



Churchill County Agenda Report

Date Submitted: October 3, 2025

Agenda Item #: Appointments - B

Meeting Date Requested: November 10, 2025

To: Board of Churchill County Commissioners

From: Randy Hines, Public Works Director

Subject Title: Consideration and possible action re: Approval of a Tentative Subdivision Map Application (PC25- 8) filed by Casey Road, LLC for the Sand Creek Subdivision for property located at 2685 Casey Road, Assessor's Parcel Numbers 008-792-95 and 008-792-11, consisting of 47.37 acres in the R-1 zoning district, whereby the Applicant proposes to create about 180 lots.

Type of Action Requested: Accept

Does this action require a Business Impact Statement? No

Recommend Board Action: motion to: A) approve the Sand Creek #2 Tentative Subdivision Map Application submitted by Casey Road LLC to divide APN 008-792-11 & 008-792-95 into 180-lots, subject to conditions as listed in the Staff Report; and B) to void the previously approved Old Stone Ranch Planned Unit Development.

Discussion: Permitting History

This property is part of the Old Stone Ranch Planned Unit Development (PUD) that was originally approved at the beginning of 2023. Since then, the Applicant has determined the project is too difficult to market and develop. The subject Application will reconfigure the north unit of the PUD from multifamily development of roughly 500 units into 180 single family dwelling lots.

If this project is approved, half of the PUD project will be changed and the PUD will be voided. The Applicant understands this, and agrees to it. The remaining south unit of the PUD area will be developed in the future as a large lot subdivision.

Note: A Tentative Subdivision Map is reviewed by the Planning Commission, which makes a recommendation to the Board of County Commissioners (BOCC), which makes the final decision. It is implemented by a Final Subdivision Map that is approved directly by the BOCC to check that code requirements and conditions of approval have been met before recording the map. Normal subdivision maps are not subject to noticing requirements to neighbors or the newspaper.

Note: The map is called a “Tentative Subdivision Map”, but, in this instance, there is the need to merge existing lots before subdividing the larger property. The official terminology is a “merger

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and re-subdivision” (as allowed under NRS). The merger and re-subdivision (a) eliminates existing lot lines, (b) merges the lots together, and (c) re-subdivides the property all in one process rather than multiple processes. Existing utility easements can be abandoned within the same process.

An important point is that a Tentative Subdivision Map is a **PLAN**, and is not intended to be unchangeable or designed to construction detail. The subdivision laws specifically have the Tentative Subdivision Map stage, and the Final Subdivision Map stage. Some adjustments, shifting, and minor changes are allowed in the final designs between the “tentative” plans and “final” plans. As a general rule, the standard is that the final plan “substantially complies” with the approved tentative plan.

Applications:

The project submittal includes the Tentative Subdivision Map Permit, which also requires an array of reports and studies, including:

- Traffic Study – including multiple letters of amendment.
- Geotechnical Report.
- Drainage Report.
- Grading Plan.

Copies of the subdivision were sent to different agencies as required by NRS. No comments have been received at this time.

Summary of Project A summary of the primary elements of the project are provided below:

- **Project area:** 47+/- acres, zoned R-1.
- **Single Family Parcel Layout** - Includes areas of single family homes on east and west of the proposed Wildcat Parkway. See maps for details. Phases 1-5 will take place along and west of the parkway. Phases 6-8 will take place east of the parkway. While the layout of the single family homes could be shifted slightly, it is very likely to be in a final configuration.
- **Zoning Density:** R-1 zoning allows a density of 5 units/acre. The project proposes 180 lots. Average density for the project is be **3.8 units/acre**, including road areas.
- **Phasing Plan:** A Phasing Plan Map is provided on the Tentative Map, which includes 8 phases of 25 +/- lots. Major phasing considerations include: (a) construction of the Wildcat Parkway/Casey Road intersection improvements, (c) segmental construction of Wildcat Parkway (d) connection of Wildcat Parkway to Birch Lane in Phase 5. These are described in detail below.
- **Traffic and Access**

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1. **Primary Access and Major Roads:** The previous PUD performed a Traffic Study that had multiple update letters. The traffic study and letters can be found in the submittal. An update letter was also prepared for the current proposal. It recommends intersection improvements at the 2 primary points of access: (1) on the north side at the Casey Road/Wildcat Parkway intersection, and (2) to the east at the Birch Lane/Allen Road intersection. Wildcat Parkway lies within an existing easement running through the property, and will be probably be a collector road. It will connect to Birch Lane, which runs east to Allen Road, and will probably also be a collector.
2. **Minor Access:** There will be several points of minor access into and through the project. Along the west side of the property is an existing development with 4 roads dead-ending at the property: Eagle Rock Road, Big Horn Drive, Black Bird Road, and Elizabeth Parkway. Along the south side, Dixie Drive ends at the property. These will be extended through the project, connecting with Wildcat Parkway.
3. **Pedestrian Access:** Pedestrian facilities are proposed within the project through curb, gutter, and sidewalk along improved streets. Subdivisions must normally connect into the county's TRACC trail system, however, there are no trail segments fronting the property.

Water and Sewer Service: The project will connect to the existing county water and sewer systems, which abut the west edge and south tip of the property. Primary service mains will run through the property within the roads. This includes both transmission mains through the area, and distribution mains that will serve individual lots. The water treatment plant lies just to the west, and the sewer lift station lies just to the south.

- **Stormwater:** The Applicant has provided a drainage report for dealing with stormwater. The concept is to use surface drainage and subsurface pipes for routing water to detention basins on the north and south ends.
- **Irrigation Facilities:** The project has 2 BOR/TCID facilities on the property, one on the northernmost edge (Pine Road), which will not be altered, and one on the southernmost edge (near Birch Lane), which will have 2 bridge crossings for project roads: Dixie Road and Wildcat Parkway. Both BOR and TCID have long been involved with the PUD project.

County Code Criteria Review:

Subdivision Criteria Review:

CCC 16.04.040(C) Design Standards: Churchill County has adopted development standards, which shall be complied with in all application submittals. The proposed development must

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conform to the Churchill County Development Code. Conditions of approval will address specific issues.

- **Building Setbacks, Building Height:** Homes will easily meet the 35' height limit. The subdivision was designed to provide normal R-1 zoning setbacks. However, some lots do not meet the minimum lot size and width requirements (see below) and may have difficulty with providing an easily developable space, while still meeting setbacks due to odd shapes and narrow widths. Such lots may need a specialized floorplan and lot layout, rather than a tract home approach.
- **Easements:** Wildcat Parkway, Eagle Rock Road, Dixie Drive, and Blackbird Drive will be located within the existing easements for them. Some easements will need to be enlarged, as described in Criterion 4 below, along with the adjacent utility easement. The Wildcat Parkway easement currently reaches to the county's property housing the sewer lift station for the area. It will extend across the county's property to reach Birch Lane. There are a number of existing public utility easements on the property. Some follow existing property lines that will be eliminated, or even the lines of lots that no longer exist. These need to be shown on the map, and those that are to be abandoned clearly labeled.
- Agricultural irrigation easements and facilities run through the project in 2 locations. The Applicant and county have coordinated with the Bureau of Reclamation and TCID regarding the facilities, particularly during the PUD. A deliver canal runs along the north edge of the project, and Pine Road turns onto the canal road, though it is not an official road right-of-way. The Applicant does not intend to alter the canal, but may confine the road to the irrigation easement. Along the south edge of the property, another drainage facility runs east-west. The project proposes 2 bridge crossings over it for project roads, which will require federal permitting.
- **Lot size and width:** Most of the project meets the lot size limits of 7,000 sf for normal lots and 7,500 sf for corner lots, *except for* 1 lot pointed out in the application. Lot 15 is a corner lot at the turn of Eagle Rock Road, but it does not even meet the standard lot area, being less than 6,800 sf. Being a corner lot, it would be challenging to develop. It is recommended that lots to the south that are larger than the minimum be adjusted to provide the required lot size. Alternatively, a lot may have to be removed and its area used to increase this lot and others by shifting lines. Throughout the project, there are many lots that are exactly or nearly 7,000 sf, which leaves no room for miscalculation. This, in turn, means that adjustments might be needed with the Final Map.

The code has 2 lot width requirements, which are columns in the Development Standards table (CCC 16.16.020.1). One column is the minimum width of 60' for normal lots, and 75' for corner lots. This standard establishes a minimum to be used for oddly shaped lots. The other column is the minimum average width of 100', which would have to be calculated for oddly shaped lots, or

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which is the minimum width for rectangular lots. The project seems to have been designed to use only the minimum width. ***No lots meet the average width, and it appears that some do not meet the 60' or 75' minimum width.*** One example is Lot 15, which does not meet the area requirement (noted above), and which is less than 75' at the corner. Most of the lots that do not meet the 60' width requirement are in the south part of the project. There may be other corner lots may not meet the 75' width requirement. FYI – Staff would not penalize the lot for the street corner curve radius in the measurement.

This issue seems to arise because the map uses the same layout approach as the original Sand Creek Subdivision, which appears to have been designed using the 60'/75' width requirements. It was developed around 2005, which coincides with the date the modern Development Code was established. Staff's best guess is that the "minimum average width" was established with or after the modern Development Code in 2005. Staff recommends that the proposed lot configuration, which was previously approved in the original Sand Creek Subdivision is acceptable, and that a variance from the "average width" standard for all lots be submitted with the Final Subdivision Maps. Plans for a variance should be stated on the tentative map. On the other hand, staff recommends that the proposed lot layout should be modified to meet the other standards not in the "minimum average width" column – such as the lot area and minimum width issues noted above. This may result in the loss of a few lots. However, there are areas in the development with large lots, where adjustments might regain any lots lost in other areas.

- **Access, sewer, and water facilities:** See comments under Criterion 4, below, regarding infrastructure. Each new lot will be served by the county's community sewer and water systems, and will have access to a public or private road.
- **Water rights and community development fees:** The county has 4 community development fees: roads, parks, schools, and water dedication. The park and school fees are required at the time of residential construction – they will not be required with the land division. The road fee is required at the time of Final Subdivision Map. Projects connecting to the community water system do not have to meet surface water dedication requirements, but must meet the groundwater dedication requirements with the Final Map instead.
- **Friction Zones:** The Churchill County Code provides for special requirements and buffers between different land uses, which are called Friction Zones. The previous PUD had multifamily development that has friction zone requirements next to single family development. The proposed single family development will be nearly identical to the development to the west, and be similar in use to the single family development to the east. No friction zones are required.
- **Parking and Landscaping:** The parking code requires single family lots to have 2 spaces per dwelling, which is normally easily accommodated on single-family lots, but very small lots often propose "tandem" parking (front to back) for the garage and driveway, which never actually provides for adequate parking. Staff recommends that

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notes be placed on the map to deal with this possible problem. Landscaping does not apply to single family development or subdivisions.

- **Lighting, and Signage:** The lighting code requires the use of Dark Sky compliant fixtures to point downward, not sideways or upward. Lighting is not discussed in the submittal. Lighting for the single-family homes will be reviewed with those building plans. Lighting along roads will be reviewed with improvement plans. Staff recommends that street lighting be provided, and that it be installed to county standards. The previous PUD proposed project signs for the entrances; however those are no longer planned.

CCC 16.04.050(A) Conditional Development Approval: The planning director, planning commission or county commissioners are authorized to apply conditions to applications for development. Conditions are employed to development projects to ensure:

1. Conformity with the master plan. The Master Plan designates the area as urbanizing and is implemented by the existing R-1 zoning district. Most Master Plan policies are not applicable to the issue of a land division. Some exceptions include:

- **GOAL LU 2** and Policy LU 2.1, discuss compatibility issues that are discussed under criterion 2, below.
- The Public Services and Facilities **Chapter 9** extensively discusses requirements for major developments using community sewer and water services, which the project follows. These are addressed in the plans, and discussed under Criterion 4.
- In many locations, the Master Plan outlines the growth and development factors that are creating a critical housing shortage in the community. The project lies in an infill area amongst other urban and suburban development. These policies and factors support the proposed development.

2. Compatibility with existing adjacent properties and uses. The new single family lot sizes mostly range between 7,000-9,000 sf. with a few being larger. This is comparable to the existing home sites west of the project. To the east are single family residences on 1 acre homesites. The proposed single-family development is compatible with adjacent uses.

3. Protection of the public health, safety and general welfare. While owners of homes to the east and west of the project may object to the development of the property, any effects to public health, safety and general welfare will be similar to the existing developments. Adequate protections exist.

4. That adequate public facilities and services are available to the development. The project lies in an infill area amongst other urban and suburban development, and is near shopping

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opportunities. The area has well-developed public facilities and the project is in close proximity to them. Adequate capacity in services and infrastructure is available for the project.

Emergency and School Services: The Sheriff's Office and Fire Marshal were involved in meetings for the previous PUD. No comments have been received for the new layout with reduced density. During the previous PUD, discussions with the school district indicated that there would be a need for school bus turnouts. The school district has provided no comments on the new layout at this time. Adequate services are available.

Water Service: The project site is immediately adjacent to the existing county water system along its west edge – the water treatment plant is visible at the edge of the map. The submittal shows utility routing for the existing transmission mains and the proposed distribution mains. Note that a “raw water” line runs from the county well at the north tip of the project, down Wildcat Parkway, and along Blackbird Lane. The transmission line to Onda Verde runs along Eagle Rock Road and then Wildcat Parkway to Casey Road. Distribution mains run in the new roads, but the ability of existing adjacent mains to support the additional demand is unclear. Staff recommends conditions to ensure that the county is not responsible for unforeseen improvements to serve the development. There may be off-site upgrades to the water system needed to serve the areas and there may be looping requirements that come into play. Improvement details will be worked out with the Improvement Plans.

Sewer Service: The project site is adjacent to the existing county sewer system along the west edge and at the project's south tip, where the county's sewer lift station is located. The project site has a force main (which cannot be used by the project) running in Wildcat Parkway from the sewer lift station on Birch Lane to Onda Verde and beyond. A major sewer line runs south to the sewer lift station following Elizabeth Parkway and Wildcat Parkway. A collector main for the development will run south in Wildcat Parkway. The proposed distribution mains will run in the project roads, connecting to the county system. It is possible that off-site upgrades to service mains or the sewer lift station may be needed to serve the areas. Staff recommends conditions to ensure that the county is not responsible for unforeseen improvements to serve the development.

The county has issued an **Intent to Serve** letter for both sewer and water service, as required by NRS. This is contingent upon adequate capacity being available at the time project construction moves forward with a Final map. At that time, a **Will Serve** letter will be issued.

Existing Roads: Casey Road lies on the north side of the project, and Wildcat Parkway will connect to it. It is a paved county-maintained road within the south edge of the federal irrigation easement. That easement is supplemented by an additional road easement width established from previous land divisions. Birch Lane lies off the south tip of the project, and Wildcat Parkway will connect to it. Birch Lane runs eastward to Allen Road. It is a paved county-maintained road within a right-of-way that (a) is of variable width, (b) sometimes lies in

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easements, and (c) sometimes lies in county-owned land.

To the west, several existing roads end at the west property line and will be extended through the project to Wildcat Parkway: Eagle Rock Road, Big Horn Lane, Black Bird Road, and Elizabeth Parkway. These are county roads within 50' easements built to urban standards (curb/gutter/sidewalk). To the south, Dixie Drive also ends at the project boundary. It will be extended across the canal into the project. Pine Road lies to the east, but the north end turns onto the dirt TCID canal road running along the north edge of the project. This segment is also referred to as Pine Road, though it has no official right-of-way, and informal use has dramatically expanded it outside the canal easement. Three homes north of the canal take access from this canal road. The project (a) will leave the canal road in place, (b) will not use it, and (c) may confine it to the canal easement so that project land can be used for lots.

Primary Project Access: The project has 2 primary access points from major collector roads: the Casey Road/ Wildcat Parkway intersection on the north edge of the project, and the Birch Lane/ Allen Road intersection east of the project. The previous PUD performed a Traffic Study that had multiple update letters. The traffic study and letters can be found in the submittal. An update letter was also prepared for the current proposal. All versions included development of both areas north and south of Birch Lane, but the current proposal only applies to the north area. The current letter recommends intersection improvements at the two primary points of access.

Project traffic to and from the north will be from Casey Road, either connecting east to the traffic light at US 50, running west. For the Casey Road/Wildcat Parkway intersection, the updated traffic letter recommends installing the Aug. 11, 2022 improvements – becoming a Casey Road west-bound turn lane into the project. Staff recommends a condition to install the recommended turning improvements to the Road Supervisor's satisfaction with Phase 1.

Project traffic to and from the east will connect to Birch Lane in Phase 5. This connection will allow project and neighborhood traffic to easily use the intersection with Allen Road, then turn north to the city or south towards the Navy base. The previous PUD had planned intersection improvements here. For the Birch Lane/Allen Road intersection, the current traffic study update letter recommends following the April 2021 improvements – becoming exclusive turn lane improvements from all three directions.

The Allen Road improvements should not be needed for an undetermined time after Phase 5. The Applicant previously acquired the parcel at the Birch Lane/ Allen Road intersection for the PUD. It is still needed for the larger project lying both north and south of Birch Lane, and the Applicant verbally indicates he intends to dedicate it to the county for that intersection. Of more immediate concern is that Birch Lane is in substandard condition and needs repair, and the Road Supervisor may want to do intersection improvements soon. He indicates plans to use Road Fees from the project to make improvements to the Birch Lane/ Allen Road intersection and the Birch

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Lane surface. Consequently, he will need the parcel sooner rather than later.

By ending the PUD, and developing it in parts, there is a risk that ownership of all lands (north area, south area, and intersection property) might be separated. Staff recommends that the intersection property be dedicated with the mylar of the tentative map after final corrections are made. This will ensure that the improvements can be made regardless of whether ownership is separated.

Major Roads: The two access points will be connected by the new Wildcat Parkway running through the project between Casey Road and Birch Lane. The Parkway will use a normal road standard that includes a 60' right-of-way and urban road improvements. Wildcat Parkway and other roads will be constructed by the developer, and the right-of-way land and improvements will be dedicated to the county and accepted for county maintenance.

Birch Lane provides access to Allen Road. The Wildcat Parkway connection to Birch Lane will require off-site improvements through the sewer lift station property, and at the intersection. These need to be constructed to county standards, and will need to be dedicated to the county using a separate process. In addition, staff recommends that the Birch Lane/Wildcat Parkway intersection receive turn-lane and pedestrian improvements, as determined by the Road Supervisor, mainly through striping. Improvement details for both roads will be worked out with the Improvement Plans.

Minor Roads: There are several existing minor roads to the west and south that will be extended into the project. Some will have to be transitioned from the existing 50' road standard to the project's 60' road standard, including curb/gutter/sidewalk. This will need the abandonment of the existing 50' easements for roads and utilities, and upgrading them to 60' rights-of-way for roads and utilities. This would be done with the first Final Map, and is a recommendation.

The county's ability to fund maintenance for new roads is limited, which was an issue for the previous PUD that was addressed by using a homeowners' association. ***The current Application indicates plans to establish a Special Assessment District (SAD)*** with the county to fund maintenance on the project roads. However, later discussions indicate a desire for flexibility to use other alternatives, and a recommended condition would incorporate such flexibility.

- NOTE that a SAD has never been done in the county, though it has been discussed for years. SADs are common in more populated jurisdictions. This will require some work by the staff and Applicant to develop.
- Also NOTE that the previous PUD planned to accomplish the same thing using a homeowners' association, which is still an option.

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Pedestrian Access: Pedestrian facilities are proposed on streets through the urban road standard with curb/gutter/sidewalk. These facilities will be extended off-site with any associated road improvements, as noted above. Street pedestrian safety facilities, such as crosswalks and street lighting must be installed to county and Orange Book standards. See lighting discussion above regarding street safety lighting locations, at least at intersections and pedestrian crossings.

Stormwater: The Applicant has provided a preliminary drainage report for dealing with stormwater. The concept is to use surface drainage and subsurface pipes for routing water to detention basins to hold storm drainage. Basins are located in the north and south ends of the project. The south basin will have the largest storage volume. The final report will need to be updated for the improvement plans. These facilities are part of the road system and will be maintained by the county after construction and dedication, though funding measures will need to be developed.

Dedication of Road, Utility, and Other Easements and Improvements. As required by NRS 278.378, the offers to grant easements and dedicate land to the county must be accepted or rejected along with approval of Final Subdivision Maps on the BOCC approval certificate. These plans need to be figured out and noted on the tentative map.

- The county would normally accept all easements shown on the map.
- Staff recommends that offers of dedication for road land and improvements should be accepted. Those that are off-site improvements will need to be offered/accepted by a separate document.
- Staff recommends the on-site sewer and water system improvements constructed to serve the project should be accepted for dedication. Most of these will be within the roads.
- Staff recommends that any abandonments of utility easements should be clearly identified on the tentative map, and that the abandonment process would take place on the final maps, or by a separate process running concurrently with the final map.

5. As a part of the review and analysis of the development request, findings of conformance with the goals and objectives of the code and the Master Plan must be made in order to recommend approval and impose conditions. The conditions imposed by the staff may be modified by the final decision-making body.

Based on the above assessment, options for Findings are provided below.

Recommended Conditions:

1) The Tentative Subdivision Map shall be updated within 60 days to reflect requirements of these conditions of approval to the satisfaction of county Department Heads. Disputes shall be

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resolved by recommendation of the Planning Commission and approval by the BOCC. When done, the Tentative Map shall be printed on mylar and appropriately signed. Failure to update materials in a timely manner may require reconsideration by recommendation of the Planning Commission and approval by the BOCC.

2) Phasing of the project shall progress according to the phasing plan. A table of phase improvement sequencing shall be included on the revised Tentative Map, with the following improvement requirements:

- a) With the filing of the mylar addressing all corrections, the property at the intersection of Allen Road and Birch Lane shall be dedicated to the county to accommodate road and intersection improvements.
 - b) Improvements interior to the phase shall be provided with the phase. Improvements exterior to the phase that are needed for the phase to function as determined by the Director shall be provided with the phase.
 - c) With each phase, streets shall be provided with street lighting meeting Churchill County Standards, with locations at intersections and pedestrian crossings at a minimum.
 - d) Phase 1 shall include the establishment of a financial arrangement for road maintenance (including stormwater, street lighting, and power costs) that is acceptable to the county. This can include a Special Assessment District, homeowners association, or other alternative.
 - e) Phase 1 shall include the recommended turning improvements at the Wildcat Parkway/ Casey Road intersection, as described in the updated traffic study letter and determined to be needed by the Road Supervisor.
 - f) Phase 5 shall include the extension of Wildcat Parkway through the county's sewer lift station property to Birch Lane, the extension of Dixie Drive and its canal crossing, improvements to the Wildcat Parkway/ Birch Lane intersection, and associated pedestrian improvements determined to be needed by the Road Supervisor.
- 3) A variance must be obtained before the first Final Map is recorded to waive the "minimum average width" standard for the subdivision. All lots must conform to all other lot layout standards. Conforming lots shall be shown on the revised Tentative Subdivision Map.
- 4) The depiction and labeling of any planned abandonment of existing road or utility easements, and the elimination any parcel lines shall be added to the revised Tentative Map to clearly illustrate and document such actions. The 50' easements for roads and associated utilities shall be abandoned and replaced with 60' rights-of-way for roads and associated utilities. All abandonment processes shall be completed before or concurrently with the Final Map approvals.
- 5) The plan and timing for the handling of irrigation facilities, including all recommendations from TCID and BOR, shall be clearly indicated on the revised Tentative Map. All necessary permits for altering facilities shall be obtained during construction of improvements.
- 6) The plan for the handling of roads shall be provided on the revised Tentative Map. It shall clearly state what is to be built. Roads shall be built to county standards, with any portions that do not have a county standard designed to a special standard approved by the Director. It shall clearly state what is to be offered for dedication to the county. This can be done in general notes or on each road label.

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- 7) The recommendations of agencies that submit comments shall be incorporated into the Tentative Subdivision Map, as determined by the Director.
- 8) Changes shall be made to the revised Tentative Map for compliance with Churchill County Code, including but not limited to:
 - a) Changes to labels on road easements and improvements shall be made to be consistent with the county's decision on offers to grant easements and dedicate land and facilities.
 - b) All existing roads connecting to the project roads shall be shown on the map and provided with the easement and road dimensional information on the revised Tentative Map.
 - c) All proposed roads shall have the easement/right-of-way width, construction standard, and end of proposed road construction (where applicable) for each road clearly indicated on the revised Tentative Map.
 - d) Off-site road improvements shall be shown on the map or indicated in notes, and shall reference the current traffic study update letter.
 - e) Existing utility easements from previous maps and documents shall be shown on the map, and those that will be abandoned shall be labeled as such.
 - f) Existing property lines that will be removed from the project shall be labeled as such.
 - g) A note shall be placed on the typical lot layout diagram indicating that lots must provide for two parking spaces that do not rely on tandem (front to back) parking.
 - h) Metes and bounds shall be provided for the project perimeter.
 - i) The vicinity map shall be modified to improve readability.
 - j) North arrows and scale shall be included on all maps.
 - k) The legend and map lines shall be modified to clearly distinguish lines for different purposes, including different utility lines, from project parcel lines.
 - l) Add a phasing improvements sequence table to Sheet 1, consistent with conditions of approval.
 - m) Add statement of intent regarding proposed deed restrictions, such as home associations, and other matters regarding common areas.
 - n) Add project density and percentage of land uses to the Project Information on Sheet 1.
 - o) Provide TCID review number and review comments.
- 9) Any final changes required by the County Surveyor shall be made to the revised Tentative Map, including but not limited to the following:
 - a) Labeling on the Sheet 1 map that displays phasing and other features.
 - b) Accurate naming of the map as a merger and resubdivision, and reference to the legal description document name and number.
 - c) Modify notes and labels to clearly identify irrigation structures and document their source.
 - d) Electronic signatures shall be made larger and more legible.
 - e) Basis of bearing line and monuments shall be clearly indicated.
- 10) The improvement plans for off-site and on-site sewer and water infrastructure shall be designed to county standards. In addition:

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- a) Existing water and sewer lines lying outside the project that need to be upgraded to serve the project shall be completed at the developer's expense, as determined necessary by the Public Works Director.
- b) Any sewer lift station upgrades needed to serve the project shall be completed at the developer's expense, as determined necessary by the Public Works Director.
- c) Any additional water main segments needed to meet looping requirements shall be installed at the developer's expense, as determined necessary by the Public Works Director.
- 11) Final maps shall be submitted and implemented in compliance with Churchill County Code, including but not limited to, water dedication timing, impact fee timing, and infrastructure construction timing.
- 12) All Final Subdivision Maps shall be in substantial conformance with the approved Tentative Subdivision Map, and subject to the following:
 - a) A submittal not in substantial conformance must first be approved as a modified Tentative Map by recommendation of the Planning Commission and approval by the BOCC.
 - b) Final maps shall be submitted in numerical order, but consecutive phases may be grouped together.
 - c) Final maps for subsequent phases shall not be submitted until infrastructure for the previous phase is constructed.

Alternatives: Deny the Application or make changes as deemed appropriate.

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Prepared By: Diane Moyle, Administrative Assistant

Reviewed By:

Chris Spross, County Manager

Date: November 03, 2025

Jeff Weed, Deputy District Attorney - Civil

Date: November 04, 2025

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Churchill County Agenda Report

Date: November 04, 2025

Sherry Wideman, Comptroller

Board Action Taken:

Motion: Approve

1)	<u>Eric Blakey</u>	<u>Aye: 3</u>
2)	<u>Matt Hyde</u>	<u>Nay: 0</u>

(Vote Recorded By)

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