may request that additional application materials be submitted depending on the specific project request. The application materials required above shall serve as the minimum requirements necessary to make application submittal to the City of Fernley Planning Department.

MAJOR DEVIATION

APPLICATION CHECKLIST

City of Fernley, Nevada

The following items shall be submitted as a part of the Major Deviation application:

- ☒ 1. **Application Fee:** The application fee is due at the time of the application submittal. See **FEE SCHEDULE** for correct amount. Application fee may be made in the form of a check or money order payable to “City of Fernley”, by e-check (no fee) or by Visa/Mastercard/Discover (4% fee).
- ☒ 2. **Proof of Ownership: Must be original signatures or the application may be rejected.** If the person signing the owner’s affidavit is not listed as the property owner in the most recent records of the Lyon County Assessor, proof of ownership acceptable to the administrator must be submitted with the application. If the signer is an agent of the owner, written documentation of that fact acceptable to the administrator must be submitted. If in Corporate ownership, a list of all Corporate Officers must be provided.
- ☒ 3. **Review Packet: One (1) digital copy containing the following:**
 - ☒ a. Completed DEVELOPMENT APPLICATION form.
 - ☒ b. NRS Time Waiver Agreement.
 - ☒ c. Completed Residential or Non-Residential Project Data Sheet.
 - ☒ d. A written narrative of:
 - The request of the Major Deviation
 - Explain why the Major Deviation is necessary
 - Explain why other solutions would not work
 - ☒ e. A written narrative addressing the following findings:
 - The request is consistent with the stated purposes of Title 20, Zoning Code;
 - Granting the major deviation will not be materially detrimental to the public health, safety or welfare or injurious to property or improvements in the vicinity;
 - Granting the major deviation is necessary for the preservation and enjoyment of a property right possessed by other property owners in the same vicinity and land use district and is denied to the property for which the major deviation is sought; and
 - Granting of the major deviation does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and land use districts in which the property is located.
 - ☒ f. Site Plan.
 - ☒ g. Landscape Plans (color preferred) and Parking Plans, if applicable.
 - N/A ☐ h. Full Size Building Elevations, if applicable.
 - N/A ☐ i. Floor Plan, if applicable.
 - ☒ j. Vicinity Map depicting the respective site including surrounding roadways.
 - ☒ k. Property Tax Receipt.
 - ☒ l. Miscellaneous, as requested, and all required items as outlined in Appendix A of the City of Fernley’s Development Code.
- ☒ 4. **Original PDF documents of the application, broken down into individual sections, including all documents, maps, plans, and technical analyses, shall be provided on a USB flash drive or alternative method as determined by the Administrator.**

NOTE: Applications filed under Chapter 32.03 of the City of Fernley’s Development Code must include the information required by Appendix A of the same code and is not complete until all required items are submitted. The Planning Department or other reviewing departments or agencies may request that additional application materials be submitted depending on the specific project request. The application materials required above shall serve as the minimum requirements necessary to make application submittal to the City of Fernley Planning Department.

ZONING MAP AMENDMENT

APPLICATION CHECKLIST

City of Fernley, Nevada

The following items shall be submitted as a part of the Zoning Map Amendment application:

- ☒ 1. **Application Fee:** The application fee is due at the time of the application submittal. See **FEE SCHEDULE** for correct amount. Application fee may be made in the form of a check or money order payable to “City of Fernley”, by e-check (no fee) or by Visa/Mastercard/Discover (4% fee).
- ☒ 2. **Proof of Ownership:** Must be original signatures or the application may be rejected. If the person signing the owner’s affidavit is not listed as the property owner in the most recent records of the Lyon County Assessor, proof of ownership acceptable to the administrator must be submitted with the application. If the signer is an agent of the owner, written documentation of that fact acceptable to the administrator must be submitted. If in Corporate ownership, a list of all Corporate Officers must be provided.
- ☒ 3. **Review Packet: One (1) digital copy containing the following:**
 - ☒ a. Completed DEVELOPMENT APPLICATION form.
 - ☒ b. NRS Time Waiver Agreement.
 - ☒ c. A written description of the Zoning Map Amendment request.
 - ☒ d. A list of the goals and policies from the City of Fernley Master Plan which support the proposed Zoning Map Amendment.
 - ☒ e. Vicinity Map depicting the existing and proposed zoning designation of the respective site including surrounding roadways and the zoning designations of the surrounding properties the respective site and including surrounding roadways.
 - ☒ f. A wet stamped legal description and boundary map of the subject property (8½” x 11” with 1” margins).
 - ☒ g. Please include a dimensioned site plan, pictures of existing buildings, and any additional information that would be helpful to illustrate the existing use of the site. All plans shall be drawn to standard architectural or engineering scale and shall include a north arrow.
 - ☒ h. Property Tax Receipt.
 - ☒ i. Miscellaneous, as requested, and all required items as outlined in Appendix A of the City of Fernley’s Development Code.
- ☒ 4. **Original PDF documents of the application, broken down into individual sections, including all documents, maps, plans, and technical analyses, shall be provided on a USB flash drive or alternative method as determined by the Administrator.**

NOTE: Applications filed under Chapter 32.03 of the City of Fernley’s Development Code must include the information required by Appendix A of the same code and is not complete until all required items are submitted. The Planning Department or other reviewing departments or agencies may request that additional application materials be submitted depending on the specific project request. The application materials required above shall serve as the minimum requirements necessary to make application submittal to the City of Fernley Planning Department.

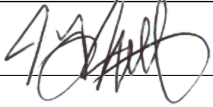


Planning Department
595 Silver Lace Blvd, Fernley, NV 89408
Land Division Application

APPLICATIONS, PLANS, AND/OR SUPPORTING DOCUMENTATION THAT ARE INCOMPLETE OR ILLEGIBLE WILL NOT BE ACCEPTED.

Please complete all sections that apply to you and/or your project. Various applications are only accepted on the application deadline dates. Please call before you submit to verify that someone will be available to assist you at (775) 784-9810.

☒ TENTATIVE PARCEL MAP(TPM)	☐ REVERSION TO ACREAGE(RTA)
☐ FINAL PARCEL MAP(FPM)	☐ TYPE I VACATIONS(T1V)
☐ TENTATIVE SUBDIVISION MAP(TSM)	☐ TYPE II VACATIONS(T2V)
☐ FINAL SUBDIVISION MAP(FSM)	☐ TENTATIVE DIVISION OF LAND INTO LARGE PARCELS (TDLLP)
☐ BOUNDARY LINE ADJUSTMENT(BLA)	☐ FINAL DIVISION OF LAND INTO LARGE PARCELS (FDLLP)

John Krmpotic		Signature 		Yes
Applicant's Name				
Company Name: KLS Planning & Design				
Address: 201 W Liberty Street, Suite 300				
City: Reno	State: NV	Zip Code: 89501	Email: Johnk@Klsdesigngroup.com	
Phone No.: 775-857-7710	Cell No.: 775-857-7710	Fax No.: None		

1903 Trust - Lawrence G Yori, Trustee				yes
Property Owners Name				Primary Contact?
Company Name: None				
Address: 3240 Farm District Road				
City: Fernley	State: NV	Zip Code 89408	Email: lyori@att.net	
Phone No.: 775-575-4094	Cell No.: 775- 750-9339	Fax No.: None		

Engineer / Representative				Primary Contact?
Company Name: Monte Vista Consulting- Mike Vicks				
Address: 575 E. Plumb Lane, Suite 101				
City: Reno	State: NV	Zip Code 89502	Email: mike@montevistaconsulting.com	
Phone No.: 775-636-7905	Cell No.: 775-848-5787	Fax No.: N/A		

Brief Project Type/Description (Attach Detailed Project Type / Description):

This is a 158 Lot SF project located on Farm District road with a proposed density of 3.3 du per acre and an average lot size of 9,660 SF

Subdivision/Project Name And/Or Phase: Yori Single Family			
Project Location (Street Address): 3240 Farm District Road			
Assessor's Parcel Number(s): 021-343-20			
Current Zoning: RR .5 acre	Comprehensive Plan Land Use Designation		Single Family Res
Total Project Acreage: 47.53	% Commercial: 0.00	CITY UTILITIES	
Number of Parcels Proposed: 158	% Open Space: 8.5 percent	Water:	Sewer
		☐ Currently Served ☒ Proposed	☐ Currently Served ☒ Proposed
Previous Applications For This Site? ☐ Yes ☒ No			
List Previous Application No(s) And Names: None that we are aware of			

1998 Flood Zone Designation: ☐ A ☐ AE ☐ AH ☐ AO ☐ A99 ☐ X ☐ D	FEMA Map No.: Incl. Photocopy
--	-------------------------------

Office Use Only			
Application Filing Date:	Development Review:	Application Fee:	
Application No.:	☐ Yes ☐ No	Outsource Fee:	
Application Intake By:	Date:	Noticing Fee:	
Planner:	Time:	Total Due:	



Planning Department
595 Silver Lace Blvd, Fernley, NV 89408
Development Application

APPLICATIONS, PLANS, AND/OR SUPPORTING DOCUMENTATION THAT ARE INCOMPLETE OR ILLEGIBLE WILL NOT BE ACCEPTED.

Please complete all sections that apply to you and/or your project. Various applications are only accepted on the application deadline dates. Please call before you submit to verify that someone will be available to assist you at (775) 784-9810.

☐ ADMINISTRATIVE REVIEW(AR)		☐ APPEAL (APP)	
☐ ANNEXATION(ANX)		☐ PLANNED DEVELOPMENT (PD)	
☐ CONDITIONAL USE PERMIT(CUP)		☐ DEVELOPMENT AGREEMENT (DA)	
☒ MAJOR DEVIATION(MJD)		☐ TEMPORARY USE PERMIT(TUP)	
☐ MASTER PLAN AMENDMENT.....(MPA)		☐ VARIANCE(VAR)	
☐ MINOR DEVIATION(MND)		☐ REASONABLE ACCOMMODATION(RAD)	
☒ ZONING MAP AMENDMENT.....(ZMA)		☐ OTHER: _____	

Applicant's Name: John Krmpotic		Signature: 	Primary Contact? yes
Company Name: KLS Planning & Design			
Address: 201 W Liberty Street, Suite 300			
City: Reno	State: Nv	Zip Code: 89501	Email: johnk@klsdesigngroup.com
Phone No.: 775-857-7710	Cell No.: 775-857-7710	Fax No.: N/A	

Property Owners Name: The 1903 Trust - Lawrence G Yori, Trustee		Primary Contact? yes
Company Name: None		
Address: 3240 Farm District Road		
City: Fernley	State: Nv	Zip Code 89408
Phone No.: 775-575-4094	Cell No.: 775-750-9339	Email: Lyori@att.net
Fax No.: None		

Engineer / Representative: Mike Vicks		Primary Contact? yes
Company Name: Monte Vista Consulting		
Address: 575 E Plumb Lane, Suite 101		
City: Reno	State: NV	Zip Code 89502
Phone No.: 775-636-7905	Cell No.: 775-848-5787	Email: mike@montevistaconsulting.com
Fax No.: N/A		

Brief Project Type/Description (Attach Detailed Project Type / Description):
158 lot single family project on Farm District Road with proposed zoning of SF-6 and a proposed density of 3.3 du per acre and an average lot size of 9,660 s.f.

Subdivision/Project Name And/Or Phase: Yori Single Family

Project Location (Street Address): 3240 Farm District Road

Assessor's Parcel Number(s): 021-343-20

Current Zoning: RR .5 acre	Comprehensive Plan Land Use Designation	Single Family Res
Total Project Acreage: 47.52	% Commercial: 0.00	CITY UTILITIES
Number of Parcels Proposed: 158	% Open Space: 8.5	Water: ☐ Currently Served ☒ Proposed
		Sewer ☐ Currently Served ☒ Proposed

Previous Applications For This Site? ☐ Yes ☒ No
List Previous Application No(s) And Names: None known

2009 Flood Zone Designation: ☐ A ☐ AE ☐ AH ☐ AO	FEMA Map No.:
---	---------------

Application Filing Date:	Office Use Only	Application Fee:
Application No.:	Development Review Meeting	Outsource Fee:
Application Intake By:	Date:	Noticing Fee:
Planner:	Time:	Total Due:

LETTER OF AUTHORIZATION

This letter shall serve to notify and verify the I/we am/are the legal owner(s) of the property being considered under this application and do hereby authorize the above representative to file and represent my/our interest in this application.

I/we am/are the legal owner(s) of said property; have read the foregoing "Letter of Authorization" and know the contents thereof; and so hereby certify (or declare) under penalty of perjury under the laws of the State of Nevada that the information contained in this application is true and correct.

OWNER(S) OF RECORD: *(Include all signatures-provide extra sheets if necessary)*

1903 Trust- Lawrence G Yori, Trustee

(Print Name)

(Signature)

5-14-24

(Date)

(Print Name)

(Signature)

(Date)

I certify under penalty of perjury that I am the applicant and that the foregoing statements and answers contained herein and the information herein submitted, are in all respects true and correct. I grant permission to City staff and officials to enter the property to conduct inspections/site visits necessary for the review of the project. I also certify that all plans and submittal requirements are in accordance with the Nevada Revised Statutes and City Code, have been drawn to a standard engineering scale (e.g. 1"=20', 1"=50', 1"=100') or architectural scale (e.g. 1/4"=1', 1/8"=1') that is appropriate to the project size, and clearly define and identify all of the required information.

APPLICANT:

1903 Trust - Lawrence G Yori, Trustee

(Print Name)

(Signature)

5-14-24

(Date)

APPLICANT'S ENGINEER/REPRESENTATIVE:

KLS Planning & Design, John Krmpotic

(Print Name)

(Signature)

5-14-24

(Date)

City of Fernley Development Code, Section 32.03.030, Common Review Procedures: The City will not process incomplete applications. Review for completeness of application forms is solely to determine whether preliminary information required for submission with the application is sufficient to allow further processing. A determination of completeness shall not constitute a decision as to whether an application complies with the City's Development Code.

Note: Development review meetings are preliminary nature and comments expressed by staff should not be construed as being Conditions of Approval for any project application.

STATE OF Nevada

: SS

COUNTY OF Lyon

AFFIDAVIT OF OWNERSHIP

I, Lawrence G Yori, being duly sworn, depose and say:

1. That I am (a) the owner of record, or (b) an authorized agent acting in my capacity as Trustee of The 1903 Trust, the owner of record, (hereinafter "Owner") of that certain real property identified as Lyon County Assessor's Parcel No. 021-343-20 (hereinafter "Property");

2. That Owner intends to develop the Property or is currently investigating the Property for potential development;

3. That Owner hereby authorizes and appoints Monte Vista Consulting, Ltd. (hereinafter "Representative:") to assist Owner in its investigation and/or development of the Property;

4. That Owner hereby authorizes City of Fernley (hereinafter "COF") to discuss water service relating to the Property with Representative, to accept information relating to Owner and the Property with Representative, and to treat Representative as the Owner of the Property for all purposes relating to the application for water service for the Property; and

5. That Owner acknowledges that any and all contractual agreements for water service and/or necessary grants of easements must be executed by Owner and not Representative, unless COF is provided with an acceptable Special Power of Attorney.

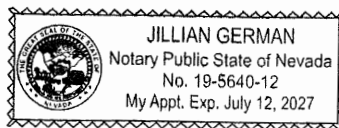
Dated this 14th day of May, 2024.

OWNER:

By: [Signature]

Subscribed and Sworn to this 14 day
Of May, 2024.

Jillian German
Notary Public



RESIDENTIAL PROJECT DATA SHEET

City of Fernley, Nevada

1. Number of Dwelling Units

Single Family Detached 158
Duplexes 0
Multi-Family Attached 0
Single Family Attached 0
TOTAL 47.53 Ac. 100 %

3. Gross Density

158 / 47.53 = 3.3

Total # of Total Area Gross Density
Dwellings in Acres (DU/AC)

5. Estimated Sewage to be Generated

163,530 GPD
(Attach Calculations)

7. Flood Hazard

Portion of site subject to inundation
By 100 year flood:

0 Ac. 0 %

9. Lot Sizes

6,000 Sq. Ft. minimum (corner)
6,000 Sq. Ft. minimum (interior)
34,670 Sq. Ft. maximum
9,667 Sq. Ft. average

11. Portion of Site within the Following Slope Categories:

0% - 10% 38.5 Ac. 81 %
10% + 9.03 Ac. 19 %

13. Maximum Building Height

35 Feet 2 Stories

15. Single Family & Two-Family Parking

Garage 2 Spaces/Unit
Carport 0 Spaces/Unit
Open Spaces/Unit
Total 2 Spaces/Unit

2. Site Area Breakdown

Lots or Buildings 35.06 Ac. 73.8 %
Public Right-of-Way 8.41 Ac. 17.7 %
Common Area 4.05 Ac. 8.5 %

4. Schools Serving Project

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

6. Traffic

Average Daily Trips Trips
Peak Hour Trips Trips
(Attach Calculations)

8. Estimated Water Demand (Attach Calculations)

Domestic TBD AFY
Irrigation TBD AFY
TOTAL TBD AFY
Source of water supply: City of Fernley

10. Minimum Building Setbacks

15 Feet (Front Property Line to Dwelling)
20 Feet (Front Property Line to Garage)
10 Feet (Exterior Side Property Line to Dwelling)
5 Feet (Interior Side Property Line to Dwelling)
10 Feet (Rear Property Line to Dwelling)

12. Unit Sizes

TBD Sq. Ft. Bedrooms
 Sq. Ft. Bedrooms
 Sq. Ft. Bedrooms
 Sq. Ft. Bedrooms
 Sq. Ft. Bedrooms

14. Coverage of Lot by Structure

Maximum 50 %

16. Multi-Family Parking

Units 0 x 2.0 = 0 Spaces
Covered Spaces 0 Units x 1.0 = 0 Spaces
Guest Parking 0 Units x 0.25 = 0 Spaces
Total Required = 0 Spaces
Total Provided = 0 Spaces



Planning Department

Permits
Planning
Development Review
Sustainability

NRS 278 TIME WAIVER AGREEMENT

Please choose one of the options below.

Option 1:

I, the property owner or representative for the application(s) referenced below, **agree** to waive any mandatory timelines outlined in Chapter 278 of the NRS. In exchange, the City of Fernley agrees to process the application(s) as quickly as is possible with limited staff, outside consultant delays, and a large number of projects.

John Krmpotic, agent for owner

Owner/Representative Printed Name

Owner/Representative Signature

5-14-24

Date

Option 2:

I, the property owner or representative for the application(s) referenced below, **do not agree** to waive any mandatory timelines outlined in Chapter 278 of the NRS. I understand that this may result in a negative outcome due to the inability to fully review the project due to limited staff, outside consultant delays, and a large number of projects.

Owner/Representative Printed Name

Owner/Representative Signature

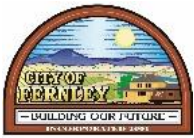
Date

Application #(s) _____

Date of Submittal _____

CITY OF FERNLEY
DEVELOPMENT SERVICES FEE SCHEDULE
 Fee Schedule - Effective December 1, 2023
 Planning Land Division Mapping Fees

Fee Description	Application Fee	Surveyor Fee	Noticing Fee	Total (due at time of application)
Planning Fees				
Administrative Review	\$2,350			\$2,350
Annexation	\$4,000	\$1,600	\$300	\$5,900
Appeal	\$750			\$750
Area Plan (deposit credited toward actual staff time)	\$5,000		\$300	\$5,300
Building Permit Plan Check - Planning	40% of Permit Fee			40% of Permit Fee
Residential Repeats	\$100			\$100
Sign Permit Review	\$75			\$75
Conditional Use Permit	\$3,600		\$300	\$3,900
Continuance	50% of filing fee			50% of filing fee
Development Agreement	\$3,500		\$300	\$3,800
Major Deviation	\$1,750		\$300	\$2,050
Master Plan Amendment (map or text)	\$3,500		\$300	\$3,800
Minor Deviation	\$150			\$150
Planned Development (deposit credited toward actual staff time)	\$5,000		\$300	\$5,300
Temporary Sign Permit	\$35			\$35
Temporary Use Permit	\$100			\$100
Variance	\$1,750		\$300	\$2,050
Zoning Map Amendment	\$600		\$300	\$900
Zoning Verification Letter	\$150			\$150
Land Division/Mapping Fees				
Abandonment (Vacations)	\$1,500	\$1,450		\$2,950
Amended Map		\$1,450		\$1,450
Boundary Line Adjustment	\$700	\$2,100		\$2,800
Certificate of Amendment	\$250	\$850		\$1,100
Division of Land into Large Parcels, Final	\$600	\$2,100		\$2,700
Division of Land into Large Parcels, Tentative	\$800			\$800
Extension of Time	\$775			\$775
Parcel Map, Final	\$1,000	\$2,100		\$3,100
Parcel Map, Tentative	\$2,050 + \$200/lot			\$2,050 + \$200/lot
Reversion to Acreage	\$1,400	\$1,300		\$2,700
Roadway Dedication	\$1,500	\$1,450		\$2,950
Subdivision Map, Tentative	\$8,000 + \$60/lot for > 100 lots			\$8,000 + \$60/lot for > 100 lots
Subdivision Map, Final (Does not include final improvement plan review)	\$1,650	\$2,600 + \$20/lot		\$4,250 + \$20/lot



Street Name Reservation Form

Request to Reserve New Street Name/Change Existing Street Name

Project Information		
Project Name: Yori Single Family		
Project Street Address: 3940 Farm District Road		
Community: Section(s)/Township/Range:		
Assessor's Parcel Number(s)	Assessor's Parcel Number(s)	Assessor's Parcel Number(s)
021-343-20		
Street Name Request		
☒ Request to Reserve New Street Name(s) ☐ Request to Change a Street Name(s)		
Current Street/Road Name(s):		
Requested Street/Road Name(s) <i>(List in alphabetical order and attach additional sheets if needed)</i>		
Cattle Road		
Desert Court		
Quick Cal Wav		
Yori Wav		
Ziaqv Court		
<i>If final recordation has not occurred within four (4) years, it is necessary to submit a written request for extension of the street name reservation(s) prior to the expiration date of the original approval request.</i>		
Required Attachment: Applicants must provide & attach a 11" x 17" detailed drawing of the placement of the requested proposed street names and show how it will connect into the City of Fernley transportation network. The drawings must include truth north, street names as well as cross streets, locations of stop signs & proposed dimension sizes for commercial or residential lots.		
Applicant's Information		
Applicant/Developer		Professional Consultant/Representative
Name: John Krmpotic		Name: Monte Vista Consulting - Michael Vicks
Address: 201 W Liberty Street, Suite 300		Address: 575 E Plumb Ln, Suite 101
City: Reno	State: NV Zip: 890501	City: Reno State: NV Zip: 890502
Phone: 775-857-7710		Phone: 775-636-7905
Cell: 775-857-7710 Contact:		Cell: 775-848-5787 Contact:
Email: johnk@klsdesignngroup.com		Email: johnk@klsdesignngroup.com

By signature below, I hereby acknowledge the above terms and conditions.

Signature:

Signature:

Date:

Date:

For Official Use Only

City Department Review

						Initials	Date
☐	Approved	☐	Approved except where noted	☐	Denied	GIS	
☐	Approved	☐	Approved except where noted	☐	Denied	Engineering Department	
☐	Approved	☐	Approved except where noted	☐	Denied	Planning Department	
☐	Approved	☐	Approved except where noted	☐	Denied	Lyon County Sheriff's Dispatch	
☐	Approved	☐	Approved except where noted	☐	Denied	North Lyon County Fire District	
☐	Approved	☐	Approved except where notes	☐	Denied	Fernley Post Office - Postmaster	

Street Name Requirements

Street names and suffixes shall be designated by the developer, subject to the approval of the City of Fernley, in accordance with the following general policy and shall:

- a. Be short (under twelve letters, if possible) and preferably in one word.
- b. Have a simple spelling and easy pronunciation.
- c. Avoid prefixes such as north and south, east, and west, upper, and lower, etc.
- d. Be related to the type and importance of the street. (The suffix boulevard should not be attached to the name of a minor residential street.)
- e. Avoid the use of numbers or letters as street names.
- f. Not be incongruous, offensive, or geographically misleading.
- g. Not be repetitive or similar in sound and character to streets already in existence in the City of Fernley.
- h. Have a single name for a street having a continuous alignment.
- i. When to be connected in the future into a continuous alignment or extended, bear the same name as the existing street.
- j. Have a metal street sign to be erected as specified in the "Standard Details for Public Works Construction, detail # 156 and 160" on at least one corner of every intersection and shall identify each street name.

LEGAL DESCRIPTION

PARCEL 2(ADJUSTED)

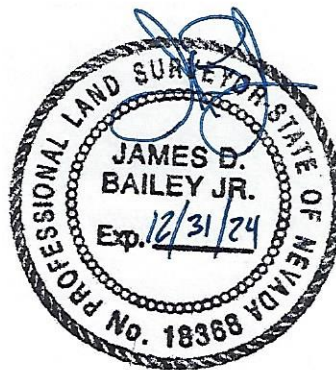
ALL THAT CERTAIN REAL PROPERTY BEING ALL OF THE YORI PARCEL AS SHOWN ON THE RECORD OF SURVEY FOR BOUNDARY LINE ADJUSTMENT FILE No. 90732 AND A PORTION OF THE GALLAWAY PARCEL AS SHOWN ON PARCEL MAP FILE No. 31048 OF LYON COUNTY RECORDS, LYING IN A PORTION OF THE NORTHWEST $\frac{1}{4}$ OF SECTION 22, TOWNSHIP 20 NORTH, RANGE 25 EAST, MOUNT DIABLO MERIDIAN, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID YORI PARCEL , THENCE FROM SAID POINT OF BEGINNING AND ALONG THE EASTERLY LINE OF SAID YORI PARCEL , SOUTH $0^{\circ}02'41''$ WEST A DISTANCE OF 2630.77 FEET TO A POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY OF FARM DISTRICT ROAD; THENCE ALONG SAID NORTHERLY RIGHT OF WAY NORTH $89^{\circ}38'59''$ WEST A DISTANCE OF 759.64 FEET ; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY NORTH $0^{\circ}07'03''$ WEST A DISTANCE OF 338.06 FEET TO BEGINNING OF A NON-TANGENT CURVE TO THE LEFT FROM WHICH THE RADIUS POINT BEARS, SOUTH $89^{\circ}52'57''$ WEST, HAVING A RADIUS OF 180.00 FEET , SUBTENDED BY A CENTRAL ANGLE OF $31^{\circ}47'18''$ THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 99.87 FEET, HAVING A CHORD OF NORTH $16^{\circ}00'42''$ WEST AND A DISTANCE OF 98.59 FEET; THENCE LEAVING SAID CURVE NORTH $0^{\circ}07'03''$ WEST A DISTANCE OF 2203.35 FEET TO A POINT OF INTERSECTION WITH THE NORTH LINE OF THE AFORMENTIONED SECTION 22; THENCE ALONG SAID NORTH LINE SOUTH $89^{\circ}16'32''$ EAST A DISTANCE OF 794.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 47.53 ACRES MORE OR LESS.

Per NRS 111.312, this legal description was previously recorded at Document No.315965, on March 17, 2004, Official Records of Lyon County, Nevada.

James D. Bailey, Jr.
P.L.S. 18368
MERIDIAN SURVEYING & MAPPING, INC.
8725 TECHNOLOGY WAY, STE. C2
RENO, NV. 89521



5/14/2024

PRELIMINARY REPORT FORM

Issued By:



Prelim Number:

TTR2401199-CD
Update First

In response to the application for a policy of title insurance referenced herein, **Chicago Title Insurance Company** hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(ies) of title insurance to be issued hereunder will be policy(ies) of Chicago Title Insurance Company, a Florida corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Insurance Company

By:

A handwritten signature in black ink, appearing to read 'Michael J. Nolan'.

Michael J. Nolan, President

Attest:

A handwritten signature in black ink, appearing to read 'Marjorie Nemzura'.

Marjorie Nemzura, Secretary

Countersigned By:

A handwritten signature in black ink, appearing to read 'Shelly Saltz'.

Shelly Saltz, Title Officer
Authorized Officer or Agent



SCHEDULE A

Proposed Buyer:

Proposed Lender: **CASH SALE**

Proposed Loan Amount: \$0.00

Property Address: 3240 Farm District Road, Fernley, NV 89408-8607

Order No.: TTR2401199

Effective date: June 10, 2024 at 7:30AM

Short Term Rate: No

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Title Officer: Shelly Saltz Ticor Title of Nevada, Inc. 5441 Kietzke Lane, Suite 100 Reno , NV 89511 Phone: 775-824-3240 Fax: 775-324-7402 Main Phone: 775-324-7400 Email: ssaltz@ticortitle.com	Escrow Officer: Luann Barnes Ticor Title of Nevada, Inc. 5441 Kietzke Lane, Suite 100 Reno, NV 89511 Phone: 775-842-2483 Fax: 775-824-3233 Main Phone: 775-324-7400 Email: Luann.Barnes@ticortitle.com

1. The estate or interest in the Land hereinafter described or referred to covered by this Report is:

FEE

2. Title to said estate or interest at the date hereof is vested in:

Lawrence G. Yori, as Trustee of the 1903 Trust (u/d/t: October 19, 2011)

3. The Land referred to in this Report is described as follows:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
Legal Description

Order No.: TTR2401199

For APN/Parcel ID(s): 021-343-20

All that certain real property situate in the County of Lyon, State of Nevada, described as follows:

All that certain real property being all of the Yori parcel as shown on the record of survey for boundary line adjustment File No. 90732 and a portion of the Gallaway parcel as shown on Parcel Map File No. 31048 of Lyon County records, lying in a portion of the Northwest 1/4 of Section 22, Township 20 North, Range 25 East, Mount Diablo Meridian, being described as follows:

Beginning at the Northeast corner of said Yori parcel thence from said point of beginning and along the easterly line of said Yori parcel, South 0°02'41" West a distance of 2630.77 feet to a point of intersection with the Northerly right of way of Farm District Road; thence along said Northerly right of way North 89°38'59" West a distance of 759.64 feet; thence leaving said Northerly right of way North 0°07'03" West a distance of 338.06 feet to beginning of a non-tangent curve to the left from which the radius point bears, South 89°52'57" West, having a radius of 180.00 feet, subtended by a central angle of 31°47'18"; thence along the arc of said curve a distance of 99.87 feet, having a chord of North 16°00'42" West and a distance of 98.59 feet; thence leaving said curve North 0°07'03" West a distance of 2203.35 feet to a point of intersection with the North line of the aforementioned Section 22; thence along said North line South 89°16'32" East a distance of 794.15 feet to the point of beginning.

APN: 021-343-20

Document No. 483679 is provided pursuant to the requirements of Section 6.NRS 111.312.

SCHEDULE B – Section A

The following exceptions will appear in policies when providing standard coverage as outlined below:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records at Date of Policy but that could be (a) ascertained by an inspection of the Land, or (b) asserted by persons or parties in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.
4. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

SCHEDULE B – Section B

At the date hereof, exceptions to coverage in addition to the printed exceptions and exclusions in said policy form would be as follows:

8. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2024-2025.
Tax Identification No.: 021-343-20
9. The lien of supplemental taxes, if any, assessed pursuant to the provisions of Nevada Revised Statutes.
10. Any liens, charges or assessments levied by the Carson-Truckee Water Conservancy District and Carson Water Subconservancy District, by reason that the Land is located within said district.
11. Any unpaid charges for Waste Management, plus any interest and/or penalties, which would create a lien and attach to said Land, pursuant to Nevada Revised Statutes.
12. The Land lies within the boundaries of an Agricultural or Open Space Use Assessment District and is potentially subject to deferred real property taxes, the amount is undetermined until the time of conversion.
13. Water rights, claims or title to water, whether or not disclosed by the Public Records.
14. Rights of way for any existing roads and alleys, trails, canals, ditches, flumes, conduits, pipes, poles or transmission lines on, under, over, through or across the Land.
15. Rights of the public to any portion of the Land lying within the area commonly known as Farm District Road.
16. Reservations, exceptions and provisions contained in the patent from the United States of America, and in the acts authorizing the issuance thereof.
Recording Date: April 25, 1935
Recording No: Book 28, Page 250, Land Patent Records
17. Reservations contained in Deed
Grantor: J.A. Baker, Treasurer and ex officio Tax Receiver and Trustee for
and on behalf of Lyon County, State of Nevada, and as Trustee for
and on behalf of the Truckee-Carson Irrigation District
Grantee: Amien M. Perry
Recording Date: December 13, 1951
Recording No.: Book 37, Page 59, as Document No. 59700, Official Records
18. Reservations contained in Deed
Grantor: Robert W. Browne and Muriel L. Browne, husband and wife
Grantee: Devere E. Barker and Marion A. Barker, husband and wife, as joint tenants
Recording Date: March 15, 1968
Recording No.: Book 51, Page 268, as Document No. 100935, Official Records
19. Easement(s) and rights incidental thereto as delineated or as offered for dedication on Parcel Map
Recording Date: January 13, 1977
Recording No.: 31048, Official Records

A portion of the easements granted on the above map were relinquished by Easement Abandonment
Recording Date: April 5, 2004
Recording No.: 317560, Official Records

**SCHEDULE B – Section B
(continued)**

20. Easement(s) and rights incidental thereto as delineated or as offered for dedication on Record of Survey Map
Recording Date: January 16, 1985
Recording No.: 90732, Official Records
21. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:
Granted to: C & D Development Company, a Nevada corporation
Purpose: access and utility easement
Recording Date: April 5, 2004
Recording No.: 317561, Official Records
22. Easement(s) and rights incidental thereto as delineated or as offered for dedication on Record of Survey for Boundary Line Adjustment for C & D Development Company, a Nevada Corporation and Larry G. Yori
Recording Date: March 17, 2004
Recording No.: 315963, Official Records
23. A homestead declaration
Executed by: Lawrence G. Yori, as Trustee of the 1903 Trust
Recording Date: November 2, 2011
Recording No.: 483680, Official Records
24. The Land was approved for agricultural use assessment for taxation purposes by the county assessor and is subject to a potential lien for any deferred taxes which may be levied against said Land by reason of a change in use of said Land for purposes other than agricultural, as evidenced by document:
Recording Date: January 27, 2023
Recording No.: 666366, Official Records
25. An unrecorded Option Agreement effective June 30, 2023, with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document
Entitled: Memorandum of Option
Optionor: Lawrence G. Yori, as Trustee of the 1903 Trust, established under written declaration of trust on October 19, 2011
Optionee: Robertson, Johnson, Miller & Williamson, as authorized agent
Recording Date: September 1, 2023
Recording No.: 673608, Official Records
26. Rights and claims of parties in possession by reason of unrecorded leases, if any, that would be disclosed by an inquiry of the parties or by an inspection of said Land.

END OF EXCEPTIONS**THE FOLLOWING REQUIREMENTS MUST BE MET PRIOR TO CLOSE OF ESCROW:**

REQUIREMENTS

1. The search did not disclose any open mortgages or deeds of trust of record, therefore the Company reserves the right to require further evidence to confirm that the property is unencumbered, and further reserves the right to make additional requirements or add additional items or exceptions upon receipt of the requested evidence.
2. Furnish to the Company for review:
 - a) Certification of Trust in accordance with Nevada Revised Statutes.

END OF REQUIREMENTS

INFORMATIONAL NOTES

- 1 Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- 2 Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts are:
Assessor's Parcel No.: 021-343-20
Fiscal Year: 2023-2024
Total Taxes: \$5,970.82
- 3 Note: The charge for a policy of title insurance, when issued through this title order, will be based on the Basic Title Insurance Rate.
- 4 Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- 5 Note: The following information is provided strictly as an accommodation. According to the Assessor, the address of the Land is as follows:
Type of Dwelling: Agricultural Land with Multiple Structures
Address: 3240 Farm District Road, Fernley, Nevada

END OF INFORMATIONAL NOTES

Note: Notice of Available Title Insurance and Escrow Discounts

Your transaction may qualify for one of the discounts shown below. In order to receive these discounts, you will need to contact your escrow officer or a company representative to determine if you qualify and to request the discount. Your escrow officer or company representative will provide a full description of the terms, conditions and requirements associated with each discount.

Available Title Insurance Discounts (These discounts will apply to all transactions where the company is issuing a policy of title insurance, including such transactions where the company is not providing escrow closing services.)

CREDIT FOR PRELIMINARY TITLE REPORTS AND/OR COMMITMENT CANCELLATION CHARGES ON SUBSEQUENT POLICIES

Where an order was cancelled and no major change in the title has occurred since the issuance of the original report or commitment, and the order is reopened within twenty-four (24) – thirty-six (36) months, all or a portion of the charge previously paid upon the cancellation of the report or commitment may be credited on a subsequent policy charge.

SHORT TERM RATE

The Short Term Rate is a reduction of the applicable insurance rate which is allowable only when the current order is placed within (sixty) 60 months from the date of issuance of a prior policy of title insurance to the vested owner or an assignee of the interest insured. The short term rate is 80% of the Basic Rate. Unless otherwise stated, the reduction only applies to policies priced at Eighty Percent (80%) or greater of the basic rate. This reduction does not apply to Short Sale transactions or to any surcharge calculated on the basic rate.

PRIOR POLICY DISCOUNT (APPLICABLE TO ZONE 2, DIRECT OPERATIONS ONLY)

The Prior Policy Discount will apply when a seller or borrower provides a copy of their owner's policy upon opening escrow. The prior policy rate is Seventy Percent (70%) of the applicable owner's title premium. This discount may not be used in combination with any other discount and can only be used in transactions involving property located in Zone 2 (Zone 2 includes all Nevada counties except Clark, Lincoln and Nye) that are handled by a direct operation of the FNF Family of Companies.

CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS

On properties used as a church or for charitable purposes within the scope of the normal activities of such entities the charge for a policy shall be Fifty Percent (50%) to Seventy Percent (70%) of the appropriate title insurance rate, depending on the type of coverage selected. This discount shall not apply to charges for loan policies issued concurrently with an owner's policy.

EMPLOYEE RATE

No charge shall be made to employees of the Company, its subsidiary or affiliated companies (including employees on approved retirement) for policies issued in connection with financing, refinancing, sale or purchase of the employee's bonafide home property. Waiver of such charges is authorized only in connection with those costs which the employee would be obligated to pay, by established custom, as a party to the transaction.

INVESTOR RATE

This rate is available for individuals, groups of individuals or entities customarily engaged in real estate investments. The parties must provide reasonable proof that they currently hold title to or have transferred title to three (3) or more investment properties in the State of Nevada within the past twelve (12) months to qualify for this rate. On a sale transaction, the investor rate is Seventy Percent (70%) of the basic rate. This reduction does not apply to any surcharge calculated on the basic rate. On a refinance transaction or where the investor is obtaining a loan subsequent to a purchase, the rate shall be Eighty-Five Percent (85%) of the applicable rate with a minimum charge of Three Hundred Eighty-Five and No/100 Dollars (\$385.00). The loan discount shall only apply to transactions priced under Section 5.1 B (1b) of the title insurance rate manual. This rate is available upon request only.

Available Escrow Discounts These discounts will apply only to the escrow fee portion of your settlement charges, and the discounts will apply only if the company is issuing a policy of title insurance in conjunction with providing escrow services.

SENIOR CITIZEN RATE

If a valid identification is provided, principals to a given transaction who qualify as Senior Citizens (55 year of age and over) shall be Seventy-Five Percent (75%) of their portion of the escrow fee wherein a valid identification is provided. This discount shall only apply on residential resale transactions wherein the principal resides in the subject property. This discount may not be used in combination with any other escrow rate discount. This rate is available upon request only.

MILITARY DISCOUNT

Any person on active military duty or a Veteran of the U.S. Armed Forces shall be charged Seventy-Five Percent (75%) of their portion of the escrow fee. A copy of a current military identification card or a copy of the DD-214 (Certificate of Release or Discharge from Active Duty) must be provided. This discount may not be used in combination with any other discount. This rate is for sale transaction and it is available upon request only.

FIRST RESPONDER RATE

Any person in a given transaction who is a First Responder shall be charged Seventy-Five Percent (75%) of their portion of the escrow fee, wherein the principle provides a signed statement that indicates he or she is currently employed as one of the following emergency professionals:

- Firefighter
- Law enforcement officer who is sworn to uphold and make arrests for violations of federal, state, county or municipal laws.
- EMT
- Paramedic
- Search & Rescue team member

The discount shall be applicable on residential resale transactions wherein the principal resides in, or plans to reside in, the subject property. This discount may not be used with any other discount and is available upon request only.

EMPLOYEE RATES

An employee will not be charged an escrow fee for the purchase, sale or refinance of the employee's primary residence. The employee must be a principal to the transaction and the request for waiver of fees must be submitted to Management prior to approval.

INVESTOR RATE

This rate is available for individuals, groups of individuals or entities customarily engaged in real estate transactions. The parties must provide reasonable proof that they currently hold title to or have transferred title to three (3) or more investment properties within the State of Nevada within the past twelve (12) months to qualify for this rate. The charge is 70% of their portion of the escrow fee. This discount may not be used in combination with any other discount. This rate is for sale transactions and it is available upon request, only.



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complaint Center:
<http://www.ic3.gov>

FIDELITY NATIONAL FINANCIAL PRIVACY NOTICE

Effective December 1, 2023

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.

- To improve our products and services.
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (<https://fnf.com/pages/californiaprivacy.aspx>) or call (888) 413-1748.

For Connecticut Residents: For additional information about your Connecticut consumer privacy rights, or to make a consumer privacy request, or to appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Colorado Residents: For additional information about your Colorado consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginqueries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Utah Residents: For additional information about your Utah consumer privacy rights, or to make a consumer privacy request, please call (888) 714-2710.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

For Virginia Residents: For additional information about your Virginia consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's [Privacy Inquiry Website](#) or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (7-01-21)

EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy and We will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
 - b. any governmental forfeiture, police, or regulatory, or national security power.
 - c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
- Exclusion 1 does not modify or limit the coverage provided under Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23, or 27.
2. Any power to take the Land by condemnation. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 17.
 3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by You;
 - b. not Known to Us, not recorded in the Public Records at the Date of Policy, but Known to You and not disclosed in writing to Us by You prior to the date You became an Insured under this policy;
 - c. resulting in no loss or damage to You;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 5, 8.f., 25, 26, 27, 28, or 32); or
 - e. resulting in loss or damage that would not have been sustained if You paid consideration sufficient to qualify You as a bona fide purchaser of the Title at the Date of Policy.
 4. Lack of a right:
 - a. to any land outside the area specifically described and referred to in Item 3 of Schedule A; and
 - b. in any street, road, avenue, alley, lane, right-of-way, body of water, or waterway that abut the Land.

Exclusion 4 does not modify or limit the coverage provided under Covered Risk 11 or 21.
 5. The failure of Your existing structures, or any portion of Your existing structures, to have been constructed before, on, or after the Date of Policy in accordance with applicable building codes. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 14 or 15.
 6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transfer of the Title to You is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 30.
 7. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
 8. Negligence by a person or an entity exercising a right to extract or develop oil, gas, minerals, groundwater, or any other subsurface substance.
 9. Any lien on Your Title for real estate taxes or assessments, imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 9 does not modify or limit the coverage provided under Covered Risk 8.a or 27.
 10. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19 and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	<u>Your Deductible Amount</u>	<u>Our Maximum Dollar Limit of Liability</u>
Covered Risk 16:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 10,000.00
Covered Risk 18:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 5,000.00

ATTACHMENT ONE (CONTINUED)

ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13) EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;
 - d. improvements on the Land;
 - e. land division; and
 - f. environmental protection.This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake or subsidence.
9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19 and 21, Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	<u>Your Deductible Amount</u>	<u>Our Maximum Dollar Limit of Liability</u>
Covered Risk 16:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 10,000.00
Covered Risk 18:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 5,000.00

ATTACHMENT ONE (CONTINUED)

ALTA OWNER'S POLICY (07-01-2021)

EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
 - i. the occupancy, use, or enjoyment of the Land;
 - ii. the character, dimensions, or location of any improvement on the Land;
 - iii. the subdivision of land; or
 - iv. environmental remediation or protection.
 - b. any governmental forfeiture, police, regulatory, or national security power.
 - c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
- Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
 3. Any defect, lien, encumbrance, adverse claim, or other matter:
 - a. created, suffered, assumed, or agreed to by the Insured Claimant;
 - b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - c. resulting in no loss or damage to the Insured Claimant;
 - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
 - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
 4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
 - a. fraudulent conveyance or fraudulent transfer;
 - b. voidable transfer under the Uniform Voidable Transactions Act; or
 - c. preferential transfer:
 - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
 - ii. for any other reason not stated in Covered Risk 9.b.
 5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
 6. Any lien on the Title for real estate taxes or assessments, imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
 7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

EXCEPTIONS FROM COVERAGE

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This policy treats any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document are excepted from coverage.

This policy does not insure against loss or damage and the Company will not pay costs, attorneys' fees, or expenses resulting from the terms and conditions of any lease or easement identified in Schedule A, and the following matters:

NOTE: The 2021 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed as 1 through 7 below:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records at Date of Policy but that could be (a) ascertained by an inspection of the Land or (b) asserted by persons or parties in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.
4. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

ATTACHMENT ONE (CONTINUED)

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

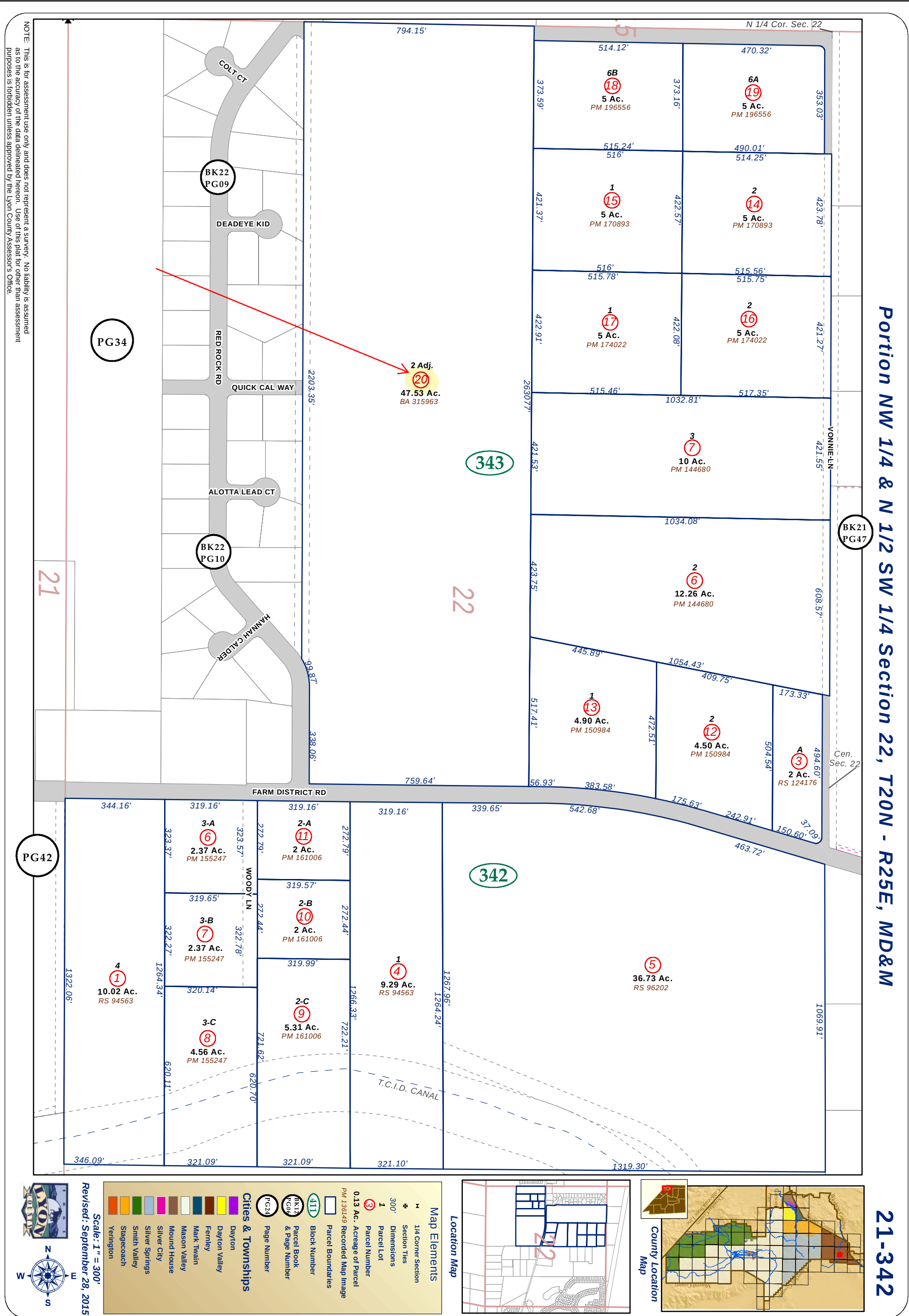
EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

NOTE: The 2006 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed below as 1 through 7 below:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records at Date of Policy but that could be (a) ascertained by an inspection of the Land, or (b) asserted by persons or parties in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.
4. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.]
7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.





Tax Account 021-343-20

Owners

YORI, LAWRENCE G TR
3240 FARM DISTRICT RD
FERNLEY, NV 89408-0000

Account Summary

Account ID	021-343-20
Account Type	Real Estate
Location	3240 FARM DISTRICT RD FERNLEY
Balance	\$0.00
Currently Due	\$0.00

No payment currently due.

This account has a balance of \$0.00.
No payment can be made.

Current Year

Description	2023/2024 REAL ESTATE TAXES
Original	\$5,970.82
Total	\$5,970.82
Paid	\$5,970.82
Balance	\$0.00
Due	\$0.00
Ad Valorem Tax Rate	3.6551
Tax District	6.0 (City of Fernley)
Tax Cap	7% High 8.0%, 93% Low 3%

Delinquent Installments

#	Due Date	Penalty Date	Status	Original Total	Penalty	Total	Paid	Total Due
1	08/21/2023	09/01/2023	Paid	\$1,494.82	\$0.00	\$1,494.82	\$1,494.82	\$0.00
2	10/02/2023	10/13/2023	Paid	\$1,492.00	\$0.00	\$1,492.00	\$1,492.00	\$0.00
3	01/02/2024	01/13/2024	Paid	\$1,492.00	\$0.00	\$1,492.00	\$1,492.00	\$0.00
4	03/04/2024	03/15/2024	Paid	\$1,492.00	\$0.00	\$1,492.00	\$1,492.00	\$0.00

Past Years

Description	Original	Penalty	Paid	Balance	Due	Tax Rate	Tax District
2022/2023 REAL ESTATE TAXES	\$5,676.28	\$0.00	\$5,676.28	\$0.00	\$0.00	3.6127	6.0
2021/2022 REAL ESTATE TAXES	\$5,539.37	\$0.00	\$5,539.37	\$0.00	\$0.00	3.6160	6.0
2020/2021 SECURED TAXES	\$5,407.40	\$0.00	\$5,407.40	\$0.00	\$0.00	3.6131	6.0
2019/2020 SECURED TAXES	\$5,199.48	\$0.00	\$5,199.48	\$0.00	\$0.00	3.6131	6.0
2018/2019 SECURED TAXES	\$5,077.46	\$0.00	\$5,077.46	\$0.00	\$0.00	3.6131	6.0
2017/2018 SECURED TAXES	\$4,941.26	\$0.00	\$4,941.26	\$0.00	\$0.00	3.6131	6.0
2016/2017 SECURED TAXES	\$4,857.35	\$0.00	\$4,857.35	\$0.00	\$0.00	3.6131	6.0

Special Assessments and Other Fees

Year	Code	Description	Amount	Paid	Balance	Due
2023-2024	S23	TCID Operatn & Maint	1452.18	1452.18	.00	.00
2023-2024	S24	TCID Administrative	120.00	120.00	.00	.00
2023-2024	S25	TCID District Gen.	314.88	314.88	.00	.00
2023-2024	S33	Fernley Groundwater	1.99	1.99	.00	.00
2022-2023	S23	TCID Operatn & Maint	1366.59	1366.59	.00	.00
2022-2023	S24	TCID Administrative	120.00	120.00	.00	.00
2022-2023	S25	TCID District Gen.	301.92	301.92	.00	.00
2022-2023	S33	Fernley Groundwater	2.04	2.04	.00	.00
2021-2022	S23	TCID Operatn & Maint	1366.59	1366.59	.00	.00
2021-2022	S24	TCID Administrative	120.00	120.00	.00	.00
2021-2022	S25	TCID District Gen.	292.80	292.80	.00	.00
2021-2022	S33	Fernley Groundwater	2.03	2.03	.00	.00
2020-2021	S23	TCID Operatn & Maint	1366.59	1366.59	.00	.00
2020-2021	S24	TCID Administrative	120.00	120.00	.00	.00
2020-2021	S25	TCID District Gen.	286.08	286.08	.00	.00
2020-2021	S33	Fernley Groundwater	.32	.32	.00	.00
2019-2020	S23	TCID Operatn & Maint	1281.00	1281.00	.00	.00
2019-2020	S24	TCID Administrative	120.00	120.00	.00	.00
2019-2020	S25	TCID District Gen.	279.84	279.84	.00	.00
2019-2020	S33	Fernley Groundwater	.32	.32	.00	.00
2018-2019	S23	TCID Operatn & Maint	1281.00	1281.00	.00	.00
2018-2019	S24	TCID Administrative	110.00	110.00	.00	.00
2018-2019	S25	TCID District Gen.	273.60	273.60	.00	.00
2018-2019	S33	Fernley Groundwater	.32	.32	.00	.00
2017-2018	S23	TCID Operatn & Maint	1281.00	1281.00	.00	.00
2017-2018	S24	TCID Administrative	110.00	110.00	.00	.00

Year	Code	Description	Amount	Paid	Balance	Due
2017-2018	S25	TCID District Gen.	240.00	240.00	.00	.00
2017-2018	S33	Fernley Groundwater	.33	.33	.00	.00
2016-2017	S23	TCID Operatn & Maint	1281.00	1281.00	.00	.00
2016-2017	S24	TCID Administrative	110.00	110.00	.00	.00
2016-2017	S25	TCID District Gen.	240.00	240.00	.00	.00
2016-2017	S33	Fernley Groundwater	.32	.32	.00	.00

Tax Bill and Payment History

Date	Type	Billed to / Payer Name / Note	Amount	Balance
03/01/2024	PAYMENT	YORI LARRY EC WF - 024030123043064	\$-1,492.00	\$0.00
12/28/2023	PAYMENT	YORI LARRY EC WF - 023122823034045	\$-1,492.00	\$1,492.00
09/28/2023	PAYMENT	YORI LARRY EC WF - 023092823027942	\$-1,492.00	\$2,984.00
09/12/2023	PAYMENT	YORI LARRY SYS WF - 023081623030250 ORIG: EC	\$-1,494.82	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 023081623030250 VOIDED PAYMENT: 851739. REASON: COLLECTION FEE FIX	\$1,494.82	\$5,970.82
09/12/2023	PAYMENT	YORI LARRY SYS WF - 023030223046764 ORIG: EC	\$-1,419.00	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 023030223046764 VOIDED PAYMENT: 773884. REASON: COLLECTION FEE FIX	\$1,419.00	\$5,895.00
09/12/2023	PAYMENT	YORI LARRY SYS WF - 022122923030619 ORIG: EC	\$-1,419.00	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 022122923030619 VOIDED PAYMENT: 736244. REASON: COLLECTION FEE FIX	\$1,419.00	\$5,895.00
09/12/2023	PAYMENT	YORI LARRY SYS WF - 022092923031655 ORIG: EC	\$-1,419.00	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 022092923031655 VOIDED PAYMENT: 712848. REASON: COLLECTION FEE FIX	\$1,419.00	\$5,895.00
09/12/2023	PAYMENT	YORI LARRY SYS WF - 022081223030303 ORIG: EC	\$-1,419.28	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 022081223030303 VOIDED PAYMENT: 694948. REASON: COLLECTION FEE FIX	\$1,419.28	\$5,895.28
09/12/2023	PAYMENT	YORI LARRY SYS WF - 022030323035160 ORIG: EC	\$-1,384.81	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 022030323035160 VOIDED PAYMENT: 651725. REASON: COLLECTION FEE FIX	\$1,384.81	\$5,860.81
09/12/2023	PAYMENT	YORI LARRY SYS WF - 021123023028889 ORIG: EC	\$-1,384.81	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 021123023028889 VOIDED PAYMENT: 620487. REASON: COLLECTION FEE FIX	\$1,384.81	\$5,860.81
09/12/2023	PAYMENT	YORI LARRY SYS WF - 021100123043881 ORIG: EC	\$-1,384.81	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 021100123043881 VOIDED PAYMENT: 607802. REASON: COLLECTION FEE FIX	\$1,384.81	\$5,860.81
09/12/2023	PAYMENT	YORI LARRY SYS WF - 021081323033024 ORIG: EC	\$-1,384.94	\$4,476.00
09/12/2023	ADJUST	YORI LARRY EC WF - 021081323033024 VOIDED PAYMENT: 534794. REASON: COLLECTION FEE FIX	\$1,384.94	\$5,860.94

Date	Type	Billed to / Payer Name / Note	Amount	Balance
08/16/2023	PAYMENT	YORI LARRY EC WF - 023081623030250	\$-1,494.82	\$4,476.00
07/17/2023	BILL	YORI, LAWRENCE G TR	\$5,970.82	\$5,970.82
03/03/2023	PAYMENT	YORI LARRY EC WF - 023030223046764	\$-1,419.00	\$0.00
12/30/2022	PAYMENT	YORI LARRY EC WF - 022122923030619	\$-1,419.00	\$1,419.00
09/30/2022	PAYMENT	YORI LARRY EC WF - 022092923031655	\$-1,419.00	\$2,838.00
08/15/2022	PAYMENT	YORI LARRY EC WF - 022081223030303	\$-1,419.28	\$4,257.00
08/04/2022	AMENDMENT	AMENDMENT TO RE 2023	\$0.00	\$5,676.28
07/15/2022	BILL	YORI, LAWRENCE G TR	\$5,676.28	\$5,676.28
03/04/2022	PAYMENT	YORI LARRY EC WF - 022030323035160	\$-1,384.81	\$0.00
12/30/2021	PAYMENT	YORI LARRY EC WF - 021123023028889	\$-1,384.81	\$1,384.81
10/04/2021	PAYMENT	YORI LARRY EC WF - 021100123043881	\$-1,384.81	\$2,769.62
08/14/2021	PAYMENT	YORI LARRY EC WF - 021081323033024	\$-1,384.94	\$4,154.43
07/14/2021	BILL	YORI, LAWRENCE G TR	\$5,539.37	\$5,539.37
02/26/2021	PAYMENT	YORI LARRY EC WF - 021022523038685	\$-1,351.00	\$0.00
12/31/2020	PAYMENT	YORI LARRY EC WF - 020123023039012	\$-1,351.00	\$1,351.00
10/15/2020	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 020100223076474	\$-1,351.00	\$2,702.00
08/17/2020	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 020081323038497	\$-1,354.40	\$4,053.00
07/09/2020	BILL	YORI, LAWRENCE G TR	\$5,407.40	\$5,407.40
02/26/2020	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 020022623037109	\$-1,299.00	\$0.00
01/03/2020	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 020010223032509	\$-1,299.00	\$1,299.00
10/04/2019	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 019100323052072	\$-1,299.00	\$2,598.00
08/19/2019	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 019081523043320	\$-1,302.48	\$3,897.00
07/10/2019	BILL	YORI, LAWRENCE G TR	\$5,199.48	\$5,199.48
03/01/2019	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 019022823051648	\$-1,269.00	\$0.00
01/07/2019	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 019010423062460	\$-1,269.00	\$1,269.00
09/26/2018	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 018092623041658	\$-1,269.00	\$2,538.00
08/16/2018	PAYMENT	YORI, LARRY CHECK BANK: WF INTERNET NUM: 018081623058462	\$-1,270.46	\$3,807.00
07/10/2018	BILL	YORI, LAWRENCE G TR	\$5,077.46	\$5,077.46
03/06/2018	PAYMENT	YORI, LAWRENCE & MARY CHECK NUM: 9487	\$-1,235.00	\$0.00
12/28/2017	PAYMENT	YORI, LARY & MARY CHECK NUM: 9467	\$-1,235.00	\$1,235.00

Date	Type	Billed to / Payer Name / Note	Amount	Balance
09/26/2017	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9451	\$-1,235.00	\$2,470.00
08/22/2017	PAYMENT	YORI, LAWRENCE & MARY CHECK NUM: 9442	\$-1,236.26	\$3,705.00
07/10/2017	BILL	YORI, LAWRENCE G TR	\$4,941.26	\$4,941.26
02/28/2017	PAYMENT	YORI, LARRY & MARY CHECK NUM: 9409	\$-1,214.00	\$0.00
12/29/2016	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9394	\$-1,214.00	\$1,214.00
09/15/2016	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9371	\$-1,214.00	\$2,428.00
08/16/2016	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 9363	\$-1,215.35	\$3,642.00
07/11/2016	BILL	YORI, LAWRENCE G TR	\$4,857.35	\$4,857.35
03/01/2016	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9324	\$-1,212.00	\$0.00
01/06/2016	PAYMENT	YORI, LARRY & MARY CHECK NUM: 9309	\$-1,212.00	\$1,212.00
10/08/2015	PAYMENT	YORI, LARRY G OR MARY B CHECK NUM: 9287	\$-1,212.00	\$2,424.00
08/20/2015	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9272	\$-1,214.91	\$3,636.00
07/07/2015	BILL	YORI, LAWRENCE G TR	\$4,850.91	\$4,850.91
02/27/2015	PAYMENT	YORI, LARRY G OR MARY B CHECK NUM: 9230	\$-1,188.00	\$0.00
01/07/2015	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 9216	\$-1,188.00	\$1,188.00
10/08/2014	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9193	\$-1,188.00	\$2,376.00
08/21/2014	PAYMENT	YORI, LARRY G/MARY B CHECK NUM: 9182	\$-1,190.79	\$3,564.00
07/08/2014	BILL	YORI, LAWRENCE G TR	\$4,754.79	\$4,754.79
03/07/2014	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 9145	\$-1,153.00	\$0.00
01/15/2014	PAYMENT	YORI, LARRY G/MARY B CHECK NUM: 9130	\$-1,153.00	\$1,153.00
10/10/2013	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 9106	\$-1,153.00	\$2,306.00
08/13/2013	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9096	\$-1,153.96	\$3,459.00
07/08/2013	BILL	YORI, LAWRENCE G TR	\$4,612.96	\$4,612.96
02/26/2013	PAYMENT	YORI, LARRY OR MARY CHECK NUM: 9056	\$-1,130.00	\$0.00
01/02/2013	PAYMENT	YORI, LARRY G OR MARY B CHECK NUM: 9037	\$-1,130.00	\$1,130.00
10/01/2012	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 541	\$-1,130.00	\$2,260.00
08/23/2012	PAYMENT	YORI, LAWRENCE G TR CHECK NUM: 9016	\$-1,131.67	\$3,390.00
07/10/2012	BILL	YORI, LAWRENCE G TR	\$4,521.67	\$4,521.67
02/29/2012	PAYMENT	YORI, LARRY G CHECK NUM: 8971	\$-1,107.00	\$0.00
12/30/2011	PAYMENT	YORI, LARRY G OR MARY CHECK NUM: 8956	\$-1,107.00	\$1,107.00
09/30/2011	PAYMENT	YORI, LARRY G OR MARY B CHECK NUM: 8930	\$-1,107.00	\$2,214.00
08/19/2011	PAYMENT	YORI, LARRY G CHECK NUM: 8917	\$-1,109.48	\$3,321.00
07/08/2011	BILL	YORI, LARRY G	\$4,430.48	\$4,430.48
03/07/2011	PAYMENT	YORI EXEMPTION TRUST CHECK NUM: 2020	\$-1,084.00	\$0.00
01/06/2011	PAYMENT	YORI EXEMPTION TRUST CHECK NUM: 2016	\$-1,084.00	\$1,084.00
10/11/2010	PAYMENT	YORI, GEORGE & GENEVIEVE CHECK BANK: 94-77 NUM: 1661	\$-1,084.00	\$2,168.00

Date	Type	Billed to / Payer Name / Note	Amount	Balance
08/17/2010	PAYMENT	YORI, LARRY OR GEORGE CHECK BANK: 94-7074 NUM: 2013	\$-1,087.58	\$3,252.00
07/08/2010	BILL	YORI, LARRY G	\$4,339.58	\$4,339.58
02/23/2010	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 2010	\$-1,457.00	\$0.00
01/05/2010	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8777	\$-1,457.00	\$1,457.00
10/06/2009	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8750	\$-1,457.00	\$2,914.00
08/19/2009	PAYMENT	YORI, LARRY G/MARY B CHECK BANK: 94-7074 NUM: 8735	\$-1,459.01	\$4,371.00
07/06/2009	BILL	YORI, LARRY G	\$5,830.01	\$5,830.01
03/04/2009	PAYMENT	YORI, LARRY G OR MARY B CHECK BANK: 94-7074 NUM: 8699	\$-1,474.00	\$0.00
01/06/2009	PAYMENT	YORI, LARRY OR MARY CHECK BANK: 94-7074 NUM: 8689	\$-1,474.00	\$1,474.00
10/07/2008	PAYMENT	YORI, LARRY G/MARY B CHECK BANK: 94-7074 NUM: 8668	\$-1,474.00	\$2,948.00
08/25/2008	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8657	\$-1,477.07	\$4,422.00
07/15/2008	BILL	YORI, LARRY G	\$5,899.07	\$5,899.07
02/27/2008	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 94-7074	\$-1,353.00	\$0.00
01/04/2008	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8600	\$-1,353.00	\$1,353.00
10/02/2007	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8577	\$-1,353.00	\$2,706.00
08/22/2007	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8564	\$-1,355.81	\$4,059.00
07/12/2007	BILL	YORI, LARRY G	\$5,414.81	\$5,414.81
03/07/2007	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8520	\$-1,322.00	\$0.00
01/09/2007	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8508	\$-1,322.00	\$1,322.00
10/02/2006	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8483	\$-1,322.00	\$2,644.00
08/27/2006	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8470	\$-1,324.08	\$3,966.00
07/12/2006	BILL	YORI, LARRY G	\$5,290.08	\$5,290.08
03/07/2006	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8423	\$-1,281.00	\$0.00
01/05/2006	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8382	\$-1,281.00	\$1,281.00
10/07/2005	PAYMENT	YORI, LARRY OR MARY CHECK BANK: 94-7074 NUM: 8326	\$-1,281.00	\$2,562.00
08/22/2005	PAYMENT	YORI, LARRY G OR MARY CHECK BANK: 94-7074 NUM: 8289	\$-1,281.23	\$3,843.00
07/15/2005	BILL	YORI, LARRY G	\$5,124.23	\$5,124.23
03/14/2005	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8188	\$-1,276.00	\$0.00
01/10/2005	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8144	\$-1,276.00	\$1,276.00
10/11/2004	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8087	\$-1,276.00	\$2,552.00
08/20/2004	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 8051	\$-1,276.28	\$3,828.00
07/08/2004	BILL	YORI, LARRY G	\$5,104.28	\$5,104.28

Date	Type	Billed to / Payer Name / Note	Amount	Balance
03/05/2004	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7950	\$-1,252.24	\$0.00
01/09/2004	PAYMENT	YORI, LARRY G & MARY B CHECK BANK: 94-7074 NUM: 7913	\$-1,252.24	\$1,252.24
10/02/2003	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7845	\$-1,252.24	\$2,504.48
08/12/2003	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7807	\$-1,252.27	\$3,756.72
07/18/2003	BILL	YORI, LARRY G	\$5,008.99	\$5,008.99
03/10/2003	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7687	\$-1,209.00	\$0.00
12/31/2002	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7634	\$-1,209.00	\$1,209.00
10/09/2002	PAYMENT	YORI, LARRY G & MARY B CHECK BANK: 94-7074 NUM: 7568	\$-1,209.00	\$2,418.00
08/21/2002	PAYMENT	YORI, LARRY G & MARY B CHECK BANK: 94-7074 NUM: 7520	\$-1,210.74	\$3,627.00
07/12/2002	BILL	YORI, LARRY G	\$4,837.74	\$4,837.74
03/11/2002	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7376	\$-1,190.75	\$0.00
01/09/2002	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7325	\$-1,190.75	\$1,190.75
10/05/2001	PAYMENT	YORI, LARRY G CHECK BANK: 94-7074 NUM: 7261	\$-1,190.75	\$2,381.50
08/15/2001	PAYMENT	YORI, LARRY G OR MARY CHECK BANK: 94-7074 NUM: 7227	\$-1,191.04	\$3,572.25
07/12/2001	BILL	YORI, LARRY G	\$4,763.29	\$4,763.29
03/08/2001	PAYMENT	YORI, LARRY G CHECK BANK: 94-204 NUM: 7092	\$-897.96	\$0.00
01/02/2001	PAYMENT	YORI, LARRY G & MARY B CHECK BANK: 94-204 NUM: 7042	\$-897.96	\$897.96
10/11/2000	PAYMENT	YORI, LARRY G CHECK BANK: 94-204 NUM: 6984	\$-897.96	\$1,795.92
08/09/2000	PAYMENT	YORI, LARRY G CHECK BANK: 94-204 NUM: 6931	\$-898.22	\$2,693.88
07/17/2000	BILL	YORI, LARRY G	\$3,592.10	\$3,592.10
03/09/2000	PAYMENT	YORI, LARRY G OR MARY B CHECK BANK: 94-204 NUM: 6798	\$-934.37	\$0.00
01/14/2000	PAYMENT	YORI, LARRY G CHECK BANK: 94-204 NUM: 6742	\$-934.37	\$934.37
10/08/1999	PAYMENT	YORI, LARRY G CHECK BANK: 91-119 NUM: 6665	\$-934.37	\$1,868.74
08/24/1999	PAYMENT	YORI, LARRY G CHECK BANK: 91-119 NUM: 6613	\$-934.61	\$2,803.11
07/17/1999	BILL	YORI, LARRY G	\$3,737.72	\$3,737.72
02/23/1999	PAYMENT	YORI, LARRY G CHECK	\$-926.99	\$0.00
12/29/1998	PAYMENT	YORI, LARRY G CHECK	\$-926.99	\$926.99
10/09/1998	PAYMENT	YORI, LARRY G CHECK	\$-926.99	\$1,853.98
08/20/1998	PAYMENT	YORI, LARRY G CHECK	\$-927.22	\$2,780.97
07/13/1998	BILL	YORI, LARRY G	\$3,708.19	\$3,708.19
01/07/1998	PAYMENT	YORI, LARRY G CHECK	\$-1,762.04	\$0.00
10/07/1997	PAYMENT	YORI, LARRY G CHECK	\$-881.02	\$1,762.04
08/20/1997	PAYMENT	YORI, LARRY G CHECK	\$-881.27	\$2,643.06

Date	Type	Billed to / Payer Name / Note	Amount	Balance
07/14/1997	BILL	YORI, LARRY G	\$3,524.33	\$3,524.33
12/27/1996	PAYMENT	YORI, LARRY G	\$-1,703.96	\$0.00
10/11/1996	PAYMENT	YORI, LARRY G	\$-851.98	\$1,703.96
08/27/1996	PAYMENT	YORI, LARRY G	\$-852.13	\$2,555.94
07/18/1996	BILL	YORI, LARRY G	\$3,408.07	\$3,408.07

YORI SINGLE FAMILY

City of Fernley Fiscal Impact Analysis

MAY 21, 2024

Prepared by:



EKAY Economic Consultants, Inc.
Economics for the changing world

550 West Plumb Lane
Suite B459
Reno, NV 89509
(775) 232-7203
www.ekayconsultants.com

TABLE OF CONTENTS

EXECUTIVE SUMMARY I

DEVELOPMENT DESCRIPTION..... 1

METHODOLOGY..... 1

FINDINGS 2

Table 1. Fiscal Impact Analysis Results 3

Figure 1. Budget Impact 4

Figure 2. Fiscal Impact Analysis Results 4

LIMITING CONDITIONS & DISCLOSURES..... 5

APPENDICES 6

EXECUTIVE SUMMARY

Ekay Economic Consultants, Inc. (EEC) of Reno, Nevada was retained to conduct a fiscal impact analysis of the 47.53-acre Yori Single Family Development located in City of Fernley, Nevada. Project details and findings of the fiscal impact analysis are summarized below.

Project Overview

- The project is requesting a zone change and is proposing to construct 158 single family units over a two-year period.
- The project is expected to add 243,626 square feet of roads to the City of Fernley's inventory upon completion.

Fiscal Impact Findings

- The project is estimated to generate a **\$535,000 surplus** (net fiscal impact) over the 20-year period and **\$622,000** over the 40-year analysis period for the City of Fernley's General Fund.
 - The project is estimated to generate \$4.8 million in revenue for the General Fund over the 20-year and \$10.6 million over the 40-year analysis periods. This includes all revenue sources within the General Fund.
 - The project is estimated to generate \$2.8 million in operating expenditures for the City's General Fund over the 20-year period and \$7.1 million over the 40-year analysis periods. This includes expenditures for all sources within the General Fund.
 - The project is also estimated to generate \$1.5 million in infrastructure (street) replacement costs over the 20-year period and \$2.9 million over the 40-year analysis periods.
- The project will have a **positive** fiscal impact on the City of Fernley.

DEVELOPMENT DESCRIPTION

The project will be constructed on 47.53 acres of land located in the City of Fernley, Nevada, parcel number 021-343-20. Upon completion, the project will deliver approximately 158 single family units, with construction expected to be completed over a two-year period. The fiscal impact analysis includes estimates of the impact of the project over this period, plus an additional thirty-eight years for a total analysis period of 40 years.

Detailed project information, including units developed by year, is shown in Appendix 1 at the end of this report.

METHODOLOGY

City of Fernley contracted with a consulting company, Verdunity, to arrive at a methodology for estimating fiscal impacts of future projects on the City. A tool has been created for City staff to estimate fiscal impacts of projects based on project-related information provided by developers.

EEC was provided a copy of the “Development Fiscal Impact Analysis Tool Methodology and Instructions” report by Verdunity, dated July 2021. The report outlined much of the methodology and assumptions behind the City of Fernley’s fiscal impact tool. EEC provided a number of questions to the City regarding this methodology, answers to which were not received prior to the due date of this report. As a result, findings of the fiscal impact analysis contained in this report, which are based on our understanding of Verdunity’s methodology, may need to be updated as additional information becomes available.

The following assumptions were made in this analysis:

1. Residential land and improvement values for the project are unavailable at this early stage in the planning process. As a result, the analysis uses average taxable land and improvement values for nearby single family homes in City of Fernley, as these

Findings

Yori Single Family-Fiscal Impact Analysis

provide the latest market information for similar products in the City. Detailed information for this assumption is shown in Appendix 1.

2. The Verdunity methodology covers all General Fund revenues and expenditures. With the exception of property tax (Appendix 4) and building permit fee revenues (Appendix 5), these revenues and expenditures are estimated on a per capita basis, adjusted for impact ratios, and applied to the population of the project, as estimated in Appendix 2.

The Verdunity report provides ratios of the residential project's impact (impact ratios) on each revenue source and methodology for estimating this ratio for expenditures. These ratios are applied to the City's estimated FY 2022-23 costs as reported in the City's FY 2023-24 budget document. See Appendix 3 for detailed impact ratios and calculation methodology.

3. Additionally, the Verdunity methodology includes a discussion of the long-term impact of a project on infrastructure costs to replace and repair city streets. However, no actual cost for this estimate is provided in the Verdunity report. EEC uses average street replacement costs for the City of Sparks and City of Reno of \$0.30 per square foot per year. This includes costs for slurry/seal, overlay, and road rehabilitation.
4. The Verdunity report provides no discussion of inflation, the analysis includes a 2% expected future inflation adjustment for all revenue and expenditure sources, except real property values, these are conservatively increased by 1.5% per year to account for depreciation.
5. Additional information for revenue and cost estimate methodology, sources of data, calculations, and findings is provided in the appendices attached to this report.

FINDINGS

Findings of the fiscal impact analysis are presented below using table and figure templates from the Verdunity report. Appendices 1-5 attached to this narrative include a

Findings

Yori Single Family-Fiscal Impact Analysis

detailed calculation of these revenues and expenditures by year, as well as a detailed discussion of all methodology, data, and assumptions.

The project is estimated to generate a \$535,000 revenue surplus (net fiscal impact) over the 20-year period and \$622,000 over the 40-year analysis period for the City of Fernley's General Fund. This includes \$4.8 million in revenue for the General Fund over the 20-year period and \$10.6 million over the 40-year analysis period generated through all revenue sources within the General Fund.

Table 1. Fiscal Impact Analysis Results

Non-Inflated Values	Buildout	10 Years	20 Years	30 Years	40 Years
Taxes	\$ 378,220	\$ 1,639,866	\$ 3,448,485	\$ 5,553,673	\$ 8,004,061
Licenses and Permits	574,606	837,811	1,231,236	1,710,819	2,295,427
Intergovernmental	4,919	33,815	77,008	129,660	193,842
Fines and Forfeitures	2,825	19,420	44,225	74,462	111,321
Miscellaneous	1,052	7,230	16,465	27,723	41,446
Total Revenue	\$ 961,621	\$ 2,538,142	\$ 4,817,419	\$ 7,496,337	\$10,646,097
General Government	\$ 29,915	\$ 205,662	\$ 468,358	\$ 788,583	\$ 1,178,936
Judicial	6,678	45,909	104,550	176,033	263,171
Public Works	103,206	709,524	1,615,814	2,720,577	4,067,277
Health	3,506	24,105	54,894	92,426	138,178
Culture and Recreation	23,281	160,053	364,493	613,703	917,489
Community Dev.	13,599	93,490	212,906	358,473	535,920
Total Costs	\$ 180,186	\$ 1,238,743	\$ 2,821,015	\$ 4,749,796	\$ 7,100,970
Savings for Streets	146,176	730,878	1,461,756	2,192,634	2,923,512
Net Fiscal Impact	\$ 635,260	\$ 568,521	\$ 534,648	\$ 553,906	\$ 621,616
<i>Per Capita-Revenue</i>	\$ 2,464	\$ 6,504	\$ 12,344	\$ 19,209	\$ 27,279
<i>Per Capita-Costs</i>	462	3,174	7,229	12,171	18,195
<i>Per Capita-Streets</i>	375	1,873	3,746	5,618	7,491
<i>Per Capita-Net Impact</i>	\$ 1,628	\$ 1,457	\$ 1,370	\$ 1,419	\$ 1,593

The project is estimated to generate \$2.8 million in operating expenditures for the General Fund over the 20-year period and \$7.1 million over the 40-year analysis period. This includes expenditures for all General Fund sources. The project is also estimated to contribute funds towards \$1.5 million in infrastructure replacement costs over the 20-year and \$2.9 million over the 40-year analysis periods.

The project will have a **positive** fiscal impact on the City of Fernley as project-related revenues exceed project costs, including long-term infrastructure replacement costs.

Findings

Yori Single Family-Fiscal Impact Analysis

Figure 1. Budget Impact

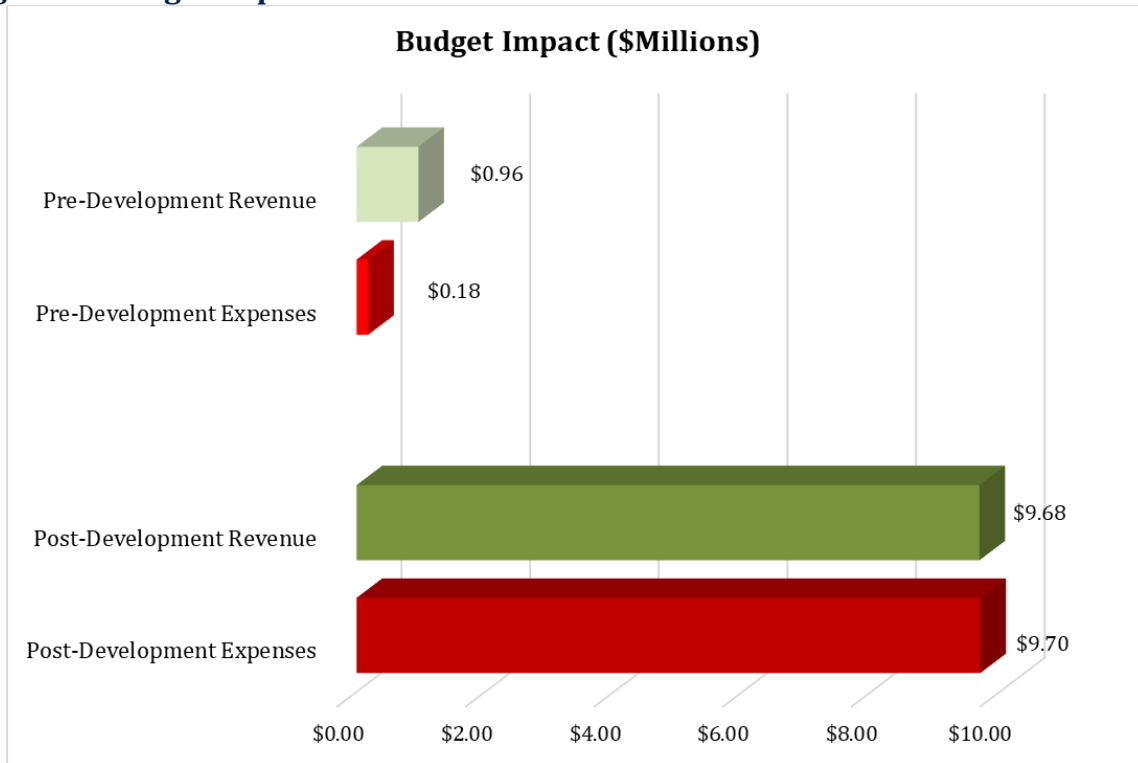
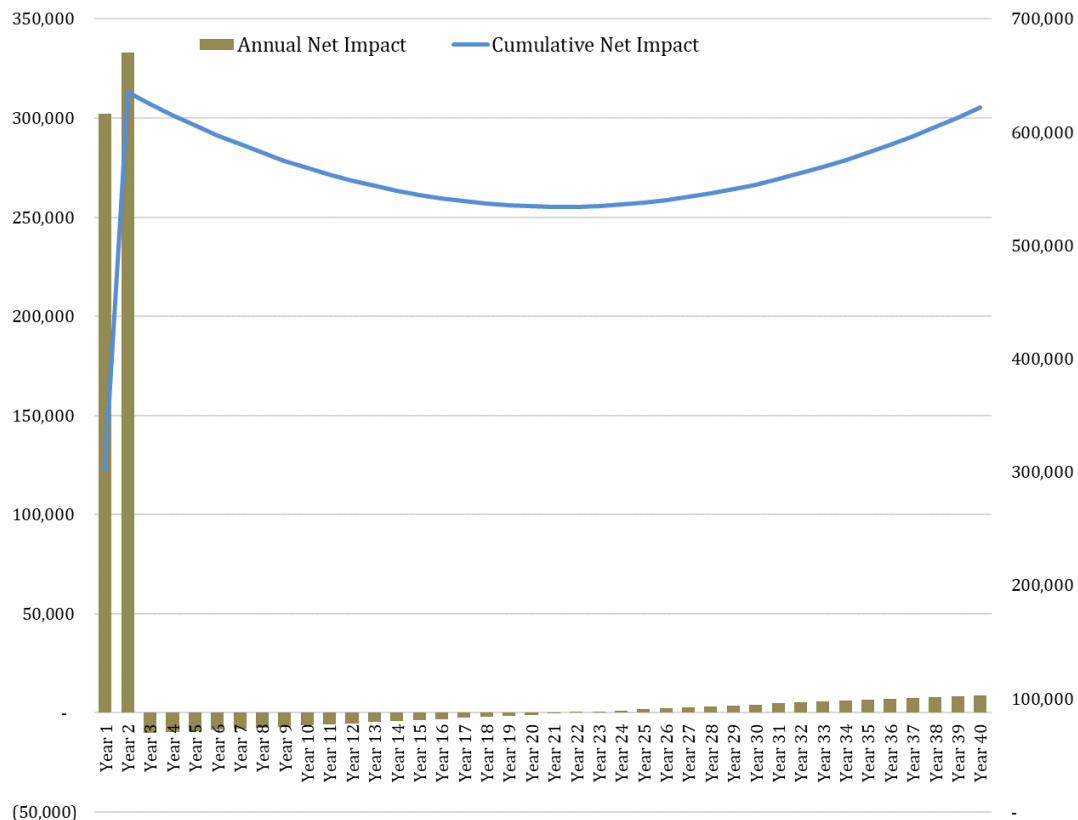


Figure 2. Fiscal Impact Analysis Results



LIMITING CONDITIONS & DISCLOSURES

In the preparation of this report, EEC asserts:

- The report is to be used in its entirety, and no part is to be used without the whole.
- In preparing this report, EEC relied on information provided by other individuals or found in previously existing records and/or documents. This information is assumed to be reliable. However, no warranty, either expressed or implied, is given by EEC for the accuracy of such information and EEC assumes no responsibility for information relied upon later found to have been inaccurate.
- EEC may amend this report in the event additional documents and/or other material discovered subsequent to the submission of this report and pertinent to the report and/or the conclusions contained herein are made available.
- EEC assumes no responsibility for economic, physical, or demographic factors, which may affect or alter the opinions of this report if said economic, physical, or demographic factors were not present or known as of the date of this report.
- Possession of this report, or a copy of this report, does not carry with it the right of publication. Without the consent of EEC, this report may not be used for any purpose by any person other than the party for whom this report was prepared.

APPENDICES

APPENDIX 1 BUILDOUT ASSUMPTIONS					
<u>YEAR</u>	<u>USE TYPE</u>	<u># OF UNITS</u>		<u>LAND VALUE</u>	<u>IMPROV. VALUE</u>
Year 1	Single Family	79	\$	9,085,000	\$ 21,850,847
Year 2	Single Family	79		9,085,000	21,850,847
TOTAL		158	\$	18,170,000	\$ 43,701,693

APPENDIX 1, ASSUMPTIONS:

1. Project information is summarized as follows:

	<u># of Units</u>	<u># of Acres</u>		<u>Land Value/ Unit</u>		<u>Improvement Value/Unit</u>
Single Family	158	47.53	\$	115,000	\$	276,593
Source: Development acreage, buildout schedule, and residential units from Developer.						
Unit taxable land and improvement values from similar nearby developments, FY 2024. Source: Lyon County Assessor's Office website.						

**APPENDIX 2
CITY OF FERNLEY
ESTIMATED NUMBER OF RESIDENTS**

<u>YEAR</u>	<u>USE TYPE</u>	<u># OF UNITS BUILT</u>	<u># OF RESIDENTS</u>	<u>CUMULATIVE # OF RESIDENTS</u>
Year 1	Single Family	79	195	195
Year 2	Single Family	79	195	390

APPENDIX 2, ASSUMPTIONS:

- Residents of the development are estimated using **2.47** persons per household.
Source: "Development Fiscal Impact Analysis Tool Methodology and Instructions." Verdunity,
July 19, 2021.

**APPENDIX 3
CITY OF FERNLEY
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

GENERAL FUND	Estimated FY 2022-23	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	10-YEAR TOTAL
<u>REVENUE</u>												
<u>Taxes</u>												
Ad Valorem ¹	Appendix 4	\$ 73,019	\$ 147,201	\$ 149,453	\$ 151,740	\$ 154,061	\$ 156,418	\$ 158,811	\$ 161,241	\$ 163,708	\$ 166,213	\$ 1,481,866
Resid. Construction Tax	\$1,000/Unit	79,000	79,000	-	-	-	-	-	-	-	-	158,000
Subtotal		\$ 152,019	\$ 226,201	\$ 149,453	\$ 151,740	\$ 154,061	\$ 156,418	\$ 158,811	\$ 161,241	\$ 163,708	\$ 166,213	\$ 1,639,866
<u>Licenses and Permits</u>												
Business License Fees ^{2,3}	\$ 825,000	\$ 3,814	\$ 7,780	\$ 7,936	\$ 8,095	\$ 8,256	\$ 8,422	\$ 8,590	\$ 8,762	\$ 8,937	\$ 9,116	\$ 79,707
Franchise Fees ^{2,3}	1,540,000	10,679	21,785	22,220	22,665	23,118	23,580	24,052	24,533	25,024	25,524	223,180
Liquor License Fees ^{2,3}	38,000	-	-	-	-	-	-	-	-	-	-	-
Gaming License Fees ^{2,3}	120,000	-	-	-	-	-	-	-	-	-	-	-
Animal Licenses ^{2,3}	4,500	42	85	87	88	90	92	94	96	97	99	870
Passport Fees ^{2,3}	22,000	203	415	423	432	440	449	458	467	477	486	4,251
Building/Civil Permit Fees ⁴	Appendix 5	264,902	264,902	-	-	-	-	-	-	-	-	529,803
Planning and Zoning Fees ⁵	310,000	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Fees ^{2,3}	100,000	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Inspect. ^{2,3}	200,000	-	-	-	-	-	-	-	-	-	-	-
Other Fees ⁵	400	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 279,639	\$ 294,966	\$ 30,666	\$ 31,279	\$ 31,905	\$ 32,543	\$ 33,194	\$ 33,858	\$ 34,535	\$ 35,226	\$ 837,811
<u>Intergovernmental Revenue</u>												
Consolidated Tax ^{2,3}	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Fuel Tax ^{2,3}	350,000	1,618	3,301	3,367	3,434	3,503	3,573	3,644	3,717	3,791	3,867	33,815
RTC Shared Revenue ⁵	4,160,000	-	-	-	-	-	-	-	-	-	-	-
County Parks Agreement ⁵	60,000	-	-	-	-	-	-	-	-	-	-	-
County Roads Contribution ⁵	180,000	-	-	-	-	-	-	-	-	-	-	-
Other ⁵	21,739	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 1,618	\$ 3,301	\$ 3,367	\$ 3,434	\$ 3,503	\$ 3,573	\$ 3,644	\$ 3,717	\$ 3,791	\$ 3,867	\$ 33,815
<u>Fines and Forfeits</u>												
Municipal Court Revenue ^{2,3}	\$ 201,000	\$ 929	\$ 1,896	\$ 1,933	\$ 1,972	\$ 2,012	\$ 2,052	\$ 2,093	\$ 2,135	\$ 2,177	\$ 2,221	\$ 19,420
Miscellaneous Fees ⁵	600	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 201,600	929	1,896	1,933	1,972	2,012	2,052	2,093	2,135	2,177	19,420
<u>Miscellaneous</u>												
Interest Income ⁵	\$ (255,662)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cemetery Plot Fees ^{2,3}	4,000	18	38	38	39	40	41	42	42	43	44	386
Facility Rental Fees ^{2,3}	8,500	39	80	82	83	85	87	89	90	92	94	821
Donations ^{2,3}	2,590	12	24	25	25	26	26	27	28	28	29	250
Miscellaneous ^{2,3}	59,745	276	563	575	586	598	610	622	635	647	660	5,772
Subtotal		\$ 346	\$ 706	\$ 720	\$ 734	\$ 749	\$ 764	\$ 779	\$ 795	\$ 811	\$ 827	\$ 7,230
REVENUE TOTAL		\$ 434,552	\$ 527,069	\$ 186,139	\$ 189,159	\$ 192,229	\$ 195,350	\$ 198,522	\$ 201,746	\$ 205,023	\$ 208,354	\$ 2,538,142
<u>EXPENDITURES</u>												
General Government ^{6,7}	\$ 2,688,391	\$ 9,841	\$ 20,075	\$ 20,476	\$ 20,886	\$ 21,303	\$ 21,730	\$ 22,164	\$ 22,607	\$ 23,060	\$ 23,521	\$ 205,662
Judicial ^{6,7}	600,122	2,197	4,481	4,571	4,662	4,756	4,851	4,948	5,047	5,148	5,250	45,909
Public Works ^{6,7}	9,274,829	33,949	69,257	70,642	72,055	73,496	74,966	76,465	77,994	79,554	81,145	709,524
Health ^{6,7}	315,094	1,153	2,353	2,400	2,448	2,497	2,547	2,598	2,650	2,703	2,757	24,105
Culture and Recreation ^{6,7}	2,092,200	7,658	15,623	15,935	16,254	16,579	16,911	17,249	17,594	17,946	18,305	160,053
Community Development ^{6,7}	1,222,086	4,473	9,126	9,308	9,494	9,684	9,878	10,075	10,277	10,482	10,692	93,490
EXPENDITURES TOTAL		\$ 59,272	\$ 120,914	\$ 123,332	\$ 125,799	\$ 128,315	\$ 130,881	\$ 133,499	\$ 136,169	\$ 138,892	\$ 141,670	\$ 1,238,743
GENERAL FUND SURPLUS/DEFICIT		\$ 375,280	\$ 406,155	\$ 62,807	\$ 63,360	\$ 63,914	\$ 64,469	\$ 65,023	\$ 65,577	\$ 66,131	\$ 66,684	\$ 1,299,399
<u>SAVINGS FOR STREETS</u>												
Street Replacement ⁸		\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 730,878

**APPENDIX 3
CITY OF FERNLEY
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Year 11</u>	<u>Year 12</u>	<u>Year 13</u>	<u>Year 14</u>	<u>Year 15</u>	<u>Year 16</u>	<u>Year 17</u>	<u>Year 18</u>	<u>Year 19</u>	<u>Year 20</u>	<u>20-YEAR TOTAL</u>
GENERAL FUND											
<u>REVENUE</u>											
<u>Taxes</u>											
Ad Valorem ¹	\$ 168,756	\$ 171,338	\$ 173,960	\$ 176,621	\$ 179,323	\$ 182,067	\$ 184,853	\$ 187,681	\$ 190,552	\$ 193,468	\$ 3,290,485
Resid. Construction Tax	-	-	-	-	-	-	-	-	-	-	158,000
Subtotal	\$ 168,756	\$ 171,338	\$ 173,960	\$ 176,621	\$ 179,323	\$ 182,067	\$ 184,853	\$ 187,681	\$ 190,552	\$ 193,468	\$ 3,448,485
<u>Licenses and Permits</u>											
Business License Fees ^{2,3}	\$ 9,298	\$ 9,484	\$ 9,674	\$ 9,867	\$ 10,065	\$ 10,266	\$ 10,471	\$ 10,681	\$ 10,894	\$ 11,112	\$ 181,519
Franchise Fees ^{2,3}	26,035	26,555	27,086	27,628	28,181	28,744	29,319	29,906	30,504	31,114	508,253
Liquor License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Gaming License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Animal Licenses ^{2,3}	101	103	106	108	110	112	114	117	119	121	1,980
Passport Fees ^{2,3}	496	506	516	526	537	548	558	570	581	593	9,681
Building/Civil Permit Fees ⁴	-	-	-	-	-	-	-	-	-	-	529,803
Planning and Zoning Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Inspect. ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Other Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 35,930	\$ 36,649	\$ 37,382	\$ 38,129	\$ 38,892	\$ 39,670	\$ 40,463	\$ 41,272	\$ 42,098	\$ 42,940	\$ 1,231,236
<u>Intergovernmental Revenue</u>											
Consolidated Tax ^{2,3}	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Fuel Tax ^{2,3}	3,945	4,024	4,104	4,186	4,270	4,355	4,442	4,531	4,622	4,714	77,008
RTC Shared Revenue ⁵	-	-	-	-	-	-	-	-	-	-	-
County Parks Agreement ⁵	-	-	-	-	-	-	-	-	-	-	-
County Roads Contribution ⁵	-	-	-	-	-	-	-	-	-	-	-
Other ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 3,945	\$ 4,024	\$ 4,104	\$ 4,186	\$ 4,270	\$ 4,355	\$ 4,442	\$ 4,531	\$ 4,622	\$ 4,714	\$ 77,008
<u>Fines and Forfeits</u>											
Municipal Court Revenue ^{2,3}	\$ 2,265	\$ 2,311	\$ 2,357	\$ 2,404	\$ 2,452	\$ 2,501	\$ 2,551	\$ 2,602	\$ 2,654	\$ 2,707	\$ 44,225
Miscellaneous Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 2,265	\$ 2,311	\$ 2,357	\$ 2,404	\$ 2,452	\$ 2,501	\$ 2,551	\$ 2,602	\$ 2,654	\$ 2,707	\$ 44,225
<u>Miscellaneous</u>											
Interest Income ⁵	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cemetery Plot Fees ^{2,3}	45	46	47	48	49	50	51	52	53	54	880
Facility Rental Fees ^{2,3}	96	98	100	102	104	106	108	110	112	114	1,870
Donations ^{2,3}	29	30	30	31	32	32	33	34	34	35	570
Miscellaneous ^{2,3}	673	687	701	715	729	743	758	773	789	805	13,145
Subtotal	\$ 843	\$ 860	\$ 877	\$ 895	\$ 913	\$ 931	\$ 950	\$ 969	\$ 988	\$ 1,008	\$ 16,465
REVENUE TOTAL	\$ 211,740	\$ 215,181	\$ 218,680	\$ 222,236	\$ 225,850	\$ 229,524	\$ 233,259	\$ 237,056	\$ 240,915	\$ 244,837	\$ 4,817,419
<u>EXPENDITURES</u>											
General Government ^{6,7}	\$ 23,991	\$ 24,471	\$ 24,960	\$ 25,460	\$ 25,969	\$ 26,488	\$ 27,018	\$ 27,558	\$ 28,109	\$ 28,672	\$ 468,358
Judicial ^{6,7}	5,355	5,463	5,572	5,683	5,797	5,913	6,031	6,152	6,275	6,400	104,550
Public Works ^{6,7}	82,768	84,424	86,112	87,834	89,591	91,383	93,211	95,075	96,976	98,916	1,615,814
Health ^{6,7}	2,812	2,868	2,925	2,984	3,044	3,105	3,167	3,230	3,295	3,360	54,894
Culture and Recreation ^{6,7}	18,671	19,044	19,425	19,814	20,210	20,614	21,026	21,447	21,876	22,313	364,493
Community Development ^{6,7}	10,906	11,124	11,346	11,573	11,805	12,041	12,282	12,527	12,778	13,034	212,906
EXPENDITURES TOTAL	\$ 144,503	\$ 147,394	\$ 150,341	\$ 153,348	\$ 156,415	\$ 159,543	\$ 162,734	\$ 165,989	\$ 169,309	\$ 172,695	\$ 2,821,015
GF SURPLUS/DEFICIT	\$ 67,236	\$ 67,788	\$ 68,338	\$ 68,887	\$ 69,435	\$ 69,981	\$ 70,525	\$ 71,066	\$ 71,606	\$ 72,142	\$ 1,996,404
<u>SAVINGS FOR STREETS</u>											
Street Replacement ⁸	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 1,461,756

**APPENDIX 3
CITY OF FERNLEY
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Year 21</u>	<u>Year 22</u>	<u>Year 23</u>	<u>Year 24</u>	<u>Year 25</u>	<u>Year 26</u>	<u>Year 27</u>	<u>Year 28</u>	<u>Year 29</u>	<u>Year 30</u>	<u>30-YEAR TOTAL</u>
GENERAL FUND											
<u>REVENUE</u>											
<u>Taxes</u>											
Ad Valorem ¹	\$ 196,428	\$ 199,433	\$ 202,485	\$ 205,583	\$ 208,728	\$ 211,922	\$ 215,164	\$ 218,456	\$ 221,798	\$ 225,192	\$ 5,395,673
Resid. Construction Tax	-	-	-	-	-	-	-	-	-	-	158,000
Subtotal	\$ 196,428	\$ 199,433	\$ 202,485	\$ 205,583	\$ 208,728	\$ 211,922	\$ 215,164	\$ 218,456	\$ 221,798	\$ 225,192	\$ 5,553,673
<u>Licenses and Permits</u>											
Business License Fees ^{2,3}	\$ 11,334	\$ 11,561	\$ 11,792	\$ 12,028	\$ 12,269	\$ 12,514	\$ 12,764	\$ 13,020	\$ 13,280	\$ 13,546	\$ 305,627
Franchise Fees ^{2,3}	31,736	32,371	33,018	33,679	34,352	35,039	35,740	36,455	37,184	37,928	855,754
Liquor License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Gaming License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Animal Licenses ^{2,3}	124	126	129	131	134	137	139	142	145	148	3,334
Passport Fees ^{2,3}	604	617	629	641	654	667	681	694	708	722	16,300
Building/Civil Permit Fees ⁴	-	-	-	-	-	-	-	-	-	-	529,803
Planning and Zoning Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Inspect. ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Other Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 43,799	\$ 44,675	\$ 45,568	\$ 46,479	\$ 47,409	\$ 48,357	\$ 49,324	\$ 50,311	\$ 51,317	\$ 52,343	\$ 1,710,819
<u>Intergovernmental Revenue</u>											
Consolidated Tax ^{2,3}	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Fuel Tax ^{2,3}	4,809	4,905	5,003	5,103	5,205	5,309	5,415	5,523	5,634	5,747	129,660
RTC Shared Revenue ⁵	-	-	-	-	-	-	-	-	-	-	-
County Parks Agreement ⁵	-	-	-	-	-	-	-	-	-	-	-
County Roads Contribution ⁵	-	-	-	-	-	-	-	-	-	-	-
Other ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 4,809	\$ 4,905	\$ 5,003	\$ 5,103	\$ 5,205	\$ 5,309	\$ 5,415	\$ 5,523	\$ 5,634	\$ 5,747	\$ 129,660
<u>Fines and Forfeits</u>											
Municipal Court Revenue ^{2,3}	\$ 2,761	\$ 2,817	\$ 2,873	\$ 2,930	\$ 2,989	\$ 3,049	\$ 3,110	\$ 3,172	\$ 3,235	\$ 3,300	\$ 74,462
Miscellaneous Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 2,761	\$ 2,817	\$ 2,873	\$ 2,930	\$ 2,989	\$ 3,049	\$ 3,110	\$ 3,172	\$ 3,235	\$ 3,300	\$ 74,462
<u>Miscellaneous</u>											
Interest Income ⁵	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cemetery Plot Fees ^{2,3}	55	56	57	58	59	61	62	63	64	66	1,482
Facility Rental Fees ^{2,3}	117	119	121	124	126	129	132	134	137	140	3,149
Donations ^{2,3}	36	36	37	38	39	39	40	41	42	43	959
Miscellaneous ^{2,3}	821	837	854	871	888	906	924	943	962	981	22,133
Subtotal	\$ 1,028	\$ 1,049	\$ 1,070	\$ 1,091	\$ 1,113	\$ 1,135	\$ 1,158	\$ 1,181	\$ 1,205	\$ 1,229	\$ 27,723
REVENUE TOTAL	\$ 248,825	\$ 252,878	\$ 256,998	\$ 261,186	\$ 265,444	\$ 269,772	\$ 274,171	\$ 278,643	\$ 283,189	\$ 287,811	\$ 7,496,337
<u>EXPENDITURES</u>											
General Government ^{6,7}	\$ 29,245	\$ 29,830	\$ 30,427	\$ 31,035	\$ 31,656	\$ 32,289	\$ 32,935	\$ 33,593	\$ 34,265	\$ 34,951	\$ 788,583
Judicial ^{6,7}	6,528	6,659	6,792	6,928	7,066	7,208	7,352	7,499	7,649	7,802	176,033
Public Works ^{6,7}	100,894	102,912	104,970	107,070	109,211	111,395	113,623	115,896	118,214	120,578	2,720,577
Health ^{6,7}	3,428	3,496	3,566	3,637	3,710	3,784	3,860	3,937	4,016	4,096	92,426
Culture and Recreation ^{6,7}	22,760	23,215	23,679	24,153	24,636	25,128	25,631	26,144	26,666	27,200	613,703
Community Development ^{6,7}	13,294	13,560	13,831	14,108	14,390	14,678	14,971	15,271	15,576	15,888	358,473
EXPENDITURES TOTAL	\$ 176,149	\$ 179,672	\$ 183,265	\$ 186,931	\$ 190,669	\$ 194,483	\$ 198,372	\$ 202,340	\$ 206,386	\$ 210,514	\$ 4,749,796
GF SURPLUS/DEFICIT	\$ 72,676	\$ 73,206	\$ 73,733	\$ 74,256	\$ 74,775	\$ 75,289	\$ 75,799	\$ 76,304	\$ 76,803	\$ 77,297	\$ 2,746,540
<u>SAVINGS FOR STREETS</u>											
Street Replacement ⁸	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 2,192,634

**APPENDIX 3
CITY OF FERNLEY
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS**

	<u>Year 31</u>	<u>Year 32</u>	<u>Year 33</u>	<u>Year 34</u>	<u>Year 35</u>	<u>Year 36</u>	<u>Year 37</u>	<u>Year 38</u>	<u>Year 39</u>	<u>Year 40</u>	<u>40-YEAR TOTAL</u>
GENERAL FUND											
<u>REVENUE</u>											
<u>Taxes</u>											
Ad Valorem ¹	\$ 228,637	\$ 232,135	\$ 235,687	\$ 239,293	\$ 242,954	\$ 246,672	\$ 250,446	\$ 254,277	\$ 258,168	\$ 262,118	\$ 7,846,061
Resid. Construction Tax	-	-	-	-	-	-	-	-	-	-	158,000
Subtotal	\$ 228,637	\$ 232,135	\$ 235,687	\$ 239,293	\$ 242,954	\$ 246,672	\$ 250,446	\$ 254,277	\$ 258,168	\$ 262,118	\$ 8,004,061
<u>Licenses and Permits</u>											
Business License Fees ^{2,3}	\$ 13,816	\$ 14,093	\$ 14,375	\$ 14,662	\$ 14,955	\$ 15,255	\$ 15,560	\$ 15,871	\$ 16,188	\$ 16,512	\$ 456,913
Franchise Fees ^{2,3}	38,686	39,460	40,249	41,054	41,875	42,713	43,567	44,438	45,327	46,234	1,279,357
Liquor License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Gaming License Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Animal Licenses ^{2,3}	151	154	157	160	163	166	170	173	177	180	4,985
Passport Fees ^{2,3}	737	752	767	782	798	814	830	846	863	881	24,369
Building/Civil Permit Fees ⁴	-	-	-	-	-	-	-	-	-	-	529,803
Planning and Zoning Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Fees ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Public Works/Civil Inspect. ^{2,3}	-	-	-	-	-	-	-	-	-	-	-
Other Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 53,390	\$ 54,458	\$ 55,547	\$ 56,658	\$ 57,791	\$ 58,947	\$ 60,126	\$ 61,329	\$ 62,555	\$ 63,806	\$ 2,295,427
<u>Intergovernmental Revenue</u>											
Consolidated Tax ^{2,3}	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Motor Vehicle Fuel Tax ^{2,3}	5,862	5,979	6,098	6,220	6,345	6,472	6,601	6,733	6,868	7,005	193,842
RTC Shared Revenue ⁵	-	-	-	-	-	-	-	-	-	-	-
County Parks Agreement ⁵	-	-	-	-	-	-	-	-	-	-	-
County Roads Contribution ⁵	-	-	-	-	-	-	-	-	-	-	-
Other ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 5,862	\$ 5,979	\$ 6,098	\$ 6,220	\$ 6,345	\$ 6,472	\$ 6,601	\$ 6,733	\$ 6,868	\$ 7,005	\$ 193,842
<u>Fines and Forfeits</u>											
Municipal Court Revenue ^{2,3}	\$ 3,366	\$ 3,434	\$ 3,502	\$ 3,572	\$ 3,644	\$ 3,717	\$ 3,791	\$ 3,867	\$ 3,944	\$ 4,023	\$ 111,321
Miscellaneous Fees ⁵	-	-	-	-	-	-	-	-	-	-	-
Subtotal	\$ 3,366	\$ 3,434	\$ 3,502	\$ 3,572	\$ 3,644	\$ 3,717	\$ 3,791	\$ 3,867	\$ 3,944	\$ 4,023	\$ 111,321
<u>Miscellaneous</u>											
Interest Income ⁵	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cemetery Plot Fees ^{2,3}	67	68	70	71	73	74	75	77	78	80	2,215
Facility Rental Fees ^{2,3}	142	145	148	151	154	157	160	164	167	170	4,708
Donations ^{2,3}	43	44	45	46	47	48	49	50	51	52	1,434
Miscellaneous ^{2,3}	1,001	1,021	1,041	1,062	1,083	1,105	1,127	1,149	1,172	1,196	33,089
Subtotal	\$ 1,253	\$ 1,278	\$ 1,304	\$ 1,330	\$ 1,357	\$ 1,384	\$ 1,411	\$ 1,440	\$ 1,468	\$ 1,498	\$ 41,446
REVENUE TOTAL	\$ 292,509	\$ 297,284	\$ 302,139	\$ 307,074	\$ 312,091	\$ 317,191	\$ 322,375	\$ 327,645	\$ 333,003	\$ 338,450	\$ 10,646,097
<u>EXPENDITURES</u>											
General Government ^{6,7}	\$ 35,650	\$ 36,363	\$ 37,090	\$ 37,832	\$ 38,588	\$ 39,360	\$ 40,147	\$ 40,950	\$ 41,769	\$ 42,605	\$ 1,178,936
Judicial ^{6,7}	7,958	8,117	8,279	8,445	8,614	8,786	8,962	9,141	9,324	9,510	263,171
Public Works ^{6,7}	122,989	125,449	127,958	130,517	133,128	135,790	138,506	141,276	144,102	146,984	4,067,277
Health ^{6,7}	4,178	4,262	4,347	4,434	4,523	4,613	4,705	4,800	4,896	4,993	138,178
Culture and Recreation ^{6,7}	27,744	28,299	28,865	29,442	30,031	30,631	31,244	31,869	32,506	33,156	917,489
Community Development ^{6,7}	16,206	16,530	16,860	17,197	17,541	17,892	18,250	18,615	18,987	19,367	535,920
EXPENDITURES TOTAL	\$ 214,725	\$ 219,019	\$ 223,399	\$ 227,867	\$ 232,425	\$ 237,073	\$ 241,815	\$ 246,651	\$ 251,584	\$ 256,616	\$ 7,100,970
GF SURPLUS/DEFICIT	\$ 77,784	\$ 78,265	\$ 78,739	\$ 79,207	\$ 79,666	\$ 80,117	\$ 80,560	\$ 80,995	\$ 81,419	\$ 81,834	\$ 3,545,128
<u>SAVINGS FOR STREETS</u>											
Street Replacement ⁸	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 73,088	\$ 2,923,512

APPENDIX 3
CITY OF FERNLEY
COMPARISON OF ESTIMATED REVENUE TO ESTIMATED COSTS

APPENDIX 3, ASSUMPTIONS:**REVENUES**

- 1 See Appendix 4 for real property tax revenue estimates.
- 2 Average Cost Method (ACM): Revenues are calculated based on estimated FY 2022-23 City of Fernley per capita revenue, inflated by **2%** annually and applied to estimated annual residential population generated by the development (Appendix 2). Per capita revenue is calculated by dividing estimated FY 2022-23 revenues for each source by City of Fernley FY 2022-23 population of **21,105**
Source: City of Fernley Budget FY 2023-24.
- 3 Analysis assumes a portion of revenue is generated by City residents and will be impacted by the project.

Business Licenses and Other Fees	50%
Franchise Fees	75%
Liquor Licenses, Gaming Licenses, Public Works/Civil Fees	0%
Gas Taxes	50%
Other Intergovernmental*	0%
Fines and Forfeitures/Miscellaneous	50%
Animal Licenses/Passport Fees	100%

not included in Verdunity report, assumption by EEC
Source: "Development Fiscal Impact Analysis Tool Methodology and Instructions." Verdunity, July 19, 2021.
Though Lyon County has removed its "guaranteed" sales tax status since the Verdunity report, additional sales tax and other CTax revenue generated by the project for the City is not expected to be significant due to the low ratio of CTax revenue received by the City.
- 4 See Appendix 5 for building permit and plan review fee revenue calculations and assumptions.
- 5 The project may have an impact on this revenue source, but the impact is difficult to estimate or is expected to be minimal.

EXPENDITURES

- 6 Average Cost Method (ACM): Some direct costs are calculated based on estimated FY 2022-23 City of Fernley per capita costs, inflated by **2.0%** annually and applied to estimated annual residential population generated by the development. Per capita costs are calculated by dividing estimated FY 2022-23 costs for each source by City of Fernley FY 2022-23 population of **21,105**
Source: City of Fernley Budget FY 2023-24.
- 7 The portion of each General Fund department's cost associated with the residential development is estimated at **39.6%** of total FY 2022-23 cost, based on the City's residential acres (5,747) to total cost-producing acres (14,517), excluding vacant land, mining, parks, and special purpose space.
Source: Methodology from "Development Fiscal Impact Analysis Tool Methodology and Instructions." Verdunity, July 19, 2021.
Acreage from Lyon County Assessor's Office website, FY2024.
- 8 The project is estimated to add **243,626** square feet of roadways to the City's inventory.
Road maintenance costs, according to the Verdunity report, are included in above General Fund cost estimates. Costs for road replacement are not provided in Verdunity report and are estimated using average annualized City of Sparks and Reno costs of **\$0.30** per square foot. Over the 40-year analysis period, infrastructure replacement costs are estimated at **\$ 2,923,512**
Street Replacement Costs show total replacement cost divided by 40 years of analysis and shown in every year of the analysis.

**APPENDIX 4
CITY OF FERNLEY
ESTIMATED PROPERTY TAX REVENUE**

<u>YEAR</u>	<u>LAND USE</u>	<u>ANNUAL INCREMENTAL TAXABLE VALUE OF</u>		<u>CUMULATIVE TAXABLE VALUE</u>	<u>PROPERTY TAX REVENUE</u>
		<u>LAND</u>	<u>IMPROVS.</u>		
Year 1	Single Family	\$ 9,030,486	\$ 21,420,394	\$ 30,916,778	\$ 73,019
Year 2	Single Family	9,085,000	21,850,847	62,325,651	147,201
Year 3	Single Family	-	-	63,279,234	149,453
Year 4	Single Family	-	-	64,247,406	151,740
Year 5	Single Family	-	-	65,230,391	154,061
Year 6	Single Family	-	-	66,228,416	156,418
Year 7	Single Family	-	-	67,241,711	158,811
Year 8	Single Family	-	-	68,270,509	161,241
Year 9	Single Family	-	-	69,315,048	163,708
Year 10	Single Family	-	-	70,375,568	166,213
10-Year Subtotal		\$ 18,115,486	\$ 43,271,240	\$	1,481,866
Year 11	Single Family	-	-	71,452,315	168,756
Year 12	Single Family	-	-	72,545,535	171,338
Year 13	Single Family	-	-	73,655,482	173,960
Year 14	Single Family	-	-	74,782,411	176,621
Year 15	Single Family	-	-	75,926,581	179,323
Year 16	Single Family	-	-	77,088,258	182,067
Year 17	Single Family	-	-	78,267,709	184,853
Year 18	Single Family	-	-	79,465,204	187,681
Year 19	Single Family	-	-	80,681,022	190,552
Year 20	Single Family	-	-	81,915,442	193,468
20-Year Subtotal		\$ 18,115,486	\$ 43,271,240	\$	3,290,485
Year 21	Single Family	-	-	83,168,748	196,428
Year 22	Single Family	-	-	84,441,230	199,433
Year 23	Single Family	-	-	85,733,181	202,485
Year 24	Single Family	-	-	87,044,898	205,583
Year 25	Single Family	-	-	88,376,685	208,728
Year 26	Single Family	-	-	89,728,849	211,922
Year 27	Single Family	-	-	91,101,700	215,164
Year 28	Single Family	-	-	92,495,556	218,456
Year 29	Single Family	-	-	93,910,738	221,798
Year 30	Single Family	-	-	95,347,572	225,192

**APPENDIX 4
CITY OF FERNLEY
ESTIMATED PROPERTY TAX REVENUE**

<u>YEAR</u>	<u>LAND USE</u>	<u>ANNUAL INCREMENTAL TAXABLE VALUE OF</u>		<u>CUMULATIVE TAXABLE VALUE</u>	<u>PROPERTY TAX REVENUE</u>
		<u>LAND</u>	<u>IMPROVS.</u>		
Year 31	Single Family	-	-	96,806,390	228,637
Year 32	Single Family	-	-	98,287,528	232,135
Year 33	Single Family	-	-	99,791,327	235,687
Year 34	Single Family	-	-	101,318,134	239,293
Year 35	Single Family	-	-	102,868,302	242,954
Year 36	Single Family	-	-	104,442,187	246,672
Year 37	Single Family	-	-	106,040,152	250,446
Year 38	Single Family	-	-	107,662,567	254,277
Year 39	Single Family	-	-	109,309,804	258,168
Year 40	Single Family	-	-	110,982,244	262,118
40-Year Subtotal		\$ 18,115,486	\$ 43,271,240	\$	7,846,061

APPENDIX 4, ASSUMPTIONS:

1. City of Fernley FY 2023-24 property tax rate of \$ **0.6748** is assumed to remain unchanged over the analysis period.
2. Project's taxable value of land and improvements prior to development of \$ **484,967** is deducted from Land Value estimated in Appendix 1 in Year 1 to arrive at incremental land value resulting from development of the project.
Source: Lyon County Assessor's website.
3. Property tax calculation: Taxable X 35% = Assessed Value; Assessed Value/100 X Tax Rate = Property Tax Revenue.
4. Residential land and improvement values are estimated to increase **1.5%** per year.

**APPENDIX 5
CITY OF FERNLEY
ESTIMATED BUILDING PERMIT AND IMPACT FEE REVENUE**

<u>YEAR</u>	<u>LAND USE</u>	<u># OF UNITS BUILT</u>	<u>CONSTR. VALUE PER UNIT</u>	<u>BUILDING PERMIT FEE</u>	<u>PLAN CHECK FEE</u>
Year 1	Single Family	79	\$ 276,593	\$ 160,546	\$ 104,355
Year 2	Single Family	79	276,593	160,546	104,355
TOTAL		158		\$ 321,093	\$ 208,710

APPENDIX 5, ASSUMPTIONS:

1. Construction Valuation is calculated in Appendix 1 as Improvement Value.

2. Building permit fee calculation:

\$ **1,018.59** per first \$ **100,000** plus \$ **5.74**
for each additional \$**1,000** up to \$500,000.

Source: Building Permit Fee Schedule (BPFS), City of Fernley, June 2020.

3. Plan Check fee revenue calculated at **65.0%** of building permit revenue.

Source: Building Permit Fee Schedule (BPFS), City of Fernley, June 2020.

TENTATIVE MAP FOR
Yori Single Family



Yori Single Family

Cover Sheet

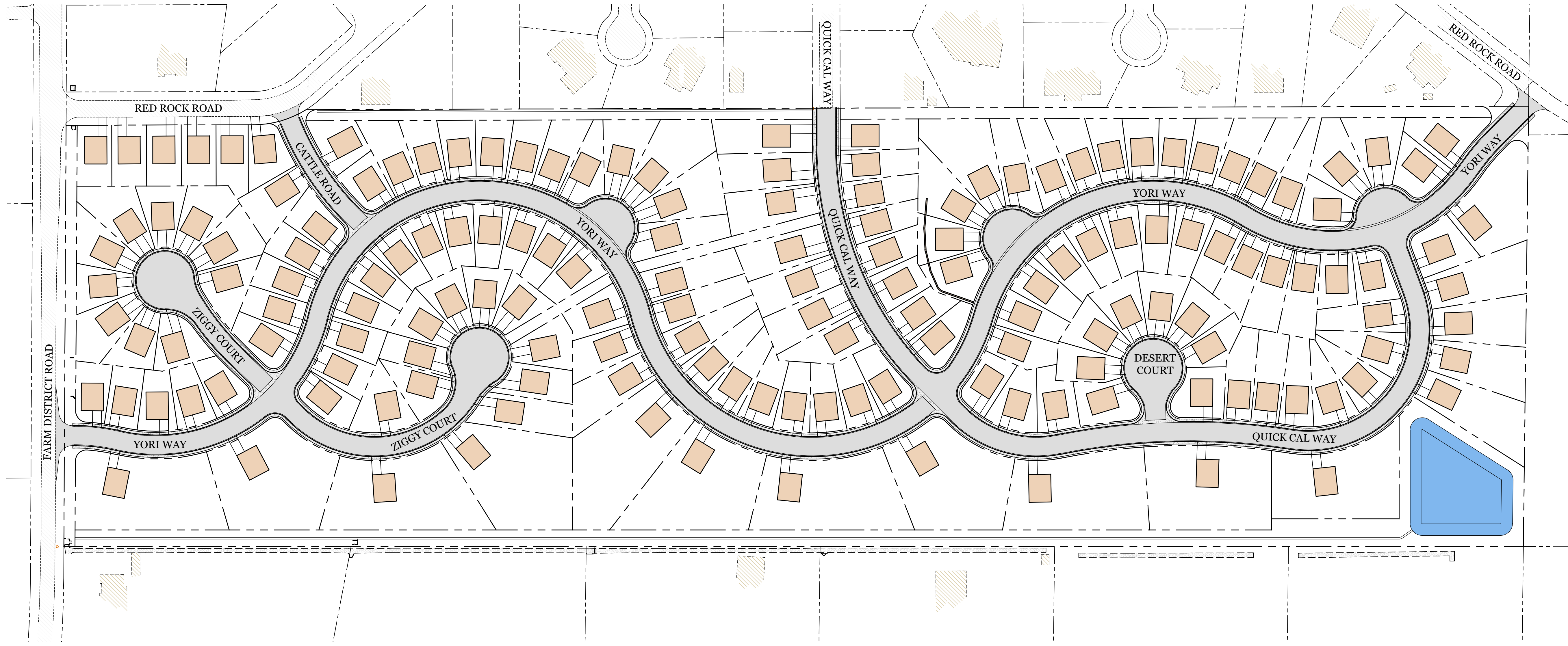
3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada
Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions



C1.0

LEGEND

A.C. PAVEMENT AREA
CONCRETE AREA
PROPOSED UTILITY LINE W. DESCRIPTION
EXISTING UTILITY LINE W. DESCRIPTION
FIRE HYDRANT ASSEMBLY (EXISTING/PROPOSED)
FLUSH VALVE ASSEMBLY (EXISTING/PROPOSED)
DUAL/SINGLE WATER SERVICE (EXISTING/PROPOSED)
AIR RELEASE VALVE ASSEMBLY (EXISTING/PROPOSED)
WATER MAIN TEE W. GATE VALVES & THRUST BLOCK
BACKFLOW PREVENTION ASSEMBLY
ELBOW W. THRUST BLOCK
MANHOLE W. DESCRIPTION (EXISTING/PROPOSED)
CLEANOUT (EXISTING/PROPOSED)
SANITARY SEWER LATERAL
CATCH BASIN/DROP INLET
YARD DRAIN
DIRECTIONAL FLOW LINE
GRADE BREAK
PROPOSED CONTOUR LINE
EXISTING CONTOUR LINE
ACCESSIBLE PARKING SPACE W. SIGN & PAVEMENT MARKINGS
PEDESTRIAN ACCESS RAMP
ACCESSIBLE ROUTE
INLET PROTECTION
FIBER ROLL (SC-1)
SILT FENCE (SC-5)
CONSTRUCTION ENTRANCE (SC-8)
REVEGETATION (EC-8)
RIPRAP (EC-7)
SOLID WASTE MANAGEMENT (GM-3)
STREET SURFACE CLEANING (GM-5)
VEHICLE & EQUIPMENT CLEANING (GM-7)
VEHICLE & EQUIPMENT FUELING (GM-8)
CONCRETE WASHOUT (GM-9)
MATERIAL DELIVERY & STORAGE (GM-10)
SANITARY WASTE MANAGEMENT (GM-14)
KEYNOTE (REF. CORRESPONDING LEGEND)
SPOT ELEVATION (EXISTING) ~ PROPOSED
FLOW DIRECTION ARROW
DRAINAGE BASIN CHARACTERISTICS



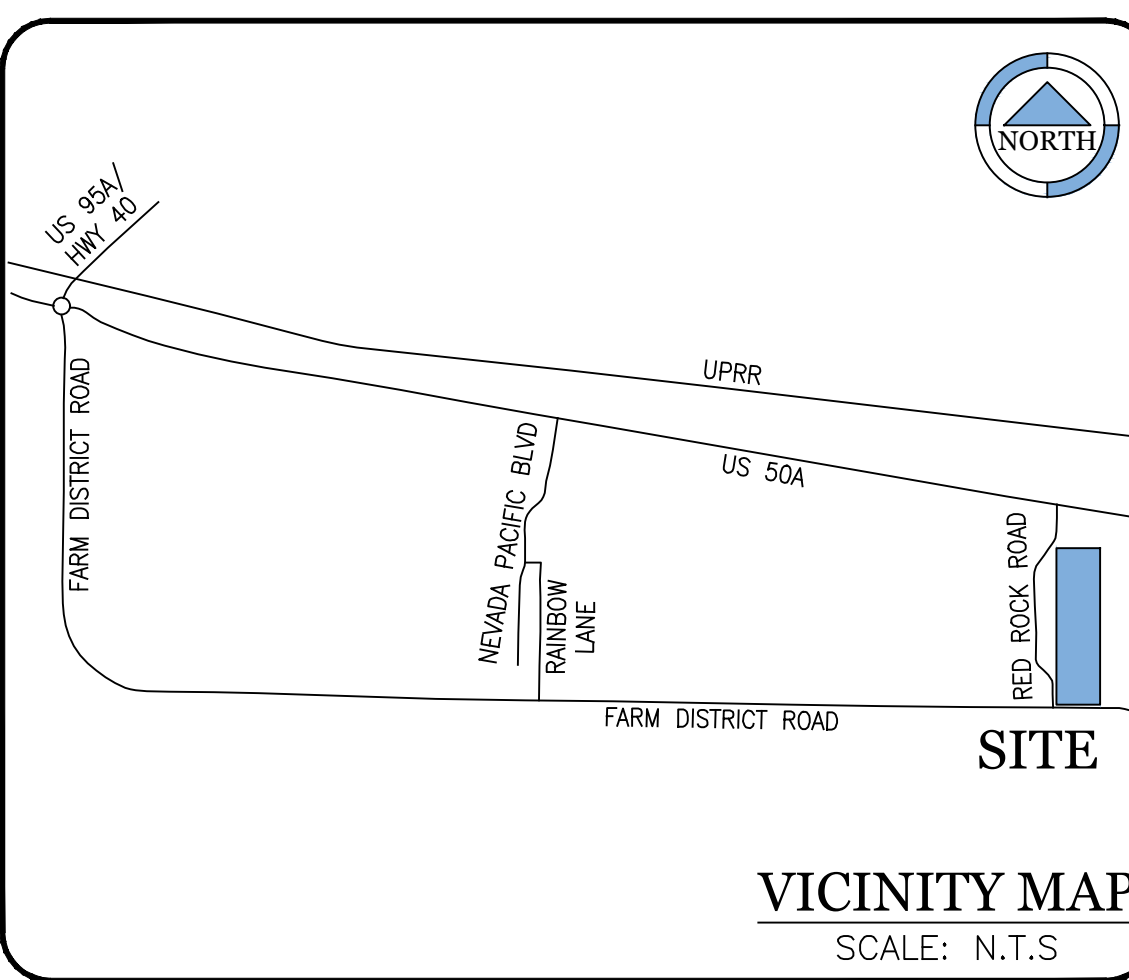
OVERALL SITE PLAN
SCALE: 1"=100'

GENERAL NOTES

- THESE PLANS ARE FOR TENTATIVE MAP PURPOSES ONLY AND ARE NOT FOR CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING ALL REQUIRED PERMITTING IS OBTAINED PRIOR TO COMMENCEMENT OF CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO, DEMOLITION, ENCROACHMENT, BUILDING, GRADING, AND TRAFFIC CONTROL PERMITS.
- UNLESS SPECIFICALLY PERMITTED OTHERWISE, CONSTRUCTION HOURS SHALL BE LIMITED TO BETWEEN THE HOURS OF 7:00 AM AND 6:00 PM MONDAY THROUGH FRIDAY AND BETWEEN THE HOURS OF 8:00 AM AND 6:00 PM ON SATURDAY. THERE SHALL BE NO CONSTRUCTION ON SUNDAY EXCLUDING DUST CONTROL AND STORM WATER POLLUTION PREVENTION PLAN MEASURES.
- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) AND THE STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION (SDPWC), AS ADOPTED BY THE CITY OF FERNLEY, AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER. ALL SPECIFICATIONS REFERENCED HEREIN REFER TO THE SSPWC UNLESS INDICATED OTHERWISE.
- ALL QUANTITIES INDICATED IN THESE PLANS ARE APPROXIMATE AND INTENDED FOR PERMITTING & BONDING PURPOSES ONLY. THE CONTRACTOR SHALL PREPARE AN INDEPENDENT ESTIMATE FOR BIDDING & CONSTRUCTION PURPOSES.

ABBREVIATIONS

- | | | |
|----------------------------------|----------------------------------|---|
| AC - ASPHALT CONCRETE | GB - GRADE BREAK | PUE - PUBLIC UTILITY EASEMENT |
| AGG - AGGREGATE | GF - GARAGE FLOOR ELEVATION | PVC - POLYVINYL CHLORIDE |
| BC - BEGIN CURVE | GV - GATE VALVE | PVI - POINT OF VERTICAL INTERSECTION |
| BFC - BACK FACE OF CURB | HC - HANDICAPPED | Q ₅ - FIVE YEAR FLOW RATE |
| BVC - BEGIN VERTICAL CURVE | HP - HIGH POINT | Q ₁₀₀ - ONE HUNDRED YEAR FLOW RATE |
| BW - BOTTOM OF WALL | IE - INVERT ELEVATION | Q _{cap} - CAPACITY FLOW RATE |
| CL - CENTERLINE | IN - INCH | R - RADIUS |
| CB - CATCH BASIN | INT - INTERSECTION | REF - REFERENCE |
| CFS - CUBIC FEET PER SECOND | IRR - IRRIGATION | RJ - RESTRAINED JOINT |
| CO - CLEAN OUT | L - LENGTH | RP - RADIUS POINT |
| CONC - CONCRETE | LAT - LATERAL | RT - RIGHT |
| CONST - CONSTRUCT | LF - LINEAR FEET | RW - RIGHT-OF-WAY |
| COORD - COORDINATE | LP - LOW POINT | S - SLOPE |
| DET - DETAIL | LT - LEFT | SCH - SCHEDULE |
| DI - DROP INLET | MAX - MAXIMUM | SD - STORM DRAIN |
| DIP - DUCTILE IRON PIPE | MD - MAXIMUM DRY DENSITY | SF - SQUARE FOOT |
| DOM - DOMESTIC | MH - MANHOLE | SS - SANITARY SEWER |
| E - EXISTING | MIS - MISCELLANEOUS | STA - STATION |
| EC - EXISTING GRADE | MOD - STANDARD | STD - STANDARD |
| ELEV - ELEVATION | NPWL - NON POTABLE WATER LINE | SW - SIDEWALK |
| END - END CURVE | NTS - NOT TO SCALE | T - TANGENT |
| FDC - FIRE DEPARTMENT CONNECTION | OD - OUTSIDE DIAMETER | TB - THRUST BLOCK |
| FF - FINISHED FLOOR ELEVATION | P - PROPOSED | TC - TOP OF CURB |
| FG - FRONT FACE OF CURB | PAD - PAD GRADE | TOE - TOE OF SLOPE |
| FL - FINISHED GRADE | PC - PORTLAND CEMENT CONCRETE | TOP - TOP OF SLOPE |
| FLC - FLOW LINE | PI - POINT OF INTERSECTION | TW - TOP OF WALL |
| FLD - FLANGE | PV - POST INDICATOR VALVE | TY - TYPICAL |
| FT - FOOT | PL - PROPERTY LINE | V - VELOCITY |
| | PO - PUSH ON | W - WATER |
| | PRC - POINT OF REVERSE CURVATURE | YD - YARD DRAIN |



VICINITY MAP
SCALE: N.T.S.

BASIS OF BEARINGS

NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE GRID, NAD 83/94 HARN, PER SURVEY MONUMENTS AS SHOWN. ALL COORDINATES AND DISTANCES ARE GROUND VALUES. TO OBTAIN GRID COORDINATES, DIVIDE THE GROUND COORDINATES SHOWN HEREON BY THE NEVADA DEPARTMENT OF TRANSPORTATION CONTROL POINT NO. 1367009. ESTABLISHED COMBINED FACTOR OF 1.000045. BEARINGS ARE ROTATED 0°5'35" CLOCKWISE.

BASIS OF ELEVATION

BENCHMARK: NDOT CONTROL POINT NO. 1367009 FND NDOT STANDARD FENO AND PLYOCRIC WITH 2" ALUMINUM CAP STAMPED "1367009M 2014" PUBLISHED ELEVATION OF 4159.00' NAVD 1988

SERVICE PROVIDERS	
DOMESTIC WATER	CITY OF FERNLEY
IRRIGATION WATER	CITY OF FERNLEY
SANITARY SEWER	CITY OF FERNLEY
STORM DRAIN	CITY OF FERNLEY
NATURAL GAS	SOUTHWEST GAS
ELECTRICITY	NV ENERGY
TELECOMMUNICATIONS	CHARTER COMMUNICATIONS
FIRE	NORTH LYON COUNTY FIRE PROTECTION DISTRICT
POLICE	LYON COUNTY SHERIFF'S OFFICE

DESIGN TEAM	
OWNER	1903 TRUST, LAWRENCE G YORI, TRUSTEE 3240 FARM DISTRICT ROAD FERNLEY, NV 89408
PLANNER	KLS PLANNING & DESIGN GROUP ATTN: JOHN KIMPOTIC 201 W. LIBERTY STREET, SUITE 30 RENO, NV 89501
SURVEYOR	MERIDIAN SURVEYING & MAPPING, INC. 8725 TECHNOLOGY WAY RENO, NV 89521 775.680.4194
CIVIL ENGINEER	MONTE VISTA CONSULTING, LTD. 575 E. PLUMB LANE, SUITE 101 RENO, NV 89502 775.636.7905
LANDSCAPE ARCHITECT	TREEHUGGER STUDIO, LLC 140 WEST GUFFEY DRIVE WASHOE VALLEY, NV 89704 775.530.0665

CIVIL SHEET INDEX	
C1.0	COVER SHEET
C2.0	EXISTING CONDITIONS & DEMOLITION PLAN
C3.0	GEOMETRIC SITE PLAN
C3.1	GEOMETRIC SITE PLAN
C4.0	SITE & UTILITY PLAN
C4.1	SITE & UTILITY PLAN
C4.2	SITE & UTILITY PLAN
C5.0	GRADING PLAN
C5.1	GRADING PLAN
C5.2	GRADING PLAN
C5.3	CROSS SECTIONS
C6.0	DRAINAGE PLAN

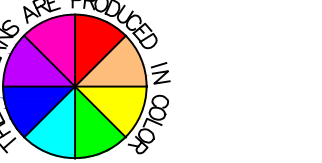
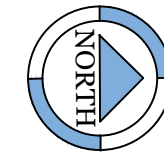
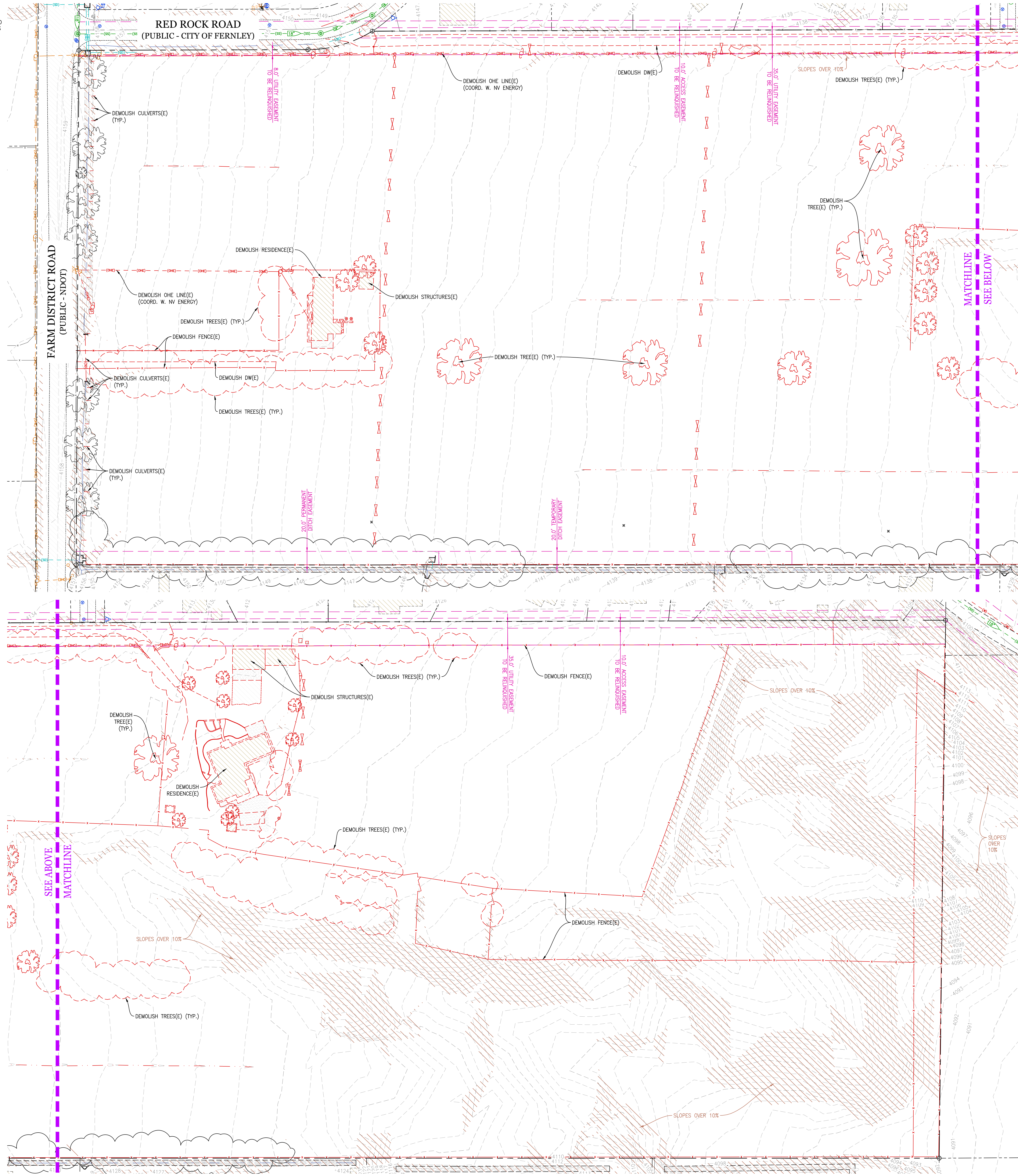
C:\Users\Monte Vista\OneDrive\Documents\2023\Projects\024\KLS Yori Single\Yori_Civil_061224.dwg 6/12/2024 1:27 PM

DEMOLITION LEGEND

- (UTILITY)-- EXISTING UTILITY LINE W. DESCRIPTION
-  FIRE HYDRANT ASSEMBLY
-  FLUSH VALVE ASSEMBLY
-  DUAL/SINGLE WATER SERVICE
-  AIR RELEASE VALVE ASSEMBLY
-  WATER MAIN TEE W. GATE VALVES
-  BACKFLOW PREVENTION ASSEMBLY
-  ELBOW
-  MANHOLE W. DESCRIPTION
-  CLEANOUT
-  CATCH BASIN/DROP INLET
- 4900 EXISTING CONTOUR LINE

EXISTING CONDITION NOTES

1. UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE PLANS. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY AND ARE BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF DESIGN. THIS INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY ACTUAL LOCATIONS OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. SHOULD THE CONTRACTOR DISCOVER ANY DISCREPANCIES BETWEEN ACTUAL CONDITIONS AND THE INFORMATION SHOWN ON THESE DRAWINGS, THEY SHALL NOTIFY MVC BEFORE PROCEEDING WITH CONSTRUCTION.
2. ALL EXISTING ON-SITE STRUCTURES AND ASSOCIATED SITE IMPROVEMENTS INCLUDING BUT NOT LIMITED TO CONCRETE FLATWORK, DRIVEWAY APRONS, WALKWAYS, LANDSCAPING AND UTILITY SERVICES SHALL BE DEMOLISHED. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH ALL UTILITY SERVICE PROVIDERS.
3. ANY DEMOLITION RESULTING IN GRADES STEEPER THAN 3:1 SHALL BE TEMPORARILY GRADED TO A 3:1 MAX SLOPE & COMPACTED TO 85% M.D.D UNTIL FINAL GRADING ACTIVITIES COMMENCE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER REMOVAL AND DISPOSAL OF ALL ON-SITE DEBRIS AND MATERIALS WITHIN THE LIMITS OF CONSTRUCTION.



Parcel Table		
Parcel #	Area	Description
1	6889	Residential
2	6889	Residential
3	6889	Residential
4	6889	Residential
5	6962	Residential
6	7107	Residential
7	8588	Residential
8	6687	Residential
9	6159	Residential
10	6159	Residential
11	6159	Residential
12	6749	Residential
13	7891	Residential
14	8768	Residential
15	8837	Residential
16	7067	Residential
17	10153	Residential

Parcel Table		
Parcel #	Area	Description
18	7939	Residential
19	6446	Residential
20	9152	Residential
21	6996	Residential
22	7246	Residential
23	6428	Residential
24	6525	Residential
25	6455	Residential
26	6404	Residential
27	6324	Residential
28	6341	Residential
29	6125	Residential
30	6051	Residential
31	6005	Residential
32	6022	Residential
33	6014	Residential
34	6135	Residential

Parcel Table		
Parcel #	Area	Description
35	6115	Residential
36	6192	Residential
37	6120	Residential
38	6221	Residential
39	6733	Residential
40	6965	Residential
41	7683	Residential
42	10971	Residential
43	10468	Residential
44	7531	Residential
45	7562	Residential
46	6564	Residential
47	6399	Residential
48	6536	Residential
49	6730	Residential
50	6833	Residential
51	7216	Residential

Parcel Table		
Parcel #	Area	Description
52	8894	Residential
53	7153	Residential
54	6141	Residential
55	8417	Residential
56	6782	Residential
57	6300	Residential
58	6300	Residential
59	6565	Residential
60	8003	Residential
61	7565	Residential
62	9206	Residential
63	14272	Residential
64	11940	Residential
65	9445	Residential
66	9542	Residential
67	8833	Residential
68	8416	Residential

Parcel Table		
Parcel #	Area	Description
69	8205	Residential
70	7690	Residential
71	6760	Residential
72	6736	Residential
73	6651	Residential
74	6613	Residential
75	7052	Residential
76	8419	Residential
77	10047	Residential
78	9868	Residential
79	9222	Residential
80	10840	Residential
81	10719	Residential
82	10778	Residential
83	7748	Residential
84	7094	Residential
85	6851	Residential

Parcel Table		
Parcel #	Area	Description
86	6389	Residential
87	6092	Residential
88	6092	Residential
89	6092	Residential
90	6977	Residential
91	7698	Residential
92	7283	Residential
93	10606	Residential
94	15554	Residential
95	9378	Residential
96	9012	Residential
97	7818	Residential
98	6586	Residential
99	6278	Residential
100	6278	Residential
101	6916	Residential
102	8436	Residential

Parcel Table		
Parcel #	Area	Description
103	8879	Residential
104	8401	Residential
105	6742	Residential
106	9785	Residential
107	9509	Residential
108	7123	Residential
109	8555	Residential
110	18933	Residential
111	8154	Residential
112	13901	Residential
113	12714	Residential
114	13349	Residential
115	16705	Residential
116	6169	Residential
117	6150	Residential
118	8861	Residential
119	8943	Residential

Parcel Table		
Parcel #	Area	Description
120	7704	Residential
121	6785	Residential
122	6941	Residential
123	6993	Residential
124	6869	Residential
125	7023	Residential
126	6860	Residential
127	7007	Residential
128	6864	Residential
129	6685	Residential
130	6299	Residential
131	7721	Residential
132	7292	Residential
133	7823	Residential
134	6472	Residential
135	7425	Residential
136	7425	Residential

Parcel Table		
Parcel #	Area	Description
137	7425	Residential
138	7425	Residential
139	6129	Residential
140	7715	Residential
141	8080	Residential
142	8591	Residential
143	7985	Residential
144	7518	Residential
145	7531	Residential
146	7562	Residential
147	7857	Residential
148	30340	Residential
149	33776	Residential
150	33776	Residential
151	33683	Residential
152	33870	Residential
153	33776	Residential

Parcel Table		
Parcel #	Area	Description
154	33776	Residential
155	34670	Residential
156	34670	Residential
157	34670	Residential
158	34670	Residential
159	123810	Buffer/Common Area
160	4304	Utilities
161	6868	Utilities
162	23392	Buffer
163	18175	Buffer
164	366550	ROW

SITE ANALYSIS		
AREA	2,070,442 S.F. (47.53 AC)	
ZONING	RR1/2 (SFE PROPOSED)	
MASTER PLAN	SINGLE FAMILY RESIDENTIAL	
RIGHT-OF-WAY	366,550 S.F. (8.41 AC)	
COMMON AREA	176,549 S.F. (4.05 AC)	
LOT AREA	1,327,343 S.F. (30.06 AC)	
RESIDENTIAL LOTS	158	
DENSITY	3.3 LOTS/AC	
SMALLEST	6,009 S.F. (0.14 AC)	
LARGEST	34,670 S.F. (0.80 AC)	
AVERAGE	9,867 S.F. (0.22 AC)	



MONTE VISTA CONSULTING
575 E. Plumb Lane #101
Reno, NV 89502
775-636-7905
montevistaconsulting.com



Yori Single Family

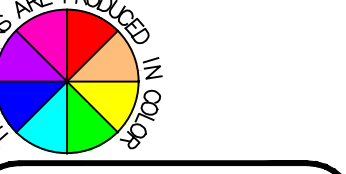
Geometric Plan

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions

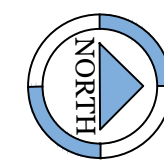


FOR REVIEW ONLY
NOT FOR CONSTRUCTION



C3.1

3 of 10

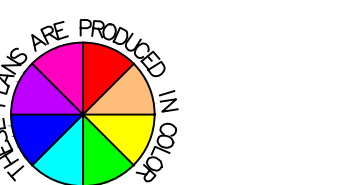


Yori Single Family

Geometric Plan

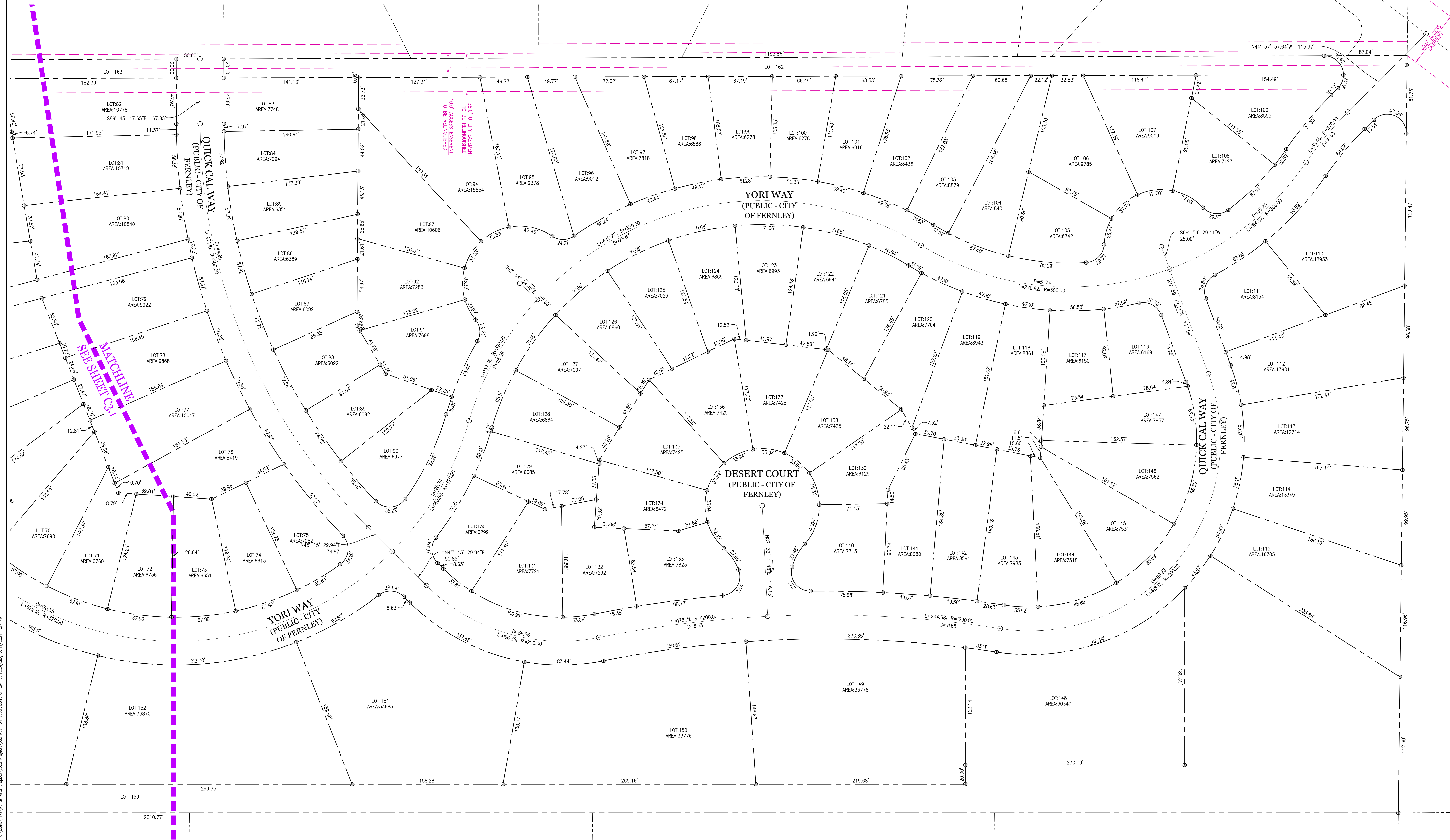
3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions



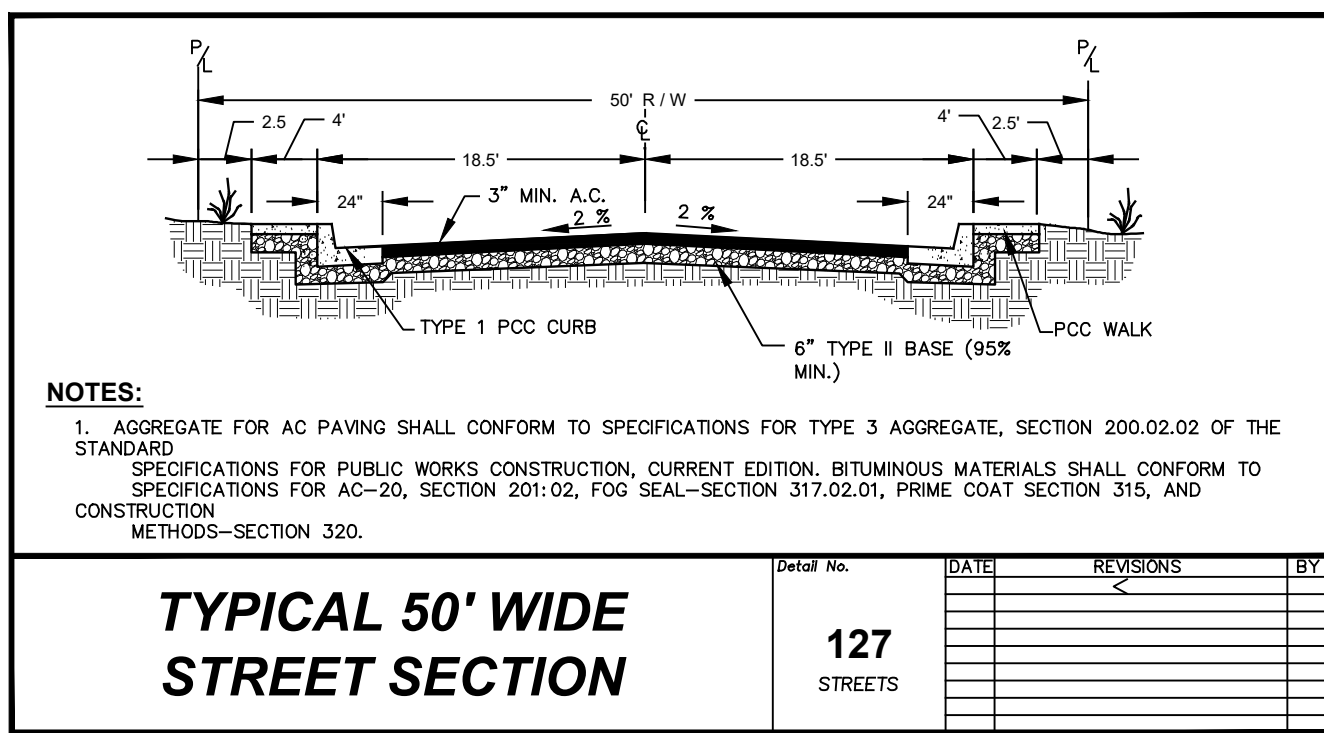
C3.2
4 of 10

1"=40'



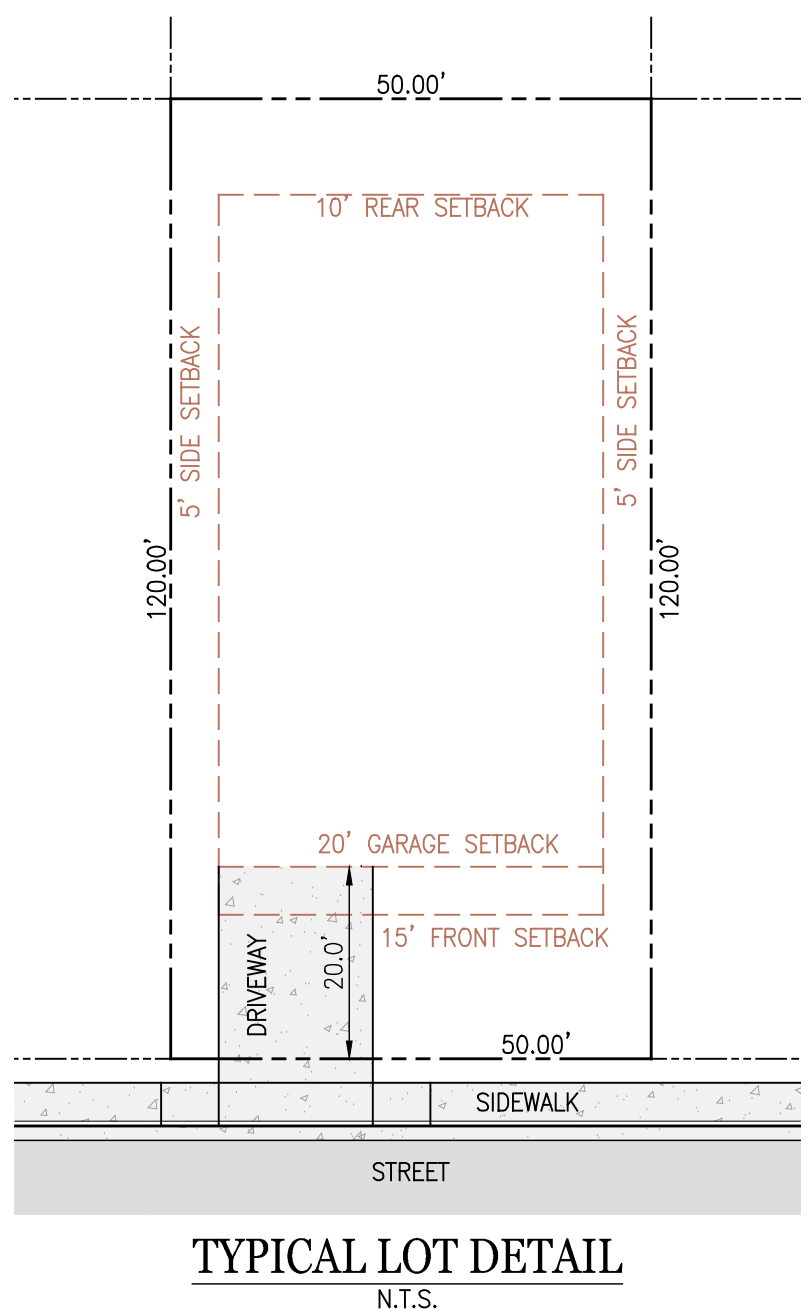
SITE & UTILITY NOTES

1. THE FIELD SURVEY PREPARED BY MERIDIAN SURVEYING & MAPPING, INC. IS THE BASIS OF THIS DESIGN. M.V.C. TAKES NO RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY.
2. AN ENCROACHMENT & EXCAVATION PERMIT IS REQUIRED FOR ALL WORK WITHIN THE CITY OF FERNLEY RIGHT-OF-WAY.
3. ALL WORK WITHIN THE CITY OF FERNLEY RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST CODES, STANDARD SPECIFICATIONS & DETAILS.
4. REFERENCE ARCHITECTURAL PLANS FOR ALL BUILDING DIMENSIONS.
5. ALL DIMENSIONS ARE TO FRONT FACE OF CURB, FACE OF BUILDING, FACE OF WALL, CENTER OF PIPE, CENTER OF MANHOLE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
6. ALL PERMANENT STRIPING, SIGNAGE & TRAFFIC CONTROL IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS.
7. UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE PLANS. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY AND ARE BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF DESIGN. THE INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. SPECIFICALLY, THE CONTRACTOR SHALL NOT HOLE TO EXPOSE ANY UTILITY IN PRIORITY TO CONSTRUCTION TO VERIFY ACTUAL LOCATIONS AND ELEVATIONS OF UTILITIES PRIOR TO CONSTRUCTION. SHOULD THE CONTRACTOR DISCOVER ANY DISCREPANCIES BETWEEN ACTUAL CONDITIONS AND THE INFORMATION SHOWN ON THESE DRAWINGS, THEY SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.
8. UTILITY CONNECTIONS MAY REQUIRE REMOVAL, RELOCATION, REPAIR AND/OR REPLACEMENT OF EXISTING IMPROVEMENTS. THIS INCLUDES THE ADJUSTMENT/RELOCATION OF ALL EXISTING UTILITY MAINS, MANHOLE LIDS & VALVE LIDS AS REQUIRED TO ACCOMMODATE THE PROPOSED FINISHED GRADES. THE CONTRACTOR SHALL OBTAIN ANY NECESSARY UTILITY COMPANY APPROVAL AND ENCROACHMENT OR EXCAVATION PERMIT PRIOR TO ANY CONSTRUCTION WITHIN THE CITY OF FERNLEY RIGHT-OF-WAY.
9. THE PROPOSED SANITARY SEWER AND STORM DRAIN MAINS ARE PUBLIC AND TO BE MAINTAINED BY THE CITY OF FERNLEY. THE PROPOSED DETENTION POND IS PRIVATE AND SHALL BE MAINTAINED BY THE OWNER.
10. ALL SANITARY SEWER FACILITIES ARE INTENDED TO GRAVITY FLOW. SANITARY SEWER LATERALS SHALL MAINTAIN 3.0' MINIMUM COVER WITHIN THE RIGHT-OF-WAY, BE 4" PVC SDR 35 AND HAVE A MINIMUM SLOPE OF 2% UNLESS OTHERWISE NOTED.
11. MAINTAIN 3.5' MINIMUM COVER OVER ALL WATER MAINS AND SERVICE LINES.
12. MAINTAIN 5.0' MINIMUM HORIZONTAL CLEARANCE AROUND ALL FIRE HYDRANTS.
13. MAINTAIN 10' HORIZONTAL CLEARANCE BETWEEN DOMESTIC WATER AND SANITARY SEWER LINES. WHERE CROSSINGS ARE REQUIRED, DOMESTIC WATER SHALL MAINTAIN 18" MINIMUM CLEARANCE OVER SANITARY SEWER. FULL STOCKS OF PIPE SHALL BE CENTERED ON THE CROSSING WHERE POSSIBLE. IF THESE CLEARANCES ARE NOT POSSIBLE, SPECIAL CONSTRUCTION IS REQUIRED (IF NOT SPECIFIED, CONTRACTOR SHALL NOTIFY M.V.C. PRIOR TO PROCEEDING WITH CONSTRUCTION).
14. ALL PIPE SHALL BE CONSTRUCTED IN ACCORDANCE WITH PERTINENT REGULATIONS AND MANUFACTURERS RECOMMENDATIONS.
15. ANY LOCATION FOR GAS, ELECTRICAL, TELEPHONE, CABLE TV, COMMUNICATION OR ANY OTHER LOW VOLTAGE IMPROVEMENT SHOWN IS SCHEMATIC ONLY (REF. DESIGN & DETAIL BY OTHERS).
16. ALL NEW PEDESTRIAN INSTALLATIONS TO MEET CURRENT ADA REQUIREMENTS (ICC A117.1-2009 & PROWAG GUIDELINES).
17. ADD 4000' TO ALL SPOT ELEVATIONS.



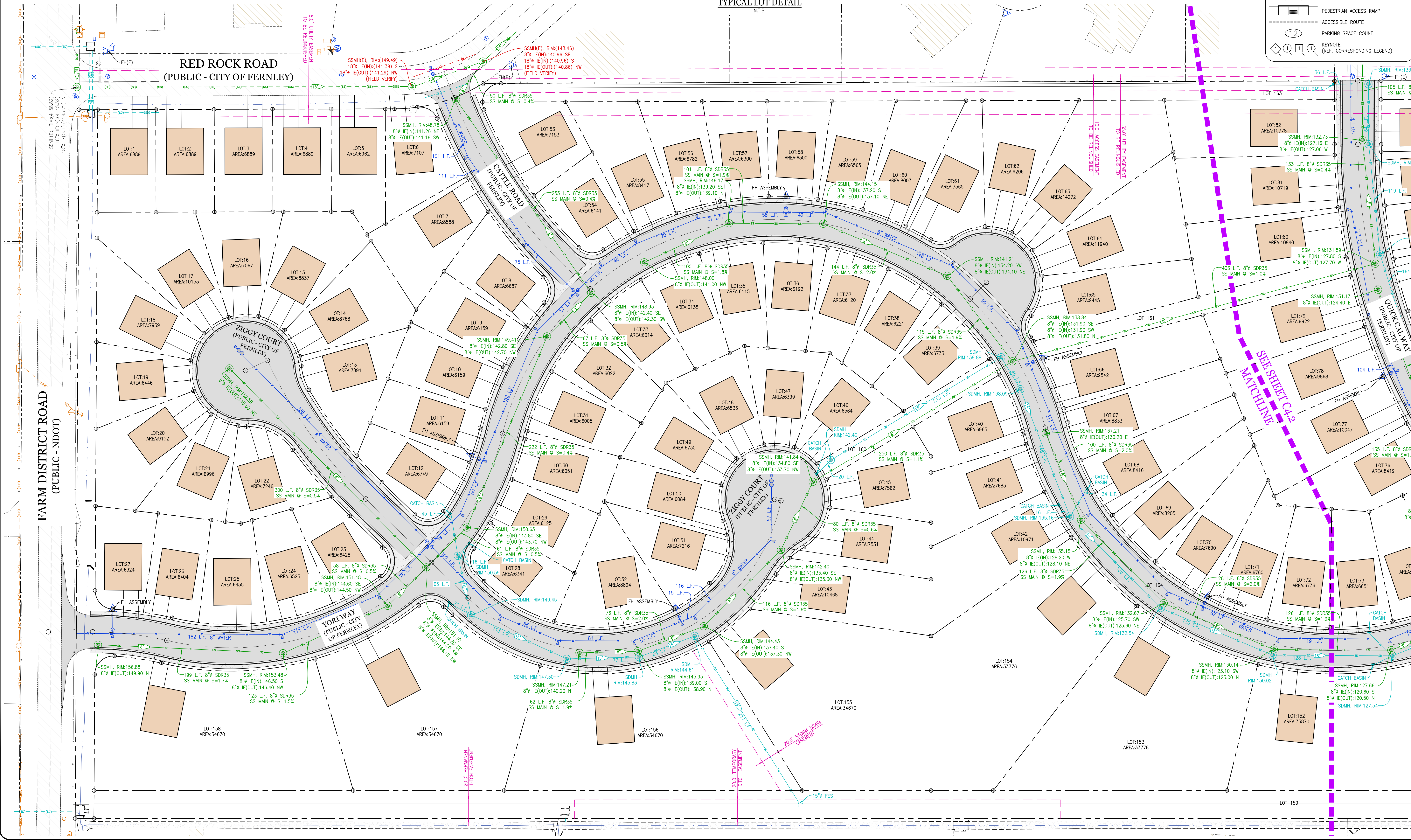
MANHOLE SCALE NOTE

SEWER AND STORM DRAIN MANHOLES HAVE BEEN SCALED UP TO BETTER DISTINGUISH UTILITY LAYOUTS. THERE ARE NO CONFLICTS WITH MANHOLES OVERLAPPING.



SITE & UTILITY LEGEND

- A.C. PAVEMENT AREA
- CONCRETE AREA
- UTILITY
- EXISTING UTILITY LINE W. DESCRIPTION
- FIRE HYDRANT ASSEMBLY (EXISTING/PROPOSED)
- FLUSH VALVE ASSEMBLY (EXISTING/PROPOSED)
- DUAL/SINGLE WATER SERVICE (EXISTING/PROPOSED)
- AIR RELEASE VALVE ASSEMBLY (EXISTING/PROPOSED)
- WATER MAIN TEE W. GATE VALVES & THRUST BLOCK
- BACKFLOW PREVENTION ASSEMBLY
- ELBOW W. THRUST BLOCK
- MANHOLE W. DESCRIPTION (EXISTING/PROPOSED)
- CLEANOUT (EXISTING/PROPOSED)
- SANITARY SEWER LATERAL
- CATCH BASIN/DROP INLET
- YARD DRAIN
- ACCESSIBLE PARKING SPACE W. SIGN & PAVEMENT MARKINGS
- PEDESTRIAN ACCESS RAMP
- ACCESSIBLE ROUTE
- PARKING SPACE COUNT
- KEYNOTE (REF. CORRESPONDING LEGEND)



Yori Single Family
Site & Utility Plan

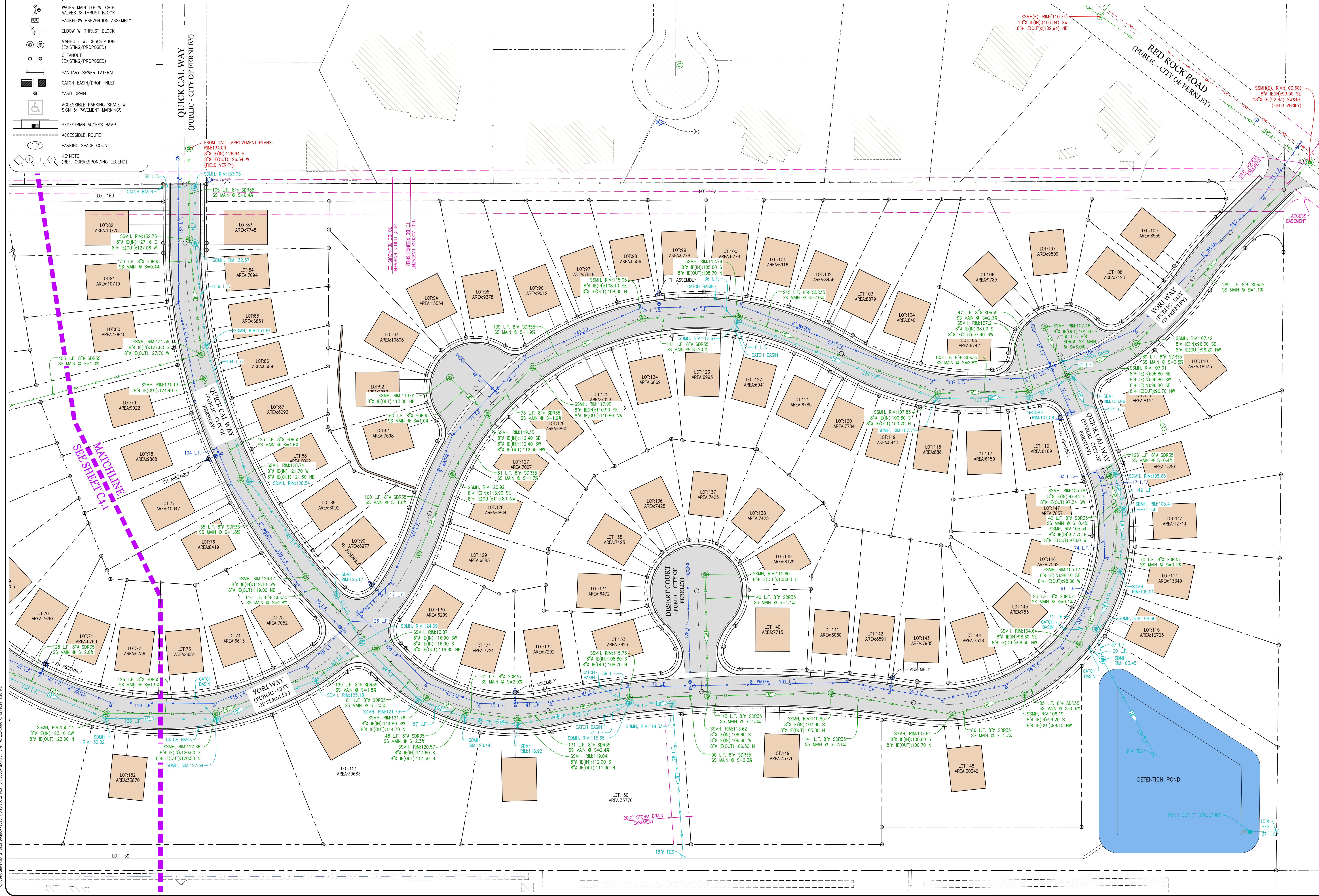
3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

June 12, 2024

C4.1



Yori Single Family

Site & Utility Plan

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

Project #	23.052
Drawn	HBA
Checked	MWV
Date	6.12.2024
	<u>Revisions</u>

GRADING LEGEND

A.C. PAVEMENT AREA
CONCRETE AREA
UTILITY
PROPOSED UTILITY LINE W. DESCRIPTION
EXISTING UTILITY LINE W. DESCRIPTION
MAHOLE W. DESCRIPTION
(EXISTING/PROPOSED)
CLEANOUT
(EXISTING/PROPOSED)
CATCH BASIN/DROP INLET
YARD DRAIN
DIRECTIONAL FLOW LINE
GRADE BREAK
PROPOSED CONTOUR LINE
EXISTING CONTOUR LINE
SPOT ELEVATION
(EXISTING) ~ PROPOSED

GRADING & DRAINAGE NOTES

1. ALL GRADING SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED BY 222.
2. ALL ELEVATIONS IDENTIFIED ARE TO FINAL SURFACE FINISH GRADE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL ADJUST GRADING TO ACCOMMODATE THE DEPTH OF ANY RIP-RAP PROTECTION, LANDSCAPE SURFACE TREATMENTS OR THE LIKE TO ENSURE THE IDENTIFIED GRADES ARE ESTABLISHED WITH COMPLETE SITE STABILIZATION.
3. ANY RETAINED HEIGHTS INDICATED ARE FROM SURFACE TO SURFACE UNLESS OTHERWISE NOTED. MVC IS NOT RESPONSIBLE FOR ANY STRUCTURAL DESIGN OF SITE RETAINING WALLS OR FEATURES. REFERENCE APPLICABLE STRUCTURAL/ARCHITECTURAL DESIGN BY OTHERS FOR DESIGN AND DETAIL.
4. BACKFILL ESTABLISHING SEPARATION AS REQUIRED BY ARCHITECTURAL AND STRUCTURAL DESIGN BETWEEN FINISH GRADE AND SIDING (8" MIN SEPARATION TYP.).
5. ADD 400' TO ALL ELEVATIONS.

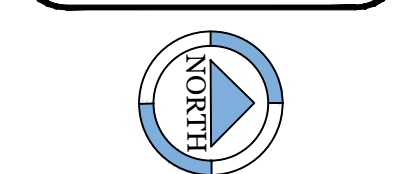
FLOOD ZONE
THIS SITE LIES IN FEMA FLOOD ZONE X (UNSHADED) (32019C0110E). ZONE X (UNSHADED) IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD, WHICH ARE THE AREAS OUTSIDE THE 0.2-PERCENT-ANNUAL-CHANCE FLOODPLAIN.

EARTHWORK ANALYSIS

SITE AREA	47.5 AC
SITE DISTURBANCE	47.5 AC
PROPOSED CUT	130,000 YD ³
PROPOSED FILL	158,000 YD ³
NET EARTHWORK	28,000 YD ³ FILL

THIS ANALYSIS COMPARES THE EXISTING FINISH GRADE SURFACE TO THE PROPOSED FINISH GRADE SURFACE AND IS INTENDED FOR PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL PREPARE AN INDEPENDENT EARTHWORK ANALYSIS INCORPORATING ANY OVER EXCAVATION, SHRINKAGE, EXPANSION AND/OR STRUCTURAL SECTIONS, ETC.

MONTE VISTA CONSULTING
575 E. Plumb Lane #101
Reno, NV 89502
775-636-7905
montevistaconsulting.com



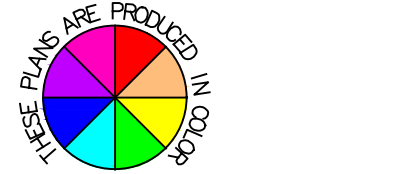
Yori Single Family
Grading Plan

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

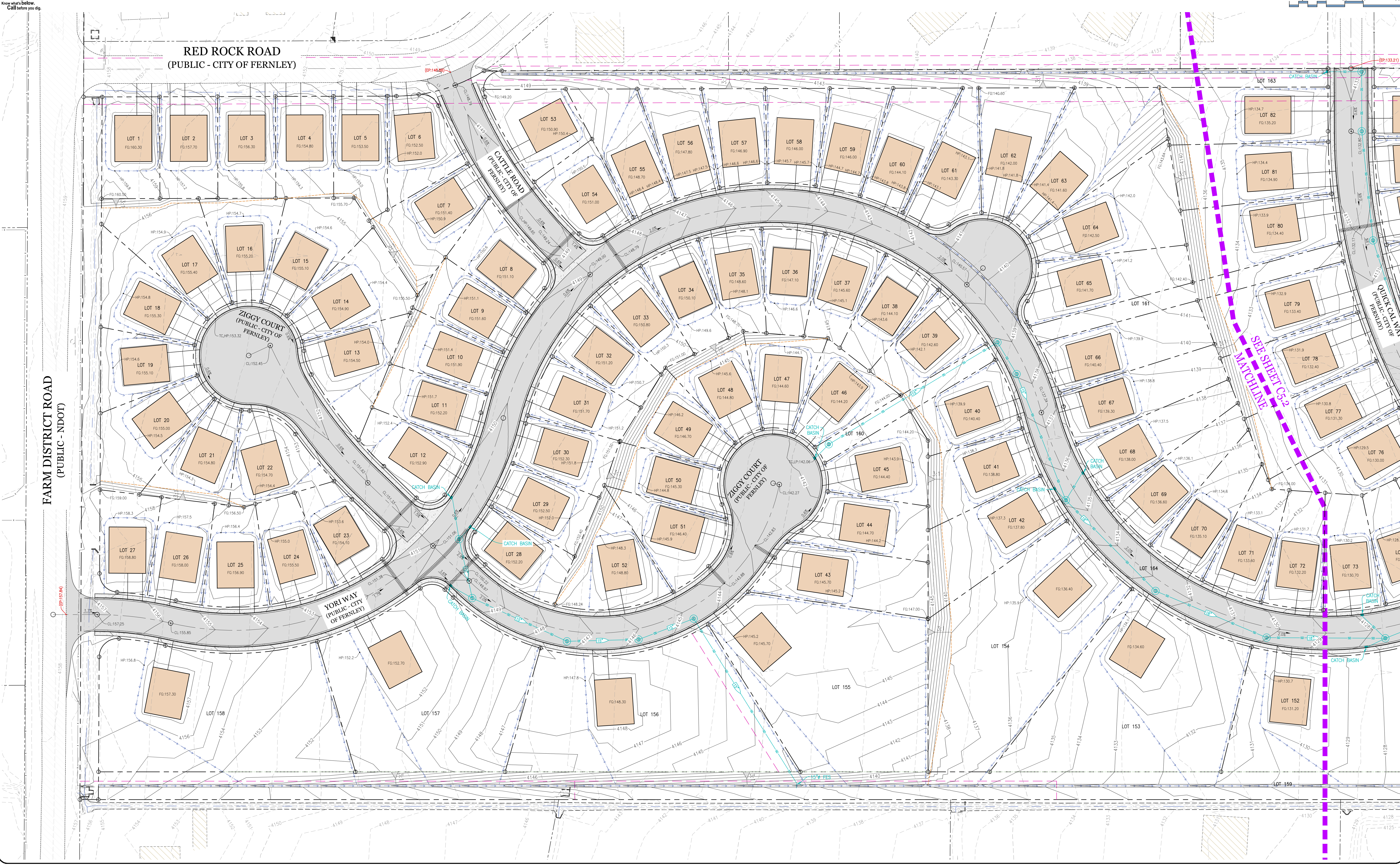
Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

PROFESSIONAL ENGINEER
MICHAEL W. VICKS
Exp. 6.30.2026
CIVIL
No. 21025
State of Nevada
June 12, 2024



C5.1



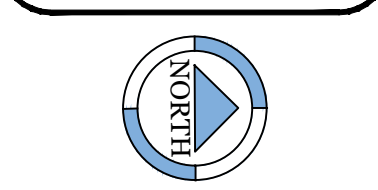
GRADING LEGEND

- A.C. PAVEMENT AREA
- CONCRETE AREA
- UTILITY
- PROPOSED UTILITY LINE W. DESCRIPTION
- EXISTING UTILITY LINE W. DESCRIPTION
- MAHOLE W. DESCRIPTION (EXISTING/PROPOSED)
- CLEANOUT (EXISTING/PROPOSED)
- CATCH BASIN/DROP INLET
- YARD DRAIN
- DIRECTIONAL FLOW LINE
- GRADE BREAK
- PROPOSED CONTOUR LINE
- EXISTING CONTOUR LINE
- SPOT ELEVATION (EXISTING) ~ PROPOSED

ADD 4000' TO ALL SPOT ELEVATIONS

REFERENCE SHEET C5.1 FOR ADDITIONAL NOTES PERTAINING TO THE DESIGN

MONTE VISTA CONSULTING
575 E. Plumb Lane #101
Reno, NV 89502
775.636.7905
montevistaconsulting.com



Yori Single Family
Grading Plan

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

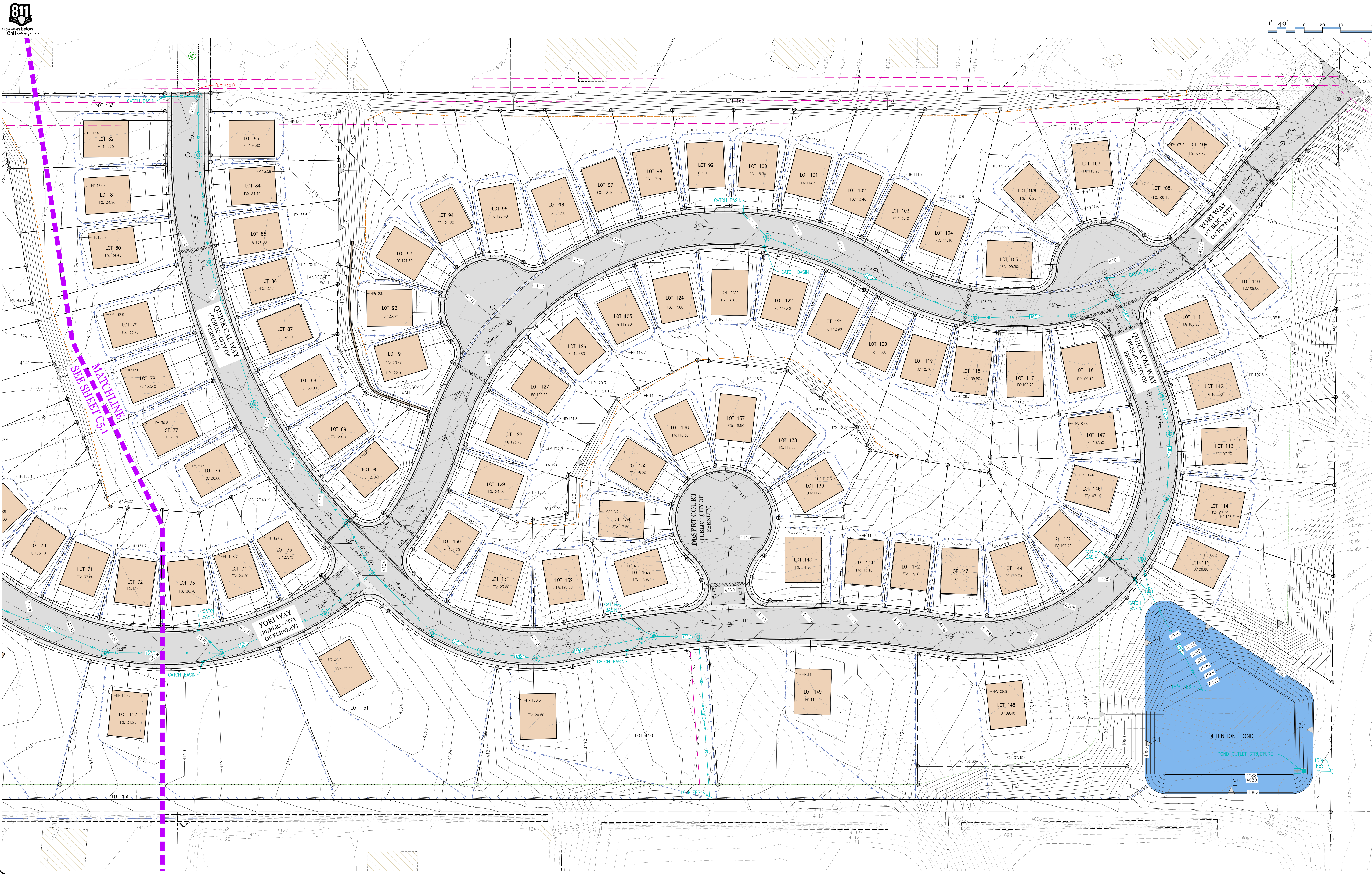
Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions

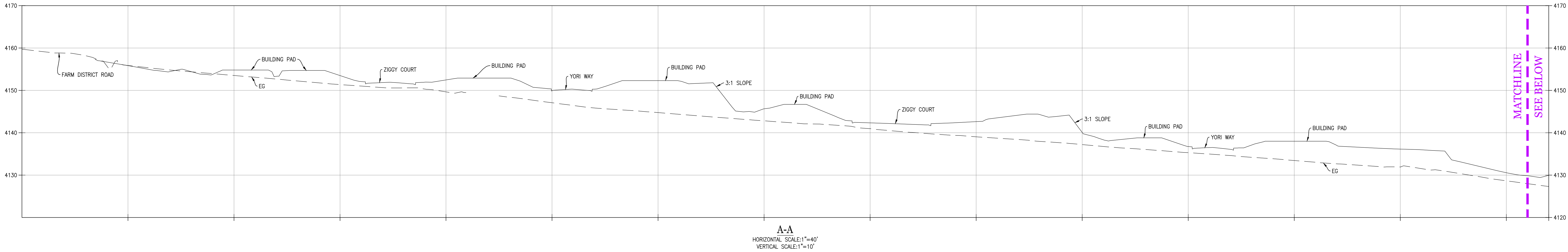
FOR REVIEW AND APPROVAL ONLY
NOT FOR CONSTRUCTION

PROFESSIONAL ENGINEER - STATE OF NEVADA
MICHAEL W. VICKS
Exp. 6.30.2026
No. 21025
CIVIL
June 12, 2024

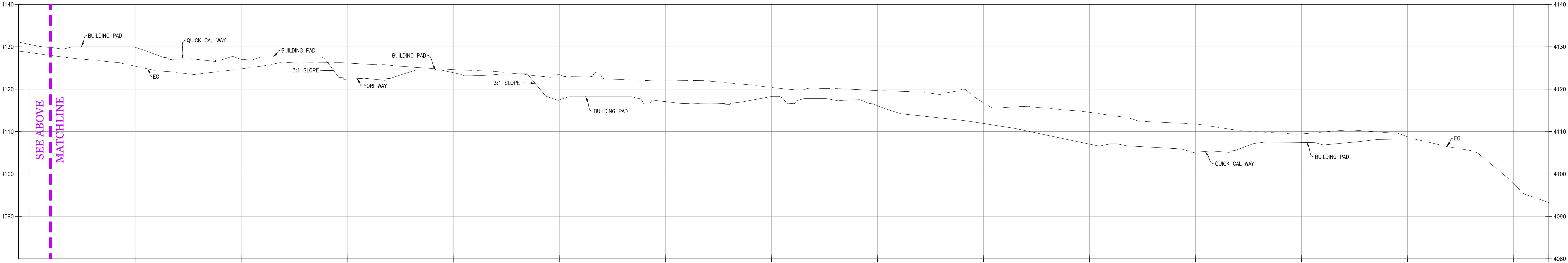
SEE PLAN SET PROVIDED IN 4000' SCALE

C5.2
8 of 10

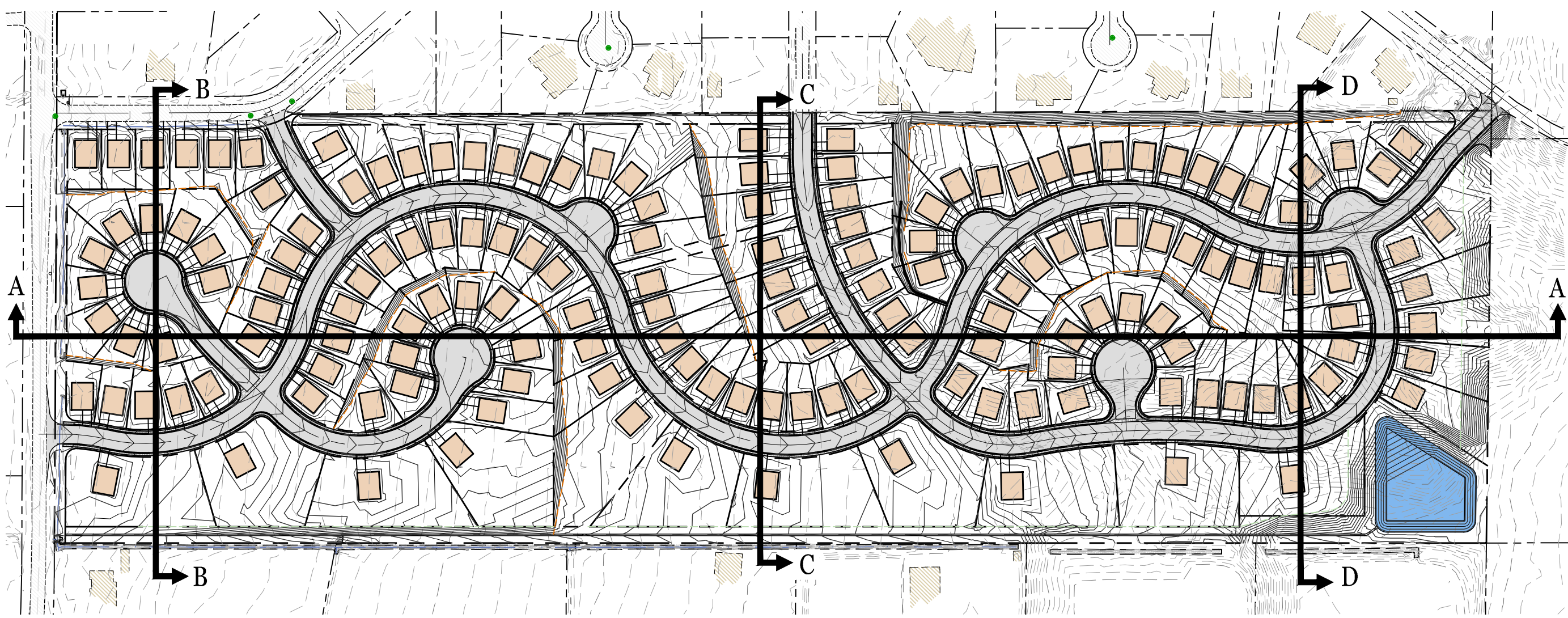




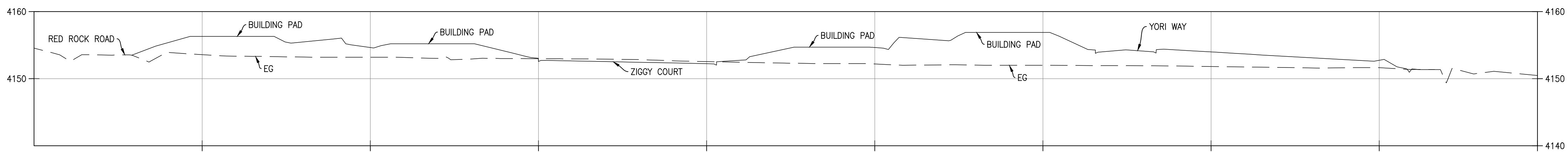
A-A
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=10'



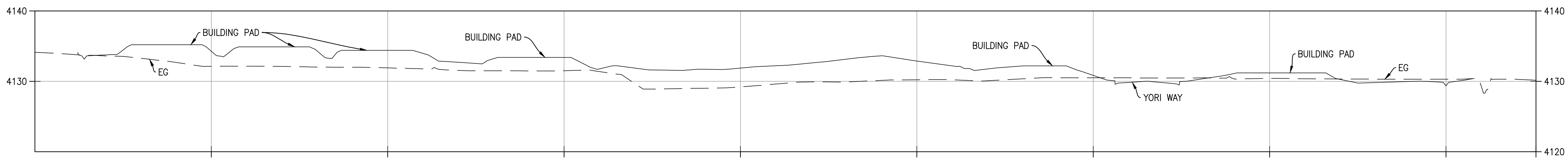
A-A
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=10'



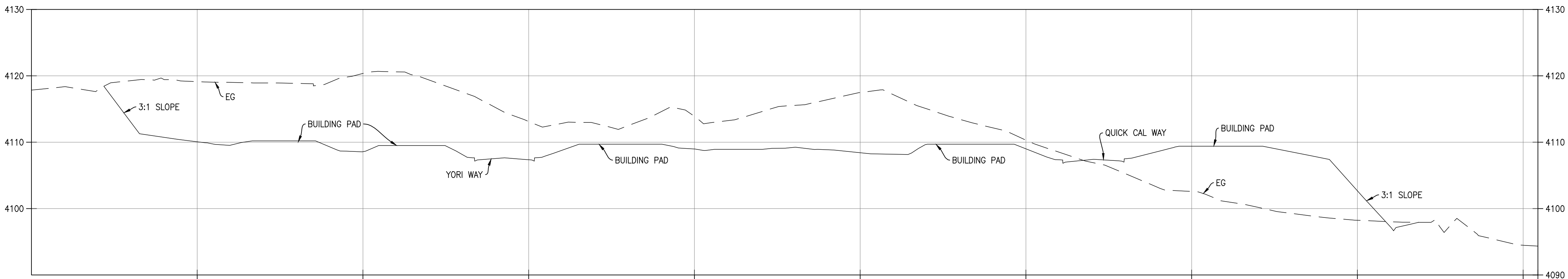
OVERALL SITE PLAN
SCALE: 1"=200'



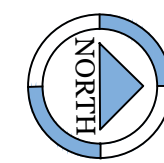
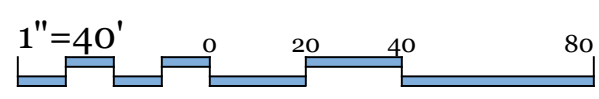
B-B
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=10'



C-C
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=10'



D-D
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=10'



Yori Single Family

Cross Sections

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada

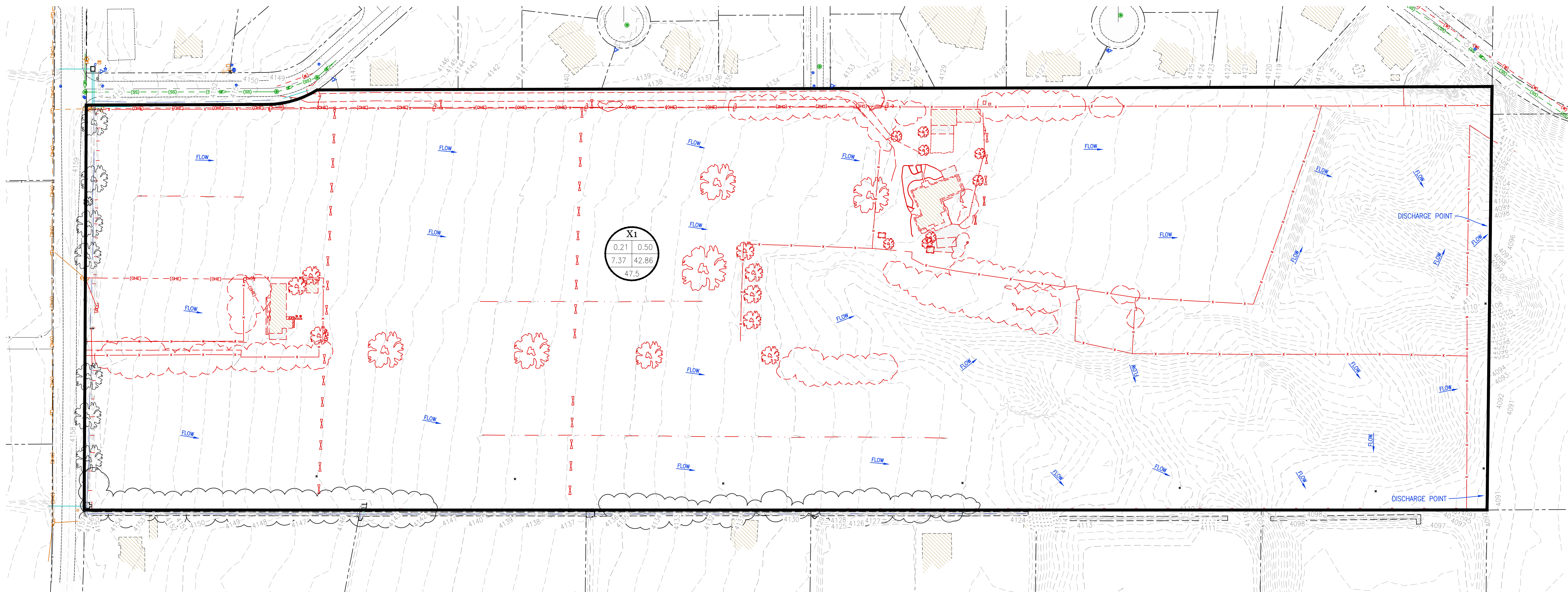
Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions



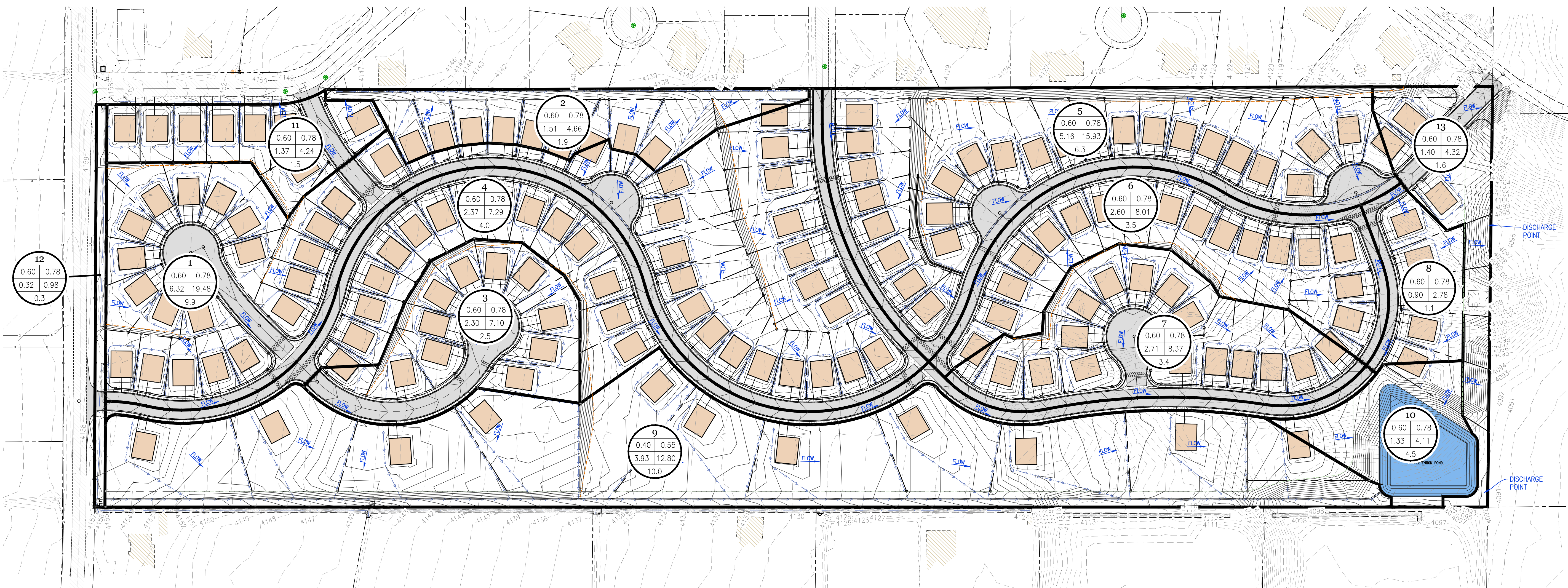
GRADING & DRAINAGE LEGEND

A.C. PAVEMENT AREA
CONCRETE AREA
UTILITY
PROPOSED UTILITY LINE W. DESCRIPTION
EXISTING UTILITY LINE W. DESCRIPTION
MAHOLE W. DESCRIPTION
(EXISTING/PROPOSED)
CLEANOUT
(EXISTING/PROPOSED)
CATCH BASIN/DROP INLET
YARD DRAIN
GRADE BREAK
PROPOSED CONTOUR LINE
EXISTING CONTOUR LINE
SPOT ELEVATION
(EXISTING) ~ PROPOSED
FLOW DIRECTION ARROW
DRAINAGE BASIN CHARACTERISTICS

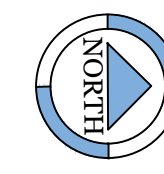
4900
4900
(FG:XX.XX)
FG:XX.XX
FLOW
BASIN
C₅ C₁₀₀
Q₅CFS Q₁₀₀CFS
ACRES



EXISTING DRAINAGE PLAN
SCALE: 1"=100'

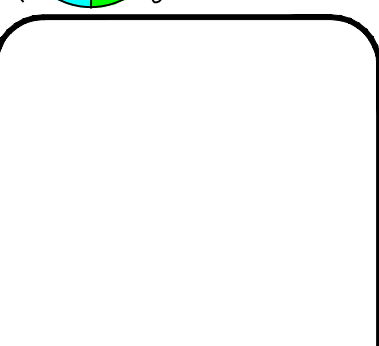
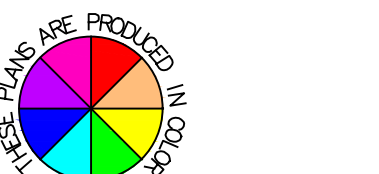


PROPOSED DRAINAGE PLAN
SCALE: 1"=100'



Yori Single Family
Drainage Plan

3240 Farm District Road
APN: 021-343-20
City of Fernley, Nevada
Project # 23-052
Drawn HBA
Checked MWV
Date 6.12.2024
Revisions



YORI SUBDIVISION SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

LYON COUNTY, NEVADA

APN: 021-343-20

Prepared for:
KLS Planning and Design
John Krmpotic
201 W. Liberty Street, Suite 300
Reno, NV 89501

Prepared by:
Kimley»Horn

May 2024
192466000
Copyright © Kimley-Horn and Associates, Inc.

TRAFFIC IMPACT STUDY

FOR

**YORI SUBDIVISION SINGLE-FAMILY
RESIDENTIAL DEVELOPMENT**

Prepared for:

KLS Planning and Design

John Krmpotic

201 W. Liberty Street, Suite 300

Reno, NV 89501



Prepared by:

Kimley-Horn and Associates, Inc.

7900 Rancharrah Parkway

Suite 100

Reno, Nevada 89511

(775) 787-7552

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

© May 2024
192466000

EXECUTIVE SUMMARY

The purpose of this traffic study is to identify traffic generation characteristics of a proposed single-family residential development, identify potential traffic related impacts on the surrounding street network, and develop mitigation measures required for identified impacts.

The proposed Yori Subdivision Single-Family Residential Development is to be generally located east of Red Rock Road between US Highway 50 Alternate (US-50 Alt.) and Farm District Road (SR 828) on approximately 47.53 acres within APN 021-343-20 in Lyon County, Nevada. Upon completion, the buildout of the proposed development is anticipated to consist of 160 single-family residential lots.

Regional access to the single-family residential development is expected to be provided via US-50 Alt. and Interstate 80 (I-80). Primary access to the project site is anticipated to be from Red Rock Road and Farm District Road (SR 828). Direct access to the single-family residential development is planned to be provided by one (1) existing intersection (Red Rock Road and Quick Cal Way), two (2) full access drives (Project Access A and Project Access B) located on Red Rock Road, one (1) left-in/right-in/right-out only access drive (Project Access C) located on Farm District Road (SR 828).

As a part of this study the following seven (7) intersections were analyzed:

1. US-95 Alt./US-50 Alt./Farm District Road (SR 828)
2. US-50 Alt. and Red Rock Road
3. Red Rock Road and Project Access A (Full Access)
4. Red Rock Road and Quick Cal Way
5. Red Rock Road and Project Access B (Full Access)
6. Farm District Road (SR 828) and Red Rock Road
7. Farm District Road (SR 828) and Project Access C (Left-in/Right-in/Right-Out Only)

The scope of services is included in **Appendix A**. The study area intersections and project access drive are shown in **Figure E-1**.

Full buildout of the development is expected to generate approximately 1,510 daily weekday driveway trips, with 112 of these trips occurring during the morning peak hour and 150 trips occurring during the evening peak hour.

The proposed development traffic is anticipated to generate traffic volumes resulting in the following recommendations:

- The following modifications should be made to Farm District Road (SR 828) and Project Access C (#7):
 - The developer is recommended to space Project Access C at least 606 feet from Red Rock Road to stay within minor deviation standards as defined in the NDOT [Access Management System and Standards](#).
 - The eastbound left turn lane should be designed to accommodate a maximum 95th percentile queue length of 25 feet (in addition to deceleration length per NDOT standards). To preserve access to existing properties located along the south side of Farm District Road (SR 828), it is recommended that the developer install a Two-Way Left Turn Lane (TWLTL) between Project Access C and Red Rock Road.

- The developer is recommended to install an R1-1 “STOP” sign with appropriate pavement markings for the egressing access drives onto Red Rock Road (two drives) and Farm District Road (SR 828).
- The NDOT should perform an Intersection Control Evaluation (ICE) on the intersection of US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1). Based on Table 4, the LOS at the intersection does not fall below acceptable LOS as a result of this project. The ICE may recommend signalization or a multi-lane roundabout which could improve LOS at this intersection for 2046 Background conditions.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.
- The project is not anticipated to have significant impacts to the key study intersections and the surrounding street network.

Study Area Intersections

1. US-95 Alt/US-50 Alt/Farm District Road
2. US-50 Alternate and Red Rock Road
3. Red Rock Road and Project Access A
4. Red Rock Road and Quick Cal Way
5. Red Rock Road and Project Access B
6. Farm District Road and Red Rock Road
7. Farm District Road and Project Access C



Legend

- # Study Area K
- X Project Access

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	I
1. INTRODUCTION	1
2. EXISTING CONDITIONS	3
2.1. Study Area Intersections	3
2.2. Existing Land Uses	3
2.3. Existing Lane Configurations and Control	3
2.4. Existing Turning Movements	3
3. FUTURE CONDITIONS	6
3.1. Background Lane Configuration and Control.....	6
3.1. Background Plus Project Lane Configuration and Control.....	6
3.2. Buildout Background Traffic	6
3.3. Project Trip Generation	10
3.4. Project Trip Distribution.....	10
3.5. Traffic Assignment	10
3.6. Background Plus Project Traffic Volumes	10
4. TRAFFIC IMPACT ANALYSIS.....	15
4.1. Analysis Methodology	15
4.2. Key Intersection Operational Analysis.....	15
4.3. Project Access Operational Analysis.....	17
5. NDOT ACCESS SPACING STANDARDS REVIEW.....	18
5.1. Spacing Standards Analysis	18
6. CRASH DATA SUMMARY	20
7. CONCLUSIONS/RECOMMENDATIONS	21

LIST OF FIGURES

Figure 1 – Vicinity Map.....	2
Figure 2 – Existing Lane Configurations and Traffic Control.....	4
Figure 3 – Existing Peak Hour Traffic Volumes	5
Figure 4 – 2026 Background Peak Hour Traffic Volumes.....	7
Figure 5 – 2046 Background Peak Hour Traffic Volumes.....	8
Figure 6 –Background Plus Project Lane Configuration and Traffic Control	9
Figure 7 – Project Trip Distribution	11
Figure 8 – Project Trip Assignment	12
Figure 9 – 2026 Background Plus Project Traffic Volumes.....	13
Figure 10 – 2046 Background Plus Project Traffic Volumes.....	14

LIST OF TABLES

Table 1 – Peak Hour Turning Movement Count Data	3
Table 2 – Trip Generation	10
Table 3 – Level of Service Definitions	15
Table 4 – Key Intersection Peak Hour LOS Analysis.....	16
Table 5 – Project Access Drive Peak Hour LOS Analysis.....	17
Table 6– Summary of NDOT Access Spacing Standards for Project Site.....	18
Table 7 – Summary of Table 4-13: Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas.....	19
Table 8 – Summary of Table 4-17: Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas.....	19
Table 9 – Summary of Auxiliary Deceleration Lane Warrants.....	19
Table 10 – Crash Data Summary	20

LIST OF APPENDICES

Appendix A	Scope of Study
Appendix B	Site Plan
Appendix C	Count Data
Appendix D	Growth Rate Calculations
Appendix E	Trip Generation Calculations
Appendix F	Key Intersection Peak Hour LOS Calculations
Appendix G	Project Access Drive Peak Hour LOS Calculations

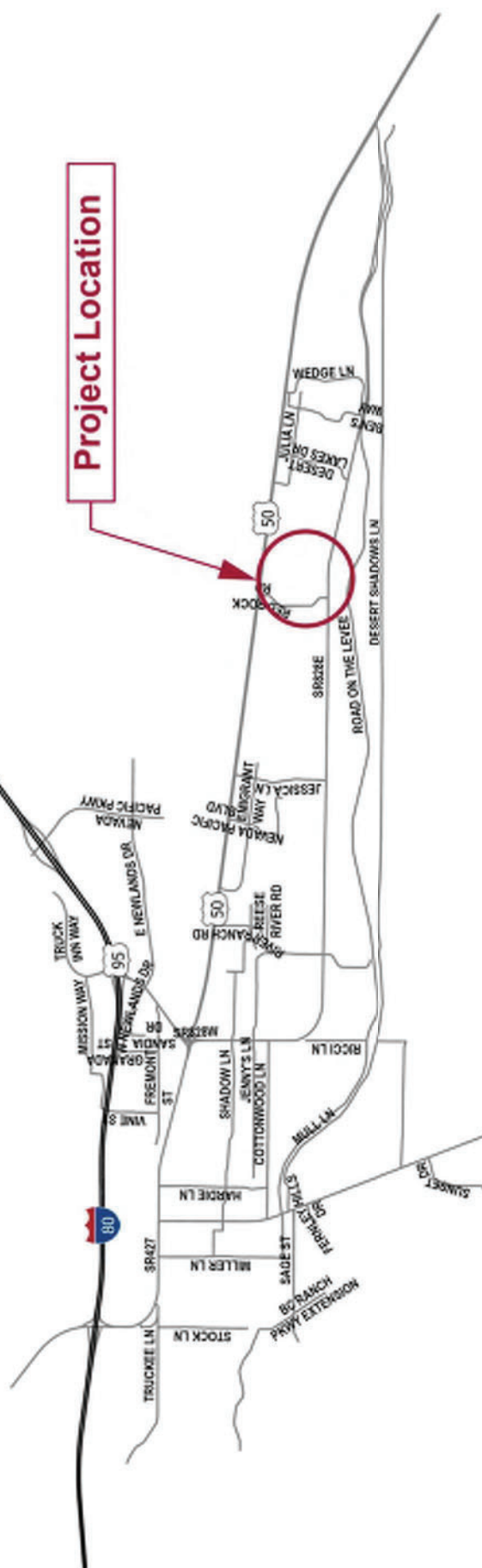
1. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by KLS Planning and Design to prepare a traffic impact study for a single-family residential development. The purpose of this traffic impact study is to identify traffic generation characteristics of the proposed development, identify potential traffic related impacts on the local street system, and develop mitigation measures required for the identified impacts.

The proposed Yori Subdivision Single-Family Residential Development is to be generally located east of Red Rock Road between US Highway 50 Alternate (US-50 Alt.) and Farm District Road (SR 828) on approximately 47.53 acres within APN 021-343-20 in Lyon County, Nevada. Upon completion, the buildout of the proposed development is anticipated to consist of 160 single-family residential houses. A site plan for the proposed development is included in **Appendix B**. The location of the project site with respect to the City of Fernley is shown on **Figure 1**.

Regional access to the single-family residential development is expected to be provided via US-50 Alt. and Interstate 80 (I-80). Primary access to the project site is anticipated to be from Red Rock Road and Farm District Road (SR 828). Direct access to the single-family residential development is planned to be provided by one (1) existing intersection (Red Rock Road and Quick Cal Way), two (2) full access drives (Project Access A and Project Access B) located on Red Rock Road, one (1) left-in/right-in/right-out only access drive (Project Access C) located on Farm District Road (SR 828).

Project Location



**Yori Subdivision Single-Family Residential Development
Vicinity Map**

Figure 1

2. EXISTING CONDITIONS

This section of the report details existing conditions near the project site.

2.1. Study Area Intersections

As a part of this study the following seven (7) intersections were analyzed:

1. US-95 Alt./US-50 Alt./Farm District Road (SR 828)
2. US-50 Alt. and Red Rock Road
3. Red Rock Road and Project Access A (Full Access)
4. Red Rock Road and Quick Cal Way
5. Red Rock Road and Project Access B (Full Access)
6. Farm District Road (SR 828) and Red Rock Road
7. Farm District Road (SR 828) and Project Access C (Left-in/Right-in/Right-Out Only)

2.2. Existing Land Uses

The location for the proposed single-family residential development is currently undeveloped. The area surrounding the project site is composed primarily of residential land uses and undeveloped land zoned for commercial use. The location of the project site and study area intersections are shown on **Figure 2**.

2.3. Existing Lane Configurations and Control

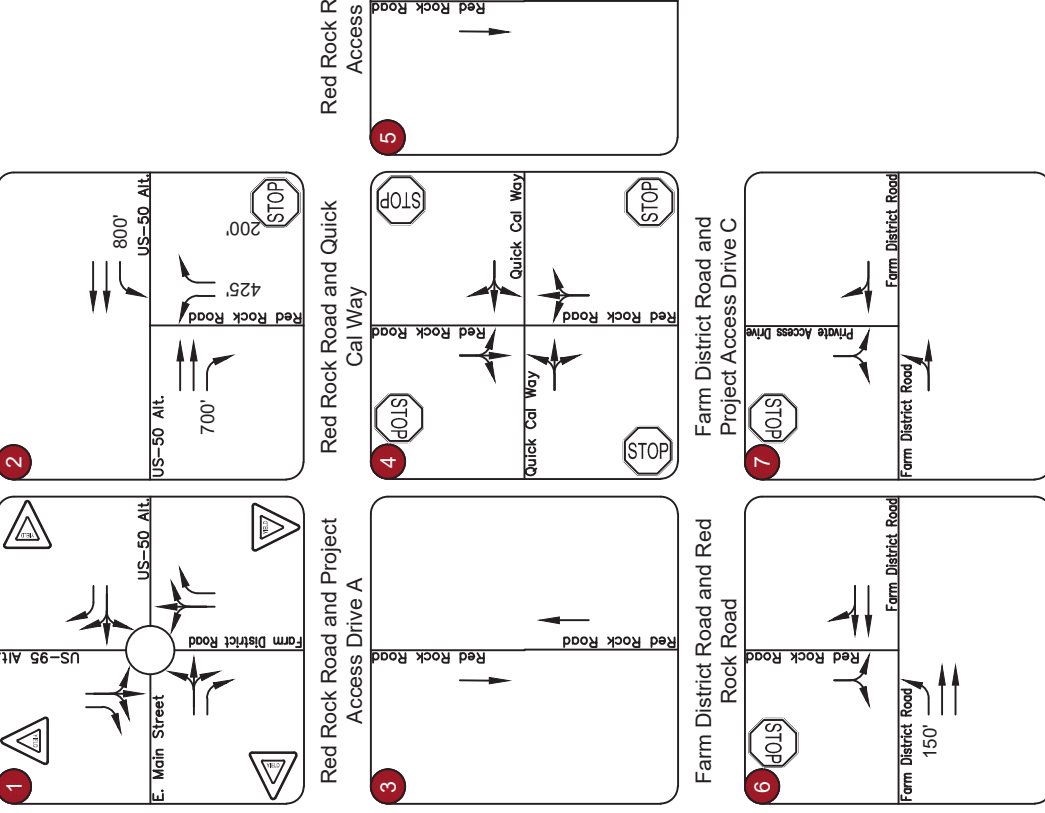
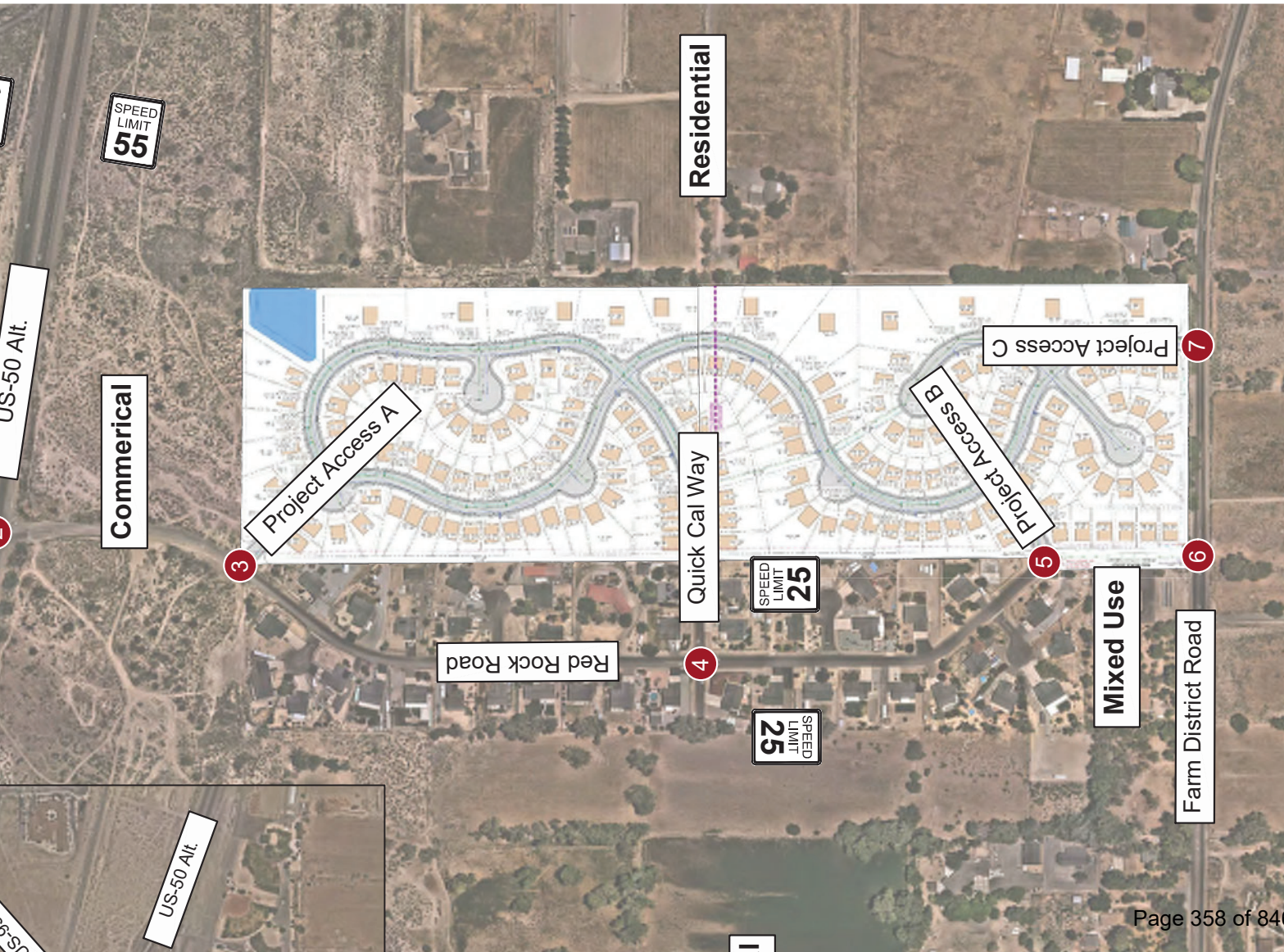
Regional access to the single-family residential development is expected to be provided via US-50 Alt. and I-80. Primary access to the project site is anticipated to be from Red Rock Road and Farm District Road (SR 828). Direct access to the single-family residential development is planned to be provided by one (1) existing intersection (Red Rock Road and Quick Cal Way), two (2) full access drives (Project Access A and Project Access B) located on Red Rock Road, and one (1) left-in/right-in/right-out only access drive (Project Access C) located on Farm District Road (SR 828). Existing lane configuration and traffic control at the time of this study are illustrated in **Figure 2**.

2.4. Existing Turning Movements

Existing AM and PM peak hour turning movement data was field counted, as summarized in **Table 1** for the study area intersections identified in **Section 2.1**. Count data sheets are provided in **Appendix C**. Turning movement volumes at Red Rock Road and Project Access A (#3) and Farm District Road and Project Access C (#7) were estimated using data collected at adjacent intersections. **Figure 3** illustrates the 2023 existing peak hour traffic volumes.

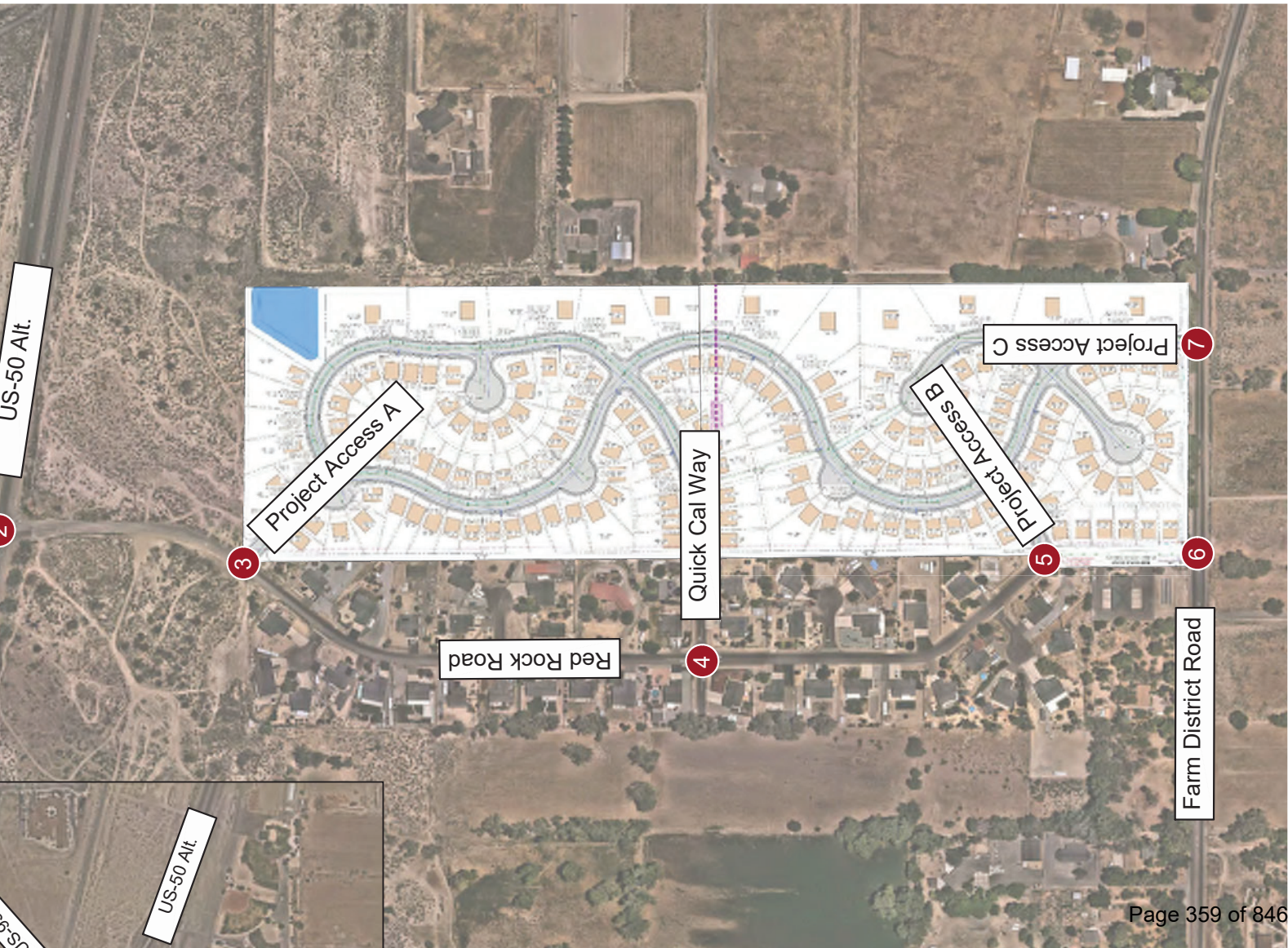
Table 1 – Peak Hour Turning Movement Count Data

Intersection	Count Date
US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1)	Thursday, April 25, 2024
US-50 Alt. and Red Rock Road (#2)	Wednesday, April 24, 2024
Red Rock Road and Quick Cal Way (#4)	Wednesday, April 24, 2024
Red Rock Road and Project Access B (#5)	Thursday, April 25, 2024
Farm District Road (SR 828) and Red Rock Road (#6)	Wednesday, April 24, 2024



Legend

- # Study Area
- X Project Access
- SPEED LIMIT 25 Roadway
- STOP Stop Control
- YIELD Yield Control
- Existing Roadway



1 199(525) 133(216) 240(599) 188(190) 142(128) 54(302)	97(45) 344(304) 62(87) ↗ ↖ ↖	US-95 Alt./US-50 Alt./Farm District Road
2 487(529) 0(3) 381(639) 11(19)	41(18) 2(2) ↖ ↗	US-50 Alt. and Red Rock Road
Peak Hours 7:00 AM - 8:00 AM (4:30 PM - 5:30 PM)	11(22) 43(20)	Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM)
3	14(23) 1(0)	4
Red Rock Road and Project Access A	Red Rock Road and Quick Cal Way	Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM)
6	6(9) 8(6) 20(9) 114(96)	7
9(15) 126(128) ↗ ↖	134(134) 134(105)	Farm District Road and Project Access C
Farm District Road and Red Rock Road	Farm District Road and Project Access C	Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM)
5	19(24)	Red Rock Road and

Legend

- Study Area
- Project Area
- AM(PM)
- #
- X
- ← xx (xx)

3. FUTURE CONDITIONS

This section of the report details the conditions that are expected in the future at the time the proposed project is anticipated to be completed.

3.1. Background Lane Configuration and Control

Expected speed limits, lane configuration, and traffic control for background conditions in 2026 and 2046 are expected to remain the same as existing speed limits, lane configuration, and traffic control as illustrated in **Figure 2**.

3.2. Buildout Background Traffic

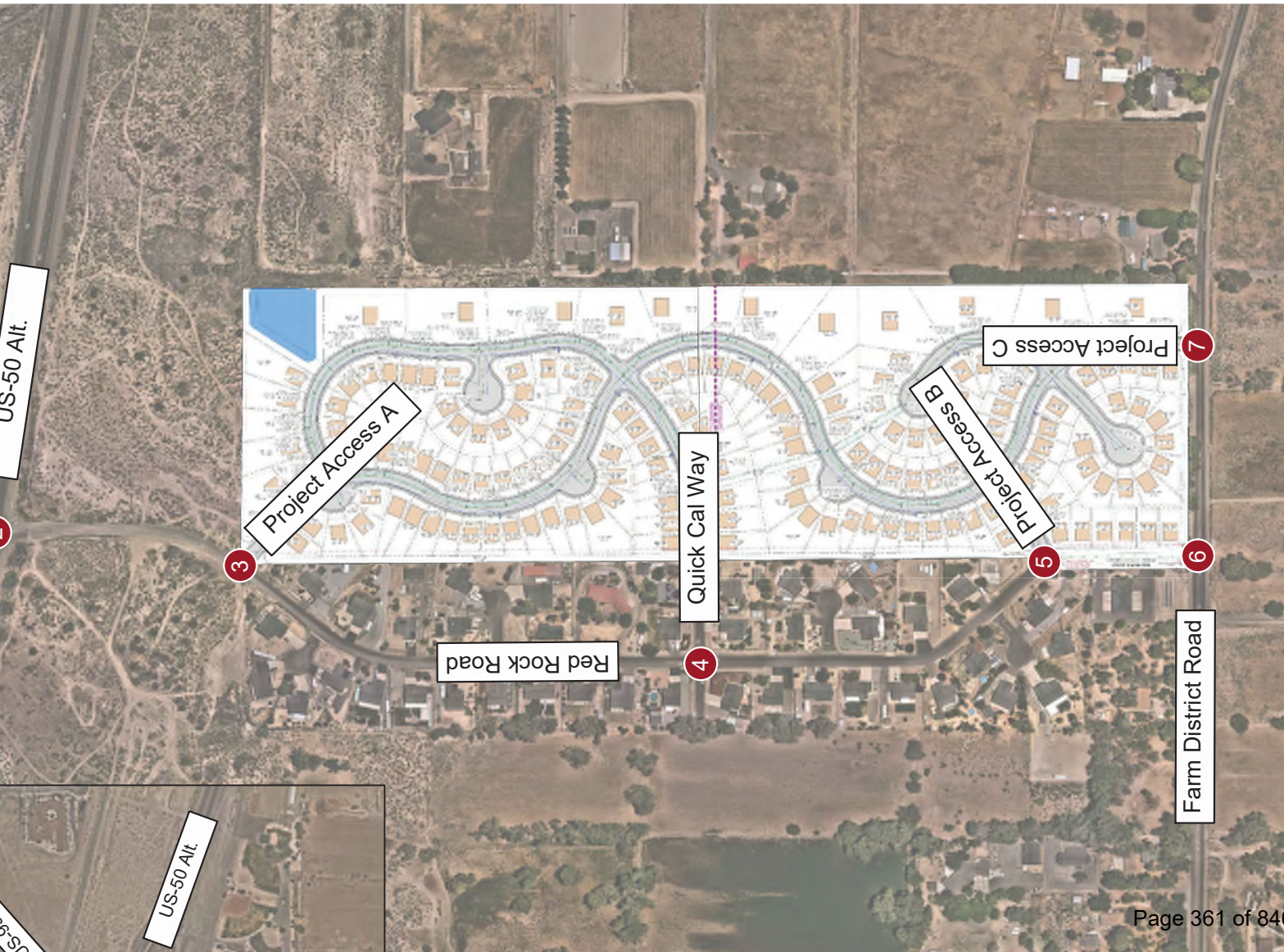
To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of the proposed development. An annual growth rate of approximately two percent (2%) was obtained from the evaluation of six (6) Nevada Department of Transportation (NDOT) count stations (0190034, 0190057, 0190035, 0190033, 0190032, and 0190036). Three (3) count stations were located at the intersection of US-95 Alt./US-50 Alt./Farm District Road (SR 828) (0190033, 0190032, and 0190036), one (1) count station was located on US-50 Alt. 0.80 miles west of Red Rock Road (0190034), one (1) count station was located on Red Rock Road (0190057), and one (1) count station was located on Farm District Road (SR 828) 560 feet west of US-50 Alt. (0190035). Growth rate calculations are provided in **Appendix D**.

Existing 2024 peak hour traffic volumes were grown for ten years at two percent (2%) to obtain future background peak hour traffic volumes in 2026 when the project is anticipated to be fully completed. The 2026 and 2046 background peak hour traffic volumes at the key intersections are illustrated in **Figure 4** and **Figure 5**, respectively.

3.3. Background Plus Project Lane Configuration and Control

Regional access to the single-family residential development is expected to be provided via US-50 Alt. and I-80. Primary access to the project site is anticipated to be from Red Rock Road and Farm District Road (SR 828). Direct access to the single-family residential development is planned to be provided by one (1) existing intersection (Red Rock Road and Quick Cal Way), two (2) full access drives (Project Access A and Project Access B) located on Red Rock Road, and one (1) left-in/right-in/right-out only access drive (Project Access C) located on Farm District Road (SR 828).

The 2026 and 2046 background plus project speed limits, lane configuration, and traffic control in 2026 are illustrated in **Figure 4**.



1 Peak Hours 7:00 AM - 8:00 AM (4:30 PM - 5:30 PM) 207(546) → 138(225) → 250(623) → 196(198) → 148(133) → 56(314) →	2 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 555(536) → 250(222) → 32(29) → 396(665) → 11(20) → 43(19) → 2(2) →	3 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 11(23) → 45(21) → 1(0) → 40(19) →	Red Rock Road and Project Access A Red Rock Road and Quick Cal Way
1 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 207(546) → 138(225) → 250(623) → 196(198) → 148(133) → 56(314) →	2 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 555(536) → 250(222) → 32(29) → 396(665) → 11(20) → 43(19) → 2(2) →	3 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 11(23) → 45(21) → 1(0) → 40(19) →	Red Rock Road and Project Access A Red Rock Road and Quick Cal Way
1 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 207(546) → 138(225) → 250(623) → 196(198) → 148(133) → 56(314) →	2 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 555(536) → 250(222) → 32(29) → 396(665) → 11(20) → 43(19) → 2(2) →	3 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 11(23) → 45(21) → 1(0) → 40(19) →	Red Rock Road and Project Access A Red Rock Road and Quick Cal Way
1 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 207(546) → 138(225) → 250(623) → 196(198) → 148(133) → 56(314) →	2 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 555(536) → 250(222) → 32(29) → 396(665) → 11(20) → 43(19) → 2(2) →	3 Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 11(23) → 45(21) → 1(0) → 40(19) →	Red Rock Road and Project Access A Red Rock Road and Quick Cal Way

Study A

Project

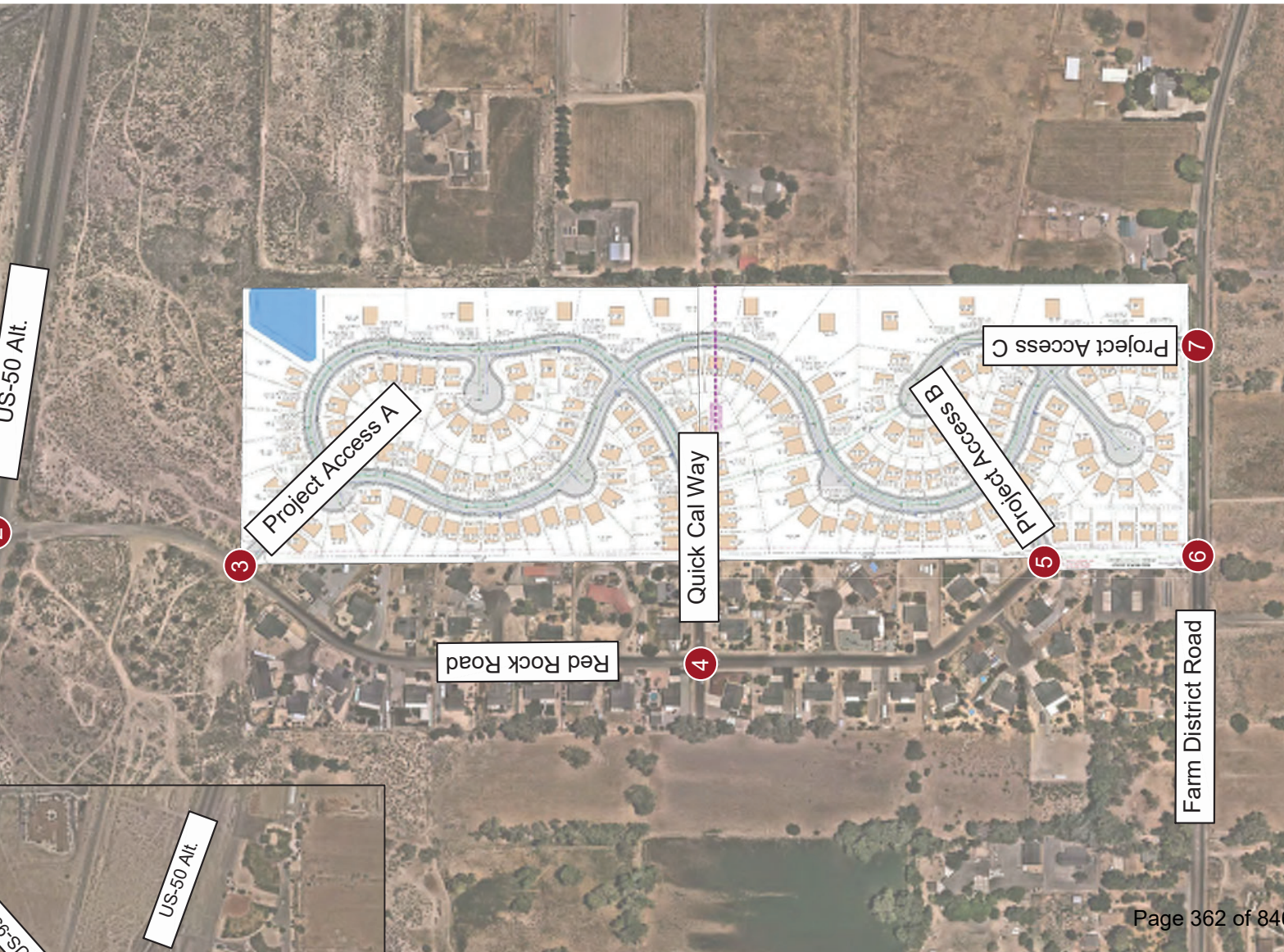
AM(PM)

#

X

← xx (xx)

Legend



1 308(812) → 206(334) → 371(926) →	291(294) → 220(198) → 83(467) →	US-95 Alt./US-50 Alt./Farm District Road
824(796) → 371(329) → 48(44) →	150(70) → 532(470) → 96(135) →	US-50 Alt. and Red Rock Road
753(818) → 0(5) →	589(988) → 17(29) → 3(3) → 63(28) →	US-50 Alt. and Red Rock Road
3 17(34) →	66(31) →	Red Rock Road and Project Access A
4 22(36) → 2(0) →	59(28) →	Red Rock Road and Quick Cal Way
5 29(37) →	29(37) →	Red Rock Road and Quick Cal Way
6 9(14) → 12(9) →	31(14) → 176(148) →	Farm District Road and Red Rock Road
7 207(207) →	207(162) →	Farm District Road and Project Access C

Study A

Project

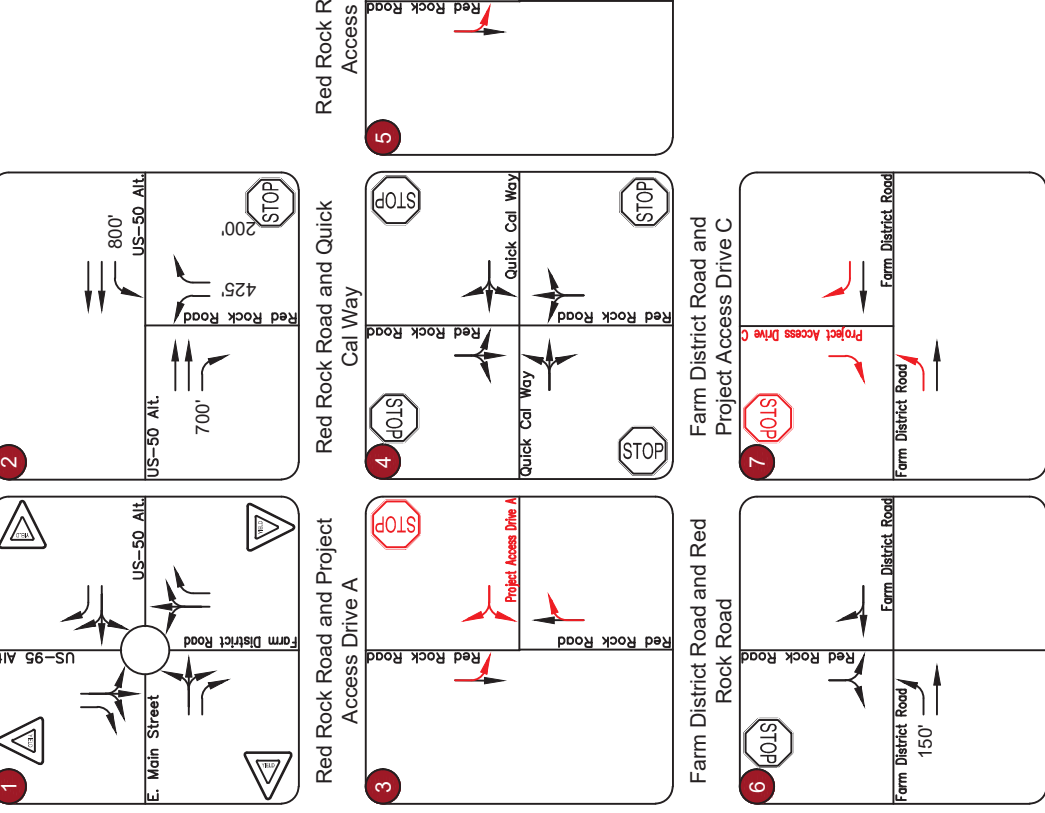
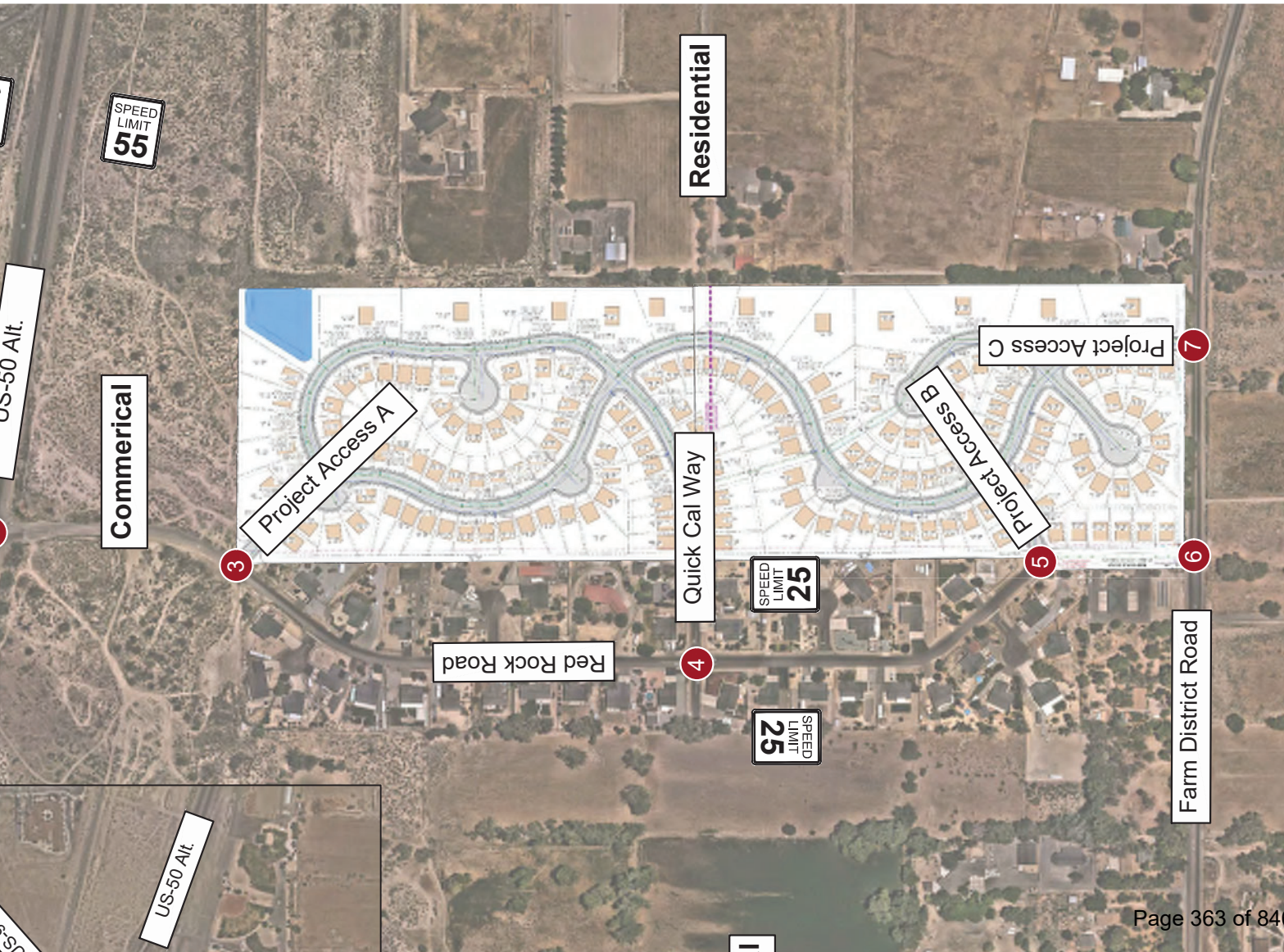
AM(PM)

#

X

← xx (xx)

Legend



Legend

- # Study Area
- X Project Area
- Roadway
- Stop Control
- Yield Control
- Existing Alignment
- Project Alignment

3.4. Project Trip Generation

For purposes of estimating the number of new trips that are anticipated to be generated by the proposed residential development, the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (ITE Land Use Codes 210 – Single-Family Detached Housing) was used. The ITE Trip Generation Manual informational report is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations.

The project is expected to consist of 160 single-family residential lots. **Table 2** summarizes the estimated project trips. The proposed development is anticipated to generate 112 AM and 150 PM peak hour trips. Calculations are provided in **Appendix E**.

Table 2 – Trip Generation

ITE Code	Description	Dwelling Units	AM Peak Hour			PM Peak Hour			Total Daily Trips
			In	Out	Total	In	Out	Total	
210	Single-Family Detached Housing	160	29	83	112	95	55	150	1,510

Source: ITE Trip Generation Manual, 11th Edition

3.5. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (US-50 Alt. and I-80) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or different direction. **Figure 7** shows the trip distribution at the study area intersections and the project access drives.

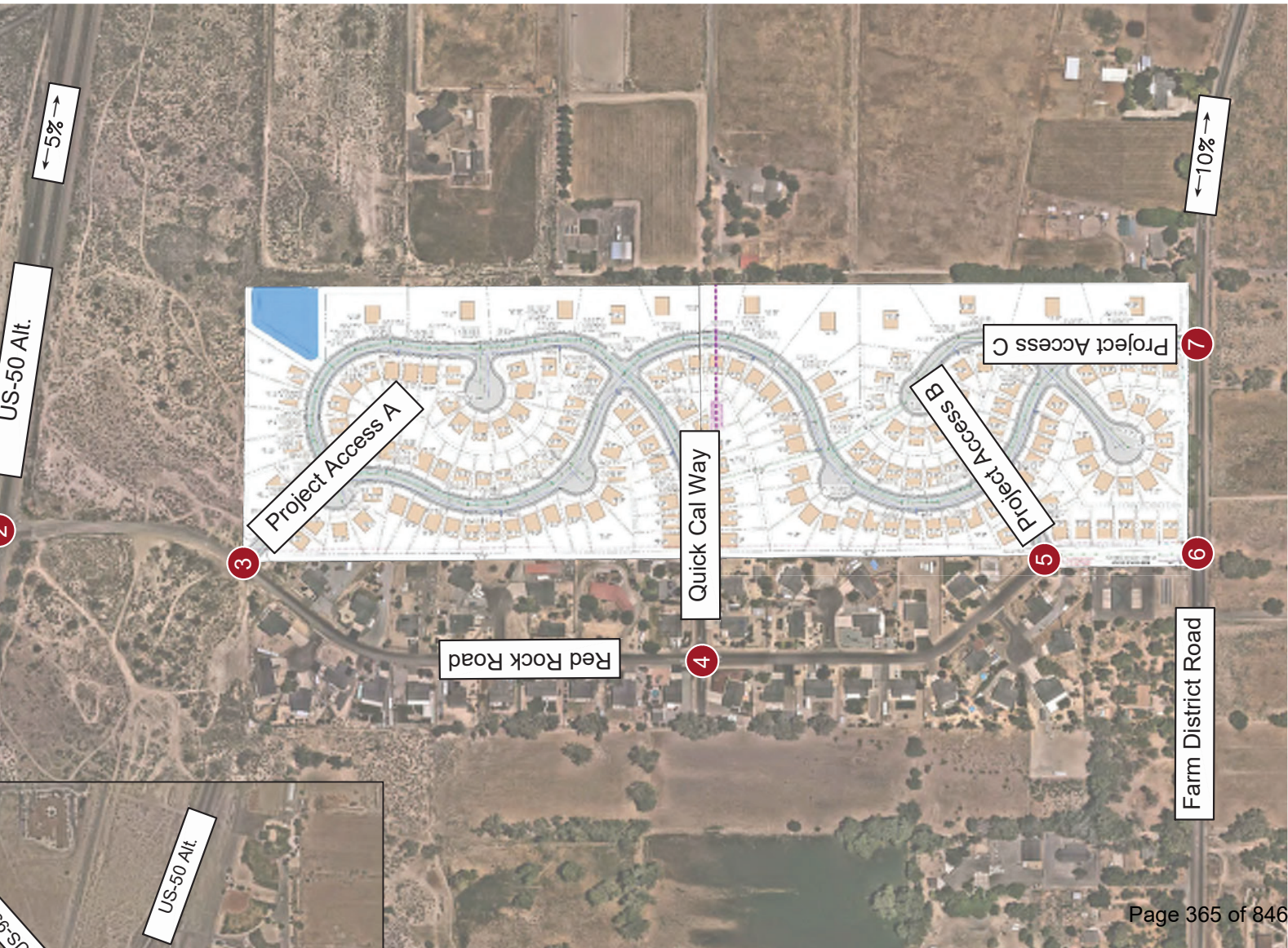
3.6. Traffic Assignment

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 2**. Project traffic assignment for the proposed development is shown in **Figure 8**.

The entering and exiting trips at the project access drive are rounded to the nearest whole number when assigned. Therefore, the number of trips assigned to the project driveway may differ slightly from the total trip generation.

3.7. Background Plus Project Traffic Volumes

The project generated traffic volumes in **Figure 8** were added to the background traffic volumes in **Figure 4** and **Figure 5** to represent estimated traffic conditions for full project development in 2026. The 2026 background plus project peak hour traffic volumes for the study area intersections and the project access drive are illustrated in **Figure 9** and **Figure 10**.



1 US-95 Alt./US-50 Alt./Farm District Road Peak Hours 7:00 AM - 8:00 AM (4:30 PM - 5:30 PM) ← 10%(0%) → ← 40%(0%) → ↑ 10%(0%) ↑ 10%(0%) ← 0%(10%) ← 0%(10%)		2 US-50 Alt. and Red Rock Road Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 55%(0%) → 0%(55%) 0%(5%) ← 5%(0%)		3 Red Rock Road and Project Access A Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) ← 55%(0%) → ← 5%(0%) → ↑ 0%(55%) ← 0%(5%)		4 Red Rock Road and Quick Cal Way Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) ← 5%(0%) → 0%(0%) 0%(5%) 0%(5%) ↑ 5%(0%)		5 Red Rock Road and Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) 0%(5%) →		6 Farm District Road and Red Rock Road Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM) ← 0%(15%) → ← 0%(10%) → ↑ 15%(0%) ↑ 15%(0%) ← 0%(15%)		7 Farm District Road and Project Access C Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM) 0%(15%) 15%(0%) → ← 10%(0%)	
---	--	---	--	--	--	--	--	--	--	--	--	--	--

Legend

#

Study Area Key

X

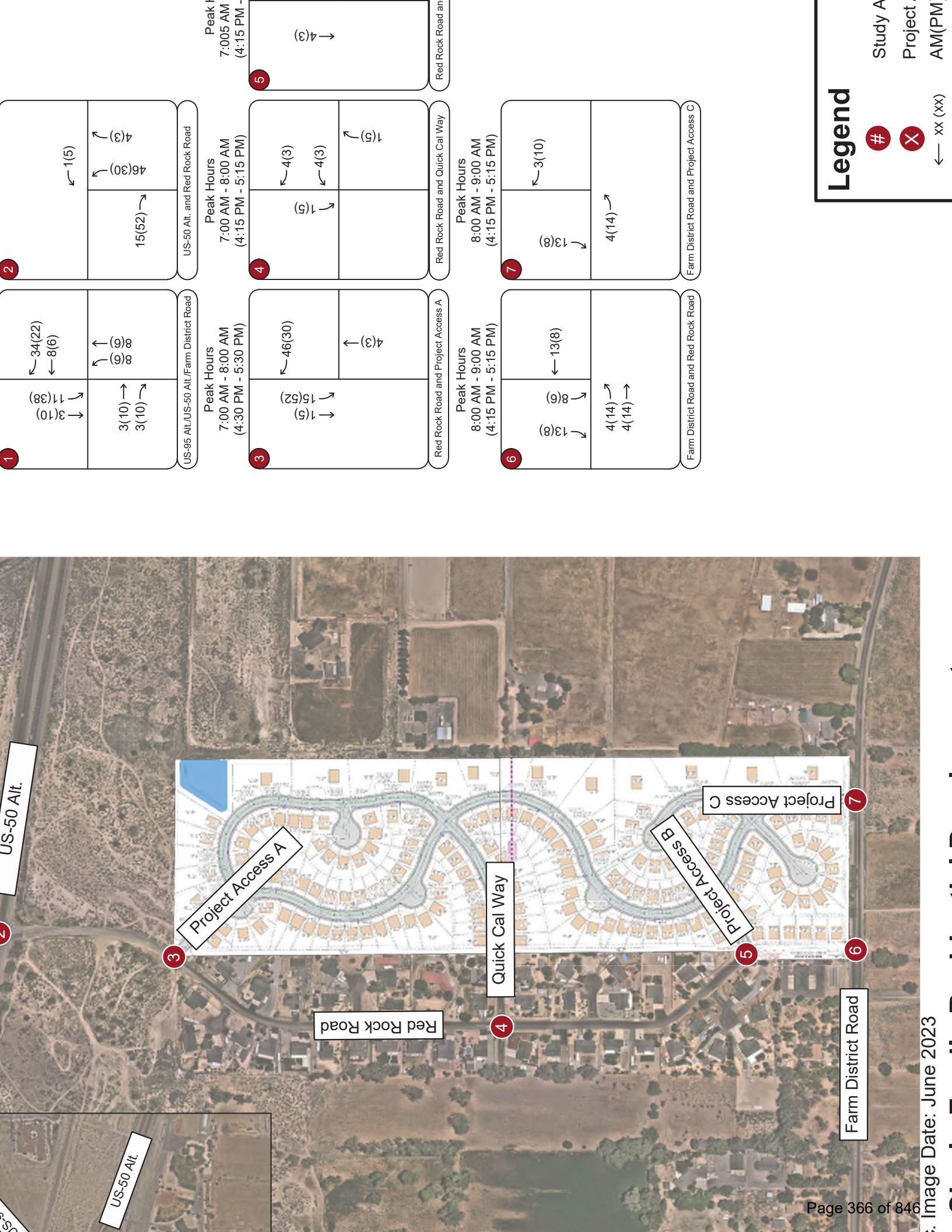
Project Access

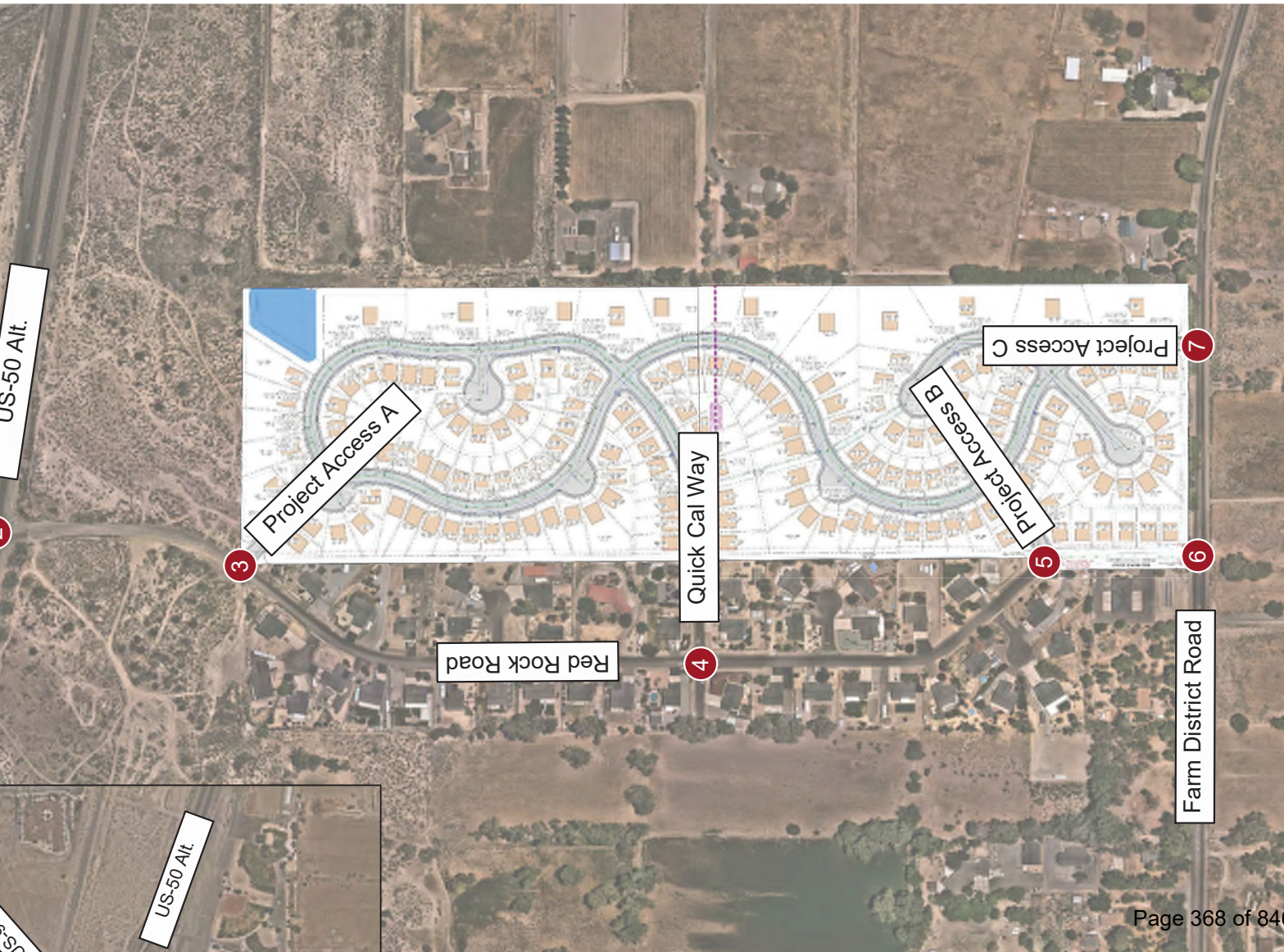
← XX%(XX%) →

IN(OUT) Global

← XXX%(XX%)

IN(OUT) Peak





1 US-95 Alt./US-50 Alt./Farm District Road Peak Hours 7:00 AM - 8:00 AM (4:30 PM - 5:30 PM) <table> <tr> <td> ← 858(818) ← 379(335) ← 48(44) </td> <td> → 291(294) → 223(208) → 86(477) </td> </tr> <tr> <td> ↖ 382(964) ↗ 209(344) ↘ 308(812) </td> <td> ↖ 158(76) ↗ 540(476) ↘ 96(135) </td> </tr> </table>	← 858(818) ← 379(335) ← 48(44)	→ 291(294) → 223(208) → 86(477)	↖ 382(964) ↗ 209(344) ↘ 308(812)	↖ 158(76) ↗ 540(476) ↘ 96(135)	2 US-50 Alt. and Red Rock Road Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ← 753(818) ← 1(10) </td> <td> → 589(988) → 32(81) </td> </tr> <tr> <td> ↖ 7(6) ↗ 109(58) </td> <td></td> </tr> </table>	← 753(818) ← 1(10)	→ 589(988) → 32(81)	↖ 7(6) ↗ 109(58)	
← 858(818) ← 379(335) ← 48(44)	→ 291(294) → 223(208) → 86(477)								
↖ 382(964) ↗ 209(344) ↘ 308(812)	↖ 158(76) ↗ 540(476) ↘ 96(135)								
← 753(818) ← 1(10)	→ 589(988) → 32(81)								
↖ 7(6) ↗ 109(58)									
3 Red Rock Road and Project Access A Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ↖ 15(52) ↗ 18(39) </td> <td> ↖ 46(30) </td> </tr> <tr> <td> ↖ 70(34) </td> <td> ↖ 59(28) ↗ 1(5) </td> </tr> </table>	↖ 15(52) ↗ 18(39)	↖ 46(30)	↖ 70(34)	↖ 59(28) ↗ 1(5)	4 Red Rock Road and Quick Cal Way Peak Hours 7:00 AM - 8:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ↖ 6(3) </td> <td> ↖ 4(3) </td> </tr> <tr> <td> ↖ 1(5) ↗ 22(36) </td> <td> ↖ 59(28) ↗ 1(5) </td> </tr> </table>	↖ 6(3)	↖ 4(3)	↖ 1(5) ↗ 22(36)	↖ 59(28) ↗ 1(5)
↖ 15(52) ↗ 18(39)	↖ 46(30)								
↖ 70(34)	↖ 59(28) ↗ 1(5)								
↖ 6(3)	↖ 4(3)								
↖ 1(5) ↗ 22(36)	↖ 59(28) ↗ 1(5)								
6 Farm District Road and Red Rock Road Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ↖ 20(15) ↗ 22(22) </td> <td> ↖ 31(14) ↗ 189(156) </td> </tr> <tr> <td> ↖ 18(37) ↗ 199(212) </td> <td> ↖ 4(14) ↗ 207(207) </td> </tr> </table>	↖ 20(15) ↗ 22(22)	↖ 31(14) ↗ 189(156)	↖ 18(37) ↗ 199(212)	↖ 4(14) ↗ 207(207)	7 Farm District Road and Project Access C Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ↖ 13(8) </td> <td> ↖ 3(10) ↗ 207(162) </td> </tr> <tr> <td> ↖ 4(14) ↗ 207(207) </td> <td></td> </tr> </table>	↖ 13(8)	↖ 3(10) ↗ 207(162)	↖ 4(14) ↗ 207(207)	
↖ 20(15) ↗ 22(22)	↖ 31(14) ↗ 189(156)								
↖ 18(37) ↗ 199(212)	↖ 4(14) ↗ 207(207)								
↖ 13(8)	↖ 3(10) ↗ 207(162)								
↖ 4(14) ↗ 207(207)									
5 Red Rock Road and Peak 7:005 AM (4:15 PM - ↖ 33(40)	7 Red Rock Road and Quick Cal Way Peak Hours 8:00 AM - 9:00 AM (4:15 PM - 5:15 PM) <table> <tr> <td> ↖ 6(3) </td> <td> ↖ 4(3) </td> </tr> <tr> <td> ↖ 1(5) ↗ 22(36) </td> <td> ↖ 59(28) ↗ 1(5) </td> </tr> </table>	↖ 6(3)	↖ 4(3)	↖ 1(5) ↗ 22(36)	↖ 59(28) ↗ 1(5)				
↖ 6(3)	↖ 4(3)								
↖ 1(5) ↗ 22(36)	↖ 59(28) ↗ 1(5)								

Legend

#

Study A

X

Project

← xx (xx)

AM(PM

4. TRAFFIC IMPACT ANALYSIS

Traffic analyses for 2024 existing, 2026 background, 2026 background plus project, 2046 background, and 2046 background plus project scenarios were conducted at the identified key intersections to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections presented in the Transportation Research Board's "Highway Capacity Manual" 6th Edition (HCM 6). Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized or four-way stop controlled intersection is defined for the intersection as a whole. **Table 3** shows the definition of LOS for intersections.

Table 3 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, 6th Edition, Transportation Research Board.

Synchro 12 was used to analyze the study area intersections and driveways for LOS. Synchro is an interactive computer program that enables planners and engineers to forecast the traffic impacts of new developments; conduct area-wide traffic forecasting studies; test different mitigation measures and compare different traffic scenarios. Synchro 12 utilizes HCM 7 methodology to analyze intersection delay and LOS.

The roundabout operations were analyzed using SIDRA 9.1 with Highway Capacity Manual (HCM) 6 capacity model. Similar to Synchro 12, SIDRA 9.1 allows the forecasting of the traffic impacts of new developments but is designed specifically for analyzing roundabouts.

4.2. Key Intersection Operational Analysis

Calculations for the LOS at the key intersections are provided in **Appendix F**. The 2024 existing, 2026 background, and 2046 background scenarios are based on the lane geometry and intersection control shown in **Figure 2**. The 2026 background plus project and 2046 background plus project analyses are based on the lane geometry and intersection control shown in **Figure 4**. The results of the Key Intersection LOS Analysis for existing and buildout year conditions are summarized in **Table 4**. Volume-to-capacity ratio (v/c) is shown for the roundabout at US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1).

Table 4 – Key Intersection Peak Hour LOS Analysis

Intersection	2024 Existing		2026 Background		2026 Background Plus Project		2046 Background		2046 Background Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1)										
Roundabout	11.4 (B)	15.2 (C)	13.6 (B)	18.5 (C)	15.6 (C)	17.1 (C)				
Volume-to-Capacity Ratio (v/c)	0.829	0.855	0.890	0.920	0.936	0.990				
Signalization	-	-	-	-	-	-				
US-50 Alt. and Red Rock Road (#2)¹										
Two-Way Stop Control										
Northbound Left	11.9 (B)	15.1 (C)	12.2 (B)	15.6 (C)	12.9 (B)	17.0 (C)	15.6 (C)	24.5 (C)	17.4 (C)	29.2 (D)
Westbound Left	0 (A)	9.1 (A)	0 (A)	9.3 (A)	8.4 (A)	9.5 (A)	10.4 (B)	12.4 (B)	9.1 (A)	11.2 (B)
Red Rock Road and Quick Cal Way (#4)										
All-Way Stop Control	7.2 (A)	7.1 (A)	7.2 (A)	7.1 (A)	7.1 (A)	7.1 (A)	7.2 (A)	7.2 (A)	7.3 (A)	7.2 (A)
Farm District Road (SR 828) and Red Rock Road (#6)										
Two-Way Stop Control										
Southbound Left	10.3 (B)	9.4 (A)	10.4 (B)	9.4 (A)	10.4 (B)	9.6 (A)	11.9 (B)	10.1 (B)	11.0 (B)	10.2 (B)
Eastbound Left	7.7 (A)	7.5 (A)	7.7 (A)	7.5 (A)	7.7 (A)	7.5 (A)	7.9 (A)	7.6 (A)	8.0 (A)	7.7 (A)

*** Delay Exceeds 300 seconds.

¹Westbound through volumes were set to zero to model the existing High-T intersection layout.

The key intersections are expected to operate at acceptable under 2024 existing, 2026 and 2046 background, and 2026 and 2046 background plus project scenarios with exception for the following:

- US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1) in the 2046 background and 2046 background plus project AM and PM scenarios.

It should be noted that the Fernley Transportation Master Plan (2020) identified the need for improvements at US-95 Alt./US-50 Alt./Farm District Road (#1) in 2025. Considerations should be made to redesign the roundabout for improved operations, capacity, and safety. It is possible to achieve acceptable LOS in the 2046 background and background plus project AM and PM scenarios via a two-lane roundabout with two (2) entry lanes at the north, south, and west legs.

4.3. Project Access Operational Analysis

The 2046 background plus project analysis is based on the lane configuration and intersection control shown in **Figure 4**. The analysis is based on traffic volumes shown in **Figure 9** and **Figure 10**. Calculations are located in **Appendix G**. The results of the LOS analysis for the project access drive onto Red Rock Road and Farm District Road (SR 828) are presented in **Table 5**. The proposed project access drives are expected to operate at acceptable LOS in 2026 background plus project and 2046 background plus project AM and PM peak hours.

Table 5 – Project Access Drive Peak Hour LOS Analysis

Intersection	2026 Background Plus Project		2046 Background Plus Project	
	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Red Rock Road and Project Access A (Full Access) (#3) Two-Way Stop Control Southbound Left Westbound Left	7.3 (A) 8.7 (A)	7.4 (A) 8.5 (A)	7.4 (A) 8.8 (A)	7.4 (A) 8.6 (A)
Red Rock Road and Project Access B (Full Access) (#5) Two-Way Stop Control Southbound Left Westbound Left	0.0 (A) 9.0 (A)	0.0 (A) 9.1 (A)	0.0 (A) 9.2 (A)	0.0 (A) 9.3 (A)
Farm District Road (SR 828) and Project Access C (Left-in/Right-in/Right-Out Only) (#7) Two-Way Stop Control Eastbound Left	7.6 (A)	7.5 (A)	7.7 (A)	7.6 (A)

5. NDOT ACCESS SPACING STANDARDS REVIEW

This section of the report analyzes project access compliance with the NDOT spacing standards set forth by the NDOT Access Management System and Standards 2017 Edition.

5.1. Spacing Standards Analysis

Chapter 4: Design Standards and Specifications of the Nevada Department of Transportation (NDOT) Access Management System and Standards (AMSS) 2017 Edition details design and construction standards and specifications for access to sites via major and minor roadways. Table 4-1 of the NDOT AMSS specifies access spacing standards based on roadway class (i.e., interstate freeways, expressways, arterials, and collectors), posted speed limits, and access scenarios (i.e., full access or limited access). The functional classification for Farm District Road (SR 828) was determined according to a map on the NDOT website, available [here](#). Table 4-1 is summarized in **Table 6**.

Table 6– Summary of NDOT Access Spacing Standards for Project Site

Roadway Class	Location/Posted Speed Limit	Full Access		Limited Access	
		Signalized Intersection Uniform Spacing	Unsignalized Intersection/Roundabout Minimum Spacing	Left-in/Right-in/Right-out only Minimum Spacing	Right-in/Right-out only Minimum Spacing
4: Minor Arterials	≥ 40 mph	2,640'	1,320'	660'	350' – 600'

Source: Nevada Department of Transportation Access Management System and Standards, 2017 Edition

Farm District Road (SR 828) is functionally classified as “Minor Arterials” with a posted speed limit of 45 miles per hour adjacent to the project site. According to **Table 6**, a minimum of 660 feet is required between the centerline of any proposed left-in/right-in/right-out only driveway and any adjacent intersection. The proposed left-in/right-in/right-out only project access onto Farm District Road (SR 828) (Project Access C) is 606 feet from Red Rock Road. Because the proposed project access deviates less than 10 percent (10%) from the standards set in the NDOT Access Management System and Standards 2017 Edition, a minor deviation is requested for access onto Farm District Road (SR 828).

Upon project buildout, deceleration lanes will be required for the eastbound to northbound left turn movement (ingress) and the westbound to northbound right turn movement (ingress). This is based on traffic volumes shown in **Figure 9** and **Figure 10**, as well as the site plan provided in **Appendix B**. The standards in Table 4-13 and 4-17 of the NDOT Access Management System and Standards 2017 Edition, summarized in **Table 7** and **Table 8**, describe the conditions for a left-turn lane and right-turn lane warrant at unsignalized intersections on two-lane roadways in rural areas, respectively.

Table 7 – Summary of Table 4-13: Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas

Turning Volume (veh.)	Minimum Directional Volume in the Through Lane (veh.)
	45 to 55 mph
10	80
14 ¹	64 ²
15	60

Source: Nevada Department of Transportation *Access Management System and Standards*, 2017 Edition.

¹ Value obtained from eastbound left turn movement in at Intersection #7 in **Figure 9** and **Figure 10**.

² Value interpolated based on information from Table 4-13 of the NDOT AMSS.

Table 8 – Summary of Table 4-17: Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas

Turning Volume (veh.)	Minimum Directional Volume in the Through Lane (veh.)
	45 to 55 mph
10	170

Source: Nevada Department of Transportation *Access Management System and Standards*, 2017 Edition.

¹ Value obtained from westbound right turn movement in at Intersection #7 in **Figure 9** and **Figure 10**.

² Value interpolated based on information from Table 4-17 of the NDOT AMSS.

The largest turning movement volume between the AM and PM scenarios were used to determine if turn warrants are met for the project access driveway. Per **Table 9**, the traffic conditions meet the requirement for the left-turn lane warrant based on turning movement counts shown in **Figure 9** and **Figure 10**, respectively.

Table 9 – Summary of Auxiliary Deceleration Lane Warrants

Warrant	Turning Volume (veh.)	Minimum Directional Volume in the Through Lane (veh.)	Directional Volume in the Through Lane	Warrant Met?
Left-Turn Lane Warrant	14	64	139 veh. – 2026 Background Plus Project PM	Yes
Right-Turn Lane Warrant	10	170	162 veh. – 2046 Background Plus Project PM	No

Based on the Comprehensive Master Plan (2018) and Fernley Transportation Master Plan (2020), the left-turn lane should be implemented as a two-way turn lane between Red Rock Road and Project Access Drive C. This is to maintain a consistent roadway cross-section along Farm District Road (SR 828) and preserve access to properties along the south side of SR 828.

6. CRASH DATA SUMMARY

Crash data was requested for four (4) existing study intersection from the NDOT Safety Engineering Division for the most recent five-year period (January 1, 2016 – December 31, 2020). The crash data for the study intersections is summarized in **Table 10**. The intersection crashes include those crashes on both the major and minor streets of the key intersections during the five-year analysis period.

Table 10 – Crash Data Summary

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1)	35	30 (86%)	5 (14%)	0 (0%)
US-50 Alt. and Red Rock Road (#2)	1	1 (100%)	0 (0%)	0 (0%)
Red Rock Road and Quick Cal Way (#4)	0	0	0	0
Farm District Road (SR 828) and Red Rock Road (#6)	0	0	0	0
Total	36	31 (86%)	5 (14%)	0 (0%)

A total of 36 crashes were recorded at the four (4) intersections in the most recent five-year period. Those 36 crashes resulted in 5 injury crashes (14%) and 31 property damage only crashes (86%). There were no fatal crashes reported at the four (4) study intersections in the most recent five-year period.

7. CONCLUSIONS/RECOMMENDATIONS

The proposed development traffic is anticipated to generate traffic volumes resulting in the following recommendations:

- The following modifications should be made to Farm District Road (SR 828) and Project Access C (#7):
 - The developer is recommended to space Project Access C at least 606 feet from Red Rock Road to stay within minor deviation standards as defined in the NDOT Access Management System and Standards.
 - The eastbound left turn lane should be designed to accommodate a maximum 95th percentile queue length of 25 feet (in addition to deceleration length per NDOT standards). To preserve access to existing properties located along the south side of Farm District Road (SR 828), it is recommended that the developer install a Two-Way Left Turn Lane (TWLTL) between Project Access C and Red Rock Road.
- The developer is recommended to install an R1-1 “STOP” sign with appropriate pavement markings for the egressing access drives onto Red Rock Road (two drives) and Farm District Road (SR 828).
- The NDOT should perform an Intersection Control Evaluation (ICE) on the intersection of US-95 Alt./US-50 Alt./Farm District Road (SR 828) (#1). Based on Table 4, the LOS at the intersection does not fall below acceptable LOS as a result of this project. The ICE may recommend signalization or a multi-lane roundabout which could improve LOS at this intersection for 2046 Background conditions.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current Manual on Uniform Traffic Control Devices (MUTCD), as applicable.
- The project is not anticipated to have significant impacts to the key study intersections and the surrounding street network.



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED:

AGENDA ITEM:

(For Possible Action) Discussion and First Reading of Bill #353, an Ordinance related to Zoning Map Amendment (ZMA 24002), a request by Phelps Engineering, Inc on behalf of Creekwood Development Group for changing the zoning designation from SF20 (Single-Family Residential-20,000 square foot minimum) to SF6 (Single-Family Residential-6,000 square foot minimum) on 39.67 acres located on the south side of Farm District Road between Browne Lane and Rainbow Lane (APN 021-303-20).

AGENDA ITEM BRIEF:

The applicant is proposing 153 single-family unit parcels, as well as a zone change from SF20 to SF6.

At their meeting on December 11, 2024, the Planning Commission voted to recommend approval of this change.

RECOMMENDED MOTION:

N/A

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

N/A

BACKGROUND:

The applicant is seeking approval for a Zoning Map Amendment (ZMA) and Tentative Subdivision Map (TSM) for the 39.67-acre property from the current Zoning Designation (SF20) to (SF6). The proposed development provides 153 single family units with on-site stormwater detention facilities.

ANALYSIS:

The current zoning designation of SF20, residential single-family (minimum lot size of 20,000 square feet), permits a maximum of 2 detached single-family units per acre. The applicant is requesting a zoning map amendment to change the zoning to SF6, residential single-family (minimum lot size of 6,000 square feet), which permits a maximum of 7 detached single-family units per acre. The zone change would allow up to 3.86 dwelling units per acre to accommodate the proposed 153 dwelling units.

FINDINGS:

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

This finding can be made. The proposed zone (SF6) is an equivalent zoning district of the master plan's Single-Family Residential (SF) designated land use. The applicant suggests that the proposed zone change supports the master plan community goals and action strategies regarding Land Use (LU) listed below and staff concurs.

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

The proposed SF6 is an equivalent zoning designation of the SF designated land use.

b. Consistent with the surrounding land uses.

The proposed project is consistent with the surrounding land uses, as there are SF-6 zoned single-family residences to the North, RR5 zoned single-family residences and multi-family residences to the West, and SF20 vacant land and SF9 single-family residences to the East.

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

Staff will ensure this finding can be made. The applicable provisions of the "Development Code" (FMC, Title 32) and Nevada Revised Statutes (NRS) are FMC §32.03.040(e) regarding "Zoning map amendments (rezoning)" and NRS 278.260 regarding "...amendment of zoning regulations".

This item will have a public hearing at both the Planning Commission and City Council meetings. At least 10 days prior to each public hearing, staff will purchase an ad in the Reno Gazette Journal and mail letters to all parcels within a 300-foot radius, all manufactured homes of any manufactured home park within a 300-foot radius, and the nearest 30 separately owned parcels. Staff will also mail a letter to both the parcel location and the owner's mailing address in cases where those addresses are not the same.

APPROVAL CRITERIA:

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

1. Compliance with environmental and health laws and regulations concerning water and air pollution, solid waste disposal, water supply facilities, community or public sewage disposal, and, where

applicable, individual systems for sewage disposal;

Condition of approval 11 is intended to keep dust erosion from polluting the air. No other significant source of air pollution was identified. To ensure compliance with environmental and health laws and regulations concerning solid waste disposal, staff added condition of approval 21, which requires proof that Waste Management intends to provide solid waste disposal for the community.

Water and sewer services will be provided by City of Fernley. To ensure City of Fernley systems maintain compliance with applicable regulations once the project is developed. To ensure this, staff included a number of conditions of approval. Currently there are no sewer mains within the Creekwood Estates development area. The developer proposes new sewer by extending approximately 870 LF of gravity main from the existing manhole located along an existing 8-Inch main running south-north within Rainbow Lane. The main extension will also have portions within NDOT Right of Way along Farm District Road. The developer also plans to install new water lines for the subdivision through two connection points to an 18-inch main within Farm District Road. The developer will grant easements so that City of Fernley may maintain the water and sewer infrastructure once built. Finally, the developer is responsible for constructing all necessary storm water treatment and drainage structures.

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

Each of the 153 single-family parcels requires 1.12 acre-feet of surface water to be dedicated to City of Fernley to provide municipal services, for a total of 44.43 acre-feet. Should the applicant instead provide groundwater rights, which is a rare occurrence, the City Engineer will make the appropriate calculation based on lot size and number of lots. The applicant has indicated they have sufficient water rights for the proposed tentative subdivision map.

Additionally, in accordance with Fernley Municipal Code Section 32.09.035, the applicant shall dedicate to the city, as a condition precedent to approval of a final subdivision map, the surface water or groundwater rights reasonably necessary to ensure an adequate water supply to serve all parcels or lots within the project. Staff added condition 18 to make the need for dedication of water rights very clear. If the applicant is unable to dedicate the appropriate amount of water rights, their final subdivision map will not be approved by City of Fernley.

3. Availability and accessibility of utilities;

The land is currently vacant. All water, sewer, and other public utilities are proposed as new and included as part of the development of the subdivision.

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

This tentative map was forwarded to Lyon County School Board in accordance with NRS §278.346; the board did not indicate a school site is needed within the area. This subdivision is vacant land but is located within areas already served by Lyon County Sheriff's Department and the North Lyon County Fire Protection District.

The question of automobile transportation is addressed through the Development Code which requires the streets to be built out prior to submitting the final map application. The submitted traffic impact study did identify the need for additional improvements to existing public streets and highways, such as the construction of site frontage improvements to NDOT Standards to accommodate the master planned improvements for SR 828, and the construction of dual site accesses, of at least 600 feet apart, with dedicated left turn and right turn lanes. All streets within the subdivision are required to have sidewalks, which will allow pedestrian access.

Condition 29 discusses residential construction tax. Given the current market rate of single-family homes in City

of Fernley, the developer will be required to pay \$1,000 per dwelling unit in residential construction tax.

5. Consistency with the zoning district regulations;

This parcel is currently zoned as SF20 (Single-Family Residential, 20,000 square foot minimum lot size); however, the applicant is requesting a zone change to SF6 (Single Family Residential, 6,000 square foot minimum lot size). As mapped, the proposed new parcels meet all requirements of the SF6 zone, to include:

- 6,000 square feet minimum lot size
- 35' minimum lot frontage
- 60' minimum lot width
- 65' minimum corner lot width.

6. Conformity with the master streets and highways plan;

Staff verified that this development complies with the "City of Fernley Transportation Master Plan" of July 2020.

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

The proposed subdivision includes developing streets on-site that will not only internally connect the 153 single family homes, but also connect to existing City streets, such as Farm District Road and Iron Court/Rainbow Lane. The proposed new streets to be constructed internally include Shoshone Street, Great Basin Drive, Black Rock Drive, Toiyabe Drive, Pah Rah Drive, and Gold Street.

The proposed subdivision is expected to generate an additional 1,443 daily trips, with 115 occurring during peak AM hours and 151 occurring during peak PM hours. This estimate was prepared by Phelps Engineering and sourced from the Institute of Transportation Engineers (ITE).

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

As part of their submission, the developer provided a preliminary technical drainage and geotechnical report. Staff screened recommendations from these reports and found no items of concern related to floodplain, slope, soil, or topography.

9. Recommendations and comments of review bodies;

There are no outstanding comments from review bodies. NDOT provided minor access mitigations for SR828, Rainbow Lane, and Great Basin Drive. These mitigations include realignment of the multi-use pedestrian paths and ADA compliant ramps, installing deceleration lanes, and constructing a trail connection from the multi-use path along SR828 to the proposed site trail network.

10. Conformity to the master sewer and water utility plan; This project conforms to both the master sewer and water utility plan. Because it is currently vacant land, new water and sewer connections are proposed during the development of the subdivision. Internal infrastructure is also proposed as new and needed in order to distribute utilities to each single-family residence.

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

Planning and Engineering staff actively screened all requirements in Fernley Municipal Code and have determined there are no compliance issues.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

General

[Nevada Revised Statutes \(NRS\), Chapter 278](#) - Planning and Zoning
[Fernley Municipal Code \(FMC\), Title 32](#) - Development Code
[City of Fernley Comprehensive Master Plan](#)

Specific

[NRS §278.330](#)-278.353 - Subdivision of Land: Tentative Maps

[FMC §32.03.060](#)(f)(1) - Tentative subdivision maps

NRS §278.260 - Determination, establishment, enforcement and amendment of zoning regulations...

FMC §32.03.040(e) - Zoning map amendments (rezoning)

[FMC §32.06.070](#) - Residential - Single-family (SF20, SF12, SF9, SF6)

[FMC §32.09](#) - Development Standards

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. Bill 353
2. Conditions of Approval
3. Proposed Tentative Map
4. Project Narrative
5. Traffic Study

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

BILL # 353
CITY OF FERNLEY
ORDINANCE # _____

A GENERAL ORDINANCE FOR A ZONING MAP AMENDMENT, ASSOCIATED WITH ZMA24002, TO CHANGE THE ZONING OF ±39.67 -ACRES GENERALLY LOCATED SOUTH OF FARM DISTRICT ROAD BETWEEN BROWN LANE AND RAINBOW LANE (APN: 020-303-20) FROM SF20 (SINGLE-FAMILY MINIMUM LOT SIZE OF 20,000 SQUARE FEET) TO SF6 (SINGLE-FAMILY MINIMUM LOT SIZE OF 6,000 SQUARE FEET) IN ORDER TO DEVELOP A SUBDIVISION CONSISTING OF 153 SINGLE-FAMILY RESIDENCES.

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

Section 1: The zoning of that certain real property totaling 39.67 acres, more or less, situated in the City of Fernley, Nevada, and owned by Creekwood Development Group, being more particularly described on Exhibit “A” attached hereto and depicted on “Exhibit B” attached hereto is hereby reclassified from SF20 to SF6.

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

SECTION 3: The City Clerk is instructed and authorized to publish the title to this ordinance as provided by law and to record the plan certified herein as provided by law.

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

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

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

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

BILL # 353 BEING HEREBY PROPOSED this 18th day of December 2024.

BILL # 353 BEING HEREBY PASSED, APPROVED and ADOPTED this 15th day of January 2025, by the following vote of the Council:

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

FERNLEY CITY COUNCIL

By:

Neal E. McIntyre, Mayor

Date: _____

Attest By:

Kim Swanson, City Clerk

Date: _____

Exhibit A
Legal Description

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF NEVADA, COUNTY OF LYON, DESCRIBED AS FOLLOWS:

TOWNSHIP 20 NORTH, RANGE 25 EAST, M.D.M., SECTION 20: ALL THAT PORTION OF THE EAST HALF OF THE SOUTHWEST QUARTER LYING NORTH OF THE T.C.I.D. CANAL.

NOTE: THE ABOVE LEGAL DESCRIPTION IS FOR USE ON ATTACHED PRELIMINARY TITLE REPORT ONLY AND IS NOT FOR USE ON ANY CONVEYANCING OR RECORDING DOCUMENTS.

CAN BE FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 20, TOWNSHIP 20 NORTH, RANGE 25 EAST, MOUNT DIABLO BASE & MERIDIAN, SITUATE IN LYON COUNTY, NEVADA; THENCE NORTH 01°07'08" EAST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF SAID SECTION 20, A DISTANCE OF 2637.56 FEET; THENCE DEPARTING SAID WEST LINE, SOUTH 88°21'03" EAST ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER (SW $\frac{1}{4}$), A DISTANCE OF 1329.69 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID NORTH LINE, SOUTH 88°20'35" EAST, A DISTANCE OF 1330.31 FEET TO THE CENTER OF SAID SECTION 20; THENCE DEPARTING SAID NORTH LINE, SOUTH 01°17'49" WEST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER (SW $\frac{1}{4}$), A DISTANCE OF 1220.18 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY OF THAT CERTAIN 200 FOOT WIDE TRUCKEE CARSON IRRIGATION DISTRICT (TCID) CANAL AS SHOWN ON THE UNITED STATES RECLAMATION SERVICE PROPERTY AND STRUCTURE MAP FOR SAID SECTION 20, DATED 1911, FILED WITH THE TRUCKEE CARSON IRRIGATION DISTRICT; THENCE DEPARTING SAID EAST LINE, SOUTH 88°26'51" WEST ALONG SAID NORTH RIGHT-OF-WAY, A DISTANCE OF 540.51 FEET TO A POINT OF TANGENCY; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY, BEGINNING AT A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 1054.92 FEET, A CENTRAL ANGLE OF 14°22'30", AND AN ARC DISTANCE OF 264.67 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY, SOUTH 74°04'21" WEST, A DISTANCE OF 552.95 FEET; THENCE DEPARTING SAID NORTH RIGHT-OF-WAY, NORTH 01°12'18" EAST ALONG THE WEST LINE OF THE EAST HALF (E $\frac{1}{2}$) OF THE SOUTHWEST QUARTER (SW $\frac{1}{4}$) OF SAID SECTION 20, A DISTANCE OF 1465.15 FEET TO THE POINT OF BEGINNING.

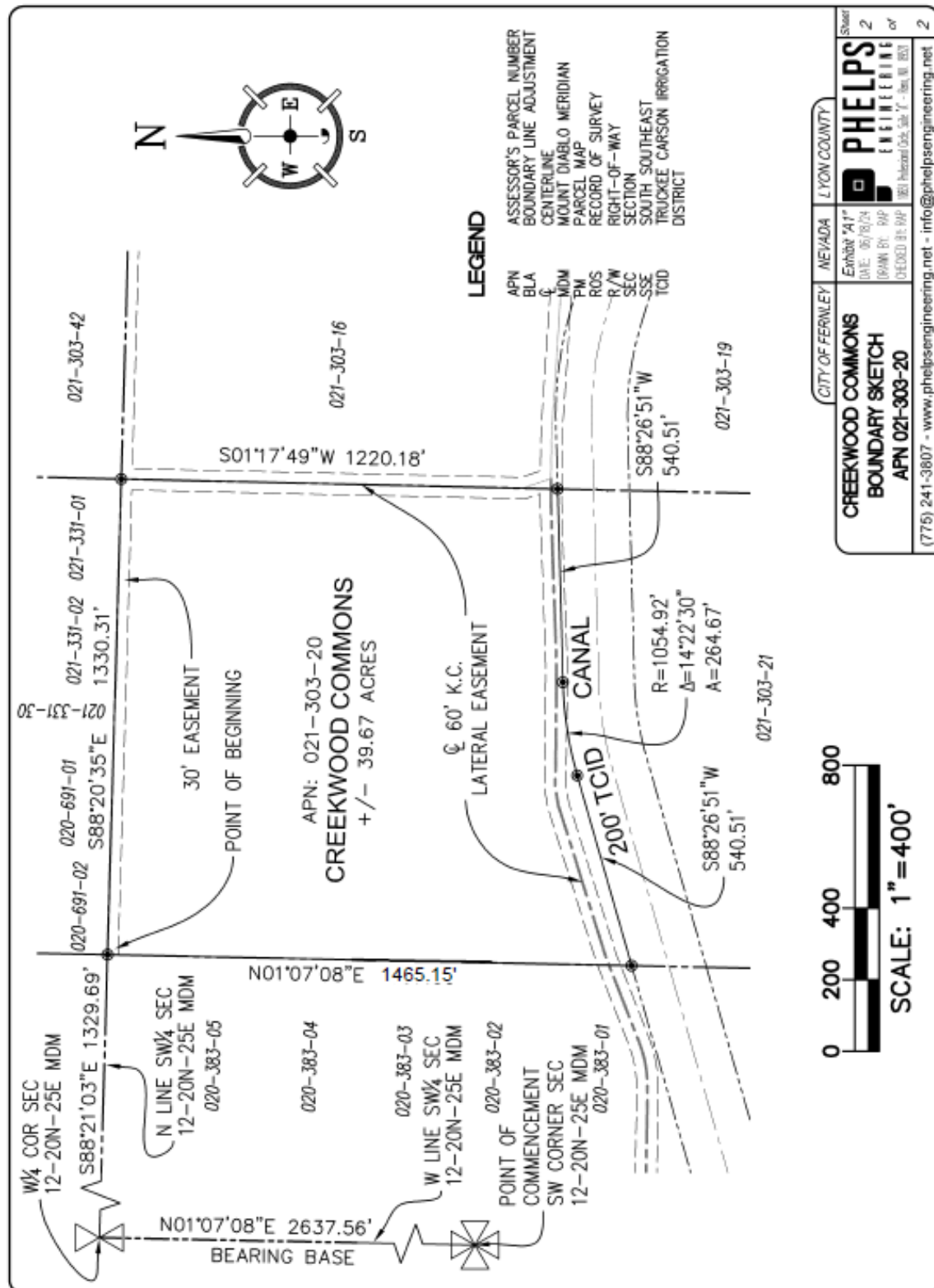
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, AND RIGHTS OF WAY, IF ANY.

CONTAINING 39.67 ACRES, MORE OR LESS.

Prepared By: Richard A. Pedraza, PSM/PLS
In the offices of: Phelps Engineering Services, Inc.
10651 Professional Circle, Suite "A"
Reno, NV 89521



Exhibit B
Plat Map



Conditions of Approval for:
Zoning Map Amendment (ZMA 24002)
Tentative Subdivision Map (TSM 24002)

SCOPE AND DURATION OF APPROVAL

1. APPROVAL:

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

- A. THE ZONING MAP AMENDMENT IS APPROVED CHANGING THE ZONING OF THE PROPERTY FROM SF20 TO SF6.
- B. THE TENTATIVE SUBDIVISION MAP IS APPROVED TO DIVIDE APPROXIMATELY 39.67 ACRES INTO 153 SINGLE-FAMILY LOTS.

2. PROJECT DESCRIPTION:

THE PROJECT APPROVAL IS LIMITED TO SINGLE FAMILY RESIDENTIAL DEVELOPMENT WITH A MAXIMUM OF 153 LOTS ON 39.67 ACRES LOCATED ON THE SOUTH SIDE OF FARM DISTRICT ROAD BETWEEN BROWNE LANE AND RAINBOW LANE (APN 021-303-20).

3. EXPIRATION DATE:

THE TENTATIVE SUBDIVISION MAP APPROVAL 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. THE ZONING MAP AMENDMENT DOES NOT EXPIRE.

4. GOVERNING DOCUMENTS:

ALL CITY OF FERNLEY MUNICIPAL CODE (FMC) OR DEVELOPMENT CODE REFERENCES HEREIN PERTAIN TO THE VERSION OF THE CODE AS ADOPTED AT THE TIME OF THE PROJECT APPROVAL. THE DEVELOPER MUST COMPLY WITH ALL DESIGN STANDARDS AND REGULATIONS AS SET FORTH IN FMC. THE DEVELOPER MAY SUBSTITUTE REQUIREMENTS ESTABLISHED IN FUTURE FMC UPDATES, IF APPROVED BY THE ADMINISTRATOR.

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

REGULATORY AGENCIES

5. NORTH LYON FIRE PROTECTION DISTRICT:

- A. THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT TO THE APPROVAL OF THE ADMINISTRATOR AND FIRE CHIEF PRIOR TO THE ISSUANCE OF ANY FINAL MAP FOR THE PROJECT.
- B. NO COMBUSTIBLES SHALL BE BROUGHT ON SITE PRIOR TO THE INSTALLATION AND ACCEPTANCE OF AN ALL-WEATHER SURFACE AND THE INSTALLATION/OPERATION OF FIRE HYDRANTS TO THE APPROVAL OF THE ADMINISTRATOR, PUBLIC WORKS DIRECTOR, AND THE NORTH LYON COUNTY FIRE PROTECTION DISTRICT.

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

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF THE NEVADA DEPARTMENT OF THE TRUCKEE CARSON IRRIGATION DISTRICT AND/OR THE BUREAU OF RECLAMATION 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.

7. 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.

8. FEDERAL, STATE, AND LOCAL AGENCIES:

THE DEVELOPER SHALL COMPLY WITH ALL REQUIREMENTS OF ANY OTHER FEDERAL, STATE, LOCAL AGENCY, DEPARTMENT, OR LICENSED PROFESSIONAL WITH JURISDICTION OVER THE PROJECT INCLUDING, BUT NOT LIMITED TO: NEVADA DEPARTMENT OF TRANSPORTATION (NDOT), NEVADA PUBLIC UTILITIES COMMISSION (PUCN), NEVADA STATE ENVIRONMENTAL COMMISSION, THE CITY OF FERNLEY BUILDING OFFICIAL, THE CITY OF FERNLEY ENGINEER, CITY OF FERNLEY PLANNING DEPARTMENT, CITY OF FERNLEY PUBLIC WORKS DEPARTMENT, AND THE CITY OF FERNLEY PROFESSIONAL LAND SURVEYOR.

9. UNITED STATES POSTAL SERVICE:

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.

REQUIREMENTS FOR GRADING AND CIVIL PERMITS

10. WATER AND SEWER SYSTEM MODELING:

ADEQUACY OF SEWAGE COLLECTION AND/OR TREATMENT IS SUBJECT TO THE APPROVAL OF THE PUBLIC WORKS DIRECTOR. FURTHER, THE ADMINISTRATOR SHALL DETERMINE WHETHER ADEQUATE PUBLIC FACILITIES ARE IN PLACE OR CAN BE CONSTRUCTED CONCURRENTLY WITH THE DEVELOPMENT PROJECT PRIOR TO THE APPROVAL OF A DEVELOPMENT PROJECT.

11. GRADING PERMIT:

PRIOR TO ISSUE OF A GRADING PERMIT FOR THE DEVELOPMENT, THE DEVELOPER SHALL POST A SURETY BOND FOR REGRADING AND RECLAMATION OF THE SITE. THE DEVELOPER SHALL COMPLY WITH ALL GRADING REQUIREMENTS SET FORTH IN FMC, AS WELL AS ALL STATE AND FEDERAL REGULATIONS INCLUDING, BUT NOT LIMITED TO, STORM WATER POLLUTION PREVENTION AND AIR QUALITY RELATED TO SURFACE AREA DISTURBANCE.

12. PROJECT CONTACT:

PRIOR TO ISSUE OF A GRADING PERMIT, THE DEVELOPER SHALL DESIGNATE A PROJECT CONTACT PERSON TO THE ADMINISTRATOR. THE CONTACT PERSON SHALL BE AUTHORIZED TO AND RESPONSIBLE FOR CORRECTING ANY PROJECT-RELATED ISSUES ON A 24-HOUR, SEVEN-DAYS-PER-WEEK BASIS.

REQUIREMENTS DURING CONSTRUCTION PHASE

13. CONSTRUCTION DEBRIS:

ALL CONSTRUCTION SITES SHALL HAVE APPROVED TRASH RECEPTACLES OR AN APPROVED TRASH REMOVAL PLAN IN PLACE AT THE TIME OF THE FIRST INSPECTION AND DURING CONSTRUCTION, UNTIL CERTIFICATE OF OCCUPANCY IS ISSUED. THE RECEPTACLES SHALL BE USED APPROPRIATELY TO MAINTAIN A CLEAN WORK SITE.

14. CONSTRUCTION HOURS:

PRIOR TO THE START OF ANY CONSTRUCTION-RELATED ACTIVITY, THE DEVELOPER SHALL INSTALL SIGNS AT ALL ACCESS POINTS TO THE PROJECT THAT CLEARLY INDICATE THE HOURS OF ACTIVITY ON-SITE. THE DEVELOPER SHALL LIMIT ALL CONSTRUCTION-RELATED ACTIVITIES TO BETWEEN THE HOURS OF SEVEN AM AND SEVEN PM, SEVEN DAYS PER WEEK. ONCE CONSTRUCTION IS FINISHED, THE DEVELOPER SHALL REMOVE THESE SIGNS.

REQUIREMENTS FOR FINAL MAP

15. FINAL SUBDIVISION MAP PHASING:

IF THE FINAL SUBDIVISION MAP IS PHASED, EACH MAP PHASE SUBMITTED MUST BE DESIGNED TO MEET THE PUBLIC FACILITIES AND IMPROVEMENT STANDARDS AND BE ABLE TO OPERATE INDEPENDENTLY AND AS PART OF THE OVERALL DESIGN. A PHASING PLAN SHOULD BE SUBMITTED WITH PHASE ONE. CHANGES TO THE PHASING PLAN WILL REQUIRE REVIEW AND APPROVAL BY THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR, PRIOR TO IMPLEMENTATION.

16. IMPROVEMENT PLANS:

- A. WITH SUBMITTAL OF ANY FINAL SUBDIVISION MAP APPLICATION, THE ASSOCIATED CIVIL IMPROVEMENT PLANS SHALL BE SUBMITTED AND APPROVED BY THE CITY ENGINEER. THE UTILITIES AND INFRASTRUCTURE FOR EACH PHASE MUST OPERATE INDEPENDENTLY OF FUTURE PHASES YET TO BE CONSTRUCTED.
- B. FINAL IMPROVEMENT PLANS SHALL PROVIDE 20-FOOT WIDE MINIMUM GRAVEL ACCESS ALONG ONE SIDE AND THE BACK OF THE RETENTION BASINS TO PROVIDE SUFFICIENT ACCESS FOR MAINTENANCE VEHICLES.
- C. FINAL IMPROVEMENT PLANS SHALL PROVIDE RETENTION BASINS WITH A FLAT BOTTOM WHICH CAN BE ACCESSED BY MAINTENANCE VEHICLES TO REMOVE ACCUMULATED SEDIMENT. THE SURFACE FOR THE ACCESS TO THE BOTTOM OF THE BASINS SHALL BE PAVEMENT OR ARTICULATING CONCRETE BLOCKS.
- D. FINAL IMPROVEMENT PLANS SHALL PROVIDE A REINFORCED CONCRETE SWALE ALONG THE BACK OF THE LOTS BACKING UP TO THE CANAL TO INTERCEPT OFF-SITE RUNOFF AND DIRECT IT TO PERIMETER DRAINAGE SWALES OR POND B. THE CONCRETE SWALE SHALL BE MARKED "PRIVATE" ON ALL IMPROVEMENT PLANS AND SHALL BE MAINTAINED BY THE MAINTENANCE ASSOCIATION.
- E. FINAL IMPROVEMENT PLANS SHALL HAVE CROSS SECTIONS SHOWN WHICH INCLUDE THE CANAL EMBANKMENT AND THE HOMES ALONG THE CANAL. THE CROSS SECTIONS SHALL SHOW THE EXCAVATION DEPTHS AND SHALL BE APPROVED BY THE BUREAU OF RECLAMATION AND TCID.
- F. THE EXTERIOR BUFFER AREAS ON THE EAST AND WEST SIDES OF THE SUBDIVISION SHALL HAVE 12' WIDE MINIMUM ACCESS ROADS TO PROVIDE MAINTENANCE. IF THESE AREAS CARRY PRIMARY/DIRECT DRAINAGE FROM THE SUBDIVISION STREETS OR LOTS THEY SHALL ALSO HAVE CONCRETE SWALES TO CARRY THE 25-YEAR, 6-HOUR STORM.

- G. ANY STORM DRAIN BASINS TO BE OFFERED FOR DEDICATION TO THE CITY OF FERNLEY SHALL BE FULLY FENCED WITH 6' HIGH FENCING AND ACCESS GATES.

17. EASEMENTS:

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

18. WATER RIGHTS:

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

19. WATER AND SEWER:

- A. THE DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTING OR SHALL POST SURETY BOND FOR ALL IMPROVEMENTS DEEMED NECESSARY TO SERVE THE PROJECT, AS IDENTIFIED IN THE APPROVED WATER AND SEWER MODELING REPORTS, SUBJECT TO APPROVAL OF THE CITY ENGINEER, PRIOR TO RECORDING A FINAL SUBDIVISION MAP.
- B. THE DEVELOPER SHALL COMPLY WITH FMC STANDARDS REGARDING CONNECTIONS/DEMANDS TO THE SANITARY SEWER AND POTABLE WATER SYSTEMS, INCLUDING ASSOCIATED CONNECTION FEES, DESIGN STANDARDS, DEVELOPMENT CODE REQUIREMENTS, AND STATE REQUIREMENTS PRIOR TO ISSUING A PUBLIC IMPROVEMENT PERMIT.
- C. PRIOR TO APPROVAL OF A FINAL SUBDIVISION MAP FOR THE PROJECT, THE DEVELOPER SHALL PERMIT THE WATER SYSTEM MODIFICATIONS IN CONFORMANCE WITH THE FMC AND PUBLIC WORKS DESIGN MANUAL TO THE APPROVAL OF THE CITY ENGINEER, PUBLIC WORKS DIRECTOR, AND ADMINISTRATOR.
- D. NEVADA DIVISION OF ENVIRONMENTAL PROTECTION BUREAU OF SAFE DRINKING WATER AND BUREAU OF WATER POLLUTION CONTROL SUBMITTAL WILL BE REQUIRED.

20. STREETS AND SIGNAGE:

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

21. WASTE MANAGEMENT:

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

22. HYDROLOGY REPORT:

THE DEVELOPER SHALL PROVIDE A FINAL HYDROLOGICAL REPORT FOR THE PROJECT IN CONFORMANCE WITH THE FMC AND THE PUBLIC WORKS DESIGN MANUAL FOR REVIEW AND

APPROVAL BY THE CITY ENGINEER PRIOR TO APPROVAL OF A FINAL MAP FOR ANY PORTION/PHASE OF THE PROJECT.

23. MAINTENANCE ASSOCIATION:

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

24. DRAINAGE REPORT:

- A. 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.
- B. THE DRAINAGE REPORT INDICATES A 100-YEAR STORM EVENT WAS USED TO DETERMINE RETENTION BASIN STORAGE CONCULATIONS. UPON SUBMITTAL OF THE FINAL DRAINAGE REPORT, CONFIRM THAT THIS IS THE 100-YEAR, 24-HOUR STORM AND NOT A LESSER STORM DURATION.

25. GEOTECHNICAL REPORT:

A FINAL GEOTECHNICAL INVESTIGATION SHALL BE SUBMITTED WITH THE PUBLIC IMPROVEMENT PLAN SUBMITTAL(S) AND SHALL INCLUDE INFORMATION REGARDING PAVEMENT SECTION DESIGN.

26. SUBDIVISION MAP NOTES:

PRIOR TO SUBMITTAL OF THE FIRST FINAL MAP, THE FOLLOWING NOTES SHALL BE ADDED TO THE TENTATIVE SUBDIVISION MAP:

- A. A NOTE WHICH STATES THAT PUBLIC UTILITY EASEMENTS SHALL INCLUDE SOUTHWEST GAS, CABLE TELEVISION, AND CITY WATER, SEWER, AND STORM DRAIN UTILITIES.
- B. A NOTE GRANTING A DRAINAGE EASEMENT 10' IN WIDTH CENTERED ALONG ALL INTERIOR LOT LINES AND 5' IN WIDTH ALONG ALL REAR LOT LINES FOR THE EXCLUSIVE PURPOSE OF PROVIDING DRAINAGE FOR THE MUTUAL BENEFIT OF ADJOINING LOT OWNERS.
- C. A NOTE STATING THAT ACCEPTANCE OF THIS MAP BY THE CITY OF FERNLEY IS NOT A COMMITMENT THAT A BUILDING PERMIT WILL BE ISSUED FOR ANY OR ALL LOTS.
- D. A NOTE STATING THAT OUTLOT B SHALL BE GRANTED TO AND MAINTAINED BY THE MAINTENANCE ASSOCIATION.

27. NDOT RIGHT OF WAY:

PRIOR TO SUBMITTAL OF THE FIRST FINAL MAP, ANY ADDITIONAL RIGHT-OF-WAY DEDICATED ALONG FARM DISTRICT ROAD AS PART OF THIS PROJECT SHALL BE DEDICATED TO THE NEVADA DEPARTMENT OF TRANSPORTATION AND NOT THE CITY OF FERNLEY.

REQUIREMENTS FOR BUILDING PERMIT

28. STORM WATER TREATMENT AND DRAINAGE:

- A. THE DEVELOPER SHALL UTILIZE STRUCTURAL CONTROLS FOR THE TREATMENT OF STORM WATER RUNOFF, IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES. DRAINAGE CONVEYANCE FACILITIES AND OTHER IMPROVEMENTS MUST BE CONSTRUCTED, FUNCTIONAL, AND DEDICATED TO THE CITY OF FERNLEY PRIOR TO SUBMITTAL OF THE FIRST BUILDING PERMIT APPLICATION.
- B. ALL INTERNAL STORM DRAIN INFRASTRUCTURE SHALL BE DESIGNED IN ACCORDANCE WITH PUBLIC WORKS DESIGN STANDARDS. DESIGN AND CONSTRUCTION OF ALL DRAINAGE CONVEYANCE FACILITIES ARE SUBJECT TO APPROVAL OF THE ADMINISTRATOR, CITY ENGINEER, AND PUBLIC WORKS DIRECTOR.

29. RESIDENTIAL CONSTRUCTION TAX:

THE DEVELOPER SHALL PAY ONE PERCENT OF THE VALUATION OF EACH RESIDENTIAL DWELLING UNIT BUILDING PERMIT BASED ON THE CITY'S VALUATION DATA TABLE, OR \$1,000 PER DWELLING UNIT, WHICHEVER IS LESS, PRIOR TO ISSUE OF EACH RESIDENTIAL BUILDING PERMIT.

30. INFRASTRUCTURE CONSTRUCTION:

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

31. 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 IF THE PUBLIC IMPROVEMENTS ARE STILL NOT CONSTRUCTED BUT ARE ADEQUATELY SECURED IN ACCORDANCE WITH THE CITY OF FERNLEY DEVELOPMENT CODE. 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.

OTHER REQUIREMENTS:

32. ENCROACHMENTS:

THE K1C LATERAL IS PROPOSED TO ENCROACH INTO APPROXIMATELY 9 OF THE PROPOSED SINGLE-FAMILY SUBDIVISION LOTS. THIS AREA OF THESE LOTS SHALL BE FENCED AS PART OF THE OUTLOT A PARCEL AND HOMEOWNERS SHALL BE NOTIFIED OF THE ENCROACHMENT AS PART OF THE SALE DOCUMENTS. DRAINAGE FROM THE ENCROACHMENT AREA SHALL DRAIN BACK TO THE CONCRETE SWALE BEHIND THE LOTS.

33. ROUNDABOUT:

THE APPLICANT MAY PROCEED WITH FINAL MAP RECORDING AND SECURE A SITE IMPROVEMENT PERMIT TO COMPLETE SUBDIVISION IMPROVEMENTS PRIOR TO FUNDING BEING SECURED BY NDOT THAT ADDRESSES THE ROUNDABOUT OPERATIONAL DEFICIENCY, SPECIFICALLY THE LEVEL OF SERVICE OPERATING CONDITION. A CERTIFICATE OF OCCUPANCY SHALL NOT BE ISSUED FOR ANY HOMES UNTIL THE FUNDING IS DETERMINED BY THE CITY OF FERNLEY TO BE ADEQUATE TO ADDRESS THIS OPERATIONAL CONDITION (I.E. MUST ACHIEVE THE LEVEL OF SERVICE REQUIRED BY THE CITY OF FERNLEY COMPREHENSIVE MASTER PLAN) AS PART OF THE INTENDED SCOPE. IF AN ALTERNATE

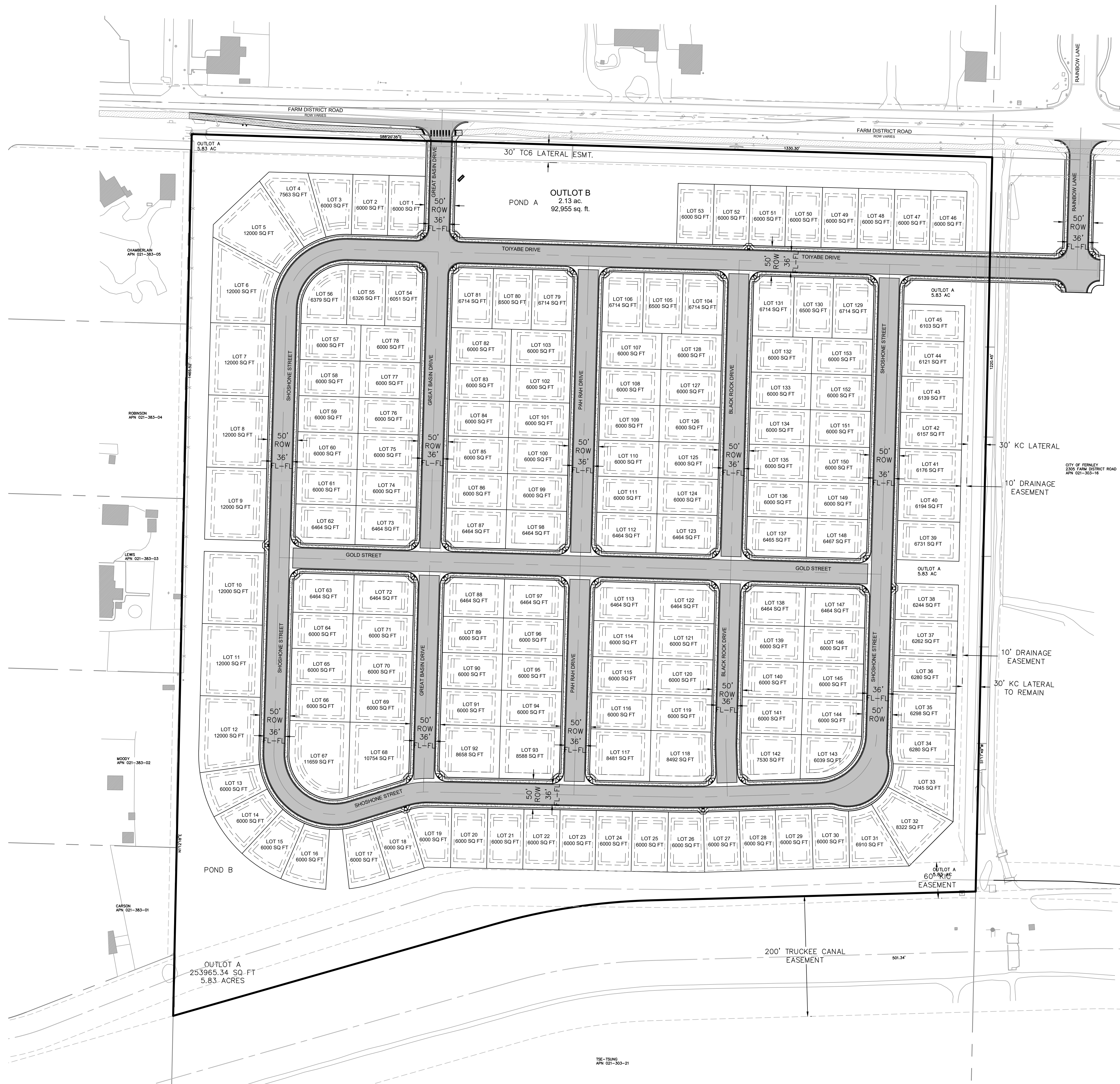
ROADWAY OR CAPACITY RELATED PROJECT (PLANNED OR UNPLANNED) IS CONSTRUCTED SUCH THAT THE ROUNDABOUT LEVEL OF SERVICE IS FOUND TO BE ACCEPTABLE BY THE CITY, THE APPLICANT MAY PROCEED WITH HOME CONSTRUCTION AND ISSUANCE OF CERTIFICATES OF OCCUPANCY WITHOUT FURTHER DELAY OR RESPONSIBILITY TO MITIGATE THIS OPERATIONAL ISSUE. IF AN IMPROVED LEVEL OF SERVICE STANDARD IS ADOPTED BY THE CITY, THE PROJECT WILL BE RESPONSIBLE TO MEET THAT STANDARD.

34. SUBDIVISION ROAD MAINTENANCE:

IN THE EVENT THAT THE APPLICANT PROCEEDS WITH SUBDIVISION IMPROVEMENTS AND COMPLETES THE SUBDIVISION STREETS, THE APPLICANT SHALL BOND FOR THE COSTS TO SLURRY SEAL THE STREETS FOLLOWING ACCEPTANCE OF THE STREETS OFFERED FOR DEDICATION BY THE DEVELOPER. THIS BONDING SHALL BE IN AN AMOUNT AGREED TO BY THE CITY ENGINEER FOR THE COSTS OF SLURRY SEALING NOT PRIOR TO 8 YEARS AFTER ACCEPTANCE OF THE STREETS. THE INTENT IS TO INSURE AGAINST PUBLIC STREETS DEGRADING IN THE EVENT THAT THE DEVELOPER DEDICATES THE STREETS BUT DOES NOT CONSTRUCT HOMES DUE TO LACK OF ROUNDABOUT FUNDING. THIS CONDITION WILL NOT BE APPLICABLE IF THE OPERATIONAL CONDITION OF THE ROUNDABOUT IS LEVEL OF SERVICE D OR BETTER AT THE TIME REGARDLESS OF FUNDING SOURCES, AND NATURE OF OTHER PROJECTS THAT MAY RESULT IN THE ROUNDABOUT OPERATION BEING SATISFACTORY, AT LEAST 8 YEARS AFTER SUBDIVISION STREET ACCEPTANCE.

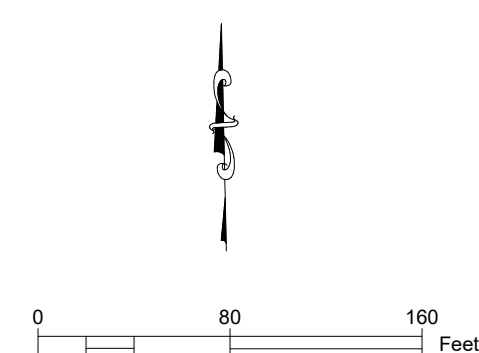
35. COMPLIANCE WITH TRAFFIC STUDY

THE APPLICANT SHALL COMPLY WITH ALL RECOMMENDED MITIGATION MEASURES OUTLINED IN THE TRAFFIC STUDY AND/OR REQUIRED BY THE NEVADA DEPARTMENT OF TRANSPORTATION.



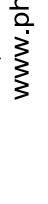
LEGEND:

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

TABULAR DATA

RIGHT OF WAY.....	8.51 ACRES
OUTLOTS (COMMON AREAS).....	7.95 ACRES
RESIDENTIAL LOTS	
SINGLE FAMILY.....	23.21 ACRES

SITE TOTAL.....	39.67 ACRES

[illegible]

PHELPS
ENGINEERING

10651 Professional Circle, Suite A
Reno, NV. 89521 (775) 399-7200
www.phelpsen지니어링.net



SCALE:	AS SHOWN
DESIGNED BY:	JJP
DRAWN BY:	ZJD
CHECKED BY:	LEP

OVERALL SITE PLAN

CREEKWOOD COMMONS
TENTATIVE SUBDIVISION MAP
FERNLEY, NV

DATE:
04/08/2024

PROJECT NO.
21203

C8

CREEKWOOD COMMONS PROJECT NARRATIVE ZONE MAP AMENDMENT & TENTATIVE MAP



Conceptual Examples of single family detached homes & entry monument.

Prepared for:

Creekwood Group, LLC
3860 Richards Blvd.
Carson City, NV 89703

Prepared by:

Phelps Engineering Services Inc.
10651 Professional Circle
Suite A
Reno, Nevada 89521

TABLE OF CONTENTS

COVER LETTER.....	3
PROJECT DESCRIPTION.....	5
OBJECTIVE	5
PROJECT LOCATION	5
LAND USE	6
ZONING	6
CONSISTENCY WITH DEVELOPMENT CODE AND COMPREHENSIVE PLAN	6
EXISTING CONDITIONS.....	13
Surrounding Land Uses	14
PROPOSED SITE	14
TRAFFIC OVERVIEW.....	15
GEOTECHNICAL OVERVIEW	17
DRAINAGE OVERVIEW	17
UTILITIES.....	18
FINDINGS FOR APPROVAL.....	18

COVER LETTER

June 18, 2024

Shay League, Senior Planner
City of Fernley
595 Silverlace Blvd.
Fernley, NV. 89408

Subject: Creekwood Commons Zone Map Amendment and Tentative Subdivision Map Application

Dear Shay,

Please accept the attached Zone Map Amendment (ZMA) and Tentative Subdivision Map (TSM) Application for a parcel located on the south side of Farm District Road on behalf of owner Creekwood Group, LLC.

The parcel (property) totals approximately 39.67 acres and is located entirely within the boundary of the City of Fernley, Nevada. The current zoning is SF20 Residential Single-Family – 20,000 square feet, developer maximum density 2 dwelling units (du) per acre, with a Single-Family Residential land use designation. The project proposes 3.86 du/acre.

A narrative is provided as part of this submittal which describes the purpose of the Zone Map Amendment and how the new zoning designation brings the property into compliance with the current City of Fernley Comprehensive Master Plan.

This ZMA intends to re-classify the current SF20 zoning classification to SF6.

The following is a list of materials included with this ZMA submittal:

- ✓ ZMA Application Checklist
- ✓ Land Development Application signed by owner
- ✓ Application Fee
- ✓ NRS Time Waiver Agreement
- ✓ Project Narrative
- ✓ Vicinity Map
- ✓ Legal Description (wet stamped)
- ✓ Tentative Subdivision Map
- ✓ Property Tax Receipt

The following is a list of materials included with this TSM submittal:

- ✓ TSM Application Checklist
- ✓ Land Division Application signed by owner
- ✓ Application Fee

Creekwood Zone Map Ammendment and Tentative Subdivision Map

- ✓ NRS Time Waiver Agreement
- ✓ Project Narrative
- ✓ Tentative Subdivision Map
- ✓ Vicinity Map
- ✓ Title Report
- ✓ Pending Street Name Application
- ✓ Traffic Study
- ✓ Preliminary Drainage Report
- ✓ Sewer/Water Discovery Report Application
- ✓ Geotechnical Report
- ✓ Fiscal Impact Form

If you have any questions concerning this application or the proposed project, please contact me at the contact info listed below.

Sincerely,

Devin Perry
Planning Manager
Phelps Engineering Services Inc.
dperry@phelpsengineering.net
775-462-9919 - mobile

PROJECT DESCRIPTION

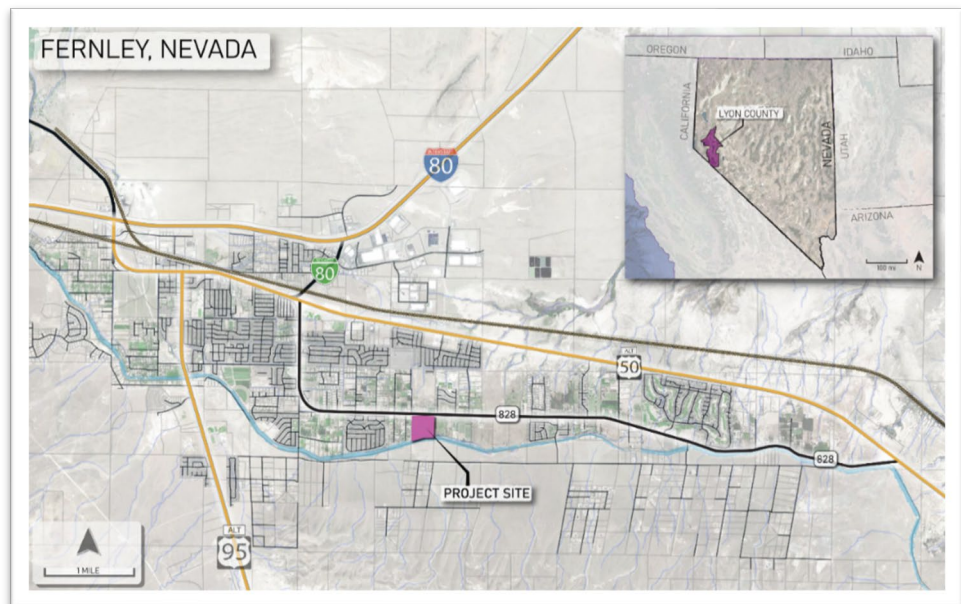
OBJECTIVE

This project is seeking approval for a Zone Map Amendment (ZMA) and Tentative Subdivision Map (TSM) for the 39.67-acre property from the current Zoning designation (SF20) to (SF6). The proposed development provides 153 single family units with on-site stormwater detention facilities. The development also provides a minimum 30' buffer at the perimeter of the property, and over 346,000 sf of Outlots.

Creekwood Commons is a proposed moderately dense residential community consisting of single-family homes. The project will help alleviate the City's need for housing and will help support the Fernley workforce by addressing housing affordability.

PROJECT LOCATION

APN: 021-303-20



Creekwood Commons is in the City of Fernley, in Lyon County Nevada within a portion of the East $\frac{1}{2}$ of SW $\frac{1}{4}$ of Section 20, Township 20 North, Range 25 East. Creekwood Commons consists of ± 41 acres and is located on the south side of Farm District Road (NV 828), between Browne Lane to the west and Rainbow Lane to the east. The Truckee Carson Irrigation District canal forms the southern boundary of the property.

The property currently serves as agricultural land and is undeveloped. Topography is gently sloping down to the north, with an average approximate slope of $\sim 2.7\%$. Aside from the agricultural area in the center, the property is moderately vegetated with low-lying grasses and scattered shrubs. Some large trees are present but are mostly confined to the northern and eastern edges. The property is accessed from Farm District Road.

Recent surrounding development includes Silverland Middle School, built in 2011 (0.5 miles to the north), and several residential subdivisions and small neighborhood parks. Farm District Road, as its name implies, formed the backbone of Fernley's historic agricultural community.

LAND USE

The City of Fernley has a desire to move away from a bedroom community/commuter town and provide a focus as a growing community with opportunities to live, work, and play while maintaining the rural character of the area as defined by the City of Fernley Comprehensive Master Plan dated August 2018 (page 70).

The property's Land Use is currently Single-Family Residential (SFR). No changes to Land Use are proposed as the project complies with the current designation.

ZONING

The City of Fernley updated their Development Code in February 2020. Section 32.06.050 of the Development Code describes the purpose of the applied zoning districts as follows.

SF6, Residential Single-Family – 6,000 square feet

Purpose. This district is intended to preserve areas where the predominant dwelling type is single-family, detached units at seven units per acre. Single-family land uses are considered appropriate adjacent to low density multifamily, SF9 and MDR14 zoning districts. The maximum number of dwelling units that may be located in this district is seven units per one acre.

The following maps illustrate the existing and proposed zoning districts for Creekwood.



CONSISTENCY WITH DEVELOPMENT CODE AND COMPREHENSIVE PLAN

In 2018, the Fernley City Council adopted an update to the City of Fernley Comprehensive Master Plan. The purpose of the City's Master Plan is to guide decision making regarding the physical development of the city. The Master Plan identified a development pattern, which has catered to large lot single-family homes with minimal opportunity for employment because over half of Fernley residents commute to other counties and neighboring cities for work. The larger lot single-family home is no longer affordable for many. In addition, this pattern has created a financial burden for the City due to the lack of employment and folks spending their

money primarily outside of Fernley. The current Comprehensive Master Plan strives to revitalize the town center, add new employment centers, and diversify the historic land use patterns to be more in line with the new goals to support the workforce, first time home buyers, and the aging and lower income populations.

Primary uses within the applied single-family residential land use include detached single-family residences. Other allowed uses include parks, open space, and religious institutions. Density is 2 to 7 du/acre. Characteristics and location features include:

- Primarily single-family detached homes with varied lot sizes
- Residences should be sited as to provide privacy to the occupants while providing connectivity to adjoining commercial or other uses
- New development should provide buffering, lot matching, or transition of density when adjacent to existing residential
- Residences shall be sufficiently buffered from adjacent roadways
- Municipal services are required

The project is compatible with the following Comprehensive Master Plan relevant goals for: 1) Population, Housing, and Employment; 2) Conservation; 3) Land Use; 4) Transportation; 5) and Public Services and Facilities. Where the proposed project deviates from Master Plan goals, an explanation is provided.

Consistency with surrounding land use

Listed below are the City of Fernley Comprehensive Master Plan Goals and Action Strategies for Land Use, Housing Plan and Population, Housing and Employment, followed by an explanation as to how they are supported and upheld in the Creekwood Commons development:

Land Use. Discussion on how the proposed project is compatible with Land Use goals follows the relevant Comprehensive Master Plan Land Use goals listed below:

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

Action Strategy 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.

Action Strategy LU.1.1.2 Encourage development of vacant or underutilized lands within the community core where adequate infrastructure and facilities currently exists.

Action Strategy 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.

The Creekwood development is located on Farm District Rd, a major corridor through town, in an area that has close connections to critical infrastructure such as water, sewer, and electricity. The on-site construction will involve improvements that expand this infrastructure.

Sewer service calculations obtained from Shaw Engineering Sewer Discovery dated April 18, 2022 estimates average daily inflow of 250 gpd/ERC. Current ERC count of 153 times 250 gpd/ERC = 38,250 gpd

Water service calculations obtained from Shaw Engineering Water Discovery dated April 18, 2022 with a project demand of 178 ERCs stated "There is deemed to be sufficient system capacity with regards to groundwater and treatment plant capacity for the new development using a multiplying factor of 2.1 to calculate maximum day demand (MDD) from average day demand (ADD) and a multiplying factor of 2 to calculate peak hour demand (PHD) from maximum day demand."

This revised Site Plan decreases the lot count by 14% (153 lots) with an anticipated demand of 55.7 acre-feet/year.

A Fiscal Impact Analysis Form is provided as part of this submittal. The Developer will finance their proportionate share the required public works improvements to avoid a degradation of services for existing residents.

As per the Land Use Map in the City's Comprehensive Master Plan (page 63), the Creekwood Commons parcel is designated as Single Family Residential and allows for SF6 zoning:

RESIDENTIAL LAND USES			
Land Use Category	Uses and Density	Characteristics and Location	Equivalent Zoning Category
SINGLE FAMILY RESIDENTIAL (SFR)	Primary Uses: Single family detached residences Other Uses: Parks and open space, religious institutions. Density: 2-7 du/acre	Primarily single family detached homes with varied lot sizes Residences should be sited as to provide privacy to the occupants while providing connectivity to adjoining commercial or other uses New development should provide buffering, lot matching, or transition of density when adjacent to existing residential Residences shall be sufficiently buffered from adjacent roadways Municipal services are required.	SF6 SF9 SF12 SF20 PD

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

Action Strategy LU.1.4.2 Projects shall be evaluated with the intent to promote land use compatibility; community design measures can increase compatibility among adjoining land uses.

Action Strategy LU.1.4.5 Require development plans to address conditions unique to the developing area and minimize impacts to adjacent properties.

Action Strategy 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.

The current land use is specified as Single-Family Residential and will not change. This land use is consistent along Farm District Road where new planned medium-density residential communities, parks, and schools are intermingled with low-density residential development.

To provide a buffer to the surrounding low-density single-family residential developments to the west, north, and south, the Creekwood Commons development maintains a 30+ foot buffer.

The development also provides for a future connection to the eastern City-owned property which will allow a more interconnected developed environment.

Population, Housing, and Employment. Discussion on how the proposed project is compatible with Population, Housing, and Employment goals follows relevant Comprehensive Master Plan goals as follows:

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

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

Action Strategy 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.

The proposed project location offers the ability to achieve good design in new housing on underdeveloped parcels, and further provides a variety of housing types, density and costs that accommodate the needs for current and future households looking to live in Fernley.

Chapter 1, page 35 of the Master Plan states:

“Based on the City of Fernley’s current land use patterns, the City will likely be unable to attract new firms and new jobs because of the lack of diversity in its current available housing stock. In short, the City of Fernley could find itself left out of the next 20 years of regional economic growth and development and remain as a bedroom community. Remaining a bedroom community will force the City of Fernley to remain dependent on other jurisdictions outside of Lyon County to provide the jobs and income Fernley residents need. As people often shop and recreate where they work but consume services where they live, most bedroom communities tend to eventually find themselves in a position where they can no longer generate the revenue and resources needed to support growing levels of public services.”

Chapter 1, page 41 and 42 state the need to diversify current housing stock:

“The City of Fernley is strategically located to become a significant driver of norther Nevada’s significantly improved economy expansion and growth. By becoming such a driver, existing and future residents will have improved access to various employment, shopping, entertainment and recreational opportunities. However, this is only conceivable if the City of Fernley takes the appropriate steps today in order to diversify and better balance its land use.... Based on current projections, the City of Fernley is likely to double its current residential population.... This population will demand a multi-generational diversity in housing stock, price and product type

that currently does not exist, but could as the City pursues a new land use and development pattern as part of its larger economic development and diversification strategy.”

The Master plan reveals housing needs for 2018. Chapter 1, page 37 states:

“Total housing demand for the entire three county northern Nevada region of Carson City, Lyon County, and Washoe County is expected to rise to an estimated 9,209 total new units, including demand for both workforce housing and non-workforce housing, in 2018. Total housing demand for Lyon County is 400 total new residential units (4.3 percent of the region-wide total).”

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.

The Creekwood Commons development project is a large-scale housing development that incorporates efficient land use techniques and creates a distinct sense of place through neighborhood and streetscape design. The project also fosters flexibility in the division of land and the siting of buildings away from environmentally sensitive areas by locating the development away from the TCID canal and outside of the existing KIC easement at the south. On-site stormwater detention facilities also help alleviate the impact that the development has on city infrastructure.

Goal HP.1.6 Provide a spectrum of high quality housing to meet the City’s need.

Action Strategy HP.1.6.3 Consider the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand.

Nearby large employment providers include Amazon, Nevada Cement, Nevada Department of Transportation, Sherwin Williams, TREX, and Tahoe Reno Industrial Center (TRIC).

Creekwood Commons creates new housing opportunities that will serve multiple generations.

HP.1.7 Coordinate population growth with the availability of housing, water, sanitary sewer, streets, and other public facilities and services.

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

Dedication of water rights and facilities or the purchase of Intent-to-serve commitments is required for residential subdivision parcel maps, and commercial buildings by the City of Fernley.

Conservation. The following goals and objectives are provided for Conservation in the Comprehensive Master Plan. Discussion on how the proposed project is compatible with the Conservation goals follow:

C.1.3 Maintain and improve the quality of Fernley's air, water and land resources and protect neighborhoods from detrimental noise pollution.

C.1.3.1 Cooperate with public agencies concerned with the improvement of air quality and implement plans and/or programs to maintain overall state and federal air quality standards.

C.1.3.7 Maintain coordination of land use planning and capital improvements to insure the most efficient use of the city's sanitary and stormwater run-off facilities.

The TSM will be submitted by the developer for review by the Bureau of Water Pollution Control per NRS 278 and Nevada Administrative Code 278. Improvement plans will be reviewed by both the Bureau of Safe Drinking Water and the Bureau of Water Pollution Control for adherence to all state and federal standards.

Before obtaining Civil Improvement Plan approvals from the City of Fernley, a NDEP Dust Control Permit and SWPPP will be obtained by the operator/contractor.

C.1.4 Ensure future growth and development is sensitive to Fernley's natural and scenic resources.

C.1.4.1 Enhance the value and beauty of Fernley's bicycle and pedestrian routes by locating them along significant viewpoints, scenic sites and scenic corridors.

C.1.4.3 Encourage new public and private development to use water conservation landscaping and fixtures.

The site will preserve existing old growth trees along Farm District Rd and the eastern boundary through appropriate buffers. Although the current use of land will be shifting from agricultural to residential, there will be a net gain in the diversity of trees, vegetation and habitat, which will all be selected and maintained through water conservation methods. All proposed irrigation will utilize water-saving technology including drip irrigation and drought-tolerant vegetation.

The site layout is sensitive to preserving scenic resources and character of Fernley and will incorporate pedestrian-oriented design and trails to link open spaces and encourage active lifestyles.

C.1.5 Regulate development in areas that may be subject to earthquakes, erosion and landslides.

C.1.5.1 Ensure new development proposals near known or mapped faults conduct fault studies to determine the specific orientation, location and relative activity of nearby faults. Locate structures a minimum of 50 feet from any identified Holocene fault.

A Geotechnical study was conducted as part of the proposed project. The report stated that the site is geotechnically suitable to host the proposed improvements.

Transportation. Discussion on how the proposed project is compatible with Transportation goals follow the relevant Comprehensive Master Plan goals listed below:

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.1.1.6 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.

The proposed right of ways within the Creekwood Commons are 50 feet wide and comply with improvement standards as specified in the Public Works Design Manual.

Farm District Road is also Nevada State Route 828. The existing road is 3-lane with a middle turning lane and a speed limit of 45 MPH. A Right-of-way access permit is required for all points of access onto any street that is part of the State highway system (NDOT Access Management Systems & Standards 2017 Edition, Section 2.2 Access Requests and Access Permits).

With the amount of residential development that is expected to occur along Farm District Road, the City prefers that Farm District Road maintain a consistent roadway section and corresponding capacity.

Public Service and Facilities. Discussion on how the proposed project is compatible with Public Service and Facilities goals follow the relevant Comprehensive Master Plan goals listed below:

PSF.1.4 Reduce water demand through xeriscape project landscaping, reclamation and reuse of treated wastewater for golf courses, medians, parkways and other appropriate application uses.

The use of drought-tolerant plant material and low water efficiency irrigation technology is a feature of this Development. The Development will work with the City of Fernley to determine appropriate demand and dedication of water.

EXISTING CONDITIONS

The property was a small farm with a house and outbuildings. Currently, the property is undeveloped, and the house and buildings have been demolished. Topography gently slopes from south to north with the southern portion of the site sitting approximately between 30 to 35 feet above the northern portion of the site with an average slope of ~2.7 percent. Mature poplar

and cottonwood trees line the banks of a small irrigation canal along Farm District Road. Views are pastoral and rural residential, with desert mountains in the distance. The property is currently accessed from Linley Lane at the western boundary and Barker Lane at the eastern boundary.

SURROUNDING LAND USES

Surrounding Land Use and Zoning

Location	Existing Land Use and Zoning	Roadway
Site	Single-Family Residential and Single-Family - 20 dwelling units per acre	
North	Single-Family Residential and Single-Family – 6 dwelling units per acre (SF6)	Farm District Road
South	Truckee Canal and Rural Residential - 1 dwelling units per acre	None
West	Single-Family Residential and Rural Residential - 5 dwelling units per acre	Linley Lane (private road, within project APN)
East	Open Space and Single-Family - 20 dwelling units per acre	Barker Lane

PROPOSED SITE

The project proposes 153 SF6 lots. There will be ~346,000 sf of open space and ~159,000 cubic feet of stormwater detention facilities. Primary access will be served from Farm District Road, with a secondary access running through the North East corner through the adjacent COF parcel, ultimately aligning with Rainbow Ln. Streetscapes include trees, landscaping, sidewalks, and parking.

The development provides important buffer space around all its edges. A buffer of 84 feet from Farm District Road and 50 feet from the northern property line preserves old-growth cottonwood trees and the road's rural character, while enhancing the streetscape through additional landscaping. On the east side is a buffer of 30 feet, which will also preserve old growth trees and create a scenic corridor. The K1C lateral corridor on the south side is maintained. The site borders larger two acre lots on the west side, so to provide a better transition of lot sizes a landscaped 30-foot buffer with no pedestrian access will be provided. This prevents backyard fences from abutting and will allow for adequate privacy.

A concept plan is provided below.



TRAFFIC OVERVIEW

A Traffic Impact Study prepared by Phelps Engineering Traffic Engineer, Dan Eybs determined that traffic generated by the development will have some impact on the adjacent street network. A near-term ("build-out" year, 2026) and long-term (NDOT design year, 2046) analysis was completed as part of the study.

As shown in the table below, not all the studied intersections would operate acceptably with the added traffic volumes from the project in the near-term. Traffic operations at intersection No. 1 are already near failure during the PM peak-hour without the project and are pushed into unacceptable levels of services with the project.

Table 7: Near-Term (2026) Project Impact on Intersection Operations

	Without Project		With Project	
	AM	PM	AM	PM
1: BR 80-SR 828 at Main St – US-50A	A 9.55 (EB) B 10.90 (WB) C 16.61 (NB) A 7.09 (SB)	D 31.61 (EB) B 11.03 (WB) D 33.55 (NB) D 28.09 (SB)	A 9.85 (EB) B 11.65 (WB) C 19.53 (NB) A 7.36 (SB)	E 39.78 (EB) B 11.48 (WB) E 41.14 (NB) E 38.53 (SB)
2: SR 828 at Shadow Lane	C 17.24 (EB) B 14.91 (WB)	D 29.94 (EB) B 14.96 (WB)	C 18.58 (EB) C 15.83 (WB)	E 35.31 (EB) C 16.07 (WB)
3: SR 828 at East Jenny's Lane	C 15.96 (EB) B 12.70 (WB)	C 24.07 (EB) B 14.73 (WB)	C 17.16 (EB) B 13.34 (WB)	D 27.51 (EB) C 15.87 (WB)
4: SR 828 at Cottonwood Lane	C 17.67 (EB)	C 15.55 (EB)	C 20.16 (EB)	C 17.91 (EB)
5: North Jenny's Lane at SR 828	B 14.38 (NB) B 11.86 (SB)	B 14.10 (NB) B 11.84 (SB)	C 15.66 (NB) B 12.57 (SB)	C 15.78 (NB) B 12.83 (SB)
6: Site Access at SR 828	--	--	B 12.64 (NB)	B 12.46 (NB)
7: Rainbow Ln. at SR 828	B 11.81 (SB)	B 11.35 (SB)	B 13.89 (NB) B 12.03 (SB)	B 13.35 (NB) B 11.69 (SB)

However, traffic volume reductions at the roundabout resulting from the implementation of the Wadsworth Bypass to the west and the extension of Nevada Pacific Parkway to the east would elevate operations at the roundabout to acceptable levels in the long-term, as shown in the table below.

Table 9: Long-Term Project Impact on Intersection Operations

	Without Project		With Project	
	AM	PM	AM	PM
1: BR 80-SR 828 at Main St – US-50A	A 8.47 (EB) A 9.53 (WB) B 13.40 (NB) A 6.54 (SB)	C 20.75 (EB) A 9.61 (WB) C 22.65 (NB) C 19.02 (SB)	A 8.55 (EB) A 9.80 (WB) B 14.21 (NB) A 6.60 (SB)	C 22.22 (EB) A 9.78 (WB) C 24.16 (NB) C 20.89 (SB)
2: SR 828 at Shadow Lane	D 28.23 (EB) C 21.17 (WB)	F 94.20 (EB) C 22.10 (WB)	D 29.71 (EB) C 21.99 (WB)	F 106.59 (EB) C 23.10 (WB)
3: SR 828 at East Jenny's Lane	C 24.08 (EB) C 16.07 (WB)	E 49.67 (EB) C 21.43 (WB)	D 25.24 (EB) C 16.55 (WB)	F 54.13 (EB) C 22.44 (WB)
4: SR 828 at Cottonwood Lane	E 47.34 (EB)	D 28.76 (EB)	F 60.14 (EB)	D 34.76 (EB)
5: North Jenny's Lane at SR 828	C 19.41 (NB) B 13.77 (SB)	C 18.14 (NB) B 13.95 (SB)	C 20.82 (NB) B 14.35 (SB)	C 19.57 (NB) B 14.72 (SB)
6: Site Access at SR 828	--	--	B 13.49 (NB)	B 13.14 (NB)
7: Rainbow Ln. at SR 828	B 13.63 (SB)	B 12.93 (SB)	C 16.86 (NB) C 15.17 (SB)	C 15.65 (NB) B 14.86 (SB)

Furthermore, the addition of "roadway capacity and safety" improvements on SR 828 and Cottonwood Ln., as called for in the City of Fernley Transportation Master Plan, are necessary

Creekwood Zone Map Ammendment and Tentative Subdivision Map

to elevate operations to acceptable levels in the long-term at intersections numbers 2,3 and 4. The study recommendations include: 1) construct site frontage improvements on SR828 to NDOT standards with dedicated right-turn and left-turn lanes, and 2) construct ADA accessible connections to regional trail systems.

GEOTECHNICAL OVERVIEW

Black Eagle Consulting performed exploration at the Creekwood property on February 9 – 11, 2022. It was determined that the silty and poorly graded sands (native soils) will provide adequate support for the proposed improvements.

DRAINAGE OVERVIEW

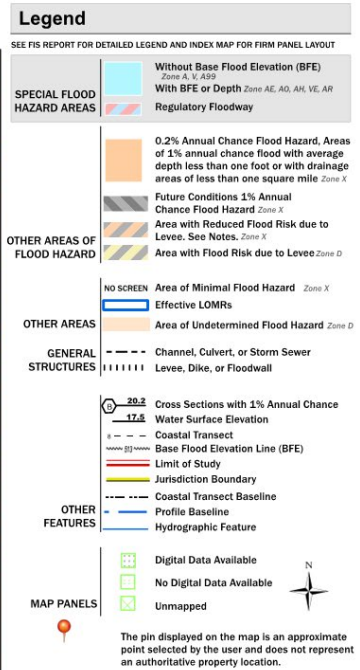
Topography gently slopes from south to north with the southern portion of the site sitting approximately between 30 to 35 feet above the northern portion of the site with an average slope of ~2.7 percent.

The property is currently shown as lying within zone X of the 100-year floodplain according to FEMA FIRM panel 32019-C0105E, Effective October 2020 32001C1732F, 32001C1734F, effective 1/16/2009. See FEMA FIRM panel provided below.

UTILITIES

ELECTRICITY: NV Energy

National Flood Hazard Layer FIRMette



TELEPHONE / CABLE: Multiple providers including AT&T and Charter
INTERNET: AT&T, Charter, and CC Communications

PUBLIC SCHOOLS:

Cottonwood Elementary School	1.5 miles
East Valley Elementary School	3.5 miles
Silverland Middle School	0.4 miles
Fernley High School	4.0 miles

PARKS: Autumn Winds Park is located approximately 1.7 miles east; Ponderosa Park is 0.6 miles to the west from the proposed Creekwood development.

POLICE:

Lyon County Sheriff's Office	3.2 miles
------------------------------	-----------

Creekwood Zone Map Ammendment and Tentative Subdivision Map

FIRE PROTECTION:

North Lyon County Fire Department Station 62 1.9 miles

The NLCFPD has adopted the State amended code standards requiring internal fire suppression devices for all new development that is further than 500 feet from a fire hydrant.

FINDINGS FOR APPROVAL

The Creekwood Commons development project is compliant with the City of Fernley Comprehensive Master Plan dated August 2018. It provides efficient use of land development that will support additional residences looking to move to or stay in Fernley, and provides buffer areas to surrounding rural parcels, thereby fostering the unique character of Fernley.

Development of Creekwood Commons does not impair any natural resources, but instead provides natural resource enhancement to the neighborhood by adding trees, landscaping, a trail, and an open space drainage system. The use of drought tolerant plant material and low water efficiency irrigation technology is a primary feature of this development.

Creekwood Commons promotes land use compatibility and is desirable because it is an infill project which allows for smart growth of public facilities and municipal services. The Development will create and construct new streets, sidewalks, lighting, signage, drainage, sewer, and water infrastructure improvements.

The open space provides recreation amenities for residents, and the trail surrounding the development will provide connectivity to existing and future pedestrian and bicycle City trails.

The development is consistent with the City of Fernley Public Works Design Manual. All local internal streets will be privately maintained by a legal association. A Traffic Study is provided with this document.

Creekwood Commons

...a proposed single-family residential development serving Fernley, Nevada.



Traffic Impact Study

**Prepared by Phelps
Engineering Services Inc.**

10651 Professional Circle, Suite A
Reno, Nevada 89521
Tel: 303-298-1644



September 20, 2024

Table of Contents

1.0	Introduction	1
1.1	Purpose and Scope of this Report.....	1
1.2	Regional Setting.....	1
1.3	Site Plan and Land Use Composition	4
1.4	Existing Site and Proposed Zoning Amendment	4
1.5	Traffic Study Parameters.....	8
2.0	Methodology	9
3.0	Existing Setting.....	10
3.1	Key Roadways.....	10
3.2	Crash Analysis.....	13
4.0	Near-Term Impact Analysis.....	13
4.1	Volumes without Project	13
4.2	Trip Generation	16
4.3	Trip Distribution	16
4.4	Trip Assignment	20
4.5	Volumes with Project	23
5.0	Long-Term Impact Analysis	27
5.1	City of Fernley Transportation Master Plan Improvements.....	27
5.2	Volumes without Project Volumes	29
5.3	Trip Generation	32
5.4	Distribution	32
5.5	Trip Assignment	32
5.6	Volumes with Project.....	35
6.0	Findings and Recommendations.....	39
6.1	Findings	39
6.2	Recommendations	40
	Appendix A-1 – Traffic Count Data.....	
	Appendix A-2 – Trip Generation Graphs.....	
	Appendix A-3 – Trip Distribution	
	Appendix A-4 – Growth Factor Analysis.....	
	Appendix A-5 – Crash Records.....	
	Appendix B-1 – 2026 Background Volume Intersection Capacity Worksheets	
	Appendix B-2 – 2026 Background plus Project Volume Intersection Capacity Worksheets	
	Appendix B-3 – 2046 Background Volume Intersection Capacity Worksheets	
	Appendix B-4 – 2046 Background plus Project Volume Intersection Capacity Worksheets	

List of Figures

FIGURE 1: REGIONAL AND VICINITY MAPS	3
FIGURE 2A: SITE PLAN PRIMARY ACCESS	6
FIGURE 2B: SITE PLAN SECONDARY ACCESS	7
TABLE 1: ANALYSIS INTERSECTIONS.....	8
TABLE 2: STUDY SCENARIOS.....	8

TABLE 3: LEVEL OF SERVICE AND CAPACITY AT INTERSECTIONS.....	10
TABLE 4: EXISTING SETTING: KEY ROADWAYS.....	10
FIGURE 3: EXISTING SETTING.....	12
FIGURE 4A: AM PEAK HOUR JAN. 2022 TRAFFIC VOLUMES.....	14
FIGURE 4B: PM PEAK HOUR JAN. 2022 TRAFFIC VOLUMES.....	15
TABLE 5: TRIP GENERATION	16
FIGURE 5: AUXILARY LANE AT SITE ACCESS DRIVES.....	18
TABLE 6: NEAR-TERM (2026) TRIP DISTRIBUTION.....	19
FIGURE 6A: AM PEAK HOUR SHORT-TERM TRIP ASSIGNMENT	21
FIGURE 6B: PM PEAK HOUR SHORT-TERM TRIP ASSIGNMENT	22
FIGURE 7A: AM PEAK-HOUR NEAR-TERM (2026) PLUS PROJECT TRAFFIC VOLUMES	24
FIGURE 7B: PM PEAK-HOUR NEAR-TERM PLUS PROJECT TRAFFIC VOLUMES.....	25
TABLE 7: NEAR-TERM (2026) PROJECT IMPACT ON INTERSECTION LEVEL OF SERVICE* AND DELAY	26
FIGURE 8: FERNLEY, NEVADA TRANSPORTATION MASTER PLAN IMPROVEMENTS	28
FIGURE 9A: AM PEAK HOUR LONG-TERM (2046)	30
FIGURE 9B: PM PEAK HOUR LONG-TERM (2046).....	31
TABLE 8: LONG-TERM TRIP DISTRIBUTION	32
FIGURE 10A: AM PEAK HOUR LONG-TERM (2046) TRIP ASSIGNMENT	33
FIGURE 10B: PM PEAK HOUR LONG-TERM (2046) TRIP ASSIGNMENT	34
FIGURE 11A: AM PEAK HOUR LONG-TERM (2046) PLUS PROJECT TRAFFIC VOLUMES.....	36
FIGURE 11B: PM PEAK HOUR LONG-TERM (2046) PLUS PROJECT TRAFFIC VOLUMES.....	37
TABLE 9: LONG-TERM PROJECT IMPACT ON INTERSECTION LEVEL OF SERVICE* AND DELAY	38

1.0 Introduction

The property owner proposes development of the Creekwood Commons Residential Development project on the south side of State Route 828 (Farm District Road) between Brown Lane to the west and Rainbow Lane to the east in the City of Fernley, Nevada.

The project consists of a total of 153 detached single-family housing units. The units are arranged to accommodate open space for landscape buffers and on-site drainage facilities. Pedestrian access will connect to an existing multi-modal path along Farm District Road to the north and a proposed trail connecting to the city owned property to the east. This is intended to encourage multi-modal (pedestrian, bicycle, transit, vehicle, etc.) trip making, promote healthy lifestyles, preserve the environment, and address the nation's chronic housing shortage. The Single-Family Detached Land Use (ITE Land Use Code 210) was used for purposes of projecting the Trip Generation. Additionally, the State Route 828 (Farm District Road) streetscape to the north would include a divided roadway with a landscaped median and a landscape greenbelt along the project site frontage to enhance the aesthetic appeal of the roadway while reducing noise.

1.1 Purpose and Scope of this Report

The purpose of this *Traffic Impact Study Report* is to communicate to the City of Fernley and the Nevada Department of Transportation (NDOT) the near-term (i.e. "opening day") and long-term (i.e. "design year") impacts of the project on the seven study intersections based on a comparison of the with and without-project operational analysis results. The analysis was conducted using PTV Vistro 2024 software based on *Highway Capacity Manual Seventh Edition (2022)* methodologies. These are the latest software and manual editions available at the time of this study.

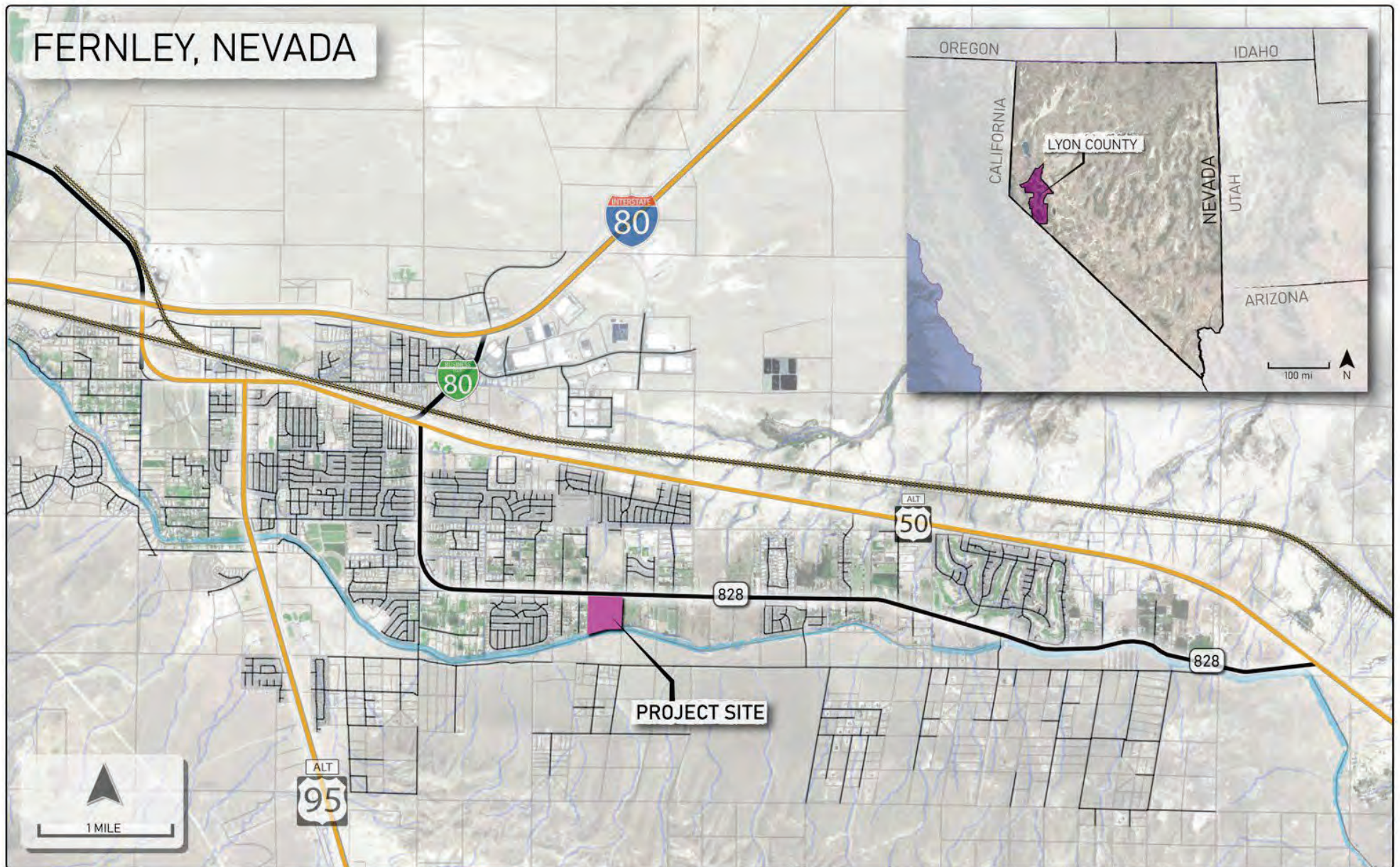
The scope of this report includes a discussion of the regional setting, the site plan and land use composition, the existing site and zoning amendment, the traffic study parameters including analysis intersections and study scenarios, the methodology, the projected trip generation, the near-term impact analysis, the long-term impact analysis, conclusions, and recommendations. The Appendix includes the following sections for supporting documentation: January 2022 traffic count volumes at the study intersections (A-1); trip generation graphs (A-2), trip distribution (A-3), growth factor calculations (A-4), applicable crash records (A-5), 2026 background volume intersection capacity worksheets (B-1), 2026 background plus project volume intersection capacity worksheets (B-2), 2046 background volume intersection capacity worksheets (B-3), and 2046 background plus project volume intersection capacity worksheets (B-4),

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 35 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 50.

FIGURE 1: REGIONAL AND VICINITY MAPS



1.3 Site Plan and Land Use Composition

Figures 2A and 2B show the layout of the proposed development including the relative locations of the residential and open space elements. Site access is proposed via one access on to State Route 828 to the north and one access to a future extension of Rainbow Lane to the east.

The site encompasses 39.67 acres. The land use breakdown of the 39.67-acre site is 23.21 acres (58.51%) of single-family detached housing, 8.51 acres (21.45%) of public right-of-way, and 7.95 acres (20.04%) of open space and common areas.

Pedestrian access will connect to an existing multi-modal path along Farm District Road to the north and a proposed trail connecting to the city owned property to the east. Pedestrian connectivity to the off-site networks would encourage multi-modal activity (walking, bicycling, etc.), thereby promoting healthy lifestyles. On-site roadways will include four-foot-wide sidewalks on both sides of the on-site streets as an additional measure to encourage multi-modal activity and healthy lifestyles, thereby capitalizing on the “complete streets” concept. The proposed Creekwood Commons project is designed for a “seamless integration” into the surrounding environment while serving as an “extension to this proposed streetscape”.

As shown in the site plan, the residential development would be served by two access points on Farm District Rd. (SR 828), one primary access road called Great Basin Drive and one secondary access road aligned with the existing Rainbow Lane intersection. Farm District Rd. (SR 828) is classified as a two-lane minor arterial roadway by NDOT, and so the standard spacing for full-movement intersections is 1,320 feet. However, The proposed location of the new SR 828 intersection at Great Basin Drive is located just 430 feet east of Browne Ln and 1,060 feet west of Rainbow Lane. To meet the intersection spacing standards the new intersection would need to be relocated 230 feet to the east of its current location and also limited to left-in/right-in/right-out movements or limited to right-in/right-out movements at it's current location. For traffic analysis the new three-legged intersection on SR 828 at Great Basin Drive is assumed to be limited to right-in/right-out movements only, and the existing intersection of SR 828 at Rainbow Lane is assumed to remain a full-movement intersection with a new fourth leg.

1.4 Existing Site and Proposed Zoning Amendment

The existing site within the East Development Area of the City of Fernley is agricultural land on APN 21-303-20. State Route 828 (Farm District Road) borders to the north. The Truckee Carson Irrigation District (TCID) Canal borders the south. Rainbow Lane borders to the east. Brown Lane borders to the west.

The *City of Fernley Land Use & Zoning App* identifies the proposed land use designation as Single-Family Residential (SFR) and the current zoning as SF20 (on residential dwelling unit per 20,000 square feet or approximately 0.46 acres, thereby correlating to a maximum density of approximately 2.17 residential dwelling units per acre). This density is insufficient to accommodate the proposed land use configuration, specifically the number of single-family dwelling units. Therefore, associated with the development proposal is an

amendment to the zoning from SF20 to SF6, allowing up to 3.86 dwelling units per acre to accommodate the proposed 153 dwelling units.

FIGURE 2A: SITE PLAN PRIMARY ACCESS

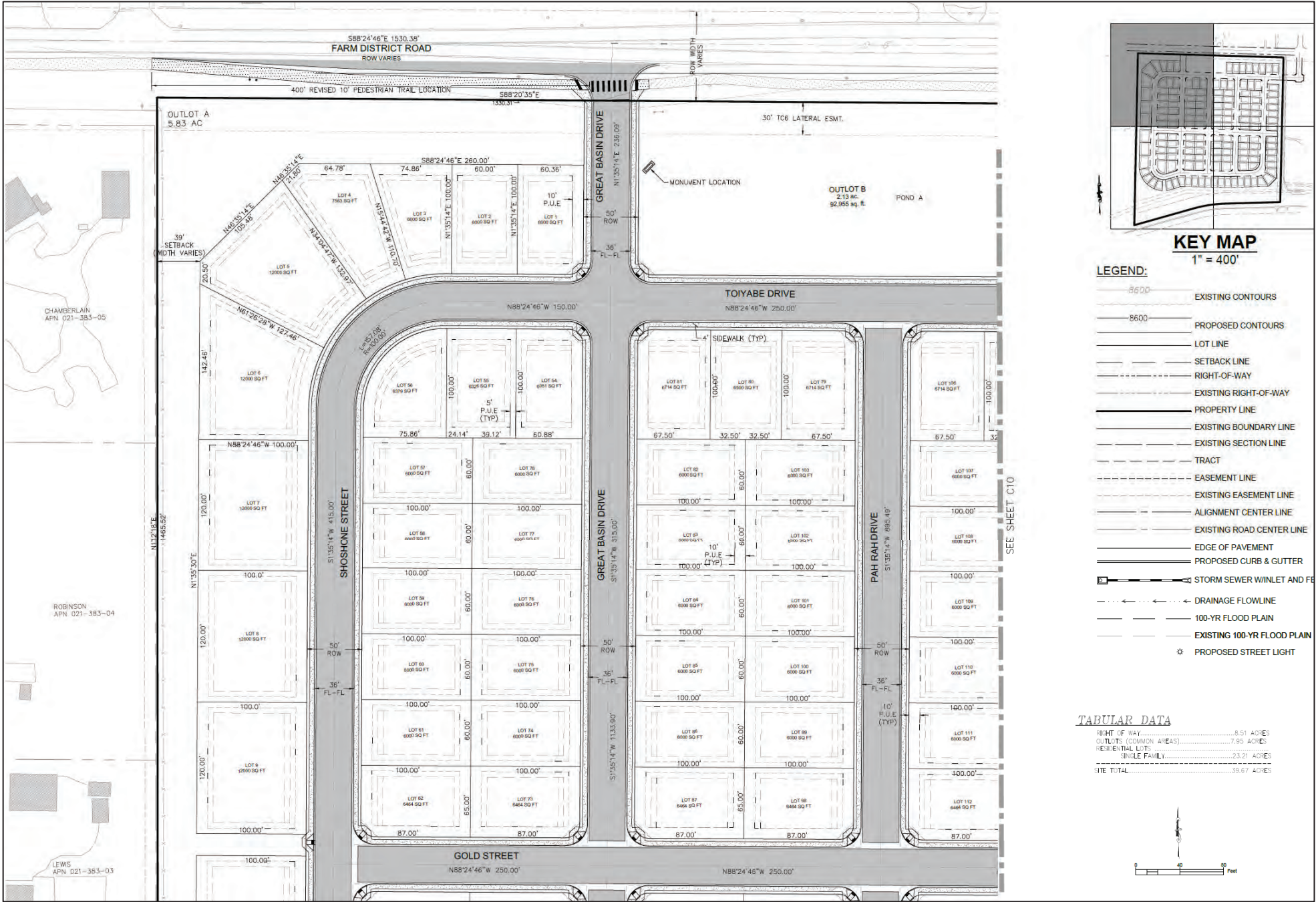
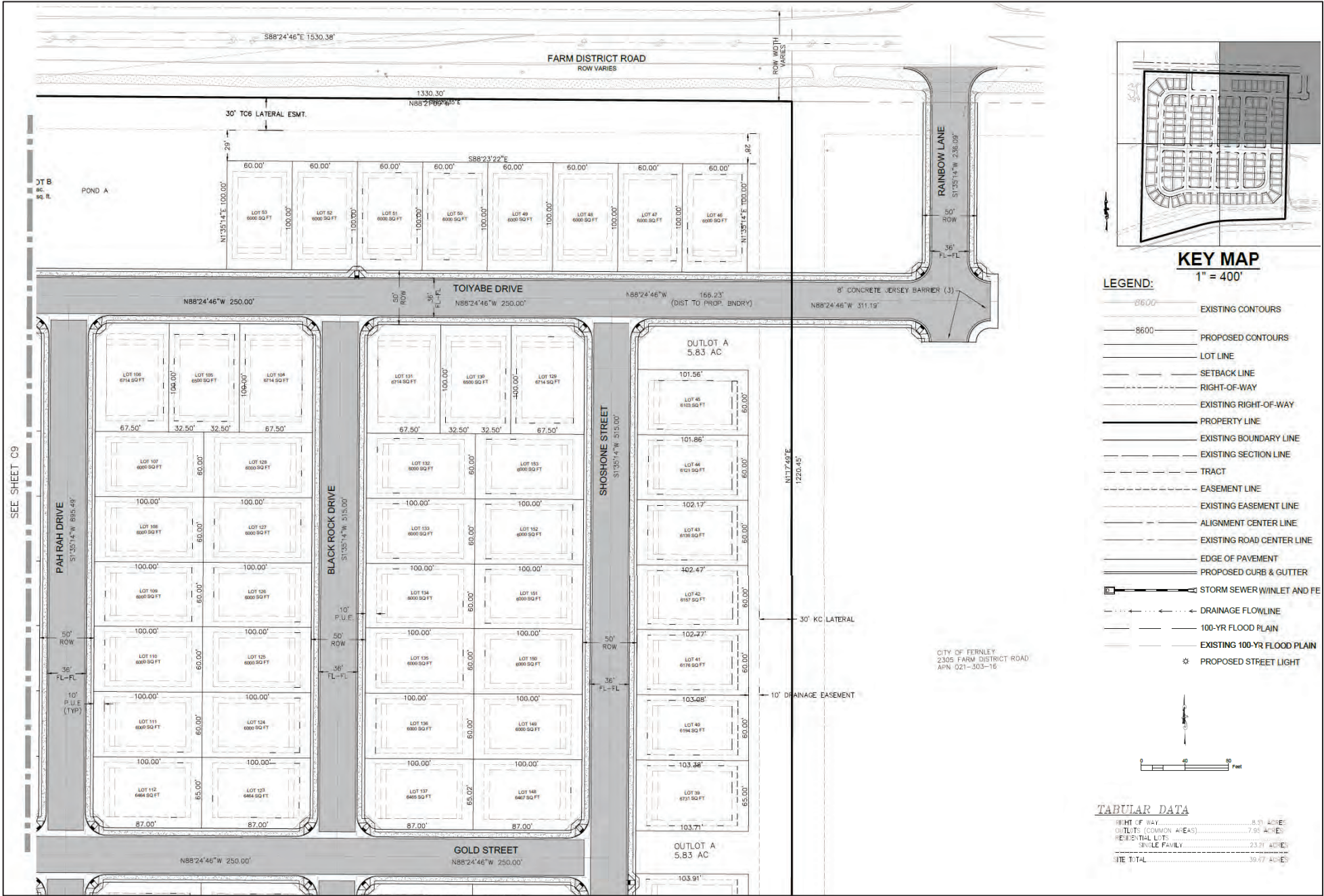


FIGURE 2B: SITE PLAN SECONDARY ACCESS



The land use designation is Single-Family Residential (SFR). This SFR designation is independent of the land use allocation. Although the actual density of 153 dwelling units over just the 28.47-acre residential and right-of-way portion correlates to a density of 5.37 dwelling units per acre, the overall density including both the residential/right-of-way and open space components (totaling 39.67 acres) is 3.86 dwelling units per acre. The total site area of 39.67 acres is used for purposes of zoning.

While the introduction of higher-density residential development within a lower-density area can occasionally generate some opposition to residents fearful of change, such an amendment to the zoning to allow for an increase in the density of residential units is essential for addressing the nationwide housing crisis. Specifically, 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 remove the barriers to residential construction. Specifically, the inclusion of open space around the exterior of the residential development may increase the political appeal of the neighborhood to surrounding residents because of the space buffer created between lower and higher density neighborhoods.

1.5 Traffic Study Parameters

The proposed scope entails assessing the multi-modal (vehicle, bicycle, pedestrian) transportation impacts of the proposed development on the analysis intersections identified in Table 1 during the study scenarios identified in Table 2 for both the AM and PM 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 conducted in the field.

TABLE 1: ANALYSIS INTERSECTIONS

No	North-South Roadway	East-West Roadway
1	BR 80/SR 828	East Main Street/US-50A
2	Farm District Rd. (SR 828)	Shadow Lane
3	Farm District Rd. (SR 828)	East Jenny's Lane
4	Farm District Rd. (SR 828)	Cottonwood Lane
5	North Jenny's Lane	Farm District Rd. (SR 828)
6	West Site Access*	Farm District Rd. (SR 828)
7	Rainbow Lane	Farm District Rd. (SR 828)

*A Proposed Access

TABLE 2: STUDY SCENARIOS

No	Description
A	Near-Term (2026)
B	Near-Term (2026) Plus Project
C	Long-Term (2046)
D	Long-Term (2046) Plus Project

Intersection No. 1 (BR 80/SR 828 & East Main Street/US-50A) is a single-lane yield-controlled roundabout just south of the Union Pacific Railroad (UPRR) Tracks, which run under BR 80. Yield on entry and dedicated right-turn lanes exist on all approaches. Continental crosswalks cross the splitter islands on all four approaches. This roundabout is slated for upgrades in the *Draft City of Fernley Transportation Master Plan* that was presented to the Fernley City Council in June 2020.

**Note: The remaining intersections are un-signalized stop controlled.*

Intersection No. 2* (SR 828 & Shadow Lane) contains dedicated northbound and southbound left turn lanes and Continental Crosswalks across the north and south legs.

Intersection No. 3* (SR 828 & East Jenny's Lane) contains dedicated northbound and southbound left turn lanes and Continental Crosswalks across the north and south legs.

Intersection No. 4* (SR 828 & Cottonwood Lane) contains a dedicated northbound left turn lane, a dedicated southbound right turn lane, a Continental Crosswalk across the south leg, and a Continental Crosswalk across the west leg at the eastern entrance to Cottonwood Elementary School.

Intersection No. 5* (North Jenny's Lane & SR 828) contains dedicated southbound left and eastbound left turn lanes and Continental Crosswalks across the north and east legs.

Intersection No. 6* (West Access & SR 828) is the proposed main access for the Creekwood Commons residential development. The intersection contains a dedicated eastbound right-turn lane, a dedicated westbound left-turn lane, and a dedicated northbound right-turn and left-turn lane.

Intersection No. 7* (Rainbow Lane & SR 828) contains a dedicated eastbound left turn lane.

2.0 Methodology

This study conducted capacity evaluations at seven study intersections using "Level of Service" (LOS) based on *Highway Capacity Manual 7th 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 intersections by LOS designation as a function of delay. Table 5 shows the level of service delay ranges for signalized and unsignalized intersections. The Transportation Research Board's Highway Capacity Manual defines the level of service for partially stop-controlled intersections in terms of computed or measured control delay for each minor movement. Therefore, level of service is not defined for a partially stop-controlled intersection as a whole. For roundabouts Control Delay is computed for each critical lane, approach and the intersection as a whole.

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C ⁽¹⁾	Average Control Delay (seconds per vehicle) ⁽²⁾
A	10.0 sec or less	less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more

(1) Source: Transportation Research Circular 212
(2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

TABLE 3: LEVEL OF SERVICE AND CAPACITY AT INTERSECTIONS

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 acceptable levels.

3.0 Existing Setting

3.1 Key Roadways

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, October 19, 2021. This was followed by a low-level field investigation conducted on Wednesday, November 17, 2021.

Figure 3: Existing Setting defines the existing roadways, lane configurations, and intersection geometrics. **Table 4** describes the key roadways within the existing setting.

TABLE 4: EXISTING SETTING: KEY ROADWAYS

Roadway	Divided or Un-Divided	Lanes	Posted Speed	Functional Classification ^{1,2}
Alt US-50 East of Business Route 80 (BR 80)	Divided	4	50 - 65	Principal Arterial
Business Route 80 (BR 80) South of Interstate 80	Divided	2	35	Minor Arterial
Main St (SR 427, Alt US-50) West of BR 80 and SR 828	Divided	4	35	Minor Arterial
State Route 828 (West of North Jenny’s Lane)	Divided	2	35	Minor Arterial

State Route 828 (East of North Jenny's Lane)	Un-Divided	3	45	Minor Arterial
Shadow Lane	Un-Divided	2	25	Minor Collector
East Jenny's Lane	Un-Divided	2	25	Minor Collector
Cottonwood Lane	Un-Divided	2	25	Minor Collector
North Jenny's Lane	Un-Divided	2	25	Minor Collector
South Jenny's Lane	Divided	2	25	Minor Collector
Rainbow Lane	Un-Divided	2	25	Minor Collector

¹: City of Fernley Comprehensive Master Plan (August 2018)

²: Nevada DOT Roadway Functional Classification, Fernley, Lyon County, Nevada (2017)

State Route 828 west of Farm District Road includes streetlighting and Class I (Trail) Bicycle Facilities on the west side of the street.

State Route 828/Farm District Road includes a wide gravel shoulder on the south side of the street along the site frontage to accommodate future widening which would include a greenbelt to accommodate a network of meandering asphalt trails. A paved pathway currently exists out to Rainbow Lane.

Cottonwood Lane includes Class II (Lane) Bicycle Facilities on both the north and south sides of the street. Cottonwood Lane at SR 828 was restriped between September 2020 and July 2023 to include a 190' dedicated left-turn and 190' right-turn lane for eastbound traffic

Generated with **PTV VISTRO**

Version 2024 (SP 0-1)

Lane Configuration and Traffic Control

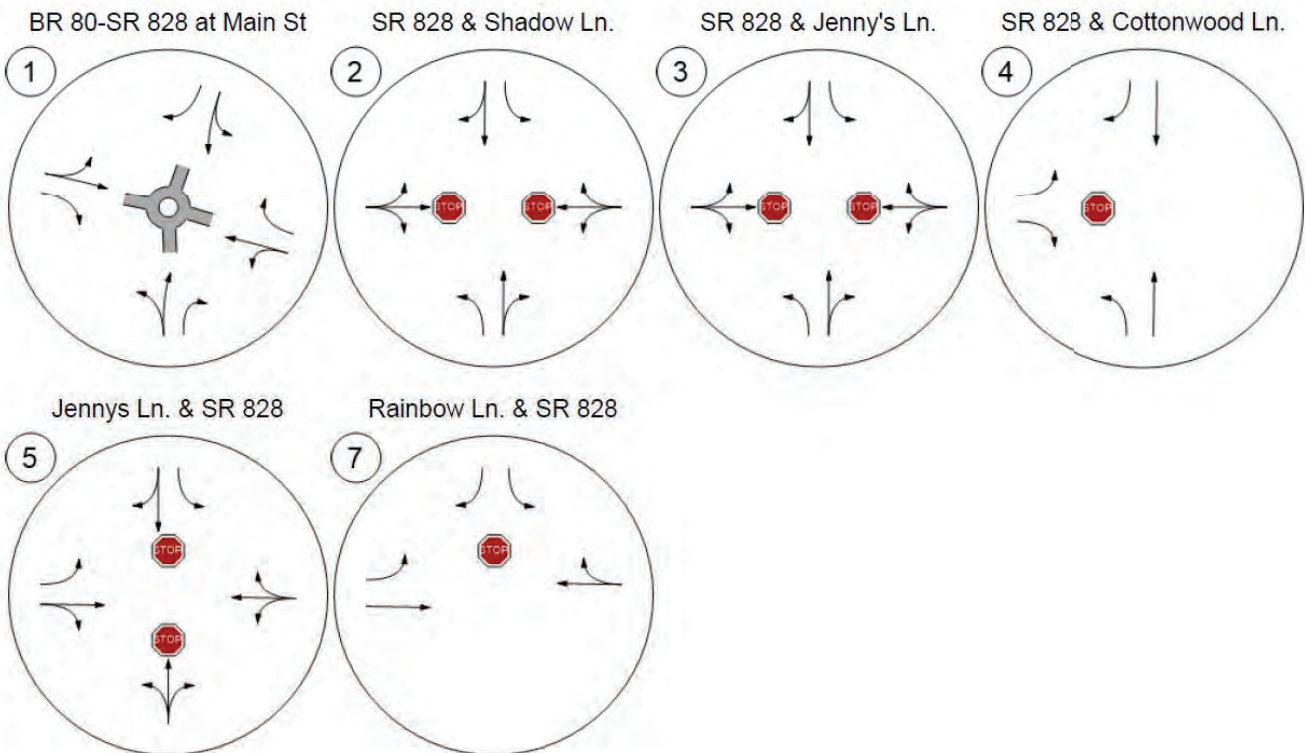


FIGURE 3: EXISTING SETTING

3.2 Crash Analysis

The Nevada Department of Transportation (NDOT) made crash data available for Intersections 1 (Main St-US-50A), 2 (Shadow Lane), 3 (East Jenny's Lane), 4 (Cottonwood Lane), 5 (North Jenny's Lane), 7 (Rainbow Lane) along State Route 828 for Calendar Years 2016-2020. Severity, Type, and Cause Analyses were conducted, and rates were calculated based on Million Entering Vehicles per year (MEV). Injury crashes were reported at Intersections 1, 2, and 5 with the crashes at the remaining intersections being limited to Property Damage Only (PDO). Predominant crash types were Rear-End at Intersection No. 1, and Angle at the remaining intersections. Predominant causes were "Following Too Closely" at Intersection No. 1 and "Failure to Yield the Right of Way" at the remaining intersections. Rates ranged from 0.303 per MEV at Intersection No. 3 to 0.535 per MEV at Intersection No. 1. For more details on the crash records, see Appendix A-5.

While rates less than 1.0 indicate satisfactory operations, the City of Fernley and NDOT may want to explore funding options for redesigning and reconstructing the roundabout to modern FHWA standards to reduce the number of rear-end crashes. This would be accomplished by changing the road alignment to slow vehicles approaching the roundabout gradually, and also warning drivers to be prepared to stop if traffic is backed up at the intersection. At intersections where the predominate crash type is "angle," the cause of these crashes vary from poor weather conditions to drunk driving, and failure to yield. Generally, engineering roadway improvements at the study intersections would not address the causes of these "angle" crash patterns. However, adding a 300 ft northbound acceleration lane in the median of SR 828 at Cottonwood Lane is a proven countermeasure to reduce angle crashes and would also improve the eastbound left-turn capacity of the intersection. The intersection capacity analysis indicates that this improvement would bring the intersection level of service during peak hours back to acceptable levels.

4.0 Near-Term Impact Analysis

4.1 Volumes without Project

Figures 4a and 4b show the AM and PM peak hour traffic volumes based on the busiest four consecutive fifteen-minute intervals during these timeframes. These volumes were obtained on Tuesday, January 4, 2022, from National Data and Surveying, and are shown in tabular form in Appendix A-1.

Traffic Impact Report

Creekwood Commons Residential Development

Generated with **PTV VISTRO**

Scenario 1: 1 2026 AM Peak Hour

Version 2024 (SP 0-1)

Traffic Volume - Base Volume

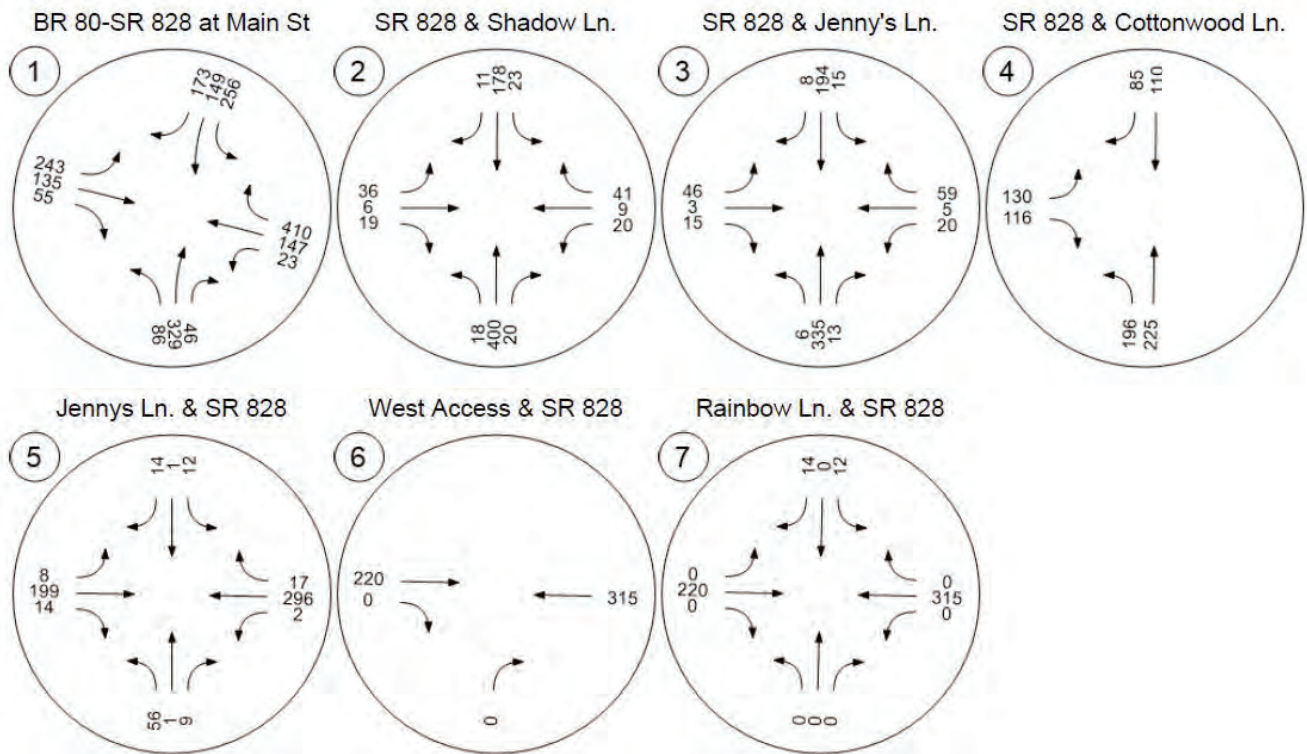


FIGURE 4A: AM PEAK HOUR JAN. 2022 TRAFFIC VOLUMES

Traffic Volume - Base Volume

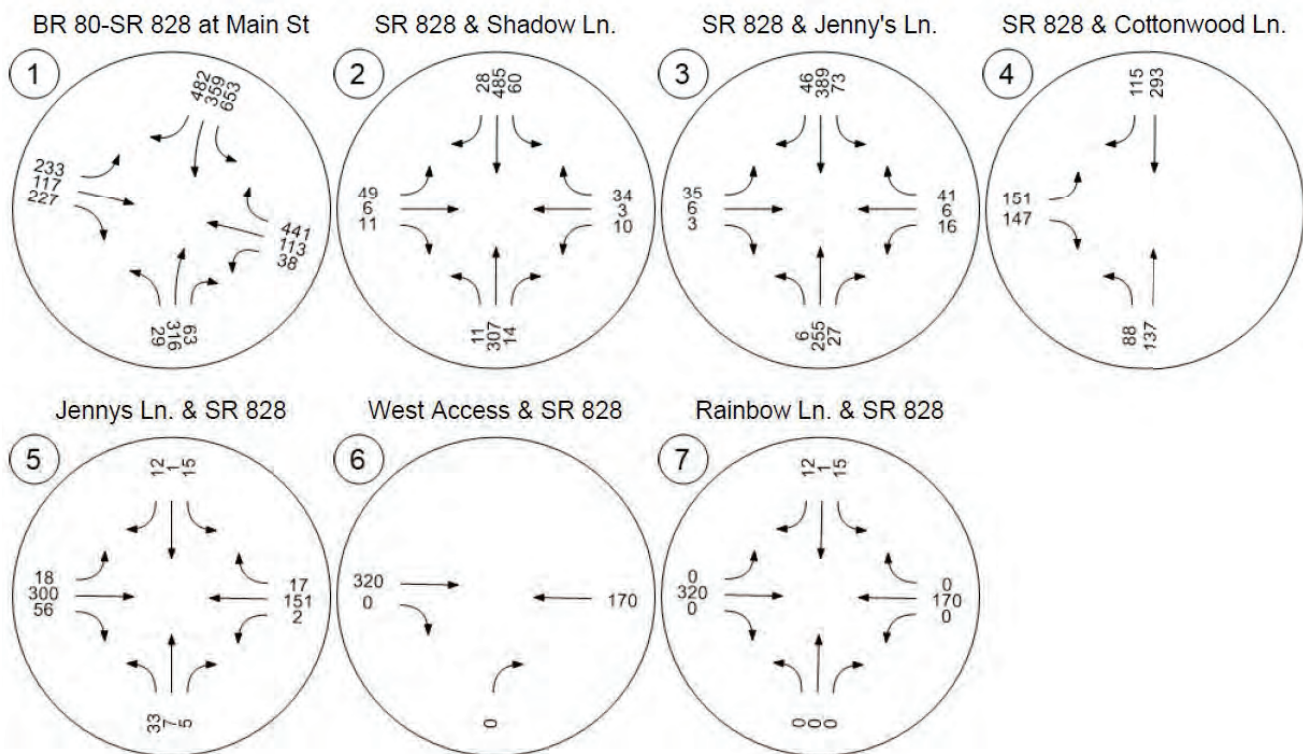
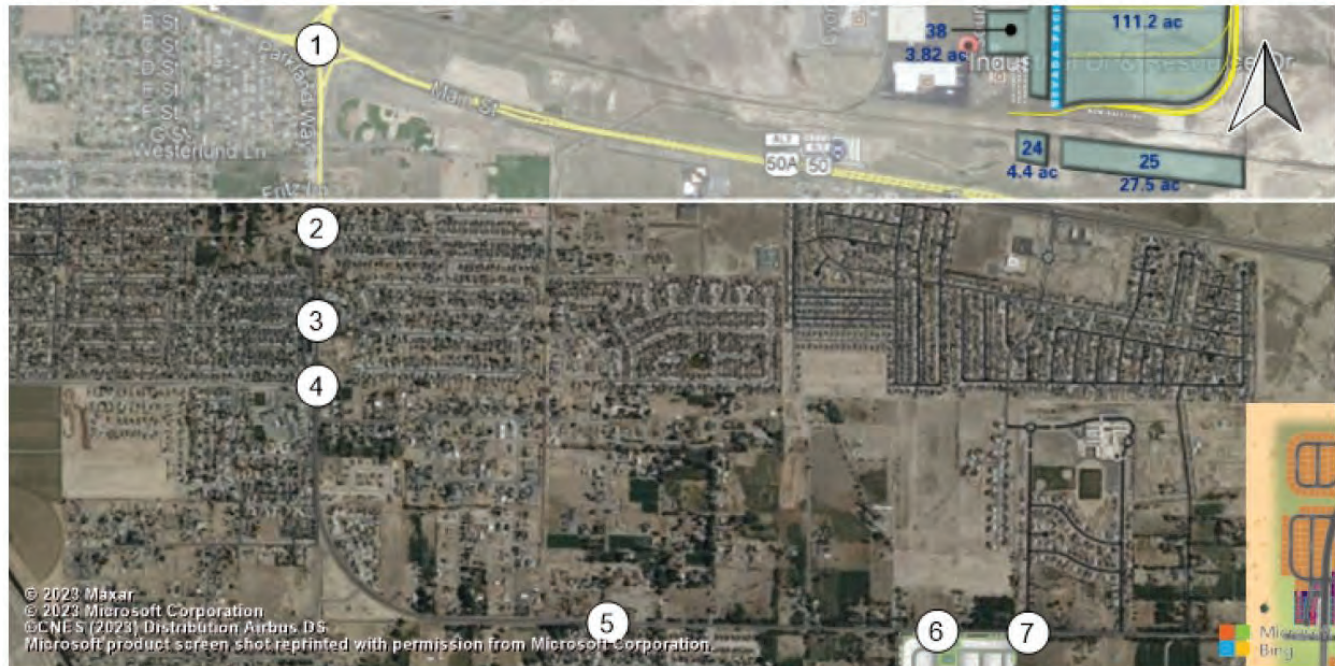


FIGURE 4B: PM PEAK HOUR JAN. 2022 TRAFFIC VOLUMES

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. 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. **Table 5** 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 A-2**.

TABLE 5: TRIP GENERATION

Description	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210) based on 153 Dwelling Units							
Rates	9.43	0.19	0.56	0.75	0.63	0.36	0.99
Trips	1443	30	85	115	97	54	151

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

According to the ITE manual, the project would generate 1,443 vehicle trips during an average weekday, 115 vehicle trips during the AM peak hour, and 151 vehicle trips during the PM peak hour.

4.3 Trip Distribution

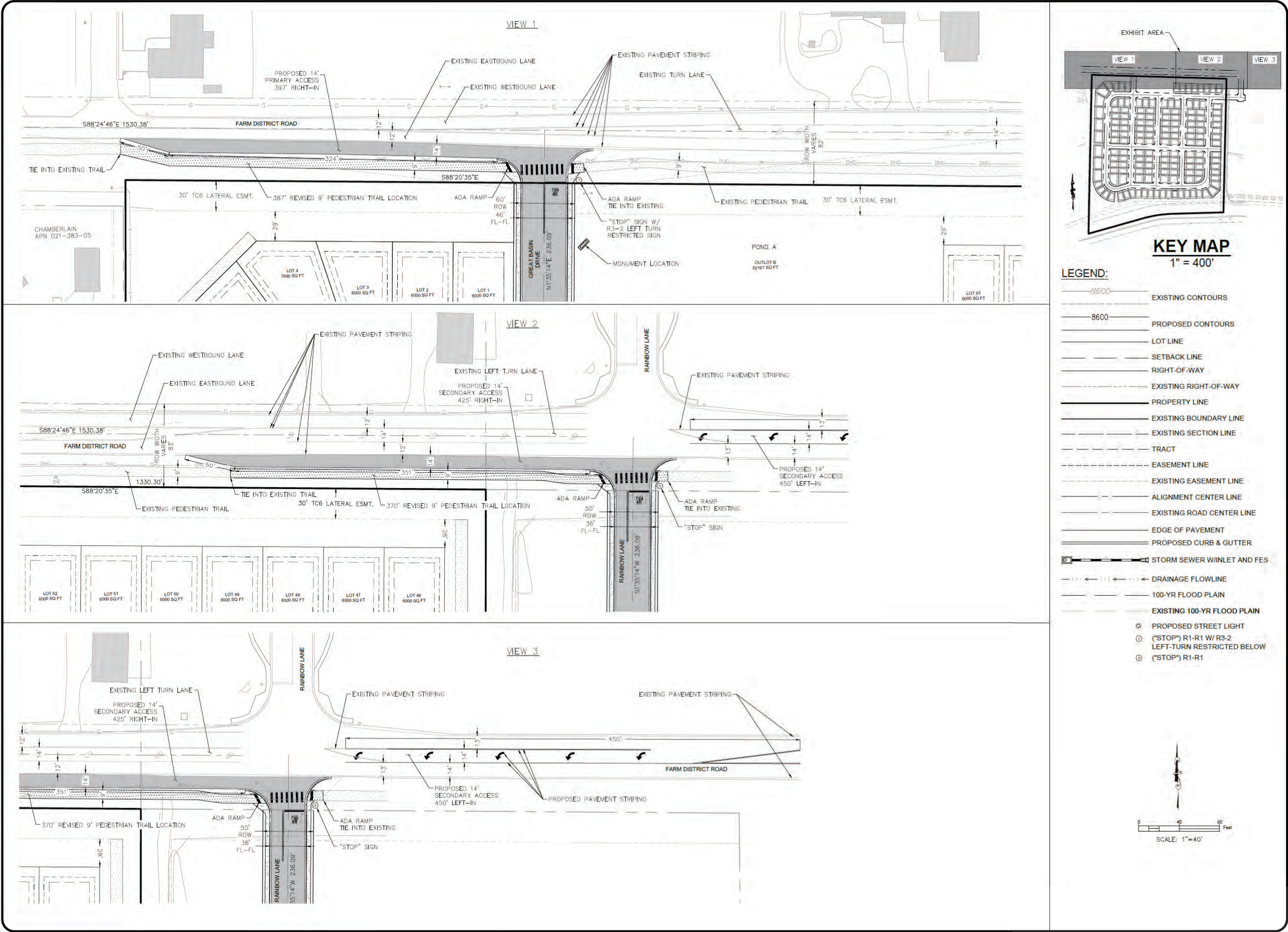
As shown in **Figure 5**, the residential development would be served by two access points on Farm District Rd. (SR 828), one primary access road called Great Basin Drive and one secondary access road aligned with the existing Rainbow Lane intersection. Farm District Rd. (SR 828) is classified as a two-lane minor arterial roadway by NDOT, and so the standard spacing for full-movement intersections is 1,320 feet. However, the proposed location of the new SR 828 intersection at Great Basin Drive is located just 430 feet east of Browne Ln and 1,060 feet west of Rainbow Lane. To meet the intersection spacing standards the new intersection would need to be relocated 230 feet to the east of its current location and limited to left-in/right-in/right-out movements or limited to just right-in/right-out movements at its current location. For traffic analysis the new three-legged intersection on SR 828 at Great Basin Drive is assumed to be limited to right-in/right-out movements only, and the existing intersection of SR 828 at Rainbow Lane is assumed to remain a full-movement intersection with a new fourth leg.

For auxiliary lane requirements the right-turn lane warrants are met for eastbound approaches at both the primary and secondary access roads and left-turn lane warrants are met for the westbound approach at the secondary access road. The estimated 95th percentile queue length from the operations analysis must be used in the queue storage length determination. However, the intersection capacity analysis worksheets, included in Appendix B-2 and B-4, indicate that 95th-percentile queue length is zero vehicles for eastbound right-turn lanes at both the primary and secondary access road, and one vehicle for the westbound left-turn lane at the secondary access road. Therefore, the minimum

deceleration length, including taper, required at the eastbound right-turn lanes at both the primary and secondary access road is 350 feet for a posted speed limit of forty-five (45) miles per hour. The queue storage length at the westbound left-turn is 25 feet, which is added to the deceleration length for a total length, including taper, of 375 feet.

The need for signalization was evaluated at the two site access intersections at SR 828 to the north 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, signals are not warranted at either intersection; Therefore, signalization is not projected to be needed under near-term conditions.

FIGURE 5: AUXILARY LANE AT SITE ACCESS DRIVES



Two trip distribution analyses were conducted to evaluate how the trips would disperse throughout the study area between the project and the five gates (points of entry to or exit from the study network). The first was a near-term analysis based on the near-term roadway network as discussed in this section. The second was a long-term analysis based on 5-year, 10-year, and 20-year improvements/additions to the transportation network as indicated in the *Draft Transportation Master Plan* presented to the Fernley City Council on June 3, 2020.

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.
2. Primary retail opportunities are located to the north within downtown, along Main Street, and near the interchanges with I-80 with the most preferred routes branching off Farm District Road to the west 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 Business Route 50 and Farm District Road to the east.
4. Primary employment opportunities are located within downtown, in 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 north and the Pyramid Lake Recreation Area to the northwest.

Appendix A-3 provides further elaboration on the trip distribution analysis including the gate (points of entry to or from the study network) percentages for each of the three distinct analyses. **Table 6: Near-Term Trip Distribution** shows the near-term trip distribution percentages for each of the gates (points of entry to or exit from the study network).

TABLE 6: NEAR-TERM (2026) TRIP DISTRIBUTION

O-D Location Description	2026 Distribution %
US-95 s/o Main St.	13%
Main St (US-95) w/o SR 828	21%
Main St (US-50) e/o SR 828	2%
SR 828 w/o US-50	18%
US-95 n/o Main St	46%
Total	100%

4.4 Trip Assignment

Trip assignment is calculated by multiplying the trip generation values from Table 5 by the trip distribution percentages described above. The resulting trip assignment values are proportioned among each of the gates and assigned to individual turning movements at each of the study intersections.

Figures 6a and 6b (Near-Term Trip Assignment) show the trip assignment values for individual turning movements at each of the analysis intersections.

Traffic Volume - Net New Site Trips

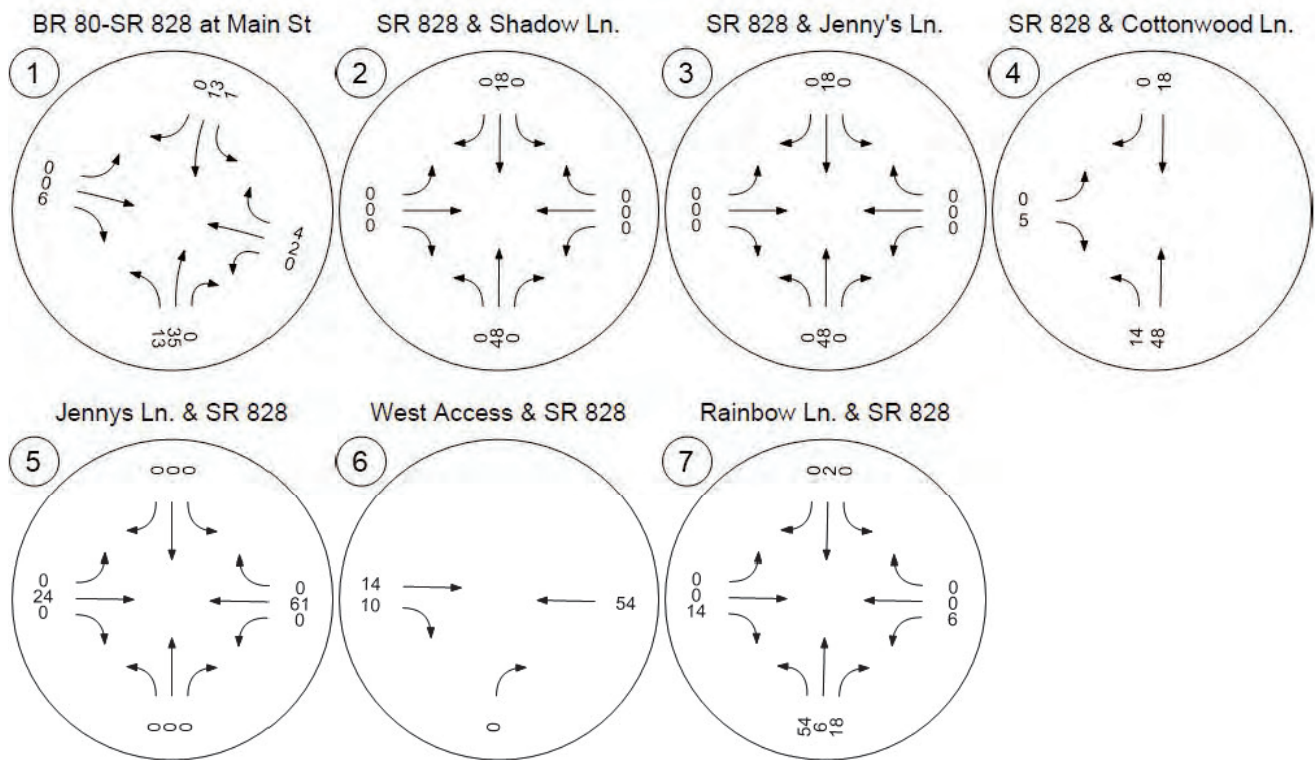


FIGURE 6A: AM PEAK HOUR SHORT-TERM TRIP ASSIGNMENT

Traffic Volume - Net New Site Trips

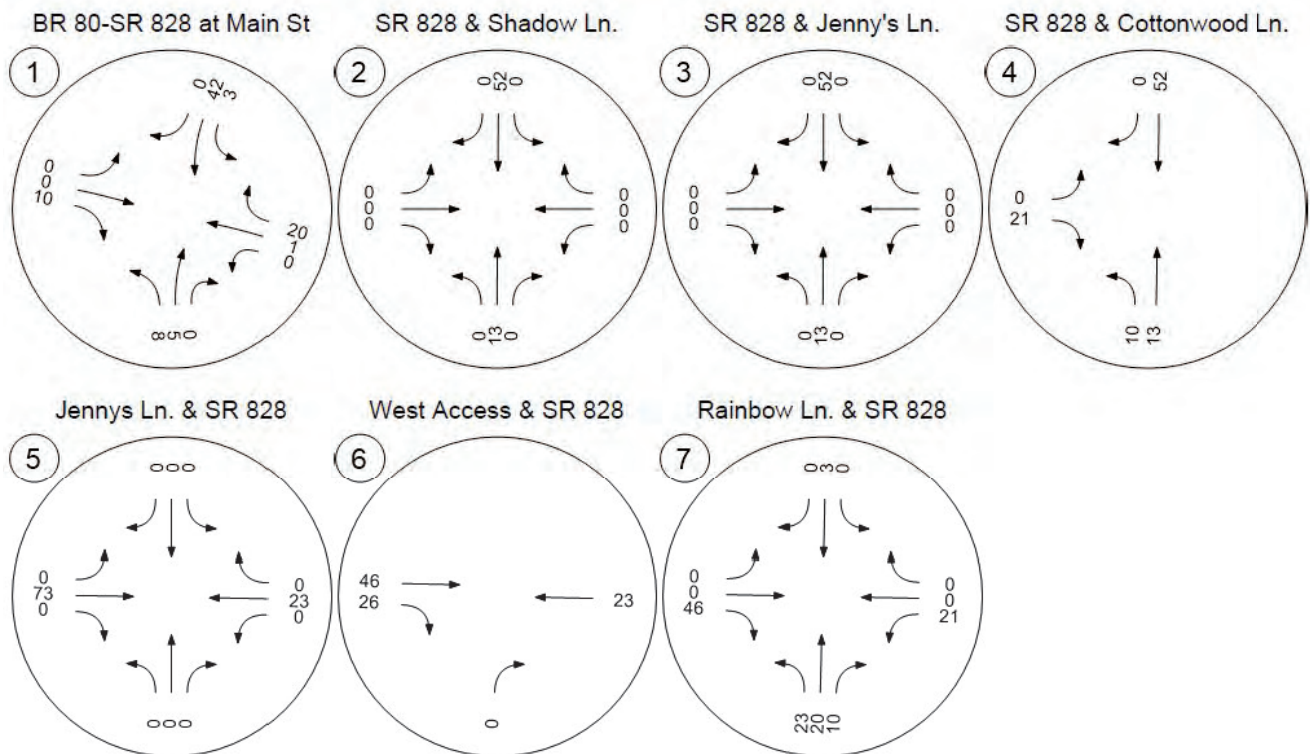


FIGURE 6B: PM PEAK HOUR SHORT-TERM TRIP ASSIGNMENT

4.5 Volumes with Project

The opening day of the residential development was estimated to be in January 2026. Therefore, the near-term impact analysis was conducted to assess the impact of the project relative to background traffic conditions by adding the project volumes to the forecasted 2026 background volumes (volumes without project) for each of the seven intersections, calculating the Level of Service (LOS) 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 seven study intersections (trip assignment).

The 2026 background volumes were forecasted by applying a +1.95 percent average annual growth rate to the existing traffic volumes shown in Figure 4a (AM Peak-Hour) and Figure 4b (PM Peak-Hour). This growth rate was derived from 10-year historic traffic count data obtained from NDOT's Annual Traffic Reports for count stations on West Main Street, US-95A, US-50, and Farm District Rd. (SR 828) in the vicinity of the site. Appendix A-4 contains the historical trend projection analysis information with further detail.

Figures 7a and 7b (Near-Term Plus Project) Volumes show the “with-project” traffic volumes at each of the study intersections by adding Figure 6a and 6b peak-hour trip assignment volumes to the projected 2026 background peak-hour traffic volumes.

Traffic Volume - Future Total Volume

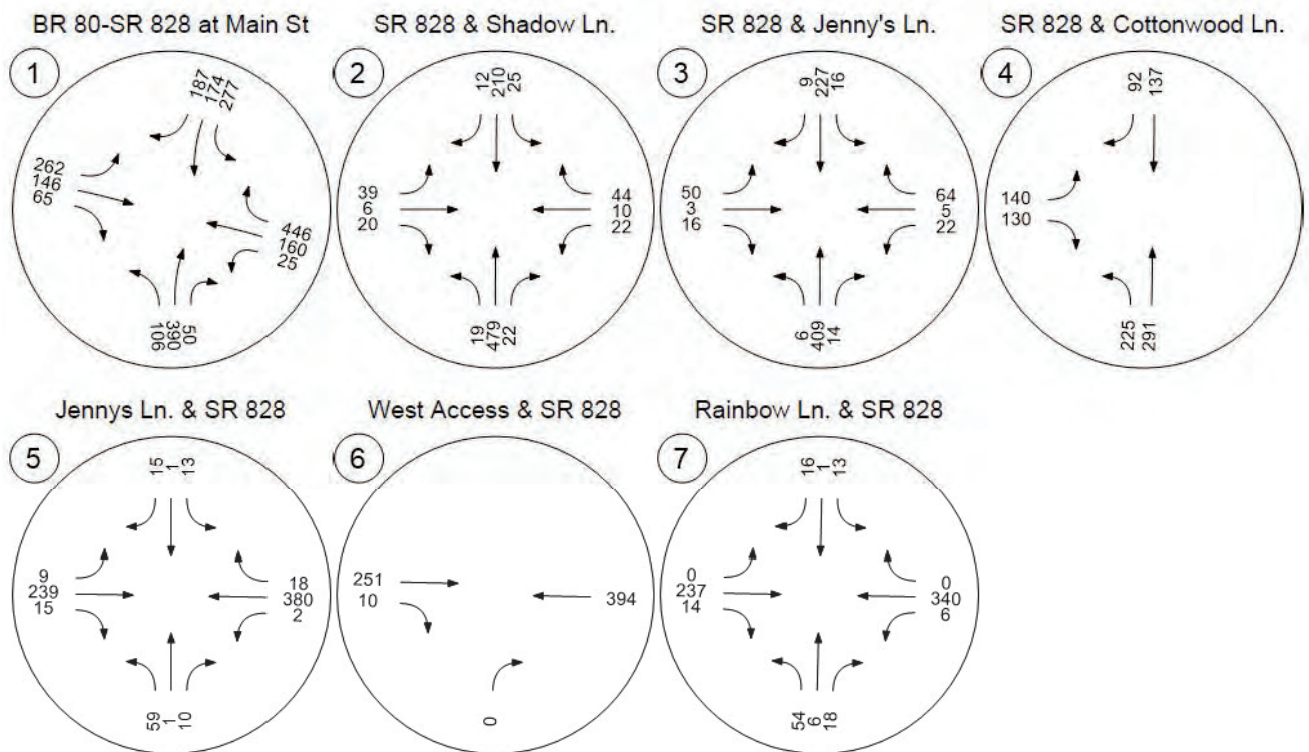


FIGURE 7A: AM PEAK-HOUR NEAR-TERM (2026) PLUS PROJECT TRAFFIC VOLUMES

Traffic Volume - Future Total Volume

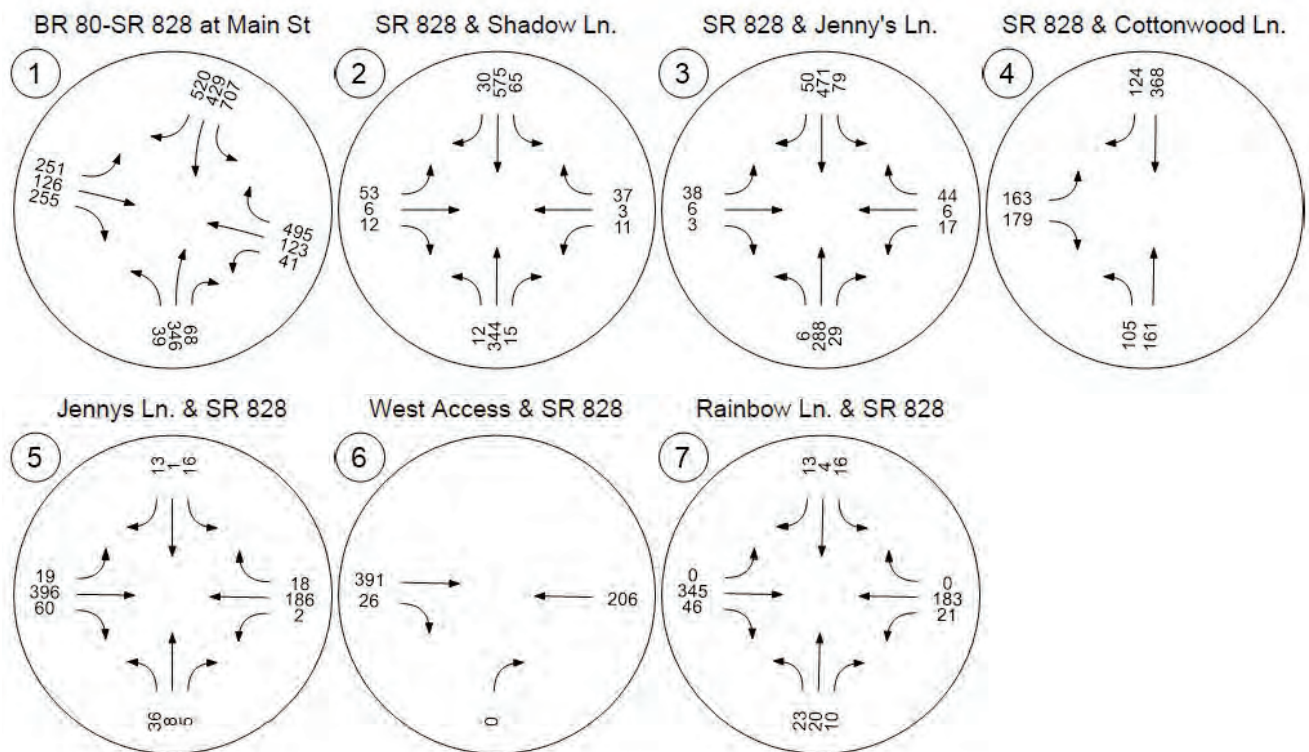


FIGURE 7B: PM PEAK-HOUR NEAR-TERM PLUS PROJECT TRAFFIC VOLUMES

Appendix B-1 contains the intersection capacity reports for near-term intersection operations without the project, and **Appendix B-2** the intersection capacity reports for near-term intersection operations with the project. These calculations are based on the *Highway Capacity Manual* methodology described in Section 2.

Table 7 shows the near-term impact of the project on the study intersections.

TABLE 7: NEAR-TERM (2026) PROJECT IMPACT ON INTERSECTION LEVEL OF SERVICE* AND DELAY

	Without Project		With Project	
	AM	PM	AM	PM
1: BR 80-SR 828 at Main St – US-50A	C 16.23 (EB Thru-Left) C 15.53 (WB Thru-Left) E 43.22 (NB Thru-Left) B 12.30 (SB Thru-Left)	F 112.40 (EB Thru-Left) C 15.59 (WB Thru-Left) F 92.77 (NB Thru-Left) E 42.76 (SB Thru-Left)	C 16.79 (EB Thru-Left) C 17.16 (WB Thru-Left) F 64.25 (NB Thru-Left) B 13.44 (SB Thru-Left)	F 128.34 (EB Thru-Left) C 16.79 (WB Thru-Left) F 104.78 (NB Thru-Left) F 55.34 (SB Thru-Left)
2: SR 828 at Shadow Lane	D 27.97 (EB Left) D 27.26 (WB Left)	F 66.10 (EB Left) E 36.40 (WB Left)	D 32.51 (EB Left) D 31.43 (WB Left)	F 83.37 (EB Left) E 41.11 (WB Left)
3: SR 828 at East Jenny's Lane	D 28.44 (EB Left) C 22.79 (WB Left)	E 46.70 (EB Left) E 35.27 (WB Left)	D 33.82 (EB Left) D 25.87 (WB Left)	F 56.73 (EB Left) E 40.68 (WB Left)
4: SR 828 at Cottonwood Lane	E 49.58 (EB Left)	D 29.42 (EB Left)	F 75.65 (EB Left)	E 40.15 (EB Left)
5: North Jenny's Lane at SR 828	D 26.54 (NB Left) C 18.82 (SB Left)	C 18.37 (NB Left) C 16.16 (SB Left)	D 34.79 (NB Left) C 21.93 (SB Left)	C 21.48 (NB Left) C 18.33 (SB Left)
6: Site Access at SR 828	--	--	A 0.00 (EB Right)	A 0.00 (EB Right)
7: Rainbow Ln. at SR 828	B 13.68 (SB Left)	B 13.09 (SB Left)	B 14.52 (SB Left) C 15.46 (NB Left)	C 15.01 (SB Left) B 14.69 (NB Left)

*: Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

The results of the intersection capacity analysis are listed below:

- Intersection No. 1 would operate below LOS D under both without and with project conditions in the AM and PM peak hours. Possible mitigations include reconstruction of the roundabout with increased circulating capacity, and re-routing regional and interstate traffic volumes away from the City of Fernley's core.
- Intersection No. 2 would operate at or above LOS D under both without and with project conditions in the AM peak hour. Intersection No. 2 would operate below LOS D under both without and with project conditions in the PM peak hour. Possible mitigations include adding auxiliary turn-lanes on the minor street approaches.
- Intersection No. 3 would operate at or above LOS D under both without and with project conditions in the AM peak hour. Intersection No. 3 would operate below LOS D under both without and with project conditions in the PM peak hour. Possible mitigations include adding auxiliary turn-lanes on the minor street approaches.

- Intersection No. 4 would operate below LOS D under both without and with project conditions in the AM peak hour. Intersection No. 4 would operate at or above LOS D under without project conditions in the PM peak hour, and below LOS D under with project conditions in the PM peak hour. Possible mitigations include adding a northbound acceleration lane in the median of SR 828 to allow two-stage left turns from eastbound Cottonwood Lane.
- Intersection No. 6 is proposed and would operate at or above LOS D under with project conditions in the AM and PM peak hours
- Intersections No. 5 and No. 7 would operate at or above LOS D under both without and with project conditions in the AM and PM peak hours.

5.0 Long-Term Impact Analysis

The long-term impact analysis was conducted to assess the project's impact on the seven study intersections in January 2046 using the same methodology as described in Section 4 for the near-term impact analysis, including 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 City of Fernley Transportation Master Plan Improvements

As you can see in **Figure 8** below, the City of Fernley Transportation Master Plan makes plans for a series highway network connections around the perimeter of the City; designed to help keep interstate and regional traffic separated from local traffic, and reducing the volume at the roundabout junction of BR 80/US 50/SR 828/US 95. Truck routes around the perimeter of the City will further improve congestion by relocating oversize/overweight vehicles out of the City's core, which will reduce maintenance requirements on local roads. Traffic volumes in the roundabout will be reduced by an estimated 30 percent during AM and PM peak hours. The traffic volume reduction is estimated based on existing directional traffic patterns, and the quantitative analysis is included in Appendix A-3.

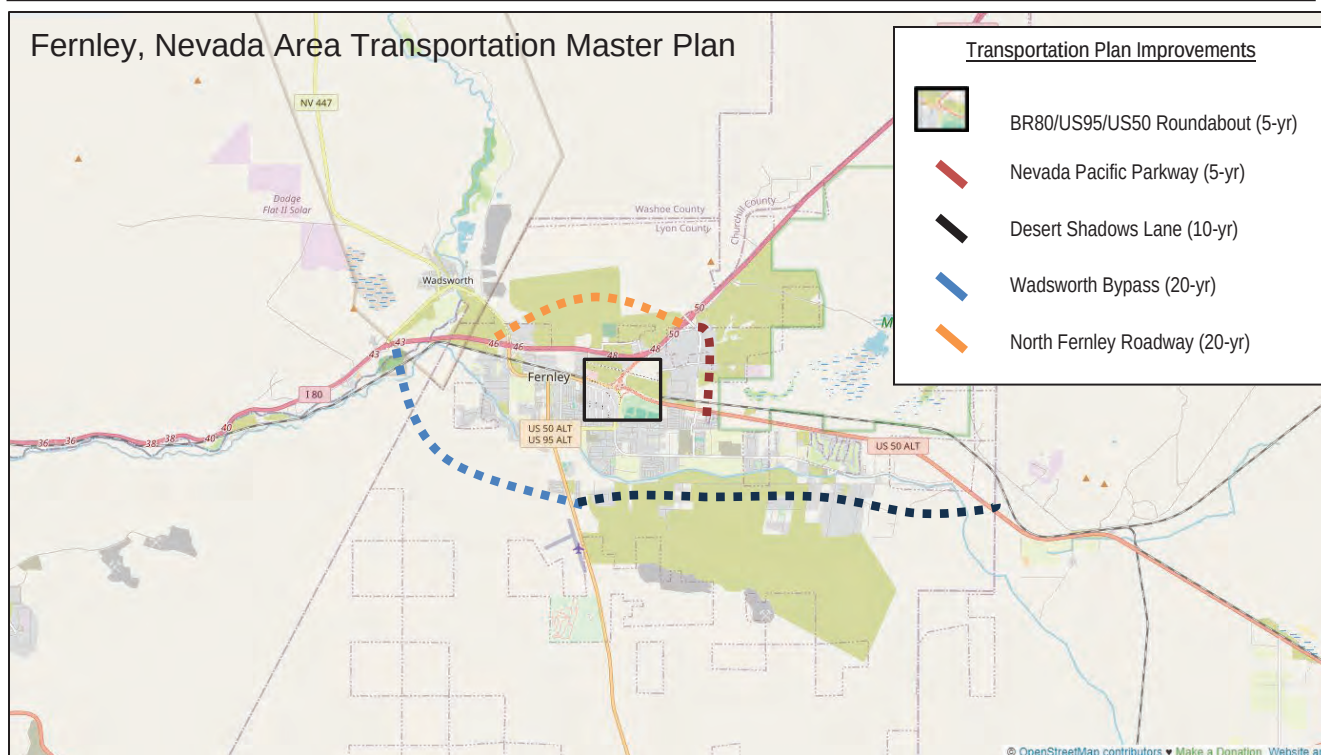


FIGURE 8: FERNLEY, NEVADA TRANSPORTATION MASTER PLAN IMPROVEMENTS

Furthermore, On November 15, 2023, during Victory Logistics' Fernley City Council Presentation, the following statements were made to the public:

"Nevada Pacific Parkway extension IS the long-term solution to existing issues on US 95A and at the roundabout, identified by the City of Fernley Transportation Master Plan. Nevada Pacific Parkway is a critical improvement for regional traffic with an estimated cost of \$52M. The City of Fernley cannot build this improvement without the partnership with Mark IV. The City of Fernley and Mark IV partnered to secure a RAISE Grant that will fund \$25M of these improvements. Mark IV is committed to providing the remaining funds necessary to complete this project. Mark IV will construct the significant traffic improvements required to finish this expressway that connects I-80 and Highway 50. The project will complete Nevada Pacific Parkway to create the expressway between I-80 and Hwy 50, separating truck traffic through Victory and providing relief from the current level of the existing roundabout."

The following transportation infrastructure improvements are indicated in the *Draft Transportation Master Plan* presented to the Fernley City Council on June 3, 2020.

Five-year improvements/additions are as follows:

1. Spot improvement at the West Main Street/I-80 Interchange.
2. Cottonwood/US 95A signalization.
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. Corridor improvements at Nevada Pacific Parkway, specifically the extension south across the railroad tracks to intersect US-50A Figure 8: Long-Term Traffic Volumes.
7. Corridor improvements to SR 828 west of US-50A to the east.

Ten-year improvements/additions are as follows:

1. Bridges across the Truckee-Carson Irrigation Canal including between SR 828 and Desert Shadows Lane just east of Jessica 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.
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.
6. Spot Improvement at Vine St/I-80.

5.2 Volumes without Project Volumes

Figure 9a and 9b (Long-Term Volumes) shows the future without project traffic volumes obtained by applying a compounded annual growth rate of 1.95 percent. A 30 percent volume reduction factor was applied to Intersection 1 to account for the addition of the Wadsworth Bypass to the southwest and the extension of the Nevada Pacific Parkway southward to US-50A.

Traffic Volume - Future Background Volume

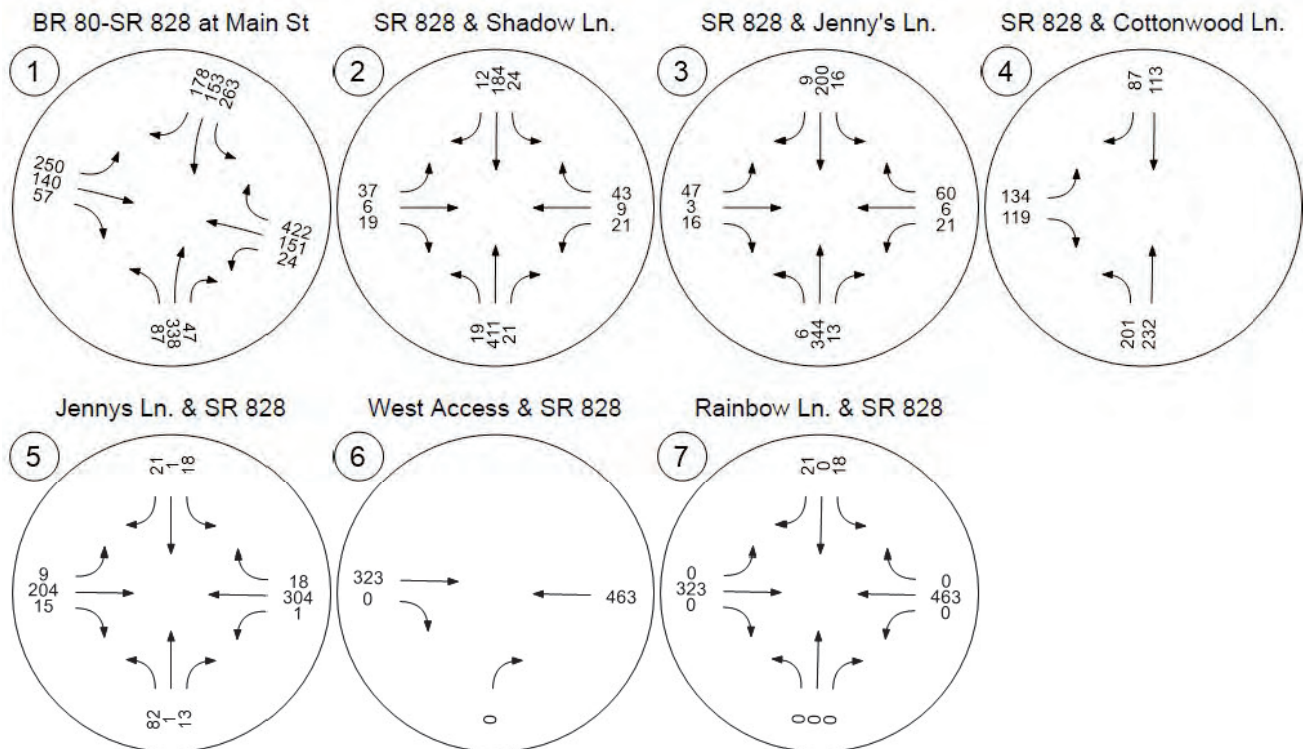


FIGURE 9A: AM PEAK HOUR LONG-TERM (2046)

Traffic Volume - Future Background Volume

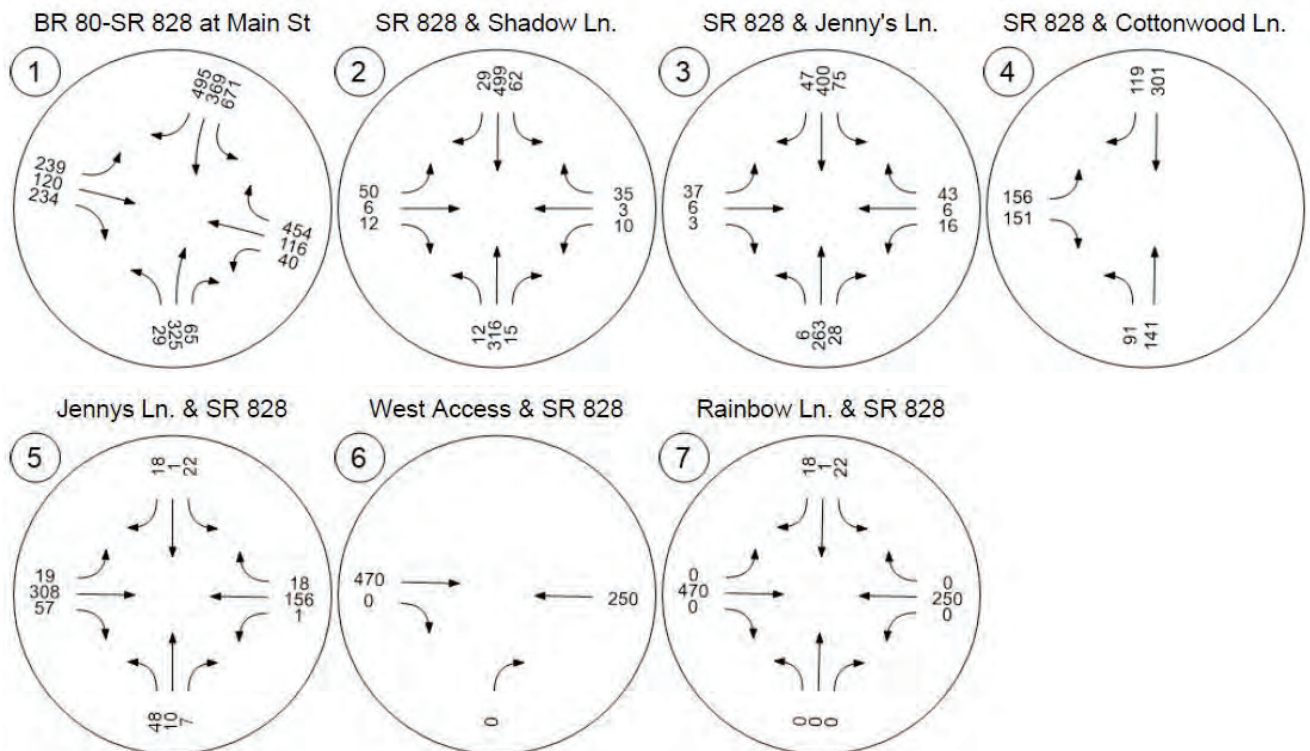


FIGURE 9B: PM PEAK HOUR LONG-TERM (2046)

5.3 Trip Generation

For analysis purposes, the same trip generation values calculated in Section 4 were applied to the future impact analysis to assess the impact of the project during calendar year 2046.

5.4 Distribution

The long-term trip distribution percentages for calendar year 2046 are based on the same assumptions as in the near-term analysis except with the inclusion of 5-year, 10-year, and 20-year improvements and additions the transportation network thereby more evenly dispersing the trips over a broader area.

TABLE 8: LONG-TERM TRIP DISTRIBUTION

O-D Location Description	2046 Distribution %
Nevada Pacific Pkwy n/o US-50	16%
US-95 s/o Main St.	13%
Main St (US-95) w/o SR 828	21%
Main St (US-50) e/o SR 828	2%
SR 828 w/o US-50	18%
US-95 n/o Main St	30%
Total	100%

5.5 Trip Assignment

Figures 10a and 10b show the long-term trip assignment at study intersections. Trip assignment is calculated by multiplying the trip generation values from Table 4 by the trip distribution percentages described in **Table 8** the long-term trip distribution percentages for each of the gates. These percentages and values are shown in tabular form in **Appendix A-3**.

Traffic Volume - Net New Site Trips

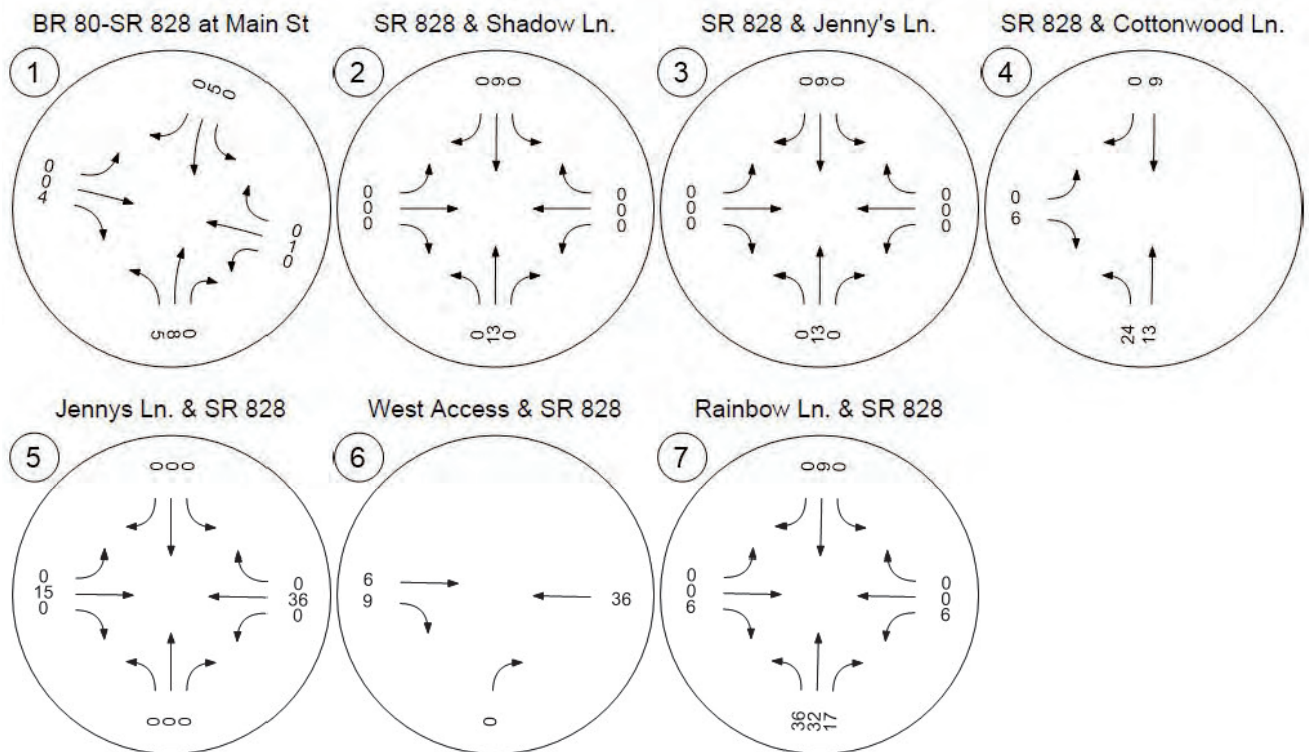


FIGURE 10A: AM PEAK HOUR LONG-TERM (2046) TRIP ASSIGNMENT

Traffic Volume - Net New Site Trips

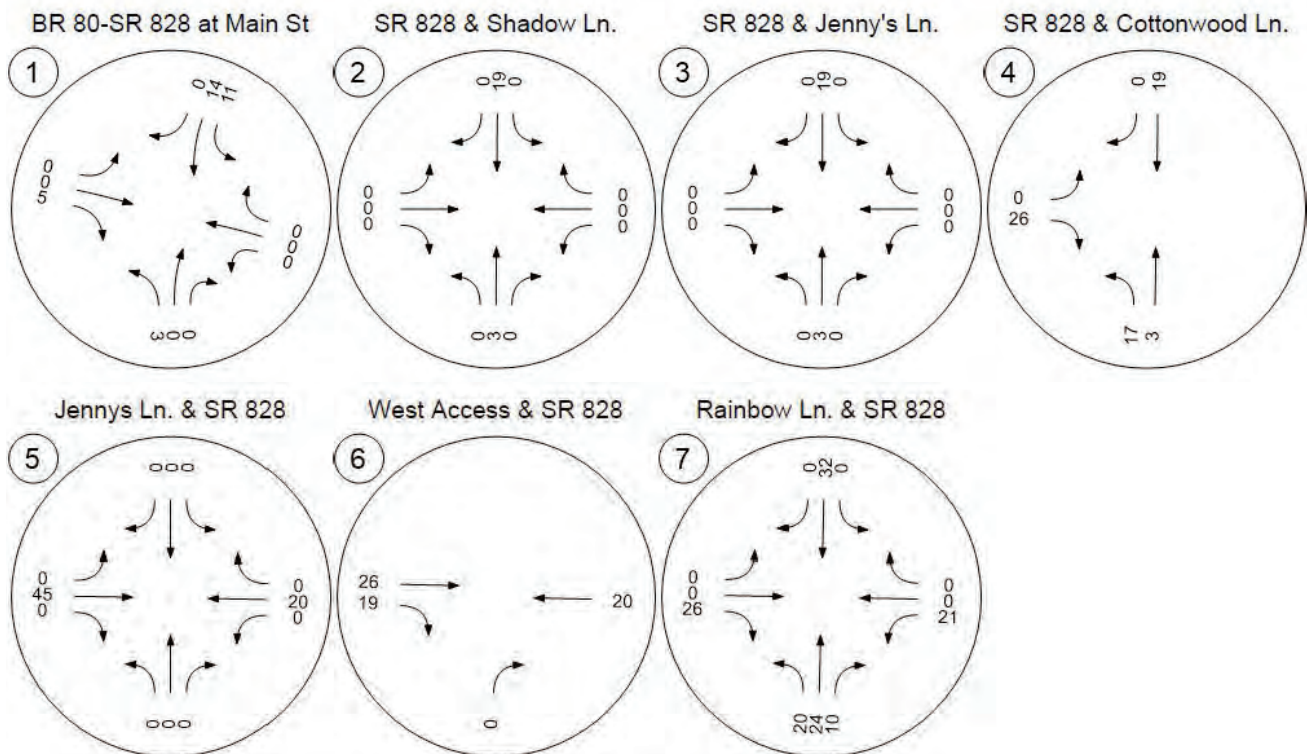


FIGURE 10B: PM PEAK HOUR LONG-TERM (2046) TRIP ASSIGNMENT

5.6 Volumes with Project

Figure 11a and 11b (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 signalization was evaluated at the two site access intersections at SR 828 to the north 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, signals are not warranted at either intersection. Therefore, signalization is not projected to be needed under long-term conditions.

Traffic Volume - Future Total Volume

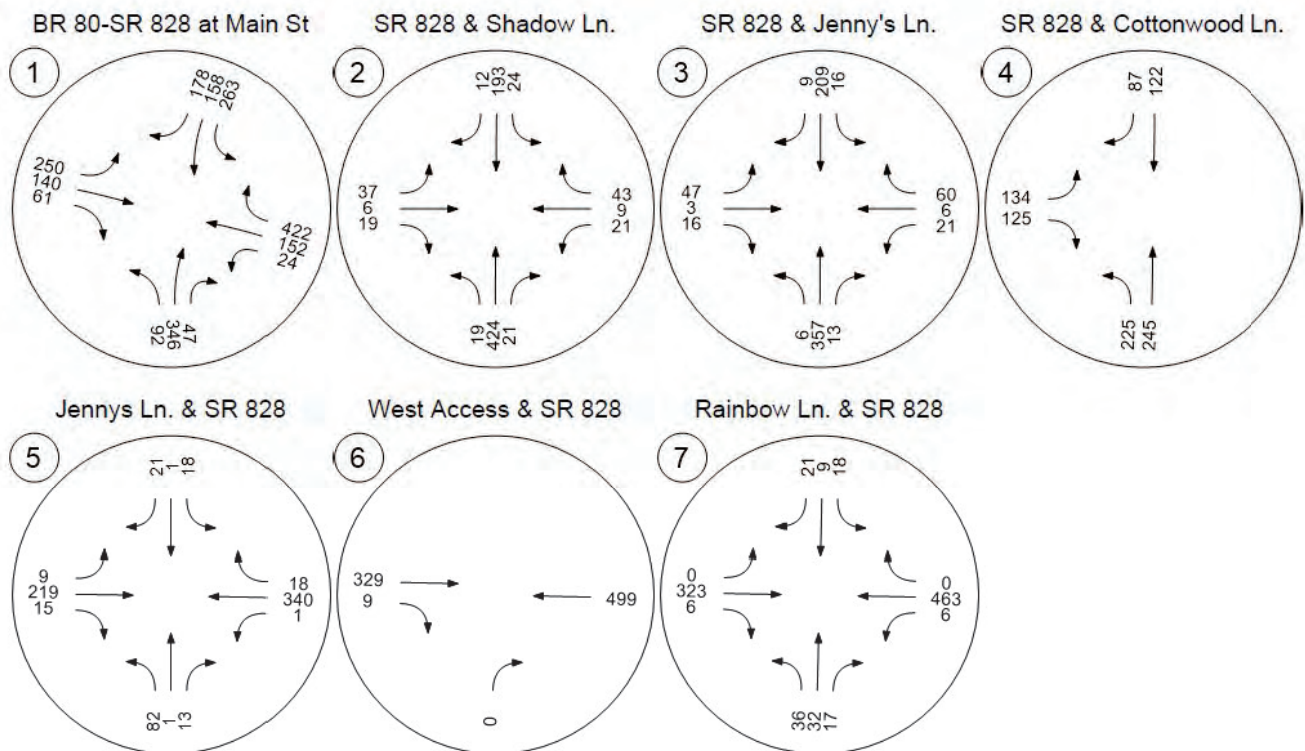


FIGURE 11A: AM PEAK HOUR LONG-TERM (2046) PLUS PROJECT TRAFFIC VOLUMES

Traffic Volume - Future Total Volume

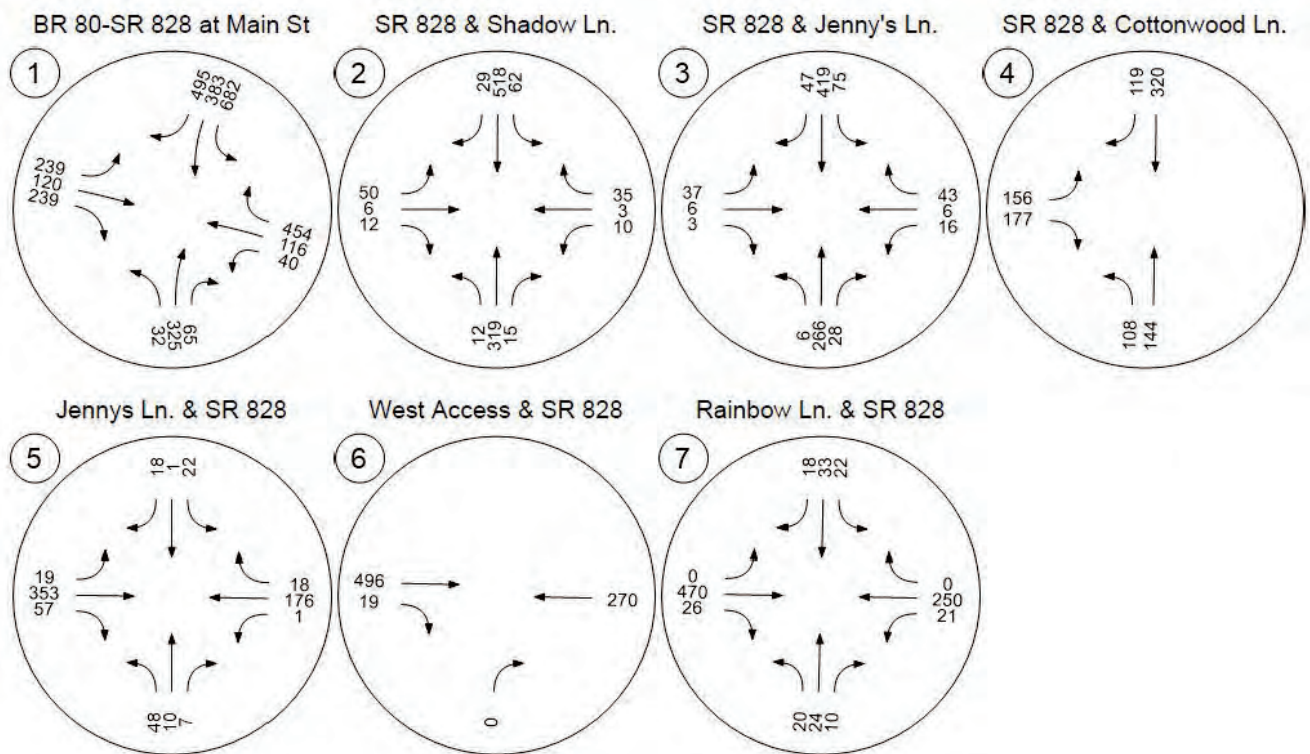
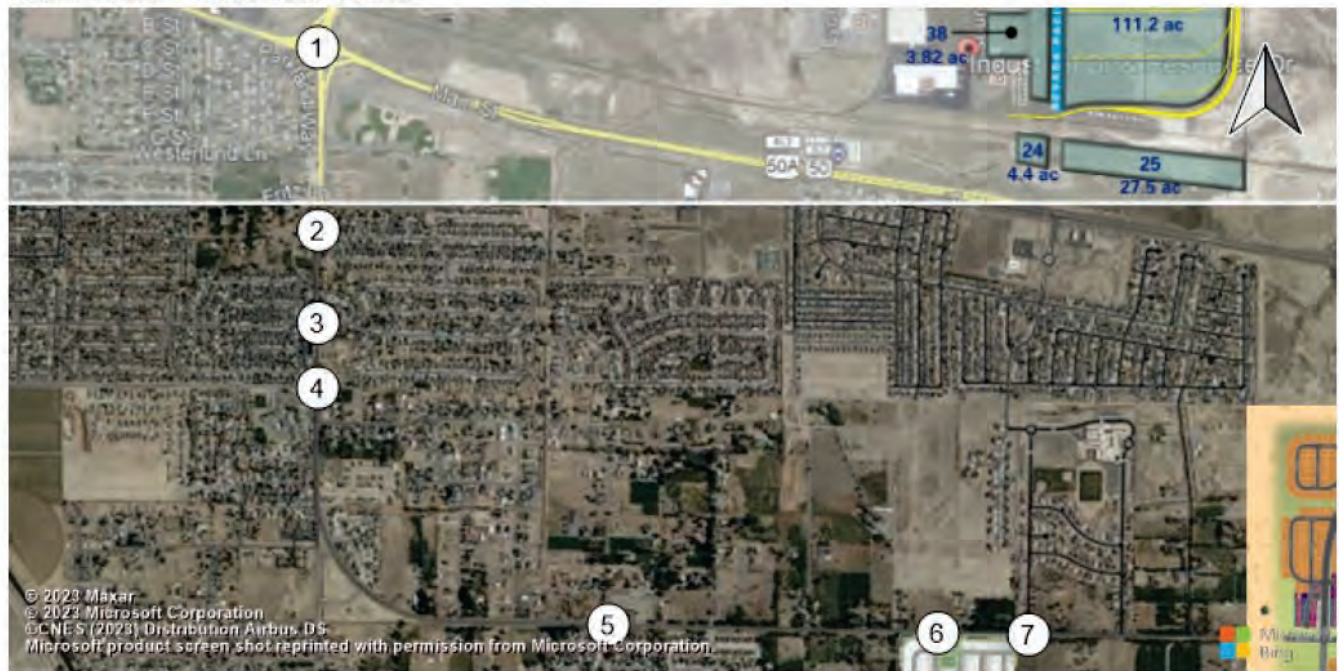


FIGURE 11B: PM PEAK HOUR LONG-TERM (2046) PLUS PROJECT TRAFFIC VOLUMES

5.1 Impacts on Future Intersection Operations

Appendix B-3 contains the intersection capacity reports for long-term intersection operations without the project, and **Appendix B-4** contains the intersection reports for long-term intersection operations with the project. These calculations are based on the Highway Capacity Manual methodology described in Section 2. **Table 9** shows the long-term impact of the project on the study intersections.

TABLE 9: LONG-TERM PROJECT IMPACT ON INTERSECTION LEVEL OF SERVICE* AND DELAY

	Without Project		With Project	
	AM	PM	AM	PM
1: BR 80-SR 828 at Main St – US-50A	B 14.16 (EB Thru-Left) B 13.79 (WB Thru-Left) D 31.41 (NB Thru-Left) B 11.15 (SB Thru-Left)	F 80.03 (EB Thru-Left) B 13.74 (WB Thru-Left) F 62.79 (NB Thru-Left) D 31.83 (SB Thru-Left)	B 14.23 (EB Thru-Left) B 14.07 (WB Thru-Left) D 34.43 (NB Thru-Left) B 11.45 (SB Thru-Left)	F 87.80 (EB Thru-Left) B 13.75 (WB Thru-Left) F 67.64 (NB Thru-Left) E 36.72 (SB Thru-Left)
2: SR 828 at Shadow Lane	D 25.64 (EB Left) D 25.15 (WB Left)	F 53.39 (EB Left) D 33.02 (WB Left)	D 26.85 (EB Left) D 26.29 (WB Left)	F 57.20 (EB Left) D 34.36 (WB Left)
3: SR 828 at East Jenny's Lane	D 25.99 (EB Left) C 21.59 (WB Left)	E 40.88 (EB Left) D 31.79 (WB Left)	D 27.37 (EB Left) C 22.46 (WB Left)	E 43.34 (EB Left) D 33.21 (WB Left)
4: SR 828 at Cottonwood Lane	E 40.07 (EB Left)	D 25.92 (EB Left)	F 54.72 (EB Left)	D 31.52 (EB Left)
5: North Jenny's Lane at SR 828	D 29.05 (NB Left) C 18.44 (SB Left)	C 19.01 (NB Left) C 16.04 (SB Left)	D 34.94 (NB Left) C 20.20 (SB Left)	C 21.32 (NB Left) C 17.48 (SB Left)
6: Site Access at SR 828	--	--	A 0.00 (EB Right)	A 0.00 (EB Right)
7: Rainbow Ln. at SR 828	C 17.34 (SB Left)	C 16.21 (SB Left)	C 20.22 (SB Left) C 20.00 (NB Left)	C 19.28 (SB Left) C 19.97 (NB Left)

*: Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

The results of the intersection capacity analysis are listed below:

- Intersection No. 1 would operate below LOS D under both without and with project conditions in the PM peak hour. Possible mitigations include reconstruction of the roundabout with increased circulating capacity, and re-routing regional and interstate traffic volumes away from the City of Fernley's core.
- Intersection No. 2 would operate at or above LOS D under both without and with project conditions in the AM peak hour. Intersection No. 2 would operate below LOS D under both without and with project conditions in the PM peak hour. Possible mitigations include adding auxiliary turn-lanes on the minor street approaches.
- Intersection No. 3 would operate at or above LOS D under both without and with project conditions in the AM peak hour. Intersection No. 3 would operate below LOS D under both without and with project conditions in the PM peak hour. Possible mitigations include adding auxiliary turn-lanes on the minor street approaches.

- Intersection No. 4 would operate below LOS D under both without and with project conditions in the AM peak hour. Intersection No. 4 would operate at or above LOS D under without project conditions in the PM peak hour, and below LOS D under with project conditions in the PM peak hour. Possible mitigations include adding a northbound acceleration lane in the median of SR 828 to allow two-stage left turns from eastbound Cottonwood Lane.
- Intersection No. 6 is proposed and would operate at or above LOS D under with project conditions in the AM and PM peak hours
- Intersections No. 5 and No. 7 would operate at or above LOS D under both without and with project conditions in the AM and PM peak hours.

6.0 Findings and Recommendations

6.1 Findings

Findings from the near-term impact analysis are as follows:

1. Intersection No. 1 will continue to operate below the acceptable level of service D during AM and PM peak hours until roundabout capacity improvements identified in the City of Fernley's 5-year Transportation Master Plan (TMP) and highway network connections and identified in 20-year TMP are implemented, to re-route regional and interstate traffic volumes around the City of Fernley's core.
2. The southward extension of Nevada Pacific Parkway to US-50A help would elevate poor operations during the AM and PM peak hours at Intersection No. 1 to near acceptable levels. This important highway network connection, I-80 to US-50, is planned to be constructed in the near-term through a public-private partnership between the City of Fernley and Mark IV.
3. The addition of auxiliary lanes at the minor street approaches to Farm District Road (SR 828) at Intersections No. 2 and No. 3 and the implementation of improvements along Cottonwood Lane associated with the implementation of the City of Fernley Transportation Master Plan would help elevate operations to acceptable levels.
4. Site access improvements on SR 828 along the frontage of Creekwood Commons and an open space buffer with multi-use trails around the perimeter of the development will help fully integrate the neighborhood with its surroundings.
5. The project would not have a significant adverse impact on the surrounding transportation network in the short-term opening day 2026.

Findings from the long-term impact analysis are as follows:

1. Intersection No. 1 will continue to operate below the acceptable level of service D during AM and PM peak hours until roundabout improvements identified in the City of Fernley's 5-year Transportation Master Plan (TMP) and highway network connections and identified in 20-year TMP are implemented, to re-route regional and interstate traffic volumes around the City of Fernley's core.
2. The project would not have a significant adverse impact on the surrounding transportation network in the long-term design year 2046.

6.2 Recommendations

Recommendations are as follows:

1. Design and construct site access improvements to NDOT Standards and to accommodate the City's master planned improvements for Farm District Road (SR 828).
2. Construct trail connections from the site to a proposed trail along Farm District Road (SR 828) to the north and a proposed trail along the Truckee Carson Irrigation District (TCID) Canal to the south.
3. Construct a limited, right-in/right-out only, access at the intersection of SR 828 and Great Basin Drive to meet NDOT's minimum spacing requirements for intersections on minor arterial roadways.
4. Construct a full-movement access road approach on the south leg of the intersection of Farm District Road (SR 828) and Rainbow Lane.

Appendix A-1 – Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

Location: Bens Way & SR 828
City: Fernley
Control: 1-Way Stop(SB)

Project ID: 21-110005-003
Date: 1/4/2022

Data - Total

NS/EW Streets:		Bens Way				Bens Way				SR 828				SR 828				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	0	0	0	0	1	0	7	0	0	15	0	0	0	3	0	0	26
	7:15 AM	0	0	0	0	3	0	2	0	3	22	0	0	0	8	3	0	41
	7:30 AM	0	0	0	0	3	0	1	0	2	20	0	0	0	2	1	0	29
	7:45 AM	0	0	0	0	3	0	4	0	1	17	0	0	0	6	2	0	33
	8:00 AM	0	0	0	0	11	0	3	0	6	44	0	0	0	8	1	0	73
	8:15 AM	0	0	0	0	17	0	2	0	0	59	0	0	0	90	12	0	180
	8:30 AM	0	0	0	0	3	0	1	0	1	10	0	0	0	24	8	0	47
	8:45 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	3	1	0	12
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	41	0	21	0	13	194	0	0	0	144	28	0	441
PEAK HR :		07:45 AM - 08:45 AM				66.13%	0.00%	33.87%	0.00%	6.28%	93.72%	0.00%	0.00%	0.00%	83.72%	16.28%	0.00%	
PEAK HR VOL :		0	0	0	0	34	0	10	0	8	130	0	0	0	128	23	0	TOTAL
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.500	0.000	0.625	0.000	0.333	0.551	0.000	0.000	0.000	0.356	0.479	0.000	333
						0.579				0.585				0.370				0.463

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	4:00 PM	0	0	0	0	0	0	2	0	1	11	0	0	0	22	4	0	40
	4:15 PM	0	0	0	0	1	0	2	0	3	7	0	0	0	13	1	0	27
	4:30 PM	0	0	0	0	1	0	2	0	4	5	0	0	0	14	3	0	29
	4:45 PM	0	0	0	0	1	0	2	0	4	7	0	0	0	15	4	0	33
	5:00 PM	0	0	0	0	2	0	4	0	5	9	0	0	0	13	6	0	39
	5:15 PM	0	0	0	0	1	0	1	0	4	7	0	0	0	15	4	0	32
	5:30 PM	0	0	0	0	1	0	2	0	0	6	0	0	0	11	0	0	20
	5:45 PM	0	0	0	0	1	0	0	0	2	6	0	0	0	12	2	0	23
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	8	0	15	0	23	58	0	0	0	115	24	0	243
PEAK HR :		04:30 PM - 05:30 PM				34.78%	0.00%	65.22%	0.00%	28.40%	71.60%	0.00%	0.00%	0.00%	82.73%	17.27%	0.00%	
PEAK HR VOL :		0	0	0	0	5	0	9	0	17	28	0	0	0	57	17	0	TOTAL
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.625	0.000	0.563	0.000	0.850	0.778	0.000	0.000	0.000	0.950	0.708	0.000	133
						0.583				0.804				0.974				0.853

National Data & Surveying Services Intersection Turning Movement Count

Location: Clearwater Pkwy & SR 828
City: Fernley
Control: 1-Way Stop(NB)

Project ID: 21-110005-001
Date: 1/4/2022

Data - Total

NS/EW Streets:		Clearwater Pkwy				Clearwater Pkwy				SR 828				SR 828				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
	7:00 AM	24	0	9	0	0	0	0	0	0	8	4	0	1	29	0	0	75
	7:15 AM	19	0	3	0	0	0	0	0	0	25	13	0	0	27	0	0	87
	7:30 AM	14	0	7	0	0	0	0	0	0	21	9	0	3	9	0	0	63
	7:45 AM	19	0	3	0	0	0	0	0	0	17	4	0	2	17	0	0	62
	8:00 AM	14	0	13	0	0	0	0	0	0	39	1	0	1	10	0	0	78
	8:15 AM	12	0	2	0	0	0	0	0	0	37	4	0	0	78	0	0	133
	8:30 AM	9	0	2	0	0	0	0	0	0	9	7	0	3	27	0	0	57
	8:45 AM	11	0	1	0	0	0	0	0	0	12	6	0	1	13	0	0	44
TOTAL VOLUMES :		NL 122	NT 0	NR 40	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 168	ER 48	EU 0	WL 11	WT 210	WR 0	WU 0	TOTAL 599
APPROACH %'s :		75.31%	0.00%	24.69%	0.00%					0.00%	77.78%	22.22%	0.00%	4.98%	95.02%	0.00%	0.00%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		59	0	25	0	0	0	0	0	0	114	18	0	6	114	0	0	336
PEAK HR FACTOR :		0.776	0.000	0.481	0.000	0.000	0.000	0.000	0.000	0.000	0.731	0.500	0.000	0.500	0.365	0.000	0.000	0.632
		0.778								0.805				0.385				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
	4:00 PM	7	0	1	0	0	0	0	0	0	21	15	0	3	23	0	0	70
	4:15 PM	11	0	1	0	0	0	0	0	0	34	21	0	3	14	0	0	84
	4:30 PM	8	0	2	0	0	0	0	0	0	30	19	0	5	23	0	0	87
	4:45 PM	3	0	2	0	0	0	0	0	0	30	15	0	4	14	0	0	68
	5:00 PM	7	0	1	0	0	0	0	0	0	26	16	0	5	19	0	0	74
	5:15 PM	12	0	1	0	0	0	0	0	0	26	22	0	2	22	0	0	85
	5:30 PM	13	0	0	0	0	0	0	0	0	17	16	0	1	18	0	0	65
	5:45 PM	6	0	0	0	0	0	0	0	0	13	25	0	3	17	0	0	64
TOTAL VOLUMES :		NL 67	NT 0	NR 8	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 197	ER 149	EU 0	WL 26	WT 150	WR 0	WU 0	TOTAL 597
APPROACH %'s :		89.33%	0.00%	10.67%	0.00%					0.00%	56.94%	43.06%	0.00%	14.77%	85.23%	0.00%	0.00%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		30	0	6	0	0	0	0	0	0	112	72	0	16	78	0	0	314
PEAK HR FACTOR :		0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.818	0.000	0.800	0.848	0.000	0.000	0.902
		0.692								0.939				0.839				

National Data & Surveying Services Intersection Turning Movement Count

Location: US 50 & SR 828
City: Fernley
Control: 2-Way Stop(EB/WB)

Project ID: 21-110005-004
Date: 1/4/2022

Data - Total

NS/EW Streets:		US 50				US 50				SR 828				SR 828				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	2 NT	1 NR	0 NU	0 SL	2 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
	7:00 AM	3	76	0	0	0	70	1	0	1	0	13	0	0	0	0	0	164
	7:15 AM	1	66	0	0	0	75	0	0	1	0	11	0	0	0	0	0	154
	7:30 AM	1	56	0	0	0	69	0	0	1	0	9	0	0	0	0	0	136
	7:45 AM	5	60	0	0	0	78	0	0	4	0	9	0	0	0	0	0	156
	8:00 AM	3	63	0	0	0	58	0	0	1	0	5	0	0	0	0	0	130
	8:15 AM	1	67	0	0	0	65	2	0	0	0	4	0	0	0	0	0	139
	8:30 AM	5	73	0	0	0	67	0	0	2	0	6	0	0	0	0	0	153
	8:45 AM	2	64	0	0	0	41	0	0	3	0	3	0	0	0	0	0	113
TOTAL VOLUMES :		NL 21	NT 525	NR 0	NU 0	SL 0	ST 523	SR 3	SU 0	EL 13	ET 0	ER 60	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1145
APPROACH %'s :		3.85%	96.15%	0.00%	0.00%	0.00%	99.43%	0.57%	0.00%	17.81%	0.00%	82.19%	0.00%					
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		10	258	0	0	0	292	1	0	7	0	42	0	0	0	0	0	610
PEAK HR FACTOR :		0.500	0.849	0.000	0.000	0.000	0.936	0.250	0.000	0.438	0.000	0.808	0.000	0.000	0.000	0.000	0.000	0.930
		0.848				0.939				0.875								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	2 NT	1 NR	0 NU	0 SL	2 ST	1 SR	0 SU	1 EL	0 ET	1 ER	0 EU	0 WL	0 WT	1 WR	0 WU	
	4:00 PM	13	80	0	0	0	105	2	0	1	0	11	0	0	0	0	0	212
	4:15 PM	9	77	0	0	0	77	4	0	1	0	4	0	0	0	0	0	172
	4:30 PM	12	73	0	0	0	92	1	0	2	0	2	0	0	0	0	0	182
	4:45 PM	14	83	0	0	0	97	1	0	0	0	3	0	0	0	0	0	198
	5:00 PM	12	84	0	0	0	103	4	0	2	0	4	0	0	0	0	0	209
	5:15 PM	11	109	0	0	0	82	2	0	0	0	4	0	0	0	0	0	208
	5:30 PM	8	80	0	0	0	84	2	0	1	0	2	0	0	0	0	0	177
	5:45 PM	8	64	0	0	0	50	2	0	2	0	5	0	0	0	0	0	131
TOTAL VOLUMES :		NL 87	NT 650	NR 0	NU 0	SL 0	ST 690	SR 18	SU 0	EL 9	ET 0	ER 35	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1489
APPROACH %'s :		11.80%	88.20%	0.00%	0.00%	0.00%	97.46%	2.54%	0.00%	20.45%	0.00%	79.55%	0.00%					
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		49	349	0	0	0	374	8	0	4	0	13	0	0	0	0	0	797
PEAK HR FACTOR :		0.875	0.800	0.000	0.000	0.000	0.908	0.500	0.000	0.500	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.953
		0.829				0.893				0.708								

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 828/Farm District Rd & Main St
City: Fernley
Control: 4-Way Yield

Project ID: 21-110004-001
Date: 1/4/2022

Data - Total

NS/EW Streets:		SR 828/Farm District Rd				SR 828/Farm District Rd				Main St				Main St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM		25	78	19	0	73	31	53	0	32	40	7	0	9	64	125	0	556
7:15 AM		19	84	17	0	62	25	32	0	34	29	10	0	7	51	122	0	492
7:30 AM		21	108	13	0	57	20	30	0	52	20	13	0	2	38	99	0	473
7:45 AM		18	80	16	0	79	32	32	0	51	29	15	0	9	44	107	0	512
8:00 AM		20	74	14	0	80	32	41	0	52	30	10	0	6	44	102	0	505
8:15 AM		21	84	10	0	65	34	47	0	63	36	23	0	9	35	102	0	529
8:30 AM		22	96	11	0	58	32	35	0	64	36	12	0	1	33	106	0	506
8:45 AM		22	75	11	1	53	51	50	0	64	33	10	0	7	35	100	0	512
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		168	679	111	1	527	257	320	0	412	253	100	0	50	344	863	0	4085
PEAK HR :		08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :		85	329	46	1	256	149	173	0	243	135	55	0	23	147	410	0	2052
HV %		3.53%	3.04%	2.17%	0.00%	17.58%	6.04%	3.47%	#DIV/0!	2.88%	11.11%	5.45%	#DIV/0!	0.00%	6.12%	9.76%	#DIV/0!	
PEAK HR FACTOR :		0.966	0.857	0.821	0.250	0.800	0.730	0.865	0.000	0.949	0.938	0.598	0.000	0.639	0.835	0.967	0.000	0.970
		0.893				0.938				0.887				0.954				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM		14	65	20	0	173	80	108	0	68	41	43	0	4	28	107	0	751
4:15 PM		7	79	15	0	165	90	108	0	53	23	63	0	7	32	113	0	755
4:30 PM		6	84	14	0	159	84	120	0	77	26	52	0	12	27	108	0	769
4:45 PM		8	88	16	0	164	92	139	0	52	28	60	0	7	28	112	0	794
5:00 PM		8	65	18	0	165	93	115	0	51	40	52	0	12	26	108	0	753
5:15 PM		7	76	12	0	124	98	91	0	63	42	47	0	13	28	113	0	714
5:30 PM		6	67	11	0	139	114	81	0	44	30	29	0	14	40	92	0	667
5:45 PM		10	63	8	0	176	81	102	0	47	34	32	0	11	26	93	1	684
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		66	587	114	0	1265	732	864	0	455	264	378	0	80	235	846	1	5887
PEAK HR :		04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :		29	316	63	0	653	359	482	0	233	117	227	0	38	113	441	0	3071
HV %		0.00%	1.58%	1.59%	#DIV/0!	4.13%	0.56%	1.04%	#DIV/0!	2.15%	3.42%	1.76%	#DIV/0!	0.00%	5.31%	5.44%	#DIV/0!	
PEAK HR FACTOR :		0.906	0.898	0.875	0.000	0.989	0.965	0.867	0.000	0.756	0.731	0.901	0.000	0.792	0.883	0.976	0.000	0.967
		0.911				0.946				0.931				0.974				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 828/Farm District Rd & Shadow Ln
City: Fernley
Control: 2-Way Stop(EB/WB)

Project ID: 21-110004-002
Date: 1/4/2022

Data - Total

NS/EW Streets:		SR 828/Farm District Rd				SR 828/Farm District Rd				Shadow Ln				Shadow Ln				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	4	95	3	0	6	34	3	0	5	1	1	0	6	6	13	0	177
	7:15 AM	3	110	1	0	6	38	2	0	7	2	2	0	5	3	7	0	186
	7:30 AM	2	108	6	0	5	33	3	0	9	3	2	0	1	3	11	0	186
	7:45 AM	5	99	4	0	7	45	1	0	7	1	3	0	2	3	9	0	186
	8:00 AM	6	75	3	0	4	46	4	0	9	0	4	0	8	2	14	0	175
	8:15 AM	5	118	7	0	7	54	3	0	11	2	10	0	9	1	7	0	234
	8:30 AM	2	92	7	0	4	39	2	0	5	1	3	0	2	2	9	0	168
	8:45 AM	5	93	2	0	8	53	3	0	6	2	0	0	1	1	8	1	183
TOTAL VOLUMES :		NL 32	NT 790	NR 33	NU 0	SL 47	ST 342	SR 21	SU 0	EL 59	ET 12	ER 25	EU 0	WL 34	WT 21	WR 78	WU 1	TOTAL 1495
APPROACH %'s :		3.74%	92.40%	3.86%	0.00%	11.46%	83.41%	5.12%	0.00%	61.46%	12.50%	26.04%	0.00%	25.37%	15.67%	58.21%	0.75%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		18	400	20	0	23	178	11	0	36	6	19	0	20	9	41	0	781
HV %		0.00%	3.75%	5.00%	#DIV/0!	8.70%	7.30%	0.00%	#DIV/0!	0.00%	16.67%	0.00%	#DIV/0!	10.00%	0.00%	0.00%	#DIV/0!	
PEAK HR FACTOR :		0.750	0.847	0.714	0.000	0.821	0.824	0.688	0.000	0.818	0.500	0.475	0.000	0.556	0.750	0.732	0.000	0.834
		0.842				0.828				0.663				0.729				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	4:00 PM	3	71	1	0	15	103	5	0	10	1	4	0	1	0	9	0	223
	4:15 PM	4	67	2	0	12	119	6	0	15	2	2	0	2	3	6	0	240
	4:30 PM	4	86	5	0	14	108	9	0	8	2	3	0	0	1	10	0	250
	4:45 PM	5	74	2	0	13	129	3	0	13	3	3	0	1	0	5	0	251
	5:00 PM	1	76	6	0	19	114	8	0	12	1	1	0	5	1	7	0	251
	5:15 PM	1	71	1	0	14	134	8	0	16	0	4	0	4	1	12	0	266
	5:30 PM	0	60	5	0	14	127	9	0	12	2	4	0	2	0	10	0	245
	5:45 PM	7	72	4	0	10	99	5	0	5	0	2	0	3	0	9	0	216
TOTAL VOLUMES :		NL 25	NT 577	NR 26	NU 0	SL 111	ST 933	SR 53	SU 0	EL 91	ET 11	ER 23	EU 0	WL 18	WT 6	WR 68	WU 0	TOTAL 1942
APPROACH %'s :		3.98%	91.88%	4.14%	0.00%	10.12%	85.05%	4.83%	0.00%	72.80%	8.80%	18.40%	0.00%	19.57%	6.52%	73.91%	0.00%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		11	307	14	0	60	485	28	0	49	6	11	0	10	3	34	0	1018
HV %		0.00%	1.30%	0.00%	#DIV/0!	0.00%	0.82%	0.00%	#DIV/0!	0.00%	0.00%	0.00%	#DIV/0!	0.00%	0.00%	0.00%	#DIV/0!	
PEAK HR FACTOR :		0.550	0.892	0.583	0.000	0.789	0.905	0.778	0.000	0.766	0.500	0.688	0.000	0.500	0.750	0.708	0.000	0.957
		0.874				0.918				0.825				0.691				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 828/Farm District Rd & E Jennys Ln
City: Fernley
Control: 2-Way Stop(EB/WB)

Project ID: 21-110004-003
Date: 1/4/2022

Data - Total

NS/EW Streets:		SR 828/Farm District Rd				SR 828/Farm District Rd				E Jennys Ln				E Jennys Ln				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	0	76	1	0	1	39	2	0	10	1	6	0	7	1	16	0	160
	7:15 AM	4	87	3	0	1	43	1	0	6	0	2	0	11	1	20	0	179
	7:30 AM	1	89	5	0	1	31	4	0	14	0	2	0	7	0	13	0	167
	7:45 AM	1	85	3	0	2	45	3	0	6	1	1	0	1	2	18	0	168
	8:00 AM	1	57	2	0	4	54	0	0	11	0	8	0	7	2	16	0	162
	8:15 AM	3	104	3	0	8	64	1	0	15	2	4	0	5	1	12	0	222
	8:30 AM	3	82	3	0	8	32	3	0	9	1	3	0	2	1	8	0	155
	8:45 AM	2	72	3	0	7	42	6	0	10	2	0	0	2	2	21	0	169
TOTAL VOLUMES :		NL 15	NT 652	NR 23	NU 0	SL 32	ST 350	SR 20	SU 0	EL 81	ET 7	ER 26	EU 0	WL 42	WT 10	WR 124	WU 0	TOTAL 1382
APPROACH %'s :		2.17%	94.49%	3.33%	0.00%	7.96%	87.06%	4.98%	0.00%	71.05%	6.14%	22.81%	0.00%	23.86%	5.68%	70.45%	0.00%	
PEAK HR :		07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :		6	335	13	0	15	194	8	0	46	3	15	0	20	5	59	0	719
HV %		0.00%	4.48%	15.38%	#DIV/0!	0.00%	7.22%	12.50%	#DIV/0!	0.00%	0.00%	0.00%	#DIV/0!	0.00%	0.00%	3.39%	#DIV/0!	
PEAK HR FACTOR :		0.500	0.805	0.650	0.000	0.469	0.758	0.500	0.000	0.767	0.375	0.469	0.000	0.714	0.625	0.819	0.000	0.810
		0.805				0.743				0.762				0.840				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	4:00 PM	0	62	7	0	13	86	7	0	7	1	2	0	4	0	6	0	195
	4:15 PM	2	53	3	0	22	93	8	0	10	1	0	0	3	2	12	0	209
	4:30 PM	1	71	7	0	14	85	15	0	7	0	0	0	4	3	14	0	221
	4:45 PM	1	70	6	0	12	110	9	0	6	2	3	0	2	1	9	0	231
	5:00 PM	2	61	8	0	22	88	12	0	9	0	0	0	1	1	9	0	213
	5:15 PM	2	53	6	0	25	106	10	0	13	4	0	0	9	1	9	0	238
	5:30 PM	2	50	6	0	22	97	12	0	8	0	1	0	3	2	6	0	209
	5:45 PM	2	65	2	0	21	75	11	0	5	1	1	0	4	0	12	0	199
TOTAL VOLUMES :		NL 12	NT 485	NR 45	NU 0	SL 151	ST 740	SR 84	SU 0	EL 65	ET 9	ER 7	EU 0	WL 30	WT 10	WR 77	WU 0	TOTAL 1715
APPROACH %'s :		2.21%	89.48%	8.30%	0.00%	15.49%	75.90%	8.62%	0.00%	80.25%	11.11%	8.64%	0.00%	25.64%	8.55%	65.81%	0.00%	
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		6	255	27	0	73	389	46	0	35	6	3	0	16	6	41	0	903
HV %		0.00%	1.18%	3.70%	#DIV/0!	0.00%	1.03%	0.00%	#DIV/0!	2.86%	0.00%	0.00%	#DIV/0!	6.25%	0.00%	0.00%	#DIV/0!	
PEAK HR FACTOR :		0.750	0.898	0.844	0.000	0.730	0.884	0.767	0.000	0.673	0.375	0.250	0.000	0.444	0.500	0.732	0.000	0.949
		0.911				0.901				0.647				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 828/Farm District Rd & Cottonwood Ln
City: Fernley
Control: 1-Way Stop(EB)

Project ID: 21-110004-004
Date: 1/4/2022

Data - Total

NS/EW Streets:		SR 828/Farm District Rd				SR 828/Farm District Rd				Cottonwood Ln				Cottonwood Ln				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	7:00 AM	59	53	0	0	0	27	26	0	27	0	34	0	0	0	0	0	226
	7:15 AM	60	64	0	0	0	30	26	0	28	0	39	0	0	0	0	0	247
	7:30 AM	26	58	0	0	0	25	12	0	36	0	22	0	0	0	0	0	179
	7:45 AM	51	50	0	0	0	28	21	0	39	0	21	0	0	0	0	0	210
	8:00 AM	40	38	0	0	0	36	30	0	25	0	20	0	0	0	0	0	189
	8:15 AM	36	69	0	0	0	38	38	0	42	0	21	0	0	0	0	0	244
	8:30 AM	21	54	0	0	0	23	12	0	31	0	17	0	0	0	0	0	158
	8:45 AM	24	45	0	0	0	31	15	0	34	0	11	0	0	0	0	0	160
TOTAL VOLUMES :		NL 317	NT 431	NR 0	NU 0	SL 0	ST 238	SR 180	SU 0	EL 262	ET 0	ER 185	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1613
APPROACH %'s :		42.38%	57.62%	0.00%	0.00%	0.00%	56.94%	43.06%	0.00%	58.61%	0.00%	41.39%	0.00%					
PEAK HR :		07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :		196	225	0	0	0	110	85	0	130	0	116	0	0	0	0	0	862
HV %		3.57%	3.11%	#DIV/0!	#DIV/0!	#DIV/0!	8.18%	0.00%	#DIV/0!	4.62%	#DIV/0!	4.31%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR FACTOR :		0.817	0.879	0.000	0.000	0.000	0.917	0.817	0.000	0.833	0.000	0.744	0.000	0.000	0.000	0.000	0.000	0.872
		0.849				0.871				0.918								

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	4:00 PM	24	32	0	0	0	74	20	0	37	0	43	0	0	0	0	0	230
	4:15 PM	28	29	0	0	0	68	28	0	29	0	36	0	0	0	0	0	218
	4:30 PM	19	36	0	0	0	73	16	0	44	0	37	0	0	0	0	0	225
	4:45 PM	18	37	0	0	0	87	28	0	39	0	47	0	0	0	0	0	256
	5:00 PM	25	38	0	0	0	56	33	0	36	0	25	0	0	0	0	0	213
	5:15 PM	26	26	0	0	0	77	38	0	32	0	38	0	0	0	0	0	237
	5:30 PM	23	29	0	0	0	68	33	0	29	0	33	0	0	0	0	0	215
	5:45 PM	26	38	0	0	0	56	24	0	32	0	21	0	0	0	0	0	197
TOTAL VOLUMES :		NL 189	NT 265	NR 0	NU 0	SL 0	ST 559	SR 220	SU 0	EL 278	ET 0	ER 280	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1791
APPROACH %'s :		41.63%	58.37%	0.00%	0.00%	0.00%	71.76%	28.24%	0.00%	49.82%	0.00%	50.18%	0.00%					
PEAK HR :		04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :		88	137	0	0	0	293	115	0	151	0	147	0	0	0	0	0	931
HV %		3.41%	1.46%	#DIV/0!	#DIV/0!	#DIV/0!	1.02%	1.74%	#DIV/0!	0.66%	#DIV/0!	1.36%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR FACTOR :		0.846	0.901	0.000	0.000	0.000	0.842	0.757	0.000	0.858	0.000	0.782	0.000	0.000	0.000	0.000	0.000	0.909
		0.893				0.887				0.866								

National Data & Surveying Services Intersection Turning Movement Count

Location: N Jennys Ln & SR 828/Farm District Rd
City: Fernley
Control: 2-Way Stop(NB/SB)

Project ID: 21-110004-005
Date: 1/4/2022

Data - Total

NS/EW Streets:		N Jennys Ln				N Jennys Ln				SR 828/Farm District Rd				SR 828/Farm District Rd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	7:00 AM	25	0	3	0	5	0	3	0	0	59	3	0	0	74	4	0	176
	7:15 AM	12	0	4	1	5	0	3	0	1	68	6	0	1	101	7	0	209
	7:30 AM	6	0	2	0	1	1	5	0	3	39	2	0	1	57	5	0	122
	7:45 AM	12	1	0	0	1	0	3	0	4	33	3	0	0	64	1	0	122
	8:00 AM	14	1	0	0	8	0	5	0	0	19	4	0	3	58	1	0	113
	8:15 AM	11	0	1	0	3	3	1	0	2	43	6	0	1	73	6	0	150
	8:30 AM	4	1	0	0	1	0	0	0	2	40	6	0	0	47	4	0	105
	8:45 AM	9	0	0	0	2	0	3	0	1	31	4	0	0	43	2	0	95
TOTAL VOLUMES :		NL 93	NT 3	NR 10	NU 1	SL 26	ST 4	SR 23	SU 0	EL 13	ET 332	ER 34	EU 0	WL 6	WT 517	WR 30	WU 0	TOTAL 1092
APPROACH %'s :		86.92%	2.80%	9.35%	0.93%	49.06%	7.55%	43.40%	0.00%	3.43%	87.60%	8.97%	0.00%	1.08%	93.49%	5.42%	0.00%	
PEAK HR :		07:00 AM - 08:00 AM																TOTAL 629
PEAK HR VOL :		55	1	9	1	12	1	14	0	8	199	14	0	2	296	17	0	0.752
HV %		1.82%	0.00%	11.11%	0.00%	0.00%	100.00%	7.14%	#DIV/0!	12.50%	6.03%	7.14%	#DIV/0!	0.00%	3.38%	5.88%	#DIV/0!	
PEAK HR FACTOR :		0.550	0.250	0.563	0.250	0.600	0.250	0.700	0.000	0.500	0.732	0.583	0.000	0.500	0.733	0.607	0.000	
		0.589				0.844				0.737				0.722				

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	1 SL	0.5 ST	0.5 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	4:00 PM	8	3	2	0	4	0	1	0	1	75	15	0	0	41	9	0	159
	4:15 PM	1	1	1	0	3	0	2	0	7	77	12	0	1	44	2	0	151
	4:30 PM	9	2	2	0	5	0	4	0	4	71	7	1	1	34	3	0	143
	4:45 PM	15	1	0	0	3	1	5	0	5	77	22	0	0	32	3	0	164
	5:00 PM	10	0	1	0	4	3	4	0	3	56	14	0	2	34	2	0	133
	5:15 PM	10	0	1	0	1	0	3	0	3	75	23	0	1	37	2	0	156
	5:30 PM	7	0	0	0	5	1	3	0	4	64	15	0	0	33	7	0	139
	5:45 PM	4	1	0	0	2	1	3	0	1	50	10	0	0	41	3	0	116
TOTAL VOLUMES :		NL 64	NT 8	NR 7	NU 0	SL 27	ST 6	SR 25	SU 0	EL 28	ET 545	ER 118	EU 1	WL 5	WT 296	WR 31	WU 0	TOTAL 1161
APPROACH %'s :		81.01%	10.13%	8.86%	0.00%	46.55%	10.34%	43.10%	0.00%	4.05%	78.76%	17.05%	0.14%	1.51%	89.16%	9.34%	0.00%	
PEAK HR :		04:00 PM - 05:00 PM																TOTAL 617
PEAK HR VOL :		33	7	5	0	15	1	12	0	17	300	56	1	2	151	17	0	0.941
HV %		0.00%	0.00%	0.00%	#DIV/0!	6.67%	0.00%	0.00%	#DIV/0!	5.88%	1.67%	1.79%	0.00%	0.00%	3.97%	11.76%	#DIV/0!	
PEAK HR FACTOR :		0.550	0.583	0.625	0.000	0.750	0.250	0.600	0.000	0.607	0.974	0.636	0.250	0.500	0.858	0.472	0.000	
		0.703				0.778				0.899				0.850				

Appendix A-2 – Trip Generation Graphs

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 169

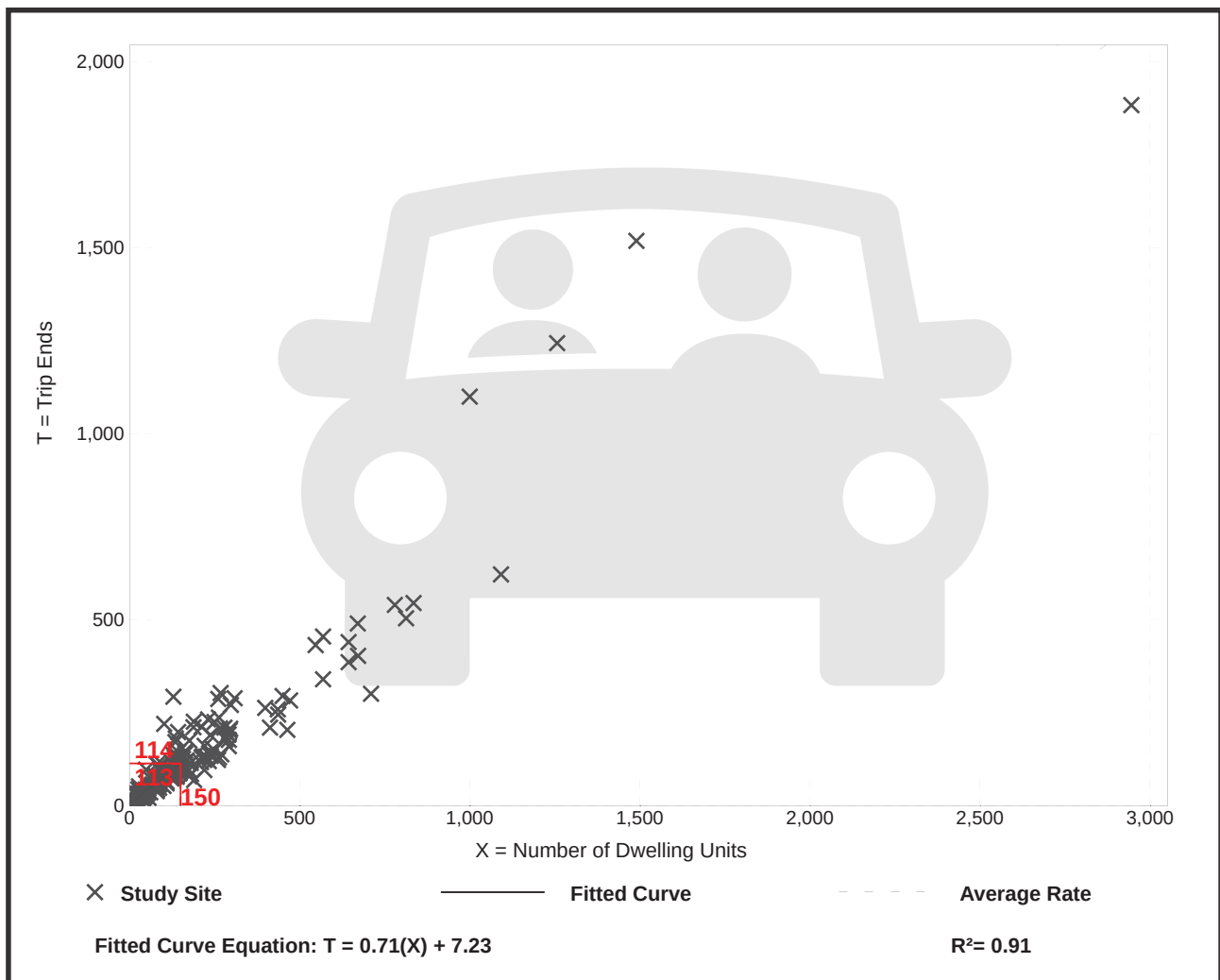
Avg. Num. of Dwelling Units: 217

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 178

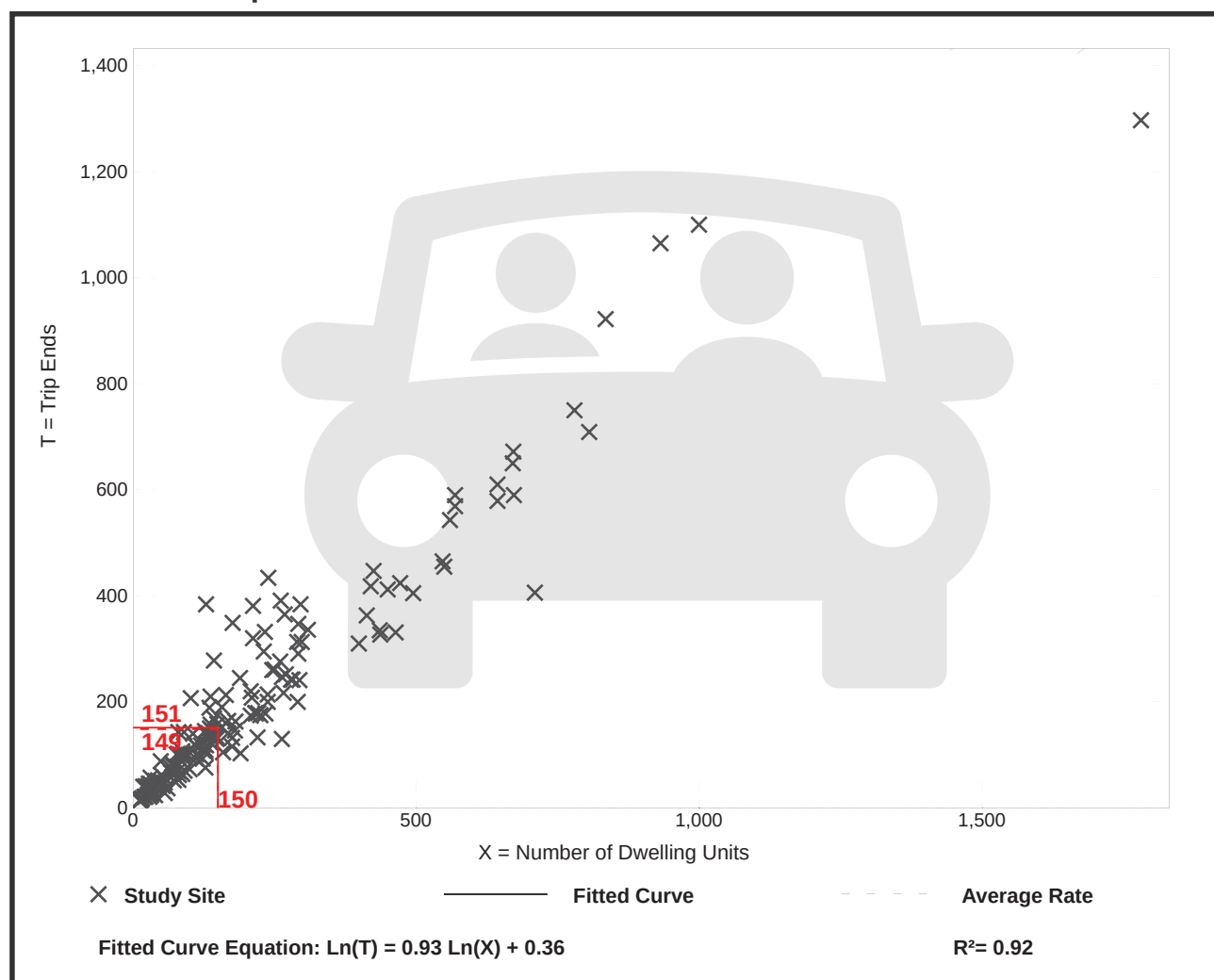
Avg. Num. of Dwelling Units: 203

Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

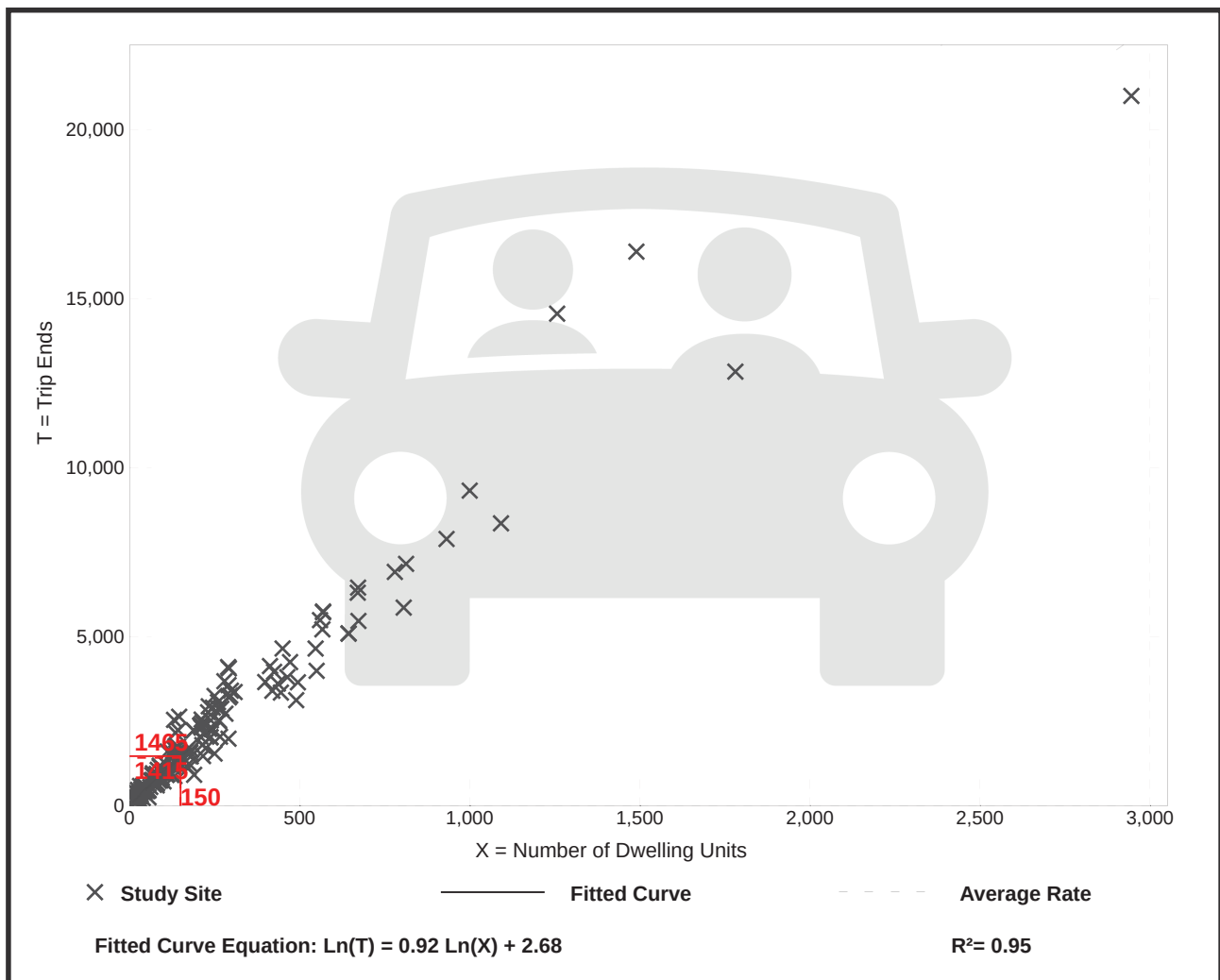
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Appendix A-3 – Trip Distribution

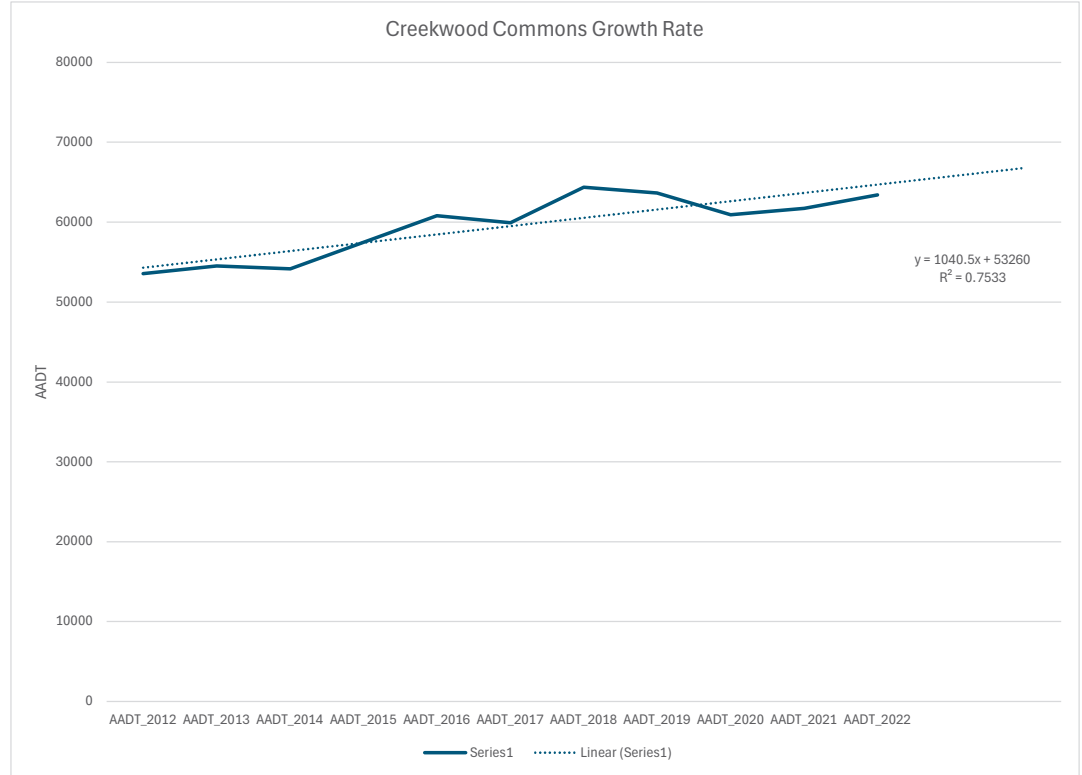
OBJECTID	Name	ROUTE_ID	LOCATION_D	STREET_FRO	STREET_TO	StationType	AADT_2012	AADT_2013	AADT_2014	AADT_2015	AADT_2016	AADT_2017	AADT_2018	AADT_2019	AADT_2020	AADT_2021	AADT_2022
5096	190022	US95A	40ft S of	Big Oaks Dr	Main St	ShortTerm	8600	7500	7200	7500	8300	8400	7600	7750	7150	7450	8000
5413	190032	US95A	80ft W of 7th St	Hardie Ln	US95A	ShortTerm	11000	10500	10500	10500	11000	11000	11000	11300	10800	11500	13200
6309	190034	US50A	.65 mi E of Jessica Ln	US95A	Farms District Rd	ShortTerm	9000	11000	10500	11000	12000	12000	12700	13000	12500	12600	12400
6310	190035	US50A	SR828 (Fernley Farm District Rd)	US50A	US50A	ShortTerm	450	500	450	500	500	540	560	600	590	680	710
5408	190036	US95A	560ft W of US50A	Desert Lakes Dr	IR80	ShortTerm	24500	25000	25500	28000	29000	28000	32500	31000	29900	29500	29100
Total							53550	54500	54150	57500	60800	59940	64360	63650	60940	61730	63410

NDOT Count	Location	2022 Distribution		2026	2046
Station ID	Descripti on	2022 AADT	%	Distribution %	Distribution %
	Nevada Pacific Pkwy n/o US-50	N/A	N/A	N/A	16%
190022	US-95 s/o Main St.	8,000	13%	13%	13%
190032	Main St (US-95) w/o SR 828	13,200	21%	21%	21%
190034	Main St (US-50) e/o SR 828	12,400	20%	2%	2%
190035	SR 828 w/o US-50	710	1%	18%	18%
190036	US-95 n/o Main St	29,100	46%	46%	30%
Total		63,410	100%	100%	100%

Appendix A-4 – Growth Factor Analysis

OBJECTID	Name	ROUTE_ID	LOCATION_D	STREET_FRO	STREET_TO	StationType	AADT_2012	AADT_2013	AADT_2014	AADT_2015	AADT_2016	AADT_2017	AADT_2018	AADT_2019	AADT_2020	AADT_2021	AADT_2022
5096	190022	US95A	40ft S of Mortensen Ln	Big Oaks Dr	Main St	ShortTerm	8600	7500	7200	7500	8300	8400	7600	7750	7150	7450	8000
5413	190032	US95A	80ft W of 7th St	Hardie Ln	US95A	ShortTerm	11000	10500	10500	10500	11000	11000	11000	11300	10800	11500	13200
6309	190034	US50A	.65 mi E of Jessica Ln	US95A	Farms District Rd	ShortTerm	9000	11000	10500	11000	12000	12000	12700	13000	12500	12600	12400
6310	190035	US50A	SR828 (Fernley Farm District Rd)	560ft W of US50A Dr	Desert Lakes (Hazen)	ShortTerm	450	500	450	500	500	540	560	600	590	680	710
5408	190036	US95A	360ft S of Chisholm Trail	US50A	IR80	ShortTerm	24500	25000	25500	28000	29000	28000	32500	31000	29900	29500	29100
Total							53550	54500	54150	57500	60800	59940	64360	63650	60940	61730	63410

Year from y(0)	Linear Formula Value	Cumulative Growth Percent	Annual Growth Percent	Growth Factor
0	53,260.00	0.00%		1.0000
1	54,300.50	1.95%	1.95%	1.0195
2	55,341.00	3.91%	1.95%	1.0391
3	56,381.50	5.86%	1.95%	1.0586
4	57,422.00	7.81%	1.95%	1.0781
5	58,462.50	9.77%	1.95%	1.0977
6	59,503.00	11.72%	1.95%	1.1172
7	60,543.50	13.68%	1.95%	1.1368
8	61,584.00	15.63%	1.95%	1.1563
9	62,624.50	17.58%	1.95%	1.1758
10	63,665.00	19.54%	1.95%	1.1954
11	64,705.50	21.49%	1.95%	1.2149
12	65,746.00	23.44%	1.95%	1.2344
13	66,786.50	25.40%	1.95%	1.2540
14	67,827.00	27.35%	1.95%	1.2735
15	68,867.50	29.30%	1.95%	1.2930
16	69,908.00	31.26%	1.95%	1.3126
17	70,948.50	33.21%	1.95%	1.3321
18	71,989.00	35.17%	1.95%	1.3517
19	73,029.50	37.12%	1.95%	1.3712
20	74,070.00	39.07%	1.95%	1.3907
21	75,110.50	41.03%	1.95%	1.4103
22	76,151.00	42.98%	1.95%	1.4298
23	77,191.50	44.93%	1.95%	1.4493
24	78,232.00	46.89%	1.95%	1.4689



Appendix A-5 – Crash Records

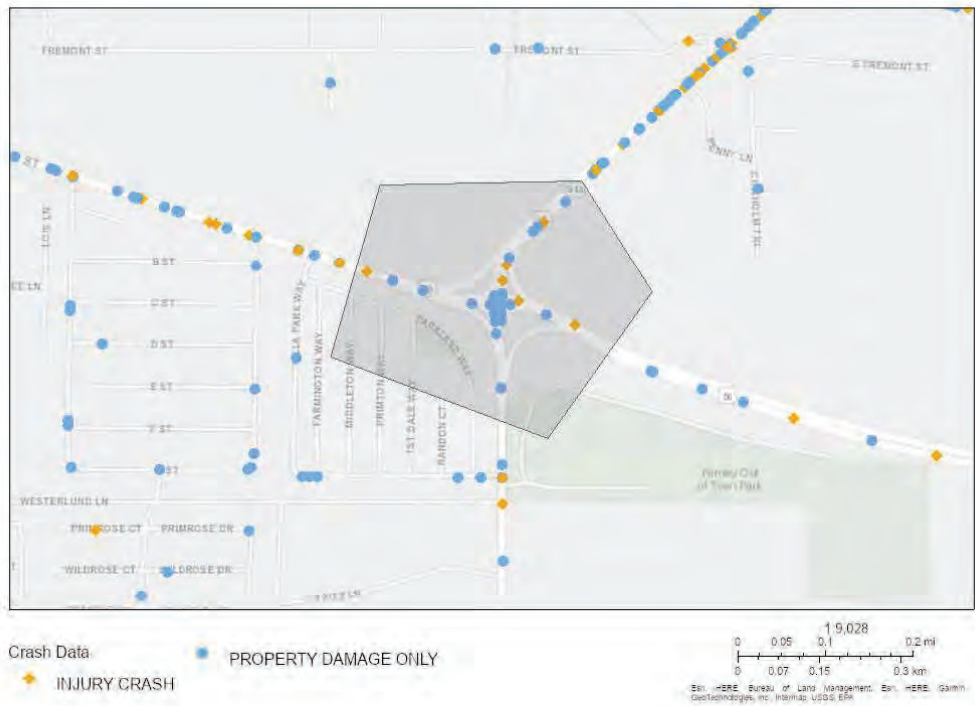


Crashes at Roundabout (BR80/US50/West Main)

Area of Interest (AOI) Information

Area : 2,082,860.73 ft²

May 10 2024 14:42:46 Mountain Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	42	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	INJURY CRASH	LYON	1/27/2016, 6:55 AM	2,016	1:55:00 PM	US95AN	200	N
2	INJURY CRASH	LYON	5/19/2016, 10:20 AM	2,016	4:20:00 PM	US95AN	1500	S
3	PROPERTY DAMAGE ONLY	LYON	6/1/2016, 7:30 AM	2,016	1:30:00 PM	SR828E	No Data	AT INT
4	PROPERTY DAMAGE ONLY	LYON	6/30/2016, 12:15 PM	2,016	6:15:00 PM	US95AN	1584	S
5	PROPERTY DAMAGE ONLY	LYON	8/27/2016, 10:25 AM	2,016	4:25:00 PM	US50AE	No Data	AT INT
6	INJURY CRASH	LYON	9/14/2016, 10:06 AM	2,016	4:06:00 PM	US50A	1500	E
7	PROPERTY DAMAGE ONLY	LYON	10/4/2016, 10:45 AM	2,016	4:45:00 PM	US50AE	10	W
8	PROPERTY DAMAGE ONLY	LYON	10/5/2016, 9:39 AM	2,016	3:39:00 PM	US95AN	1800	S
9	PROPERTY DAMAGE ONLY	LYON	11/15/2016, 10:50 AM	2,016	5:50:00 PM	SR828W	50	S
10	PROPERTY DAMAGE ONLY	LYON	12/2/2016, 8:57 AM	2,016	3:57:00 PM	SR828E	4752	N
11	PROPERTY DAMAGE ONLY	LYON	12/6/2016, 10:32 AM	2,016	5:32:00 PM	US95AN	500	N
12	INJURY CRASH	LYON	12/9/2016, 6:01 AM	2,016	1:01:00 PM	US95AN	100	N
13	PROPERTY DAMAGE ONLY	LYON	12/31/2016, 8:44 AM	2,016	3:44:00 PM	US95AN	1320	S
14	PROPERTY DAMAGE ONLY	LYON	3/27/2017, 9:45 AM	2,017	3:45:00 PM	US95AN	20	N
15	PROPERTY DAMAGE ONLY	LYON	5/26/2017, 6:46 AM	2,017	12:46:00 PM	SR828E	No Data	AT INT
16	PROPERTY DAMAGE ONLY	LYON	6/27/2017, 8:46 AM	2,017	2:46:00 PM	SR828E	No Data	AT INT
17	PROPERTY DAMAGE ONLY	LYON	8/25/2017, 2:00 PM	2,017	8:00:00 PM	US95AN	1584	S
18	PROPERTY DAMAGE ONLY	LYON	10/24/2017, 1:07 PM	2,017	7:07:00 PM	SR828E	36	S
19	PROPERTY DAMAGE ONLY	LYON	11/21/2017, 10:20 AM	2,017	5:20:00 PM	US50AE	20	W
20	PROPERTY DAMAGE ONLY	LYON	2/18/2018, 1:10 PM	2,018	8:10:00 PM	US95AS	10	N

21	PROPERTY DAMAGE ONLY	LYON	3/2/2018, 11:50 PM	2,018	6:50:00 AM	US95AS	No Data	AT INT
22	PROPERTY DAMAGE ONLY	LYON	5/13/2018, 9:13 AM	2,018	3:13:00 PM	US50AW	No Data	AT INT
23	PROPERTY DAMAGE ONLY	LYON	5/14/2018, 12:47 AM	2,018	6:47:00 AM	SR828W	No Data	AT INT
24	PROPERTY DAMAGE ONLY	LYON	7/4/2018, 9:30 AM	2,018	3:30:00 PM	SR828E	52	S
25	PROPERTY DAMAGE ONLY	LYON	9/6/2018, 8:49 AM	2,018	2:49:00 PM	US95AN	500	N
26	PROPERTY DAMAGE ONLY	LYON	9/18/2018, 7:48 AM	2,018	1:48:00 PM	SR828E	200	E
27	PROPERTY DAMAGE ONLY	LYON	1/24/2019, 9:25 AM	2,019	4:25:00 PM	US50AE	No Data	AT INT
28	INJURY CRASH	LYON	1/30/2019, 9:33 AM	2,019	4:33:00 PM	SR828E	100	S
29	PROPERTY DAMAGE ONLY	LYON	2/19/2019, 10:18 PM	2,019	5:18:00 AM	SR828E	100	S
30	INJURY CRASH	LYON	3/10/2019, 1:03 PM	2,019	7:03:00 PM	US50AW	100	S
31	PROPERTY DAMAGE ONLY	LYON	3/18/2019, 1:50 PM	2,019	7:50:00 PM	US95AS	No Data	AT INT
32	PROPERTY DAMAGE ONLY	LYON	7/7/2019, 10:20 AM	2,019	4:20:00 PM	SR828E	No Data	AT INT
33	INJURY CRASH	LYON	8/6/2019, 1:08 AM	2,019	7:08:00 AM	US50AW	No Data	AT INT
34	PROPERTY DAMAGE ONLY	LYON	8/30/2019, 7:27 AM	2,019	1:27:00 PM	US50AE	496	E
35	PROPERTY DAMAGE ONLY	LYON	2/3/2020, 11:28 AM	2,020	6:28:00 PM	SR828E	20	S
36	PROPERTY DAMAGE ONLY	LYON	2/3/2020, 1:59 PM	2,020	8:59:00 PM	US50A	2640	E
37	PROPERTY DAMAGE ONLY	LYON	3/4/2020, 5:15 AM	2,020	12:15:00 PM	US50AE	100	E
38	PROPERTY DAMAGE ONLY	LYON	3/5/2020, 8:30 AM	2,020	3:30:00 PM	SR828W	100	S
39	PROPERTY DAMAGE ONLY	LYON	5/25/2020, 9:20 AM	2,020	3:20:00 PM	US50A	2640	W
40	PROPERTY DAMAGE ONLY	LYON	6/16/2020, 7:45 AM	2,020	1:45:00 PM	SR828E	No Data	AT INT
41	PROPERTY DAMAGE ONLY	LYON	7/24/2020, 11:12 AM	2,020	5:12:00 PM	US50AE	1000	E

42	PROPERTY DAMAGE ONLY	CLARK	10/28/2020, 8:50 AM	2,020	2:50:00 PM	US95N TO E RUSSELL RD EB INT65	10	S
----	----------------------------	-------	------------------------	-------	------------	--------------------------------------	----	---

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	US50AW	CLEAR	No Data	1	No Data	C	REAR-END	3
2	FREMONT ST	CLEAR	No Data	1	No Data	C	REAR-END	2
3	US50AE	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
4	FREMONT ST	CLEAR	No Data	No Data	PDO	No Data	REAR-END	3
5	SR828E	CLEAR	No Data	No Data	PDO	No Data	SIDESWIPE, OVERTAKING	2
6	MILE MARKER 15	CLEAR	No Data	1	No Data	C	NON-COLLISION	1
7	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
8	FREMONT ST	CLEAR	No Data	No Data	PDO	No Data	SIDESWIPE, OVERTAKING	2
9	US50AE	CLEAR	No Data	No Data	PDO	No Data	NON-COLLISION	1
10	MILE MARKER 1	CLEAR	No Data	No Data	PDO	No Data	NON-COLLISION	1
11	US50AW	CLEAR	No Data	No Data	PDO	No Data	REAR-END	3
12	US50AW	CLOUDY	No Data	2	No Data	B	REAR-END	2
13	FREMONT ST	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
14	US50AW	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
15	US50AE	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
16	US50AE	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
17	FREMONT ST	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
18	MILE MARKER 0	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
19	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
20	US50AW	CLOUDY	No Data	No Data	PDO	No Data	REAR-END	2
21	US50AW	SNOW	No Data	No Data	PDO	No Data	NON-COLLISION	1
22	US95AN	CLOUDY	No Data	No Data	PDO	No Data	NON-COLLISION	1
23	US50AE	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
24	US50AE	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
25	US50AW	CLEAR	No Data	No Data	PDO	No Data	REAR-END	4
26	MILE MARKER 0	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
27	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
28	US50AE	CLEAR	No Data	4	No Data	C	REAR-TO-REAR	2
29	US50AE	BLOWING SNOW	No Data	No Data	PDO	No Data	UNKNOWN	1
30	US95AN	CLOUDY	No Data	2	No Data	C	REAR-END	2
31	US50AW	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
32	US50AE	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
33	US50AW TO US95AN	CLEAR	No Data	1	No Data	C	REAR-END	3
34	VILLA PARK WAY	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2

35	MILE MARKER 0	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	ANGLE	2
36	MILE MARKER 15	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	2
37	SR828E	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	2
38	US50AE	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	2
39	MILE MARKER 16	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	NON- COLLISION	1
40	US50AE	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	2
41	VILLA PARK WAY	CLOUDY	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	4
42	E RUSSELL RD	CLEAR	<i>No Data</i>	<i>No Data</i>	PDO	<i>No Data</i>	REAR-END	2

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	PICKUP	N	No Data	1	GOING STRAIGHT	No Data	No Data	HIT AND RUN
2	SEDAN, 4 DOOR	S	29	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
3	CARRY-ALL	S	No Data	No Data	GOING STRAIGHT	No Data	No Data	FOLLOWED TOO CLOSELY: HIT AND RUN
4	SEDAN, 4 DOOR	S	45	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
5	MOTORSCOOTER	E	50	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
6	MOTORCYCLE	W	47	No Data	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY
7	TRACTOR TRUCK, DIESEL	E	61	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
8	CONVERTIBLE	S	67	1	NOT REPORTED	APPARENTLY NORMAL	No Data	HIT AND RUN
9	UTILITY	N	38	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD: UNSAFE LANE CHANGE
10	SEDAN, 4 DOOR	N	29	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	No Data
11	CARRY-ALL	S	23	1	GOING STRAIGHT	INATTENTION /DISTRACTED	RADIO/CD PLAYER	FOLLOWED TOO CLOSELY
12	PICKUP	S	70	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	DRIVING TOO FAST FOR CONDITIONS
13	SEDAN, 4 DOOR	S	38	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
14	PICKUP	E	36	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
15	SEDAN, 4 DOOR	E	38	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
16	SEDAN	N	21	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
17	SEDAN, 4 DOOR	S	28	1	GOING STRAIGHT	INATTENTION /DISTRACTED	RADIO/CD PLAYER	FOLLOWED TOO CLOSELY
18	SEDAN, 4 DOOR	S	19	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY

19	SEDAN, 4 DOOR	E	No Data	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
20	SEDAN, 4 DOOR	S	49	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS
21	SEDAN, 4 DOOR	S	26	No Data	OTHER	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS
22	SEDAN, 4 DOOR	W	24	2	GOING STRAIGHT	HAD BEEN DRINKING	No Data	DISREGARDED TRAFFIC SIGNS, SIGNALS, ROAD MARKINGS
23	PICKUP	N	71	1	NOT REPORTED	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
24	PICKUP	S	No Data	1	TURNING LEFT	No Data	No Data	No Data
25	UTILITY	S	16	2	GOING STRAIGHT	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS
26	SEDAN, 4 DOOR	W	20	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	FOLLOWED TOO CLOSELY
27	UTILITY	No Data	No Data	1	GOING STRAIGHT	No Data	No Data	HIT AND RUN
28	SEDAN	No Data	71	R1	TURNING RIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
29	UTILITY	No Data	45	1	UNKNOWN	UNKNOWN	No Data	UNKNOWN
30	SEDAN	No Data	21	R1	TURNING RIGHT	INATTENTION /DISTRACTED	UNKNOWN	OTHER IMPROPER DRIVING
31	PICKUP	No Data	49	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	OTHER IMPROPER DRIVING
32	UTILITY	N	35	1	GOING STRAIGHT	HAD BEEN DRINKING	No Data	OTHER IMPROPER DRIVING
33	PICKUP	W	49	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	OTHER IMPROPER DRIVING
34	SEDAN, 4 DOOR	E	22	1	GOING STRAIGHT	INATTENTION /DISTRACTED	UNKNOWN	FOLLOWED TOO CLOSELY
35	PICKUP	W	45	1	ENTERING LANE	INATTENTION /DISTRACTED	UNKNOWN	UNSAFE LANE CHANGE
36	SEDAN, 4 DOOR	W	38	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	FOLLOWED TOO CLOSELY
37	PICKUP	E	29	1	GOING STRAIGHT	INATTENTION /DISTRACTED	EXTERNAL DISTRACTION (OUTSIDE THE VEHICLE)	OTHER IMPROPER DRIVING

38	PICKUP	S	<i>No Data</i>	1	GOING STRAIGHT	APPARENTLY NORMAL	<i>No Data</i>	FOLLOWED TOO CLOSELY
39	SEDAN	W	58	1	NEGOTIATING A CURVE	HAD BEEN DRINKING	<i>No Data</i>	FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD
40	UTILITY	N	45	1	GOING STRAIGHT	OTHER IMPROPER DRIVING	<i>No Data</i>	OTHER IMPROPER DRIVING
41	SEDAN, 4 DOOR	E	42	1	GOING STRAIGHT	INATTENTION /DISTRACTED	UNKNOWN	UNKNOWN
42	SEDAN, 4 DOOR	N	59	R1	STOPPED	APPARENTLY NORMAL	<i>No Data</i>	OTHER

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	No Data	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	N	23	1	STOPPED	APPARENTLY NORMAL
2	No Data	SLOW/STOPPED VEHICLE	HATCHBACK, 4 DOOR	S	58	1	STOPPED	APPARENTLY NORMAL
3	No Data	No Data	SEDAN, 4 DOOR	S	No Data	No Data	GOING STRAIGHT	APPARENTLY NORMAL
4	No Data	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	S	19	1	GOING STRAIGHT	APPARENTLY NORMAL
5	No Data	No Data	HATCHBACK, 4 DOOR	E	34	1	GOING STRAIGHT	APPARENTLY NORMAL
6	No Data	OVERTURN/ROLLOVER	No Data	No Data	No Data	No Data	No Data	No Data
7	No Data	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	E	87	1	STOPPED	APPARENTLY NORMAL
8	No Data	No Data	PICKUP	S	49	1	GOING STRAIGHT	APPARENTLY NORMAL
9	No Data	RAN OFF ROAD RIGHT: HIGHWAY TRAFFIC SIGN POST: OTHER FIXED OBJECTS (BUILDING, TUNNEL, ETC.)	No Data	No Data	No Data	No Data	No Data	No Data
10	No Data	OTHER POST, POLE OR SUPPORT	No Data	No Data	No Data	No Data	No Data	No Data
11	No Data	No Data	CARRY-ALL	S	31	1	GOING STRAIGHT	APPARENTLY NORMAL
12	No Data	NOT REPORTED	SEDAN	S	75	1	GOING STRAIGHT	APPARENTLY NORMAL
13	No Data	SLOW/STOPPED VEHICLE	PICKUP	S	79	1	STOPPED	APPARENTLY NORMAL
14	No Data	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	S	73	1	GOING STRAIGHT	APPARENTLY NORMAL
15	No Data	SLOW/STOPPED VEHICLE	CARRY-ALL	E	46	No Data	STOPPED	APPARENTLY NORMAL
16	No Data	SLOW/STOPPED VEHICLE	SEDAN	N	30	No Data	STOPPED	APPARENTLY NORMAL
17	No Data	SLOW/STOPPED VEHICLE	PICKUP	S	39	1	GOING STRAIGHT	APPARENTLY NORMAL
18	No Data	No Data	HATCHBACK, 2 DOOR	S	32	1	GOING STRAIGHT	APPARENTLY NORMAL
19	No Data	No Data	SEDAN, 4 DOOR	E	No Data	No Data	STOPPED	APPARENTLY NORMAL
20	No Data	SLOW/STOPPED VEHICLE	HATCHBACK, 4 DOOR	S	43	1	GOING STRAIGHT	APPARENTLY NORMAL
21	No Data	RAN OFF ROAD RIGHT: LIGHT/LUMINARY SUPPORT	No Data	No Data	No Data	No Data	No Data	No Data

22	HIGHWAY TRAFFIC SIGN POST	CURB: HIGHWAY TRAFFIC SIGN POST: REENTERING ROADWAY	No Data	No Data	No Data	No Data	No Data	No Data
23	MOTOR VEHICLE IN TRANSPORT	No Data	SEDAN, 4 DOOR	E	No Data	1	GOING STRAIGHT	APPARENTLY NORMAL
24	No Data	CROSS MEDIAN/CENTERLINE	CARRY-ALL	No Data	No Data	1	UNKNOWN	No Data
25	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	S	76	2	GOING STRAIGHT	APPARENTLY NORMAL
26	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	COUPE	W	53	1	GOING STRAIGHT	APPARENTLY NORMAL
27	No Data	No Data	COUPE	E	30	1	GOING STRAIGHT	APPARENTLY NORMAL
28	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	UTILITY	S	33	R1	STOPPED	APPARENTLY NORMAL
29	MOTOR VEHICLE IN TRANSPORT	No Data	No Data	No Data	No Data	No Data	No Data	No Data
30	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	UTILITY	W	40	R1	STOPPED	APPARENTLY NORMAL
31	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	UTILITY	S	66	No Data	STOPPED	APPARENTLY NORMAL
32	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE: RAN OFF ROAD RIGHT: MEDIAN BARRIER: RAN OFF ROAD LEFT: DITCH	HATCHBACK/FASTBACK	N	20	1	GOING STRAIGHT	APPARENTLY NORMAL
33	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	N	37	1	STOPPED	APPARENTLY NORMAL
34	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	E	70	1	STOPPED	APPARENTLY NORMAL
35	MOTOR VEHICLE IN TRANSPORT	No Data	SEDAN	W	31	1	GOING STRAIGHT	APPARENTLY NORMAL
36	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	W	36	1	TURNING RIGHT	UNKNOWN
37	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	E	48	1	STOPPED	APPARENTLY NORMAL
38	MOTOR VEHICLE IN TRANSPORT	No Data	PICKUP	S	No Data	1	GOING STRAIGHT	APPARENTLY NORMAL
39	OTHER POST, POLE OR SUPPORT	RAN OFF ROAD RIGHT: CURB: REENTERING ROADWAY: OTHER TRAFFIC BARRIER: OTHER POST, POLE OR SUPPORT	No Data	No Data	No Data	No Data	No Data	No Data

40	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	N	43	1	GOING STRAIGHT	APPARENTLY NORMAL
41	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	E	57	1	STOPPED	APPARENTLY NORMAL
42	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	VAN	N	46	1	STOPPED	APPARENTLY NORMAL

#	V2_Driver_Di stracted	V2_Vehicle_F actors	V2_Most_Har mful_Event	V2_All_Event s	First_Harmful _Event	Nonmotorist_ Factors	Factors_Road way	Lighting
1	No Data	No Data	No Data	SLOW/STOPP ED VEHICLE	No Data	No Data	DRY	DAYLIGHT
2	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
3	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
4	No Data	FOLLOWED TOO CLOSELY	No Data	SLOW/STOPP ED VEHICLE	No Data	No Data	DRY	DAYLIGHT
5	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
6	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
7	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
8	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
9	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DARK - SPOT LIGHTING
10	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
11	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DARK - CONTINUOU S LIGHTING
12	No Data	UNKNOWN	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
13	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
14	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
15	No Data	No Data	No Data	SLOW/STOPP ED VEHICLE	No Data	No Data	DRY	DAYLIGHT
16	No Data	No Data	No Data	SLOW/STOPP ED VEHICLE	No Data	No Data	DRY	DAYLIGHT
17	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DARK - SPOT LIGHTING
18	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DARK - SPOT LIGHTING
19	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
20	No Data	No Data	No Data	SLOW/STOPP ED VEHICLE	No Data	No Data	DRY	DARK - CONTINUOU S LIGHTING
21	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
22	No Data	No Data	No Data	No Data	MEDIAN BARRIER	No Data	WET	DAYLIGHT
23	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
24	No Data	No Data	No Data	CROSS MEDIAN/CEN TERLINE	No Data	No Data	DRY	DAYLIGHT
25	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	SLOW/STOPP ED VEHICLE	SLOW/STOPP ED VEHICLE	No Data	DRY	DAYLIGHT
26	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPP ED VEHICLE	No Data	DRY	DAYLIGHT
27	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPP ED VEHICLE	No Data	DRY	DAYLIGHT

28	No Data	UNKNOWN	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
29	No Data	No Data	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	UNKNOWN	UNKNOWN
30	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	HORSE	No Data	DRY	DARK - SPOT LIGHTING
31	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DARK - SPOT LIGHTING
32	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
33	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
34	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
35	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DARK - SPOT LIGHTING
36	No Data	EXCEEDED AUTHORIZED SPEED LIMIT	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DARK - NO LIGHTING
37	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
38	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	No Data	No Data	No Data	No Data
39	No Data	No Data	No Data	No Data	OTHER POST, POLE OR SUPPORT	No Data	DRY	DAYLIGHT
40	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
41	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
42	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	NONE	LYSO	2,224,191	No Data	No Data	No Data	No Data	No Data	1
2	NONE	NHP	2,323,222	No Data	No Data	No Data	No Data	No Data	1
3	No Data	LYSO	2,356,083	No Data	No Data	No Data	No Data	No Data	1
4	NONE	NHP	2,325,583	No Data	No Data	No Data	No Data	No Data	1
5	NONE	NHP	2,328,718	No Data	No Data	No Data	No Data	No Data	1
6	NONE	NHP	2,329,723	No Data	No Data	YES	No Data	No Data	1
7	NONE	NHP	2,337,954	No Data	No Data	No Data	No Data	No Data	1
8	NONE	NHP	2,338,008	No Data	No Data	No Data	No Data	No Data	1
9	NONE	NHP	2,340,439	No Data	No Data	No Data	No Data	No Data	1
10	NONE	NHP	2,341,396	No Data	No Data	No Data	No Data	No Data	1
11	OTHER HIGHWAY	NHP	2,341,641	No Data	No Data	No Data	No Data	No Data	1
12	OTHER HIGHWAY	NHP	2,341,845	No Data	No Data	No Data	No Data	No Data	1
13	GLARE	NHP	2,343,177	No Data	No Data	No Data	No Data	No Data	1
14	OTHER HIGHWAY	NHP	2,378,934	No Data	No Data	No Data	No Data	No Data	1
15	NONE	NHP	2,382,181	No Data	No Data	No Data	No Data	No Data	1
16	OTHER HIGHWAY	NHP	2,384,023	No Data	No Data	No Data	No Data	No Data	1
17	OTHER HIGHWAY	NHP	2,396,586	No Data	No Data	No Data	No Data	No Data	1
18	ANIMAL IN ROADWAY	NHP	2,413,979	No Data	No Data	No Data	UNKNOWN	No Data	1
19	No Data	LYSO	2,413,140	No Data	No Data	No Data	No Data	No Data	1
20	WET, ICY, SNOW, SLUSH	LYSO	2,413,163	No Data	No Data	No Data	No Data	No Data	1
21	WEATHER: WET, ICY, SNOW, SLUSH	NHP	2,421,743	No Data	No Data	No Data	No Data	No Data	1
22	NONE	NHP	3,082,091	No Data	No Data	No Data	No Data	No Data	1
23	NONE	NHP	3,082,112	No Data	No Data	No Data	No Data	No Data	1
24	UNKNOWN	LYSO	2,488,384	No Data	No Data	No Data	No Data	No Data	1
25	NONE	NHP	3,098,851	No Data	No Data	No Data	No Data	No Data	1
26	NONE	NHP	3,100,706	No Data	No Data	No Data	No Data	No Data	1
27	NONE	NHP	3,066,233	No Data	No Data	No Data	No Data	No Data	1
28	NONE	NHP	3,067,710	No Data	No Data	No Data	No Data	No Data	1
29	UNKNOWN	NHP	3,071,186	No Data	No Data	No Data	No Data	No Data	1
30	NONE	NHP	3,119,644	No Data	No Data	No Data	HORSE	No Data	1
31	NONE	NHP	3,120,073	No Data	No Data	No Data	No Data	No Data	1
32	NONE	NHP	3,018,723	No Data	No Data	No Data	No Data	No Data	1
33	NONE	NHP	3,059,990	No Data	No Data	No Data	No Data	No Data	1

34	BACKUP DUE TO REGULAR CONGESTI ON	NHP	3,073,317	No Data	No Data	No Data	No Data	No Data	1
35	NONE	NHP	3,038,071	No Data	No Data	No Data	No Data	No Data	1
36	NONE	NHP	3,038,075	No Data	No Data	No Data	No Data	No Data	1
37	BACKUP DUE TO REGULAR CONGESTI ON	NHP	3,047,239	No Data	No Data	No Data	No Data	No Data	1
38	No Data	LYSO	3,046,949	No Data	No Data	No Data	No Data	No Data	1
39	NONE	NHP	3,054,370	No Data	No Data	No Data	No Data	No Data	1
40	NONE	NHP	3,056,490	No Data	No Data	No Data	No Data	No Data	1
41	BACKUP DUE TO REGULAR CONGESTI ON	NHP	3,075,349	No Data	No Data	No Data	No Data	No Data	1
42	NONE	NHP	3,137,275	No Data	No Data	No Data	No Data	No Data	1

Crashes at SR 828 and Shadow Ln

Area of Interest (AOI) Information

Area : 505,188.79 ft²

May 10 2024 14:45:42 Mountain Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	9	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	PROPERTY DAMAGE ONLY	LYON	1/31/2016, 5:35 PM	2,016	12:35:00 AM	SR828E	No Data	AT INT
2	PROPERTY DAMAGE ONLY	LYON	2/18/2016, 12:45 PM	2,016	7:45:00 PM	SHADOW LN	285	W
3	PROPERTY DAMAGE ONLY	LYON	5/12/2016, 8:10 AM	2,016	2:10:00 PM	SR828E	No Data	AT INT
4	PROPERTY DAMAGE ONLY	LYON	11/14/2016, 9:05 AM	2,016	4:05:00 PM	SHADOW LN	3	W
5	INJURY CRASH	LYON	9/12/2017, 2:18 AM	2,017	8:18:00 AM	SR828E	No Data	AT INT
6	INJURY CRASH	LYON	10/31/2018, 2:30 AM	2,018	8:30:00 AM	SR828E	15	E
7	PROPERTY DAMAGE ONLY	LYON	10/31/2018, 10:48 AM	2,018	4:48:00 PM	SHADOW LN	No Data	AT INT
8	PROPERTY DAMAGE ONLY	LYON	9/30/2019, 5:30 AM	2,019	11:30:00 AM	SR828E	No Data	AT INT
9	PROPERTY DAMAGE ONLY	LYON	11/23/2019, 8:20 AM	2,019	3:20:00 PM	SR828E	No Data	AT INT

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	SHADOW LN	SNOW	No Data	No Data	PDO	No Data	NON-COLLISION	1
2	SR828E	CLEAR	No Data	No Data	PDO	No Data	NON-COLLISION	1
3	SHADOW LN	CLEAR	No Data	No Data	PDO	No Data	SIDESWIPE, MEETING	2
4	SR828E	CLEAR	No Data	No Data	PDO	No Data	HEAD-ON	2
5	SHADOW LN	CLEAR	No Data	1	No Data	C	ANGLE	2
6	SHADOW LN	CLEAR	No Data	1	No Data	C	ANGLE	2
7	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
8	SHADOW LN	CLOUDY	No Data	No Data	PDO	No Data	ANGLE	2
9	SHADOW LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	CARRY-ALL	S	No Data	No Data	NOT REPORTED	No Data	No Data	RAN OFF ROAD: HIT AND RUN: OBJECT AVOIDANCE
2	PICKUP	W	No Data	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD: RAN OFF ROAD: UNSAFE LANE CHANGE
3	SEDAN, 4 DOOR	E	30	No Data	GOING STRAIGHT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY
4	SEDAN, 4 DOOR	W	22	1	TURNING RIGHT	APPARENTLY NORMAL	No Data	FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD: UNSAFE LANE CHANGE
5	VAN	E	29	No Data	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
6	PICKUP	No Data	16	1	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
7	PICKUP	No Data	No Data	1	UNKNOWN	UNKNOWN	No Data	HIT AND RUN
8	CARRY-ALL	E	70	1	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY
9	HATCHBACK, 4 DOOR	E	53	1	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
2	No Data	RAN OFF ROAD LEFT: FENCE/WALL: TREE/SHRUB : OTHER FIXED OBJECTS (BUILDING, TUNNEL, ETC.)	No Data	No Data	No Data	No Data	No Data	No Data
3	No Data	No Data	PICKUP	W	30	No Data	TURNING RIGHT	APPARENTLY NORMAL
4	No Data	SLOW/STOPPED VEHICLE	PICKUP	E	43	1	STOPPED	APPARENTLY NORMAL
5	No Data	RAN OFF ROAD RIGHT	VAN	S	75	No Data	GOING STRAIGHT	APPARENTLY NORMAL
6	MOTOR VEHICLE IN TRANSPORT	No Data	UTILITY	E	18	1	GOING STRAIGHT	APPARENTLY NORMAL
7	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SEDAN, 2 DOOR	E	47	1	STOPPED	APPARENTLY NORMAL
8	MOTOR VEHICLE IN TRANSPORT	No Data	HATCHBACK, 4 DOOR	S	42	1	GOING STRAIGHT	APPARENTLY NORMAL
9	MOTOR VEHICLE IN TRANSPORT	No Data	CARRY-ALL	W	35	1	GOING STRAIGHT	APPARENTLY NORMAL

#	V2_Driver_Distracted	V2_Vehicle_Factors	V2_Most_Harmful_Event	V2_All_Events	First_Harmful_Event	Nonmotorist_Factors	Factors_Roadway	Lighting
1	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
2	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data
3	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
4	No Data	No Data	No Data	SLOW/STOPPED VEHICLE	No Data	No Data	DRY	DUSK
5	No Data	UNKNOWN	No Data	RAN OFF ROAD RIGHT	No Data	No Data	DRY	DAYLIGHT
6	No Data	UNKNOWN	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
7	No Data	HIT AND RUN	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
8	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
9	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	No Data	LYSO	2,224,193	No Data	No Data	No Data	No Data	No Data	1
2	No Data	LYSO	2,378,548	No Data	No Data	No Data	No Data	No Data	1
3	NONE	NHP	2,237,930	No Data	No Data	No Data	No Data	No Data	1
4	GLARE	LYSO	2,337,640	No Data	No Data	No Data	No Data	No Data	1
5	NONE	NHP	2,401,564	No Data	No Data	No Data	No Data	No Data	1
6	NONE	NHP	3,107,380	No Data	No Data	No Data	No Data	No Data	1
7	NONE	LYSO	3,106,894	No Data	No Data	No Data	No Data	No Data	1
8	NONE	NHP	3,154,689	No Data	No Data	No Data	No Data	No Data	1
9	NONE	NHP	3,027,333	No Data	No Data	No Data	No Data	No Data	1

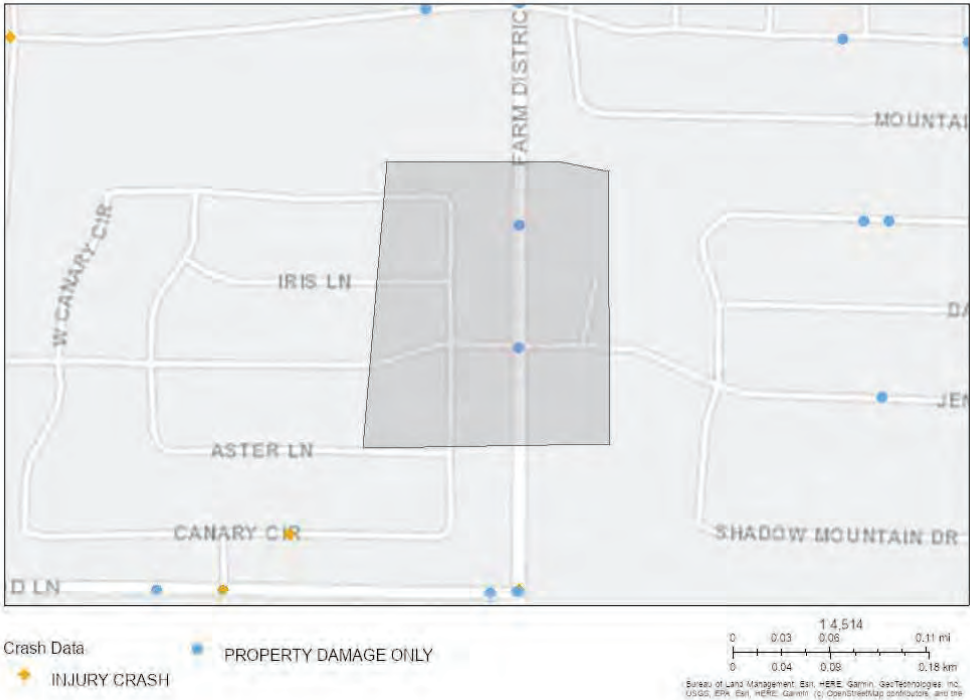


Crashes at SR 828 and Jenny Ln (North)

Area of Interest (AOI) Information

Area : 599,933.65 ft²

May 10 2024 14:47:35 Mountain Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	4	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	PROPERTY DAMAGE ONLY	LYON	2/28/2017, 8:37 AM	2,017	3:37:00 PM	SR828E	2500	W
2	INJURY CRASH	LYON	8/12/2018, 10:10 AM	2,018	4:10:00 PM	SR828E	No Data	AT INT
3	PROPERTY DAMAGE ONLY	LYON	11/30/2018, 1:00 AM	2,018	8:00:00 AM	SR828E	No Data	AT INT
4	PROPERTY DAMAGE ONLY	LYON	12/19/2018, 5:55 AM	2,018	12:55:00 PM	SR828E	No Data	AT INT

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	MILE MARKER 1	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
2	JENNY'S LN	CLEAR	No Data	2	No Data	C	ANGLE	2
3	JENNY'S LN	RAIN	No Data	No Data	PDO	No Data	REAR-END	2
4	JENNY'S LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	PICKUP	E	33	1	GOING STRAIGHT	INATTENTION /DISTRACTED	RADIO/CD PLAYER	FOLLOWED TOO CLOSELY
2	CARRY-ALL	N	32	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
3	SEDAN, 4 DOOR	No Data	21	1	GOING STRAIGHT	FELL ASLEEP, FAINTED, FATIGUED, ETC.	OTHER INSIDE THE VEHICLE	FOLLOWED TOO CLOSELY
4	HARDTOP, 4 DOOR	No Data	82	1	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	No Data	SLOW/STOPPED VEHICLE	CARRY-ALL	E	41	1	STOPPED	APPARENTLY NORMAL
2	MOTOR VEHICLE IN TRANSPORT	No Data	SEDAN, 4 DOOR	S	23	1	GOING STRAIGHT	APPARENTLY NORMAL
3	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	N	69	1	STOPPED	APPARENTLY NORMAL
4	MOTOR VEHICLE IN TRANSPORT	No Data	UTILITY	E	68	1	GOING STRAIGHT	APPARENTLY NORMAL

#	V2_Driver_Distracted	V2_Vehicle_Factors	V2_Most_Harmful_Event	V2_All_Events	First_Harmful_Event	Nonmotorist_Factors	Factors_Roadway	Lighting
1	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
2	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
3	No Data	No Data	No Data	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT
4	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	NONE	NHP	2,366,437	No Data	No Data	No Data	No Data	No Data	1
2	NONE	NHP	3,095,165	No Data	No Data	No Data	No Data	No Data	1
3	NONE	LYSO	3,112,483	No Data	No Data	No Data	No Data	No Data	1
4	NONE	NHP	3,115,273	No Data	No Data	No Data	No Data	No Data	1

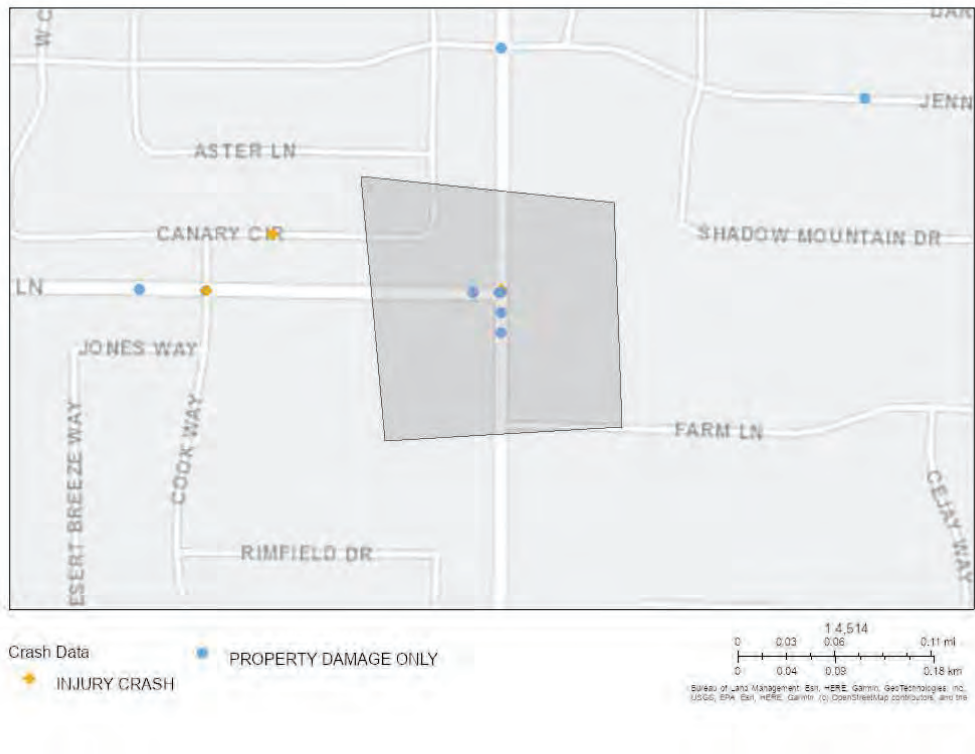


Crashes at SR 828 and Cottonwood Ln

Area of Interest (AOI) Information

Area : 541,245.16 ft²

May 10 2024 14:48:41 Mountain Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	15	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	INJURY CRASH	LYON	1/17/2016, 10:30 AM	2,016	5:30:00 PM	SR828E	No Data	AT INT
2	PROPERTY DAMAGE ONLY	LYON	2/1/2016, 10:50 AM	2,016	5:50:00 PM	SR828E	No Data	AT INT
3	PROPERTY DAMAGE ONLY	LYON	6/5/2016, 9:50 AM	2,016	3:50:00 PM	COTTONWOOD LN	86	W
4	PROPERTY DAMAGE ONLY	LYON	8/5/2016, 1:52 PM	2,016	7:52:00 PM	SR828E	120	W
5	PROPERTY DAMAGE ONLY	LYON	10/10/2017, 10:18 AM	2,017	4:18:00 PM	SR828E	No Data	AT INT
6	PROPERTY DAMAGE ONLY	LYON	9/22/2018, 4:33 PM	2,018	10:33:00 PM	COTTONWOOD LN	No Data	AT INT
7	PROPERTY DAMAGE ONLY	LYON	11/26/2018, 11:15 AM	2,018	6:15:00 PM	SR828E	No Data	AT INT
8	PROPERTY DAMAGE ONLY	LYON	1/16/2019, 10:00 AM	2,019	5:00:00 PM	COTTONWOOD LN	No Data	AT INT
9	PROPERTY DAMAGE ONLY	LYON	6/24/2019, 5:09 AM	2,019	11:09:00 AM	SR828E	No Data	AT INT
10	PROPERTY DAMAGE ONLY	LYON	11/20/2019, 12:14 AM	2,019	7:14:00 AM	SR828E	1320	W
11	INJURY CRASH	LYON	5/19/2020, 10:36 AM	2,020	4:36:00 PM	SR828E	10	E
12	PROPERTY DAMAGE ONLY	LYON	6/9/2020, 11:45 PM	2,020	5:45:00 AM	COTTONWOOD LN	6	W
13	PROPERTY DAMAGE ONLY	LYON	9/2/2020, 10:30 AM	2,020	4:30:00 PM	SR828E	No Data	AT INT
14	INJURY CRASH	LYON	10/20/2020, 9:04 AM	2,020	3:04:00 PM	COTTONWOOD LN	No Data	AT INT
15	PROPERTY DAMAGE ONLY	LYON	11/17/2020, 11:02 AM	2,020	6:02:00 PM	SR828E	No Data	AT INT

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	COTTONWOOD LN	CLEAR	No Data	1	No Data	B	ANGLE	2
2	COTTONWOOD LN	CLOUDY	No Data	No Data	PDO	No Data	ANGLE	2
3	SR828E	RAIN	No Data	No Data	PDO	No Data	ANGLE	2
4	COTTONWOOD LN	CLEAR	No Data	No Data	PDO	No Data	NON-COLLISION	1
5	COTTONWOOD LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
6	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
7	COTTONWOOD LN	CLOUDY	No Data	No Data	PDO	No Data	ANGLE	2
8	SR828E	RAIN	No Data	No Data	PDO	No Data	ANGLE	2
9	COTTONWOOD LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
10	MILE MARKER 1	RAIN	No Data	No Data	PDO	No Data	REAR-END	2
11	COTTONWOOD LN	CLOUDY	No Data	3	No Data	C	ANGLE	2
12	SR828E	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2
13	COTTONWOOD LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
14	SR828E	CLEAR	No Data	1	No Data	C	REAR-END	2
15	COTTONWOOD LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	UTILITY	S	56	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	No Data
2	SEDAN, 4 DOOR	E	19	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
3	PICKUP	W	17	1	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	DRIVING TOO FAST FOR CONDITIONS
4	CARRY-ALL	W	38	No Data	GOING STRAIGHT	HAD BEEN DRINKING	No Data	RAN OFF ROAD
5	PICKUP	N	62	No Data	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
6	PICKUP	No Data	52	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
7	UTILITY	No Data	31	L1	TURNING LEFT	INATTENTION /DISTRACTED	UNKNOWN	FAILED TO YIELD RIGHT OF WAY
8	CARRY-ALL	No Data	57	1	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
9	SEDAN, 4 DOOR	E	27	1	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY
10	HATCHBACK, 4 DOOR	E	18	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS
11	SEDAN	E	61	1	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY
12	PICKUP	E	36	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
13	PICKUP	E	30	1	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
14	HATCHBACK, 2 DOOR	E	17	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY
15	SEDAN	E	34	L1	TURNING LEFT	OTHER IMPROPER DRIVING	No Data	FAILED TO YIELD RIGHT OF WAY

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	No Data	No Data	HATCHBACK, 4 DOOR	E	69	No Data	TURNING LEFT	OTHER IMPROPER DRIVING
2	No Data	No Data	PICKUP	S	61	No Data	GOING STRAIGHT	APPARENTLY NORMAL
3	No Data	SLOW/STOPPED VEHICLE	PICKUP	E	16	1	STOPPED	APPARENTLY NORMAL
4	No Data	RAN OFF ROAD RIGHT: UTILITY POLE: FENCE/WALL	No Data	No Data	No Data	No Data	No Data	No Data
5	No Data	No Data	SEDAN, 4 DOOR	S	27	No Data	GOING STRAIGHT	APPARENTLY NORMAL
6	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	PICKUP	E	51	1	STOPPED	APPARENTLY NORMAL
7	MOTOR VEHICLE IN TRANSPORT	No Data	PICKUP	E	65	1	GOING STRAIGHT	APPARENTLY NORMAL
8	MOTOR VEHICLE IN TRANSPORT	No Data	CARRY-ALL	S	64	1	GOING STRAIGHT	APPARENTLY NORMAL
9	MOTOR VEHICLE IN TRANSPORT	No Data	SEDAN, 4 DOOR	S	19	1	GOING STRAIGHT	APPARENTLY NORMAL
10	MOTOR VEHICLE IN TRANSPORT	No Data	VAN	E	47	1	STOPPED	APPARENTLY NORMAL
11	MOTOR VEHICLE IN TRANSPORT	No Data	WELL DRILLER	E	55	1	GOING STRAIGHT	APPARENTLY NORMAL
12	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SEDAN, 4 DOOR	E	57	1	STOPPED	APPARENTLY NORMAL
13	MOTOR VEHICLE IN TRANSPORT	No Data	PICKUP	N	27	1	TURNING LEFT	APPARENTLY NORMAL
14	MOTOR VEHICLE IN TRANSPORT	No Data	UTILITY	E	53	1	STOPPED	APPARENTLY NORMAL
15	MOTOR VEHICLE IN TRANSPORT	No Data	UTILITY	W	70	1	GOING STRAIGHT	APPARENTLY NORMAL

#	V2_Driver_Distracted	V2_Vehicle_Factors	V2_Most_Harmful_Event	V2_All_Events	First_Harmful_Event	Nonmotorist_Factors	Factors_Roadway	Lighting
1	No Data	FAILED TO YIELD RIGHT OF WAY	No Data	No Data	No Data	No Data	DRY	DARK - SPOT LIGHTING
2	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DARK - SPOT LIGHTING
3	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
4	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
5	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
6	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DARK - UNKNOWN LIGHTING
7	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DARK - SPOT LIGHTING
8	No Data	UNKNOWN	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	WET	DARK - SPOT LIGHTING
9	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
10	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	MOTOR VEHICLE IN TRANSPORT	No Data	WET	DAYLIGHT
11	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
12	No Data	No Data	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	No Data	DRY	DAWN
13	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
14	No Data	OTHER	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
15	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DARK - SPOT LIGHTING

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	NONE	NHP	2,225,082	No Data	No Data	No Data	No Data	No Data	1
2	NONE	NHP	2,226,053	No Data	No Data	No Data	No Data	No Data	1
3	No Data	LYSO	2,356,088	No Data	No Data	No Data	No Data	No Data	1
4	NONE	NHP	2,327,510	No Data	No Data	No Data	No Data	No Data	1
5	NONE	NHP	2,399,089	No Data	No Data	No Data	No Data	No Data	1
6	NONE	NHP	3,102,021	No Data	No Data	No Data	No Data	No Data	1
7	NONE	NHP	3,111,486	No Data	No Data	No Data	No Data	No Data	1
8	UNKNOWN	NHP	3,065,801	No Data	No Data	No Data	No Data	No Data	1
9	NONE	NHP	3,011,390	No Data	No Data	No Data	No Data	No Data	1
10	WEATHER: WET, ICY, SNOW, SLUSH	NHP	3,027,068	No Data	No Data	No Data	No Data	No Data	1
11	NONE	NHP	3,052,495	No Data	No Data	No Data	No Data	No Data	1
12	NONE	LYSO	3,057,867	No Data	No Data	No Data	No Data	No Data	1
13	NONE	NHP	3,129,789	No Data	No Data	No Data	No Data	No Data	1
14	NONE	LYSO	3,136,958	No Data	No Data	No Data	No Data	No Data	1
15	NONE	NHP	3,139,928	No Data	No Data	No Data	No Data	No Data	1

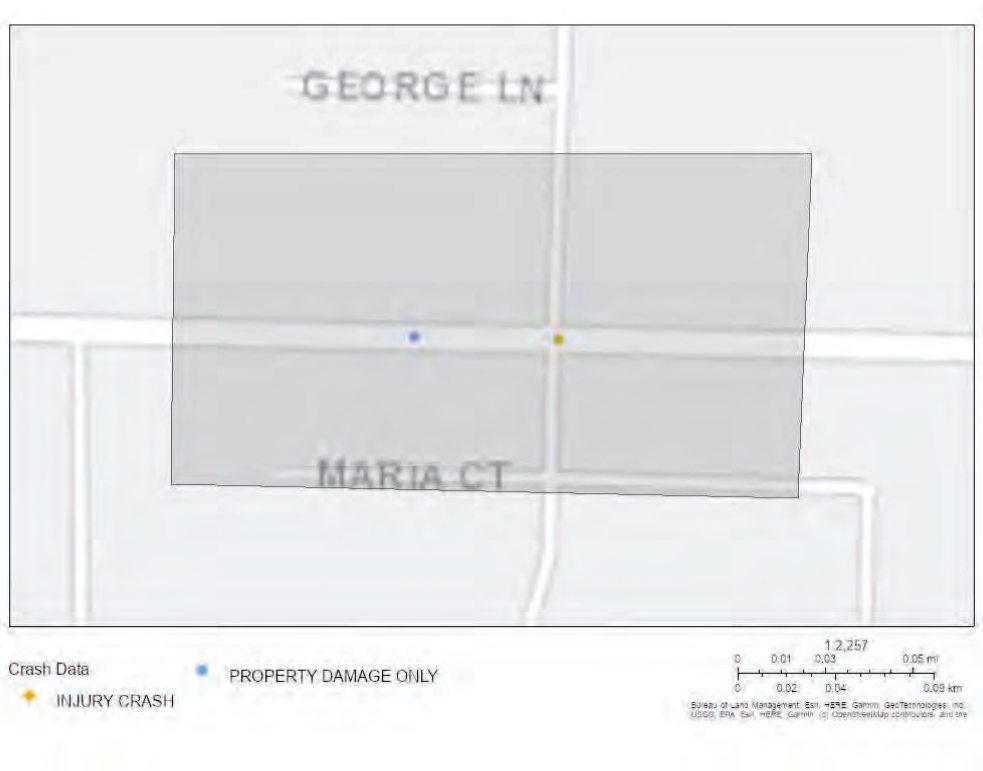


Crashes at SR 828 and Jenny's Ln. (south)

Area of Interest (AOI) Information

Area : 482,784 ft²

May 10 2024 14:50:32 Mountain Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	6	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	PROPERTY DAMAGE ONLY	LYON	7/5/2017, 5:48 PM	2,017	11:48:00 PM	JENNY'S LN	No Data	AT INT
2	PROPERTY DAMAGE ONLY	LYON	12/20/2017, 12:10 AM	2,017	7:10:00 AM	SR828E	No Data	AT INT
3	PROPERTY DAMAGE ONLY	LYON	5/14/2018, 1:37 AM	2,018	7:37:00 AM	SR828E	No Data	AT INT
4	INJURY CRASH	LYON	10/23/2020, 1:35 AM	2,020	7:35:00 AM	SR828E	No Data	AT INT
5	INJURY CRASH	LYON	11/24/2020, 9:05 AM	2,020	4:05:00 PM	SR828E	No Data	AT INT
6	PROPERTY DAMAGE ONLY	LYON	12/3/2020, 7:50 AM	2,020	2:50:00 PM	SR828E	1584	W

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	SR828E	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
2	JENNY'S LN	SNOW	No Data	No Data	PDO	No Data	NON-COLLISION	1
3	JENNY'S LN	CLEAR	No Data	No Data	PDO	No Data	ANGLE	2
4	JENNY'S LN	CLEAR	No Data	1	No Data	C	ANGLE	2
5	JENNY'S LN	CLEAR	No Data	2	No Data	C	ANGLE	2
6	MILE MARKER 2	CLEAR	No Data	No Data	PDO	No Data	REAR-END	2

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	CARRY-ALL	S	53	No Data	TURNING LEFT	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
2	CARRY-ALL	W	17	No Data	GOING STRAIGHT	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS
3	SEDAN, 4 DOOR	No Data	39	1	UNKNOWN	APPARENTLY NORMAL	No Data	FAILED TO YIELD RIGHT OF WAY
4	SEDAN, 4 DOOR	N	74	L1	TURNING LEFT	INATTENTION /DISTRACTED	OTHER	FAILED TO YIELD RIGHT OF WAY
5	PICKUP	N	58	1	TURNING RIGHT	HAD BEEN DRINKING	No Data	FAILED TO YIELD RIGHT OF WAY
6	PICKUP	E	53	1	GOING STRAIGHT	APPARENTLY NORMAL	No Data	FOLLOWED TOO CLOSELY

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	No Data	No Data	HATCHBACK, 4 DOOR	N	29	No Data	GOING STRAIGHT	APPARENTLY NORMAL
2	No Data	RAN OFF ROAD RIGHT: OTHER POST, POLE OR SUPPORT	No Data	No Data	No Data	No Data	No Data	No Data
3	MOTOR VEHICLE IN TRANSPORT	No Data	VAN	E	28	1	No Data	APPARENTLY NORMAL
4	MOTOR VEHICLE IN TRANSPORT	No Data	CARRY-ALL	E	17	1	GOING STRAIGHT	APPARENTLY NORMAL
5	MOTOR VEHICLE IN TRANSPORT	No Data	PICKUP	W	67	1	GOING STRAIGHT	APPARENTLY NORMAL
6	SLOW/STOPPED VEHICLE	SLOW/STOPPED VEHICLE	CARRY-ALL	E	21	1	TURNING RIGHT	APPARENTLY NORMAL

#	V2_Driver_Distracted	V2_Vehicle_Factors	V2_Most_Harmful_Event	V2_All_Events	First_Harmful_Event	Nonmotorist_Factors	Factors_Roadway	Lighting
1	No Data	FAILED TO YIELD RIGHT OF WAY	No Data	No Data	No Data	No Data	DRY	DARK - NO LIGHTING
2	No Data	No Data	No Data	No Data	No Data	No Data	DRY	DAYLIGHT
3	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
4	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
5	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	DRY	DAYLIGHT
6	No Data	No Data	MOTOR VEHICLE IN TRANSPORT	No Data	SLOW/STOPPED VEHICLE	No Data	DRY	DAYLIGHT

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	NONE	NHP	2,384,375	No Data	No Data	No Data	No Data	No Data	1
2	WET, ICY, SNOW, SLUSH	NHP	2,417,609	No Data	No Data	No Data	No Data	No Data	1
3	NONE	NHP	3,082,116	No Data	No Data	No Data	No Data	No Data	1
4	NONE	NHP	3,136,408	No Data	No Data	No Data	No Data	No Data	1
5	NONE	NHP	3,140,912	No Data	No Data	No Data	No Data	No Data	1
6	NONE	NHP	3,142,679	No Data	No Data	No Data	No Data	No Data	1

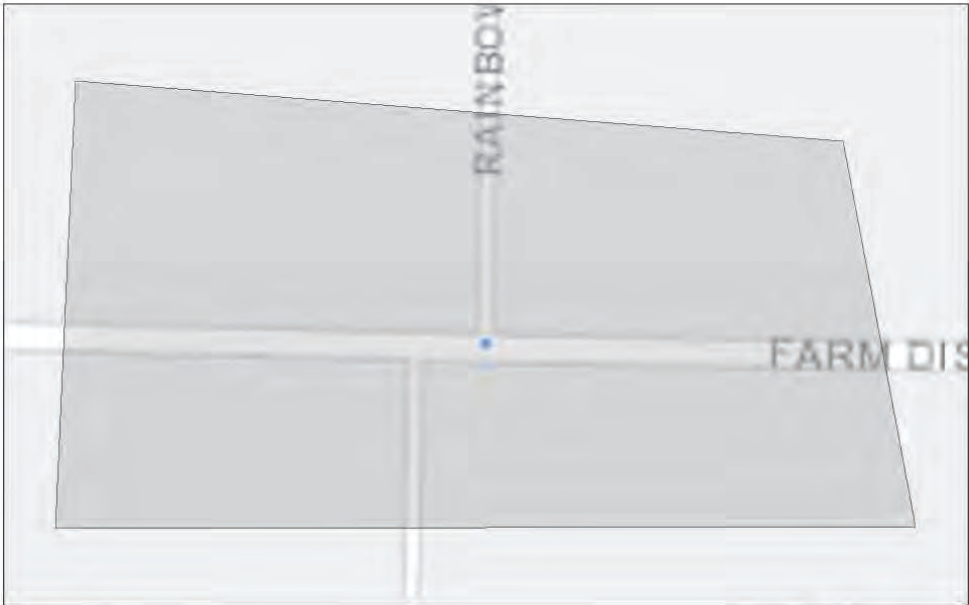


Crashes at SR 828 and Rainbow Ln

Area of Interest (AOI) Information

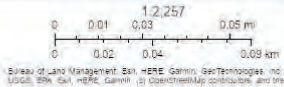
Area : 763,667.03 ft²

May 10 2024 14:52:17 Mountain Daylight Time



Crash Data

PROPERTY DAMAGE ONLY



Summary

Name	Count	Area(ft²)	Length(ft)
Crash Data	1	N/A	N/A

Crash Data

#	Crash_Severity	County	Crash_Date	Crash_Year	Crash_Time	Primary_Street	Distance	Dir
1	PROPERTY DAMAGE ONLY	LYON	4/6/2018, 9:39 AM	2,018	3:39:00 PM	SR828E	No Data	AT INT

#	Secondary_Street	Weather	Fatalities	Injured	Property_Damage_Only	Injury_Type	Crash_Type	Total_Vehicles
1	RAINBOW LN	CLOUDY	No Data	No Data	PDO	No Data	ANGLE	1

#	V1_Type	V1_Dir	V1_Driver_Age	V1_Lane_Num	V1_Action	V1_Driver_Factors	V1_Driver_Distracted	V1_Vehicle_Factors
1	SEDAN, 4 DOOR	W	No Data	No Data	TURNING LEFT	APPARENTLY NORMAL	No Data	DRIVING TOO FAST FOR CONDITIONS

#	V1_Most_Harmful_Event	V1_All_Events	V2_Type	V2_Dir	V2_Driver_Age	V2_Lane_Num	V2_Action	V2_Driver_Factors
1	HIGHWAY TRAFFIC SIGN POST	RAN OFF ROAD LEFT: HIGHWAY TRAFFIC SIGN POST: OTHER FIXED OBJECTS (BUILDING, TUNNEL, ETC.)	No Data	No Data	No Data	No Data	No Data	No Data

#	V2_Driver_Distracted	V2_Vehicle_Factors	V2_Most_Harmful_Event	V2_All_Events	First_Harmful_Event	Nonmotorist_Factors	Factors_Roadway	Lighting
1	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No Data

#	HWY_Factors	Agency	Accident_Record_Num	Pedalcyclist	Pedestrian	Motorcyclist	AnimalType	CrashDateTimeUTC	Count
1	No Data	LYSO	3,077,557	No Data	No Data	No Data	No Data	No Data	1

Appendix B-1 – 2026 Background Volume Intersection Capacity Worksheets

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 20.8
Level Of Service: C

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	86	329	46	256	149	173	243	135	55	23	147	410
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.53	3.04	2.17	17.58	6.04	3.47	2.88	11.11	5.45	0.00	6.12	9.76
Proportion of CAVs [%]	0.00											
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	355	50	276	161	187	262	146	59	25	158	442
Peak Hour Factor	0.9660	0.8570	0.8210	0.8000	0.7300	0.8650	0.9490	0.9380	0.5980	0.6390	0.8350	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	104	15	86	55	54	69	39	25	10	47	114
Total Analysis Volume [veh/h]	96	414	61	345	221	216	276	156	99	39	189	457
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	863			339			679			810		
Exiting Flow Rate [veh/h]	273			711			300			579		
Demand Flow Rate [veh/h]	93	355	50	276	161	187	262	146	59	25	158	442
Adjusted Demand Flow Rate [veh/h]	96	414	61	345	221	216	276	156	99	39	189	457

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.97	0.98	0.88	0.97	0.95	0.95	0.95	0.91
Entry Flow Rate [veh/h]	527	0	640	0	457	0	240	0
Capacity of Entry and Bypass Lanes [veh/h]	573	869	977	1101	691	1045	605	777
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	555	850	864	1064	654	991	575	708
X, volume / capacity	0.92	0.07	0.66	0.20	0.66	0.10	0.40	0.65

Movement, Approach, & Intersection Results

Lane LOS	E	A	B	A	C	A	B	C
95th-Percentile Queue Length [veh]	11.31	0.23	5.02	0.76	4.97	0.33	1.89	4.76
95th-Percentile Queue Length [ft]	282.67	5.79	125.56	18.98	124.14	8.31	47.35	118.90
Approach Delay [s/veh]	43.22		12.30		16.23		15.53	
Approach LOS	E		B		C		C	
Intersection Delay [s/veh]	20.85							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 28.0
Level Of Service: D
Volume to Capacity (v/c): 0.231

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	18	400	20	23	178	11	36	6	19	20	9	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.75	5.00	8.70	7.30	0.00	0.00	16.67	0.00	10.00	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	431	22	25	192	12	39	6	20	22	10	44
Peak Hour Factor	0.7500	0.8470	0.7140	0.8210	0.8240	0.6880	0.8180	0.5000	0.4750	0.5560	0.7500	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	127	8	8	58	4	12	3	11	10	3	15
Total Analysis Volume [veh/h]	25	509	31	30	233	17	48	12	42	40	13	60
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.03	0.00	0.00	0.23	0.05	0.05	0.19	0.05	0.11
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	8.73	0.00	0.00	27.97	24.86	15.14	27.26	23.75	17.00
Movement LOS	A	A	A	A	A	A	D	C	C	D	C	C
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.09	0.00	0.00	1.40	1.40	1.40	1.47	1.47	1.47
95th-Percentile Queue Length [ft/ln]	1.44	0.00	0.00	2.33	0.00	0.00	35.12	35.12	35.12	36.87	36.87	36.87
d_A, Approach Delay [s/veh]	0.34			0.94			22.32			21.41		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.86											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 28.4
Level Of Service: D
Volume to Capacity (v/c): 0.296

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	335	13	15	194	8	46	3	15	20	5	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.48	15.38	0.00	7.22	12.50	0.00	0.00	0.00	0.00	0.00	3.39
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	361	14	16	209	9	50	3	16	22	5	64
Peak Hour Factor	0.5000	0.8050	0.6500	0.4690	0.7580	0.5000	0.7670	0.3750	0.4690	0.7140	0.6250	0.8190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	112	5	9	69	5	16	2	9	8	2	20
Total Analysis Volume [veh/h]	12	448	22	34	276	18	65	8	34	31	8	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.00	0.00	0.30	0.03	0.04	0.12	0.03	0.13
d_M, Delay for Movement [s/veh]	7.84	0.00	0.00	8.37	0.00	0.00	28.44	24.51	16.80	22.79	20.80	14.38
Movement LOS	A	A	A	A	A	A	D	C	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.10	0.00	0.00	1.63	1.63	1.63	1.14	1.14	1.14
95th-Percentile Queue Length [ft/ln]	0.71	0.00	0.00	2.39	0.00	0.00	40.83	40.83	40.83	28.58	28.58	28.58
d_A, Approach Delay [s/veh]	0.20			0.87			24.45			17.05		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.82											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 49.6
Level Of Service: E
Volume to Capacity (v/c): 0.705

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	196	225	110	85	130	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.57	3.11	8.18	0.00	4.62	4.31
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	243	119	92	140	125
Peak Hour Factor	0.8170	0.8790	0.9170	0.8170	0.8330	0.7440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	69	32	28	42	42
Total Analysis Volume [veh/h]	258	276	130	113	168	168
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.00	0.00	0.70	0.18
d_M, Delay for Movement [s/veh]	8.41	0.00	0.00	0.00	49.58	9.83
Movement LOS	A	A	A	A	E	A
95th-Percentile Queue Length [veh/ln]	0.73	0.00	0.00	0.00	4.67	0.67
95th-Percentile Queue Length [ft/ln]	18.22	0.00	0.00	0.00	116.85	16.78
d_A, Approach Delay [s/veh]	4.06		0.00		29.70	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.92					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 26.5
Level Of Service: D
Volume to Capacity (v/c): 0.388

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	55	1	9	12	1	14	8	199	14	2	296	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.82	0.00	11.11	0.00	100.00	7.14	12.50	6.03	7.14	0.00	3.38	5.88
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1	10	13	1	15	9	215	15	2	319	18
Peak Hour Factor	0.5500	0.2500	0.5630	0.6000	0.2500	0.7000	0.5000	0.7320	0.5830	0.5000	0.7330	0.6070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	1	4	5	1	5	5	73	6	1	109	7
Total Analysis Volume [veh/h]	107	4	18	22	4	21	18	294	26	4	435	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.39	0.01	0.03	0.08	0.02	0.04	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	26.54	25.20	10.19	18.82	21.94	11.45	8.51	0.00	0.00	7.88	0.00	0.00
Movement LOS	D	D	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.85	1.85	0.08	0.25	0.17	0.17	0.05	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	46.19	46.19	1.94	6.29	4.22	4.22	1.32	0.00	0.00	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	24.22			15.79			0.45			0.07		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.12											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	220	0	0	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	237	0	0	340
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	59	0	0	85
Total Analysis Volume [veh/h]	0	0	237	0	0	340
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.49	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 13.7
Level Of Service: B
Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	12	0	14	0	220	0	0	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	0	15	0	237	0	0	340	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	4	0	59	0	0	85	0
Total Analysis Volume [veh/h]	0	0	0	13	0	15	0	237	0	0	340	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.70	13.42	9.49	13.68	13.54	10.24	7.95	0.00	0.00	7.71	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.35	1.64	1.64	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.20			11.84			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.55											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 59.2
Level Of Service: F

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	29	316	63	653	359	482	233	117	227	38	113	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.58	1.59	4.13	0.56	1.04	2.15	3.42	1.76	0.00	5.31	5.44
Proportion of CAVs [%]	0.00											
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	341	68	704	387	520	251	126	245	41	122	475
Peak Hour Factor	0.9060	0.8980	0.8750	0.9890	0.9650	0.8670	0.7560	0.7310	0.9010	0.7920	0.8830	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	95	19	178	100	150	83	43	68	13	35	122
Total Analysis Volume [veh/h]	34	380	78	712	401	600	332	172	272	52	138	487
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1258			231			1197			759		
Exiting Flow Rate [veh/h]	455			725			179			919		
Demand Flow Rate [veh/h]	31	341	68	704	387	520	251	126	245	41	122	475
Adjusted Demand Flow Rate [veh/h]	34	380	78	712	401	600	332	172	272	52	138	487

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.99	0.98	0.97	0.99	0.97	0.98	0.96	0.95
Entry Flow Rate [veh/h]	420	0	1145	0	517	0	198	0
Capacity of Entry and Bypass Lanes [veh/h]	383	651	1090	1220	408	868	637	767
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	377	640	1060	1207	397	853	613	728
X, volume / capacity	1.10	0.12	1.05	0.50	1.27	0.32	0.31	0.67

Movement, Approach, & Intersection Results

Lane LOS	F	A	F	A	F	A	B	C
95th-Percentile Queue Length [veh]	15.00	0.41	24.02	2.86	21.98	1.38	1.32	5.19
95th-Percentile Queue Length [ft]	374.88	10.35	600.41	71.48	549.45	34.49	32.93	129.70
Approach Delay [s/veh]	92.77		42.76		112.40		15.59	
Approach LOS	F		E		F		C	
Intersection Delay [s/veh]	59.23							
Intersection LOS	F							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 66.1
Level Of Service: F
Volume to Capacity (v/c): 0.529

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	11	307	14	60	485	28	49	6	11	10	3	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.30	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	331	15	65	523	30	53	6	12	11	3	37
Peak Hour Factor	0.5500	0.8920	0.5830	0.7890	0.9050	0.7780	0.7660	0.5000	0.6880	0.5000	0.7500	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	93	6	21	144	10	17	3	4	6	1	13
Total Analysis Volume [veh/h]	22	371	26	82	578	39	69	12	17	22	4	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.07	0.01	0.00	0.53	0.07	0.03	0.16	0.02	0.08
d_M, Delay for Movement [s/veh]	8.79	0.00	0.00	8.30	0.00	0.00	66.10	59.77	45.59	36.40	30.89	14.80
Movement LOS	A	A	A	A	A	A	F	F	E	E	D	B
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.23	0.00	0.00	3.48	3.48	3.48	1.05	1.05	1.05
95th-Percentile Queue Length [ft/ln]	1.73	0.00	0.00	5.63	0.00	0.00	87.01	87.01	87.01	26.24	26.24	26.24
d_A, Approach Delay [s/veh]	0.46			0.97			61.77			21.72		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	6.66											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 46.7
Level Of Service: E
Volume to Capacity (v/c): 0.377

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	255	27	73	389	46	35	6	3	16	6	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.18	3.70	0.00	1.03	0.00	2.86	0.00	0.00	6.25	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	275	29	79	419	50	38	6	3	17	6	44
Peak Hour Factor	0.7500	0.8980	0.8440	0.7300	0.8840	0.7670	0.6730	0.3750	0.2500	0.4440	0.5000	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	77	9	27	118	16	14	4	3	10	3	15
Total Analysis Volume [veh/h]	8	306	34	108	474	65	56	16	12	38	12	60
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.09	0.00	0.00	0.38	0.08	0.02	0.24	0.06	0.08
d_M, Delay for Movement [s/veh]	8.49	0.00	0.00	8.21	0.00	0.00	46.70	40.52	28.79	35.27	31.04	17.59
Movement LOS	A	A	A	A	A	A	E	E	D	E	D	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.29	0.00	0.00	2.29	2.29	2.29	1.73	1.73	1.73
95th-Percentile Queue Length [ft/ln]	0.58	0.00	0.00	7.20	0.00	0.00	57.27	57.27	57.27	43.30	43.30	43.30
d_A, Approach Delay [s/veh]	0.20			1.37			42.97			25.17		
Approach LOS	A			A			E			D		
d_I, Intersection Delay [s/veh]	6.17											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type:	Two-way stop	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	88	137	293	115	151	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	148	316	124	163	158
Peak Hour Factor	0.8460	0.9010	0.8420	0.7570	0.8580	0.7820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	41	94	41	47	51
Total Analysis Volume [veh/h]	112	164	375	164	190	202
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.57	0.30
d_M, Delay for Movement [s/veh]	8.92	0.00	0.00	0.00	29.42	12.65
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.37	0.00	0.00	0.00	3.38	1.26
95th-Percentile Queue Length [ft/ln]	9.13	0.00	0.00	0.00	84.39	31.60
d_A, Approach Delay [s/veh]	3.62		0.00		20.78	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.58					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 18.4
Level Of Service: C
Volume to Capacity (v/c): 0.188

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	33	7	5	15	1	12	18	300	56	2	151	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	8	5	16	1	13	19	323	60	2	163	18
Peak Hour Factor	0.5500	0.5830	0.6250	0.7500	0.2500	0.6000	0.6070	0.9740	0.6360	0.5000	0.8580	0.4720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	2	5	1	5	8	83	24	1	47	10
Total Analysis Volume [veh/h]	65	14	8	21	4	22	31	332	94	4	190	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.04	0.01	0.06	0.01	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.37	17.86	10.46	16.16	15.46	9.54	7.75	0.00	0.00	8.18	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.85	0.85	0.04	0.19	0.12	0.12	0.07	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	21.35	21.35	0.91	4.86	2.95	2.95	1.78	0.00	0.00	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	17.56			13.00			0.53			0.14		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 0.0
Level Of Service: A
Volume to Capacity (v/c): 0.003

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	320	0	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	345	0	0	183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	86	0	0	46
Total Analysis Volume [veh/h]	0	0	345	0	0	183
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.16	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 13.1
Level Of Service: B
Volume to Capacity (v/c): 0.035

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	15	1	12	0	320	0	0	170	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	1	13	0	345	0	0	183	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	3	0	86	0	0	46	0
Total Analysis Volume [veh/h]	0	0	0	16	1	13	0	345	0	0	183	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.03	12.90	10.16	13.09	12.98	9.27	7.59	0.00	0.00	7.97	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.69	1.32	1.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.03			11.43			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.61											
Intersection LOS	B											

Appendix B-2 – 2026 Background plus Project Volume Intersection Capacity Worksheets

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 27.0
Level Of Service: D

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	86	329	46	256	149	173	243	135	55	23	147	410
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.53	3.04	2.17	17.58	6.04	3.47	2.88	11.11	5.45	0.00	6.12	9.76
Proportion of CAVs [%]	0.00											
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	35	0	1	13	0	0	0	6	0	2	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	390	50	277	174	187	262	146	65	25	160	446
Peak Hour Factor	0.9660	0.8570	0.8210	0.8000	0.7300	0.8650	0.9490	0.9380	0.5980	0.6390	0.8350	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	114	15	87	60	54	69	39	27	10	48	115
Total Analysis Volume [veh/h]	110	455	61	346	238	216	276	156	109	39	192	461
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	864			357			698			867		
Exiting Flow Rate [veh/h]	291			753			318			580		
Demand Flow Rate [veh/h]	106	390	50	277	174	187	262	146	65	25	160	446
Adjusted Demand Flow Rate [veh/h]	110	455	61	346	238	216	276	156	109	39	192	461

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.97	0.98	0.89	0.97	0.95	0.95	0.95	0.91
Entry Flow Rate [veh/h]	583	0	659	0	457	0	244	0
Capacity of Entry and Bypass Lanes [veh/h]	572	868	960	1085	678	1026	571	749
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	555	849	851	1048	641	973	542	683
X, volume / capacity	1.02	0.07	0.69	0.21	0.67	0.11	0.43	0.68

Movement, Approach, & Intersection Results

Lane LOS	F	A	C	A	C	A	B	C
95th-Percentile Queue Length [veh]	15.25	0.23	5.63	0.77	5.18	0.38	2.12	5.25
95th-Percentile Queue Length [ft]	381.20	5.79	140.80	19.34	129.56	9.44	52.88	131.32
Approach Delay [s/veh]	64.25		13.44		16.79		17.16	
Approach LOS	F		B		C		C	
Intersection Delay [s/veh]	27.05							
Intersection LOS	D							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 32.5
Level Of Service: D
Volume to Capacity (v/c): 0.266

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	18	400	20	23	178	11	36	6	19	20	9	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.75	5.00	8.70	7.30	0.00	0.00	16.67	0.00	10.00	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	479	22	25	210	12	39	6	20	22	10	44
Peak Hour Factor	0.7500	0.8470	0.7140	0.8210	0.8240	0.6880	0.8180	0.5000	0.4750	0.5560	0.7500	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	141	8	8	64	4	12	3	11	10	3	15
Total Analysis Volume [veh/h]	25	566	31	30	255	17	48	12	42	40	13	60
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.03	0.00	0.00	0.27	0.05	0.05	0.21	0.05	0.12
d_M, Delay for Movement [s/veh]	7.82	0.00	0.00	8.92	0.00	0.00	32.51	28.45	17.20	31.43	27.04	19.28
Movement LOS	A	A	A	A	A	A	D	D	C	D	D	C
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.10	0.00	0.00	1.65	1.65	1.65	1.72	1.72	1.72
95th-Percentile Queue Length [ft/ln]	1.47	0.00	0.00	2.45	0.00	0.00	41.31	41.31	41.31	43.06	43.06	43.06
d_A, Approach Delay [s/veh]	0.31			0.89			25.73			24.47		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	5.14											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 33.8
Level Of Service: D
Volume to Capacity (v/c): 0.343

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	335	13	15	194	8	46	3	15	20	5	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	4.48	15.38	0.00	7.22	12.50	0.00	0.00	0.00	0.00	0.00	3.39
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	18	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	409	14	16	227	9	50	3	16	22	5	64
Peak Hour Factor	0.5000	0.8050	0.6500	0.4690	0.7580	0.5000	0.7670	0.3750	0.4690	0.7140	0.6250	0.8190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	127	5	9	75	5	16	2	9	8	2	20
Total Analysis Volume [veh/h]	12	508	22	34	299	18	65	8	34	31	8	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.00	0.00	0.34	0.03	0.05	0.14	0.03	0.14
d_M, Delay for Movement [s/veh]	7.90	0.00	0.00	8.55	0.00	0.00	33.82	28.79	19.73	25.87	23.27	15.85
Movement LOS	A	A	A	A	A	A	D	D	C	D	C	C
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.10	0.00	0.00	1.96	1.96	1.96	1.32	1.32	1.32
95th-Percentile Queue Length [ft/ln]	0.72	0.00	0.00	2.51	0.00	0.00	49.05	49.05	49.05	32.96	32.96	32.96
d_A, Approach Delay [s/veh]	0.17			0.83			28.97			19.02		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	5.11											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type:	Two-way stop	Delay (sec / veh):	75.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	196	225	110	85	130	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.57	3.11	8.18	0.00	4.62	4.31
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	48	18	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	291	137	92	140	130
Peak Hour Factor	0.8170	0.8790	0.9170	0.8170	0.8330	0.7440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	83	37	28	42	44
Total Analysis Volume [veh/h]	275	331	149	113	168	175
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.00	0.00	0.83	0.20
d_M, Delay for Movement [s/veh]	8.53	0.00	0.00	0.00	75.65	10.02
Movement LOS	A	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.81	0.00	0.00	0.00	6.12	0.73
95th-Percentile Queue Length [ft/ln]	20.13	0.00	0.00	0.00	153.08	18.17
d_A, Approach Delay [s/veh]	3.87		0.00		42.16	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	13.88					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 34.8
Level Of Service: D
Volume to Capacity (v/c): 0.470

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	55	1	9	12	1	14	8	199	14	2	296	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.82	0.00	11.11	0.00	100.00	7.14	12.50	6.03	7.14	0.00	3.38	5.88
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	24	0	0	61	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1	10	13	1	15	9	239	15	2	380	18
Peak Hour Factor	0.5500	0.2500	0.5630	0.6000	0.2500	0.7000	0.5000	0.7320	0.5830	0.5000	0.7330	0.6070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	1	4	5	1	5	5	82	6	1	130	7
Total Analysis Volume [veh/h]	107	4	18	22	4	21	18	327	26	4	518	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.02	0.03	0.09	0.02	0.04	0.02	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.79	32.70	10.42	21.93	25.32	12.28	8.78	0.00	0.00	7.96	0.00	0.00
Movement LOS	D	D	B	C	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.43	2.43	0.08	0.31	0.19	0.19	0.06	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	60.66	60.66	2.03	7.67	4.86	4.86	1.42	0.00	0.00	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	31.32			17.90			0.43			0.06		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	4.62											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	220	0	0	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	14	10	1	54
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	251	10	1	394
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	63	3	0	99
Total Analysis Volume [veh/h]	7	0	251	10	1	394
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.57	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.57		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 15.5
Level Of Service: C
Volume to Capacity (v/c): 0.136

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	12	0	14	0	220	0	0	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	54	6	18	0	1	1	0	0	14	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	6	18	13	1	16	0	237	14	6	340	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	2	5	3	0	4	0	59	4	2	85	0
Total Analysis Volume [veh/h]	54	6	18	13	1	16	0	237	14	6	340	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.01	0.02	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.46	13.89	9.74	14.52	13.89	10.26	7.95	0.00	0.00	7.75	0.00	0.00
Movement LOS	C	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.12	0.12	0.10	0.08	0.08	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.65	2.89	2.89	2.57	1.94	1.94	0.00	0.00	0.00	0.34	0.00	0.00
d_A, Approach Delay [s/veh]	14.02			12.23			0.00			0.13		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.14											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 70.2
Level Of Service: F

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	29	316	63	653	359	482	233	117	227	38	113	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.58	1.59	4.13	0.56	1.04	2.15	3.42	1.76	0.00	5.31	5.44
Proportion of CAVs [%]	0.00											
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	5	0	3	42	0	0	0	10	0	1	20
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	346	68	707	429	520	251	126	255	41	123	495
Peak Hour Factor	0.9060	0.8980	0.8750	0.9890	0.9650	0.8670	0.7560	0.7310	0.9010	0.7920	0.8830	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	96	19	179	111	150	83	43	71	13	35	127
Total Analysis Volume [veh/h]	43	385	78	715	445	600	332	172	283	52	139	507
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1262			241			1244			773		
Exiting Flow Rate [veh/h]	499			730			189			922		
Demand Flow Rate [veh/h]	39	346	68	707	429	520	251	126	255	41	123	495
Adjusted Demand Flow Rate [veh/h]	43	385	78	715	445	600	332	172	283	52	139	507

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.99	0.98	0.97	0.99	0.97	0.98	0.96	0.95
Entry Flow Rate [veh/h]	435	0	1192	0	517	0	199	0
Capacity of Entry and Bypass Lanes [veh/h]	382	649	1079	1209	388	830	628	764
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	376	639	1050	1197	379	815	604	724
X, volume / capacity	1.14	0.12	1.10	0.50	1.33	0.35	0.32	0.70

Movement, Approach, & Intersection Results

Lane LOS	F	A	F	A	F	A	B	C
95th-Percentile Queue Length [veh]	16.35	0.42	28.84	2.90	23.70	1.56	1.35	5.78
95th-Percentile Queue Length [ft]	408.67	10.38	721.03	72.62	592.38	39.00	33.85	144.47
Approach Delay [s/veh]	104.78		55.34		128.34		16.79	
Approach LOS	F		F		F		C	
Intersection Delay [s/veh]	70.15							
Intersection LOS	F							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 83.4
Level Of Service: F
Volume to Capacity (v/c): 0.597

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	11	307	14	60	485	28	49	6	11	10	3	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.30	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	52	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	344	15	65	575	30	53	6	12	11	3	37
Peak Hour Factor	0.5500	0.8920	0.5830	0.7890	0.9050	0.7780	0.7660	0.5000	0.6880	0.5000	0.7500	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	96	6	21	159	10	17	3	4	6	1	13
Total Analysis Volume [veh/h]	22	386	26	82	635	39	69	12	17	22	4	52
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.07	0.01	0.00	0.60	0.08	0.04	0.19	0.03	0.08
d_M, Delay for Movement [s/veh]	8.98	0.00	0.00	8.35	0.00	0.00	83.37	75.79	59.90	41.11	34.26	15.99
Movement LOS	A	A	A	A	A	A	F	F	F	E	D	C
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.23	0.00	0.00	4.07	4.07	4.07	1.18	1.18	1.18
95th-Percentile Queue Length [ft/ln]	1.82	0.00	0.00	5.71	0.00	0.00	101.67	101.67	101.67	29.57	29.57	29.57
d_A, Approach Delay [s/veh]	0.46			0.91			78.37			24.01		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	7.64											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 56.7
Level Of Service: F
Volume to Capacity (v/c): 0.428

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	255	27	73	389	46	35	6	3	16	6	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.18	3.70	0.00	1.03	0.00	2.86	0.00	0.00	6.25	0.00	0.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	52	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	288	29	79	471	50	38	6	3	17	6	44
Peak Hour Factor	0.7500	0.8980	0.8440	0.7300	0.8840	0.7670	0.6730	0.3750	0.2500	0.4440	0.5000	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	80	9	27	133	16	14	4	3	10	3	15
Total Analysis Volume [veh/h]	8	321	34	108	533	65	56	16	12	38	12	60
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.09	0.01	0.00	0.43	0.09	0.02	0.27	0.07	0.08
d_M, Delay for Movement [s/veh]	8.67	0.00	0.00	8.25	0.00	0.00	56.73	49.23	36.05	40.68	35.32	19.98
Movement LOS	A	A	A	A	A	A	F	E	E	E	E	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.29	0.00	0.00	2.70	2.70	2.70	2.00	2.00	2.00
95th-Percentile Queue Length [ft/ln]	0.61	0.00	0.00	7.30	0.00	0.00	67.49	67.49	67.49	50.04	50.04	50.04
d_A, Approach Delay [s/veh]	0.19			1.26			52.35			28.80		
Approach LOS	A			A			F			D		
d_I, Intersection Delay [s/veh]	6.75											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type:	Two-way stop	Delay (sec / veh):	40.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	88	137	293	115	151	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	13	52	0	0	21
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	161	368	124	163	179
Peak Hour Factor	0.8460	0.9010	0.8420	0.7570	0.8580	0.7820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	45	109	41	47	57
Total Analysis Volume [veh/h]	124	179	437	164	190	229
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.00	0.00	0.67	0.37
d_M, Delay for Movement [s/veh]	9.22	0.00	0.00	0.00	40.15	14.18
Movement LOS	A	A	A	A	E	B
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.00	4.43	1.70
95th-Percentile Queue Length [ft/ln]	10.87	0.00	0.00	0.00	110.65	42.50
d_A, Approach Delay [s/veh]	3.77		0.00		25.96	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.09					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 21.5
Level Of Service: C
Volume to Capacity (v/c): 0.220

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	33	7	5	15	1	12	18	300	56	2	151	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	73	0	0	23	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	8	5	16	1	13	19	396	60	2	186	18
Peak Hour Factor	0.5500	0.5830	0.6250	0.7500	0.2500	0.6000	0.6070	0.9740	0.6360	0.5000	0.8580	0.4720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	2	5	1	5	8	102	24	1	54	10
Total Analysis Volume [veh/h]	65	14	8	21	4	22	31	407	94	4	217	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.04	0.01	0.07	0.01	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	21.48	20.59	11.02	18.33	16.99	9.72	7.81	0.00	0.00	8.39	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.04	1.04	0.04	0.23	0.13	0.13	0.07	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	25.97	25.97	1.00	5.79	3.16	3.16	1.82	0.00	0.00	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	20.37			14.18			0.46			0.13		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	320	0	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	46	26	0	23
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	391	26	0	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	98	7	0	52
Total Analysis Volume [veh/h]	0	0	391	26	0	206
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.47	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.47		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 15.0
Level Of Service: C
Volume to Capacity (v/c): 0.043

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	15	1	12	0	320	0	0	170	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781	1.0781
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	20	10	0	3	0	0	0	46	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	20	10	16	4	13	0	345	46	21	183	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	5	3	4	1	3	0	86	12	5	46	0
Total Analysis Volume [veh/h]	23	20	10	16	4	13	0	345	46	21	183	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.05	0.01	0.04	0.01	0.02	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	14.69	14.27	10.83	15.01	14.17	9.33	7.59	0.00	0.00	8.14	0.00	0.00
Movement LOS	B	B	B	C	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.20	0.20	0.13	0.08	0.08	0.00	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.63	5.06	5.06	3.33	1.93	1.93	0.00	0.00	0.00	1.37	0.00	0.00
d_A, Approach Delay [s/veh]	13.81			12.67			0.00			0.84		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.94											
Intersection LOS	C											

Appendix B-3 – 2046 Background Volume Intersection Capacity Worksheets

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 17.0
Level Of Service: C

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	85	329	46	256	149	173	243	135	55	23	147	410
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	3.53	3.04	2.17	17.58	6.04	3.47	2.88	11.11	5.45	0.00	6.12	9.76
Proportion of CAVs [%]	0.00											
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	338	47	263	153	178	250	140	57	24	151	422
Peak Hour Factor	0.9660	0.8570	0.8210	0.8000	0.7300	0.8650	0.9490	0.9380	0.5980	0.6390	0.8350	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	99	14	82	52	51	66	37	24	9	45	109
Total Analysis Volume [veh/h]	90	394	57	329	210	206	263	149	95	38	181	436
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	823			323			648			770		
Exiting Flow Rate [veh/h]	261			677			285			552		
Demand Flow Rate [veh/h]	87	338	47	263	153	178	250	140	57	24	151	422
Adjusted Demand Flow Rate [veh/h]	90	394	57	329	210	206	263	149	95	38	181	436

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.97	0.98	0.88	0.97	0.95	0.95	0.95	0.91
Entry Flow Rate [veh/h]	500	0	610	0	436	0	231	0
Capacity of Entry and Bypass Lanes [veh/h]	597	888	993	1115	713	1058	630	799
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	578	870	878	1077	675	1004	599	728
X, volume / capacity	0.84	0.07	0.61	0.19	0.61	0.09	0.37	0.60

Movement, Approach, & Intersection Results

Lane LOS	D	A	B	A	C	A	B	C
95th-Percentile Queue Length [veh]	8.82	0.21	4.33	0.71	4.18	0.31	1.67	4.03
95th-Percentile Queue Length [ft]	220.60	5.25	108.25	17.63	104.41	7.82	41.85	100.86
Approach Delay [s/veh]	31.41		11.15		14.16		13.79	
Approach LOS	D		B		B		B	
Intersection Delay [s/veh]	16.96							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 25.6
Level Of Service: D
Volume to Capacity (v/c): 0.201

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	18	400	20	23	178	11	36	6	19	20	9	41
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	3.75	5.00	8.70	7.30	0.00	0.00	16.67	0.00	10.00	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	411	21	24	184	12	37	6	19	21	9	43
Peak Hour Factor	0.7500	0.8470	0.7140	0.8210	0.8240	0.6880	0.8180	0.5000	0.4750	0.5560	0.7500	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	121	7	7	56	4	11	3	10	9	3	15
Total Analysis Volume [veh/h]	25	485	29	29	223	17	45	12	40	38	12	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.03	0.00	0.00	0.20	0.04	0.05	0.17	0.04	0.10
d_M, Delay for Movement [s/veh]	7.74	0.00	0.00	8.64	0.00	0.00	25.64	22.99	13.96	25.15	22.07	15.77
Movement LOS	A	A	A	A	A	A	D	C	B	D	C	C
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.09	0.00	0.00	1.21	1.21	1.21	1.29	1.29	1.29
95th-Percentile Queue Length [ft/ln]	1.43	0.00	0.00	2.20	0.00	0.00	30.18	30.18	30.18	32.25	32.25	32.25
d_A, Approach Delay [s/veh]	0.36			0.93			20.49			19.74		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.52											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 26.0
Level Of Service: D
Volume to Capacity (v/c): 0.260

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	335	13	15	194	8	46	3	15	20	5	59
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	4.48	15.38	0.00	7.22	12.50	0.00	0.00	0.00	0.00	0.00	3.39
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	344	13	16	200	9	47	3	16	21	6	60
Peak Hour Factor	0.5000	0.8050	0.6500	0.4690	0.7580	0.5000	0.7670	0.3750	0.4690	0.7140	0.6250	0.8190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	107	5	9	66	5	15	2	9	7	2	18
Total Analysis Volume [veh/h]	12	427	20	34	264	18	61	8	34	29	10	73
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.00	0.00	0.26	0.03	0.04	0.11	0.03	0.12
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	8.30	0.00	0.00	25.99	22.50	15.29	21.59	19.81	13.78
Movement LOS	A	A	A	A	A	A	D	C	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.09	0.00	0.00	1.41	1.41	1.41	1.03	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.70	0.00	0.00	2.34	0.00	0.00	35.20	35.20	35.20	25.85	25.85	25.85
d_A, Approach Delay [s/veh]	0.20			0.89			22.19			16.34		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.54											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 40.1
Level Of Service: E
Volume to Capacity (v/c): 0.628

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	196	225	110	85	130	116
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	3.57	3.11	8.18	0.00	4.62	4.31
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	201	232	113	87	134	119
Peak Hour Factor	0.8170	0.8790	0.9170	0.8170	0.8330	0.7440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	66	31	27	40	40
Total Analysis Volume [veh/h]	246	264	123	106	161	160
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.00	0.00	0.00	0.63	0.17
d_M, Delay for Movement [s/veh]	8.32	0.00	0.00	0.00	40.07	9.72
Movement LOS	A	A	A	A	E	A
95th-Percentile Queue Length [veh/ln]	0.68	0.00	0.00	0.00	3.83	0.63
95th-Percentile Queue Length [ft/ln]	16.94	0.00	0.00	0.00	95.75	15.65
d_A, Approach Delay [s/veh]	4.01		0.00		24.94	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.48					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 29.1
Level Of Service: D
Volume to Capacity (v/c): 0.480

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	55	1	9	12	1	14	8	199	14	2	296	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	1.82	0.00	11.11	0.00	100.00	7.14	12.50	6.03	7.14	0.00	3.38	5.88
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1	13	18	1	21	9	204	15	1	304	18
Peak Hour Factor	0.5500	0.2500	0.5630	0.6000	0.2500	0.7000	0.5000	0.7320	0.5830	0.5000	0.7330	0.6070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	6	8	1	8	5	70	6	1	104	7
Total Analysis Volume [veh/h]	138	4	23	30	4	30	18	279	26	2	415	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.48	0.01	0.03	0.10	0.02	0.05	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	29.05	27.64	10.12	18.44	21.01	11.35	8.45	0.00	0.00	7.84	0.00	0.00
Movement LOS	D	D	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.55	2.55	0.10	0.33	0.21	0.21	0.05	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	63.85	63.85	2.45	8.32	5.29	5.29	1.29	0.00	0.00	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	26.38			15.28			0.47			0.04		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	5.50											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	220	0	0	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	323	0	0	463
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	81	0	0	116
Total Analysis Volume [veh/h]	0	0	323	0	0	463
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.01	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.01		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 17.3
Level Of Service: C
Volume to Capacity (v/c): 0.058

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	12	0	14	0	220	0	0	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	18	0	21	0	323	0	0	463	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	0	5	0	81	0	0	116	0
Total Analysis Volume [veh/h]	0	0	0	18	0	21	0	323	0	0	463	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.24	16.11	10.01	17.34	16.33	11.23	8.28	0.00	0.00	7.91	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	4.60	2.72	2.72	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.45			14.05			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.66											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 42.9
Level Of Service: E

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	29	316	63	653	359	482	233	117	227	38	113	441
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.58	1.59	4.13	0.56	1.04	2.15	3.42	1.76	0.00	5.31	5.44
Proportion of CAVs [%]	0.00											
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	325	65	671	369	495	239	120	234	40	116	454
Peak Hour Factor	0.9060	0.8980	0.8750	0.9890	0.9650	0.8670	0.7560	0.7310	0.9010	0.7920	0.8830	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	90	19	170	96	143	79	41	65	13	33	116
Total Analysis Volume [veh/h]	32	362	74	678	382	571	316	164	260	51	131	465
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1198			221			1141			723		
Exiting Flow Rate [veh/h]	435			691			170			876		
Demand Flow Rate [veh/h]	29	325	65	671	369	495	239	120	234	40	116	454
Adjusted Demand Flow Rate [veh/h]	32	362	74	678	382	571	316	164	260	51	131	465

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.99	0.98	0.97	0.99	0.97	0.98	0.96	0.95
Entry Flow Rate [veh/h]	400	0	1091	0	493	0	190	0
Capacity of Entry and Bypass Lanes [veh/h]	407	675	1102	1229	431	886	661	790
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	401	665	1072	1217	421	871	636	749
X, volume / capacity	0.98	0.11	0.99	0.47	1.14	0.30	0.29	0.62

Movement, Approach, & Intersection Results

Lane LOS	F	A	F	A	F	A	A	C
95th-Percentile Queue Length [veh]	11.75	0.37	19.25	2.57	17.67	1.26	1.18	4.38
95th-Percentile Queue Length [ft]	293.67	9.36	481.28	64.31	441.82	31.45	29.48	109.39
Approach Delay [s/veh]	62.79		31.83		80.03		13.74	
Approach LOS	F		D		F		B	
Intersection Delay [s/veh]	42.86							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 53.4
Level Of Service: F
Volume to Capacity (v/c): 0.453

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	11	307	14	60	485	28	49	6	11	10	3	34
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.30	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	316	15	62	499	29	50	6	12	10	3	35
Peak Hour Factor	0.5500	0.8920	0.5830	0.7890	0.9050	0.7780	0.7660	0.5000	0.6880	0.5000	0.7500	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	89	6	20	138	9	16	3	4	5	1	12
Total Analysis Volume [veh/h]	22	354	26	79	551	37	65	12	17	20	4	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.07	0.01	0.00	0.45	0.07	0.03	0.14	0.02	0.07
d_M, Delay for Movement [s/veh]	8.69	0.00	0.00	8.24	0.00	0.00	53.39	48.05	35.14	33.02	28.30	13.65
Movement LOS	A	A	A	A	A	A	F	E	E	D	D	B
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.21	0.00	0.00	2.84	2.84	2.84	0.87	0.87	0.87
95th-Percentile Queue Length [ft/ln]	1.69	0.00	0.00	5.33	0.00	0.00	71.08	71.08	71.08	21.87	21.87	21.87
d_A, Approach Delay [s/veh]	0.48			0.98			49.41			19.76		
Approach LOS	A			A			E			C		
d_I, Intersection Delay [s/veh]	5.61											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 40.9
Level Of Service: E
Volume to Capacity (v/c): 0.339

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	255	27	73	389	46	35	6	3	16	6	41
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.18	3.70	0.00	1.03	0.00	2.86	0.00	0.00	6.25	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	263	28	75	400	47	37	6	3	16	6	43
Peak Hour Factor	0.7500	0.8980	0.8440	0.7300	0.8840	0.7670	0.6730	0.3750	0.2500	0.4440	0.5000	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	73	8	26	113	15	14	4	3	9	3	15
Total Analysis Volume [veh/h]	8	293	33	103	452	61	55	16	12	36	12	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings												
Priority Scheme	Free			Free			Stop			Stop		
Flared Lane							No			No		
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance							No			No		
Number of Storage Spaces in Median	0			0			0			0		
Movement, Approach, & Intersection Results												
V/C, Movement V/C Ratio	0.01	0.00	0.00	0.08	0.00	0.00	0.34	0.07	0.02	0.21	0.06	0.08
d_M, Delay for Movement [s/veh]	8.41	0.00	0.00	8.15	0.00	0.00	40.88	35.52	24.82	31.79	28.14	15.90
Movement LOS	A	A	A	A	A	A	E	E	C	D	D	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.27	0.00	0.00	2.00	2.00	2.00	1.49	1.49	1.49
95th-Percentile Queue Length [ft/ln]	0.57	0.00	0.00	6.75	0.00	0.00	50.10	50.10	50.10	37.35	37.35	37.35
d_A, Approach Delay [s/veh]	0.20			1.36			37.52			22.62		
Approach LOS	A			A			E			C		
d_I, Intersection Delay [s/veh]	5.65											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 25.9
Level Of Service: D
Volume to Capacity (v/c): 0.520

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	88	137	293	115	151	147
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	141	301	119	156	151
Peak Hour Factor	0.8460	0.9010	0.8420	0.7570	0.8580	0.7820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	39	89	39	45	48
Total Analysis Volume [veh/h]	108	156	357	157	182	193
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.52	0.28
d_M, Delay for Movement [s/veh]	8.82	0.00	0.00	0.00	25.92	12.27
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.34	0.00	0.00	0.00	2.86	1.15
95th-Percentile Queue Length [ft/ln]	8.56	0.00	0.00	0.00	71.56	28.76
d_A, Approach Delay [s/veh]	3.61		0.00		18.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.97					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 19.0
Level Of Service: C
Volume to Capacity (v/c): 0.243

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	33	7	5	15	1	12	18	300	56	2	151	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	10	7	22	1	18	19	308	57	1	156	18
Peak Hour Factor	0.5500	0.5830	0.6250	0.7500	0.2500	0.6000	0.6070	0.9740	0.6360	0.5000	0.8580	0.4720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	4	3	7	1	8	8	79	22	1	45	10
Total Analysis Volume [veh/h]	87	17	11	29	4	30	31	316	90	2	182	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.04	0.02	0.08	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.01	18.44	10.35	16.04	15.04	9.53	7.73	0.00	0.00	8.13	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.17	1.17	0.05	0.27	0.15	0.15	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.21	29.21	1.23	6.63	3.66	3.66	1.76	0.00	0.00	0.09	0.09	0.09
d_A, Approach Delay [s/veh]	18.10			12.88			0.55			0.07		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	3.76											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 0.0
Level Of Service: A
Volume to Capacity (v/c): 0.005

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	320	0	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	470	0	0	250
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	118	0	0	63
Total Analysis Volume [veh/h]	0	0	470	0	0	250
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.07	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.07		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 16.2
Level Of Service: C
Volume to Capacity (v/c): 0.064

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	15	1	12	0	320	0	0	170	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	22	1	18	0	470	0	0	250	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	0	5	0	118	0	0	63	0
Total Analysis Volume [veh/h]	0	0	0	22	1	18	0	470	0	0	250	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.93	15.17	11.07	16.21	15.30	9.69	7.74	0.00	0.00	8.30	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.20	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.11	1.97	1.97	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.06			13.33			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.72											
Intersection LOS	C											

Appendix B-4 – 2046 Background plus Project Volume Intersection Capacity Worksheets

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 17.9
Level Of Service: C

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	85	329	46	256	149	173	243	135	55	23	147	410
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	3.53	3.04	2.17	17.58	6.04	3.47	2.88	11.11	5.45	0.00	6.12	9.76
Proportion of CAVs [%]	0.00											
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	8	0	0	5	0	0	0	4	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	346	47	263	158	178	250	140	61	24	152	422
Peak Hour Factor	0.9660	0.8570	0.8210	0.8000	0.7300	0.8650	0.9490	0.9380	0.5980	0.6390	0.8350	0.9670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	101	14	82	54	51	66	37	26	9	46	109
Total Analysis Volume [veh/h]	95	404	57	329	216	206	263	149	102	38	182	436
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	823			329			654			785		
Exiting Flow Rate [veh/h]	267			687			291			552		
Demand Flow Rate [veh/h]	92	346	47	263	158	178	250	140	61	24	152	422
Adjusted Demand Flow Rate [veh/h]	95	404	57	329	216	206	263	149	102	38	182	436

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.97	0.98	0.89	0.97	0.95	0.95	0.95	0.91
Entry Flow Rate [veh/h]	515	0	616	0	436	0	232	0
Capacity of Entry and Bypass Lanes [veh/h]	597	888	987	1109	709	1051	620	793
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	578	870	873	1072	671	997	589	722
X, volume / capacity	0.86	0.07	0.62	0.19	0.61	0.10	0.37	0.60

Movement, Approach, & Intersection Results

Lane LOS	E	A	B	A	C	A	B	C
95th-Percentile Queue Length [veh]	9.61	0.21	4.49	0.71	4.23	0.34	1.73	4.11
95th-Percentile Queue Length [ft]	240.20	5.25	112.34	17.74	105.81	8.52	43.14	102.68
Approach Delay [s/veh]	34.43		11.45		14.23		14.07	
Approach LOS	D		B		B		B	
Intersection Delay [s/veh]	17.88							
Intersection LOS	C							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 26.9
Level Of Service: D
Volume to Capacity (v/c): 0.211

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	18	400	20	23	178	11	36	6	19	20	9	41
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	3.75	5.00	8.70	7.30	0.00	0.00	16.67	0.00	10.00	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	9	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	424	21	24	193	12	37	6	19	21	9	43
Peak Hour Factor	0.7500	0.8470	0.7140	0.8210	0.8240	0.6880	0.8180	0.5000	0.4750	0.5560	0.7500	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	125	7	7	59	4	11	3	10	9	3	15
Total Analysis Volume [veh/h]	25	501	29	29	234	17	45	12	40	38	12	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.03	0.00	0.00	0.21	0.05	0.05	0.17	0.04	0.10
d_M, Delay for Movement [s/veh]	7.77	0.00	0.00	8.69	0.00	0.00	26.85	23.96	14.48	26.29	22.95	16.32
Movement LOS	A	A	A	A	A	A	D	C	B	D	C	C
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.09	0.00	0.00	1.27	1.27	1.27	1.35	1.35	1.35
95th-Percentile Queue Length [ft/ln]	1.44	0.00	0.00	2.23	0.00	0.00	31.80	31.80	31.80	33.85	33.85	33.85
d_A, Approach Delay [s/veh]	0.35			0.90			21.39			20.53		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.57											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 27.4
Level Of Service: D
Volume to Capacity (v/c): 0.273

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	335	13	15	194	8	46	3	15	20	5	59
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	4.48	15.38	0.00	7.22	12.50	0.00	0.00	0.00	0.00	0.00	3.39
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	9	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	357	13	16	209	9	47	3	16	21	6	60
Peak Hour Factor	0.5000	0.8050	0.6500	0.4690	0.7580	0.5000	0.7670	0.3750	0.4690	0.7140	0.6250	0.8190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	111	5	9	69	5	15	2	9	7	2	18
Total Analysis Volume [veh/h]	12	443	20	34	276	18	61	8	34	29	10	73
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.00	0.00	0.27	0.03	0.04	0.12	0.03	0.12
d_M, Delay for Movement [s/veh]	7.84	0.00	0.00	8.35	0.00	0.00	27.37	23.58	15.99	22.46	20.51	14.15
Movement LOS	A	A	A	A	A	A	D	C	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.09	0.00	0.00	1.49	1.49	1.49	1.08	1.08	1.08
95th-Percentile Queue Length [ft/ln]	0.71	0.00	0.00	2.37	0.00	0.00	37.31	37.31	37.31	26.99	26.99	26.99
d_A, Approach Delay [s/veh]	0.20			0.87			23.32			16.87		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	4.59											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 54.7
Level Of Service: F
Volume to Capacity (v/c): 0.724

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	196	225	110	85	130	116
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	3.57	3.11	8.18	0.00	4.62	4.31
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	24	13	9	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	245	122	87	134	125
Peak Hour Factor	0.8170	0.8790	0.9170	0.8170	0.8330	0.7440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	70	33	27	40	42
Total Analysis Volume [veh/h]	275	279	133	106	161	168
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.00	0.00	0.72	0.18
d_M, Delay for Movement [s/veh]	8.45	0.00	0.00	0.00	54.72	9.85
Movement LOS	A	A	A	A	F	A
95th-Percentile Queue Length [veh/ln]	0.79	0.00	0.00	0.00	4.83	0.67
95th-Percentile Queue Length [ft/ln]	19.64	0.00	0.00	0.00	120.84	16.86
d_A, Approach Delay [s/veh]	4.19		0.00		31.81	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.40					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 34.9
Level Of Service: D
Volume to Capacity (v/c): 0.538

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	55	1	9	12	1	14	8	199	14	2	296	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	1.82	0.00	11.11	0.00	100.00	7.14	12.50	6.03	7.14	0.00	3.38	5.88
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	15	0	0	36	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	1	13	18	1	21	9	219	15	1	340	18
Peak Hour Factor	0.5500	0.2500	0.5630	0.6000	0.2500	0.7000	0.5000	0.7320	0.5830	0.5000	0.7330	0.6070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	6	8	1	8	5	75	6	1	116	7
Total Analysis Volume [veh/h]	138	4	23	30	4	30	18	299	26	2	464	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.54	0.01	0.03	0.11	0.02	0.05	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	34.94	33.10	10.26	20.20	22.82	11.82	8.60	0.00	0.00	7.89	0.00	0.00
Movement LOS	D	D	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.04	3.04	0.10	0.38	0.23	0.23	0.05	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	76.09	76.09	2.52	9.38	5.73	5.73	1.35	0.00	0.00	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	31.45			16.44			0.45			0.03		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	6.00											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 0.0
Level Of Service: A
Volume to Capacity (v/c): 0.005

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	220	0	0	315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	9	0	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	329	9	0	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	82	2	0	125
Total Analysis Volume [veh/h]	0	0	329	9	0	499
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.05	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.05		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 20.2
Level Of Service: C
Volume to Capacity (v/c): 0.071

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	12	0	14	0	220	0	0	315	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	36	32	17	0	9	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	32	17	18	9	21	0	323	6	6	463	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	8	4	5	2	5	0	81	2	2	116	0
Total Analysis Volume [veh/h]	36	32	17	18	9	21	0	323	6	6	463	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.10	0.02	0.07	0.03	0.04	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.00	17.69	11.34	20.22	16.95	11.53	8.28	0.00	0.00	7.94	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.42	0.42	0.23	0.20	0.20	0.00	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.09	10.61	10.61	5.66	5.08	5.08	0.00	0.00	0.00	0.37	0.00	0.00
d_A, Approach Delay [s/veh]	17.40			15.80			0.00			0.10		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.45											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 1: BR 80-SR 828 at Main St

Control Type: Roundabout
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 47.4
Level Of Service: E

Intersection Setup

Name	Farm District Rd.			BR 80			BR 80			US 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00	100.00	100.00	1000.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Farm District Rd.			BR 80			BR 80			US 50		
Base Volume Input [veh/h]	29	316	63	653	359	482	233	117	227	38	113	441
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.58	1.59	4.13	0.56	1.04	2.15	3.42	1.76	0.00	5.31	5.44
Proportion of CAVs [%]	0.00											
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	0	11	14	0	0	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	325	65	682	383	495	239	120	239	40	116	454
Peak Hour Factor	0.9060	0.8980	0.8750	0.9890	0.9650	0.8670	0.7560	0.7310	0.9010	0.7920	0.8830	0.9760
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	90	19	172	99	143	79	41	66	13	33	116
Total Analysis Volume [veh/h]	35	362	74	690	397	571	316	164	265	51	131	465
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1211			224			1169			726		
Exiting Flow Rate [veh/h]	450			691			173			888		
Demand Flow Rate [veh/h]	32	325	65	682	383	495	239	120	239	40	116	454
Adjusted Demand Flow Rate [veh/h]	35	362	74	690	397	571	316	164	265	51	131	465

Lanes

Override Calculated Critical Headway	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Override Calculated Follow-Up Time	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1420.00	1380.00	1420.00	1380.00	1380.00	1380.00	1420.00
B (coefficient)	0.00102	0.00085	0.00102	0.00085	0.00102	0.00102	0.00102	0.00085
HV Adjustment Factor	0.99	0.98	0.97	0.99	0.97	0.98	0.96	0.95
Entry Flow Rate [veh/h]	403	0	1118	0	493	0	190	0
Capacity of Entry and Bypass Lanes [veh/h]	402	668	1099	1226	419	872	659	790
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	396	658	1069	1214	409	857	634	749
X, volume / capacity	1.00	0.11	1.02	0.47	1.18	0.31	0.29	0.62

Movement, Approach, & Intersection Results

Lane LOS	F	A	F	A	F	A	A	C
95th-Percentile Queue Length [veh]	12.29	0.38	21.41	2.58	18.61	1.32	1.18	4.38
95th-Percentile Queue Length [ft]	307.20	9.47	535.17	64.60	465.36	33.00	29.60	109.39
Approach Delay [s/veh]	67.64		36.72		87.80		13.75	
Approach LOS	F		E		F		B	
Intersection Delay [s/veh]	47.44							
Intersection LOS	E							

Intersection Level Of Service Report
Intersection 2: SR 828 & Shadow Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 57.2
Level Of Service: F
Volume to Capacity (v/c): 0.472

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Shadow Ln.			Shadow Ln.		
Base Volume Input [veh/h]	11	307	14	60	485	28	49	6	11	10	3	34
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.30	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	19	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	319	15	62	518	29	50	6	12	10	3	35
Peak Hour Factor	0.5500	0.8920	0.5830	0.7890	0.9050	0.7780	0.7660	0.5000	0.6880	0.5000	0.7500	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	89	6	20	143	9	16	3	4	5	1	12
Total Analysis Volume [veh/h]	22	358	26	79	572	37	65	12	17	20	4	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.07	0.01	0.00	0.47	0.07	0.03	0.14	0.02	0.07
d_M, Delay for Movement [s/veh]	8.76	0.00	0.00	8.25	0.00	0.00	57.20	51.51	38.09	34.36	29.25	13.93
Movement LOS	A	A	A	A	A	A	F	F	E	D	D	B
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.21	0.00	0.00	3.00	3.00	3.00	0.91	0.91	0.91
95th-Percentile Queue Length [ft/ln]	1.72	0.00	0.00	5.35	0.00	0.00	75.11	75.11	75.11	22.72	22.72	22.72
d_A, Approach Delay [s/veh]	0.47			0.95			53.02			20.36		
Approach LOS	A			A			F			C		
d_I, Intersection Delay [s/veh]	5.80											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: SR 828 & Jenny's Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 43.3
Level Of Service: E
Volume to Capacity (v/c): 0.353

Intersection Setup

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Farm District Rd.			Farm District Rd.			Jennys Ln.			Jennys Ln.		
Base Volume Input [veh/h]	6	255	27	73	389	46	35	6	3	16	6	41
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	0.00	1.18	3.70	0.00	1.03	0.00	2.86	0.00	0.00	6.25	0.00	0.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	19	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	266	28	75	419	47	37	6	3	16	6	43
Peak Hour Factor	0.7500	0.8980	0.8440	0.7300	0.8840	0.7670	0.6730	0.3750	0.2500	0.4440	0.5000	0.7320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	74	8	26	118	15	14	4	3	9	3	15
Total Analysis Volume [veh/h]	8	296	33	103	474	61	55	16	12	36	12	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.08	0.00	0.00	0.35	0.08	0.02	0.22	0.06	0.08
d_M, Delay for Movement [s/veh]	8.48	0.00	0.00	8.16	0.00	0.00	43.34	37.61	26.51	33.21	29.24	16.42
Movement LOS	A	A	A	A	A	A	E	E	D	D	D	C
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.27	0.00	0.00	2.12	2.12	2.12	1.56	1.56	1.56
95th-Percentile Queue Length [ft/ln]	0.58	0.00	0.00	6.77	0.00	0.00	52.91	52.91	52.91	39.05	39.05	39.05
d_A, Approach Delay [s/veh]	0.20			1.32			39.80			23.51		
Approach LOS	A			A			E			C		
d_I, Intersection Delay [s/veh]	5.77											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 4: SR 828 & Cottonwood Ln.

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 31.5
Level Of Service: D
Volume to Capacity (v/c): 0.584

Intersection Setup

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		62.14	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Farm District Rd.		Farm District Rd.		Cottonwood Lane	
Base Volume Input [veh/h]	88	137	293	115	151	147
Base Volume Adjustment Factor	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	3	19	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	144	320	119	156	177
Peak Hour Factor	0.8460	0.9010	0.8420	0.7570	0.8580	0.7820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	40	95	39	45	57
Total Analysis Volume [veh/h]	128	160	380	157	182	226
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.00	0.00	0.00	0.58	0.34
d_M, Delay for Movement [s/veh]	8.99	0.00	0.00	0.00	31.52	13.14
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.42	0.00	0.00	0.00	3.46	1.50
95th-Percentile Queue Length [ft/ln]	10.59	0.00	0.00	0.00	86.62	37.42
d_A, Approach Delay [s/veh]	3.99		0.00		21.34	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.99					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Jennys Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 21.3
Level Of Service: C
Volume to Capacity (v/c): 0.271

Intersection Setup

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jennys Ln			Jennys Ln			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	33	7	5	15	1	12	18	300	56	2	151	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.7000	0.7000	0.7000	0.7000	0.7000	0.7000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	45	0	0	20	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	10	7	22	1	18	19	353	57	1	176	18
Peak Hour Factor	0.5500	0.5830	0.6250	0.7500	0.2500	0.6000	0.6070	0.9740	0.6360	0.5000	0.8580	0.4720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	4	3	7	1	8	8	91	22	1	51	10
Total Analysis Volume [veh/h]	87	17	11	29	4	30	31	362	90	2	205	38
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.05	0.02	0.09	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	21.32	20.50	10.69	17.48	16.01	9.68	7.79	0.00	0.00	8.25	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.35	1.35	0.05	0.30	0.15	0.15	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	33.63	33.63	1.30	7.48	3.84	3.84	1.80	0.00	0.00	0.09	0.09	0.09
d_A, Approach Delay [s/veh]	20.19			13.67			0.50			0.07		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	3.80											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: West Access & SR 828

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	West Access		Farm District Rd.		Farm District Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↱		↱↲		↱	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	West Access		Farm District Rd.		Farm District Rd.	
Base Volume Input [veh/h]	0	0	320	0	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	26	19	0	20
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	496	19	0	270
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	124	5	0	68
Total Analysis Volume [veh/h]	0	0	496	19	0	270
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.27	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.27		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Rainbow Ln. & SR 828

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 20.0
Level Of Service: C
Volume to Capacity (v/c): 0.077

Intersection Setup

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Rainbow Ln.			Rainbow Ln.			Farm District Rd.			Farm District Rd.		
Base Volume Input [veh/h]	0	0	0	15	1	12	0	320	0	0	170	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689	1.4689
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	24	10	0	32	0	0	0	26	21	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	24	10	22	33	18	0	470	26	21	250	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	3	6	8	5	0	118	7	5	63	0
Total Analysis Volume [veh/h]	20	24	10	22	33	18	0	470	26	21	250	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.07	0.02	0.08	0.10	0.02	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	19.97	17.14	12.14	19.28	17.66	10.86	7.74	0.00	0.00	8.44	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.30	0.30	0.26	0.43	0.43	0.00	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.19	7.51	7.51	6.49	10.80	10.80	0.00	0.00	0.00	1.50	0.00	0.00
d_A, Approach Delay [s/veh]	17.26			16.47			0.00			0.65		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.59											
Intersection LOS	C											

Kimberly Swanson

From: Neal McIntyre
Sent: Monday, December 16, 2024 11:35 AM
To: Kimberly Swanson
Subject: FW: Hardship Request

Here you go !!!

Neal E. McIntyre
Mayor
City of Fernley
T. 775-784-9857
Email: nemcintyre@cityoffernley.org

*Tell us how we are doing. We value your input. ****Customer Satisfaction Survey*****



WARNING: This message is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify me immediately by reply or by telephone and immediately delete this message and all its attachments.



From: Kingconstruction <fernleydirt@aol.com>
Sent: Monday, December 9, 2024 11:11 AM
To: Neal McIntyre <nemcintyre@cityoffernley.org>
Subject: Hardship Request

You don't often get email from fernleydirt@aol.com. [Learn why this is important](#)

Mr. Mayor:

About a month ago June Enhelder, 1000 shadow Lane, Fernley, NV lost her well. She has been struggling the past year with the canal being closed with silt in her water until finally no water. King Construction, Inc has helped with connecting her water line from the existing meter box to the water line connecting the house to its well. A building permit application has been filed with the City for this work.

June has the money for the meter set of \$415.00 . The connection fee of +/- \$7600.00 is a hardship for Ms. Enhelder since she is 80-year-old single woman living alone.

We are requesting a hardship waiver for the connection fees in order to have the meter set and provide her City water.

We are hoping this request can be expedited due to issue of getting her water. Currently, her neighbor is providing her water but this is not an ideal solution. If we can get her on the next City Council Agenda that would be greatly appreciated.

Thank you,

Jim Cutler
King Construction, Inc.
Direct: 775-745-9575



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: No: X

CURRENTLY BUDGETED:

Yes: No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED: Motion
Resolution

AGENDA ITEM:

(For possible action) Discussion and possible action regarding Resolution #25-002 in association with a Master Plan Amendment (MPA 25001), submitted by the City of Fernley to remove the Level of Service requirements at the intersection of Highway 50A/Highway 95A/Main Street/Farm District Road ("the roundabout") from both the Comprehensive Master Plan and the Transportation Master Plan to maintain economic development opportunities within the City of Fernley until the roundabout is updated by the Nevada Department of Transportation.

AGENDA ITEM BRIEF:

Based on recent traffic studies submitted to the City of Fernley, the roundabout is dropping below the minimum Level of Service required in both the Comprehensive Master Plan and the Transportation Master Plan. Approval of any project that creates further impact to the roundabout is technically a violation of these two documents, which the Planning Department cannot recommend. The Nevada Department of Transportation is responsible for updating the roundabout, and has no plans to do so for several years. The proposed Resolution would exempt the roundabout from the Level of Service requirements and allow development to continue without violating any regulatory documents.

At their January 8, 2025 meeting, the Planning Commission voted to approve Resolution #05-002 and recommend that the City Council certify the resolution.

RECOMMENDED MOTION:

I move to certify Resolution #25-002 as presented by staff.

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

Pleasure of the City Council

BACKGROUND:

The roundabout at the intersection of Highway 95A, Highway 50A, and Farm District Road, was the first roundabout in the State of Nevada. With a current population of around 25,000, the roundabout no longer functions efficiently, leading to long backups and failing levels of service. With Fernley being the 3rd fastest growing city in Nevada at 8.3%, the traffic impacts at and around the roundabout will continue to grow without some assistance from NDOT.

Fernley has two distinct parts of town: the residential and old downtown area south of the railroad tracks and the commercial/industrial area north of the railroad tracks. Unfortunately, there are only two ways to get back and forth from north to south: an old, undersized underpass at the west end of town and the inadequate roundabout in the center of town. This creates the need for most residents to go through the roundabout on a daily basis. In addition, traffic (including truck traffic) heading from I-80 to Fallon must go through the roundabout. This results in backups and delays for a significant portion of the day, but specifically at morning and evening commute times.

Despite there being four state highways within the city limits, the City of Fernley was excluded from the OneNevada Transportation Plan most recently adopted in November 2018 and revised in February 2020.

Therefore, there are no plans by NDOT to update or replace the roundabout for at least 15 years. This timeline does not conform to the Master Plan requirement for “timely improvements” by NDOT.

Traffic studies received from individual projects within the past year have indicated that the Level of Service (LOS) at the roundabout has reached an E or F, which is considered a “failure” level (see Exhibit A for an example). The City of Fernley Comprehensive Master Plan states “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 to fall below LOS D”. These traffic studies have also indicated that the LOS at the roundabout will not significantly increase with the planned future expansion of Nevada Pacific Parkway from I-80 to US 50A (see Exhibit B). The amount of industrial development anticipated in this area will cancel out any benefit seen to the roundabout in only a few years.

Table 2: Baseline Intersection Level of Service

Intersection	Control	AM		PM	
		Delay ¹ (v/c Ratio) ²	LOS	Delay ¹ (v/c Ratio) ²	LOS
US 95A/I-80 WB Ramps	Side Street Stop				
Westbound Approach		15	B	16	C
Southbound Approach		20	C	18	C
US 95A/I-80 EB Ramps	Side Street Stop				
Eastbound Approach		17	C	17	C
Southbound Left		9	A	9	A
US 95A/E. Newlands Dr	Signal	13	B	21	C
US 95A/Fremont St	Signal				
Overall		21	C	26	C
US 95A/US 50A/Main St	RAB	47 (0.91)	E	93 (1.07)	F
Northbound Approach		5 (0.45)	A	83 (1.22)	F
Southbound Approach		19 (0.74)	C	90 (1.15)	F
Eastbound Approach		4 (0.40)	A	3 (0.36)	A
Westbound Approach					
E. Newlands Dr/Stamley Dr	Signal	11	B	18	B
Overall					

Exhibit A
Traffic Impact Study for Victory Logistics, November 2023

Table 8: Future Year Plus Project Intersection Level of Service									
Intersection	Control	Future Year				Future Year Plus Project			
		AM		PM		AM		PM	
		Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
US 95A/I-80 WB Ramps	Side								
Westbound Approach	Street	19	C	25	C	19	C	29	D
Southbound Approach	Stop	36	E	33	D	37	E	34	D
US 95A/I-80 EB Ramps	Side								
Eastbound Approach	Street	22	C	24	C	22	C	25	C
Southbound Left	Stop	10	B	10	A	10	B	10	A
US 95A/E. Newlands Dr	Signal								
Overall		25	C	48	D	43	D	102	F
US 95A/Fremont St	Signal								
Overall		42	D	93	F	43	D	130	F
US 95A/US 50A/Main St									
Northbound Approach	RAB	LOS F (v/c > 1.0)		LOS F (v/c > 1.0)		LOS F (v/c > 1.0)		LOS F (v/c > 1.0)	
Southbound Approach									
Eastbound Approach									
Westbound Approach									
E. Newlands Dr/Stanley Dr	Signal								
Overall		11	B	20	C	12	B	31	C

Exhibit B
Traffic Impact Study for Victory Logistics, November 2023

The result of increased growth and limited access points through the City is the situation the City of Fernley is now faced with. Almost every new development will increase the amount of traffic through the roundabout, making the LOS fall even further below standards. Therefore, the City is in a position where we cannot approve any development without violating the City's Master Plan. The City Attorney has determined that this continued violation puts the City at risk of not only violating NRS Chapter 278, but it makes the City vulnerable to lawsuits.

The City has been looking at ways to address this issue. Some of the options include:

- Not allowing building permits until there is a plan and MOU in place to redesign the roundabout
- Not allowing the submittal of any development applications unless they can show that there will be no impact to the roundabout
- Implementing an impact fee or Special Assessment District
- Implementing a temporary zoning ordinance putting development on hold until NDOT addresses the roundabout issue
- Exempting the roundabout from the LOS standards in the Comprehensive Master Plan and the Transportation Master Plan

After exploring many of these options and attempting to engage with NDOT, the only viable option is to exempt the roundabout from LOS standards. While this is not the ideal solution, it has become clear that it is the only option the City of Fernley has to avoid consistently violating the Comprehensive Master Plan and Transportation Plan.

RELEVANT LAWS, STATUTES, AND REGULATIONS:

Nevada Revised Statutes Chapter 278

City of Fernley Comprehensive Master Plan (Chapter 4 - Transportation)

City of Fernley Transportation Plan (Chapter 2 - Existing Conditions and Data)

City of Fernley Transportation Plan (Chapter 3 - Complete Streets Evaluation)

FINANCIAL IMPLICATIONS:

Economic development activities generate revenue through property tax.

ATTACHMENTS:

1. Resolution 05-002

CITY OF FERNLEY
RESOLUTION # 25-002

A RESOLUTION OF THE CITY OF FERNLEY FOR A COMPREHENSIVE MASTER PLAN AMENDMENT ASSOCIATED WITH CASE NUMBER MPA25001, TO REMOVE THE LEVEL OF SERVICE REQUIREMENTS AT THE INTERSECTION OF HIGHWAY 50A/HIGHWAY 95A/MAIN STREET/FARM DISTRICT ROAD (“THE ROUNDABOUT”) FROM BOTH THE COMPREHENSIVE MASTER PLAN AND TRANSPORTATION MASTER PLAN TO MAINTAIN ECONOMIC DEVELOPMENT OPPORTUNITIES WITHIN THE CITY OF FERNLEY UNTIL THE ROUNDABOUT IS UPDATED BY THE NEVADA DEPARTMENT OF TRANSPORTATION.

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

WHEREAS, the 2020 Transportation Master Plan was adopted by Resolution of the City Council in July 2020; and

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

WHEREAS the Comprehensive Master Plan and the Transportation Master Plan both require a Level of Service D or above for all roads within the City of Fernley; and

WHEREAS traffic studies submitted as part of recent development applications indicate that the roundabout is falling below Level of Service D during both AM and PM peak hours; and

WHEREAS approving these developments is a violation of the Comprehensive Master Plan and the Transportation Master Plan; and

WHEREAS the roundabout falls under the jurisdiction of the Nevada Department of Transportation, who has no current plans to upgrade the roundabout; and

WHEREAS the Planning Commission held a public hearing on January 8th, 2025 and the City Council heard this item on January 15th, 2025; and

NOW, THEREFORE, BE IT RESOLVED, that the removal of the roundabout from Level of Service requirements in the Comprehensive Master Plan and Transportation Master

Plan be adopted until such time that the roundabout is updated by the Nevada Department of Transportation; and

BE IT FURTHER RESOLVED that the Fernley Planning Commission approves and recommends that the City Council certify this Resolution.

RESOLUTION PASSED, APPROVED, AND ADOPTED this 8th day of January 2025, by the following vote of the Fernley Planning Commission:

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

By: _____ Date: _____
Jenni McCullar, Chairwoman

Attest By: _____ Date: _____
Brenda Gosser, Deputy City Clerk

RESOLUTION CERTIFIED this 15th day of January 2025, by the following vote of the Fernley City Council:

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

FERNLEY CITY COUNCIL

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

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



CITY OF FERNLEY

City Council AGENDA REPORT

Meeting Date: January 15, 2025

REPORT TO: Mayor and City Council

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: X

No:

CURRENTLY BUDGETED:

Yes:

No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED: Resolution
Motion

AGENDA ITEM:

(For possible action) Discussion and possible action regarding Resolution #25-001 associated with a Master Plan Amendment application (MPA24005) submitted by the City of Fernley to adopt the North Fernley Area Plan document and associated design guidelines for approximately 5,400 acres generally located north of Interstate 80 between Exit 46 and Exit 50.

AGENDA ITEM BRIEF:

The City of Fernley Comprehensive Master Plan designates three areas of town as Future Development Areas and prohibits growth until an Area Plan is adopted for each. The North Fernley area is one of these designated areas generally located north of Interstate 80 between Exit 46 and Exit 50. The proposed Area Plan and associated design guidelines provide a guide for developers to follow in terms of uses, neighborhood compatibility, and individual site design.

At their meeting of December 11, 2025, the Planning Commission approved, and recommended that the City Council certify, Resolution #25-001.

RECOMMENDED MOTION:

I move to certify Resolution #25-001 (associated with MPA24005) and adopt the North Fernley Area Plan document and design guidelines as presented by staff.

BUSINESS IMPACT (per NRS Chapter 237):

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

See attached report for background, analysis, alternatives.

ALTERNATIVES:

I move to approve Resolution #25-001 (associated with MPA24005) and recommend that the City Council certify Resolution #25-001 and adopt the North Fernley Area Plan and design guidelines with the following modifications: _____.

I move to deny MPA24005 because the following finding(s) cannot be met: _____.

BACKGROUND:

See Attached Narrative

RELEVANT LAWS, STATUTES, AND REGULATIONS:

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

FINANCIAL IMPLICATIONS:

Estimated annual property tax revenue to the City of Fernley of \$57 million at buildout.

ATTACHMENTS:

1. Project Narrative
2. Resolution 25-001
3. North Fernley Area Plan
4. Design Guidelines

NORTH FERNLEY AREA PLAN NARRATIVE

HISTORY

Section 3.5 of the Comprehensive Master Plan and Section 32.21.010(e) of the Development Code both discuss three areas identified as “future development areas”. They go on to say that these three areas (North Fernley, South Fernley, and Southwest Fernley) will be required to have an Area Plan developed to “create a unified vision for the area and cumulatively address development challenges” prior to any development of the areas. This North Fernley Area Plan is the first of these plans to be completed, which will open up approximately 5,400 acres of the City for development.

The North Fernley area was chosen for the first Area Plan due to the development pressure coming from the property owners. A large portion of the area is owned by one entity who is anxious to move their proposed Planned Development forward. Other property owners in the area have also expressed desire to develop their individual properties. In addition, this area has the closest connections to water and sewer than the other two future development areas, making this the natural next phase of city growth.

NORTH FERNLEY AREA PLAN

The City of Fernley anticipates considerable growth over the next two decades. An Area Plan allows for careful planning and implementation in coordination with the community and stakeholders, which is particularly important for an area of this size (5,400 acres). The Area Plan works in conjunction with the Comprehensive Master Plan and the Development Code to establish a specific vision and tangible objectives to transform the North Fernley area into a large master planned community with vast employment opportunities, supporting commercial uses, and a diverse range of housing types.

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

Future Land Use

The first step in creating an Area Plan is determining a future land use plan which lays out what types of uses are envisioned and where they should be located. Through many public open house meetings, stakeholders meetings, and discussions with elected officials, the consultant and City Staff created a land use plan that best combines the public vision of the area with property owners’ desired development potential.

Future Land Use Plan

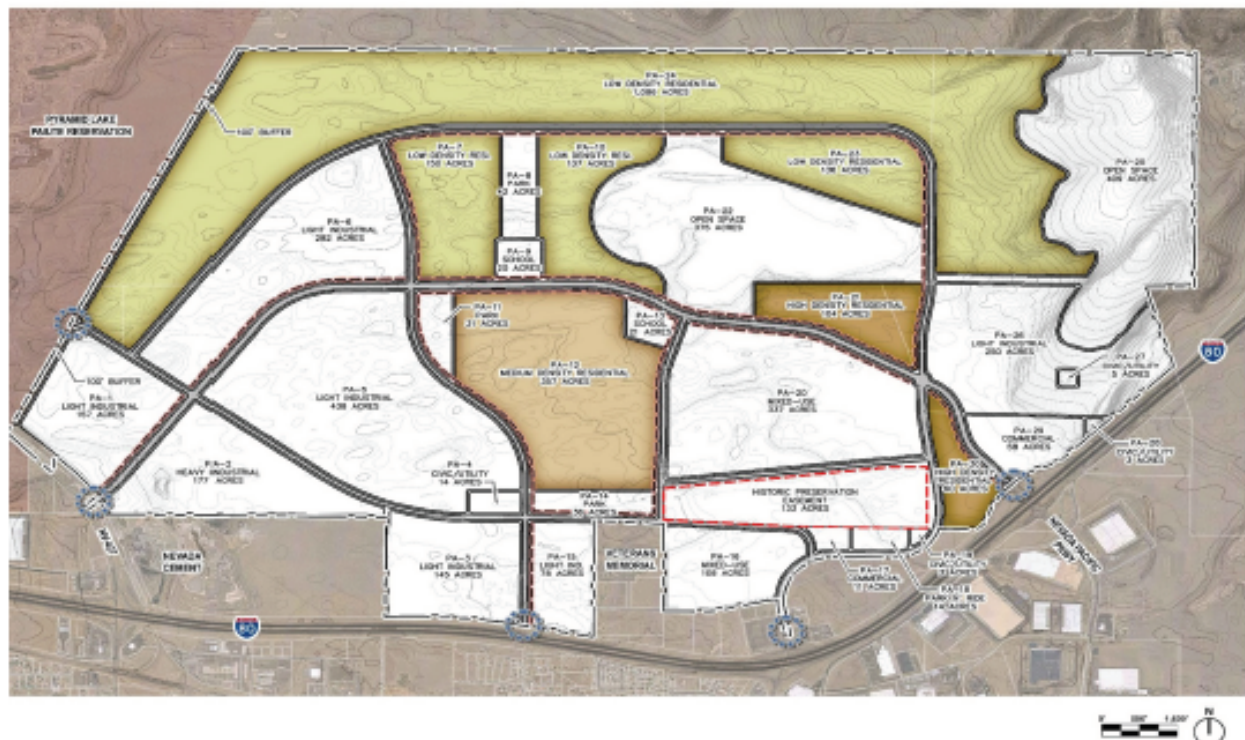


Residential

The North Fernley Area Plan envisions cohesive, high-quality residential areas that will tie into surrounding Mixed-Use and Commercial uses and create a complete neighborhood. Residential uses are concentrated in the center and rear of the area and are divided into three categories: Low Density (1-6 units/acre), Medium Density (7-13 units/acre), and High Density (14-30 units/acre). Based on the amount of land dedicated to each of these categories, the North Area Plan has the potential to provide up to 16,618 housing units at full buildout.

The majority of the residential area (1,509 acres) is dedicated to low density residential located mostly along the north boundary of the plan area. This area would consist of large lot estates, single-family residential units, townhomes, and/or duplexes. The medium density area (357 acres), located in the center of the plan area would allow more concentrated residential development such as small lot single-family residences, duplexes, triplexes, townhomes, and 1-2 story apartment buildings. High density is the smallest area (164 acres) and is located toward the eastern side of the plan area near Exit 50. This area would allow for taller (3-4 story) apartment buildings, condominiums, and workforce housing.

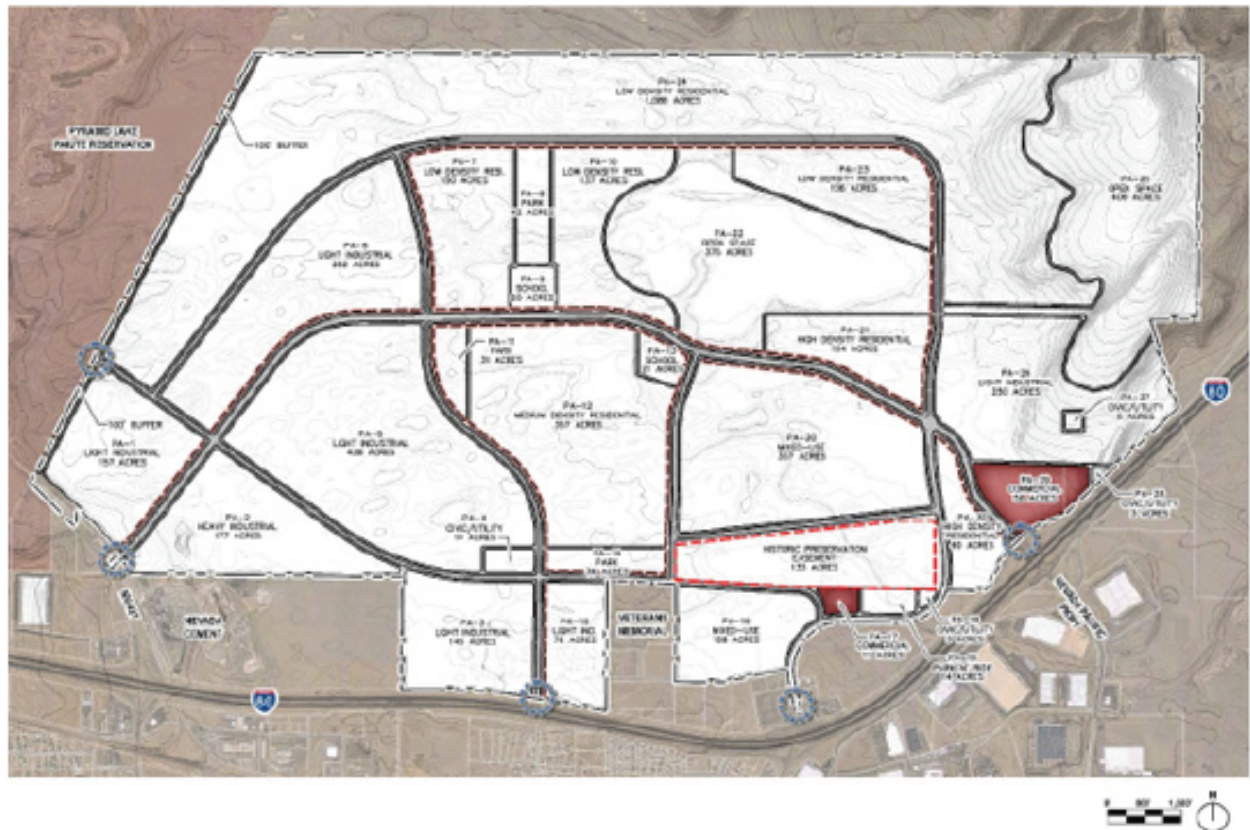
Residential Areas (Yellow/Orange)



Commercial

A total of 69 acres has been set aside on the eastern side of the North Fernley Area Plan near Exit 50 as Commercial. These areas are intended for mainly retail pad sites and larger connected development sites with in-line retail and/or big box retail. Corresponding zoning districts in these areas would include Neighborhood Commercial, General Commercial, and Tourist Commercial. The goal of these areas is to create walkable developments that provide connectivity to adjacent land uses. With a wide variety of uses included in this area, residents would not necessarily need to cross Interstate 80 to find what they need, therefore reducing traffic in other areas of Fernley.

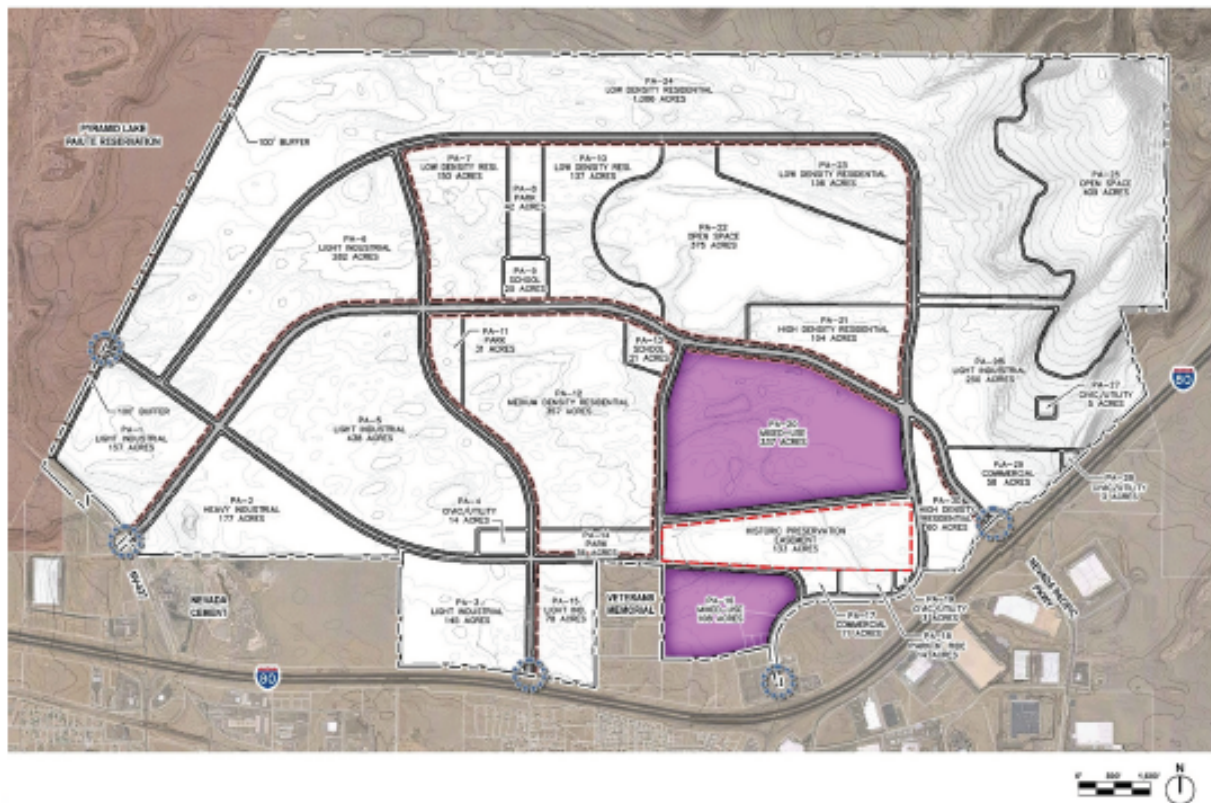
Commercial Areas (Red)



Mixed-Use

At 445 acres, the mixed-use areas within the North Fernley Area Plan include a variety of community-serving land uses incorporating residential, commercial, office, medical, and public facilities. Mixed-use is located near the center of the area to provide a transitional use between residential neighborhoods and commercial/industrial areas. Uses expected in these areas include multiple-family residential, live/work units, commercial retail, medical and professional office, and neighborhood commercial. With a range of densities, it is difficult to estimate the number of future housing units, but the area is intended to promote walkability and connectivity between different types of uses.

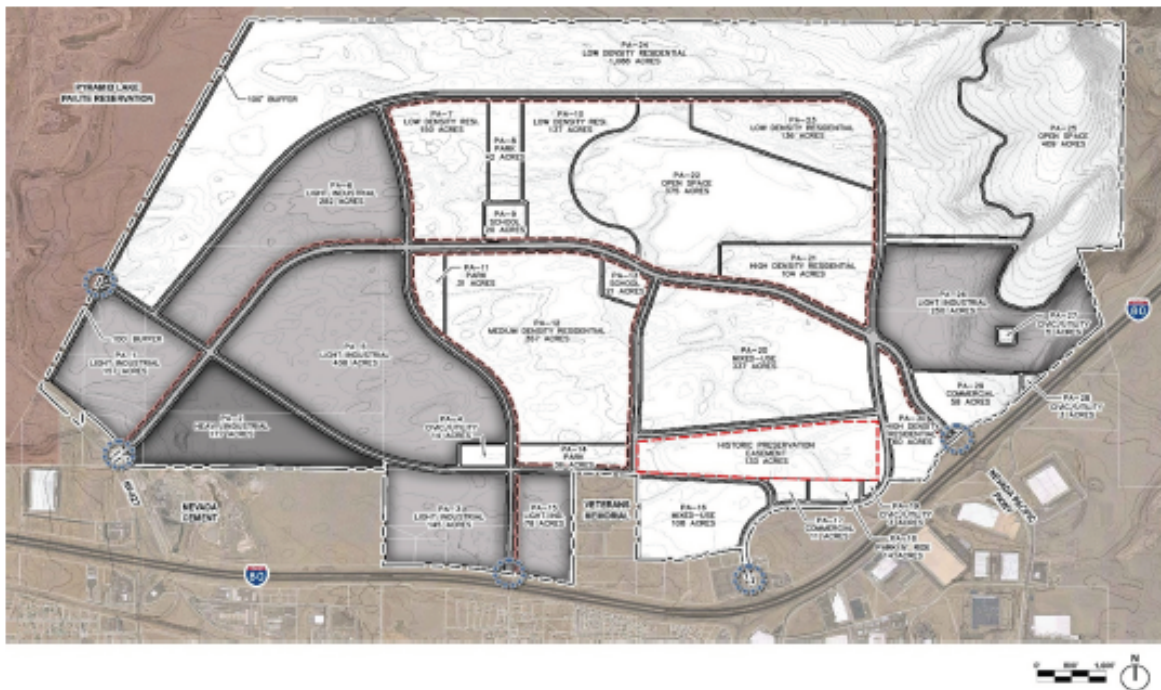
Mixed-Use Areas (Purple)



Industrial

The Industrial designation within the North Area Plan accounts for the second largest land area behind Residential. At 1,527 acres, these areas are located on both the west and east ends of the plan area with the goal of allowing truck traffic easy access to Interstate 80 without needing to drive through residential areas. Including both light and heavy industrial uses such as manufacturing, warehousing, logistics, office, and data center, these areas are intended to provide employment opportunities and create an environment where industrial activities may occur with minimum impact on surrounding land uses.

Industrial Areas (Grey)



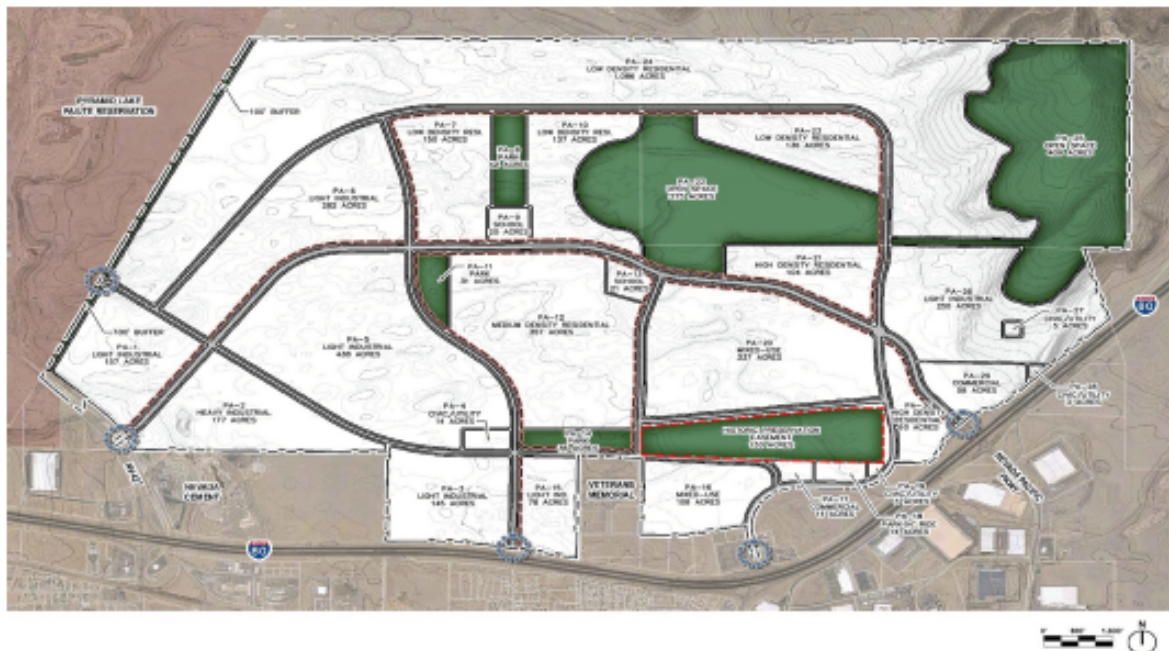
Open Space and Recreation

The third largest acreage (1,026 acres) behind Residential and Industrial falls under the designation of Open Space and Recreation. There are six primary areas intended to provide opportunities for public parks, sports fields, and general open space preservation. In addition, these areas contribute to the overall stormwater management of the area. For example, Planning Area 22 is a natural drainage basin and designated wetland area so, instead of development, this area is proposed as a natural recreation area so it can still collect drainage while acting as an amenity to the area.

Another area of note is the existing historic easement containing the Fernley Swales, a portion of the California Immigrant Trail. The easement, belonging to the Bureau of Land Management, forbids any development within the area so the decision was made to keep it as open space and take advantage of the area. Future surrounding development can incorporate visitor areas such as overlooks into their design to create tourist opportunities for history buffs.

Finally, a strip of open space has been provided between Planning Area 22 and Planning Area 25 to give the public access to existing trails and viewpoints of the mountains located beyond the northeastern corner of the Area Plan. This access was requested by the attendees at one of the public open house meetings to assure that access to this mountainous area would be maintained.

Open Space and Recreation Areas (Green)



Public Facilities

The final land use category outlined in the North Fernley Area Plan is Public Facilities, which includes space for civic/utility uses (emergency services, utility infrastructure, library, civic center, etc.), schools, and park and ride (including transit facilities, public parking, and tractor trailer parking during closures over Donner Summit). These areas have been located to create a cohesive community with appropriate civic infrastructure that supports future employment centers and housing.

Public Facilities Areas (Blue)



Transportation and Connectivity

The North Fernley Area Plan provides a basic framework for future major roadways through the area. Smaller collector and local roads will be determined based on development patterns as individual projects are built. A multi-use path wraps around the center of the area and connects to Main Street in the west, Vine Street to the south, and Nevada Pacific Parkway to the east.

It will be the responsibility of proposed developments to identify how connectivity will be specifically provided for each mode of transportation. These include:

- Walking – Sidewalks are needed throughout the plan area to promote active transportation, connectivity, and pedestrian safety.
- Cycling – Consider added levels of protection for any potential bike lanes where cyclists may share the road with trucks. Additional cycling infrastructure such as bike maintenance stations

and bike stands needs to be considered to promote cycling and create a safe and welcoming environment.

- Driving – Developers will be responsible for main arterial roads, neighborhood linkages, and smaller roads. Main arterials throughout the area will need to be constructed for development to continue progressing.
- Truck Traffic – Truck traffic should be planned in a manner that does not create additional traffic in neighborhoods providing residents, visitors, and employees should have clear access to their destinations. Future developments must identify the routes trucks will travel to and around the industrial areas and how traffic will be mitigated.

Water Capacity

One of the most frequently asked questions from both the public and the elected officials was if there is enough water to serve the proposed uses within the North Fernley Area Plan. Based on that, it was decided to include a water capacity analysis into the plan. The current water demand was used as the baseline of this analysis. The City of Fernley has current capacity to meet all of the following current conditions:

Average Daily Demand = 3.88 Million Gallons/Day (MGD)

Maximum Daily Demand = 6.52 MGD

Peak Hour Demand = 10.90 MGD

The table below gives a brief summary of each system component of the existing water infrastructure and what, if any, upgrades or improvements will be needed to serve the area.

Water Capacity Analysis Summary

System Component	Analysis	Outcome
Available Water	Total Capacity = 12.33 MGD; Groundwater wells only; Working to obtain surface water	Some available capacity; Surface water will add additional capacity; Additional water needed for north area depends on future development demands
Treatment Plan	Average Flow Rate = 4-6 MGD Maximum Flow = 20 MGD	No upgrades needed to meet north area demands
Pump Station	Current Capacity = 21.2 MGD Maximum Capacity = 30 MGD	No upgrades needed to meet north area demands
Transmission Main	No existing water transmission infrastructure to north area	New transmission main needed to extend service to north area
Water Storage	Total Storage Capacity = 7 million gallons 5.37 million gallons below amount outlined in Nevada Administrative Code*	Additional water storage will be required to support development in the north area
Pressure Zones	Current water storage tanks can serve up to elevations of 4,235 feet	No upgrades needed to meet north area demands

Distribution	Pipe network utilizes pipes from 6 inches to 24 inches No distribution lines north of Interstate 80	Distribution pipe will need to be sized in accordance with demands of development
--------------	--	---

*Can be offset by excess pumping capacity; Additional storage tanks required as part of the Victory Logistics development will add additional storage capacity

Fiscal Impact Analysis

The Fiscal Impact Analysis builds off the future land use plan to help understand the impact of future revenue associated with the proposed land uses. Based on this, the City can create a framework from which to prioritize public investment in roadway improvements, utilities, parks, and zoning policy.

As shown in the table below, mixed-use and high-density residential uses provide the greatest revenue per acre. This reflects the elevated value per acre that was assumed in this analysis based on a review of comparative mixed-use projects. At full buildout of the North Fernley Area Plan as proposed, the City of Fernley is projected to receive an additional \$57.3 million per year in property tax. This is almost eight times more than current property tax revenue.

Expected Property Tax Revenue by Use Type

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
High Density Residential	\$37,149.61	147.6	\$5,483,281.88
Medium Density Residential	\$17,725.17	321.3	\$5,695,098.50
Low Density Residential	\$10,703.69	1358.1	\$14,536,677.35
Commercial	\$11,366.80	62.1	\$705,878.18
Mixed-Use	\$52,838.95	400.5	\$21,162,000.90
Light Industrial	\$7,785.28	1215	\$9,459,113.63
Heavy Industrial	\$2,044.42	159.3	\$325,676.73
Total			\$57,367,727.18

Implementation Plan

This Plan is the first step in the development of the area north of Interstate 80. Additional work will be required to update policies, adopt regulatory changes, and establish public/private partnerships. This section of the North Fernley Area Plan provides a guide to next steps, including financing options and additional actions and initiatives that should be implemented to achieve the highest level of success. The Implementation Plan focuses on three areas: infrastructure/utilities, water, and transportation.

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

- Special Taxing District/Metro Districts (Also known as Special Assessment District)
- Tax Increment Financing (TIF)
- Impact Fees
- General Fund

- Local, State, and Federal Grants

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

High Priority

Complete Surface Water Study
Infrastructure Plan
Zoning Code Update
NDOT Coordination
BLM/BOR Coordination
Master Plan Update
Capital Improvement Plan Update
Stormwater Runoff Study
City Staffing Study

Moderate Priority

Update Transportation Master Plan
Safe Routes to School Plan Update
Water Infrastructure Upgrades
Water Conservation Plan Update

Low Priority

Active Transportation Plan

DESIGN GUIDELINES

The proposed design guidelines are intended to support the Development Code and each of the three Fernley Area Plans. The purpose is to guide the physical development of residential, commercial, mixed-use, industrial, and open space projects in a consistent manner that reinforces key design themes and establishes a distinct character for each area. These guidelines, although not mandatory, will be utilized to inform the design review process, where City staff coordinates with the applicant on how to best follow the guidelines.

Three guiding principles have been established to set the direction of the desired design elements provided in this document. These principles reflect the overall vision for each Area Plan to develop a land use pattern that is well-integrated with surrounding neighborhoods. These principles are:

- Seamless Connectivity – The design of new development should enhance pedestrian and vehicular connections to the existing and future transportation network. To provide a cohesive experience, the design should pay particular attention to pedestrians at the street level to enhance the relationship between individual developments.
- Sustainable Design – The built form should strongly embrace sustainable design to adequately respond to changing market and environmental conditions. Development should focus on providing flexibility in its design, allowing for adaptability to new trends and technologies.
- Cohesive Character – Each Area Plan should aim to have a distinct and cohesive character associated with land uses to enhance the area's sense of place. New development should incorporate urban design elements that prioritize the pedestrian experience.

The first four sections of the design guidelines follows the same general pattern: general site design standards, pedestrian scale streetscape standards, and parks and open space standards. The Parks and Open Space and Tribal sections deviate from this pattern because of their unique needs. A brief outline of some of the design guidelines for each use type is provided below.

Residential

General Site Design

- Streets should be designed to intersect at right angles
- Provide pedestrian and vehicular connections to existing developments
- Provide safe pedestrian and vehicular connections to public facilities
- Prioritize building orientation around centralized open spaces and amenities
- Locate and orient buildings to provide adequate privacy for residential units
- Locate parking internal to the development or to the side or rear of buildings
- Utilize landscaping islands to provide shade
- Provide and maintain clear access to existing utilities for future maintenance



Single family neighborhood facing centralized open space.

Source: Adobe Stock Images

Pedestrian Scale Streetscape

- Provide sidewalks connecting from the street or driveway to building or unit entrances
- Provide stoops or porches to units fronting public spaces and streets
- Integrate bike racks into the development consistent with the surrounding design
- Pedestrian lighting should be integrated into streetscape design elements
- Stormwater runoff should be directed towards landscaped areas
- Locate walls and fences on the property to protect privacy

Parks and Open Space

- Design shared open space to be inclusive for all residents so people can interact
- Locate shared open space in a central location
- Locate private open space in patios, balconies, decks, etc.
- Playgrounds should be designed to accommodate multiple age groups and abilities
- Seating should be provided near and around playgrounds
- Dog parks shall be enclosed with a fence and located to minimize sound or waste issues for residents



Pathway connecting residential development to nearby community amenities.

Source: Adobe Stock Images

Commercial

General Site Design

- Prioritize building orientation around centralized open spaces and amenities
- Locate the buildings close to parking and other amenities
- Locate parking internal to the development or to the side or rear of buildings
- Provide landscaping to screen the parking from view and provide shade
- Locate loading/unloading facilities to the side or rear of the building
- Screen loading/unloading areas from public view
- Ensure loading/unloading areas do not interfere with visitor circulation
- Locate electrical panels and other utilities in a manner that minimizes visibility from the street
- Screen trash enclosures from public view



Commercial buildings oriented around centralized open space.

Source: Adobe Stock Images

Pedestrian Scale Streetscape

- Utilize strategies to articulate buildings such as minor wall offsets, height variation, etc.
- Create flexible pedestrian spaces outside of storefronts to allow for increased foot traffic
- Avoid bringing bicycle paths through heavily trafficked pedestrian areas
- Bike racks that double as public art are encouraged
- Locate bike racks near multi-use trails
- Pedestrian lighting should improve visibility of pedestrians and be designed to minimize light pollution
- Provide street trees to increase shading in public spaces

Parks and Open Space

- Locate open space in a central location that serves all tenants
- Provide seating areas and other passive recreation facilities
- Design public signage in a coordinated manner that complements the development's character
- Incorporate elements that create a sense of arrival
- Incorporate public art that is ornamental and interactive

Mixed-Use

General Site Design

- Design buildings to be respectful of adjacent buildings and create transitions of appropriate height and scale
- Minimize bulk of the buildings by including horizontal/vertical stepbacks and/or variations in roof profile
- Establish rights-of-way for future roadway planning
- Locate buildings close to the right-of-way with direct access sidewalks
- Disperse paved parking areas throughout the project in smaller segmented parking areas rather than creating large parking lots
- Screen loading/unloading areas from public view
- Locate ancillary facilities with buildings rather than along street-facing facades



Source: Adobe Stock Images

Pedestrian Scale Streetscape

- Utilize display windows to allow outsiders to look in
- Provide stoops or porches to units fronting public spaces and streets
- Integrate bike racks into the development consistent with the surrounding design
- Encourage indoor bike storage rooms with maintenance station
- Pedestrian lighting should be integrated into streetscape design elements
- Pedestrian lighting should improve visibility of pedestrians and be designed to minimize light pollution
- Design landscaping to be attractive and consistent throughout the development

Parks and Open Space

- Private, common open space in multi-family developments should be centrally located
- Design private open space to be used exclusively by a single unit
- Incorporate elements that create a sense of arrival
- Public art should be incorporated throughout the development that can be ornamental and interactive



Mixed-use buildings oriented around centralized open space.

Source: Adobe Stock Images

Industrial

General Site Design

- Streets should be designed to form loops and cul-de-sacs
- Provide internal connections to neighboring streets and developments
- Locate buildings behind employee parking areas and landscape buffers to reduce the scale of building frontage to the street
- Provide access to existing utilities for added connections
- Locate parking around the perimeter of the development to reduce the scale of the buildings
- Locate parking in a manner to minimize conflicts with truck driveways, storage, loading, etc.
- Double load buildings when possible to provide noise screening and more efficient layouts

Pedestrian Scale Streetscape

- Provide sidewalks connecting from the street or driveway to the building or unit
- Integrate exterior lighting that is architecturally compatible with the building style, materials, and color
- Lighting should be provided to illuminate parking areas and pedestrian walkways
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics
- Outdoor storage should be screened from public view behind a solid fence or wall

Parks and Open Space

- Locate open space in a central location that serves all tenants
- Design open space that is easily accessible to employees
- Provide seating areas and other passive recreation facilities



Employee break seating area with shade structure.

Parks and Open Space

General Site Design

- Develop opportunities for pedestrian and multi-modal connections with parks and open space
- Design pedestrian connections internal to the development through sidewalks, trails, or connected open space
- Design secure on-site bicycle parking at all parks
- Provide shade structures in parking areas to reduce heat gain
- Provide on-site facilities for trash storage
- Provide trash cans throughout the site and along walkways for visitors to utilize
- Provide opportunities for active and passive recreation
- Provide benches and other forms of seating throughout parks and along walkways
- Incorporate existing unique or significant natural or historical elements into parks
- Provide trees with large canopies to provide more shade

Tribal

The following design guidelines are applicable to land abutting tribal lands:

- Provide a 100-foot landscape buffer. (May include recreation in the form of paved or natural trail connections.)
- Pathways should be provided to adjacent developments through natural corridors and/or other trails or sidewalk systems
- Bike racks and benches may be provided along paved or natural trails

CONCLUSION

The North Fernley Area Plan and the design guidelines have been created as separate yet interconnected documents. Working together, not only do they open a large area for potential future development, they provide a guide of how the area should look and feel. The creation of these documents is a big step forward for the City of Fernley as it prepares for future growth and the challenges that come with it.

CITY OF FERNLEY
RESOLUTION # 25-001

A RESOLUTION OF THE CITY OF FERNLEY FOR A COMPREHENSIVE MASTER PLAN ASSOCIATED WITH CASE NUMBER MPA24005, TO ADOPT THE NORTH FERNLEY AREA PLAN DOCUMENT AND ASSOCIATED DESIGN GUIDELINES FOR APPROXIMATELY 5,400 ACRES GENERALLY LOCATED NORTH OF INTERSTATE 80 BETWEEN EXIT 46 AND EXIT 50.

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

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

WHEREAS the Planning Commission held a public hearing on December 11th, 2024 and the City Council heard this item on _____; and

WHEREAS the proposed Master Plan Amendment would implement Goals LU1.3, LU1.4, LU1.6, and LU1.11 of the City of Fernley Comprehensive Master Plan.

NOW, THEREFORE, BE IT RESOLVED, that based on the discussion and findings provided in the staff report and/or testimony presented at the December 11th, 2024 Planning Commission and the _____ City Council meetings, that the North Fernley Area Plan and associated design guidelines be adopted as part of the City of Fernley's comprehensive master plan; and

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

RESOLUTION PASSED, APPROVED, AND ADOPTED this 11th day of December 2024, by the following vote of the Fernley Planning Commission:

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

By: _____

Date: _____

Jenni McCullar, Chairwoman

Attest By: _____

Date: _____

Brenda Gosser, Deputy City Clerk

RESOLUTION CERTIFIED this ____ day of January 2025, by the following vote of the Fernley City Council:

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

FERNLEY CITY COUNCIL

By: _____

Neal E. McIntyre, Mayor

Date: _____

Attest By: _____

Kim Swanson, City Clerk

Date: _____

CITY OF FERNLEY

North Area Plan



2025



Kimley»Horn



Acknowledgments

City Council

Mayor Neal E. McIntyre

Ryan Hanan, Ward One Councilmember

Felicity Zoberski, Ward Two
Councilmember

Stan Lau, Ward Three Councilmember

Albert Torres, Ward Four Councilmember

Joe Mendoza, Ward Five Councilmember

Planning Commission

Chairwoman Jenni McCullar

Vice-Chair Angela Lewis

Robert Flores

Tessa Garvin

Jacob VanderHeiden

Cody Wagner

Barry Williams Sr.

City of Fernley

Benjamin Marchant, City Manager

Lydia Altick, Deputy City Manager

Michele Rambo, AICP, Planning Director –
Project Manager

Consultant Team – Kimley-Horn

Blake Young, AICP – Project Manager

Ines Galmiche, AICP – Deputy Project
Manager

Devin Moore, PE – Transportation Lead

Jessica Rossi, AICP – Market Analysis Lead

Joseph Cuffari – Public Engagement Lead

Kimley»Horn

Thank You to All Engaged Fernley Residents and Stakeholders

TABLE OF CONTENTS

North Area Plan





Table of Contents

Acknowledgments2

Introduction7

 Plan Purpose7

 The Planning Process 9

 Plan Context.....10

 How to Use This Plan14

Community Engagement16

 Open House #1 and #2.....16

 Stakeholder Workshop and Meetings.....18

 Online Survey18

 First Graders Visit To City Hall.....19

Vision and Goals..... 21

Community Profile..... 24

 Demographics.....24

 Market Conditions.....27

Existing Conditions..... 31

 Challenges31

 Opportunities36

Future Land Use45

 Residential.....47

 Mixed Use (Residential/Commercial)..... 49

 Industrial.....50

 Open Space and Recreation51

 Public Facilities.....52



Transportation and Connectivity	55
Overview	55
Walking	56
Cycling	56
Driving	57
Truck Traffic	57
Water Capacity	60
Current Demand	60
Available Water Resources	60
Treatment Plant	61
Pump Station	61
Transmission Main	61
Water Storage	61
Pressure Zones	65
Distribution	65
Fiscal Impact Analysis	66
Overview	66
Implementation Plan	69
Potential Funding Mechanisms	70
Implementation Matrix	71



INTRODUCTION
North Area Plan





Introduction

Plan Purpose

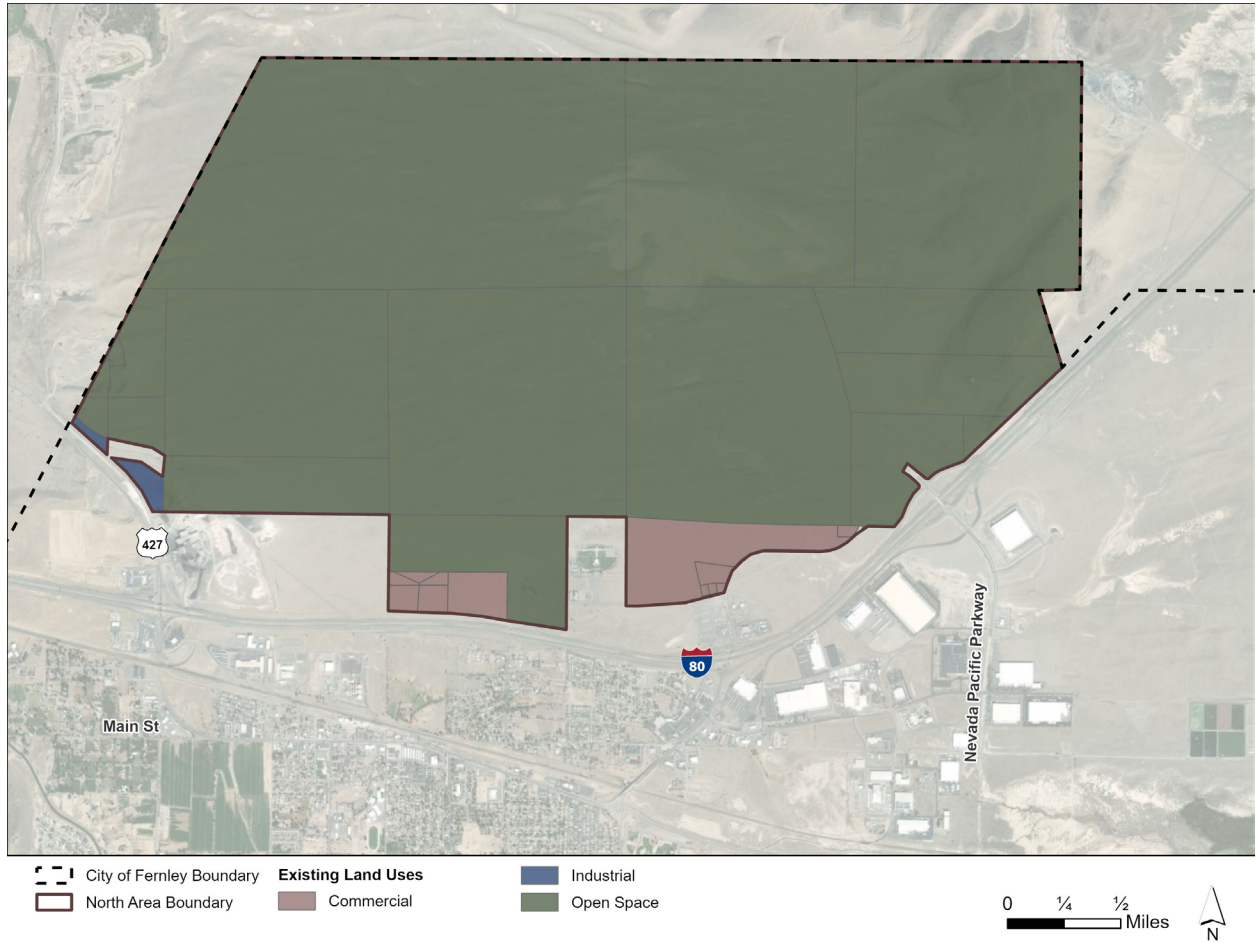
In 2018, the City's Comprehensive Master Plan was adopted with a vision for the City of Fernley. The Master Plan identified three future development areas – North Area, Southwest Area, and South Area. These areas are the largest remaining developable areas in the community and will play a key role in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

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

An Area Plan allows for careful planning and implementation, in coordination with the community and stakeholders, which is particularly important when considering intense growth as anticipated in Fernley and the size of the project area (approximately 5,400 acres of largely undeveloped land). This Area Plan works in conjunction with the Fernley Comprehensive Master Plan and current development plans, and it establishes the specific vision and objectives to transform the North Fernley area into a large master planned community with vast employment opportunities, supporting commercial services and a diverse range of housing types.

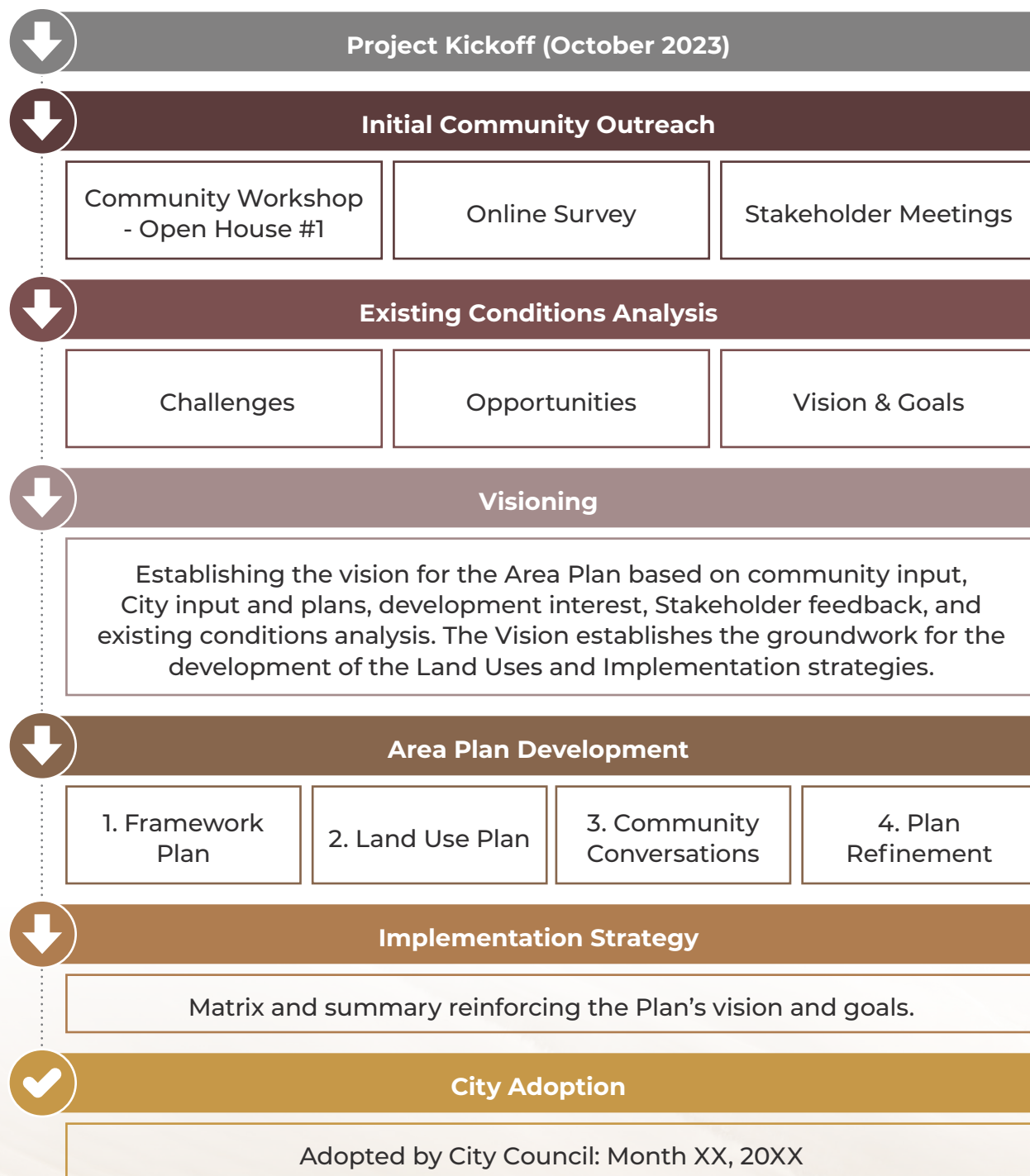


Figure 1. Planning Area Map





The Planning Process





Plan Context

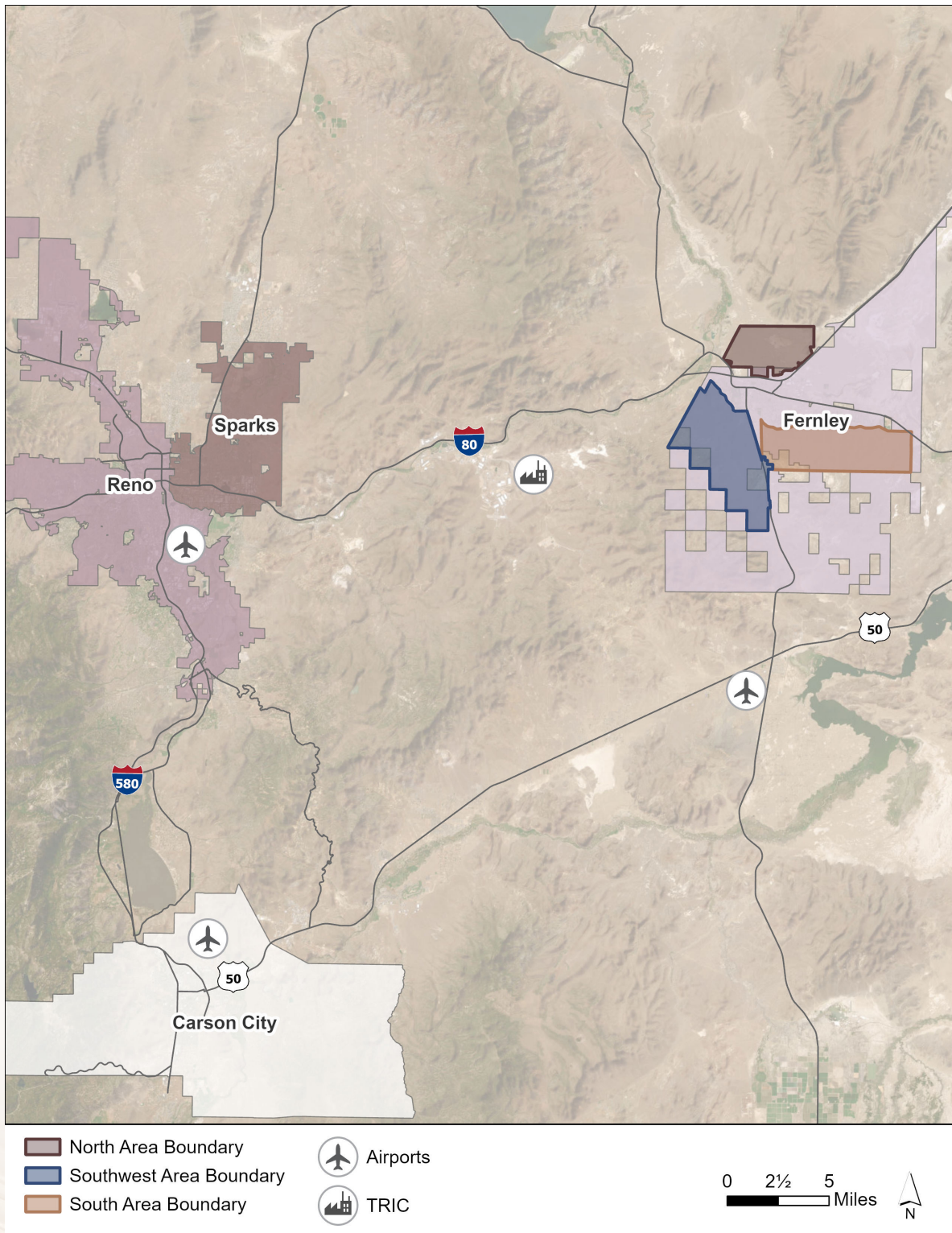
REGIONAL CONTEXT

The City of Fernley is located along the western edge of the State of Nevada, approximately 30 miles east of Reno, and approximately 77 miles northeast from South Lake Tahoe in California. Fernley is part of Lyon County, which is home to a population of about 59,235 residents, according to the 2020 U.S. Census.

Fernley rests in the Great Basin Desert, which extends from Salt Lake City to Reno. The semi-arid environment is one of the region's most valuable resources, with an average elevation of approximately 4,200 feet and surrounding mountain ranges rising to 10,000 feet. The average annual rainfall is five inches with generally no air quality problems or severe winter snow conditions. There are several lakes and rivers throughout the region, as well as federally-owned land (Bureau of Land Management – BLM) that checkerboards the landscape and provides abundant opportunities for outdoor recreation and scenic vistas.



Figure 2. Regional Context Map





EXISTING PLANNING INITIATIVES

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

- 2017 Parks Master Plan
- 2018 Comprehensive Master Plan
- 2019 Community Assessment
- 2020 Development Code
- 2020 Transportation Master Plan
- 2022 Water Master Plan

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

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

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

FEDERAL LANDS BILL

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

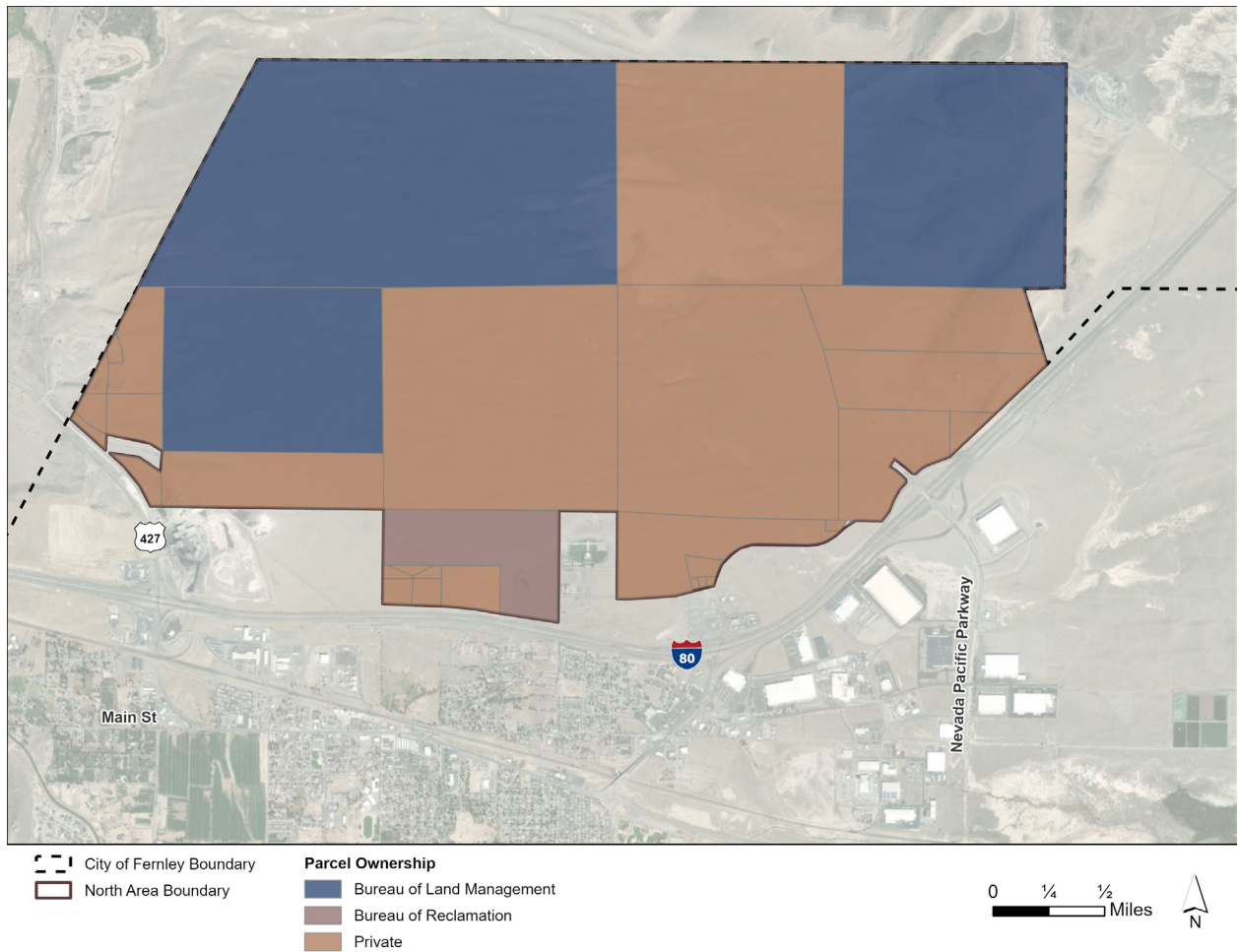
On November 2, 2016, a memorandum of understanding (MOU) was executed which establishes a relationship between BLM and the City regarding their respective roles, responsibilities, conditions, and procedures for land conveyance, which includes compliance with the National Environmental Policy Act (NEPA),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

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

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



Figure 3. Parcel Ownership Map





How to Use This Plan

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

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

Prospective applicants should consult this Area Plan to be well informed on what uses are permitted within the Area, and subsequently should refer to the design guidelines for more direction on what will be expected for any new development. City and elected officials will refer to this Plan and the Design Guidelines when reviewing project applications to ensure consistency.

TELL US YOUR THOUGHTS

PLEASE WRITE ON A STICKY NOTE AND PLACE BELOW

How will this development prevent or educate people about illegal dumping on BLM land?

Will the development require xeriscaping? Low water landscaping will it blend in with high desert environment? Or it look out of place with lots of green

I understand NDM will not install stoplights without an approved city plan - but we already need stoplights on US-95 in town...

There Needs to Be a traffic light on 95A when High School gets out you can't turn left

Will this plan restrict access to the Blm land west of the proposed development?

I live in PA-3 And I'm concerned with water, traffic and just being close to my home. If they build Medans Housing 6.50 close to my home.

Would love to have a grocery store in the Sage estate area along with the gas station but I'm not sure. Has another road to go out of since currently the only way out is to go back out. Pretty weird.

We should work on our infrastructure and make this a weather community. This ideal plan just makes Fernley a suburb of Reno. -Bad Idea

What does the Pyramid Lake Paiute Tribe think of this proposed development going all the way to the reservation boundary? -There

Along the Truckee Canal, north of Sage to, please have residents keep area in good order.

Est Ann I do think this new development will be a good thing for our community. I think it would make people just making money there & enjoying so do our community. BAD!!

Southwest Meadows SUB Division
• Traffic
• Odors from animal manure
• High Speed
• Speed limit already 65 mph
Reduce Speed from 65 to 40 mph

Short Substation? Urgent Care? Cabins? Stop lights & high speed waiting trails for dogs?

Where is the water for this development going to come from?

Leave this town alone. No apartment No commercial People here because its small keep small

Would like a more formal (sidewalk) entry so all the locals can hear everyone's concerns. And maybe add on their other concerns.

If we wanted Reno, we would live there

Don't want this - my neighbor is going to become dangerous with the traffic what about children

Will the City require some sort of quarantine from a proposed development so land is not bladed (all vegetation removed) and then nothing happens for several years - like

The Truckee River is a Traditional Cultural Property for the Keno-Sparks Indian Colony. Crossing the Truckee River with the proposed bypass

No light at intersection of High School and PA-6

PA-6 Median barrier creating low density is problematic. Would prefer more low density here.
Access issues - PA light is already a bottleneck. Need alternate routes before developing any of the area.

no bypass

Will this development restrict wild horse access to the Truckee Canal/Truckee River?

Move PA-6 + PA-5 by PA-15 and the School

PLEASE provide access to public lands for recreation & the horses!

Move Highway Median to the right

Move PA-6 + PA-5 further out





Community Engagement

The North Area Plan's engagement process encouraged the community to get involved in the progression of the Plan and provide as much feedback as possible to create a cohesive vision that truly reflects the community's goals for future growth. This process built upon the preliminary input from the stakeholder's workshop and public open house, unfolding as a continuous and evolving process that utilized several methods of communication and interaction over the course of the year. As a result, this Area Plan represents a true community planning initiative that brings together various perspectives and goals. Key themes that emerged throughout the process are:

- A desire to protect the Pyramid Lake Paiute Tribe from pollutive uses and inclusion of a buffer on the western boundary of the Area Plan.
- A desire for more attractions, entertainment, restaurant, and retail options in Fernley, with the North Area as a Mixed-Use Town Center.
- Protection of the California trail as a historical asset.
- Strong interest in a medical facility.
- A concern for water conservation with increased development.
- Importance of maintaining open space, ATV roads, and hiking trails for recreation and athletic events.
- Concerns for traffic flow and desire for improved multi-modal access and connectivity.
- Need to integrate commercial, retail, and public services into the North Area rather than solely industrial uses.



Open House #1 and #2

On January 16, 2024, the City held a public open house with the intent of focusing conversation on the community's vision and values, land use, and overall future of the areas. In total, 73 people attended. This initial event was facilitated through open-ended conversations with several interactive boards and maps that helped reveal residents' goals and concerns surrounding development and growth in the North Area.

[illegible]



Stakeholder Workshop and Meetings

An initial stakeholder workshop took place on January 16th, 2024. This workshop was intended to introduce the project team to local influencers and decision makers to develop an initial understanding of the community, current development interest, existing site and market conditions, and the overall community vision. Between January and June 2024, the planning team held one-on-one meetings with stakeholders to receive preliminary thoughts on development throughout the area. Stakeholders included property owners, local businesses, community leaders, residents of adjacent properties (including the Pyramid Lake Paiute Tribe), and prospective developers.



Generally, stakeholders the planning team met with were interested in opportunities for mixed uses along I-80 and less through truck traffic through Fernley's main street, which might facilitate better access points to Fernley for both locals and visitors. More housing variety, clear bike and pedestrian trails that complement the California Trail, and water conservation were also priorities discussed. The Pyramid Lake Paiute Reservation expressed a desire for a buffer between proposed uses and the reservation boundary, as well as maintaining air and water quality as the North Area develops.

Online Survey

In addition to Stakeholder meetings and Open Houses, the City facilitated online surveys to gather more feedback and insight from a broader group of citizens. The surveys were advertised on Facebook, the City's website, and at City Hall to encourage active participation. Between December 22, 2023, and April 18, 2024, the City of Fernley collected and synthesized the survey responses from the community. The survey was intended to collect preliminary thoughts surrounding development and community needs – within Fernley as a whole and within the North Area.

A total of 136 people contributed their feedback in the five months the survey was available. The majority of respondents were homeowners, had lived in Fernley for at least 6 years, and represented a wide age and income range. Respondents generally



valued Fernley's access to open space, were concerned about overcrowding and water sustainability, and overwhelmingly wanted to see improved traffic circulation over the next 20 years. The majority of respondents support future development within the City to create more businesses and services.

Specifically, the City asked survey respondents what types of businesses and services they would like to see most to attract both visitors and locals. The following summarizes the top five reoccurring responses:

- 1** National chain retail and generally more shopping options
- 2** Restaurants
- 3** Entertainment diversity and attractions for kids
- 4** Grocery stores and bulk food stores
- 5** Medical offices/services and a hospital

Other key themes from respondents include a desire for multi-modal access and connectivity, a mixed-use town center, enhanced open space and recreational facilities, and concern about access to water. A summary of survey responses is provided in **Appendix A**.

First Graders Visit To City Hall

On Friday, April 26, 2024, two classes of first graders visited City Hall and participated in a planning exercise suggesting land uses for the North Area Plan. The children used post-it notes to suggest where three uses should be located based on the Area Plan's parcels:

- Yellow – residential
- Blue – parks
- Pink – commercial

The group of children recommended a buffer of parks in the north-west section of the Area, along the reservation boundary. They also suggested a variety of uses throughout – steering clear of concentrating one singular use.



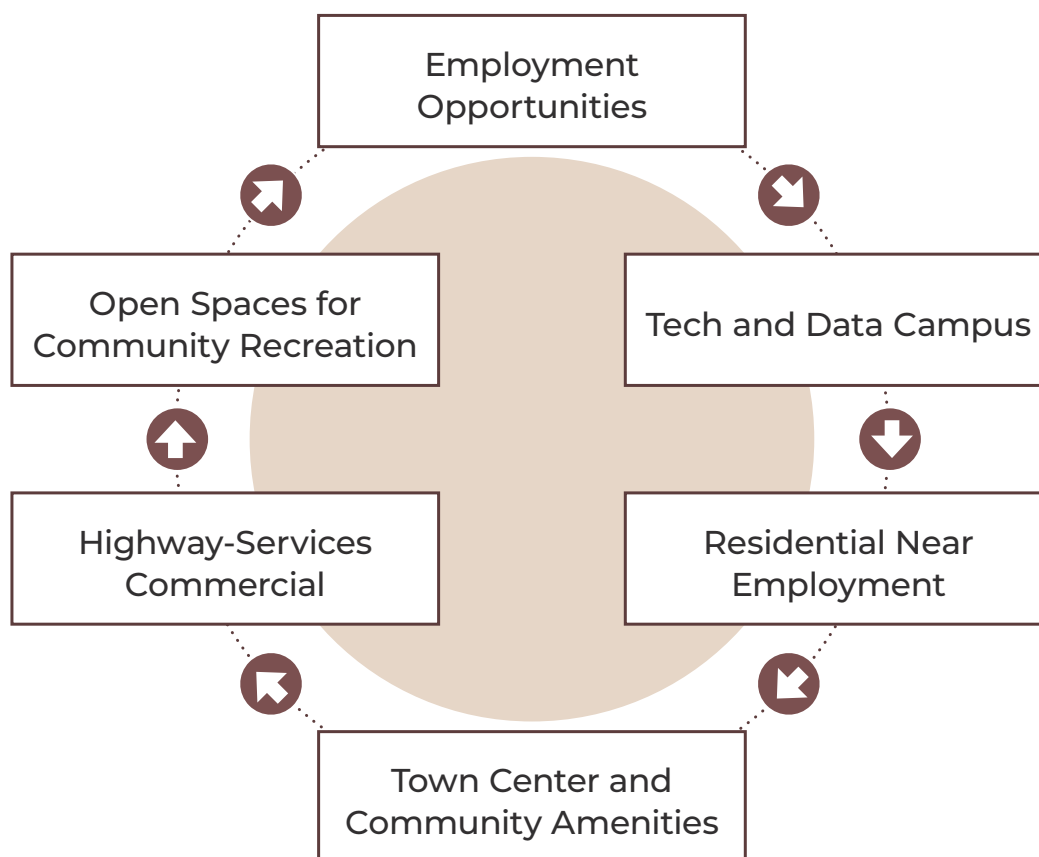
VISION AND GOALS

North Area Plan





Vision and Goals



GOALS

Land Use

Facilitate and promote orderly development.

Encourage compatible mixed-use development that results in decreased travel time and increases access to resources.

Promote housing development that meets the needs of all segments of the community.

Protect the Pyramid Lake Paiute Reservation by mitigating impacts of development.

Mitigate natural hazards from land uses through appropriate site design and review standards.



Infrastructure

Encourage safe, efficient, and multi-modal transportation.

Require developments have access to adequate resources, infrastructure, and public services.

Facilitate a transportation and circulation system that alleviates and mitigates traffic associated with land uses; including the movement of goods to/from industrial sites in a manner which does not contribute to traffic congestion.

Create a safe and welcoming environment for the existing Fernley community, future residents, and visitors.

Recreation/ Open Space

Expand and diversify recreational opportunities.

Protect the Historic Preservation Easement and promote it as a visitor destination.

Promote active transportation as a form of recreation via the multi-use path.

Economic Development

Advance the economic well-being of Fernley.

Expand Fernley's employment opportunities and attract new businesses and corporations that will grow the city's economy.

Attract business from I-80 travelers by providing retail, restaurant, and commercial opportunities within convenient access from the highway and through clear signage.

Facilitate the creation of "third place[s]" through the town center and mixed-use areas – creating a place for people to go and spend quality time between work and home.

Establish Fernley as an employment hub with access to high quality jobs and affordable living.

Implementation

Maintain consistency with other City Planning documents and the community's vision.

Pursue a variety of funding opportunities to complete the needed improvements and facilitate development of the planning area.

Maintain existing relationships and establish new partnerships amongst agencies, neighboring jurisdictions, stakeholders, and the community.



COMMUNITY PROFILE

North Area Plan





Community Profile

Demographics

Figure 4. Planning Study Area

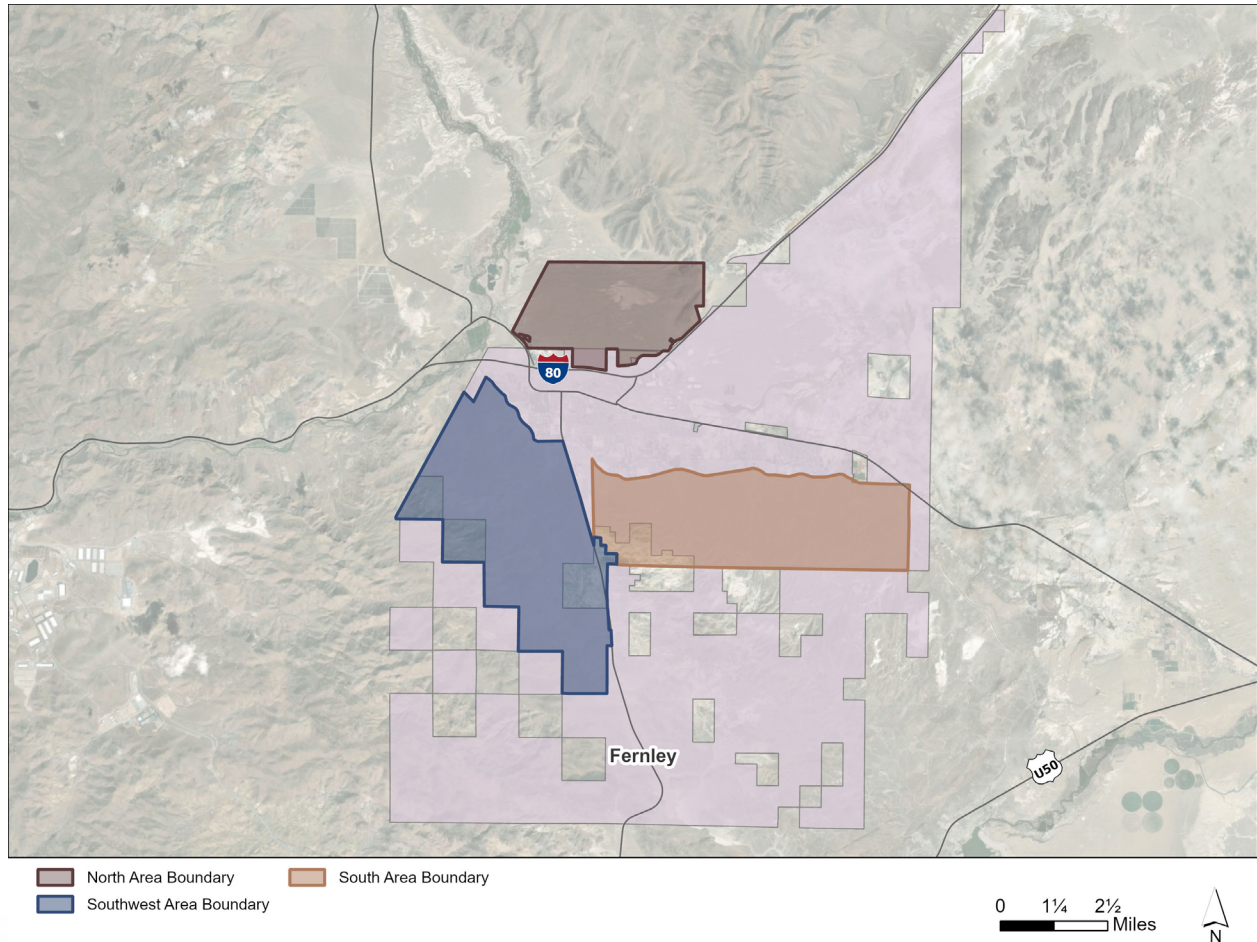
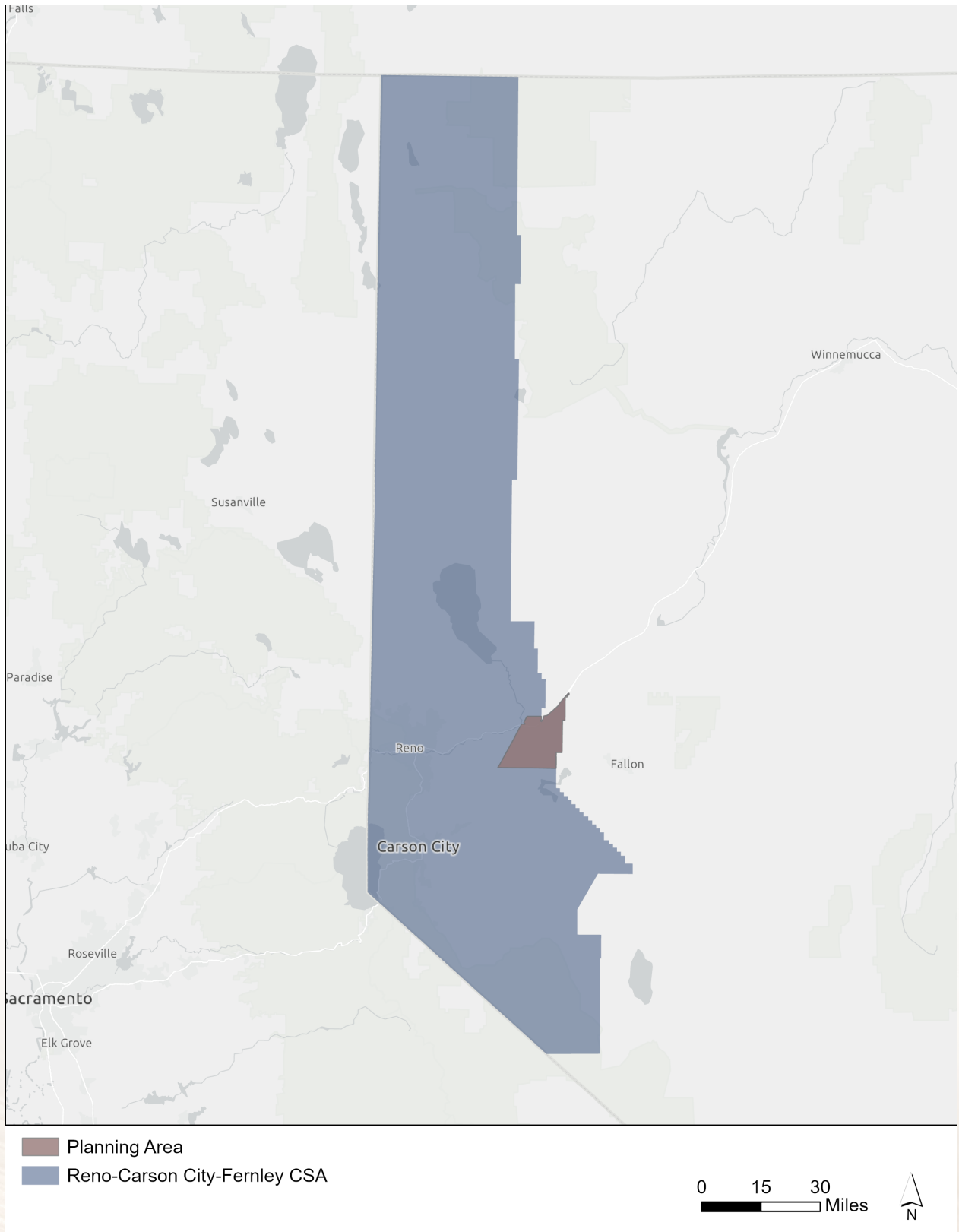
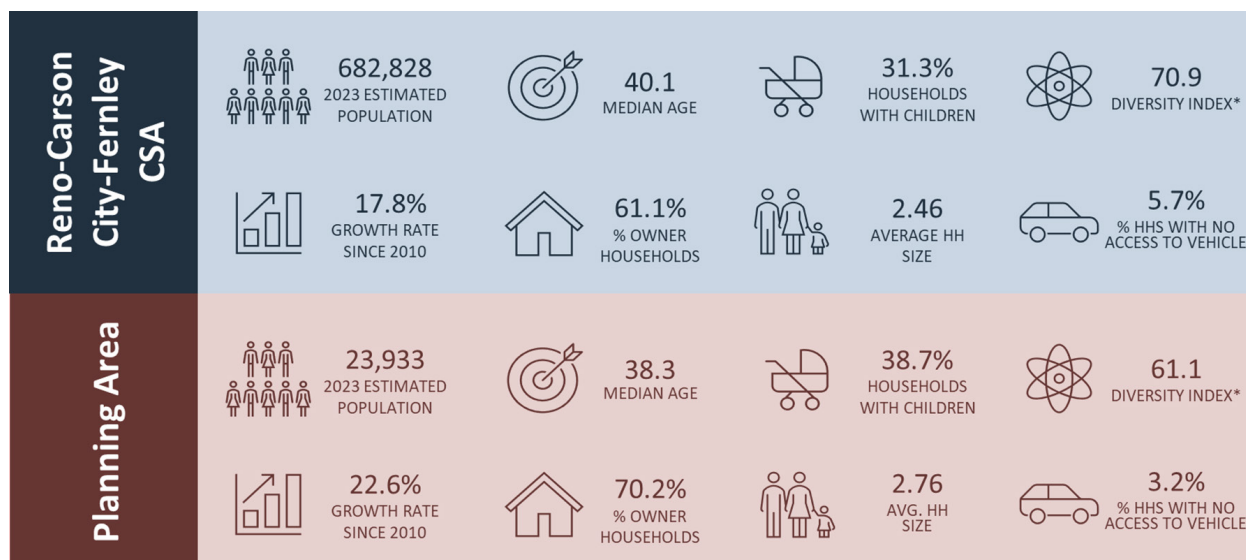




Figure 5. Planning Study Area and CSA



**Figure 6.** Demographic Summary

Population

The planning area¹, pictured in **Figure 3**, contains 23,933 people with a median age of 38.3 years old. The largest racial group is white with 73% of the population. Fernley is considerably less diverse than the Reno- Carson City-Fernley combined statistical area (CSA) holding a diversity index of 61.1 versus 70.9 for the CSA. The population has experienced a 22.6 percent growth (1.6% per year) since 2010, 4.8 percent higher than the CSA.

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



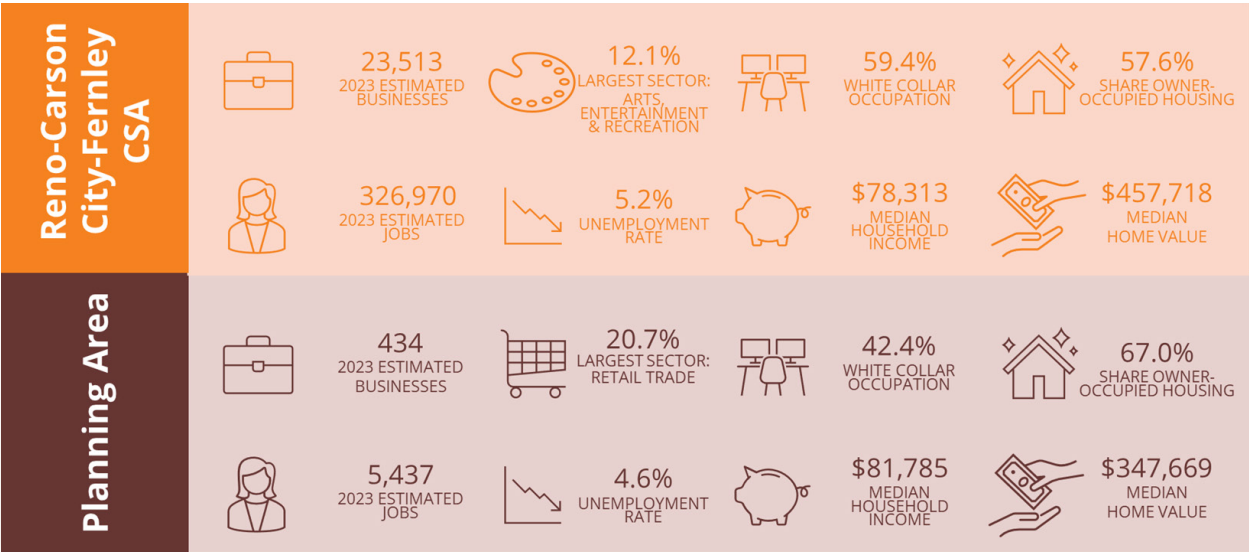
Education And Earnings



Fernley’s education attainment levels are notably lower than the CSA, with fewer people holding bachelor’s or master’s degrees and more with only a high school diploma. Median income in the planning area is \$81,785, about \$3,000 more than the CSA, with the largest income group being those making \$100,000-149,999. The planning area’s income earnings are concentrated in middle brackets, with less people earning below \$50,000 or above \$150,000 than the CSA. Lower educational attainment and a higher median point to a strong middle class of service and trade workers, aligned with the area’s largest employment sectors being retail trade, hospitality, and manufacturing. However, the planning area currently lacks high paying, white collar jobs, which mostly exist in the Reno metro area.

Market Conditions

Figure 6: Economic Summary





Market Analysis Summary

The planning area's economy is defined by its proximity to Reno and Lake Tahoe, as well as a large existing and growing industrial sector. The retail trade sector is the largest employment group, employing 20.7% of total employees. The area is surrounded by large factories and distribution centers for companies including Apple, Tesla, Polaris, and Walmart. The upcoming completion of the Nevada Commerce Center and its 1,100 industrial jobs is the latest example of the area's planned job growth and fruitful market for warehousing and distribution. The planning area presents a cheaper yet proximal location to Reno and nearby employers, making it a bedroom community for residents—where 7,904 workers commute out of the planning area for work, far more than the 2,644 who commute in and the 2,217 who work and live in the planning area. Those living in the planning area and commuting to places such as Reno and Sparks capitalize on the area's lower housing prices where the median home price is \$369,154, well below the CSA's \$504,449. Recent housing development trends reflect the market's comparatively low prices and proximity to employment and tourism, showing 60.5% of existing housing inventory constructed since 2020. The current housing stock of the area is 80.6% single family, which will likely change as multi-family inventory is expected to increase by 230% by 2027, adding 1,167 units. In addition to housing and industry, there is recent growth in the hospitality industry for tourists heading to Reno, Lake Tahoe, and further along I-80 into California. The hospitality industry's growth is evident in the upcoming addition of four new economy class hotels over the next four years, adding 361 new rooms, or a 143% increase over the current stock. All these factors lead to retail trade being the largest employment sector at 20.7 percent of total employees.



Figure 7: Employment locations for planning area residents

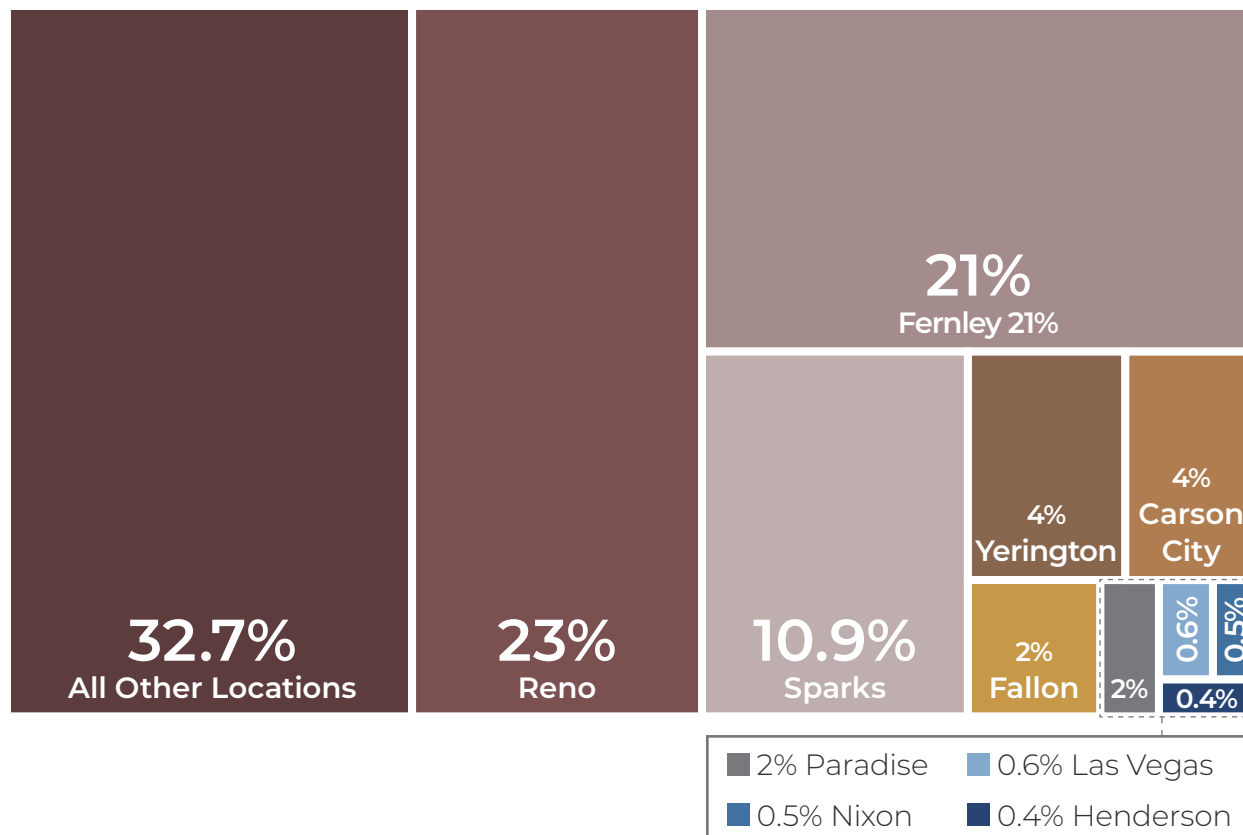


Figure 8: Commuting in the planning area





EXISTING CONDITIONS

North Area Plan





Existing Conditions

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

Challenges

TOPOGRAPHY

Historically, development has occurred in Fernley across the flat lands along the Truckee Canal and transportation routes. The Virginia Range is located at the center of the City – south of I-80 – and a number of additional ranges surround Fernley to the north: Truckee Range to the east and Pah Rah Range to the west. The Truckee Range begins in the northeast corner of the North Area Plan, which includes the Fortymile Desert.

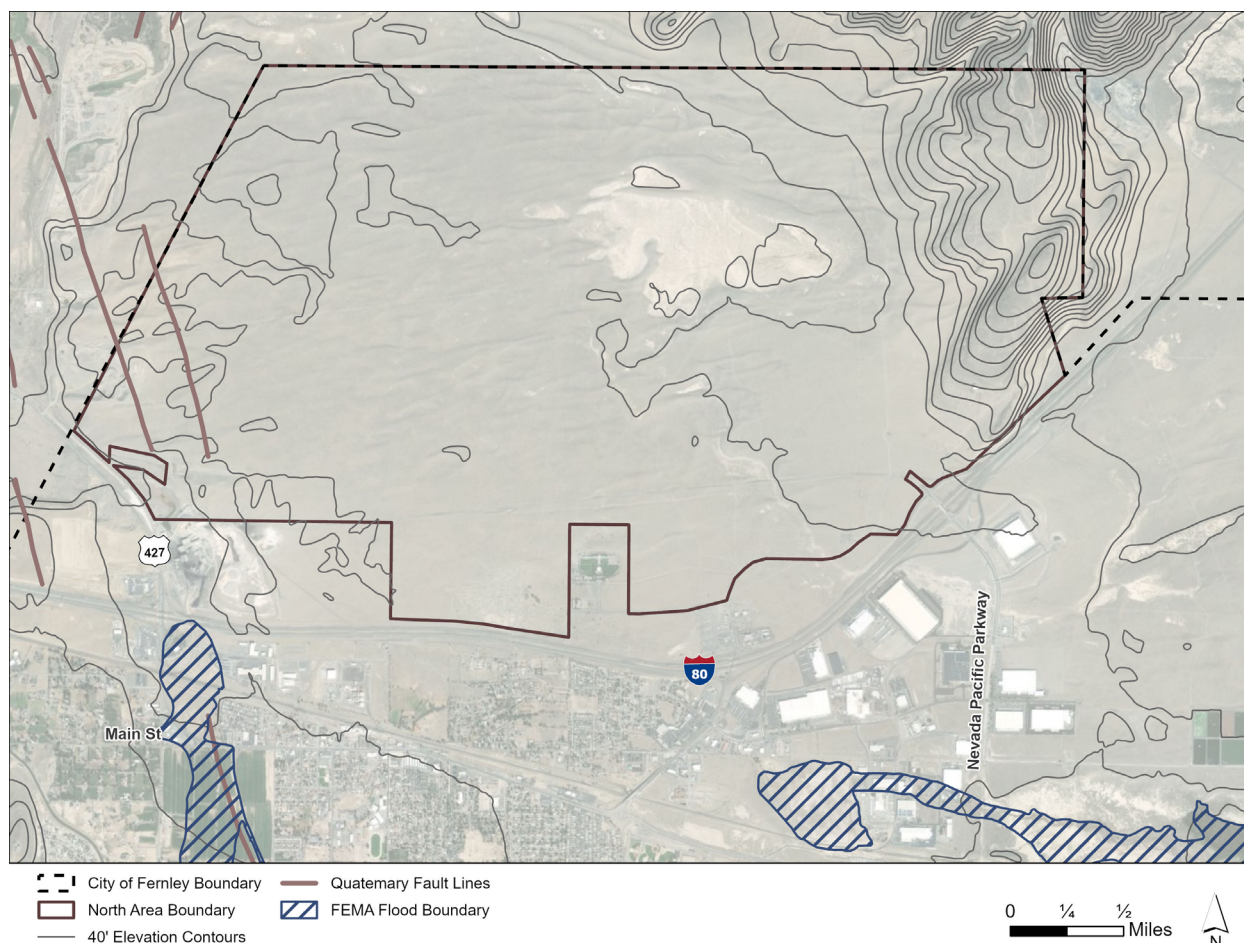


Topography will play a minor role in the development of the North Area Plan in comparison to the Southwest and South Area Plans which overlay the Virginia Range. However, slopes remain a particularly important factor when considering site access and development potential for large scale building formats. Slopes on the eastern and western boundaries may create a challenge for developing an accessible connection to Hill Ranch Road, NV-427, and across I-80, particularly for large trucks carrying goods and products to/from industrial sites.

The Fernley Development Code allows development on slopes up to 15% and limits development on slopes in excess of 15%. With the exception of the Northeast corner, slopes do not exceed 15% in the North Area Plan.



Figure 7. Elevation, Flood, and Fault Lines Map



Geologic Hazards

Geologic hazards include earthquakes, floods, landslides, mudslides and snowslides. In Fernley, seismic activity and stormwater management are the only two hazards with greater potential risk.

Seismic Activity

Western Nevada has had a seismically active history. Risk zone mapping prepared by the Governor's office indicates that most of western Nevada, including Fernley, falls in Seismic Risk Zone 3 and that major damage could occur during an earthquake. **Figure 7** illustrates the location of different fault lines in the Plan Area: Holocene, Pleistocene, and Lineaments. Proposed development in these, or other confirmed areas, will need to proceed based upon the recommendations of a detailed fault study.



Stormwater Management

No FEMA Flood risks have been identified in the North Area. However, the City is susceptible to flash floods during heavy rains and extreme weather events. The North Area may be at higher risk due to its location at the base of the Truckee Range. A detention basin, located towards the center of the Area Plan may assist in collecting stormwater runoff to protect developments once constructed. Potential exists to convert the detention basin into a retention basin for water collection and an outdoor recreational amenity space for surrounding land uses.

Existing Infrastructure

The North Area is entirely vacant of buildings; no existing uses exist within the area other than a water storage tank and various utilities infrastructure. Utilities infrastructure includes long range transmission lines and a step-up substation. These are located mostly along the southeast portion of the area. These uses may not be a constraint to surrounding development in the area, but they do decrease the buildable acreage of particular parcels.





Accessibility

The North Area is primarily accessible from the southern limits, though additional potential connections are possible on the southeastern and southwestern corners.

Due to the Area's size and location between the foothills and I-80, land access is currently constrained and will require a major east-west corridor connection between NV-427 and Nevada Pacific Parkway. The North Area is also located directly adjacent to the Pyramid Lake Paiute Reservation. This will require coordination with the Tribe to plan for connected road access. Additionally, the slope grade increases to the west. While it is not as steep as the hillside located on the eastern edge, the grade and the coordination with the Tribe provides added challenges that must be considered when planning for circulation



Conservation and Water Resources



The challenge for Fernley is to balance conservation of its important scenic and natural resources while fulfilling the needs of its existing and future residents by promoting commerce. The city's water supply primarily comes from groundwater wells, supplemented by water stored in upstream reservoirs through a contract with the US Bureau of Reclamation. The City is committed to water conservation and has developed a conservation plan in compliance with federal regulations. The City has also entered into an agreement to manage water usage from the Truckee Canal.

More information on conservation and water resource conditions in Fernley is available in the Fernley Water Resource Plan adopted in January 2020. See the Water Capacity section for more information.

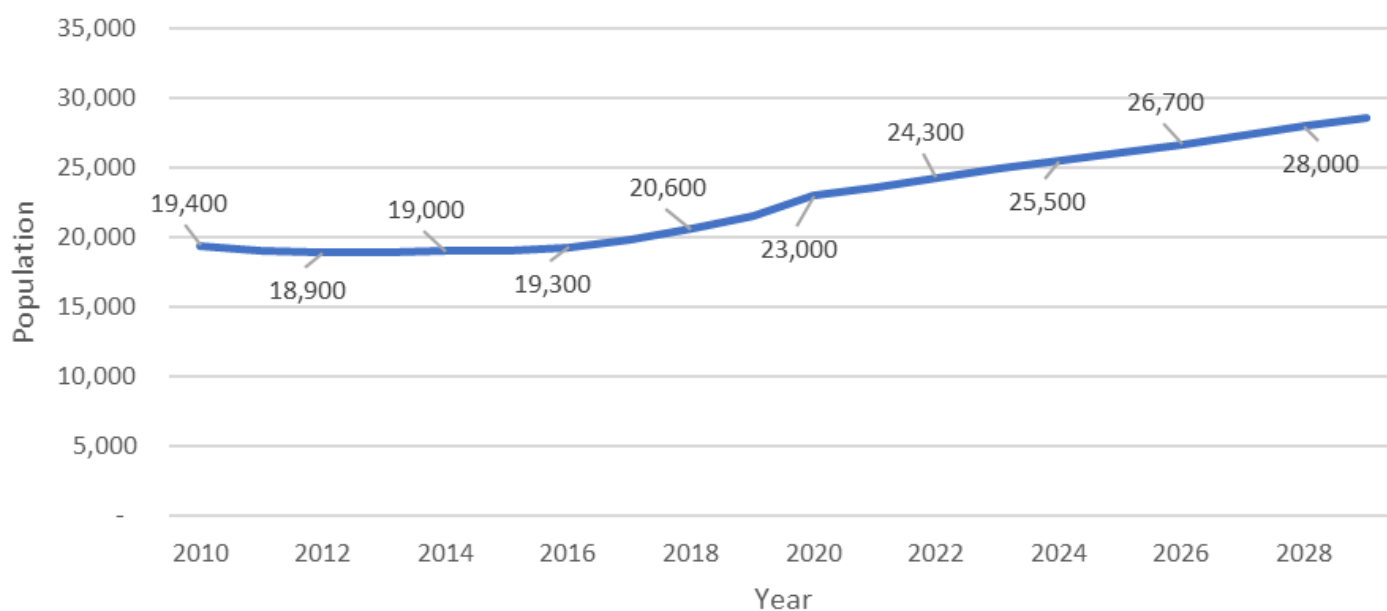


Opportunities

Growing Population

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

Figure 8. Past and Projected Population Growth



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



Existing Public Resources

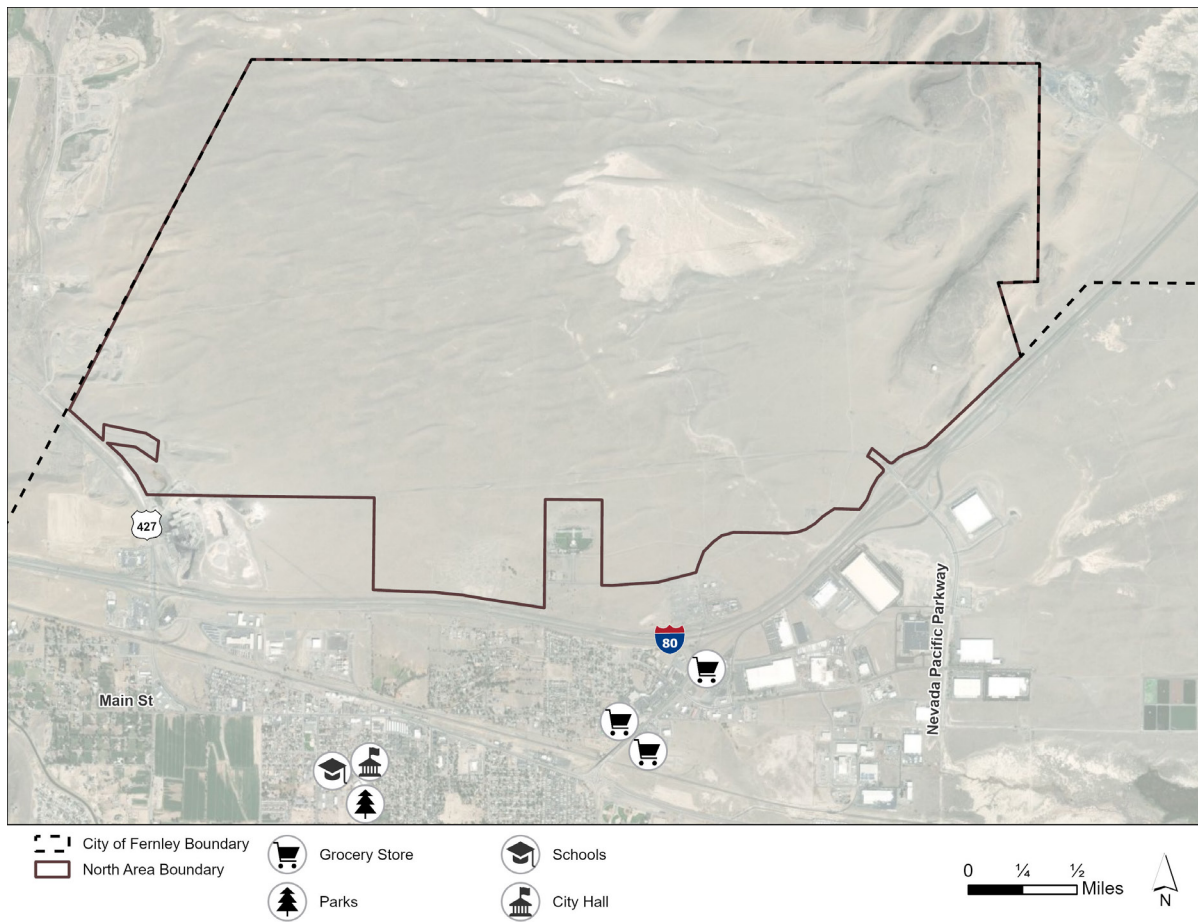
Fernley provides a number of public resources and amenities for residents and visitors, including:

- Public parks
- Dog parks
- Public library
- Community center
- Senior center
- Fernley swimming pool
- Public schools (elementary, middle, and high schools)





Figure 9. Community Resources Map



Surrounding Uses

Existing uses adjacent to the North Area Plan include the Northern Nevada Veterans Memorial Cemetery, a gas station and highway-serving businesses, as well as a cement manufacturer.

The North Area region is well suited for businesses and industries that benefit from convenient access to the highway and the railroad line located just south of I-80. The I-80 Highway provides an extensive connection from Fernley west to San Francisco and east to Chicago. This may primarily benefit manufacturers, distribution warehouses, and data centers.





Highway I-80 also creates an opportunity for commercial uses providing services and retail for travelers. Gas stations, shopping centers, restaurants, and convenience stores may provide the most benefit to visitors.

Recreation and Open Space

While no official roads are paved through the North Area, a number of informal gravel and dirt trails already exist throughout. These trails provide the community with recreational off-roading, motocross and dirt-bike racing, mountain biking, trail running, and hiking. There are opportunities to retain and enhance existing trail networks in the North Area while still encouraging new development, especially in the northeast section with steep slopes and beautiful mountain views to the west.





California National Historic Trail

Cutting directly through the North Area is the California National Historic Trail which led over 250,000 emigrants to California for the gold rush and farmland between the 1840s and 1850s.

Figure 10. California National Historic Trail Map



Source: National Park Service

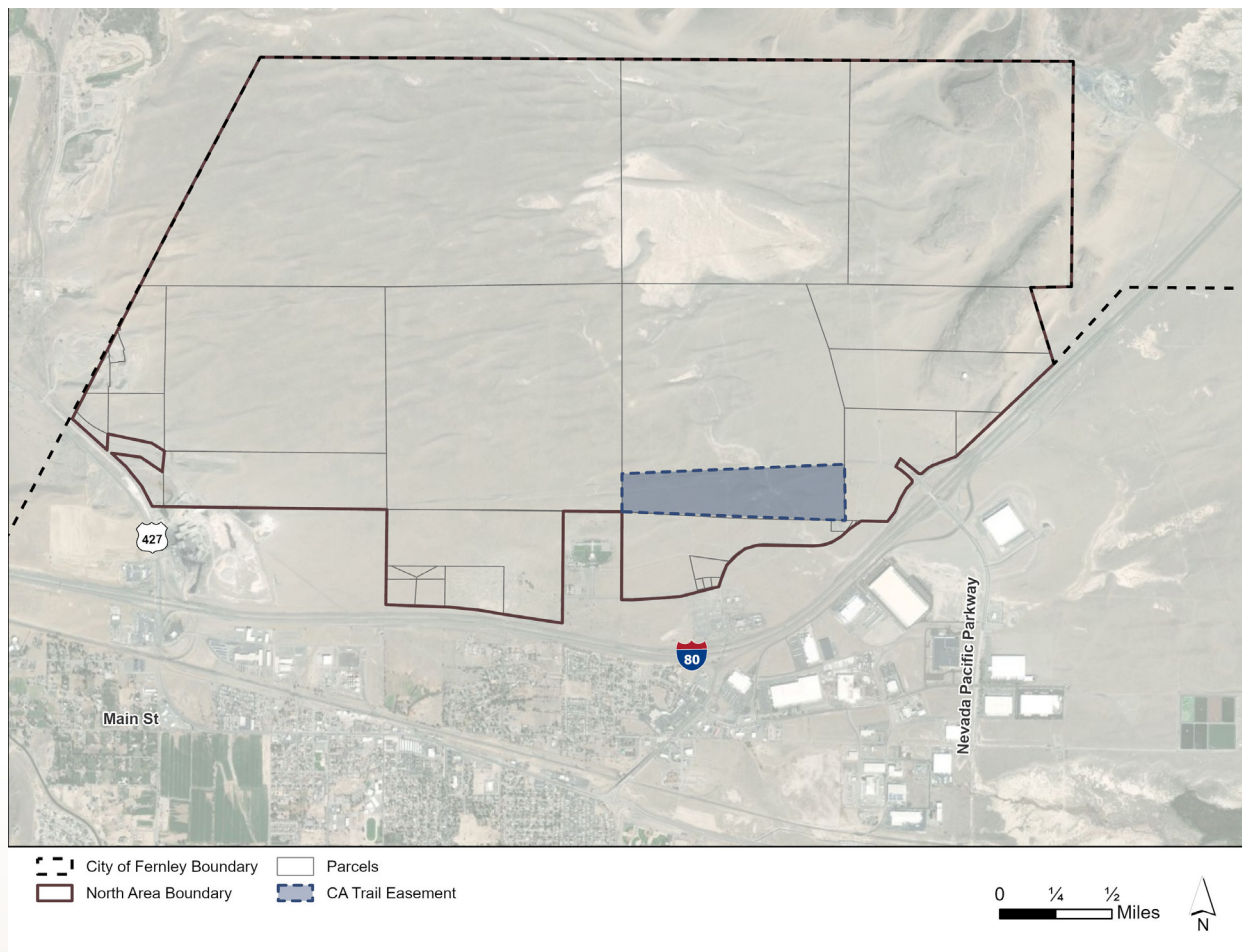
The following description comes from the California Trail Center:

“The last seven miles at the end of the Forty-Mile Desert was through dunes of soft sand that mired wagons pulled by exhausted and often collapsing stock. Many diaries of the time called this the hardest travel of the entire California Trail. Between 1849 and 1860, the passage of thousands of emigrant wagons wore deep trenches (swales) in the soft sand that are visible today. These ‘Fernley Swales’ are among the best examples of deep sand swales along the entire California Trail.”



A Historic Preservation and Access Easement was created in a section of the southeast corner of the plan area in 2001 to preserve a portion of these swales formed by wagons travelling on the California Trail. See **Figure 12** and the Land Use Plan on page 46 for details on the location and size of the easement. Where possible, the development of the North Area Plan should consider preserving additional portions of the Fernley Swales and provide accessible public viewing areas to acknowledge the history of Fernley. This condition presents both an opportunity to leverage the historical trail for recreation and tourism, and a challenge to ensure that development does not encroach on the easement.

Figure 11. Historic Preservation Easement for the California Trail





Vacant Land

Vacant land allows for greater development opportunities without needing to consider existing uses and businesses – and vacant land of this magnitude is additionally advantageous. With over 40% of the land in the North Area owned by the Bureau of Land Management and set for conveyance to the City, there is unique potential for the City to facilitate desired land uses on these vacant parcels for a public purpose. However, over half of the land in the North Area is privately owned. This adds a level of complexity to coordinate with property owners and individual development interests.

Regional Industries

Regional industries are an important opportunity as they may indicate potential interest for development in the Plan Area. As of 2021, regional industries were fairly similar across local jurisdictions

Reno

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

Silver Springs

- Transportation and warehousing
- Construction
- Retail trade

Sparks

- Retail trade
- Health care and social assistance
- Manufacturing

Fallon

- Health care and social assistance
- Construction
- Retail trade

Carson City

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

Fernley

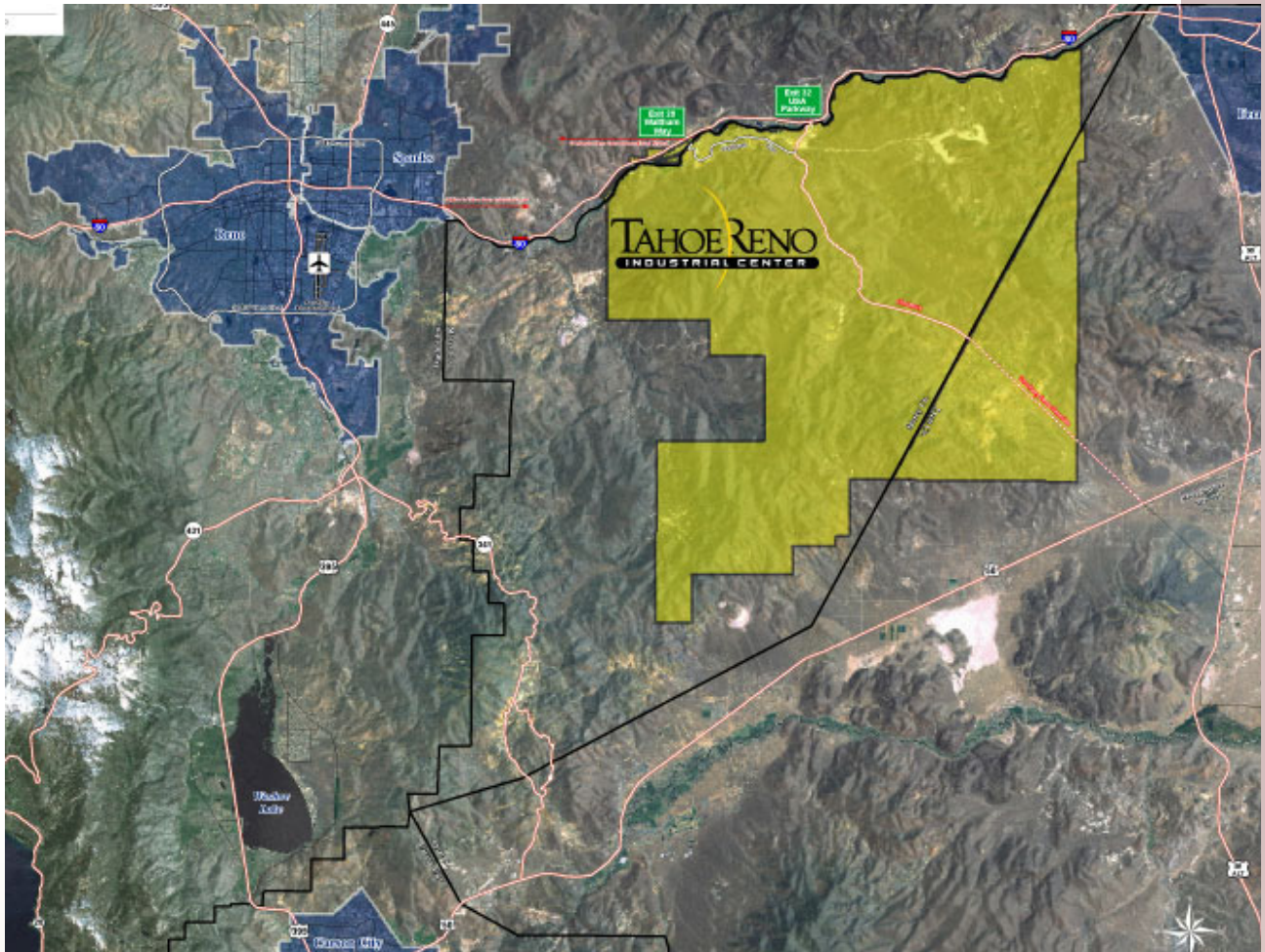
- Manufacturing
- Retail trade
- Health care and social assistance



Tahoe-Reno Industrial Center (TRI)

Industrial development throughout the region has experienced the greatest amount of interest from developers over recent years. Fernley itself has welcomed several industrial sites just southeast of I-80, and just west of Fernley is the Tahoe-Reno Industrial Center (TRI) – the largest industrial park in the world. TRI is home to the Tesla Gigafactory, Blockchains, Switch, and Google. Industry types at TRI include distribution, manufacturing, and data centers.

Source: Tahoe-Reno Industrial Center





FUTURE LAND USE

North Area Plan





Future Land Use

An effective and realistic land use strategy enables the City to partner with public, private, and community sectors to shape the physical character and design of the North Area. **Figure 12** demonstrates a land use plan that can help bring the community's vision and goals for both the North Area and Fernley as a whole to life. This land use strategy was formed through community dialogue and integrates existing plans, economic feasibility, and infrastructure capacity to shape the future development of the area.

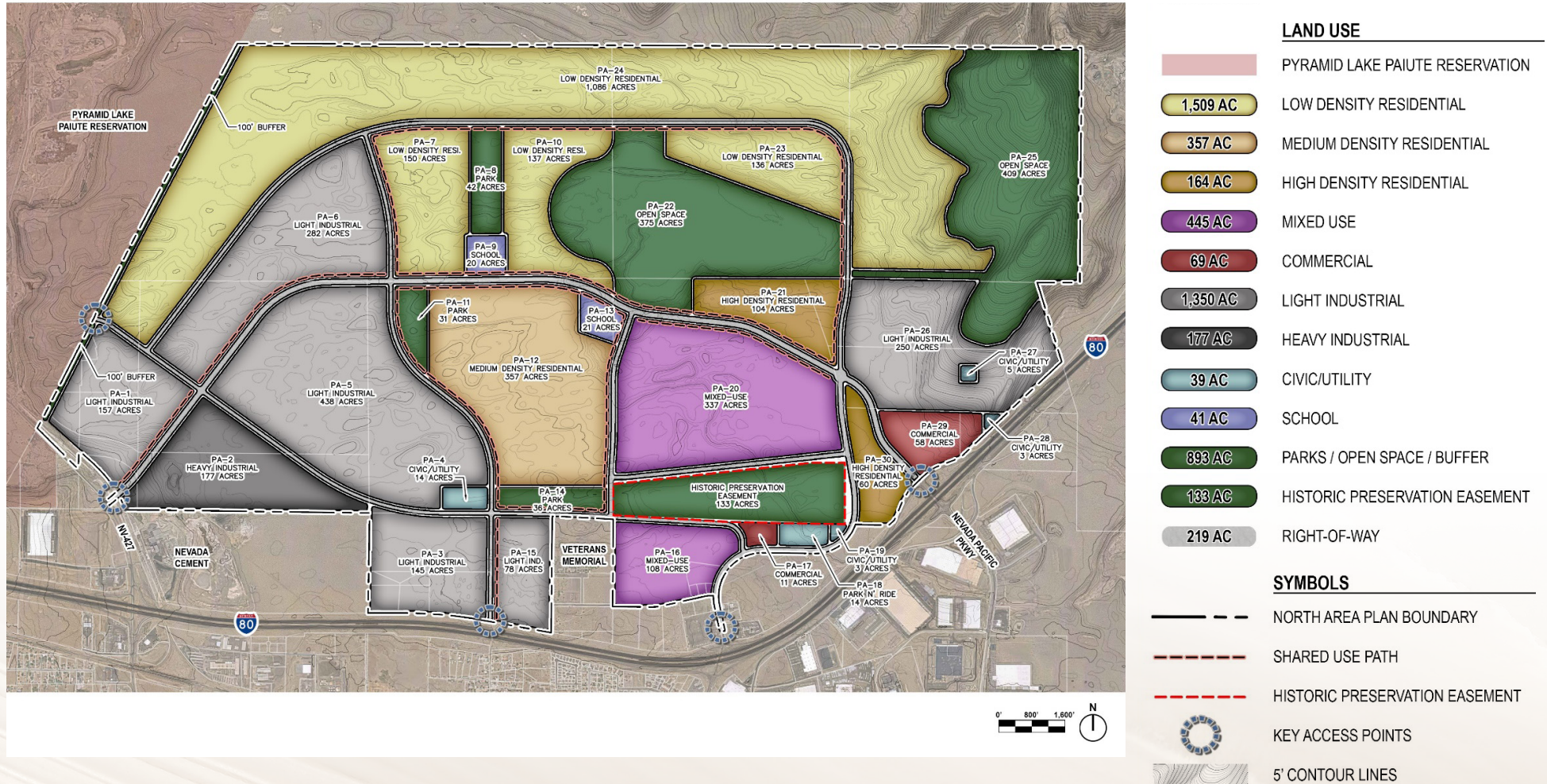
The land use strategy started with forming a Framework Map informed by community members during the first Open House and the Fernley Transportation Master Plan. This map provides a preliminary transportation network with a high-level outline for roadway, bike/pedestrian elements, and public transportation connections throughout the area. Although Fernley is not currently served by transit, the Framework Map identifies areas for future transit and park-and-ride opportunities.

The Future Land Use Map fills in the gaps of this transportation network to communicate a well-organized and market-supportive allocation of land uses in the North Area. Potential land uses² include several residential types, mixed use, commercial, light and heavy industrial, civic/utility, school, parks and open space, historic preservation, and the right-of-way. These land use designations serve as an overall vision and guidance for new development in the North Area, although flexibility is possible at the City's discretion to best adapt to future conditions and community feedback. Turning this land use strategy into reality will require cross-sector partnerships between the City and a wide range of development professionals and community leaders.

² Disclaimer: If land uses are not clearly defined in this Plan, the City of Fernley shall use their discretion to approve uses that align with the 2018 Comprehensive Master Plan and comply with the 2020 Development Code.



Figure 12. North Area Plan Land Use Map

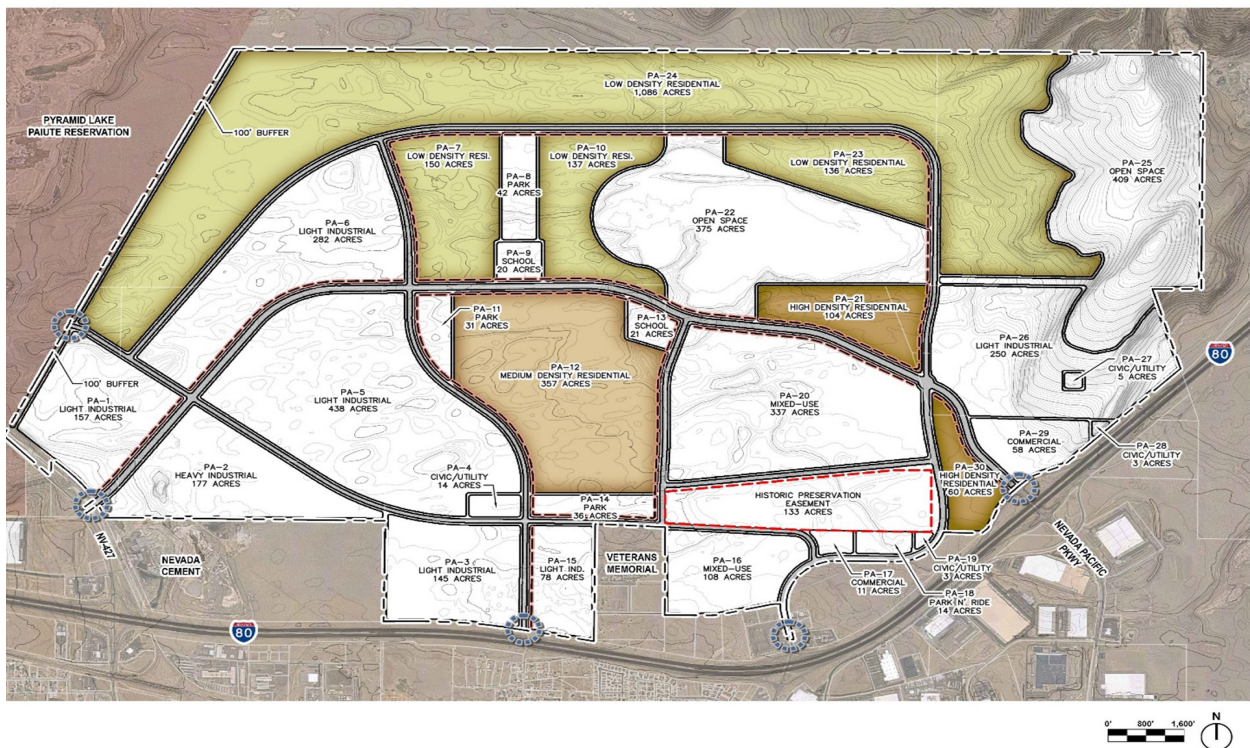




Residential

Residential uses are located throughout the Area Plan in a manner that facilitates cohesive, high-quality developments that will result in more attractive, livable neighborhoods. These uses range in density from low, medium, to high with residential also possible in mixed-use land categories.

Figure 13. Residential Land Use Map



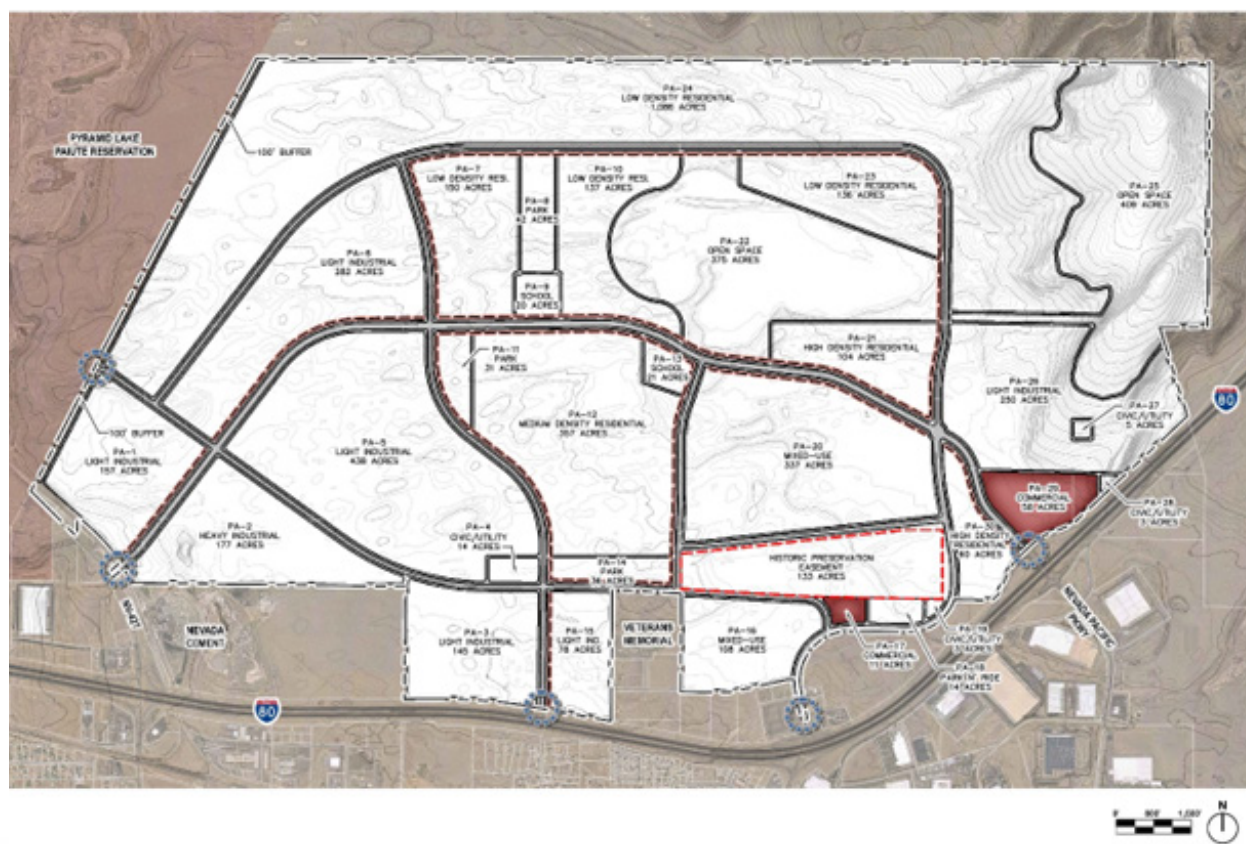
Land Use	Acreage	Density Range	Development Yield	Allowable Uses
Low Density	1,509	1-6 du per acre	9,054 Units	Large lot estates; single-family; townhomes; duplex; attached and detached accessory dwelling units
Medium Density	357	7-13 du per acre	4,284 Units	Duplex; triplex; fourplex; townhome; multi-story apartments and condominiums
High Density	164	14-30 du per acre	3,280 Units	Multi-family apartments; condominiums; townhomes; workforce housing; all uses permitted in low-density
TOTAL	2,030	-	16,618 Units	-



Commercial

Commercial uses for the North Area are intended for mainly retail pad sites and larger connected development sites with in-line retail and/or big box retail. Commercial uses should serve the needs of neighboring residential communities and employment centers. The goal is to create walkable developments that provide connectivity to adjacent land uses.

Figure 17. Commercial Land Use Map



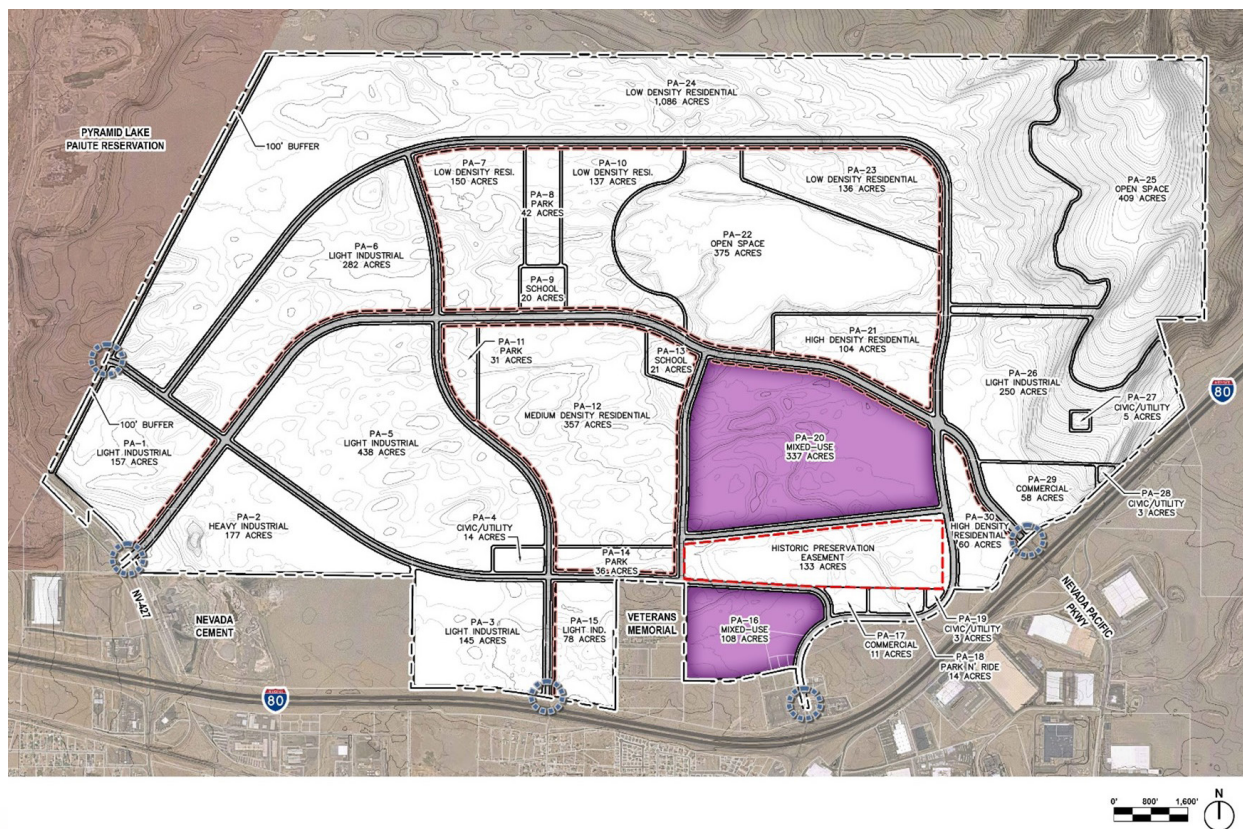
Land Use	Acreage	Maximum FAR	Square-Foot Yield	Allowable Uses
■ Commercial	69	N/A	N/A	Highway Commercial Neighborhood commercial; tourist commercial
TOTAL	69	-	-	-



Mixed Use (Residential/Commercial)

Mixed-Use areas include a variety of community-serving land uses incorporating residential, commercial, medical, and public facilities in a cohesive manner. These areas are located throughout the center of the Area Plan to provide a transitional use between residential neighborhoods and commercial districts. The mixed-use planning areas can have a range of densities while promoting walkability, connectivity, and access to neighborhood-serving uses.

Figure 14. Mixed Use Land Use Map



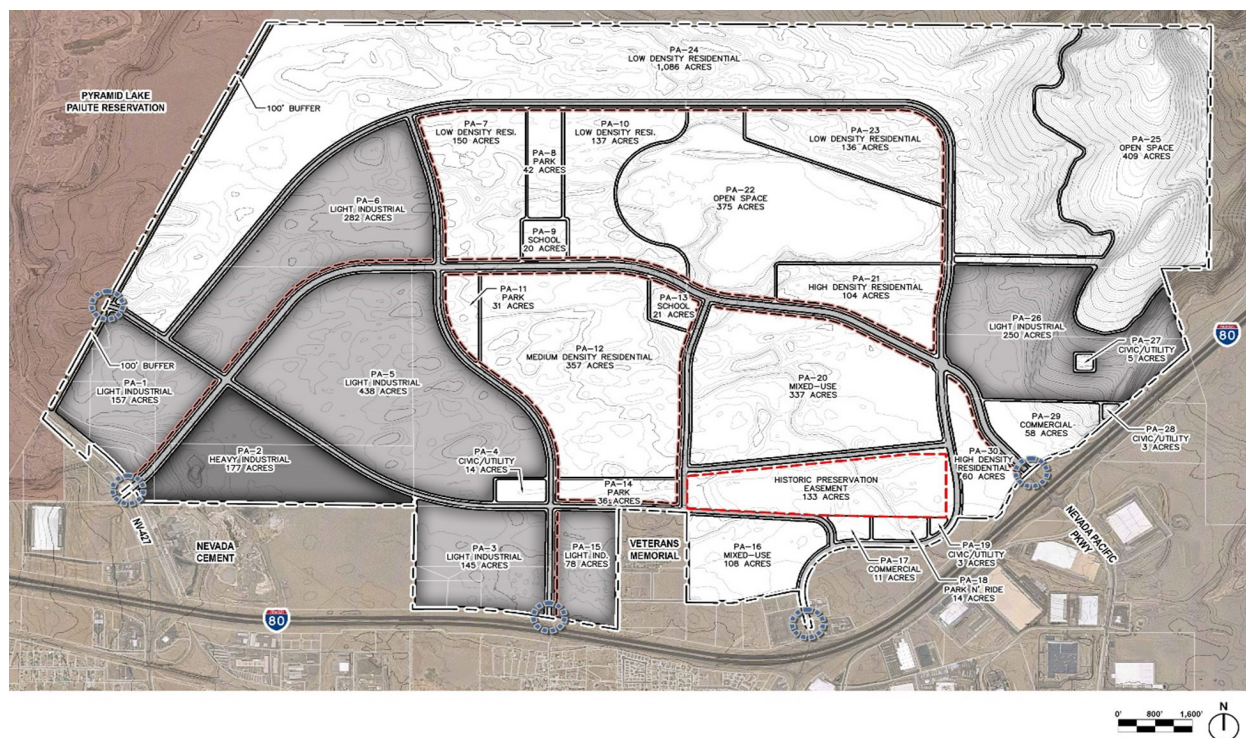
Land Use	Acreage	Density Range	Development Yield	Allowable Uses
■ Mixed-Use	445	Up to 30 du per acre	N/A	Multi-family apartments; condominiums townhomes; live/work units; commercial retail; office; neighborhood commercial; tourist commercial
TOTAL	445	-	-	-



Industrial

Industrial uses include both light and heavy industrial work such as manufacturing, warehousing, logistics, office, data centers, as well as small-scale commercial uses that serve industrial use employees. Industrial uses are intended to supplement Fernley's employment opportunities and create an environment where industrial activities may occur with minimum impact on the surrounding land uses and the natural environment.

Figure 15. Industrial Land Use Map



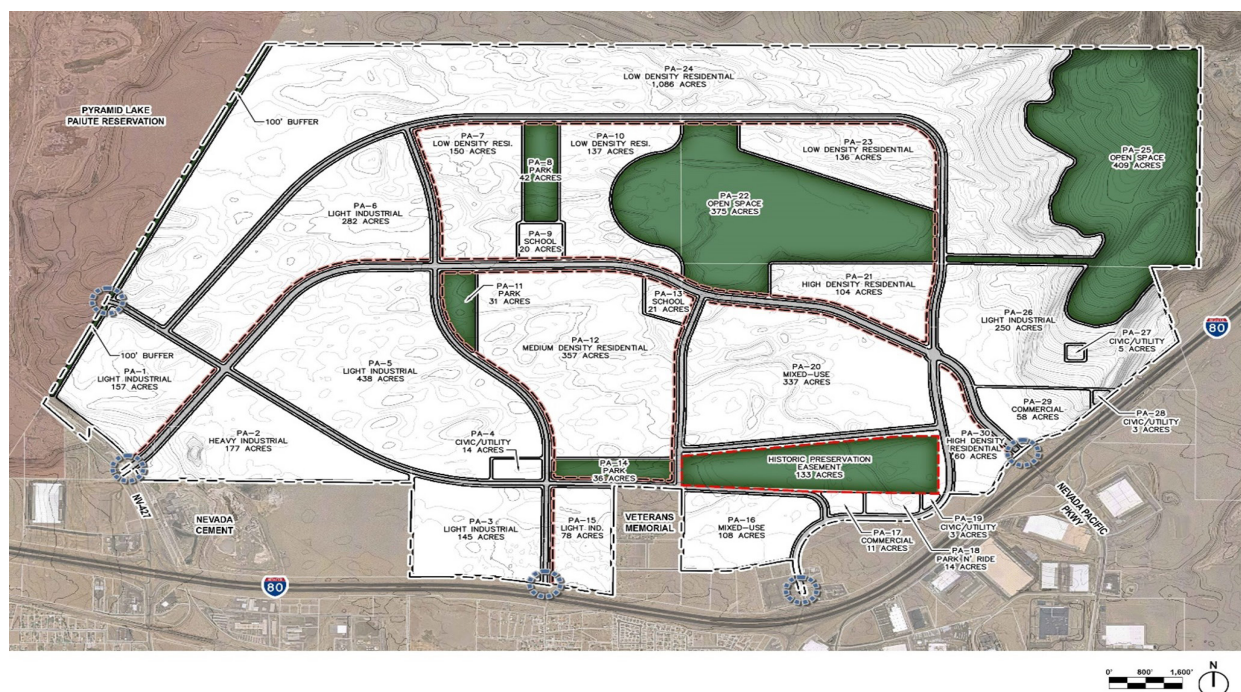
Land Use	Acreage	Max. FAR	Development Yield	Allowable Uses
■ Light Industrial	1,350	1.1	8,820,900 Sq. Ft.	Light manufacturing; distribution; data center; logistics; warehousing Employment Center: major office and business uses; flex office; research centers; corporate headquarters; clean tech; clean industry hubs Medical: medical offices; emergency services Industry-serving commercial uses
■ Heavy Industrial	177	N/A	N/A	Heavy manufacturing; refinery; labor- and capital-intensive industrial activities
TOTAL	1,527	-	8,820,900 Sq. Ft.	-



Open Space and Recreation

There are six primary Open Space and Recreation areas intended to provide opportunity for public parks, sports fields, and general open space preservation. Existing trails and viewpoints of the mountains in the northeastern corner of the Area will be preserved. A shared use path will connect these open spaces to each other and to surrounding commercial, industrial, and residential uses.

Figure 16. Open Space and Recreation Land Use Map



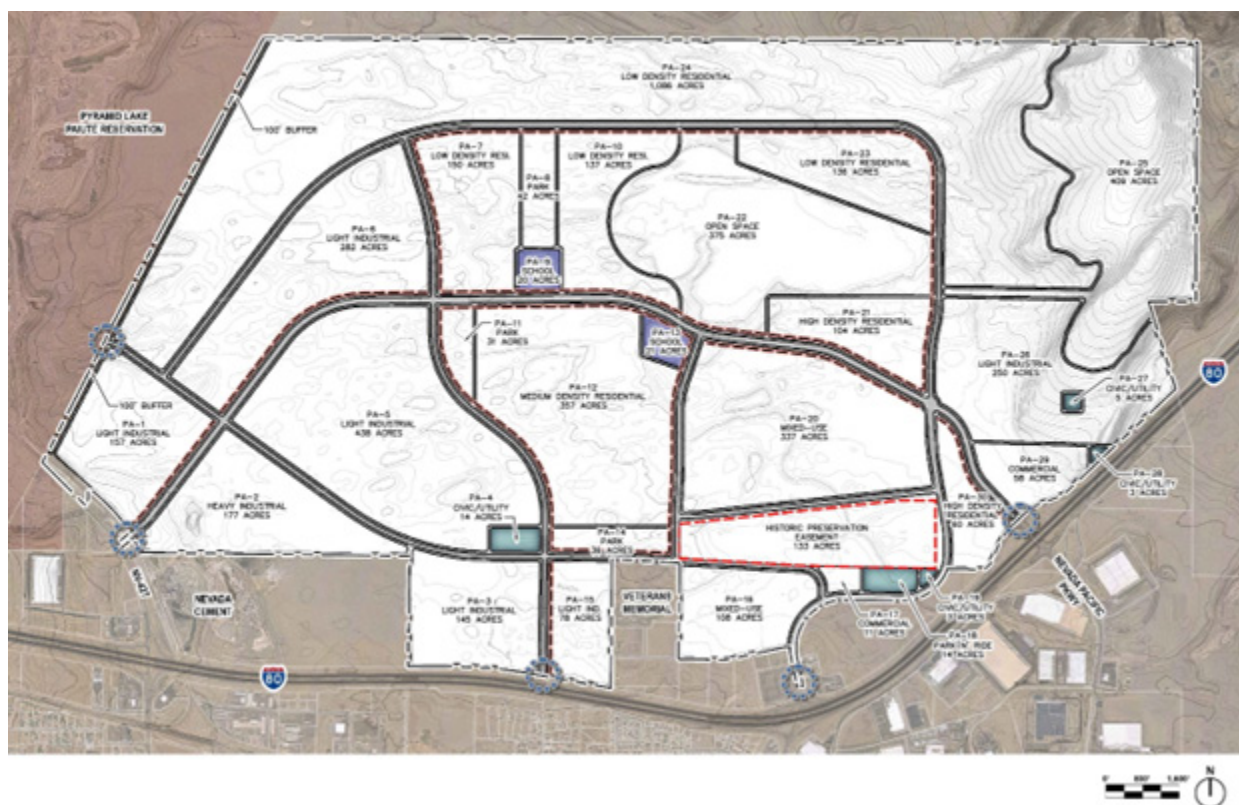
Land Use	Acreage	Maximum FAR	Square-Foot Yield	Allowable Uses
 Park/Open Space	1,026	N/A	N/A	Public parks; recreational fields; hiking and/or cycling trails; natural resource conservation land; stormwater
TOTAL	69	-	-	-



Public Facilities

Public Facilities are intended to create a cohesive community with civic infrastructure that supports future employment centers and housing. Public facilities include schools, emergency services, and childcare facilities. Typical school sites range from 20-40 acres and should reflect the current need of population size at full build out.

Figure 18. Public Facilities Land Use Map



Land Use	Acreage	Maximum FAR	Square-Foot Yield	Allowable Uses
 Civic/Utility	25	N/A	N/A	Emergency services; utilities infrastructure; public resources (library, senior center, etc.); civic center
 School	41	N/A	N/A	Schools; childcare facilities (12 or fewer)
 Park N' Ride	14	N/A	N/A	Transit-related facilities, public parking including tractor trailers
TOTAL	80	-	-	-



TRANSPORTATION AND CONNECTIVITY

North Area Plan





Transportation and Connectivity

Overview

The North Area presents an opportunity to create new connections from Fernley's existing neighborhoods to hiking trails and future recreational and open spaces. The area is currently only accessible by Nevada Pacific Parkway to the southeast, Truck Inn Way and Vine Street to the south, and Hill Ranch Road to the southwest. No existing roads exist within the plan area, other than dirt trails created by off-road recreation.

It will be the responsibility of proposed developments to identify how connectivity will be specifically provided for each transportation mode. The Fernley Development Guidelines provide additional specificity to the general descriptions provided in this section.

*Nevada Pacific
Pkw (Northwest
Facing)*



*Vine St.
(East Facing)*





Walking

Walking connectivity throughout the North Area will provide a variety of opportunities from promoting active transportation, to offering recreational connectivity, to providing a safe environment to all benefiting from pedestrian infrastructure and facilities.

The intent of the Area Plan is to create an environment where residents may walk to retail needs, where employees may walk to lunch-serving businesses, and where all –current and future residents and employees – may have convenient access to the number of recreational opportunities throughout the area.

An important element will be consistency throughout the area plan. Gaps in sidewalk infrastructure will create barriers to walking and will dissuade the use of the available infrastructure. Additional factors that will assist in ensuring the use of sidewalks and pedestrian infrastructure is safety (protection from vehicles) and the environment (shade infrastructure, landscaping, lighting, and street furniture).

Cycling

Cycling throughout the North Area provides opportunity for active transportation and for recreational purposes. Fernley does not currently offer cycling infrastructure to the North Area, though the Transportation Master Plan establishes plans to provide bike lanes along Nevada Pacific Parkway, Vine Street, and along Main Street. Once the infrastructure is added, the City's center will be connected to the north area and cyclists may travel between the two areas.

While the Transportation Master Plan proposed bike lanes, they are not currently marked as protected or separated lanes. On-street, striped bike lanes provide the lowest level of safety for cyclists. As it develops, the North Area will need to consider added levels of protection for any potential bike lanes where cyclists may share the road with trucks. Additional cycling infrastructure, such as bike maintenance stations and bike stands, also need to be considered residential, commercial, and mixed-use areas to promote cycling and create a safe and welcoming environment.



Nevada Pacific Pkwy. and Gateway Dr. intersection bike lanes



As shown in the Future Land Use Map, the North Area includes a multi-use path which wraps around the center of the area and connects to Main Street, Vine Street, and Nevada Pacific Parkway. This will fully connect all uses in the North Area to the rest of the City for transportation and recreational uses.

Additionally, mountain biking linkage is also created with the extension of the open space in the northeast to the multi-use path. The open space is established as such due to the increasing grade of the slope. Mountain biking and hiking trails may already exist in this area, or they may be created with the development of the area.

Driving

Cars represent the main form of transportation for households in Fernley and the region. As such, roads and transportation largely favor automobile use.

Connectivity to the rest of the City remains limited due to I-80 creating a barrier between the City center and the North Area. Accessibility is limited to Main Street, Vine Street, Truck Inn Way, and Nevada Pacific Parkway.

Developers will be responsible for neighborhood linkages and smaller roads throughout the North Area. The Future Land Use Plan establishes the main arterials throughout the Area Plan that will need to be constructed first and foremost for development to continue progressing.

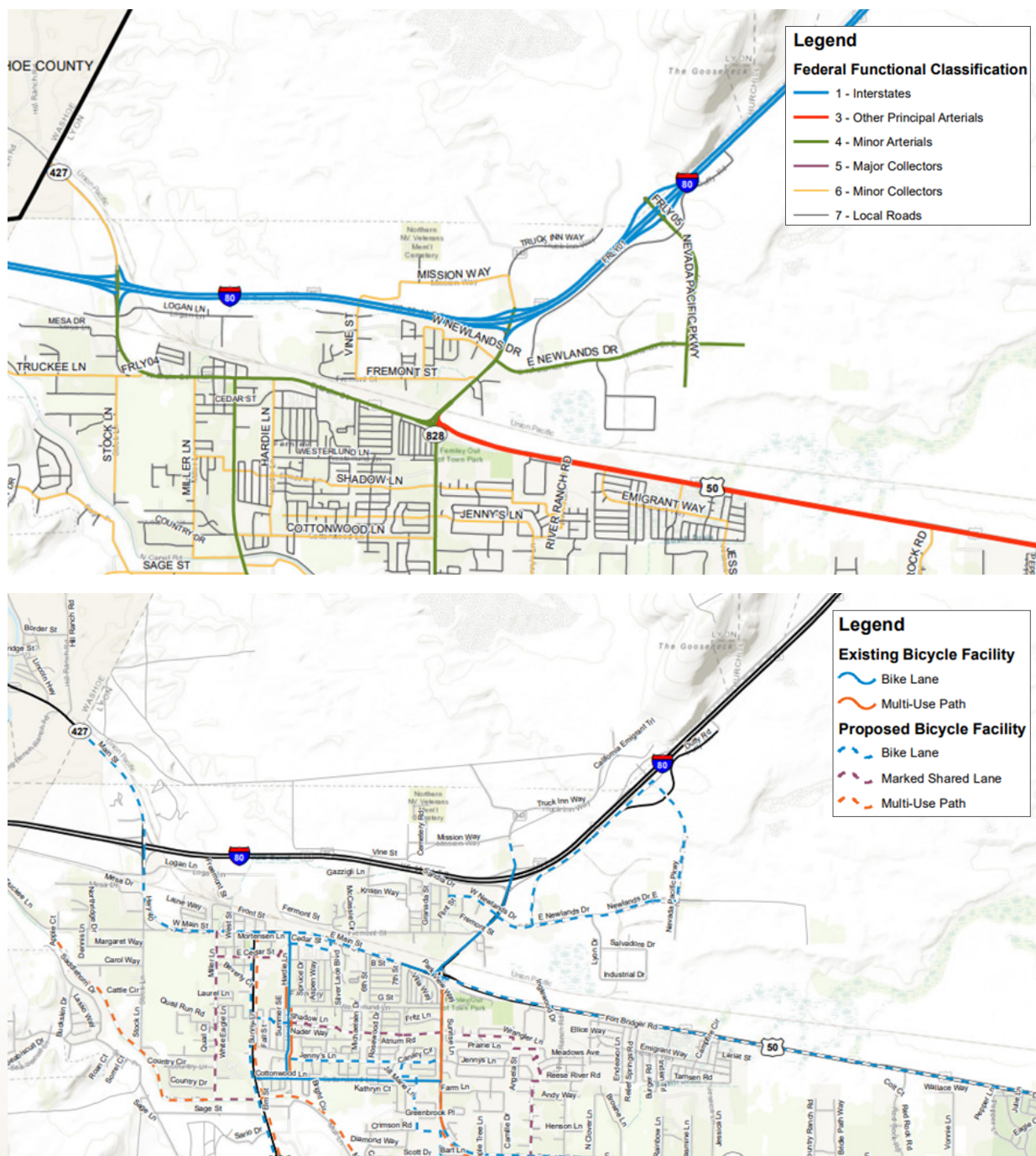
Truck Traffic

With opportunity for future industrial developments in the North Area, it is important for truck traffic to be planned in a manner that does not create additional traffic in neighborhood and commercial areas. Residents, visitors, and employees should have clear access to their destinations. However, the North Area also creates an excellent opportunity for industrial businesses to be conveniently located next to I-80. As such, it is also important for trucks to be able to easily access industrial sites. Future developments must identify the routes trucks will travel through the Area and identify how traffic will be mitigated. For example, this may include travel early in the morning.

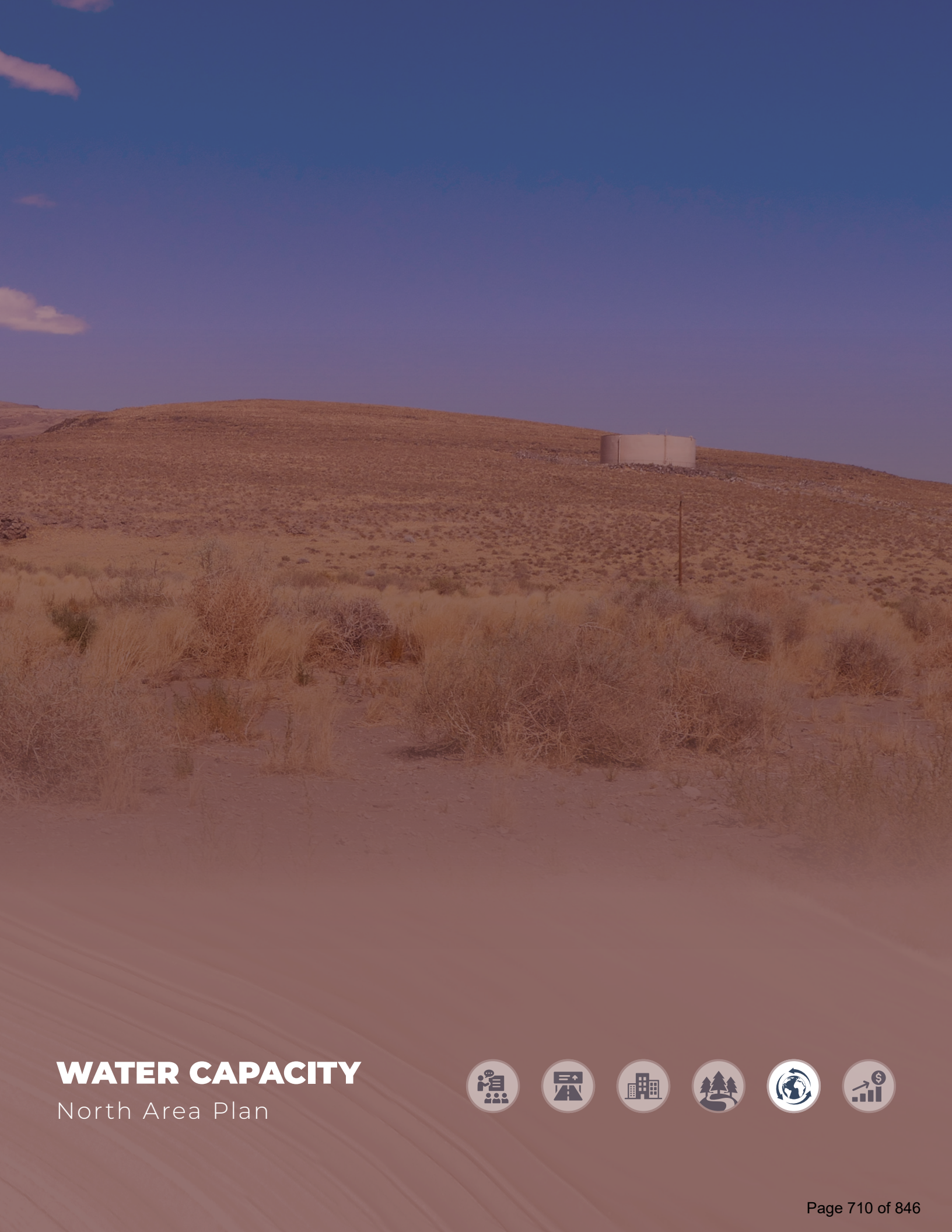




Figure 19. Roadway Functional Classification (Fernley Transportation Master Plan)



Source: City of Fernley Transportation Master Plan, 2020



WATER CAPACITY
North Area Plan





Water Capacity

Current Demand

According to data provided in the City of Fernley's 2022 Water Master Plan, the average day demand for the potable water system is approximately 3.88 million gallons per day (MGD) and the maximum day demand is approximately 6.52 MGD. The most recent available peak hour flow monitoring data suggests that the peak hour demand is approximately 10.90 MGD. The City's water system currently meets the demands of all three flow scenarios. The proposed land plan to develop the North Area would result in additional water demands. The following sections discuss each system component and present information regarding their capacity to meet additional demands.

Available Water Resources

The City water system is currently supplied through groundwater wells only, including six groundwater wells (numbered 4, 9, 9A, 11, 13, and 14). The total production capacity of these combined wells is 12.33 MGD³. The firm capacity, which refers to the amount of water that can be reliably produced by the system accounting for possibility of equipment failure, maintenance needs, operational limitations, and long-term sustainability, is 8.65 MGD. NAC 445A.6672 suggests that if a public water system is served primarily from wells, then the total capacity of the system should be able to serve MDD plus fire flow when all wells are functioning or ADD plus fire flow when the most productive well is not functioning.

Takeaway

In each of these scenarios, it appears that the City's water supply has some available capacity, however, it is unclear whether this available capacity exceeds the future demands of the North Area Plan. The amount of additional raw water resources required will depend on future development demands.

³ Assumes that every well and pump in the system is operating at full capacity, over a continuous 24-hour period. While this figure represents the upper limit of what the system could theoretically deliver if all components were functioning perfectly and continuously, it is not an accurate representation of the reliable output of the wells.



Treatment Plant

The City's groundwater contains arsenic levels ranging between 20 and 40 parts per billion (ppb), which exceeds the maximum contaminant level (MCL) of 10 ppb established by the Environmental Protection Agency (EPA) for national primary drinking water standards. To ensure compliance with these standards, the City's Water Treatment Plant (WTP) is designed to reduce arsenic levels in the groundwater to below 2 ppb, utilizing a variety of advanced treatment processes.

Currently, the WTP operates at an average flow rate of 4-6 MGD but is capable of handling a maximum flow of 20 MGD. Recognizing the need for future growth and diversification of water sources, the City has identified potential upgrades to the WTP that would allow it to treat surface water in addition to groundwater. These upgrades would increase the plant's capacity to a flow rate of 30 MGD. The WTP was designed with future expansion and increased flows in mind, no further upgrades are expected to be necessary to meet the demands of the Area Plan.

Pump Station

After treatment, water is delivered to the transmission and distribution systems via a central high service pump station at the WTP site. The high service pump station is a triplex station with a fourth pump for redundancy, and each pump is equipped with a variable frequency drive (VFD) for precise flow control. The current firm capacity of the pump station is 21.2 MGD, though, like the WTP, it was designed with space for two additional pumps to accommodate the plant's ultimate expansion flow of 30 MGD. The pump station capacity currently exceeds demands and has room for further expansion with the WTP, no further upgrades are expected to be necessary to meet the demands of the Area Plan.

Transmission Main

A majority of the City's current water service area resides south of I-80. The City utilizes a high-pressure transmission main to deliver flow to this area at adequate pressure. This transmission main ranges in size from 30-inches to 42-inches in diameter and begins at the WTP, following a generally southeast alignment. From available information, it appears there is no existing water transmission infrastructure serving the area north of I-80. Since the Area Plan is situated north of the interstate, it is likely that a new transmission main would need to be extended to cross I-80.



Water Storage

The City's distribution system consists of four (4) water storage tanks (Sage, Ricci, Northeast, and Sage Ranch) with a total water storage capacity of just over 7 million gallons⁴. The City's Water Master Plan suggests that these tanks provide adequate storage for the existing service area based on the requirements of AWWA M42 Chapter 5. However, NAC 445A provides more specific standards regarding water storage for public water systems in Nevada. NAC 445A.6674 requires that *"an existing public water system maintains a storage... that is sufficient to ensure that the total capacity of the public water system will meet current and anticipated demands"*. NAC 445A further qualifies these demands as operating storage, emergency reserve, and fire flow demand, where operating storage is equivalent to MDD, emergency reserve is equivalent to 75% of MDD, and fire flow is determined by the governing fire code. Using these standards, a volume of 12.37 million gallons would be needed to accommodate current demands. This suggests that the current system's storage capacity has a 5.37-million-gallon deficit.

It is suspected that this storage deficiency is offset via "alternative pumping capacity", which is a strategy identified in the NAC for serving water demands in areas where conventional storage is not accessible by gravity⁵. The system's apparent excess in pumping capacity supports this assumption.

Takeaway

As the service area grows, however, it is recommended that future development be supported by conventional water storage. As such, it is anticipated that additional water storage will be required to support the development of the Area Plan.

⁴ Three additional water storage tanks exist within the system, however they were not considered in evaluating the system's ability to serve the North Area as they either store raw water or act as chlorine contact on the WTP site.

⁵ NAC 445A.6554, and .66755



Pressure Zones

The majority of the City's water system operates within a single pressure zone that includes three of the four water storage tanks. These tanks are at similar ground elevations, which allows them to exert the same static pressure on the system. The static pressure at any point in the system depends on the elevation difference between the tank water level and the location being served. With the tanks setting the hydraulic grade line (HGL) at 4,342 feet, the City's water master plan indicates that this zone can serve areas at elevations of 4,235 feet and below.

Takeaway

Since most of the Area Plan lies below this elevation, it could theoretically be served by the system without establishing a new pressure zone.

Distribution

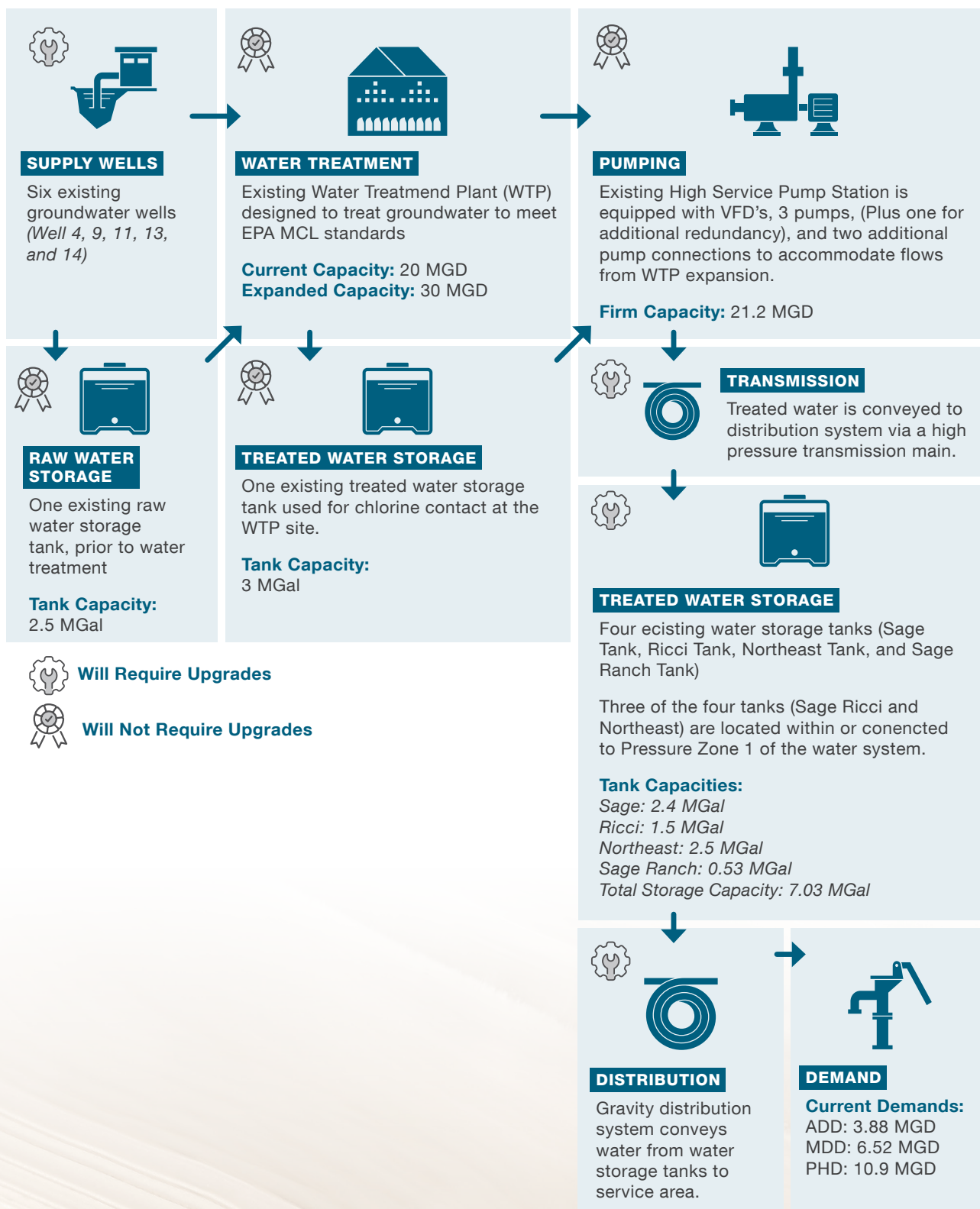
The COF's distribution system is served through a combination of the high service pump station and the four water storage tanks. The distribution pipe network utilizes pipes ranging in size from 6-inch to 24-inch. As previously mentioned, the current water distribution system is located south of I-80.

Takeaway

To service the North Area, distribution pipelines will need to be sized in accordance with the demands of the individual developments.



EXISTING WATER SYSTEM OVERVIEW



FISCAL IMPACT ANALYSIS

North Area Plan





Fiscal Impact Analysis

Overview

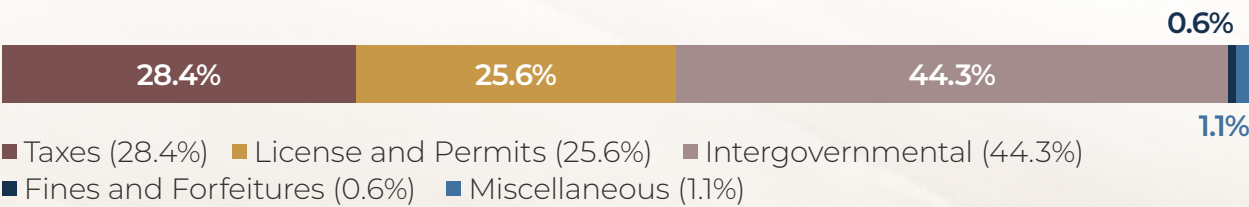
The fiscal impact analysis builds upon the future land use plan to guide the decision-making process throughout the implementation of this plan. This analytical model is a tool to help understand the impact to future revenue associated with the proposed land uses and provides the City a framework in which to prioritize public investment in roadway improvements, utilities, parks, and zoning policy.

The City of Fernley has a proposed increase of \$600,000 (12.7%) in new revenue associated with property value increases and new development between fiscal years 2024 and 2025. As new projects emerge, the benefits to the City’s tax roll are easy to quickly estimate. When thinking into the future, fiscal and economic resilience is instrumental in preserving quality of life for today’s residents, as well as the next generation. As new development proposals come through, the City of Fernley must set a course for making sustainable and forward-thinking land use decisions that set the stage for a resilient and sustainable community.

Existing Revenue Streams

Based on the approved 2024-2025 budget, the property tax revenue for Fernley is \$5,249,790. This estimate represents 28.4% of the city’s annual general fund balance. Other significant sources are intergovernmental transfers, which is predominantly Regional Transportation Commission (RTC) funding for roads at 44.3%, and licensing and permit fees at 25.6%. For this analysis, only property tax revenue was considered. Licenses and permits may be a substantial revenue source given the high volume of new buildings included in the plan; however, exact amounts are unknown as permitting and infrastructure fee amounts change regularly. The proposed land uses for the Area Plan at full buildout will likely increase the proportion of City revenue from property taxes.

Figure 20. City of Fernley FY 2024-25 Revenue by Source



Source: City of Fernley



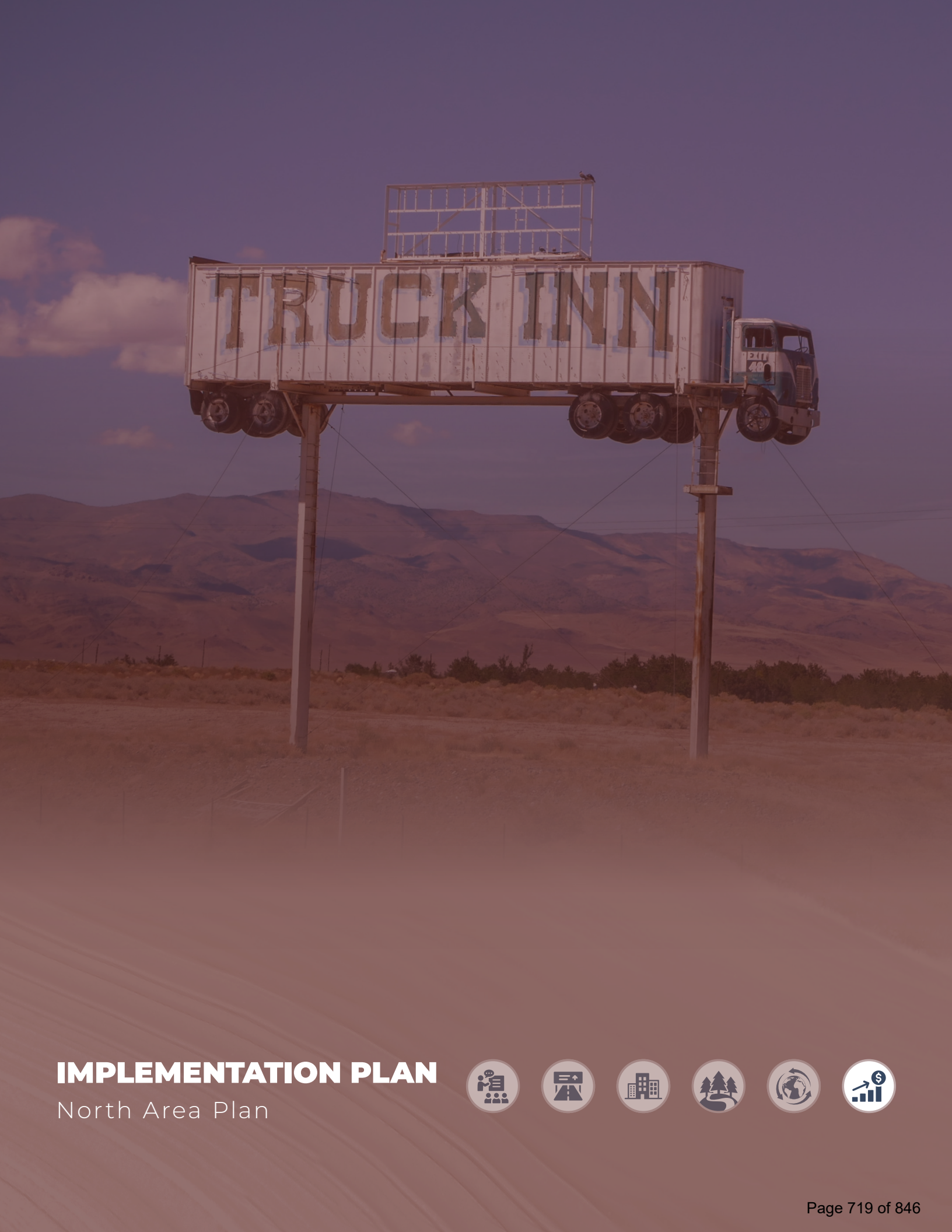
POTENTIAL FUTURE PROPERTY TAX REVENUE

The expected annual property tax revenue for the North Area Plan's full build-out is more than \$57.0 million, nearly eight times greater than Fernley's current property tax revenue. Mixed-use and high-density residential uses present the greatest revenue per acre. Mixed-use developments are projected to be the largest contributor to annual revenue despite being the third largest use by acreage. This reflects the elevated value per acre that was assumed in this analysis based on a review of comparative mixed-use projects. Full build-out of the Area Plan will result in transformative property tax revenue increases for the City. It's important to note that the Area Plan is currently outside the jurisdiction of the City of Fernley. In order for the projected property tax value to be generated for Fernley, the properties would have to be annexed into the City.

Table 1: Total Expected Property Tax Revenue

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
High Density Residential	\$37,149.61	147.6	\$5,483,281.88
Medium Density Residential	\$17,725.17	321.3	\$5,695,098.50
Low Density Residential	\$10,703.69	1358.1	\$14,536,677.35
Commercial	\$11,366.80	62.1	\$705,878.18
Mixed-Use	\$52,838.95	400.5	\$21,162,000.90
Light Industrial	\$7,785.28	1215	\$9,459,113.63
Heavy Industrial	\$2,044.42	159.3	\$325,676.73
Total			\$57,367,727.18

Attracting new growth and development increases and diversifies the overall tax base for a community; however, it is critical to carefully consider the short- and long-term fiscal implications of this growth. Not all development projects are created equal from an economic resilience standpoint, which is largely driven by costs associated with expanding and maintaining community services and infrastructure, like water, sewer, police, fire, roads, parks, libraries, and many more, that is required to support the new residents, jobs, or visitors. This analysis provides a simplistic view into the future; additional revenues and expenditures will be attributed to development in the North Area.



IMPLEMENTATION PLAN

North Area Plan





Implementation Plan

The North Area Plan was developed in coordination between residents, stakeholders, developers, City staff, and elected officials in order to achieve a common goal of expanding opportunities and quality of life within the City. Input from all led to the development of the goals outlined at the beginning of this Plan, which then culminate into the implementation.

This section provides a guide to next steps – including financing options and additional actions and initiatives that should be implemented to achieve the highest level of success. Ultimately, this Plan is the first step in the development of the area. Additional work will be required to update policies, adopt regulatory changes, and establish public/private partnerships.

Key focus areas for the implementation include:

- **Infrastructure and Utilities.** It is of the utmost importance to develop a plan for how infrastructure and utilities will be financed and built. Development will be hindered without a clear path forward. This will require public/private partnership between the City and developers.
- **Water.** With a level of development such as that of the North Area, paired with the Southwest and the South Areas, it is critical for the City to establish a plan for adequate water supply and infrastructure.
- **Transportation.** The development of the North Area Plan, in addition to the South and Southwest Area Plans, will result in added vehicles on the roads. The City and NDOT must coordinate to ensure that the level of service provided throughout the entirety of Fernley is adequate to avoid traffic congestion and safety hazards.

Proposed developments will be required to obtain the permits required by the City and be consistent with the goals and policies established in this North Area Plan Implementation Plan, the Fernley Comprehensive Master Plan, as well as the use regulations and development standards established in the Fernley Municipal Code.



Potential Funding Mechanisms

The Implementation Plan identifies potential funding sources for each policy program, each of which are detailed below. The goal of the City is to facilitate development of the North Area Plan without causing an undue burden on developers and property owners. As such, these potential funding sources may serve to provide services and infrastructure required for development to occur.

- **Special Taxing District/Metro Districts** – As outlined by the Special District Control Law, “special districts” may be established to fund various services and needs through water and sanitation districts, general improvement districts, or any quasi-municipal corporation organized under the local improvements and service district laws, for example. This mechanism may be initially funded by grants or bonds, the City, or a developer or group of developers. Future developers in the North Area would pay a tax into the District to pay back the improvements paid for by the District.
- **Tax Increment Financing (TIF)** – Used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. TIF does not increase taxes, but rather captures and reinvests any increases in property and/or sales tax revenue as a result of new development and other site improvements over a set period of time.
- **Impact Fees** – Fees added to the cost of construction to offset the toll of new developments on local infrastructure.
- **General Fund** – The main operating fund for a jurisdiction. The General Fund is typically discretionary to the City Council for the provision of activities, programs, and services. Major sources of revenue for the General Fund come from sales taxes, property taxes, franchise fees, business license fees, unrestricted revenues from the state, fines and forfeitures, and interest income.
- **Local, State, Federal Grants** – Various grants are available to jurisdictions for differing purposes.



Implementation Matrix

Table 2: Implementation Matrix

Implementation Project/Initiative	Anticipated Outcome	City Department/ Agency	Funding	Timeframe
High Priority (1-3 Year Implementation Horizon)				
Surface Water Study	Complete the ongoing surface water study.	Public Works	General Fund	Within 1 year
Infrastructure Plan	Development of an infrastructure plan which identifies all infrastructure demand for the build-out of the North Area Plan and identifies potential gaps and solutions.	Private Developers; Public Works	Public-Private Investment; Grants	Within 1 year
Zoning Code Update	Adopt a zoning code update establishing zoning in the North Area.	Planning	General Fund	Within 1 year
NDOT Transportation Coordination	Coordinate with Nevada Department of Transportation (NDOT) to study traffic and circulation to provide adequate infrastructure that meets capacity needs. This includes infrastructure such as street lighting, sidewalks, etc.	NDOT; Public Works	NDOT Funded	Within 2 years



Implementation Project/Initiative	Anticipated Outcome	City Department/ Agency	Funding	Timeframe
High Priority (1-3 Year Implementation Horizon)				
Bureau of Land Management and Bureau of Reclamation	Coordinate with the Bureau of Land Management and Bureau of Reclamation regarding the Land Bills Act and City purchase of land owned by both agencies. The City must first acquire the parcels and then will coordinate with interested parties in selling them for development as intended in this Area Plan.	Bureau of Land Management and Bureau of Reclamation; City Manager's Office; Planning	General Fund	Begin Coord. within 2 years
City Master Plan Update	Adopt an update to the Fernley Master Plan.	Planning Department	General Fund	Within 2 years
Capital Improvement Plan Update	Update the Capital Improvement Plan to include the North Area.	Planning; Public Works	General Fund	Within 3 years
Stormwater Runoff Study	Conduct and adopt a Stormwater Runoff Study.	Planning; Public Works	General Fund	Within 3 years
City Staffing Study	Conduct a study of staffing needs to result from the three Area Plans (north, southwest, and south) to ensure the City is adequately prepared to received development applications.	City Manager's Office; Planning; Public Works	General Fund	Within 3 years



Implementation Project/Initiative	Anticipated Outcome	City Department/ Agency	Funding	Timeframe
Moderate Priority (4-7 Year Implementation Horizon)				
Transportation Master Plan Update	Amend the Transportation Master Plan to include the North Area.	Planning; Public Works	General Fund	Within 4 years
Safe Routes to School Plan Update	Amend the Safe Routes to School Plan to include the North Area.	Planning; Public Works	General Fund; Grants	Within 5 years
Water Infrastructure Upgrades	Contingent upon completion of the Infrastructure Plan, begin coordinating and planning for water infrastructure upgrades as needed.	Planning; Public Works	Public-Private Investments; Grants	Within 5 years
Water Conservation Plan Update	Amend the Water Conservation Plan to include and account for new developments in the North Area.	Planning; Public Works	General Fund; Grants	Within 7 years
Low Priority (8+ Year Implementation Horizon)				
Active Transportation Plan	Adopt and implement a city-wide Active Transportation Plan that includes the North Area.	Planning; Public Works	General Fund	Within 10 years



APPENDIX

North Area Plan





Appendix Table of Contents

- A. Fiscal Impact Analysis.....70
- B. Market Conditions.....77
- C. Glossary103
- D. Acronyms113



APPENDIX A
FISCAL IMPACT ANALYSIS





A. Fiscal Impact Analysis

This fiscal analysis serves to inform the City of the expected property tax revenue that could be realized from implementing the North Area Plan. Results from this analysis enable an understanding of how the potential mix of land uses prescribed at buildout of the Area Plan may benefit the City of Fernley's future revenue earnings. To determine the expected fiscal impact of the Area Plan, a model was developed to calculate total expected property tax revenue by land use on a per acre basis. This analysis describes the existing conditions and inputs behind development of the model, the methodology used to create and implement the model, and resulting fiscal forecasts.

The City of Fernley has a proposed increase of \$600,000 (12.7%) in new revenue associated with property value increases and new development between fiscal years 2024 and 2025. As new projects emerge, the benefits to the City's tax roll are easy to quickly estimate. When thinking into the future, fiscal and economic resilience is instrumental in preserving quality of life for today's residents, as well as the next generation. As new development proposals come through, the City of Fernley must set a course for making sustainable and forward-thinking land use decisions that set the stage for a resilient community.

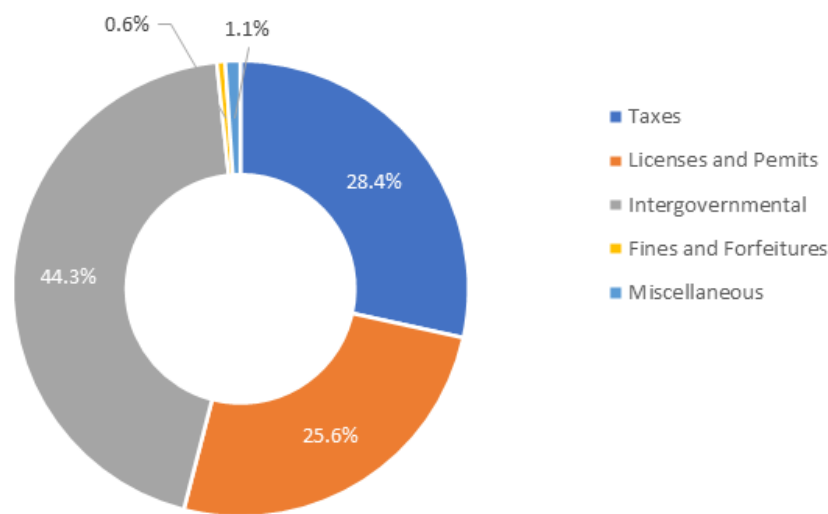
Private corporations carefully compare revenues and expenditures to ensure financial health and long-term success. City governments take a similar approach each year during budget season to weigh expected revenues from taxes and fees with known expenditures, including larger capital investments, as well as regular maintenance of community infrastructure and provision of critical community services. Both short- and long-term expenditures are essential as they ensure that a community remains an attractive place to live, work, and play, but they must be grounded in an understanding of the City's bottom line.

EXISTING REVENUE STREAMS

Based on the approved 2024-2025 budget, the property tax revenue for Fernley is \$5,249,790. This estimate represents 28.4% of the city's annual general fund balance. Other significant sources are intergovernmental transfers, which is predominantly Regional Transportation Commission (RTC) funding for roads at 44.3%, and licensing and permit fees at 25.6%. For this analysis, only property tax revenue was considered. Licenses and permits may be a substantial revenue source given the high volume of new buildings included in the plan; however, exact amounts are unknown as permitting and infrastructure fee amounts change regularly. The proposed land uses for the Area Plan at full buildout will likely increase the proportion of City revenue from property taxes.



Figure A.1: City of Fernley FY 2024-25 Revenue by Source



Source: City of Fernley

METHODOLOGY

The annual property tax revenue the City of Fernley could expect under a full build-out of the Area Plan is the final output of the fiscal model. Full build-out calculations are based on the Area Plan’s expected acreage for each land use as shown in **Table A.1**. Low-density residential and light industrial land uses represent the future land uses that comprise the most acreage at 1,509 acres and 1,350 acres, respectively.

Table A.1: North Area Plan Full Buildout Acreage by Land Use⁶

Land Use	Acreage
Light Industrial	1,350
Heavy Industrial	177
Low Density Residential	1,509
Med Density Residential	357
High Density Residential	164
Mixed Use	445
Commercial	69

6 See the Land Use map on page 46



Expected annual revenue is a product of the average revenue per acre for each land use in the Area Plan multiplied by the expected acreage of each land use. To achieve this, a model was prepared which analyzes revenues from existing land uses within the planning and surrounding areas and extrapolates them to expected revenues from full buildout of the Area Plan. The model uses comparative properties to create a suite of parcels from Fernley and surrounding areas mimicking the expected land value of parcels in the Area Plan. Comparative (Comp) property methodology is explained in the following land use section. Using data from the Washoe County and Lyon County assessor's offices, the revenue per acre for comp properties was calculated. **Table A.2** shows a snapshot of the estimation for low-density residential based on this approach:

Table A.2: Low Density Residential Model

Address	Acreage	Assessed value	Taxable Value (Assessed*.35)	Tax Rate	Revenue	Revenue/acre
1661 Round Up Rd	0.138	\$280,359	\$98,125.65	0.036127	\$3,544.99	\$25,688.30
302 Peregrine Ct	1	\$522,482	\$182,868.70	0.036127	\$6,606.50	\$6,606.50
549 Saddle Horn Way	0.5	\$251,550	\$88,042.50	0.036127	\$3,180.71	\$6,361.42
237 Meadow Circle	2.84	\$934,024	\$326,908.40	0.036127	\$11,810.22	\$4,158.53
Average Revenue						\$10,703.69

LAND USE ASSUMPTION SUMMARY

Each group of comp properties was chosen to best represent the expected build-out mix of uses in the Area Plan as explained in the following paragraphs.

High-Density Residential

High-density residential buildings were chosen from Fernley, Sparks, and Reno, as there are few examples in the Fernley area, which is predominantly single family residential. High-density residential building's sizes are at or slightly above the current 30 du/acre density cap in Fernley. Comps in this section focus on buildings constructed in the 2020s.

Medium-Density Residential

Medium-density residential in Fernley is defined by a 14 dwelling units (du) per acre limit, making low-rise apartments and du/triplexes suitable comps. Fernley has several developments in this group which were used as comps.



Low-Density Residential

Low-density parcels were chosen from different single-family residential areas around Fernley to capture different lot and home sizes and locations.

Commercial

Commercial parcels were compiled to represent retail and some office of varying sizes. Comparative properties included big box stores, family offices, chain stores, and small retail, which were used to capture the different types of Fernley's existing commercial uses.

Mixed-Use

The Area Plan has a wide range of use types in its mixed-use guidelines. Eight parcels were used, capturing mixed use residential of varying sizes, office/commercial buildings, and strip malls. Most mixed-use comps are in Reno as it is the only location in the area with a diverse mix of mixed-use types.

Heavy Industrial

Heavy Industrial includes factories and refineries of intense impact and use. The Fernley and the planning area's mining and refining factories are reflected in the comps.

Light Industrial

Light industrial uses were chosen to reflect proposed zoning which includes office, data centers, warehouses, and others. Market analysis indicates Fernley is currently and will continue to experience growth in manufacturing, transport, and warehousing, all use types included in light industrial. Properties included are Polaris and Trex's distribution centers and factories, the Apple Data Center, and the Sherwin- Williams emulsion plant and distribution center.



MARKET ADJUSTER

Due to the existing size of the Fernley community and existing land use mix, not all comps used in the analysis are in Fernley. Non-Fernley comps were pulled from Sparks, Reno, and elsewhere in Washoe County. These areas can have more expensive land, particularly in urban areas, so an adjustment factor was calculated to modify the land value of properties in higher value areas to reflect their estimated value in Fernley. To accomplish this, fast food properties present in both Reno and Fernley were used, as their parcels, property, products, and buildings are typically standardized across geographies. This minimizes the fluctuations in improved property value and building type seen in office, residential, and some commercial markets. Five common fast-food parcels were chosen and their property value per acre was calculated as shown in **Table A.3.**

Table A.3: ImplemAdjuster Calculation Table

\$5,997,824.00	\$2,099,238.40	0.036127	\$75,839.19	\$7,177.64
\$6,585,543.00	\$2,304,940.05	0.036127	\$83,270.57	\$199,745.60

Using the ratio of taxable land value per acre between Fernley and Reno, the adjuster is ~0.77. The final revenue per acre value of all properties located in Reno and Sparks were multiplied by this number.



POTENTIAL FUTURE PROPERTY TAX REVENUE

The expected annual property tax revenue for the Area Plan’s full build-out is more than \$57.0 million, nearly eight times greater than Fernley’s current property tax revenue. Mixed-use and high-density residential uses present the greatest revenue per acre. Mixed-use developments are projected to be the largest contributor to annual revenue despite being the third largest use by acreage. This reflects the elevated value per acre that was assumed in this analysis based on a review of comparative mixed-use projects. Full build-out of the Area Plan will result in transformative property tax revenue increases for the City. It’s important to note that the Area Plan is currently outside the jurisdiction of the City of Fernley. In order for the projected property tax value to be generated for Fernley, the properties would have to be annexed into the City.

Table A.4: Total Expected Property Tax Revenue

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
High Density Residential	\$37,149.61	147.6	\$5,483,281.88
Medium Density Residential	\$17,725.17	321.3	\$5,695,098.50
Low Density Residential	\$10,703.69	1358.1	\$14,536,677.35
Commercial	\$11,366.80	62.1	\$705,878.18
Mixed-Use	\$52,838.95	400.5	\$21,162,000.90
Light Industrial	\$7,785.28	1215	\$9,459,113.63
Heavy Industrial	\$2,044.42	159.3	\$325,676.73
Total			\$57,367,727.18

Attracting new growth and development increases the overall tax base for a community; however, it is critical to carefully consider the short- and long-term fiscal implications of this growth. Not all development projects are created equal from an economic resilience standpoint, which is largely driven by costs associated with expanding and maintaining community services and infrastructure, like water, sewer, police, fire, roads, parks, libraries, and many more, that is required to support the new residents, jobs, or visitors. This analysis provides a simplistic view into the future; additional revenues and expenditures will be attributed to development in the North Area. As future action items are considered through the implementation process, it is important to fully understand the magnitude of installation and long-term upkeep/maintenance costs and how those expenditures are proposed to be met in the future. As projects move forward, assessing their fiscal impacts will be important, particularly for those that require large-scale infrastructure investments or significantly shift the socioeconomics of the community, like adding new residents with different service expectations than the current base. These conversations are critically important as Fernley is well-positioned to attract residential and commercial development in the future.



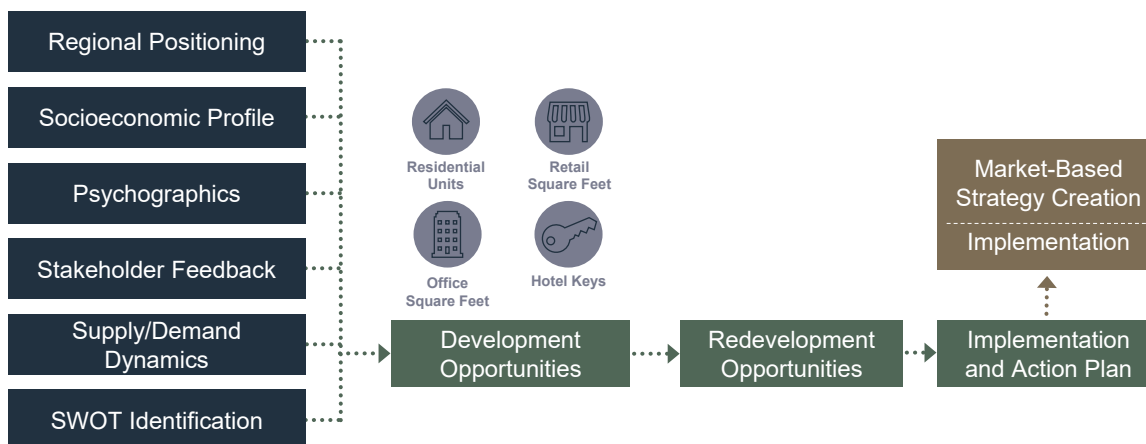
APPENDIX B
MARKET CONDITIONS





B. Market Conditions

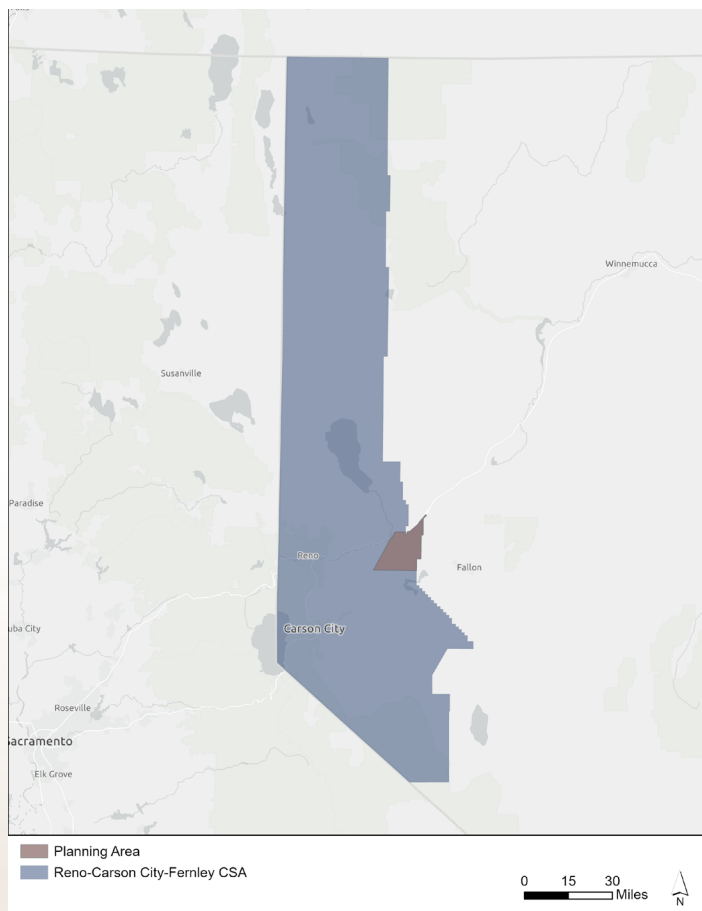
Process



Area Definition

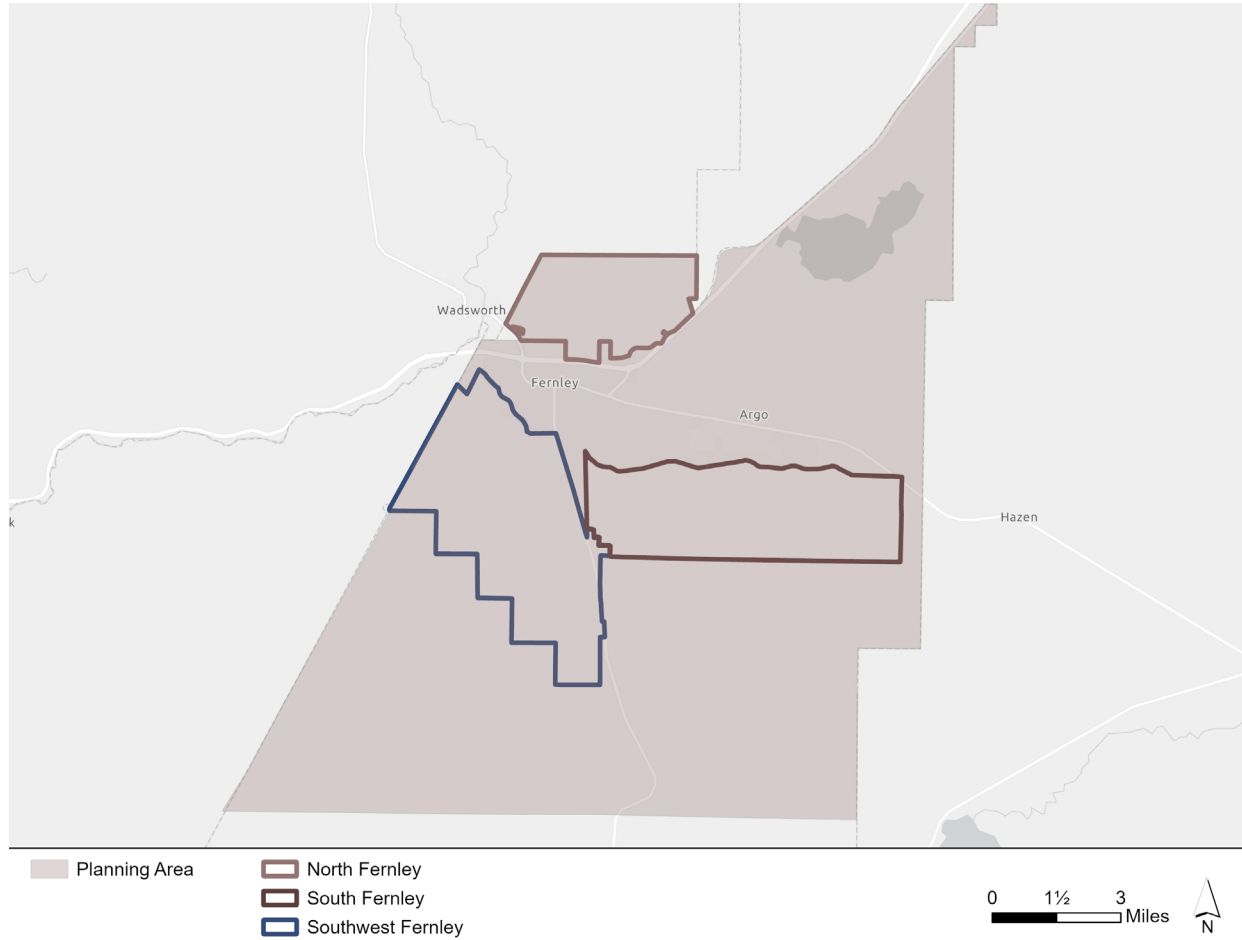
For the market analysis, a larger area that encompass the City was analyzed to provide a better understanding of dynamics influencing real estate demand and development.

A regional perspective was also reviewed by incorporating findings from the Reno-Carson City-Fernley Combined Statistical Area (CSA), which only includes Washoe, Lyon, Carson City, Douglas and Storey counties. The CSA also encompasses the City of Fernley.





The Planning Area includes the City of Fernley and encompass three future development areas of North Fernley, South Fernley and Southwest Fernley



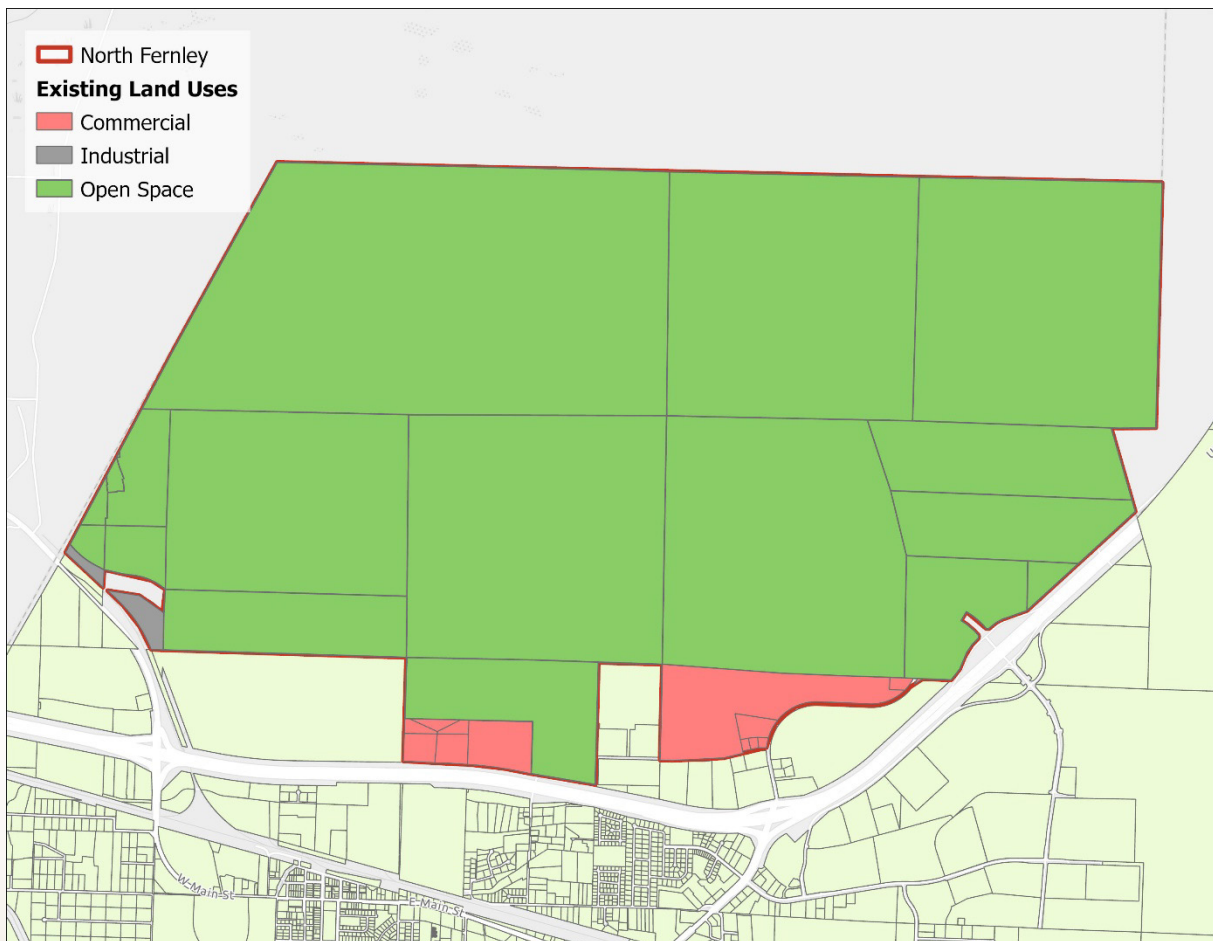


Future Development Areas

North Fernley

North Fernley has been identified as a Future Development Area(FDA). North Fernley has a potential to become a large master planned employment center to support commercial services and higher density housing. The North Fernley FDA encompasses over 6,000 acres with minimal physical constraints that could connect to the City's existing transportation networks.

Presently, North Fernley has no existing buildings or residents and is largely undeveloped. Plans to access to the community infrastructure are feasible in the near future. North Fernley FDA is in close proximity to the City's commercial center

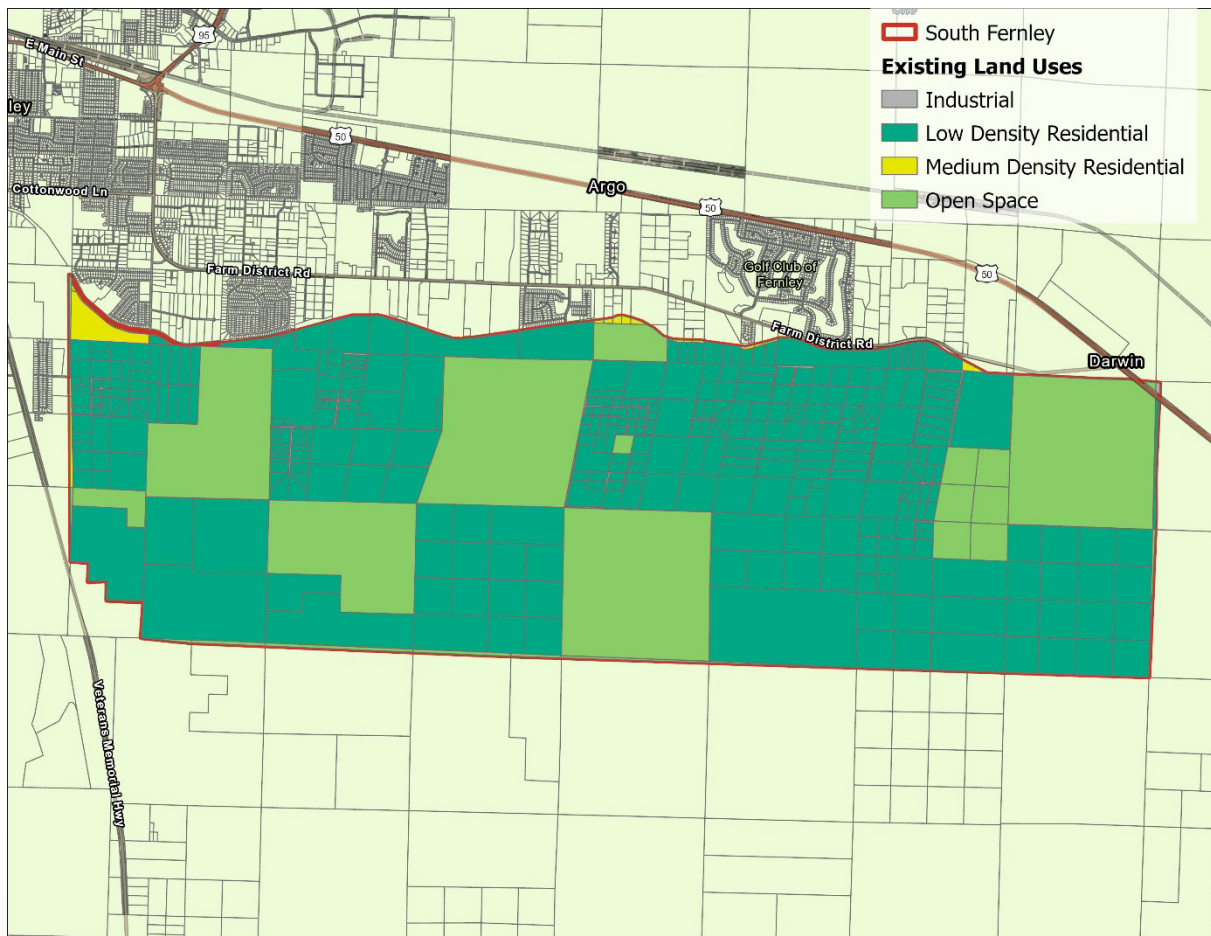




South Fernley

The South Fernley Future Development Area is located south of the Truckee Canal and east of US 95A. The area is rural with minimal infrastructure improvements and municipal services are required to be addressed.

South Fernley FDA is largely undeveloped. The existing land uses consist of low density residential and open space and an estimate of 151 housing units are present. The South Fernley FDA spans about 10,000 acres. Large estate lot subdivisions with curb and gutter are encouraged in this area.

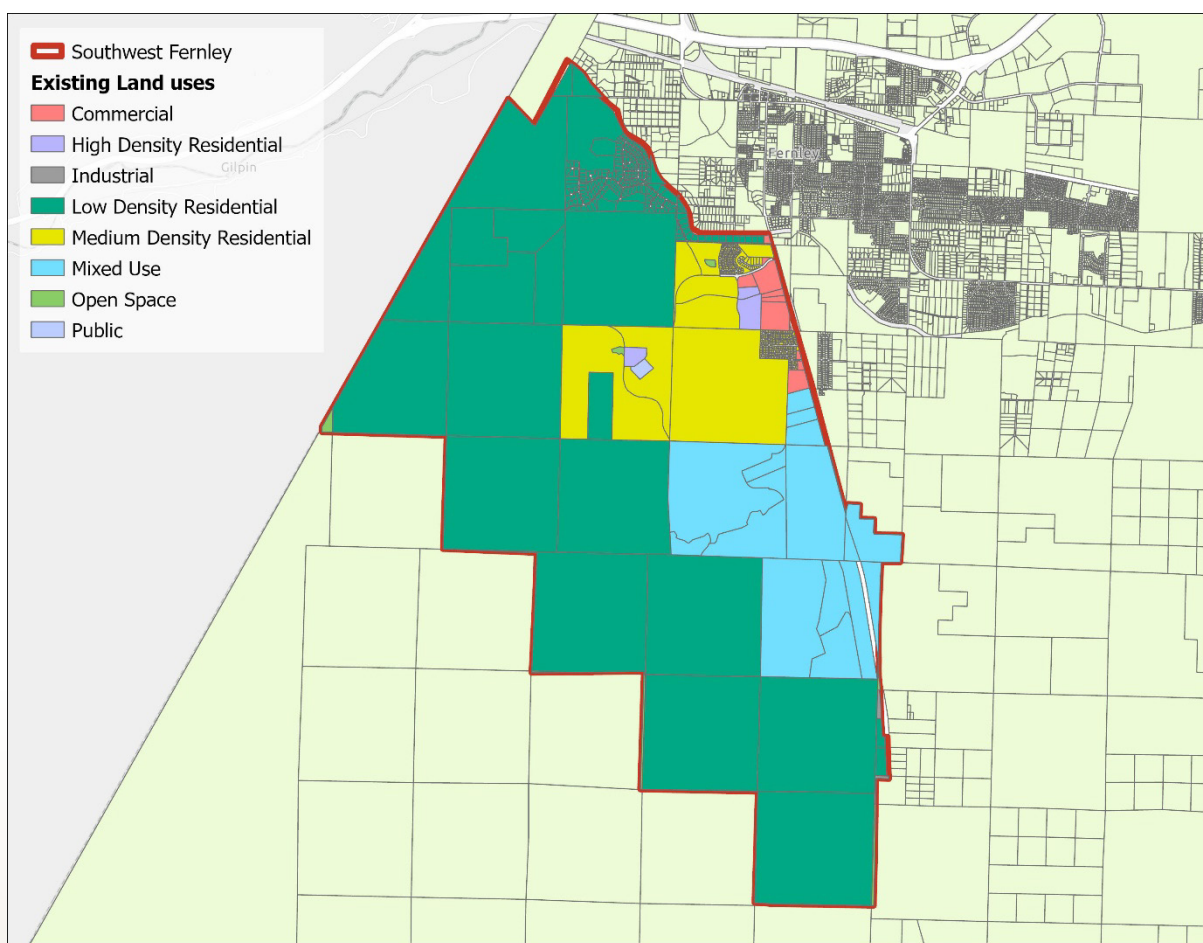




Southwest Fernley

The Southwest Fernley Future Development Area is located south of the Truckee Canal and west of US 95A. The area spans across 11,000 acres and has the highest potential for future development. Located just north of the airport and racetrack, the Southwest Fernley FDA could create the potential for additional employment and commercial uses and become a southern employment center for Fernley.

The existing land uses in the Southwest Fernley FDA are primarily low and medium density residential and mixed use. This area includes the BC Ranch master planned community which has an active development agreement. When completed, the planned development consists of 3,189 residential units, 39 acres of commercial land and 750 acres of banked water rights.





Demographic Overview

Reno-Carson City-Fernley CSA	 682,828 2023 ESTIMATED POPULATION	 40.1 MEDIAN AGE	 31.3% HOUSEHOLDS WITH CHILDREN	 70.9 DIVERSITY INDEX*
	 17.8% GROWTH RATE SINCE 2010	 61.1% % OWNER HOUSEHOLDS	 2.46 AVERAGE HH SIZE	 5.7% % HHS WITH NO ACCESS TO VEHICLE
Planning Area	 23,933 2023 ESTIMATED POPULATION	 38.3 MEDIAN AGE	 38.7% HOUSEHOLDS WITH CHILDREN	 61.1 DIVERSITY INDEX*
	 22.6% GROWTH RATE SINCE 2010	 70.2% % OWNER HOUSEHOLDS	 2.76 AVG. HH SIZE	 3.2% % HHS WITH NO ACCESS TO VEHICLE

Population Characteristics

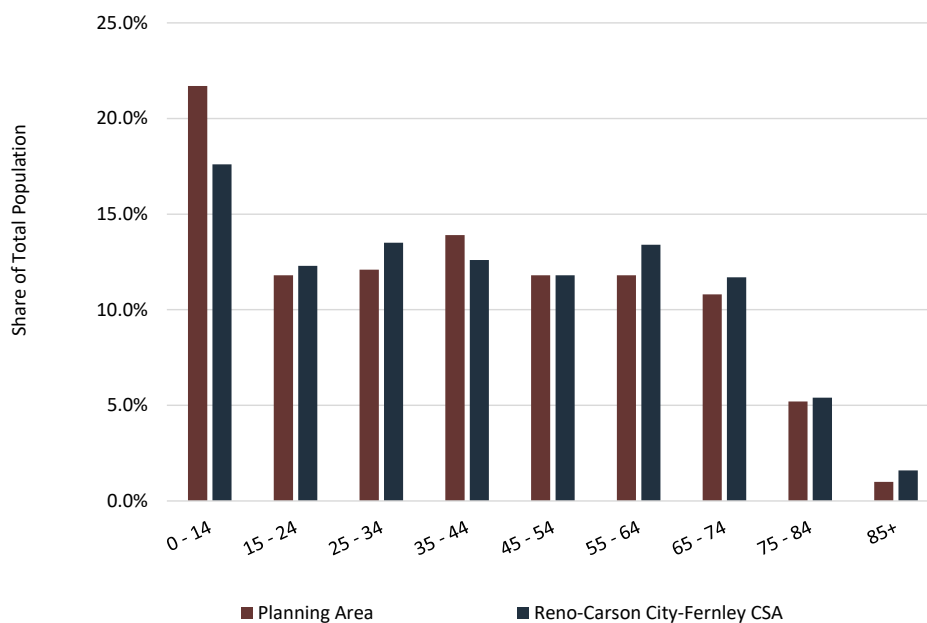
Population and Age Comparison

Area	Total Population		Annual Growth Rate	2023 Median Age
	2010	2023		
Planning Area	19,514	23,933	1.6%	38.3
Reno-Carson City-Fernley CSA	579,668	682,828	1.3%	40.3

Source: ESRI Business Analyst



Comparison of Age Cohorts, 2023

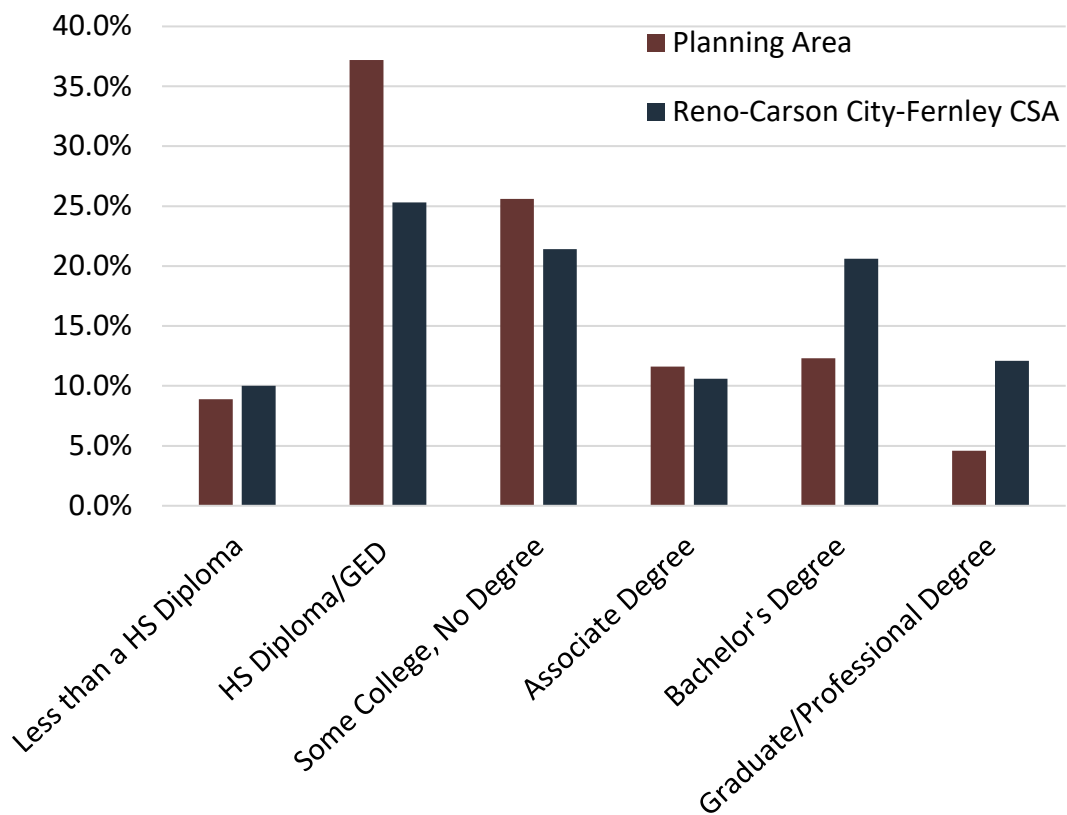


Source: ESRI Business Analyst

- The Planning Area has seen an annual growth rate of 1.6%, reaching a total population of more than 23,900 in 2023.
- The Planning Area has a median age of 38.3; Over 70% of the area's residents are under the age of 45.
- The Planning Area hosts more young families, with 38.7% of households having children and the largest age cohort is children under 14.
- When compared to the CSA, the Planning Area also has lower shares of older residents, particularly those over the age of 65.

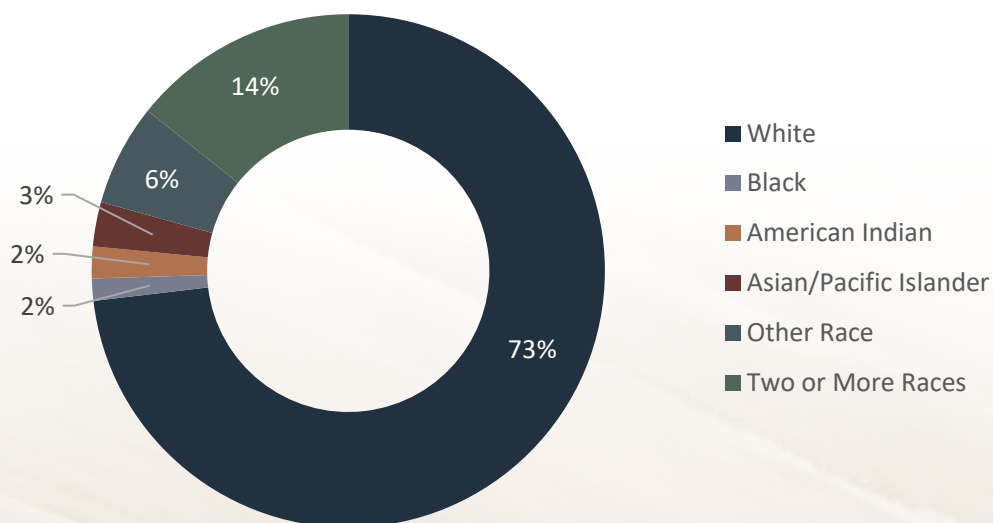


Comparison of Educational Attainment, 2023



Source: ESRI Business Analyst

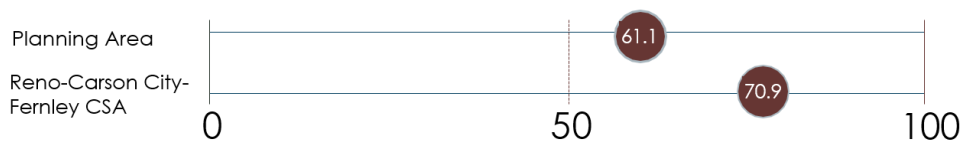
Market Area Racial Make Up, 2023



Source: ESRI Business Analyst



Comparison of Diversity Index, 202



Source: ESRI Business Analyst

*Note: ESRI's diversity index measures the racial and ethnic diversity of an area on a scale ranging from: 0 (no diversity) to 100 (complete diversity). As more race groups are evenly represented in an area's population, the diversity index increases.

Planning Area Tapestry Segmentation

TAPESTRIES

- Households across US are categorized into 67 segments
- Put a "face on the numbers"
- In addition to demographic information, includes preferences on housing, spending, and labor force
- Used by developers and retailers to understand the character of a community and the market's needs and desires

Tapestry	Share of Market Area Households
Middleburg	14.8%
Down the Road	26.3%
Green Acres	7.9%
Up and Coming Families	7.2%
The Great Outdoors	5.9%

traditional homeowners pride low density communities
 semi-rural thrifty
 convenience families with children
 outdoor activities lower labor force participation
 young couples mobile home living
 Single-family households

Source: ESRI Business Analyst

PLANNING AREA TAPESTRIES

- The Market Area consists of five tapestry segments, one of which are greater than 25%.
- This is consistent for smaller geographies



MIDDLEBURG

52.8% of Area Households

Source: ESRI Business Analyst

- Young families living in semirural subdivisions
- Neighborhoods changing rapidly with the addition of new single-family homes
- Traditional, family-oriented, and patriotic consumers
- Thrifty but willing to carry some debt

DOWN THE ROAD

26.3% of Area Households

Source: ESRI Business Analyst

- Young family-oriented residents in semi-rural neighborhoods
- Almost half of householders reside in mobile homes
- Consumers have placed an importance on preserving time-honored customs

GREEN ACRES

7.9% Of Area Households

Source: ESRI Business Analyst

- Older married couples with no children
- Avid do-it yourselfers who enjoy outdoor living
- Use technology as a tool rather than a trend and cautious consumers

UP AND COMING FAMILIES

7.2% Of Area Households

Source: ESRI Business Analyst

- Young and mobile families establishing their styles Avid do-it yourselfers who enjoy outdoor living
- New families in new housing subdivisions
- Seek the latest and best technology
- Cautious and thrifty consumers



THE GREAT OUTDOORS

5.9% Of Area Households

Source: ESRI Business Analyst

- Mix of married-couples with and without children
- Low labor force participation
- Consumers are educated empty nesters with active lifestyles
- Residents are do-it-yourself oriented and cost conscious

Household Characteristics

Median Household Income, 2023

- The Planning Area has a higher median household income when compared with the CSA.
- The largest concentration of households in both the geographies earn \$100,000 to \$149,999 annually.
- Almost 30% of households in the Planning Area earn between \$100,000 to \$149,999 annually and incomes have increased in both geographies and expected to continue the upwards trajectory into 2028.



Planning Area

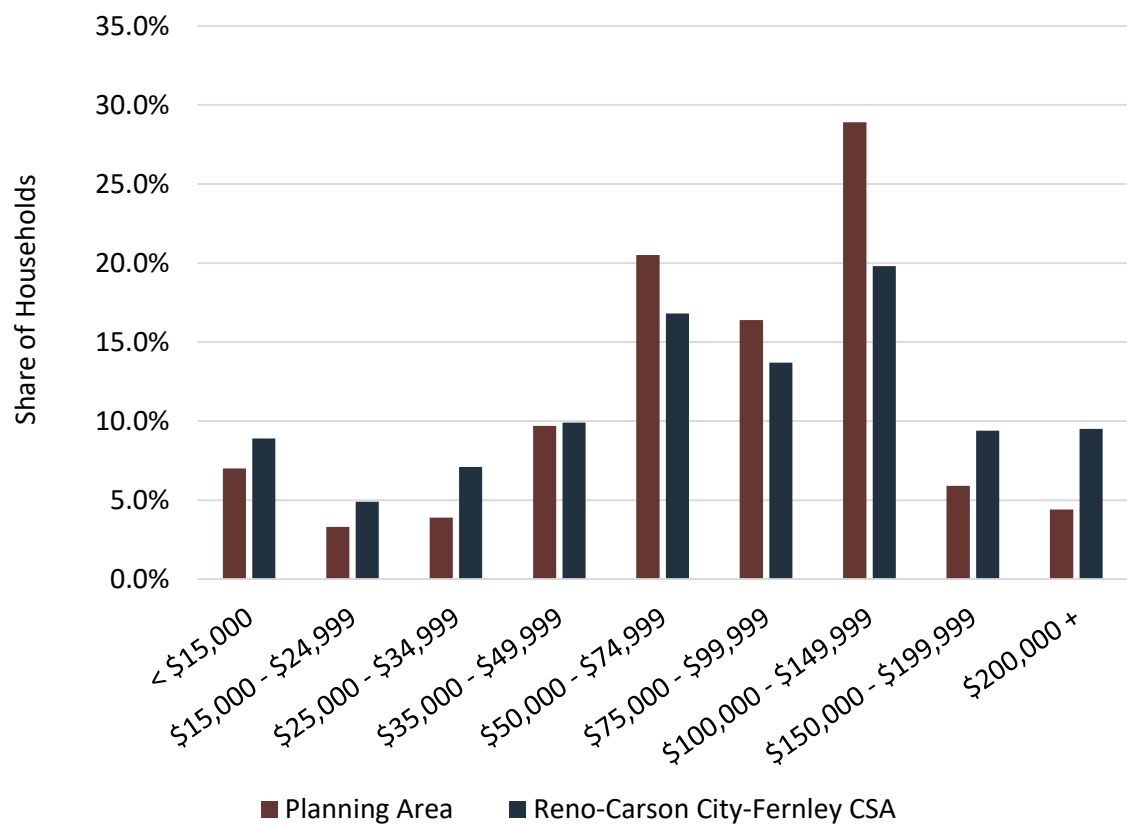


Reno-Carson City-Fernley CSA

Source: ESRI Business Analyst



Comparison of Household Income, 2022



Source: ESRI Business Analyst

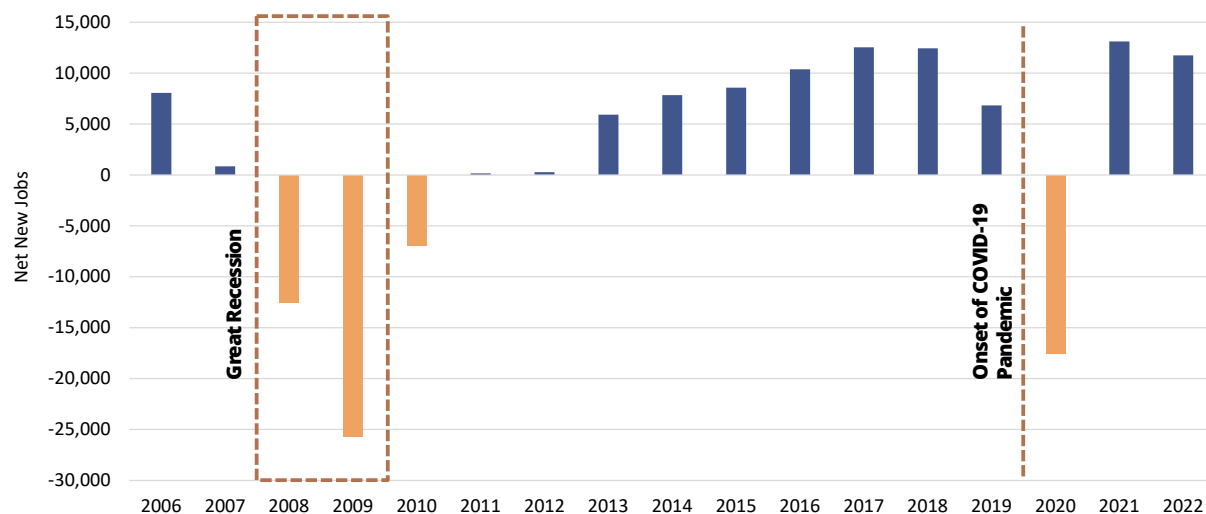
Economics & Prosperity Overview

Reno-Carson City-Fernley CSA	 23,513 2023 ESTIMATED BUSINESSES	 12.1% LARGEST SECTOR: ARTS, ENTERTAINMENT & RECREATION	 59.4% WHITE COLLAR OCCUPATION	 57.6% SHARE OWNER-OCCUPIED HOUSING
	 326,970 2023 ESTIMATED JOBS	 5.2% UNEMPLOYMENT RATE	 \$78,313 MEDIAN HOUSEHOLD INCOME	 \$457,718 MEDIAN HOME VALUE
Planning Area	 434 2023 ESTIMATED BUSINESSES	 20.7% LARGEST SECTOR: RETAIL TRADE	 42.4% WHITE COLLAR OCCUPATION	 67.0% SHARE OWNER-OCCUPIED HOUSING
	 5,437 2023 ESTIMATED JOBS	 4.6% UNEMPLOYMENT RATE	 \$81,785 MEDIAN HOUSEHOLD INCOME	 \$347,669 MEDIAN HOME VALUE



Employment Growth

Annualized Job Growth, Reno-Carson City-Fernley CSA, 2006-2022



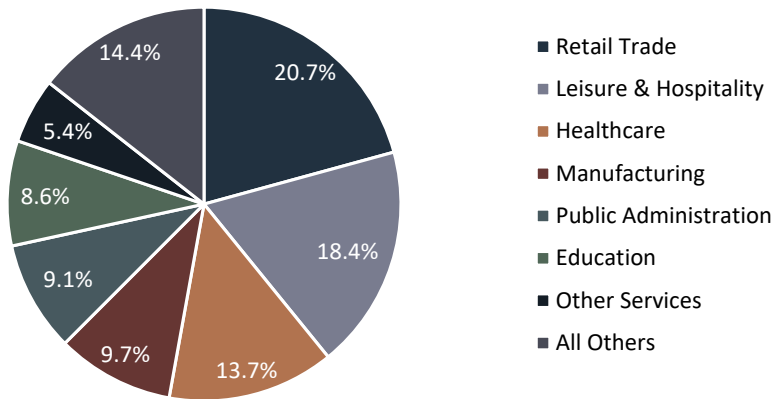
Source: Bureau of Labor Statistics

Job growth in the CSA has typically averaged 2,100 new jobs annually. Disruptions during the Great Recession were consistent with national trends; and the CSA recovered and experienced strong growth between 2015 through 2018. Also consistent with national trend, the region experienced disruption during in 2020 due to the COVID-19 pandemic; however, the region recovered quickly in the following year.



Planning Area Employment Characteristics

Planning Area Industry Classification, 2023

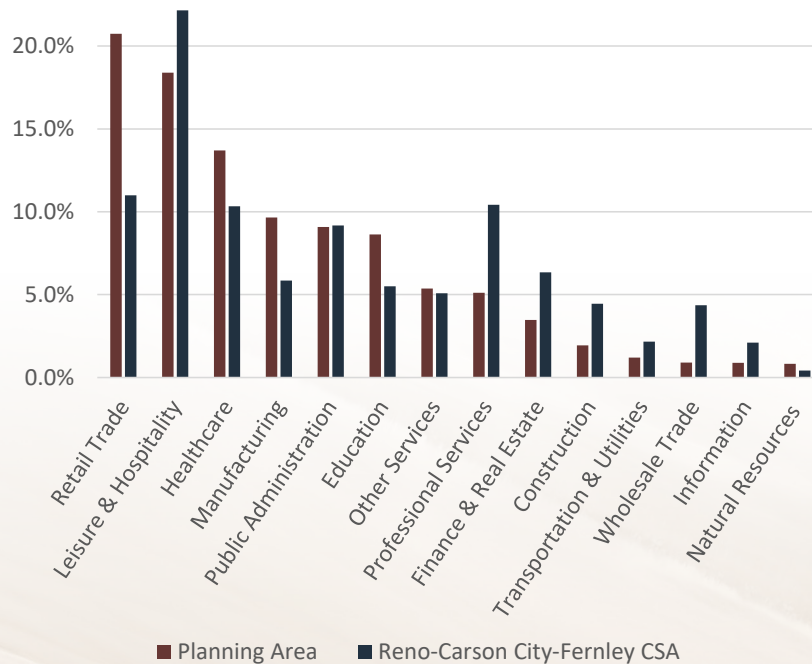


There are 5,437 permanent jobs in the Planning Area, representing 1.7% of the total jobs in the CSA.

Source: ESRI Business Analyst

Area	Estimated Jobs (2023)	Top Three Industries
Planning Area	2,873	Retail Trade, Leisure & Hospitality, Healthcare
Reno CSA	142,130	Leisure & Hospitality, Retail Trade, Professional Services

Planning Area Industry Classification, 2023



Source: ESRI Business Analyst



COMMUTING PATTERNS

INFLOW / OUTFLOW OF WORKERS TO PLANNING AREA

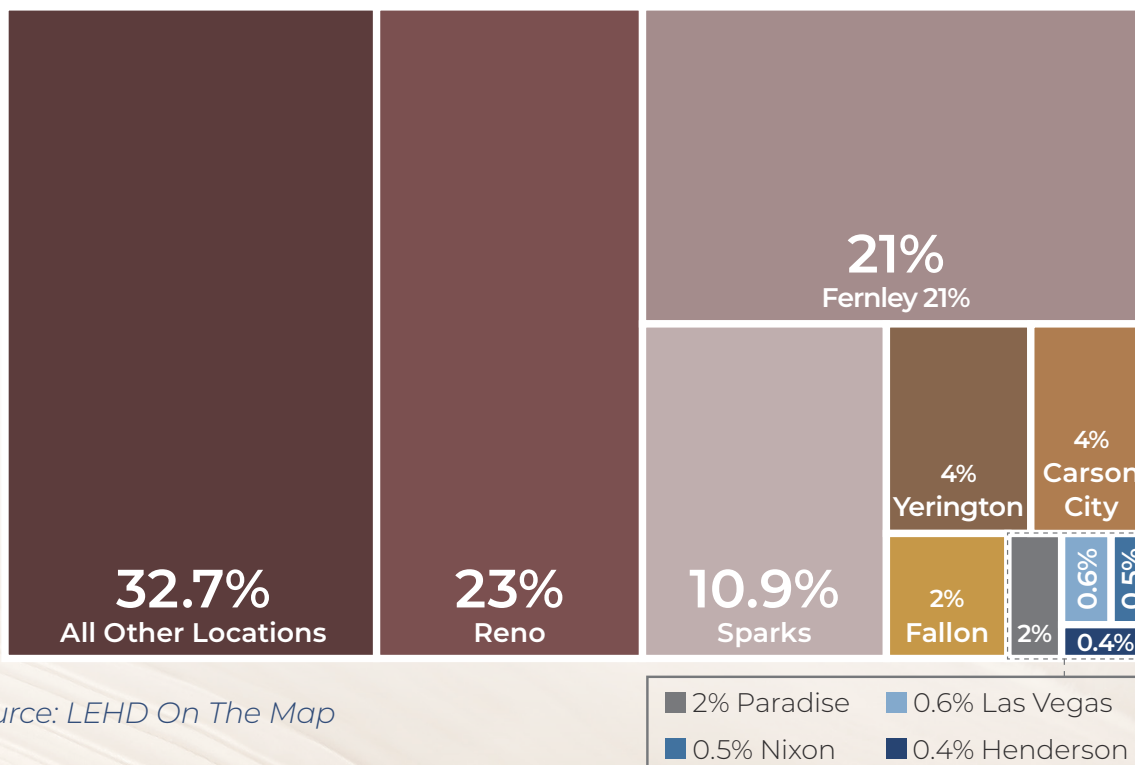


Source: LEHD On The Map

For people commuting into the Planning Area for work, most (52.4%) are coming from Lyon County. Other sources for in-commuting include Washoe County (20.4%), Churchill County (10.7%), and Carson City County(3.5%).

Approximately 46% of the people traveling into the Market Area for work are traveling less than 10 minutes.

Destination for Employed Planning Area Residents Commuting to Work, 2021



Source: LEHD On The Map



Housing Characteristics

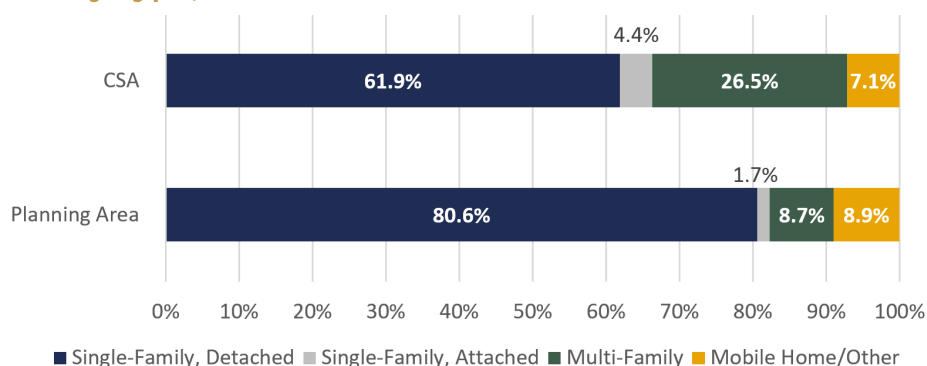
Housing Summary Facts

2023	Planning Area	Reno-Carson City-Fernley CSA
Median Year Built	2000	1989
Median Home Value	\$347,669	\$457,718
Owner-Occupied	67.0%	57.6%
Renter-Occupied	28.7%	35.5%
Vacant	4.4%	6.9%

Source: ESRI Business Analyst

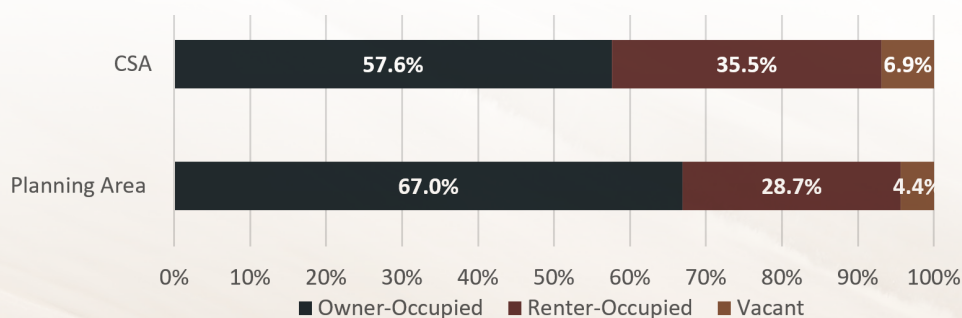
The larger CSA has a comparatively older, yet higher-value housing stock when compared to the Planning Area. The Planning Area has a high owner-occupied housing unit share, when compared to the CSA and a large share of single-family, detached housing.

Housing Units By Type, 2023



Source: ESRI Business Analyst

Housing Units By Tenure, 2023



Source: ESRI Business Analyst



Residential Building Permit Trends

City Permit Summary Facts

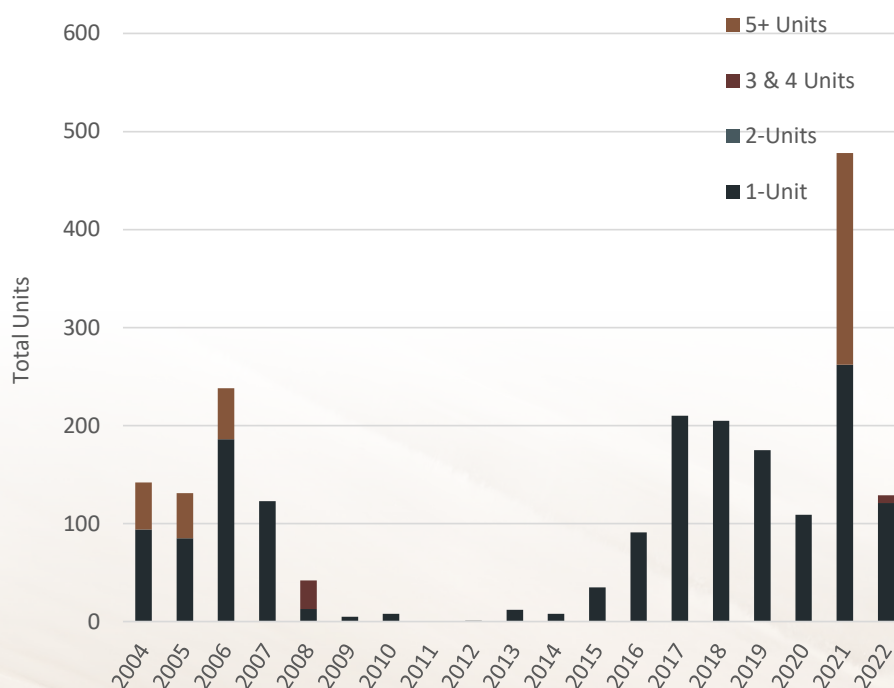
City Residential Building Permits	Single- Family	Multi-Family
Pre-Recession Avg Annual Total	122	37
Post-Recession Avg Annual Total	95	17
Pre-Recession Share of Residential Total *	77%	23%
Post-Recession Share of Residential Total *	84%	5%

Source: US Census

* The pre- and post-Recession share of total is measuring the percentage of single-family and multi-family permits as a share to total residential permits issued.

Residential building permitting activity dropped significantly after the 2007-2009 Great Recession. Single family home permits have been predominant in the City and annual totals have surpassed pre-Recession levels. Most multi-family permits have been for larger buildings, with at least five units with 2021 being the most active year for multifamily permitting.

Residential Building Permit Trends, 2004-202

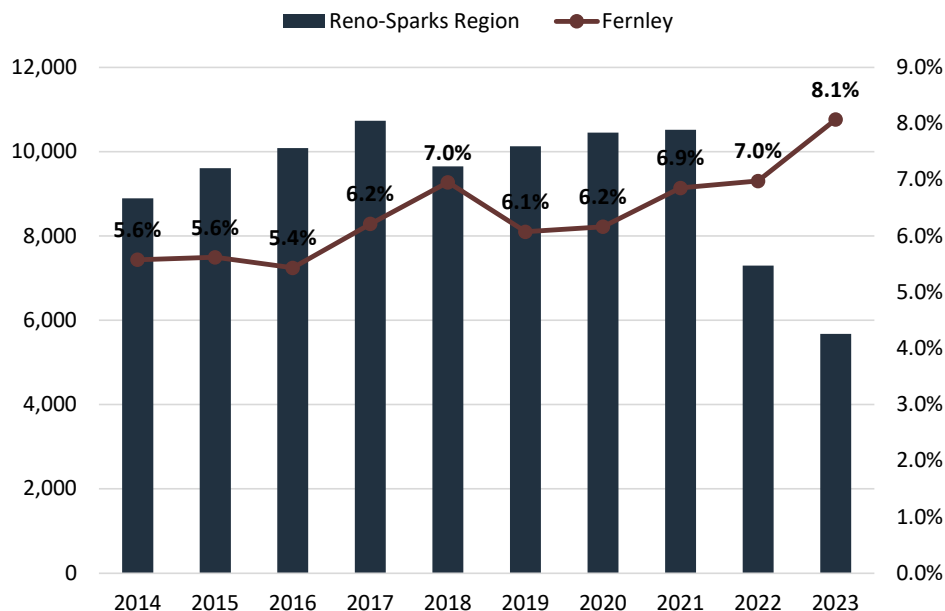


Source: US Census



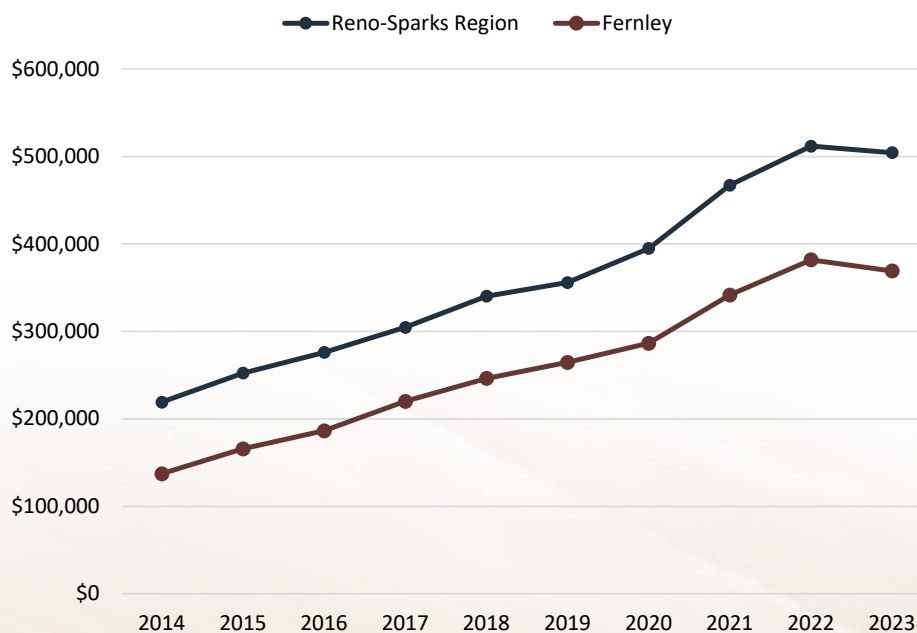
For-Sale Residential Performance

Fernley Annual Closings as Share of Region



Source: Northern Nevada Region MLS; Kimley-Horn

Average Median Sales Price Comparison

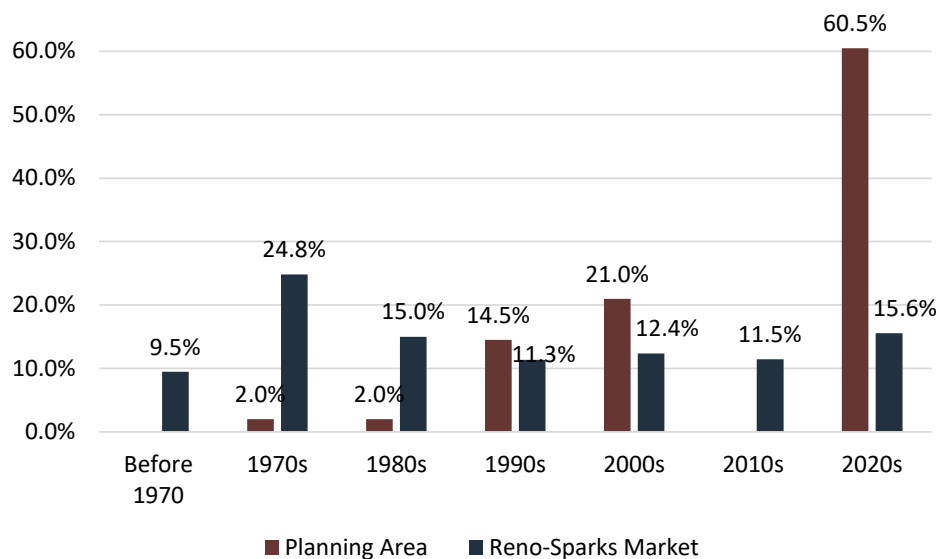


Source: Northern Nevada Region MLS; Kimley-Horn



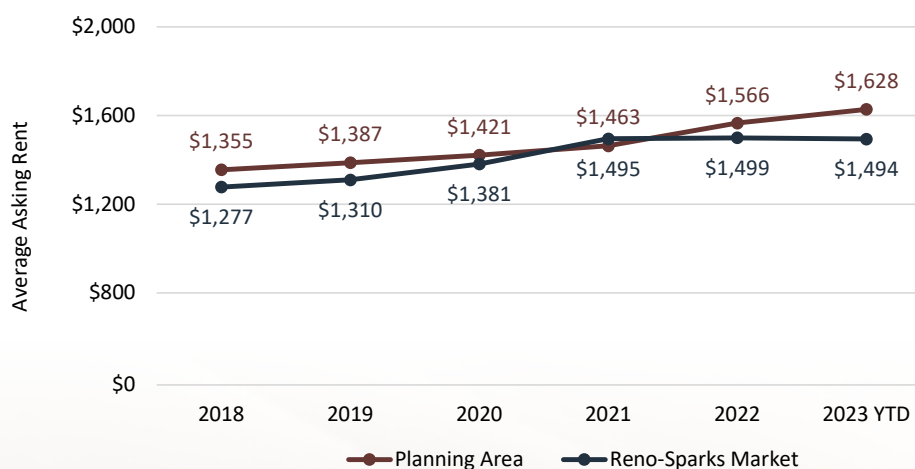
Rental Residential Trends

Share of Rental Residential Inventory by Decade Built



Source: CoStar; Kimley-Horn

Comparison of Rental Residential Rent Rate, 2018-2023 YTD



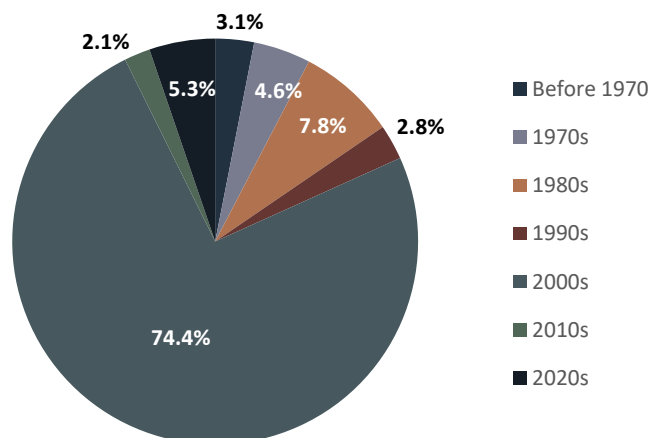
Source: CoStar; Kimley-Horn

- The 9 multifamily communities with a combined 496 multifamily units in the Planning Area represent 1.1% of the Reno-Sparks Market.
- Multifamily development in the Planning Area has remained prevalent since the 1990s. No new units were built in the 2010s but the 2020s have been the most active decade with 300 units being delivered.



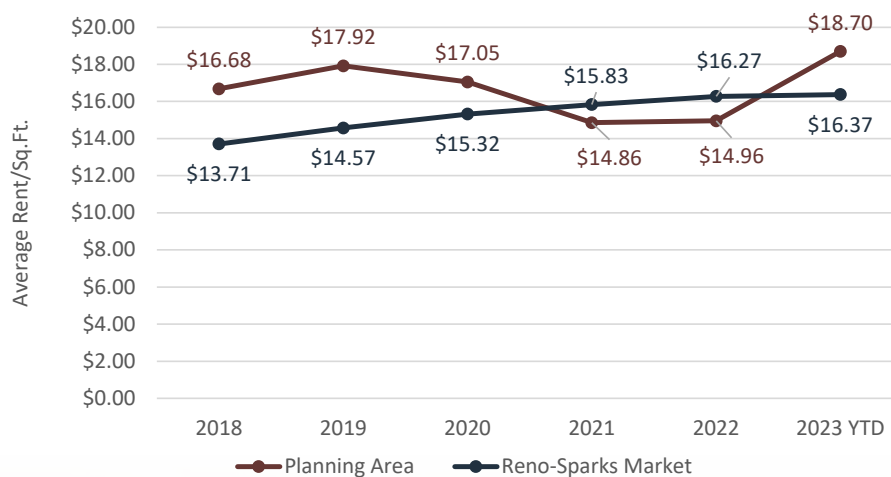
Retail Trends

Share of Retail Inventory in Planning Area by Decade Built



Source: CoStar; Kimley-Horn

Comparison of Retail Rent Rate, 2018-2023 YTD



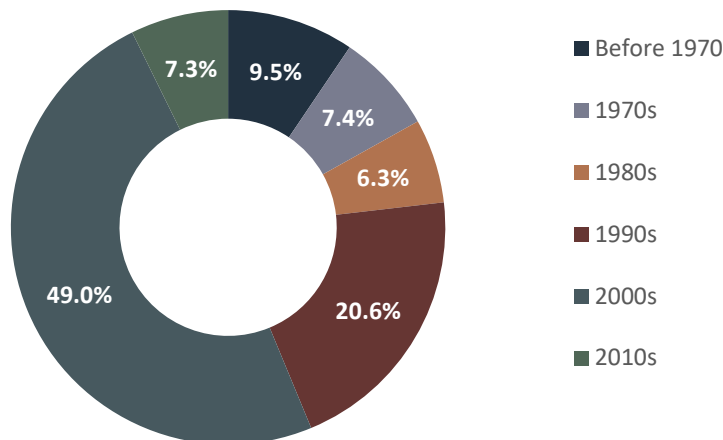
Source: CoStar; Kimley-Horn

- The Planning Area has 986,224 sq. ft. of retail space which accounts for 2.7% of the total share of the Market Area.
- Approximately 74% of retail was delivered during the 2000s. A Wal-Mart Supercenter, Lowes Home Improvement Center, the Fernley Village Marketplace, and the Skyridge Plaza were delivered during this decade.
- The Planning area has higher rent rates with lower vacancy rates than the Market Area. This can suggest a higher demand for retail space in the Planning Area.



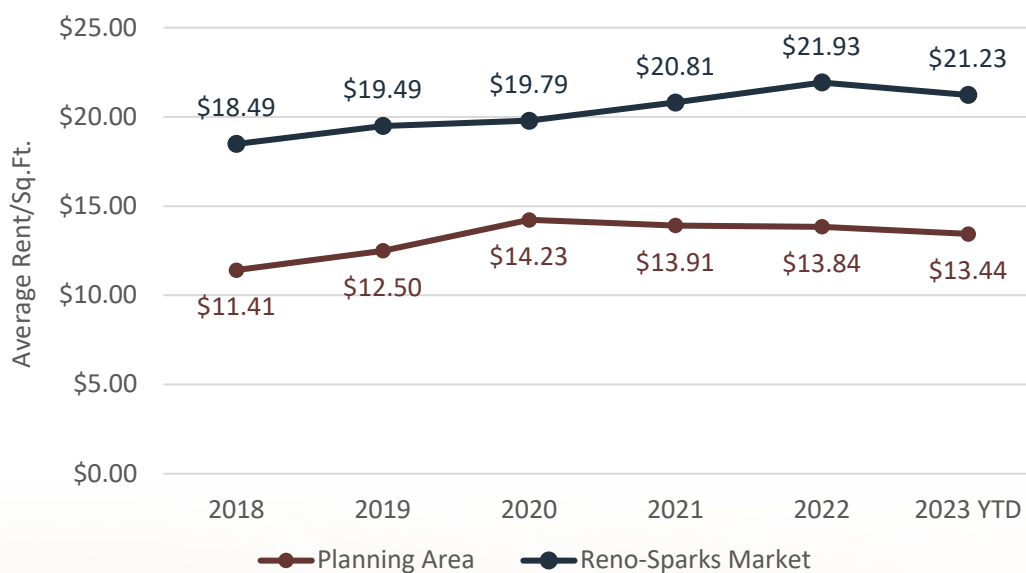
Office Trends

Share of Office Inventory in Planning Area by Decade Built



Source: CoStar; Kimley-Horn

Comparison of Office Rent Rate, 2018-2023 YTD



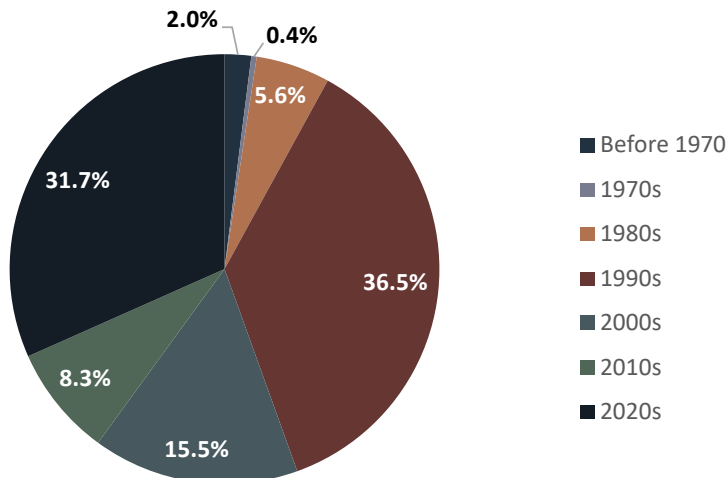
Source: CoStar; Kimley-Horn

- The Planning Area has 11,166 sq. ft. of office space which accounts for 0.5% of the total share of the Market Area.
- 1990s and the 2000s were the most active decades for office construction, delivering almost 70% of the office inventory. No new office construction has occurred since 2019.
- Rent rates and vacancy rates are lower in the Planning Area than in the Market Area, with a stable demand but limited supply.



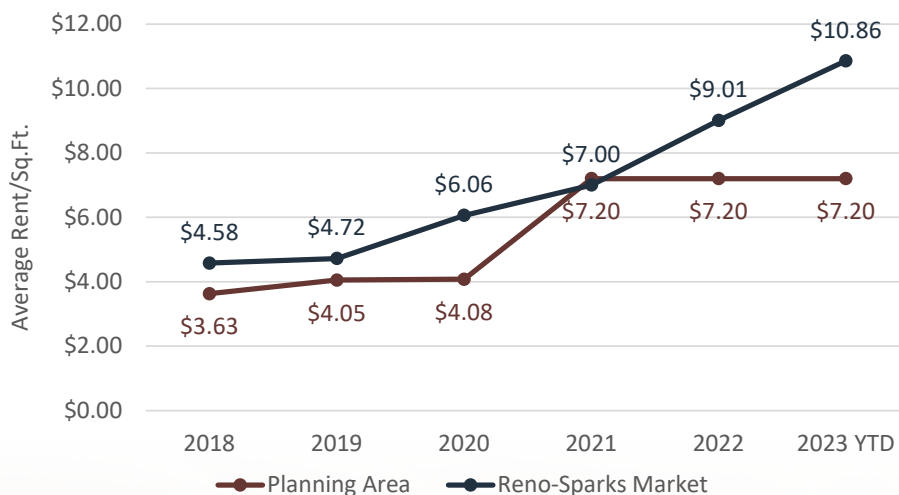
Industrial Trends

Share of Industrial in Planning Area by Decade Built



Source: CoStar; Kimley-Horn

Comparison of Industrial Rent Rate, 2018-2023 YTD



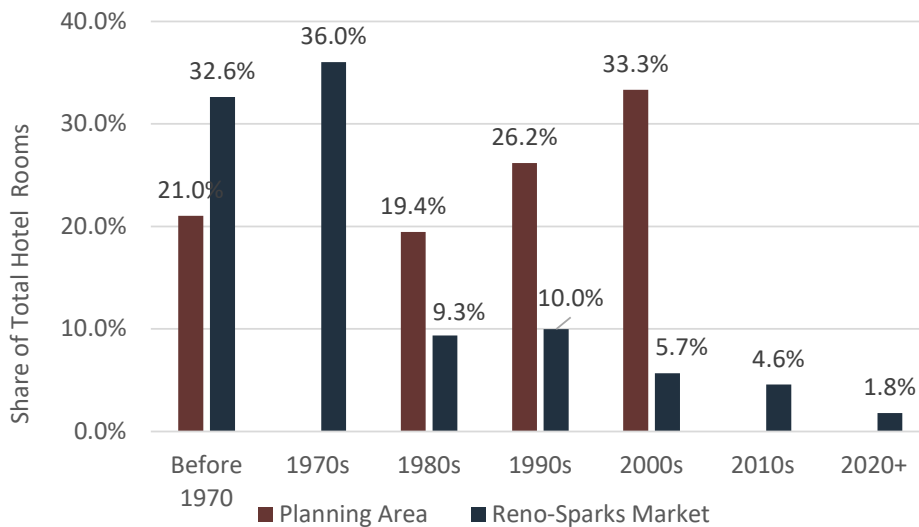
Source: CoStar; Kimley-Horn

- The Planning Area has 7,299,414 sq. ft. of industrial space which accounts for 5.8% of the total share of the Market Area.
- The 1990s was the most active decades for industrial construction but the 2020s has seen a considerable amount of activity, adding 31.7% to the inventory thus far or approximately 2,310,000 square feet of industrial space.
- Rent rates are lower in the Planning Area but year-to-date vacancy are 16% compared to 5.6% in the Market. High vacancies are likely due to a recent construction of industrial space being delivered in the Planning Area.



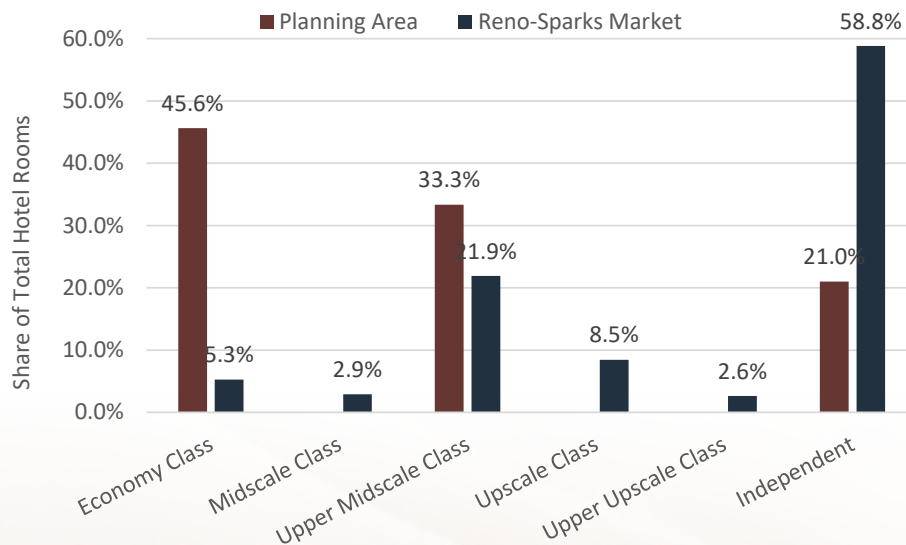
Hotel Trends

Share of Hotel Inventory in Planning Area by Decade Built



Source: CoStar; Kimley-Horn

Share of Hotel Inventory by Property Type



Source: CoStar; Kimley-Horn

- The Planning Area has 252 hotel rooms across 4 hotel properties.
- The Comfort Suites, an upper midscale hotel, is the largest and newest hotel in the Planning Area with a total of 84 rooms and was delivered in 2009.
- Most of the hotel inventory falls under economy class while most of the hotels in the Market Area are independent.



PLANNING AREA MULTIFAMILY DEVELOPMENT ACTIVITY

Property Name	Address	Estimated Completion	Total Units	Status
River Ranch Apartments	501 River Ranch Rd	2024	320	Under Construction
Sherwood Villages	890 Fremont Street	2026	316	Proposed -Entitlement Approved
West Main Station	600 W Main Street	2025	276	Proposed -Entitlement Approved
Nevada Pacific Apartments	Emigrant Way	2025	138	Proposed – Conditional Use Permit Approved

- The Planning Area is estimated to see an increase in their multifamily inventory of over 230% by 2027, with 1,164 rental residential units being delivered within the next five years.
- River Ranch Apartments will be the newest community with 320 total units and amenities such as EV charging stations, fitness center, playground and dog park.

PLANNING AREA RETAIL DEVELOPMENT ACTIVITY

Property Name	Address	Estimated Completion	Total Sq. Ft.	Status
Fernley Pad Sites	E Newlands Dr	2024	6,000	Proposed
Lickety Splits Express Car Wash	1245 Fremont Street	2024	5,809	Under Construction

- Retail development in the Planning Area could increase by 1.2% by the end of 2024, with 11,809 square feet of retail space being delivered.
- Current construction projects include panda express, Tractor Supply, and a quick serve retail chain.
- Proposed projects include development of 2 pad sites with 2,000 to 3,000 square feet of leasable available in each.



PLANNING AREA INDUSTRIAL DEVELOPMENT ACTIVITY

Property Name	Address	Estimated Completion	Total Sq. Ft.	Status
Nevada Commerce Park – Building B	Commerce Center Dr	2024	641,920	Proposed
Warehouse Development	1000 Pilot Road	2025	446,940	Proposed
Nevada Commerce Park – Building D	Commerce Center Dr	2024	105,040	Proposed
Nevada Commerce Park – Building C	Commerce Center Dr	2024	96,720	Proposed

- Industrial development activity includes the proposed Nevada Commerce Park and a warehouse development.
- The Planning Area is expecting an estimate of 17.7% of industrial space added to their existing inventory or 1,290,620 square feet by the end of 2025.
- When completed, Nevada Commerce Park will be the second largest industrial park after the Victory Logistics District.

PLANNING AREA HOTEL DEVELOPMENT ACTIVITY

Property Name	Address	Estimated Completion	Total Rooms	Status
Candlewood Suites Fernley	700 Mesa Dr	2027	100	Proposed
Home2Suites by Hilton Fernley	NEQ Stanley and E Newland Rd	2026	91	Proposed
Holiday Inn Express Fernley	900 Mesa Dr	2025	90	Proposed
Hampton Inn by Hilton Fernley	150 Hwy 95A and Penny Lane	2028	80	Proposed

- The Planning Area is expecting an estimate of 143% of hotel space added to their existing inventory or 361 Total rooms within the next 5 years.
- When completed, the Candlewood Suites Hotel will be the largest hotel in the Planning Area with 100 rooms and the only mid-scale hotel.
- The Planning Area is expected to add an additional three upper midscale hotels with the completion of Home2Suites, the Holiday Inn Express, and the Hampton Inn.



APPENDIX C
GLOSSARY





C. Glossary

Accessibility – Relating to transportation: how an area is attained.

Active Transportation – Human-powered transportation such as walking, cycling, and wheelchair use.

Amenity – Something that helps provide comfort, convenience, or enjoyment. This may be provided by a municipality, a neighborhood organization, and/or a developer and may include a park, trail, community center, playground, sports facilities and fields, etc.

Area Plan – A comprehensive document that outlines the goals, strategies, and policies for a specific geographic area. It serves as a guide for land use, development, and infrastructure decisions within that area. The purpose of an area plan is to provide a framework for coordinated and sustainable development, while also preserving and enhancing the quality of life for residents and stakeholders within the area.

Arterial – A high-capacity urban road that connects collector roads to expressways or freeways. Arterials may be divided into major and minor arterials.

Arterial (Major) – A roadway typically designed with at least 4 lanes and with speeds exceeding 45 MPH. Major arterials are the highest traffic volume surface streets and typically connect multiple towns, neighborhoods, and major activity centers. (May also be referred to as Other Principal Arterial).

Arterial (Minor) – A roadway which serves a smaller geographic area than a major arterial and may resemble a primary collector. Minor arterials are typically constructed with an 80-foot ROW width that includes sidewalks on both sides of the street.

Buffer – A strip of land established to separate and protect one type of land use from another to screen other properties from objectionable noise, smoke, or visual impact or to provide for future public improvements or additional open space.

Buildable Acreage – Land that is suitable for construction or development. The portion of a property or tract of land that can be legally and feasibly built upon, taking into account various factors such as zoning regulations, environmental considerations, topography, access to utilities, and any other restrictions or limitations that may apply.

Bureau of Land Management – An agency within the United States Department of the Interior. Its primary responsibility is to manage and conserve public lands, including around 245 million acres of land and 700 million acres of subsurface mineral estate. The BLM is responsible for balancing multiple uses of public lands, such as recreation, conservation, energy development, and grazing.



Capacity – The maximum potential for development or construction on a particular piece of land or property. It represents the highest level of development that can be achieved within the boundaries of applicable regulations, zoning restrictions, and other factors that may limit or influence the development process. Development capacity takes into account various considerations such as building density, height restrictions, setback requirements, infrastructure availability, environmental impact assessments, and other relevant factors.

Circulation – The movement of vehicles, pedestrians, and other modes of transportation within a transportation network. It encompasses the flow of traffic, the efficiency of movement, and the functionality of transportation infrastructure, such as roads, highways, intersections, and intersections. Transportation circulation focuses on optimizing the movement of people and goods, minimizing congestion and delays, and ensuring safe and efficient travel within a given area or city.

Collector – Collector roadways are intended to accommodate fewer travelers than arterials; this can vary depending on the hierarchy of roadways within a community. The collector street system may also carry local bus routes. Collector streets in Fernley are typically constructed with a 60-foot right-of-way width that includes sidewalks on both sides of the street.

Primary Collector – A roadway which distributes traffic between local streets and arterials; often linking multiple streets within a neighborhood. (May also be referred to as a Major Collector).

Secondary Collector – A shorter roadway which serves a smaller geographic area than a primary collector. (May also be referred to as a Minor Collector).

Comprehensive Master Plan – A long-term planning document that outlines a vision and sets forth policies, goals, and strategies for the future development and growth of a community, city, or region. It serves as a guide for land use, transportation, infrastructure, economic development, housing, environmental conservation, and other aspects of urban or regional planning.

Conservation – The protection, preservation, and sustainable management of the natural environment and its resources. It involves efforts to maintain and restore ecosystems, protect biodiversity, and mitigate the impacts of human activities on the environment.

Constraints – The limitations or factors that impede or restrict the progress or growth of a project, initiative, or area of development. These constraints can be physical, economic, social, political, or environmental in nature. They can arise from a variety of sources, such as limited financial resources, inadequate infrastructure, legal and regulatory barriers, social conflicts, environmental concerns, or lack of technical capacity.



Data Center – A facility used primarily to store, manage, process, and transmit digital data, which houses computer and/or network equipment, systems, servers, appliances and other associated components related to digital data operations. The facility may also include air handlers, power generators, water cooling and storage facilities, utility substations, and other associated utility infrastructure to support sustained operations at a data center.

Data Processing, Hosting, and Related Services (Including Data Centers) – Establishments that provide infrastructure for hosting or data processing services. These establishments may provide specialized hosting activities, such as web hosting, streaming services or application hosting; provide application service provisioning; or may provide general timeshare mainframe facilities to clients. Data processing establishments provide complete processing and specialized reports from data supplied by clients or provide automated data processing and data entry services.

Design Guidelines – A set of principles, standards, and recommendations that guide the design and planning of development projects or areas. Guidelines provide recommendations on issues such as building heights, setbacks, architectural styles, landscaping, pedestrian and bicycle infrastructure, parking requirements, and environmental sustainability features. They help developers, architects, and planners make informed decisions and ensure that new developments are visually appealing, functional, safe, and compatible with the surrounding context.

Detention Basin (Retention Basin) – A man-made structure designed to temporarily store and manage excess stormwater runoff. It is typically constructed in areas with inadequate drainage systems or in urban areas where impervious surfaces like roads, parking lots, and buildings prevent natural infiltration of rainwater into the ground.

Development – Any construction or any division of land.

Development Project – The use of land, buildings and structures on any property in the city subject to this title, except single-family dwellings and two-family dwellings, and includes new developments, planned developments, and the expansion of existing developments.

Distribution Center – A facility that stores merchandise for distribution to businesses or customers, but that does not fulfill orders directly from customers at that location.

Dwelling, Single-Family Detached – A building containing one kitchen designed or used or designed and used to house not more than one family, including necessary employees of the family. This also includes: 1) only those dwelling units that comply with the city's building code, whether built on site or in a factory (commonly referred to as "modular homes"), and factory-built housing as defined in NRS 278.0209; and 2) manufactured homes pursuant to NRS 278.02095.



Dwelling, Single-Family Attached – A dwelling unit attached to one or more other dwelling units located on a separate lot. Each dwelling has its own front and rear access, no unit is located over another unit, each unit is separated from other units by one or more vertical common walls, and each dwelling is located on a separately owned lot. A townhouse complex may include common areas and facilities owned by all of the owners on a proportional, undivided basis.

Dwelling, Two-Family (Duplex) – A building containing up to two kitchens designed and/or used to house two families, living independently of each other.

Economic Development – The process by which a region or country improves its economic well-being and quality of life. It involves various strategies, policies, and actions aimed at fostering economic growth, creating jobs, increasing productivity, and improving living standards. The goal of economic development is to stimulate and sustain economic activity in a particular area. This can be achieved through initiatives such as attracting businesses and investments, supporting entrepreneurship and innovation, improving infrastructure, enhancing education and workforce development, and promoting trade and exports.

Floor Area Ratio (FAR) – The measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on.

Fault Lines – Fractures or cracks in the Earth's crust where rocks on either side have moved relative to each other. These fractures occur due to tectonic forces and are usually associated with plate boundaries, where two or more tectonic plates interact. Fault lines are responsible for earthquakes, as the movement along these fractures releases accumulated stress in the Earth's crust.

Frontage – The lot line that fronts a public or private street or right-of-way.

Frontage (Building) – The length of the face or wall of a completely enclosed and permanent building on a site which fronts directly on a public or private street or right-of-way.

Fulfillment Center – A business whose services include the fulfillment of orders placed directly by a customer or by an affiliate company, whether those orders are placed by means of mail, fax, email, telephone, or an internet transaction, and that includes warehouse or storage facilities from which the goods are shipped. A business that fulfills order completely within an office, but that does not maintain a warehouse or storage facilities, is classified as an "office."

Functional Classification(s) – The categorization of roads based on their intended purpose and the level of service they provide. The functional classification of roads helps in determining their design standards, maintenance requirements, and access management policies. It also assists in planning and allocating resources for transportation infrastructure.



Interstate Highways – These are the highest class of roads in the United States and are designed for long-distance travel between states. They have controlled access, multiple lanes, and high design standards.

Arterial Roads – These roads serve as major traffic corridors within urban areas, connecting different neighborhoods and providing access to highways. Arterial roads often have higher speeds and carry a significant volume of traffic.

Collector Roads – These roads collect and distribute traffic from local streets to arterial roads. They provide access to residential areas, commercial centers, and other local destinations.

Local Roads – These roads primarily serve local traffic within residential areas or commercial developments. They have lower speeds and are designed for shorter trips.

Geologic Hazards – Natural events or processes that pose a risk to human life, property, and infrastructure due to the Earth's geological features and processes. These hazards can include earthquakes, volcanic activity, landslides, and sinkholes.

Grading – Any clearing, excavating, cutting, filling or other earth moving operation.

Groundwater – The water that is found beneath the Earth's surface in the tiny spaces, or pores, between soil particles and in the cracks and fractures of rocks. It is a vital natural resource that plays a crucial role in supporting ecosystems, sustaining agriculture, and providing drinking water for many communities. Groundwater can be accessed through wells, which are drilled or dug deep into the ground to reach the saturated zone. It is then pumped to the surface for various uses, including irrigation, industrial processes, and drinking water supply.

Household – A group of people who live together and share common living arrangements, typically in a residential dwelling. This includes individuals who are related by blood or marriage, as well as non-relatives who live together and share expenses and responsibilities. A household may consist of a single person living alone or multiple individuals, such as a family or roommates, sharing a home.

Implementation – The process of putting a planned program or project into action. It involves translating the goals, objectives, and strategies of a program into practical activities and tasks to achieve the desired outcomes.

Industrial Services – An establishment involved in the manufacturing of products, primarily from extracted or raw materials, or bulk storage and handling of such products and materials that typically involve a high incidence of truck or rail traffic, and outdoor storage. May include items as food processing and packaging and stonework. Does not include noxious industrial uses, such as asphalt and chemical manufacture, hot-mix plants, rendering, and tanneries.



Infrastructure – The physical systems and facilities that are owned and operated by the government or public entities to provide essential services and support the functioning of a community or society as a whole. It includes various types of infrastructure, such as transportation networks, utilities, social amenities, and public facilities.

Transportation Infrastructure – This includes roads, highways, bridges, tunnels, railways, airports, seaports, and public transit systems that enable the movement of people and goods within and between cities and regions.

Utilities Infrastructure – This comprises systems for water supply and sanitation, electrical power generation, transmission, and distribution, natural gas distribution, and telecommunications networks that provide essential services to residents, businesses, and institutions.

Social Infrastructure – Public infrastructure also encompasses facilities like schools, hospitals, libraries, community centers, parks, and recreational areas that support the well-being, education, and social interactions of the community.

Public Facilities – This includes government buildings, administrative offices, police and fire stations, courthouses, prisons, and other facilities that serve the public and ensure the proper functioning of governance and law enforcement.

Landowner – The legal or beneficial owner or owners of all the land proposed to be included in a planned unit development. The holder of an option or contract of purchase, a lessee having a remaining term of not less than 30 years, or another person having an enforceable proprietary interest in the land is a landowner for the purposes of this title.

Land Use – The way land is utilized or developed for various purposes, such as residential, commercial, industrial, agricultural, or recreational activities. It involves the allocation and management of land resources to meet the needs of a community.

Land Use Plan – A document or framework that outlines the intended allocation and management of land for various purposes within a specific area or jurisdiction. It is a strategic tool used by government agencies, planners, and communities to guide future development, ensure efficient land use, and promote sustainable growth.

Manufacturing – The allocation or utilization of land specifically for manufacturing activities. It involves the designation of land areas or zones where industrial facilities, factories, or production plants are located to carry out various manufacturing processes.



Missing Middle Housing – A range of housing types that fall between traditional detached single-family homes and large-scale apartment buildings. It encompasses a variety of medium-density housing options that can help address the housing needs of diverse communities. Examples of missing middle housing include duplexes, triplexes, townhouses, courtyard apartments, and small-scale multi-unit buildings. These housing types are typically designed to fit within established neighborhoods, offering a mix of private and shared spaces, and providing more affordable options compared to single-family homes.

Mixed-Use – Any single building or development that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated. In a mixed-use development, the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of vehicular and pedestrian access and parking areas.

Mobility – The efficiency, accessibility, and sustainability of transportation systems. It involves ensuring that people can easily and safely travel within and between different areas, whether for commuting, social activities, or accessing essential services.

Multi-Modal Connectivity – The integration and seamless connection of different modes of transportation within a transportation system. It involves designing and planning transportation infrastructure and services to facilitate easy movement and transfers between different modes such as walking, cycling, public transit, and private vehicles.

Multi-Family – A building designed to house three or more families living independently of each other, having their own kitchen facilities. Examples include apartments, townhouses, rowhouses, quadruplexes, single-room occupancy buildings, condominiums, and similar combinations of three or more attached single-family dwellings. It includes any form of family occupancy, including traditional or non-traditional households, elderly housing, or retirement housing.

National Register of Historic Places – The official national list of cultural resources worthy of preservation. The list is compiled and maintained by the National Parks Service and the United States Department of the Interior.

NEPA – NEPA stands for the National Environmental Policy Act. It is a United States environmental law that was enacted in 1970 and requires federal agencies to assess the environmental impacts of their proposed actions and consider alternatives before making decisions.

Open Space/Park – A park, playground, natural area, or open space. Examples include community centers, picnic facilities, public recreation areas, and accessory food concessions.



Parcel (Lot) – A distinct part or parcel of land divided with the intent to transfer ownership or for building purposes which abuts upon a means of access.

Public Facility – A public, civic, or institutional use facility used for the conduct of operations and services, including, but not limited to, offices, maintenance facilities, and recreational or cultural facilities.

Public Lands – Lands that are owned and managed by the government for the benefit and use of the general public. These lands are typically held by federal, state, or local government agencies and are open for various purposes such as recreation, conservation, resource management, and public access.

Slope – The steepness of the land or the inclination of a surface. It is often expressed as a percentage or an angle of inclination. Slope is an important factor in various fields, including civil engineering, geology, and hydrology, as it affects water drainage, stability, and construction design.

Stakeholder – An individual, group, or organization that has an interest or concern in a particular project, organization, or system. They can be affected by the outcomes or decisions made and may also have the ability to influence those outcomes or decisions. Stakeholders can include a wide range of entities, such as employees, customers, suppliers, shareholders, communities, government agencies, advocacy groups, and more.

Sustainability – The practice of meeting the needs of the present generation without compromising the ability of future generations to meet their own needs. It involves balancing environmental, social, and economic considerations to ensure long-term well-being and resilience. Sustainable practices aim to minimize negative impacts on the environment, promote social equity and inclusivity, and foster economic prosperity.

Swales – Natural depressions or shallow valleys that were often followed by wagon trains as they traveled westward during the mid-19th century. These swales were formed by the continuous passage of wagons and livestock, creating tracks that became worn and lower than the surrounding terrain.

Third Place – A term used to refer to a place people spend time at between home and work. This can include places like parks, coffee shops, community centers, church, town centers, shopping centers, etc. Third places are also used by people to connect with one-another.

Topography – The physical features and characteristics of a particular area or region of land. It involves the study and representation of the shape, elevation, and other attributes of the Earth's surface, including its hills, valleys, mountains, rivers, lakes, and other natural and man-made features.



Transportation – The movement of people, goods, or materials from one place to another. It involves the physical or virtual transfer of objects or individuals using various modes of transportation, such as vehicles, trains, ships, aircraft, or even telecommunication systems.

Vacant – Land that is unoccupied or not currently being used for any specific purpose. It signifies that there are no buildings, structures, or significant improvements on the land.

Water Rights – Legal entitlements that grant individuals or entities the authority to use or access water resources. They define the rights and responsibilities associated with water usage, allocation, and distribution.

Wildlife Management Area (WMA) – State-owned land intended to protect wetlands and waterfowl include the use of the areas as public hunting grounds. Hunting on WMAs includes migratory game bird, upland game bird, furbearer, and big game hunting.



APPENDIX D
ACRONYMS





D. Acronyms

ADA – Americans with Disabilities Act

ADU – Accessory Dwelling Unit

AFA – Ace-Foot per Annum

BLM – Bureau of Land Management

CSA – Combined Statistical Area

DU – Dwelling Units

EDU – Equivalent Dwelling Unit

EPA – Environmental Protection Agency

FAR – Floor Area Ratio

FEMA – Federal Emergency Management Agency

HGL – Hydraulic Grade Line

I-80 – Interstate 80

MCL – Maximum Contaminant Level

MGD – Million gallons per day

MOU – Memorandum of Understanding

MPH – Miles Per Hour

NAC – Nevada Administrative Code

NDA – Non-Disclosure Agreement

NDOT – Nevada Department of Transportation

NDWR – Nevada Division of Water Resources

NEPA – National Environmental Policy Act

NHPA – National Historic Preservation Act

NRS – Nevada Revised Statutes

NSE – Nevada State Engineer

OHV – Off-Highway Vehicle



PPB – Parts per billion

ROW – Right-of-Way

RRA – Reclamation Reform Act

RTC – Regional Transportation Commission

TIF – Tax Increment Financing

TRI/"TRIC" – Tahoe-Reno Industrial Center

TROA – Truckee River Operating Agreement

UPRR – Union Pacific Railroad

US 50A – U.S. Highway 50 Alternate

US 95A – U.S. Highway 95 Alternate

USBR – United State Bureau of Reclamation

VFD – Variable Frequency Drive

WCP – Water Conservation Plan

WTP – Water Treatment Plant

CITY OF FERNLEY

Design Guidelines

NORTH – SOUTH – SOUTHWEST



— 2025 —



ACKNOWLEDGMENTS

City Council

Mayor Neal E. McIntyre

Ryan Hanan, Ward One Councilmember

Felicity Zoberski, Ward Two Councilmember

Stan Lau, Ward Three Councilmember

Albert Torres, Ward Four Councilmember

Joe Mendoza, Ward Five Councilmember

Planning Commission

Chairwoman Jenni McCullar

Vice-Chair Angela Lewis

Robert Flores

Tessa Garvin

Jacob VanderHeiden

Cody Wagner

Barry Williams Sr.

City of Fernley

Benjamin Marchant, City Manager

Lydia Altick, Deputy City Manager

Michele Rambo, AICP, Planning Director –
Project Manager

Consultant Team – Kimley-Horn

Blake Young, AICP – Project Manager

Ines Galmiche, AICP – Deputy Project
Manager, Report Photographer

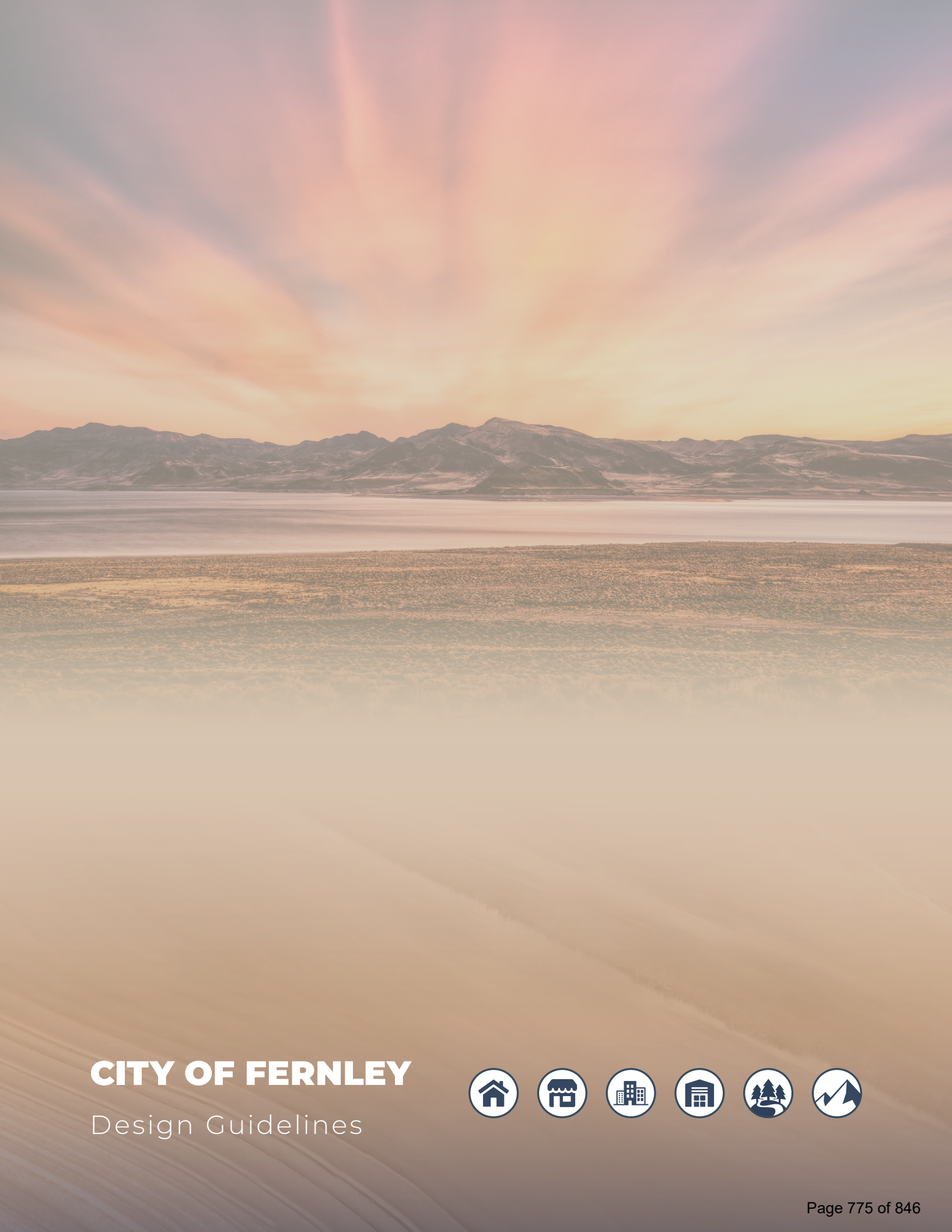
Devin Moore, PE – Transportation Lead

Jessica Rossi, AICP – Market Analysis Lead

Joseph Cuffari – Public Engagement Lead

Kimley»Horn

Thank You to All Engaged Fernley Residents and Stakeholders



CITY OF FERNLEY

Design Guidelines



Table of Contents

ACKNOWLEDGMENTS.....2

INTRODUCTION.....7

 Purpose and Intent.....7

 Applicability.....8

 Guiding Design Principles8

 Guiding Principles8

 Implementation.....9

RESIDENTIAL11

 Purpose and Intent.....11

 General Site Design.....13

 Development Type and Design16

 Pedestrian Scale Streetscape.....19

 Parks and Open Space22

COMMERCIAL.....25

 Purpose and Intent.....25

 General Site Design.....26

 Development Type and Design29

 Pedestrian Scale Streetscape.....32

 Parks and Open Space35

MIXED-USE 39

 Purpose and Intent.....39

 General Site Design..... 40

 Development Type and Design 43

 Pedestrian Scale Streetscape.....45

 Parks and Open Space 48

INDUSTRIAL..... 51

 Purpose and Intent.....51

 General Site Design.....52

 Development Type and Design 54

 Circulation.....55

 Pedestrian Scale Streetscape.....56

 Parks and Open Space58

Parks and Open Space 60

 Purpose and Intent..... 60

 General Site Design.....61

 Development Type and Design63

 Open Space Development Type..... 68

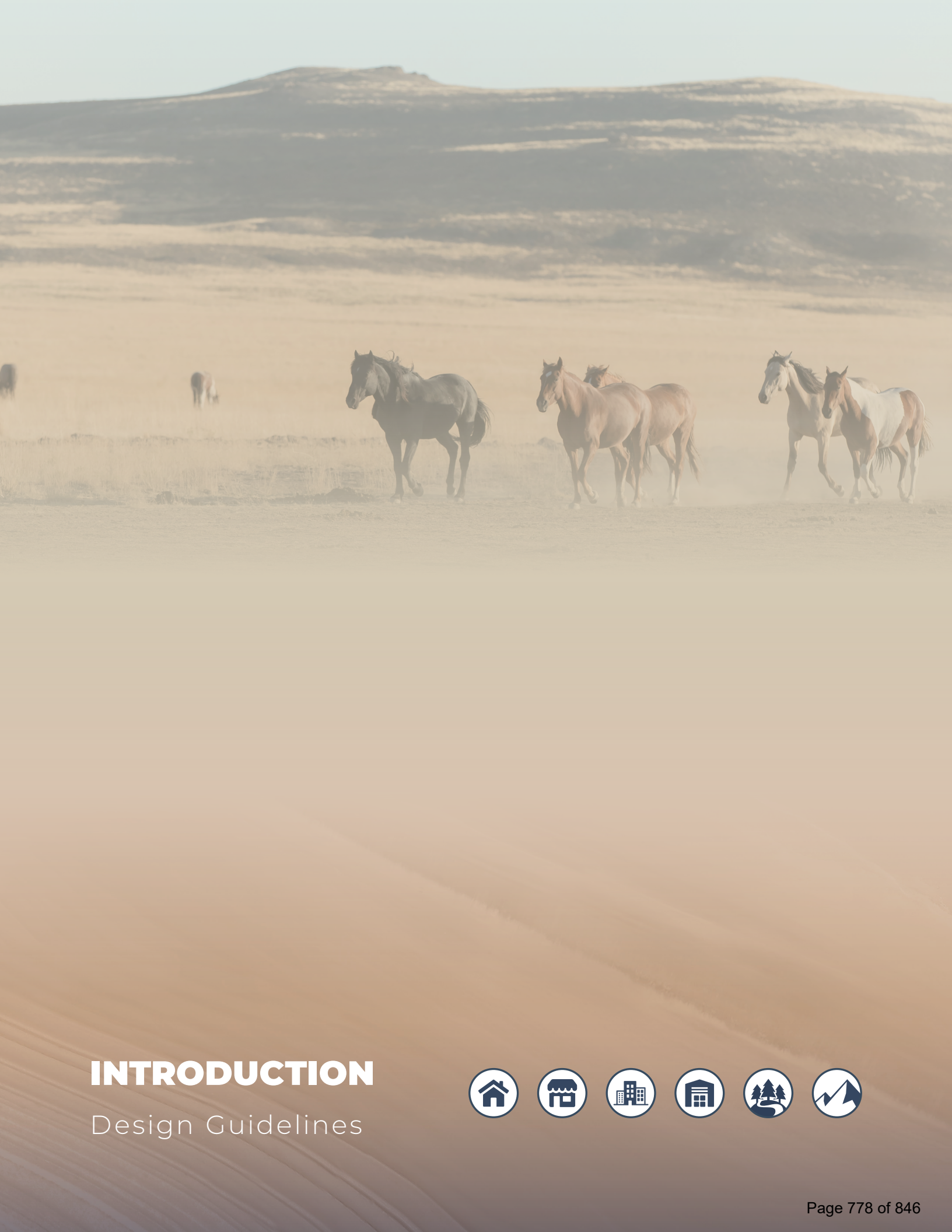
 Design70

TRIBAL 73

 Purpose and Intent.....73

 General Site Design.....74

 Coordination74



INTRODUCTION

Design Guidelines

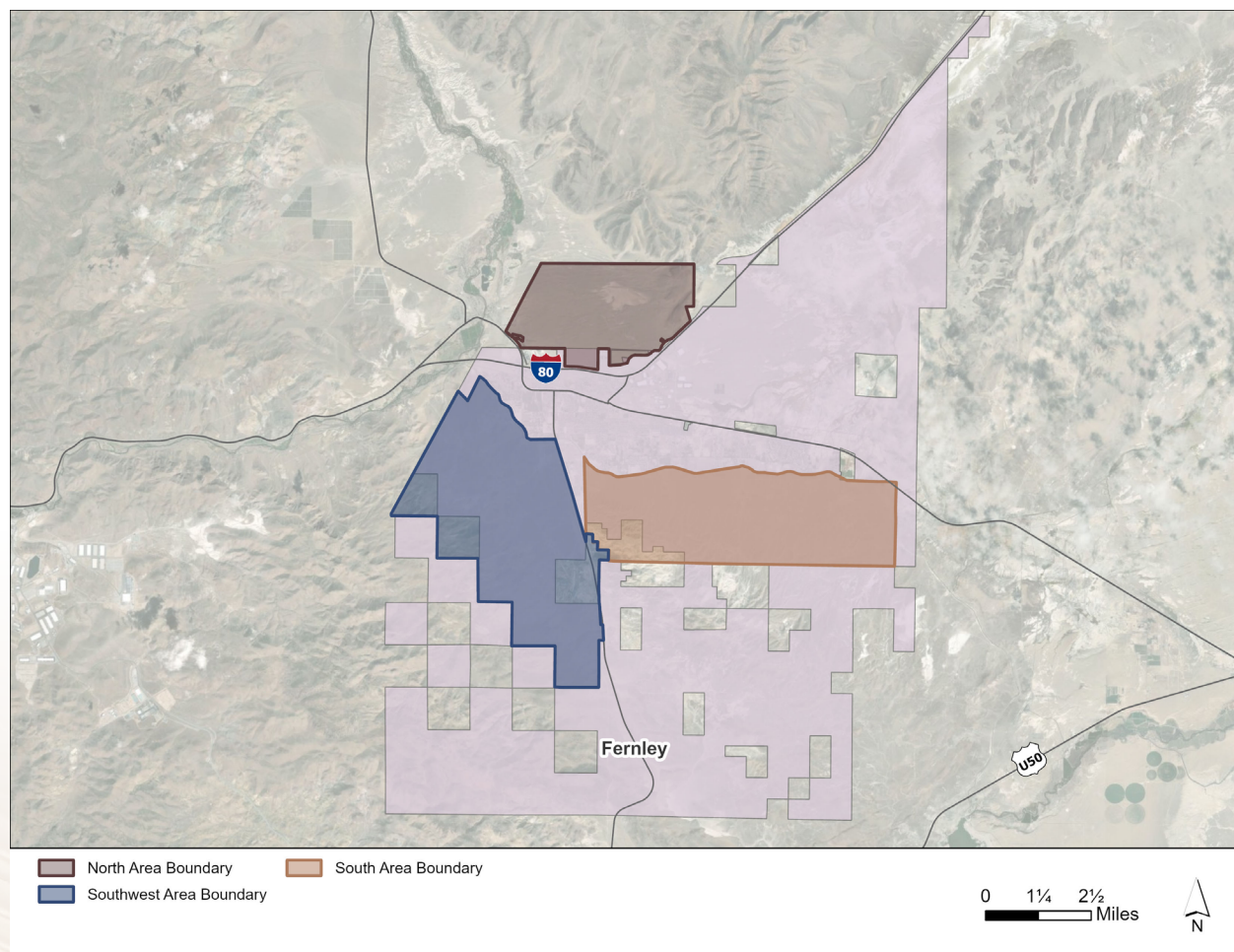


INTRODUCTION

Purpose and Intent

The Design Guidelines are intended to supplement the Development Code (Fernley Municipal Code Title 32) and each of the three Fernley Area Plans. The purpose is to guide the physical development of residential, commercial, mixed use, industrial, and open space projects in a consistent manner that reinforces key design themes and establishes distinct character for each Area Plan. While these guidelines are specific to the North, Southwest, and South Area Plans, they reflect the overall vision set forth in the City of Fernley's Comprehensive Master Plan. This vision was established throughout the community and stakeholder engagement sessions held during the planning process for the Fernley Area Plans.

Figure 1. Area Plans



Applicability

The Design Guidelines will be utilized to inform the design review process for the City's three Area Plans – Future projects within the Area Plans will be reviewed comprehensively for consistency with the Design Guidelines by the applicable review authority. Review authorities for each application type are established in the City's Municipal Code. The City may coordinate with applicants to make revisions as necessary to best follow the guidelines. Section 1.4: Implementation establishes the findings required for approval of the proposed document project.

Guiding Design Principles

As a foundation for the Design Guidelines, three guiding principles have been established to set the direction for the desired design elements provided in this document. These principles reflect the overall vision for each Area Plan to develop a land use pattern that is well-integrated with surrounding neighborhoods, economically feasible, attracts a mix of development types, and promotes lasting successful communities.

Guiding Principles

Seamless Connectivity:

The design of new development should enhance pedestrian and vehicular connections to the existing and future transportation network. To provide a cohesive experience, the design should pay particular attention to pedestrians at the street level to enhance the relationship between individual developments.

Sustainable Design

The built form should strongly embrace sustainable design to adequately respond to changing market and environmental conditions. Development should focus on providing flexibility in its design, allowing for adaptability to new trends and technologies.

Cohesive Character

Each Area Plan should aim to have a distinct and cohesive character associated with land uses to enhance the area's sense of place. New development should incorporate urban design elements that prioritizes the pedestrian experience.

Implementation

Using the Design Guidelines

The Design Guidelines are intended to serve the needs of property owners, developers, architects and designers, contractors, community organizations, and City officials. These guidelines should be referred to in conjunction with the Development Code as they provide guidance on a variety of design elements to foster a connected, sustainable, and cohesive character which builds upon the vision for each Area Plan.

The following process is recommended for project applicants:

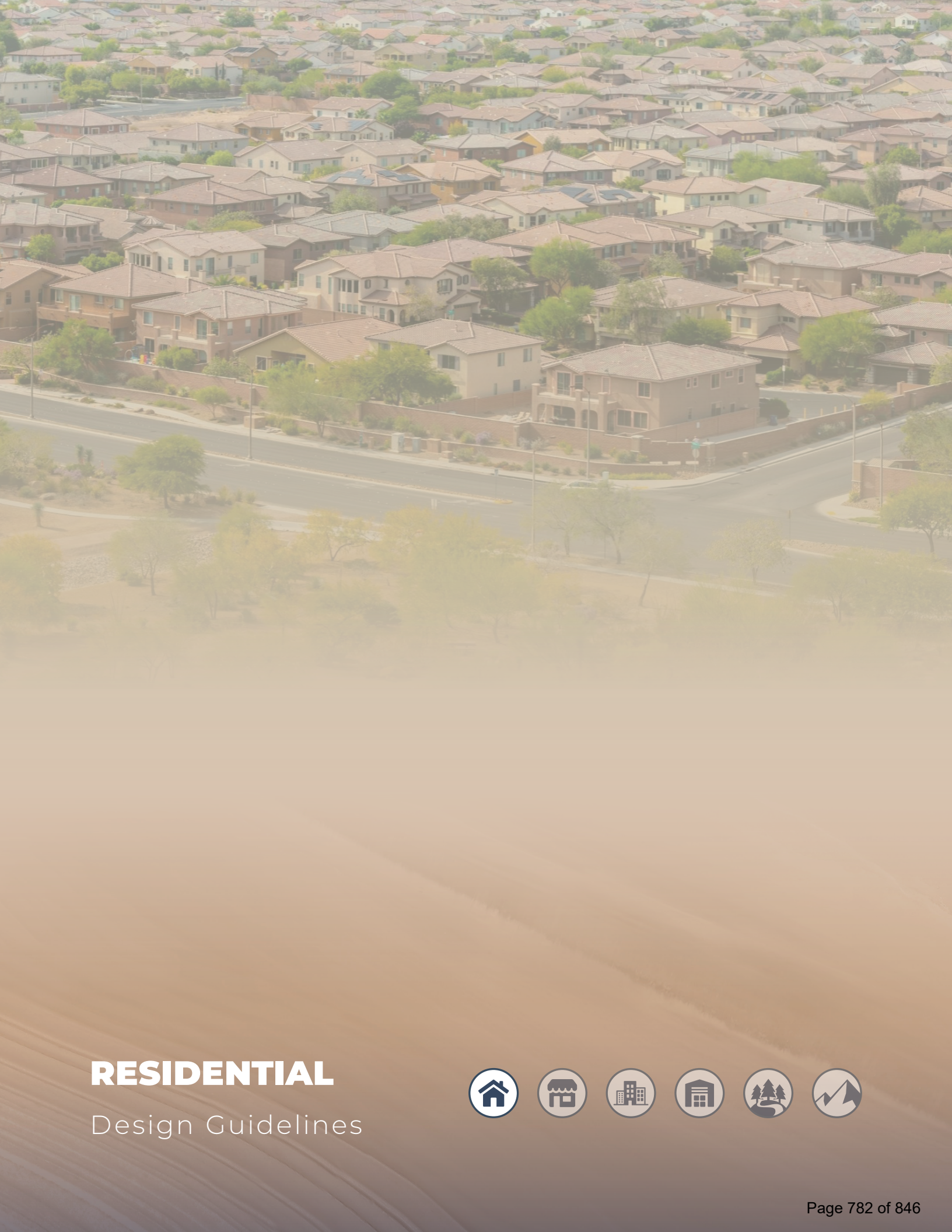
- Review the Comprehensive Master Plan;
- Consult the individual Area Plans;
- Identify the specific development type(s) and refer to each subsection of this document for use-type specific guidelines; and,
- Schedule a pre-application meeting with the City's Planning Department to review ideas, identify processes and requirements, ask questions, and discuss potential issues, solutions, and approaches.

Relationship to Other Planning Documents

The Design Guidelines are one of several documents providing design guidance for the Fernley Area Plans. Future implementing projects should consider the relevant sections of each of the documents listed below. Other documents relating to the physical development include, but are not limited to, the following:

- Fernley Municipal Code Title 32
- City of Fernley Comprehensive Master Plan
- North Fernley Area Plan
- South Fernley Area Plan
- Southwest Fernley Area Plan

Title 32 of the Fernley Municipal Code is the City's Development Code which establishes permitted uses and development standards such as setbacks, height, density, FAR, and other requirements for future development. The Design Guidelines should be thoroughly considered by all applicants when pursuing a project. If conflicts arise between the Fernley Development Code and the Design Guidelines for the Area Plans, the Development Code takes precedent.



RESIDENTIAL

Design Guidelines



RESIDENTIAL

Purpose and Intent

The following section of guidelines are applicable to residential development as defined by the City of Fernley Municipal Code Title 32. The residential guidelines provide recommendations to create high quality developments that will result in more attractive, livable neighborhoods. They aim to be prescriptive enough to create a framework for design and carry out the community's urban design vision but flexible enough to allow for creativity in the planning and design phases.

This chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Low Density Residential

Low Density development encompasses the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 1. Low Density Residential Categories

Land Use Category	Equivalent Zoning Category
General Rural (GR)	GR20
Rural Residential (RR)	RR5 RR1 RR½ PD
Single Family Residential (SFR)	SF6 SF9 SF12 SF20 PD

Medium Density Residential

Medium Density development encompasses the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 2. Medium Density Residential Categories

Land Use Category	Equivalent Zoning Category
MIXED RESIDENTIAL (MR)	MDR14 PD

High Density Residential

High Density development encompasses the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 3. High Density Residential Categories

Land Use Category	Equivalent Zoning Category
MULTI-FAMILY RESIDENTIAL (MFR)	MF21 MF30 PD

This Chapter presents design guidelines on the following topics:

- General Site Design
- Development Type and Design
- Pedestrian Scale Streetscape
- Parks and Open Space

General Site Design

This section provides design guidance for residential land uses. The intent of this section is to set a structure which enforces a cohesive neighborhood character while providing complimentary land use transitions and connection opportunities to adjacent developments.

Surrounding Context and Connectivity

It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections to seamlessly blend communities and create more natural interconnectivity.

- Streets should be designed to intersect at right angles, forming a grid pattern when possible for easier navigation.
- Provide pedestrian and vehicular connections to existing developments, including adjacent residential and non-residential developments. Consider opportunities for connections with future development through flexibility in ingress/egress patterns while complying with the City's Access Management Policy.
- Provide safe pedestrian and vehicular connections to public facilities (parks, schools, community amenities) by integrating open space near these elements to create a connected open space network.
- Pathways should be provided to adjacent developments through natural corridors and/or other trails or sidewalk systems. These connections shall be stubbed out to the edge of the property for future connections.



The design of each single-family home is unique, but is patterned in a way to complement the neighborhood character.



Pathway connecting residential development to nearby community amenities.

Source: Adobe Stock Images

Building Placement

Buildings can be one of the most important defining features within a space. In addition to displaying visually interesting aspects, building forms and placement within an area will define open spaces, walkways, and parking. Given the potential impact in defining a sense of place, it is important to consider building placement and orientation when site planning future development uses within the Area Plans.



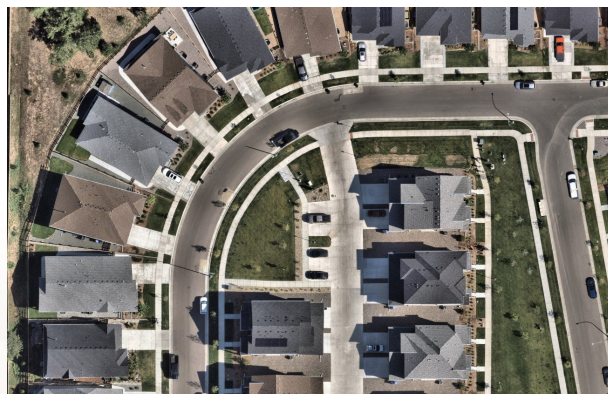
Single family neighborhood facing centralized open space.

Source: Adobe Stock Images

- Prioritize building orientation around centralized open spaces and amenities.
- Locate and orient the buildings to provide adequate privacy for residential units in the development as well as neighboring residential units.
- Consider orientation in reference to sunlight to promote sustainable energy saving practices and rooftop solar compatibility.
- Design buildings to create transitions of appropriate height and scale. Upper floors on multi-story buildings should step back when adjacent to single-family development.

Parking

Vehicular parking should be provided in a manner that meets the needs of the development while minimizing visibility from the street. The number of parking spaces required will be determined by the development standards within the City's Development Code.



Parking is located internal to the development surrounded by landscaping and dispersed throughout the project to avoid creating a large parking lot.

Source: Nearmap Imagery

- Locate parking internal to the development or to the side or rear of buildings. Connect parking areas to residential units and open spaces with clear pedestrian walkways for safety and ease of navigation.
- Disperse paved parking areas throughout the project in smaller segmented parking areas rather than creating large parking lots.
- Utilize landscaping islands to provide shade and break up large parking areas.

Services and Utilities

Services and utilities are a vital aspect of any development. They should be located in convenient locations for maintenance and service but should be screened from public view. Locate and screen electrical panels and other utilities in a manner that minimizes their visibility from the street.

- Provide and maintain clear access to existing utilities for future maintenance and repair.
- Locate ancillary facilities within buildings rather than along street-facing facades.
- Provide on-site facilities for trash storage and ensure they are easily accessible for waste management vehicles.
- Build trash enclosures with durable materials.
- Screen trash enclosures from public view.



On-site trash storage made of durable material screened from public view.

Source: Adobe Stock Images



Landscaped screening of utilities

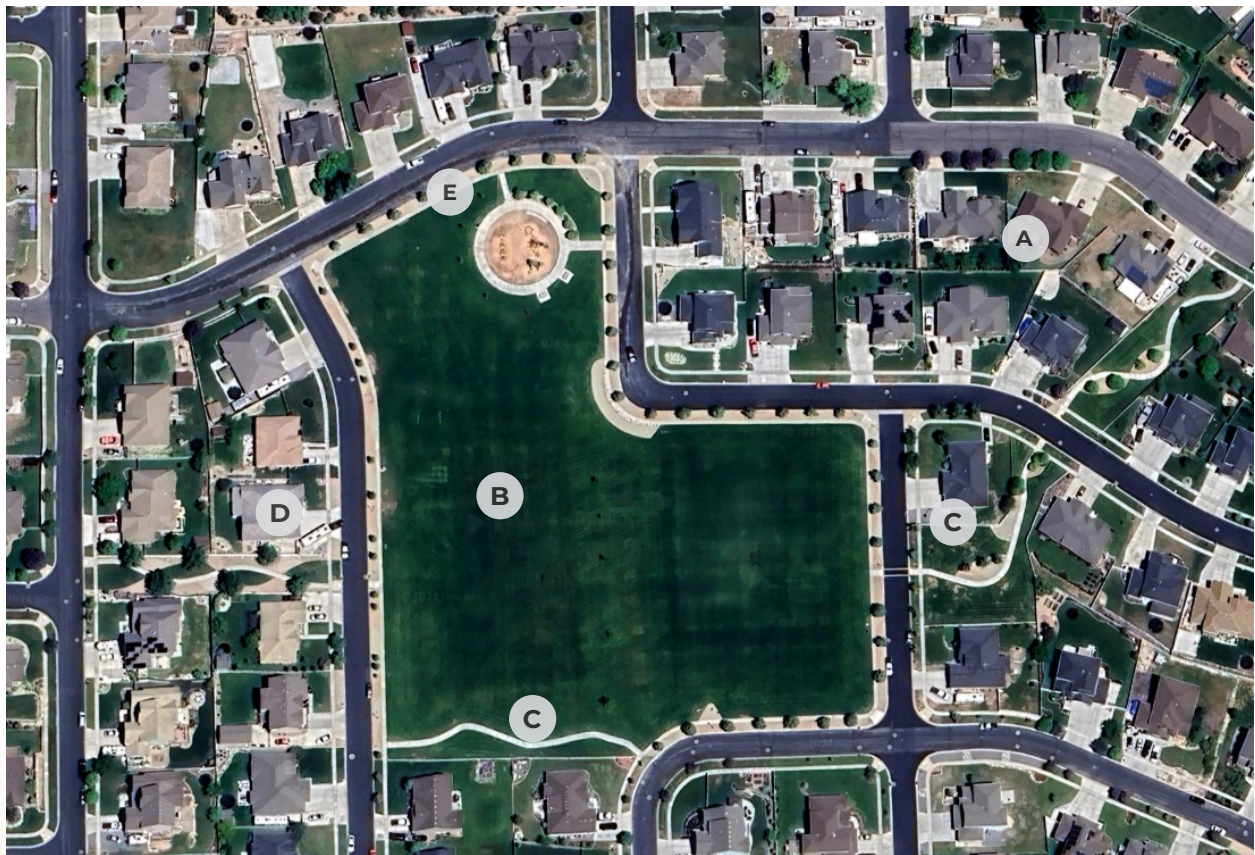
Source: Adobe Stock Images

Development Type and Design

The following development examples illustrate some of the desired site planning elements for residential development including building orientation, centrally located shared open spaces, pedestrian connectivity, and gridded street patterns.

Low Density Residential

Low Density residential refers to traditional single-family layouts. This is typically characterized by one and two-story structures fronting on local roadways or private drives. Residential units typically have private open space associated with each unit as well as a shared community open space.



Regal Park | Saratoga Springs, UT

- A.** Low Density Development
- B.** Centrally Located Open Space
- C.** Sidewalks/Pedestrian Connectivity
- D.** Buildings Oriented Towards Park Space

Medium Density

Medium density residential refers to mostly multi-family layouts which include garden-style apartments, duplexes, triplexes, and townhomes. This product type typically includes internal circulation and on-site amenity features such as a clubhouse, pool, dog park, and open space.



Midtown | Denver CO

- A.** Medium Density Development
- B.** Centrally Located Open Space
- C.** Internally Shaded Parking
- D.** Sidewalks/Pedestrian Connectivity
- E.** Neighborhood Serving Community Center/School

High Density

High density residential refers to apartments ranging from 14-30 dwelling units per acre. This product type may include surface, tuck-under, and/or structured parking with internal circulation and enhanced amenities.



Meridian, ID

- A.** High Density Development
- B.** Centrally Located Open Space
- C.** Internally Located Parking
- D.** Sidewalks/Pedestrian Connectivity
- E.** Buildings Oriented Towards the Street
- F.** Community Amenity Area

Pedestrian Scale Streetscape

Pedestrian scale streetscape addresses the character of the space generally located between the street edge and façade of adjacent buildings including sidewalks, patios, and amenity zones. These guidelines ensure that well designed and adequate facilities for pedestrians and bicyclists are provided to support a healthier, safer, and more sustainable pedestrian experience.

Active Frontage

It is important to provide engagement between those in the street and those on the ground and upper floors of buildings. This is done when the façade of buildings face and open towards the street. A building's upper floors may contribute to active frontage through windows or balconies. Active frontages provide informal surveillance opportunities and often improve the energy and safety of an area.

- Provide sidewalks connecting from the street or driveway to building or unit entrances.
- Provide benches and other seating options to improve functionality and social encounters.
- Locate windows of living areas to overlook streets and other public spaces.
- Where possible, provide stoops or porches to units fronting public spaces and streets.



Single-family homes with sidewalks connecting to unit entrances and living room windows fronting the street.

Source: Adobe Stock Images



Townhomes with sidewalk access to active street frontage.

Source: Adobe Stock Images

Bicycle Use

Bicycle parking is an important element in urban design. When done well, it encourages people to ride bikes more often, improving sustainability and public health.

- Integrate bike racks into the development consistent with the surrounding design.
- Bike racks that double as public art are encouraged.
- Indoor bike storage rooms with maintenance station are encouraged in multi-family residential products.
- Locate bike racks near multi-use trails.



Bike rack that doubles as public art.

Source: Adobe Stock Images

Streetscape Lighting

Streetscape lighting illuminates the pedestrian realm and can reinforce the character and vibrancy of an area. It increases pedestrian safety through visibility and defines the street edge making it easier for vehicles, cyclists, and pedestrians to navigate through the corridor.

- Pedestrian lighting should be integrated into streetscape design elements such as branded signage, furnishings, paving systems, railings, walls, or bollards.
- Lighting fixture design should complement the surrounding building and public realm elements.
- Pedestrian lighting should improve visibility of pedestrians and be designed to minimize light pollution.
- Pedestrian lighting can be placed on the same pole as roadway lighting



Source: Adobe Stock Images

Landscaping and Stormwater Management

Trees and landscaping provide a range of benefits for urban development. Landscaping assists in stormwater management, pollution mitigation, and softens the built environment, making it more inviting to pedestrians. Tree canopies can provide shade, reducing heat islands while also providing natural safety barriers for pedestrians along street frontage and walkways.



Attractive landscaping that doubles as stormwater management.

Source: Adobe Stock Image

- Design landscaping to be attractive and consistent throughout the development.
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics.
- Stormwater runoff should be directed towards landscaped areas where possible. Tolerant plants and trees should be incorporated in these areas.
- Landscaped areas should be coordinated with stormwater management to create multi-use systems.

Walls and Fences

The design of walls and fences should be carefully considered to ensure the desired aesthetic is achieved. Wall and fence height requirements will be determined by the City's Development Code.

- Design walls and fences to be an attractive part of the project with materials compatible with the exterior building materials of the project.
- Locate walls and fences on the property to protect privacy and define private and shared open space.



Variation in walls to complement the architectural style of the development.

Source: Adobe Stock Image

Parks and Open Space

This section provides guidance for open spaces associated with residential development. Broader guidelines are included in Section 6: Parks and Open Space regarding larger open space development.

Parks and Open Space is generally defined as spaces within a city or defined area which are open and accessible to the public. Examples of these spaces may be streetscape areas along walkable corridors, parks, natural open space, or community gathering spaces. These design guidelines are intended to ensure that future projects provide and maintain enjoyable and usable open space.

Public Open Space

Public open space refers to spaces that are open and accessible to the public. Examples include parks or community gathering spaces.

- A variety of shared open space is encouraged depending on the development including, but not limited to, parks, courtyards, paseos, etc. The amount of required common open space is determined by development standards within the City's Development Code.
- Design shared open space to be inclusive for all residents so people can interact.
- Locate shared open space in a central location that serves all units.
- Include landscaping with trees, shrubs, and groundcover.
- Provide seating areas and other passive recreation facilities in public open spaces.



Private, common open space, centrally located with adequate landscaping, seating, and other passive recreation opportunities.

Source: Adobe Stock Image



Private Open Space

Private open space refers to spaces that are designated exclusively for residents of the property and include patios, balconies, and amenity spaces. Multi-family developments may include common, private open space that is shared by residents of the multi-family development.

- Design private open space to be used exclusively by a single unit.
- Locate private open space in patios, balconies, decks, or other outdoor spaces attached to individual units.
- Private, common open space in multi-family developments should be centrally located.

Dog Parks

A dog park is a space within a development for residents to take their dogs to run off-leash.

- The park shall be enclosed with a fence and located to minimize sound or waste issues for adjacent residents.
- Seating should be provided inside the dog park.
- Sufficient dog waste stations, including a waste bin and location for waste bags, should be provided.
- Dog parks should include signage that requires the pickup and proper disposal of pet waste.



Enclosed dog park with seating

Source: Adobe Stock Images

Playgrounds

Playgrounds are spaces within a development for children to play and exercise.

- Playgrounds should be designed to accommodate multiple age groups and should provide inclusive opportunities for play. If space permits, this should be through separated play structures in adjacent spaces.
- Multiple types of seating should be provided near and around playgrounds.



Outdoor Playground

Source: Adobe Stock Images



COMMERCIAL

Design Guidelines



COMMERCIAL

Purpose and Intent

The following section of guidelines are applicable to commercial development as defined by the City of Fernley Municipal Code Title 32. The commercial guidelines provide recommendations for retail pad sites and larger connected development sites with in-line retail and/or big box retail. The goal is to create walkable developments that provide connectivity to adjacent land uses.

This Chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 4. Commercial Categories

Land Use Category	Equivalent Zoning Category
Commercial (C)	C1
	C2
	TC
	PD

This Chapter presents design guidelines on the following topics:

- General Site Design
- Development Type and Design
- Pedestrian Scale Streetscape
- Parks and Open Space

General Site Design

This section provides design guidance for commercial land uses. The intent of this section is to foster the development of vibrant commercial centers with the Area Plans that complement the character of the surrounding community.

Surrounding Context and Connectivity

It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections which will help to seamlessly blend communities and create a more natural interconnectivity of land uses.

- Design buildings to be respectful of adjacent buildings and create transitions of appropriate height and scale when abutting residential or sensitive uses.
- Minimize the bulk of the buildings by including variation in facades, articulation, and multi-story step backs.
- Streets should be designed to run at right angles, forming a grid pattern.
- Provide internal connections to neighboring streets and developments for motor vehicles and pedestrians.
- Design pedestrian connections internal to the development through sidewalks, trails, or connected open space.
- Plan for and accommodate secure on-site bicycle parking.



Variations in building facade and articulation.

Source: Adobe Stock Images

Building Placement

Buildings are often one of the most important defining features within a space. In addition to displaying visually interesting aspects, building forms and placement within an area will define open spaces, walkways, and parking. Given the potential impact in defining a sense of place, it is important to consider building placement and orientation when site planning future development uses within the Area Plan.



Commercial buildings oriented around centralized open space.

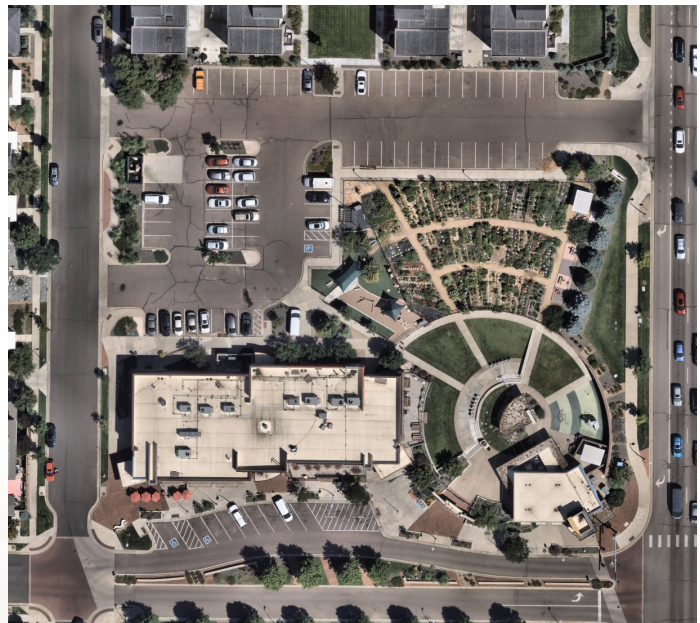
Source: Adobe Stock Images

- Prioritize building orientation around centralized open spaces and amenities.
- Consider orientation in reference to sunlight to promote sustainable energy saving practices and rooftop solar compatibility.
- Locate the buildings close to parking and other amenities.

Parking

Motor vehicle parking should be provided in a manner that meets the needs of the development while minimizing visibility from the street. The number of parking spaces required will be determined by the City's Development Code.

- Locate parking internal to the development or to the side or rear of buildings.
- Provide landscaping to screen the parking from view and provide shade.
- Disperse paved parking areas to the extent possible throughout the project in smaller segmented parking areas rather than creating large parking lots.
- Provide shade structures to reduce heat gain.



Pick up/Drop off and accessible parking located near entrance. Additional parking located behind building frontage.

Source: Nearmap Imagery

Loading/Unloading

If necessary, loading/unloading areas should be provided to meet the needs of the development while minimizing visibility from the street.

- Locate loading/unloading facilities to the side or rear of the building, combining with parking if possible, as detailed in the City of Fernley Municipal Code Title 32.
- Screen loading/unloading areas from public view.
- Ensure loading/unloading areas do not interfere with visitor circulation.



Shared loading area located at the rear of the building.

Source: Nearmap Imagery

Services and Utilities

Services and utilities are a vital aspect of any urban development. They should be located in convenient locations for maintenance and service but should be screened from public view.

- Locate electrical panels and other utilities in a manner that minimizes their visibility from the street.
- Provide access to existing utilities for added connections.
- Locate ancillary facilities within buildings rather than along street-facing facades.
- Provide on-site facilities for trash storage.
- Build trash enclosures with durable materials.
- Screen trash enclosures from public view.

Development Type and Design

Neighborhood Commercial (C1)

Neighborhood commercial is intended for uses that are complementary to surrounding residential uses. This development is intended to provide a buffer between more intensive and less intensive uses or between highways and residential uses.



Seaside, FL

- A.** Neighborhood Commercial Development
- B.** Parking Screened by Building
- C.** Street Trees
- D.** Outdoor Seating
- E.** Centralized Open Space
- F.** Low Density Residential

General Commercial (C2)



Shops of Southlake | Southlake, TX

- A.** General Commercial Development
- B.** Centralized Parking
- C.** Centralized Open Space
- D.** Retail Frontage
- E.** Sidewalk Connections
- F.** Plaza/Seating Areas
- G.** Loading/Services Located in the Rear of Building

Town Center

A Town Center focuses on providing a walkable interconnected environment to adjacent residential communities. This area is intended for uses that provide a variety of services including retail, small-scale office spaces, community centers such as libraries and informal/formal meetings spaces, and a mix of residential housing types. Town Centers typically have multiple retail anchors connected by parks, plazas, and active store frontage.



The Shops at Northfield, Denver CO

- A.** General Commercial Development
- B.** Dispersed Parking Located Behind Buildings
- C.** Activated Open Space
- D.** Anchor Retail Tenant
- E.** Sidewalk Connections
- F.** Grand Entrance to Town Center
- G.** Outdoor Seating

Pedestrian Scale Streetscape

Pedestrian scale streetscape addresses the character of the space generally located between the street edge and façade of adjacent buildings including sidewalks, patios, and amenity zones. These guidelines ensure that well designed and adequate facilities for pedestrians and bicyclists are provided to support a healthier, safer, and more sustainable pedestrian experience.

Active Frontage

It is important to provide engagement between those in the street and those on the ground and upper floors of buildings. This is done when the façade of buildings face and open towards the street. A building's upper floors may contribute to active frontage through windows or balconies. Active frontages provide informal surveillance opportunities and often improve the energy and safety of an area.

- Utilize strategies to articulate buildings such as minor wall offsets, height variation, wall setbacks, and accent lines.
- Provide sidewalks connecting from the street or driveway to building or store entrances.
- Create flexible pedestrian spaces outside of storefronts to allow for increased foot traffic, signage, or outdoor sales. Provide benches and other seating options to improve functionality and social encounters.
- Ensure street furniture, utilities, or other fixtures do not impede access or visibility of storefronts.
- Utilize display windows on the majority of the ground floor retail facades to attract shoppers into the space.
- Where possible, provide stoops or porches to units fronting public spaces and streets.



Articulated, multi-tenant building with sidewalk connecting to entrances, benches, display windows, and pedestrian level lighting.

Source: Adobe Stock Images



Activated street frontage with outdoor patio/seating areas.

Source: Project Team Photography

Bicycle Use

Bicycle parking is an important element in urban design. When done well, it encourages people to ride bikes more often, improving sustainability and public health.

- Avoid bringing bicycle paths through heavily trafficked pedestrian areas.
- Integrate bike racks into the development consistent with the surrounding design.
- Bike racks that double as public art are encouraged.
- Indoor bike storage rooms for workers and visitors with a maintenance station are encouraged.
- Locate bike racks near multi-use trails.



Artistic bike rack integrated into the surrounding development.

Source: Adobe Stock Images

Streetscape Lighting

Streetscape lighting illuminates the pedestrian realm and can reinforce the character and vibrancy of an area. It increases pedestrian safety through visibility and defines the street edge making it easier for vehicles, cyclists, and pedestrians to navigate through the corridor.

- Pedestrian lighting should be integrated into streetscape design elements such as branded signage, furnishings, paving systems, railings, walls, or bollards.
- Pedestrian lighting should improve visibility of pedestrians and be designed to minimize light pollution.
- Pedestrian lighting can be placed on the same pole as roadway and streetscape lighting



Source: Adobe Stock Images

Landscaping and Stormwater Management

Trees and landscaping provide a range of benefits for urban development. Landscaping assists in stormwater management, pollution mitigation, and softens the built environment, making it more inviting to pedestrians. Tree canopies can provide shade, reducing heat islands while also providing natural safety barriers for pedestrians along street frontage.

- Provide street trees to increase shading in public spaces, as well as other landscaping elements such as sidewalks and walkways.
- Avoid placing trees where the canopy may block visibility of signage for stores.
- Design landscaping to be attractive and consistent throughout the development.
- Landscaping should complement the architectural style of adjacent development.
- Landscaping should prioritize drought tolerant plants to promote sustainable water usage.
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics.
- Stormwater runoff should be directed towards landscaped areas where possible. Tolerant plants and trees should be incorporated in these areas.
- Landscaped areas should be coordinated with stormwater management to create multi-use systems.



Attractive, consistent landscaping throughout commercial development with walkways integrated.

Source: Adobe Stock Images

Parks and Open Space

This section provides guidance for open spaces associated with commercial development. Broader guidelines are included in Section 6: Parks and Open Space regarding larger open space development.

Parks and Open Space is generally defined as spaces within a city or defined area which are open and accessible to the public. Examples of these spaces may be streetscape areas along walkable corridors, parks, natural open space, or community gathering spaces. These design guidelines are intended to ensure that future projects provide and maintain enjoyable and usable open space.

Public Open Space

Public open space refers to spaces that are open and accessible to the public. Commercial open space examples include parks, plazas, or other community gathering spaces.

- A variety of shared open space is encouraged depending on the development including, but not limited to, parks, courtyards, paseos, etc. Design open space for all visitors so people can interact.
- Locate open space in a central location that serves all tenants.
- Include landscaping with trees, shrubs, and groundcover.
- Provide seating areas and other passive recreation facilities.
- A variety of seating types is encouraged including, but not limited to, benches, movable chairs, ledges, steps, etc.



Centrally located open space with a range of seating types designed so people can interact.

Source: Adobe Stock Images

Placemaking

Placemaking is the process of creating high-quality urban environments that people want to live, work, and play in. While every urban environment is different, there are some shared design elements that help in the process of placemaking.

- Design public signage in a coordinated manner that complements the development's character.
- Incorporate elements that create a sense of arrival such as high-quality architecture, entry monuments, water features, and enhanced landscaping.
- Establish gateways at prominent locations with elements easily visible to pedestrians and vehicles.
- Public art should be incorporated throughout the development and can be ornamental and interactive.



Bench seating and enhanced landscaping can act as a gateway to commercial development for pedestrians.

Source: Adobe Stock Images



Branded signage to enhance character.

Source: Adobe Stock Images

Playgrounds

Playgrounds are activated open spaces within a development for children to interact, play, and exercise.

- Playgrounds should include structures appropriate for multiple age groups and should provide inclusive opportunities for play.
- Various types of seating should be provided near and around playgrounds.
- Landscaping and trees should be provided near seating areas for shade and comfort.
- Where possible, locate playgrounds within large open spaces which are connected to storefronts to enhance the activation of the spaces.
- Playgrounds should include structures appropriate for multiple age groups and should provide inclusive opportunities for play. Varied types of seating should be provided near and around playgrounds.



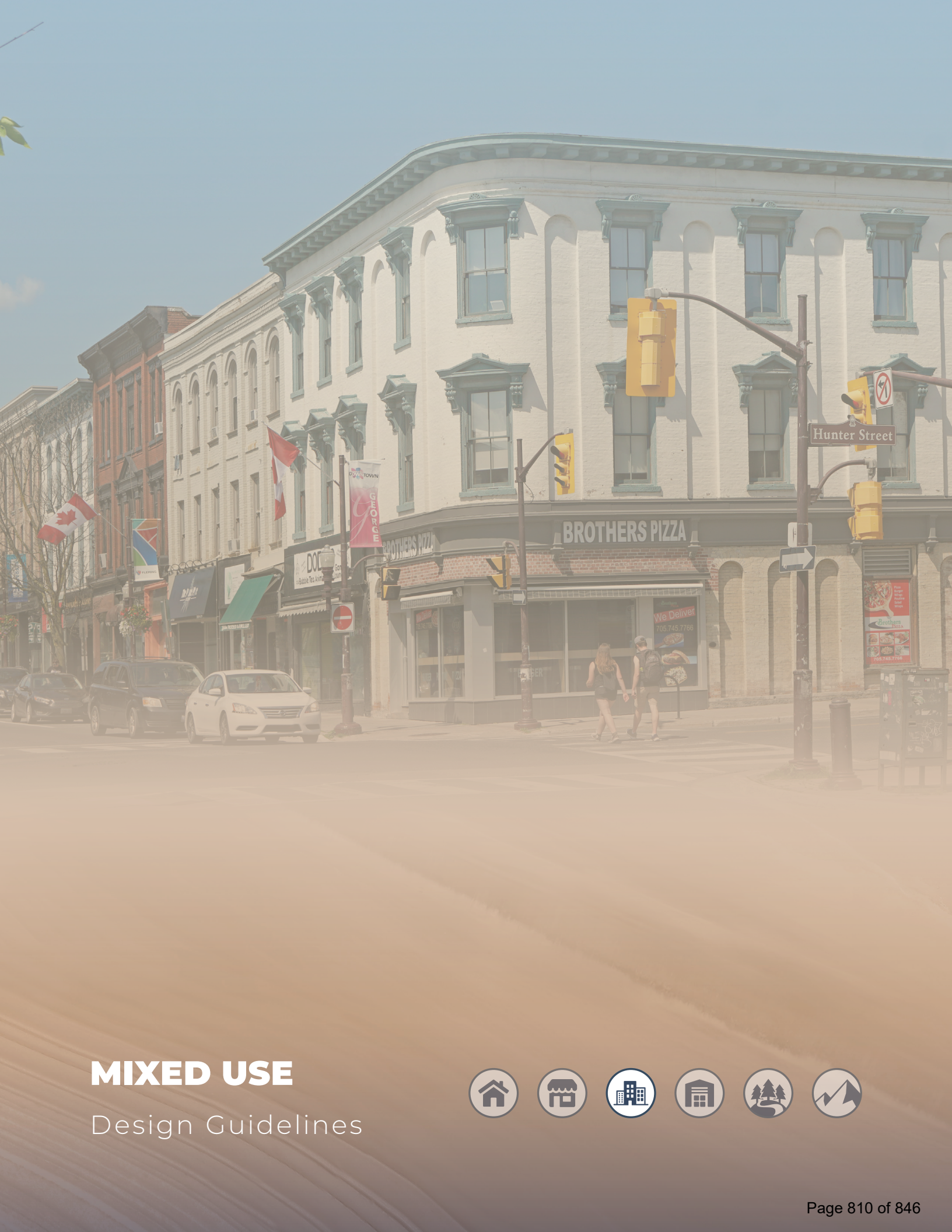
Varied seating types surround the playground with activities multiple age groups can enjoy.

Source: Adobe Stock Images



Play structures.

Source: Adobe Stock Images



MIXED USE

Design Guidelines



MIXED-USE

Purpose and Intent

The following section of guidelines are applicable to mixed use development as defined by the City of Fernley Municipal Code Title 32. The mixed-use guidelines provide recommendations to create high quality developments that provide a variety of vertically or horizontally integrated, pedestrian-friendly uses such as retail, office, and residential.

This Chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Mixed-Use

Mixed Use development encompasses the following zoning designations of the Fernley Municipal Code:

Table 5. Mixed-Use Categories

Land Use Category	Equivalent Zoning Category
Suburban Mixed Use (SMU)	MDR14 MF30 MU C1 PD
Mixed Employment (ME)	EC I MF30 MU PD

This Chapter presents design guidelines on the following topics:

- General Site Design
- Development Type and Design
- Pedestrian Scale Streetscape
- Parks and Open Space

General Site Design

The design elements in this section provides design guidance for mixed-use land uses. The goal is to create cohesive neighborhood character where residents can live, work, and play.

Surrounding Context and Connectivity

It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections which will help to seamlessly blend communities and create a more natural interconnectivity.

- Streets should be designed to run at right angles, forming a grid pattern.
- Design buildings to be respectful of adjacent buildings and create transitions of appropriate height and scale.
- Minimize the bulk of the buildings by including horizontal/vertical stepbacks and/or variations in roof profile.
- Provide internal connections to neighboring streets and developments for motor vehicles and pedestrians.
- Establish rights-of-way for future roadway planning.
- Design pedestrian connections internal to the development through sidewalks, trails, or connected open space.
- Design secure on-site bicycle parking.



Slight variations in building heights and roof profile with on-street parking.

Source: Adobe Stock Images



RRFB (Rapid Rectangular Flashing Beacon) and bulb outs to enhance pedestrian safety and increase surrounding aesthetics.

Source: Project Team Photography

Building Placement

Buildings are often one of the most important defining features within a space. In addition to displaying visually interesting aspects, building forms and placement within an area will define open spaces, walkways, and parking. Given the potential impact in defining a sense of place, it is important to consider building placement and orientation when site planning future development uses within the Area Plan.

- Prioritize building orientation around centralized open spaces and amenities.
- Consider orientation in reference to sunlight to promote sustainable energy saving practices and rooftop solar compatibility..
- Locate buildings close to the right-of-way with direct access to sidewalks, on-street parking, and other amenities.



Mixed-use buildings oriented around centralized open space.

Source: Adobe Stock Images

Parking

Motor vehicle parking should be provided in a manner that meets the needs of the development while minimizing visibility from the street. The number of parking spaces required will be determined by the development standards within the City's Development Code.

- Locate parking, which may include surface and/or structured parking, internal to the development or to the side or rear of buildings.
- Provide landscaping to screen the parking from view and provide shade.
- Disperse paved parking areas to the extent possible throughout the project in smaller segmented parking areas rather than creating large parking lots.
- Provide shade structures to reduce heat gain.



Parking located on-street.

Source: Adobe Stock Images

Loading/Unloading

If necessary, loading/unloading areas should be provided to meet the needs of the development while minimizing visibility from the street.

- Locate loading/unloading facilities to the side or rear of the building, combining with parking if possible, as detailed in the City of Fernley Municipal Code Title 32.
- Screen loading/unloading areas from public view.
- Ensure loading/unloading areas do not interfere with visitor circulation.

Services and Utilities

Services and utilities are a vital aspect of any urban development. They should be located in convenient locations for maintenance and service but should be screened from public view.

- Locate electrical panels and other utilities in a manner that minimizes their visibility from the street.
- Provide access to existing utilities for added connections.
- Locate ancillary facilities within buildings rather than along street-facing facades.
- Provide on-site facilities for trash storage.
- Build trash enclosures with durable materials.
- Screen trash enclosures from public view.



Trash enclosures match the architectural style of the building and screened from public view.

Source: Adobe Stock Images

Development Type and Design

Suburban Mixed Use

Suburban Mixed Use is intended to encourage a broad mix of uses including high-density residential in a suburban context within proximity to services and employment.

- A.** Suburban Mixed Use Development
- B.** Parking Integrated into the Building
- C.** Upper Floor Residential Units
- D.** Ground-Floor Commercial Space
- E.** On-Street Parking
- F.** Outdoor Seating Areas



Mixed Employment

Mixed Employment provides for concentrated areas of employment and supporting uses, such as small-scale commercial uses and/or residential uses.

- A.** Mixed Employment Development
- B.** Parking to the Side of the Development
- C.** Upper Floor Office Space
- D.** Ground Floor Commercial Space
- E.** On-Street Parking



Pedestrian Scale Streetscape

Pedestrian scale streetscape addresses the character of the space generally located between the street edge and façade of adjacent buildings including sidewalks, patios, and amenity zones. These guidelines ensure that well designed and adequate facilities for pedestrians and bicyclists are provided to support a healthier, safer, and more sustainable pedestrian experience.

Active Frontage

It is important to provide engagement between those in the street and those on the ground and upper floors of buildings. This is done when the façade of buildings face and open towards the street. A building's upper floors may contribute to active frontage through windows or balconies. Active frontages provide informal surveillance opportunities and often improve the energy and safety of an area.

- Utilize strategies such as minor wall offsets, height variation, wall setbacks, and accent lines to articulate buildings.
- Provide sidewalks connecting from the street or driveway to building or unit entrances.
- Provide benches and other seating options to improve functionality and social encounters.
- Utilize display windows rather than mirrored windows to allow outsiders to look in.
- Where possible, provide stoops or porches to units fronting public spaces and streets.



Mixed-Use buildings provide activated ground floor retail.

Source: Adobe Stock Images

Bicycle Use

Bicycle parking is an important element in urban design. When done well, it encourages people to ride bikes more often, improving sustainability and public health.

- Integrate bike racks into the development consistent with the surrounding design.
- Bike racks that double as public art are encouraged.
- Indoor bike storage rooms with maintenance station are encouraged.
- Locate bike racks near multi-use trails.



Indoor bicycle storage room at a mixed-use building.

Source: Adobe Stock Images

Streetscape Lighting

Streetscape lighting illuminates the pedestrian realm. It allows pedestrians to see where they are going and also makes it easier for drivers to see pedestrians.

- Pedestrian lighting should be integrated into streetscape design elements such as branded signage, furnishings, paving systems, railings, walls, or bollards.
- Pedestrian lighting should improve visibility of pedestrians and be designed to minimize light pollution.
- Pedestrian lighting can be placed on the same pole as roadway lighting to reduce the number of poles within a project.



Pedestrian Scale Lighting.

Source: Adobe Stock Images

Landscaping and Stormwater Management

Trees and landscaping provide a range of benefits for urban development. Landscaping assists in stormwater management, pollution mitigation, and softens the built environment, making it more inviting to pedestrians.

- Provide street trees to increase shading in public spaces, as well as other landscaping elements such as sidewalks and walkways.
- Design landscaping to be attractive and consistent throughout the development.
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics.
- Stormwater runoff should be directed towards landscaped areas where possible. Tolerant plants and trees should be incorporated in these areas.
- Landscaped areas should be coordinated with stormwater management to create multi-use systems.



Bio-retention basin to treat stormwater runoff and enhance streetscape.

Source: Adobe Stock Images

Parks and Open Space

This section provides guidance for open spaces associated with mixed-use development. Broader guidelines are included in Section 6: Parks and Open Space regarding larger open space development.

Parks and Open Space is generally defined as spaces within a city or defined area which are open and accessible to the public. Examples of these spaces may be streetscape areas along walkable corridors, parks, natural open space, or community gathering spaces. These design guidelines are intended to ensure that future projects provide and maintain enjoyable and usable open space.

Public Open Space

Public open space refers to spaces that are open and accessible to the public. Examples include parks or community gathering spaces.

- A variety of shared open space is encouraged depending on the development including, but not limited to, parks, courtyards, paseos, etc.
- Design shared open space for all visitors so people can interact.
- Locate shared open space in a central location that serves all tenants.
- Include landscaping with trees, shrubs, and groundcover.
- Provide seating areas and other passive recreation facilities.
- A variety of seating types is encouraged including, but not limited to, benches, movable chairs, ledges, and steps.



Central patio space designed to serve all tenants.

Source: Adobe Stock Images

Private Open Space

Private open space refers to spaces that are designated exclusively for residents of the property and include patios, balconies, and other outdoor spaces. Mixed-Use developments may include common, private open space that is shared by residents of the multi-family development.

- Design private open space to be used exclusively by a single unit.
- Locate private open space in patios, balconies, decks, or other outdoor spaces attached to individual units.
- Private, common open space in multi-family developments should be centrally located.



Private balcony space to active street frontage.

Source: Adobe Stock Images

Placemaking

Placemaking is the process of creating high-quality urban environments that people want to live, work, and play in. While every urban environment is different, there are some shared design elements that help in the process of placemaking.

- Design public signage in a coordinated manner that complements the development's character.
- Incorporate elements that create a sense of arrival such as high-quality architecture, water features, enhanced landscaping, etc.
- Public art should be incorporated throughout the development and can be ornamental and interactive.



Public art and coordinated signage complement the development's character.

Source: Adobe Stock Images



INDUSTRIAL

Design Guidelines



INDUSTRIAL

Purpose and Intent

The following section of guidelines are applicable to industrial development as defined by the City of Fernley Municipal Code Title 32. The industrial guidelines provide recommendations to create an environment where industrial activities may occur with minimum impact on the surrounding land uses and the natural environment.

This chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 7. Industrial Categories

Land Use Category	Equivalent Zoning Category
Industrial (I)	I PD

This Chapter presents design guidelines on the following topics:

- General Site Design
- Development Type and Design
- Pedestrian Scale Streetscape
- Parks and Open Space

General Site Design

Surrounding Context and Connectivity

It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections which will help to seamlessly blend communities and create a more natural interconnectivity.

- Streets should be designed to form loops and cul-de-sacs. Design buildings to be respectful of adjacent buildings and create transitions of appropriate height and scale.
- Minimize the bulk of the buildings by including horizontal/vertical stepbacks and/or variations in roof profile.
- Provide internal connections to neighboring streets and developments for motor vehicles and pedestrians.
- Establish rights-of-way for future road planning.



Industrial building with horizontal/vertical stepbacks.

Source: Adobe Stock Images

Building Placement

Buildings are often one of the more important defining features within a space. In addition to displaying visually interesting aspects, building forms and placement within an area will define open spaces, walkways, and parking. Given the potential impact in defining a sense of place, it is important to consider building placement and orientation when site planning future development uses within the Area Plan.

- Consider orientation in reference to sunlight to promote sustainable energy saving practices and rooftop solar compatibility.
- Locate the buildings close to parking and other amenities.
- Locate buildings behind employee parking areas and landscape buffers to reduce the scale of building frontage to the street.



Parking and walkways located near entrances with landscape buffers.

Source: Adobe Stock Images

Services and Utilities

Services and utilities are a vital aspect of any urban development. They should be located in convenient locations for maintenance but should be screened from public view.

- Locate electrical panels and other utilities in a manner that minimizes their visibility from the street.
- Provide access to existing utilities for added connections.
- Locate ancillary facilities within buildings rather than along street-facing facades.
- Provide on-site facilities for trash storage.
- Build trash enclosures with durable materials.
- Screen trash enclosures from public view.



Electrical equipment located out of sight and within secured facilities

Source: Adobe Stock Images

Development Type and Design

Industrial

Industrial is intended to create and preserve areas for intensive activities and land uses that have the most potential for impacting adjacent land uses and infrastructure. This use should be in areas with access to roadway and/or railway transportation systems.



- A.** Industrial Development
- B.** Loading/Unloading Area Behind Building
- C.** Parking Dispersed Throughout Development
- D.** Landscaping to Screen Parking
- E.** Connection to Neighboring Development

Circulation

Parking

Motor vehicle parking should be provided in a manner that meets the needs of the development while reducing the building frontage to the street. The number of parking spaces required will be determined by the development standards within the City's Development Code.

- Locate parking, around the perimeter of the development to reduce the scale of the buildings.
- Provide landscaping to screen the parking from view and provide shade.
- Locate parking in a manner to minimize conflicts with truck driveways, storage, loading, and other operational areas.



Parking located around the perimeter of the site.

Source: Adobe Stock Images

Loading/Unloading

Loading/Unloading areas should be provided to meet the needs of the development while minimizing visibility from the street.

- Locate loading/unloading facilities to the side or rear of the building.
- Screen loading/unloading areas from public view.
- Ensure loading/unloading areas do not interfere with visitor circulation.
- Double load buildings when possible to provide noise screening and more efficient layouts



Loading facilities to the side of the building screened from public view.

Source: Adobe Stock Images

Pedestrian Scale Streetscape

Pedestrian scale streetscape addresses the character of the space generally located between the street edge and façade of adjacent buildings including sidewalks and amenity zones. These guidelines ensure that well designed and adequate facilities for pedestrians and bicyclists are provided to support a healthier, safer, and more sustainable pedestrian experience.

Active Frontage

It is important to provide engagement between those in the street and those on the ground and upper floors of buildings. This is done when the façade of buildings face and open towards the street. Active frontages in industrial contexts can often improve the energy and safety of an area. Even for developments that do not typically experience high pedestrian traffic, employees of industrial manufacturing and users of surrounding land benefit from pedestrian infrastructure and visual interest integrated into the façades of industrial buildings.

- Utilize strategies such as minor wall offsets, height variation, wall setbacks, and accent lines to articulate buildings.
- Provide sidewalks connecting from the street or driveway to building or unit entrances.

Site Lighting

Site lighting illuminates the pedestrian realm. It allows pedestrians to see where they are going and also makes it easier for drivers to see pedestrians.

- Integrate exterior lighting that is architecturally compatible with the building style, materials, and colors.
- Lighting should be provided to illuminate parking areas and pedestrian walkways.
- Design exterior lighting to point downward to avoid light spillover onto neighboring properties.

Landscaping and Stormwater Management

Trees and landscaping provide a range of benefits for urban development. Landscaping assists in stormwater management, pollution mitigation, and softens the built environment, making it more inviting to pedestrians.

- Provide street trees and other landscaping elements in public spaces, including sidewalks and walkways, to increase shading.
- Design landscaping to be attractive and consistent throughout the development.
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics.
- Stormwater runoff should be directed towards landscaped areas where possible. Tolerant plants and trees should be incorporated in these areas.
- Landscaped areas should be coordinated with stormwater management to create multi-use systems.



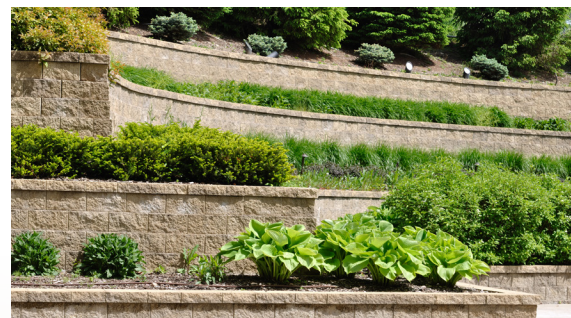
Street trees and other landscaping around sidewalks.

Source: Adobe Stock Images

Walls and Fences

The design of walls and fences should be carefully considered to ensure the desired aesthetic is achieved. Wall and fence height requirements will be determined by the development standards within the City's Development Code.

- Design walls and fences to be an attractive part of the project with materials compatible to the exterior building materials of the project.
- Utilize landscaping to break up large, uninterrupted walls and/or fences.
- Outdoor storage should be screened from public view behind a solid fence or wall.



Landscaping integrated within retaining walls.

Source: Adobe Stock Images

Parks and Open Space

This section provides guidance for open spaces associated with industrial development. Broader guidelines are included in Section 6: Parks and Open Space regarding larger open space development.

Open Space Placement

Open space in an industrial development refers to outdoor spaces where employees can get fresh air and natural light.

- Locate open space in a central location that serves all tenants.
- Design open space that is easily accessible to employees.
- Include landscaping with trees, shrubs, and groundcover.
- Provide seating areas and other passive recreation facilities.



Industrial building landscaping with trees, shrubs, and groundcover.



Employee break seating area with shade structure.

Source: Adobe Stock Images

PARKS AND OPEN SPACE

Design Guidelines



PARKS AND OPEN SPACE

Purpose and Intent

The following section of guidelines are applicable to park and open space development as defined by the City of Fernley Municipal Code Title 32. Quality open space should provide the opportunity for users to interact in small to large groups. Each space should have a unique quality and be located within reasonable walking distance of the designated user group it serves.

According to the City of Fernley Comprehensive Master Plan, there are five (5) park designations: Neighborhood, Community, Sports Complex, Special Use Properties, and Regional. There are also five (5) open space designations: Greenways, Landscaped Areas, Preservation, Wildlife Corridors, and Resource Conservation (Community Separators/Agricultural Views).

This chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Land Use Category	Equivalent Zoning Category
Open Space & Parks (OSP)	OSP
	PD

This Chapter presents design guidelines on the following topics:

- General Site Design
- Development Type and Design
- Pedestrian Scale Streetscape
- Parks and Open Space

General Site Design

The design elements in this section provide design guidance for parks and open space. The goal is to create cohesive and sustainable opportunities for residents to enjoy parks and open space while providing complimentary land use transitions and connection opportunities to adjacent developments.

Surrounding Context and Connectivity

- It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections which will help to seamlessly blend communities and create a more natural interconnectivity. Streets should be designed to run at right angles, forming a grid pattern.
- Provide internal connections to neighboring streets and developments for motor vehicles and pedestrians.
- Design pedestrian connections internal to the development through sidewalks, trails, or connected open space.
- Design secure on-site bicycle parking at all parks.
- Provide bicycle repair stands near bicycle parking and/or multi-use trails.



Public bicycle repair stand with tools and pump in a park.

Source: Adobe Stock Images

Parking

Motor vehicle parking should be provided in a manner that meets the needs of the development while minimizing visibility from the street. The number of parking spaces required will be determined by the development standards within the City's Development Code.

- Provide landscaping to screen the parking from view and provide shade.
- Disperse paved parking areas to the extent possible throughout the project in smaller segmented parking areas rather than creating large parking lots.
- Provide shade structures to reduce heat gain.



Landscaped parking area.

Source: Adobe Stock Images

Services and Utilities

Services and utilities are a vital aspect of any urban development. They should be located in convenient locations for maintenance but should be screened from public view.

- Locate electrical panels and other utilities in a manner that minimizes their visibility from the street.
- Provide on-site facilities for trash storage.
- Provide trash cans throughout the site and along walkways for visitors to utilize.
- Build trash enclosures with durable materials.
- Screen trash enclosures from public view.



A trash can located along a paved walkway in a park.

Source: Adobe Stock Images

Development Type and Design

1. Neighborhood Park

Neighborhood parks are areas for both active and passive recreational and social activities, such as multi-purpose field games, court games, playground apparatus, picnicking, etc. On-street parking is typically adequate. Ideally, these parks are linked by pathways and sidewalks and respond to the need for basic recreational amenities close to peoples' homes, ideally located adjacent to schools.



Teal Pedals Park, North Las Vegas, NV

- A.** Neighborhood Park
- B.** Adequate On Street Parking
- C.** Connection to Multi-Use Pathway
- D.** Shaded Playground
- E.** Shaded Picnic Tables
- F.** Proximity to Residential Neighborhoods

3. Sports Complex

A Sports Complex is an area for community-wide programmed and non-programmed sports in higher intensity use facilities. Limited areas should be available for passive recreation uses that appeal to the broader community. The majority of the site should be relatively flat to accommodate active sports fields and other facility development, and located away from residential areas to avoid traffic, light, and noise conflicts. These areas should provide a mix of facilities to accommodate a wide range of activities such as a playground, tennis/pickle ball courts, skate parks, and passive open space.



Mountain Ridge Park, Las Vegas, NV

- A.** Sports Complex
- B.** Active Sports Fields
- C.** Play Structure
- D.** Centrally located parking
- E.** Secondary Sports Activation

4. Special Use Properties

Special Use Properties provide areas for specific community needs, including performance areas, civic plazas, skateboard parks, or other specialized activity or recreation interests. Site characteristics vary based on requirements of the park purpose. The location of special use properties has to be carefully planned to ensure that access, traffic control, lighting issues, and noise issues do not negatively impact neighborhoods.



Sun Valley Community Park, Reno, NV

- A.** Special Use Property
- B.** Neighborhood Center
- C.** Specialized Activity Space (BMX Track)
- D.** Skateboard Park
- E.** Active Sports Field
- F.** Centrally Located Parking

5. Regional Park

Regional Parks provide areas of natural or ornamental quality for outdoor recreation such as picnicking, horseback riding, fishing, swimming, camping, and trail uses. The emphasis is on achieving a balance between resource protection and public use. Diverse or unique natural resources, such as lakes, streams, and topography add to the park's character.



Floyd Lamb Park, Las Vegas, NV

- A.** Regional Park
- B.** Fishing Ponds
- C.** Equestrian/Hiking Trails
- D.** Mountain Bike Trails
- E.** Paved Walking/Jogging Trail
- F.** Restored Historic Hay Barn
- G.** Pedestrian Connection to Neighborhoods

Open Space Development Type

Greenways

Greenways are vacant but in the path of urbanization in the community or adjacent to existing and planned trail facilities. Site plans should be reviewed for sensitivity to open space opportunities associated with the specific tract and the chance to provide trail access to destinations in and around the community. Recreational uses may be public or private and include paved and natural surface trails. Facilities may include restrooms, bike stations, and bike racks.

Landscaped Areas

Landscaped Areas provide areas of enhanced landscape character along rights of ways or in places of community importance, such as a cemetery. Landscaped Areas may be used for pedestrian connectivity, but no facilities are located within Landscaped Areas.

Preservation

Preservation areas provide protection of areas with fragile environmental and ecological conditions, areas with irreplaceable wildlife habitats, and areas which are subject to flood hazards. Opportunities for nature-oriented, outdoor recreation may be limited to protect the resource. This generally corresponds to corridors along rivers and drainages as well as the bluffs area. Continuity and connectivity of lands should be emphasized. Recreational uses vary based on the sensitivity of the land but may include nature study and observation, picnicking, hiking, and fishing. Facilities may include parking, nature centers, multi-purpose trails, restrooms, bike stations, and bike racks.

Wildlife Corridors

Wildlife Corridors provide a barrier-free travel route which animals follow during daily, periodic, or seasonal movements. These corridors may remain in private ownership. Recreational uses are limited and include seasonal watchable wildlife opportunities, bird watching, and educational activities that do not interfere with wildlife activities. No facilities are to be built on Wildlife Corridors.

Resource Conservation (Community Separators/Agricultural Views)

Resource Conservation areas separate developing portions of the city. These may also be in agricultural production or mineral extraction. These areas are strategically located, contributing to the open space feeling of the area, including important viewsheds. Where possible, these lands should continue to be working lands serving as economic assets. They will likely remain in private ownership and be conserved through agricultural or conservation easements. Recreational uses vary but, in most cases, public access will be prohibited. No facilities are to be built on Resource Conservation land.

Design

Features and Amenities

Parks and Open Space should utilize a range of features and amenities that attract varying types of recreation activities at various times of the day.

- Provide opportunities for active and passive recreation.
- Provide benches and other forms of seating throughout the parks and along walkways.
- Provide shade for seating through trees and/or shade structures where possible.
- Incorporate existing unique or significant natural or historical elements in proposed parks such as streams, lakes, reservoirs, rock outcrops, or historic sites where possible.



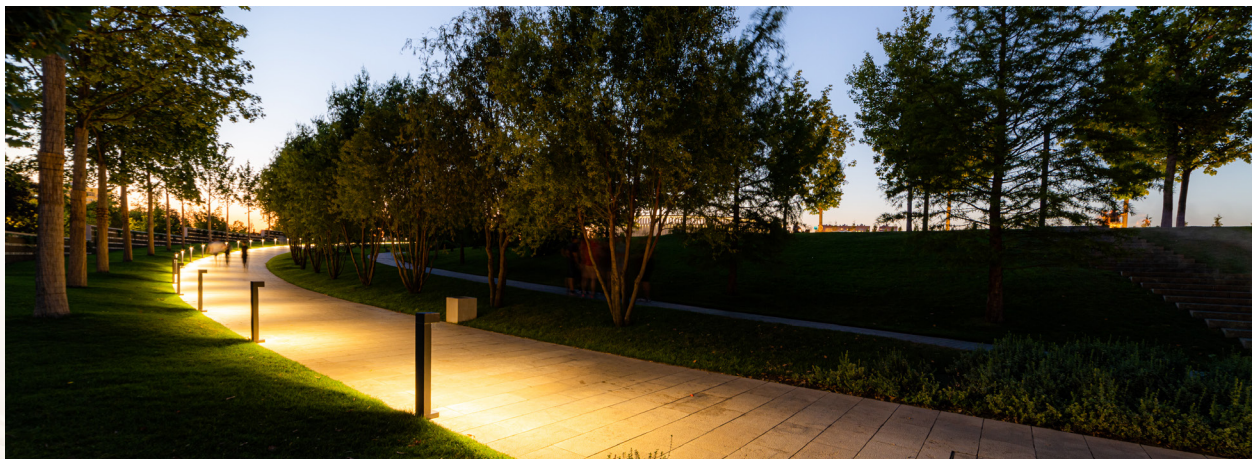
A range of amenities providing opportunities for active and passive recreation.

Source: Adobe Stock Images

Site Lighting

Site lighting illuminates the pedestrian realm. It allows pedestrians to see where they are going and also makes it easier for drivers to see pedestrians.

- Provide pedestrian-scaled lighting in parks and along walkways to promote public safety and security.
- Utilize lighting fixtures to avoid light spillover onto neighboring properties.



Pedestrian-scaled lighting and shade trees along walkway to increase safety and comfort.

Source: Adobe Stock Images

Landscaping and Stormwater Management

Trees and landscaping provide a range of benefits for urban development. Landscaping assists in stormwater management, pollution mitigation, and softens the built environment, making it more inviting to pedestrians.

- Provide trees with large canopies to provide more shade.
- Provide enhanced landscaping near parking lots, driveways, and other vehicular areas to signalize entrances and improve visual aesthetics.
- Landscaped areas should be coordinated with stormwater management to create multi-use systems.



TRIBAL FERNLEY
Design Guidelines



TRIBAL

Purpose and Intent

The following section of guidelines are applicable to land abutting Tribal Lands as defined by the City of Fernley Municipal Code Title 32. Tribal Lands are properties within the City’s corporate boundary but not within the City’s jurisdiction. Proposed land use changes occurring adjacent to Tribal properties will require coordination with the Tribe’s designated planning representative.

This Chapter will apply to the following land use categories from the City of Fernley Comprehensive Master Plan:

Table 8. Tribal Land Use

Land Use Category	Equivalent Zoning Category
Tribal (T)	N/A

This Chapter presents design guidelines on the following topics:

- General Site Design
- Coordination

General Site Design

Surrounding Context

It is important for future development to consider the surrounding context in order to create a cohesive look and feel for the community. As different sections of the Area Plan develop over time, development should create opportunities for pedestrian and multi-modal connections which will help to seamlessly blend communities and create more natural interconnectivity.

- Provide pedestrian and vehicular connections to existing and future developments.
- Pathways should be provided to adjacent developments through natural corridors and/or other trails or sidewalk systems. These connections shall be stubbed out to the edge of the property for future connections.
- Provide a 100-foot landscaped buffer between development and abutting Tribal Lands. Recreational uses should be limited within the landscaped buffer but may include paved or natural trail connections where applicable.
- Bike racks and benches may be provided along paved or natural trails.



Paved trail within landscape buffer.

Source: Adobe Stock Images

Coordination

The developer shall coordinate with the Tribe's designated planning representative for any proposed land use change or development occurring adjacent to Tribal properties.