



September 30, 2020

Derek Starkey, P.E.
City of Fernley
595 Silver Lace Blvd.
Fernley, NV 89408

Re: **MPA20001 & TSM20002 – Summerbreeze Subdivision
Master Plan Amendment & Tentative Subdivision Map**

Dear Mr. Starkey:

At your request Shaw Engineering has reviewed the Master Plan Amendment & Tentative Subdivision Map application package for a proposed residential development located off of Clearwater Parkway. The plans and accompanying documents prepared by Wood Rodgers are in general conformance with City of Fernley requirements for preliminary plans. It is understood final design plans shall meet the Department of Public Works (DPW) Design Standards. Special attention should be given to the following items:

1. Traffic Report – Only a trip generation letter was submitted. Applicant must submit a traffic report which includes existing levels of service (LOS) and post development LOS with recommended mitigation of local and regional impacts.
2. Traffic – Proposed improvements mentioned in the application packet are not shown or referenced on the improvement plans, nor is a vicinity map or area map outlining planned offsite roadway improvements provided.
3. Water System – A single 8-inch water main connection is proposed under the canal. The water system must be looped. The applicant also states that a new storage tank will be required for this project. The City's draft water master plan does not identify the proposed site to fall within the planned service area for the City's Gravity Pressure Zone 1 (Farm District Road 18" main). Any previous studies to bring water to the site need to be updated based on recent system operations and the goals of the water distribution system. A small higher-pressure zone which only serves a single development creates an unequitable demand on the City's water distribution system/resources. The City has a water discovery application to assist development in assessing the feasibility of providing water service to development. We recommend the developer complete a water discovery application to further analyze the viability of serving the project.
4. Access – A secondary emergency access road will be required for the development and shall be 24-feet wide minimum with a structural pavement section design to support a tandem axle load of 25 tons.
5. Access – BLM, Bureau of Reclamation and TCID approvals will likely be required for Desert Shadows Lane (and Mull Lane) improvements. Easements and right of ways for Desert Shadows Lane shall also be mapped and verified prior to approval of the tentative map.

6. Access – The project proposes the removal of an existing cattle guard at the south end of the existing bridge over the TCID canal. The subdivision needs to show the methods and improvements to adequately fence-out livestock and horses from the development, including new cattle guards around the peripheral of the subdivision.
7. Drainage – Conceptual Drainage Report – Section 3.3 of the report discusses the Daybreak development in the City of Reno in error.
8. Drainage – The existing natural drainage channel through the east end of site is likely considered a “Waters of the U.S.” watercourse. Relocation will require approvals from the Army Corps of Engineers (ACOE), or written confirmation from ACOE that such approvals are not required.
9. Drainage – The uphill drainage area appears to be underestimated and also includes previously-developed lots. Confirm areas and land coverages during final design.
10. Drainage – The drainage collection system for uphill areas shall account for long-term sedimentation and maintenance. Sedimentation basins must be located upgradient of the development to minimize the potential for clogging within the subdivision drainage system proposed to be maintained by the City.
11. Drainage – Interceptor swales / brow ditches must be reinforced concrete. The location of the interceptor swale under the existing power transmission lines is not acceptable as this creates a safety issue and conflicts with the NV Energy easement. Update the plans to show a flat bottom ditch to enable periodic removal of accumulated sediments and debris.
12. Drainage – Further flow routing and overland flow paths for the properties east and west of the proposed development shall be included in the final drainage study and additional interceptor ditches shall be provided as necessary for protection of the development.
13. Drainage and Grading – Portions of the proposed development appear to be graded to be lower than the canal embankment. Further analysis shall be provided to account for catastrophic storm events to show emergency flow routes will be attenuated to a natural water course before flooding homes or completely covering streets for health, life, and safety protection.
14. Drainage – The retention basins are proposed below and adjacent the canal. Test pits and other geotechnical investigations including infiltration rate testing shall be completed at or below the proposed bottom of pond depths. In addition, any investigations of the pond bottoms shall be completed in the middle of irrigation season when the canal is in a saturated condition and flowing normal.
15. Site – Easements, right of ways, etc. shall be provided to the association and homeowners for maintenance of perimeter walls which abut federal easements, federal property, and private property on the peripheral of the development.

16. Site – Structural plans will be required for the proposed 6-ft high rockery wall along the south end of the project. The final design shall include a safety fence in accordance with building code requirements.
17. Canal – Proposed retention pond elevations are lower than TCID canal. According to the cross section provided, pond overflows will encroach into the TCID easement. The final drainage design and report shall be in accordance with the requirements of the DPW Design Standards, including safety fencing, maintenance access, hydraulic grade lines, and emergency overflow which will not cause a direct impact to TCID canal or embankment. Routing of emergency overflows from the basins (mentioned in the drainage study) shall be depicted on the design plans.
18. Canal and Access – The applicant shall carefully evaluate whether safety improvements or other modifications will be required for existing bridge / abutments / railings over TCID canal for the increased vehicular and pedestrian traffic from the new development (pedestrian guard rail, vehicle impact attenuation, etc.).
19. Canal – The TCID canal is a federal irrigation facility and does not meet the definition of required “open space” due to current federal restrictions on the use of the canal land/facilities. In anticipation of future allowances for public access along the canal, a City public access easement and city utility easement shall be recorded over top of the canal easement as part of the first final map for the subdivision.
20. Canal and Grading – The grading plans show the placement of fill within the TCID easement. All impacts within the canal easement cannot be approved until the Bureau of Reclamation and TCID concur with final design.
21. Sewer – The Preliminary Sanitary Sewer Report quote the existing wastewater treatment plant having a capacity of 24 MGD, please correct and update other percentages in Section 8 based on the correct wastewater plan capacity.
22. Sewer – The Highway 50 lift station was relocated in 2009/2010. It is recommended a sewer discovery be requested by the applicant and update the preliminary sanitary sewer report based on data provided in the sewer discovery.
23. Fiscal Analysis – The fiscal analysis was prepared for 308 residential units and the tentative map shows 286 units. Update the analysis accordingly.
24. Fiscal Analysis – We recommend the City contract with a 3rd party for a detailed review of the Fiscal Impact Analysis. Based on our experience with other jurisdictions in the region, the analysis may be missing key factors such as providing a true analysis of the full design life cycle of City infrastructure. Items which may need further adjustment include: [1] does the tax revenue from the new residences truly cover the cost of long term maintenance and replacement of the roadway infrastructure; [2] does the tax revenue cover the actual cost of maintaining and replacing the storm drain infrastructure over its

design life; [3] sewer and water connection fees are shown as "one-time revenue" however these connection fees are tied to enterprise funds which are separate from the City's general fund. Also, current budget expenses (recurring expenditures) for the City may not be covering adequate levels of service and therefore "total recurring expenditure" amounts may need to be adjusted.

If you have any questions, please call.

Sincerely,

A handwritten signature in blue ink that reads "Cody R. Black". The signature is written in a cursive style.

SHAW ENGINEERING

Cody Black, P.E.
Principal Engineer

Olivia John

From: Melinda Bauer
Sent: Wednesday, September 16, 2020 10:38 AM
To: Olivia John
Subject: FW: TSM20002 & MPA20001 Summerbreeze Subdivision

This came in yesterday

From: April M. Holt <amholt@ndep.nv.gov>
Sent: Tuesday, September 15, 2020 3:16 PM
To: Melinda Bauer <mbauer@cityoffernley.org>
Subject: RE: TSM20002 & MPA20001 Summerbreeze Subdivision

Good afternoon,

The 286 lot project will require the submittal of a tentative subdivision map to the NDEP pursuant to NRS 278. I would recommend that the developer obtain community water and sewer service, subject to sufficient hydraulic and treatment capacity at the Fernley wastewater treatment plant.

The developer will need to follow the NDEP's guidelines for submittal of the tentative map, including the submittal of the proper fees for agency review. This guidance can be found on NDEP's [website](#). Next, the submittal of civil improvement plans and a final map for agency review are required. A will-serve for water and sewer are required as part of the final map review. The NDEP advises all local planning authorities and building departments that any construction on a subdivision (including grading) cannot start unless civil improvement plans have been reviewed and approved by the NDEP.

Thank you,

April Holt, P.E.
Professional Engineer
Technical Services, Compliance & Enforcement | Bureau of Water Pollution Control
Nevada Division of Environmental Protection
Department of Conservation and Natural Resources
901 S. Stewart Street, Suite 4001
Carson City, NV 89701
amholt@ndep.nv.gov
(O) 775-687-9439 | (F) 775-687-9684



NEVADA DIVISION OF
**ENVIRONMENTAL
PROTECTION**



Nevada Department of
**CONSERVATION &
NATURAL RESOURCES**

Connect with us:   

From: Melinda Bauer <mbauer@cityoffernley.org>
Sent: Friday, September 4, 2020 2:49 PM
To: Perkins, Katherine <KatherinePerkins@nvenergy.com>; Mark Sullivan <MarkSullivan@nvenergy.com>;
doug.kyler@charter.com; Steven Young (Steven.Young@swgas.com) <Steven.Young@swgas.com>;
NNDEngineering@swgas.com; Wolfson, Alexander <AWolfson@dot.nv.gov>; Mahin Quintero <mquintero@puc.nv.gov>;
Wayne Workman <wworkman@lyoncsd.org>; Margaret Wright <mwright@lyoncsd.org>; Pippin, Arron E - Fernley, NV

Olivia John

From: Melinda Bauer
Sent: Tuesday, September 15, 2020 11:50 AM
To: Olivia John
Subject: FW: TSM20002 & MPA20001 Summerbreeze Subdivision

From: Holly Villines <hvillines@lyon-county.org>
Sent: Tuesday, September 15, 2020 11:34 AM
To: Melinda Bauer <mbauer@cityoffernley.org>
Subject: Re: TSM20002 & MPA20001 Summerbreeze Subdivision

Found it.

My initial comment on this tentative subdivision map is that the Truckee Canal is part of the parcel being subdivided, so it should be somehow dealt with on the final map of Summerbreeze. Will it be dedicated? Shown as its own parcel? conveyed to TCID? On this tentative map, it shows as "not a part". That will not work. It is part of the parcel being subdivided, so I need to know if it will be it's own parcel.

More comments to follow at final map stage.

Holly

On Tue, Sep 15, 2020 at 10:47 AM Holly Villines <hvillines@lyon-county.org> wrote:

Melinda-
I did not see a PDF of the subdivision map.... did I miss it?

Thanks.
Holly

On Fri, Sep 4, 2020 at 3:22 PM Melinda Bauer <mbauer@cityoffernley.org> wrote:

Development Review Agenda

Tuesday, September 15, 2020

A Virtual Meeting Will Be Held

The projects summarized below are scheduled for consideration by the City of Fernley. Please review and notify our office of any concerns, comments or conditions of approval which you feel should be associated with this project no later than **3:00 p.m., Monday, September 14, 2020**. Meeting dates and times may change without notice.



IN REPLY REFER TO:

United States Department of the Interior

BUREAU OF RECLAMATION
Lahontan Basin Area Office
705 North Plaza Street, Room 320
Carson City, NV 89701-4015



Sep 14, 2020

LO-600
2.2.3.19

VIA ELECTRONIC MAIL ONLY

Ms. Melinda Bauer
City of Fernley
595 Silverlace Boulevard
Fernley, Nevada 89408

Subject: MPA20001 and TSM20002 – Development Review Meeting, Summerbreeze
Subdivision, Fernley, Nevada - APN: 021-301-46

Dear Ms. Bauer:

The Bureau of Reclamation (Reclamation) has received notification regarding a Development Review Meeting for Summerbreeze Subdivision in Fernley, Nevada.

Reclamation offers the following comments and requests for conditions of approval:

- Storm water drainage from the lots, roads, and/or the entire subdivision must not be introduced into the Truckee Canal. Reclamation Directives and Standards do not allow storm water into Federal canals, ditches, or laterals.
- Common Areas A and B Ponds are adjacent to the Truckee Canal. The United States has an easement of 200 feet, 100 feet on each side from the centerline of the Truckee Canal. The Common Areas A and B riprap must not extend into the United States easement. Additionally, Reclamation is requesting a 5-foot utility corridor be established along the north side of all lots along Amber Sky Lane adjacent to the Truckee Canal. This should be established to prevent unauthorized uses of the easement (i.e. fences, buildings, etc.).
- Common Areas A and B appear to require significant excavation and removal of material near the toe of the Truckee Canal embankment. We recommend that the developer consider and possibly analyze the increased potential for seepage daylighting in proposed excavations as the proposed removal of material can result in a decreased seepage path length and higher driving head for seepage.
- No permanent landscaping, fences, etc., will be allowed within Reclamation's 200-foot easement.
- A deed restriction shall be recorded containing language restricting building, fencing, landscaping, etc., in the 200-foot easement and recognizing the easement in favor of the United States for all lots along Amber Sky Lane and adjacent to the Truckee Canal.

- It is noted there is an existing cattleguard within the United States easement. There may be cattle grazing in the area on both Bureau of Land Management and Reclamation administered lands.
- It is noted Southwest Gas, AT&T, NV Energy and the City of Fernley may need to utilize the 200-foot easement of the Truckee Canal for utilities. Each entity will need to submit an application for use of the easement prior to any work in the easement. It is estimated processing of these applications can take 6 months depending upon the complexity. Additionally, some crossings of the Truckee Canal may only be completed when the facility is not conveying water to water right holders.
- The drainage report shall be transmitted to Reclamation prior to the final approval of the subdivision.
- The final subdivision map shall be transmitted to Reclamation.
- Detectable warning tape is required over below-ground utilities within Reclamation right-of-way; a minimum of 18-inches above the waterline and 18 to 30-inches below the ground surface.
- A hydrologic study should accompany all plans that modify the existing drainage across and/or along Reclamation facilities. The study or report should show the proposed flows of the canal and the associated crossings. The drainage study or report should show that the downstream system can accept the flows without creating any flooding to properties adjacent to or downstream of the canal.
- All proposed detention ponds should be able to store the peak runoff of a 100-year event while preventing any storm water from entering the canal and/or ponding against the canal embankment.

Reclamation appreciates the opportunity to comment. Should you have any questions regarding this matter, please contact me at (775) 884-8342 or by email at rballew@usbr.gov.

Sincerely,

DEBORAH PAGE Digitally signed by DEBORAH PAGE
Date: 2020.09.14 09:43:22 -07'00'

for Rena Ballew
Resources Division Manager

cc: Mr. Rusty Jardine
General Manager
Truckee-Carson Irrigation District
P.O. Box 1356
Fallon, Nevada 89407-1356
rusty@tcid.org
(via email only)



Truckee-Carson Irrigation District

Newlands Project

September 14, 2020

Sent Via Electronic Mail Only

Ms. Melinda Bauer
City of Fernley
595 Silverlace Boulevard
Fernley, Nevada 89408

BOARD OF DIRECTORS
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Rusty D. Jardine, Esq., General Manager &
District Counsel

Re: **MPA20001 and TSM20002-Development Review Meeting, Summerbreeze Subdivision, Fernley, Nevada -APN: 021-301-46**

Dear Melinda:

The Truckee-Carson Irrigation District (District) has been provided a copy of the letter sent you, dated September 14, 2020, by the United States Bureau of Reclamation, relating to the above-captioned matter. The District joins with the comments borne by the letter. We also provide herein additional comments.


As a contractor to the United States, the District is responsible for the operation and maintenance of federally owned facilities in the Newlands Federal Reclamation Project including the Truckee Canal. We are, naturally, concerned with any possible storm-water management practice(s) relating to development of the subdivision that would result in water being introduced into the Canal. The surface elevation in the Canal is strictly controlled as a matter of federal rule and is not susceptible to external influences.

Moreover, care must be taken in the placement of ponds or other facilities near the Canal -so as to avoid possible interception of water from the Canal. Surface water rights in the Newlands Project are valuable rights in property held by owners of land in the Project. Development of the subdivision must not result in any diminution of the water being transported in the Canal for the benefit of the water right holders.

Should you have any questions, please do not hesitate to contact our office.

Sincerely,

TRUCKEE-CARSON IRRIGATION DISTRICT

By: 
Rusty D. Jardine, Esq.
General Manager

Cc: Board of Directors

Rena Ballew, Resources Manager, United States Bureau of Reclamation



STEVE SISOLAK
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

KRISTINA L. SWALLOW, P.E., Director

September 14, 2020

City of Fernley
Planning Department
595 Silver Lace Blvd.
Fernley, NV 89408
Attention: Melinda Bauer – Assistant Planner

RE: TSM20002 MPA20001 – Summerbreeze Subdivision

Dear Ms. Bauer,

Nevada Department of Transportation (NDOT) staff has reviewed the following project scheduled for consideration by the city of Fernley on September 15, 2020 and provided comments accordingly:

TSM20002 MPA20001 (Summerbreeze Subdivision) – Development requests from Fernley Clearwater Estates LLC to allow for the construction of a 286 lot Single Family Residential subdivision on a site approximately 78.84 acres generally located south of South Fork Road, north of Desert Shadows Lane, east of High Desert Drive, and west of Partridge Road, Fernley, NV. (APNs: 021-301-46)

- A. A Master Plan Amendment request to change the Master Plan Land Use designation from Rural Residential (RR) to Single Family Residential (SFR) to support a 286 lot Single Family Residential subdivision.
- B. A Tentative Subdivision Map request to allow for a 286 lot Single Family Residential subdivision.

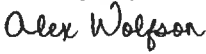
NDOT comments:

1. The project description anticipates that primary access to the subdivision will be provided via the Clearwater Way and Farm District Road intersection. Farm District Road is a NDOT-owned facility that is officially designated as State Route 828 (SR-828) and functionally classified as an urban minor arterial.
2. NDOT recommends that the trip generation update letter that was submitted be updated to include analysis of the SR-828 and Clearwater Way intersection to identify the impact of trips generated by the project and any required mitigation strategies. This analysis would allow for verification that the intersection will operate at NDOT and the city of Fernley's policy level of service of D or better.

3. The State defers to municipal government for land use development decisions. Public involvement for community development related improvements within NDOT right of way should be considered during the municipal land use development process. Significant improvements proposed within NDOT right of way may require additional public involvement. It is the responsibility of the applicant to perform such additional public involvement.

Thank you for the opportunity to review these applications. NDOT reserves the right to incorporate further changes and/or comments as these applications and design reviews progress. Should you have any questions, please contact Alex Wolfson at (775) 834-8365.

Sincerely,

DocuSigned by:

8D80C88AB3244A2...

Alex Wolfson, PE
Traffic Engineer
NDOT District II

Cc: Tim Thompson, City of Fernley Planning Director
Derek Starkey, PE – Fernley City Engineer
Sondra Rosenberg, PTP – NDOT Assistant Director of Planning
Mike Fuess, PE, PTOE – NDOT District Engineer
Denise Inda, PE, PTOE – NDOT Traffic Operations
Tara Smaltz, PE – NDOT Engineering Services Manager
Marlene Revera – NDOT Administration
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