

MINUTES OF THE CHURCHILL COUNTY PLANNING COMMISSION

155 N. Taylor St., Fallon, NV 89406

October 8, 2025

1. Call to Order:

The regular meeting of the Planning Commission was called to order at 6:00 p.m. on October 8, 2025 by Chair Bunyard.

Present: Zack Bunyard, Chair; Jeff Goings, Vice Chair; Victor Ansotegui, Member; and Joe Frey, Member.

Absent: Tami Edgmon, Member; Mark Hyde, Member; and Scott Nelson, Member.

Planning Staff Present:

Randy Hines, Public Works Director
Dean Patterson, Senior Planner
Amos Akena, Planning Technician
Loreli LeBaron, Code Compliance Official
Diane Moyle, Administrative Assistant

Civil D.A. Staff Present:

Jeff Weed, Deputy District Attorney

2. Pledge of Allegiance:

The Pledge of Allegiance was recited by the commission and public.

3. Public Comment:

There were none.

4. Verification of the Posting of the Agenda:

It was verified by Diane Moyle, Administrative Assistant, that the agenda for this meeting was posted on October 2, 2025, between 8:30 a.m. and 5:00 p.m., at all of the locations listed on the agenda, in accordance with NRS 241 and the Churchill County Code.

5. Consideration and possible action re: Approval of Agenda as submitted or revised:

Member Ansotegui moved to approve the agenda as submitted. Vice Chair Goings seconded the motion which carried by unanimous vote (4-0).

6. Verification of notification of all landowners in accordance with NRS and the Churchill County Consolidated Development Code:

Chair Bunyard verified with the Administrative Assistant that notification was sent to all landowners in accordance with NRS and the Churchill County Code.

7. Consideration and possible action re: Approval of Minutes of the meeting held on:

A. September 10, 2025 Hearing

Vice Chair Goings moved to approve the September 10, 2025 minutes as written.

Member Frey seconded the motion, and the decision carried by unanimous vote (4-0).

8. Old Business

- A. Consideration and possible action re: Review of a special use permit, SUP1077, previously granted to Rylexa Properties for Sage Valley RV Park on October 11, 2023. The property is located at 4800 Reno Highway, Assessor's Parcel Number 008-472-12. A condition for approval requires an annual review until such time as the Planning Commission determines it is no longer necessary.

Joey Jennings, General Manager, 4800 Reno Highway, was available to speak regarding this application. He stated that the water table has been one of their greatest challenges because it is so shallow. They have been working with Nevada Division of Environmental Protection (NDEP), but it is taking a long time. There have been setbacks with getting the septic tanks approved. He said that in the beginning they were going to be required to install a 6,000 gallon tank that would be 32 feet long. They submitted a request through Marty Ugalde to split this into two tanks. That process was eventually approved, and then they had to get a discharge permit for the water in the ground so they could set the tanks. They just got approved about a week and a half ago, and the tanks have been set and are approved to use. He further shared other accomplishments done since the last meeting to include covering about 10,000 square feet in the southeast corner with green turf, which was one of the conditions to make it a park-like setting. There was a problem with the well that feeds the mobile home park above. The water that comes out after being filtered was trickling into the Soda Lake Ditch, so the state had them build an area where the ground is higher and native grass would grow. They are making some progress. They are finished with the west side and plan to start working on the east side. They will need an extension to meet the conditions.

Dean Patterson, Senior Planner, concurred with the remarks from Mr. Jennings and added that the west side is pretty much done. They were talking about moving all of the units that are on the east side over to the west side in order to start construction of the second half soon. A lot of the conditions of approval related to spacing for the RVs are being met for the part that has been completed, and that will be finished with the construction of the new portion. There are some final conditions that can't be completed until the end of the project.

Chair Bunyard remarked that it seems that the project has come a long way from where it started, including the widening of the RV spaces. Joey Jennings said that he hated the process at first, but the end results look so good.

Chair Bunyard said that they may need to review this permit again in another year to give a little more time to complete the rest of the construction, and he then inquired if any of the commissioners had any questions or discussion.

Member Frey questioned if staff thought it would be necessary to review the permit again in another year. Dean Patterson answered in the affirmative. He thinks that the second half will go faster. He suspects that they will be done, and then they can check off any final conditions.

Chair Bunyard called for public comment, and there were none.

Chair Bunyard called for a motion.

Member Frey moved to require another annual review of this permit. Vice Chair Goings seconded the motion, and the decision carried by unanimous vote (4-0).

- B. Consideration and possible action re: Review of a special use permit, SUP1102, previously granted to Ted Christoph of Monarq Milk, on October 9, 2024. The property is located at 4624 Cox Road, Assessor's Parcel Number 008-123-17. A condition for approval requires

an annual review until such time as the Planning Commission determines such review is no longer necessary.

Ted Christoph, 4624 Cox Road, stated that part of the project included getting sewer approved and water approved. Those processes are complete with the state. Their biggest holdup at the moment is getting everybody on board with United States Department of Agriculture (USDA), U. S. Food and Drug Administration (FDA), and Nevada Department of Agriculture (NDA) on meeting all of the Pasteurized Milk Ordinance (PMO) standards for the plant. It is definitely taking longer than he would like, and it is a much more in-depth process than he thought it would be when he first started this. Interestingly enough, they seem to be more up to date with bigger plant projects than smaller plant projects. He gave an example of the people that would be building our plant would be coming from Israel, and so they have a lot of questions, very specifically, about different valves, different piping, and whether it would meet their PMO standards. There has been quite a bit of back and forth between him and these agencies. He has a meeting with them again on October 21st to, hopefully, get things pretty well finalized. He didn't want to pull any plans and start anything until everybody there was happy with what we're doing.

Dean Patterson, Senior Planner, asked Mr. Christoph for clarification that he might be able to get going pretty soon. Ted Christoph responded that he would like to start construction next year. He stated that they have had him move some interior walls and things like that for separation in their plans. Once the plans and all have been approved, he doesn't anticipate it would take long to get the project moving forward.

Chair Bunyard asked how long Mr. Christoph would estimate the project to take once it gets started. Ted Christoph replied that it would take about four to five months. He then inquired about meeting the requirements for the special use permit (SUP), and whether he would have to be processing milk and selling it, or if he just needs to meet all of these other conditions. Dean Patterson responded that he would need to meet the conditions for the permit. Mr. Christoph said that once the plant is constructed, it will take a while before he would be able to start production. He has to run water and to run milk that he can't sell. There's quite a bit of in-depth to be able to get where he can legally sell.

Chair Bunyard stated that he believes that the applicant would just need to meet the conditions of the permit as far as they are concerned. He then inquired if any of the commissioners had any questions or discussion.

Vice Chair Goings remarked that it sounds like the applicant is just getting starting with the building side of this, and he doesn't see any reason not to check to find out where the project is next year.

Chair Bunyard called for public comment, and there were none.

Chair Bunyard called for a motion.

Member Ansotegui moved to require another annual review of this permit.

Vice Chair Goings seconded the motion, and the decision carried by unanimous vote (4-0).

9. New Business:

- A. Consideration and possible action re: A tentative subdivision map application, PC25- 8, filed by Casey Road, LLC for the Sand Creek Subdivision. The property is located at 2685 Casey Road, Assessor's Parcel Numbers 008-792-95 and 008-792-11, consisting of 47.37 acres in the R1

zoning district. The applicant proposes to create about 180 lots.

Steve Moon of Lumos & Associates, 275 W Williams Avenue, gave a high overview on this subdivision, which was brought forward almost 20 years ago. This application is very similar to the original layout in R-1 zoning. It is single family residential. He noted that the county has water lines, sewer force mains, and a lot of their facilities running through the street corridors of this subdivision. It was coordinated with that original version that came forward. The developer had gone one direction with a very high density, multi-family, 600+ lots Planned Unit Development (PUD). They have re-evaluated the project and now would like to develop it in accordance with current zoning, R-1, with lots for single-family residential. There were some challenges with the road widths. Originally, the county had a 50-foot road width right-of-way, and now it is 60-foot road width. They are trying to still fit that within the confines of these two properties here. It is pretty straightforward, single-family residential, 180 lots, extending all county utilities, roads, and everything necessary to have a subdivision.

Dean Patterson, Senior Planner, stated that this used to be the Old Stone Ranch Plan Unit Development (PUD), which was approved at the beginning of 2023, but it's been difficult to market. This application is reconfiguring the north unit of that PUD—there was a north unit and a south unit, north and south of Birch Lane. If the project is approved, half of the PUD will be changed dramatically, and the PUD will be voided. The applicant understands this and agrees to it. The remaining south unit of the PUD will be developed in the future as larger lots similar to what's been going on with this. An important point about this project is that it's a tentative map, and that means it's a plan. It is not intended to be unchangeable or designed to detail construction, but they do need to show the basic layout, and the major elements need to be included, and conditions of approval need to be incorporated. There's expected to be some shifting adjustments, minor changes, etcetera, allowed in the final design when the final map comes to the County. This tentative map stage will be followed by the final subdivision map stage, and that is not going to be seen by the Planning Commission. As a general rule, the standard is that the final map substantially complies with the approved tentative map.

This map will also be a merger and re-subdivision, which is kind of a technicality of Nevada Revised Statutes (NRS). There's also going to be some easement abandonments involved with the project, and those things can be done with the final map. He noted that the normal land division maps are not subject to noticing requirements to neighbors or newspaper. That was very different than the PUD, where there was a lot of neighborhood interest at that time. State law does require submitting the map to an array of agencies. Some of these have provided comments, which were provided to the commissioners, from the Department of Wildlife, Division of Environmental Protection, and Truckee Carson Irrigation District (TCID). There were no significant issues raised in those.

The staff report describes the project in detail. They're going from close to 500 units on the north unit down to 180, and the density for that shows up as 3.8 units per acre. There's also an increase in road, sewer, and water infrastructure that will be taken over by the County. This is because of the change to single family, which relies on public infrastructure and the roads. He pointed out that the map has a lot more roads than the planned unit development had before.

Of major importance is the phasing plan, which includes eight phases (shown on the map displayed on the overhead screen). West of Wildcat Parkway, previously called Old Stone Ranch Parkway in the PUD, are five phases. On the fifth phase, it connects to Birch Lane on the south end, and the remaining phases are on the east side of Wildcat. That's important because it relates to sequencing of off-site improvements that are described in the staff report. There are a few dimensional

issues that are described in the staff report. One of them seems to be the result of a change in code since the original Sand Creek Subdivision was approved regarding a width requirement, and so staff recommends that the project obtain a variance from that standard before the final map, and the Director may also bring a code amendment forward as well. All of this is discussed in detail in the staff report.

The PUD had a lot of concern about compatibility with the neighborhood. It was a major point of contention, so the reduced density of the redesigned project will be almost identical to developments to the west and of similar character to developments to the east. That basically eliminates compatibility issues. There are adequate protections for health, safety, and welfare. There's adequate infrastructure to serve the project. There was some interest with the PUD, for example, regarding fire, school, and other services. With the redesigned development, those are no longer an issue. Regarding sewer and water, he pointed to the faint lines along the subdivision where it is adjacent to existing county sewer and water services. Some of the county's services run through this project property already.

The county issued an intent to serve letter, which is an important step with the state, and Nevada Division of Environmental Protection (NDEP) has approved of the project, which should be in one of the letters provided. The biggest subjects of discussion in the staff report were how the off-site road infrastructure improvements were handled, especially their timing. On the north end, there is the connection to Casey Road, and so the traffic study submitted with the project included a number of update letters for different versions of the planned unit development, and then an update letter was provided with this project recommending an off-site turn lane on Casey Road to turn into the project. Staff is recommending that it be done with Phase 1.

There will be a phasing plan where they will be connecting to Birch Lane on the south in Phase 5, and so there will be infrastructure improvements across the county's sewer lift station property and at the intersection on Birch Lane. Another item that came up is that the update letter for the traffic study also recommended improvements at Allen Road and Birch Lane, which can be seen in the southeast corner of the aerial photo displayed on the overhead screen. After discussions, the county will be collecting road fees for lots in this development, and the road supervisor has indicated he'll be using those to do improvements for that intersection and also for Birch Lane to serve both the north and south development when the south development comes into the office. One of the things that we do need to do, though, is make sure we have the property at the intersection of Birch and Allen so that those improvements can take place. That is also a condition of approval that's recommended. Lastly, the maintenance of the large increase of urban road length was an issue for the PUD and it continues to be with this project. There's a recommended condition to allow an acceptable alternative to be figured out before the final map stage. Staff recommends approval with conditions of approval.

Chair Bunyard confirmed that the property at Birch and Allen will need to be straightened out as was planned with the PUD, and that the county will be in charge of that. Dean Patterson agreed that the idea is to straighten out that intersection and to improve the turning movement, so it doesn't obstruct traffic. Steve Moon responded that the traffic report going from what it was to what it is now, a lot of these improvements aren't really necessary from a traffic standpoint, but in dealing with the developer and the Road Supervisor, these things make sense. What they want to do is create a project that makes sense. You don't want to have somebody sitting out there on Casey Road trying to make a left-hand turn and get rear-ended. They want to give a safe spot for them to turn left there. He thinks that they are applying a little more common sense than engineering, and that makes a better product.

Chair Bunyard verified that the applicant had read through all of the conditions because there were a lot of them, and they were okay with them. There was an affirmative response.

Chair Bunyard inquired if any of the commissioners had any questions or discussion.

Vice Chair Goings had a couple of questions for staff. How does a special assessment district (SAD) work for the maintenance on this project? Dean Patterson replied that it's something that would have to be set up, and it takes a lot of paperwork and studies, and so we don't know if that's what's actually going to be used. That was just an idea that was thrown out as one option that could happen, but there are other options as well. We don't know how to deal with the issue, and a special assessment district is just one way that it can be done. Vice Chair Goings remarked that the maintenance portion of this will come into play eventually, and he thinks it's something that should be considered. It seems to be possibly deviating from the other ways that the funds are brought for maintenance. Randy Hines, Public Works Director, stated that we don't have that mechanism of an SAD, and it is an extensive process to do that. They did have discussions with the applicant about that. It was discussed. It was then put on the tentative map and that's why we're having the discussion today. We also don't know if that's the route we're going to go. Again, the price of improvements have gone up significantly over the last 20 years, and he thinks that the road department's funds have remained about the same for the last 20 years. It's a thing that they need to look at and have a solution for in the future. It's not clear if it's going to be for this project. Those are things that need to be discussed within the county, and then an agreement between the owner and the county prior to this final map being recorded. Steve Moone added that they recognize the difficulties that maybe the road department's having with maintaining roads, and so that's why they brought forth the idea. You can have a homeowner's association, keep the roads private and have them maintain the roads, but this could have other implications because the maintenance of these roads will be required for a long amount of time. In looking for a different mechanism where maybe you had a \$10 a month per lot assessment in 20 and 30 years, that's like a half a million dollars. How do you come up with something that's maybe a little more new way of thinking that we can still maintain the roads, keep them good, and not put an undue burden on the county? Vice Chair Goings then questioned who actually owns Allen Road. Is that county, or is that state? Director Hines replied that portion of the intersection of Allen Road and Birch Lane is owned and maintained by the county.

Member Frey said that condition number two, item d, talks about establishment of a financial arrangement for road maintenance, and item six talks about dedication of the roads to the county. He felt this was kind of contradictory. He can see how there an arrangement could include a special assessment district, or maybe impact fees on the lots. Would those impact fees be one-time fees that go with the lot, each lot created in the beginning, or how would that arrangement work? Dean Patterson explained that when a subdivision happens, there's road fees; that's when the lots are created with the final maps. There'll be several at different phases, but we'll collect road fees at that time. It'll go into the road fund, and that can be used for improvements around the development, which is what the road supervisor was talking about for Birch Lane. Member Frey asked if this is the instance for roads, does there need to be money for maintaining sewers and other utilities as well, or is that something that the county has set up adequately that they can handle. Dean Patterson responded that there is a fee structure built in the sewer and water systems. He wasn't sure how much of that gets applied to maintenance. Director Hines said that the county essentially has a budget for repairs, removal, and replacement, and so on and so forth for the system. Member Frey commented that this is just tentative. He asked whether the applicant feels comfortable that the financial arrangements can be worked out with the county. Steve Moon responded in the affirmative. He thinks what they're

seeing on some of the notes there, on a typical final map the road rights-of-way are offered for acceptance to the county, and county has exercised their right to accept those. That's kind of the normal language. He thinks they can work out something that really makes this work. They are talking about a road system that is designed for 20 years. With proper maintenance, you probably get 30. With water and sewer, you're looking at a much longer horizon. Man holes are probably the most vulnerable part of the sewer infrastructure. The way that the utility system is set up, there is planned obsolescence, but it's maybe in a 40 or 50 year horizon. Roads are probably in that 20-year horizon. They are looking to be able to extend those out so the county is not getting hit sooner rather than later.

Chair Bunyard called for public comment.

Kim McCreary, 2405 Farm District Road, Fernley, said that they actually have people looking at the property. They like Fallon. They like the property. They like this plan, but they do not want to maintain the county's roads. Counties are supposed to maintain their own roads. And to put something in there that's dangling right now is not going to go over well. He would just prefer that the arrangement was clean and the county maintained the roads, and in the future, figure something out. If you throw that in the middle of this right now, it's going to make it weird for us. Two of the potential buyers are national companies, and one of them is just a legitimate developer. When they did the PUD, they didn't know what they were doing. They accepted all of those conditions, and then the potential buyers looked at it and determined that it wouldn't work. He would like for them to set up a good clean statement about whatever is going to be required, and vote on it. He would prefer if the county would maintain the roads. Director Hines pointed out that the Planning Commission is making a recommendation to the Board of County Commissioners. They could to put that recommendation in there, but they aren't making the decision. The Planning Commission isn't making the decision tonight that it's would be an SAD or that the county would be taking the roads. This goes to the Board. He thinks that what the applicant is asking is that if that's what the commissioners want to recommend, then we would change that in the conditions. Chair Bunyard reiterated that they are just making the recommendation to the Board of County Commissioners. The Board will make the final call if they want to do the assessment tax, or do away with it, or maybe they want to increase tax. That's up to them.

Vice Chair Goings stated that he wasn't trying to push for that recommendation. It was part of the potential recommendations. He was curious about what a special assessment district was. He has heard of them, but didn't know how they work. It was just a point of interest about how that would work. Kim McCreary noted that when these companies look at these things, they just fill in the blanks. If it isn't stated clearly, then they don't know what is expected or what that cost will be. He just asked that the commission take that into consideration.

Member Frey questioned if it would clarify things if he possibly, even at this point, got rid of some of the things like special assessment district, homeowner association, and just left it with an alternative to be determined with the county. He thinks that the applicant is looking for something that his investors can know what their costs are and know they can move this project forward, instead of something where they made a little progress and now, they're going to talk more about it a month from now. Is that what he's looking for? Mr. McCreary said that they were told specifically that if, in fact, that SAD was in there for the county to maintain the roads, because nobody wants a homeowner's association (HOA). Director Hines pointed out that it was on the tentative map that was submitted. It was a discussion as a group with the county, the applicant and the engineer. Nothing was ever decided, and he thinks Steve Moon just put it on there because it was discussed. The staff recommendation was made to be general in nature that something needs to be put in place at the time of final map

recordation. Today, we don't know what that is. It could be absolutely nothing. It could be we're going to accept the roads, we're going to maintain the roads, and we're going to move on. But we need to, as a county, look into the future and see how we're going to be maintaining roads with the minimum dollars that come into the county for road maintenance. He's not sure how many miles of roads Gary Fowkes, Road Supervisor, has, but it's a lot. This is a mechanism for us to look into the future. We just don't know if it's at this time of this map, hence why we kept that condition general in nature. Steve Moon said that the discussions were that between now and before they get on the County Commissioners' agenda, they would work that out so that the applicant would have something clear to tell their potential buyers. In the big picture, 360 cars driving out of this neighborhood going to the gas station, filling up, generating some gas tax would actually be more of a revenue generator for the road system than it is now, which is zero. He's not saying that it absolutely pays for itself, but it definitely works its way towards that in the mechanism in which the road department gains their funds for maintaining not just the roads in here, but the whole road network system. He thinks that they need to sit down and talk about what is doable, and what is even legal. We don't know that even for sure. It's probably not truly an SAD because an SAD is probably a bond-backed type of funding mechanism. It's probably more of a road maintenance district. If we can dream up that thing that can be used for the county to maintain the roads. The applicant does not want to maintain the roads, and they do not want an HOA or for the residents to have to maintain roads that the county has water lines and sewer lines running through. That doesn't make a lot of sense. If there's some mechanism that just softens the blow, like he mentioned, \$10 a month, 180 homes for 30 years, it's probably about a half a million dollars. That gets you very close to what you need to maintain this road network for that time frame. He thinks that if they work hard in the next few weeks and get something on the books that can work that Kim McCreary can sell to a buyer, and the county can live with. Mr. McCreary noted that they do have to pay for the water and sewer connections, building permits, and everything starts adding up to make it cost prohibitive to move forward. It's way better than the 617 unit monster that they didn't do. He thinks this will work better for the neighborhood, the county, and everybody.

Vice Chair Goings said that reading through these conditions he's not seeing this written in these recommended conditions. He apologized for bringing it up. It was more for informational purposes for himself. Kim McCreary thought it was a great time to bring it up and talk about it.

Chair Bunyard asked for any further comments; there being none, he called for a motion.

Member Frey, based on the information provided in the application, in the staff report, and heard tonight, moved to find that the criteria found in CCC 16.04.040(C) and CCC 16.04.050(A) have been met, and therefore recommend that the Board of County Commissioners:

- (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. This approval is subject to conditions, as listed in the Staff Report, and amending Condition 2) d) to state, "Phase 1 shall include the establishment of a financial arrangement for the County to maintain the roads (including stormwater, street lighting, and power costs) that is acceptable to the County."**
 - (B) Void the previously approved Old Stone Ranch Planned Unit Development.**
- Vice Chair Goings seconded the motion, and the decision carried by unanimous vote (4-0).**

Recommended Conditions (some of these may have been completed prior to the meeting):

- 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 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 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~~ the County to maintain the roads (including stormwater, street lighting, and power costs) that is acceptable to the County. ~~This can include a Special Assessment District, home owners 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.*
- 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 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 2 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:*
 - 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.*
- 13) *Final maps for subsequent phases shall not be submitted until infrastructure for the previous phase is constructed.*

Chair Bunyard advised that the application would be forwarded to the Board of County Commissioners' meeting with their recommendation.

B. Consideration and possible action re: A parcel map application, PC25-9, filed by Jim Menesini Petroleum, LLC. The property is located at 7925 Reno Highway, Assessor's Parcel Numbers 007-271-43 and 007-271-56. The applicant proposes a reversion to acreage map to merge lots.

David Crook of Lumos & Associates, 275 W Williams Avenue, stated that this is just a simple reversion to acreage. The applicant is removing one lot line to take two lots and just create one.

Amos Akena, Planning Technician, pointed out that the application is to take the two lots and merge them into one parcel. The map was displayed on the overhead screen. He said that sometimes reverting a lot may involve abandonment of an easement. In this case, the 10-foot public utility easement right at the middle of the property will remain, so they are not changing anything. It's important that we note that the county has very little discretion to deny or require changes to a reversion to acreage. Staff reviewed the request for the approval criteria, and generally no issue was raised, the lot merger will not change any existing condition, neither does it create any future problem. Staff recommends that they approve the request with the conditions as provided in the staff report.

Chair Bunyard stated that they are just making the lot a little bigger now, and he didn't see any issues with this application. He inquired if any of the commissioners had any questions or discussion. There were none.

Chair Bunyard asked for public comment, and there were none.

Chair Bunyard called for a motion.

Member Ansotegui, based on the information provided in the application, in the staff report, and heard tonight, moved that the findings have been met for conformance with the criteria found in CCC 16.04.040(C) and CCC 16.04.050(A), and therefore, recommend that the Board of County Commissioners approve the application for a Reversion to Acreage (PC25-09) for Jim Menesini LLC to merge APNs 007-271-43 & 007-271-56 located at 7925 Reno Hwy and Reno Hwy (APN 007-271-56). This approval is subject to conditions, as listed in the Staff Report.

Vice Chair Goings seconded the motion, and the decision carried by unanimous vote (4-0).

Recommended Conditions:

- 1) *Changes shall be made for compliance with Churchill County Code.*
- 2) *Any final changes required by the Churchill County Surveyor shall be made prior to recording, including but not limited to any topographical and map errors shall be corrected.*

Chair Bunyard advised that the application would be forwarded to the Board of County Commissioners' meeting with their recommendation.

10. Code Changes

Director Hines noted that for the last six months changes have been in the works for Industrial zoning. Those changes were approved by the Board last month. Everything has been put into place. We did find about three parcels that had dual designations and were missed in the agenda. So, those will be coming back to the Planning Commission for a recommendation for approval. It should be a relatively quick update, and then they'll have to get that to the Board so we're following protocol. From here on out, they're going to pick some items that are really hiccups for us in code and cause us problems. Every quarter, they will be coming forward with minor changes to the code to help resolve certain issues that happen, not on a daily basis, but as applications come in, just for clarification in the code.

11. Consent Agenda: All matters listed under the Consent Agenda are considered routine and may be acted upon by the Planning Commission with one action and without an extensive hearing. Any member of the board or any citizen may request that an item be taken from the Consent Agenda, discussed and acted upon separately during this meeting.

No Items.

Vice Chair Goings moved to approve the Consent Agenda as submitted. Member Ansotegui seconded the motion, which carried unanimously (4-0).

12. Public Comment:

There were none.

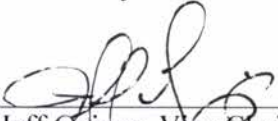
13. Adjournment:

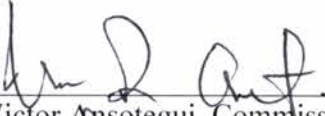
There being no further business to come before the Planning Commission, Chair Bunyard adjourned the meeting at 6:50 p.m.

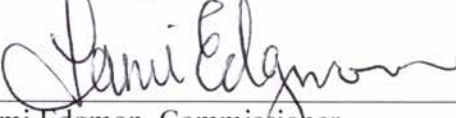
14. Appendix:

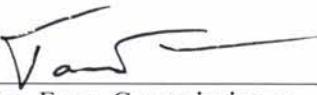
Supporting Documentation

Approved: Not Available
Zack Bunyard, Chair

Approved: 
Jeff Goings, Vice Chair

Approved: 
Victor Ansotegui, Commissioner

Approved: 
Tami Edgmon, Commissioner

Approved: 
Joe Frey, Commissioner

Approved: Not Available
R. Mark Hyde, Commissioner

Approved: NOT AVAILABLE
Scott Nelson, Commissioner

ATTEST:


Diane Moyle, Administrative Assistant



CHURCHILL COUNTY
PUBLIC WORKS, PLANNING & BUILDING

270 S Maine Street, Suite A, Fallon, Nevada 89406
Office (775) 423-7627 Fax (775) 428-0259

STAFF REPORTS FOR
PLANNING COMMISSION MEETING – October 8, 2025

LIST OF STAFF REPORTS

- Sand Creek #2 Tentative Subdivision Map for Single family residences Page 2
 - Menesini Reversion to Acreage Page 14
 - Consent Agenda Page 15
-

OLD BUSINESS ITEM MOTIONS

Motion for Annual Review of SUP - should be modified by the Planning Commission as needed.

NOTE: Annual review is **NOT a new decision or renewal**. It is a review for compliance with the previously approved decision. Failure to comply with the permit can be grounds for a permit **REVOCATION** process.

- ☐ I move to review this application in one year. ***[[OR USE OTHER TIMEFRAME]]***
[[ADD OTHER REQUIREMENTS OR INSTRUCTIONS IF NEEDED]]
- ☐ I move to no longer require annual review for this application.

Motion for Renewal of Temporary Use Permit - should be modified by the Planning Commission as needed.

NOTE: These permits expire in one year unless a renewal is approved, with the possibility of setting shorter renewal periods. Thus, a renewal is a **new decision or approval**.

- ☐ I move to **APPROVE** the renewal of this Temporary Use Permit for ***[NAME OF APPLICANT]*** for one year. ***[[OR USE OTHER TIMEFRAME]]***
[[ADD OTHER REQUIREMENTS OR INSTRUCTIONS IF NEEDED]]
- ☐ I move to **DENY** the renewal of this Temporary Use Permit for ***[NAME OF APPLICANT]***.

Application:	Sand Creek #2 Tentative Subdivision Map for a Merger and Re-Subdivision creating 180 lots		
Use Listing:	Single Family Residences		
Applicant:	Casey Road LLC	Owner:	Casey Road LLC
Representative:	Steve Moon of Lumos and Associates		
Site:	2 parcels – 47+/- acres (total) APN 008-792-95 – 2685 Casey Road APN 008-792-11 - no address		
Designations:	Master Plan – Urbanizing // Zoning –R-1		

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 that a Tentative Subdivision Map is reviewed by the Planning Commission, which makes a recommendation to the 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 that 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 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**
 - **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.
 - **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.
 - **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 northmost edge (Pine Road), which will not be altered. One on the southmost 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 conform to the 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 property housing the sewer lift station for the area. It will extend across the County 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 7000 sf for normal lots and 7500 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 6800 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 7000 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 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 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 actual provides for adequate parking. Staff recommends that 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 sideway 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 discuss 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 7000-9000 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 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 indicate 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 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. 3 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 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 2 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 – being 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 – being exclusive turn lane improvements from all 3 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 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 done 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 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 home owners 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.

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 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.

STAFF RECOMMENDATION: APPROVAL

MOTION: The motion should be modified by the Planning Commission as needed.

- Based on the information provided in the application, in the staff report, and heard tonight, I move to find that the criteria found in CCC 16.04.040(C) and CCC 16.04.050(A) **HAVE** been met, and therefore recommend that the Board of County Commissioners:
 - (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. This approval is subject to conditions, as listed in the Staff Report.
 - (B) **VOID** the previously approved Old Stone Ranch Planned Unit Development.

Recommended Conditions (NOT PART OF MOTION): Based on code requirements and issues raised during review of the project, the following conditions of approval are recommended to be included with any approval:

NOTE that these conditions are unusually long. Normally, the detailed redline correction notes are included in a revised map for the Planning Commission meeting, but there was insufficient time to get that done. The redline notes are summarized in the conditions, but may be completed before the meeting.

- 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 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 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, home owners 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.
- 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 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 2 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:
 - 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.

Application:	Reversion to Acreage	Application #:	PC25-09
Applicant:	<u>Blake Houston for Jim Menesini LLC</u>	Owner:	<u>Jim Menesini LLC</u>
Representative:	<u>David Crook of Lumos and Associates</u>		
Site:	7925 Reno Hwy (APN 007-271-43) and Reno Hwy (APN 007-271-56) – 2.0+ ac		
Designations:	Master Plan – Urbanizing // Zoning –C2		

Summary: The applicant is requesting a Reversion to Acreage to combine 2 parcels of land owned by the applicant into one lot. The merger is to create more room for the existing commercial business on the property. **Note that** the County has very little discretion to deny or require changes to a Reversion to Acreage.

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

- **Setbacks and Easements:** The proposed lot merger will not create setback or easement problems.
- **Sewer, water, and utility facilities:** The existing water well and septic systems are adequate for the property. Consultation with utility and video service providers is not needed in this case.
- **Generally:** Outside storage, parking and loading, lighting requirements, landscaping, friction zone buffering, signage, and community development fees are not applicable for lot mergers.

CCC 16.04.050(A) Conditional Development Approval: The [public works] 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** establishes the area as Urbanizing Area and is implemented by the C-2 commercial zoning district. Most Master Plan policies are not applicable to the issue of a lot merger. Both **GOAL LU 2** and Policy LU 2.1 discuss compatibility issues that are discussed under criterion 2. The lot merger will take two 1 acre lots and create a single 2 acre in area.

2. Compatibility with existing adjacent properties and uses.

Intensity of future development will be reduced by eliminating one of the lots. The proposed lot merger is compatible with the adjacent commercial uses.

3. Protection of the public health, safety and general welfare.

The proposed lot merger will not change existing conditions. It may actually enhance these protections by reducing the number of individual lots needing well and septic.

4. That adequate public facilities and services are available to the development.

The proposed lot merger will not change existing conditions. It may actually reduce the future demand on public services and roads by reducing the number of individual lots available for development. There are no public sewer and water facilities on or near the site. Private sewer and water service currently exist for the site, and will continue to be used. Power, communications, and gas services exist and will continue to be available. Future road traffic on the adjacent paved roads may be reduced by reducing the number of lots.

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.

STAFF RECOMMENDATION: **APPROVAL - as provided below.**

MOTION FOR FINDINGS: The motion should be modified by the Planning Commission as needed.

□ Based on the information provided in the application, in the staff report, and heard tonight, I move that the findings **HAVE BEEN** met for conformance with the criteria found in CCC 16.04.040(C) and CCC 16.04.050(A) and therefore **APPROVE** the application for a Reversion to Acreage (PC25-09) for Jim Menesini LLC to merge APNs 007-271-43 & -56 **LOCATED** at 7925 Reno Hwy and Reno Hwy (APN 007-271-56. This approval is subject to conditions, as listed in the Staff Report.

Recommended Conditions (NOT PART OF MOTION): Based on code requirements and issues raised during review of the project, the following conditions of approval are recommended to be included with any approval:

- 1) Changes shall be made for compliance with Churchill County Code
- 2) Any final changes required by the Churchill County Surveyor shall be made prior to recording, including but not limited to any topographical and map errors shall be corrected

Consent Agenda:

NOTE: All matters listed under the Consent Agenda are considered routine and may be acted upon by the Planning Commission with one action and without an extensive hearing. Any member of the commission or any citizen may request that an item be taken from the Consent Agenda, discussed and acted upon separately during this meeting.

Please review the Consent Agenda to determine if you have any concerns.

RECOMMENDED MOTION

- I move to **Approve** the Consent Agenda as submitted.
- ***[IF YOU WISH TO REMOVE ANY ITEM FOR FURTHER DISCUSSION]***
I move to ***remove Item*** ____ for further discussion, and to approve the remainder of the Consent Agenda as submitted.



**CHURCHILL COUNTY
PLANNING COMMISSION
HEARING
October 8, 2025**

Rylexa Properties/Sage Valley RV Park, SUP Annual Review

4800 Reno Hwy, APN 008-472-12



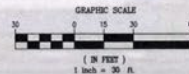
811

Know what's below.
Call before you dig.

US 50 (RENO HWY)

SITE PLAN

- NOTES:
1) SEE TRENCH DETAIL 1/02.
2) SEE RV SPACE UTILITY SERVICE DETAIL 3/01.
3) SEE CROSSING DETAIL 2/02.



T 19 N, R 28 E, SEC 28

DAY ENGINEERING

5 EAST PARK STREET • FALLON, NEVADA 89406
TEL: 775-822-1100 FAX: 775-822-1101
WWW.DAYENGINEERING.COM

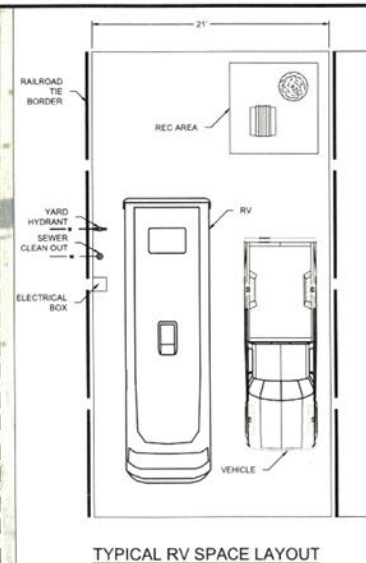
SHEET C4 OF 6

DATE: 03/23/2021
SCALE: AS SHOWN

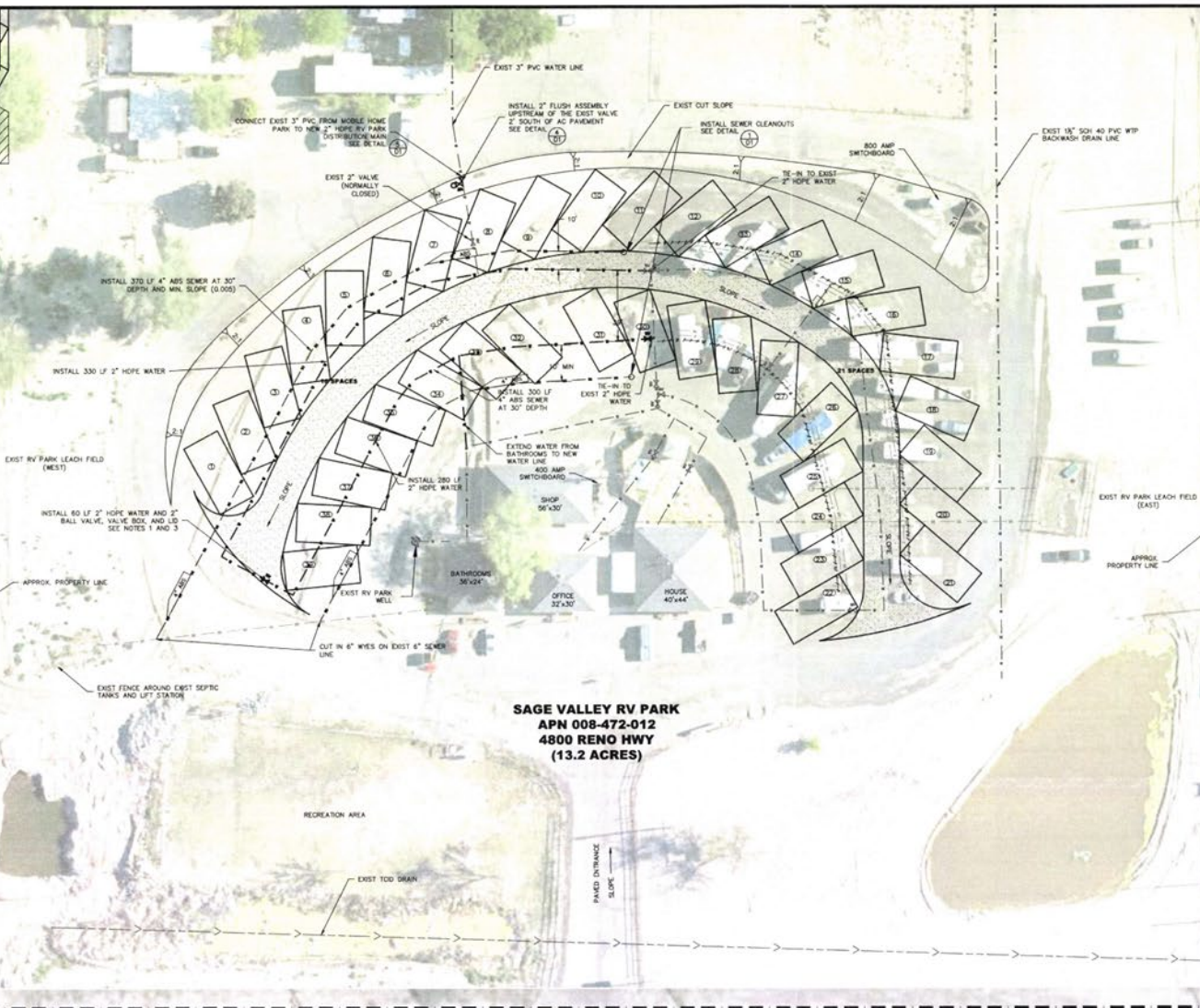


PROPOSED SITE PLAN
SAGE VALLEY RV PARK WATER SYSTEM IMPROVEMENTS
FALLON, CHURCHILL COUNTY, NEVADA

REVISION	DATE	BY



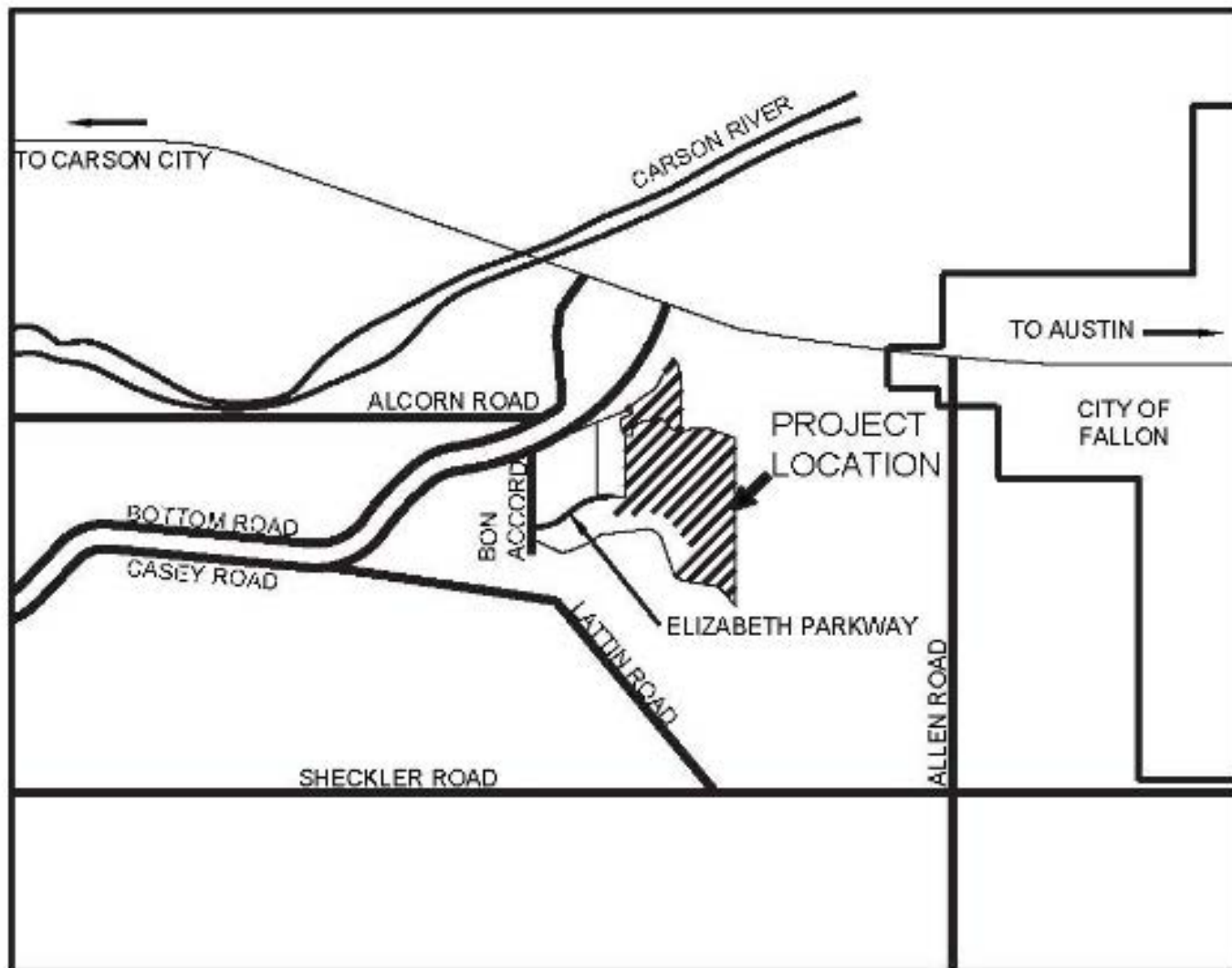
SAGE VALLEY RV PARK
APN 008-472-012
4800 RENO HWY
(13.2 ACRES)



Ted Christoph/Monarc Milk, SUP Review







VICINITY MAP

N.T.S.

1/4 CORNER
N: 14843593.8292'
E: 2580754.7162'
(GROUND)

S26 S35
S0°17'59"W 378.73'

2675.27'
S 89°31'55" W
(BASIS OF BEARINGS)

PHASE 1

WILDCAT
CT

S26 S35
S27 S34
NW COR. SEC. 35
N: 14843561.7990'
E: 2558079.6910'
(GROUND)

PHASE 8

PHASE 6

PHASE 3

PHASE 2

PHASE 7

PHASE 5

100' T.O.D. DRAINAGE
EASEMENT
NEW RIVER EXT 1" DRAIN
(FM #375275)

60' ROADWAY
EASEMENT PER
FM #290746

DALLAS DRIVE

1/4 SEC 35
N: 14840933.0790'
E: 2560741.0270'

DRAIN EASEMENT FOR
FUTURE DEDICATION
TO CHURCHILL COUNTY
(FM #375275)

PHASE 4

DIXIE DRIVE

EL CANYON WAY

WILDCAT PARKWAY

BIG HORN DRIVE

BLACKHORN DRIVE

RED BUTTE ROAD

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY

DRIVEWAY



PARCEL LINE

—EX— EXISTING SANITARY SEWER LINE

—EX— EXISTING WATER LINE

—EX— EXISTING STORM DRAIN

—S— PROPOSED SANITARY SEWER LINE

—W— PROPOSED WATER LINE

—W— PROPOSED CURB & GUTTER

— CENTER LINE

--- EASEMENT SIDELINE

— EDGE OF PAVEMENT

~ GRADE BREAK

⊙ EXISTING SANITARY SEWER MANHOLE

⊙ EXISTING STORM DRAIN DROP-INLET

⊙ EXISTING STORM DRAIN MANHOLE

⊙ EXISTING WELL

⊙ EXISTING WATER VALVE

◆ PLUS MONUMENT AS NOTED

FM FINAL MAP

PM PARCEL MAP

TEL: 776.423.2168 Sheet: 2 of 5
LJL@DRC.COM 03/10/2011 11:00



Drawing No. 121440



LEGEND

- PARCEL LINE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER LINE
- EXISTING STORM DRAIN
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- PROPOSED CURB & GUTTER
- CENTER LINE
- EASEMENT SIDELINE
- EDGE OF PAVEMENT
- GRADE BREAK
- ⊙ EXISTING SANITARY SEWER MANHOLE
- ⊙ EXISTING STORM DRAIN DROP PILET
- ⊙ EXISTING STORM DRAIN MANHOLE
- ⊙ EXISTING WELL
- ⊙ EXISTING WATER VALVE
- ◆ PLUS MONUMENT AS NOTED
- FM FINAL MAP
- PM PARCEL MAP



40' 20' 0' 20' 40'

SCALE: 1" = 40'

TENTATIVE SUBDIVISION MAP FOR

SAND CREEK SUBDIVISION

A PORTION OF THE NW 1/4 OF SECTION 35
AND THE SW 1/4 OF SECTION 28 T. 19 N.,
R. 28 E., M.O.M.

CHURCHILL COUNTY STATE OF NEVADA



215 W. WILLIAMS AVENUE
FALLON, NV 89405
TEL: 775.425.2159
LUMOS@NV.COM
Drawing No. 121440009 SURVEY

Drawn By: JLD
Sheet: 3 of 5
Job No: 121440000
Drawing No: 121440009 SURVEY



SCALE: 1" = 40'

- LEGEND**
- PARCEL LINE
 - EXISTING SANITARY SEWER LINE
 - EXISTING WATER LINE
 - EXISTING STORM DRAIN
 - PROPOSED SANITARY SEWER LINE
 - PROPOSED WATER LINE
 - PROPOSED CURB & GUTTER
 - CENTER LINE
 - EASEMENT LINE
 - EDGE OF PAVEMENT
 - GRADE BREAK
 - EXISTING SANITARY SEWER MANHOLE
 - EXISTING STORM DRAIN MANHOLE
 - EXISTING WELL
 - EXISTING WATER VALVE
 - PLSS MONUMENT AS NOTED
 - FINAL MAP
 - PARCEL MAP

**TENTATIVE SUBDIVISION MAP
FOR
SAND CREEK SUBDIVISION**

A PORTION OF THE NW 1/4 OF SECTION 35
AND THE SW 1/4 OF SECTION 28 T. 19 N.
R. 28 E. M. 2 W.

CHURCHILL COUNTY STATE OF NEVADA



375 W. WILLIAMS AVENUE
FALLON, NV 89405
TEL: 775.425.2188
LUMOS@NCS.COM

Drawn By: JLD
Sheet: 4 of 5
Job No: 12144-000
Drawing No: 12144-000-REVISED



- ### LEGEND
- PARCEL LINE
 - EXISTING SANITARY SEWER LINE
 - EXISTING WATER LINE
 - EXISTING STORM DRAIN
 - PROPOSED SANITARY SEWER LINE
 - PROPOSED WATER LINE
 - PROPOSED CURB & GUTTER
 - CENTER LINE
 - EASEMENT SIDELINE
 - EDGE OF PAVEMENT
 - GRADE BREAK
 - ⊙ EXISTING SANITARY SEWER MANHOLE
 - ⊙ EXISTING STORM DRAIN DROP INLET
 - ⊙ EXISTING STORM DRAIN MANHOLE
 - ⊙ EXISTING WELL
 - ⊙ EXISTING WATER VALVE
 - ⊙ PLUS MONUMENT AS NOTED
 - FM FINAL MAP
 - PM PARCEL MAP



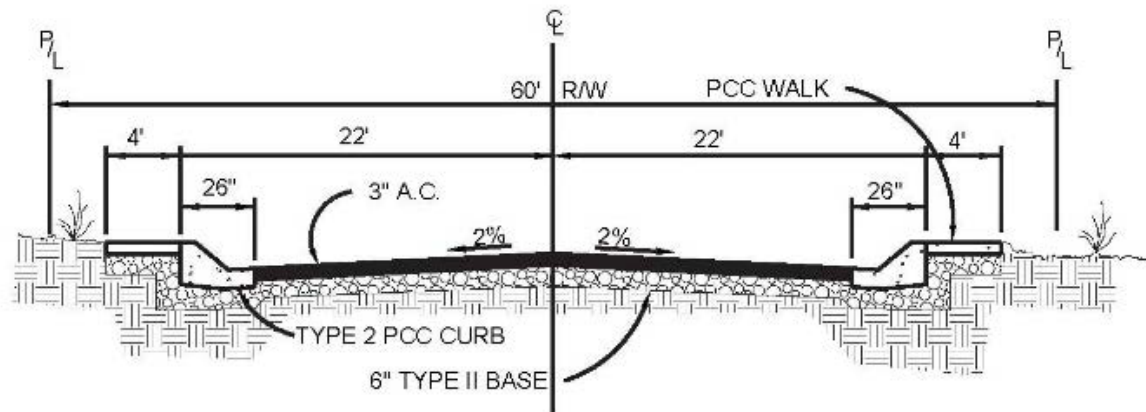
TENTATIVE SUBDIVISION MAP FOR SAND CREEK SUBDIVISION

A PORTION OF THE NW 1/4 OF SECTION 35
AND THE SW 1/4 OF SECTION 26 T. 19 N.
R. 28 E. M.D.M.

CHURCHILL COUNTY STATE OF NEVADA

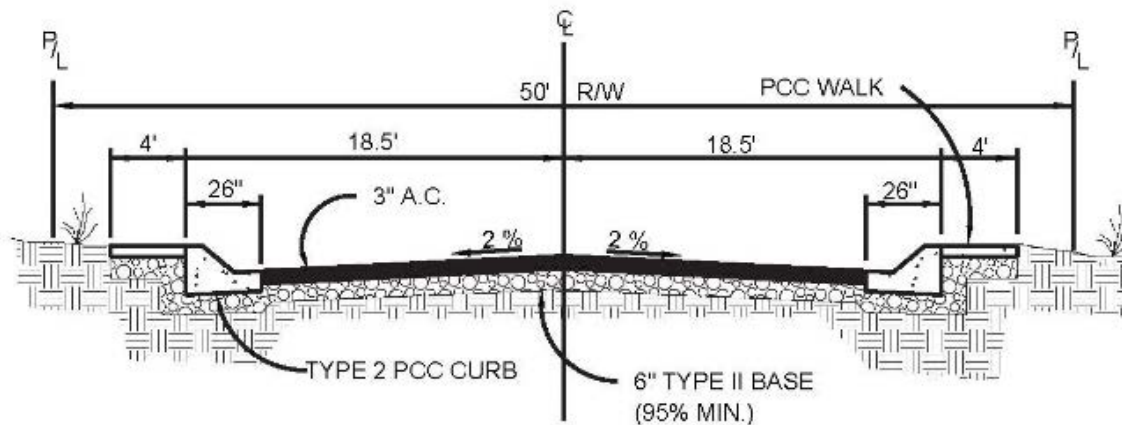


275 W. WILLIAMS AVENUE
FALLON, NV 89405
TEL: 775.423.2188
LUMOS@GMAIL.COM
Drawn By: J.D.
Sheet: 5 of 5
Job No: 12144.000
Drawing No: 12144.000 SURVEY



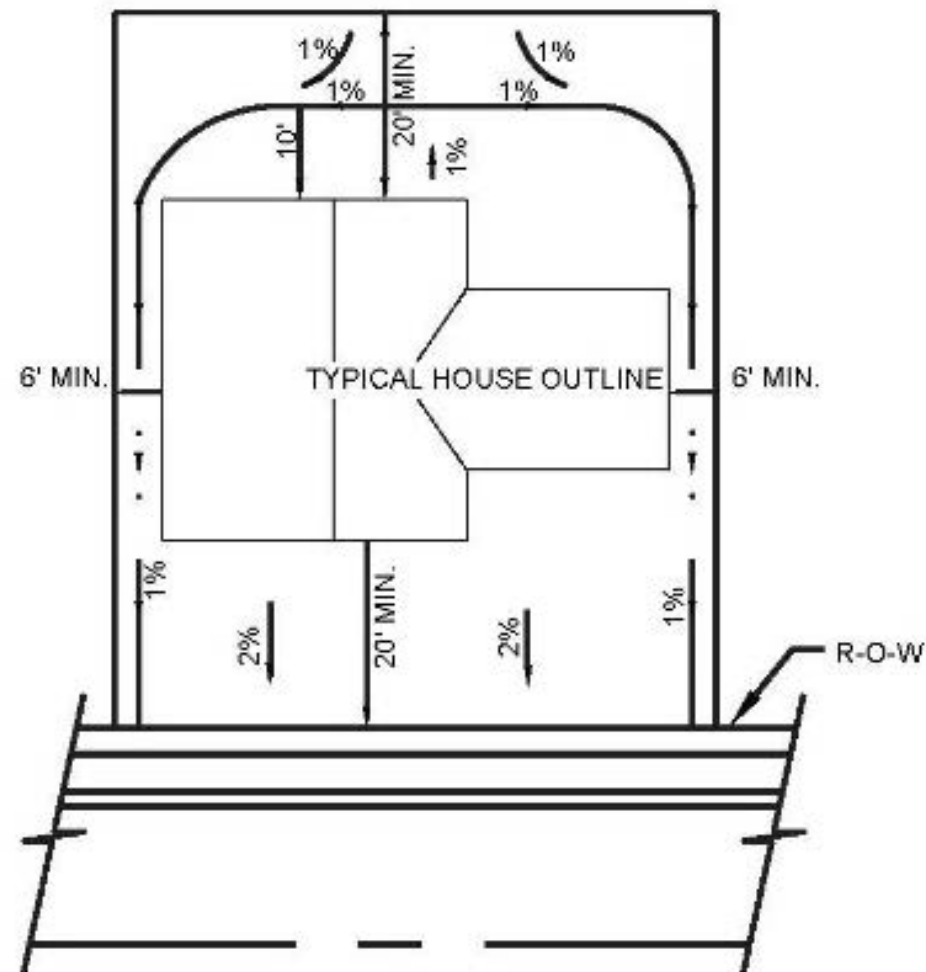
TYPICAL 60' WIDE STREET SECTION

N.T.S



TYPICAL 50' WIDE STREET SECTION

N.T.S

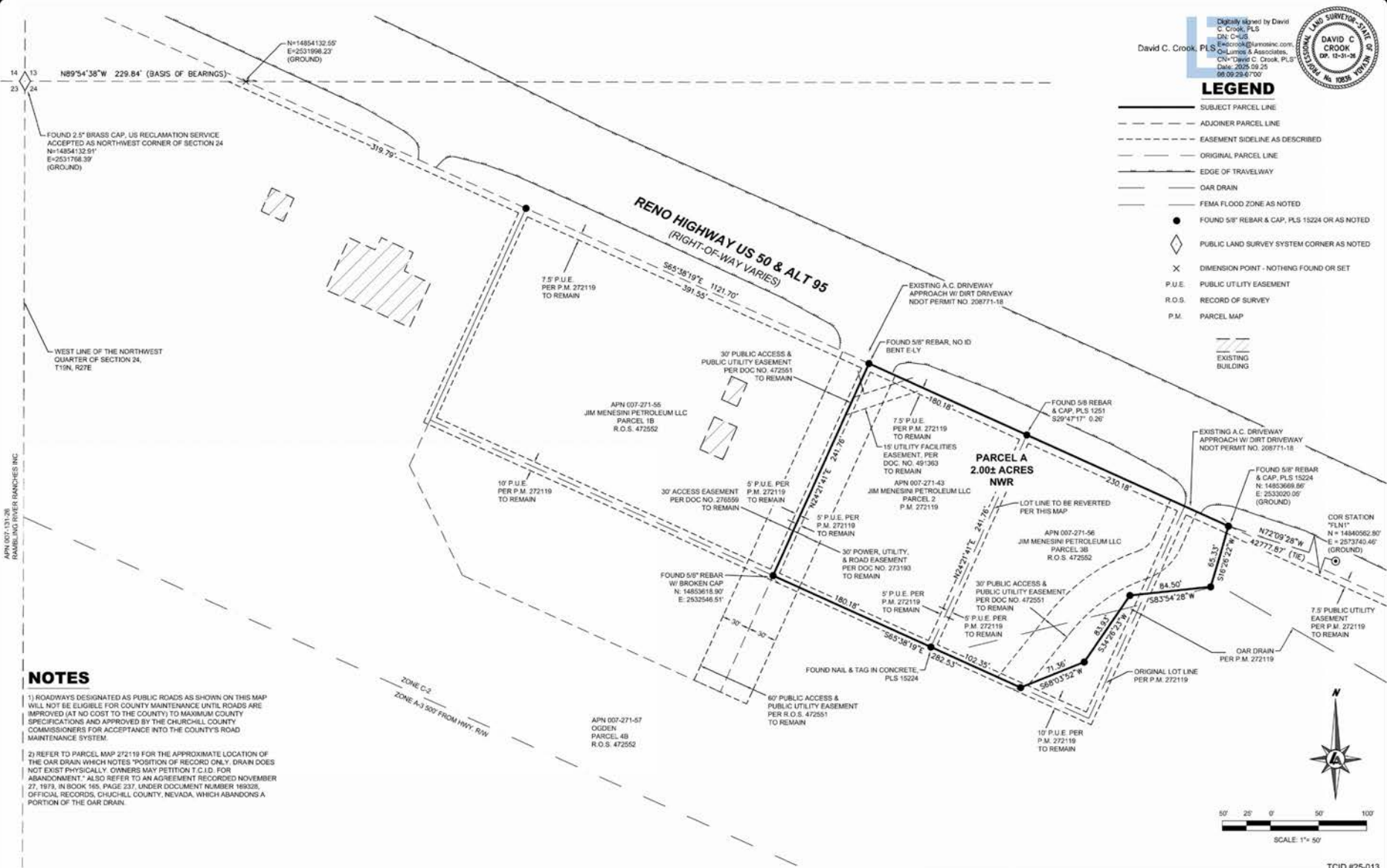


TYPICAL FINISHED LOT GRADING

N.T.S.

Menesini Petroleum, Parcel Map, 7925 Reno Hwy APN 007-271-43 & 007-271-56





Digitally signed by David C. Crook, PLS
DN: C=US
E=dcrook@lumsinc.com
O=Lumos & Associates,
CN=David C. Crook, PLS
Date: 2025.09.25
08:09:23-0700

DAVID C. CROOK
P.L.S.
P.L.S. 15224 OR AS NOTED

LEGEND

- SUBJECT PARCEL LINE
- ADJOINER PARCEL LINE
- EASEMENT SIDELINE AS DESCRIBED
- ORIGINAL PARCEL LINE
- EDGE OF TRAVELWAY
- OAR DRAIN
- FEMA FLOOD ZONE AS NOTED
- FOUND 5/8" REBAR & CAP, PLS 15224 OR AS NOTED
- PUBLIC LAND SURVEY SYSTEM CORNER AS NOTED
- DIMENSION POINT - NOTHING FOUND OR SET
- P.U.E. PUBLIC UTILITY EASEMENT
- R.O.S. RECORD OF SURVEY
- P.M. PARCEL MAP
- EXISTING BUILDING

NOTES

1) ROADWAYS DESIGNATED AS PUBLIC ROADS AS SHOWN ON THIS MAP WILL NOT BE ELIGIBLE FOR COUNTY MAINTENANCE UNTIL ROADS ARE IMPROVED (AT NO COST TO THE COUNTY) TO MAXIMUM COUNTY SPECIFICATIONS AND APPROVED BY THE CHURCHILL COUNTY COMMISSIONERS FOR ACCEPTANCE INTO THE COUNTY'S ROAD MAINTENANCE SYSTEM.

2) REFER TO PARCEL MAP 272119 FOR THE APPROXIMATE LOCATION OF THE OAR DRAIN WHICH NOTES "POSITION OF RECORD ONLY. DRAIN DOES NOT EXIST PHYSICALLY. OWNERS MAY PETITION T.C.I.D. FOR ABANDONMENT." ALSO REFER TO AN AGREEMENT RECORDED NOVEMBER 27, 1973, IN BOOK 145, PAGE 237, UNDER DOCUMENT NUMBER 169326, OFFICIAL RECORDS, CHURCHILL COUNTY, NEVADA, WHICH ABANDONS A PORTION OF THE OAR DRAIN.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS N89°54'38"W BEING THE BEARING OF THE NORTH LINE OF THE NW 1/4 OF THE NW 1/4 OF SECTION 24, TOWNSHIP 19 N, RANGE 27 EAST, M.D.M. NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD83(94) BASED UPON REAL TIME KINEMATIC GPS OBSERVATIONS, OBSERVED APRIL 9, 2025 USING A SURVEY GRADE DUAL FREQUENCY GPS RECEIVER WITH TRIMBLE VRS CORRECTIONS FROM CONTINUOUSLY OPERATING REFERENCE STATION (CORS) FLNH MODIFIED BY A COMBINED FACTOR OF 1.0001654204, SCALED FROM 0.00N 0.00E AND CONVERTED TO U.S. SURVEY FEET. ALL DIMENSIONS ON THIS MAP ARE GROUND DISTANCES.

REFERENCES

(R1) PARCEL MAP FOR LESTER SAMUEL OGDEN AND PEGGY L. OGDEN, FILED DECEMBER 4, 1992 AS FILE NO. 272119 IN THE OFFICIAL RECORDS OF CHURCHILL COUNTY, NEVADA.

(R2) RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE ADJUSTMENT FOR JIM MENESINI PETROLEUM, LLC AND PEGGY L. OGDEN, FILED MARCH 21, 2019 AS FILE NO. 472552 IN THE OFFICIAL RECORDS OF CHURCHILL COUNTY, NEVADA.

OWNER

JIM MENESINI PETROLEUM LLC
P.O. BOX 817
YERINGTON, NV 89447-0817

AREA

PARCEL A: 2.00± acres

RECORDER'S CERTIFICATE

FILED No. _____

FILE FOR RECORD AT THE REQUEST OF LUMOS & ASSOCIATES, INC.

ON THIS _____ DAY OF _____

20____ AT _____ MINUTES PAST _____

O'CLOCK _____ M., OFFICIAL RECORDS OF CHURCHILL COUNTY, NEVADA.

COUNTY RECORDER _____

BY: _____

DEPUTY _____

REVERSION TO ACREAGE

FOR

JIM MENESINI PETROLEUM LLC

BEING A REVERSION OF PARCEL 3B AS SHOWN ON ROS #472552 AND PARCEL 2 AS SHOWN ON PM #272119 SITUATE WITHIN A PORTION OF THE NW 1/4 OF THE NW 1/4 OF SECTION 24 TOWNSHIP 19 NORTH, RANGE 27 EAST, M.D.M.

CHURCHILL COUNTY STATE OF NEVADA

275 W. WILLIAMS AVENUE
FALLON, NV 89406
TEL: 775.423.2188
LUMOSINC.COM
INFO@LUMOSINC.COM

Drawn By: JLD/DC
Sheet: 2 of 2
Job No.: 12129.000
Drawing No.: 121290005.SURVEY

APN 007-271-26
HARRISON RIVER RANCHES INC.

TCID #25-013

Consent Agenda



NEVADA DIVISION OF
**ENVIRONMENTAL
PROTECTION**

STATE OF NEVADA
Department of Conservation & Natural Resources

Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Jennifer L. Carr, *Administrator*

October 7, 2025

Randy Hines
Churchill County Public Works
270 S. Maine Street, Suite A
Fallon, NV 89406
planning@churchillcounty.org

**Re: Tentative Map – Sand Creek Subdivision #2
180 lots Churchill County**

Dear Director:

The Nevada Division of Environmental Protection has reviewed the above referenced subdivision and recommends approval of said subdivision with respect to water pollution and sewage disposal, provided that the Churchill County commits to provide water and sewage service to said subdivision.

Please note that the NDEP requires coverage under the Construction Stormwater General Permit NVR100000 if a subdivision will disturb one (1) or more acre and may require coverage under the NDEP's Construction Stormwater General Permit NVR100000 if the subdivision is within a quarter ($\frac{1}{4}$) mile radius of a Waters of the United States. A Notice of Intent must be filed electronically and submitted with the proper fees prior to commencing any earth-disturbing activities at the site. Visit NDEP's Bureau of Water Pollution Control Stormwater website at <https://ndep.nv.gov/water/water-pollution-control/permitting/stormwater-discharge-permits> for more information about this permit.

Please also note that prior to any work in a waterway, a Temporary Permit Application for Working in Waterways will need to be applied for and issued by the NDEP's Bureau of Water Pollution Control. This permit can be applied for online at <https://genpermits.ndep.nv.gov/>.

Sincerely,

Cheryl Hunt
Technical Services, Compliance, and Enforcement
Bureau of Water Pollution Control

ecc:

Dean Patterson, dean.patterson@churchillcountynv.gov
City of Fallon, Derek Zimney, dzimney@fallonnevada.gov
NDWR ndwr-subdivisions@water.nv.gov
NDEP BCA dfriedman@ndep.nv.gov mmunoz-robles@ndep.nv.gov
Engineer: Lumos and Associates dcrooks@lumosinc.com

Control No. 16617

From: [Cheryl Hunt](#)
To: [Planning](#)
Cc: dzimney@fallonnevada.gov; [NDWR Subdivisions](#); [David Friedman](#); [Maria Munoz Robles](#); dcrook@lumosinc.com
Subject: BWPC Tentative Map Letter for S16617 Sand Creek Subdivision #2
Date: Thursday, October 02, 2025 10:43:28 AM
Attachments: [S16617 TM Denial.pdf](#)

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

Good morning,

I have attached the subdivision letter(s) from today addressed to you above. You can find the subdivision requirements for review on our website at, <https://ndep.nv.gov/water/water-pollution-control/subdivision-review> . If you have any questions, please don't hesitate to reach out.

Thank you and have a great day.

Kind regards,



Cheryl Hunt

Engineering Tech IV | Bureau of Water Pollution Control
Nevada Division of Environmental Protection
Department of Conservation and Natural Resources
901 S. Stewart Street, Suite 4001, Carson City, Nevada 89701

chunt@ndep.nv.gov

Office: 775-687-9582

[Facebook](#) | [Instagram](#) | [LinkedIn](#)





NEVADA DIVISION OF
**ENVIRONMENTAL
PROTECTION**

STATE OF NEVADA
Department of Conservation & Natural Resources

Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Jennifer L. Carr, *Administrator*

October 2, 2025

Dean Patterson
Churchill County Public Works
270 S. Maine Street, Suite A
Fallon, NV 89406
planning@churchillcounty.org

**Re: Tentative Map – Sand Creek Subdivision #2
180 lots Churchill County**

Dear Mr. Patterson:

The Nevada Division of Environmental Protection (Division) has reviewed the above referenced subdivision and recommends denial of said subdivision with respect to water pollution and sewage disposal.

The following items need to be addressed to facilitate further review:

- Provide the tentative subdivision map showing the design of the subdivision, including the arrangement of lots, the alignment of roads, and easements – **each sheet must be individually wet-stamped, signed, and dated in non-black ink** by a Professional Land Surveyor or Engineer registered in Nevada.
- If the tentative map is being submitted on behalf of the planning commission, a letter designating authorization from the planning commission must be submitted to the NDEP.
- Provide a letter from the drinking water utility and the wastewater utility stating the availability and accessibility of utilities (“Intent-to-Serve”) per NRS 278.349(3c) or supply a “Will-Serve” letter.
- Provide a map of the 100-year floodplain for the applicable area. The map must have been prepared by recognized methods or by an appropriate governmental agency for those areas subject to flooding.
- Provide a brief description regarding the historical usage of the property or any significant existing environmental degradation that could negatively affect the proposed project.

If you have any questions regarding this letter, please contact me at (775) 687-9582 or chunt@ndep.nv.gov.

Sincerely,

Cheryl Hunt
Technical Services, Compliance, and Enforcement
Bureau of Water Pollution Control

ec: Derek Zimney, City Engineer - City of Fallon, dzimney@fallonnevada.gov
NDWR ndwr-subdivisions@water.nv.gov
BCA dfriedman@ndep.nv.gov mmunoz-robles@ndep.nv.gov
Lumos and Associates, dcrook@lumosinc.com

Control No. 16617

901 S. Stewart Street, Suite 4001 • Carson City, Nevada 89701 • p: 775.687.4670 • f: 775.687.5856 • ndep.nv.gov

Printed on recycled paper



JOE LOMBARDO
Governor

State of Nevada

DEPARTMENT OF WILDLIFE

1100 Valley Road
Reno, Nevada 89512
Phone (775) 688-1500 • Fax (775) 688-1595

ALAN JENNE
Director

JORDAN GOSHERT
Deputy Director

CALEB MCADOO
Deputy Director

MICHAEL SCOTT
Deputy Director

October 6, 2025

Dean Patterson, Senior Planner
Churchill County Public Works, Planning, and Building
270 MS. Maine St., Suite A
Fallon NV 89406

Re: River Bend Proposed Subdivision Map

Dear Mr. Patterson,

The Nevada Department of Wildlife (the "Department") appreciates receiving the Sand Creek Subdivision Review Form, parcel details, and maps for review, as required under Assembly Bill (AB) 211. The Department has received a payment of \$490.00 dollars and completed a review of the proposed project and potential effects to Nevada's wildlife resources. The Department's review was limited to matters involving wildlife, as defined in §§ 1-7, NRS 278.335; § 8, NRS 278.335 and 278.337.

Please see Department comments below:

Both direct and indirect disturbances from development can significantly affect wildlife by altering movement and seasonal use patterns, breeding and nesting behavior, and overall demographic rates. Even when a project's physical footprint is relatively small or does not overlap with critical habitat or designated seasonal use areas, indirect and cumulative impacts from ongoing habitat encroachment can still lead to habitat loss, degradation, and fragmentation, ultimately causing long-term negative effects on wildlife populations.

Subdivision location

The Department's review of the tentative maps indicates that the planned subdivisions are infill and surrounded by areas that are already developed.

Wildlife Considerations

Due to the project area being surrounded by existing development, the Department does not anticipate significant impacts to wildlife species and is not recommending a Wildlife Mitigation Plan or compensatory mitigation for this project. The Department does, however, recommend incorporating wildlife-friendly Best Management Practices in fence design and installation to reduce the risk of injury or mortality to mule deer that may be moving through the area. Fencing designs that can cause harm include arrow-shaped post tops, barbed wire that does not meet rangeland specifications, and posts wide enough for deer to become stuck or entangled.

The Department appreciates your continued coordination on this project and is available to discuss these recommendations further. Please feel free to contact me directly with any questions regarding our comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katie Andrie", with a stylized flourish at the end.

Katie Andrie
Western Region Supervising Habitat Biologist
Nevada Department of Wildlife
(775) 688-1145
kmandrie@ndow.org

No recommendations

From: [Jera Reidenbach](#)
To: [Amos Akena](#)
Cc: [Diane Moyle](#); [Dean Patterson](#)
Subject: RE: Churchill County Planning Commission, October 8, 2025, Menesini Reversion to Acreage Map
Date: Thursday, September 25, 2025 2:34:19 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Amos,

The building department has no comments on this application.

I have created a workflow route in the Parcel Creation Permit Route and added a route to the Building Department for review. This is an optional workflow selection that can be selected if the Building Department comments are required.

Please let me know if you have any other workflow routes you would like to have the Building Department added to.

Jera Reidenbach

Building Official
Jera.Reidenbach@ChurchillCountynv.gov

Public Works, Planning, & Building
270 S. Maine St
Suite A
Fallon, NV 89406-2754
O: (775) 428-0264
Fax: (775) 423-8185



From: Amos Akena <amos.akena@churchillcountynv.gov>
Sent: Tuesday, September 23, 2025 12:13 PM
To: Brad Dolan <fm@fallonfire.org>; Jera Reidenbach <Jera.Reidenbach@churchillcountynv.gov>
Cc: Diane Moyle <diane.moyle@churchillcountynv.gov>; Dean Patterson <dean.patterson@churchillcountynv.gov>
Subject: Churchill County Planning Commission, October 8, 2025, Menesini Reversion to Acreage Map

Hello all,

Attached is the map and a copy of an application for a Reversion to Acreage Map that will be for the October 8, Planning Commission meeting. They are merging 2 commercial lots. Please send

comments or questions to the Senior Planner—Dean Patterson , Diane Moyle—Planning Admin, and me by September 30th to be included with the packet for the commissioners to consider while making a decision.

Thank you!

Amos Akena, Planning Technician
Churchill County Public Works, Planning & Building

Email: amos.akena@churchillcountynv.gov

Phone: 775-399-6796

270 S. Maine St, Fallon, Nevada, 89406

October 8, 2025 at 6:00 p.m.

[illegible]

PLEASE SIGN IN & PRINT YOUR NAME AND CONTACT INFO