



LYON COUNTY PLANNING COMMISSION

TUESDAY, FEBRUARY 10, 2026

9:00 AM

LYON COUNTY ADMINISTRATIVE COMPLEX

27 S. MAIN STREET

YERINGTON, NV 89447

Join Zoom Meeting

<https://us02web.zoom.us/j/86099991604?pwd=czk2NFhtUXViZ3d3YWw4NGdNTFJLUT09>

Meeting ID: 860 9999 1604

Passcode: 520573

One tap mobile

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Planning Commission meetings are open to the public and members of the public may attend in person and the meetings are also virtual and the public may attend via Virtual Zoom.

Public Comment: Lyon County allows the following alternatives for public comment. If you are attending the virtual Zoom meeting, public comment may be provided by raising your hand and requesting to provide public comment. This can occur in several ways, including by dialing *9 from your phone to raise your hand and request to speak for public comment. To unmute yourself, dial *6. You can also provide public comment for this meeting by sending an email to countyclerks@lyon-county.org, the day prior to the posted meeting date. Be sure to type, **PUBLIC COMMENT**, in the subject line.

Written public comments may also be mailed to the Lyon County Community Development Office at 27 S. Main Street, Yerington, Nevada 89447, but all public comments must be received prior to the date of the meeting if the comments are to be included in the supplemental materials. Any written public comment received the day of the meeting will be compiled and added as supplemental materials to the County's website and distributed to the Planning Commission within 24 hours after the meeting. Members of the Public may attend the meeting in person at the Greg Hunewill Lyon County Commission Chambers, 27 S. Main Street, Yerington, Nevada.

1. Roll Call

2. Pledge of Allegiance

3. Public Participation (no action will be taken on any item until it is properly agendized) - *Members of the public who wish to address the Planning Commission may approach the podium and speak on matters related to the Lyon County Planning Commission, but not on items appearing on the Agenda. Speakers are asked to state their name for the record and to sign and print their name on the form at the lectern. Comments are limited to three*

minutes per person or topic. The Commission reserves the right to reduce this three minute time limit, as well as limit the total time for public comment. If your item requires extended discussion, please request the Chair to calendar the matter for a future Planning Commission meeting. The Planning Commission will not restrict comments based on viewpoint. The same applies to public testimony on each Agenda item. The Chair may reopen public participation at any time during the meeting. No action may be taken upon a matter raised under this item of the Agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken.

4. Review and Adoption of Agenda (for possible action)

5. For Possible Action: Approval of Minutes

- 5.a For Possible Action: To approve the minutes from the January 13, 2026 meeting.
- [January 13, 2026 Minutes](#)

6. Advisory Board Reports

7. Public Hearing Items

- 7.a For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from GDA Degree Inc. for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20), for an 18.00-acre parcel located at 20 Hoyo Canyon Road in Smith Valley (APN 010-631-32), PLZ-2025-102.
- [Staff Report](#)
 - [Backup](#)
- 7.b For Possible Action: To approve the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres, located at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37); PLZ-2025-107.
- [Staff Report](#)
 - [Backup](#)
- 7.c For Possible Action: To approve the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres, located at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM 1); PLZ-2025-103.
- [Staff Report](#)
 - [Backup](#)
- 7.d For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 345/120-kilovolt electrical substation, two high voltage power lines, and other associated infrastructure for the Nighthawk Substation over approximately 32.59 acres of five parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs at 1200 W US Highway 50 (Portion of APN 015-141-13 and 018-551-03, 018-551-04, 018-552-01, 018-552-02); PLZ-2025-109.
- [Staff Report](#)
 - [Backup](#)
 - [Public Comment](#)
- 7.e For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 120-kilovolt electrical substation and other associated infrastructure over approximately 18.70 acres of two parcels with

Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs at 1200 W US Highway 50 (Portion of APN 015-141-13 and 015-141-04); PLZ-2025-110.

- [Staff Report](#)
- [Backup](#)

7.f For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD), generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-093.

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)

7.g For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Planned Unit Development (PUD) for the Traditions North Residential Development. The project consists of 415 single-family residential units, open space, a neighborhood park, and pocket parks and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-094.

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)

7.h For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Tentative Subdivision Map. The request is for 358 detached single-family residential units, including 116-acres of common area open space, parks, and trails, and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-095.

- [Staff Report](#)
- [Project Narrative](#)
- [Plan Set](#)
- [Traffic, Drainage, H&H Studies](#)
- [Geotechnical Report](#)
- [Preliminary Sewer Report](#)
- [Landscape, Streets](#)
- [Trails, Parks](#)
- [Draft PUD Handbook](#)
- [Street Name Request Form](#)
- [Letter of Support](#)

7.i For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC to Reserve Street Names for the Traditions North Residential Development for the proposed roadways to be generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-098.

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)

7.j For Possible Action: To forward a recommendation to the Board of County Commissioners for the

request from Lux Solar Center, LLC for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096.

- [Staff Report](#)
- [Backup](#)

7.k For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Lux Solar Center, LLC for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085.

- [Staff Report](#)
- [Backup](#)

8. Community Development Director

8.a For Discussion Only: Community Development Director comments and updates.

9. Commissioner Comments and Agenda Requests

10. Public Participation (no action will be taken on any item until it is properly agendized) - *Members of the public who wish to address the Planning Commission may approach the podium and speak on matters related to the Lyon County Planning Commission but not on items appearing on the Agenda. Comments are limited to three minutes per person or topic and will not be restricted based on viewpoint. No action may be taken upon a matter raised under this item of the Agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.*

11. ADJOURNMENT

Pursuant to NRS 241.020, the agenda has been posted at the following locations: Lyon County Administrative Complex (27 S. Main Street, Yerington, NV), the Lyon County Website: <https://www.lyon-county.org>, and the State Website: <https://notice.nv.gov>. Supporting documentation for the items on the agenda is available to members of the public at the County Manager's Office (27 S. Main Street, Yerington, NV), by phone (775)463-6531, or by email requests to countyclerks@lyon-county.org.

Lyon County recognizes the needs and civil rights of all persons regardless of age, race, color, religion, sex, handicap, family status, or national origin. In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternate means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible agency or USDA's TARGET Center at (202) 720-2600 (voice and T) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found on-line at http://www.ascr.usda.gov/complaint_filing_cust.html and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) Mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410; Fax: (202) 690-7442; or Email: program.intake@usda.gov

T.D.D. services available through 463-2301 or 463-6620 or 911 (emergency services) notice to persons with disabilities: members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify the Commissioners'/Manager's office in writing at 27 S. Main Street, Yerington, NV 89447, or by calling (775) 463-6531 at least 24 hours in advance.

Lyon County is an equal opportunity provider.

**Agenda and Backup Material is
Available at www.lyon-county.org**

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

5.a

Subject:

For Possible Action: To approve the minutes from the January 13, 2026 meeting.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [January 13, 2026 Minutes](#)

LYON COUNTY PLANNING COMMISSION MEETING MINUTES

January 13, 2026

The January 13, 2026 meeting of the Lyon County Planning Commission was called to order by Commission Vice Chair Mark Jones, at approximately 9:00 a.m. at the Lyon County Administrative Complex, 27 S. Main Street, Yerington, NV, 89447.

Attending staff: Community Development Director, Gavin Henderson; Senior Planners, Lisa Nash and Louis Cariola; and Administrative Assistant, Brandi Lathrop were present.

1. Roll Call: Members present: Commissioners Audrey Allan, Loretta Sell, Mark Jones, Wendy Loomis, Andrew Merritt, and Katie Baker attended in Chambers. Shannon Ceresola attended via Zoom. A quorum was noted.

2. Pledge of Allegiance

3. Public Participation - None

4. Review and Adoption of the Agenda

Commissioner Sell motioned to adopt the agenda as presented.

Commissioner Allan seconded and the motion passed by unanimous vote (7 Ayes, 0 Nay, 0 Abstentions).

Public Comment-There was none.

5. For Possible Action: Election of Officers

5.a. For Possible Action: Elect the Planning Commission Chair with the term expiring January 12, 2027.

Commissioner Allan nominated Shannon Ceresola as Chair.

Commissioner Sell seconded.

Public Comment-There was none.

Vice Chair Mark Jones opened the vote to elect Shannon Ceresola as Chair. The motion passed by majority vote (6 Ayes, 0 Nay, 1 Abstention-Commissioner Ceresola).

5.b. For Possible Action: Elect the Planning Commission Vice Chair with the term expiring January 12, 2027.

Commissioner Loomis nominated Mark Jones as Vice Chair.

Commissioner Ceresola seconded.

Public Comment-There was none.

Vice Chair Mark Jones opened the vote to elect Mark Jones as Vice Chair. The motion passed by majority vote (6 Ayes, 0 Nay, 1 Abstention-Commissioner Jones).

5.c. For Possible Action: Elect the Planning Commission Secretary with the term expiring January 12, 2027.

Commissioner Loomis nominated Loretta Sell as Secretary.

Commissioner Allan seconded.

Public Comment-There was none.

Vice Chair Mark Jones opened the vote to elect Loretta Sell as Secretary. The motion passed by

majority vote (6 Ayes, 0 Nay, 1 Abstention-Commissioner Sell).

6. For Possible Action: Approval of Minutes

6.a. For Possible Action: To approve the minutes from the December 9, 2025, meeting.

Commissioner Loomis had some typos to be corrected in the minutes on pages 2, 3, and 4.

Commissioner Allan would like to see the motion bolded in the minutes for easier reading. She requested clarification be added around Commissioner Merritt's comments on the setbacks for the Winston Solar project. She would also like additional clarification added on Wes Allan's public comment on Pg 4 to include his statement that there are many more accidents in the area than stated in the applicant's presentation.

Public Comment-There was none.

Commissioner Allan motioned to approve the minutes from the December 9, 2025 meeting with the corrections discussed.

Commissioner Sell seconded and the motion passed by majority vote (7 Ayes, 0 Nay, 0 Abstentions).

7. Advisory Board Reports

There were none.

Commissioner Jones went to the Smith Valley Advisory Board meeting.

8. Public Hearing Items

8.a. For Possible Action: To approve the request from Richard Phelps for a Tentative Parcel Map to subdivide an approximately 15.00-acre parcel into two (2) parcels, the smallest being 6.32 acres, located at 10 PPF Way in Mound House (APN 016-422-01); PLZ-2025-097.

Senior Planner Lisa Nash gave a presentation of the item. The Applicant requests a Tentative Parcel Map (TPM) to subdivide an approximately 15.00-acre parcel into two (2) new parcels. The proposed Parcel A (8.68 acres on the west end of the parcel) is utilized for an existing industrial use and Parcel B (6.32 acres on the east side of the property) is vacant. Water service will be provided by Lyon County Utilities. The project does meet the findings listed in the Staff Report. The applicant will be required to have an Administrative Design Review approved prior to any new development.

Commissioners and Senior Planner Lisa Nash discussed the surrounding areas being industrial. Commissioner Allan discussed wanting to know the future use of the land and what the business will be. Senior Planner Lisa Nash clarified she works with the information the applicant provides. Staff does not factor in what the existing company is for a subdivision map. The property does not have any existing Code Enforcement issues and the company does hold a business license.

Public Comment- There was none.

Commissioner Sell motioned to approve the request from Richard Phelps for a Tentative Parcel Map to subdivide an approximately 15.00-acre parcel into two (2) parcels, the smallest being 6.32 acres, located at 10 PPF Way in Mound House (APN 016-422-01); PLZ-2025-097 based on the Conditions of Approval.

1. The developer shall comply with all Federal, State, County and special purpose district regulations.
2. The developer shall make corrections of any engineering or drafting errors and other technical map corrections to the satisfaction of the County Engineer and Community Development Director prior to submitting the final parcel map for recordation.
3. The developer shall pay the actual costs for County Engineer plan and map checking fees and County Inspector site improvement inspection fees, in accordance with the adopted County fee resolution in

effect at the time, and provide proof of payment to the Planning Department prior to final parcel map recordation.

4. The developer shall pay in full all property taxes through the end of the fiscal year (June 30) prior to recordation of the final parcel map.
5. The developer shall pay the required recording fees at time of final parcel map recordation.
6. Per Lyon County Utilities Department (LCUD), the subject parcel is located within LCUD's water service area and LCUD does not require a dedication or relinquishment of water rights during the Tentative Parcel Map stage. Once the parcel map is created, as part of the final parcel map application process, the applicant will be required to provide the appropriate water rights.
7. The developer shall comply with Lyon County's storm drainage guidelines (dated September 20, 2024).
8. The project is within the jurisdiction of the Lyon County Roads Dept. and is subject to the following Conditions.
 - a. Orange book standards for a commercial driveway will be required.
 - b. Driveway no less than 24' wide but it is recommended to have it at 32' wide, depending on what type of business will be located there.
 - c. County Row ditch lines that border the entire property will need to be redefined by the owner/contractor. This includes Cygnet, PPF and North Julius.
 - d. It will be required to install a 15" Culvert at any new entrances. CMP, RCP or HDPE pipe is acceptable.
9. The applicant is required to submit for a separate and independent Fire Plan review and will be required to comply with the 2018 Northern Nevada Code Amendments package including 2018 IFC, 2018 IBC, 2018 IWUIC and all applicable NFPA standards. Central Lyon Fire Protection District is accepting projects designed to the 2024 Central Lyon Fire Code Amendments package including 2024 IFC, 2024 IBC, 2024 IWUIC and all applicable referenced standards. Applications can be found at www.centrallyonfire.org under the Construction drop down menu. Contact the CLCFPD Fire Prevention Division at (775)246 6209 for more information and direction if necessary.
10. The developer shall provide the parcel map to the Lyon County GIS Coordinator in form and format compatible with the County geographical information system (GIS). The scale of the site plan, improvements, monuments and other items shall be in model space correctly oriented to coordinate system as established by the GIS Coordinator. Cover sheet and standard details need not be included.
11. No lot shall be offered for sale or sold and no building permits shall be accepted for processing until the final parcel map has been approved and recorded.
12. The final parcel map will comply with the current Lyon County standards requiring a 7.5-foot public utility easement along the front property lines and 5-foot public utility easement along all side property lines for the proposed parcels prior to recordation.
13. Approval of the tentative parcel map shall not constitute acceptance of the final parcel map. **Failure to submit a complete final parcel map and pay the required fees within one (1) year from the date of approval shall render the tentative parcel map approval as expired.** No extension may be granted after receiving approval of the tentative parcel map.

Commissioner Merritt seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

8.b. For Possible Action: To approve the request from Stanton Park Development Inc. for a Tentative Parcel Map to subdivide an approximately 12.41-acre parcel into two (2) parcels, the smallest being 5.92 acres, located in the southwest corner of the intersection of Six Mile Canyon Road and Highway 50 in Dayton (APN 016-025-38); PLZ-2025-092.

Senior Planner Lisa Nash gave a presentation of the item. The Applicant requests a Tentative Parcel Map (TPM) to subdivide an approximately 12.41-acre parcel into two (2) new parcels, the smallest being 5.92 acres. The proposed Parcel B-1 (5.92 acres on the east side of the parcel) is in the process of applying for a Conditional Use Permit to operate a Chevron Truck Stop/Convenience Store. Parcel B-2 (6.49 acres on the west side) is vacant and has no current plan for development. The previously approved Chevron CUP location was based on this Tentative Parcel Map. Water Service will be provided by Lyon County Utilities and a Floodplain Development application will be required. Other County reviewing agencies comments have been incorporated into the Conditions listed in the Staff Report. Staff recommends approval.

Public Comment- There was none.

Commissioner Merritt motioned to approve the request from Stanton Park Development Inc. for a Tentative Parcel Map to subdivide an approximately 12.41-acre parcel into two (2) parcels, the smallest being 5.92 acres, located in the southwest corner of the intersection of Six Mile Canyon Road and Highway 50 in Dayton (APN 016-025-38); PLZ-2025-092 based on the Conditions of Approval.

1. The developer shall comply with all Federal, State, County and special purpose district regulations.
2. The developer shall make corrections of any engineering or drafting errors and other technical map corrections to the satisfaction of the County Engineer and Community Development Director prior to submitting the final parcel map for recordation.
3. The developer shall pay the actual costs for County Engineer plan and map checking fees and County Inspector site improvement inspection fees, in accordance with the adopted County fee resolution in effect at the time, and provide proof of payment to the Planning Department prior to final parcel map recordation.
4. Dedication of water rights may be necessary to serve the newly created parcels. Prior to the recordation of a Final Map, the applicant shall relinquish any required and appropriate water rights to the State of Nevada.
5. The developer shall pay in full all property taxes through the end of the fiscal year (June 30) prior to recordation of the final parcel map.
6. The developer shall provide the parcel map to the Lyon County GIS Coordinator in form and format compatible with the County geographical information system (GIS). The scale of the site plan, improvements, monuments and other items shall be in model space correctly oriented to coordinate system as established by the GIS Coordinator. Cover sheet and standard details need not be included.
7. The developer shall pay the required recording fees at time of final parcel map recordation.
8. No lot shall be offered for sale or sold and no building permits shall be accepted for processing until the final parcel map has been approved and recorded.
9. The applicant is required to submit for a separate and independent Fire Plan review and will be required to comply with the 2018 Northern Nevada Code Amendments package including 2018 IFC, 2018 IBC, 2018 IWUIC and all applicable NFPA standards. Central Lyon Fire Protection District is accepting projects designed to the 2024 Central Lyon Fire Code Amendments package including 2024 IFC, 2024 IBC, 2024 IWUIC and all applicable referenced standards. Applications can be found at www.centrallyonfire.org under the Construction drop down menu. Contact the CLCFPD Fire Prevention Division at (775)246 6209 for more information and direction if necessary.
10. The project is within the jurisdiction of the Lyon County Roads Dept. and is subject to the following Conditions.
 - a. An Encroachment Permit will be required from the Lyon County Road Dept.
 - b. Submit a detail, including MUTCD pavement markings and Long Lines of the turn pockets from

Six Mile Canyon Rd into the property for Approval by the Lyon County Road Dept. Long line and pavement markings on Six Mile Canyon Road from the commercial driveway to HWY 50 will be required to be freshly painted and conform to MUTCD standards. Existing pavement markings shall be grinded or milled to completely remove markings/stripping.

- c. Submit a Commercial Driveway Detail for approval by the Lyon County Road Dept. The Existing/Proposed driveway needs to be widened with an exit right hand turn lane out of the property onto Six Mile Canyon for truck traffic.
 - d. County ROW ditch lines and shoulders in front of the property on Six Mile Canyon Road may need to be redefined by the developer/contractor.
 - e. The power pole at the existing/proposed driveway may need to be protected per NV Energy.
 - f. The newly installed LED "No Truck" sign and "Turn Around" sign, coming off HWY 50 onto Six Mile Canyon and directly across the intersection of this proposed/existing driveway on Six Mile Canyon, will need to be relocated with a concrete anchor further up 6 Mile by the developer/contractor. The new location for this sign will be called out for by Lyon County Road Dept and Storey County Public Works, as the new sign belongs to Storey County.
 - g. At the intersection of Six Mile Canyon Rd and HWY 50, in the right-hand turn pocket to head west on HWY 50 there is a street light approximately 2'-4' from the edge of pavement. This light needs to be relocated further off the shoulder and will require an NDOT permit.
- 11. The developer shall comply with Lyon County's storm drainage guidelines (dated September 20, 2024).
 - 12. Per Lyon County Utilities Department (LCUD), the subject parcel is located within LCUD's water and sewer service area. Once the parcel map is created, as part of the final parcel map application process, the applicant will be required to provide any required water rights.
 - 13. In accordance with Lyon County Code Chapter 15.800.08(A), the Applicant shall obtain approval of a flood plain development permit prior to any development.
 - 14. The final parcel map will comply with the current Lyon County standards requiring a 7.5-foot public utility easement along the front property lines and 5-foot public utility easement along all side property lines for the proposed parcels prior to recordation.
 - 15. Approval of the tentative parcel map shall not constitute acceptance of the final parcel map. Failure to submit a complete final parcel map and pay the required fees within one (1) year from the date of approval shall render the tentative parcel map approval as expired. No extension may be granted after receiving approval of the tentative parcel map.

Commissioner Sell seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

8.c. For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Outpost Land Company LLC for a Zoning Map Amendment to amend the Zoning designation from C-2 (General Commercial) to SR-1/2 (Suburban Residential, 1/2 acre minimum) on two parcels that total approximately 1.02 acres in Silver Springs at 3845 and 3855 Elm Street (APNs 018-405-49 and 018-405-50); PLZ-2025-090.

Senior Planner Louis Cariola gave a presentation of the item. The Applicant requests a Zoning Map Amendment to amend the Zoning designation from C-2 (General Commercial) to SR-1/2 (Suburban Residential, 1/2 acre minimum) on two parcels, each approximately 0.51 acres in size. There is an uninhabitable manufactured home and out building on the property. Water will be provided by Silver Springs Mutual Water Company. The proposed zoning designation would be compatible with surrounding area and the requested zone change would bring the property into compliance with the Master Plan. Staff

recommends approval.

Public Comment-There was none.

Commissioners and Senior Planner Louis Cariola discussed mobile homes not being allowed in some areas of the County, Senior Planner Louis Cariola clarified the difference between mobile homes and manufactured homes. Manufactured Homes are permitted in all districts that allow single family residences.

Commissioner Loomis motioned to forward a recommendation of approval to the Board of County Commissioners for the request from Outpost Land Company LLC for a Zoning Map Amendment to amend the Zoning designation from C-2 (General Commercial) to SR-1/2 (Suburban Residential, 1/2 acre minimum) on two parcels that total approximately 1.02 acres in Silver Springs at 3845 and 3855 Elm Street (APNs 018-405-49 and 018-405-50); PLZ-2025-090.

Commissioner Sell seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

8.d. For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Sierra View Materials for a Conditional Use Permit for an aggregate pit and an asphalt batch plant on two parcels that total approximately 241 acres subject to Rural Residential, 20-acre minimum (RR-20) zoning in Moundhouse at 200 and 350 Industrial Parkway (APNs 016-111-06 and 016-111-07); PLZ-2025-091.

Senior Planner Louis Cariola discussed the applicants request for a continuance to the February 10, 2026 Planning Commission meeting due to changes in the applicants request.

Public Comment-There was none.

Commissioner Loomis discussed wanting more information included about how the applicant plans to extract the aggregate.

Commissioner Loomis motioned to table until the February 10, 2026 Planning Commission meeting, the request from Sierra View Materials for a Conditional Use Permit for an aggregate pit and an asphalt batch plant on two parcels that total approximately 241 acres subject to Rural Residential, 20-acre minimum (RR-20) zoning in Moundhouse at 200 and 350 Industrial Parkway (APNs 016-111-06 and 016-111-07); PLZ-2025-091.

Commissioner Sell seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

8.e. For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Lux Solar Center, LLC for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096.

Senior Planner Lisa Nash discussed the applicant requesting a continuance for up to 60 days so they have additional time to complete their Traffic Impact Study.

Public Comment- There was none.

Commissioner Loomis motioned to approve a continuance up to 60 days for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre

parcel (APN 014-091-20); PLZ-2025-096.

Commissioner Sell seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

8.f. For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Lux Solar Center, LLC for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085.

Senior Planner Lisa Nash discussed the applicant requesting a continuance for up to 60 days so they have additional time to complete their Traffic Impact Study.

Public Comment-There was none.

Commissioner Sell motioned to approve a continuance up to 60 days for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085.

Commissioner Merritt seconded and the motion passed by unanimous vote. (7 Ayes; 0 Nay; 0 Abstentions).

9. Community Development Director

9.a. For Discussion Only: Community Development Director comments and updates.

Community Development Director Gavin Henderson did not have any major comments or updates.

Commissioner Jones had questions around there being uninhabitable structures on a property discussed and if there can be a condition to require the applicant to remove these structures.

10. Commissioner Comments and Agenda Requests

Commissioner Loomis discussed the minutes being summarized with facts and leaving out personal opinions. Community Development Director Gavin Henderson discussed the process of how minutes are taken.

11. Public Participation – Matthew Winterhawk commented that the Planning Commission is doing a great job.

12. Adjournment at 9:56 am

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.a

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from GDA Degree Inc. for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20), for an 18.00-acre parcel located at 20 Hoyo Canyon Road in Smith Valley (APN 010-631-32), PLZ-2025-102.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



LYON COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

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PLANNING COMMISSION

PLZ-2025-102

Proposed Action	<u>Zoning Map Amendment</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Garmsland Limited LLC</u>
Applicant	<u>GDA Degree Inc.</u>
Representative	<u>Resource Concepts Inc.</u>
Community	<u>Wellington</u>
Location	<u>20 Hoyer Canyon Road</u>
Parcel Number(s)	<u>010-631-32</u>
Parcel Size(s)	<u>18.00 acres</u>
Master Plan	<u>Rural Residential</u>
Current Zoning	<u>Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5)</u>
Proposed Zoning	<u>Rural Residential, 20 Acre Minimum (RR-20)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant requests a Zoning Map Amendment to amend the Zoning designation from the expired Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20) on one parcel approximately 18.00 acres in size.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval of the Zoning Map Amendment request based on the Findings as listed in the staff report as the request would be in general conformance with the 2020 Comprehensive Master Plan designation for the property.

A Zoning Map Amendment request cannot be conditioned.

RECOMMENDED MOTION

If the Planning Commission determines that they will forward a recommendation of approval of the requested Zoning Map Amendment application to the Board of Commissioners, then the Planning Commission should make a motion similar to the following.

The Planning Commission finds that:

- A. The proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan;
- B. The proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title; and
- C. The proposed amendment is compatible with the actual or master planned adjacent uses.

Based on the aforementioned Findings, I move that the Planning Commission forward a recommendation of approval to the Board of County Commissioners for the request from GDA Degree Inc. for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20), for an 18.00-acre parcel located at 20 Hoyo Canyon Road in Smith Valley (APN 010-631-32), PLZ-2025-102.

ALTERNATIVES TO APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the Zoning Map Amendment application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then they should make the appropriate findings and move to continue the Public Hearing for the Zoning Map Amendment application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Master Plan Amendment application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the request from GDA Degree Inc. for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20), for an 18.00-acre parcel located at 20 Hoyo Canyon Road in Smith Valley (APN 010-631-32), PLZ-2025-102 for ___ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should recommend denial of the Zoning Map Amendment application, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

15.220.05: FINDINGS:

When approving a zoning text or map amendment the Commission and the Board must make the following findings, supported by a statement of evidence, facts and conclusions.

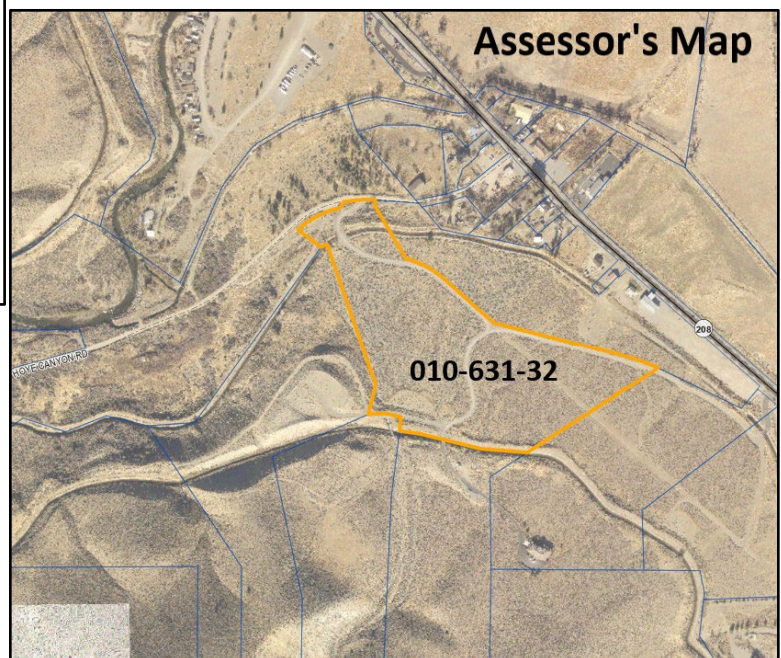
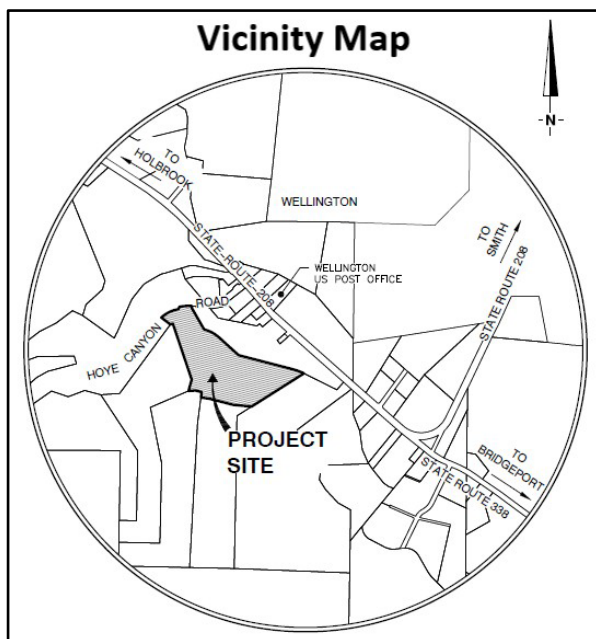
- A. That the proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan;
- B. That the proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title;
- C. That the proposed amendment is compatible with the actual or master planned adjacent uses.

After consideration of the above-listed Findings, the Lyon County Planning Commission has determined that the Amendment would not be in conformance with the above-listed considerations and forwards a recommendation of denial to the Board of County Commissioners for the request from GDA Degree Inc. for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5) to the Title 15 district of Rural Residential, 20 Acre Minimum (RR-20), for an 18.00-acre parcel located at 20 Hoyo Canyon Road in Smith Valley (APN 010-631-32), PLZ-2025-102.

BACKGROUND INFORMATION

Location and Size

The subject parcel is located in Wellington at 20 Hoyo Canyon Road and is approximately 18.00 acres in size. The maps below show the location of the parcel and the aerial view.



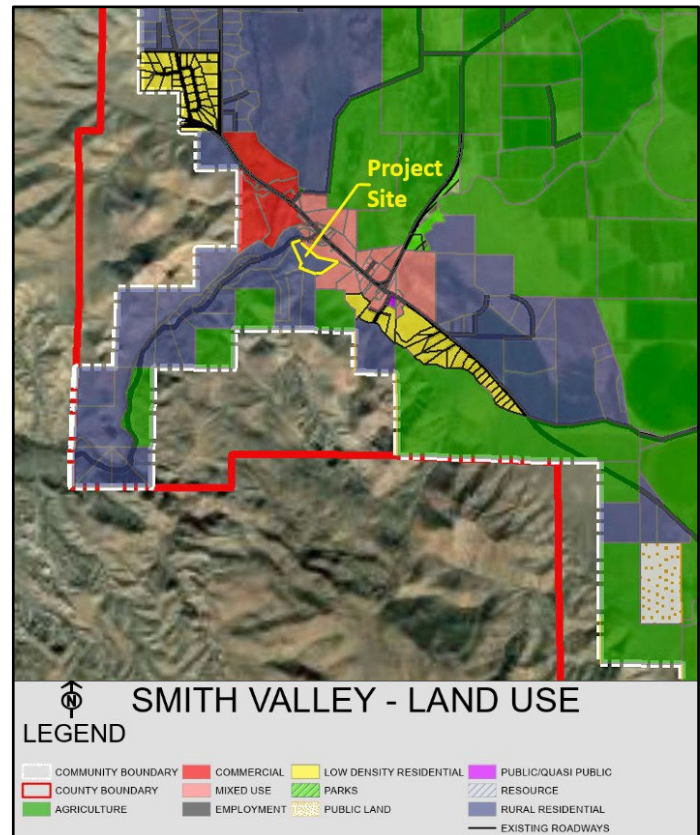
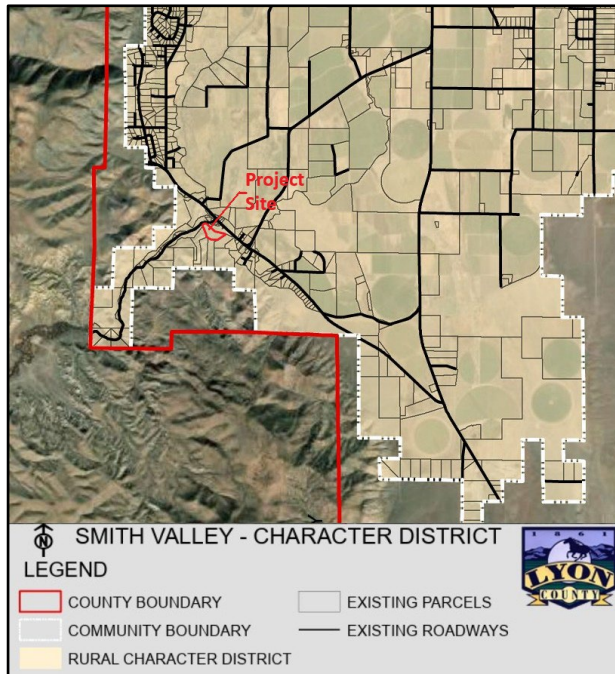
Concurrent Applications

The applicant has submitted two additional applications concurrently: Tentative Parcel Map, TPM No. 1 (PLZ-2025-107) and a second Tentative Parcel Map, TPM No. 2 (PLZ-2025-103). These items will be heard by the Planning Commission on February 10, 2026. The associated ZMA application is scheduled to proceed to the Board of County Commissioners for consideration on March 5, 2026.

MASTER PLAN AND ZONING

Master Plan

The site is within the Rural Character District per the Smith Valley Character District Map adopted with the 2020 Master Plan. The Master Plan land use is Rural Residential.



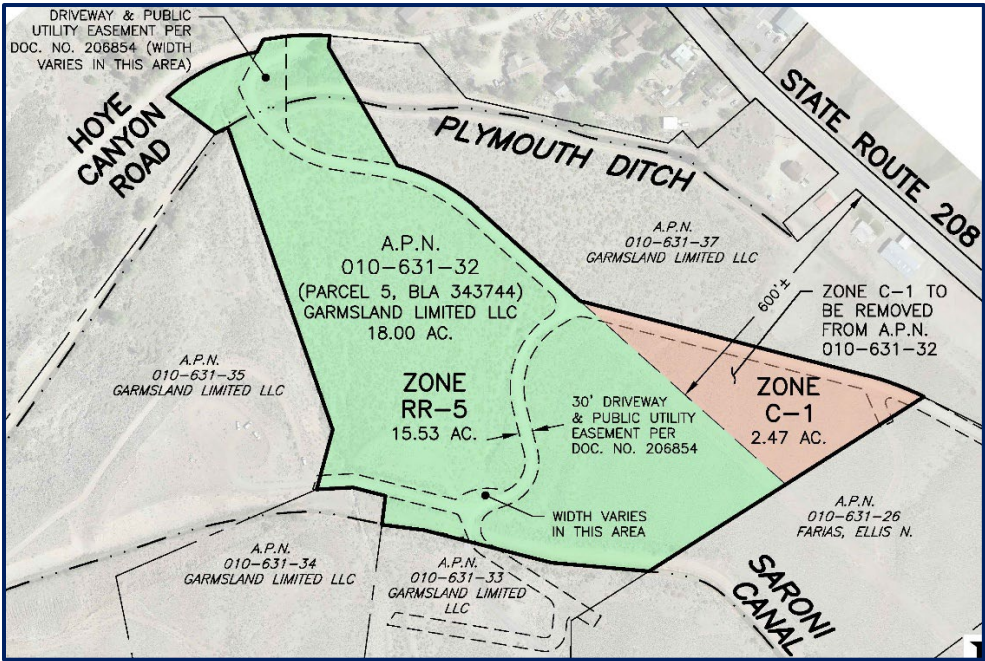
Existing Zoning

The applicable zoning for the subject parcel is Limited Commercial District (C-1) and Fifth Rural Residential District (20 Acres) (RR-5), district names from the County's expired Title 10 development code. In 2018 the County adopted Title 15 with Appendix A, the Zoning Consistency Matrix. The Matrix "converts" expired district names to the applicable and current Title 15 district. The applicable zoning today is Neighborhood Commercial (NC) and Rural Residential, 20 Acre Minimum (RR-20) for the subject parcels, resulting in split zoning on the parcel. Under the 2020 Master Plan, the NC zoning is not compatible with the Rural Residential land use designation. The applicants request would bring the parcel into conformance with the Master Plan designation.

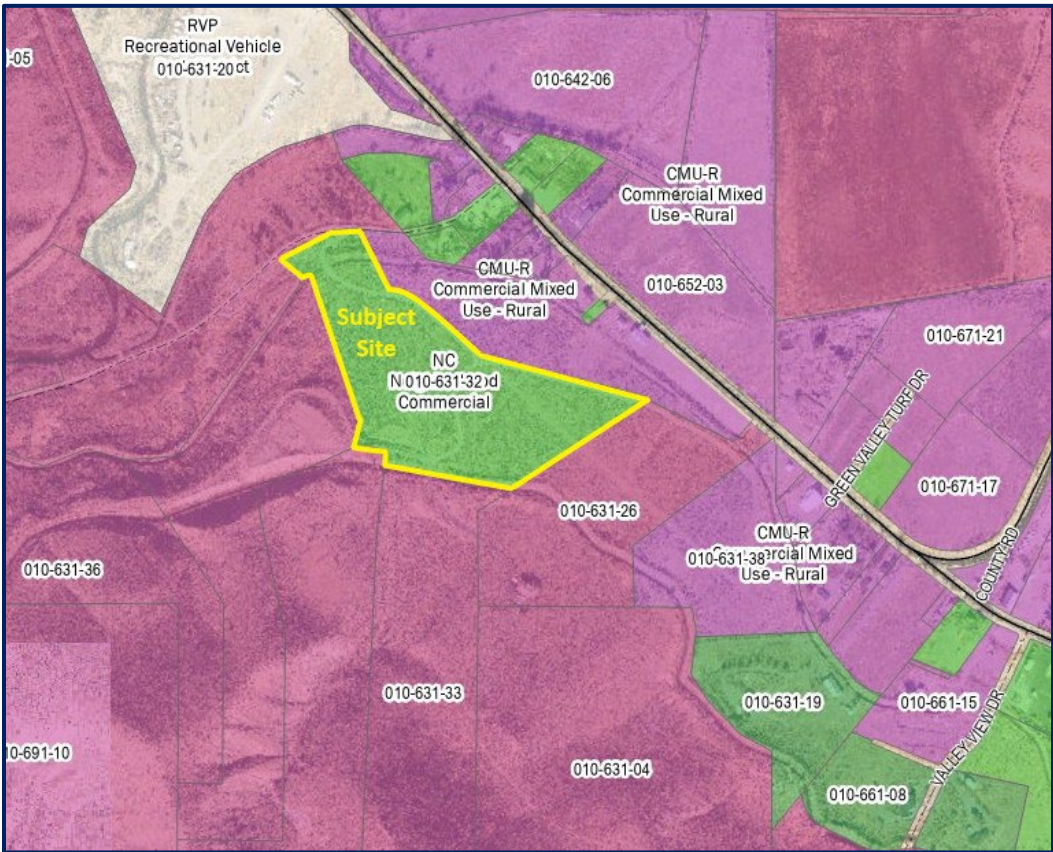
The first image on the following page illustrates the parcel's existing split-zoning, provided by the applicant. The second image from the County's GIS shows the applicable zoning districts for the subject parcel and surrounding parcels as converted through the Title 15 Matrix. The GIS incorrectly depicts the subject parcel as entirely NC because the GIS programming does not reflect show split zoning.

As seen below, the region has a patchwork of zoning districts with most of the existing designations being consistent with the Master Plan designations.

Current applicable zoning is C-1 and RR-5 as depicted in the map below.

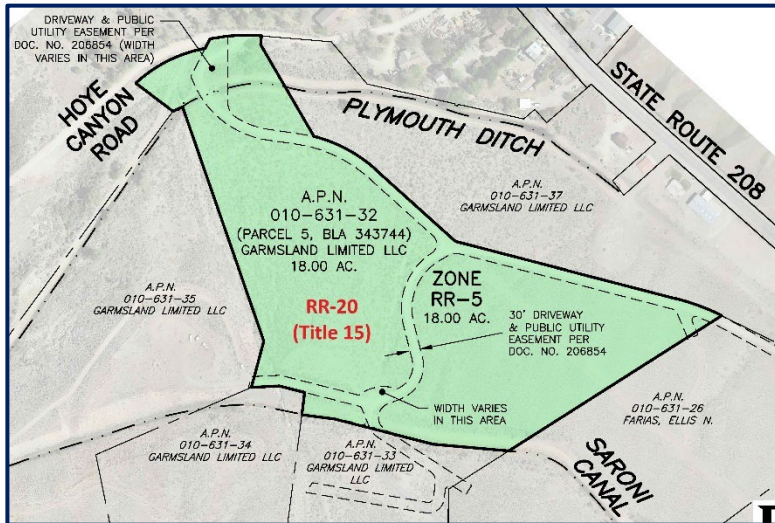


Surrounding property zoning (as converted in Title 15) is RR-20, CMU-R and NC as depicted in the map below.



Proposed Zoning

The proposed zoning of RR-20 would allow the entire parcel to be zoned as residential and would provide for a compatible district with the Master Plan. Additionally, the proposed rezoning aligns the parcel's zoning and supports the proposed Tentative Parcel Maps (TPM) (TPM No. 1: PLZ-2025-107 and TPM No. 2: PLZ-2025-103) that are being heard concurrently with this application.



The purpose of the zoning district per Title 15 is as quoted below:

15.311.01: RURAL RESIDENTIAL, 20 ACRE MINIMUM (RR-20):

A. Purpose: This zone is intended to promote the development of single-family detached units at a density and character compatible with agricultural and other rural and suburban fringe uses with a minimum lot size of twenty (20) acres. Unless otherwise specified in this title, no more than one primary residence per parcel is permitted in this zoning district. The RR-20 Zone implements the rural residential land use designation of the Master Plan in Rural Character Districts.

Per Title 15, the allowed uses in the RR-20 district are as listed below. Uses with a “C” indicate that approval of a Conditional Use Permit and a “T” indicate that approval of a Temporary Use Permit is required for the use to commence.

Accessory Dwelling Unit	Plant Nursery
Home Based Business	Vineyard
Home Occupation	Agricultural Tourism - C
Residential Accessory Use or Building	Agriculture Related Industry – on farm
Single Family Detached	Artisan/Craft Product Manufacturing and Processing
Farm Labor Housing - C	Farm Market - C
Group Living Facility, Small (10 or fewer residents)	Winery
Group Living Facility, Large (11 or more residents) - C	Animal Rescue Facility – C
Public Safety Facility	Kennel – C
Adult or Child Daycare, in- home, 6 or fewer adults or children	Event or Conference Center - C
Adult or Child Daycare, 7 to 12 adults or children - C	Food Trucks/Food Carts – C/T

Adult or Child Daycare, more than 12 adults or children - C	B&B or Inn - C
Athletic Field and Courts	Guest/Dude Ranch - C
Community gardens	Aggregate, Sand and Gravel Extraction and Processing (including asphalt batch plants) - C
Equestrian facilities	Geothermal Generating Systems, Commercial - C
Golf Course or Driving Range	Power Substations - C
Parks	Power Transmission Lines (60 kV or greater) – C/P
Playground	Solar Power Generating Facility, Commercial - C
Private Residential Recreation Facility	Energy Storage Systems - C
Private Use Airstrip - C	Wind Energy Conversion, Commercial - C
Rodeo	Transfer Station – C
School, K-12 (public or private) - C	Brewery - C
Animal Keeping – livestock, poultry, etc.	Craft Distillery - C
Commercial Stable	Estate Distillery - C
Field Crops	

STAFF REVIEW AND COMMENTS

The proposed zoning map amendments are reviewed by staff and the Planning Commission, which forward recommendations to the Board of Commissioners for final action.

FINDINGS FOR REVIEWING A ZONING MAP AMENDMENT REQUEST

Chapter 15.220.05 of Lyon County Code states that when considering approval of a zoning map amendment, three Findings must be considered and supported by a statement of evidence, facts and conclusions. Staff has included those three Findings in **bold type** below. Each Finding is listed with the applicant's response in *italics* and then staff's comments.

Finding A: The proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan.

Applicant's Response

Yes, this proposed amendment is consistent with the Master Plan within the Smith Valley community. A.P.N. 010-631-32, the subject parcel is a vacant 18.00 Acre parcel that lies within the Wellington Hills area. Owner plans to merge and re-subdivide the subject parcel with adjacent parcels under his ownership to create more suitable/buildable parcels along the hillside for future growth. Subject parcel currently has two zone districts (RR-5 & C-1). Zone RR-5 portion is approximately 15.53 acres and Zone C-1 is approximately 2.47 acres in the most east portion of the subject parcel. The owner would like to amend the zoning to omit the C-1 portion.

Staff Comment

The applicant's response is generally supported by staff as the property is currently split-zoned and the commercial portion of the existing zoning is not compatible with the Master Plan, while the proposed zoning is compatible. The proposed zoning amendment to RR-20 supports the following Master Plan Policies:

- Policy LU 1.1: Follow Development Patterns as Established in the Land Use Plan
- Policy LU 2.2: Service Levels to Vary by Character Areas

Staff is able to make this Finding in the affirmative.

Finding B: The proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title;

Applicant's Response

This proposed amendment does not require public facilities at this time. The subject parcel has an existing dirt/gravel roadway that traverses the land with access from Hoyer Canyon Road and State Route 208 using a 30-foot driveway and public utility easement per Document No. 206854.

Staff Comment

As described in the Master Plan, "Smith Valley is a scenic agricultural community and includes the unincorporated communities of Smith and Wellington. The latter is accessed from Highway 208, which enters the Valley from the west" and "The vast majority of Smith Valley is designated as Agriculture and Rural Residential in the Master Plan with outposts of Low Density Residential providing most of the residential development potential in the Valley and Mixed Use providing land for services. The Smith Valley is a rural place with limited utility infrastructure, making it unlikely that residents will experience increased growth in the near future."

Rural Character Areas are typically not served by municipal utilities and may or may not have existing paved accesses. Emergency services will be provided by the Smith Valley Fire Protection District and the Lyon County Sheriffs. This Finding is met in the affirmative by staff.

Finding C: That the proposed amendment is compatible with the actual or master planned adjacent uses.

Applicant's Response

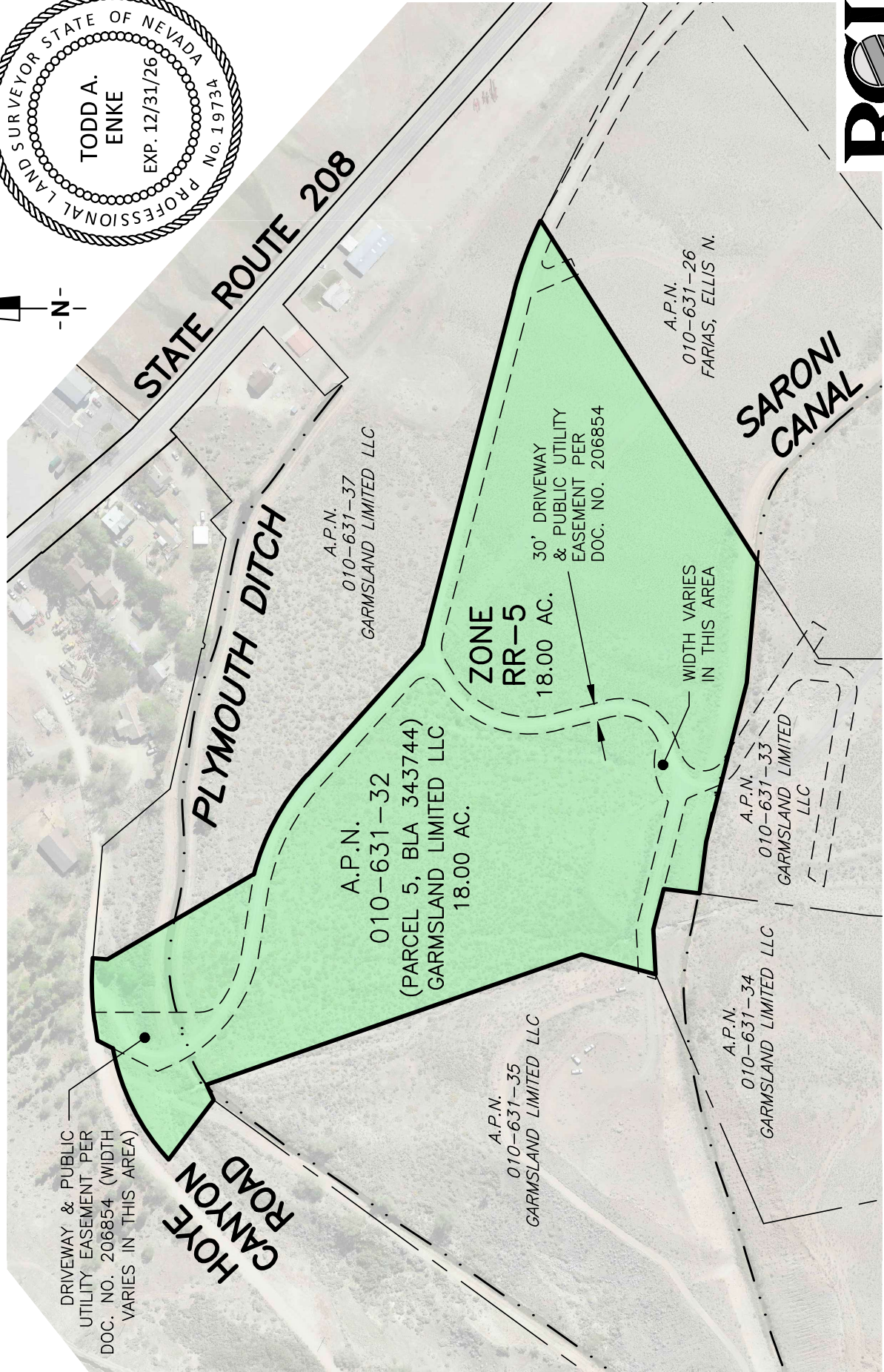
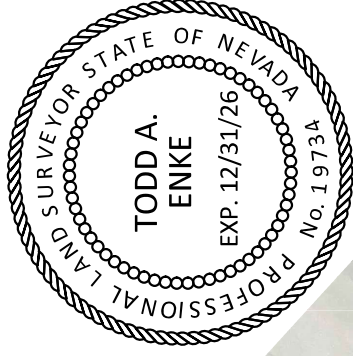
Yes, this proposed amendment is compatible with adjacent uses. Land use is to remain Rural Residential. Land use to the south is Rural Residential. Land use to the north is mixed use along the State Route 208 corridor.

Staff Comment

As stated by the Applicant above, the subject parcels are located in a region of Lyon County that is appropriate for the proposed zoning and would bring this parcel into compliance with the Master Plan. The requested zone change is also the first step, followed by the two Tentative Parcel Maps that will reconfigure a group of properties, bringing them all in compliance with the Master Plan and zoning designations without any increase in density of uses. This Finding is met in the affirmative by staff.

EXHIBIT

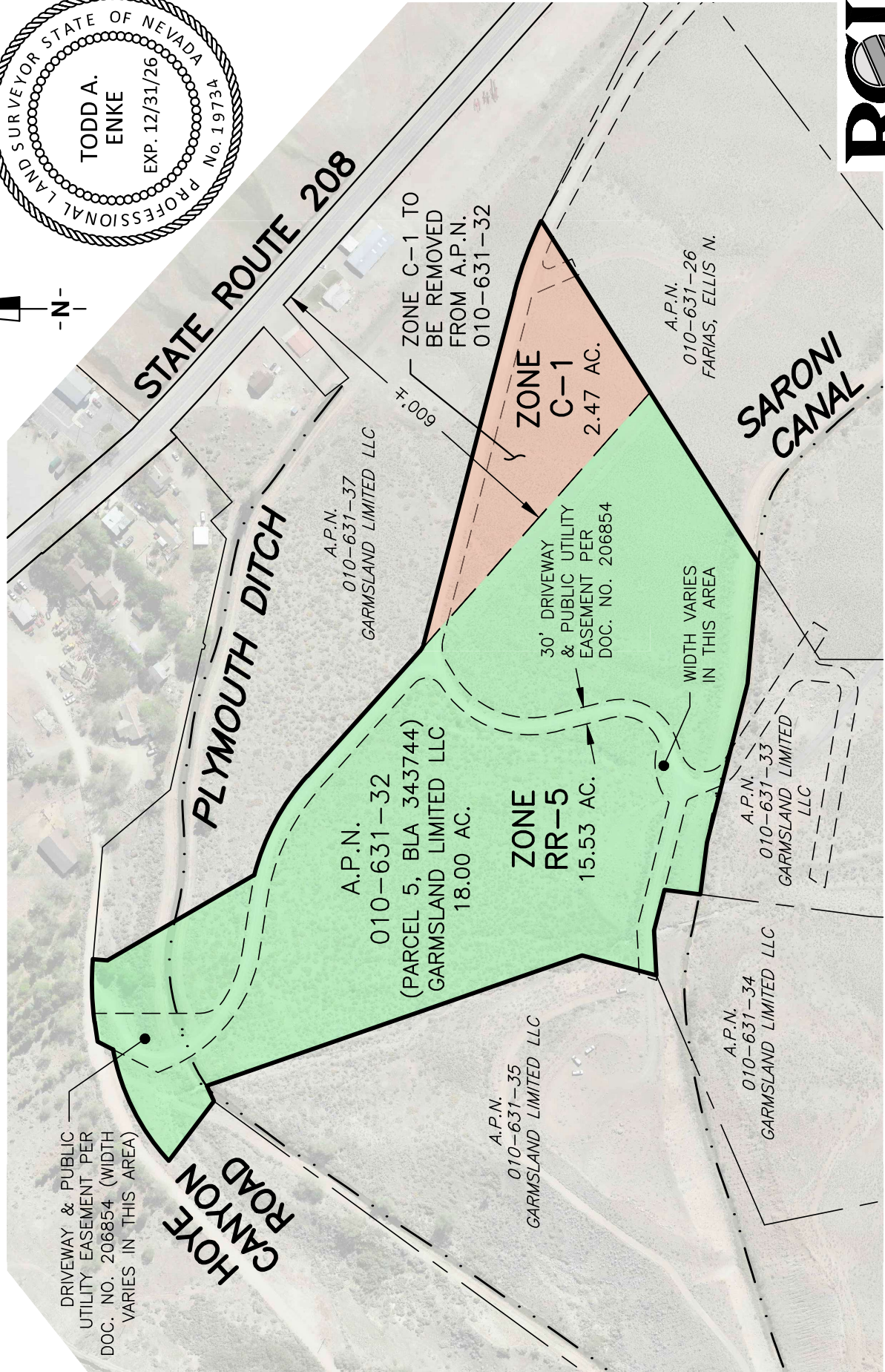
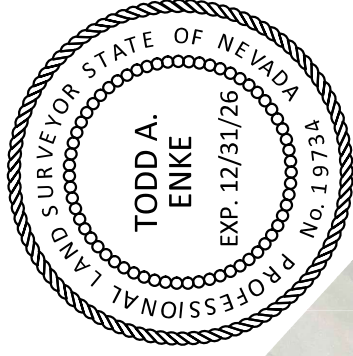
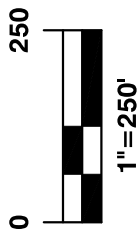
PROPOSED ZONING MAP AMENDMENT (OVER A.P.N. 10-631-32)



EXHIBIT

EXISTING ZONING

(OVER A.P.N. 10-631-32)



OCTOBER 23, 2025 DRAWN: JS JOB NO. 23-134



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340 N. Minnesota St.
Carson City, NV 89703-4152
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Fax: (775) 883-1656

DATE: October 23, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Zoning Map Amendment
SUBJECT: Zoning Map Amendment Project Description for A.P.N. 010-631-32

Project Description

The applicant/owner, Gary Garms, President of Garmsland Limited LLC, is requesting a zone map amendment to change the current zoning of A.P.N. 010-631-32, being Parcel 5 of the Map to Support a Boundary Line Adjustment Document No. 343744. The subject parcel currently lies within two (2) zoning districts, Zone Rural Residential 5-Acre Minimum (RR-5) and Zone Limited Commercial (C-1). The applicant would like to convert the subject parcel to Zone RR-5 entirely and remove the Zone C-1.

Existing Conditions

A.P.N. 010-631-32 is a vacant 18.00 Acre parcel that lies within an area known as Wellington Hills. The subject parcel has primary access from Hoyer Canyon Road from the west and secondary access from State Route 208 from the north. There is a 30-foot driveway and public utility easement per Document No. 206854 that traverses the property. Zone C-1 is bounded by Zone VCMU(to the northeast) and Zone RR-5 (to the southwest).

Conclusion

The owner has no plans to use that portion of the subject parcel as limited commercial. The proposed amendment will comply with Lyon County Code 15.220 and NRS 278.260. With the result of this amendment, the owner will then proceed to merge and re-subdivide the subject parcel with adjacent parcels under his ownership to create more suitable/buildable parcels within this mountainous terrain of Wellington Hills while maintaining compliance with Zone RR-5.



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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: October 23, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Zoning Map Amendment
SUBJECT Zoning Map Amendment Justification / Findings for A.P.N. 010-631-32

Justifications / Findings (Lyon County Code Chapter15.220.05)

A. Consistency with the Master Plan:

Yes, this proposed amendment is consistent with the Master Plan within the Smith Valley community. A.P.N. 010-631-32, the subject parcel is a vacant 18.00 Acre parcel that lies within the Wellington Hills area. Owner plans to merge and re-subdivide the subject parcel with adjacent parcels under his ownership to create more suitable/buildable parcels along the hillside for future growth. Subject parcel currently has two zone districts (RR-5 & C-1). Zone RR-5 portion is approximately 15.53 acres and Zone C-1 is approximately 2.47 acres in the most east portion of the subject parcel. The owner would like to amend the zoning to omit the C-1 portion.

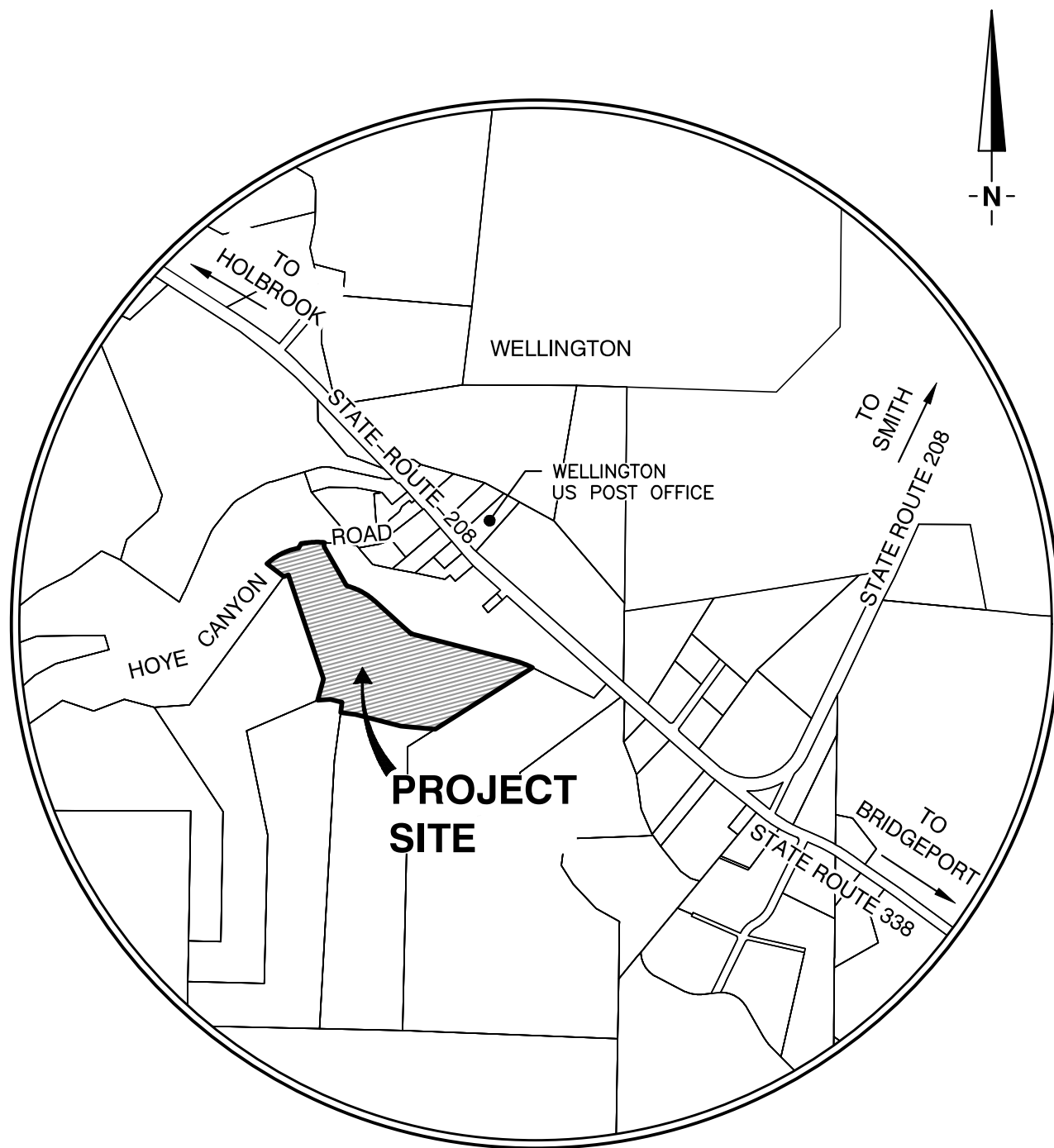
B. Adequate public facilities:

This proposed amendment does not require public facilities at this time. The subject parcel has an existing dirt/gravel roadway that traverses the land with access from Hoyer Canyon Road and State Route 208 using a 30-foot driveway and public utility easement per Document No. 206854.

C. Compatibility with adjacent uses:

Yes, this proposed amendment is compatible with adjacent uses. Land use is to remain Rural Residential. Land use to the south is Rural Residential. Land use to the north is mixed use along the State Route 208 corridor.

VICINITY MAP



NO SCALE







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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: October 23, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Zoning Map Amendment
SUBJECT Zoning Map Amendment Not-Applicable Letter for A.P.N. 010-631-32

Not-Applicable Letter Items:

6. Reduced Map (11" x 17")

Due to the type of project, mapping exhibits are legible at 8.5" x 11".

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.b

Subject:

For Possible Action: To approve the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres, located at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37); PLZ-2025-107.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



LYON COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

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WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-107

Proposed Action	<u>Tentative Parcel Map No. 1 to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Garmsland Limited LLC</u>
Applicant	<u>GDA Degree Inc.</u>
Representative	<u>Resource Concepts Inc.</u>
Community	<u>Wellington</u>
Location	<u>20 and 30 Hoyer Canyon Road and 2805 Hwy 208</u>
Parcel Number(s)	<u>010-631-32, -33, and -37</u>
Parcel Size(s)	<u>18.00, 21.19, and 12.52 acres</u>
Master Plan	<u>Rural Residential and Mixed Use</u>
Current Zoning	<u>Limited Commercial District (C-1), Fifth Rural Residential District (20 Acres) (RR-5), and Village Center Mixed Use District (VCMU)</u>
Flood Zone(s)	<u>Zone D per FIRM 32019C0950E and 32019C1075E (effective dates 1/16/2009)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant requests a Tentative Parcel Map to approve the request from GDA Degree Inc. for Tentative Parcel Map No. 1 to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres. The proposed Parcel 1 (4.83 acres on the east corner of the parcel) is utilized for commercial purposes, Parcel 2 (3.72 acres in the middle) has an existing private residence, and Parcel 3 (43.16 acres to the south and west) is vacant and undeveloped.

STAFF RECOMMENDATION

Staff recommends approval of the TPM No. 1 based on the Findings listed in the staff report and subject to the recommended Conditions of Approval listed below.

RECOMMENDED MOTION

If the Lyon County Planning Commission finds, after reviewing the staff report and considering public comment, that they want to approve the tentative parcel map, then they should consider a motion similar to the following:

The Planning Commission has considered the following review criteria:

1. General improvement considerations for all parcel maps including, but not limited to:
 - a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
 - b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
 - c) Conformity with the zoning ordinances and master plan;
 - d) General conformity with the Lyon County master plan of streets and highways;
 - e) Physical characteristics of the land such as floodplain, slope and soil;
 - f) The recommendations and comments of those entities reviewing the tentative parcel map; and
 - g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.
2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.
3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Based on the aforementioned Review Criteria, I move that the Planning Commission approve the request by GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres, located at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37); PLZ-2025-107, subject to the 15 Conditions of Approval.

CONDITIONS OF APPROVAL

1. The developer shall comply with all Federal, State, County and special purpose district regulations.
2. The developer shall make corrections of any engineering or drafting errors and other technical map corrections to the satisfaction of the County Engineer and Community Development Director prior to submitting the final parcel map for recordation.
3. The developer shall pay the actual costs for County Engineer plan and map checking fees and County Inspector site improvement inspection fees, in accordance with the adopted County fee resolution in effect at the time, and provide proof of payment to the Planning Department prior to final parcel map recordation.
4. Dedication of water rights may be necessary to serve the newly created parcels. Prior to the recordation of a Final Map, the applicant shall relinquish any required and appropriate water rights to the State of Nevada.
5. Each residence/development on a separate lot will be required to have an individual system for sewage disposal and well. Verification of the availability of water and sewage disposal for each of the existing buildings currently on APN 010-631-37 will need to be provided prior to recordation of the Final Parcel Maps.

6. The developer shall pay in full all property taxes through the end of the fiscal year (June 30) prior to recordation of the final parcel map.
7. The developer shall provide the parcel map to the Lyon County GIS Coordinator in form and format compatible with the County geographical information system (GIS). The scale of the site plan, improvements, monuments and other items shall be in model space correctly oriented to coordinate system as established by the GIS Coordinator. Cover sheet and standard details need not be included.
8. The developer shall pay the required recording fees at time of final parcel map recordation.
9. No lot shall be offered for sale or sold and no building permits shall be accepted for processing until the final parcel map has been approved and recorded.
10. The developer shall comply with Lyon County's storm drainage guidelines (revised 2024).
11. The applicant must work with WRID to create language for the Saroni Canal easement through these properties that will satisfy the property owner as well as the District and Canal Company. This language will be shared with all stakeholders for input. The existing WRID water cards that are associated with these properties, both belonging to Mr. Garms and Lyon County, will have to be changed to fit within the changed parcels.
12. The final parcel map will comply with the current Lyon County standards requiring a 7.5-foot public utility easement along the front property lines and 5-foot public utility easement along all side property lines for the proposed parcels prior to recordation.
13. If the Zoning Map Amendment application (PLZ-2025-102) associated with APN 010-631-32 is not approved by the Board of County Commissioners, the applicant cannot submit for a Final Parcel Map.
14. The Final Parcel Map for TPM No. 1 shall be recorded simultaneously with the Final Parcel Map for TPM No. 2. They may not be submitted separately.
15. Approval of the tentative parcel map shall not constitute acceptance of the final parcel map. **Failure to submit a complete final parcel map and pay the required fees within one (1) year from the date of approval shall render the tentative parcel map approval as expired.** No extension may be granted after receiving approval of the tentative parcel map.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the Tentative Parcel Map application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then the Planning Commission should make the appropriate findings and move to continue the Public Hearing for the Tentative Parcel Map application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Tentative Parcel Map application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres, located at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37); PLZ-2025-107, for ____ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should deny the Tentative Parcel Map application, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

1. General improvement considerations for all parcel maps including, but not limited to:
 - a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
 - b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
 - c) Conformity with the zoning ordinances and master plan;
 - d) General conformity with the Lyon County master plan of streets and highways;
 - e) Physical characteristics of the land such as floodplain, slope and soil;
 - f) The recommendations and comments of those entities reviewing the tentative parcel map; and
 - g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.
2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.
3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Based on the aforementioned Review Criteria, the Lyon County Planning Commission has determined that the Tentative Parcel Map would not be in conformance with the above-listed considerations and denies the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide three (3) parcels into three (3) parcels with differing acreages, the smallest being 3.72 acres, located at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37); PLZ-2025-107.

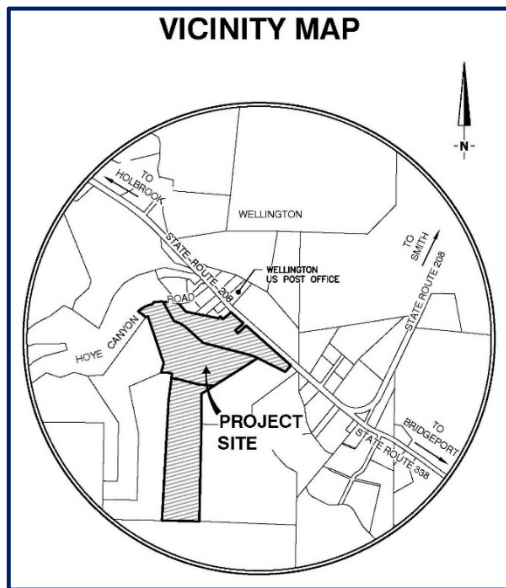
BACKGROUND INFORMATION

Location, Access, Topography and Existing Development

The subject property is located in the Smith Valley Rural Character District at 20 and 30 Hoyo Canyon Road and 2805 Hwy 208 in Smith Valley (APNs 010-631-32, -33, and -37). The existing parcels are approximately 18.00, 21.19, and 12.52 acres in size respectively and slope generally from the south to the north, with the steeper slopes to the rear of the parcels.

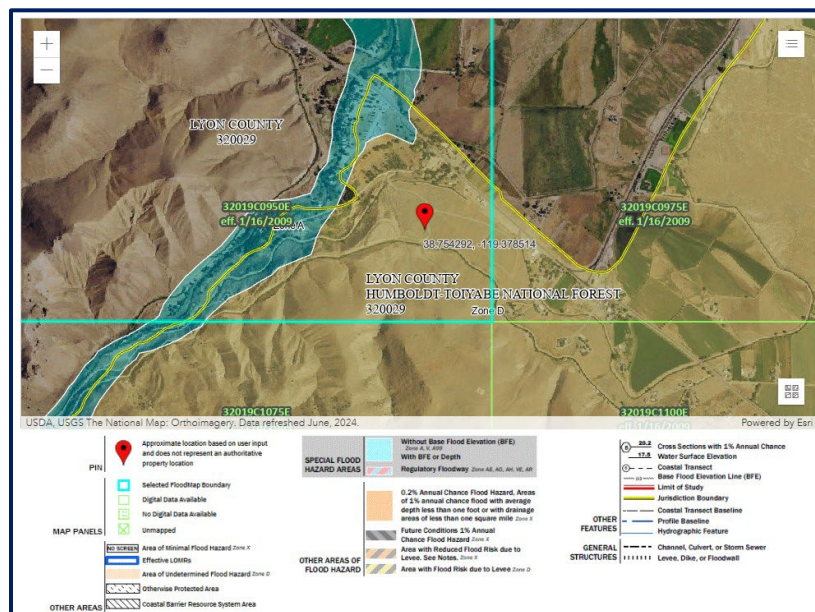
The parcels are generally surrounded by single-family residential uses and the Smith Valley Fire District building. APN 010-631-037 has mixed uses of single family residential and commercial businesses. The maps on the following page show the location of the properties.

The parcels will be accessed from State Route 208 and Hoyo Canyon Road as shown in more detail on the attached Tentative Parcel Map.



Flood Zone Designation

The subject parcels are located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Panel 32019C0950E (effective date 1/16/2009) and Panel 32019C1075E (effective date 1/16/2009). Per the FEMA FIRM Panel, the parcels are located in the D Flood Zone. Any new construction or land disturbance on the site will be subject to review via a Floodplain Development Permit for compliance with Lyon County Code (LCC) Chapter 15.800. The FEMA FIRM map is shown below.



FEMA Map

Public Facilities

The subject properties will be served by individual wells and septic systems. Proposed Parcels A and B have two existing wells and three existing septic systems between them. Parcel C is vacant with no well or septic system and will require installation of a well and individual system for sewage disposal and. Existing well and septic locations on Parcels A and B must be verified to ensure adequate service to structures.

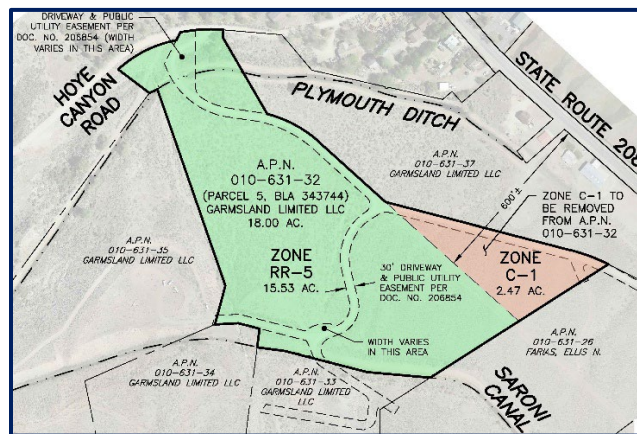
Concurrent Applications

The applicant has submitted two additional applications concurrently: Zoning Map Amendment (ZMA) (PLZ-2025-102) and a second Tentative Parcel Map, TPM No. 2 (PLZ-2025-103). These items will be heard by the Planning Commission on February 10, 2026. The ZMA application will move forward to the Board of County Commissioners for approval on March 5, 2026.

Master Plan and Zoning

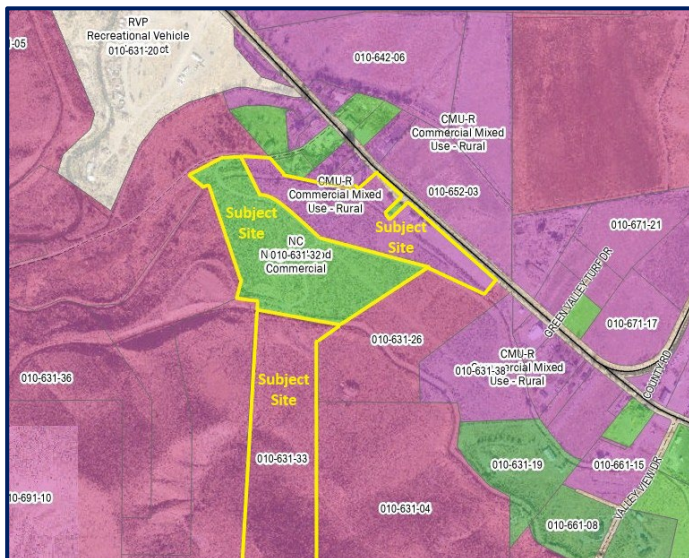
The parcels have Master Plan designations of Rural Residential and Mixed Use within the Smith Valley Rural Character District. The zoning on the subject parcels are Fifth Rural Residential District (20 Acres) (RR-5) and Village Center Mixed Use District (VCMU) from the County's expired Development Code, Title 10. Per the 2018 Zoning Consistency Matrix adopted with Title 15, these convert to RR-20 (Rural Residential, 20-Acre Minimum) and Commercial Mixed-Use – Rural (CMU-R) standards.

The image below, from the County's GIS, shows the Title 15 zoning district for the subject and surrounding parcels as converted through the Zoning Consistency Matrix. Please note The GIS incorrectly depicts APN 010-631-32 as entirely NC, as it does not display split zoning between RR-5 and C-1. The following exhibit shows the original split zoning.



Additionally, APN 010-631-32 is in the process of obtaining a zone change (PLZ-2025-102) to remove the commercial component and rezone the entire parcel to Rural Residential 20- Acre minimum (RR-20). The TPM applications will be conditioned upon that zone change being approved, in order to remove all split zoning from these parcels.

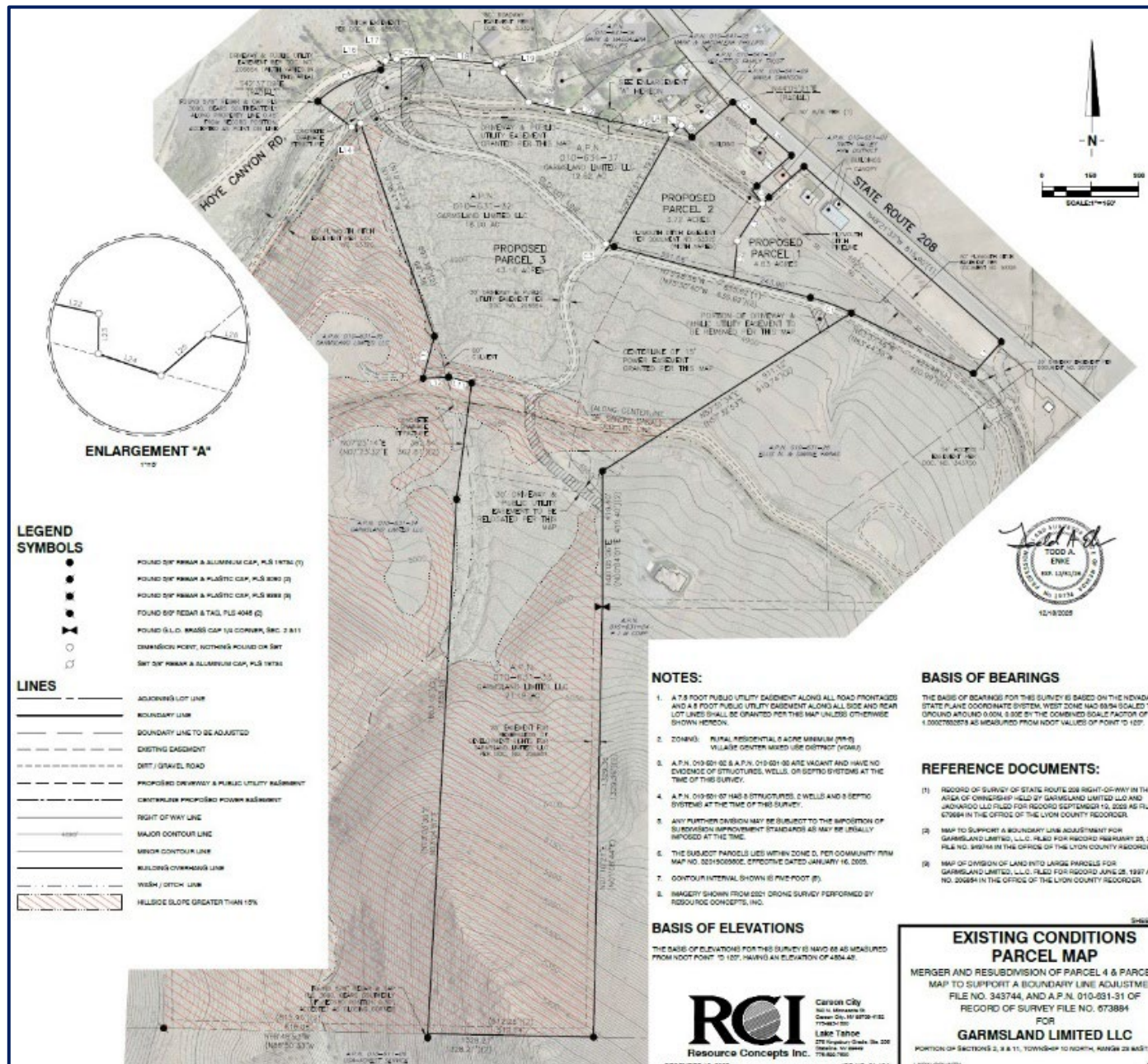
This parcel map will temporarily result in split zoning on proposed Parcel 3. This zoning issue will be corrected, and conditioned as such, in Tentative Parcel Map No. 2 (PLZ-2025-103) which has been submitted concurrently with the ZMA and TPM No. 1.



Surrounding zoning districts include RR-20, Commercial Mixed Use – Rural (CMU-R) and NC as shown on the existing zoning map to the right.

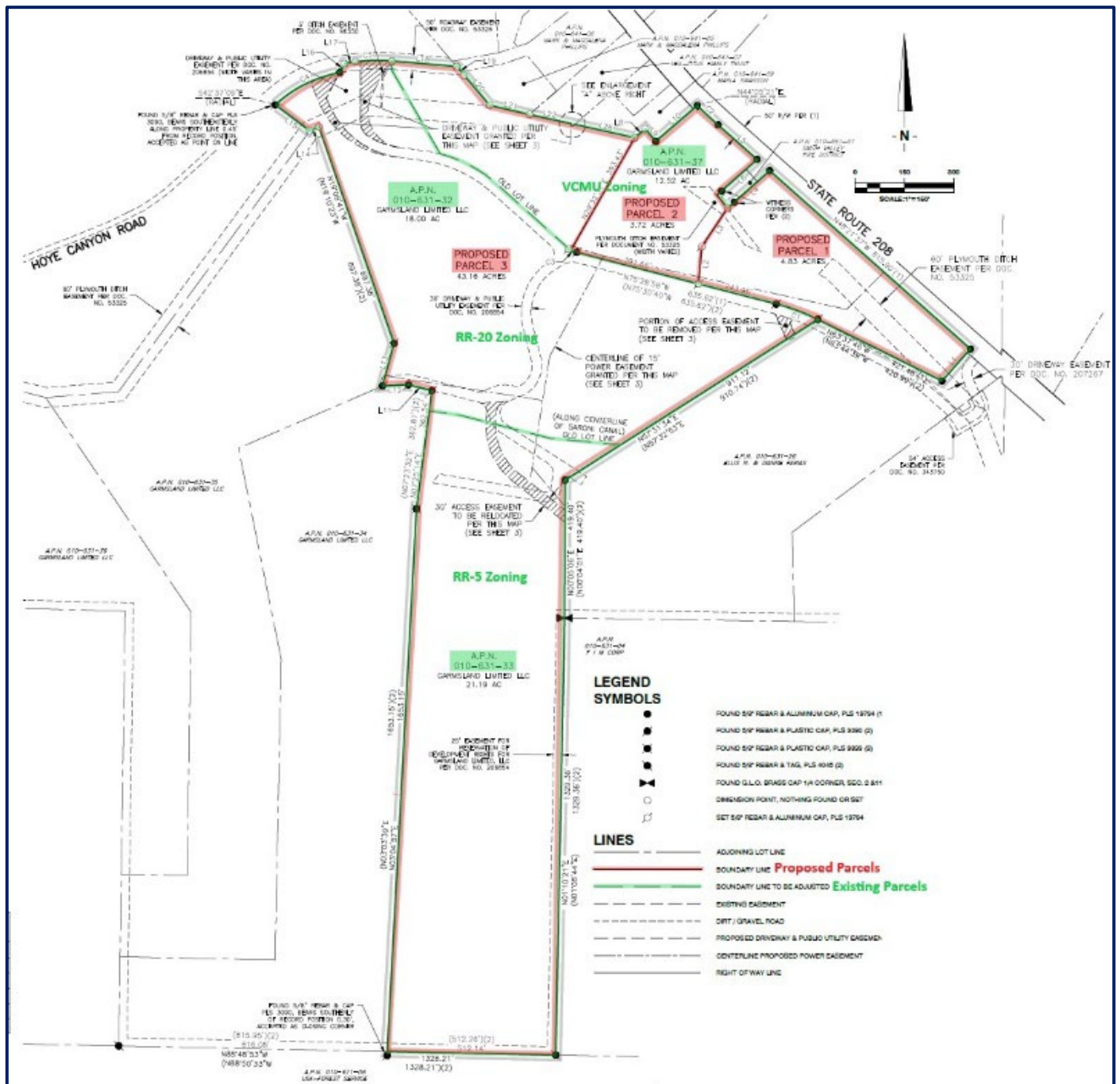
Existing Zoning Map

An images of the Existing Conditions Parcel Map, displaying the proposed land division into three parcels of approximately 4.83, 3.72, and 43.16 acres and delineating the existing buildings and accesses for the lots, are shown below.



Existing Conditions

The Proposed Tentative Parcel Map is shown below. Staff has added some highlights to outline the existing lots (in green) and the proposed lots (in red) to show the proposed merger and re-subdivision more clearly.



Tentative Parcel Map

STAFF REVIEW

Chapter 15.606.7 (D) of Lyon County Code lists the “Review Criteria” that staff and the Planning Commission have to consider when reviewing tentative parcel map applications. These criteria are listed below in the staff report in bold with the applicant’s response in italics and staff’s review of the criteria in normal type.

1. General improvement considerations for all parcel maps including, but not limited to:

- a) **Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;**

Applicant’s Response

There are no plans for development with this submittal. A.P.N. 010-631-37 is currently developed with existing water and sewage disposal.

Staff Comment

In regard to water supply, the subject parcel APN 010-631-37 is currently served by two wells and three septic systems. The wells and septic systems service one residence and two commercial buildings. The Conditions of Approval require ensuring that all existing buildings are properly served by water and septic. This criteria can be met.

- b) **The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;**

Applicant’s Response

The subject parcels have existing water rights.

Staff Comment

As stated by the applicant, this criteria can be met.

- c) **Conformity with the zoning ordinances and master plan;**

Applicant’s Response

This submittal coincides with a Zoning Map Amendment application, and the resultant parcels will be compliant with the proposed zoning of the subject parcels.

Staff Comment

Zoning - The applicable zoning of RR-20 allows for 20-acre minimum lot sizes and the parcel map is proposing 43.16 acres for Proposed Parcel 3. Proposed Parcels 1 and 2 are zoned VCMU and are subject to the CMU-R zoning standards. As such, have a minimum 1-acre lot size for a lot on well and septic. The applicant is proposing 3.72 and 4.83 acre lots, which exceed the minimum lot size in the CMU-R zoning district.

This application is an intermediate step towards the ultimate land division included in TPM No. 2 (PLZ-2025-103). There will be a temporary split zoning created on Proposed Parcel 3, with a portion in the north end of the parcel having a zoning of VCMU. That portion (3.96 acres) will then become a stand alone parcel under the TPM No. 2. This will be conditioned such that the two TPMs must have their Final Parcel Maps recorded at the same time, so that TPM No. 1 will create Proposed Parcel 3 and then TPM No. 2 will immediately merge and re-subdivide that parcel so that the split zoning no longer exists. The following Table shows the intermediate 3 lots being proposed.

Proposed Parcel	Zoning District (Title 15)	Lot Size (acres)
Parcel 1 (TPM No. 1)	CMU-R	4.83
Parcel 2 (TPM No. 1)	CMU-R	3.72
Parcel 3 (Temporary Lot)	RR-20/CMU-R	43.16

Master Plan - The Master Plan designation of Rural Residential and Mixed Use do accommodate the proposed parcel sizes, making the proposed land division compatible with the existing development.

This sequence of applications at no time creates any additional lots, nor are any of the intermediate or final lot sizes in violation of the development code. This criteria can be met.

d) General conformity with the Lyon County master plan of streets and highways;

Applicant's Response

There are no plans for development of roadways with this submittal. Subject Parcels already have access with S.R. 208 and Hoyo Canyon Road using existing gravel roadways. These roadways lie within existing access easements.

Staff Comment

The site is already accessed by roadways maintained by the County and some of the private residences and commercial activities are already in existence. The TPM does not create any additional parcel, therefore the three reconfigured parcels will have minimal additional impact so there is no recognized impact to the master plan of streets.

e) Physical characteristics of the land such as floodplain, slope and soil;

Applicant's Response

Subject parcels lie within an area known as "Wellington Hills" and lies within Zone D per the FEMA firm panel 321019C0950E. Zone D is an area of undetermined flood hazard. This land is subject to slopes greater than 15%, natural drainage from the southerly direction and has ditches/canals that cross through the land from the southwest direction to the east. These parcels are in a natural state other than A.P.N. 010-631-37 that is currently developed along the S.R. 208 corridor northerly of the Plymouth Ditch.

Staff Comment

As previously stated in this report, the site topography has slopes running mainly south to north. The site is located in a Zone D flood area and will require a floodplain development application to be submitted for any future structures constructed on any of the parcels. With the required condition, this criteria can be met.

f) The recommendations and comments of those entities reviewing the tentative parcel map; and

Applicant's Response

Owner will consider any recommendations from the reviewing entity.

Staff Comment

The applicant's submittal was shared with the Lyon County Road Department (LCRD), Smith Valley Fire Protection District, Walker River Irrigation District (WRID), and other reviewing agencies. The only comment was from WRID and they have stated that they are working with the applicant to put together language for the Saroni Canal easement through these properties that will satisfy the property owner as well as the District and Canal Company. This language will be shared with all stakeholders for input. WRID also has several water cards that are associated with these properties, both belonging to Mr. Garms and Lyon County. If these TPM applications are approved, WRID has a plan to change the water cards to fit within the changed parcels. With these items included in the Conditions of Approval for the TPM, this criteria is met.

g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.

Applicant's Response

The Fire Department has existing access to the subject parcels currently and will continue with the proposed parcel mapping.

Staff Comment

The applicant's submittal was shared with the Smith Valley Fire Protection District (SVFPD). SVFPD had no comments at this stage, but the applicant may need to submit a Plan Review Application to SVFPD directly for any future development. This criteria is met in the affirmative.

2. **Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.**

Applicant's Response

N/A. The proposed parcel configurations exceeds one acre in size.

Staff Comment

This Criteria does not apply as the smallest parcel being created is 3.72 acres.

3. **For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.**

Applicant's Response

Acknowledged. This Parcel Map is compliant with NRS and Lyon County Code for a merger and re-subdivision. Owner would comply with necessary requirements if they decided on a second or subsequent Parcel Map.

Staff Comment

The applicant has acknowledged the criteria.





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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: November 17, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 1
SUBJECT: Project Description for Tentative Parcel Map of A.P.N.(s) 010-631-32, 010-631-33 & 010-631-37

Project Description

The applicant/owner, Gary Garms, President of Garmsland Limited LLC, would like to merge and re-subdivide the subject parcels. This re-configuration would make these parcels more suitable for future development. This Tentative Parcel Map will be the first of two maps and is necessary because of the number of lots involved to support NRS requirements for a Parcel Map.

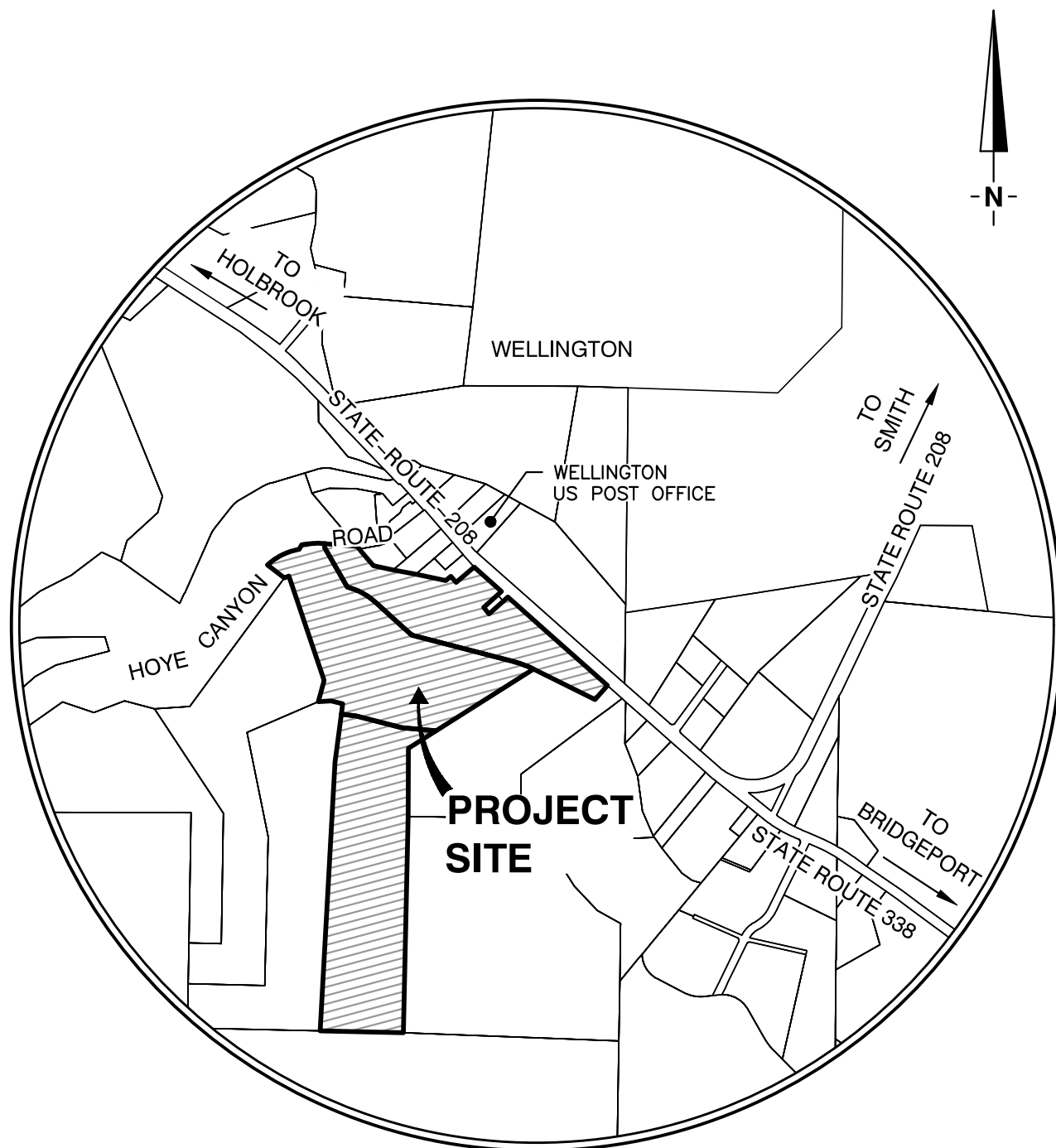
Existing Conditions

A.P.N. 010-631-32 and A.P.N. 010-631-33 are vacant parcels located in the area known as Wellington Hills. These two (2) parcels have access to an existing gravel driveway that connects to Hoye Canyon Road and State Route 208 and is zoned RR-5 upon the approval of the Zone Map Amendment for A.P.N. 010-631-32 solely. Parcel A.P.N. 010-631-37 is developed with three (3) buildings that fronts State Route 208 with permitted NDOT access and zoned VCMU.

Conclusion

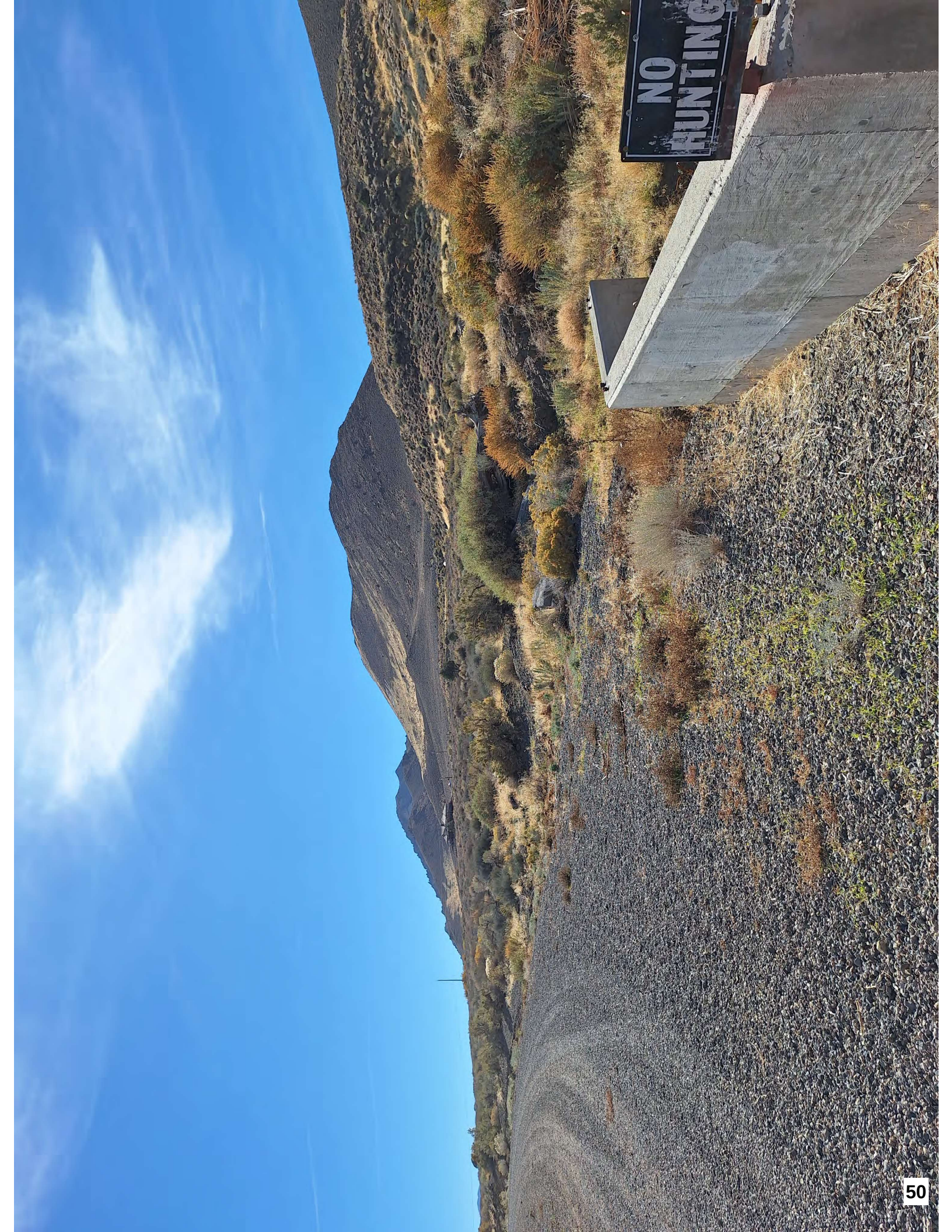
The proposed Parcel Map will comply with Lyon County Code 15.606 and NRS 278.461 to 278.471. With this merger and re-subdivision, the owner will have created more suitable/buildable parcels within this mountainous terrain of Wellington Hills and maintain compliance with its zone classifications. Easements will be created for existing overhead power lines and access re-aligned over existing driveways.

VICINITY MAP



NO SCALE







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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: November 17, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 1
SUBJECT Not-Applicable Letter for Tentative Parcel Map No. 1 being a merger and re-subdivision of A.P.N.(s) 010-631-32, 010-631-33 & 010-631-37

Not-Applicable Letter Items:

4. Reduced Map (11" x 17")

Due to the type of submittal, mapping is delivered via email in a PDF format.

12. Drainage Report

Subject parcels of the proposed Parcel Map is a merger and re-subdivision of existing parcels that has drainage structures and crossings in-place for a natural wash, the Plymouth Ditch and the Saroni Canal as shown on the mapping in this submittal.

13. Traffic Study

The proposed Parcel Map is a merger and re-subdivision of existing parcels that has existing access points from Hoyer Canyon Road and State Route 208 as shown on the mapping in this submittal. This access are gravel driveways that meets the classification of a local rural roadway. The subject parcels will still use the existing driveways for access as shown on the mapping.

14. Soils Report

The owner of the subject parcels has no plans for development at this time. This request for a merger and re-subdivide is to make the subject parcels more suitable for future development. The existing terrain makes the old lot configurations very challenging for any development. There is no need for roadways to be built. Existing driveways gives access for each re-configured parcel.

Not-Applicable Letter for Garmsland Limited LLC Tentative Parcel Map No. 1

19. Will Serve Letter

Lyon County Utilities does not serve the area of the subject parcels.

20. Street Name

An existing gravel driveway will access the proposed new lot configurations. No plans to construct a new roadway is part of this submittal.



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CARSON CITY OFFICE
340 N. Minnesota St.
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DATE: December 15, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 1
SUBJECT Findings Letter for Tentative Parcel Map No. 1 being a merger and re-subdivision of A.P.N.(s) 010-631-32, 010-631-33 & 010-631-37

1. General improvement considerations for all parcel maps including, but not limited to:

- a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;

Applicant's Response

There are no plans for development with this submittal. A.P.N. 010-631-37 is currently developed with existing water and sewage disposal.

- b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;

Applicant's Response

The subject parcels have existing water rights.

- c) Conformity with the zoning ordinances and master plan;

Applicant's Response

This submittal coincides with a Zoning Map Amendment application, and the resultant parcels will be compliant with the proposed zoning of the subject parcels.

- d) General conformity with the Lyon County master plan of streets and highways;

Applicant's Response

There are no plans for development of roadways with this submittal. Subject Parcels already have access with S.R. 208 and Hoyo Canyon Road using existing gravel roadways. These roadways lie within existing access easements.

e) Physical characteristics of the land such as floodplain, slope and soil;

Applicant's Response

Subject parcels lie within an area known as "Wellington Hills" and lies within Zone D per the FEMA firm panel 321019C0950E. Zone D is an area of undetermined flood hazard. This land is subject to slopes greater than 15%, natural drainage from the southerly direction and has ditches/canals that cross through the land from the southwest direction to the east. These parcels are in a natural state other than A.P.N. 010-631-37 that is currently developed along the S.R. 208 corridor northerly of the Plymouth Ditch.

f) The recommendations and comments of those entities reviewing the tentative parcel map; and

Applicant's Response

Owner will consider any recommendations from the reviewing entity.

g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.

Applicant's Response

The Fire Department has existing access to the subject parcels currently and will continue with the proposed parcel mapping.

2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.

Applicant's Response

N/A. The proposed parcel configurations exceeds one acre in size.

3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Applicant's Response

Acknowledged. This Parcel Map is compliant with NRS and Lyon County Code for a merger and re-subdivision. Owner would comply with necessary requirements if they decided on a second or subsequent Parcel Map.

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.c

Subject:

For Possible Action: To approve the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres, located at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM 1); PLZ-2025-103.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



LYON COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT

27 SOUTH MAIN STREET, YERINGTON, NV 89447

PHONE: 775-463-6592 FAX: 775-463-5305

WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-103

Proposed Action	<u>Tentative Parcel Map No. 2 to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Garmsland Limited LLC</u>
Applicant	<u>GDA Degree Inc.</u>
Representative	<u>Resource Concepts Inc.</u>
Community	<u>Wellington</u>
Location	<u>20, 40, 50 and 80 Hoyo Canyon Road</u>
Parcel Number(s)	<u>010-631-34, -35, -36, and Parcel 3 from TPM No. 1 (PLZ-2025-102)</u>
Parcel Size(s)	<u>21.44, 22.99, 21.38, and 43.16 acres</u>
Master Plan	<u>Rural Residential and Mixed Use</u>
Current Zoning	<u>Fifth Rural Residential District (20 Acres) (RR-5), & Village Center Mixed Use District (VCMU)</u>
Flood Zone(s)	<u>Zone A and Zone D per FIRM 32019C0950E and 32019C1075E (effective dates 1/16/2009)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant requests a Tentative Parcel Map (TPM No. 2) to approve the request from GDA Degree Inc. for a Tentative Parcel Map No. 2 to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres. The proposed Parcel 1A (44.38 acres on the west side of the parcel), Parcel 2A (31.31 acres in the middle), Parcel 3A (3.96 acres to the north), and Parcel 4A (29.32 acres to the east) are all vacant and undeveloped.

STAFF RECOMMENDATION

Staff recommends approval of the TPM No. 2 based on the Findings listed in the staff report and subject to the recommended Conditions of Approval listed below.

RECOMMENDED MOTION

If the Lyon County Planning Commission finds, after reviewing the staff report and considering public comment, that they want to approve the tentative parcel map, then they should consider a motion similar to the following:

The Planning Commission has considered the following review criteria:

1. General improvement considerations for all parcel maps including, but not limited to:
 - a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
 - b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
 - c) Conformity with the zoning ordinances and master plan;
 - d) General conformity with the Lyon County master plan of streets and highways;
 - e) Physical characteristics of the land such as floodplain, slope and soil;
 - f) The recommendations and comments of those entities reviewing the tentative parcel map; and
 - g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.
2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.
3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Based on the aforementioned Review Criteria, I move that the Planning Commission approve the request by GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres, located at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM No. 1); PLZ-2025-103, subject to the 15 Conditions of Approval.

CONDITIONS OF APPROVAL

1. The developer shall comply with all Federal, State, County and special purpose district regulations.
2. The developer shall make corrections of any engineering or drafting errors and other technical map corrections to the satisfaction of the County Engineer and Community Development Director prior to submitting the final parcel map for recordation.
3. The developer shall pay the actual costs for County Engineer plan and map checking fees and County Inspector site improvement inspection fees, in accordance with the adopted County fee resolution in effect at the time, and provide proof of payment to the Planning Department prior to final parcel map recordation.
4. Dedication of water rights may be necessary to serve the newly created parcels. Prior to the recordation of a Final Map, the applicant shall relinquish any required and appropriate water rights to the State of Nevada.
5. Each parcel will be required to have an individual system for sewage disposal and well with any future development.
6. The developer shall pay in full all property taxes through the end of the fiscal year (June 30) prior to recordation of the final parcel map.

7. The developer shall provide the parcel map to the Lyon County GIS Coordinator in form and format compatible with the County geographical information system (GIS). The scale of the site plan, improvements, monuments and other items shall be in model space correctly oriented to coordinate system as established by the GIS Coordinator. Cover sheet and standard details need not be included.
8. The developer shall pay the required recording fees at time of final parcel map recordation.
9. No lot shall be offered for sale or sold and no building permits shall be accepted for processing until the final parcel map has been approved and recorded.
10. The developer shall comply with Lyon County's storm drainage guidelines (revised 2024).
11. The applicant must work with WRID to create language for the Saroni Canal easement through these properties that will satisfy the property owner as well as the District and Canal Company. This language will be shared with all stakeholders for input. The existing WRID water cards that are associated with these properties, both belonging to Mr. Garms and Lyon County, will have to be changed to fit within the changed parcels.
12. The final parcel map will comply with the current Lyon County standards requiring a 7.5-foot public utility easement along the front property lines and 5-foot public utility easement along all side property lines for the proposed parcels prior to recordation.
13. If the Zoning Map Amendment application (PLZ-2025-102) associated with APN 010-631-32 is not approved by the Board of County Commissioners, the applicant cannot submit for a Final Parcel Map.
14. The Final Parcel Map for TPM No. 2 shall be recorded simultaneously with the Final Parcel Map for TPM No. 1. They may not be submitted separately.
15. Approval of the tentative parcel map shall not constitute acceptance of the final parcel map. **Failure to submit a complete final parcel map and pay the required fees within one (1) year from the date of approval shall render the tentative parcel map approval as expired.** No extension may be granted after receiving approval of the tentative parcel map.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the Tentative Parcel Map application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then the Planning Commission should make the appropriate findings and move to continue the Public Hearing for the Tentative Parcel Map application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Tentative Parcel Map application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres, located at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM No. 1); PLZ-2025-103, for ____ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should deny the Tentative Parcel Map application, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

1. General improvement considerations for all parcel maps including, but not limited to:
 - a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
 - b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;
 - c) Conformity with the zoning ordinances and master plan;
 - d) General conformity with the Lyon County master plan of streets and highways;
 - e) Physical characteristics of the land such as floodplain, slope and soil;
 - f) The recommendations and comments of those entities reviewing the tentative parcel map; and
 - g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.
2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.
3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Based on the aforementioned Review Criteria, the Lyon County Planning Commission has determined that the Tentative Parcel Map would not be in conformance with the above-listed considerations and denies the request from GDA Degree Inc. for a Tentative Parcel Map to merge and re-subdivide four (4) parcels into four (4) parcels with differing acreages, the smallest being 3.96 acres, located at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM No. 1); PLZ-2025-103.

BACKGROUND INFORMATION

Location, Access, Topography and Existing Development

The subject property is located in the Smith Valley Rural Character District at 20, 40, 50, and 80 Hoyo Canyon Road in Smith Valley (APNs 010-631-34, -35, -36 and Parcel 3 from TPM No. 1). The existing parcels are approximately 21.44, 22.99, 21.38, and 43.16 acres in size respectively and slope generally from the south to the north, with the steeper slopes to the rear of the parcels.

The parcels are generally surrounded by single-family residential uses and limited commercial uses to the northeast with agricultural lands and Forest Service Lands to the south. The maps on the following page show the location of the properties.

Public Facilities

The subject properties are vacant and have no wells or septic systems. Any future development on each lot will need to be serviced by wells and septic systems.

Concurrent Applications

The applicant has submitted two additional applications concurrently: Zoning Map Amendment (ZMA) (PLZ-2025-102) and a second Tentative Parcel Map, TPM No. 1 (PLZ-2025-107). These items will be heard by the Planning Commission on February 10, 2026 and the ZMA application will move forward to the Board of County Commissioners for approval on March 5, 2026.

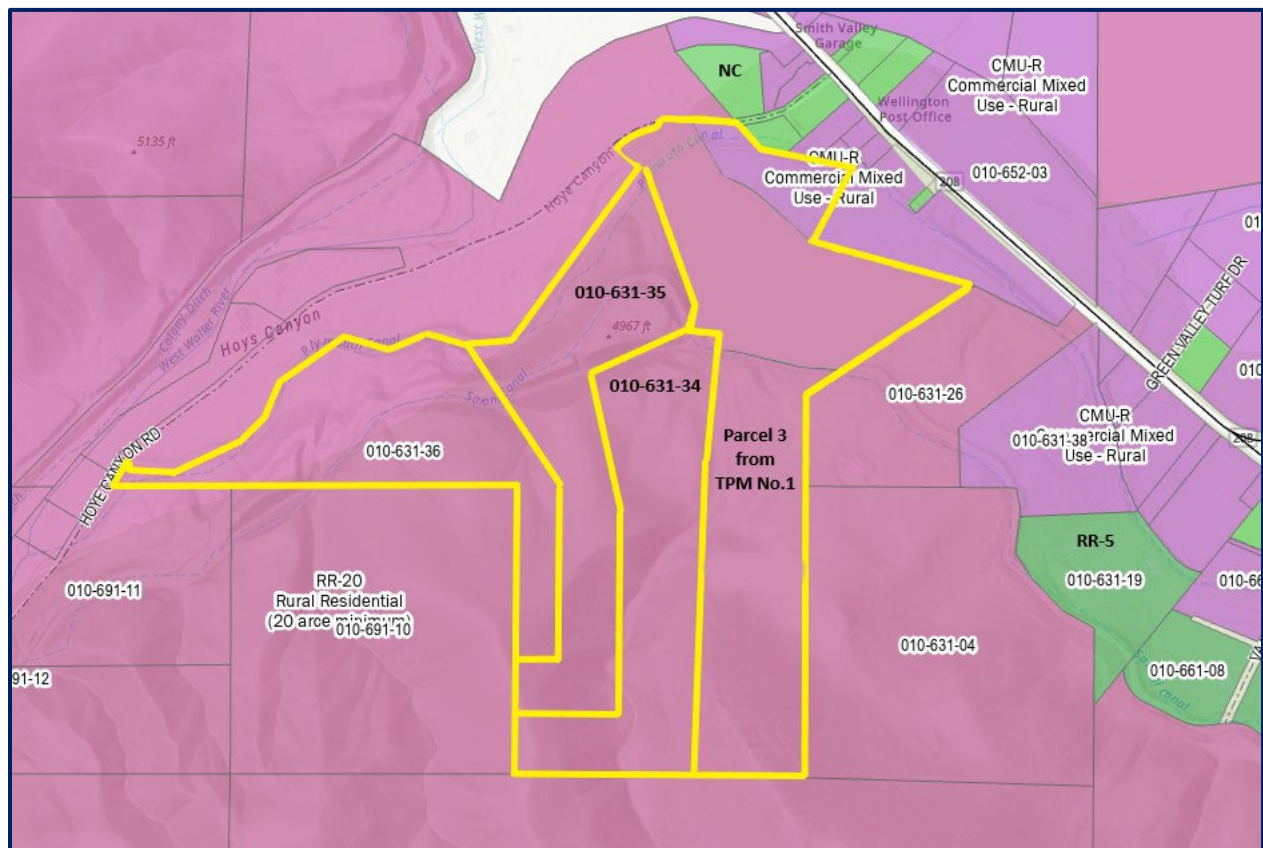
Master Plan and Zoning

The Master Plan designations for the parcels are Rural Residential and Mixed Use within the Smith Valley Rural Character District. The zoning on the subject parcels are Fifth Rural Residential District (20 Acres) (RR-5) and Village Center Mixed Use District (VCMU) from the County's expired Development Code, Title 10, and per the Zoning Consistency Matrix, approved with the adoption of Title 15 in 2018, "converts" to RR-20 (Rural Residential, 20 Acre Minimum) and Commercial Mixed-Use – Rural (CMU-R) zoning standards.

The image below is from the County's GIS and the listed zonings in that image are the applicable districts for the subject parcel and surrounding parcels from Title 15, all converted through the Matrix. Please note that Parcel 3 from TPM No. 1 shows the zone change to all RR-20 zoning from the zone change (PLZ-2025-102) that is in process to remove the commercial component of the property and have the entire lot zoned as RR-20.

This parcel map will correct the temporarily split zoning on proposed Parcel 3 as the proposed TPM No.2 changes the boundary lines to make the CMU-R zoned area a separate parcel (Proposed Parcel 3A).

Surrounding zoning districts include RR-20, Commercial Mixed Use – Rural (CMU-R) and NC.

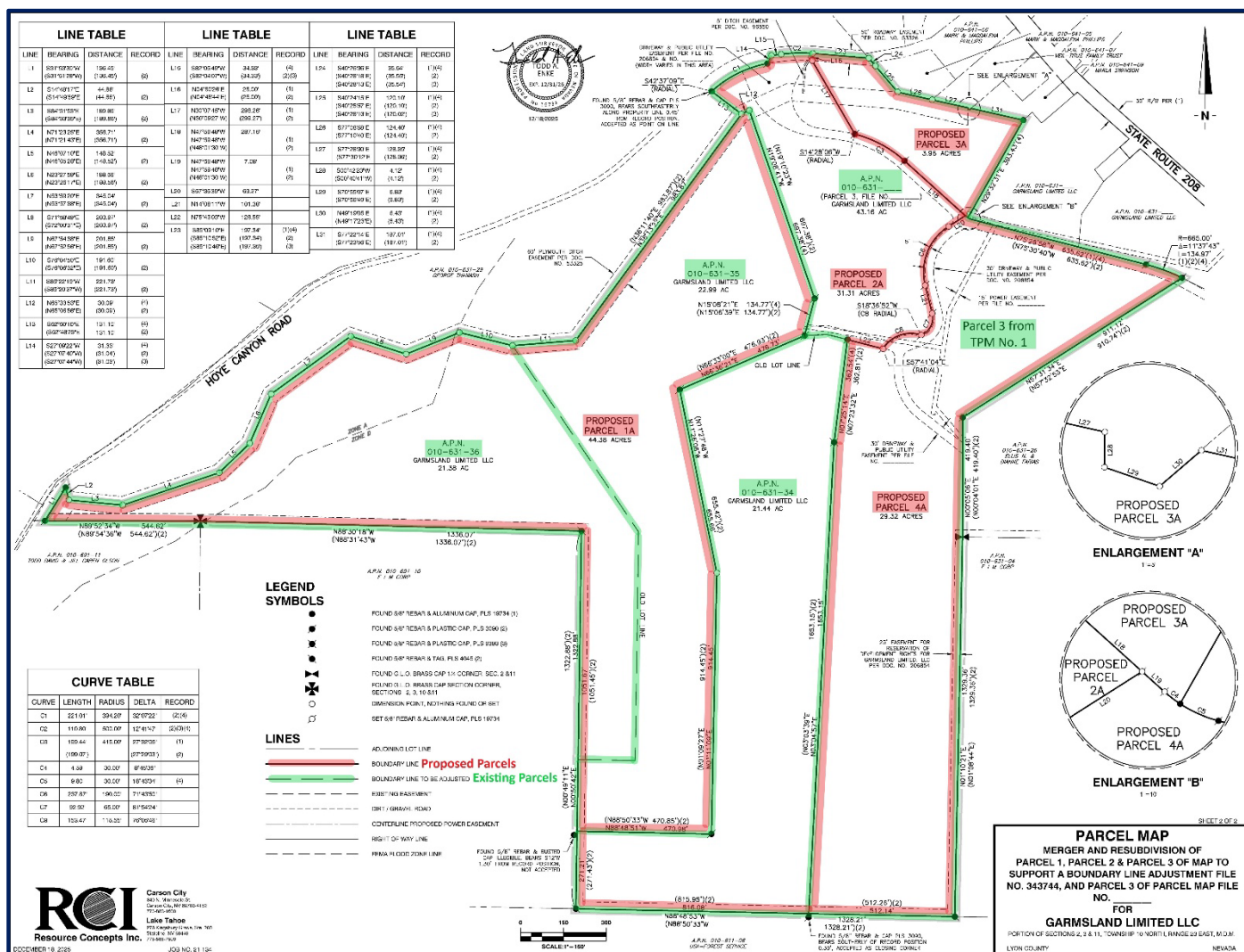


Zoning Map

An images of the Existing Conditions Parcel Map, displaying the proposed land division into three parcels of approximately 4.83, 3.72, and 43.16 acres and delineating the existing buildings and accesses for the lots, is shown below.



The Proposed Tentative Parcel Map is shown on the following page. Staff has added some highlights to outline the existing lots (in green) and the proposed lots (in red) to show the proposed merger and re-subdivision more clearly.



Tentative Parcel Map

STAFF REVIEW

Chapter 15.606.7 (D) of Lyon County Code lists the "Review Criteria" that staff and the Planning Commission have to consider when reviewing tentative parcel map applications. These criteria are listed below in the staff report in bold with the applicant's response in italics and staff's review of the criteria in normal type.

1. General improvement considerations for all parcel maps including, but not limited to:

- Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;**

Applicant's Response

There are no plans for development with this submittal. Subject parcels are vacant land with existing access to every parcel with the proposed configurations.

Staff Comment

The Conditions of Approval require ensuring that all properties are properly served by water and septic prior to any development begins. This criteria can be met.

- b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;

Applicant's Response

The subject parcels have existing water rights.

Staff Comment

As stated by the applicant, this criteria can be met.

- c) Conformity with the zoning ordinances and master plan;

Applicant's Response

The resultant parcels are zoned RR-5. These proposed parcels conform to current zoning ordinances.

Staff Comment

Zoning - The applicable zoning of RR-20 allows for 20-acre minimum lot sizes and the parcel map under consideration is proposing acreages of 44.38 acres (Parcel 1A), 31.31 acres (Parcel 2A), and 29.32 acres (Parcel 4A) for the three parcels within this zoning district. Proposed Parcel 3A is zoned VCMU, which is subject to the CMU-R zoning standards. CMU-R zoning has a minimum 1-acre lot size for a lot on well and septic. The applicant is proposing a 3.96-acre parcel, which exceed the minimum lot size in the CMU-R zoning district.

This application is the final step towards the ultimate land division. The end result of all three applications (ZMA, TPM No.1 and TPM No.2) is to merge and re-subdivide six parcels and have an end result of six parcels. The final parcels will all be correctly sized to meet the zoning district requirements and have created no additional lots in the process. The following table shows the final six lots, their zoning districts and the final acreages proposed in these TPM applications.

Proposed Parcel	Zoning District (Title 15)	Lot Size (acres)
Parcel 1 (TPM No. 1)	CMU-R	4.83
Parcel 2 (TPM No. 1)	CMU-R	3.72
Parcel 1A (TPM No. 2)	RR-20	44.38
Parcel 2A (TPM No. 2)	RR-20	31.31
Parcel 3A (TPM No. 2)	CMU-R	3.96
Parcel 4A (TPM No. 2)	RR-20	29.32

The temporary split zoning created on Proposed Parcel 3 has been corrected with the final parcel split that creates Parcel 3A on TPM No. 2. This will be conditioned such that the two TPMs must have their Final Parcel Maps recorded at the same time, so that TPM No. 1 will create Proposed Parcel 3 and then TPM No. 2 will immediately merge and re-subdivide that parcel so that the split zoning no longer exists.

Master Plan - The Master Plan designation of Rural Residential and Mixed Use do accommodate the proposed parcel sizes, making the proposed land division compatible with the existing development.

This sequence of applications at no time creates any additional lots, nor are any of the intermediate or final lot sizes in violation of the development code. This criteria can be met.

The proposed Parcel 1A (44.38 acres on the west side of the parcel), Parcel 2A (31.31 acres in the middle), Parcel 3A (3.96 acres to the north), and Parcel 4A (29.32 acres to the east) are all vacant and undeveloped. This criteria is met.

d) General conformity with the Lyon County master plan of streets and highways;

Applicant's Response

There are no plans for development of roadways with this submittal. Subject Parcels already have access with S.R. 208 and Hoyo Canyon Road using existing gravel roadways. These roadways lie within existing access easements. Conformity with current master plan will be met if not already.

Staff Comment

The site is already accessed by roadways maintained by the County and some of the private residences and commercial activities are already in existence. The TPM does not create any additional parcel, therefore the four reconfigured parcels will have minimal additional impact so there is no recognized impact to the master plan of streets.

e) Physical characteristics of the land such as floodplain, slope and soil;

Applicant's Response

Subject parcels lie within an area known as "Wellington Hills" and lies within Zone D and Zone A per the FEMA firm panel 321019C0950E. Zone D is an area of undetermined flood hazard. The portion of land within the Zone A designation is an area that exceeds 15% slope and the owner/applicant has determined an area that is less than 15% slope for future development for this affected parcel. These parcels are subject to slopes greater than 15%, natural drainage from the southerly direction and has ditches/canals that cross through the land from the southwest direction to the east. These parcels are vacant and in a natural state.

Staff Comment

As previously stated in this report, the site topography has slopes running mainly south to north. The site is located in Zone A and Zone D flood areas and will require a floodplain development applications to be submitted for any future structures constructed on any of the parcels. With the required condition, this criteria can be met.

f) The recommendations and comments of those entities reviewing the tentative parcel map; and

Applicant's Response

Owner will consider any recommendations from the reviewing entity.

Staff Comment

The applicant's submittal was shared with the Lyon County Road Department (LCRD), Smith Valley Fire Protection District, Walker River Irrigation District (WRID), and other reviewing agencies. The only comment was from WRID and they have stated that they are working with the applicant to put together language for the Saroni Canal easement through these properties that will satisfy the property owner as well as the District and Canal Company. This language will be shared with all stakeholders for input. WRID also has several water cards that are associated with these properties, both belonging to Mr. Garms and Lyon County. If these TPM applications are approved, WRID has a plan to change the water cards to fit within the changed parcels. With these items included in the Conditions of Approval for the TPM, this criteria is met.

g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.

Applicant's Response

The Fire Department has existing access to the subject parcels currently and will continue with the proposed parcel map configurations.

Staff Comment

The applicant's submittal was shared with the Smith Valley Fire Protection District (SVFPD). SVFPD had no comments at this stage, but the applicant may need to submit a Plan Review Application to SVFPD directly for any future development. This criteria is met in the affirmative.

2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.

Applicant's Response

N/A. The proposed parcel configurations exceeds one acre in size.

Staff Comment

This Criteria does not apply as the smallest parcel being created is 3.96 acres.

3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Applicant's Response

Acknowledged. This Parcel Map is compliant with NRS and Lyon County Code for a merger and re-subdivision. Owner would comply with necessary requirements if they decided on a second or subsequent Parcel Map.

Staff Comment

The applicant has acknowledged the criteria.

THIS IS TO CERTIFY THAT GARMSLAND LIMITED LLC, A NEVADA LIMITED LIABILITY COMPANY, IS THE OWNER OF THE TRACT(S) OF LAND REPRESENTED ON THIS PLAT AND THAT THE NAME IS EXECUTED IN COMPLIANCE WITH AND SUBJECT TO THE PROVISIONS OF N.R.S., CHAPTER 276, THAT ALL EASEMENTS SHOWN HEREON ARE GRANTED FOR THE PURPOSES INTENDED. I DECLARE THAT I HAVE EXECUTED THIS CERTIFICATE FOR THE STATED PURPOSES, IN WITNESS WHEREOF, THE UNDERSIGNED HAS AFFIXED THEIR NAME, I CONSENT TO THE PREPARATION AND RECORDED OF THIS PARCEL MAP.

GDA DEGREE INC., GARY J. GARMS
PRESIDENT, MANAGER

STATE OF NEVADA)
CARSON CITY)

NOTARY PUBLIC
MY COMMISSION EXPIRES: _____



THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PARCEL MAP HAS BEEN EXAMINED AND THAT GARFAMSDA LIMITED LLC, A NEVADA LIMITED LIABILITY COMPANY IS THE LAST TITLE HOLDER OF RECORD FOR ALL THE LANDS DELINEATED HEREON AND THAT NO ONE HOLDS OR RECORD A SECURITY INTEREST IN THE LANDS AND THAT THERE ARE NO LIENS OF RECORD AGAINST THE OWNER FOR DELINQUENT STATE, COUNTY, MUNICIPAL, FEDERAL OR LOCAL TAXES COLLECTED AS TAXES OR SPECIAL ASSESSMENTS, AS OF

DATE _____

_____, TODD A. ENKE, A PROFESSIONAL LAND SURVEYOR, LICENSED IN THE STATE OF NEVADA
DO HEREBY STATE THAT:

_____, THIS IS A TRUE AND ACCURATE REPRESENTATION OF THE LANDS SURVEYED UNDER MY
SUPERVISION AT THE INSTANCE OF GARY J. GABINS

1. THIS IS A TRUE AND ACCURATE REPRESENTATION OF THE LANDS SURVEYED UNDER MY SUPERVISION AT THE INSTANCE OF GARY J. GARNES.
2. THE LANDS SURVEYED LIE WITHIN SECTIONS 2, 3 & 11, TOWNSHIP 40 NORTH, RANGE 23 EAST, M.D.M. AND THE SURVEY WAS COMPLETED ON NOVEMBER 5, 2023.
3. THIS MAP IS NOT IN CONFLICT WITH THE PROVISIONS OF NRS 278.010 TO 278.030, INCLUDING

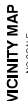
THIS PLAT COMPLIES WITH APPLICABLE STATUTES OF THIS STATE AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE SURVEY WAS COMPLETED, AND THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH CHAPTER 926 OF THE NEVADA ADMINISTRATIVE CODE.

THE MONUMENTS DEPICTED ON THE PLAT ARE OF THE CHARACTER SHOWN, OCCUPY THE POSITIONS INDICATED, AND ARE OF SUFFICIENT DIMENSION.



A DIGITAL COPY OF THIS MAP HAS BEEN DELIVERED TO THE LYON COUNTY G.I.S. DEPARTMENT.

BY: _____ DATE _____
YON COUNTY G.I.S. DEPARTMENT



A PUBLIC UTILITY EASEMENT IS HEREBY GRANTED WITHIN EACH PARCEL FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY SERVICE FACILITIES TO THAT PARCEL, WITH THE RIGHT TO EXIT THAT PARCEL WITH SAID UTILITY FACILITIES FOR THE PURPOSE OF SERVING OTHER PARCELS, AT LOCATIONS MUTUALLY AGREED UPON BY THE OWNER OF RECORD AT THE TIME OF INSTALLATION AND THE UTILITY.

DATE _____

THE UTILITY EASEMENTS SHOWN ON THIS PLAT HAVE BEEN CHECKED, ACCEPTED AND APPROVED BY THE UNDERSIGNED CABLE TV AND PHONIC UTILITY COMPANIES.

DATE _____

DATE _____

THIS FINAL MAP IS APPROVED BY THE DIVISION OF WATER RESOURCES OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES CONCERNING WATER QUANTITY, SUBJECT TO THE REVIEW OF APPROVAL ON FILE IN THIS OFFICE.

DATE _____

THE IRRIGATION AND DRAINAGE EASEMENTS SHOWN ON THIS MAP HAVE BEEN CHECKED AND APPROVED, TOGETHER WITH A REVIEW AND CONFIRMATION OF APPURTENANT WATER RIGHT ACRES WITHIN THE BOUNDARIES OF THE WALKER RIVER IRRIGATION DISTRICT.

DATE _____

THE LANDS SHOWN HEREON ARE SUBJECT TO THE PROVISIONS OF NEVADA REVISED STATUTES 47, 46 AND CHAPTER 12.07 OF THE LYON COUNTY CODE, THE RIGHT TO FARM IN ANY COUNTY HAS BEEN DETERMINED THAT THE HIGHEST AND BEST USE FOR AGRICULTURAL LANDS HAS BEEN IDENTIFIED. THE HIGHEST AND BEST USE FOR AGRICULTURAL LANDS IS TO DEVELOP OR PRESERVE SAID LANDS FOR THE PURPOSES OF AGRICULTURE AND RANCHING FROM WHICH SUCH OPERATIONS CAN BE PERFORMED WITHOUT INTERFERING FROM OR RELATED TO AGRICULTURAL OPERATIONS TO BE A PERMITTED USE. IN CASE IF SUCH OPERATIONS ARE LEGAL, CONSISTENT WITH ACCEPTED CUSTOMS AND STANDARDS, AND OPERATED IN A NON-SEQUENT MANNER.

THIS PLAT HAS BEEN EXAMINED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP PLZ. _____ APPROVED BY THE PLANNING COMMISSION ON THE DAY OF _____, 2012, AND ALL CONDITIONS IMPOSED UPON ITS APPROVAL HAVE BEEN SATISFIED.

BY: _____ DATE _____
PLANNING COMMISSION CHAIRPERSON

BY: _____ DATE _____
COMMUNITY DEVELOPMENT DIRECTOR

CERTIFY THAT I HAVE EXAMINED THIS FINAL MAP FOR _____, A NEVADA LIMITED LIABILITY COMPANY LOCATED IN SECTIONS 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836

BY: _____ DATE _____
YON COUNTY ENGINEER

STACI LINDBERG, LYON COUNTY CLERK/TREASURER HEREBY CERTIFY THAT THERE ARE NO DEBTS OR LIENS FOR UNPAID STATE, COUNTY, CITY OR LOCAL TAXES OR SPECIAL ASSESSMENTS AGAINST THE PROPERTY DESCRIBED HEREIN AND THAT ALL TAXES FOR THE FISCAL YEAR HAVE BEEN PAID ON PROPERTY THAT IS THE SUBJECT OF THIS MAP.

STACILINDBERG
VON COUNTY CLERK/TREASURER

FILED FOR RECORD THIS _____ DAY OF _____, 2026, AT _____ MINUTES PAST _____ O'CLOCK _____M, IN THE OFFICIAL RECORDS OF LYON COUNTY, NEVADA, AT THE REQUEST OF GARMSLAND LIMITED LLC, A NEVADA LIMITED LIABILITY COMPANY.

JANITA TALBOT
YON COUNTY RECORDER

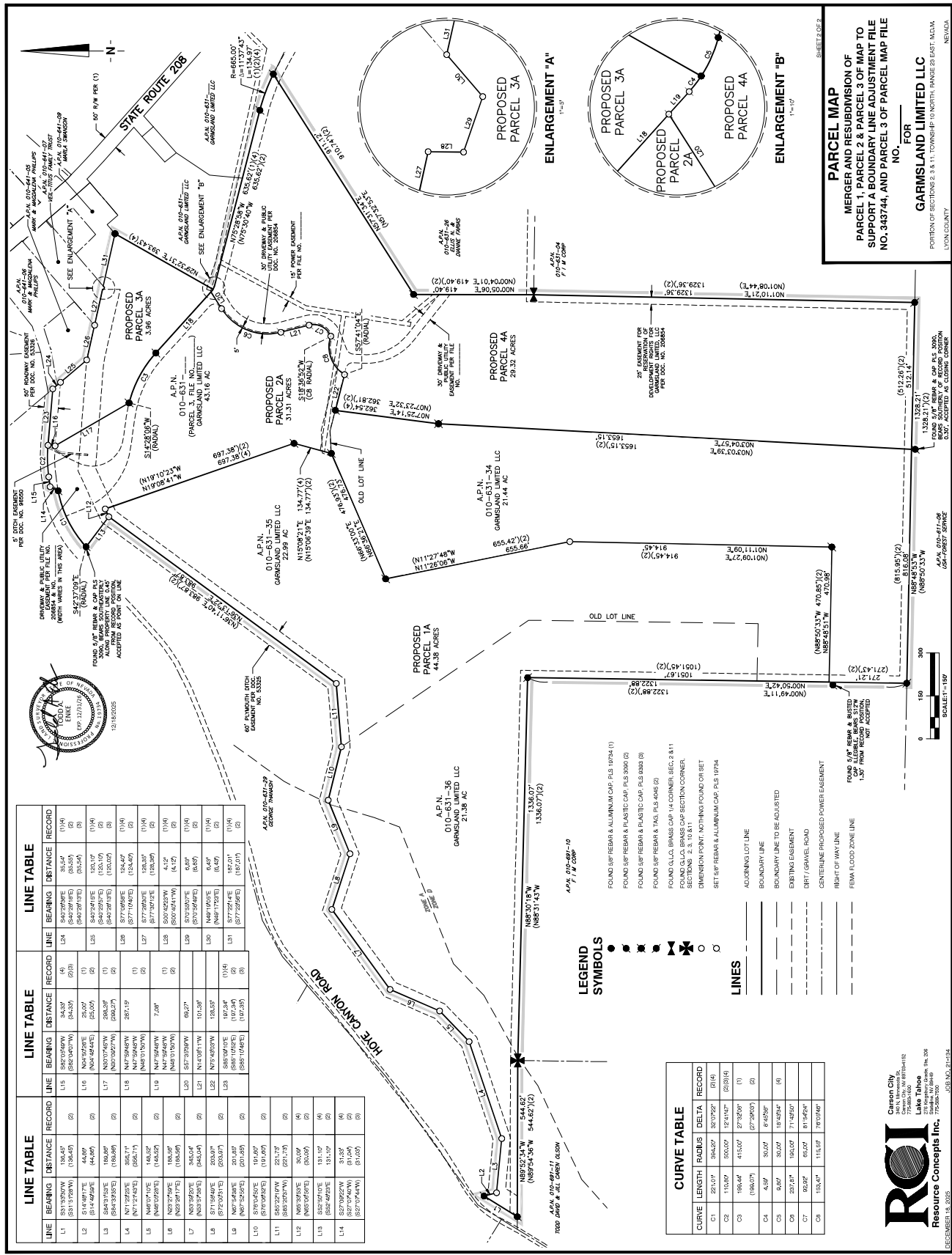
SWEET, 052

NO
MERGER AND RESUBDIVISION OF
PARCEL 1, PARCEL 2 & PARCEL 3 OF MAP TO
SUPPORT A BOUNDARY LINE ADJUSTMENT FILE
NO. 343744, AND PARCEL 3 OF PARCEL MAP FILE

PORTION OF SE
LYON COUNTY

RCI
Resource Concepts Inc.
276 Kingsbury Grade, Ste. 200
Spartanburg, SC 29583-7000
775-885-1800
775-885-1152
Carson City
340 N. Minnesota St.
Carson City, NV 89703-1152

CON



LINE TABLE			
LINE	BEARING	DISTANCE	RECORD
L1	S81°33'59"W	136.45'	(1)46
L2	S14°48'17"E	44.00'	(2)
L3	S14°48'17"E	44.00'	(2)
L4	S85°33'30"E	136.45'	(1)46
L5	N17°24'43"E	352.71'	(2)
L6	N48°07'40"E	148.50'	(2)
L7	N62°27'29"E	185.56'	(2)
L8	N51°59'40"E	345.64'	(2)
L9	S71°09'40"E	203.07'	(2)
L10	N17°24'43"E	352.71'	(2)
L11	S81°33'59"W	136.45'	(1)46
L12	N62°27'29"E	185.56'	(2)
L13	S85°33'30"E	136.45'	(1)46
L14	S27°07'44"W	81.35'	(2)
L15	S81°33'59"W	136.45'	(1)46
L16	N48°07'40"E	148.50'	(2)
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LINE TABLE			
LINE	BEARING	DISTANCE	RECORD
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L2	S14°48'17"E	44.00'	(2)
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CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	281.07'	394.50'	50°37'50"
C2	113.30'	350.00'	12°41'07"
C3	198.44'	415.00'	27°35'00"
C4	4.98'	30.00'	6°43'56"
C5	9.85'	30.00'	16°43'54"
C6	227.27'	193.00'	71°45'00"
C7	99.26'	65.00'	91°44'24"
C8	138.44'	115.00'	76°19'40"

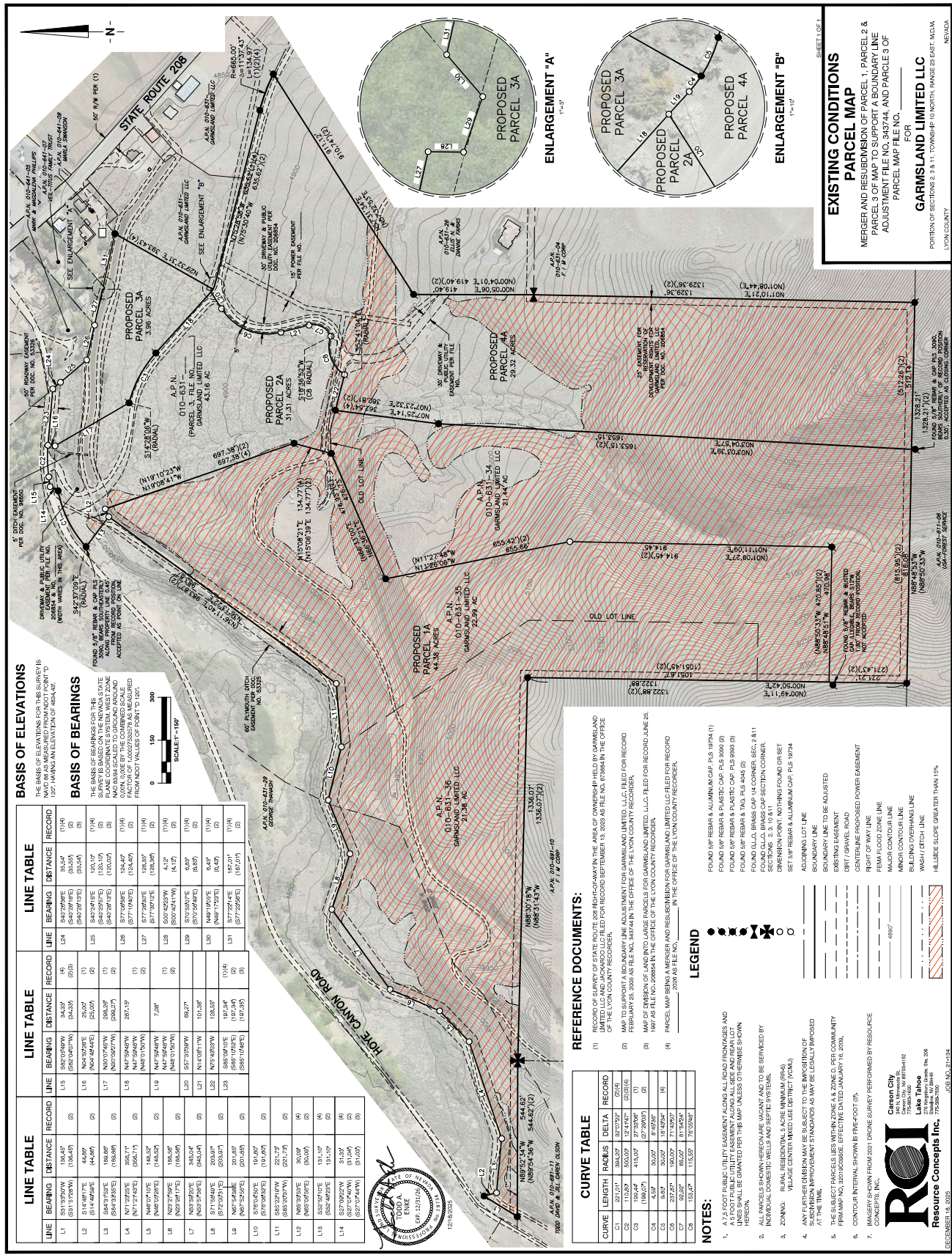
LEGEND SYMBOLS			
—	ADJOINING LOT LINE	—	BOUNDARY LINE
—	BOUNDARY LINE TO BE ADJUSTED	—	EXISTING EASEMENT
—	RIGHT OF WAY LINE	—	RIGHT OF WAY LINE
—	FEAR FLOOD ZONE LINE	—	FEAR FLOOD ZONE LINE
—	ADJOINING LOT LINE	—	BOUNDARY LINE
—	BOUNDARY LINE TO BE ADJUSTED	—	EXISTING EASEMENT
—	RIGHT OF WAY LINE	—	RIGHT OF WAY LINE
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ROI
Resource Concepts Inc.
SANTA MONICA, CA 90404
714.385.1100
www.roy.com

PARCEL MAP
MERGER AND RESUBDIVISION OF
PARCEL 1, PARCEL 2 & PARCEL 3 OF MAP TO
SUPPORT A BOUNDARY LINE ADJUSTMENT FILE
NO. 343744, AND PARCEL 3 OF PARCEL MAP FILE
NO. 343744, FOR
GARMSLAND LIMITED LLC
PORTION OF SECTIONS 2 & 3, 11, TOWNSHIP 10 NORTH, RANGE 28 EAST, MEAD
COUNTY, NEVADA

DECEMBER 14, 2023





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Resource & Environmental Services

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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: November 17, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 2
SUBJECT: Project Description for Tentative Parcel Map of A.P.N.(s) 010-631-34, 010-631-35 & 010-631-36 and the resultant Parcel 3 from Tentative Parcel Map No. 1 (separate application)

Project Description

The applicant/owner, Gary Garms, President of Garmsland Limited LLC, would like to merge and re-subdivide the subject parcels. This re-configuration would make these parcels more suitable for future development. This Tentative Parcel Map will be the second of two maps and is necessary because of the number of lots involved to support NRS requirements for a Parcel Map.

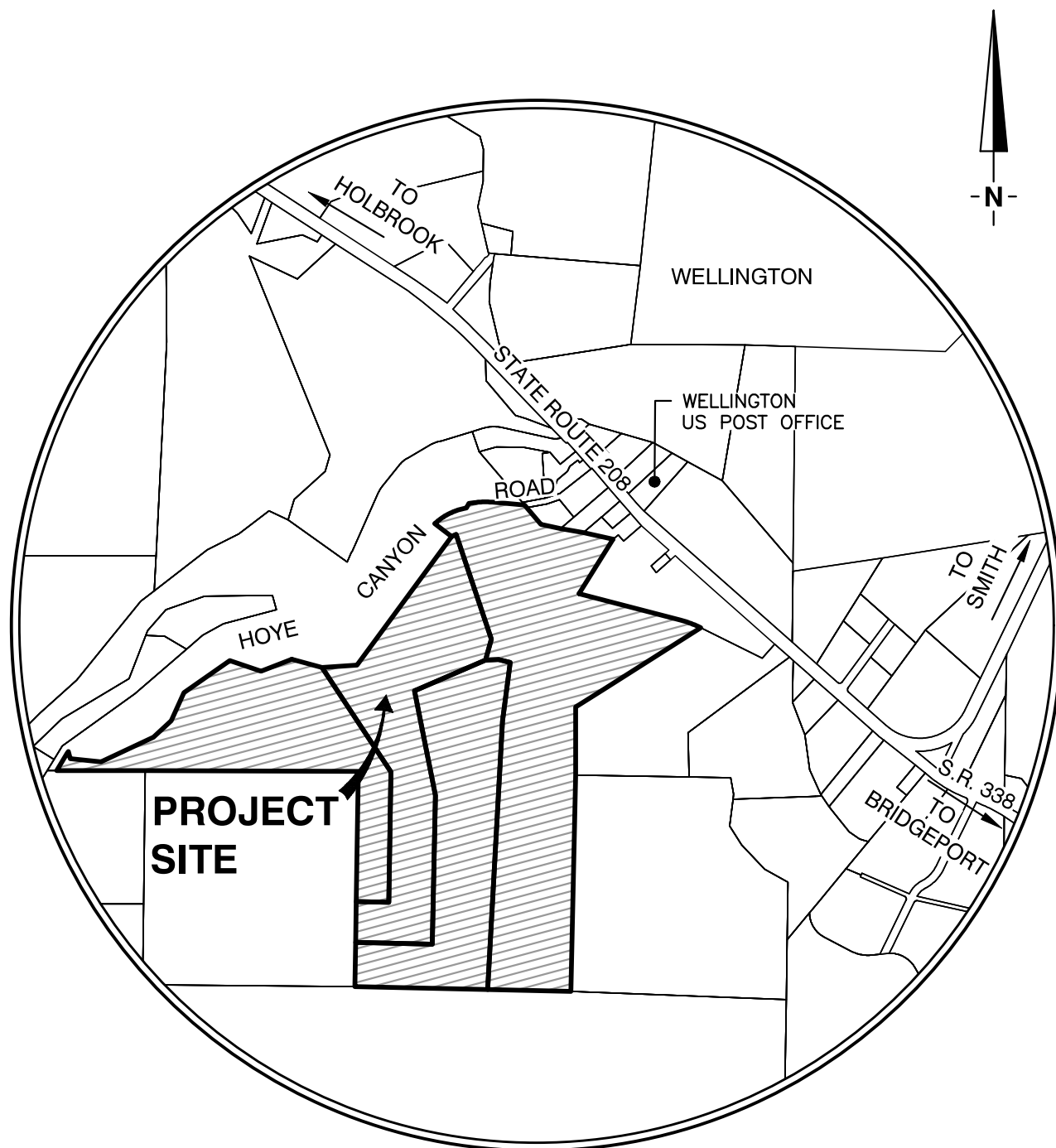
Existing Conditions

A.P.N. 010-631-34, A.P.N. 010-631-35, A.P.N. 010-631-36 and the proposed Parcel 3 of the preceding Tentative Parcel Map No. 1 (separate application) are vacant land and located in the area known as Wellington Hills. These parcels have access to an existing gravel driveway that connects to Hoyer Canyon Road and State Route 208. These parcels are zoned RR-5 upon the approval of the Zone Map Amendment for A.P.N. 010-631-32 solely (separate application).

Conclusion

This second proposed Parcel Map will comply with Lyon County Code 15.606 and NRS 278.461 to 278.471. With this merger and re-subdivision, the owner will have created more suitable/buildable parcels within this mountainous terrain of Wellington Hills and maintain compliance with its zone classification of RR-5.

VICINITY MAP



NO SCALE







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340 N. Minnesota St.
Carson City, NV 89703-4152

Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: November 17, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 2
SUBJECT Not-Applicable Letter for Tentative Parcel Map No. 2 being a merger and re-subdivision of A.P.N.(s) 010-631-34, 010-631-35 & 010-631-36 and resultant parcel from TPM No. 1

Not-Applicable Letter Items:

4. Reduced Map (11" x 17")

Due to the type of submittal, mapping is delivered via email in a PDF format.

12. Drainage Report

Subject parcels of the proposed Parcel Map is a merger and re-subdivision of existing parcels that has drainage structures and crossings in-place for a natural wash, the Plymouth Ditch and the Saroni Canal as shown on the mapping in this submittal.

13. Traffic Study

The proposed Parcel Map is a merger and re-subdivision of existing parcels that has existing access points from Hoyer Canyon Road and State Route 208 as shown on the mapping in this submittal. This access are gravel driveways that meets the classification of a local rural roadway. The subject parcels will still use the existing driveways for access as shown on the mapping.

14. Soils Report

The owner of the subject parcels has no plans for development at this time. This request for a merger and re-subdivide is to make the subject parcels more suitable for future development. The existing terrain makes the old lot configurations very challenging for any development. There is no need for roadways to be built. Existing driveways gives access for each re-configured parcel.

Not-Applicable Letter for Garmsland Limited LLC Tentative Parcel Map No. 2

19. Will Serve Letter

Lyon County Utilities does not serve the area of the subject parcels.

20. Street Name

An existing gravel driveway will access the proposed new lot configurations. No plans to construct a new roadway is part of this submittal.



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CARSON CITY OFFICE
340 N. Minnesota St.
Carson City, NV 89703-4152
Ph: (775) 883-1600
Fax: (775) 883-1656

DATE: December 15, 2025
TO: Lyon County Community Development
FROM: Jerit Shuman, LSIT(NV), PLS(CA)
RCI PROJECT: Garmsland Limited LLC Tentative Parcel Map No. 2
SUBJECT Findings Letter for Project Description for Tentative Parcel Map No. 2 of A.P.N.(s) 010-631-34, 010-631-35 & 010-631-36 and the resultant Parcel 3 from Tentative Parcel Map No. 1 (separate application)

1. General improvement considerations for all parcel maps including, but not limited to:

- a) Environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;

Applicant's Response

There are no plans for development with this submittal. Subject parcels are vacant land with existing access to every parcel with the proposed configurations.

- b) The availability of water which meets applicable health standards and is sufficient for the reasonably foreseeable needs of the subdivision;

Applicant's Response

The subject parcels have existing water rights.

- c) Conformity with the zoning ordinances and master plan;

Applicant's Response

The resultant parcels are zoned RR-5. These proposed parcels conform to current zoning ordinances.

d) General conformity with the Lyon County master plan of streets and highways;

Applicant's Response

There are no plans for development of roadways with this submittal. Subject Parcels already have access with S.R. 208 and Hoyo Canyon Road using existing gravel roadways. These roadways lie within existing access easements. Conformity with current master plan will be met if not already.

e) Physical characteristics of the land such as floodplain, slope and soil;

Applicant's Response

Subject parcels lie within an area known as "Wellington Hills" and lies within Zone D and Zone A per the FEMA firm panel 321019C0950E. Zone D is an area of undetermined flood hazard. The portion of land within the Zone A designation is an area that exceeds 15% slope and the owner/applicant has determined an area that is less than 15% slope for future development for this affected parcel. These parcels are subject to slopes greater than 15%, natural drainage from the southerly direction and has ditches/canals that cross through the land from the southwest direction to the east. These parcels are vacant and in a natural state.

f) The recommendations and comments of those entities reviewing the tentative parcel map; and

Applicant's Response

Owner will consider any recommendations from the reviewing entity.

g) The availability and accessibility of fire protection including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires including fires in wild lands.

Applicant's Response

The Fire Department has existing access to the subject parcels currently and will continue with the proposed parcel map configurations.

2. Where an applicant proposes to create parcels of less than one acre, the commission may require additional improvements which are reasonably necessary and consistent with the use of the land if it is developed as proposed.

Applicant's Response

N/A. The proposed parcel configurations exceeds one acre in size.

3. For a second or subsequent parcel map with respect to a single parcel or a contiguous tract of land under the same ownership, the commission may require any reasonable improvement up to those required for subdivisions.

Applicant's Response

Acknowledged. This Parcel Map is compliant with NRS and Lyon County Code for a merger and re-subdivision. Owner would comply with necessary requirements if they decided on a second or subsequent Parcel Map.

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.d

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 345/120-kilovolt electrical substation, two high voltage power lines, and other associated infrastructure for the Nighthawk Substation over approximately 32.59 acres of five parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs at 1200 W US Highway 50 (Portion of APN 015-141-13 and 018-551-03, 018-551-04, 018-552-01, 018-552-02); PLZ-2025-109.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)
- [Public Comment](#)



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING • DEVELOPMENT ENGINEERING • PLANNING

27 S. MAIN STREET
YERINGTON, NV 89447
(775) 463-6591
FAX: (775) 463-5305

34 LAKES BOULEVARD
DAYTON, NEVADA 89403
(775) 246-6135
FAX: (775) 246-6147

PLANNING COMMISSION

PLZ-2025-109

Proposed Action	<u>Conditional Use Permit for an electrical power substation (“Nighthawk”)</u>
Meeting Date	<u>February 10, 2025</u>
Property Owners	<u>Microsoft Corporation</u>
Applicant	<u>Microsoft Corporation</u>
Representative	<u>Wood Rodgers Inc. / Stacie Huggins</u>
Area Location	<u>North of US Highway 50, Silver Springs at 1200 W Hwy 50</u>
Parcel Numbers	<u>018-551-03, 018-551-04, 018-552-01, 018-552-02 and a portion of 015-141-131</u>
Area	<u>Approximately 32.59 acres</u>
Zoning	<u>NC (Neighborhood Commercial)</u>
Master Plan	<u>Commercial</u>
Case Planner	<u>Louis Cariola</u>

REQUEST

Microsoft requests approval for a Conditional Use Permit to construct an electrical power substation to support a data center campus under separate review.

RECOMMENDED MOTION

If the Planning Commission determines that they will recommend approval of the request to the Board of Commissioners, then the Planning Commission may want to consider a motion similar to the following.

The Lyon County Planning Commission finds that:

- A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;
- B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;
- C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;
- D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

- E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;
- F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and
- G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Based on the aforementioned Findings, I move that the Planning Commission recommend approval to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 345/120-kilovolt electrical substation, two high voltage power lines, and other associated infrastructure for the Nighthawk Substation over approximately 32.59 acres of five parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs, accessed from Rhyolite Lane (Portion of APN 015-141-13 and 018-551-03, 018-551-04, 018-552-01, 018-552-02); PLZ-2025-109.

CONDITIONS OF APPROVAL

1. The project activities shall be constructed and operated in accordance with the conceptual site plan and construction drawings as submitted and reviewed as part of this approval. Any further expansion will require modification of this Conditional Use Permit or an additional Conditional Use Permit and/or other approvals.
2. Any modification, expansion, intensification or material change in use or operation shall require an application for, and public hearings on, an amendment to the Conditional Use Permit use pursuant to Lyon County Code.
3. The applicant shall comply with all state, federal and local government regulations to the satisfaction of the appropriate agencies for the proposed uses. The applicant shall comply with all applicable Fire, building, zoning and improvement code requirements and obtain any necessary public inspections.
4. All construction documents, to include separate applications, must be submitted to Lyon County Utilities, Central Lyon Fire Protection District and Lyon County Building for review and approval to obtain a Building Permit.
5. The applicant is required to submit for a separate and independent Fire Plan review and will be required to comply with the 2024 Northern Nevada Code Amendments package and all applicable NFPA standards.
6. All contractors doing any construction, modifications, or remodel must be licensed in the State of Nevada.
7. The applicant shall maintain a Lyon County business license for the use while occupying the site.
8. The applicant shall receive approval from the Federal Aviation Administration (FAA) of a Form 7460-1 and supply it to the County prior to the issuance of Building Permits.
9. The applicant shall receive approval from the County Roads Department of an encroachment permit to pave access roads to the site prior to initiation of construction and grading on-site.
10. In accordance with the project description, the substation building pad shall be secured with a 14 foot tall CMU (Concrete Masonry Unit) wall.
11. The operations authorized per this Conditional Use Permit shall not exceed 65 dBA (A-weighted decibel) during daytime hours or 60 dBA during night time hours as averaged from a two-hour monitoring period from the property boundary. The Community Development Director reserves the right to require a sound study to verify sound levels of the functioning operations. If a sound study determines that the use permitted per this

Conditional Use Permit exceeds the limit allowed, the authorization may be rescinded at the discretion of the Director.

12. Exterior site and building lighting shall be installed as to eliminate any nuisance to adjoining properties. No unshaded light sources shall be permitted.
13. The applicant shall comply with the Lyon County drainage guidelines (2024 updated edition) to the satisfaction of the County Engineer. The property owner shall be responsible for maintenance of all roads, parking areas and drainage facilities within the parcel, as well as any storm water detention facilities.
14. The substantial failure to comply with the conditions imposed on the issuance of this conditional use permit or the operation of the conditional use in a manner that endangers the health, safety or welfare of Lyon County or its residents or the violation of ordinances, regulations or laws in the conditional use may result in the institution of revocation proceedings. **Failure to initiate the conditional use permit within two (2) years from the date of approval will result in the expiration of the conditional use permit approval.**

Alternative Motions

Alternative Motion for Continuance

If the Planning Commission determines that additional information, discussion and public review are necessary for a more thorough review of the proposed conditional use permit; the Commission should make appropriate findings and move to **continue** the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Commission may wish to consider a motion similar to the following:

The Planning Commission finds that:

- A. Additional information, discussion and public review are necessary for a more thorough review of the proposed Conditional Use Permit.

Based on the above findings and with the applicant's concurrence, I move that the Planning Commission continues the request from Microsoft Corporation for a Conditional Use Permit to construct a 345/120-kilovolt electrical substation, two high voltage power lines, and other associated infrastructure for the Nighthawk Substation over approximately 32.59 acres of five parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50, accessed from Rhyolite Lane (Portion of APN 015-141-13 and 018-551-03, 018-551-04, 018-552-01, 018-552-02); PLZ-2025-109 __ days.

Alternative Motion for Denial

If the Planning Commission determines that they should deny the request for a Conditional Use Permit, then they need to make findings supporting a recommendation of denial. The Commissioners may wish to consider a motion similar to the following:

The Planning Commission finds that the proposed use:

- A. Will be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is incompatible with and detrimental to the character and integrity of adjacent development and neighborhoods, nor has the applicant proposed mitigation of adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity related to the proposed project.
- B. Will be detrimental to the public health, safety, convenience and welfare; and
- C. Will result in material damage or prejudice to other property in the vicinity.

Based on the aforementioned findings, I move that the Planning Commission recommend denial to the Board of Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 345/120-kilovolt electrical substation, two high voltage power lines, and other associated infrastructure for the Nighthawk Substation over approximately 32.59 acres of five parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs, accessed from Rhyolite Lane (Portion of APN 015-141-13 and 018-551-03, 018-551-04, 018-552-01, 018-552-02); PLZ-2025-109.

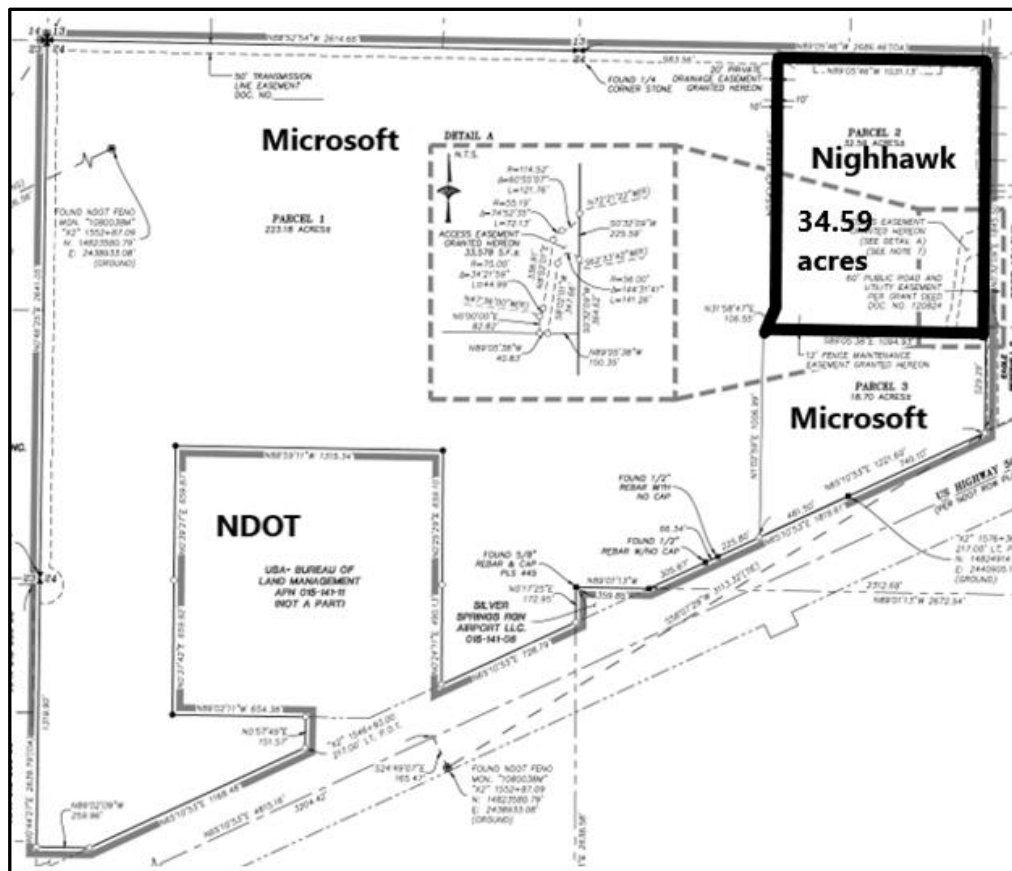
BACKGROUND INFORMATION

Location

The subject parcels are located in Silver Springs, north of US Highway 50 and the Silver Springs Airport. The parcels are approximately 0.5 miles west of the intersection with US Highway 95A and two miles east of the intersection with USA Parkway. The subject parcels include APNs 018-551-03 (addressed as 1160 Rhyolite Lane), 018-551-04 (addressed as 1160 Rhyolite Lane), 018-552-01 (addressed as 1225 Rhyolite Lane), 018-552-02 (addressed as 1165 Rhyolite Lane), and a portion of APN 015-141-13 (unaddressed). The project site is vacant.

Size

The subject parcels are under review by Lyon County for recordation of a Final Map which will create a new single-parcel configuration that will itself encompass the entire project area. The project area is/will be approximately 34.59 acres, as depicted in the image below from the yet-to-be-recorded Final Map. Microsoft also owns the land to the south and west. The western parcel surrounds an NDOT maintenance yard.



Flood Zone Designation

Per FEMA Flood Insurance Rate Maps (FIRMs) shown below, the subject parcels are located in the X Zone (area of minimal flood hazard). No Floodplain Development permits will be required. Slopes on the site range between 5 percent and 20 percent towards Hwy 50.



Access

Access to the parcels is via unmaintained and unpaved Deodar Street to the east, which connects to the Highway 50 frontage road Right of Way (ROW). The images that follow are from attachment 2 of this report: pictures provided by the applicant.

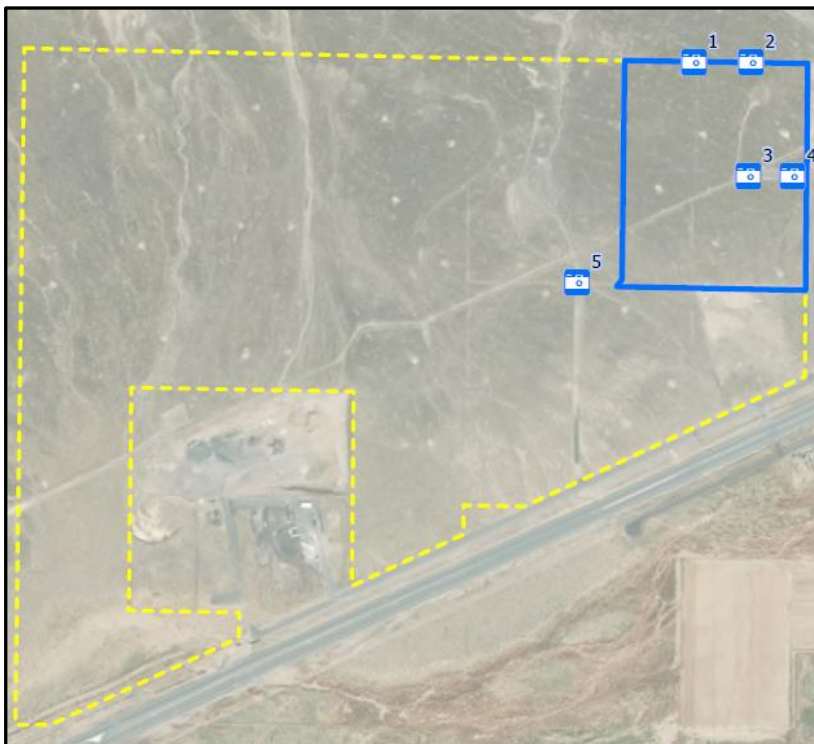


Photo Location 3: Rhyolite Lane, near property center

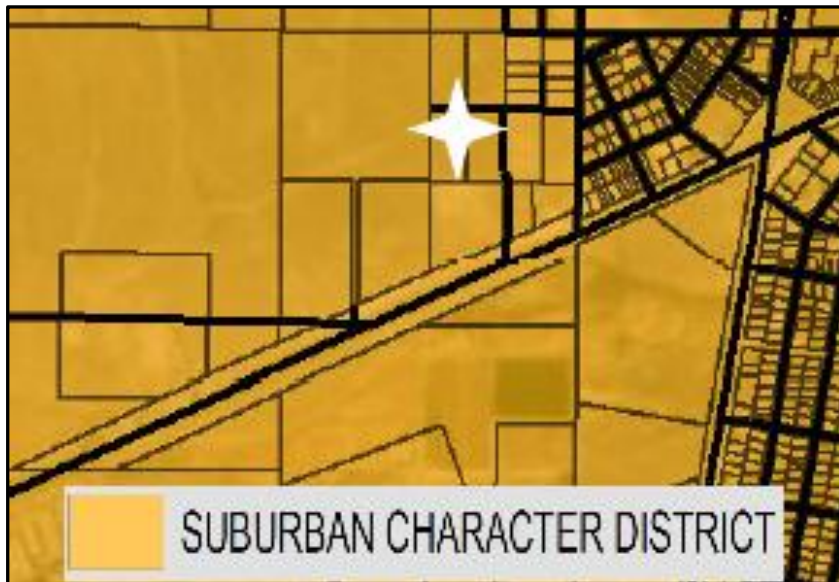
Photo 3.1: Rhyolite lane looking northwest across site



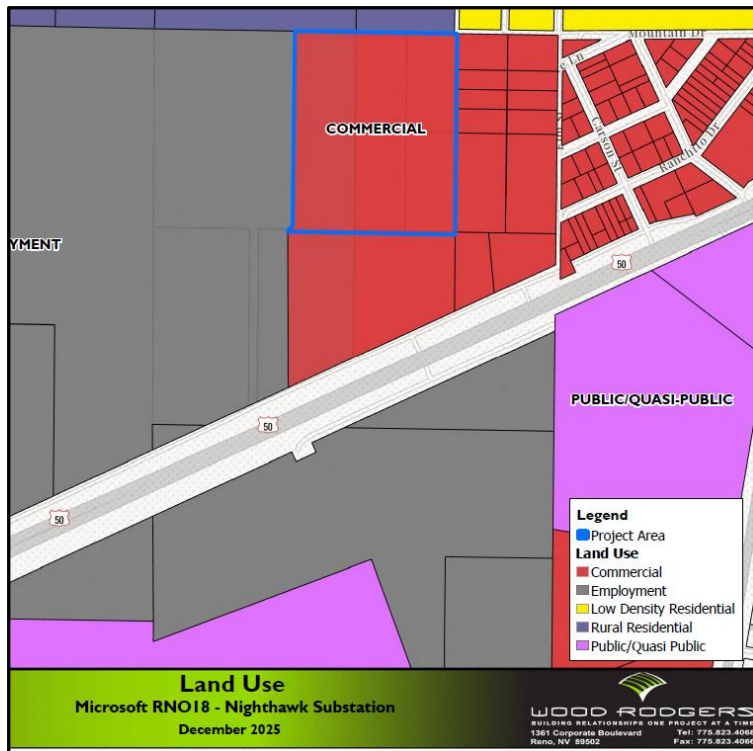
MASTER PLAN AND ZONING

The project area is within a Suburban Character District per the 2020 Master Plan. The project area is designated as Commercial per the 2020 Master Plan for Silver Springs and is zoned NC (Neighborhood Commercial).

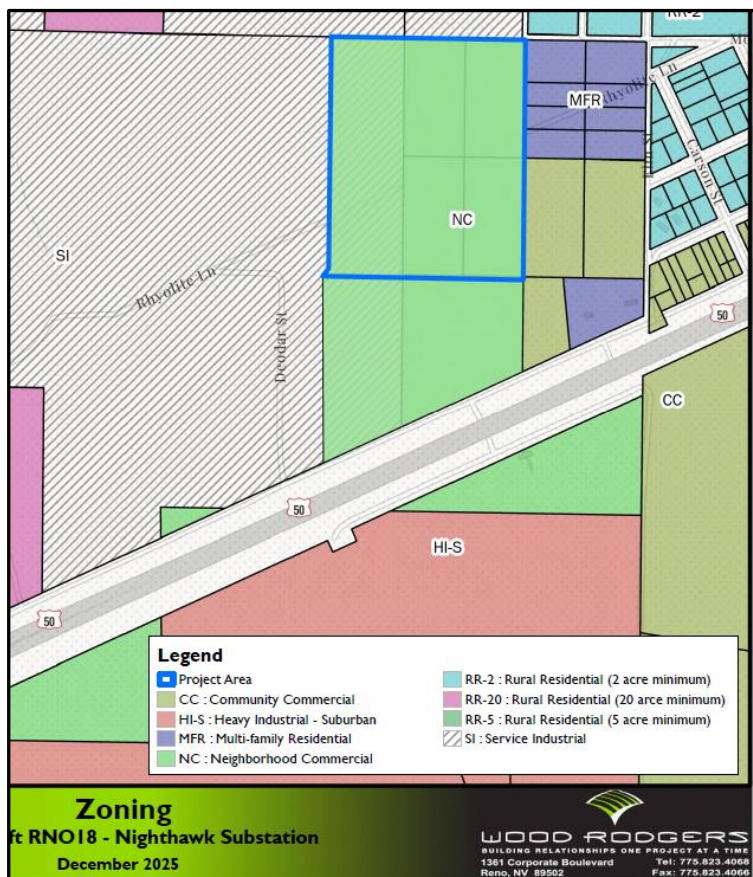
Character District



Master Plan: Commercial - image cropped from the applicant's submittal materials



Zoning: Neighborhood Commercial - image cropped from the applicant's submittal materials



The use of “*power substation*” requires a Conditional Use Permit (CUP) in the NC district per Table 15.320-2, subject to Code section 15.336.11, copied below the Land Use Table excerpt (with underline added).

TABLE 15.320-2 TABLE OF ALLOWED USES - SUBURBAN RESIDENTIAL, MIXED USE AND COMMERCIAL ZONING DISTRICTS																
P = Permitted; C = Conditional use permit required; T = Temporary use permit required; - = Not permitted																
Use Category	Use Type	Suburban Residential								Mixed Use/Commercial						Specific Use Regulations (Code Reference)
		SR-2	SR-1	SR-1 1/2	SR-12000	SR-9000	NR	MFR	RMU	NC	CC	RC	TC-S	CMU-S	HMU-S	
	Power substations	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Section 15.336.11

15.336.11: POWER SUBSTATIONS:

A. *Purpose:* It is the intent of this section to provide for the delivery of electrical power in an efficient and effective manner to the utility's customers allowing for a timely review process for new power substations to be located within the County.

B. *Other Permits:* Power substations may be located on either private or public lands in order to tie into other existing or proposed utility infrastructure (e.g., connecting transmission lines). If the power substation project is located on land administered by any agency of the Federal government the applicant shall notify the County of its intent to submit an application concurrent with the Federal review and permit application process, and attend a pre-submittal conference with County staff to discuss the project and specific application requirements. Subsequent to the pre-application meeting, the applicant shall submit as the application the appropriate documents related to the environmental review by State and Federal land management agencies. If the applicant is required to apply for a permit to construct under the Utility Environmental Protection Act from the Public Utilities Commission of Nevada, then the applicant's NEPA application shall constitute the environmental review documents for the conditional use permit application.

C. *Conditional Use Permit:* A conditional use permit shall be required for a power substation project that is located on private land in order to review, identify and develop mitigation measures that reduce the potential negative impacts to abutting properties. (Ord. 603, 11-1-2018)

STAFF REVIEW AND COMMENTS

Project Details

Microsoft corporation has been working closely with the County for over 3 years to successively move through multiple entitlements and mapping exercises. The end goal is the construction of a data center campus with two power substations. This CUP application is one of two that are concurrently under review by the County. One substation will be operate by NV Energy, which is this one named “Nighthawk”. The other substation will be operated by Microsoft.

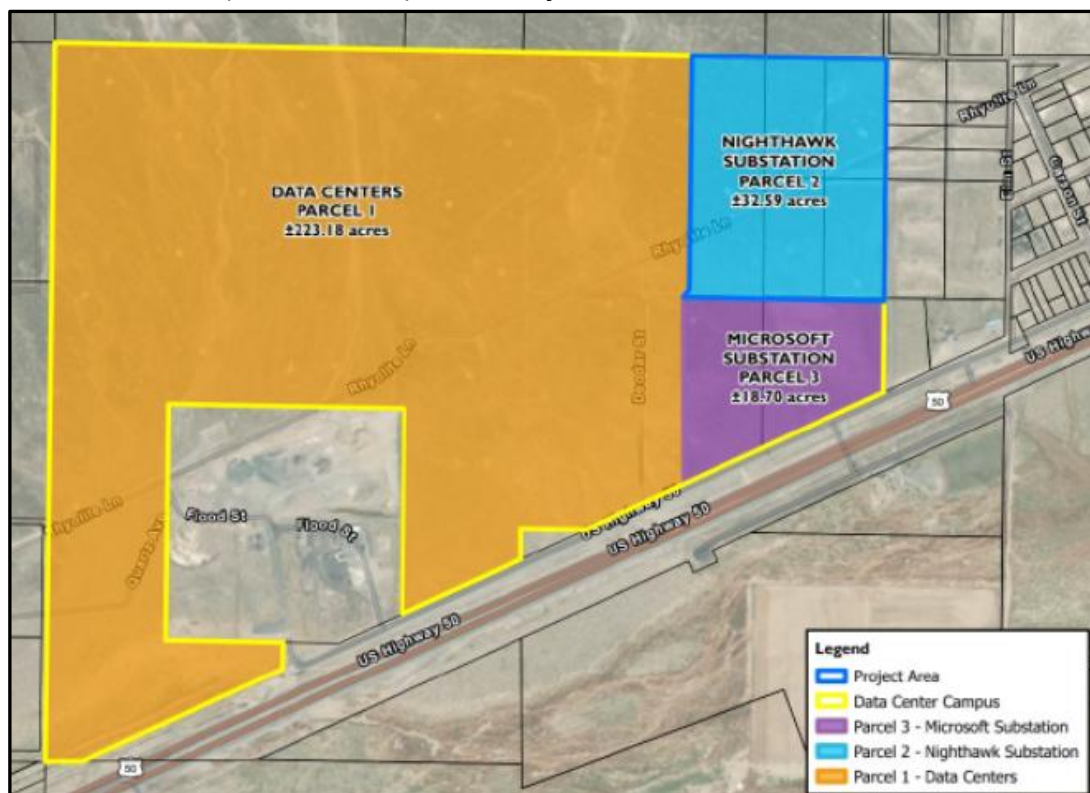
Generalized Timeline

- 2022: Initial meeting with Microsoft with County management and staff
- 2023: First round of zoning map amendments (ZMA) and mapping exercises
- 2024: Second round of ZMAs and mapping exercises
- 2025: Third round of ZMAs plus master plan amendment
- 2026: CUPs and ADR (Administrative Design Review) for data center project

The applicant provided a full project description of the proposed use, included as Attachment 1 of this report. The excerpt below is followed by an image that depicts the data center and the substations’ locations.

“....a parcel map has been approved (PLZ-2025-035) and is pending recordation which will combine all of the parcels and reestablish three new parcels ultimately allowing the data center campus to develop on their own parcels while also establishing two separate parcels for substation development. Upon recordation of the Parcel Map, the larger project site will include three parcels referred to hereinafter as follows:

- **Parcel 1** ($\pm$ 223.18 acres) – Data Centers
- **Parcel 2** ($\pm$ 32.59 acres) – Nighthawk Substation (NV Energy)
- **Parcel 3** ($\pm$ 18.70 acres) – Microsoft Substation



The following is also an expert from Attachment 1 of this report, with modifications from staff.

Project Details

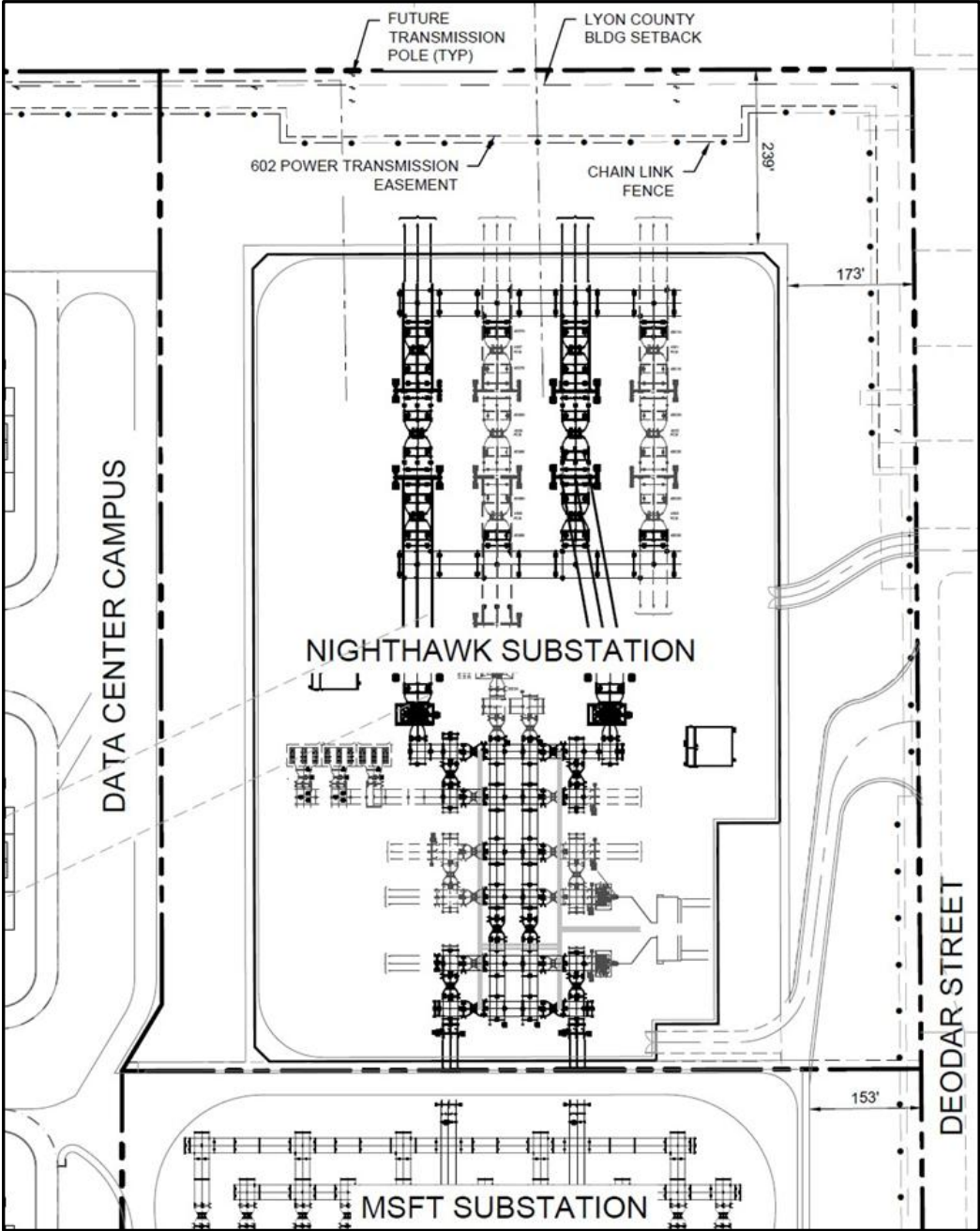
As part of a broader data center campus, the applicant (Microsoft, Inc) in collaboration with NV Energy, plans to construct a 345/120-kilovolt (kV) substation on the project site (Parcel 2) in order to support development of an adjacent data center facility. The Applicant will complete grading, access improvements, and construction of the perimeter wall, following which NV Energy will construct the substation project. The proposed substation and two HVD lines will work in concert with an adjacent private 120 kV substation (also being constructed by the Applicant), both of which will support the broader data center campus. The scope of work for this project includes construction of the new Nighthawk 345/120 kV Substation, a fold of the proposed 345 kV line between the Walker River and Comstock Meadows Substations, two 120 kV service lines from Nighthawk to the adjacent future planned applicant-owned substation, metering and associated communication and protection equipment. The 60kV 602 line currently bisecting the parcels will be relocated on private property along the east, west, and northern property boundary lines to allow for future development.

The Nighthawk Substation will be designed to operate at 345/120 kV, providing a critical node in the regional electrical transmission network. Its primary function is to step down high-voltage electricity from the transmission system to a lower voltage suitable for distribution. Although initially distribution will be solely to the data center campus, distribution to homes, businesses, and public facilities may be available in the future. The facility will include transformers, circuit breakers, control equipment, and a security CMU perimeter wall, all engineered to meet applicable safety and reliability standards. The Nighthawk Substation, 345 kV Fold, and HVD lines will be owned, operated and maintained by NV Energy.

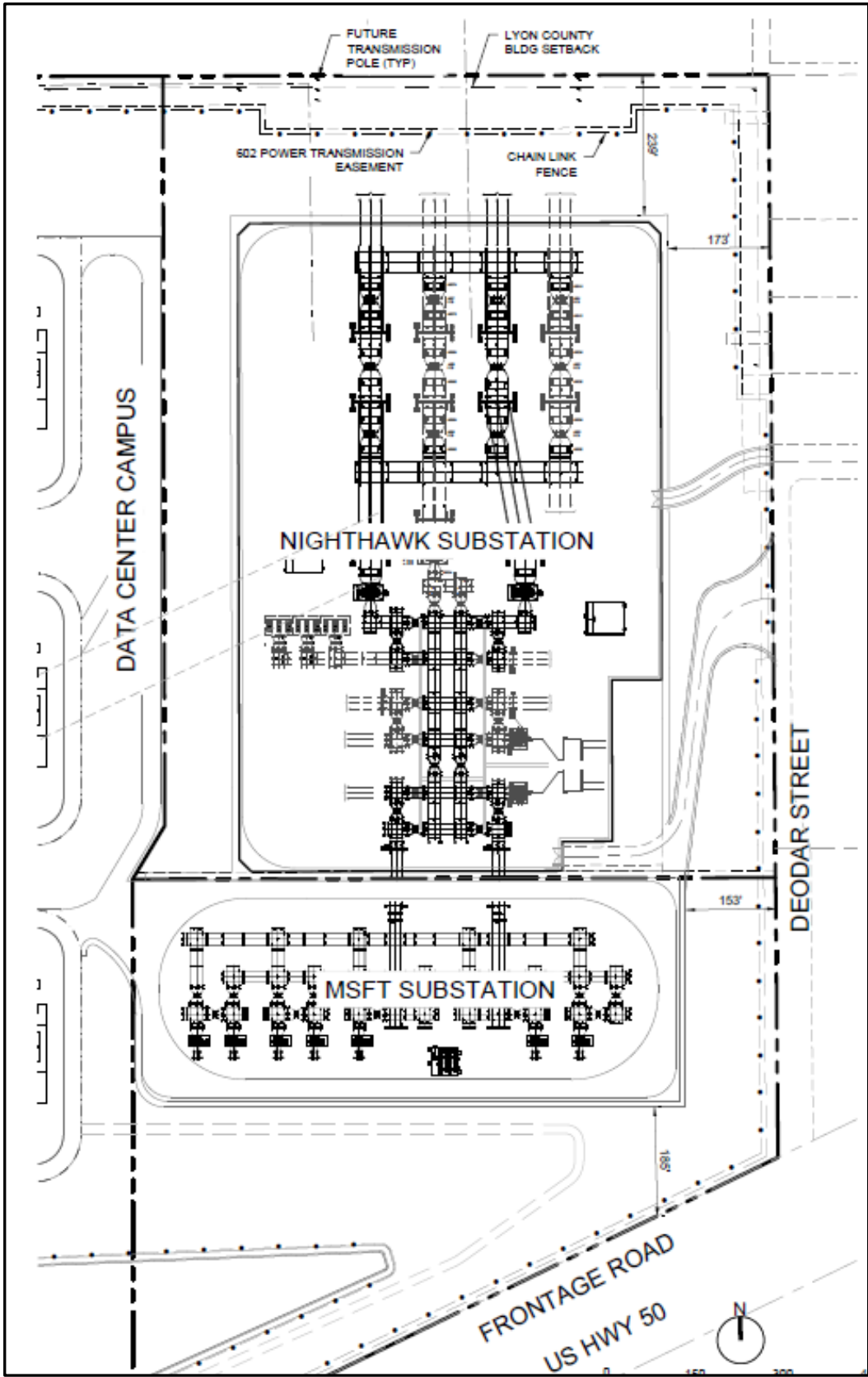
The facility will operate 24 hours per day, 365 days per year. Traffic associated with the project will be most notable during construction, with construction crews typically working six days a week, 7am to 7pm, with some deliveries for equipment occurring outside normal working hours. Construction activities are anticipated to occur from November 2026 to March 2029. The substation itself will have no dedicated employees post construction and it is anticipated it will be visited approximately once a month for general maintenance. The substation will have no public access or services and no changes to traffic service levels are anticipated as a result of the project.

Noise and light mitigation have been provided for nighttime hours during emergency calls. The substation pad will be secured with a 14-ft-tall CMU wall installed around the perimeter for security. In terms of lighting, the substation yard lights are controlled by a manual light switch which is manually activated when personnel are working at the substation. Only the control enclosure exterior lights are controlled by a photocell to turn them on at night and off during the day. The lights will also be mounted as low as possible and include shields aimed down toward the ground and away from adjacent residentially zoned properties to the extent feasible.

Figure 2: Nighthawk Substation Equipment Layout

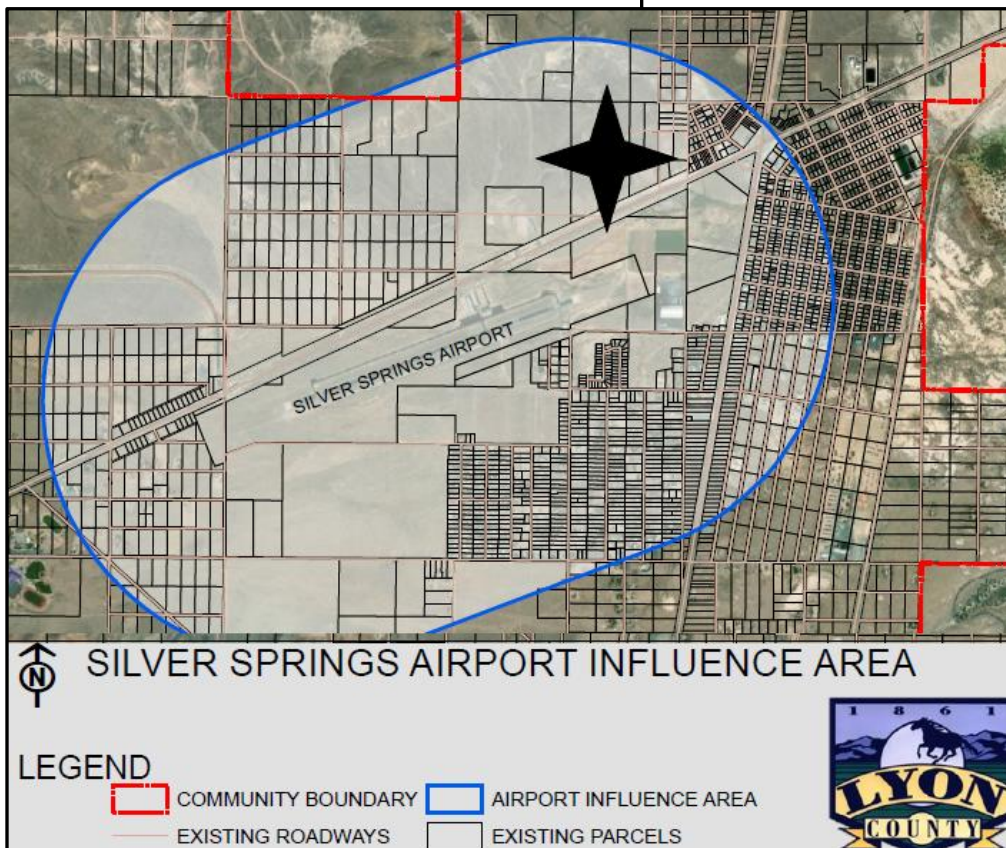
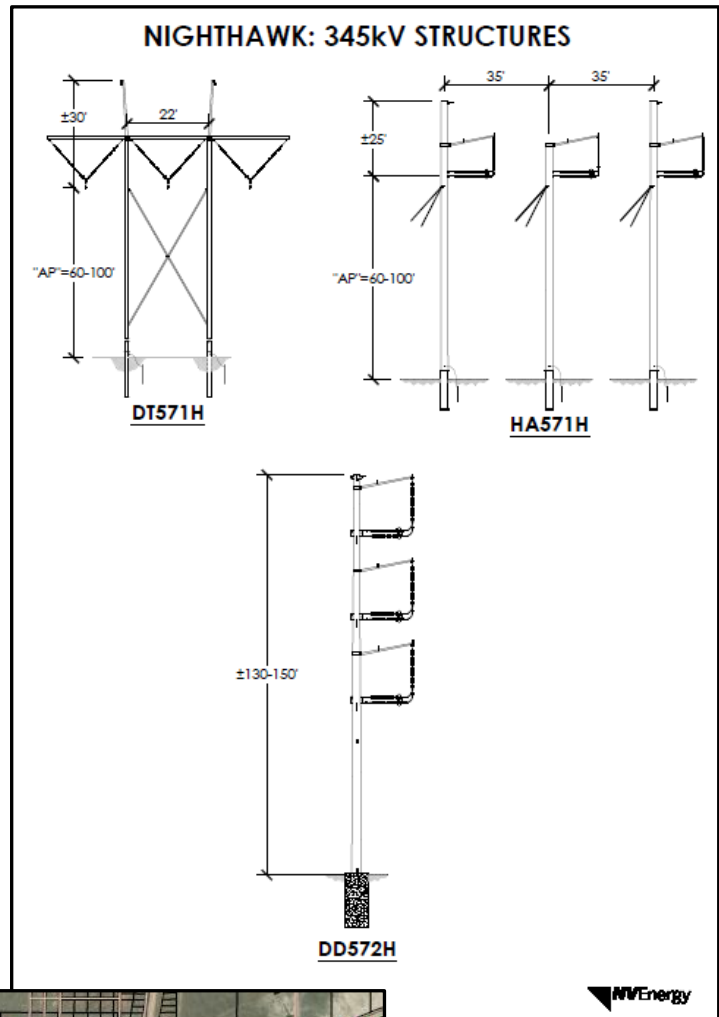


Site Plan with the Nighthawk Substation and Microsoft Substation



The detail to the right is from NV Energy and was included in the applications for both substation projects. It is labeled as being applicable to the Nighthawk substation, which is a larger installation (340 kilovolt).

The height of the substation infrastructure is up to 150 feet. Even though the subject of this CUP is for a smaller substation, staff has included a Condition of Approval requiring that the applicant receive approval from the Federal Aviation Administration (FAA) of a Form 7460-1 for each of the CUPs. This approval from FAA addresses the height of new structures within the Airport Influence Area of the Silver Springs Airport.



FINDINGS

When considering applications for a Conditional Use Permit (CUP), the Commission or Board must evaluate the impact of the conditional use on, and its compatibility with, surrounding properties and neighborhoods to mitigate potential impacts of the use at a particular location and make the following findings from *Chapter 15.230.06: FINDINGS*. Each Finding is listed with the applicant's response and staff's comments.

Finding A: The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

Applicant's Response

Goal LU 1: Orderly Growth Patterns

Policy LU 1.1: Follow Development Patterns as established in the Land Use Plan

Response: The Lyon County Land Use Plan identifies the subject property as having a Commercial land use designation, which supports its Neighborhood Commercial (NC) zoning. Adjacent parcels to the east and south also have a Commercial land use designation. The Commercial land use designation on site serves as a transition between future commercial uses to the east and employment/industrial uses on the adjacent properties to the west and south (also owned by the Applicant).

The proposed Nighthawk Substation is essential to support the planned Microsoft data center campus to the west. The site is particularly suitable for this use due to its proximity to compatible planned development, including the Microsoft Data center campus to the east and Microsoft Substation to the south, both under separate entitlement applications. Together the Nighthawk Substation and the Microsoft Substation will provide reliable power to the adjacent data center campus, without imposing undue demand on the existing grid.

Surrounding conditions further enforce compatibility with surrounding land uses. Vacant parcels to the east share the same Commercial designation as the subject property, and vacant parcels to the north include a specific plan which contemplated similar land uses to those proposed on site. This location, at the interface of commercial and industrial land use designations, is ideal for a substation, serving as a transitional use that aligns with existing zoning and Master Plan goals and policies while complementing adjacent employment and industrial development.

By providing resilient and sustainable power infrastructure, the Nighthawk Substation supports future growth consistent with the Land Use Plan and furthers Master Plan Policy LU 1.1 by adhering to established development patterns therein.

Policy LU 1.4: Locate industrial development as designated on County-wide Land Use Plan or determined by criteria

Response: Although the subject parcel is master planned Commercial, the proposed development of a substation, classified as a utility/industrial use, is permitted in the NC zone with a CUP. It is worth noting that the subject parcel is located in a largely undeveloped area north of Silver Springs Airport, with undeveloped parcels to the west master planned Employment and zoned Service Industrial. Given that adjacent parcels to the south and west are slated for development with other employment/industrial uses reliant on Nighthawk's construction, locating the substation on site ensures compatible development. Furthermore, the subject site is surrounded by Commercial designated properties to the south and east, so introducing uses such as the proposed substation in this area would not impact nearby properties.

Future development of the site will comply with Lyon County Development Code standards; specifically, adherence to performance standards for noise, dust, and traffic contribute substantially to land use compatibility.

Goal LU 3: Diverse Economy

Policy LU 3.1: Diverse Economic Base

Response: Reliable substation capacity is foundational to high-value job sectors (data centers, advanced manufacturing). The project enables economic diversification and enhances regional competitiveness.

Goal FS 5: Utility Corridors

Policy FS 5.1: Lyon County will create a process for the designation and approval of inter-regional utility corridors, including multi-modal transmission corridors, above ground electrical transmission corridors, and underground utility transmission corridors (i.e., inter-regional corridors within which electric transmission lines with capacities of 200 kV or greater, natural gas pipelines larger than 16 inches in diameter, water transmission pipelines larger than 16 inches, or similar utility infrastructure will be located) in cooperation with the Nevada State Office of Energy, all adjacent counties, the Bureau of Land Management, and any other agency with jurisdiction.

Policy FS 5.2: Lyon County will create a process for the designation and approval of aboveground electrical utility corridors with capacities of 60 kV to 199 kV in cooperation with the Nevada State Office of Energy, all adjacent counties, the Bureau of Land Management and NV Energy.

Policy FS 5.3: Aboveground utility corridors must not conflict with any existing or planned infrastructure or utility projects and must be located to minimize conflicts with residential and commercial development.

Policy FS 5.4: Width of existing and future aboveground utility corridors shall be equivalent to the width of the easement required by the National Electric Safety Code (NESC) plus any additional easement width required by the utility provider to ensure access to the infrastructure.

Policy FS 5.3: Aboveground utility corridors must not conflict with any existing or planned infrastructure or utility projects and must be located to minimize conflicts with residential and commercial development.

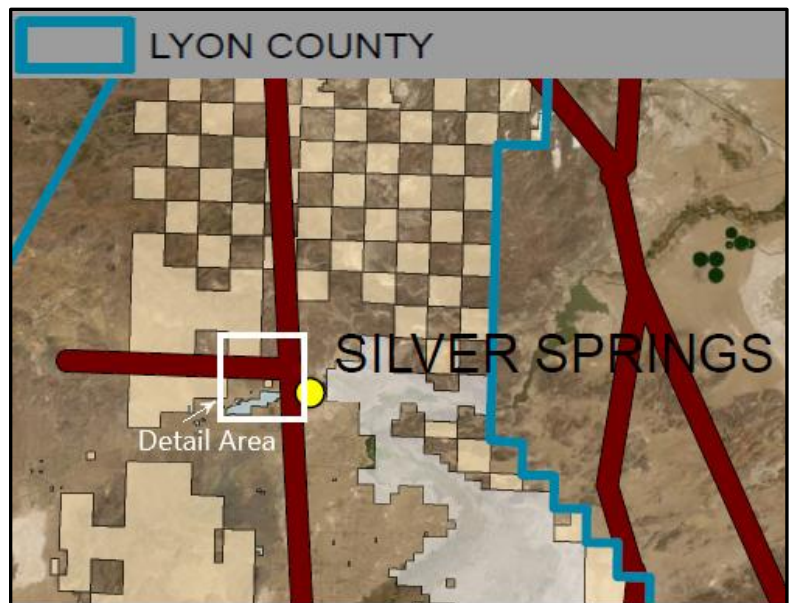
Response: The proposed substation aligns with the 2020 Master Plan which includes a map that depicts the location of Aboveground Utility Corridors in preparation for high voltage power lines to connect Lyon County to the NV Energy Greenlink project. The Nighthawk project will be located within an established utility corridor, advancing the Master Plan's utility corridor policies by promoting orderly routing for medium- and high-voltage infrastructure.

Specifically, the proposed Nighthawk Substation is adjacent to complementary uses, including the planned Microsoft Substation to the south and a future data center campus (owned by the Applicant) to the west. Microsoft's Substation will connect with Nighthawk via overhead lines, consistent with corridor planning standards. Nighthawk's proximity to the Walker River and Fort Churchill substations, critical nodes in NV Energy's Greenlink Transmission project, positions Lyon County as a key regional hub for power distribution. While the Nighthawk Substation will primarily serve the adjacent Microsoft Substation and data center campus initially, distribution for homes, businesses and public facilities could be added in the future. In the short term, Nighthawk will ensure utility infrastructure will meet the evolving regional tech-industry demands without creating service interruptions for the broader community. The facility will not conflict with rural residential or agricultural uses and will reinforce planned utility infrastructure across the county. NV Energy will construct, operate, and maintain the proposed transmission substation to meet or exceed NESC requirements.

Staff Comment

Staff believes the Goals above from the 2020 Master Plan (Chapter 3) are appropriately quoted by the applicant for the proposed project. The project area has been the subject of multiple public hearings associated with Master Plan and Zoning changes in addition to mapping exercises. This CUP is part of a larger data center campus for Microsoft over approximately 274 acres in Silver Springs. To the north of the project area is an approved Specific Plan for the Silver Springs Technology Park, another data center project. Both projects have located in the region because of the NV Energy Greenlink Project, which will use 525-kilovolt (kV) transmission lines to traverse Nevada and connect to energy-generating facilities (such as solar arrays). Projects with high energy demands such as data centers have chosen these locations because the 2020 Master Plan delineated “BLM Aboveground Utility Corridors” for connection.

The images below depict the Corridors in the region and the general project location. Within the Corridors, a CUP is not necessary for high voltage power lines and can be reviewed at the staff level. The type of development being proposed in these regions will continue to require infrastructure like electrical power substations and this CUP is part of the larger development footprint of data center uses in Silver Springs.



Staff feels this Finding may be met in the affirmative.

B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

Applicant's Response

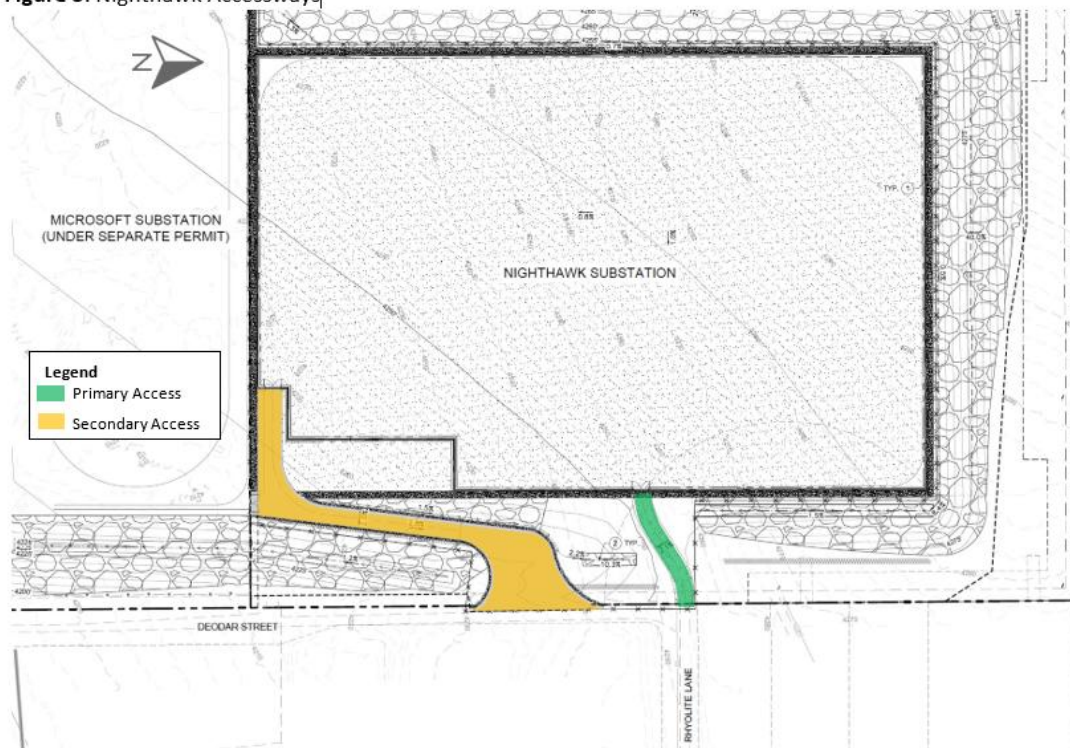
The proposed power substation is located on a vacant parcel within a designated utility corridor, surrounded primarily by undeveloped land, most of which is owned by the Applicant. The site is intentionally positioned adjacent to similar and compatible planned facilities, including a Microsoft Substation and data centers (under separate applications), which substantially enhances land use compatibility. There are no developed residential neighborhoods nearby, ensuring the project avoids impacts to existing neighborhoods.

The substation design incorporates resource-sensitive features, including LID stormwater controls to prevent runoff and support groundwater recharge. It requires no dedicated water or sewer infrastructure and will not affect existing utility capacity. The facility will reduce line losses from lengthy transmission, prevent grid overloading, and enable efficient power distribution to the data center, aligning with energy efficiency and low-impact policies.

To minimize potential adverse impacts, the Applicant will implement measures addressing traffic, noise, dust, and visual concerns. The substation is set back at least 156 feet from the eastern property line to limit effects on adjacent parcels. Construction access will be provided via Deodar Street, which will be improved with temporary paving to maintain safe movement and reduce soil deposition into the public right-of-way. Water trucks will be used as needed to control dust during construction. Long-term access will occur through a new private roadway extending west from Rhyolite Lane to a gated entrance at the substation's western edge, with a secondary paved accessway leading southwest from Deodar Street to another gated point at the substation's southeast corner (see Figure 3 below). The Nighthawk Substation will draw access exclusively from connections to external roadways (Deodar/Rhyolite) and will not connect to the internal roadway network serving the adjacent data center campus.

Operational impacts will be minimal. Traffic will be limited to maintenance personnel, and noise from transformers and inverters is not expected to exceed ambient levels at property lines. Lighting will be restricted to maintenance or emergency visits and designed with full cut-off shielding, directed downward and away from adjacent parcels. An eight (8) ft chain-link security fence will enclose the site at the perimeter. Additionally, a 14-ft reinforced CMU wall will be constructed within the site surrounding the equipment pad, serving as an additional visual and security barrier. These measures, combined with the absence of residential adjacency and compliance with performance standards, demonstrate that the project is compatible with surrounding land uses and the transitional rural-to- suburban character of the area.

Figure 3: Nighthawk Accessways



Staff Comment

To the east is vacant land with applicable zoning of MFR (Multi-Family Residential) and the substation structure is set back over 200 feet from the property boundary, although the fence line is proposed at 173 feet. The location of the subject parcels as part of the larger data center project makes the project, once completed, only part of a larger campus so impacts to the west and south are not applicable. To the north the pending Silver Springs Technology Park will also be a data center campus when constructed.

Staff has included a Condition of Approval related to maximum noise levels permitted for the use, with quotations from Lyon County Code section 15.337.03.H, which reads as follows:

H. Noise: No use in this district shall exceed the maximum environmental noise level at the property line:

1. When adjacent to a commercial or industrial use or zone: Daytime seventy five (75) dBA and nighttime seventy (70) dBA.

2. When adjacent to a Residential Zone: Daytime sixty five (65) dBA and nighttime sixty (60) dBA.

The proposed 14' high CMU wall will also provide a visual barrier to properties to the north and east in addition to providing a secure perimeter.

As Conditioned, staff feels this Finding may be made in the affirmative.

C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

Applicant's Response

Following construction, vehicular traffic generated by the proposed substation will be limited primarily to maintenance. The substation will operate 24 hours a day 365 days per year but will have zero (0) employees. Aside from improvements to existing roadways in the general vicinity, no new public roadways are needed to accommodate the project. One new private roadway will extend west from Rhyolite Lane to provide access to the Nighthawk Substation at a gated entrance along the substation's eastern edge. A second private paved roadway will extend southwest from Deodar Street and connect to a secondary gated entrance at the substation pad's southeast corner (see Figure 3 above). Given that the site will be improved with two new private roadways serving as access to the site, combined with the fact the site will generate a minimal number of vehicular trips, it is anticipated no adverse impact to either existing or planned roadway infrastructure will occur as a result of the project.

Staff Comment

The site is accessed by existing roadways that do not require any additional improvements but will require maintenance at the applicant's expense. The County has required the applicant to submit a Traffic Impact Study for this review, but since the roadways used are primarily, and practically solely, all NDOT roadways, staff feels that the recommended Conditions of Approval address this Finding.

D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

Applicant's Response

As noted previously, vehicular traffic generated solely by the substation post construction will be minimal, with no employees, trips will be limited only to sporadic maintenance activities. Given the limited number of trips generated by the substation and the proposed access improvements and restrictions, no additional traffic control devices or mechanisms are warranted for the project. It is worth noting that the project proposes construction of a chain link fence installed around the project perimeter, as well as a 14-ft-tall CMU wall around the substation pad, which will restrict access to the substation site. Paved vehicular access points will be gated.

As previously discussed, the site will gain primary access via a new private roadway that will extend west from Rhyolite Lane to a gated entrance at the substation's eastern edge. Secondary access will come from a separate paved private roadway which will extend southwest from Deodar Street to a gated entrance at the substations southeast corner (see Figure 3 above). With minimal vehicular traffic anticipated and planned improvements such as private roadways, CMU wall, and controlled access, the site design incorporates all necessary measures to mitigate potential impacts, although none are anticipated.

Staff Comment

The site is accessed by existing roadways that do not require any additional improvements but will require maintenance at the applicant's expense. The County has required the applicant to submit a Traffic Impact Study for this review, but since the roadways used are primarily, and practically solely, all NDOT roadways, staff feels that the recommended Conditions of Approval address this Finding.

E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;

Applicant's Response

The construction of the Nighthawk Substation will be limited to within the project boundary, limiting any potential impacts to the surrounding area. As discussed in detail above in the response for Finding B, adjacent parcels are vacant, undeveloped land; therefore, no adverse effects will be imposed as a result of this project. While there may be some noise and/or visual impacts during construction, upon completion of construction, the project has been designed such that it will not generate visual impacts or adverse noise effects on adjacent properties.

Staff Comment

Staff has included a Condition of Approval related to maximum noise levels permitted for the use, with quotations from Lyon County Code section 15.337.03.H, which reads as follows:

H. Noise: No use in this district shall exceed the maximum environmental noise level at the property line:

1. When adjacent to a commercial or industrial use or zone: Daytime seventy five (75) dBA and nighttime seventy (70) dBA.

2. When adjacent to a Residential Zone: Daytime sixty five (65) dBA and nighttime sixty (60) dBA.

The most impactful quality of the project will be visual, but as previously stated, the substation will be part of a larger complex in a region of the County that will be significantly changed as a result of location of BLM Aboveground Corridors as approved in the 2020 Master Plan. The proposed 14' high CMU wall will provide a visual barrier to properties to the north and east in addition to providing a secure perimeter.

Data centers are large projects and they will all have substations and other accessory uses. The Conditions of Approval also require submittal to the County of an approved Form 7460-1 from the FAA to ensure the height of the proposed substation.

As Conditioned, staff feels this Finding may be made in the affirmative.

F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and

Applicant's Response

*As noted previously, power substations are permitted in the NC zoning district with approval of a CUP. As designed the project meets all applicable standards of Title 15, including provisions specific to power substations under Article 336, and complies with the 2020 Master Plan's goals and policies for land use and utility corridors, particularly those supporting Goal FS-5: Utility Corridors, as discussed above in the response for **Finding A**. These policies promote orderly infrastructure development, and the project's location within a designated utility corridor aligns with that intent.*

The project will not create demand on public facilities such as schools, libraries, community centers, government offices, or emergency services during construction or operation. It also requires no long-term municipal utilities, including water, wastewater, or solid waste services. Water needed for concrete production and dust control during construction will be sourced from existing municipal or commercial suppliers or entities with valid water rights; no new water rights will be required. Wastewater and solid waste will be managed in compliance with local, state, and federal regulations.

By meeting all applicable zoning standards and avoiding impacts to public facilities and utilities, the proposed substation satisfies the requirements of Title 15, Article 336, and the public facility policies contained within, and as such can be found consistent with this finding.

Staff Comment

No sewer or water services are required for the project. The Lyon County Sheriff's Office will provide law enforcement services. The use is consistent with the zoning standards of Title 15 and staff feels this Finding may be met in the affirmative.

G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Applicant's Response

The proposed Nighthawk Substation will enhance the reliability and resilience of the regional electrical grid by supplying power to the Microsoft Substation and supporting the adjacent data center campus, creating the necessary utility infrastructure to supply power to those adjacent land uses without impacting power service to the region. By interconnecting with NV Energy's Greenlink West Transmission Project, Nighthawk plays a role in grid stability. Although initially Nighthawk will only serve the adjacent Microsoft uses, distribution for the communities broader residential and commercial needs can be installed in the future. The improvements associated with this project directly support public health, safety, and welfare by reducing the risk of outages and strengthening the grid's capacity to meet growing energy demands driven by emerging technologies.

The project also contributes to Lyon County's economic vitality by providing essential utility infrastructure for a regional technology hub, positioning the County as a center for data storage and advanced industry. Beyond temporary construction activities, which will comply with dust control and other mitigation measures under required permits, the substation will not generate adverse environmental impacts beyond those typical of construction.

The facility will comply with all applicable provisions of the Lyon County Development Code, which has the explicit purpose to promote public health, safety, convenience, and general welfare (pursuant to WDCD §15.01.02 [Purpose]). By meeting these standards and incorporating best practices for design and operation, the Nighthawk Substation will not be materially detrimental to the public or surrounding properties. Instead, it will provide long-term benefits through improved energy reliability, sustainable infrastructure, and economic development consistent with the County's planning objectives.

Staff Comment

The substation is part of the larger data center project, which itself is also part of an expected regional change to development type in this portion of the County. The presence of the BLM Aboveground Corridors per the approval of the 2020 Master Plan makes Silver Springs an attractive location for data center projects and potentially other high-energy users. As conditioned, staff does not feel the project represents material damages to public health, safety or welfare to residents or properties in the vicinity.

Executive Summary

Applicant: Microsoft Inc
APN Numbers: 018-551-01, 018-551-02, 018-551-03, 018-551-04, and a portion of 015-141-13¹
Location: The project site is located in Silver Springs, north of US Highway 50 and the Silver Springs Airport and west of the intersection with US Highway 95A.

Project Location

The subject site consists of five (5) parcels located approximately 0.5 miles (mi) west of the intersection of US Highway 50 (US 50) and US 95A and 1.15 mi east of the intersection of US 50 and USA Parkway. More specifically, Lyon County currently identifies the subject site as Assessor's Parcel Numbers (APNs) 018-551-01, -02, -03, -04, and a portion of APN 015-141-13 consisting of approximately 32.59 acres¹ (ac). Deodar Street via the US 50 Frontage Road south of the site provides access to the project area.

Background

Greenlink Nevada is NV Energy's flagship transmission initiative designed to strengthen Nevada's electric grid and improve statewide reliability. The project consists of two major 525-kilovolt (kV) transmission lines: Greenlink West, spanning approximately 350 miles from Las Vegas to Yerington, and Greenlink North, covering about 235 miles from Ely to Yerington. Together, these lines will form a high voltage "energy highway" connecting northern and southern Nevada, creating a resilient transmission triangle.

Lyon County plays a central role in this effort, as both lines converge near Yerington at the Fort Churchill Substation, which is undergoing a major expansion, and the new Walker River Substation, a critical component of the project. The Walker River Substation, located adjacent to Fort Churchill, is NV Energy's largest substation project to date and includes a 120-kV yard along with facilities to interconnect the Greenlink West line and multiple smaller transmission lines serving Storey County and the Reno area. Greenlink Nevada is expected to deliver up to 8 GW of energy capacity statewide, improve grid flexibility, and support economic growth by reducing congestion and enhancing reliability for homes, businesses, and future industrial development. As discussed below in *Project Details*, the subject application includes a request for use of the site for a power substation which will connect to and support the Greenlink initiative, further strengthening the utility capacity for the area.

An Administrative Design Review (ADR) application was submitted and is currently under review for construction related to a data center and mass grading associated with future development on the site. The ADR scope included a data center campus with two power substations as well as large scale earthwork, stormwater management facilities, temporary and permanent erosion control measures, and access improvements across all associated parcels. The initial improvements proposed under the ADR establish the grading, drainage and access framework and serve as a precursor to the request herein for one of the planned substations.

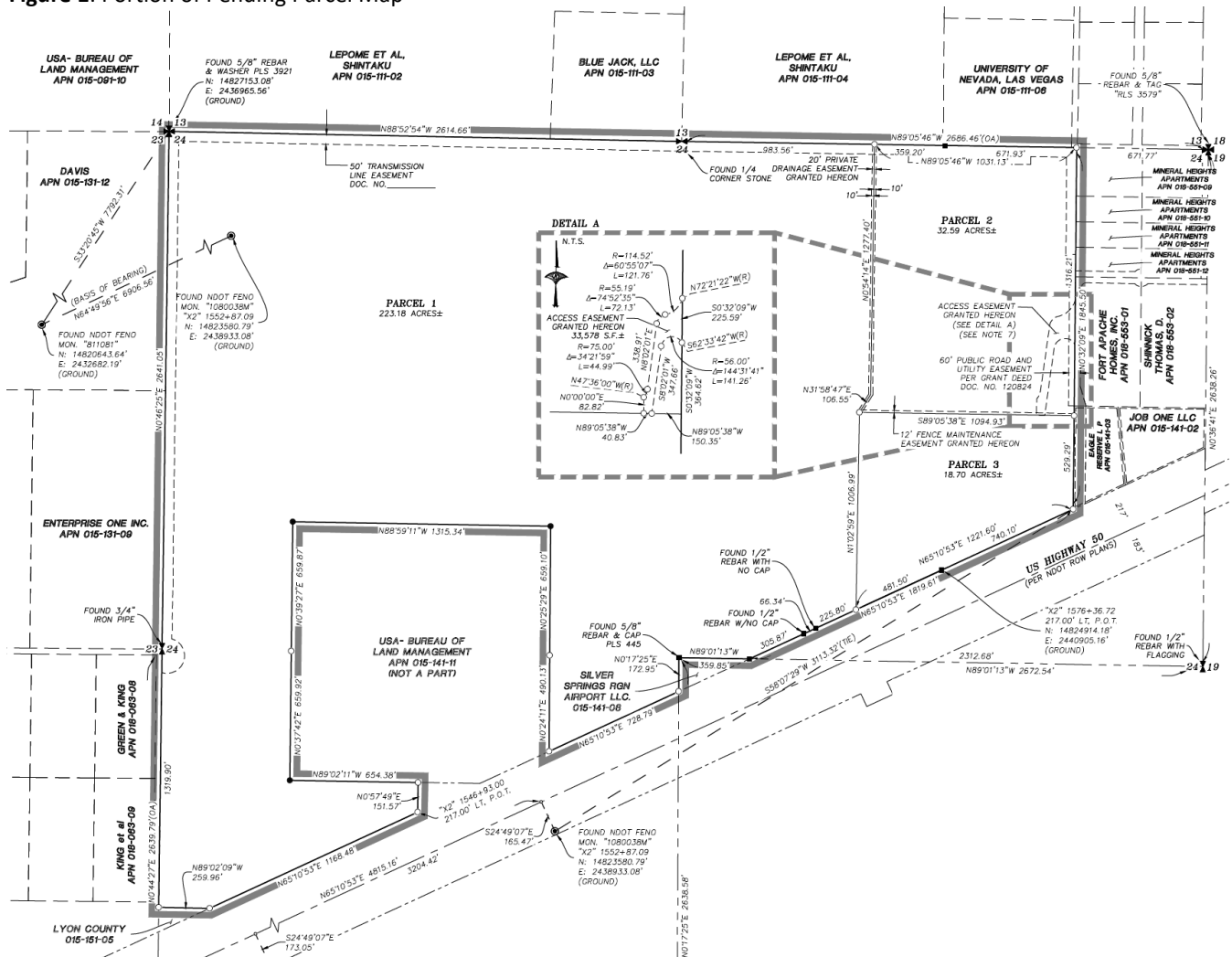
¹ A parcel map has been approved (PLZ-2025-035) and is pending recordation which will expand and establish a new parcel with an updated APN number.

Also in preparation for the campus, a Tentative Parcel Map (PLZ-2025-035) to merge and re-subdivide six parcels into three parcels was approved by the Planning Commission in November, 2025. The three approved resultant parcels will be referred to hereinafter as follows:

- Parcel 1 (±223.18 acres [ac]) – Data Centers
- Parcel 2 (±32.59 ac) – Nighthawk Substation (NV Energy)**
- Parcel 3 (±18.70 ac) – Microsoft Substation

As outlined below, the subject request of this application is isolated to only one of the components of the broader planned campus across the parent site. Upon recordation of the aforementioned parcel map, the subject project of this application will be contained on its own parcel (**Parcel 2**) (refer to **Figure 1** and Parcel Map in Section 3 of this submittal packet).

Figure 1: Portion of Pending Parcel Map



Project Request

Included with this application is a request for a Conditional Use Permit (CUP) to construct a new 345/120 kV electric substation, access road, a 345 kV fold, and two HVD lines for NV Energy, referred to herein after as the Nighthawk Substation, 345kV Fold, and HVD Lines (Nighthawk). Lyon County requires a CUP for substations built on private land in all zoning districts to ensure potential impacts to adjacent properties are reviewed and appropriate mitigation measures are identified. The proposed project involves construction of a power substation on private land owned by Microsoft within Silver Springs. The grading and civil improvements, including a 14-foot (ft) Concrete Masonry Unit (CMU) wall around the substation pad and access road to the substation, will be constructed by Microsoft. The Nighthawk 345/120kV Substation, 345 kV Fold, HVD lines and relocation of 602 line will be completed by NV Energy. Following completion of the grading and Civil Improvements by Microsoft, ownership of the Nighthawk parcel (**Parcel 2**) will be transferred to NV Energy prior to any construction by NV Energy.

Master Plan and Zoning

The project area has a Lyon County 2020 Master Plan (Master Plan) designation of Commercial with a zoning designation of Neighborhood Commercial (NC) (*refer to Master Plan and Zoning maps in Section 3 of this submittal packet*). The subject site is within the Suburban Character District per the 2020 Master Plan. Surrounding zoning includes Community Commercial and Multi-Family Residential to the east, Neighborhood Commercial to the south (Microsoft Substation parcel), Service Industrial to the west (Microsoft data center parcel), and Service Industrial to the north.

Site Characteristics

The subject site is bordered in all direction by vacant land, with it noted the parcels to the south and west are slated for development with other components of the data center campus which will be served by the proposed Nighthawk Substation. Site slopes range between 5 percent and 20 percent towards US 50. Surface drainage consists of sheet flow as well as several natural drainages that flow north to south across the subject area. Vegetation is moderate, consisting of brush, weeds, and grasses with several dirt roads crossing the property.

Project Details

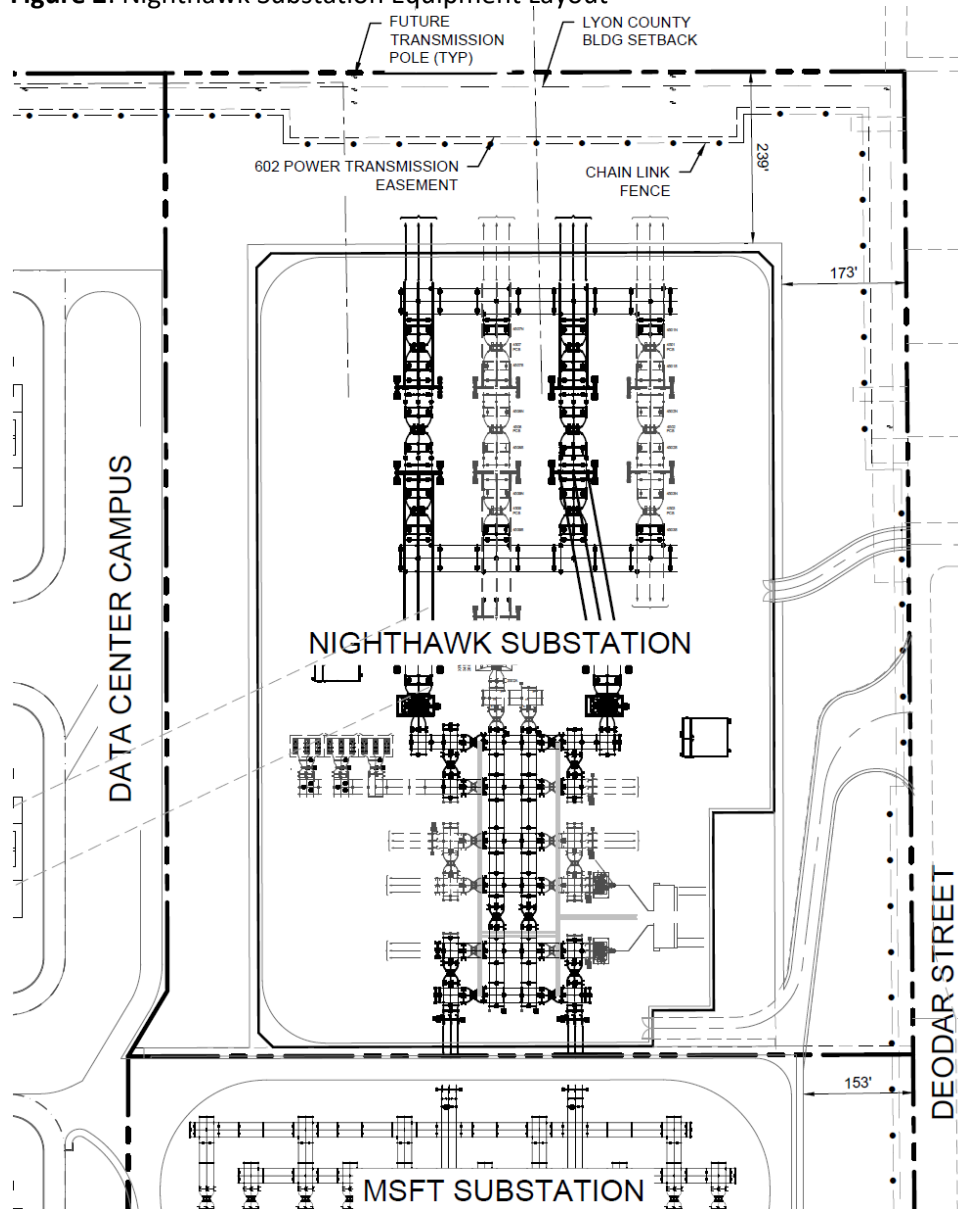
As part of a broader data center campus, the applicant (Microsoft, Inc), in collaboration with NV Energy, plans to construct a 345/120-kilovolt (kV) substation on the project site (Parcel 2) in order to support development of an adjacent data center facility. The Applicant will complete grading, access improvements, and construction of the perimeter wall, following which NV Energy will construct the substation project. The proposed substation and two HVD lines will work in concert with an adjacent private 120 kV substation (also being constructed by the Applicant), both of which will support the broader data center campus. The scope of work for this project includes construction of the new Nighthawk 345/120 kV Substation, a fold of the proposed 345 kV line between the Walker River and Comstock Meadows Substations, two 120 kV service lines from Nighthawk to the adjacent future planned applicant-owned substation, metering and associated communication and protection equipment. The 60kV 602 line currently bisecting the parcels will be relocated on private property along the east, west, and northern property boundary lines to allow for future development.

The Nighthawk Substation will be designed to operate at 345/120 kV, providing a critical node in the regional electrical transmission network. Its primary function is to step down high-voltage electricity from the transmission system to a lower voltage suitable for distribution. Although initially distribution will be solely to the data center campus, distribution to homes, businesses, and public facilities may be available in the future. The facility will include transformers, circuit breakers, control equipment, and a security CMU perimeter wall, all

engineered to meet applicable safety and reliability standards. The Nighthawk Substation, 345 kV Fold, and HVD lines will be owned, operated and maintained by NV Energy.

The equipment needed for this project includes two 345/120kV 280 MVA transformers, circuit breakers, substation bus, telecommunications, metering equipment, equipment enclosure, switches and associated/ancillary facilities that are typically included at this type of facility. It is worth noting 120/25 kV transformers, distribution bus/feeders, and capacitor banks are included as part of the full site build out but will not be installed initially. Further, the substation as designed can accommodate the retermination of the existing 60 kV lines currently at the Silver Springs Substation to 120 kV lines to provide additional capacity to the Silver Springs area.

Figure 2: Nighthawk Substation Equipment Layout



The facility will operate 24 hours per day, 365 days per year. Traffic associated with the project will be most notable during construction, with construction crews typically working six days a week, 7am to 7pm, with some deliveries for equipment occurring outside normal working hours. Construction activities are anticipated to occur from November 2026 to March 2029. The substation itself will have no dedicated employees post construction and it is anticipated it will be visited approximately once a month for general maintenance. The substation will have no public access or services and no changes to traffic service levels are anticipated as a result of the project.

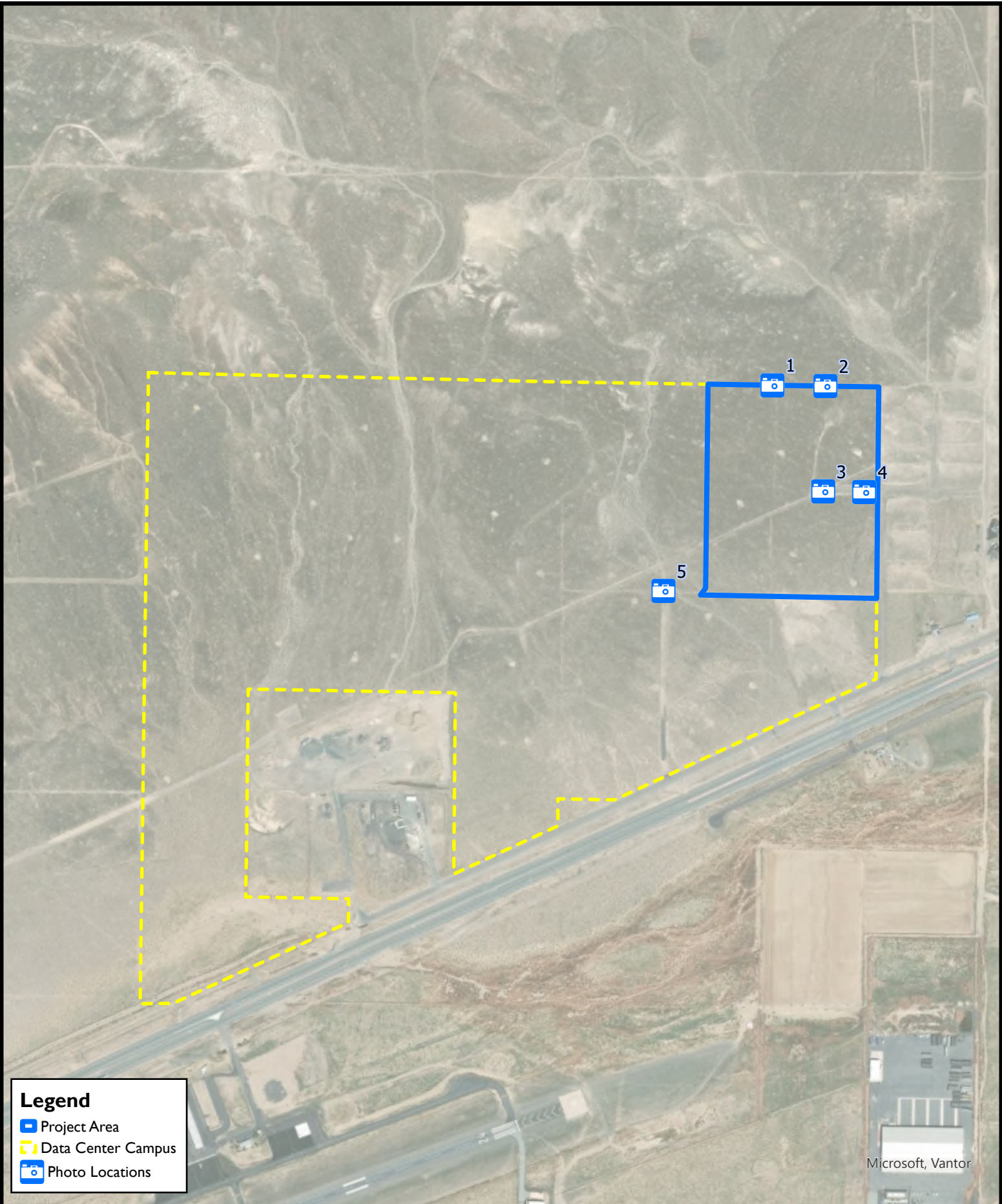
Noise and light mitigation have been provided for nighttime hours during emergency calls. The substation pad will be secured with a 14-ft-tall CMU wall installed around the perimeter for security. In terms of lighting, the substation yard lights are controlled by a manual light switch which is manually activated when personnel are working at the substation. Only the control enclosure exterior lights are controlled by a photocell to turn them on at night and off during the day. The lights will also be mounted as low as possible and include shields aimed down toward the ground and away from adjacent residentially zoned properties to the extent feasible.

Aside from temporary traffic for construction, the project will not result in nuisances such as dust, glare, pollution, odor, or vibrations above regulated levels. Other noise from transformers associated with the substation is not expected to exceed ambient noise at adjacent property lines.

Access and Circulation

Access roads are essential for construction, operation, and maintenance of the project. It is anticipated that large foundation auger equipment, heavily loaded trucks, cranes and specialized construction equipment will be needed for construction, maintenance and emergency activities. Note that grading for the access roads is being reviewed as part of the previously submitted (and currently under review) Administrative Design Review (ADR). Access to the NV Energy Nighthawk Substation for construction, operation and long-term maintenance will be off of Deodar Street.

All Project access roads will meet NV Energy's construction road standards, which include the use of a minimum travel surface width of 25 feet depending on the radii of curves to facilitate safe movement of equipment and vehicles. Initially access roadways will be surfaced with asphalt, with gravel used in later phases in accordance with NV Energy standards.



Legend

-  Project Area
-  Data Center Campus
-  Photo Locations



Photo Locations

Microsoft RNO18 - Nighthawk Substation

December 2025



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.8...
Fax: 775.8...

Microsoft, Vantor



Photo Locations

Photo Location 1: Northern property boundary - west
Photo Location 2: Northern property boundary - east
Photo Location 3: Rhyolite Lane, near property center
Photo Location 4: Rhyolite Lane, near eastern property boundary
Photo Location 5: West of southwest corner

Photo Index

Photo Location 1
 Photo 1.1: Looking east along northern property boundary
 Photo 1.2: Looking south to parcel center
Photo Location 2
 Photo 2.1: Looking east along northern property boundary
 Photo 2.2: Looking south towards US 50
 Photo 2.3: Looking west along northern property boundary
Photo Location 3
 Photo 3.1: Rhyolite Lane looking northwest across site
Photo Location 4
 Photo 4.1: Looking east along Rhyolite Lane toward eastern property boundary
Photo Location 5
 Photo 5.1: Looking east along southern property boundary

Photo Location 1: Northern Property Boundary - west

Photo 1.1: Looking east along northern property boundary



Photo 1.2: Looking south to parcel center



Photo Location 2: Northern Property Boundary - east

Photo 2.1: Looking east along northern property boundary



Photo 2.2: Looking south towards US 50



Photo 2.3: Looking west along northern property boundary



Photo Location 3: Rhyolite Lane, near property center

Photo 3.1: Rhyolite lane looking northwest across site



Photo Location 4: Rhyolite Lane, near eastern property boundary

Photo 4.1: Looking east along Rhyolite Lane toward eastern property boundary



Photo Location 5: West of Southwest Corner

Photo 5.1: Looking east along southern property boundary



Fort Apache Homes Inc.

5560 S. Fort Apache Road, Ste. 100, Las Vegas, NV 89148
Tel: (702) 202-1600; Fax: (702) 202-1601

Lyon County Community Development Department
countyclerks@lyon-county.org

Re: PLZ-2025-109

Dear Commissioners:

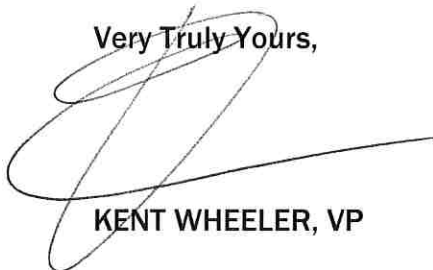
This is written to oppose the issuance of a Conditional Use Permit for the Microsoft substation located to the west of Deodar Street and north of Hwy 50 in Silver Springs. The proposed location of the substation is adjacent to our properties, APN 018-553-01 and -02.

A substation is a nuisance which will blight the value of our properties. Some uses like residential or retail will no longer be viable due to the proximity to the substation. Already existing residential nearby will likewise be adversely affected.

The proposed substation should be located farther away from Hwy 50 and developable land. It should be re-sited to the north. In our view the Conditional Use Permit should be denied.

Thank you for your attention to this matter.

Very Truly Yours,

A handwritten signature in black ink, appearing to be 'Kent Wheeler', written over the typed name.

KENT WHEELER, VP

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.e

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 120-kilovolt electrical substation and other associated infrastructure over approximately 18.70 acres of two parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs at 1200 W US Highway 50 (Portion of APN 015-141-13 and 015-141-04); PLZ-2025-110.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING • DEVELOPMENT ENGINEERING • PLANNING

27 S. MAIN STREET
YERINGTON, NV 89447
(775) 463-6591
FAX: (775) 463-5305

34 LAKES BOULEVARD
DAYTON, NEVADA 89403
(775) 246-6135
FAX: (775) 246-6147

PLANNING COMMISSION

PLZ-2025-110

Proposed Action	<u>Conditional Use Permit for an electrical power substation</u>
Meeting Date	<u>February 10, 2025</u>
Property Owners	<u>Microsoft Corporation</u>
Applicant	<u>Microsoft Corporation</u>
Representative	<u>Wood Rodgers Inc. / Stacie Huggins</u>
Area Location	<u>North of US Highway 50, Silver Springs at 1200 W Hwy 50</u>
Parcel Numbers	<u>015-141-04 and a portion of 015-141-13</u>
Area	<u>Approximately 18.70 acres</u>
Zoning	<u>NC (Neighborhood Commercial)</u>
Master Plan	<u>Commercial</u>
Case Planner	<u>Louis Cariola</u>

REQUEST

Microsoft requests approval for a Conditional Use Permit to construct an electrical power substation to support a data center campus under separate review.

RECOMMENDED MOTION

If the Planning Commission determines that they will recommend approval of the request to the Board of Commissioners, then the Planning Commission may want to consider a motion similar to the following.

The Lyon County Planning Commission finds that:

- A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;
- B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;
- C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;
- D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

- E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;
- F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and
- G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Based on the aforementioned Findings, I move that the Planning Commission recommend approval to the Board of County Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 120-kilovolt electrical substation over approximately 18.70 acres of two parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs (Portion of APN 015-141-13 and 015-141-04); PLZ-2025-110.

CONDITIONS OF APPROVAL

1. The project activities shall be constructed and operated in accordance with the conceptual site plan and construction drawings as submitted and reviewed as part of this approval. Any further expansion will require modification of this Conditional Use Permit or an additional Conditional Use Permit and/or other approvals.
2. Any modification, expansion, intensification or material change in use or operation shall require an application for, and public hearings on, an amendment to the Conditional Use Permit use pursuant to Lyon County Code.
3. The applicant shall comply with all state, federal and local government regulations to the satisfaction of the appropriate agencies for the proposed uses. The applicant shall comply with all applicable Fire, building, zoning and improvement code requirements and obtain any necessary public inspections.
4. All construction documents, to include separate applications, must be submitted to Lyon County Utilities, Central Lyon Fire Protection District and Lyon County Building for review and approval to obtain a Building Permit.
5. The applicant is required to submit for a separate and independent Fire Plan review and will be required to comply with the 2024 Northern Nevada Code Amendments package and all applicable NFPA standards.
6. All contractors doing any construction, modifications, or remodel must be licensed in the State of Nevada.
7. The applicant shall maintain a Lyon County business license for the use while occupying the site.
8. The applicant shall receive approval from the Federal Aviation Administration (FAA) of a Form 7460-1 and supply it to the County prior to the issuance of Building Permits.
9. The applicant shall receive approval from the County Roads Department of an encroachment permit to pave access roads to the site prior to initiation of construction and grading on-site.
10. The project area shall be fenced with at least six feet of chain link for security purposes.
11. The operations authorized per this Conditional Use Permit shall not exceed 65 dBA (A-weighted decibel) during daytime hours or 60 dBA during night time hours as averaged from a two-hour monitoring period. The Community Development Director reserves the right to require a sound study to verify sound levels of the functioning operations. If a sound study determines that the use permitted per this Conditional Use Permit exceeds the limit allowed, the authorization may be rescinded at the discretion of the Director.

12. Exterior site and building lighting shall be installed as to eliminate any nuisance to adjoining properties. No unshaded light sources shall be permitted.
13. The applicant shall comply with the Lyon County drainage guidelines (2024 updated edition) to the satisfaction of the County Engineer. The property owner shall be responsible for maintenance of all roads, parking areas and drainage facilities within the parcel, as well as any storm water detention facilities.
14. The substantial failure to comply with the conditions imposed on the issuance of this conditional use permit or the operation of the conditional use in a manner that endangers the health, safety or welfare of Lyon County or its residents or the violation of ordinances, regulations or laws in the conditional use may result in the institution of revocation proceedings. **Failure to initiate the conditional use permit within two (2) years from the date of approval will result in the expiration of the conditional use permit approval.**

Alternative Motions

Alternative Motion for Continuance

If the Planning Commission determines that additional information, discussion and public review are necessary for a more thorough review of the proposed conditional use permit; the Commission should make appropriate findings and move to **continue** the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Commission may wish to consider a motion similar to the following:

The Planning Commission finds that:

- A. Additional information, discussion and public review are necessary for a more thorough review of the proposed Conditional Use Permit.

Based on the above findings and with the applicant's concurrence, I move that the Planning Commission continues the request from Microsoft Corporation for a Conditional Use Permit to construct a 120-kilovolt electrical substation over approximately 18.70 acres of two parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs (Portion of APN 015-141-13 and 015-141-04); PLZ-2025-110 for ___ days.

Alternative Motion for Denial

If the Planning Commission determines that they should deny the request for a Conditional Use Permit, then they need to make findings supporting a recommendation of denial. The Commissioners may wish to consider a motion similar to the following:

The Planning Commission finds that the proposed use:

- A. Will be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is incompatible with and detrimental to the character and integrity of adjacent development and neighborhoods, nor has the applicant proposed mitigation of adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity related to the proposed project.
- B. Will be detrimental to the public health, safety, convenience and welfare; and
- C. Will result in material damage or prejudice to other property in the vicinity.

Based on the aforementioned findings, I move that the Planning Commission recommend denial to the Board of Commissioners for the request from Microsoft Corporation for a Conditional Use Permit to construct a 120-kilovolt electrical substation over approximately 18.70 acres of two parcels with Neighborhood Commercial (NC) zoning located north of US Highway 50 in Silver Springs (Portion of APN 015-141-13 and 015-141-04); PLZ-2025-110.

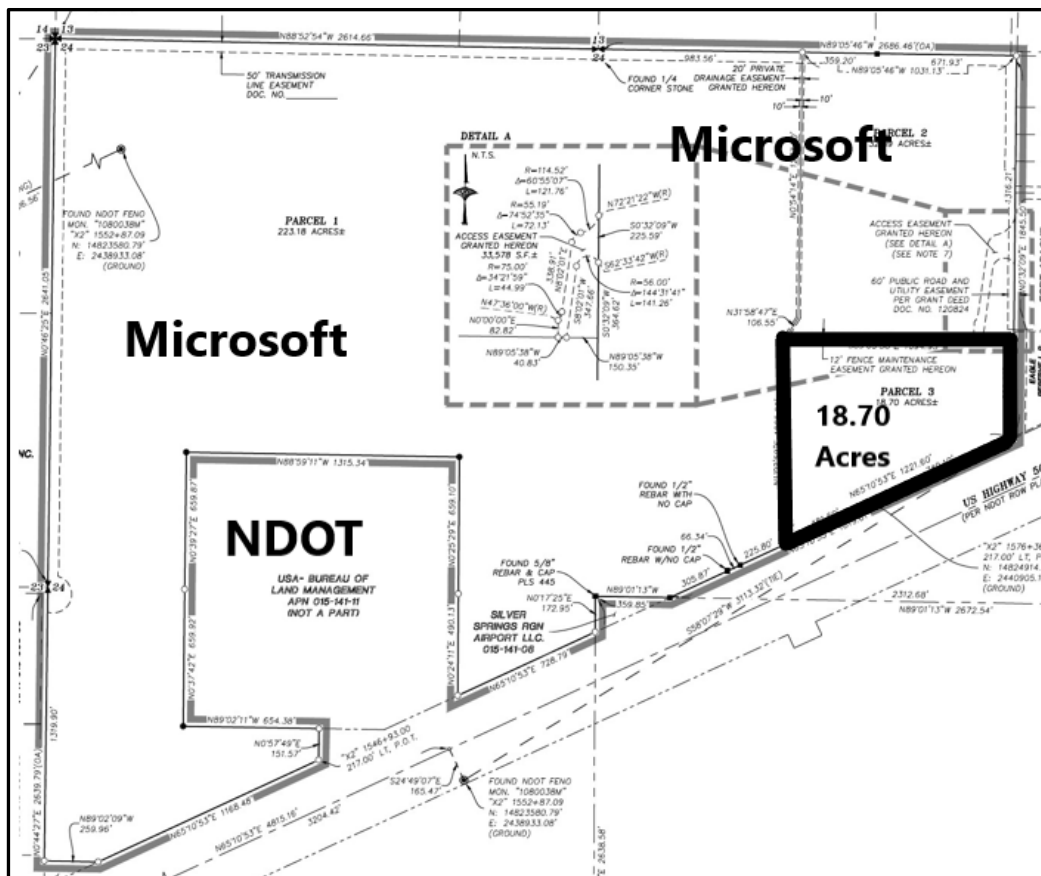
BACKGROUND INFORMATION

Location

The subject parcels are located in Silver Springs, north of US Highway 50 and the Silver Springs Airport. The parcels are approximately 0.5 miles west of the intersection with US Highway 95A and two miles east of the intersection with USA Parkway. The subject parcels include APN 015-141-04 (addressed as 1200 W Hwy 50) and a portion of APN 015-141-13 (unaddressed). The site is vacant.

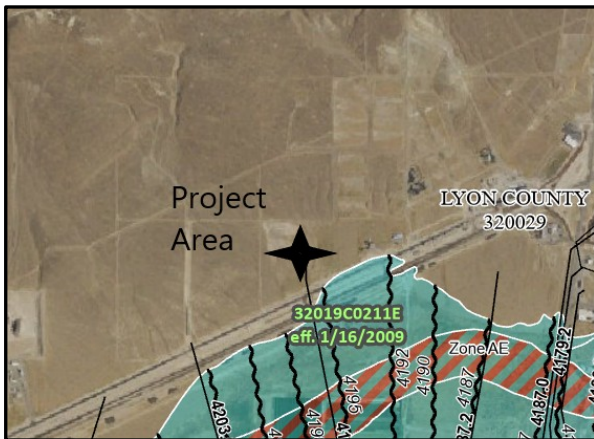
Size

The subject parcels are approximately 10.57 acres and 243.59 acres per the County Assessor. However, the subject parcels are under review by Lyon County for recordation of a Final Map which will create a new single-parcel configuration that will itself encompass the entire project area. The project area is/will be approximately 18.70 acres, as depicted in the image below from the yet-to-be-recorded Final Map. Microsoft also owns the land to the north and west. The western parcel surrounds an NDOT maintenance yard.



Flood Zone Designation

Per FEMA Flood Insurance Rate Maps (FIRMs) shown below, the subject parcels are located in the X Zone (area of minimal flood hazard). No Floodplain Development permits will be required. Slopes on the site range between 5 percent and 20 percent towards Hwy 50.



Access

Access to the parcels is via unmaintained and unpaved Deodar Street to the east, which connects to the Highway 50 frontage road Right of Way (ROW). The images that follow are from attachment 2 of this report: pictures provided by the applicant.

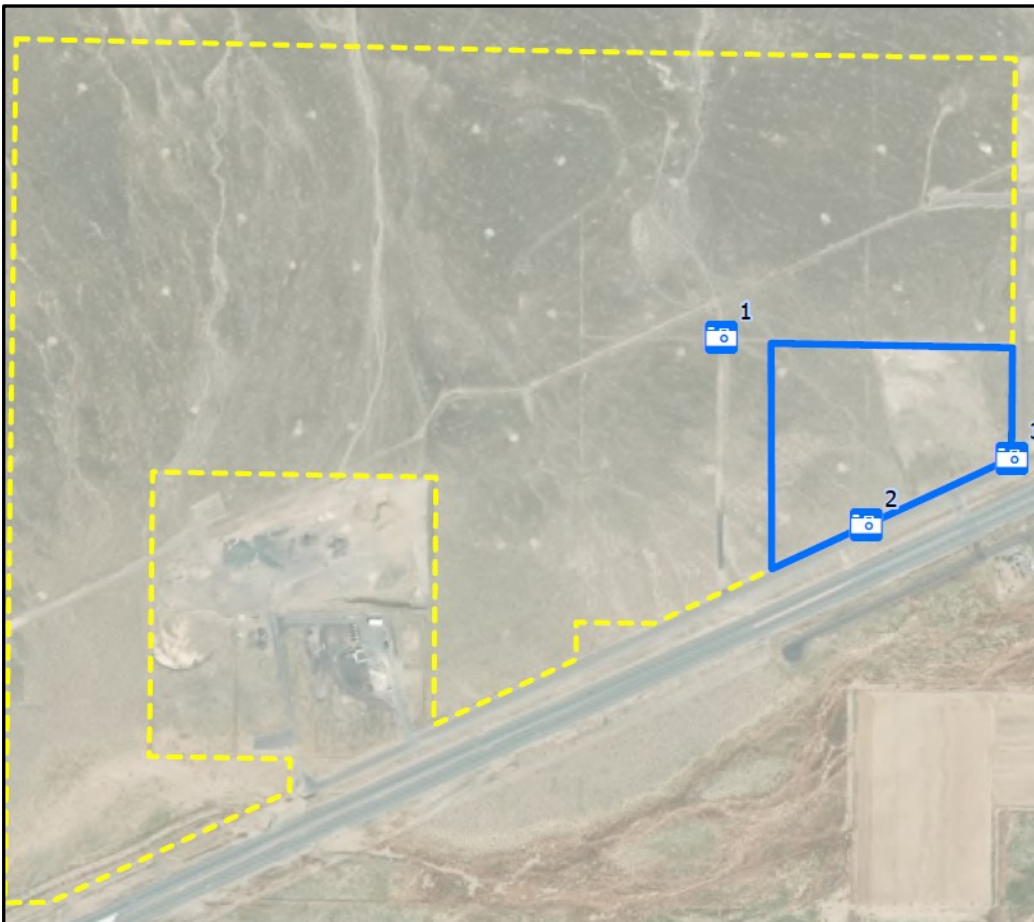
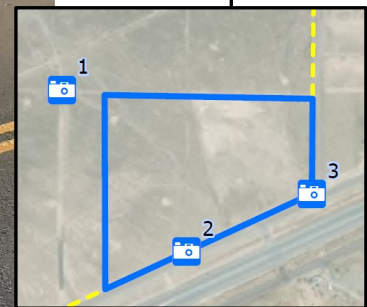


Photo Location 3: Southeast Corner; Deodar Street/US Highway 50

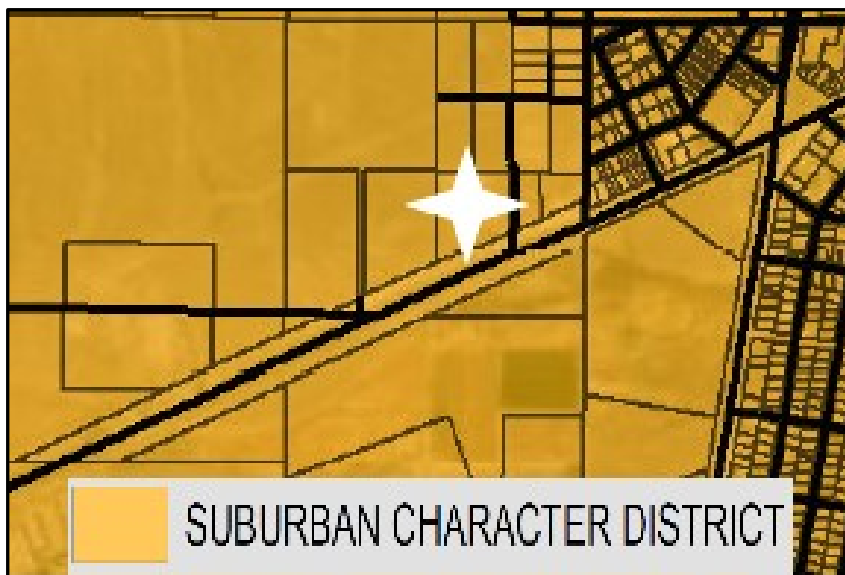
Photo 3.1: Looking north from the US 50 frontage street



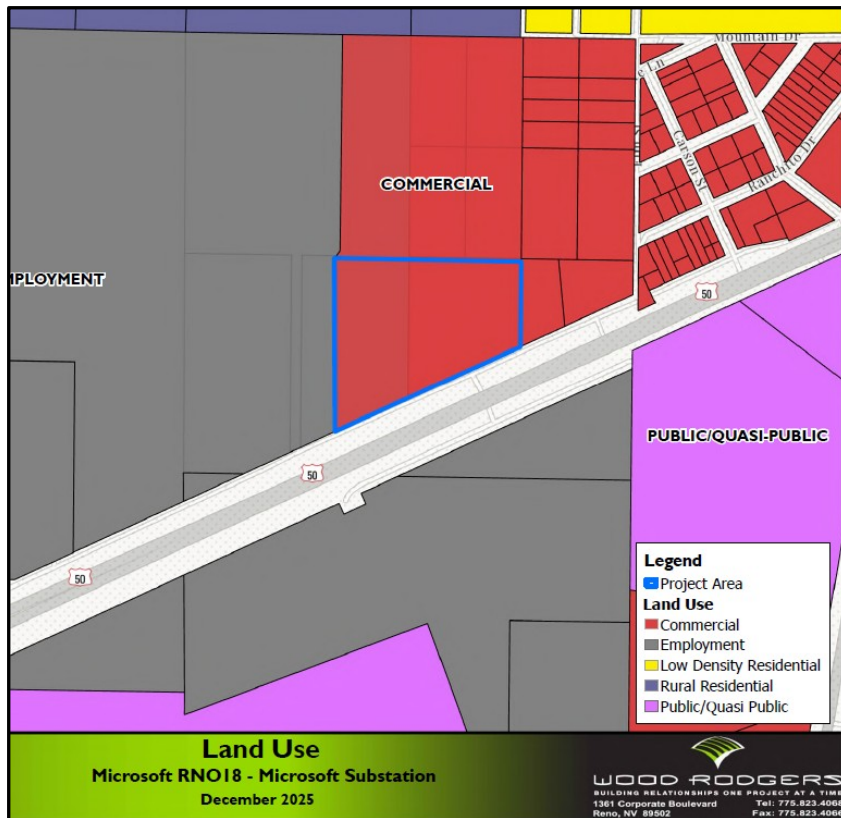
MASTER PLAN AND ZONING

The project area is within a Suburban Character District per the 2020 Master Plan. The project area is designated as Commercial per the 2020 Master Plan for Silver Springs with Neighborhood Commercial zoning.

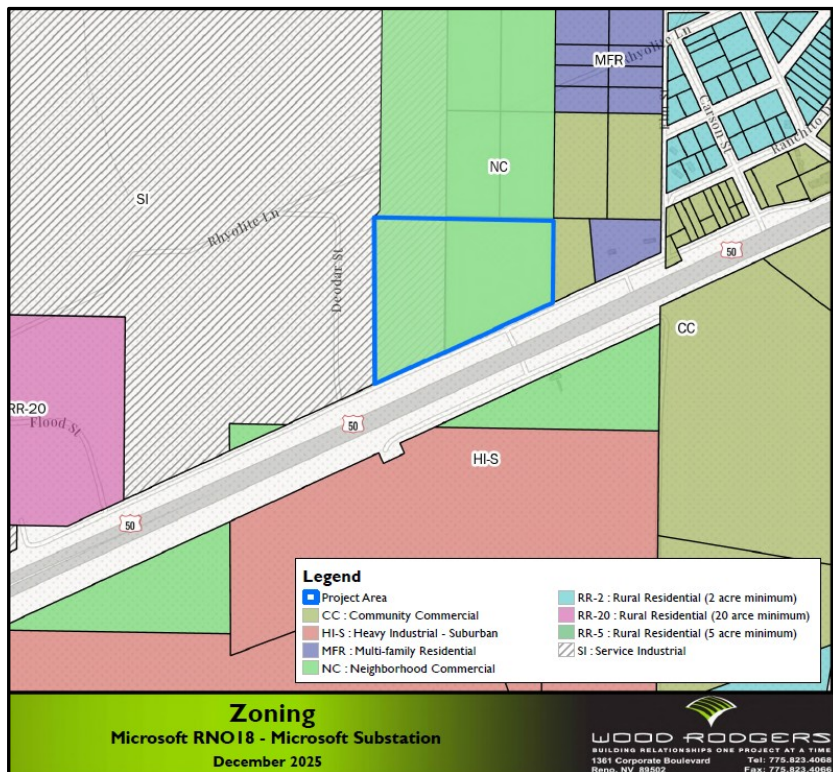
Character District



Master Plan: Commercial - image cropped from the applicant's submittal materials



Zoning: NC (Neighborhood Commercial) - image cropped from the applicant's submittal materials



The use of “*power substation*” requires a Conditional Use Permit (CUP) in the NC district per Table 15.320-2, subject to Code section 15.336.11, copied below the Land Use Table excerpt (with underline added).

TABLE 15.320-2 TABLE OF ALLOWED USES - SUBURBAN RESIDENTIAL, MIXED USE AND COMMERCIAL ZONING DISTRICTS																
P = Permitted; C = Conditional use permit required; T = Temporary use permit required; - = Not permitted																
Use Category	Use Type	Suburban Residential								Mixed Use/Commercial						Specific Use Regulations (Code Reference)
		SR-2	SR-1	SR-1 1/2	SR-12000	SR-9000	NR	MFR	RMU	NC	CC	RC	TC-S	CMU-S	HMU-S	
	Power substations	C	C	C	C	C	C	C	C	C	C	C	C	C	C	Section 15.336.11

15.336.11: POWER SUBSTATIONS:

A. *Purpose: It is the intent of this section to provide for the delivery of electrical power in an efficient and effective manner to the utility's customers allowing for a timely review process for new power substations to be located within the County.*

B. *Other Permits: Power substations may be located on either private or public lands in order to tie into other existing or proposed utility infrastructure (e.g., connecting transmission lines). If the power substation project is located on land administered by any agency of the Federal government the applicant shall notify the County of its intent to submit an application concurrent with the Federal review and permit application process, and attend a pre-submittal conference with County staff to discuss the project and specific application requirements. Subsequent to the pre-application meeting, the applicant shall submit as the application the appropriate documents related to the environmental review by State and Federal land management agencies. If the applicant is required to apply for a permit to construct under the Utility Environmental Protection Act from the Public Utilities Commission of Nevada, then the applicant's NEPA application shall constitute the environmental review documents for the conditional use permit application.*

C. *Conditional Use Permit: A conditional use permit shall be required for a power substation project that is located on private land in order to review, identify and develop mitigation measures that reduce the potential negative impacts to abutting properties. (Ord. 603, 11-1-2018)*

STAFF REVIEW AND COMMENTS

Project Details

Microsoft corporation has been working closely with the County for over 3 years to successively move through multiple entitlements and mapping exercises. The end goal is the construction of a data center campus with two power substations. This CUP application is for one of two that are concurrently under review by the County. One substation will be operated by Microsoft (this one) the other by NV Energy (which is named “Nighthawk”).

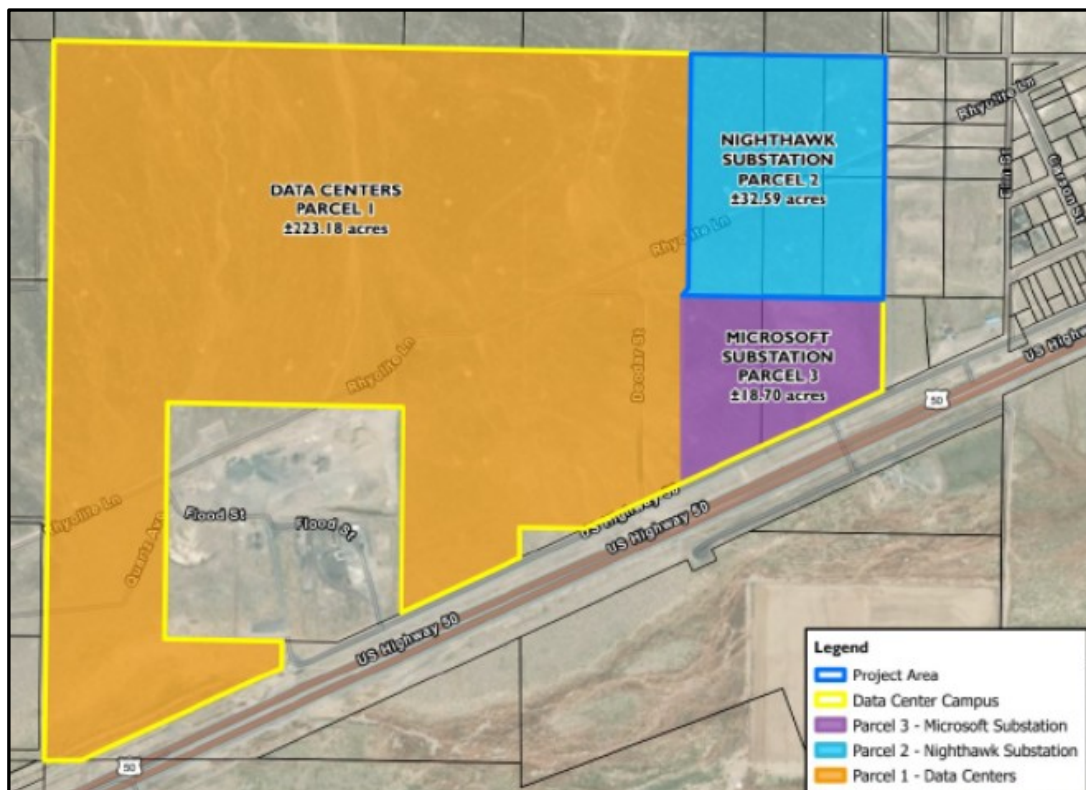
Generalized Timeline

- 2022: Initial meeting with Microsoft with County management and staff
- 2023: First round of zoning map amendments (ZMA) and mapping exercises
- 2024: Second round of ZMAs and mapping exercises
- 2025: Third round of ZMAs plus master plan amendment
- 2026: CUPs for substations and ADR (Administrative Design Review) for data center project

The applicant provided a full project description of the proposed use, included as Attachment 1 of this report. The excerpt below is followed by an image that depicts the data center and the substations’ locations.

“....a parcel map has been approved (PLZ-2025-035) and is pending recordation which will combine all of the parcels and reestablish three new parcels ultimately allowing the data center campus to develop on their own parcels while also establishing two separate parcels for substation development. Upon recordation of the Parcel Map, the larger project site will include three parcels referred to hereinafter as follows:

- **Parcel 1** (± 223.18 acres) – Data Centers
- **Parcel 2** (± 32.59 acres) – Nighthawk Substation (NV Energy)
- **Parcel 3** (± 18.70 acres) – Microsoft Substation



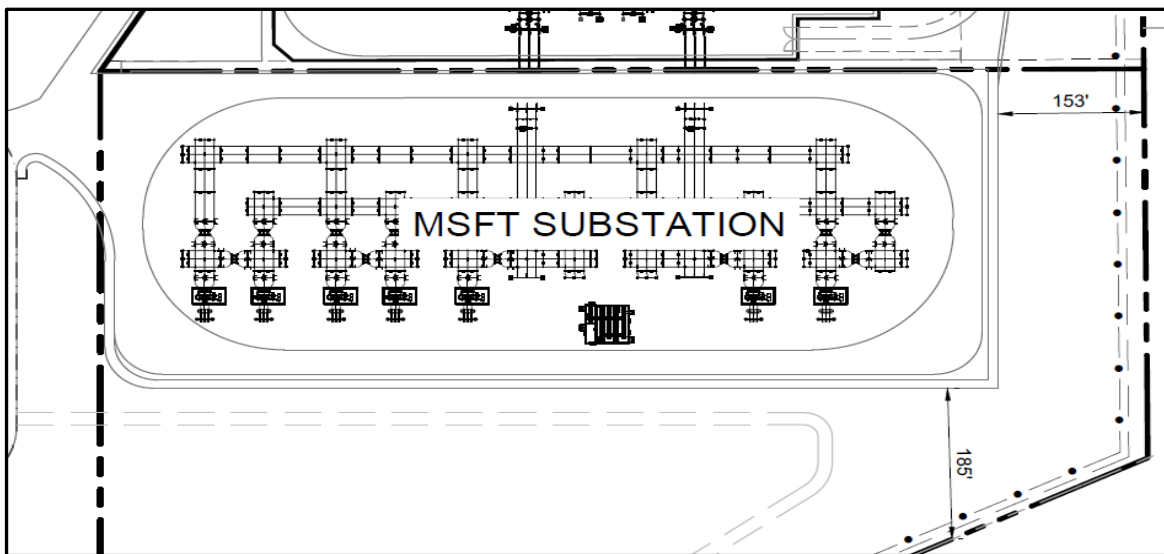
The following is also an expert from Attachment 1 of this report.

Project Details

*As part of a broader data center campus, the applicant (Microsoft, Inc) is seeking to construct a 120-kilovolt electric power substation on the project site (Parcel 3) in order to support development of the adjacent data center facility. The proposed substation will be supported by the adjacent Nighthawk Substation (*submitted concurrently under separate application) and will work in concert to serve the adjacent data campus which will include six (6) one -story data center buildings, two substations, paved parking, and paved roadways.*

The current request is specific only to the Conditional Use Permit (CUP) for the Microsoft Substation, which will draw power from the adjacent planned Nighthawk Substation and will distribute it primarily to the data center buildings

Figure 2: Microsoft Substation Equipment Layout



Specifically, the facility will connect to a planned 345-kV Nighthawk Substation (NV Energy) and step down the voltage to 120 kV for distribution via two (2) 120 kV service lines from the Nighthawk Substation. The Microsoft Substation is designed with an initial capacity of approximately 461 MVA, which is sufficient to meet anticipated load requirements. Upon construction the substation will be owned, operated, and maintained by Microsoft.

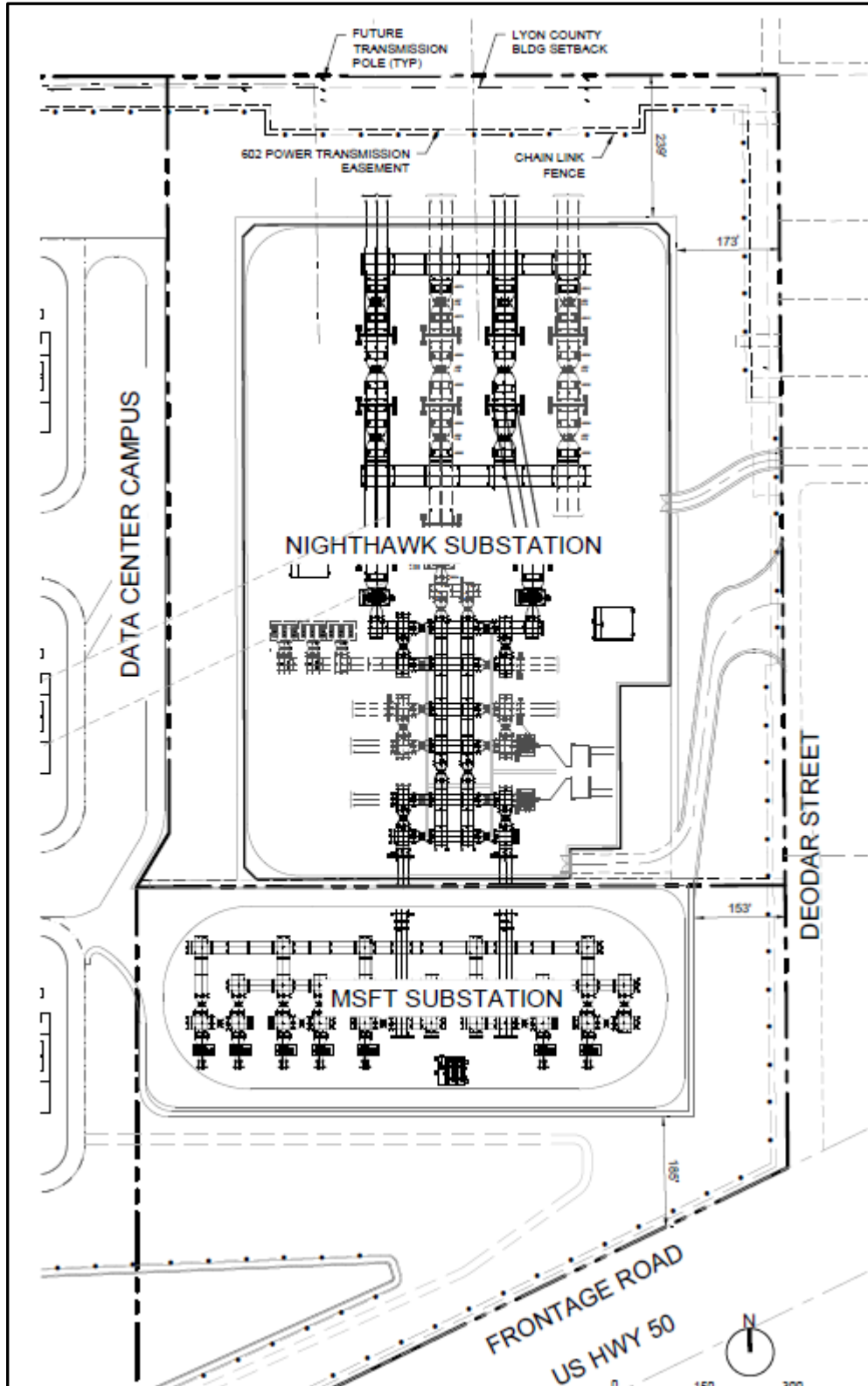
The equipment needed for this substation project includes 6 energized + 1 de-energized reserve + 1 spare transformer, circuit breakers, 2000-amp distributors, equipment enclosure, switches, and associated /ancillary that are typical to a facility of this type (see Figure 2 above).

The substation will operate 24 hours per day, 365 days per year. The substation itself will have no dedicated employees post construction, and it is anticipated it will be visited approximately once a month for general maintenance. The substation will have no public access or services and no changes to traffic service levels are anticipated as a result of the project.

Noise and light mitigation have been provided for nighttime hours during emergency calls. The substation pad will be secured with a 6-foot-tall chain link fence installed around the perimeter for security. In terms of lighting, the substation will include motion censored lighting that comes on when automatically triggered by movement and have a timer for when the movement has stopped so the lights are not on all night. The lights will also be

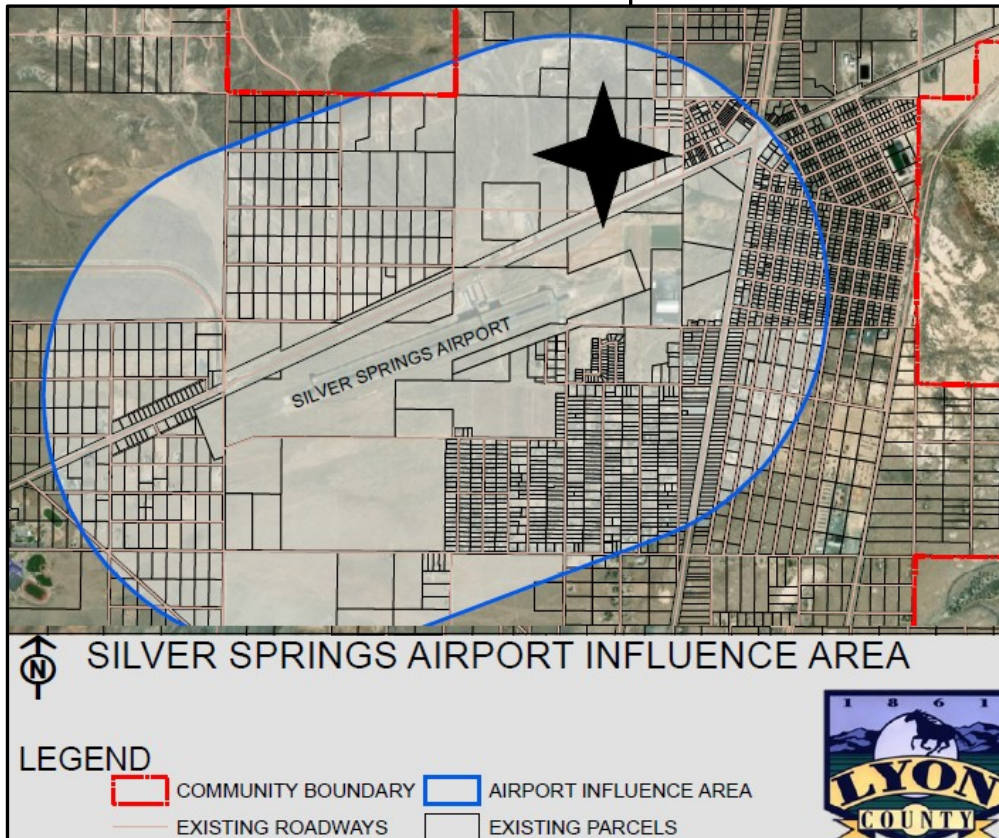
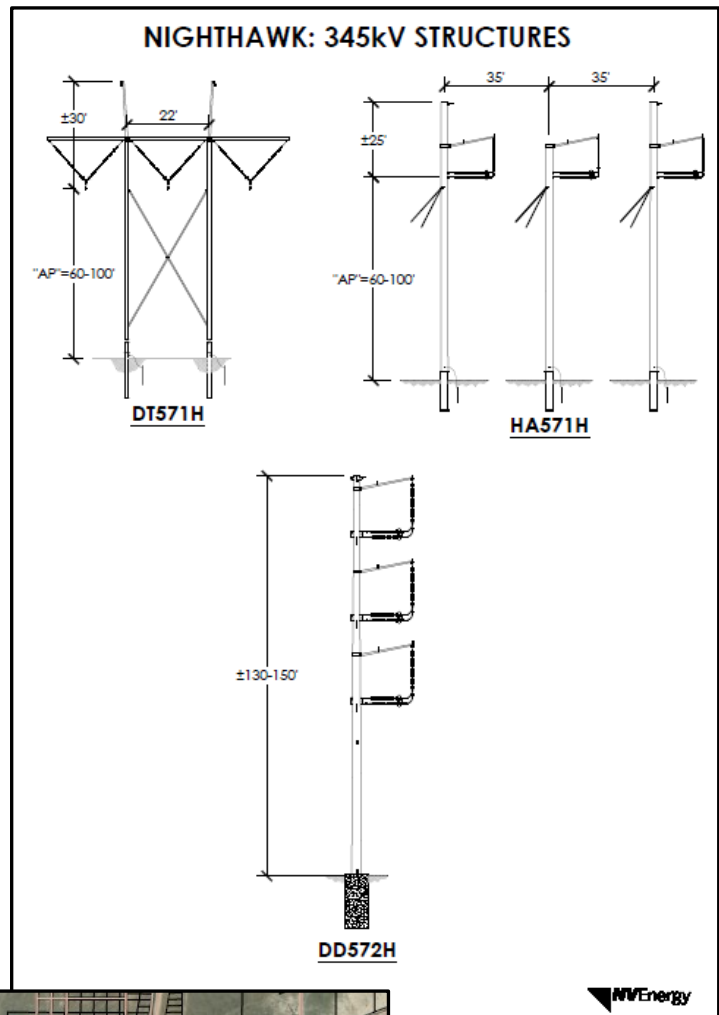
mounted as low as possible and include shields aimed down toward the ground and away from adjacent residentially zoned properties to the extent feasible.

Site Plan with the Microsoft Substation and the Nighthawk Substation



The detail to the right is from NV Energy and was included in the application. It is labeled as being applicable to the Nighthawk substation, which is a larger installation (340 kilovolt), but is representative of this substation's maximum heights.

The height of the substation infrastructure is up to 150 feet. Even though the subject of this CUP is for a smaller substation, staff has included a Condition of Approval requiring that the applicant receive approval from the Federal Aviation Administration (FAA) of a Form 7460-1 for each of the CUPs. This approval from FAA addresses the height of new structures within the Airport Influence Area of the Silver Springs Airport.



FINDINGS

When considering applications for a Conditional Use Permit (CUP), the Commission or Board must evaluate the impact of the conditional use on, and its compatibility with, surrounding properties and neighborhoods to mitigate potential impacts of the use at a particular location and make the following findings from *Chapter 15.230.06: FINDINGS*. Each Finding is listed with the applicant's response and staff's comments.

Finding A: The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

Applicant's Response

Goal LU 1: Orderly Growth Patterns

Policy LU 1.1: Follow Development Patterns as established in the Land Use Plan

Response: The Lyon County Land Use Plan identifies the subject property, and the properties surrounding it to the north and east as having a Commercial land use designation which supports its Neighborhood Commercial (NC) zoning. The Commercial land use designation serves as a transition between future commercial uses to the east and employment/industrial uses on the adjacent property to the west (also owned by the Applicant) and south.

While NC zoning permits substations with a Conditional Use Permit (CUP), it does not allow warehouses or data centers like the adjacent parcel to the west, making the site well-suited for a power substation designed exclusively to serve the adjacent data center campus. This relationship reinforces the suitability of locating the substation on this parcel to support the future data center campus. Additionally, the substation is positioned adjacent to employment-designated lands and within the County's planned utility infrastructure framework. By situating essential utility infrastructure near major nonresidential uses, the project furthers Policy LU 1.1 by supporting established development patterns and promoting efficient land use.

Policy LU 1.4: Locate industrial development as designated on County-wide Land Use Plan or determined by criteria

Response: Although the subject parcel is master planned Commercial, the proposed development of a substation, classified as a utility/industrial use, is permitted in the NC zone with a CUP. It is worth noting that the subject parcel is located in a largely undeveloped area north of Silver Springs Airport, with undeveloped parcels to the west master planned Employment and zoned Service Industrial. Given that all of these parcels are owned by the Applicant, locating the proposed substation on this site will ensure compatible development. Furthermore, the subject site is surrounded by Commercial designated properties to the north and east, so introducing uses such as the proposed substation in this area would not impact nearby properties.

Future development of the site will comply with Lyon County Development Code standards; specifically, adherence to performance standards for noise, dust, and traffic contribute substantially to land use compatibility.

Goal LU 3: Diverse Economy

Policy LU 3.1: Diverse Economic Base

Response: Reliable substation capacity is foundational to high-value job sectors (data centers, advanced manufacturing). The project enables economic diversification and enhances regional competitiveness.

Goal FS 5: Utility Corridors

Policy FS 5.3: Aboveground utility corridors must not conflict with any existing or planned infrastructure or utility projects and must be located to minimize conflicts with residential and commercial development.

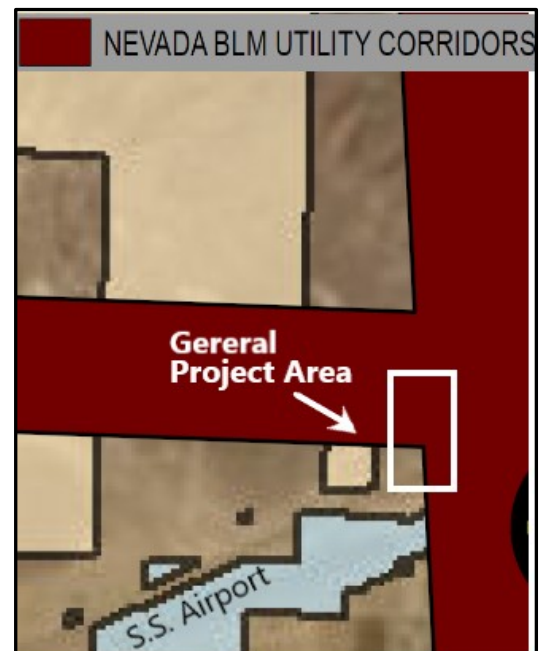
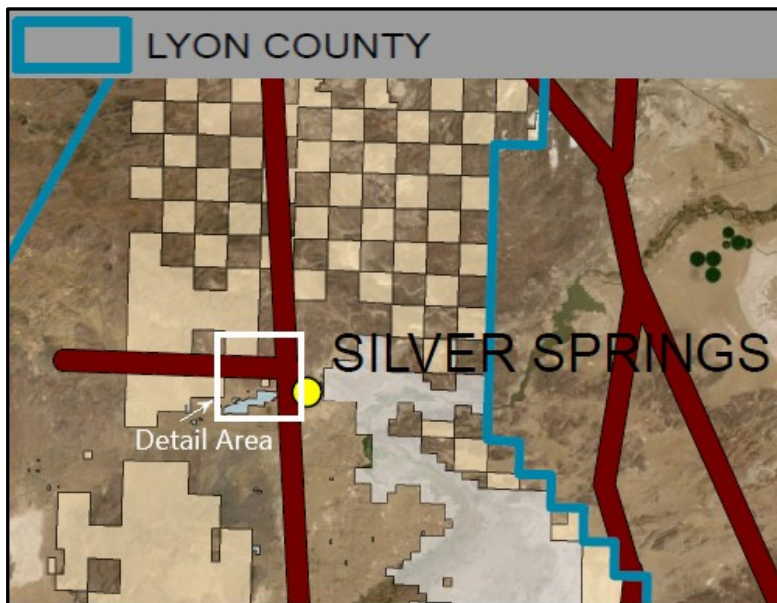
Response: *The proposed substation aligns with the 2020 Master Plan which includes a map that depicts the location of Aboveground Utility Corridors in preparation for high voltage power lines to connect Lyon County to the NV Energy Greenlink project. The NV Energy project will be located within an established utility corridor advancing the Master Plan’s utility corridor policies by promoting orderly routing for medium- and high-voltage infrastructure.*

Specifically, the proposed Microsoft substation is adjacent to complementary uses, including the planned NV Energy “Nighthawk” Substation to the north and a future data center campus (owned by the Applicant) to the west. Microsoft’s substation will connect with Nighthawk via overhead lines, consistent with corridor planning standards. Nighthawk’s proximity to the Walker River and Fort Churchill substations, critical nodes in NV Energy’s Greenlink Transmission project, positions Lyon County as a key regional hub for power distribution. Although the Microsoft Substation will only serve the adjacent data center campus, construction of the dedicated substation will ensure no undue draw on the power grid in service to the campus. Although the adjacent planned Nighthawk substation will initially serve the Microsoft Substation solely, installations for service to residential, commercial, or public facilities could be added in the future. While the Microsoft substation primarily serves the adjacent data center, it strengthens Nighthawk’s capacity to support future community needs and regional transmission objectives. The facility will not conflict with rural residential or agricultural uses and will reinforce planned utility infrastructure across the county.

Staff Comment

Staff believes the Goals above from the 2020 Master Plan (Chapter 3) are appropriately quoted by the applicant for the proposed project. The project area has been the subject of multiple public hearings associated with Master Plan and Zoning changes in addition to mapping exercises. This CUP is part of a larger data center campus for Microsoft over approximately 274 acres in Silver Springs. To the north of the project area is an approved Specific Plan for the Silver Springs Technology Park, another data center project. Both projects have located in the region because of the NV Energy Greenlink Project, which will use 525-kilovolt (kV) transmission lines to traverse Nevada and connect to energy-generating facilities (such as solar arrays).

Projects with high energy demands such as data centers have chosen these locations because the 2020 Master Plan delineated “BLM Aboveground Utility Corridors” for connection. The images that follow depict the Corridors in the region and the general project location. Within the Corridors, a CUP is not necessary for high voltage power lines and can be reviewed at the staff level. The type of development being proposed in these regions will continue to require infrastructure like electrical power substations and this CUP is part of the larger development footprint of data center uses in Silver Springs.



Staff feels this Finding may be met in the affirmative.

B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

Applicant's Response

The proposed power substation is located on a vacant parcel surrounded by primarily undeveloped land, most of which is owned by the Applicant. There are no developed residential neighborhoods adjacent to the project site, as such the project will avoid impacting existing neighborhoods. Furthermore, the substation has been designed intentionally adjacent to similar and compatible facilities (planned NV Energy Substation and data centers [under separate applications]), contributing substantially to the compatibility of land use.

The Applicant will minimize project-related adverse impacts, such as traffic, noise, odors and visual nuisances. Specifically, the proposed substation is setback from the eastern property line by a minimum of 156 feet, which will ensure minimum impact the adjacent parcels. In terms of access, the substation will be accessed via the adjacent data center campus. It is worth noting that while there may be some traffic at the substation, access will generally be limited to maintenance personnel only.

The dedicated substation reduces line losses due to lengthy transmission, helps avoid overloading the power grid, and enables efficient power distribution to the data center, aligning with energy efficiency and low - impact policies. The design incorporates LID stormwater design and stormwater control features to prevent runoff and support groundwater recharge.

The site requires no dedicated utility infrastructure like water or sewer and will not result in an impact to existing water or sewer capacity for the area. Lighting for the substation will be limited to only that required for maintenance or emergency service visits. Any lighting needed will be designed to be shielded or recessed with full cut-off screening and directed downward and away from adjacent parcels. Additionally, six (6) ft tall chain security fencing will surround the substation. These improvements, combined with the absence of residential adjacency and compliance with performance standards for noise, dust, and traffic, demonstrate

that the project is compatible with surrounding land use and the transitional rural-to-suburban character of this area.

Staff Comment

To the east is vacant land with applicable zoning of CC (Community Commercial) and the substation structure is set back over 200 feet from the property boundary, although the fence line is proposed at 153 feet. The location of the subject parcels as part of the larger data center project makes the project, once completed, only part of a larger campus so impacts to the north, west, and south are not applicable.

Staff has included a Condition of Approval related to maximum noise levels permitted for the use, with quotations from Lyon County Code section 15.337.03.H, which reads as follows:

H. Noise: No use in this district shall exceed the maximum environmental noise level at the property line:

1. When adjacent to a commercial or industrial use or zone: Daytime seventy five (75) dBA and nighttime seventy (70) dBA.

As Conditioned, staff feels this Finding may be made in the affirmative.

C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

Applicant's Response

Following construction, vehicular traffic generated by the proposed substation will be limited primarily to maintenance. The substation will operate 24 hours a day 365 days per year but will have zero (0) employees. Aside from improvements to existing roadways in the general vicinity, no new public roadways are needed to accommodate the project. It is worth noting that the data center campus site plan includes a paved internal roadway network serving all portions of the campus, with the northwest corner of the substation site connecting to this internal roadway network.

Staff Comment

As stated by the applicant, the substation will not generate vehicular traffic other than maintenance checks and responses since there will be no employees. The Roads Department will issue an encroachment permit to pave the access road along Deodar Street. This Finding may be met in the affirmative.

D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

Applicant's Response

As noted previously, vehicular traffic generated solely by the substation post construction will be minimal, with no employees, trips will be limited only to sporadic maintenance activities. Given the limited number of trips generated by the substation and the proposed access restrictions, no additional traffic control devices or mechanisms are warranted for the project. It is worth noting that the project proposes construction of a chain link fence installed around the project perimeter which will restrict access to the substation site. As previously discussed, the site will be accessed via the internal roadway network that will serve the adjacent data center campus. The private roadway network will provide access to the substation at the northwest corner of the substation parcel.

Staff Comment

The site is accessed by existing roadways that do not require any additional improvements but will require maintenance at the applicant's expense. The recommended Conditions of Approval address this Finding, which is made in the affirmative.

E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;

Applicant's Response

*The construction of the Microsoft Substation will be limited to within the project boundary to mitigate for potential impacts to the surrounding area. As discussed in detail above in the response for **Finding B**, adjacent parcels are vacant, undeveloped land; therefore, no adverse effects will be imposed as a result of this project. While there may be some noise and/or visual impacts during construction, upon completion of construction, the project has been designed such that it will not generate visual impacts or adverse noise effects on adjacent properties.*

Staff Comment

Staff has included a Condition of Approval related to maximum noise levels permitted for the use, with quotations from Lyon County Code section 15.337.03.H, which reads as follows:

H. Noise: No use in this district shall exceed the maximum environmental noise level at the property line:

1. When adjacent to a commercial or industrial use or zone: Daytime seventy five (75) dBA and nighttime seventy (70) dBA.

The most impactful quality of the project will be visual, but as previously stated, the substation will be part of a larger complex in a region of the County that will be significantly changed as a result of location of BLM Aboveground Corridors as approved in the 2020 Master Plan. Data centers are large projects and they will all have substations and other accessory uses. The Conditions of Approval also require submittal to the County of an approved Form 7460-1 from the FAA to ensure the height of the proposed substation.

As Conditioned, staff feels this Finding may be made in the affirmative.

F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and

Applicant's Response

*As noted previously, power substations are permitted in the NC zoning district with approval of a CUP. As designed the project meets all applicable standards of Title 15, including provisions specific to power substations under Article 336, and complies with the 2020 Master Plan's goals and policies for land use and utility corridors, particularly those supporting Goal FS-5: Utility Corridors, as discussed above in the response for **Finding A**. These policies promote orderly infrastructure development, and the project's location within a designated utility corridor aligns with that intent.*

The project will not create demand on public facilities such as schools, libraries, community centers, government offices, or emergency services during construction or operation. It also requires no long-term municipal utilities, including water, wastewater, or solid waste services. Water needed for concrete production and dust control during construction will be sourced from existing municipal or commercial suppliers or entities with valid water rights; no new water rights will be required. Wastewater and solid waste will be managed in compliance with local, state, and federal regulations.

By meeting all applicable zoning standards and avoiding impacts to public facilities and utilities, the proposed substation satisfies the requirements of Title 15, Article 336, and the public facility policies contained within, and as such can be found consistent with this finding.

Staff Comment

No sewer or water services are required for the project. The Lyon County Sheriff's Office will provide law enforcement services. The use is consistent with the zoning standards of Title 15 and staff feels this Finding may be met in the affirmative.

G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Applicant's Response

The proposed Microsoft Substation will enhance the reliability and resilience of the regional electrical grid by supplying power to the adjacent data center campus, creating the necessary utility infrastructure to supply power to those adjacent land uses without impacting power service to the region. By interconnecting with NV Energy's Greenlink West Transmission Project via the adjacent planned Nighthawk substation, the project plays a role in grid stability. Although initially Nighthawk will only serve the adjacent Microsoft uses, distribution for the communities broader residential and commercial needs can be installed in the future. The improvements associated with this project directly support public health, safety, and welfare by reducing the risk of outages and strengthening the grid's capacity to meet growing energy demands driven by emerging technologies.

The requested CUP also represents a strategic land use response to the region's escalating demand for data storage and connectivity. Beyond temporary construction activities, which will follow standard dust control measures under a required permit, the project will not generate adverse environmental impacts beyond those typical of construction. No residential development exists adjacent to the site (nor are the parcels master planned or zoned for residential), eliminating potential conflicts with sensitive uses. These factors demonstrate that the proposed substation will not be materially detrimental to public health, safety, or welfare, nor will it result in damage or prejudice to surrounding properties.

Staff Comment

The substation is part of the larger data center project, which itself is also part of an expected regional change to development type in this portion of the County. The presence of the BLM Aboveground Corridors per the approval of the 2020 Master Plan makes Silver Springs an attractive location for data center projects and potentially other high-energy users. As conditioned, staff does not feel the project represents material damages to public health, safety or welfare to residents or properties in the vicinity.

Executive Summary

Applicant: Microsoft Inc
APN Numbers: 015-141-04¹ and a portion of APN 015-141-13
Location: The project site is located in Silver Springs, north of US Highway 50 and the Silver Springs Airport and west of the intersection with US Highway 95A.

Project Location

The subject site consists of one (1) parcel located approximately 0.5 miles west of the intersection of US Highway 50 (US 50) and US 95A and 1.15 miles east of the intersection of US50 and USA Parkway. More specifically, Lyon County currently identifies the subject site as Assessor's Parcel Number (APN) 015-141-04 consisting of approximately 10.57 acres¹. The Frontage Road along the south side of the project site provides multiple access to the project area.

Background

An Administrative Design Review (ADR) application was submitted and is currently under review for mass grading and associated improvements for future development of a data center campus across the site. The ADR scope included large scale earthwork, stormwater management facilities, temporary and permanent erosion control measures, and access improvements to support construction. The initial improvement will establish the grading, drainage and access framework which serve as the precursor to the request herein for one of the planned substations within the project area.

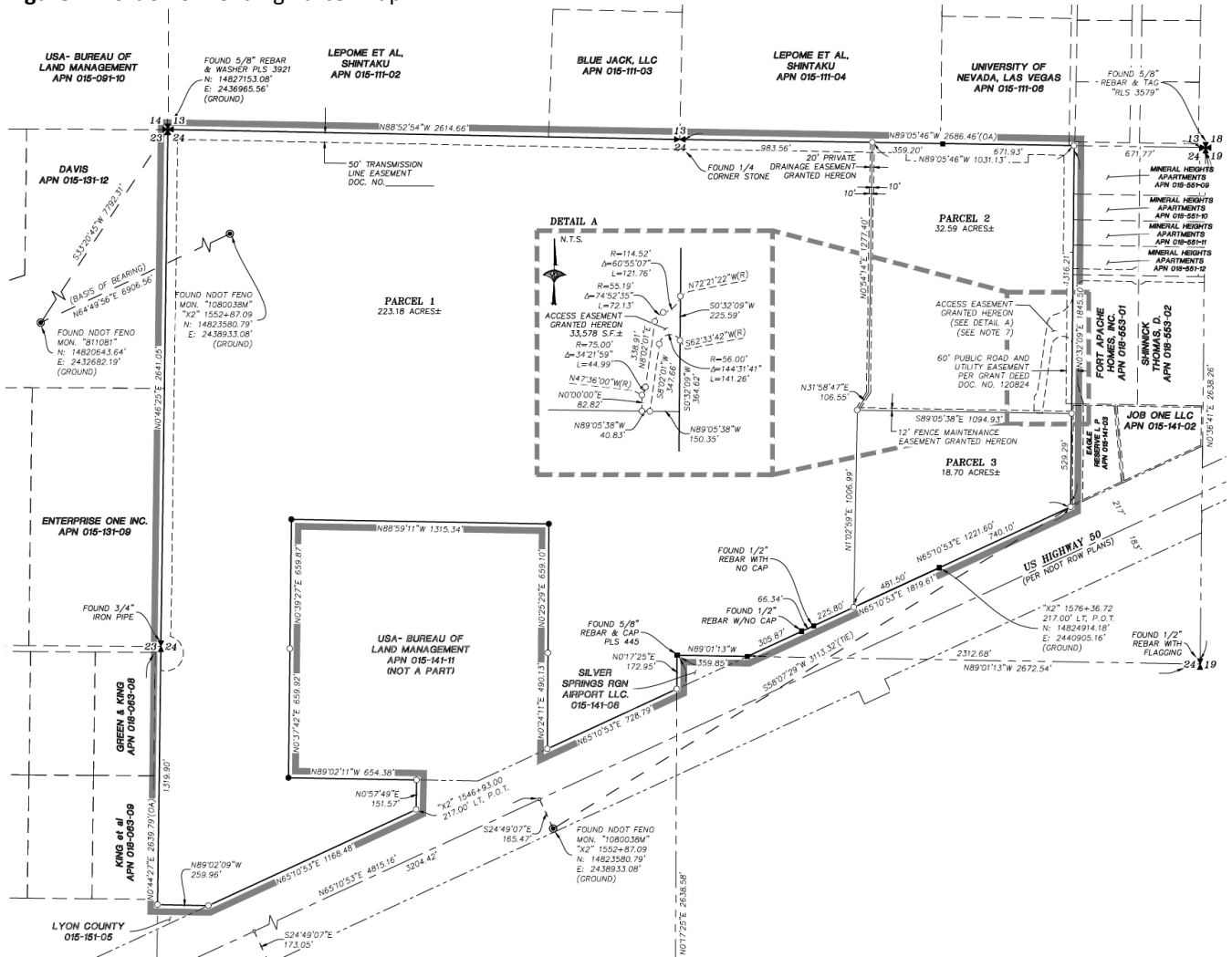
Also in preparation for the campus, a parcel map has been approved (PLZ-2025-035) and is pending recordation which will combine all of the parcels and reestablish three new parcels ultimately allowing the data center campus to develop on their own parcels while also establishing two separate parcels for substation development. Upon recordation of the Parcel Map, the larger project site will include three parcels referred to hereinafter as follows:

- **Parcel 1** (±223.18 acres [ac]) – Data Centers
- **Parcel 2** (±32.59 ac) – Nighthawk Substation (NV Energy)
- **Parcel 3** (±18.70 ac) – Microsoft Substation

As outlined below, the subject request of this application is isolated to only one of the components of the broader planned campus across the parent site. Upon recordation of the aforementioned parcel map, the subject project of this application will be contained on its own parcel (**Parcel 3**) (*refer to Figure 1 and Parcel Map found in Section 3 of this submittal packet*).

¹ A parcel map has been approved (PLZ-2025-035) and is pending recordation which will expand and establish a new parcel with an updated APN number.

Figure 1: Portion of Pending Parcel Map



Project Request

Included with this application is a request for a Conditional Use Permit (CUP) to construct a power substation. Lyon County requires a CUP for substations built on private land in all zoning districts to ensure potential impacts to adjacent properties are reviewed and appropriate mitigation measures are identified. The proposed project involves construction of a power substation on private land owned by Microsoft within Lyon County.

Master Plan and Zoning

The project area has a master plan designation of Commercial with a zoning designation of Neighborhood Commercial (NC) (*refer to maps in Section 3 of this submittal packet*). The subject site is within the Suburban Character District per the 2020 Master Plan. Surrounding zoning includes Community Commercial to the east, Heavy Industrial to the south, Service Industrial to the west, and Service Industrial to the north.

Site Characteristics

The subject site is bordered by US 50 to the south and undeveloped land to the north, east, and west, with the exception of the BLM site centrally located in the middle and currently being used by NDOT. Site slopes range

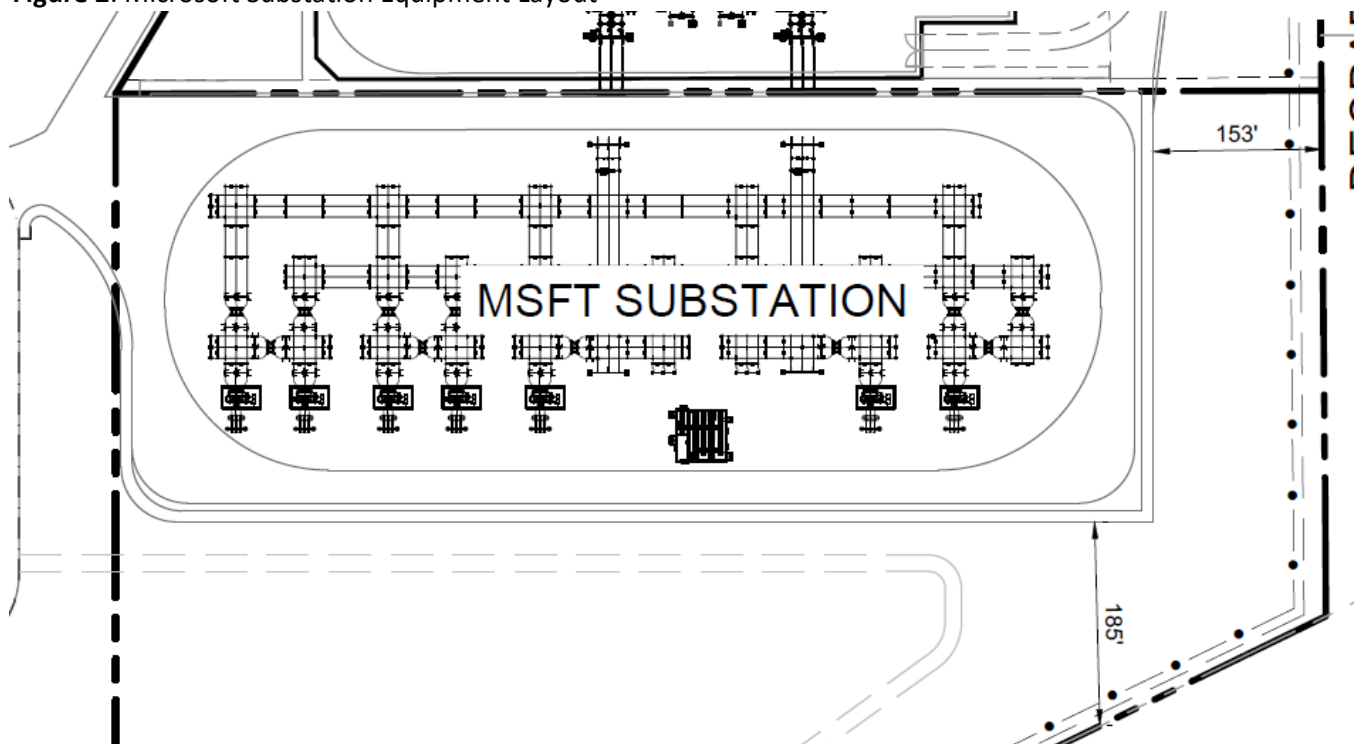
between 5 percent and 20 percent towards US 50. Surface drainage consists of sheet flow as well as several natural drainages that flow north to south across the subject area. Vegetation is moderate, consisting of brush, weeds, and grasses with several dirt roads crossing the property.

Project Details

As part of a broader data center campus, the applicant (Microsoft, Inc) is seeking to construct a 120-kilovolt electric power substation on the project site (Parcel 3) in order to support development of the adjacent data center facility. The proposed substation will be supported by the adjacent Nighthawk Substation (**submitted concurrently under separate application*) and will work in concert to serve the adjacent data campus which will include six (6) one -story data center buildings, two substations, paved parking, and paved roadways.

The current request is specific only to the Conditional Use Permit (CUP) for the Microsoft Substation, which will draw power from the adjacent planned Nighthawk Substation and will distribute it primarily to the data center buildings.

Figure 2: Microsoft Substation Equipment Layout



Specifically, the facility will connect to a planned 345-kV Nighthawk Substation (NV Energy) and step down the voltage to 120 kV for distribution via two (2) 120 kV service lines from the Nighthawk Substation. The Microsoft Substation is designed with an initial capacity of approximately 461 MVA, which is sufficient to meet anticipated load requirements. Upon construction the substation will be owned, operated, and maintained by Microsoft.

The equipment needed for this substation project includes 6 energized + 1 de-energized reserve + 1 spare transformer, circuit breakers, 2000-amp distributors, equipment enclosure, switches, and associated /ancillary that are typical to a facility of this type (see **Figure 2** above).

The substation will operate 24 hours per day, 365 days per year. The substation itself will have no dedicated employees post construction, and it is anticipated it will be visited approximately once a month for general maintenance. The substation will have no public access or services and no changes to traffic service levels are anticipated as a result of the project.

Noise and light mitigation have been provided for nighttime hours during emergency calls. The substation pad will be secured with a 6-foot-tall chain link fence installed around the perimeter for security. In terms of lighting, the substation will include motion censored lighting that comes on when automatically triggered by movement and have a timer for when the movement has stopped so the lights are not on all night. The lights will also be mounted as low as possible and include shields aimed down toward the ground and away from adjacent residentially zoned properties to the extent feasible.

Aside from temporary traffic for construction, the project will not result in nuisances such as dust, glare, pollution, odor, or vibrations above regulated levels. Other noise from transformers and inverters associated with the substation is not expected to exceed ambient noise at adjacent property lines.

Access and Circulation

The subject site can be accessed from several roads that cross the properties connecting to US 50 (refer to the *Aerial Map* in *Section 3* of this submittal packet and *Assessor's Map* in *Section 1* of this submittal packet). NDOT also has a frontage road that extends along the north side of US 50, which the Applicant is proposing to utilize for the project. The applicant understands that this road is owned and maintained by the Nevada Department of Transportation and is coordinating separate review and encroachment permitting through NDOT.

Access roads are essential for construction, operation and maintenance of the Project. Large foundation auger equipment, heavily loaded trucks, cranes and specialized construction equipment will be required for construction, maintenance and emergency activities. To the extent possible, existing roads will be used in their present conditions without improvements. In areas where improvements are necessary, the roads will be graded to provide a smooth all weather travel surface. There will be a keyed access gate where the new roads through the data center campus connect to the substation. Note that grading for the access roads is being reviewed as part of the previously submitted (and under currently under review) Administrative Design Review (ADR).

Improvements that are to be utilized for long-term construction access will be temporarily paved to improve construction movement and reduce long-term soil deposition into the public right-of-way. This 30' wide paving is intended to be maintained in place throughout the entire construction lifecycle of the project.

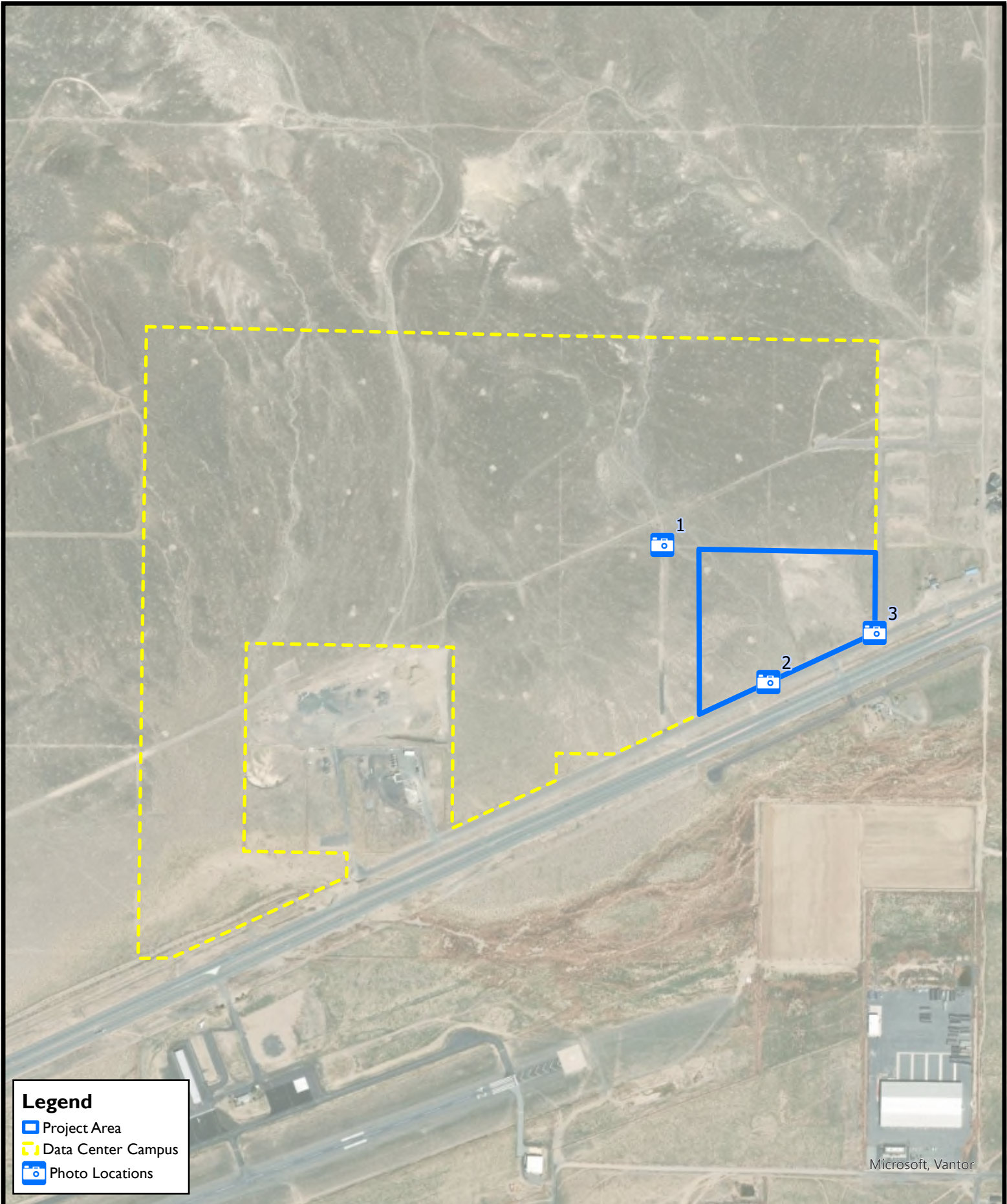
Traffic

The site plan for the data center campus includes paved parking and paved roadways which will provide access to the power substation via the frontage road adjacent to US 50 or Deodar Street. Internal roadways within the campus will connect to the Microsoft Substation at its northwest corner.

As discussed above it is anticipated there will be minimal trip generation for the substation. Combined with security improvements and the adjacent planned roadway network for the data center campus, the substation will be adequately served and no impact on levels of service for any nearby intersection or roadway will occur.

Utilities

Given the project type, water/sewer services are not used for power substations. Water needs for dust control are small and will be adequately addressed. With on-going growth in the area, infrastructure is available or can be extended in the future.



Legend

-  Project Area
-  Data Center Campus
-  Photo Locations

Photo Locations

Microsoft RNO18 - Microsoft Substation

December 2025


WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard Tel: 775.8
Reno, NV 89502 Fax: 775.8

140



Photo Locations

Photo Location 1: West of northwest corner
Photo Location 2: Southern property boundary
Photo Location 3: Southeast corner; Deodar Street/US Highway 50

Photo Index

Photo Location 1
 Photo 1.1: Looking east along northern property boundary

Photo Location 2
 Photo 2.1: Looking north to parcel center from southern property boundary
 Photo 2.2: Looking west along southern property boundary

Photo Location 3
 Photo 3.1: Looking north from the US 50 frontage street along eastern property boundary
 Photo 3.2: Looking north from w/in Deodar Street

Photo Location 1: West of Northwest Corner

Photo 1.1: Looking east along northern property boundary



Photo Location 2: Southern Property Boundary

Photo 2.1: Looking north to parcel center from southern property boundary



Photo 2.2: Looking west along southern property boundary



Photo Location 3: Southeast Corner; Deodar Street/US Highway 50

Photo 3.1: Looking north from the US 50 frontage street



Photo 3.2: Looking north from w/in Deodar Street



Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.f

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Zoning Map Amendment to amend the Zoning Map split-zoned designations from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD), generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-093.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT

27 SOUTH MAIN STREET, YERINGTON, NV 89447

PHONE: 775-463-6592 FAX: 775-463-5305

WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-093

Proposed Action	<u>Zoning Map Amendment from First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD)</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Sutro Residential Group LLC</u>
Applicant	<u>Traditions North LLC</u>
Representative	<u>Manhard Consulting LLC</u>
Community	<u>Dayton</u>
Location	<u>North of the intersection of Nevada Station and Rock Creek Parkways</u>
Parcel Number	<u>016-406-07</u>
Parcel Size	<u>230.76-acre parcel</u>
Master Plan	<u>Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space</u>
Current Zoning	<u>RR-1, E-1, NR-1, and C-2</u>
Proposed Zoning	<u>Planned Unit Development (PUD)</u>
Flood Zone(s)	<u>Zone X Shaded and Unshaded per FIRMs 32019C0290E (effective 1/16/2009) and 32019C0289F (effective 10/20/2016)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant requests a Zoning Map Amendment (ZMA) to change the designation from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD) on a parcel totaling approximately 230.76 acres in the proposed Traditions North Residential Subdivision in Dayton.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval of the Zoning Map Amendment request based on the Findings as listed in the staff report, as the request would be in general conformance with the 2020 Comprehensive Master Plan designation for the property.

A Zoning Map Amendment request cannot be conditioned.

RECOMMENDED MOTION

If the Planning Commission determines that they will forward a recommendation of approval of the requested Zoning Map Amendment application to the Board of County Commissioners, then the Planning Commission should make a motion similar to the following.

The Planning Commission finds that:

- A. The proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan;
- B. The proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title; and
- C. The proposed amendment is compatible with the actual or master planned adjacent uses.

Based on the aforementioned Findings, I move that the Planning Commission forward a recommendation of approval to the Board of County Commissioners of the request from Traditions North LLC for a Zoning Map Amendment to amend the Zoning Map designation from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD), generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-093.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the Zoning Map Amendment application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then the Planning Commission should make the appropriate findings and move to continue the Public Hearing for the Zoning Map Amendment application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Zoning Map Amendment application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the Zoning Map Amendment request from Traditions North LLC for a Zoning Map Amendment to amend the Zoning Map designation from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD), generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-093 for ____ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should recommend denial of the Zoning Map Amendment application, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

15.220.05: FINDINGS:

When approving a zoning text or map amendment the commission and the Board must make the following findings, supported by a statement of evidence, facts and conclusions.

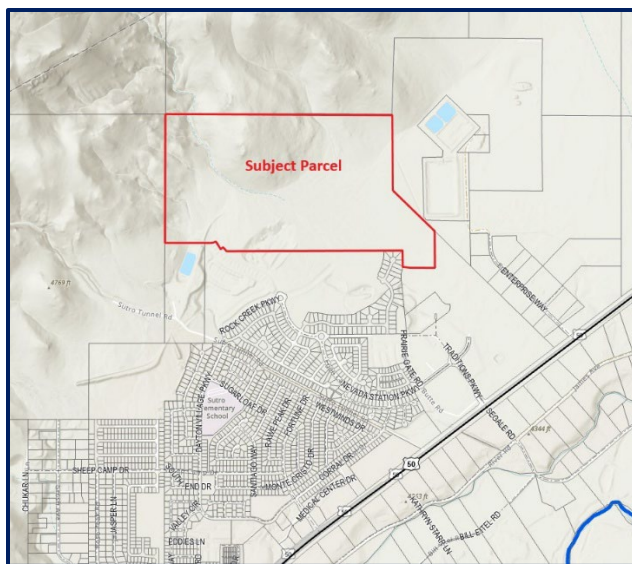
- A. That the proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan;
- B. That the proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title;
- C. That the proposed amendment is compatible with the actual or master planned adjacent uses.

After consideration of the above-listed Findings, the Lyon County Planning Commission has determined that the Amendment would not be in conformance with the above-listed considerations and forwards a recommendation of denial to the Board of County Commissioners for the request from Traditions North LLC for a Zoning Map Amendment to amend the Zoning Map designation from the Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2), to the Title 15 district of Planned Unit Development (PUD), generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-093.

BACKGROUND INFORMATION

Location, Access, and Existing Development

The subject property is located in the Dayton Suburban Character District north of the existing Traditions Residential Development, generally located north of the intersection of Nevada Station and Rock Creek Parkways (APN 016-406-07). The property has a total acreage of 230.76-acres. The maps below and on the following page show the location of the parcel.



Vicinity Map



Assessor's Map (provided by applicant)

The surrounding zoning from the County's expired Development Code, Title 10 is comprised of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), General Commercial District (C-2), and Fifth Rural Residential District (20 Acres) (RR-5) zoned properties. The parcel is bordered to the south by undeveloped land within the Traditions Residential and Commercial Subdivisions. Land to the north and west is owned by the U.S. Bureau of Land Management near the Storey–Lyon County border, and the Sutro Tunnel historic site lies to the southwest. Properties within the Traditions Commercial Subdivision are zoned General Commercial (C-2).

The parcel itself is currently undeveloped and will be primarily accessed via Fortune Drive and Traditions Parkway from U.S. Highway 50.

Public Facilities

The project is located within the Lyon County Utilities Department (LCUD) service area and there are existing water and sewer services located within adjacent properties. Any future development must obtain LCUD permit approvals before construction. Although LCUD has issued an intent-to-serve letter, this does not guarantee service. Before receiving any building permits, LCUD reserves the right to deny or limit connections to the sewer system to ensure the system resources remain permit compliant and do not exceed the available resource capabilities.

Project History

From the applicant's submittal: *"The site was originally part of the Traditions Community Master Plan. On May 6, 2004, a PUD was approved through a special use permit to establish the current Title 10 zoning designations: RR-1, E-1, C-2, and NR-1. A Tentative Subdivision Map was recorded in 2007 and extended in 2008 following the Nevada Legislature's adoption of AB74, with an additional extension granted in 2010. Although the PUD has since been dissolved, the property was hard zoned to match the approved subdivision configuration."*

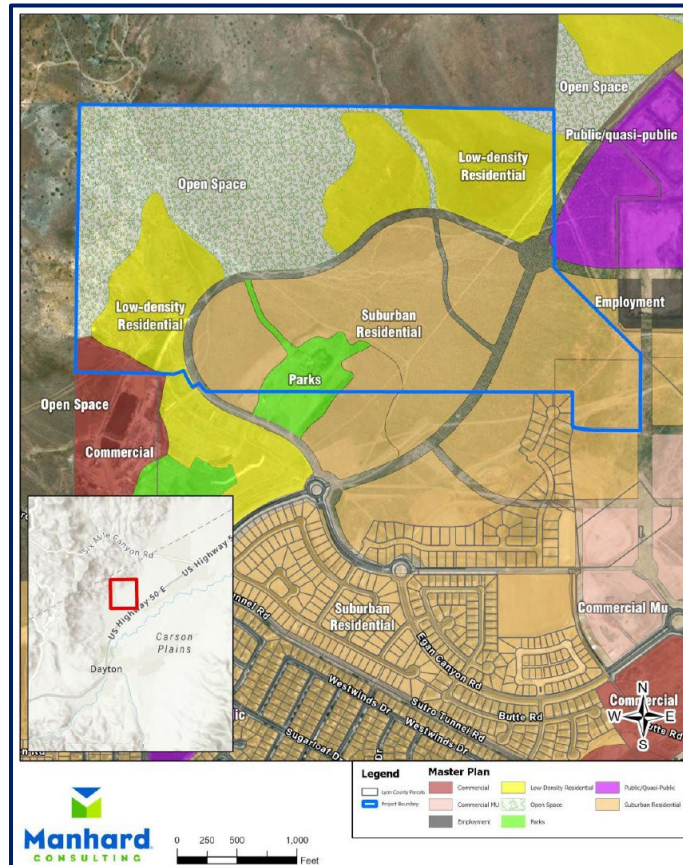
Based on the prior approvals and entitlements for the site, the applicant is correct about the current zoning designations and that there are no current entitlements for the property.

MASTER PLAN AND ZONING

Master Plan

The current Master Plan designation for the site is Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space within the Dayton Suburban Character District. Suburban Character areas are typically within or adjacent to public water and sewer facilities and have existing paved accesses. The site is served by the Lyon County Utility District for water service and sewer service.

Note: The Master Plan and Zoning images that follow are from the applicant's submittal with staff mark ups.



Master Plan Designation (provided by applicant)

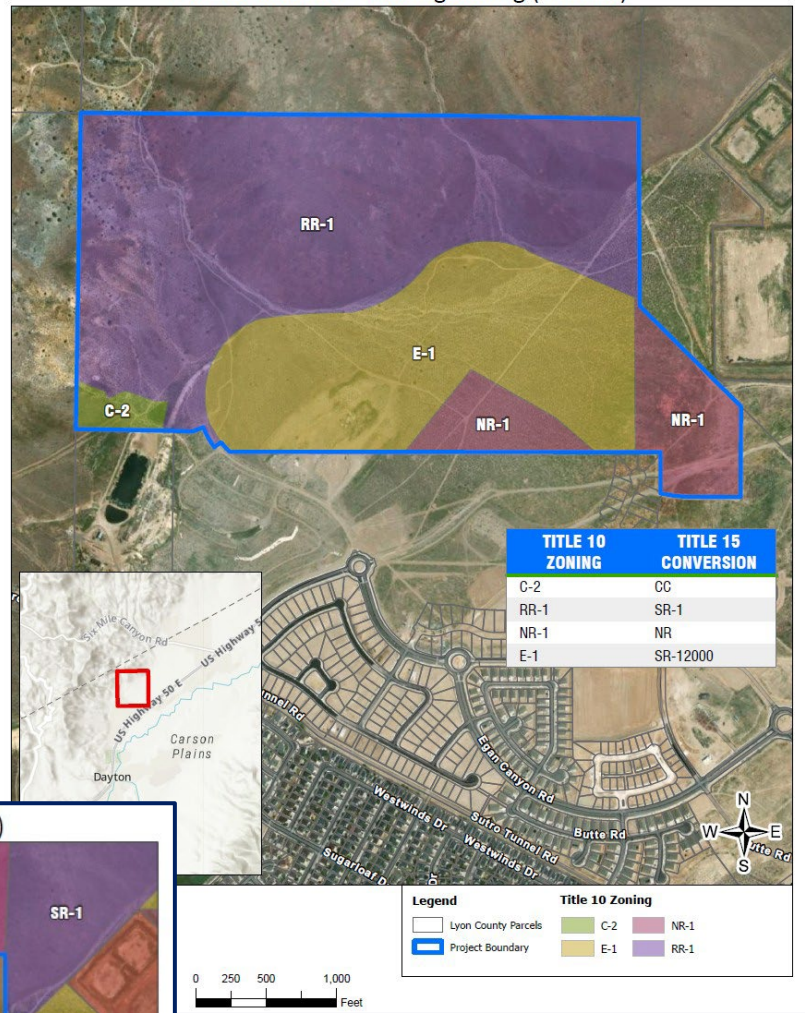
Zoning

The existing and proposed zoning of the subject parcel and the surrounding parcels are displayed in the Current Zoning and the Proposed Zoning images shown on the following page. The subject parcels current zoning is from the County's expired Development Code, Title 10. The zoning is comprised of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2).

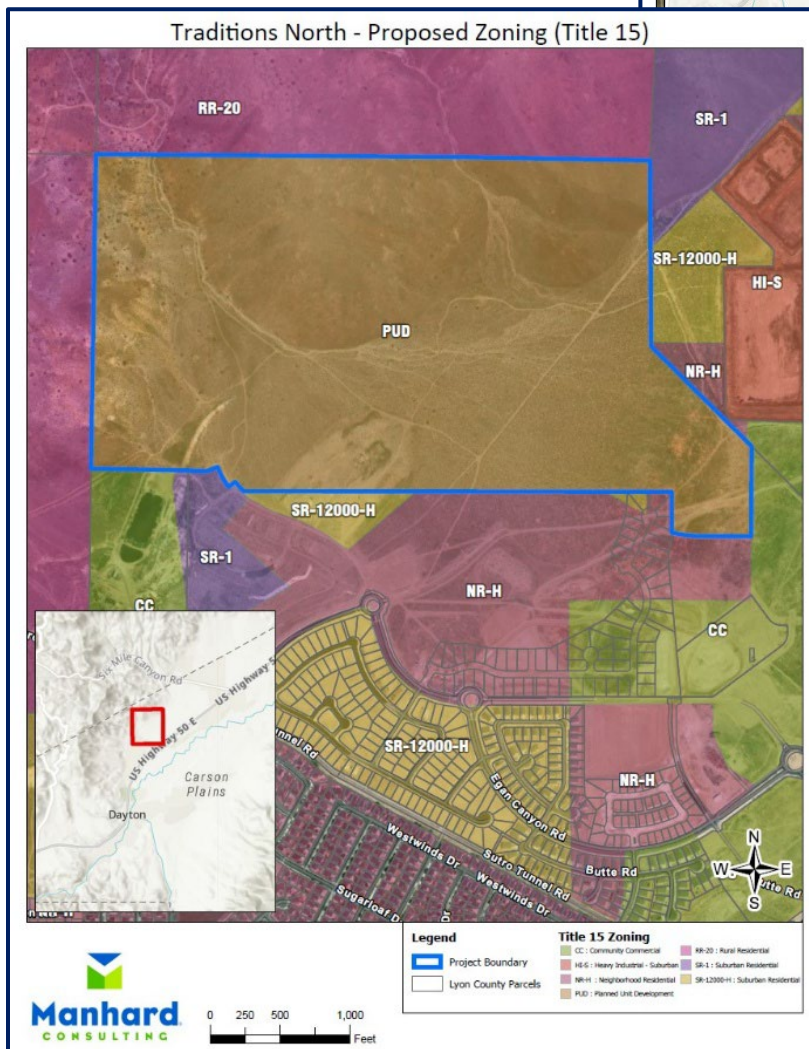
The proposed zoning request is to rezone the entire property to the Title 15 district of Planned Unit Development (PUD). The zoning amendment to PUD would be consistent with the Master Plan designations of Suburban Residential, Low Density Residential, and Commercial. The Parks and Open Space designations will be accommodated within the PUD with open space and parks to be included throughout the development.

Current Zoning Designation

Traditions North - Existing Zoning (Title 10)



Traditions North - Proposed Zoning (Title 15)



Proposed Zoning Designation

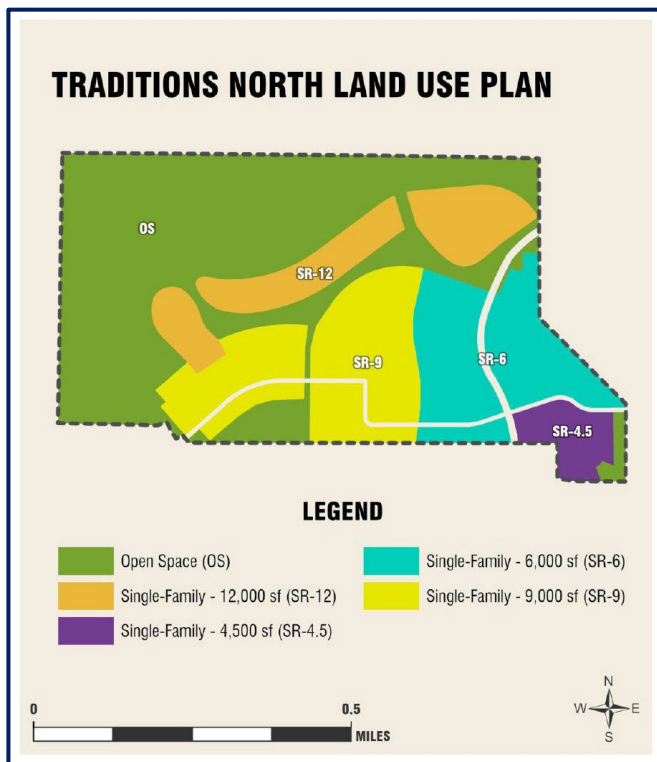
Per Title 15, “Planned Unit Development (PUD) is a land use designation designed to provide an overall planning and design approach for a single use development or a development incorporating a mix of uses. PUD allows for deviation from a strict application of dimensional and use limitations of the zoning district or districts in order to provide flexibility for landowners to creatively plan for the overall development of their land to achieve a more desirable environment than would be possible through strict application of the standard requirements of the zoning district. Chapter 15.349 of the Land Use and Development Code includes detailed PUD information.”

PUDs are an allowed zoning district within the Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space Master Plan Designations within the Dayton Suburban Character District. The PUD handbook will be presented in a concurrent application (PLZ-2025-094) and allows the following uses, assuming the ZMA and following PUD is approved. The proposed PUD uses are as listed below.

Single Family Detached	Community gardens
Single Family Attached	Equestrian facilities
Duplexes (Multi-family, 2 units)	Passive and action recreation
Cottage Housing	Trails

In regard to the Open Space (OS) uses above, the applicant states in the PUD Handbook “The OS planning area is to remain largely undisturbed but acceptable uses and development include trails, passive and active recreation, equestrian facilities, community gardens, hydraulic features, roadways, and other improvements in support of such uses.”

The applicant is also coming forth with a Planned Unit Development (PUD) application (PLZ-2025-094) and Tentative Subdivision Map (TSM) application (PLZ-2025-095). The proposed land use plan and phasing are shown below.



STAFF REVIEW AND COMMENTS

Proposed Zoning Map Amendments are first reviewed by staff and the Planning Commission, who then make recommendations to the Board of County Commissioners. The Board makes the final vote on whether or not to approve the request.

FINDINGS

Chapter 15.220.05 of Lyon County Code states that when considering approval of a Zoning Map Amendment, three Findings must be considered and supported by a statement of evidence, facts and conclusions. Staff has included those three Findings in **bold** type below. Each Finding is listed with the applicant's response in *italics* and then staff's comments.

Finding A: The proposed amendment is consistent with the policies embodied in the adopted master plan and the underlying land use designation contained in the land use plan.

Applicant's Response

The underlying Master Plan land use designations are a mix of residential, open space, and commercial designations. The residential share of the master plan is about 61% of the property while open space is about 33%. The commercial area occupies about 1% with the remainder of the property having no designation.

The proposed land plan within the PUD designation serves to promote and protect open space and recreation opportunities by prioritizing the Open Space land designation in the upper half of the project. Although the Low-Density Residential Master Plan land use designation contemplates larger one-acre lots, providing smaller lot sizes grants the opportunity to increase the share of protected open space land to 40-50% of the total project area.

This project further supports policies that promote complementary neighborhoods in Suburban Character Districts by incorporating a variety of lot sizes (Policy C 1.5). The plan also provides multiple focal points for the neighborhood that will serve the broader community including the proposed large park and trailhead.

Staff Comment

The proposed Zoning Map Amendment would facilitate the development of the subject property in a manner consistent with the Master Plan and proposed future development in the area as per Policy FS 1.1, "New development will occur in an area that is served by, or are adjacent to, areas with existing utility systems to avoid distant and costly extensions." The proposed project is within the Lyon County Utilities District service area and existing utility systems exist south and east of the project area.

The requested amendment also meets Policy LU 1.1: "Follow Development Patterns as Established in the Land Use Plan – Future development of Lyon County will be consistent with the Land Use Plan. The Land Use Plan will guide future growth and development by defining appropriate land use types, densities, and character in different locations including cities and towns, suburbanizing areas, rural areas, farm and ranch land, hillsides, and public lands. The county's future urban and suburban growth will develop largely around existing communities." The property is located directly adjacent to an existing and developing residential subdivision and follows the land use plans indicated within the Dayton Suburban Character District.

Chapter 3 of the Master Plan, Land Use, Economy and Growth, Table 2: Land Use Table describes some of the intended uses under the Suburban Residential, Low Density Residential, Parks, and Open Space designations and the zoning districts that are compatible with that Master Plan designation. This proposed Zoning Map Amendment to PUD is an allowed zoning district within the Master Plan Land Use Tables as shown on the following page. With these items, Staff feels this Finding is met.

	Title 10 Zoning (Consistent Title 15 Designation)	Title 15 Zoning	Density Range/Size	Description/Characteristics	Examples of Uses
Low Density Residential	RR-2 (RR-2, SR-2) RR-1 (RR-1, SR-1) PUD *	RR-2 SR-2 RR-1 SR-1 PUD *	1 DU per 1 to <5 acres (>0.2-1.0 DU/acre)	Typically found in rural districts and on the suburbanizing fringe. Lot size and layout varies. Typically not served by urban or municipal utilities, depending on location in suburbanizing district.	Single-family residences.

	Title 10 Zoning (Consistent Title 15 Designation)	Title 15 Zoning	Density Range/Size	Description/Characteristics	Examples of Uses
Suburban Residential	E-2 (SR-1/2) E-1 (SR-12000)	SR-1/2 SR-12000 SR-12000-H PUD *	1 DU per 12,000 sf to <1 acre (>1- <4 DU/acre)	Medium-density residential neighborhoods should contain a mix of housing types in a neighborhood setting. Each neighborhood should have a recognizable center. Centers will vary in size and composition, but may include a combination of higher-density residential uses, parks and/or recreation facilities, or civic uses. Neighborhoods should contain connective open spaces that unify the development and provide transitions between other areas and uses.	Single-family residences and duplexes and attached housing.
	NR-3 (SR-9000) NR-1 (NR) NR-2 (MFR) MHP (No Consistent District)	SR-9000 SR-9000-H NR NR-H MFR PUD *	5 to 18 Dwelling Units per acre	High density residential is typically found in suburbanizing districts. High Density Residential should be located near major transportation facilities, near commercial uses, or civic centers and near parks.	Apartments, duplexes, fourplexes, condominiums and townhomes. Single Family Residential detached units at 5 to 10 dwelling units per acre.

	Title 10 Zoning (Consistent Title 15 Designation)	Title 15 Zoning	Density Range/Size	Description/Characteristics	Examples of Uses
Parks	N/A	PF *	Varies, ranging from as small as 1-3 acres to 40+ acres for regional facilities.	Intended to provide for the active and passive recreational needs of the community. Generally provided by the County.	Parks, pathways, and recreational facilities.
Open Space	RR-5 (RR-20)	OS		Open space provides recreational linkages between different areas of the County; floodplain, drainage or view protection; and/or wildlife habitat. Public access may be provided with designated trails or bicycle facilities. However, in other areas lands may be left intact as visual buffers along an important scenic area or community boundary. Open space may be granted to or purchased outright by the County for public use, donated to private land trusts, or protected using another method, such as conservation easements, signage restrictions, and design controls.	Primary Uses: Publicly owned/managed and accessible lands preserved by the County, other government agencies, or quasi-public (land trusts, non-profit organizations, etc.) for conservation, resource protection, or recreational use. Not lands that are part of a private development (e.g. planned unit development) May also be preserved without public access to protect sensitive natural areas. Secondary Uses: Utilities (e.g. municipal wells or other utility structures).

* Planned Unit Development (PUD) is a land use designation designed to provide an overall planning and design approach for a single use development or a development incorporating a mix of uses. PUD allows for deviation from a strict application of dimensional and use limitations of the zoning district or districts in order to provide flexibility for landowners to creatively plan for the overall development of their land to achieve a more desirable environment than would be possible through strict application of the standard requirements of the zoning district. Chapter 15.349 of the Land Use and Development Code includes detailed PUD information.

Finding B: The proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title.

Applicant's Response

The proposed amendment would support the establishment of a residential neighborhood that is a logical extension of the existing Traditions development. This supports Master Plan Policy LU 1.2 which seeks orderly growth patterns with neighborhood units as the primary building blocks of the County's residential areas. The subject property has utilities immediately adjacent to the site and should not require significant extensions to serve the proposed project (Policy LU 2.1 & FS 1.1). School facilities that serve the area are adequate to support the project for the based on discussions with the Lyon County School District.

Staff Comment

As described in the Public Facilities section on page 4, the project is located within the Lyon County Utilities Department service area. It would not be inconsistent with the adequate public facilities policies nor would it introduce a new need for public services that are not already provided to surrounding parcels in the area. This Finding is met.

Finding C: That the proposed amendment is compatible with the actual or master planned adjacent uses.

Applicant's Response

To the north and west are Federal public lands that are anticipated to remain as open space. The proposed land use plan establishes an Open Space designation and provides trail access points to promote this resource. The trails and open space proposed within PUD should also support the operations of the Historic Sutro Tunnel and Site located immediately to the southwest. The proposed residential development is a logical extension of the existing and master planned residential development to the south and east. The site is not directly adjacent to Employment master planned properties that exist to the east and Lyon County Code is adequate to address possible general environmental conflicts such as noise, glare, and odor as those properties are developed.

Staff Comment

The proposed Zoning Map Amendment to rezone the parcels PUD would be consistent with the Master Plan designations of Suburban Residential, Low Density Residential, Parks, and Open Space. The subject parcels would not introduce an unplanned or incompatible use to the area and include extensive parks, trails and open space areas. These parcels are directly adjacent to the Traditions Residential Subdivision and, as stated by the applicant above, are a logical extension of the residential development in the area. This Finding can be met.



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
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TRADITIONS NORTH ZONING MAP AMENDMENT

PLZ-2025-093

Backup information is included in the Planning Commission Agenda, under Item 7.h.
Traditions North Tentative Subdivision Map.

The attachments are as follows:

Attachment 1: Project Narrative

Attachment 2: Plan Set

Attachment 3: Traffic, Drainage, and Hydrology & Hydraulics Studies

Attachment 4: Geotechnical Report

Attachment 5: Preliminary Sewer Report

Attachment 6: Typical Lot Landscape Plans and Street Cross-Sections

Attachment 7: Neighborhood and Pocket Parks and North Drainage Trail Section

Attachment 8: Draft PUD Handbook

Attachment 9: Street Name Request Form



February 3, 2026

Mr. Gavin Henderson, Director
Lyon County Community Development Department
27 S. Main St.
Yerington, NV 89447

RE: Letter of Support for Traditions North Development and Sutro Tunnel Land Donation

Dear Mr. Henderson:

On behalf of the Board of Directors of the Friends of Sutro Tunnel Charity, we are writing to express our strong support for the Traditions North development and the associated land donation benefiting the historic Sutro Tunnel in Dayton, Nevada.

The Traditions North project reflects a thoughtful and balanced approach to growth—one that addresses housing needs while making an extraordinary commitment to open space preservation, historic stewardship, and long-term community benefit. Of the approximately 230 acres comprising the project site, more than 80 acres are proposed to be permanently preserved as open space, including a 10-acre land donation to our organization.

This generous donation builds upon the Friends of Sutro Tunnel's existing 27.94 acres, expanding the Sutro Tunnel Portal Park to 38 acres. This expansion significantly strengthens our ability to preserve one of Nevada's most important engineering and cultural landmarks while enhancing opportunities for public access, education, and regional tourism.

Importantly, this land donation comes on the heels of substantial recent investment in the Sutro Tunnel site, including a \$493,000 Travel Nevada grant and more than \$700,000 in additional private and community donations. Together, these contributions are helping move the Sutro Tunnel closer to being safely opened to the public, transforming it into a meaningful tourism destination and a historic park for residents and visitors of Dayton, Lyon County, and the surrounding region to enjoy. These efforts are expected to generate positive economic impacts through increased visitation, heritage tourism, and local business activity.

The donated acreage includes some of the most visually prominent areas associated with the Sutro Tunnel and its historic portal. Preserving these lands in perpetuity will help maintain the tunnel's strong visual and cultural presence throughout Dayton and ensure that future generations can appreciate the site's historic significance. The expanded footprint also allows

Letter of Support Traditions North | Sutro Tunnel
Page Two

for long-term planning that supports historic interpretation, restoration efforts, and responsible public use.

In addition to the Sutro Tunnel land donation, we commend Traditions North for designating an additional 74 acres as permanent open space and for thoughtfully clustering development to protect scenic views, historic resources, and community character. This approach aligns well with Lyon County's long-term planning goals and demonstrates how responsible development and historic preservation can move forward together.

The Friends of Sutro Tunnel Charity sincerely appreciates the partnership and generosity demonstrated through this project. We believe Traditions North represents a positive and lasting investment in Dayton's future and respectfully encourage Lyon County to view this project favorably as it proceeds through the review process.

Thank you for your time, consideration, and continued commitment to thoughtful planning and preservation within Lyon County.

Sincerely,

Board of Directors | Friends of Sutro Tunnel Charity
Phil Cowee
Bill Miles
Mark Turner
Sam Landis
Rob McFadden

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.g

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Planned Unit Development (PUD) for the Traditions North Residential Development. The project consists of 415 single-family residential units, open space, a neighborhood park, and pocket parks and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-094.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)



LYON COUNTY
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WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-094

Proposed Action	<u>Tentative Planned Unit Development (PUD) for the Traditions North Residential Development</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Sutro Residential Group LLC</u>
Applicant	<u>Traditions North LLC</u>
Representative	<u>Manhard Consulting LLC</u>
Community	<u>Dayton</u>
Location	<u>North of the intersection of Nevada Station and Rock Creek Parkways</u>
Parcel Number	<u>016-406-07</u>
Parcel Size	<u>230.76-acre parcel</u>
Master Plan	<u>Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space</u>
Current Zoning	<u>RR-1, E-1, NR-1, and C-2</u>
Proposed Zoning	<u>Planned Unit Development (PUD)</u>
Flood Zone(s)	<u>Zone X Shaded and Unshaded per FIRMs 32019C0290E (effective 1/16/2009) and 32019C0289F (effective 10/20/2016)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant is seeking approval of a Tentative Planned Unit Development (PUD). The PUD consists of 415 single-family residential units and associated common areas, parks, trails and open areas on an approximate 230.76-acre parcel in Dayton.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval of the Tentative Planned Unit Development request based on the Findings as listed in the staff report, as the request would be in general conformance with the 2020 Comprehensive Master Plan designation for the property.

RECOMMENDED MOTION

If the Planning Commission determines that they will forward a recommendation of approval of the requested PUD application to the Board of County Commissioners, then the Planning Commission should make a motion similar to the following.

The Planning Commission has considered:

15.349.10: FINDINGS:

When making an approval, modification or denial of a Tentative PUD, the commission shall, at a minimum, consider each of the following and base approval on the combined weight of the findings. Each finding shall be supported by a statement of evidence, facts and conclusions.

- A. In what respects the plan is or is not consistent with the statement of objectives of this chapter;
- B. The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;
- C. The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;
- D. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;
- E. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed;
- F. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan.

Based on the aforementioned Findings, I move that the Planning Commission forward a recommendation of approval to the Board of County Commissioners of the request from Traditions North LLC for a Tentative Planned Unit Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-094.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the Tentative PUD application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then the Planning Commission should make the appropriate findings and move to continue the Public Hearing for the Tentative PUD application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Tentative PUD application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the request from Traditions North LLC for a Tentative Planned Unit Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-094 for ____ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should recommend denial of the Tentative PUD application, then the Planning Commission may wish to consider a motion similar to the following:

The Planning Commission has considered:

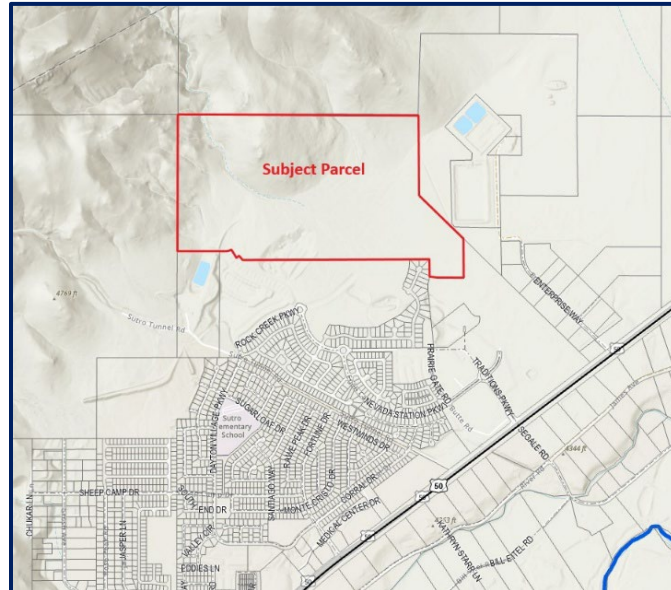
- A. In what respects the plan is or is not consistent with the statement of objectives of this chapter;
- B. The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;
- C. The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;
- D. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;
- E. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed;
- F. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan.

Based on the aforementioned considerations, I move that the Planning Commission recommend denial to the Board of County Commissioners of the request from Traditions North LLC for a Tentative Planned Unit Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-094.

BACKGROUND INFORMATION

Location, Access, and Existing Development

The subject property is located in the Dayton Suburban Character District north of the existing Traditions Residential Development, generally located north of the intersection of Nevada Station and Rock Creek Parkways (APN 016-406-07). The property has a total acreage of 230.76-acres. The maps below show the location of the parcel.



Vicinity Map



Assessor's Map (provided by applicant)

The surrounding zoning from the County's expired Development Code, Title 10 is comprised of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), General Commercial District (C-2), and Fifth Rural Residential District (20 Acres) (RR-5) zoned properties. The parcel is bordered to the south by undeveloped land within the Traditions Residential and Commercial Subdivisions. Land to the north and west is owned by the U.S. Bureau of Land Management near the Storey–Lyon County border, and the Sutro Tunnel historic site lies to the southwest. Properties within the Traditions Commercial Subdivision are zoned General Commercial (C-2).

The parcel itself is currently undeveloped and will be primarily accessed via Fortune Drive and Traditions Parkway from U.S. Highway 50.

Public Facilities

The project is located within the Lyon County Utilities Department (LCUD) service area and there are existing water and sewer services located within adjacent properties. Any future development must obtain LCUD permit approvals before construction. Although LCUD has issued an intent-to-serve letter, this does not guarantee service. Before receiving any building permits, LCUD reserves the right to deny or limit connections to the sewer system to ensure the system resources remain permit compliant and do not exceed the available resource capabilities.

Project History

From the applicant's submittal: *"The site was originally part of the Traditions Community Master Plan. On May 6, 2004, a PUD was approved through a special use permit to establish the current Title 10 zoning designations: RR-1, E-1, C-2, and NR-1. A Tentative Subdivision Map was recorded in 2007 and extended in 2008 following the Nevada Legislature's adoption of AB74, with an additional extension granted in 2010. Although the PUD has since been dissolved, the property was hard zoned to match the approved subdivision configuration."*

Based on the prior approvals and entitlements for the site, the applicant is correct about the current zoning designations and that there are no current entitlements for the property.

PROJECT DESCRIPTION

As provided by the Applicant:

"This application submittal includes a request for a zoning map amendment to establish a Planned Unit Development (PUD). Included for consideration is the tentative planned unit development plan and development handbook. The completed project includes a maximum of 415 dwelling units and it is proposed to be constructed in four phases. The PUD provides necessary flexibility to implement the project, while maintaining consistent standards across a mix of residential intensities.

The land use plan includes planning areas that are generally consistent with existing Lyon County residential zones, with the addition of a 6,000 sq. ft. minimum lot size type.

The Traditions North PUD Development Standards Handbook provides a framework to ensure the quality of the development that occurs with the PUD and that each project meets the intent of the approved project. The proposed project meets the development standards set forth in the Handbook, including land use, density, setbacks, open space, and other development standards."

LAND USE CHANGES

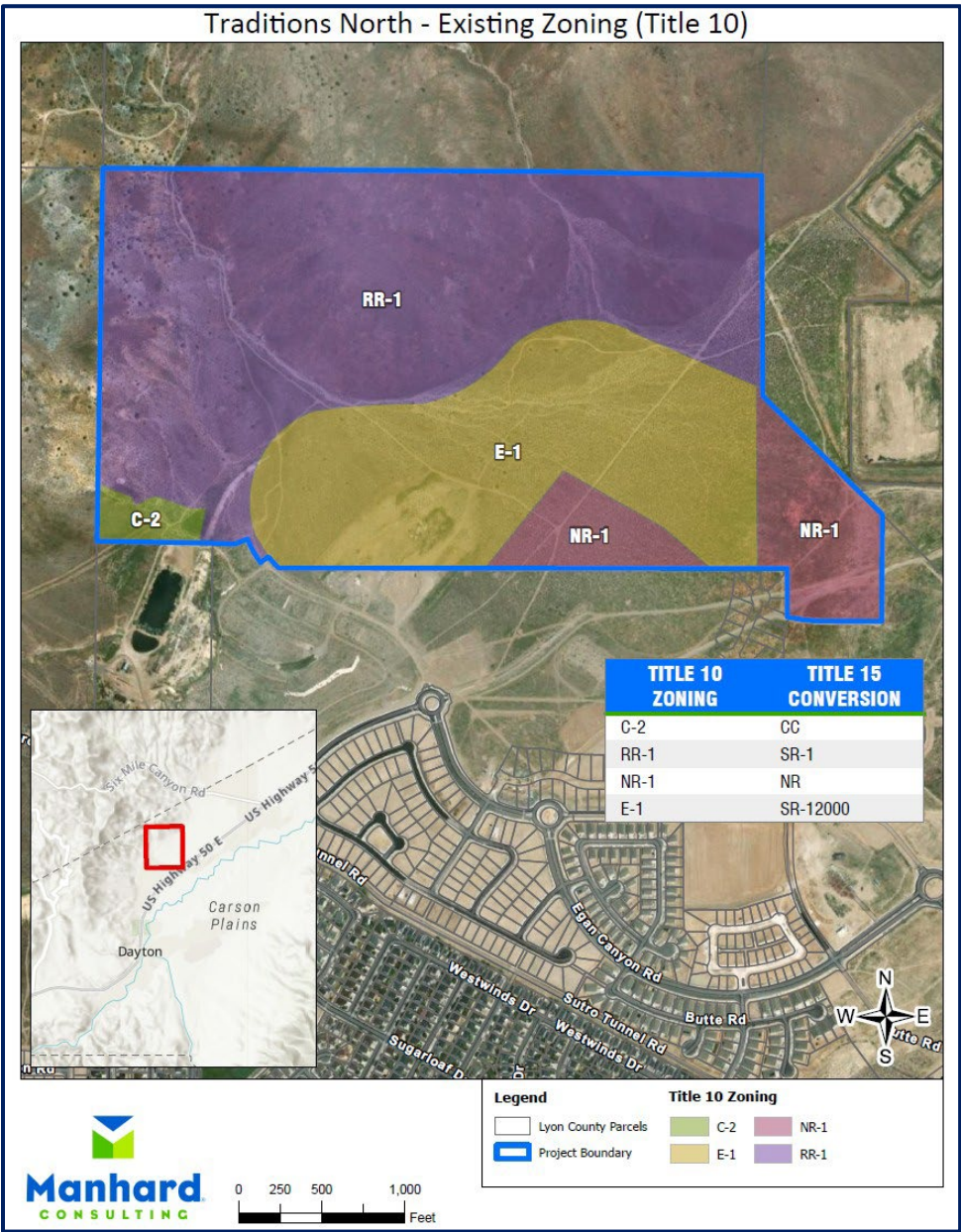
PUD Handbook Land Uses and Zoning

Through the Tentative PUD, the applicant proposes a mix of single-family residential lots, common areas, trails, parks, and open space. The subject parcels are governed by the County's expired Development Code (Title 10) and

carry underlying zoning designations of First Rural Residential (RR-1, 1-acre), First Estates Residential (E-1), Single-Family Nonrural Residential (NR-1), and General Commercial (C-2).

Per the Zoning Consistency Matrix, adopted in 2018 with Title 15, the corresponding districts in Title 15 are Suburban Residential, 1 Acre Minimum (SR-1), SR-12000, Suburban Residential, 12000 sq.ft. Minimum (SR-12000), Neighborhood Residential, 4500 sq.ft. Minimum (NR) and Community Commercial (CC). The parcels are subject to SR-1, SR-12000, NR, and CC zoning development standards and allowed uses or as defined in the current PUD.

The plan below (provided by the applicant) shows the current zoning for the property.



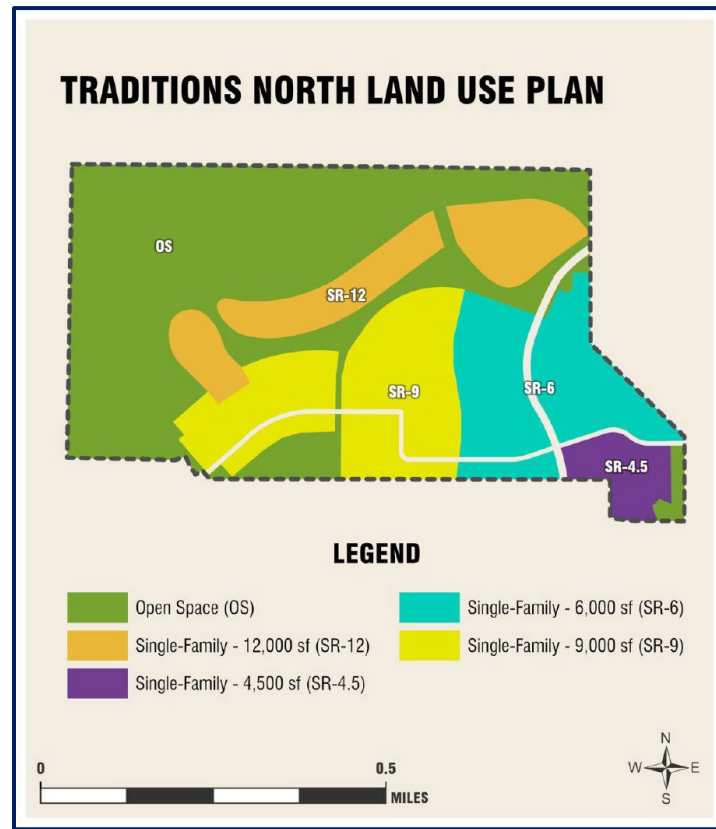
Existing Title 10 Zoning

Proposed Handbook Zoning

The Tentative PUD handbook proposes four residential lot sizes ranging from 4,500 to 12,000 square feet, at least 100 acres of trails and open space, active and passive recreation areas, and access to the Sutro Trail.

The proposed zoning request, which is a part of a separate application before this board (PLZ-2025-093), seeks to rezone the parcels from the Title 10 zoning districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2) to the Title 15 district of PUD (Planned Unit Development).

The proposed zoning districts from the PUD handbook are shown below in the Proposed Land Use Plan.



Proposed Land Use Plan

Proposed Handbook Land Uses

The proposed zoning changes shown on the plan above will allow for additional land uses beyond those permitted under the underlying zoning. Each phase will have defined permitted uses and their own development standards and requirements. The PUD handbook includes the land use, density, setbacks, open space, and other development standards.

The PUD Handbook sets the maximum number of residential units at 415 single-family residential units. The underlying Title 10 zoning would allow for a maximum density of 607 residential units as shown in Table 3 below.

Table 3: Density Analysis

Density Analysis	Land Use Acreage	Units
Existing RR-1 (1 unit per acre)	± 137.34	137
Existing EE-1 (3.63 units per acre)	± 66.91	242
Existing NR-1 (9.68 units per acre)	± 23.57	228
Existing Maximum Units		607
Proposed Maximum Units		415

The applicant has also elected to include 100 acres of common area/open space (43.3%) which is in excess of the 20% open space requirement and greater than the existing Master Plan land use area designated as Open Space (38%). The following Table 1: Land Use shows the planning areas from the PUD handbook and allowed residential units per area.

Table 1: Land Use Table

PLANNING AREA	LAND AREA	ALLOWED UNITS
Single-Family Residential 4,500 SF	±6.9 acres	52
Single-Family Residential 6,000 SF	±26.1 acres	147
Single-Family Residential 9,000 SF	±34.5 acres	147
Single-Family Residential 12,000 SF	±20.5 acres	69
Trails and Open Space	100 acres minimum	-
Backbone Roads/ROW	Varies with final design	-
TOTAL	±230.76	415

The following table shows the PUD approved uses. These are the allowed uses within the PUD area as defined within the PUD Handbook.

Single Family Detached	Community gardens
Single Family Attached	Equestrian facilities
Duplexes (Multi-family, 2 units)	Passive and action recreation
Cottage Housing	Trails

In regard to the Open Space (OS) uses above, the applicant states in the PUD Handbook *“The OS planning area is to remain largely undisturbed but acceptable uses and development include trails, passive and active recreation, equestrian facilities, community gardens, hydraulic features, roadways, and other improvements in support of such uses.”*

The applicant has elected to forego any commercial development for this development and opted to expand the open space over the commercial area in the southwest corner of the parcel. Therefore, there will not be any commercial uses allowed within the Traditions North Residential Subdivision.

The uses listed above will be allowed subject to development standards described in the PUD Handbook and Lyon County Development Code.

Future Development Requirements

The applicant has submitted a Tentative Subdivision Map (TSM) (PLZ-2025-095) and Zone Map Amendment (ZMA) (PLZ-2025-093), both of which are being reviewed concurrently with this application. The TSM includes conceptual drainage studies and plans, traffic impact analysis, soils reports, grading plans, hydrology and hydraulic studies, etc. These applications (ZMA, PUD and TSM) will be heard before the Planning Commission and subsequently by the Board of County Commissioners.

If the ZMA, PUD and TSM are approved by the Board of County Commissioners, the Applicant will be required to submit a Final PUD and Final Subdivision Map(s) for administrative approvals before they can proceed to grading, site improvement and building permits.

STAFF REVIEW AND COMMENTS

Proposed Tentative PUDs are first reviewed by staff and the Planning Commission, who then make recommendations to the Board of County Commissioners. The Board makes the final vote on whether or not to approve the request.

FINDINGS

Chapter 15.349.10 of LCC, “*APPROVAL OR DENIAL OF APPLICATION*”, states that the “...approval or denial of a tentative planned unit development plan shall be by minute action and shall set forth the reasons for the approval or for the denial..”. It further states that the: “...minutes shall also set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to, the following findings:”.

There are 6 Findings for PUDs, which are listed below in **bold** type with the applicant’s response in *italics* and a staff comment.

Finding A: In what respects the plan is or is not consistent with the statement of objectives of this chapter;

Applicant’s Response

The objectives of this PUD include:

- *Improving and enhancing the County’s trail and park system by providing trails and open space that provide continuity and access to Federal public lands adjacent to the project.*
- *Encouraging innovations in residential development by introducing a greater variety of lot sizes to encourage variation in building typology.*

Staff Comment

Per Lyon County Development Code (LCC) 15.349.01: “*Planned unit development (PUD) is a land use designation designed to provide an overall planning and design approach for a single use development or a development incorporating a mix of uses. PUD allows for deviation from a strict application of dimensional and use limitations of the zoning district or districts in order to provide flexibility for landowners to creatively plan for the overall development of their land to achieve a more desirable environment than would be possible through strict application of the standard requirements of the zoning district.*”

The proposed PUD Handbook is consistent with the purpose and objective of this chapter, as it does allow for the developer to plan an integrated community that is a logical extension of the community to the south and improves the environment through the addition of trails, access interconnectivity, and maintaining open space beyond the strict requirements of the LCC. This Item is met.

Finding B: The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;

Applicant's Response

The proposed development plan remains closely aligned with the density, lot size, and uses allowed under the existing zoning, but provides greater flexibility in the implementation of the plan to accommodate market-based considerations through the development process. Greater flexibility does not come at the cost of the preservation of open space, access to Federal public lands, and the opportunity for a mix of lot sizes and densities.

The plan proposes a deviation from standard LCC setbacks to promote a mix of intensities with a consistent street image program. The setbacks consistently promote a house forward design while maintaining minimum driveway lengths.

Staff Comment

The proposed PUD Handbook does depart from the traditional zoning district lot sizes, and also reduces the overall allowed residential density from 607 units to a maximum of 415 units. This allows for additional trails, open space and connectivity to public lands for the development, providing a positive benefit to the public.

Finding C: The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;

Applicant's Response

The purpose, location, and amount of open space is indicated within the handbook and is provided at a greater degree than what is contemplated in the Master Plan. The handbook promotes access through an integrated trail system.

Staff Comment

The proposed Open Space allotment for the PUD is in excess of the required 20% from LCC as described on Page 8 of this document. The inclusion of trails and connectivity to existing off-site trails further supports the intent of maintaining and conserving open space.

Finding D: A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;

Applicant's Response

The development is a logical extension of utility infrastructure and is developed in accordance with the provided traffic impact assessment. Additional street connections are proposed to improve broader circulation through the site. Parking requirements are consistent with Lyon County Code and parking demand has been contemplated with respect to larger recreation and park amenities. The development provides a variety of recreation opportunities that are well integrated into the design of the project including a trailhead for the Sutro Trail, interface with the Historic Sutro Trail and Site, access to public lands, a large park, and multiple pocket parks.

Staff Comment

The proposed PUD Handbook design addresses the finding concerns as described by the applicant's response. Traffic, parking, improvements to infrastructure, recreation and visual enjoyment have been addressed with the design and layout provided by the applicant.

Finding E: The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed;

Applicant's Response

The proposed project extends the existing Traditions neighborhood and provides new park and recreation amenities that reinforce the relationship between the existing neighborhood and the public lands and open space to the north and west.

Staff Comment

As the applicant states above, the proposed PUD Handbook does not appear to negatively impact the existing neighborhood. The addition of trail connections and retaining access to public lands will be of beneficial use to the surrounding neighborhoods.

Finding F: In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan.

Applicant's Response

The project is proposed to be developed in four phases with the backbone roadway and stormwater infrastructure frontloaded to ensure adequate access is provided for responsible growth. Neighborhood and pocket parks intended to serve the development and nearby neighborhoods are in different phases and are required to be constructed before occupancy of a certain number of units indicated in the PUD Handbook. All construction will be coordinated with the Nevada Department of Transportation with the future improvements to US Highway 50. The tentative map application submitted with this application considers three of the four phases contemplated within the PUD. A subsequent tentative map application will be submitted in the future for the final phase.

Staff Comment

The proposed timeline for the PUD requires the infrastructure, road backbones, etc. to be constructed in the initial phase of development, thus providing sufficient protection to the existing neighborhoods and the future residents of the PUD. The applicant will be required to submit Final Subdivision Maps within statutory deadlines for development. With those requirements, this finding can be met.



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT

27 SOUTH MAIN STREET, YERINGTON, NV 89447

PHONE: 775-463-6592 FAX: 775-463-5305

WEBSITE: www.lyon-county.org

TRADITIONS NORTH PLANNED UNIT DEVELOPMENT

PLZ-2025-094

Backup information is included in the Planning Commission Agenda, under Item 7.h.
Traditions North Tentative Subdivision Map.

The attachments are as follows:

Attachment 1: Project Narrative

Attachment 2: Plan Set

Attachment 3: Traffic, Drainage, and Hydrology & Hydraulics Studies

Attachment 4: Geotechnical Report

Attachment 5: Preliminary Sewer Report

Attachment 6: Typical Lot Landscape Plans and Street Cross-Sections

Attachment 7: Neighborhood and Pocket Parks and North Drainage Trail Section

Attachment 8: Draft PUD Handbook

Attachment 9: Street Name Request Form



February 3, 2026

Mr. Gavin Henderson, Director
Lyon County Community Development Department
27 S. Main St.
Yerington, NV 89447

RE: Letter of Support for Traditions North Development and Sutro Tunnel Land Donation

Dear Mr. Henderson:

On behalf of the Board of Directors of the Friends of Sutro Tunnel Charity, we are writing to express our strong support for the Traditions North development and the associated land donation benefiting the historic Sutro Tunnel in Dayton, Nevada.

The Traditions North project reflects a thoughtful and balanced approach to growth—one that addresses housing needs while making an extraordinary commitment to open space preservation, historic stewardship, and long-term community benefit. Of the approximately 230 acres comprising the project site, more than 80 acres are proposed to be permanently preserved as open space, including a 10-acre land donation to our organization.

This generous donation builds upon the Friends of Sutro Tunnel's existing 27.94 acres, expanding the Sutro Tunnel Portal Park to 38 acres. This expansion significantly strengthens our ability to preserve one of Nevada's most important engineering and cultural landmarks while enhancing opportunities for public access, education, and regional tourism.

Importantly, this land donation comes on the heels of substantial recent investment in the Sutro Tunnel site, including a \$493,000 Travel Nevada grant and more than \$700,000 in additional private and community donations. Together, these contributions are helping move the Sutro Tunnel closer to being safely opened to the public, transforming it into a meaningful tourism destination and a historic park for residents and visitors of Dayton, Lyon County, and the surrounding region to enjoy. These efforts are expected to generate positive economic impacts through increased visitation, heritage tourism, and local business activity.

The donated acreage includes some of the most visually prominent areas associated with the Sutro Tunnel and its historic portal. Preserving these lands in perpetuity will help maintain the tunnel's strong visual and cultural presence throughout Dayton and ensure that future generations can appreciate the site's historic significance. The expanded footprint also allows

Letter of Support Traditions North | Sutro Tunnel
Page Two

for long-term planning that supports historic interpretation, restoration efforts, and responsible public use.

In addition to the Sutro Tunnel land donation, we commend Traditions North for designating an additional 74 acres as permanent open space and for thoughtfully clustering development to protect scenic views, historic resources, and community character. This approach aligns well with Lyon County's long-term planning goals and demonstrates how responsible development and historic preservation can move forward together.

The Friends of Sutro Tunnel Charity sincerely appreciates the partnership and generosity demonstrated through this project. We believe Traditions North represents a positive and lasting investment in Dayton's future and respectfully encourage Lyon County to view this project favorably as it proceeds through the review process.

Thank you for your time, consideration, and continued commitment to thoughtful planning and preservation within Lyon County.

Sincerely,

Board of Directors | Friends of Sutro Tunnel Charity
Phil Cowee
Bill Miles
Mark Turner
Sam Landis
Rob McFadden

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.h

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC for a Tentative Subdivision Map. The request is for 358 detached single-family residential units, including 116-acres of common area open space, parks, and trails, and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-095.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Project Narrative](#)
- [Plan Set](#)
- [Traffic, Drainage, H&H Studies](#)
- [Geotechnical Report](#)
- [Preliminary Sewer Report](#)
- [Landscape, Streets](#)
- [Trails, Parks](#)
- [Draft PUD Handbook](#)
- [Street Name Request Form](#)
- [Letter of Support](#)



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PLANNING COMMISSION

PLZ-2025-095

Proposed Action	<u>Tentative Subdivision Map (TSM) to create a 358-lot single-family residential development</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Sutro Residential Group LLC</u>
Applicant	<u>Traditions North LLC</u>
Representative	<u>Manhard Consulting LLC</u>
Community	<u>Dayton</u>
Location	<u>North of the intersection of Nevada Station and Rock Creek Parkways</u>
Parcel Number	<u>016-406-07</u>
Parcel Size	<u>230.76-acre parcel</u>
Master Plan	<u>Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space</u>
Current Zoning	<u>RR-1, E-1, NR-1, and C-2</u>
Proposed Zoning	<u>Planned Unit Development (PUD)</u>
Flood Zone(s)	<u>Zone X Shaded and Unshaded per FIRMs 32019C0290E (effective 1/16/2009) and 32019C0289F (effective 10/20/2016)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant is seeking approval of a Tentative Subdivision Map (TSM) for Traditions North LLC. The TSM consists of a 358 single-family residential subdivision with associated common areas, parks, trails and open areas on an approximate 230.76-acre parcel in Dayton.

RECOMMENDED MOTION

If the Planning Commission determines that they will forward a recommendation of approval of the requested TSM application to the Board of County Commissioners, then the Planning Commission should make a motion similar to the following.

The Planning Commission has considered:

15.349.10: FINDINGS:

If the Planning Commission, basing its decision on the requirements of Nevada Revised Statutes and making affirmative findings on the following factors, and taking into account the recommendations of reviewing agencies, wishes to make a recommendation of approval of the Tentative Subdivision Map to the Board, then the Planning Commission should make a motion similar to the following.

The Planning Commission finds that:

1. The property to be subdivided is zoned for the intended uses and the density and design of the subdivision conforms to the requirements of the zoning regulations contained in this title;
2. If located within a planned unit development, the tentative subdivision map conforms to the density requirements, lot dimension standards and other design standards regulations approved for the planned unit development;
3. The tentative subdivision map conforms to public facilities and improvement standards contained in this title;
4. The tentative subdivision map conforms to the improvement and design standards contained in this title and adopted design criteria and improvement standards;
5. If applicable, that a phasing plan has been submitted and is deemed acceptable;
6. There are no delinquent taxes or assessments on the land to be subdivided, as certified by the County Treasurer;
7. The project complies with all environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
8. The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision;
9. There is adequate access and availability to public services such as schools, police protection, transportation, recreation and parks;
10. The project is in general conformity with the Lyon County Comprehensive Master Plan, the local community plan, if adopted, and the master plan of streets and highways;
11. The project will have no adverse impacts, or provides adequate mitigation of adverse impacts, to existing public streets;
12. The physical characteristics of the land such as floodplain, slope and soil have been considered and provisions to adequately mitigate adverse impacts of development on the environment have been incorporated;
13. The project demonstrates availability and accessibility of fire protection services, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

Based on the aforementioned Findings, I move that the Planning Commission forward a recommendation of approval to the Board of County Commissioners of the request from Traditions North LLC for a Tentative Subdivision Map for 358 single-family residential units, including 116-acres of common area open space, parks, and trails, and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07) PLZ-2025-095, subject to the 35 Conditions of Approval.

RECOMMENDED CONDITIONS OF APPROVAL

1. Approval of the tentative map shall not constitute acceptance of the final map. **Approval of the tentative map shall lapse unless a final map based thereon is recorded within four (4) years from the date of such approval**, unless a provision for an extension of time has been granted. The Board of County Commissioners, with the recommendation of the Community Development Department, may grant to the developer a single extension of not more than two (2) years within which to record a final map after receiving approval of the tentative map.
2. The applicant shall comply with all Federal, State, County and special purpose district regulations.
3. The developer shall provide the proposed Covenants, Conditions and Restrictions ("CC&Rs"), landscape maintenance association/homeowners association agreements, easements and/or other legal instruments containing sufficient detail to constitute enforceable provisions necessary for operation and maintenance by the developer and his successors, and assignees as well as the individual subdivision lot property owners as the project is subdivided and the individual lots sold for all common areas and storm drainage facilities (easements, channels and basins) as well as any other provisions necessary for the subdivision as approved, for review by the Community Development Director, the Utilities Director, the County Engineer and District Attorney's Office. The approved legal instrument shall be signed and recorded prior to recordation of a final map or first in a series of final maps for the project.
4. Prior to issuance of any Final Map, the applicant shall submit for the County's approval a landscape/treatment development plan for all common areas on the site, for that phase.
5. The applicant shall provide the approved street-naming application (PLZ-2025-098) with all submittals of an application for a final map or first in a series of final maps.
6. A phasing plan must be submitted prior to the recordation of the first final map if the development is to be phased.
7. Before requesting a Will-Serve Letter for the final subdivision map, the developer must submit an LCUD application for water and sewer service and meet the requirements outlined in County Code, Title 9. The applicant shall provide written evidence (i.e. 'will-serve' letters) demonstrating that the proposed parcels are able to be served by municipal water and sewer systems prior to recordation of a final subdivision map or first in a series of final maps for this project.
8. The proposed project will consist of a gravity sewer collection system and lift station. The developer is required to meet the requirements of NAC445A.285 and WTS-21. Odor control mitigation for a lift station is required when there are any homes within 1000' of a lift station.
9. All property taxes must be paid in full through the end of the fiscal year (June 30) and any applicable agricultural deferred taxes shall be paid in full prior to recordation of any final map.
10. The applicant shall comply with the final subdivision map requirements as prescribed by NRS 278 and Title 15 of the Lyon County Code.
11. Required recording fees to be paid at time of recording map.
12. No lot shall be offered for sale or sold until the final subdivision map has been approved and recorded.
13. No building permits shall be accepted for processing until a final subdivision map has been approved and recorded.

14. The applicant shall make corrections of any engineering or drafting errors and other technical map corrections to the satisfaction of the County Engineer and Community Development Director prior to submitting the final subdivision map for recordation.
15. The applicant shall pay the actual costs for County Engineer plan and map checking in accordance with the adopted County fee resolution in effect at the time, and provide proof of payment of any Tentative Subdivision Map review fees to the Community Development Department prior to submission of the final subdivision map. The applicant shall pay the actual costs for County Engineer plan and map checking and County Inspector site improvement inspection fees in accordance with the adopted County fee resolution in effect at the time, and provide proof of payment of any Final Subdivision Map review fees to the Community Development Department prior to recordation of the final subdivision map.
16. The applicant shall provide the final subdivision map to the Lyon County GIS Coordinator in form and format compatible with the County geographical information system (GIS) pursuant to 15.607.08(B) of the Lyon County Code. The scale of the site plan, improvements, monuments and other items shall be in model space correctly oriented to coordinate system as established by the GIS Coordinator. Cover sheet and standard details need not be included.
17. The applicant shall comply with County requirements, in accordance with Chapter 15.234 of the Lyon County Code, mandating that a site improvement permit(s) be obtained for any disturbance occurring on the subject site. The site improvement permit applications shall also include documentation of approval of a Stormwater Pollution Prevention Plan ("SWPPP") permit and a Surface Area Disturbance ("SAD") permit with the Nevada Department of Environmental Protection (NDEP).
18. Prior to issuance of any site improvement permit, the applicant shall pay all applicable inspection and plan-check fees and execute a site improvement agreement establishing the responsibilities for construction, inspection, and completion of all required improvements.
19. Prior to any construction of improvements, a preconstruction conference shall be held between the contractor/developer and the appropriate County inspection personnel and departments.
20. All retaining walls within the subdivision, whether located on individual lots or within common areas, shall be designed by a Nevada-licensed civil or structural engineer and constructed in accordance with the approved plans. Retaining walls exceeding four (4) feet in height, measured from the lowest finished grade, shall require a building permit and engineered design. Retaining walls shall be located entirely outside of public rights-of-way and public utility easements unless otherwise approved by the County. Responsibility for long-term maintenance of retaining walls shall be clearly identified on the final map, in the subdivision's recorded covenants, conditions, and restrictions (CC&Rs), or HOA Stormwater Facilities Operation and Maintenance (O&M) Provisions, as applicable.
 - a. All building permits related to retaining walls shall be accompanied by a special inspection agreement.
21. The applicant shall comply with Lyon County requirements as set forth in Title 15 of the Lyon County Code including, but not limited to:
 - a. The developer shall obtain all necessary encroachment permits and approvals as well as coordinate and comply with the requirements of the Roads Department;

- b. The developer shall design the street alignments in compliance with AASHTO standards to the approval of the director of the Roads Department;
 - c. The developer shall install all required signage, striping and traffic control improvements in compliance with Nevada Department of Transportation and Lyon County requirements;
 - d. The developer shall install street lighting in compliance with the requirements of the Roads Department;
 - e. The developer shall submit a detailed geotechnical report with the final map(s) for the project that includes roadway structural sections and the structural section calculations demonstrating that the proposed structural section is adequate to support the weight of the anticipated traffic;
22. A Traffic Impact Study (TIS) is required for the project and has been submitted as part of the tentative subdivision map application. Written approval of the TIS by the Nevada Department of Transportation (NDOT) shall be obtained prior recordation of the first final subdivision map, or the first map in a series, whichever occurs first. Site improvement and/or building permit applications shall include documentation demonstrating compliance with all applicable NDOT requirements for off-site traffic improvements, if any are warranted or required. The applicant shall be responsible for the construction and funding of all off-site traffic improvements identified in the approved TIS and/or as directed by the Lyon County Road Department. Such improvement shall be reviewed and approved by NDOT. The applicant is subject to the following Comments and Conditions from the NDOT Study Acceptance letter dated January 30, 2026.
- a. NDOT acceptance of a traffic study is typically valid for one year following the date on the acceptance letter, provided the nature of the development does not significantly change. Permit applications made after one (1) year may require an amendment or a new traffic study. Permit applications made after five (5) years will require a new traffic impact study.
 - b. The following improvements are recommended as mitigations based on the traffic impact study:
 - 1) Prior to reaching LOS E, construct an additional right-turn lane for the southbound Fortune Drive to US 50 movement to mitigate the cumulative developmental impacts of Traditions North and other projects north of US 50.
 - c. Given the multiple developments responsible for the mitigation of the cumulative impact, Lyon County may require the construction of transportation improvements it deems necessary to mitigate project-specific or cumulative impacts within NDOT right-of-way. Where such improvements are required and are not constructed by the County, Lyon County may participate in the review, approval, and administration of a reimbursement agreement among affected developers to allocate the cost of the required improvements on a pro rata basis. All required improvements shall be reviewed and permitted through NDOT and constructed in accordance with applicable NDOT standards and requirements.
 - d. Permit for Lyon County-maintained infrastructure, such as traffic signals, street lighting, County road approaches, etc., shall be on an encroachment permit application with the County as the main applicant.
 - e. All design features will be required to comply with NDOT Standards. Any deviation will require approval by the District Engineer. The Permit Office will provide details required for the deviation requests if needed during the permit application review.

- f. This acceptance letter and the accepted traffic impact study will need to be included as part of the NDOT encroachment permit submittal. To obtain additional details about the NDOT encroachment permitting process, the NDOT District II Permits Office can be contacted at (775) 834-8330 or D2Permits@dot.nv.gov.
23. The applicant shall provide a final drainage design and modeling compliant with the North Dayton Valley Area Drainage Master Plan and Lyon County Drainage Guidelines (dated September 20, 2024) to the satisfaction of the County Engineer and Community Development Director prior to the issuance of a site improvement permit. Major drainage facilities for off-site and post development flows shall be constructed with the first phase of development, and subsequent phases shall include improvements that connect to and function independently of future facilities.
- a. Prior to recordation of the final subdivision map, or the first map in a series, the applicant shall demonstrate that all easements necessary for the conveyance, detention, retention, attenuation, and discharge of stormwater have been identified and incorporated into the final map. Such easements shall be sufficient to ensure that stormwater is managed and conveyed to appropriate locations in accordance with the approved drainage plans and applicable County standards.
 - b. Prior to issuance of a site improvement permit for residential home construction within Traditions North, the applicant shall pay their proportionate share for the regional stormwater facilities per condition 20.g of the Traditions Village 2 tentative subdivision map.
24. The applicant shall demonstrate, to the satisfaction of the County Engineer and Community Development Director, that all off-site stormwater flows entering or traversing the site are adequately managed and conveyed through the property to the Carson River, ensuring that no downstream flooding, erosion, or adverse impacts occur to adjacent or downstream properties. The applicant shall implement either of the following options, or a combination thereof, to achieve these objectives:
- a. Option A – Northwest Off-Site Flows: Off-site stormwater flows entering the site from the northwest corner shall be conveyed to the existing drainage infrastructure located between Sutro Heights Subdivision and Traditions Village 1, ultimately discharging to the Carson River. The applicant shall provide engineered hydrologic and hydraulic analyses, including flow modeling, to quantify downstream impacts and verify that the existing channel has sufficient capacity to convey the additional flows without causing flooding, erosion, or adverse effects to downstream properties. Any required mitigation measures, channel modifications, or capacity enhancements necessary to safely convey the off-site flows shall be designed, engineered, constructed, and fully funded by the applicant, and shall be subject to the review and approval of the County Engineer and the Community Development Director.
 - b. Option B – Northeast Outflow: Per the submitted drainage study, off-site stormwater flows attenuated through the channel located at the base of the mountain gradient along the north boundary of the residential development discharging into the northeast basin shall be conveyed via a constructed open channel and/or closed conduit system to the existing drainage ditch located between Traditions Commercial and Enterprise Way. The drainage improvements shall be extended to channelize flows to the historically approved discharge location at the Carson River per the North Dayton Valley Area Drainage Master Plan.

The applicant shall submit a final engineered drainage design, supported by hydrologic and hydraulic analyses, demonstrating that all off-site drainage infrastructure required to convey

stormwater flows to the approved terminus at the Carson River is adequately sized, properly channelized, and compliant with the North Dayton Valley Area Drainage Master Plan, including the construction of Siphons 5 through 7. The analyses shall confirm that the proposed improvements will not result in flooding, erosion, or other adverse impacts to downstream properties.

The developer may request to enter into a reimbursement agreement pursuant to Lyon County Code Section 15.120 for eligible off-site drainage infrastructure improvements. Any such request shall include identification of the eligible improvements, documented construction costs, a proposed reimbursement plan, a description of the benefit area and parcels included therein, and a methodology for allocating proportionate costs to benefited parcels upon future development. The proposed reimbursement agreement, including the benefit area and reimbursement methodology, shall be subject to review by the Community Development Department and other applicable County departments and approval by the Lyon County Board of County Commissioners.

- c. The engineer of record shall provide an updated drainage study reflecting all changes in design of the off-site flow conveyance infrastructure.
 - d. Off-site conveyance infrastructure located within a FEMA designated floodway shall be required to submit a CLOMR and subsequent LOMR for review and approval by FEMA.
25. For lots where, rear yard slopes are designed at 3:1 slope or greater, the applicant shall submit a rear lot drainage channel and/or swale detail with the site improvement plans, subject to review and approval by the County Engineer. The approved drainage design shall be reflected on individual lot plot plans submitted with each single-family residential building permit. The drainage facilities shall be designed to intercept, convey, and attenuate stormwater runoff prior to discharge to the public right-of-way or approved drainage facilities, prevent slope erosion, and ensure that stormwater runoff does not adversely affect adjacent or downstream lots.
26. Prior to issuance of site improvement permit, all graded slopes constructed at 2:1 or steeper shall be designed to be stabilized with Class 250 riprap, or an engineered equivalent approved by the County Engineer, to protect against erosion, slope failure, and sediment transport. Installation shall be in accordance with the approved grading and drainage plans and applicable County standards.
27. Prior to the issuance of a Certificate of Occupancy for any single-family residence, or for any phase of the project if constructed in phases, all required public and private improvements, infrastructure, and facilities serving a subdivision phase shall be fully constructed, installed, tested as applicable, and accepted to the satisfaction of the Community Development Director, County Engineer, County Road Superintendent, Utilities Director, Building Official, Central Lyon County Fire Protection District, and any other applicable County department or agency, or their authorized designees.
28. All residential driveways shall be designed and constructed to ensure safe vehicular access under all weather conditions. The maximum driveway slope shall not exceed 12 percent for driveways primarily oriented to the south or west, and shall not exceed 8 percent for driveways primarily oriented to the north or east, as determined by the County Engineer. The maximum slope within the first twenty (20) feet measured from the edge of the public roadway pavement shall not exceed 8 percent, regardless of orientation, to minimize icing hazards and ensure safe ingress and egress. Driveways shall include appropriate vertical transitions to prevent vehicle bottoming and shall be subject to review and approval by the County Engineer prior to issuance of site improvement permits.

29. The applicant shall comply with all applicable building and fire code requirements.
30. The applicant is required to submit for a separate and independent Fire Plan review and will be required to comply with the 2024 Northern Nevada Code Amendments package and all applicable NFPA standards. Contact the CLCFPD Fire Prevention Division at (775) 246-6209 for more information and direction.
31. The water system must meet the requirements of the Lyon County Utilities Department and Central Lyon County Fire Protection District and be constructed in accordance with the following:
 - a. The location of fire hydrants shall be determined by the Central Lyon County Fire Protection District.
 - b. A minimum required fire flow is required for each fire hydrant as directed by the Central Lyon County Fire Protection District.
 - c. Prior to any combustible materials being brought on site, all required fire hydrants are to be installed and fully operating.
32. Distinct and legible “temporary” addresses are required of any structures under construction until such time as permanent address numbers are installed and posted.
33. The applicant will maintain the property until the development is complete. This maintenance will include the semi-annual mowing of all weeds within the development boundaries and the removal of noxious weeds when they are identified.
34. The applicant shall post and maintain a rules and regulations sign at the entryways to the property until it is fully developed. The signs shall be intended for the subcontractors performing work and shall include:
 - a. No loud music;
 - b. No alcohol or drugs;
 - c. Dispose of personal trash and site debris;
 - d. Clean up any mud and or dirt that is deposited from the construction parcels onto the streets; and
 - e. No burning of construction or other debris on the property.
35. All debris on construction sites must be contained and removed periodically as required for safety and cleanliness to the satisfaction of the Lyon County Community Development Department.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commissioners determine that there is insufficient information with which to make a decision on the TSM application before them and that additional information, discussion and public comment are necessary to have a more complete and thorough review of the proposed project, then the Planning Commission should make the appropriate findings and move to continue the Public Hearing for the TSM application to a future date with concurrence from the applicant.

If so, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed Tentative Subdivision Map application.

Based on the aforementioned finding, and with the applicant's concurrence, the Planning Commission continues the request from Traditions North LLC for a Tentative Subdivision Map for 358 single-family residential units, including 116-acres of common area open space, parks, and trails, and is generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-095 ____ days.

Alternative Motion for Denial

If the Planning Commission, basing its decision on the requirements of Nevada Revised Statutes, cannot making affirmative findings on the following factors, and taking into account the recommendations of reviewing agencies, wishes to make a recommendation of denial of the Tentative Subdivision Map to the Board, then the Planning Commission should make a motion similar to the following.

The Planning Commission finds that:

1. The property to be subdivided is zoned for the intended uses and the density and design of the subdivision conforms to the requirements of the zoning regulations contained in this title;
2. If located within a planned unit development, the tentative subdivision map conforms to the density requirements, lot dimension standards and other design standards regulations approved for the planned unit development;
3. The tentative subdivision map conforms to public facilities and improvement standards contained in this title;
4. The tentative subdivision map conforms to the improvement and design standards contained in this title and adopted design criteria and improvement standards;
5. If applicable, that a phasing plan has been submitted and is deemed acceptable;
6. There are no delinquent taxes or assessments on the land to be subdivided, as certified by the County Treasurer;
7. The project complies with all environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;
8. The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision;
9. There is adequate access and availability to public services such as schools, police protection, transportation, recreation and parks;
10. The project is in general conformity with the Lyon County Comprehensive Master Plan, the local community plan, if adopted, and the master plan of streets and highways;
11. The project will have no adverse impacts, or provides adequate mitigation of adverse impacts, to existing public streets;
12. The physical characteristics of the land such as floodplain, slope and soil have been considered and provisions to adequately mitigate adverse impacts of development on the environment have been incorporated;
13. The project demonstrates availability and accessibility of fire protection services, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

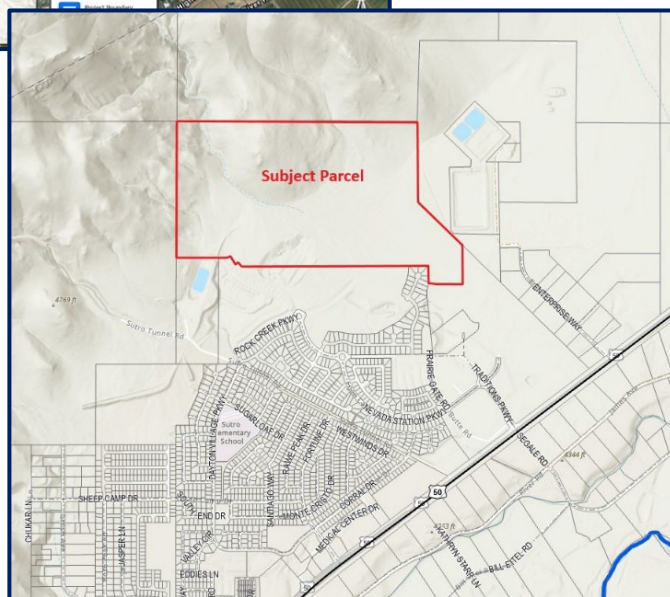
Based on the aforementioned considerations, I move that the Planning Commission recommend denial to the Board of County Commissioners of the request from Traditions North LLC for a Tentative Planned Unit Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-095.

BACKGROUND INFORMATION

Location, Access, and Topography

The subject property is located in the Dayton Suburban Character District north of the existing Traditions Residential Development, generally located north of the intersection of Nevada Station and Rock Creek Parkways (APN 016-406-07). The property has a total acreage of 230.76-acres. The maps below show the location of the parcels.

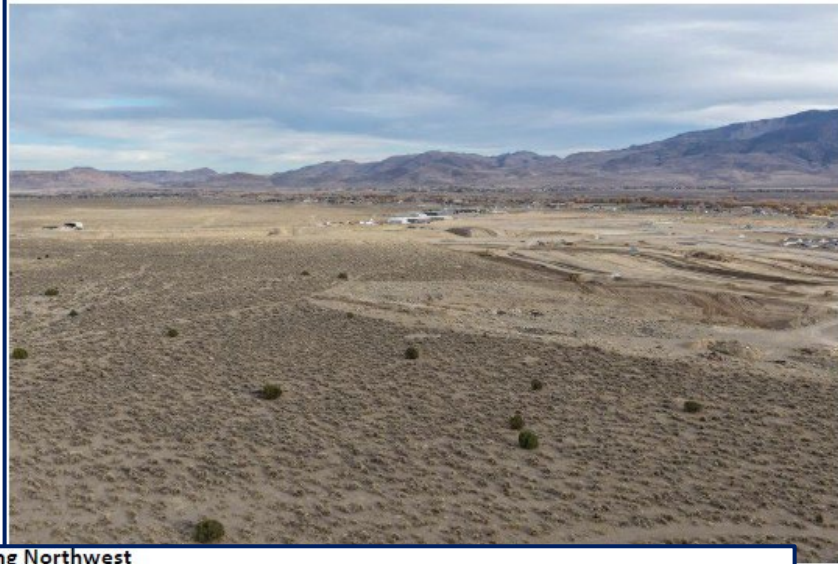
Vicinity Map



Assessor's Map (provided by applicant)

In regard to topography, the parcel has a fairly large canyon along the northwest boundary that feeds into the site. The slopes range from approximately 5 to 8 percent on the steeper portions of the parcel and relatively flat towards the southeast. The applicant is proposing to leave the drainage channel on the western half of the parcel largely undisturbed except for a future roadway for Phase 4. The steeper portions of the site are generally intended to remain as open space, to the extent possible. The images on the following pages were provided by the applicant.

Figure 1: Site Photo Facing Southeast



View of the southeast corner of the project site. Pictured in the image is the residential development to the south undergoing mass grading. Enterprise Way is off in the distance.

Figure 2: Site Photo Facing Northwest



View of the canyon to the Northwest of the site. The drainage channel pictured here will remain largely undisturbed except for a future roadway crossing for Phase 4.

Figure 3: Site Photo Facing Southwest



View of the southwest corner of the site. Pictured is the Historic Sutro Tunnel site and mass grading for the residential development to the south.

Figure 4: Site Photo Facing Northeast



View of the northeast corner of the site. The Waste Management Transfer Station is in the distance.

Public Facilities

- Water and Sewer Service - The project is located within the Lyon County Utilities Department (LCUD) service area and there are existing water and sewer services on adjacent properties. Future development will require LCUD permits and approvals prior to construction. LCUD has provided an intent to serve letter however, that is not a guarantee that service will be provided. Before receiving any building permits, LCUD reserves the right to deny or limit connections to the sewer system to ensure the system resources remain permit compliant and do not exceed the available resource capabilities.
- Law Enforcement – The Lyon County Sheriff Department provides police protection services to the area. The closest police station is the Dayton Substation and is approximately 2.5 miles away, northeast along US Highway 50.
- Fire Protection - The Central Lyon County Fire Protection District (CLCFPD) provides paramedic, advanced life support, and fire prevention and suppression services to the Dayton Area and will serve this project area. The nearest fire station is approximately 0.75 miles away.

Concurrent Applications

The applicant has submitted concurrent applications for a Zone Change (PLZ-2025-093), Planned Unit Development (PLZ-2025-094), and Street Name Reservations (PLZ-2025-098). These items will be heard by the Planning Commission on February 10, 2026 and move forward to the Board of County Commissioners for approval on March 5, 2026.

Existing and Surrounding Development

The surrounding zoning from the County's expired Title 10 Development Code includes First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), General Commercial District (C-2), and Fifth Rural Residential District (20 Acres) (RR-5) zoned properties. The parcel is bordered to the south by undeveloped land within the Traditions Residential and Commercial Subdivisions. Land to the north and west is owned by the U.S. Bureau of Land Management near the Storey–Lyon County border, with the Sutro Tunnel historic site located to the southwest. Properties within the Traditions Commercial Subdivision are zoned General Commercial (C-2).

The parcel itself is currently undeveloped and will be primarily accessed via Fortune Drive and Traditions Parkway from U.S. Highway 50.

Flood Zone Designation

The subject site is not located in a Special Flood Hazard Area. It is an area designated as X-Unshaded by the current FEMA FIRM 32019C0950E (eff. 1/16/2009). The X-Unshaded flood zone areas are areas of minimal flood hazard.

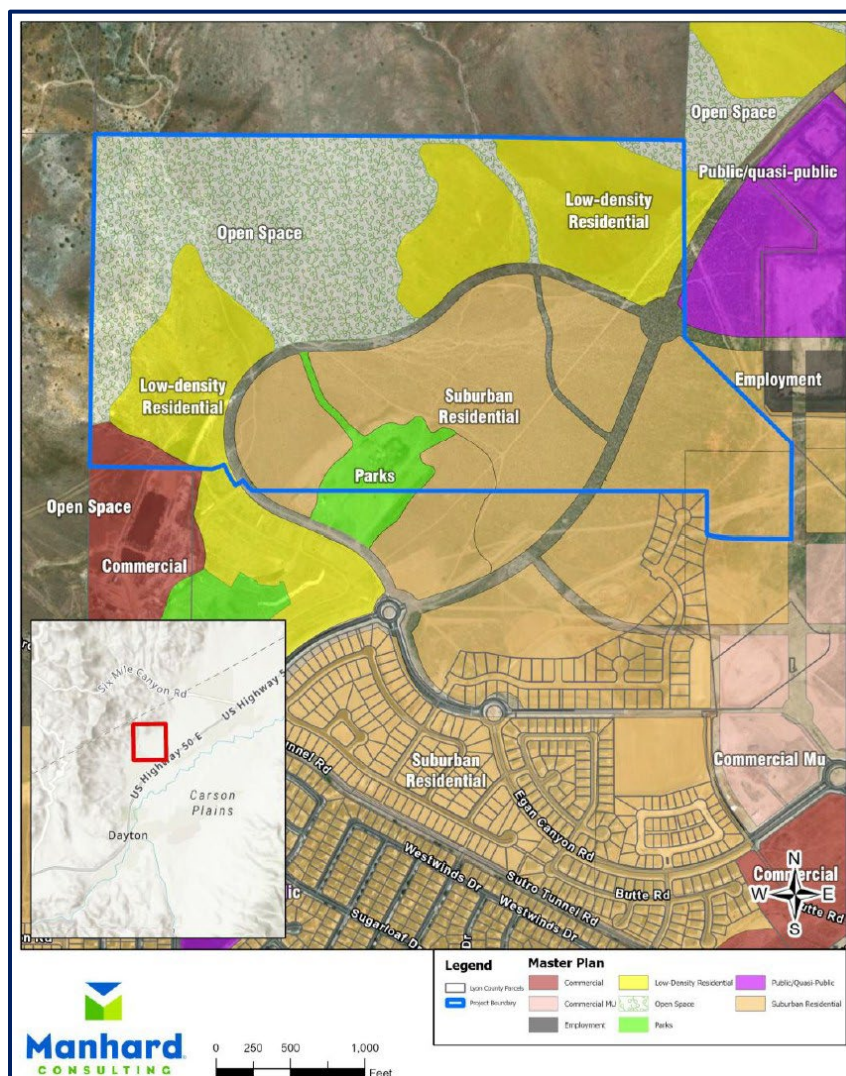
Project History

From the applicant's submittal: *"The site was originally part of the Traditions Community Master Plan. On May 6, 2004, a PUD was approved through a special use permit to establish the current Title 10 zoning designations: RR-1, E-1, C-2, and NR-1. A Tentative Subdivision Map was recorded in 2007 and extended in 2008 following the Nevada Legislature's adoption of AB74, with an additional extension granted in 2010. Although the PUD has since been dissolved, the property was hard zoned to match the approved subdivision configuration."*

Based on the prior approvals and entitlements for the site, the applicant is correct about the current zoning designations and that there are no current entitlements for the property.

Master Plan

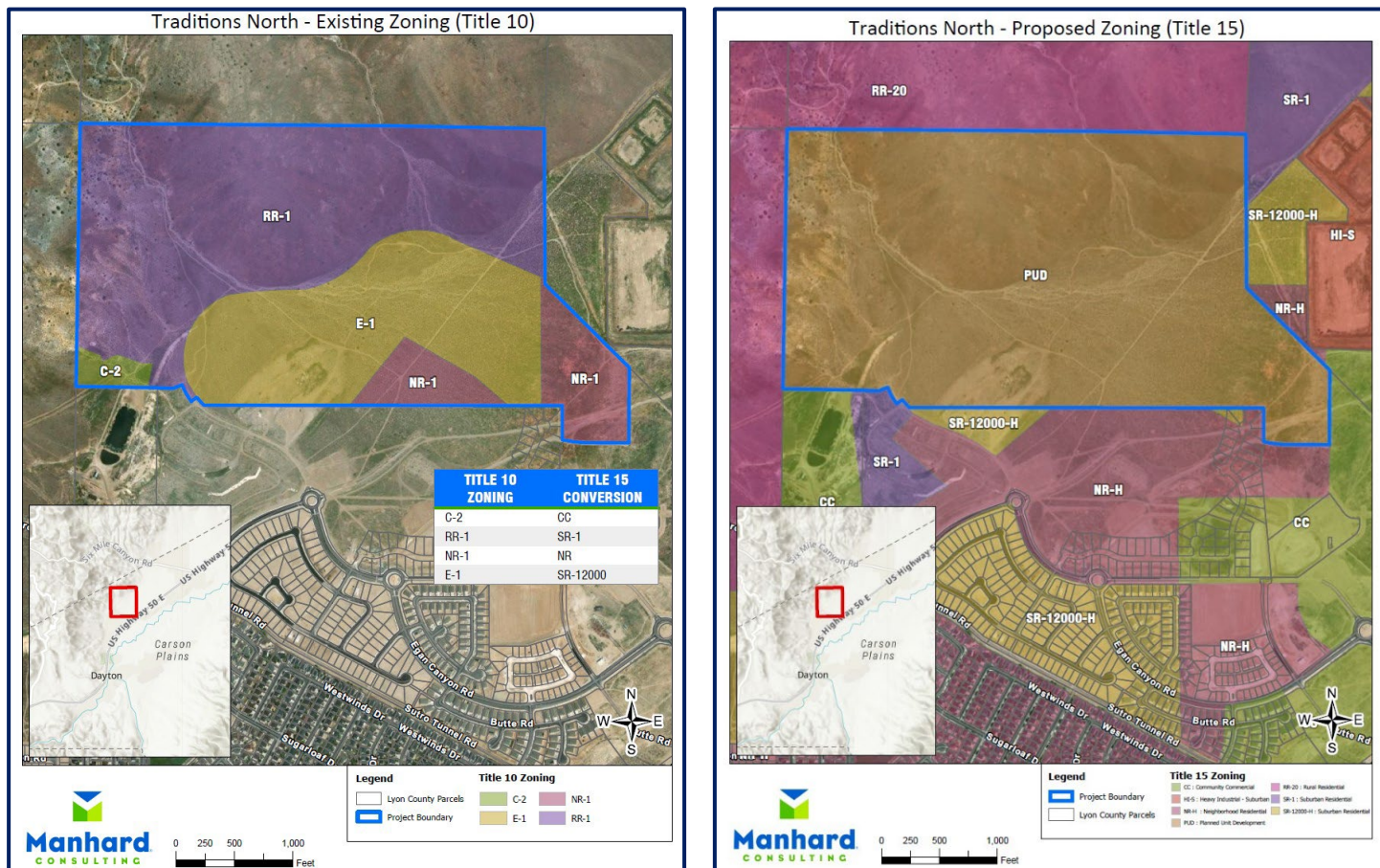
The Master Plan designations for the site are Low Density Residential, Suburban Residential, Commercial, Parks, and Open Space. The Master Plan Land Use Map is shown below.



Master Plan Land Use Map

Zoning

The underlying zoning designations include Title 10 districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2). The proposed zoning for the site is Planned Unit Development (PUD). The current and proposed zoning are shown on the following page.



Project History

From the applicant's submittal: *"The site was originally part of the Traditions Community Master Plan. On May 6, 2004, a PUD was approved through a special use permit to establish the current Title 10 zoning designations: RR-1, E-1, C-2, and NR-1. A Tentative Subdivision Map was recorded in 2007 and extended in 2008 following the Nevada Legislature's adoption of AB74, with an additional extension granted in 2010. Although the PUD has since been dissolved, the property was hard zoned to match the approved subdivision configuration."*

Based on the prior approvals and entitlements for the site, the applicant is correct about the current zoning designations and that there are no current entitlements for the property.

PROJECT DESCRIPTION

As provided by the Applicant:

“This application also includes the first tentative map to implement the PUD which includes Phases 1, 2 & 3. The tentative map proposal includes 358 single-family residential units along with necessary backbone infrastructure, stormwater infrastructure, utilities, improved open space, pedestrian improvements, and trail connections.”

PROPOSED TENTATIVE SUBDIVISION MAP

The proposed Tentative Subdivision Map would allow for 358 single-family residential units. There are 415 lots that are being proposed with a Tentative Planned Unit Development (PLZ-2025-094). The proposed lots would range in size from 4,500 sq. ft. to 12,000 sq. ft., with a proposed project density of 1.80 units per acre. The following Table shows the designated planning areas, acreages, allowed residential units and density.

Table 1: Land Use Units

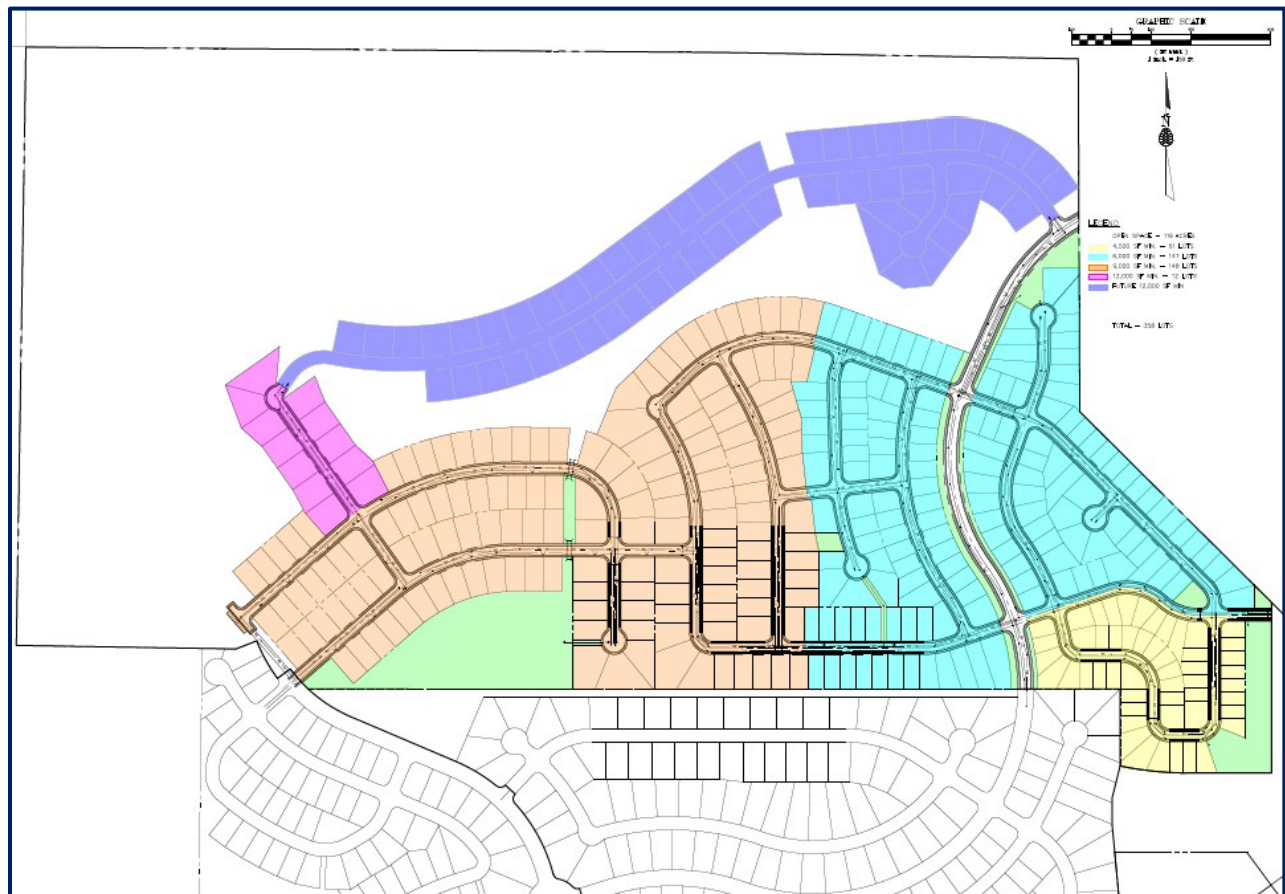
Planning Area	Land Area	Allowed Units per PUD	Effective Density
Single-Family Residential 4,500 SF	±6.9 acres	52	7.53 units/acre
Single-Family Residential 6,000 SF	±26.1 acres	147	5.63 units/acre
Single-Family Residential 9,000 SF	±34.5 acres	147	4.26 units/acre
Single-Family Residential 12,000 SF	±20.5 acres	69	3.37 units/acre
Trails and Open Space	100 acres minimum		
Backbone Roads/ROW	Varies with final design		
TOTAL	±230.76	415	1.80 units/acre (average)

The proposed Tentative Subdivision Map (TSM), shown below, depicts the proposed lot count and the street layout. Conceptual drainage studies and plans, traffic impact analysis, soils reports, grading plans, hydrology and hydraulic studies were included with the TSM application.

The proposed Tentative Subdivision Map, shown on the following page, is shaded to show the proposed lots and the lot size, based on the planning areas from the PUD.



Tentative Subdivision Map



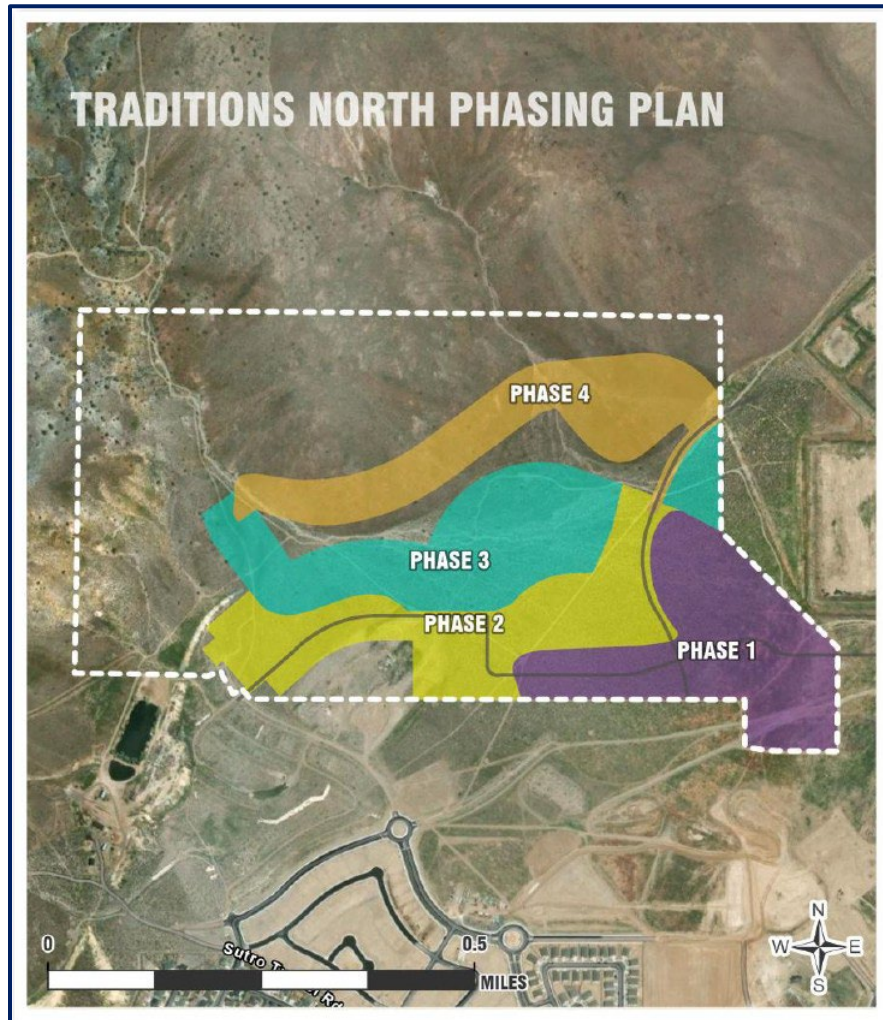
Tentative Subdivision Map by Lot Size

Phasing

The project would be constructed in phases. This TSM application includes Phases 1, 2 and 3, totaling 358 single-family residential units, as shown on the map on the following page.

Per the applicant *“Residential development is anticipated to begin with the SR-4.5, SR-6, and SR-9 Planning Areas (± 131 lots) as soon as Spring of 2027. Each phase will be developed with the required common area improvements; drainage, utility and local road infrastructure; utility connections from previous phases; and utility stubs for future buildout of development. Associated parks, open space, and trails facilities will be constructed with each phase as required to meet PUD requirements.”*

Common areas are proposed to be maintained by a Homeowners Association or a similar entity. Additional project details are provided in the Applicant’s Project Description.



Landscape Plan

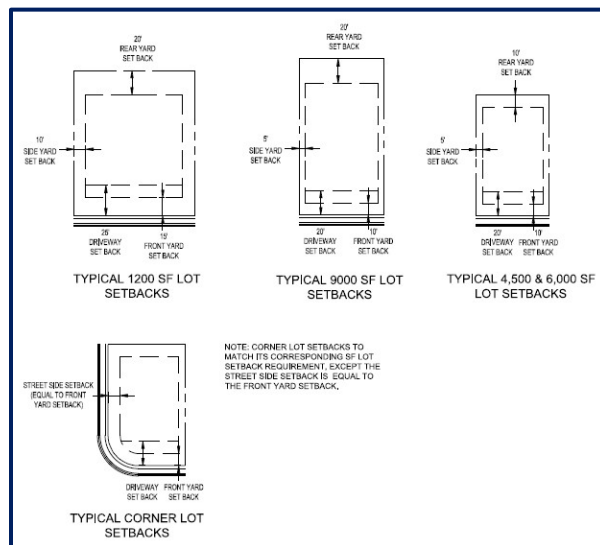
The proposed Tentative Subdivision Map includes an Overall Landscape Plan that meets the PUD landscaping requirements as shown on the following page. Typical lot landscaping plans are an attachment to this report.



Conceptual Landscape Plan

Typical Lot Configurations

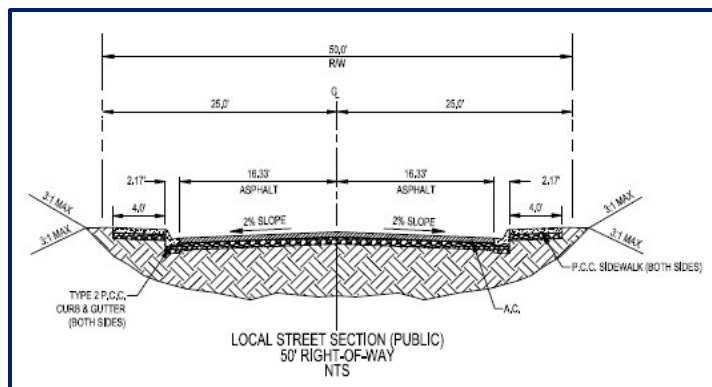
The Tentative Subdivision Map submitted includes typical lot building footprint configurations that meet or exceed the setbacks for the SR-4,500, SR-9,000, and SR-12,000 zoning standards as defined in the PUD. The diagram below depicts the typical setbacks for the various lot sizes.



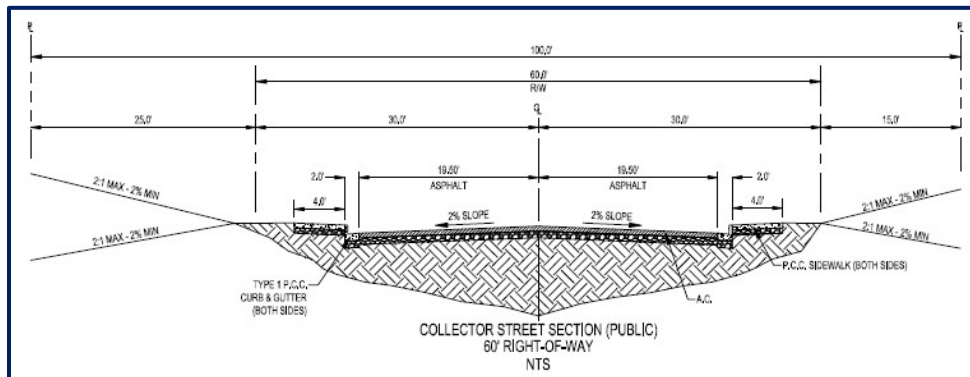
Typical Street Layouts

Street layouts in the Tentative Subdivision Map meet County standards as depicted below.

Residential Road



Collector Street



Future Development Requirements

If the Zoning Map Amendment, Planned Unit Development (PUD) and the Tentative Subdivision Maps are approved by the Board of County Commissioner, the Applicant will be required to submit a Final PUD and Final Subdivision Map(s) for administrative approvals before they can proceed to grading, site improvement and building permits.

STAFF REVIEW AND COMMENTS

Proposed Tentative Subdivision Maps (TSM) are first reviewed by staff and the Planning Commission, who then make recommendations to the Board of County Commissioners. The Board makes the final vote on whether or not to approve the request.

FINDINGS

Chapter 15.607.03 lists the Findings that the Planning Commission, in making its recommendation, and the Board, in rendering a decision, have to consider when reviewing tentative subdivision map applications. These Findings are listed below in the staff report in **bold** type below. Each Finding is listed with the Applicant's response in *italics* and then staff's review of the Findings in normal type.

Finding 1: The property to be subdivided is zoned for the intended uses and the density and design of the subdivision conforms to the requirements of the zoning regulations contained in this title;

Applicant's Response

The tentative map is consistent with the land use plan proposed by the PUD that provides for a mix of densities.

Staff Comment

The proposed zoning for the property is currently being processed (PLZ-2025-094) to change from the Title 10 zoning districts of First Rural Residential District (1 Acre) (RR-1), First Estates Residential District (E-1), Single-Family Nonrural Residential District (NR-1), and General Commercial District (C-2) to the Title 15 district of PUD (Planned Unit Development). As stated by the applicant above, the TSM is consistent with the PUD zoning proposed for the site. This finding is met.

Finding 2: If located within a planned unit development, the tentative subdivision map conforms to the density requirements, lot dimension standards and other design standards regulations approved for the planned unit development;

Applicant's Response

The tentative map conforms with the lot dimension standards and other design standards to be established with the adoption of the PUD.

Staff Comment

The proposed PUD Handbook zoning designations include Suburban Residential (SR) 4,500 sf minimum, SR 6,000 sf minimum, SR 9,000 sf minimum, and SR 12,000 sf minimum. The TSM conforms to the setbacks and design standards included within the PUD. The density requirements are met as shown in Table 2 below.

Table 2: Land Use Densities

Planning Area	Land Area	Gross Density	Effective Density per PUD
Single-Family Residential 4,500 SF	±6.9 acres	9.68 units/acre	7.53 units/acre
Single-Family Residential 6,000 SF	±26.1 acres	7.26 units/acre	5.63 units/acre
Single-Family Residential 9,000 SF	±34.5 acres	4.84 units/acre	4.26 units/acre
Single-Family Residential 12,000 SF	±20.5 acres	3.63 units/acre	3.37 units/acre
TOTAL	±230.76	2.63 units/acre (ave.)	1.80 units/acre (ave.)

Finding 3: The tentative subdivision map conforms to public facilities and improvement standards contained in this title;

Applicant's Response

Facilities to be offered for public dedication will comply with all requirements pursuant to LCC, Lyon County Utilities, Lyon County Public Works, and other applicable entities.

Staff Comment

The subject parcel's location adjacent to existing residential and future commercial developments and location within Lyon County Utilities District service boundaries ensures compliance with the County's adequate public facilities provisions. Will-serve letters from the Lyon County Utilities Department were also submitted. This Finding is made in the affirmative.

Finding 4: The tentative subdivision map conforms to the improvement and design standards contained in this title and adopted design criteria and improvement standards;

Applicant's Response

Roadway improvements have been designed in accordance with LCC, Lyon County standard road section details, and the submitted PUD handbook for Traditions North.

Staff Comment

The tentative map configuration is consistent with Title 15, County Development Standards, and the proposed PUD Handbook. The PUD Handbook application has been submitted and applies some stricter standards for allowed land use and development, and all items not addressed in the PUD Handbook will be required to be consistent with Lyon County Development Code. Based on the Conditions of Approval, Staff believes this Finding is met.

Finding 5: If applicable, that a phasing plan has been submitted and is deemed acceptable;

Applicant's Response

The tentative map application is proposed to be implemented in three phases. The first phase is located to the south and east of the property and includes access from Enterprise way and the connections to the subdivisions to the south. The next phase is located to the southwest and will include stormwater management infrastructure that will support the remainder of the development. The final phase for this map fills in between the initial phases.

Staff Comment

The proposed phasing plan is acceptable per Nevada Revised Statutes and Lyon County Code. This Finding is made in the affirmative.

Finding 6: There are no delinquent taxes or assessments on the land to be subdivided, as certified by the County Treasurer;

Applicant's Response

Proof of tax payments has been provided with the application materials.

Staff Comment

The applicant is correct. The Finding is made in the affirmative.

Finding 7: The project complies with all environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;

Applicant's Response

The project will be served by Waste Management through their standard residential garbage collection services.

Staff Comment

Future development on the site will require approvals from State entities, including the Division of Environmental Protection (NDEP) for grading and the Division of Water Resources for water rights. As conditioned, the applicant will be required to submit Final Subdivision Maps within statutory deadlines for development. With those requirements, and as outlined in the Staff Comment to Finding 8, this finding can be met.

Finding 8: The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision;

Applicant's Response

Water service is provided by the Lyon County Utilities Department. Conveyance systems will be designed in accordance with Lyon County Utilities requirements.

Staff Comment

The Intent-to-Serve letter from Lyon County's Utilities Department (LCUD) notes that sufficient water rights will need to be attained to record final maps, with connection to the LCUD water system required. LCUD reserves the right to deny or limit the water or sewer connections provided to ensure that growth within the service area does not exceed the available resource capabilities. As conditioned and processed through the pending Final Map process, staff feels this Finding may be made in the affirmative.

Finding 9: There is adequate access and availability to public services such as schools, police protection, transportation, recreation and parks;

Applicant's Response

Based on discussions with Lyon County School District, schools that serve this property are adequate. Police services are provided by the Lyon County Sheriff's Department. The Dayton Substation is located within 2.5 miles of the project. The project proposes a large park and trailhead that will supplement the project and the broader community. Transportation facilities are adequate according to the provided traffic impact statement.

Staff Comment

The availability of public services is described in the **BACKGROUND INFORMATION – Public Facilities** section of this report. The Finding is made in the affirmative.

Finding 10: The project is in general conformity with the Lyon County Comprehensive Master Plan, the local community plan, if adopted, and the master plan of streets and highways;

Applicant's Response

The project supports the following Master Plan policies:

- Policy LU 1.1: Follow Development Patterns as Established in the Land Use Plan
- Policy LU 1.2 Residential Development Patterns in Neighborhoods
- Policy LU 2.1 Residential Development in Areas with Services
- Policy LU 3.1: Diverse Economic Base
- Policy FS 1.1: Location of New Development
- Policy C 1.2: Pedestrian Friendly Communities
- Policy C 1.3: Design Tailored to Communities
- Policy C 1.5: Design Complementary Neighborhoods in Suburban Districts

Staff Comment

The applicant's statement above is correct. The **PROPOSED TENTATIVE SUBDIVISION MAP – Typical Street Layouts** section of this report includes cross sections of the proposed roadways, demonstrating compliance with the County's Development Standards and Master Plan. This Finding is made in the affirmative.

Finding 11: The project will have no adverse impacts, or provides adequate mitigation of adverse impacts, to existing public streets;

Applicant's Response

Negligible impacts are anticipated to the existing public street system and coordination will occur between the development of this project and the proposed improvements to US Highway 50.

Staff Comment

The Traffic Impact Study for this map compliments others submitted that address the US 50 and Traditions Parkway intersection. The project is anticipated to generate approximately 3,433 new Daily trips, 255 new AM peak hour trips, and 342 new PM peak hour trips to the external roadway network. The following sections are excerpts from the Traffic Impact Study, Conclusions & Recommendations section, dated November 12, 2025.

“Conclusions & Recommendations

- The project will access US 50 via Fortune Drive and Traditions Parkway. The project originally contemplated a connection to Enterprise Way as well, however due to circumstances separate from the traffic study, a vehicle connection to Enterprise Way is no longer being considered and was not included in this traffic analysis and report. If the project wishes to pursue a vehicle connection to Enterprise Way in the future, a separate traffic analysis will need to be conducted at that time.
- Under Opening Year and Opening Year Plus Project conditions, the study intersections are expected to operate within policy level of service thresholds.
- Under Future Year conditions, the US 50/Fortune Drive intersection is anticipated to operate at level of service E during the AM peak hour. The poor level of service is primarily due to the high southbound right-turn volume on Fortune Drive. The southbound Fortune Drive approach currently contains a hatched-out lane which can be converted to a second right-turn lane. With dual southbound right-turn lanes and protected plus overlap phasing, the overall US 50/Fortune Drive intersection is anticipated to operate within policy level of service thresholds. Capacity improvements for the Future Year condition should be undertaken by NDOT as regional improvements since the poor future operating conditions will occur unrelated to this project.
- Under Future Year Plus Project conditions, the analysis includes the needed regional capacity improvements (dual southbound right-turn lanes) at the US 50/Fortune Drive intersection. The study intersections are expected to operate at overall LOS D or better (within policy level of service thresholds).

The applicant has provided a more detailed circulation plan as shown below.



The report also makes the following comments/recommendations.

“The project is not expected to result in levels of service below policy thresholds and therefore no project related mitigations are recommended. The following regional improvements by NDOT are included in the US 50 Corridor Study or as part of the corridor safety improvements that are currently at the 90% design stage, and were included in the Future Year analysis as a background condition:

- *Lower the speed limit on US 50 from 60 mph to 55 mph from east of Fortune Drive to James Avenue to provide a more gradual transition in speed limits through the expanding urbanized area*
- *Widen US 50 to six lanes for the Future Year per the US 50 Corridor Study. With the widening project:*
 - *Construct/restripe a second southbound right-turn lane on Fortune Drive at US 50*
 - *Construct a westbound right-turn lane on US 50 at Fortune Drive (not shown in the US 50 Corridor Study) as exists today*
 - *Construct a westbound right-turn lane on US 50 at Traditions Parkway (not shown in the US 50 Corridor Study) as exists today*
 - *Improve the south leg of the US 50/Traditions Parkway/Segale Road intersection”*

The County recognizes that NDOT has jurisdiction over access and improvements impacting US 50 and supports their determinations. NDOT has accepted the traffic study for this project, subject to conditions that have been added to Condition 22. As conditioned, this Finding is made in the affirmative.

Finding 12: The physical characteristics of the land such as floodplain, slope and soil have been considered and provisions to adequately mitigate adverse impacts of development on the environment have been incorporated;

Applicant’s Response

Physical characteristics such as slope, drainageways, [others] have been considered in the design of the project and adequate mitigation is proposed to protect the public health, safety, and welfare.

Staff Comment

The common areas of the proposed Tentative Subdivision Map will include drainage swales, curb and gutter, underground storm drain pipes, open space drainage corridors, four (4) regional flow detention basins and three project outfall locations. Prior to recording of a Final Map, the technical studies will be reviewed for compliance with Storm Drainage Guidelines for Lyon County, dated September 20, 2024 and the Dayton Valley Drainage Master Plan, per Recommended Conditions 23 and 24 of this report. As conditioned and processed, this Finding is affirmed.

Finding 13: The project demonstrates availability and accessibility of fire protection services, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

Applicant’s Response

The project is to be served by Central Lyon Fire. The nearest fire station is located three-quarters of a mile from the site, or an estimated response time of five minutes. This property is located within the Wildland Urban Interface zone for Central Lyon County. All residential building permits are required to have fire and life safety code plan reviews and be reviewed in accordance with the IWUIC code adopted at the time of permit submittal.

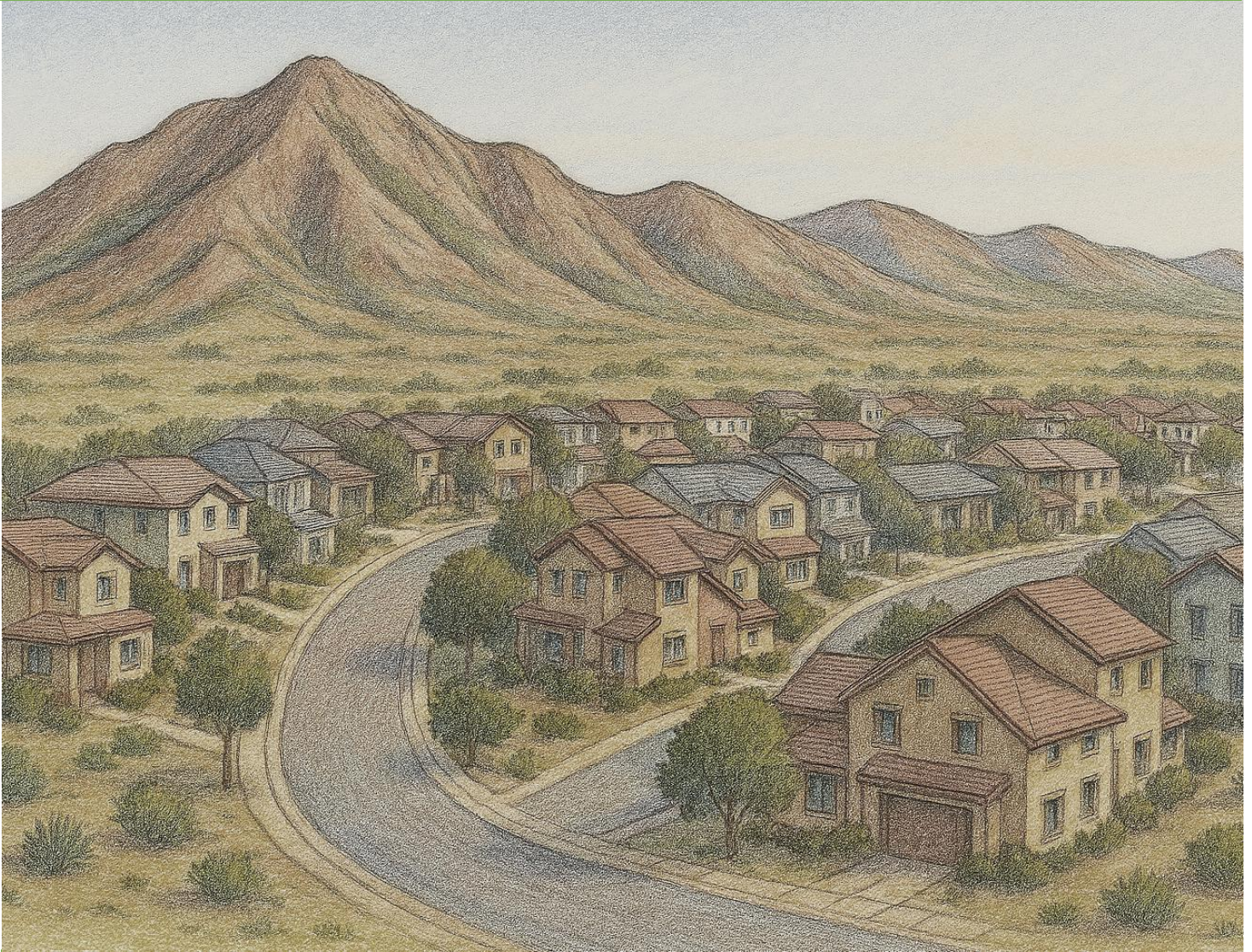
Staff Comment

Per Recommended Conditions 21, 22, 23, and 24 of this report, the applicant must demonstrate compliance with all Central Lyon County Fire Protection District standards. As conditioned and processed, this Finding is made in the affirmative.

TRADITIONS NORTH

ZONING MAP AMENDMENT
PLANNED UNIT DEVELOPMENT
TENTATIVE MAP

NOVEMBER 2025



Prepared For:

Traditions North LLC

5275 West 7th Street Reno, NV 89523

Prepared By:



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EXECUTIVE SUMMARY

The application proposes a planned unit development (PUD) consisting of 415 single-family residential units, which is well below the maximum density of 607 units permitted under the existing zoning. The PUD includes a mix of lot sizes to create a variety of housing options in conformance with the Lyon County Master Plan. A comprehensive PUD Handbook is included with this application drafted in accordance with Title 15 and is substantially consistent with the goals and policies of the Lyon County Master Plan.

Open space is planned to be integrated throughout the site and is designed to be sensitive to adjacent public land, topography, and recreation opportunities. The provided open space exceeds the 20% minimum open space requirement and will provide active and passive recreational amenities that will promote physical activity and interaction among residents. Additionally, a trailhead is located to the west of the site which integrates the project's trail system with existing historic resources and regional trails, enhancing connectivity and access to outdoor recreation opportunities.

A Tentative Subdivision Map for 358 units is submitted concurrently with the PUD to define lot configuration, infrastructure improvements, and preliminary site design for the first phases of development.

Table 1: Project Summary

Total Area	±230.76 acres
Maximum Number of Units	415
Tentative Map Units	358
Maximum Density	1.80 dwelling units per acre
Parking Required	728 (2 per dwelling unit)
Parking Provided	738 (10 for Sutro Trailhead)
Minimum Common Area/Open Space	100 acres (43.3%)

PROJECT LOCATION

The subject property is a ±230.76-acre site located north of the intersection of Nevada Station and Rock Creek Parkways. To the north and west of the site is land owned by the United States Bureau of Land Management and is located near the Storey County and Lyon County border. The site is primarily accessed via Fortune Drive and Traditions Parkway from U.S. Highway 50.



Figure 1: Project Location



EXISTING CONDITIONS

The project site is currently undeveloped and is a continuation of the Traditions residential development directly to the south. Otherwise, the property is generally surrounded by undeveloped land. To the southwest of the site is the Sutro Tunnel historical site which is actively undergoing historic conservation work.

Table 2: Surrounding Property Designations

	Current Zoning (Title10)	Master Plan	Current Land Use
North	RR-5: Fifth Rural Residential District (20 Acres)	Open Space	Undeveloped (BLM)
East	- E-1: First Estates Residential District - M-1: General Industrial District - NR-1: Single-family Nonrural Residential District - C-2: General Commercial District	- Open Space - Low-Density Residential - Public/Quasi-Public	- Reclamation Ponds - Solid Waste Transfer Station
South	- C-2: General Commercial District - E-1: First Estates Residential District - NR-1: Single-family Nonrural Residential District - RR-1: Fifth Rural Residential District (20 Acres)	- Suburban Residential - Low-Density Residential - Commercial - Parks	Future Traditions Village 4
West	RR-5: Fifth Rural Residential District (20 Acres)	Open Space	Undeveloped (BLM)



Figure 2: Site Photo Facing Southeast



View of the southeast corner of the project site. Pictured in the image is the residential development to the south undergoing mass grading. Enterprise Way is off in the distance.

Figure 3: Site Photo Facing Northwest



View of the canyon to the Northwest of the site. The drainage channel pictured here will remain largely undisturbed except for a future roadway crossing for Phase 4.

Figure 4: Site Photo Facing Southwest



View of the southwest corner of the site. Pictured is the Historic Sutro Tunnel site and mass grading for the residential development to the south.

Figure 5: Site Photo Facing Northeast

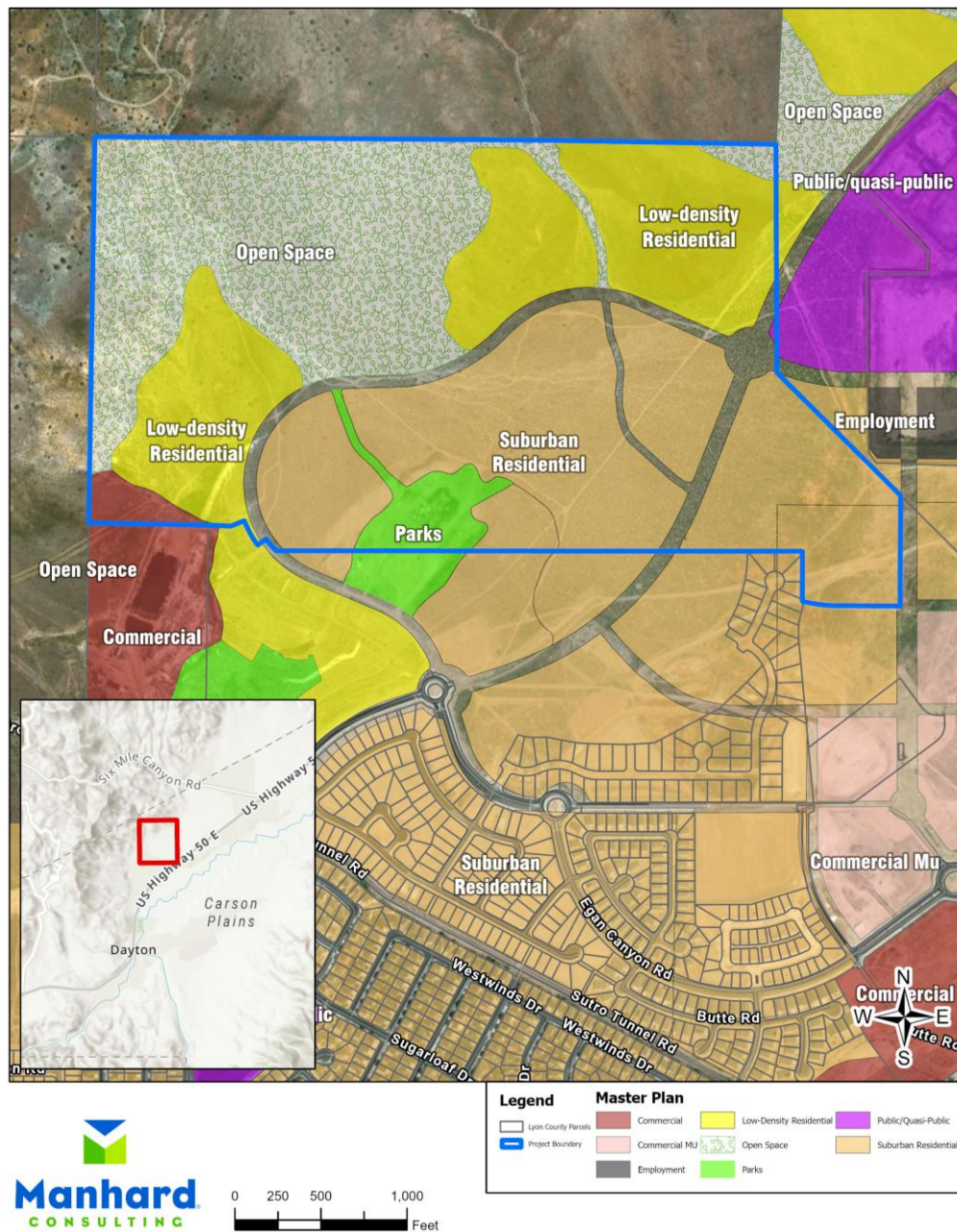


View of the northeast corner of the site. The Waste Management Transfer Station is in the distance.

MASTER PLAN AND ZONING DESIGNATIONS

The property is located within the Suburban Character District and has the Master Plan designations of Suburban Residential, Low-Density Residential, Commercial, Open Space, and Parks (Figure 6). The existing Master Plan land use mix has 38% of the site as Open Space. The proposed development plan exceeds that by maintaining the site as 43% open space.

Figure 6: Lyon County Master Plan Designation



The property is subject to the existing Title 10 zoning including Rural Residential—First Rural Residential, 1 acre (RR-1), First Estates Residential (E-1), General Commercial (C-2), and Single-family Nonrural Residential (NR-1) (Figure 7). This request proposes replacing the existing zoning with the Planned Unit Development (PUD) zoning designation (Figure 8).

Figure 7: Existing Lyon County Zoning Designation

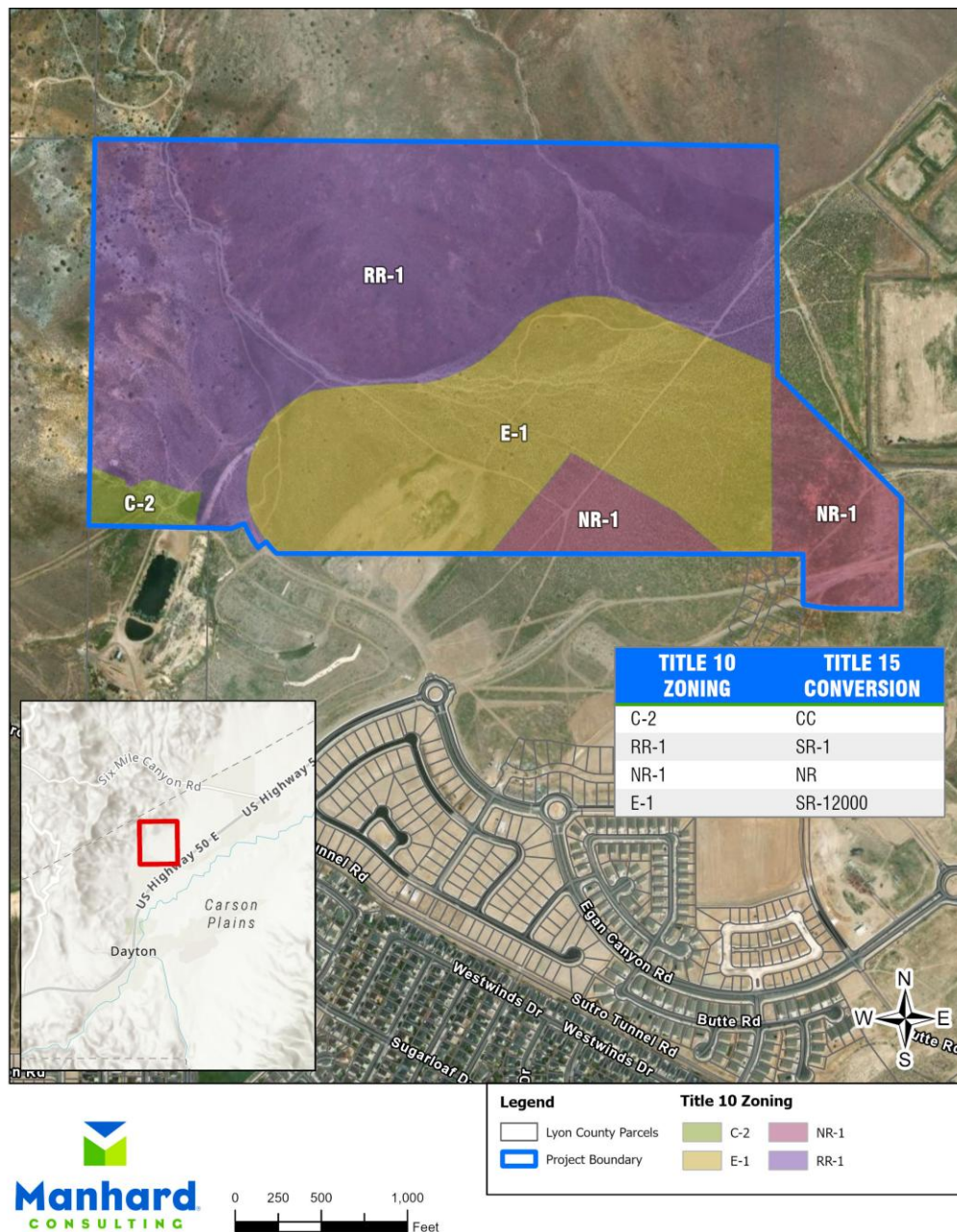
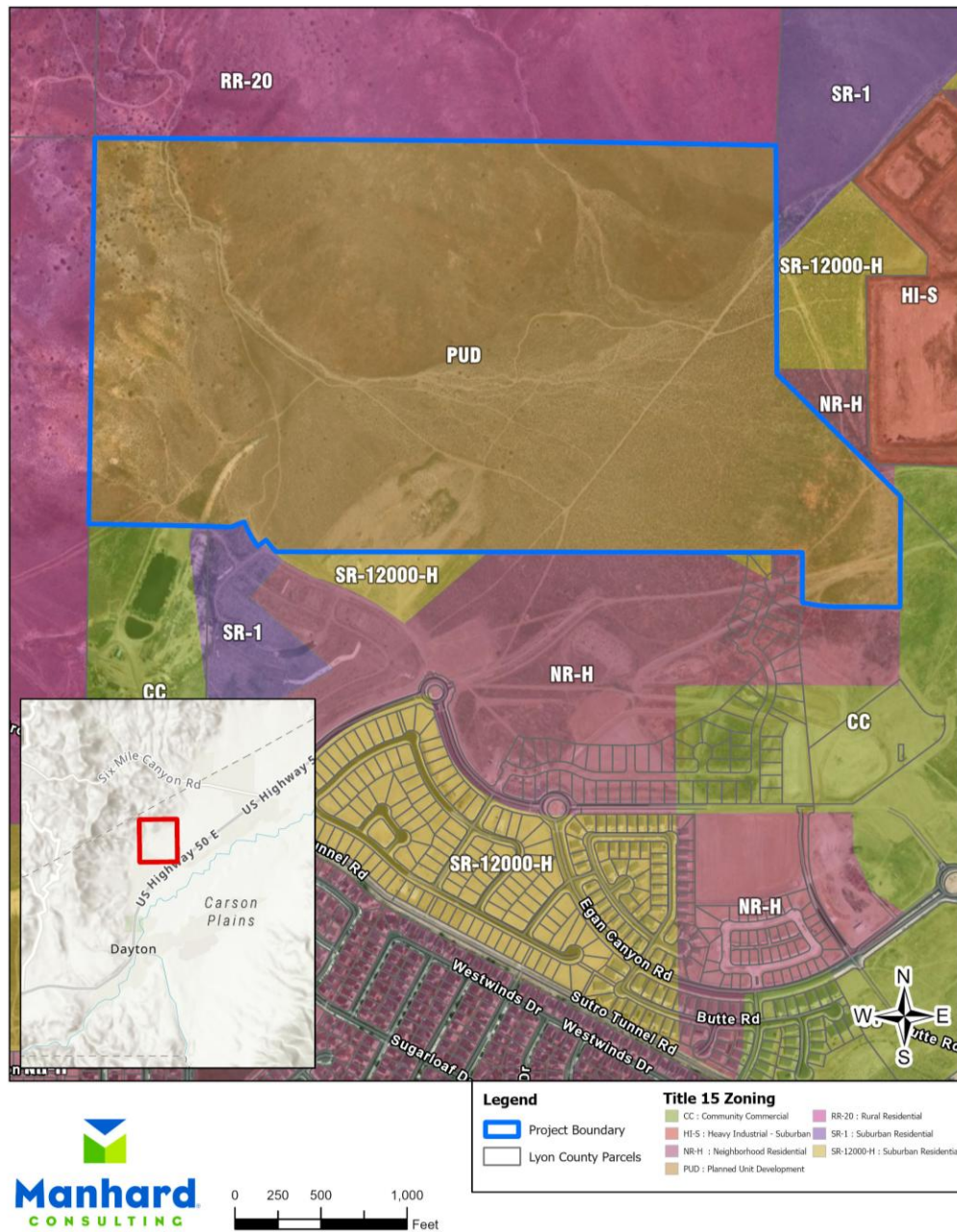


Figure 8: Proposed Lyon County Zoning Designation



PRIOR PROJECT APPROVALS

The site was originally part of the Traditions Community Master Plan. On May 6, 2004, a PUD was approved through a special use permit to establish the current Title 10 zoning designations: RR-1, E-1, C-2, and NR-1. A Tentative Subdivision Map was recorded in 2007 and extended in 2008 following the Nevada Legislature's adoption of AB74, with an additional extension granted in 2010. Although the PUD has since been dissolved, the property was hard zoned to match the approved subdivision configuration.

APPLICATION REQUEST

The enclosed application is a request for:

- 1) A **Zoning Map Amendment** for one parcel from ± 137 acres of RR-1, ± 67 acres of E-1, ± 24 acres of NR-1, and ± 3 acres of C-2, a total of ± 230.76 acres to Planned Unit Development (PUD).
- 2) A **Tentative Planned Unit Development**, including the review and approval of the development standards handbook.
- 3) A **Tentative Map** to create a subdivision consisting of 358 detached single-family residential units on a ± 230.76 -acre project site, including 116 acres of common area open space, parks, and trails.

ZONING MAP AMENDMENT AND PUD DESCRIPTION

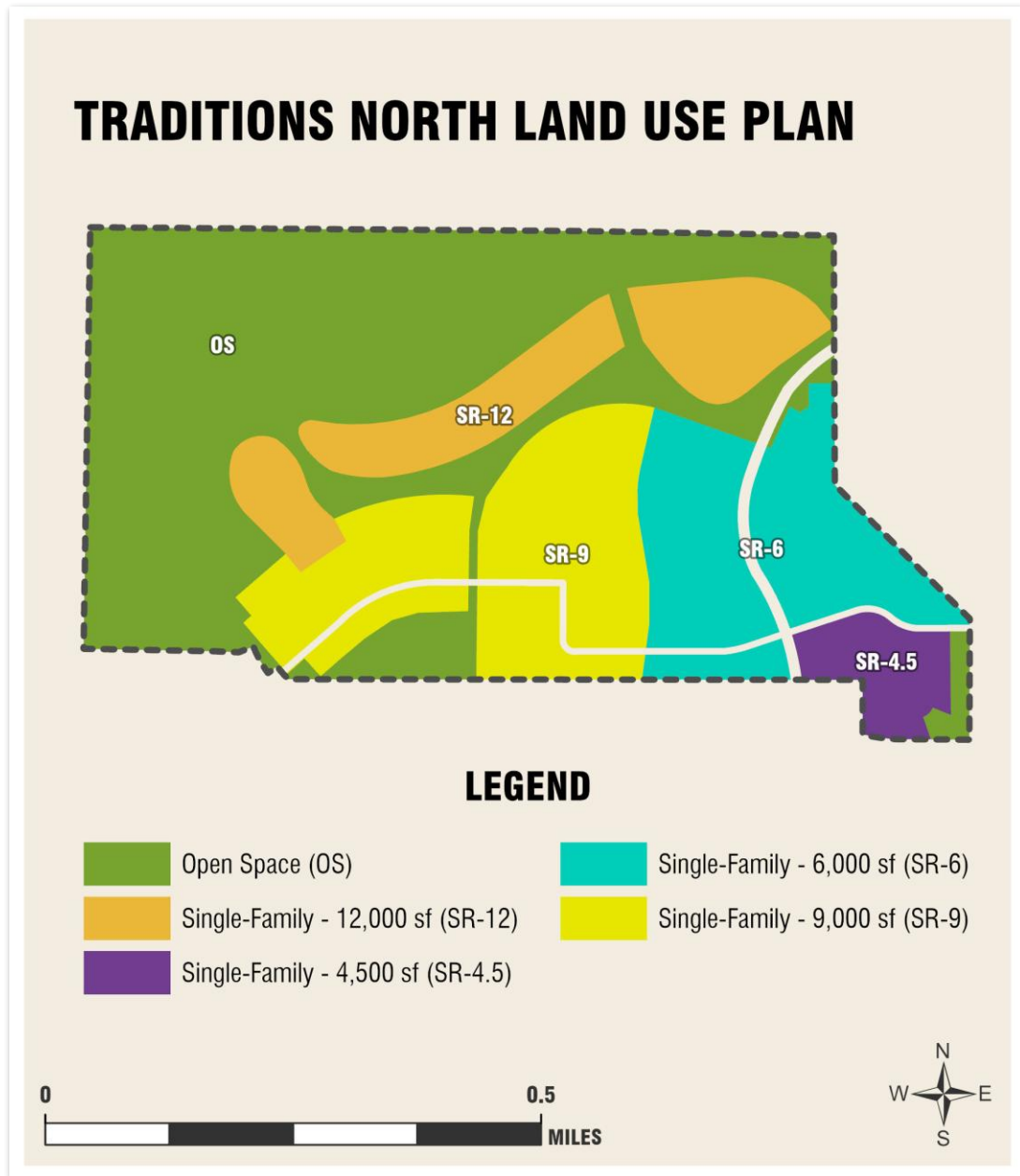
This application submittal includes a request for a zoning map amendment to establish a Planned Unit Development (PUD). Included for consideration is the tentative planned unit development plan and development handbook. The completed project includes a maximum of 415 dwelling units and it is proposed to be constructed in four phases. The PUD provides necessary flexibility to implement the project, while maintaining consistent standards across a mix of residential intensities.

The land use plan includes planning areas that are generally consistent with existing Lyon County residential zones, with the addition of a 6,000 sq. ft. minimum lot size type.

The Traditions North PUD Development Standards Handbook provides a framework to ensure the quality of the development that occurs with the PUD and that each project meets the intent of the approved project. The proposed project meets the development standards set forth in the Handbook, including land use, density, setbacks, open space, and other development standards.



Figure 9: Traditions North Land Use Plan



Title 15 Zoning	Traditions North Planning Area
Neighborhood Residential, 4,500 sf min. (NR)	SR-4.5
Neighborhood Residential, 4,500 sf min. (NR)	SR-6
Suburban Residential, 9,000 sf min. (SR-9,000)	SR-9
Suburban Residential, 12,000 sf min. (SR-12,000)	SR-12

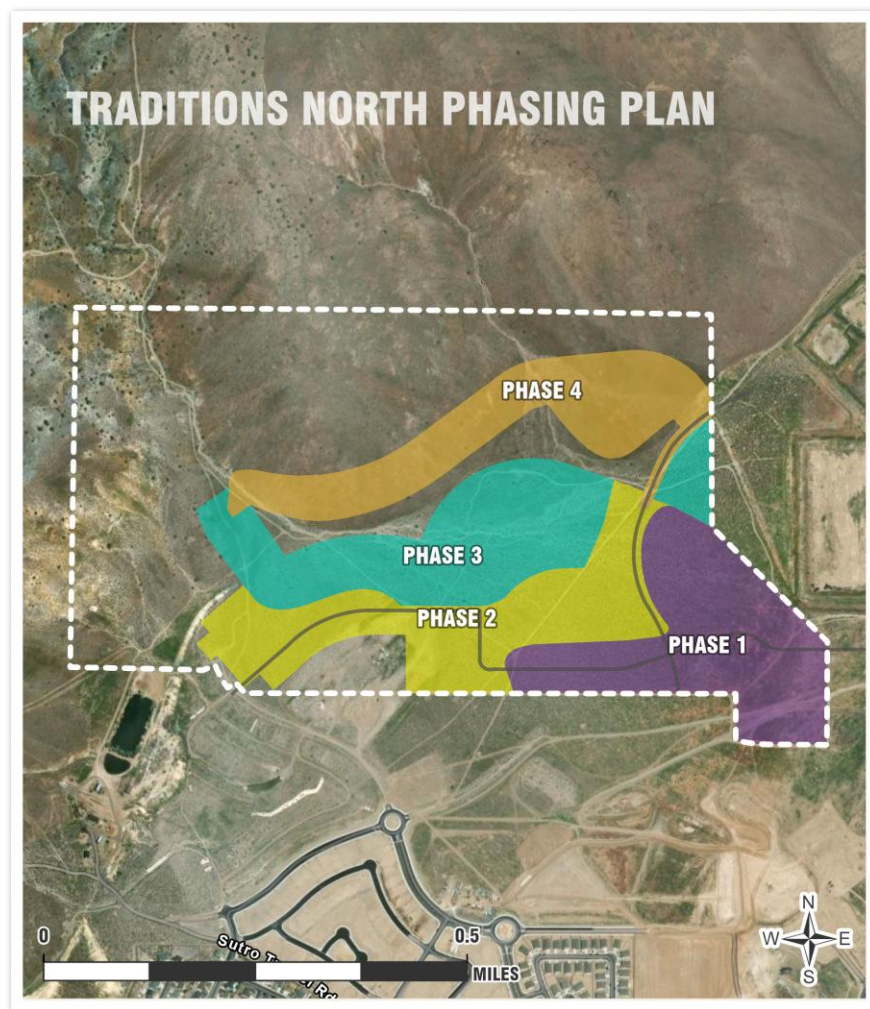
TENTATIVE MAP DESCRIPTION

This application also includes the first tentative map to implement the PUD which includes Phases 1, 2 & 3. The tentative map proposal includes 358 single-family residential units along with necessary backbone infrastructure, stormwater infrastructure, utilities, improved open space, pedestrian improvements, and trail connections.

PROJECT PHASING

The project phasing for the PUD is indicated in Figure 10 below. The tentative map application included with this submittal considers the development of Phases 1, 2, and 3. The tentative map for Phase 4 will be submitted for consideration in the future.

Figure 10: Phasing Plan



DENSITY

The density for the parcel based on the existing Title 10 zoning would allow for a maximum of 607 units. The proposed standards for the PUD establish a maximum residential unit count of 415 units for a gross density of 1.80 units per acre.

Table 3: Density Analysis

Density Analysis	Land Use Acreage	Units
Existing RR-1 (1 unit per acre)	± 137.34	137
Existing EE-1 (3.63 units per acre)	± 66.91	242
Existing NR-1 (9.68 units per acre)	± 23.57	228
Existing Maximum Units		607
Proposed Maximum Units		415

DEVELOPMENT STANDARDS

The proposed development is consistent with the development standards of LCC with minimal amendments to property setbacks to promote consistency among different land use classifications proposed within the PUD. The following setbacks are proposed.

Table 4: Traditions North Setbacks

SR-4.5	Setback
- Front & Side-street	10 ft.
- Side	5 ft.
- Rear	10 ft.
SR-6	Setback
- Front & Side-street	10 ft.
- Side	5 ft.
- Rear	10 ft.
SR-9	Setback
- Front & Side-street	10 ft.
- Side	5 ft.
- Rear	20 ft.



SR-12	Setback
- Front & Side-street	15 ft.
- Side	10 ft.
- Rear	20 ft.

PARKING

Off-street parking is provided in accordance with the LCC standard requirement of two per unit. Additional public parking will be provided to support the Sutro trailhead at the southwest corner of the project.

Table 5: Parking Calculations

	No. of Units	Spaces Required per Unit	Total Required Spaces	Total Spaces Provided
Single-Family	364	2	728	728
Sutro Trailhead	-	-	-	10
TOTAL			728	738

ARCHITECTURAL STANDARDS

Architectural requirements for the PUD are proposed to comply with the standard design and street image standards required for residential development and single-family detached residential development in Suburban Character districts pursuant to LCC Chapter 340 and LCC Chapter 341, as amended. Drawings will be provided demonstrating compliance at the time of building permits for individual homes.

FENCING

Walls and fencing will be provided in accordance with LCC. Fencing is anticipated to be six feet tall of a solid material, where appropriate. The land use plan has been designed with open space buffers where commercial zoned property is near residential land uses within the project boundary. As the adjacent property is undeveloped, it would be incumbent upon the future land development to determine appropriate mitigation of noise, light, and visual impacts of service areas.

Split rail fence treatment will be incorporated into parks and the trailhead to promote a sense of Nevada's frontier heritage. Incorporating natural materials and native plantings strengthens the relationship between the Traditions North subdivision and its interface with public land recreational opportunities.



PROJECT SIGNAGE

Although signage is not currently proposed with the first tentative map, the PUD establishes standards to ensure that signage and entry monuments for Traditions North are compatible with the residential character of the project.

Figure 11: Conceptual Entry Monument



LANDSCAPING

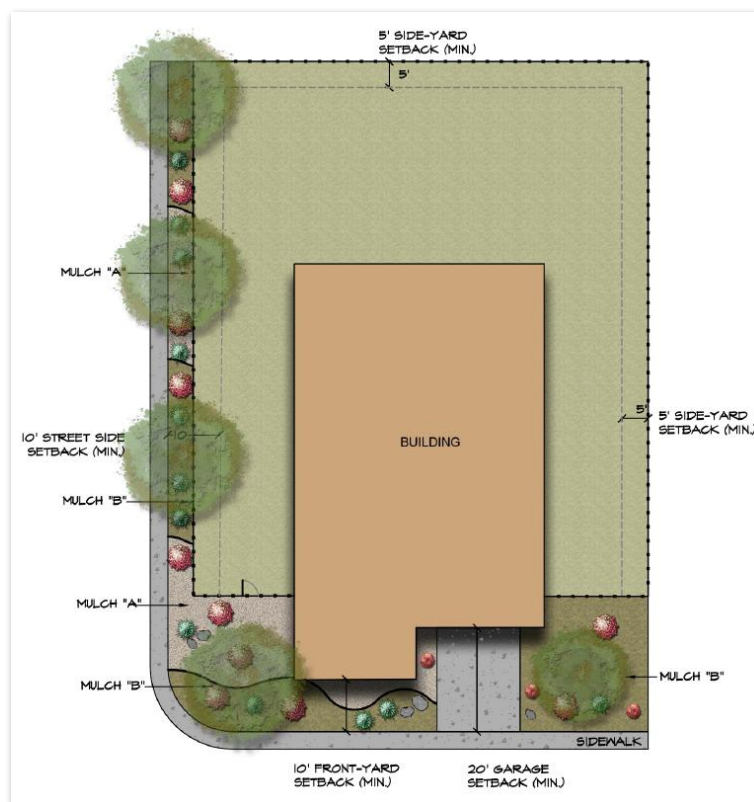
The PUD requires that front yards of each home site be entirely landscaped with a minimum of one tree per 50 feet of linear frontage. In addition to front yard landscaping, the primary collector includes tree-lined parkways to enhance the entry corridor.



Figure 12: Preliminary Landscape Plan



Figure 13: Typical Corner Lot Landscaping



PARKS, TRAILS AND OPEN SPACE

The proposed development plan reserves at least 100 acres of open space. Open space will be preserved using acceptable legal instruments pursuant to LCC as amended, including conservation easements or dedication to a 501(c)(3) organization. Open space areas will be maintained by a homeowner's association, landscape maintenance association, or similar entity. Additional open space above and beyond the requirement is anticipated and will be considered at each tentative map.

The project includes trails and pedestrian connections that provide residents with access to at least five pocket parks including a large five-acre neighborhood park (Figure 15: Master Park and Trails Plan). These trails also provide access to the existing trail network on public lands located to the north and west of the site.

Figure 14: Typical Trail Cross Section

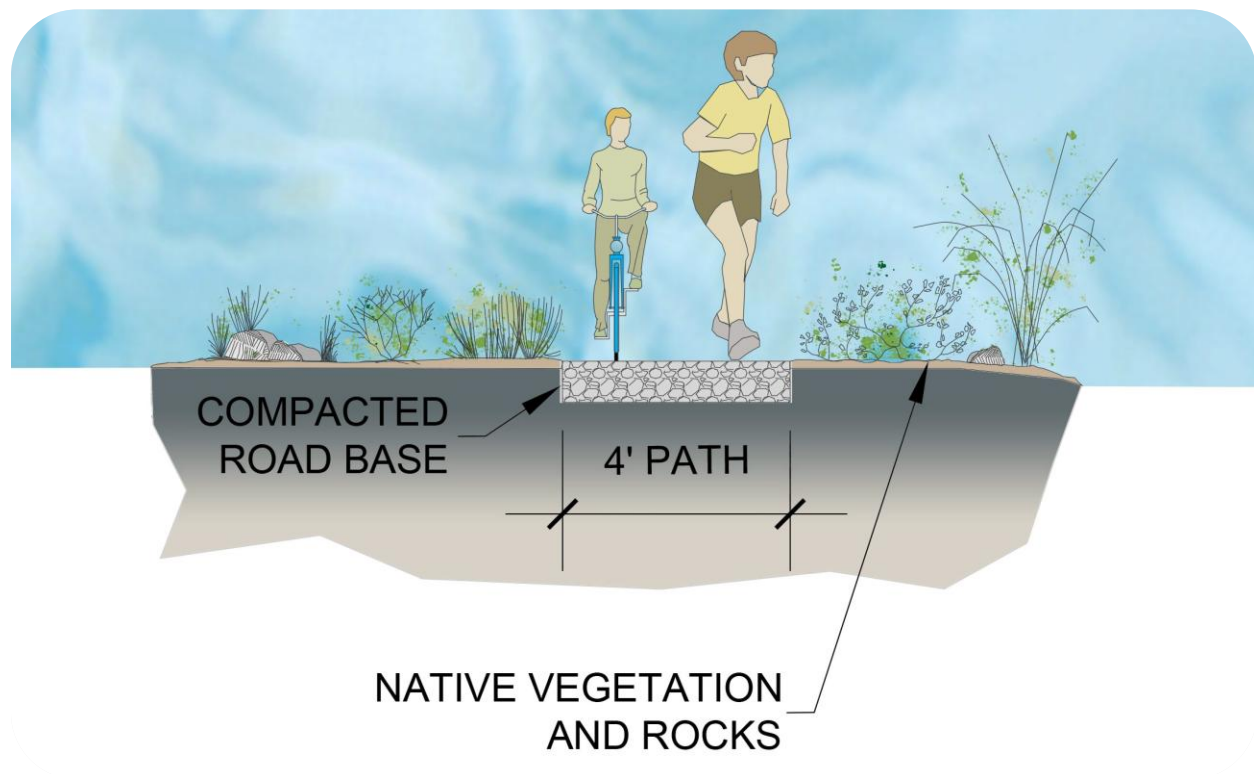


Figure 15: Master Park and Trails Plan



ACCESS AND CIRCULATION

VEHICULAR ACCESS

Vehicular access to the site is provided through the existing Traditions subdivisions to the south which take access from US Highway 50. There are two access points to the south and two access points proposed for connections to property to the east. One of the eastern access points may connect to the existing Enterprise Way contingent upon securing easements from adjacent property owners.

Figure 16: Circulation Plan



Roadways proposed within the project boundary are to be dedicated to Lyon County. Streets will be constructed pursuant to the Traditions North PUD Handbook and Lyon County standard details (Figure 17 & Figure 18).

Figure 17: Collector Street Cross Section

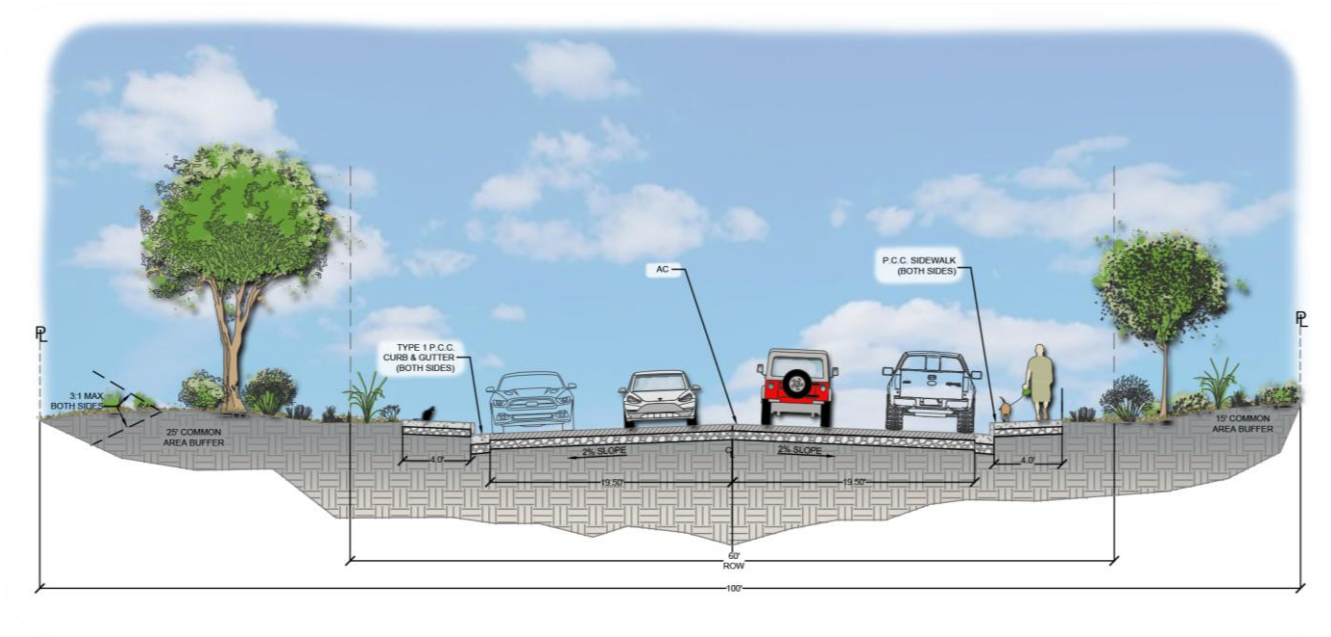
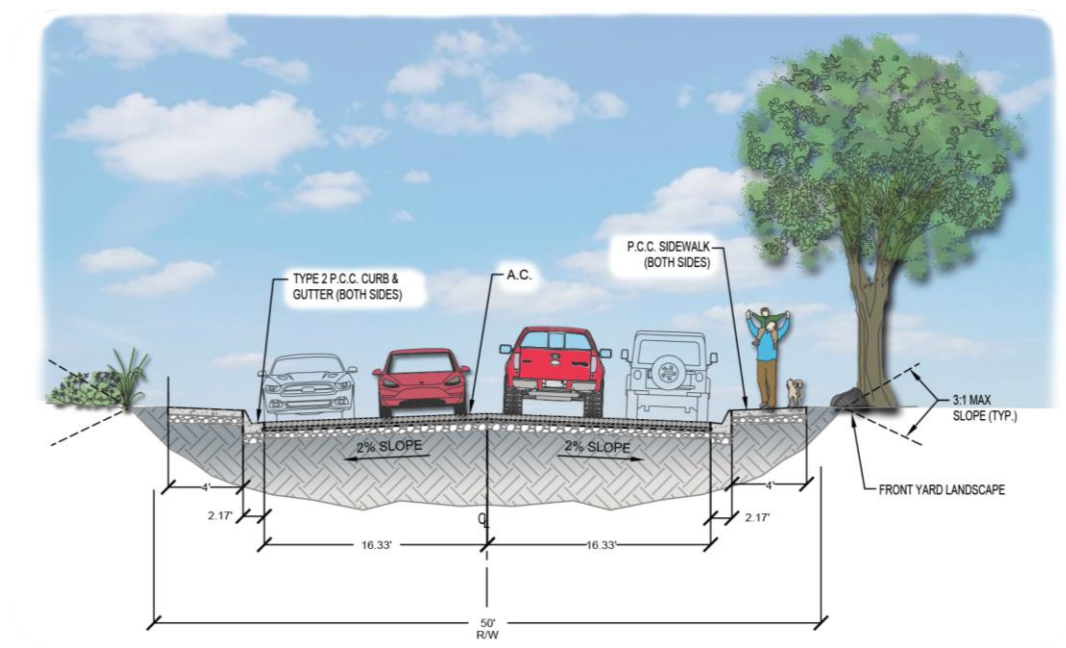


Figure 18: Typical Local Street Cross Section



PEDESTRIAN ACCESS

Pedestrian access will be provided throughout the project site through sidewalks and trails. Sidewalks are proposed to be a minimum width of four feet and are located on both sides of the street throughout the development. The collector road includes enhanced pedestrian facilities with landscape areas on each side of the street.

TRAFFIC

A traffic study has been submitted with this application that analyzes the impacts of primary access through Fortune Drive and Traditions Parkway for Phases 1-3. The project will access US 50 via Fortune Drive and Traditions Parkway. The project originally contemplated a connection to Enterprise Way; however, due to circumstances separate from the traffic study, a vehicle connection to Enterprise Way is no longer being considered and is not included in this traffic analysis and report. If individual project developers wish to pursue a vehicle connection to Enterprise Way in the future, a separate traffic analysis will need to be conducted at that time.

Updated trip generation has been provided with this application and is summarized in the table below (Table 6: Trip Generation for Proposed):

Table 6: Trip Generation for Proposed Residential

	Units	ADT	AM Peak Hour	PM Peak Hour
Single-Family Detached Housing	364 (358 proposed)	3,433 trips	255 trips	342 trips

The project is not expected to result in levels of service below policy thresholds and therefore no project related mitigations are recommended.

UTILITIES AND PUBLIC SERVICES

WATER

The project is served by the Lyon County Utilities Department (LCUD) for water by an existing 8-inch water main stubbed at the property line to the south. Future water infrastructure necessary to support this development will be constructed in accordance with Lyon County Utilities Department standard details and design requirements.

SEWER

A preliminary sewer report is included with the application materials. Sewer conveyance will be provided by the Lyon County Utilities Department (LCUD) by an existing 8-inch sewer main stubbed at



the property line the south. Future sanitary sewer infrastructure to support the development will be constructed in accordance with Lyon County Utilities Department standard details and design requirements.

POLICE AND FIRE

The property is currently served by Central Lyon Fire and the Lyon County Sheriff's Department. The closest sheriff substation is located 2.5 miles northeast along US Highway 50. The nearest fire station is located three-quarters of a mile away with an estimated five-minute response time to the boundary of the project.

SCHOOLS

Compulsory education services are provided by Lyon County School District. The project is currently zoned for Sutro Elementary School, Dayton Intermediate School, and Dayton High School. There are existing bus routes serving the neighborhood to the south that would be reasonably extended to serve this development.

HYDROLOGY

The existing terrain of this property is characterized by alluvial fan slopes that include shallow, unconfined, and moderately confined drainage flows. These flow ultimately tributary to the Carson River watershed. The proposed drainage system is designed to manage existing and proposed stormwater generation and is analyzed based on a 100-year flood event.

The tentative map and conceptual drainage report includes a mix of solutions to manage stormwater flows through drainage swales, underground pipes, open space drainage corridors, four regional detention basins, and three project outfalls. The proposed drainage design complies with Lyon County Drainage Guidelines and post-development stormwater discharge from the property remain below the pre-development peak. No adverse impacts from a hydrological perspective are anticipated.

ZONING MAP AMENDMENT FINDINGS

A. That the proposed amendment is consistent with the policies embodied in the adopted Master Plan and the underlying land use designation contained in the land use plan;

The underlying Master Plan land use designations are a mix of residential, open space, and commercial designations. The residential share of the master plan is about 61% of the property while open space is about 33%. The commercial area occupies about 1% with the remainder of the property having no designation.

The proposed land plan within the PUD designation serves to promote and protect open space and recreation opportunities by prioritizing the Open Space land designation in the upper half of



the project. Although the Low-Density Residential Master Plan land use designation contemplates larger one-acre lots, providing smaller lot sizes grants the opportunity to increase the share of protected open space land to 40-50% of the total project area.

This project further supports policies that promote complementary neighborhoods in Suburban Character Districts by incorporating a variety of lot sizes (Policy C 1.5). The plan also provides multiple focal points for the neighborhood that will serve the broader community including the proposed large park and trailhead.

That the proposed amendment will not be inconsistent with the adequate public facilities policies contained in this title;

The proposed amendment would support the establishment of a residential neighborhood that is a logical extension of the existing Traditions development. This supports Master Plan Policy LU 1.2 which seeks orderly growth patterns with neighborhood units as the primary building blocks of the County's residential areas. The subject property has utilities immediately adjacent to the site and should not require significant extensions to serve the proposed project (Policy LU 2.1 & FS 1.1). School facilities that serve the area are adequate to support the project for the based on discussions with the Lyon County School District.

B. That the proposed amendment is compatible with the actual or master planned adjacent uses.

To the north and west are Federal public lands that are anticipated to remain as open space. The proposed land use plan establishes an Open Space designation and provides trail access points to promote this resource. The trails and open space proposed within PUD should also support the operations of the Historic Sutro Tunnel and Site located immediately to the southwest. The proposed residential development is a logical extension of the existing and master planned residential development to the south and east. The site is not directly adjacent to Employment master planned properties that exist to the east and Lyon County Code is adequate to address possible general environmental conflicts such as noise, glare, and odor as those properties are developed.

PLANNED UNIT DEVELOPMENT FINDINGS

A. In what respects the plan is or is not consistent with the statement of objectives of this chapter;

The objectives of this PUD include:

- Improving and enhancing the County's trail and park system by providing trails and open space that provide continuity and access to Federal public lands adjacent to the project.
- Encouraging innovations in residential development by introducing a greater variety of lot sizes to encourage variation in building typology.



- B. The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;**

The proposed development plan remains closely aligned with the density, lot size, and uses allowed under the existing zoning, but provides greater flexibility in the implementation of the plan to accommodate market-based considerations through the development process. Greater flexibility does not come at the cost of the preservation of open space, access to Federal public lands, and the opportunity for a mix of lot sizes and densities.

The plan proposes a deviation from standard LCC setbacks to promote a mix of intensities with a consistent street image program. The setbacks consistently promote a house forward design while maintaining minimum driveway lengths.

- C. The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;**

The purpose, location, and amount of open space is indicated within the handbook and is provided at a greater degree than what is contemplated in the Master Plan. The handbook promotes access through an integrated trail system.

- D. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;**

The development is a logical extension of utility infrastructure and is developed in accordance with the provided traffic impact assessment. Additional street connections are proposed to improve broader circulation through the site. Parking requirements are consistent with Lyon County Code and parking demand has been contemplated with respect to larger recreation and park amenities. The development provides a variety of recreation opportunities that are well integrated into the design of the project including a trailhead for the Sutro Trail, interface with the Historic Sutro Trail and Site, access to public lands, a large park, and multiple pocket parks.

- E. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed;**

The proposed project extends the existing Traditions neighborhood and provides new park and recreation amenities that reinforce the relationship between the existing neighborhood and the public lands and open space to the north and west.

- F. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of**



the planned unit development in the integrity of the plan.

The project is proposed to be developed in four phases with the backbone roadway and stormwater infrastructure frontloaded to ensure adequate access is provided for responsible growth. Neighborhood and pocket parks intended to serve the development and nearby neighborhoods are in different phases and are required to be constructed before occupancy of a certain number of units indicated in the PUD Handbook. All construction will be coordinated with the Nevada Department of Transportation with the future improvements to US Highway 50. The tentative map application submitted with this application considers three of the four phases contemplated within the PUD. A subsequent tentative map application will be submitted in the future for the final phase.

TENTATIVE MAP FINDINGS**

- A. The property to be subdivided is zoned for the intended uses and the density and design of the subdivision conforms to the requirements of the zoning regulations contained in this title;**

The tentative map is consistent with the land use plan proposed by the PUD that provides for a mix of densities.

- B. If located within a planned unit development, the tentative subdivision map conforms to the density requirements, lot dimension standards and other design standards regulations approved for the planned unit development;**

The tentative map conforms with the lot dimension standards and other design standards to be established with the adoption of the PUD.

- C. The tentative subdivision map conforms to public facilities and improvement standards contained in this title;**

Facilities to be offered for public dedication will comply with all requirements pursuant to LCC, Lyon County Utilities, Lyon County Public Works, and other applicable entities.

- D. The tentative subdivision map conforms to the improvement and design standards contained in this title and adopted design criteria and improvement standards;**

Roadway improvements have been designed in accordance with LCC, Lyon County standard road section details, and the submitted PUD handbook for Traditions North.

- E. If applicable, that a phasing plan has been submitted and is deemed acceptable;**

The tentative map application is proposed to be implemented in three phases. The first phase is located to the south and east of the property and includes access from Enterprise way and the



connections to the subdivisions to the south. The next phase is located to the southwest and will include stormwater management infrastructure that will support the remainder of the development. The final phase for this map fills in between the initial phases.

F. There are no delinquent taxes or assessments on the land to be subdivided, as certified by the County Treasurer;

Proof of tax payments has been provided with the application materials.

G. The project complies with all environmental and health laws and regulations concerning water and air pollution, the disposal of solid waste, facilities to supply water, community or public sewage disposal and, where applicable, individual systems for sewage disposal;

The project will be served by Waste Management through their standard residential garbage collection services.

H. The availability of water which meets applicable health standards and is sufficient in quantity for the reasonably foreseeable needs of the subdivision;

Water service is provided by the Lyon County Utilities Department. Conveyance systems will be designed in accordance with Lyon County Utilities requirements.

I. There is adequate access and availability to public services such as schools, police protection, transportation, recreation and parks;

Based on discussions with Lyon County School District, schools that serve this property are adequate. Police services are provided by the Lyon County Sheriff's Department. The Dayton Substation is located within 2.5 miles of the project. The project proposes a large park and trailhead that will supplement the project and the broader community. Transportation facilities are adequate according to the provided traffic impact statement.

J. The project is in general conformity with the Lyon County Comprehensive Master Plan, the local community plan, if adopted, and the master plan of streets and highways;

The project supports the following Master Plan policies:

- Policy LU 1.1: Follow Development Patterns as Established in the Land Use Plan
- Policy LU 1.2 Residential Development Patterns in Neighborhoods
- Policy LU 2.1 Residential Development in Areas with Services
- Policy LU 3.1: Diverse Economic Base
- Policy FS 1.1: Location of New Development



- Policy C 1.2: Pedestrian Friendly Communities
- Policy C 1.3: Design Tailored to Communities
- Policy C 1.5: Design Complementary Neighborhoods in Suburban Districts

K. The project will have no adverse impacts, or provides adequate mitigation of adverse impacts, to existing public streets;

Negligible impacts are anticipated to the existing public street system and coordination will occur between the development of this project and the proposed improvements to US Highway 50.

L. The physical characteristics of the land such as floodplain, slope and soil have been considered and provisions to adequately mitigate adverse impacts of development on the environment have been incorporated;

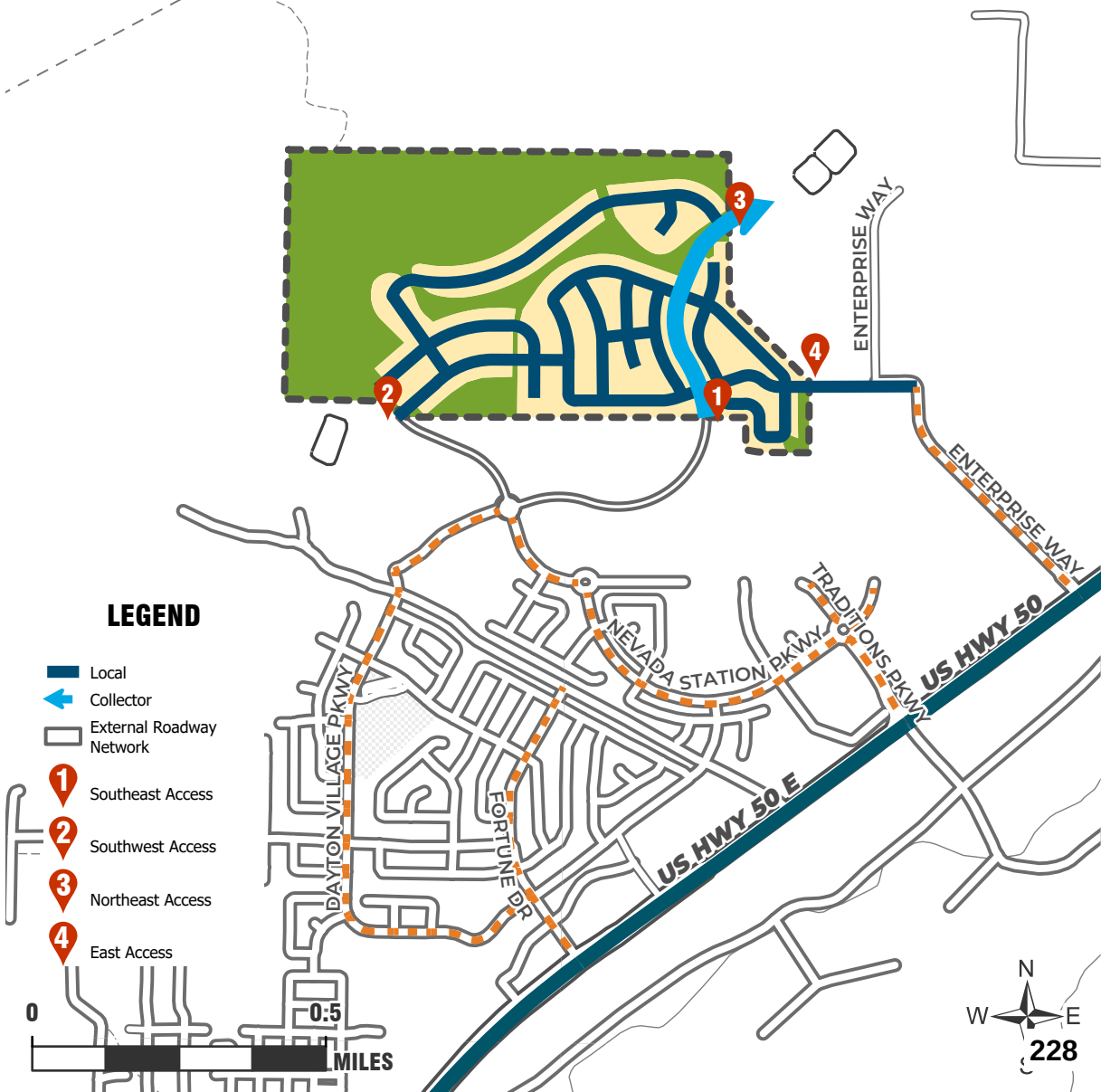
Physical characteristics such as slope, drainageways, [others] have been considered in the design of the project and adequate mitigation is proposed to protect the public health, safety, and welfare.

M. The project demonstrates availability and accessibility of fire protection services, including, but not limited to, the availability and accessibility of water and services for the prevention and containment of fires, including fires in wild lands.

The project is to be served by Central Lyon Fire. The nearest fire station is located three-quarters of a mile from the site, or an estimated response time of five minutes. This property is located within the Wildland Urban Interface zone for Central Lyon County. All residential building permits are required to have fire and life safety code plan reviews and be reviewed in accordance with the IWUIC code adopted at the time of permit submittal.



TRADITIONS NORTH CIRCULATION PLAN





LYON COUNTY UTILITIES DEPARTMENT

34 Lakes Blvd. Suite 103
P.O. Box 1699
Dayton NV 89403
Phone (775) 246-6220 Fax: (775) 246-6223
www.lyon-county.org

229

Sent via email to: cdwilliams@manhard.com

December 15, 2025

Manhard Consulting
c/o Carter Williams
241 Ridge Street, Ste 400
Reno, NV 89501

RE: Intent to Serve letter – Water and Sewer
Project: Traditions North – 364 Single Family Residential Lots APN #016-106-07

Dear Mr. Williams:

The project is located within LCUD's service area. This letter shall not be construed as a guarantee that the service will be provided. A will-serve commitment must be obtained as a result of an application for service prior to approval of a Final Map.

LCUD reserves the right to deny or limit the water or sewer connections provided to ensure that growth within the service area does not exceed the available resource capabilities. This letter is not complete unless signed by the Utilities Director and the Owner, with the Owner Acknowledgement statement signed and dated.

Requirements for approval of an application for service shall include, but are not limited to, the following:

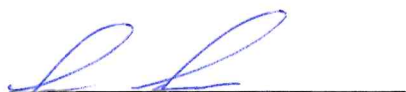
1. Dedication of water rights that have met the requirements of the State Engineer and LCUD.
2. Construction and dedication of infrastructure and site improvements necessary to serve the Project. This includes costs for any system improvements, off-site improvements, and engineering reviews necessary to serve the Project. The Developer may apply for developer or reimbursement agreements if the required improvements may serve other projects. Any developer agreements or reimbursement agreements shall be approved by the Planning Commission and BOCC, as applicable.
3. Recorded Final Map.
4. Satisfaction of all conditions of development set forth in the Lyon County Code, and identified in the Planning Commission and BOCC approval conditions for the Project.

The terms and conditions associated with this letter are valid for one year from the date of issuance, and it is incumbent upon the developer to request a renewal before expiration. If a

will-serve letter is not issued or a renewal is not approved within a period of one year, this Intent to Serve notification is to be considered null and void.

If you have additional questions, please don't hesitate to contact me at (775) 246-6220.

Sincerely,



Sean Sinclair
Interim Utilities Director

cc: Melissa Strobel and – Lyon County

OWNER ACKNOWLEDGEMENT

Owner acknowledges receipt of this letter. **Owner acknowledges that it has read and completely understands that County may be unable to provide sewer service to any new construction or fixtures in the Dayton Utilities Service Area due to limitations on effluent disposal capacity. Owner, therefore, assumes all risk of undertaking any improvements, with full knowledge and understanding that the County may be unable to issue any certificate of occupancy until such time as sewer service can be safely provided.** Owner further understands that Lyon County may not be able to provide sewer service to this property at this time, and the Owner and County do not know when or if the County will be able to provide sewer service. Owner accepts and assumes all risks of moving forward with the project.

Dated: 12/18/2025

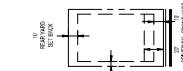
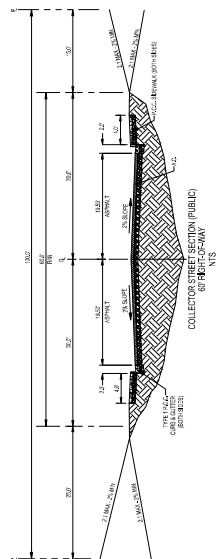
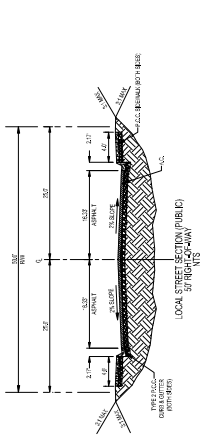
By: Jarred Corbell

Developer: _____

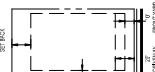
Jarred Corbell

Digitally signed by Jarred Corbell
DN: C=US,
E=jarred.corbell@gmail.com,
O="JC Development Consulting,
LLC", CN=Jarred Corbell
Date: 2025.12.18 12:37:45-07'00'

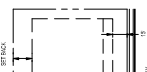
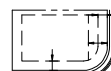
**PIÑON
DESIGN
GROUP**



**CAL 4,500 & 6,000 SF
LOT SETBACKS**



TYPICAL 9000 SF LOT
SETBACKS

TYPICAL 1200 SF LOT
SETBACKSTYPICAL CORNER LOT
SETBACKS

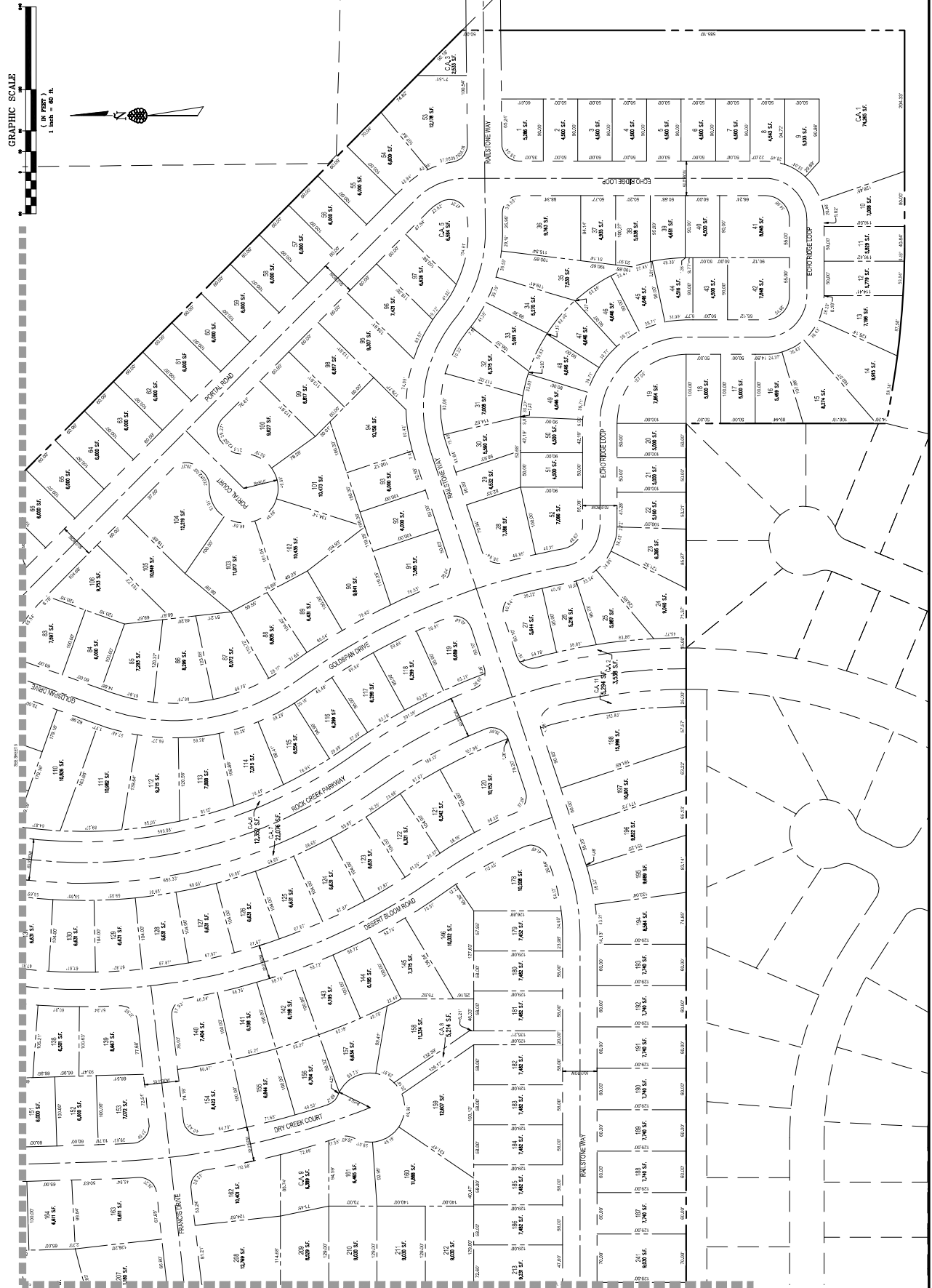
NOTE: CORNER LOT SETBACKS TO MATCH ITS CORRESPONDING SF LOT SETBACK REQUIREMENT, EXCEPT THE STREET SIDE SETBACK IS EQUAL TO THE FRONT YARD SETBACK.

PIÑON
DESIGN
GROUP

(775) 843-0466
2850 TOBIANO DR.
RENO, NV 89521

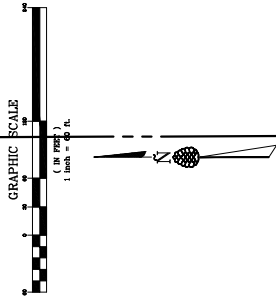


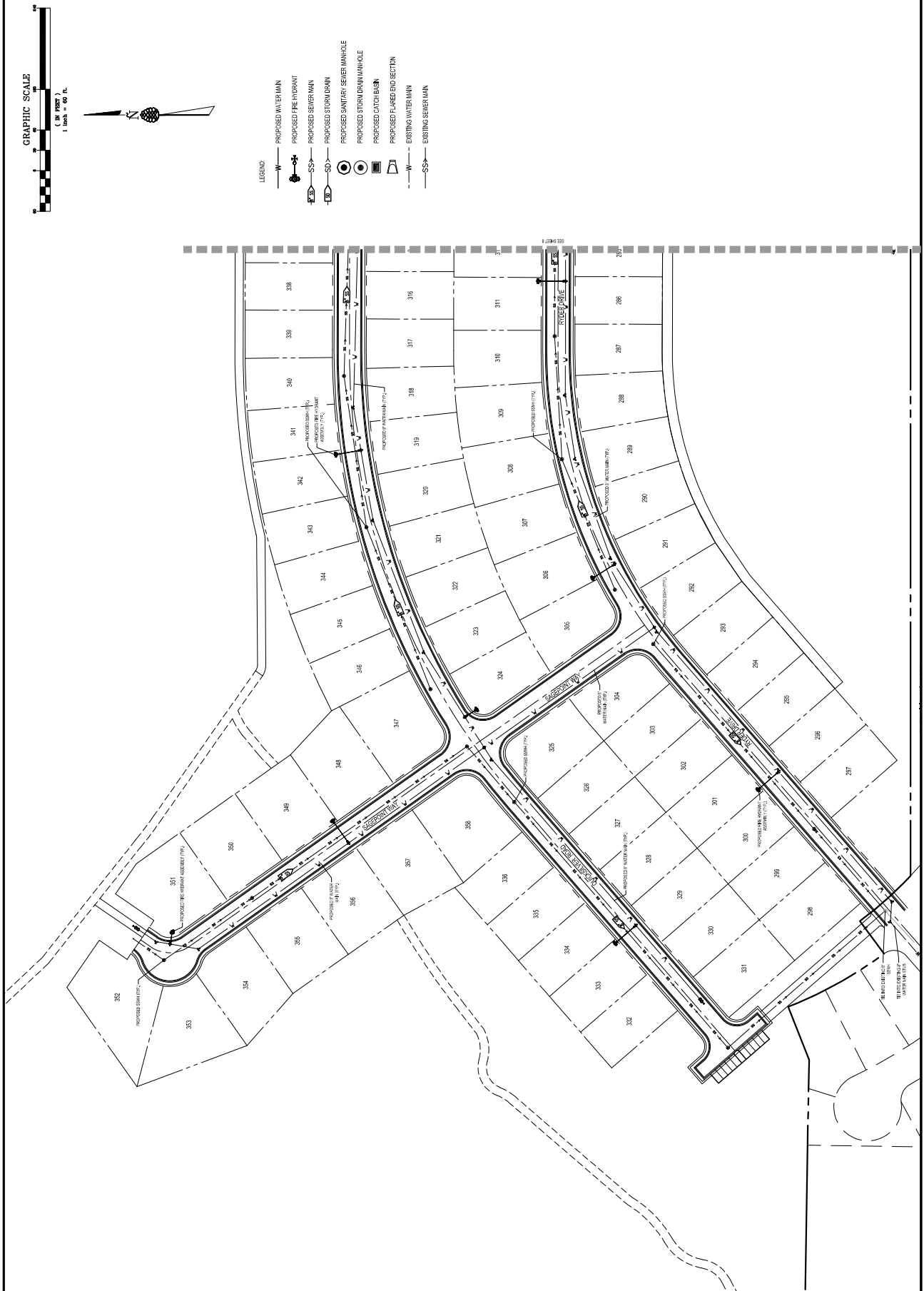
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**PIÑON
DESIGN
GROUP**

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[illegible]

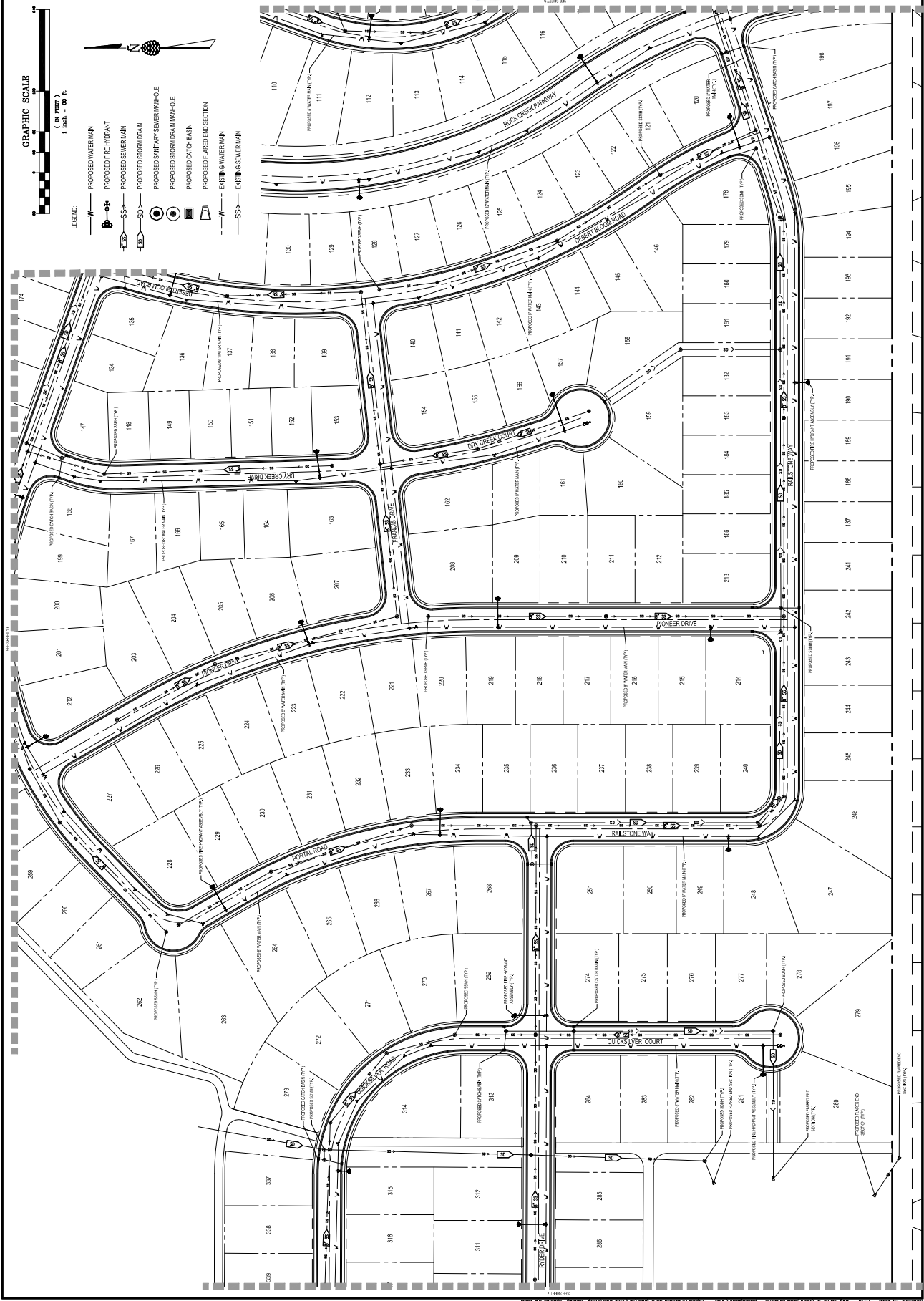
TRADITIONS NORTH
 DAYTON, NEVADA
 UTILITY PLAN



PIÑON
 DESIGN
 GROUP
 1770 S. 400 E. SUITE 200
 TONOPAH, NV 89401



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	05/11/2016
2	ISSUED FOR PERMIT	05/11/2016
3	ISSUED FOR PERMIT	05/11/2016
4	ISSUED FOR PERMIT	05/11/2016
5	ISSUED FOR PERMIT	05/11/2016
6	ISSUED FOR PERMIT	05/11/2016
7	ISSUED FOR PERMIT	05/11/2016
8	ISSUED FOR PERMIT	05/11/2016
9	ISSUED FOR PERMIT	05/11/2016
10	ISSUED FOR PERMIT	05/11/2016



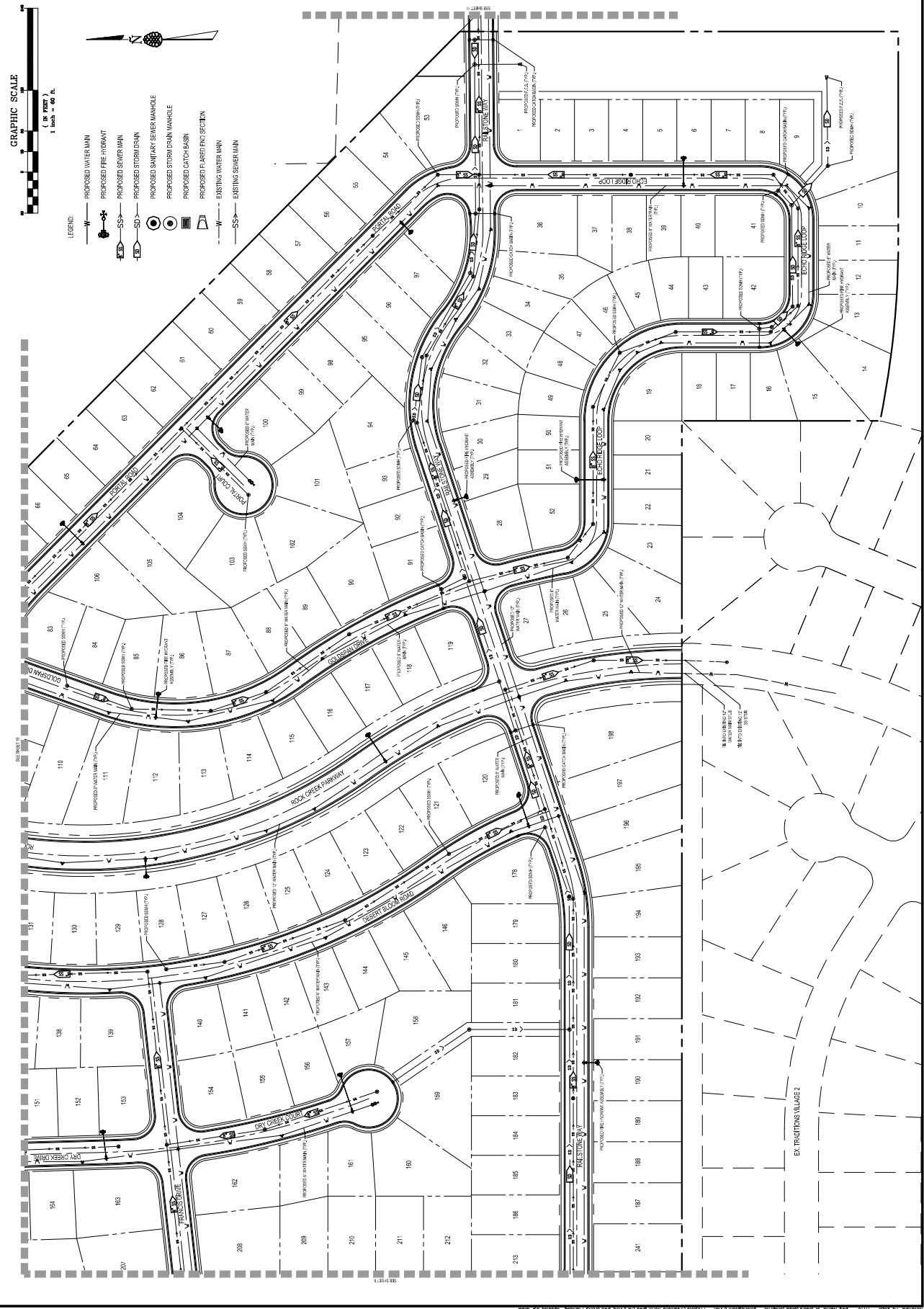
UTILITY PLAN
DAYTON, NEVADA
TRADITIONS NORTH

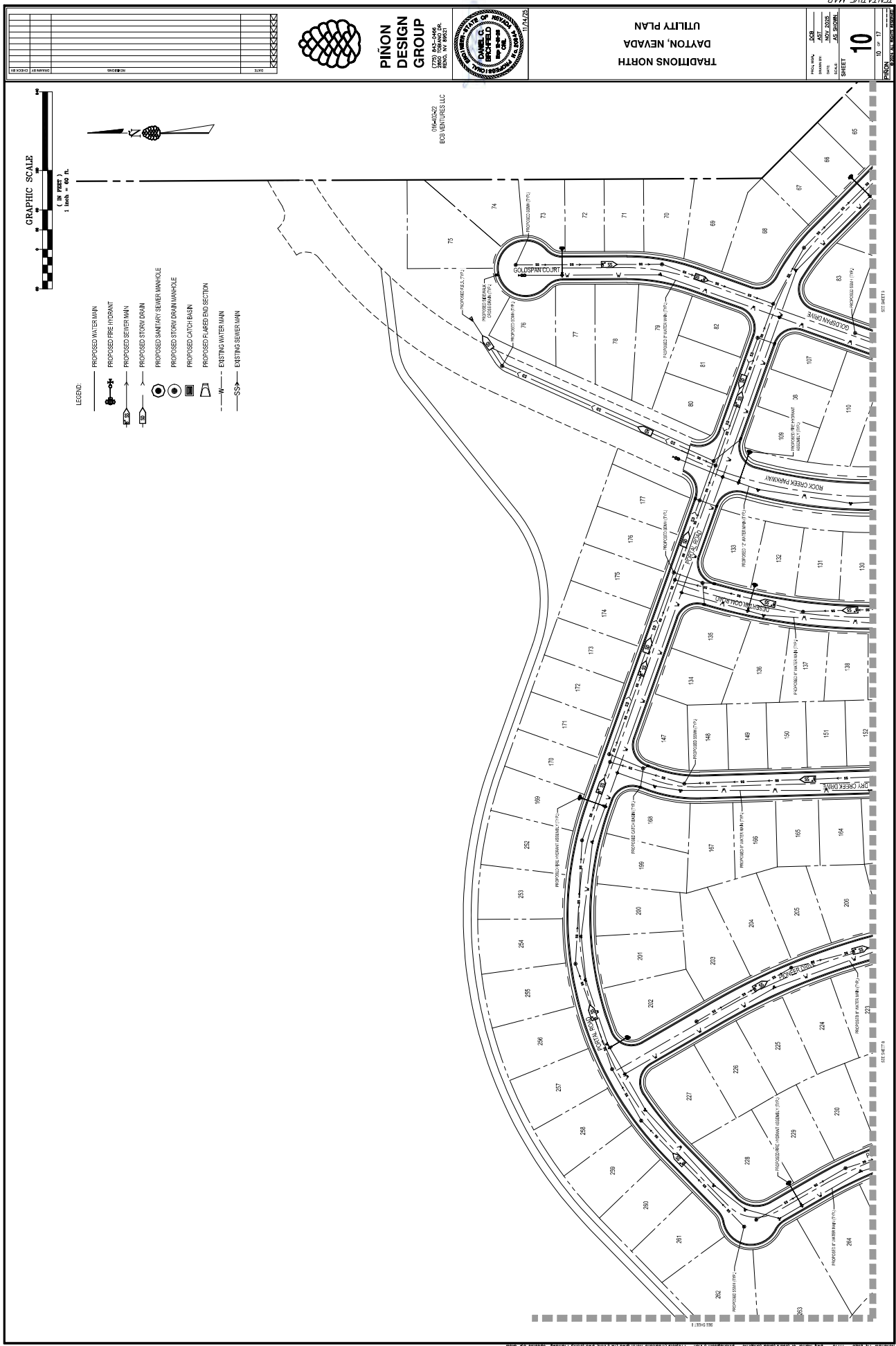


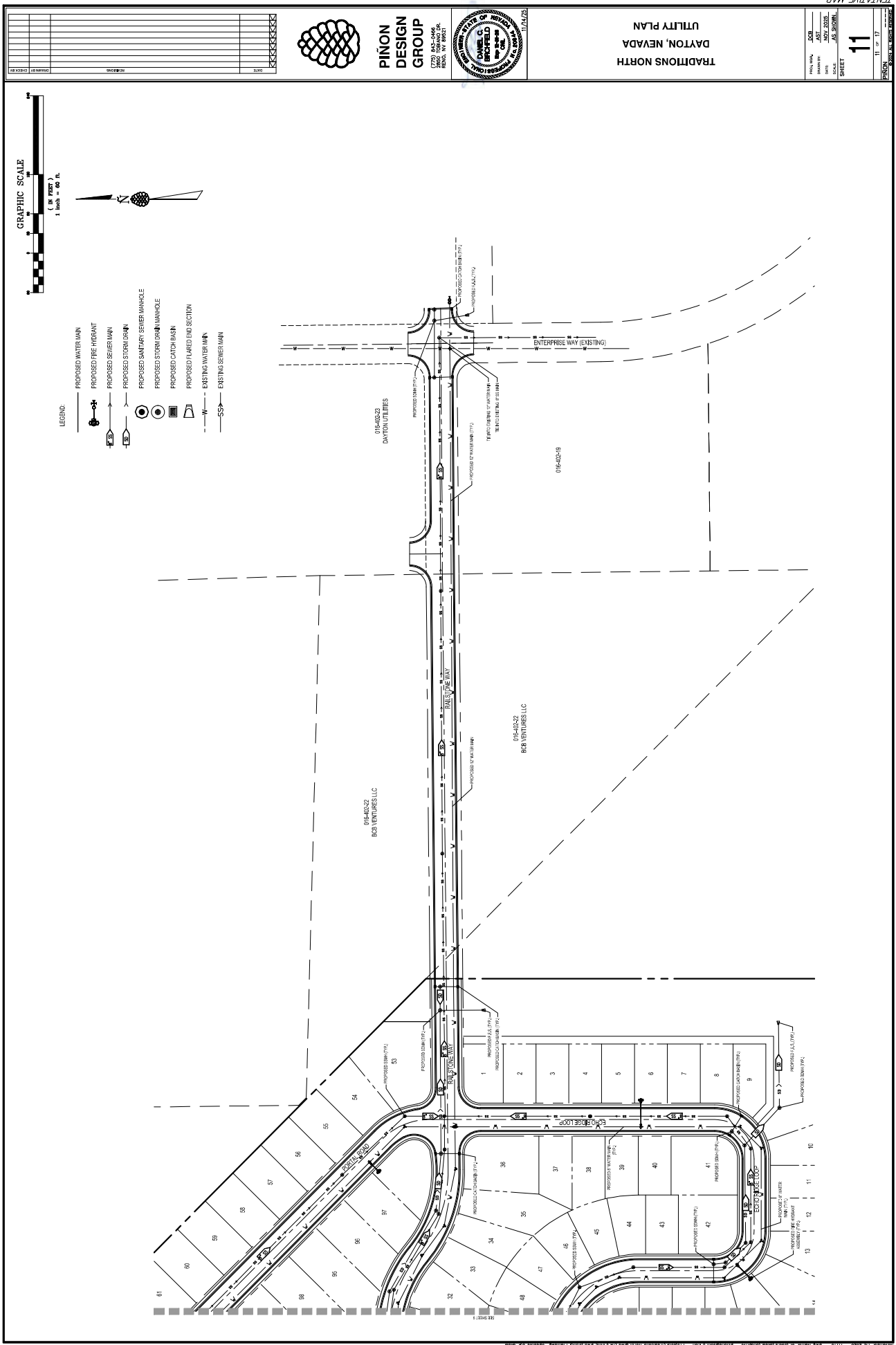
PIÑON
DESIGN
GROUP
1770 S. 4400 E.
SUITE 100
REDLAND, CA 92374

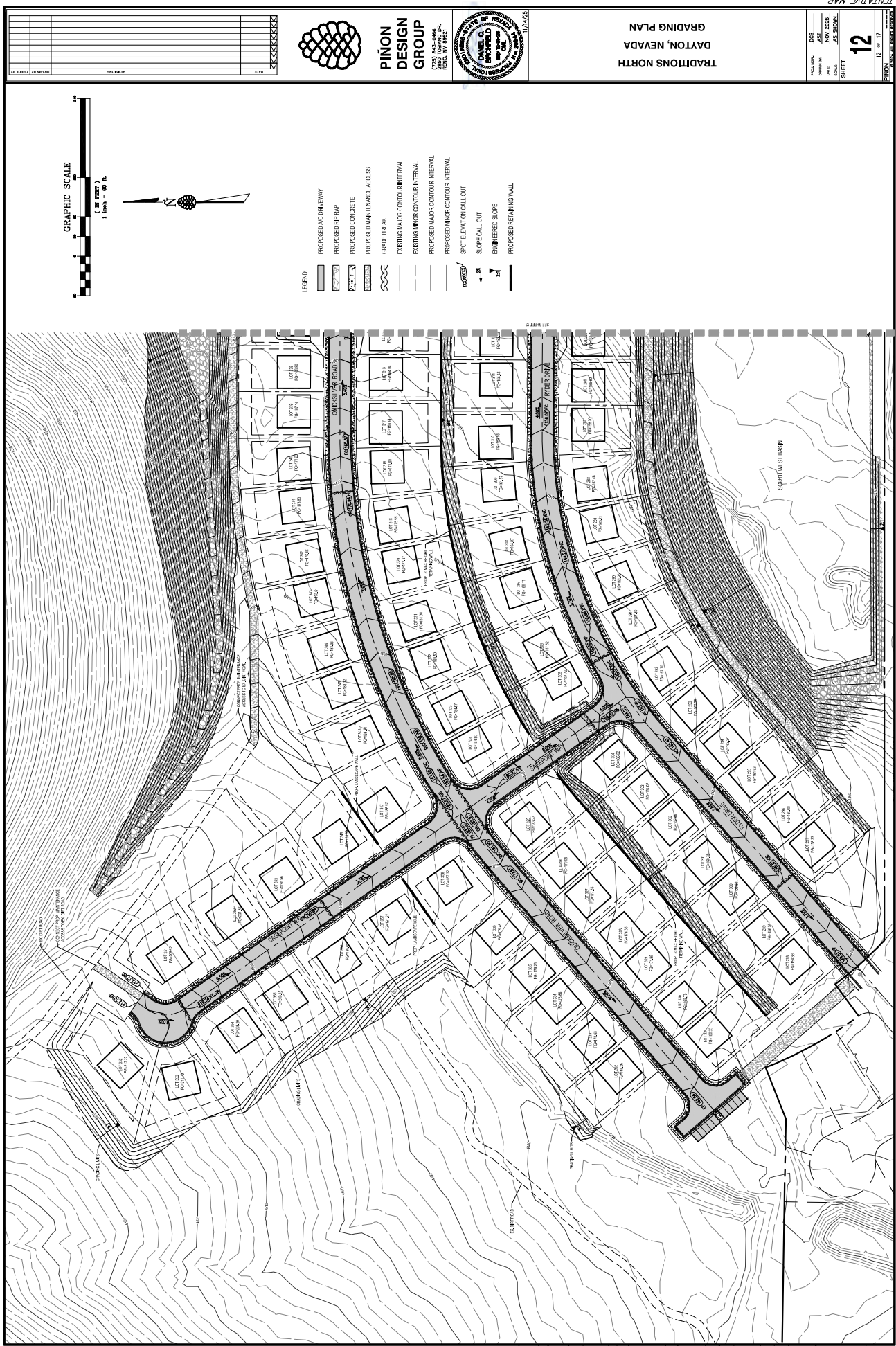


NO.	DESCRIPTION	DATE
1	PROPOSED WATER MAIN	05/11/2017
2	PROPOSED FIRE HYDRANT	05/11/2017
3	PROPOSED SEWER MAIN	05/11/2017
4	PROPOSED STORM DRAIN	05/11/2017
5	PROPOSED SANITARY SEWER MANHOLE	05/11/2017
6	PROPOSED STORM DRAIN MANHOLE	05/11/2017
7	PROPOSED CATCH BASIN	05/11/2017
8	PROPOSED FLARED END SECTION	05/11/2017
9	EXISTING WATER MAIN	05/11/2017
10	EXISTING SEWER MAIN	05/11/2017

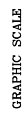












GENERAL NOTES

1. ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
2. TREES
 - DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 2 INCHES.
 - EVERGREEN TREES SHALL HAVE A MINIMUM HEIGHT OF 8 FEET.
 - ADDITIONAL TREES BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION AND PROVIDED AT THE DISCRETION OF THE OWNER.
3. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES. PLANT SPECIES AND SIZES SHALL BE DETERMINED BY THE LANDSCAPE ARCHITECT AND SHALL BE STAKED AS TO TREEMAN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
4. ALL SHRUB BEDS WILL RECEIVE 3" DEPTH MULCH WITH WEED CONTROL.
5. ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONIFER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCE-PRESSURE-TYPE BACKFLOW PREVENTER WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
6. PLANTING PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER LOCAL AGENCY CODE REQUIREMENTS. PLANT LOCATIONS, FINAL SPECIES SELECTION, AND SIZE AT INSTALLATION SHALL BE DETERMINED DURING DEVELOPMENT OF FINAL CONSTRUCTION DOCUMENTS.
7. ANY AMENITIES AND/OR AMENITY AREAS ARE CONCEPTUAL. FINAL SELECTION SHALL BE DETERMINED DURING DEVELOPMENT OF FINAL CONSTRUCTION DOCUMENTS.

LANDSCAPE DATA

TOTAL SITE AREA: 10,500 SQ FT (230.7 ACRES)
 JURISDICTION: LYON COUNTY
 APRIL 01, 2007
 USE CODE: 120 (VACANT SINGLE-FAMILY RESIDENTIAL)
 PER LYON COUNTY CHAPTER 340 RESIDENTIAL DESIGN STANDARDS, SECTION 340.010, LANDSCAPING SHALL BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF CH. 422.
 COMMERCIAL OPEN SPACE: EACH LOT SHALL CONTAIN A MIN. OF 20% COMMUNITY OPEN SPACE.
 • MIN. OF OPEN SPACE SHALL BE MADE ACCESSIBLE BY TRAILS ON OTHER IMPROVEMENTS.
 ENHANCED LANDSCAPING: ON LOTS MORE THAN 25 FT. MIN. OF ONE TREE SHALL BE PROVIDED IN FRONT YARD ON LOTS WIDER THAN 75 FT. A MIN. OF TWO TREES SHALL BE PROVIDED IN FRONT YARD.
 LANDSCAPING: A MIN. OF 10% OPEN SPACE SHALL BE PROVIDED BETWEEN THE STREET AND SIDEWALK MAY BE PROVIDED WITH A MIN. WIDTH OF 8 FT.

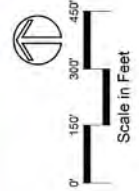
Tentative Map TRADITIONS NORTH, LLC Traditions North, LLC

Dayton
 No. Revision Date

Project No. 2022-001-001-001
 Date: 04/01/2022
 Project: 2022-001-001-001
 Title: 2022-001-001-001

Progress Set
 Not for Construction
 1 of 1

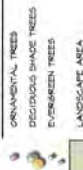
Sheet
 L1 1



AMENITY LEGEND



PLANT LEGEND





Joe Lombardo
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
310 Galletti Way
Sparks, Nevada 89431

Tracy Larkin-Thomason, P.E., Director

January 30, 2026

GCW Engineering
5482 Longley Lane, Suite B
Reno, NV, 89511
Attention: Marissa Harned, PE

SENT VIA ELECTRONIC MAIL

RE: Traditions North – Traffic Impact Study (11/12/2025)

Ms. Harned,

The Nevada Department of Transportation (NDOT) has reviewed the updated traffic analysis prepared by GCW Engineering, dated November 12th, 2025, for the above-referenced project. Based on the above information, this traffic study is accepted for this project, and it can move forward with the NDOT occupancy permit process. Please be aware of the following comments as the project progresses through the permit process.

1. NDOT acceptance of a traffic study is typically valid for one year following the date on the acceptance letter, provided the nature of the development does not significantly change. Permit applications made after one (1) year may require an amendment or a new traffic study. Permit applications made after five (5) years will require a new traffic impact study.
2. The following improvements are recommended as mitigations based on the traffic impact study:
 - a) Prior to reaching LOS E, construct an additional right-turn lane for the southbound Fortune Drive to US 50 movement to mitigate the cumulative developmental impacts of Traditions North and other projects north of US 50.
3. Given the multiple developments responsible for the mitigation of the cumulative impact, Lyon County may require the construction of transportation improvements it deems necessary to mitigate project-specific or cumulative impacts within NDOT right-of-way. Where such improvements are required and are not constructed by the County, Lyon County may participate in the review, approval, and administration of a reimbursement agreement among affected developers to allocate the cost of the required improvements on a pro rata basis. All required improvements shall be reviewed and permitted through NDOT and constructed in accordance with applicable NDOT standards and requirements.

4. Permit for Lyon County-maintained infrastructure, such as traffic signals, street lighting, County road approaches, etc., shall be on an encroachment permit application with the County as the main applicant.
5. All design features will be required to comply with NDOT Standards. Any deviation will require approval by the District Engineer. The Permit Office will provide details required for the deviation requests if needed during the permit application review.
6. This acceptance letter and the accepted traffic impact study will need to be included as part of the NDOT encroachment permit submittal. To obtain additional details about the NDOT encroachment permitting process, the NDOT District II Permits Office can be contacted at (775) 834-8330 or D2Permits@dot.nv.gov.

We look forward to working with your design team and helping you to achieve the successful completion of your project.

NDOT may require additional changes and/or comments as the permit process progresses. If you have any questions, please feel free to contact Jeff Graham at (775) 834-8382.

Sincerely,

Signed by:

Kelly Gaworski

0B63A74DA2BE4A8...

Kelly Gaworski, PE
Engineering Services Manager
NDOT District II

KG:jg

Enclosures: Traditions North – Traffic Impact Study (11/12/2025)

Cc: Gavin Henderson - Lyon County Community Development Director
Louis Cariola – Lyon County Senior Planner
Loren Chilson – Headway Transportation
Bhupinder Sandhu – District Engineer
Andrew Lawerence – Assistant District Engineer
Chris Bell – NDOT Traffic Operations
NDOT District II Traffic Engineering
NDOT District II Permits Office
File

TRAFFIC IMPACT STUDY FOR TRADITIONS NORTH

November 12, 2025

PREPARED FOR:

GF Development, LLC

PREPARED BY:



GCW, Inc.
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.gcwengineering.com

YOUR QUESTIONS ANSWERED QUICKLY

Why did you perform this study?

This Traffic Impact Study evaluates the potential traffic impacts associated with the proposed Traditions North project in Dayton, Nevada. This study of potential transportation impacts was undertaken for planning purposes and to assist in determining what traffic controls or mitigations may be needed to reduce potential impacts, if any are found.

What does the project consist of?

The project consists of approximately 364 single family residential housing units located north of US Highway 50 (US 50), Nevada Station Parkway, and the Traditions Village 1 and Village 2 developments.

The project will access US 50 via Fortune Drive and Traditions Parkway. The project originally contemplated a connection to Enterprise Way as well, however due to circumstances separate from the traffic study, a vehicle connection to Enterprise Way is no longer being considered and was not included in this traffic analysis and report. If the project wishes to pursue a vehicle connection to Enterprise Way in the future, a separate traffic analysis will need to be conducted at that time.

How much traffic will the project generate?

The project is anticipated to generate approximately 3,433 Daily, 255 AM peak hour, and 342 PM peak hour trips to the external roadway network.

How will project traffic affect the roadway network?

Under Opening Year Plus Project conditions, the study intersections are expected to operate within policy level of service thresholds.

Under Future Year conditions, the US 50/Fortune Drive intersection is anticipated to operate at level of service E during the AM peak hour. The poor level of service is primarily due to the high southbound right-turn volume on Fortune Drive. The southbound Fortune Drive approach currently contains a hatched-out lane which can be converted to a second right-turn lane. With dual southbound right-turn lanes and protected plus overlap phasing, the overall US 50/Fortune Drive intersection is anticipated to operate within policy level of service thresholds. Capacity improvements for the Future Year condition should be undertaken by NDOT as regional improvements since the poor future operating conditions will occur unrelated to this project.

Under Future Year Plus Project conditions, the analysis includes the needed regional capacity improvements (dual southbound right-turn lanes) at the US 50/Fortune Drive intersection. The study intersections are expected to operate at overall LOS D or better (within policy level of service thresholds).

What are the recommended improvements?

The project is not expected to result in levels of service below policy thresholds and therefore no project related mitigations are recommended. The following regional improvements by NDOT are included in the *US 50 Corridor Study* or as part of the corridor safety improvements that are currently at the 90% design stage, and were included in the Future Year analysis as a background condition:

- Lower the speed limit on US 50 from 60 mph to 55 mph from east of Fortune Drive to James Avenue to provide a more gradual transition in speed limits through the expanding urbanized area
- Widen US 50 to six lanes for the Future Year per the *US 50 Corridor Study*. With the widening project:
 - Construct/restripe a second southbound right-turn lane on Fortune Drive at US 50
 - Construct a westbound right-turn lane on US 50 at Fortune Drive (not shown in the *US 50 Corridor Study*) as exists today
 - Construct a westbound right-turn lane on US 50 at Traditions Parkway (not shown in the *US 50 Corridor Study*) as exists today
 - Improve the south leg of the US 50/Traditions Parkway/Segale Road intersection

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5. Opening Year Traffic Volumes, Lane Configurations, and Controls
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7. Project Trips – Opening Year
8. Project Trips – Future Year
9. Opening Year Plus Project Traffic Volumes, Lane Configurations, and Controls
10. Future Year Plus Project Traffic Volumes, Lane Configurations, and Controls

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- A. Crash Data
- B. Traffic Count Data Sheets
- C. Existing LOS Calculations
- D. Growth Rate Calculations
- E. Opening Year LOS Calculations
- F. Future Year LOS Calculations
- G. Opening Year Plus Project LOS Calculations
- H. Future Year Plus Project LOS Calculations

INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts on local intersections associated with the Traditions North project in Dayton, Nevada. This traffic impact study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found. The location of the project is shown on **Figure 1** and **Figure 2**, and the project site plan is shown on **Figure 3**.

Study Area and Evaluated Scenarios

The project consists of approximately 364 single family residential housing units. The project is located north of US Highway 50 (US 50), Nevada Station Parkway, and the Traditions Village 1 and Village 2 developments. The study intersections were identified as those most likely to be impacted by project traffic and are shown on **Figure 2**. The following intersections are included in this study:

1. Fortune Drive/Sugarloaf Drive
2. US 50/Fortune Drive
3. US 50/Traditions Parkway

This study includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- Existing Conditions
- Opening Year Conditions – this scenario analyzes a 4-year horizon (Year 2029)
- Opening Year Plus Project Conditions
- Future Year Conditions (20-year horizon) – this scenario analyzes the 20-year horizon beyond the Opening Year (Year 2049)
- Future Year Plus Project Conditions





ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Intersections

The complete methodology for intersection level of service analysis is established in *the Highway Capacity Manual (HCM)*, 7th Edition published by the Transportation Research Board (TRB). **Table 1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table 1: Level of Service Definition for Intersections

Level of Service	Brief Description	Average Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow conditions.	< 10	< 10
B	Stable conditions with some affect from other vehicles.	10 to 20	10 to 15
C	Stable conditions with significant affect from other vehicles.	20 to 35	15 to 25
D	High density traffic conditions still with stable flow.	35 to 55	25 to 35
E	At or near capacity flows.	55 to 80	35 to 50
F	Over capacity conditions.	> 80	> 50

Source: *Highway Capacity Manual, 7th Edition*

Level of service calculations were performed for the study intersections using the Synchro 12 software package with analysis and results reported in accordance with *HCM* methodology.

Level of Service Policy

Lyon County

Chapter 4 – Transportation of the *2020 Lyon County Master Plan* (adopted December 16, 2021) includes the following level of service policies:

Signalized Intersections

Level of Service at signalized intersections should be calculated using the Highway Capacity Manual, 2016 methodology. Delay at signalized intersections will be calculated on a peak hour basis and reported for the intersection overall. The overall intersections should operate at LOS D or better for the peak hour condition.

Unsignalized Intersections

Level of Service at unsignalized intersections should be calculated using the Highway Capacity Manual, 2016 methodology. Delay at unsignalized intersections will be calculated on a peak hour basis and reported for both the approach with the highest delay and the intersection overall. The intersection approaches should operate at LOS D or better for the peak hour condition.

Nevada Department of Transportation

The Nevada Department of Transportation (NDOT) *Traffic Impact Study Requirements* publication states:

Level of service "C" will be the design objective for capacity and under no circumstances will less than level of service "D" be accepted for site and non-site traffic

Hence, LOS "D" was used as the threshold criteria for this analysis.

EXISTING CONDITIONS

Roadway Facilities

A brief description of the key roadways in the study area is provided below.

US Highway 50 is a highway with four-lane (two lanes in each direction and left-turn pockets at intersections) and five-lane (two lanes in each direction and two-way left-turn lane) sections within the study area. The roadway runs in a northeast-southwest direction and is considered an east-west roadway in this analysis. US 50 is classified as a Principal Arterial per NDOT roadway classification. The posted speed limit on US 50 at Fortune Drive is 45 mph and transitions to 60 mph just east of Fortune Drive.

Fortune Drive is a four-lane roadway with two lanes in each direction and turn pockets at intersections between US 50 and Dayton Village Parkway/Corral Drive. North of Dayton Village Parkway/Corral Drive, Fortune Drive is a two-lane residential roadway. The posted speed limit on Fortune Drive is 25 mph.

Traditions Parkway is a four-lane roadway north of US 50 that intersects Nevada Station Parkway at a roundabout intersection. The south leg of the US 50/Traditions Parkway intersection is a two-lane roadway called Segale Road that serves rural residential properties. The posted speed limit on Traditions Parkway north of US 50 is 35 mph.

Sugarloaf Drive is a two-lane residential roadway. The posted speed limit on Sugarloaf Drive is 25 mph.

Alternative Modes of Travel

Bicycle and pedestrian facilities do not exist on US 50 in the project area. Sidewalk exists on both sides of Fortune Drive and Sugarloaf Drive for the entire length of each roadway. Sidewalk also exists on both sides of Traditions Parkway from approximately 450 feet north of US 50 to Nevada Station Parkway. The US

50/Fortune Drive intersection has a marked crosswalk on the north leg of the intersection. Bicycle lanes do not exist on the study roadways.

Lyon County does not provide fixed route bus service.

Crash History

Vehicle crash data was obtained from NDOT and includes information from the 2019 to 2023 five-year period (the most current data available). The data shows the following:

- Fortune Drive/Sugarloaf Drive – Zero crashes were reported at the intersection during the five year period
- US 50/Fortune Drive – Fourteen (14) crashes were reported at or within approximately 300 feet of the intersection during the five year period, including:
 - One (1) fatal crash – single vehicle run-off-the-road type crash involving alcohol
 - Six (6) injury crashes – 5 rear-end type crashes and 1 head-on type crash
 - Seven (7) property damage only (PDO) crashes – 5 single vehicle run-off-the-road type crashes and 2 rear-end type crashes
- US 50/Traditions Parkway – Four (4) crashes were reported at or within approximately 300 feet of the intersection during the five year period, including:
 - Two (2) injury crashes – 2 angle type crashes
 - Two (2) PDO crashes – 1 single vehicle run-off-the-road type crash and 1 rear-end type crash

There do not appear to be any trends or recurring crash types that require mitigations. The crash data sheets are provided in **Appendix A**.

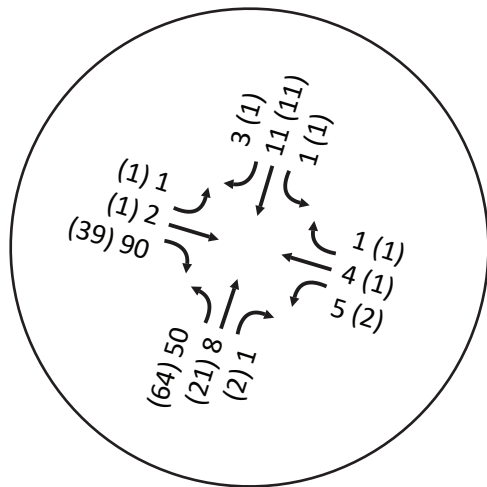
Traffic Volumes

AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hour traffic volumes were collected at the study intersections on Tuesday, June 3, 2025. A review of NDOT's Annual Traffic Reports including the *2024 Seasonal Growth Factors* report (the most recent available) shows that traffic volumes in June are typically higher than the annual average, therefore, a seasonal factor was not applied to the existing traffic count data. The traffic count data sheets are provided in **Appendix B**. **Figure 4** shows the existing traffic volumes at the study intersections.



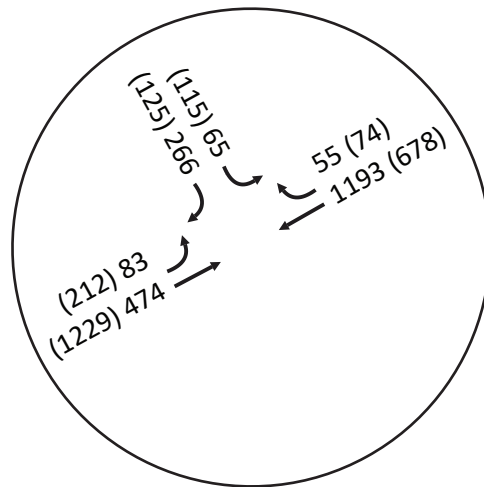
1

Fortune Dr /
Sugarloaf Dr



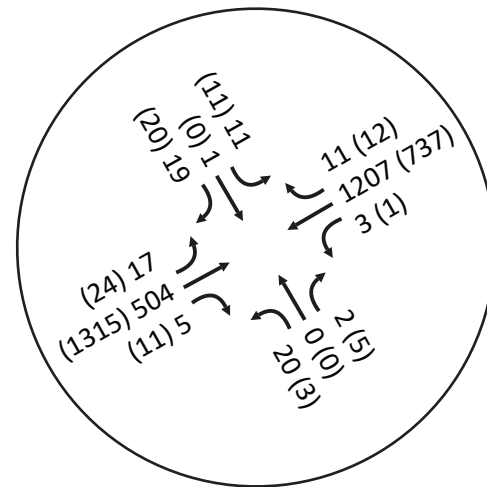
2

US 50 /
Fortune Dr



3

US 50 /
Traditions Pkwy



Intersection Level of Service Analysis

Existing weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections using Synchro 12 and HCS 2025 analysis software programs. The existing intersection lane configurations and controls are shown on **Figure 4**. **Table 2** shows the existing conditions level of service results and the technical calculations are provided in **Appendix C**.

Table 2: Existing Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS
1	Fortune Dr/Sugarloaf Dr	Side Street Stop				
	Overall		7	A	6	A
	EB Approach (Sugarloaf Dr)		9	A	9	A
	WB Approach (Sugarloaf Dr)		11	B	10	A
	NB Left (Fortune Dr)		7	A	7	A
	SB Left (Fortune Dr)		7	A	7	A
2	US 50/Fortune Dr	Signalized High-T				
	Overall		23	C	18	B
	EB Left (US 50)		45	D	24	C
	WB Approach (US 50)		18	B	15	B
	SB Approach (Fortune Dr)		36	D	23	C
	EB Merge (Fortune Dr to US 50) ³		6	A	13	B
3	US 50/Traditions Pkwy	Side Street Stop				
	Overall		1	A	1	A
	NB Approach (Segale Rd)		39	E	47	E
	SB Approach (Traditions Pkwy)		36	E	30	D
	EB Left (US 50)		12	B	10	A
	WB Left (US 50)		9	A	13	B

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

2. Average Density is reported for the EB Merge from the Fortune Dr SB left-turn to US 50 EB through movement.

3. Merge analysis was performed using HCS 2025 software.

Source: GCW, 2025

As shown in the table, the northbound and southbound approaches of the US 50/Traditions Parkway intersection are expected to operate at LOS E with minor street stop control. While the overall intersection is expected to operate at LOS A during the AM and PM peak hours, Lyon County standards state that unsignalized intersection “approaches should operate at LOS D or better for the peak hour condition.” A traffic signal at the US 50/Traditions Parkway intersection is currently under construction. The other study intersections are expected to operate within policy level of service thresholds.

OPENING YEAR CONDITIONS

The Opening Year of the project is anticipated to be 2029.

Traffic Volumes

Opening Year traffic volumes were developed by applying a regional growth rate to the existing traffic volumes at the study intersections for 4 years. An annual growth rate of 0.5 percent per year was used, since trip generation estimates from other significant planned/approved projects in the area were also added. The 0.5 percent annual growth rate is consistent with the methodology used on other projects approved by NDOT and accounts for regional background growth that is not included in the trip generation of other projects. Trips generated by the following planned/approved, but not yet built, projects in the area were added to the study intersections:

- Traditions Town Center Phases 1-3
- Dayton Six

The resulting annual growth for the Opening Year volumes is generally higher than the traffic volume growth outlined in the *US 50 Corridor Study* (approximately 8-9 percent vs. 4-5 percent) due to the planned/approved project trips. The Opening Year (2029) AM and PM peak hour intersection turning movement volumes are shown on **Figure 5**. The growth rate and traffic volume development calculations are provided in **Appendix D**.

Intersection Level of Service Analysis

Opening Year weekday AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Opening Year traffic volumes, the existing peak hour factors from the counts, and the lane configurations and controls shown on **Figure 5**. A traffic signal at the US 50/Traditions Parkway intersection is currently under construction and will be completed prior to the Opening Year (2029) of the project. The Opening Year analysis was conducted with a traffic signal at the intersection. **Table 3** shows the Opening Year level of service results and the technical calculations are provided in **Appendix E**.

Table 3: Opening Year Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS
1	Fortune Dr/Sugarloaf Dr	Side Street Stop				
	Overall		7	A	6	A
	EB Approach (Sugarloaf Dr)		9	A	9	A
	WB Approach (Sugarloaf Dr)		11	B	10	A
	NB Left (Fortune Dr)		7	A	7	A
	SB Left (Fortune Dr)		7	A	7	A
2	US 50/Fortune Dr	Signalized High-T				
	Overall		25	C	20	B
	EB Left (US 50)		49	D	34	C
	WB Approach (US 50)		21	C	16	B
	SB Approach (Fortune Dr)		39	D	36	D
	EB Merge (Fortune Dr to US 50) ³		12	B	17	B
3	US 50/Traditions Pkwy	Signal				
	Overall		20	B	20	C
	EB Approach (US 50)		14	B	17	B
	WB Approach (US 50)		21	C	21	C
	NB Approach (Segale Rd)		42	D	49	D
	SB Approach (Traditions Pkwy)		36	D	33	C

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

2. Average Density is reported for the EB Merge from the Fortune Dr SB left-turn to US 50 EB through movement.

3. Merge analysis was performed using HCS 2025 software.

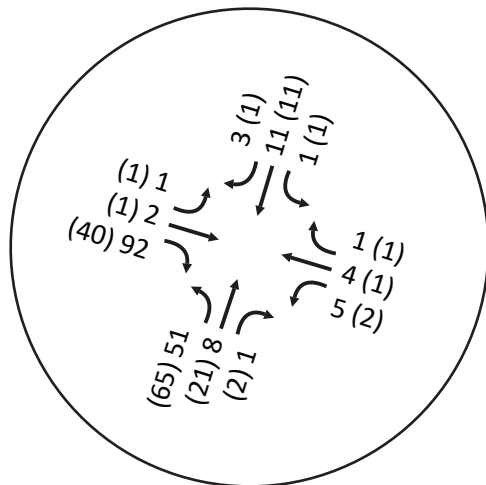
Source: GCW, 2025

As shown in the table, the study intersections are expected to operate within policy level of service thresholds during the AM and PM peak hours under Opening Year conditions.



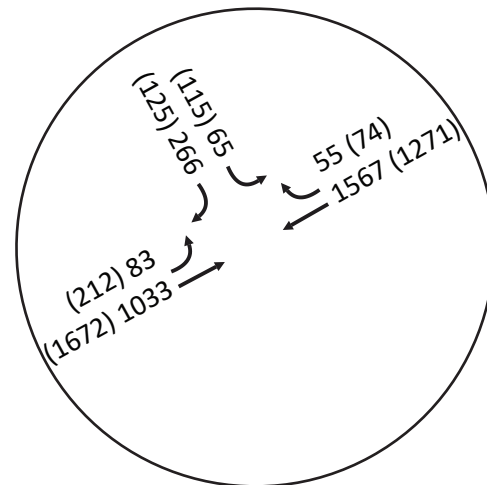
1

Fortune Dr /
Sugarloaf Dr



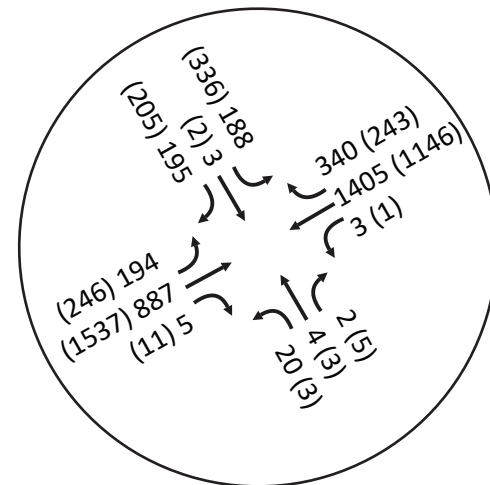
2

US 50 /
Fortune Dr



3

US 50 /
Traditions Pkwy



FUTURE YEAR CONDITIONS

The Future Year analysis estimates operating conditions for the 20-year horizon after Opening Year (Year 2049).

Planned Roadway Improvements

The *US 50 Corridor Study - Pine Cone Road to Neigh Road Traffic Report* (CA Group, Inc.) documents planned roadway improvements in the study area. The corridor study includes three build alternatives with improvements for the overall corridor – the Arterial Alternative, Parkway Alternative, and Controlled Access Alternative. Based on input from NDOT staff, the Arterial Alternative is understood to be the NDOT preferred alternative and was used as the basis for this study. Improvements at the US 50 intersections with Fortune Drive and Traditions Parkway are included in the Arterial Alternative. The Arterial Alternative improvements for the study intersections include:

- Six through lanes (three lanes in each direction) on US 50
- US 50/Fortune Drive – signalized High-T intersection with dual eastbound left-turn lanes
- US 50/Traditions Parkway – signalized intersection with full access (all movement allowed) for all approaches of the intersection

It is important to note that the improvements identified in the corridor study do not include westbound right-turn deceleration lanes at the US 50/Fortune Drive and US 50/Traditions Parkway intersections, however these lanes exist today. NDOT's access management standards include warrants for right-turn lanes, which are clearly met based on Future Year (no project) traffic volumes. It is anticipated, and the analysis assumes, that these existing right-turn lanes will continue to be provided for the Future Year condition (without the project) by NDOT as part of the US 50 widening project.

The Future Year lane configurations and controls used in the analysis are shown on **Figure 6**.

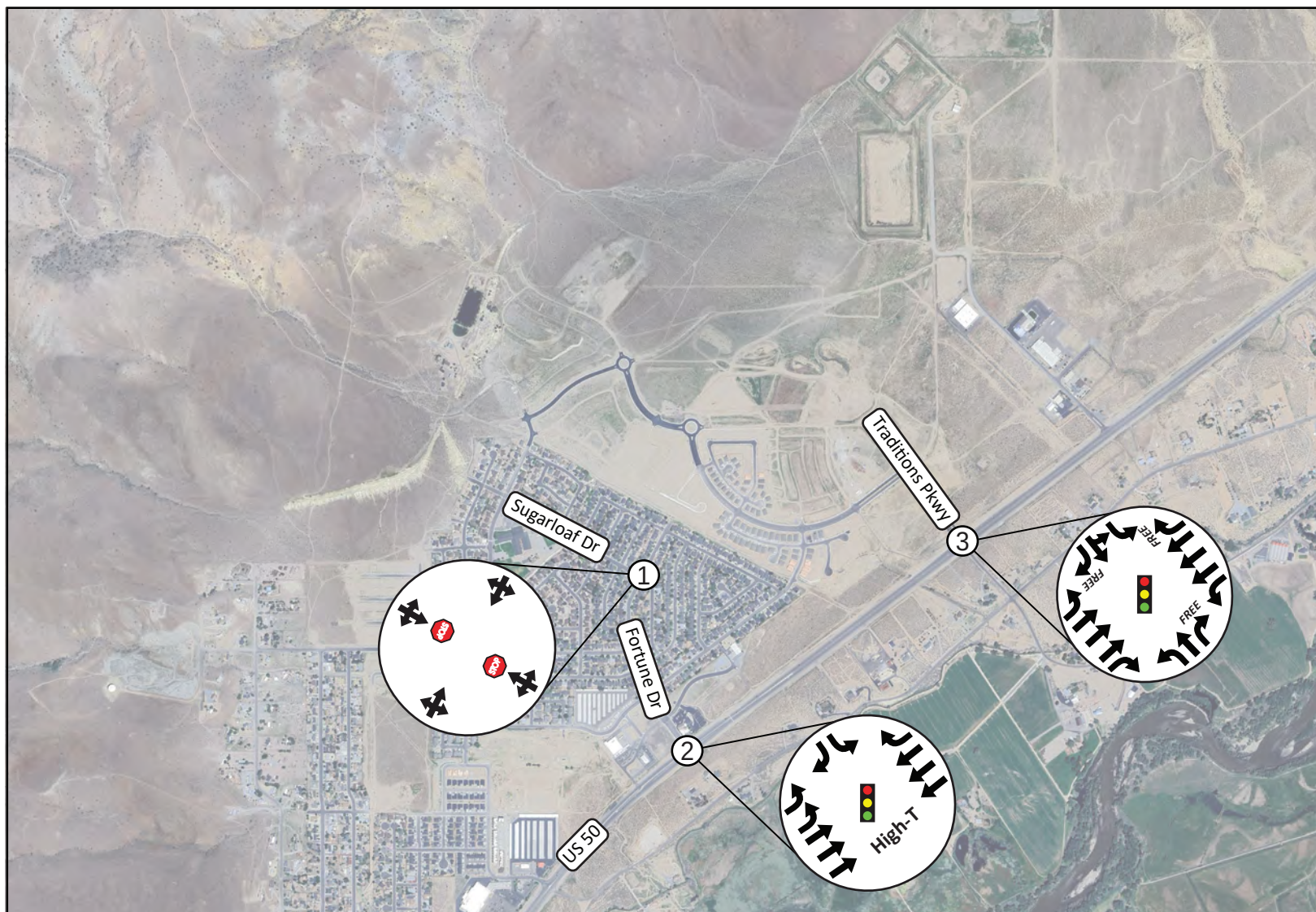
Planned/Anticipated Developments & Traffic Volume Forecasts

The *US 50 Corridor Study Traffic Report* includes analysis of multiple intersections on US 50 including the US 50/Fortune Drive and the US 50/Traditions Parkway intersections. The corridor study analyzes Future Year (2040) traffic volume forecasts that were developed using a regional growth rate and trip generation estimates from planned projects in the area. "Appendix 3 – 2040 Traffic Forecasting and Assumptions" of the *US 50 Corridor Study Traffic Report* (provided in **Appendix D**) includes a detailed description of how the forecasts were developed. The Future Year (2040) traffic volumes from the *US 50 Corridor Study Traffic Report* and from the *Traffic Impact Study for Traditions Town Center Phases 1-3* (Headway Transportation, September 27, 2023) were used as a starting point to develop Future Year (2049) forecasts for this analysis. The following steps were taken to develop Future Year (2049) traffic volumes at the study intersections:

1. Since the traffic volume forecasts in the *US 50 Corridor Study* represent the year 2040, background regional growth for an additional 9 years was calculated and added to the 2040 forecasts. An annual growth rate of 0.5 percent per year was used, since trip generation estimates from other planned/approved projects that were not included in the *US 50 Corridor Study* were also added and the 2040 volumes already account for known developments. The 0.5 percent annual growth rate is consistent with the methodology used on other projects approved by NDOT and accounts for regional background growth that is not included in the trip generation of other projects.
2. The *US 50 Corridor Study* traffic volume forecasts (2040) appear to already include a portion of the trips generated by the proposed Traditions project located north of US 50 between Fortune Drive and Traditions Parkway, but not the entire project. Trip generation estimates from the proposed Traditions Village 2 and Estates at Sutro (included in the Future Year forecasts for Traditions Town Center shown in Appendix D), Traditions Town Center Phases 1-3, and Dayton Six projects were added to the Future Year forecasts.

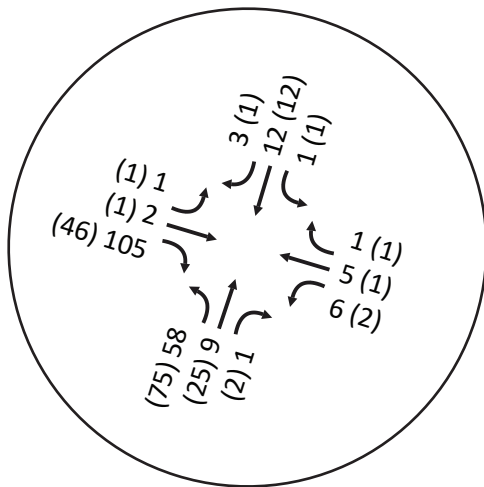
The Future Year (2049) traffic volumes are shown on **Figure 6** and represent the known long-term development in the study area.

The overall Future Year forecasts presented in the *US 50 Corridor Study* result in an average annual growth rate of approximately 4-5 percent when compared to the existing volumes presented in that study. Consistent with the *US 50 Corridor Study*, the Future Year (2049) volumes used in this analysis also result in an average annual growth rate of approximately 4-5 percent when compared to the existing (2025) traffic volumes shown on **Figure 4**. The growth rate and traffic volume development calculations are provided in **Appendix D**.



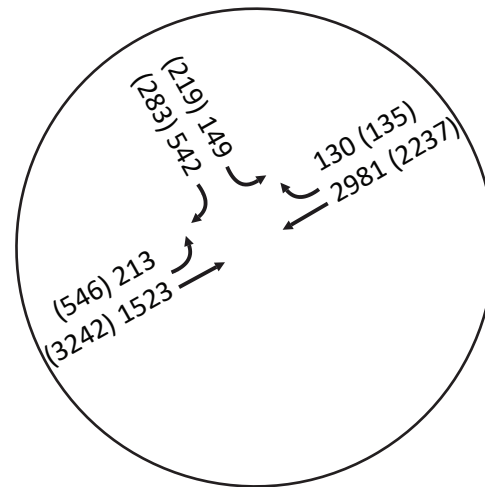
1

Fortune Dr /
Sugarloaf Dr



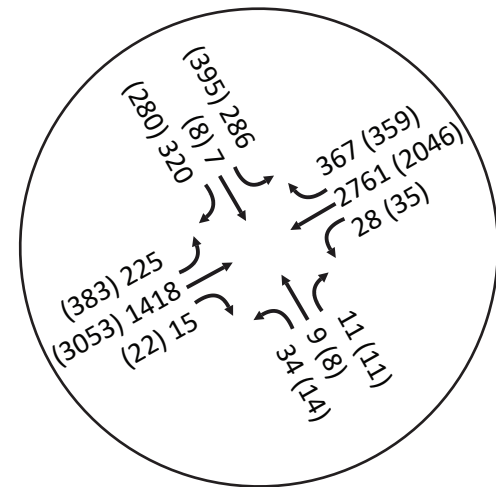
2

US 50 /
Fortune Dr



3

US 50 /
Traditions Pkwy



Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Future Year traffic volumes, lane configurations, and controls shown on **Figure 6**. **Table 4** shows the Future Year conditions level of service results and the technical calculations are provided in **Appendix F**.

Table 4: Future Year Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS
1	Fortune Dr/Sugarloaf Dr	Side Street Stop				
	Overall		8	A	6	A
	EB Approach (Sugarloaf Dr)		9	A	9	A
	WB Approach (Sugarloaf Dr)		11	B	11	B
	NB Left (Fortune Dr)		7	A	7	A
	SB Left (Fortune Dr)		7	A	7	A
2	US 50/Fortune Dr	Signalized High-T				
	Overall		74	E	41	D
	EB Left (US 50)		83	F	67	E
	WB Approach (US 50)		53	D	33	C
	SB Approach (Fortune Dr)		>120	F	57	E
	EB Merge (Fortune Dr to US 50) ³		18	B	35	D
3	US 50/Traditions Pkwy	Signal				
	Overall		36	D	38	D
	EB Approach (US 50)		21	C	31	C
	WB Approach (US 50)		38	D	43	D
	NB Approach (Segale Rd)		101	F	75	E
	SB Approach (Traditions Pkwy)		93	F	79	E

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

2. Average Density is reported for the EB Merge from the Fortune Dr SB left-turn to US 50 EB through movement.

3. Merge analysis was performed using HCS 2025 software.

Source: GCW, 2025

As shown in **Table 4**, the overall US 50/Fortune Drive intersection and some movements are anticipated to operate at level of service E/F during the AM peak hour. The poor level of service is primarily due to the high southbound right-turn volume on Fortune Drive. The southbound Fortune Drive approach currently contains a hatched-out lane which can be converted to a second right-turn lane. With dual southbound right-turn lanes and protected plus overlap phasing, the overall US 50/Fortune Drive intersection is anticipated to operate within policy level of service thresholds. Capacity improvements for the Future Year condition should be undertaken by NDOT as regional improvements since the poor future operating conditions will occur unrelated to this project.

PROJECT CONDITIONS

The project consists of up to 364 single family residential units.

Trip Generation

Trip generation rates from *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the proposed project based on the Single Family Detached Housing rates. **Table 5** shows the Daily, AM peak hour, and PM peak hour trip generation estimates.

Table 5: Trip Generation Estimates

Land Use (ITE Code)	Size ¹	Trips ²				
		Daily	AM	AM In/Out	PM	PM In/Out
Single Family Detached Housing (210)	364 du	3,433	255	64 / 191	342	216 / 127

Notes: 1. du = dwelling units

2. Trips were calculated based on the following rates per du: Daily – 9.43; AM – 0.70 (25% in / 75% out); PM – 0.94 (63% in / 37% out)

Source: GCW, 2025

As shown in the table, the project is expected to generate 3,433 Daily, 255 AM peak hour, and 342 PM peak hour trips.

Trip Distribution

Project trips were distributed to the adjacent roadway network based on existing traffic volumes, the locations of complimentary land uses, and anticipated travel patterns. Under Future Year Plus Project conditions, it was assumed that some traffic would travel between the proposed project and the planned Traditions Town Center and Dayton Six projects without accessing US 50. Project trips were distributed based on the following:

Opening Year

- 70% to/from the west via US 50
- 30% to/from the east via US 50

Future Year

- 10% to/from Dayton Six
- 8% to from Traditions Town Center
- 82% to/from US 50
 - 70% to/from the west via US 50
 - 30% to/from the east via US 50

Figure 7 shows the project trip distribution and assignment for the Opening Year scenario. **Figure 8** shows the project trip distribution and assignment for the Future Year scenario.

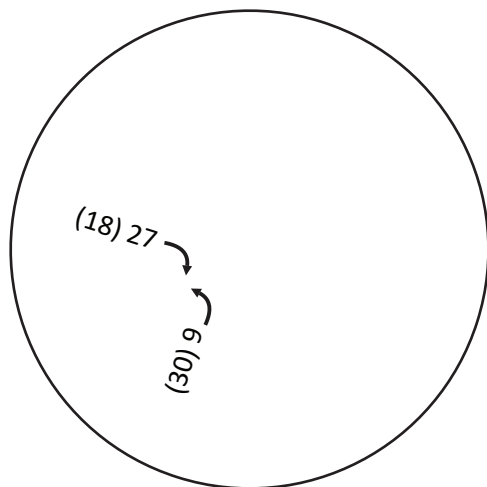
Project Access

The project is located north of the Traditions Village 1 and Village 2 projects and will connect to US 50 via Fortune Drive and Traditions Parkway.



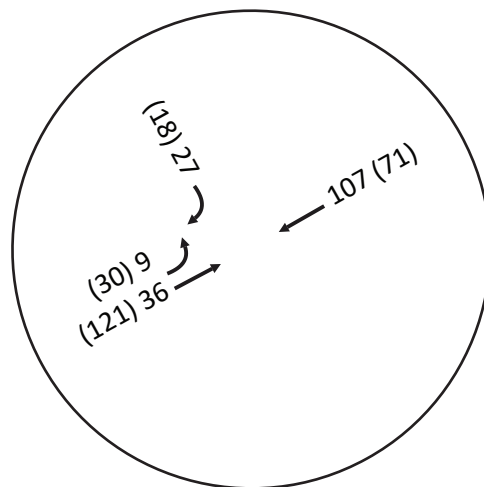
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Fortune Dr /
Sugarloaf Dr



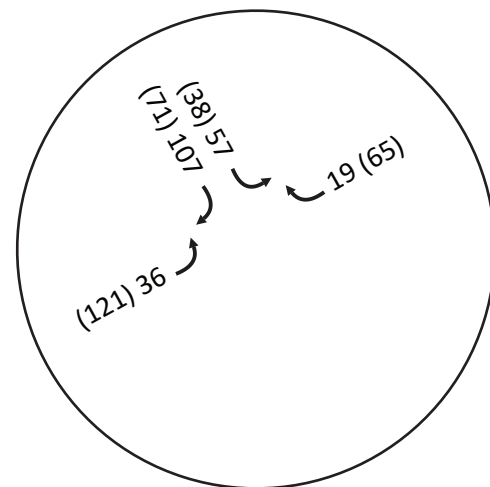
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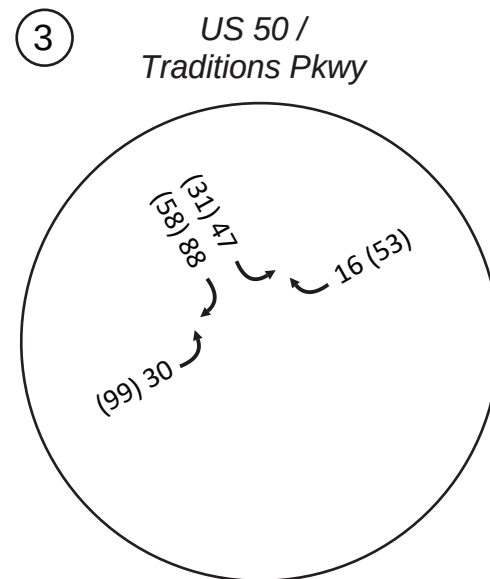
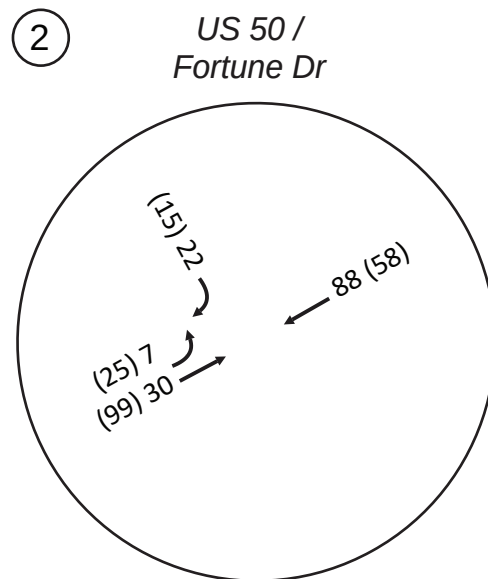
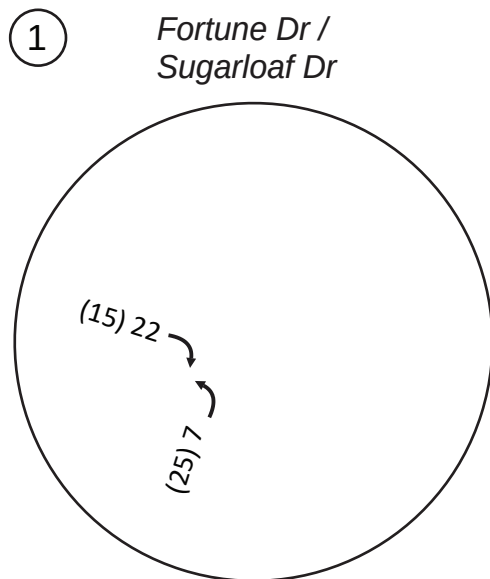
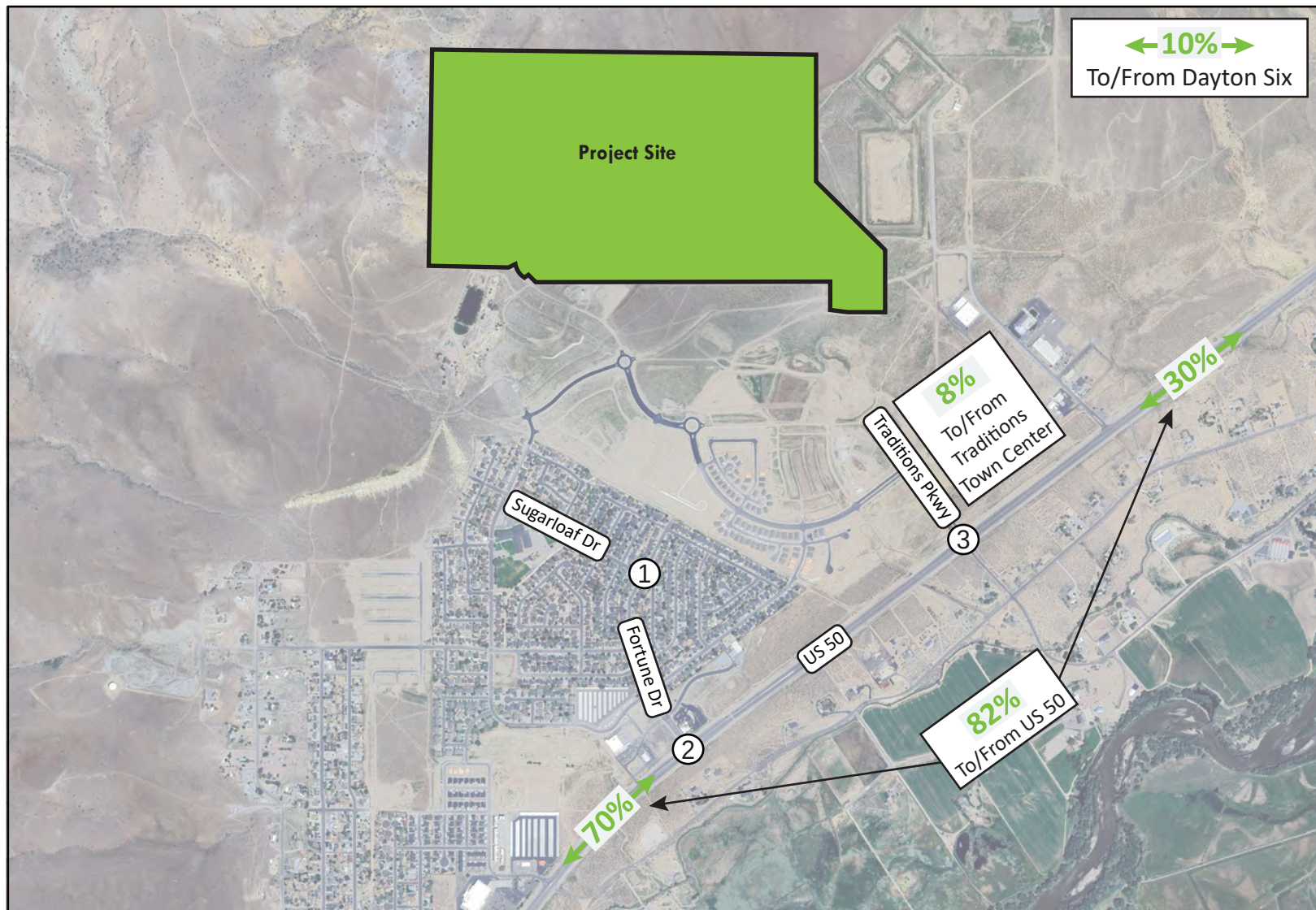
US 50 /
Fortune Dr



③

US 50 /
Traditions Pkwy





OPENING YEAR PLUS PROJECT CONDITIONS

Traffic Volumes

Project trips (**Figure 7**) were added to the Opening Year traffic volumes (**Figure 5**) to develop the Opening Year Plus Project conditions traffic volumes, shown on **Figure 9**.

Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Opening Year Plus Project traffic volumes, the existing peak hour factors from the counts, and the lane configurations and controls shown on **Figure 9**. **Table 6** shows the level of service results and the technical calculations are provided in **Appendix G**.

Table 6: Opening Year Plus Project Intersection Level of Service

Int. ID	Intersection	Control	Opening Year				Opening Year Plus Project			
			AM		PM		AM		PM	
			Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS
1	Fortune Dr/Sugarloaf Dr	Side Street Stop								
	Overall		7	A	6	A	8	A	7	A
	EB Approach (Sugarloaf Dr)		9	A	9	A	9	A	9	A
	WB Approach (Sugarloaf Dr)		11	B	10	A	11	B	11	B
	NB Left (Fortune Dr)		7	A	7	A	7	A	7	A
	SB Left (Fortune Dr)		7	A	7	A	7	A	7	A
2	US 50/Fortune Dr	Signalized High-T								
	Overall		25	C	20	B	32	C	25	C
	EB Left (US 50)		49	D	34	C	52	D	40	D
	WB Approach (US 50)		21	C	16	B	29	C	20	B
	SB Approach (Fortune Dr)		39	D	36	D	44	D	39	D
	EB Merge (Fortune Dr to US 50) ³		12	B	17	B	12	B	18	B
3	US 50/Traditions Pkwy	Signal								
	Overall		20	B	20	C	26	C	28	C
	EB Approach (US 50)		14	B	17	B	18	B	23	C
	WB Approach (US 50)		21	C	21	C	25	C	34	C
	NB Approach (Segale Rd)		42	D	49	D	44	D	54	D
	SB App. (Traditions Pkwy)		36	D	33	C	48	D	35	C

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

2. Average Density is reported for the EB Merge from the Fortune Dr SB left-turn to US 50 EB through movement.

3. Merge analysis was performed using HCS 2025 software.

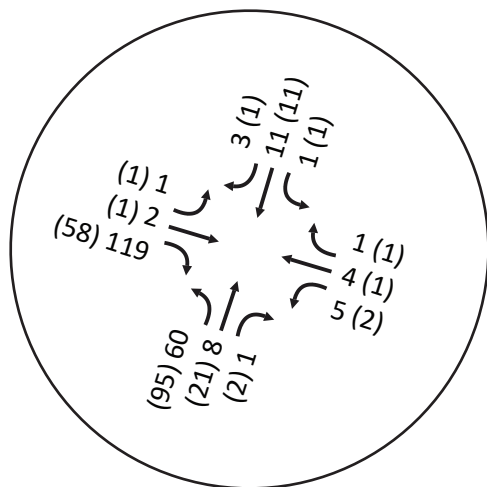
Source: GCW, 2025

As shown in the table, the study intersections are expected to operate at LOS C or better with project traffic.



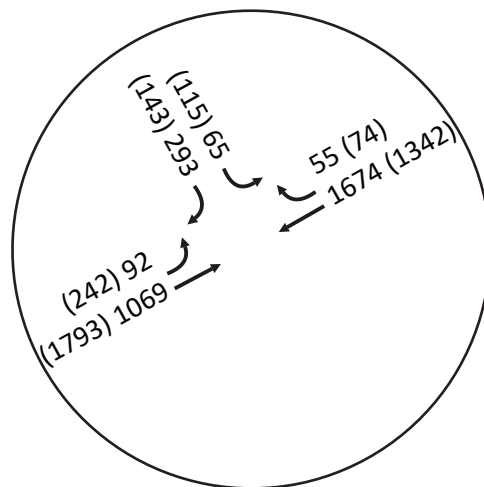
1

Fortune Dr /
Sugarloaf Dr



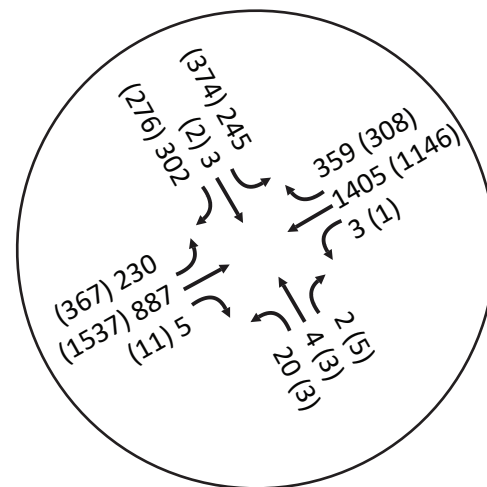
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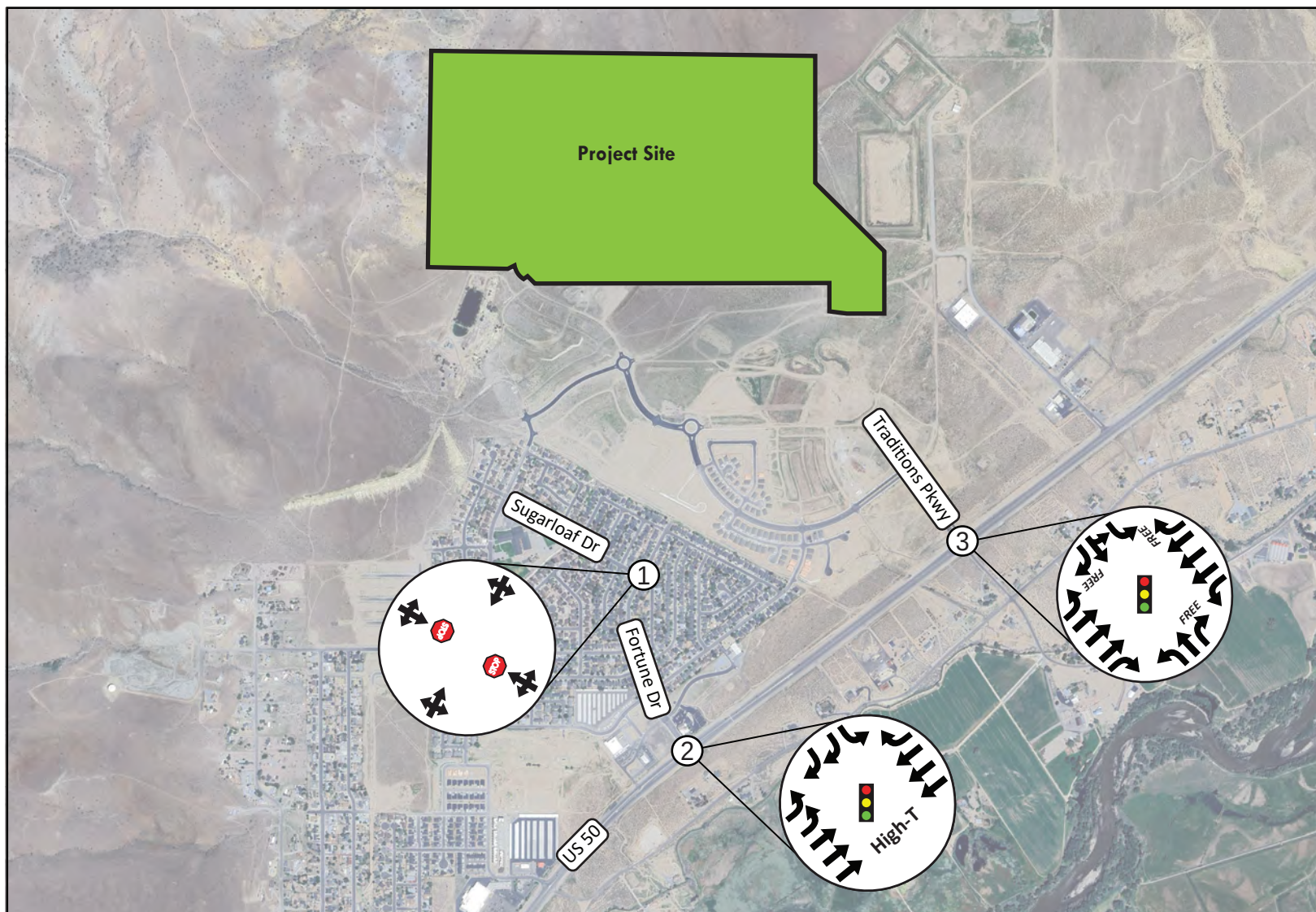
US 50 /
Fortune Dr



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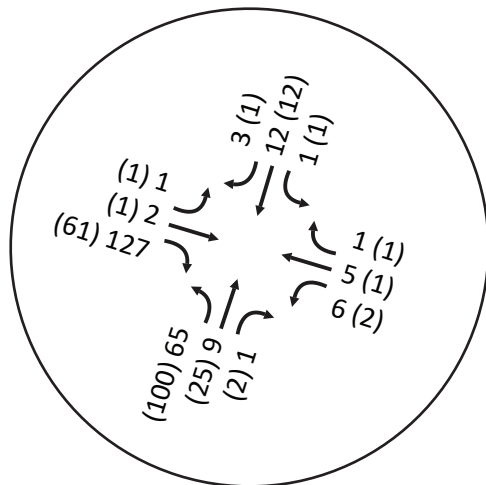
US 50 /
Traditions Pkwy





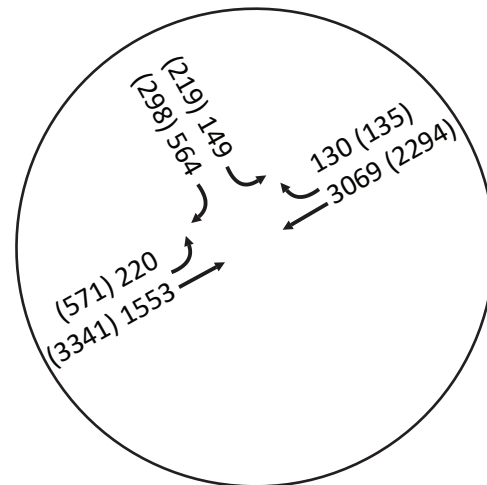
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Fortune Dr /
Sugarloaf Dr



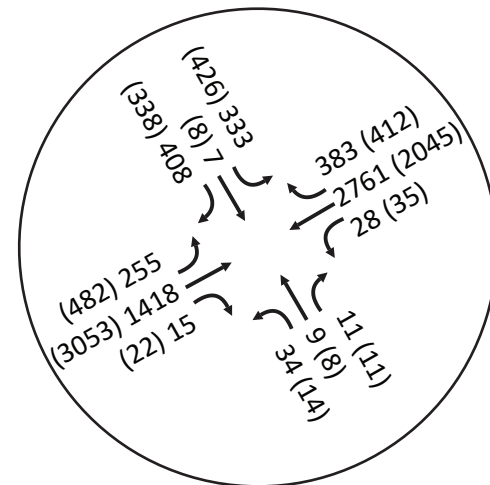
2

US 50 /
Fortune Dr



3

US 50 /
Traditions Pkwy



FUTURE YEAR PLUS PROJECT CONDITIONS

Traffic Volumes

Project trips (**Figure 8**) were added to the Future Year traffic volumes (**Figure 6**) to develop the Future Year Plus Project conditions traffic volumes, shown on **Figure 10**.

Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Future Year Plus Project traffic volumes and the lane configurations and controls shown on **Figure 10**. The analysis includes the planned roadway improvements from the *US 50 Corridor Study*, including six lanes on US 50 (see the “Future Year Conditions” section of this report for more detail). Additionally, as discussed in the “Future Year Conditions” section of this report, a second southbound right-turn lane is needed at the US 50/Fortune Drive intersection to provide operations within policy thresholds and should be undertaken by NDOT as a regional improvement since the poor future operating conditions will occur unrelated to this project. The Future Year Plus Project conditions analysis assumes this capacity improvement is in place. **Table 7** shows the level of service results and the technical calculations are provided in **Appendix H**.

Table 7: Future Year Plus Project Intersection Level of Service

Int. ID	Intersection	Control	Future Year				Future Year Plus Project			
			AM		PM		AM		PM	
			Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS	Delay ¹ Density ²	LOS
1	Fortune Dr/Sugarloaf Dr	Side Street Stop								
	Overall		8	A	6	A	8	A	7	A
	EB Approach (Sugarloaf Dr)		9	A	9	A	9	A	9	A
	WB Approach (Sugarloaf Dr)		11	B	11	B	11	B	11	B
	NB Left (Fortune Dr)		7	A	7	A	7	A	7	A
	SB Left (Fortune Dr)		7	A	7	A	7	A	7	A
2	US 50/Fortune Dr	Signalized High-T with dual SB right-turn lanes ⁴								
	Overall		49	D	37	D	55	D	40	D
	EB Left (US 50)		94	F	58	E	91	F	61	E
	WB Approach (US 50)		35	C	30	C	43	D	34	C
	SB Approach (Fortune Dr)		93	F	45	D	94	F	45	D
	EB Merge (Fortune Dr to US 50) ³		18	B	35	D	18	B	36	D
3	US 50/Traditions Pkwy	Signal								
	Overall		36	D	38	D	44	D	50	D
	EB Approach (US 50)		21	C	31	C	25	C	35	C
	WB Approach (US 50)		38	D	43	D	49	D	67	E
	NB Approach (Segale Rd)		101	F	75	E	112	F	87	F
	SB App. (Traditions Pkwy)		93	F	79	E	95	F	94	F

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.

2. Average Density is reported for the EB Merge from the Fortune Dr SB left-turn to US 50 EB through movement.

3. Merge analysis was performed using HCS 2025 software.

4. The analysis assumes capacity improvements including dual southbound right-turn lanes are in place at this intersection.

Source: GCW, 2025

As shown in the table, the study intersections are expected to operate at overall LOS D or better (within policy thresholds) under Future Year Plus Project conditions.

CONCLUSIONS & RECOMMENDATIONS

The following is a list of our key findings and recommendations:

- The proposed project consists of approximately 364 single family housing units and is anticipated to generate approximately 3,433 Daily, 255 AM peak hour, and 342 PM peak hour trips to the external roadway network.
- The project is located north of US 50, Nevada Station Parkway, and the Traditions Village 1 and Village 2 projects.
- The project will access US 50 via Fortune Drive and Traditions Parkway. The project originally contemplated a connection to Enterprise Way as well, however due to circumstances separate from the traffic study, a vehicle connection to Enterprise Way is no longer being considered and was not included in this traffic analysis and report. If the project wishes to pursue a vehicle connection to Enterprise Way in the future, a separate traffic analysis will need to be conducted at that time.
- Under Existing conditions, the northbound and southbound approaches of the US 50/Traditions Parkway intersection are expected to operate at LOS E with minor street stop control. While the overall intersection is expected to operate at LOS A during the AM and PM peak hours, Lyon County standards state that unsignalized intersection “approaches should operate at LOS D or better for the peak hour condition.” A traffic signal at the US 50/Traditions Parkway intersection is currently under construction and will be completed prior to the Opening Year (2029) of the project. The other study intersections are expected to operate within policy level of service thresholds.
- Under Opening Year and Opening Year Plus Project conditions, the study intersections are expected to operate within policy level of service thresholds.
- Under Future Year conditions, the US 50/Fortune Drive intersection is anticipated to operate at level of service E during the AM peak hour. The poor level of service is primarily due to the high southbound right-turn volume on Fortune Drive. The southbound Fortune Drive approach currently contains a hatched-out lane which can be converted to a second right-turn lane. With dual southbound right-turn lanes and protected plus overlap phasing, the overall US 50/Fortune Drive intersection is anticipated to operate within policy level of service thresholds. Capacity improvements for the Future Year condition should be undertaken by NDOT as regional improvements since the poor future operating conditions will occur unrelated to this project
- Under Future Year Plus Project conditions, the analysis includes the needed regional capacity improvements (dual southbound right-turn lanes) at the US 50/Fortune Drive intersection. The study intersections are expected to operate at overall LOS D or better (within policy level of service thresholds).
- The project is not expected to result in levels of service below policy thresholds and therefore no project related mitigations are recommended. The following regional improvements by NDOT are

included in the *US 50 Corridor Study* or as part of the corridor safety improvements that are currently at the 90% design stage, and were included in the Future Year analysis as a background condition:

- Lower the speed limit on US 50 from 60 mph to 55 mph from east of Fortune Drive to James Avenue to provide a more gradual transition in speed limits through the expanding urbanized area
- Widen US 50 to six lanes for the Future Year per the US 50 Corridor Study. With the widening project:
 - Construct/restripe a second southbound right-turn lane on Fortune Drive at US 50
 - Construct a westbound right-turn lane on US 50 at Fortune Drive (not shown in the *US 50 Corridor Study*) as exists today
 - Construct a westbound right-turn lane on US 50 at Traditions Parkway (not shown in the *US 50 Corridor Study*) as exists today
 - Improve the south leg of the US 50/Traditions Parkway/Segale Road intersection



To: Lyon County Community Development
From: Piñon Design Group
Date: 11/12/2025
Subject: Hydrology and Hydraulic Study per Lyon County Code Section 15.800.07

This memo is prepared in accordance with Lyon County Code Section 15.800.07(E) Hydrology and Hydraulic Study Requirements. A Conceptual Drainage Study for the Traditions North project (Tentative Map) has been prepared in accordance with Lyon County requirements and demonstrates that the project is not located within a Special Flood Hazard area. According to the FEMA FIRM Community-Panel Number 32019C0290E. The site is in Zone X which is defined by FEMA as areas of minimal flood hazard. Reference Appendix A for the FEMA FIRM flood zone maps on the proposed site and adjacent properties to the site. Neither a Conditional Letter of Map Revision (CLOMR) or Letter of Map Revision (LOMR) is required for this project.

The offsite hydrology and hydraulic output data referenced in the Conceptual Drainage Study was analyzed as part of the North Dayton Valley Area Drainage Master Plan and provided by JE Fuller to Piñon Design Group under the direction of Lyon County Community Development. Please reference the Conceptual Drainage Study for more information.

Sincerely,

Piñon Design Group

Dan Birchfield, PE
President

TRADITIONS NORTH

Conceptual Drainage Report

November 2025

Traditions North

APN: 016-406-07 • 230.76 acres
Dayton, Nevada

By: Piñon Design Group

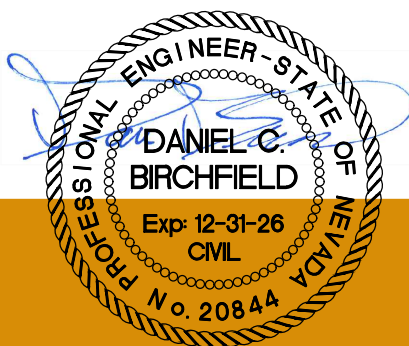


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II. INTRODUCTION

This Conceptual Drainage Study has been prepared for the Traditions North subdivision in Dayton, Nevada. The report evaluates existing drainage conditions, proposed improvements, hydrologic calculations, detention design requirements, and compliance with Lyon County Drainage Guidelines (Revised September 2024).

A. Site Location

1) Street Location & APN

The proposed Traditions North subdivision is located in Dayton, Nevada, northeast of Highway 50 and north of existing Traditions development areas. The property is identified as **APN 016-406-07** and comprises **230.76 acres**.

2) Section, Township, Range & Coordinates

Approximate location:

- S1, T16N, R21E
- Latitude: 39.2836°, Longitude: -119.5778°

3) Adjacent Developments

- North: Undeveloped land (BLM)
- South: Traditions Subdivisions (existing/planned)
- East: Undeveloped land and drainage corridors (BLM)
- West: Mixed undeveloped private property and Lyon County land

Figure 1A: Project Location



B. Site Description

1) Topography, Ground Cover, Soils

The 230.76-acre site consists of gently sloping alluvial fan terrain, generally draining from northeast to southwest toward the Carson River watershed. Elevations vary by approximately 170 feet across area of proposed development. Ground cover consists primarily of native desert vegetation and disturbed soils. On-site NRCS soils consist of Hydrologic Soil Groups A and C typical of Dayton area alluvium.

2) Existing Drainage Facilities & Conditions

The project area currently conveys stormwater as **shallow overland sheet flow** across the site toward existing drainage paths trending southwest. No manmade drainage systems currently exist onsite. Off-site drainage entering the parcel comes from minor upstream watershed areas north and east of the property.

3) **FEMA Zone**

The site is located within FEMA Zone X. No areas of special flood hazard (Zone A, AE, or AO) exist within the project boundary.

C. Proposed Project Description

- 1) Traditions North proposes a **residential subdivision** across the 230.76-acre parcel, including new internal streets, drainage conveyance improvements, and potential open space/trail corridors. Phasing is anticipated to include multi-phase development (approximately 4 subdivisions), generally progressing from south to north.

D. Previous Studies

- 1) North Dayton Valley Area Drainage Master Plan (ADMP) dated August 1, 2019.

III. HISTORIC DRAINAGE SYSTEM

A. Area Drainage Master Plan (ADMP) Applicability

- 1) Historic drainage conditions are based on the North Dayton Valley Area Drainage Master Plan (NDVADMP) dated August 1, 2019. The ADMP identifies major flow paths and regional inflow cross sections relevant to this project.

B. Basins

1) **Relationship to Major Drainage Facilities**

The site drains toward regional off-site flow paths ultimately tributary to the Carson River watershed.

2) **Basin Characteristics**

- Terrain: alluvial fan slopes
- Runoff behavior: shallow, unconfined and moderately confined flows
- Vegetation: sparse desert vegetation with moderate infiltration
- Erosion potential: moderate due to sandy soils and slope gradients

3) **Existing Drainage Patterns**

Runoff flows in shallow concentrated flow patterns toward the east and south, exiting the site along the southern and eastern boundaries.

4) **Historic Data**

NDVADMP Cross Section	100YR-24HR (cfs)	100YR-6H (cfs)	25YR-24HR (cfs)
12	18.7	38.5	11.1
162	4.0	11.0	2.8
165.8	313.1	8.41	106.0

5) **Effects on Adjacent Properties**

Historically, runoff disperses widely across the alluvial surface.

Concentrated discharge is not present under existing conditions.

Development must avoid increasing flow concentration onto undeveloped neighboring properties.

IV. PROPOSED DRAINAGE SYSTEM

The project proposes a residential subdivision using engineered conveyance, storm drain infrastructure, open space corridors, and four regional detention basins (NE-BASIN, NW-BASIN, SE-BASIN, SW-BASIN).

A. Design Storm Criteria

1) **Design Storm**

The 100-year – 6-hour design storm was analyzed because this event was nearly double the peak runoff of the 100-year –24-hour event, according to the NDVADMP.

2) **Hydrologic Method**

Hydrologic modeling was completed using Autodesk Storm and Sanitary Analysis (SSA) with the HEC-1 Unit Hydrograph method and the SCS Curve Number (CN) loss method.

3) **Rainfall Information Used** (NOAA Atlas 14, Lyon County)

- 5-yr, 24-hr: ~ 1.36 inches
- 25-yr, 24-hr: ~ 1.89 inches
- 100-yr, 24-hr: ~ 2.77 inches
- **100-yr, 6-hr: ~ 1.66 inches**

B. Runoff

1) **Historic (Pre-Development) Flow Rates and Paths**

For this study, the **baseline (pre-development) peak flows** at these cross sections are taken from the ADMP and incorporated into the post-development model as upstream boundary inflows. Conceptually, this ensures that **existing watershed inflows are preserved** and only the incremental contribution from the project is modified by development.

2) **Developed (Post-Development) Flow Rates and Paths**

For post-development conditions, the project watershed has been divided into **seven local subbasins (Sub-01 through Sub-07)** representing the Traditions North site, plus imported ADMP inflows represented as **X-SEC-12, X-SEC-162, and X-SEC-170** within the SSA model.

Total modeled area of local subbasins is approximately **93.26 acres**, which reflects the portion of the 230.76-acre site included in the hydrologic model at this conceptual stage (remaining area to remain undeveloped or be incorporated in future refinement or represented via additional subbasins as design advances).

Regional inflows from the ADMP are carried into the model as **X-SEC-12, X-SEC-162, and X-SEC-170**. These are summarized above and represent the **external pre-development inflows** to which project runoff is added.

All local and regional flows are routed through the proposed conveyance and detention system to the **NE-OUTFALL** node, which represents the primary discharge point from the Traditions North site to the downstream system. The SE-OUTFALL and SW-OUTFALL were modeled to have zero discharge in the design storm event; however, the final design report may indicate flow. In any case, the basins will have constructed outlets/spillways in the event of storm in excess of the design storm.

C. Proposed Improvements

- 1) Flows will be conveyed using a combination of:
 - Drainage swales
 - Curb and gutter
 - Underground storm drain pipes
 - Open space drainage corridors
 - Four regional flow storage basins (Detention/Water Quality)
 - Three project outfalls

- 2) A detailed pipe by pipe analysis of the proposed storm drain systems is not appropriate for this conceptual drainage study but will be analyzed at final design to ensure they meet Lyon County Drainage Guidelines. The storm drain systems were analyzed as conceptual system with water catchment subbasin areas delineated for each system. The design storm was applied to each of these systems to properly route the proposed drainage distribution and ensure the overall system and storage basins are adequately sized.

Local Project Subbasins (From SSA): **Table 1:**

Subbasin	Area (ac)	Peak Flow (cfs)
Sub-01	10.14	8.57
Sub-02	7.01	5.93
Sub-03	10.01	8.41
Sub-04	14.83	12.51
Sub-05	4.21	3.56
Sub-06	39.87	33.59
Sub-07	7.18	6.04

D. Detention Basins

Four flow storage basins are planned for Traditions North:

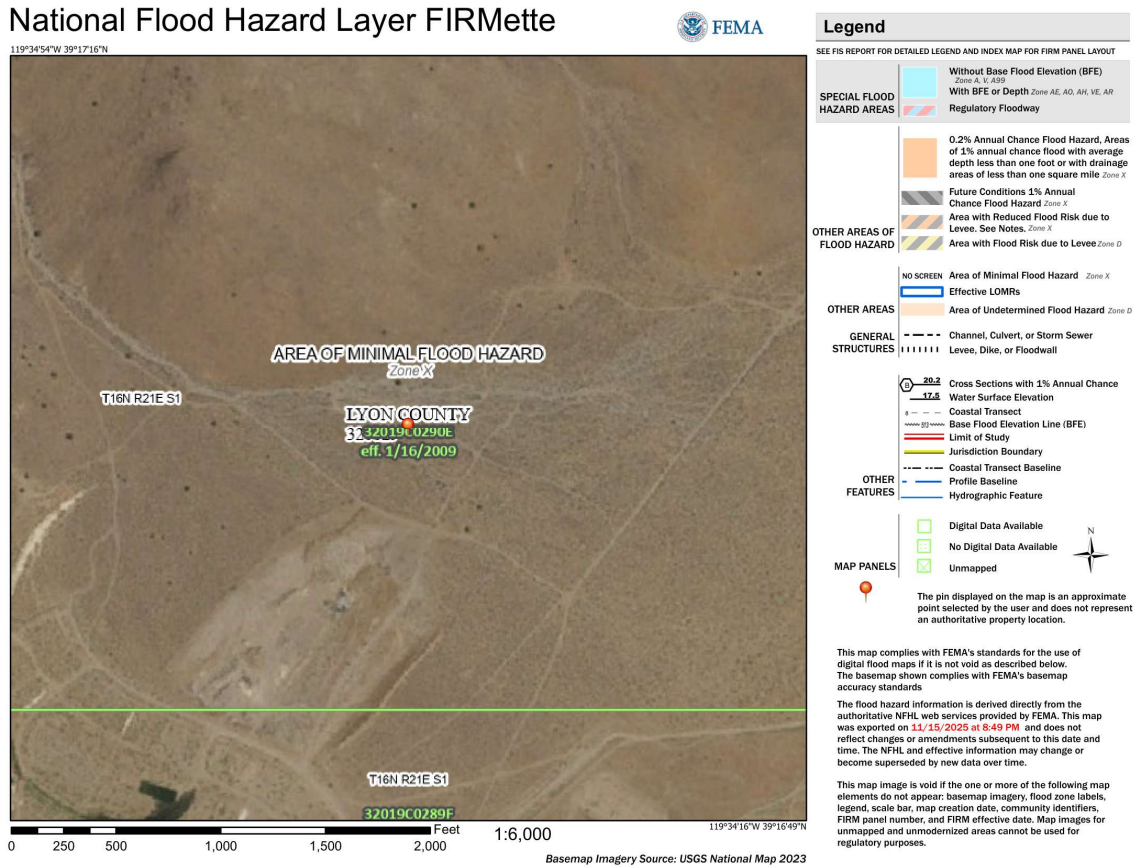
- 1) NW Basin – Acts primarily as a water quality basin to settle out sediment from offsite flows prior to conveying them through the site. This basin also act to divert a portion of the flow to the SW Basin while the majority of the flow will continue within the cutoff channel to the east.
- 2) SW Basin – Existing Retention Basin and material borrow pit that was constructed as part of the original Traditions Master Plan mass grading in the early 2000s. This basin will be graded to suit the development and installation of a neighborhood park. It will be retrofitted with an outlet pipe to discharge to the Traditions Village 2 cutoff channel. The existing basin bottom lies several feet below the downstream discharge and will also provide sediment transport mitigation.
- 3) SE Basin – Located at the lowest point of the site, this basin will collect flow from the on-site southeastern areas. The discharge will need to be a wide weir to distribute outflow back to sheet flow condition. This basin will also serve as a neighborhood park.
- 4) NE Basin – This basin collects a majority of the offsite runoff and sends it eastward along the predevelopment drainage pattern. The outlet structure will need detailed analysis and design at the final design stage.

Detention basin performance (From SSA): **Table 2:**

Basin	Invert (ft)	Rim (ft)	Peak Inflow (cfs)	Max HGL (ft)
NE-BASIN	4364.0	4372.0	253.66	4368.75
NW-BASIN	4446.1	4452.0	291.49	4452.49
SE-BASIN	4347.8	4453.5	39.15	4351.48
SW-BASIN	4415.8	4426.0	78.84	4420.19

V. FLOOD HAZARD COMPLIANCE

The site is located within FEMA Zone X. No areas of special flood hazard (Zone A, AE, or AO) exist within the project boundary.



VII. CONCLUSIONS

A. Benefits

The proposed drainage design complies with Lyon County Drainage Guidelines. Post-development discharges at the NE-OUTFALL (215.62 cfs) remain below the ADMP pre-development peak at Cross Section 170 (313.14 cfs), satisfying the County's no-adverse-impact requirement. Organized drainage system replaces the uncontrolled sheet flow. Water quality basins will improve sediment transport.

B. Adverse Effects & Mitigation

No adverse impacts are anticipated. All flows will be detained and released at or below pre-development peak rates. Overland flow paths and open space drainage corridors further reduce downstream impacts.

C. Compliance Statement

The conceptual drainage design for **Traditions North** complies with **Lyon County Drainage Guidelines (2024)** and satisfies stormwater conveyance, flood protection, and downstream impact requirements for Tentative Map review.

VIII. APPENDICES

Appendix A – Runoff Area Exhibit

Appendix B – SSA Subbasin Output

Appendix C – Detention Basin Stage–Storage

Appendix D – Background Data



PRELIMINARY GEOTECHNICAL DESIGN REPORT Traditions North

Dayton, Lyon County, Nevada

Submitted To:

Jarred Corbell

GF DEVELOPMENT, LLC.

3527 S. Federal Way, Suite 103 #1020

Boise, ID 83705

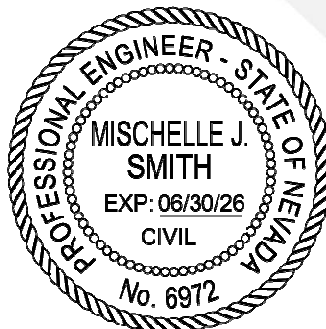
Project Number

4627001

Date

July 2025

Revised: August 2025



Mischelle J. Smith, PE
RE Number 6972



August 28, 2025
Project No. 4627001

Jarred Corbell
GF DEVELOPMENT, LLC.
3527 S. Federal Way, Suite 103 #1020
Boise, ID 83705

Re: Traditions North – Amendment # 01
Alternative Pavement Section
Dayton, Lyon County, Nevada

Ref: 2024 International Residential Code
and 2024 Northern Nevada Amendments

Preliminary Geotechnical Design Report
Traditions North
Dayton, Lyon County, Nevada
Wood Rodgers' Project No. 4627001
Submitted: July, 2025

Dear Jarred:

Per our discussions, this letter provides updated recommendations to the pavement sections for the referenced project. Unless specifically modified herein, the recommendations presented in the referenced report are considered valid as written.

STRUCTURAL PAVEMENT SECTIONS

Materials and workmanship shall be consistent with the requirements of the agency having jurisdiction and the Standard Specifications for Public Works Construction. These sections have been developed with the expectation that the separation requirements presented in Section 5.2.4 of the referenced report have been met. Table 5 provides updates to the structural pavement sections for the project.

Table 5 (Amendment #01) - Structural Pavement Sections¹

Road Type	Pavement Thickness (In.)	Pavement Type	Type II Class B Base Course Thickness (In.) ²
Local Residential	3	Type 3	6
Collector Residential	4	Type 2	8

¹ Per Drawing No. L-1, Roadway Sections, Lyon County.

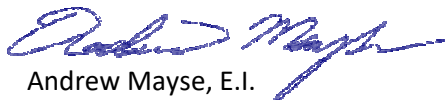
² Base Course thickness is in addition to structural fill separation requirements presented in Section 5.2.4.

Jarred Corbell
GF DEVELOPMENT, LLC.
August 28, 2025
Page 2 of 2

Oil for all mixes should consist of PG-64-28NV. If fine-grained soils greater than one foot in thickness are encountered at roadbed grade, over-excavation in accordance with Section 5.2.4 of the referenced report is required. If granular soils, or fine grained soils less than one foot in thickness, are encountered at roadbed grade meeting the requirements of Table 2 of the referenced report, the need for over-excavation and replacement with 12" of import structural fill should be assessed.

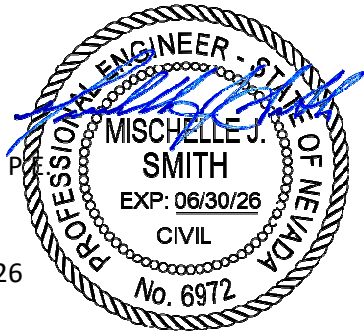
Please let us know if you have any questions or need further clarification regarding these updates.

Sincerely,
WOOD RODGERS, INC.



Andrew Mayse, E.I.
Geotechnical Professional

Mischelle J. Smith, P.E.
Principal Engineer
RE Number: 6972
Expires: 06/30/2026



Enclosures:
July 2025 Wood Rodgers Preliminary Geotechnical Design Report

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Table 2 – Guideline Specification for Import Structural Fill

Table 3 – Allowable Foundation Bearing Pressures for Standard Spread Foundations

Table 4 – Lateral Earth Pressures

Table 5 – Structural Pavement Sections

APPENDICES

Appendix A - Figures

Figure 1 – Vicinity Map

Figure 2 – Improvement Plan & Approximate Exploration Locations

Figure 3 – Site Map & Approximate Exploration Locations

Figure 4 – Geologic Map

Appendix B – Field Exploration

B-1a through B-1k – Logs of Explorations

B-2 – Unified Soil Classification and Key to Soil Descriptions

B-3 – S-Wave ReMi Results

Appendix C –Laboratory Test Results

C-1a through C-1c – Laboratory Test Results

C-2 – Corrosion Potential Test Results

Appendix D – ASCE 7 Hazards Report

EXECUTIVE SUMMARY

This report presents preliminary grading and design recommendations for the project. Given the project area, anticipated cuts, and depths of proposed fills, it is our opinion the final grading plan should be reviewed and the need for additional exploration and analysis be considered and appropriately proposed.

The project consists of constructing approximately 364 one-to-two-story single family residences with associated public streets. The residences are anticipated to be wood framed and supported by standard spread foundations with slab-on-grade flooring. Foundation loads are anticipated to be light. Street improvements, underground services, and project access will be designed to Lyon County standards and in accordance with the Standard Specifications for Public Works Construction (SSPWC). Based on preliminary grading plans (Piñon Design Group, 2025), cuts and fills are anticipated to approach ± 10 -feet and ± 30 -feet, respectively.

The project is in Dayton, Lyon County, Nevada and encompasses an area of approximately 231-acres and is located at a central latitude and longitude of 39.2846°N and -119.5772°E, respectively. The site is bordered by the Traditions Village 2 project to the south and undeveloped land to the north, east, and west. Vegetation across the site is moderate consisting of small and large brush, weeds, and grasses. The site is predominantly undeveloped with the exceptions of excavation and stockpiling operations near the south boundary of the site, a constructed berm on the western boundary of the site and dirt trails that transect the property. Per Google Earth imagery, the area near the south boundary of the site has been subject to excavation and stockpiling operations since at least June 2003.

Based on the Geologic Map of the Flowery Peak Quadrangle, Storey and Lyon counties, Nevada, the site is mapped in an area of Holocene Piedmont alluvial deposits consisting of alluvium of varying age (Qay), Miocene biotite-hornblende andesite flows (Tvba), and extensively disturbed areas (Qx) observed as the excavation and stockpiling operations on the southern boundary of the project site.

The soils encountered in our explorations typically consisted of complex interbedded sands, silts, and clays, as well as poorly graded sandy gravels with varying degrees of fines. Additionally, cobbles and boulders are present in the subsurface profile, typically at depths below 3 feet. Undocumented fill soils were observed from excavation and stockpiling operations near the southern boundary of the site were observed during our investigation. Stockpiles must be processed and qualified before receiving structural improvements.

Groundwater was not encountered in our exploration locations and is anticipated to be at a depth that will not affect the proposed improvements. Depth to groundwater may vary based on seasonal changes in precipitation and near-surface seepage.

Standard spread foundations with slab-on-grade flooring have been recommended for the support of structures.

Sands present at the site may allow excavations and utility trenches to slough or cave and must be adequately considered and planned for by the contractor. Oversize material to 18-inches in diameter may be encountered at depths greater than 3-feet below the ground surface during trenching and excavations. Therefore, excavatability will probably be more difficult in utility trenches where removal of larger sized particles can be difficult within the confines of a trench, and which will likely result in irregular trench profiles where cobbles and boulders must be removed.

Structural pavement sections have been presented for local and collector roads. These sections have been developed based on understanding that materials and workmanship shall be consistent with the provisions of the Standard Specifications of Public Works Construction (SSPWC).

1. INTRODUCTION

Presented herein are the results of Wood Rodgers' geotechnical exploration, laboratory testing, and associated geotechnical design recommendations for the proposed Traditions North development in Dayton, Lyon County, Nevada. The assessments and recommendations presented in this geotechnical report have been determined, in part, around the surface and subsurface conditions identified by our exploration program which was developed to be consistent with locally accepted industry practices regarding exploratory means and methods for geotechnical investigations of similar projects. The proposed structural elements, topography, grading design, soils, and geology are all unique; therefore, the engineering judgment employed by those in responsible charge of geotechnical design is in general conformance with the accepted standards of care for engineering analyses as defined by the Nevada State Board of Engineers and Land Surveyors.

This report has been prepared in consideration of the applicable provisions of the International Residential Code (IRC, 2024), ASCE 7, and the amendments and modifications adopted by Lyon County. These documents establish the minimum requirements to safeguard the public health, safety and general welfare of the occupants as well as the minimum level of structural integrity, life safety, and fire safety for inhabitants of new and existing structures. Geotechnical considerations for public improvements have been formulated around the requirements of Lyon County and the Standard Specifications for Public Works Construction. Performance standards around which our primary recommendations have been framed are based upon the requirements of the referenced documents. Any expectations of performance inconsistent with, outside the purview of, or exceeding the requirements of the referenced documents are subjective and, therefore, a function of materials, design, workmanship, and ownership. Unless these expectations of performance are specifically stipulated or quantified herein, they are considered in excess to the scope and design standards of this report.

The objectives of this study were to:

1. Explore, test, and assess general soil, geology, and ground water conditions pertaining to design and construction for the proposed development as required by the IRC and the Homebuilders' Guide to Earthquake Resistant Design and Construction (FEMA 232, 2024).
2. Provide recommendations associated with the design and construction of the project, as related to the identified geotechnical conditions and the stipulated design levels and performance standards established herein, and the requirements of the IRC and guidelines presented in FEMA 232.

Because of the preliminary status of site layout and project development and design, this geotechnical design report is preliminary.

2. SCOPE OF SERVICES

As indicated in our proposal, upon completion of our field and office studies, a geotechnical investigation report consistent with the requirements of the 2024 International Residential Code (IRC) will be completed for the project and will present the following:

- Description of the project site with the approximate locations of our explorations, shown on a Site Plan.
- Descriptive logs of the explorations performed for this study.
- General summary of the site soils and geology.
- Summary of noted surface drainage features and ground water conditions encountered.
- Seismic design considerations consistent with FEMA 232.
- Site preparation and grading recommendations developed for standard spread foundations.
- Types of suitable foundations including appropriate footing depths and widths, and anticipated settlement.
- Concrete and concrete slab-on-grade support options.
- Drainage considerations that may affect foundation and concrete slab-on-grade performance.
- Structural pavement sections for local and collector streets.
- Recommendations for additional exploration as appropriate.

Our study included field exploration, laboratory testing, and engineering analyses to identify the physical and mechanical properties of the various on-site materials. Results of our field exploration and testing programs are included in this report; in consideration of the stated design levels and performance standards, these results form the basis for our conclusions and recommendations.

3. PROJECT CHARACTERIZATION

3.1. Project Description

The project is located in Dayton, Lyon County, Nevada (Figure 1 – *Vicinity Map*, Appendix A) and consists of constructing approximately 364 one-to-two-story single family residences with associated public streets. The residences are anticipated to be wood framed and supported by standard spread foundations with slab-on-grade flooring. Foundation loads are anticipated to be light.

Street improvements, underground services, and project access for the residential development are to be dedicated and consistent with Lyon County's design standards and in accordance with the materials and workmanship requirements of the Standard Specifications for Public Works Construction (SSPWC). The overall project layout is presented on Figure 2 – *Improvement Plan & Approximate Exploration Locations* (Appendix A).

3.2. Site Conditions

The overall site encompasses an area of approximately 231-acres and is located at a central latitude and longitude of 39.2846°N and -119.5772°E, respectively. The site is bordered by the Traditions Village 2 project to the south and undeveloped land to the north, east, and west. Vegetation across the site is moderate consisting of small and large brush, weeds, and grasses. Cuts and fills are anticipated to approach ± 10 -feet and ± 30 -feet, respectively. The site is predominantly undeveloped with the exception of excavation and stockpiling operations near the south boundary of the site, a constructed berm on the western boundary of the site, and dirt trails that transect the property. Per Google Earth imagery, the area near the south boundary of the site has been subject to excavation and stockpiling operations since at least June 2003.

3.3. Exploration

3.3.1. Excavating and Sampling

The project was explored in June 2025 by advancing a series of eleven test pits with a track mounted excavator, utilizing a 48-inch bucket. Approximate exploration locations are presented on Figure 2 - *Improvement Plan & Approximate Exploration Locations* and Figure 3 - *Site Map & Approximate Exploration Locations* in Appendix A of this report. Maximum depths of exploration advance extended to 15 feet. Refusal was not encountered. Wood Rodgers' personnel examined and classified soils in the field in general accordance with ASTM D2488 (Description and Identification of Soils). Representative bulk samples were sampled from select layers in the soil profile and placed in sealed plastic bags or buckets and returned to our Reno, Nevada laboratory for testing.

3.3.2. Geophysical Methods

Seismic refraction methods (ReMi™) were performed to measure shear wave velocity and to establish V_s ₁₀₀. Shear wave velocity measurements have been relied upon to aid in the determination of an

appropriate Site Class (ASCE 7). Figure B-3 (Appendix B) presents the measured shear wave geophysical profile.

3.4. Sampling, Classification and Reporting

Wood Rodgers' personnel examined and classified soils in the field in general accordance with ASTM D2488 (Description and Identification of Soils). During exploration, representative bulk samples were placed in sealed plastic bags and returned to our Reno, Nevada laboratory for testing. Additional soil classifications, as well as verification of the field classifications, were performed in accordance with ASTM D2487 (Unified Soil Classification System [USCS]) upon completion of laboratory testing as described in the Laboratory Testing section. Logs of the explorations are presented as B-1a through B-1k in Appendix B. The USCS explanatory chart of soil unit symbols and related descriptions has been included as B-2 - Unified Soil Classification and Key to Soil Descriptions.

3.5. Laboratory Testing

Soil testing performed in the Wood Rodgers' laboratory was conducted in general accordance with the standards and methods described in Volume 4.08 (Soil and Rock; Dimension Stone; Geosynthetics) of the ASTM Standards. Samples of significant soil types were analyzed to determine in-situ moisture contents (ASTM D2216), grain size distributions (ASTM D6913), plasticity indices (ASTM D4318), and resistance value (R-Value) (ASTM D2844). Test results were used to classify the soils according to the USCS (ASTM D2487) and to verify the field logs which were then updated.

Test results are presented in Appendix C on C-1a through C-1c. Table 1 also presents a summary of the test data.

Table 1 - Summary of Test Data

Test Hole	Depth (Ft.)	Moisture (%)	%Gravel (+ #4) ¹	% Sand (#4-#200)	%Fines (-#200)	Liquid Limit	Plastic Index	R-Value	USCS
ASTM Standard		D2216	D6913			D4318		D2844	D2487
TP-2	2-5	7.4	49.0	41.1	9.9	30	11	---	GP-GC
TP-5	0-2	4.4	---	---	20.7	---	---	32	SM ²
TP-6	2-3	4.3	25.9	63.5	10.6	NP	NP	---	SP-SM
TP-9	4-6	4.6	22.6	70.9	6.5	NP	NP	---	SW-SM

Table 1 - Summary of Test Data

Test Hole	Depth (Ft.)	Moisture (%)	%Gravel (+ #4) ¹	% Sand (#4-#200)	%Fines (-#200)	Liquid Limit	Plastic Index	R-Value	USCS
ASTM Standard		D2216	D6913			D4318		D2844	D2487
TP-11	1-4	15.5	1.4	36.2	62.4	30	14	---	CL

¹ Since ASTM D2487 is limited by a maximum particle size of 3", the gradation test data presented is based on a maximum particle size of 3". Larger particles (i.e., 8 to 12" in diameter) if observed in our test holes would be documented on the logs and should be anticipated as part of grading.

² Visually classified in accordance with ASTM D2488.

As a courtesy, resistivity, pH, chlorides, oxidation-reduction potential, sulfides and moisture were also tested to aid others in the assessment of potential corrosivity to ductile iron pipe and/or steel reinforcement; refer to Appendix C, C-2 for test methods and results.

Wood Rodgers, Inc. is not a corrosion engineering firm. Therefore, a corrosion engineer or structural engineer knowledgeable in the project steel specifications should be consulted for final assessments of corrosion potential at the site.

3.6. Geologic and General Soil and Groundwater Conditions

Based on the National Geologic Map Database (NGMDB, 2013), shown in Figure 4, the site is mapped in an area by Castor et. al. as Holocene Piedmont alluvial deposits consisting of alluvium of varying age (Qay), Miocene biotite-hornblende andesite flows (Tvba), and extensively disturbed areas (Qx) observed as the excavation and stockpiling operations on the southern boundary of the project site.

The soils encountered in our explorations typically consisted of complex interbedded sands, silts, and clays, as well as poorly graded sandy gravels with varying degrees of fines. Additionally, cobbles and boulders are present in the subsurface profile, typically at depths below 3 feet. Undocumented fill soils were observed from excavation and stockpiling operations near the southern boundary of the site were observed during our investigation. Stockpiles must be processed and qualified before receiving structural improvements.

Groundwater was not encountered in our exploration locations and is anticipated to exist at a depth not expected to affect the proposed improvements. Depth to groundwater may vary based on seasonal changes in precipitation and near-surface seepage.

4. SEISMIC HAZARDS

The International Building Code (IBC) requires that structures assigned to Seismic Design Category D, E, or F be evaluated for the following potential geologic and seismic hazards: surface rupture or displacement due to faulting, slope instability, liquefaction including the potential for seismically induced spreading or lateral flow, and slope instability. The following sections present our discussion and assessments of the stipulated hazards. Discussions regarding total and differential settlement are incorporated with the foundation design considerations.

4.1. Surface Rupture

4.1.1. Evaluation Guidelines

In 1998, the Nevada Earthquake Safety Council formulated guidelines for evaluating potential surface rupture due to faulting. The intent of the guidelines is to provide *a standardized minimum level of investigation for fault rupture in Nevada*; these guidelines have been adopted with the 2018 Northern Nevada Amendments of the IBC. Specifically, the guidelines state that investigation of sites for potential surface rupture or hazards shall be included in all geotechnical investigations. Further, if any Quaternary age surface rupture is mapped or otherwise interpreted to be present on the site, the feature is to be investigated further.

In addition to establishing the minimum level of investigation for fault rupture, the guidelines also offer recommendations for dealing with or mitigating identified hazards, including:

- Holocene active faults (evidence of movement within the past 10,000 years) shall be set-back a minimum distance of 50-feet for occupied structures.
- Late Quaternary (evidence of movement within the past 130,000 years) faults shall not be spanned by any critical facilities (hospitals, schools, fire stations, etc.). The facility under investigation does not meet the requisite requirements to be considered critical.

These guidelines allow for set-back distances to be adjusted by the competent professional. No additional constraints regarding fault-structure location are presented in the guidelines.

4.1.2. Investigation

MyHazards NV interactive fault map was accessed to determine the presence of any mapped features transecting the property. A trace of the Carson Lineament fault is mapped intersecting the northeastern corner and extending approximately 0.4 mi into the property. The fault is described to be of Quaternary age (< 1.8 million years regarding recency of movement) and is not considered to be Holocene nor Late Quaternary active. Therefore, this structure is sufficiently distant and of an age that offsets or additional considerations are not recommended nor presented by the Guidelines for the planned improvements; surface rupture due to the identified structure is considered unlikely. Should the final development plan

place a critical facility, such as a fire station, within this portion of the development, deeper examination of the structure may be required.

4.2. Soil Profile Type Amplification Factors

Seismic design values were determined based on a representative latitude and longitude of 39.2846°N and -119.5772°E, respectively. In accordance with ASCE 7-22 (Table 20.2-1) and the Northern Nevada Amendments of the 2024 IRC, Site Class CD and Seismic Design Category D₁ have been assigned to the project. Per ASCE 7-22, the site's modified Peak Ground Acceleration (PGA_M) to be used for engineering analyses is equal to 0.61g.

4.3. Liquefaction

Liquefaction is a loss of soil shear strength that can occur during a seismic event as excessive pore water pressure between the soil grains is induced by cyclic shear stresses. This phenomenon is limited to poorly consolidated (Standard Penetration Test less than 30, overburden stress corrected shear wave velocity less than 700 fps) clean to silty sand/sandy silt lying below the ground water table (typically less than 50 feet deep). In addition, we are using AASHTO's recommendation of Bray and Sancio (2006) criteria for assessing liquefaction susceptibility in clays and silts which suggests that a soil with a plasticity index less than 12 and a water content to liquid limit ratio greater than 0.85 will be susceptible to liquefaction. Neither of which are evidenced in our site data. Therefore, due to the stiffness of the underlying soil profile and anticipated depth to groundwater, a potential for liquefaction (and therefore lateral spread) does not exist at the project site.

4.4. Seismic Compression

Seismic compression is an accrual of volumetric strains during seismic events in unsaturated soil and is typically confined to poorly compacted engineered fills and Holocene soils. Significant deposits of Holocene soils are not indicated on the geologic map and deep, loose engineered fills are not anticipated, therefore, the settlement potential due to seismic compression is considered negligible.

5. DISCUSSION AND RECOMMENDATIONS

5.1. General Information

- *Conformance with the Geotechnical Report:* The recommendations provided herein, particularly under Earthwork, Structures, Concrete, and Public Improvements are intended to reduce risks of structural distress related to consolidation or expansion of native soils and/or structural fills. These recommendations, along with proper design and construction of the planned structure(s) and associated improvements, work together as a system to improve overall performance. If any aspect of this system is ignored or poorly implemented, the performance of the project will suffer.
- *Clarification of Structural Areas:* Structural areas referred to in this report include all areas of buildings, concrete slabs, asphalt pavements, as well as pads for any minor structures or retaining walls. Areas which extend behind or under rockery or other retaining structures are considered structural zones. In addition, the structural zone shall be considered to extend at a 1:1 (H:V) slope out from the edge of the structural footprint. All compaction requirements presented in this report are relative to ASTM D 1557 (ASTM D Volume 4, 2022).
- *Hazardous Materials:* Any evaluation of the site for the presence of surface or subsurface hazardous substances is beyond the scope of this study. When suspected hazardous substances are encountered during routine geotechnical investigations, they are noted in the exploration logs and reported to the client. No such substances were identified during our exploration.
- *Backfill of Exploration Locations:* Explorations were advanced at the approximate locations shown on the Site Map and Approximate Exploration Locations (Figure 3). Each exploration was backfilled upon completion of the field portion of our study, and the backfill was compacted to the extent possible with the equipment on hand. However, the backfill was not compacted to the requirements presented herein under Grading and Filling. If structures, concrete flatwork, pavement, utilities or other improvements are to be located in the vicinity of any of the test pits, the backfill should be removed and re-compacted in accordance with the requirements contained in the soils report. Failure to properly compact backfill could result in excessive settlement of improvements located over test pits.
- *SWPPP Requirements:* The site-specific Stormwater Pollution Prevention Plan (SWPPP), as required by the State of Nevada, will be the responsibility of the general contractor and/or owner. Recommendations presented herein regarding moisture conditioning are for the benefit of creating a targeted fill behavior. Moisture conditioning recommendations are not intended to direct the contractor in their means and methods for dust and SWPPP control.
- *Public Improvements:* Recommendations for paved improvements in right-of-way areas will be consistent with Standard Specifications for Public Works Construction (SSPWC) and the agency having jurisdiction (AHJ) standards. Driveway recommendations are in general conformance with

AASHTO's Low Volume Road design protocols, the Portland Cement Association (PCA) and American Concrete Institute (ACI) recommendations. Underground utilities will be provided by a variety of public and private companies; trenching and backfill recommendations presented herein are generally consistent with OSHA and the AHJ requirements, respectively.

5.2. Earthwork

5.2.1. Clarification of Geomaterials

Based on materials encountered in our investigation, the following definitions characterize terms utilized in this report:

- Rock fill possesses more than 30-percent retained on the 3/4-inch sieve and may present particles up to 12-inches.
- Fine grained soil possesses more than 40 percent passing the number 200 sieve and exhibits a plasticity index greater than 15.
- Granular soil possesses less than 40 percent passing the number 200 sieve, exhibits a plasticity index less than or equal to 15, and has a maximum particle size less than 6-inches.

It should be noted these definitions have been formulated around anticipated soil behavior and may not coincide with classifications provided by the Unified Soil Classification System.

5.2.2. Clearing and Grubbing

- All vegetation and topsoil are to be cleared and grubbed from structural areas. A minimum stripping depth of 0.3 to 0.5 feet is anticipated.
- Localized deeper areas of clearing may be required in areas of large brush and trees or where large root balls are encountered.
- Vegetation and organic debris should be disposed of offsite or placed in designated non-structural areas.
- If on-site disposal is approved, vegetation could be blended with soil (at a maximum ratio of 1:10 vegetation to soil, by mass) prior to placement in nonstructural fill or landscape areas.
- Organic material should be broken up using a large sheep's foot roller or chipper prior to blending with soil and moisture conditioning.

5.2.3. Undocumented Fill

- Excavation and stockpiling operations near the southern boundary of the site were observed during our investigation. Existing stockpiles must be processed and qualified as granular soil or rock fill before being placed as structural fills.

- Refer to Section 5.2.4 for subgrade preparation requirements for structures to be located in the footprint of the existing excavation and stockpiling operations.

5.2.4. Subgrade Preparation

- To allow for the preparation of subgrade soils, any undocumented fill encountered within the development area should be removed or stockpiled for qualification and later use.
- Any fine-grained soils encountered at structural grade (bottom of footing, roadbed grade, slab subgrade) shall be verified to be greater than 1-foot in thickness prior to removal and replacement with structural fill. If the fine-grained layer is less than 1-foot in thickness, no additional action is required.
- A maximum fill differential of 8-feet below foundation grade shall be observed. To meet this requirement, cut depths may need to be extended within a structure footprint to increase the net fill differential. Based on existing topography, this requirement is anticipated to be localized if present.
- Grade preparation for any fill to be placed adjacent to a slope steeper than 4:1 (H:V) shall include a keyway and excavation of horizontal benches as fill is placed.
 - The keyway should be at least 6-feet wide and extend at least 2-feet in depth below lowest adjacent grade.
 - Benches shall maintain a minimum bench width of 4-feet.
 - Vertical height of bench cuts shall be consistent with what is necessary for the benches to step uniformly up the slope.
 - Benches should be scarified, moisture conditioned and capped with a thin fill lift prior to compaction to facilitate the development of a uniform meld between the in-situ soils and fills.
- Where oversized material (i.e. > 6 in) is present, subgrade shall be moisture conditioned and proof-rolled with a fully loaded water truck prior to placing fill or constructing improvements.
- In-situ granular or fine-grained soils should be scarified for a minimum depth of 12-inches, moisture conditioned to within 3-percent of optimum and compacted to not less than 90-percent of the soil's maximum dry density (ASTM D1557) prior to placing fill or constructing improvements.
- Any resulting void created by removal of oversize during subgrade preparation may be filled with structural fill placed and compacted to 90 percent of the soil's maximum dry density in accordance with ASTM D1557 or lean concrete.
- In all cases, the final subgrade shall be smooth, firm, and relatively unyielding as determined by the testing agencies' qualified representative.

5.2.5. Subgrade Stabilization

- The fine-grained soils encountered within the project limits may tend to pump and or destabilize when moisture content exceeds optimum.
- Care should be taken during grading to ensure precipitation, or construction activities do not lead to an increase in or ponding of water on exposed grade.
- Pumping soils may be scarified and allowed to dry or removed and replaced with a layer of clean, angular, 12-inch minus rock fill or stabilized with a geogrid.
- Subgrade stabilization is a trial-and-error process, and it is recommended that a test section of suitable depth and length be conducted.
- The contractor should propose a stabilization protocol that is consistent with their readily available means and methods, and this proposal presented for review, by the owner, the general contractor, and grading inspector.
- Subgrade stabilization is considered adequate if the subgrade is firm and relatively unyielding (as approved by the engineer) when proof-rolled with a fully loaded water truck.
- Subgrade stabilization may not be required for walkways or private improvements subject solely to foot traffic providing the required compaction levels are achieved.

5.2.6. Mass Grading

- Verification testing of onsite soils to be qualified as structural fill shall be in accordance with ASTM D75, ASTM D6913, and ASTM D4318 and shall meet the requirements of Table 2.
- Based on our explorations, undocumented fill may be used as structural fill tested and verified to meet the granular soil definition.
- Undocumented fill has not been verified for degree of compaction and shall therefore be reworked in accordance with this section.
- Existing fill and native soils generated from cut and meeting the definition of granular soil (Section 5.2.1) may be placed as structural fill within the 1-foot separation zone.
- The site is anticipated to be designed for a cut-fill balance. However, should import be required it should meet the requirements of Table 2.
- Prior to importing material to the site, a submittal verifying import quality shall be received and approved by Wood Rodgers.

Table 2 - Guideline Specification for Import Structural Fill

Sieve Size (ASTM D6913)	Percent by Weight Passing Sieve
6 Inch ¹	100
4 Inch	90 - 100
¾ Inch ²	50 - 100
No. 200	5 - 40
Maximum Liquid Limit (ASTM D4318) ³	50
Maximum Plasticity Index (ASTM D4318) ³	15
Soluble Sulfate Level (ACI 318, Table 4.3.1)	Negligible
R-Value (ASTM D2844) ⁴	30 Min.

¹ Pending approval of the means and methods of the contractor, maximum particle size may be increased to 12-inches.

² Material presenting more than 30-percent material retained on the ¾" sieve shall be referred to as rockfill. (Section 5.2.1)

³ Dry Method

⁴ Within right-of-way only.

- With the approval of the geotechnical engineer, maximum particle size for the materials presented in Table 2 may be increased to 12-inches. Refer to Section 5.2.7 for rockfill placement requirements.
- An increased maximum particle size to 12-inches will impact the uniformity of trench profiles and trench spoils may need to be screened prior to reuse as trench backfill.
- A nominal maximum particle size of 6-inches is recommended for the final 24-inches of pad fills, to facilitate fine grading and advancing utility and footing trenches.
- Generation of oversized rock, i.e., greater than 6-inches, should be anticipated during mass grading of cut zones and trenching.
- For granular fill generated on-site, material should be excavated, dozed and processed into a uniform stockpile prior to being sampled and tested for material quality prior to acceptance.
- If the site is mass graded cut to fill, without the benefit of selective grading and processing, it is likely some of the soils placed as fill may present clay pockets or zones and regrading could be required.

- Granular or fine-grained soil placed as fill shall be moisture conditioned to within 3-percent of optimum, placed in 12-inch maximum loose lifts, and compacted to not less than 90-percent of the soil's maximum dry density.
- Minimum compaction requirements shall be increased to 95-percent in areas where total fill thickness exceeds 10-feet.

5.2.7. Rockfill Placement and Verification

Soils that are classified as rockfill should be placed and verified in conformance with the following placement procedures.

- Oversize (i.e., rock > 6-inches in least dimension) must be blended and placed in such a manner that: nesting of the rock does not occur, rock is uniformly distributed throughout the fill lift, and voids are uniformly filled with the soil matrix.
- A maximum lift thickness of 12-inches should be observed for 6-inch minus rock fill. A maximum lift thickness of 18-inches should be observed for 12-inch minus rock fill.

5.2.7.a. Rockfill Verification Protocols

- Determine a moisture-density relationship (ASTM D1557 Method C) on the portion of the sample passing the ¾-inch sieve.
- Rockfill shall be placed and compacted with the ¾-inch minus fraction moisture conditioned to at least optimum as determined in accordance with ASTM D1557, Method C.
- Where standard density testing cannot be performed due to oversize material, performance criteria for acceptance of the compacted fill shall be established; otherwise rockfill shall be compacted to not less than 90-percent of the soil's maximum dry density.
- For acceptance based on performance criteria, an initial rolling pattering consisting of at least five single passes with a minimum 20-ton roller (815 Caterpillar "Sheepsfoot" compactor, or equivalent) for mass grading, or five complete passes with hand compactors or pneumatic trench roller in footing trenches is recommended.
- Increase the number of passes as necessary until no notable increase in density can be measured (ASTM D6938, Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods) or notable deflection is reduced to negligible.
- Modifications to the rolling pattern will be required with change in percentage of + ¾-inch rock and/or changes in moisture content of the ¾-inch minus portion of the rockfill.
- The established rolling patterns, and estimated percentage of + ¾-inch material, shall be

recorded.

5.2.8. Trenching and Excavations

- OSHA - Regulations amended in Part 1926, Volume 54, Number 209 of the Federal Register (Table B-1, October 31, 1989) require that the temporary sidewall slopes be limited to maintain trench stability. Minimum sidewall slopes and acceptable trench configurations are also presented in the referenced register.
- In some areas of the parcel, oversize material (> 6-inches) will be encountered during trenching and excavations. Excavatability will probably be more difficult in utility trenches where removal of larger sized particles can be difficult within the confines of a trench, and which will likely result in irregular trench widths where boulders or fractured bedrock must be removed.
- Oversize material which may be generated during excavating and trenching may require off-hauling or placement in non-structural areas.
- Open excavations should be protected from flooding.
- Based on the results of our exploration program, it is our opinion that the bulk of the native site soils appear to be predominately Type C, although variations exist.
- All fills should conservatively be considered Type C unless directed otherwise by the contractor's competent individual trained in trench safety.
- Some of the sands present at the site may allow excavations and utility trenches to slough or cave and therefore, must be adequately considered and planned for by the contractor.
- All trenching should be performed and stabilized in accordance with local, state, and OSHA standards. Bank stability is the responsibility of the contractor or contractor's qualified representative who is present at the site, able to observe changes in ground conditions, and has control over personnel and equipment.
- Pipe bedding, initial backfill, and trench backfill shall be consistent with the approved civil and/or utility plans.

5.2.9. Earthwork Testing and Observation

- Verification of subgrade and fills should be performed by a firm that is AMRL accredited in ASTM E329.
- Special inspection of fill soils is required during mass grading of the development; the Special Inspector should be ICC certified in soils or NAQTC certified in Sampling and Density disciplines.
- The special inspector shall verify and document that placement of fill and rockfill are consistent with the Mass Grading (5.2.6) and Rockfill Placement and Verification Requirements (5.2.7).

- Density testing of fills should be in accordance with ASTM D6938 (Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods) or ASTM D1556 (Standard Test Method for Density and Unit Weight of Soil in Place by Sand-Cone Method).
- Subgrade should be density tested approximately every 500 square yards.
- Fill should be density tested once for every 1,000 square yards per lift of material placed during mass grading and one test per 300 feet of footing trenches or over-excavation of footings.
- One density test should be performed for each 500 square yards or per each lift for smaller, localized fill zones.
- Full time construction observation is required for mass graded fills and for any rock fill placement.
- The testing frequency should be increased if the contractor is having difficulty achieving and maintaining the required moisture levels.
- Utility bedding and trench backfill should be density tested per the requirements of the governing agency. Typically, agencies prescribe density testing per foot of bedding/backfill thickness, at a frequency of one test between manholes or valves, or one test every 500 lineal feet, including laterals.
- Nonstructural fills should be density tested for every 2,000 yards or for every 2-feet of fill for smaller, localized fill zones.

5.2.10. Embankments

- The surface of any embankment should be compacted to the same percentage compaction as the body of the fill. This may be accomplished by compacting the surface of the embankment as it is constructed or by overbuilding the fill and cutting back to its compacted core.
- The exterior face of embankments should be constructed with an inclination no steeper than 2H:1V.
- Minor variations in slope gradient due to sculpting or landscaping of the slope face should not be considered inconsistent with the recommendations of this report or adverse to the ultimate performance of the global stability of the overall slope.
- Refer to Section 5.6.1 Slopes and Drainage for erosion protection considerations.

5.3. Structures

The following sections have been developed based on the understanding and expectation that the requirements specified in Section 5.2 Earthwork of this report have been met.

5.3.1. Standard Spread Foundations

The following table and supporting statements present design values and considerations for use in the development of standard spread foundation design.

Table 3 - Allowable Foundation Bearing Pressures for Standard Spread Foundations

Loading Condition	Maximum Net Allowable Bearing Pressure (PSF) ¹
Dead Load Plus Full Time Live Load	2,500
Dead Load Plus Live Loads, Plus Transient Wind or Seismic Loads	3,300

¹ Net allowable bearing pressure is that pressure at the base of the footing is in addition to the adjacent overburden pressure.

- For frost protection, footings should be founded at least 1 ½ feet below adjacent outside or unheated interior finish grades.
- Interior footings not located within frost prone areas should be founded at least 12 inches below surrounding ground or 16 inches below slab level for confinement.
- Regardless of loading, individual pad foundations and continuous spread foundations should be at least 18 and 12 inches wide, respectively, or as required by code.
- The minimum footing sizes recommended are based on the ability to develop bearing capacity. Footing dimensions should be determined by the engineer responsible for structural design.
- Lateral loads, such as wind or seismic, may be resisted by passive soil pressure and friction on the bottom of the footing. A coefficient of base friction of 0.45 is typical to the structural fills.
- Design values for active and passive equivalent fluid pressures of 35 and 350 pounds per square foot per foot of depth, respectively, can be utilized.
- When designing for passive pressure, the upper one foot of the soil profile should not be included unless confined by a concrete slab, or pavement.
- The integrity of the foundation support soils shall be maintained until concrete is placed.
- Total post-construction settlement for the structures is anticipated to be on the order of ½-inch, or less.
- Differential settlement between foundations with similar loads and sizes is anticipated to be half of the total settlement across 40-feet.

5.3.2. Retaining Structures

- Recommended lateral earth pressures for consideration in the design of retaining walls and landscaping walls are presented in Table 4.

Table 4 - Lateral Earth Pressures¹

Condition	Active (psf/f)		Passive (psf/f)		At Rest
	Static	Pseudo-Static	Static	Pseudo-Static	
Level	35	65	350	250	55

¹ Walls retaining sloping backfill or are greater than six feet in exposed height, require specific analyses and design values should be evaluated and presented by the geotechnical engineer.

- Changes in earth pressures due to seismic influences were assessed via the AASHTO LRFD protocol that considers some component of cohesion will be maintained within the backfill.
- In addition, it has been assumed that some displacement is allowable during the design event, and our recommended values have therefore been based on 50% of the USGS' predicted PGA.
- The values presented in Table 4 do not consider hydrostatic pressures or surcharge loading.
- Excessive wall pressures can be developed due to heavy compaction equipment proximate to the wall during backfill placement. Therefore, due care during placement and compaction of backfill is required.
- Backfill behind retaining structures should be granular and compacted to not less than 90 percent of the soils' maximum dry density.
- French drains, a drainage gravel backfill layer wrapped in geotextile such as Mirafi 140 N, or a prefabricated drainage composite should be utilized if buildup of hydrostatic pressure is possible.
- Moisture proofing must be considered for retaining walls facing interior living spaces or where the development of efflorescence is undesirable.
- Site preparation and foundations for retaining structures shall be consistent with Section 5.2 Earthwork and Section 5.3.1 Standard Spread Foundations.
- Walls retaining sloping backfill or are greater than six feet in exposed height, require specific analyses and design values should be evaluated and presented by the Geotechnical Engineer.

5.3.3. Site Drainage

- Adequate surface drainage must be constructed and maintained away from the structures. The permanent finish slopes away from the structure should be constructed to allow water to drain away quickly from and prevent any ponding of water adjacent to the structure per code

requirements. Runoff should be collected within permanent drainage paths that can convey water off the property or to designated collection facilities.

- Foundation and stem wall backfill should be densified to at least 90 percent relative compaction in accordance with the requirements given in the Mass Grading section (5.2.6). Compacting the backfill material decreases permeability and reduces the amount of irrigation and storm water available to enter under floor areas.

5.4. Concrete

The American Concrete Institute (ACI) considers three different exposure classes to address the degree of severity for environmental conditions: freezing and thawing (Exposure Category F), concrete in contact with soil that contains water soluble sulfate ions (Exposure Category S), and Exposure Class W for concrete in contact with water. Exposure categories F and S, and potential mitigation, are discussed in Section 5.4.1.

5.4.1. Materials

The concrete material recommendations vary between Exposure Class F and Exposure Class S. Therefore, those specifying concrete subject to both freezing and thawing and water-soluble sulfate ions should consider the potential exposure conditions for Class F and Class S and select the most appropriate.

5.4.1.a. Exposure Class F (Exterior Slabs-on-Grade)

- The potential exists for some portions of concrete to absorb sufficient water to be saturated prior to freezing (Exposure Class F2).
- Where deicing chemicals are anticipated to be used (civil improvements), exposure Class F3 would be assigned.
- Therefore, as presented in the Standard Specifications for Public Works Construction concrete requirements for Portland cement concrete exposed to freeze-thaw cycles, should include air entrainment (4 – 7%), maximum water: binder ratio of 0.45, and a minimum 28-day compressive strength of 4,000 psi.

5.4.1.b. Exposure Class S

The summary below presents excerpts from ACI and SSPWC. Refer to the referenced standards in their entirety when specifying sulfate resistance exceeding the presented geotechnical or civil considerations.

- Sulfate test results on the native soils yielded results in the SO negligible range (ACI 318, < 0.10 percent SO_4^{2-} by mass).
- Per the SSPWC, no special concrete provisions are required to address sulfate resistance. Type II cement is recommended for use.

5.4.1.c. Chlorides

- Chemical test results on the native soils presented non-detected chloride ion concentrations (mg/kg).

5.4.2. Construction

- Slabs-on-grade should be supported on a 6-inch, minimum, layer of Type 2, Class B aggregate base layer compacted to not less than 95-percent of the soil's maximum dry density unless subject solely to foot traffic. Concrete slabs-on-grade subject solely to foot traffic should be supported on a 4-inch, minimum, layer of Type 2, Class B aggregate based compacted to not less than 95-percent of the soil's maximum dry density.
- A moisture vapor retarder (Stego Wrap 15 mil) should be considered for slab areas covered by moisture sensitive floor coverings or equipment. Moisture vapor layers should be placed in accordance with the manufacturer's instructions and below the base layer on a properly prepared subgrade.
- All concrete placement and curing should be performed in accordance with procedures outlined by the American Concrete Institute. Special considerations should be given to concrete placed and cured during hot or cold weather conditions.
- The occurrence of concrete shrinkage cracking may be reduced and/or controlled by limiting the amount of water within the mix (water cement ratio of 0.45 or less), the incorporation of crack control joints and proper concrete placing and curing practices including ACI 318 provisions for areas subject to freeze thaw conditions.
- Proper curing, finishing, control joints and reinforcing should be provided to minimize any damage resulting from shrinkage including cracks and slab curling. Joint spacing, locally, is typically on 10-to-12-foot centers for large slabs and no more than five feet for sidewalks.
- Western Nevada is a region with absorptive aggregates and exceptionally low relative humidity. Therefore, concrete flatwork will shrink and curl in a manner which is not typical of many other US regions.
- Proper site preparation and placement of reinforcement are imperative to the performance of slab-on-grade improvements.
- Cracking that occurs within the slab-on-grade floors will often reflect through overlying improvements even if adequate substrate preparation has occurred.
- Control of the rate of moisture loss in concrete slab-on-grade improvements by using curing compounds, fogging, or other suitable means is imperative to protecting the slab from excessive curling.

- Slabs-on-grade will still exhibit some cracking and curling. The occurrence of concrete shrinkage cracks is independent of the soil supporting characteristics.

5.5. Public Improvements

Unless noted otherwise, dedicated improvements shall be designed and constructed in accordance with the approved civil plans, the Standard Specifications for Public Works Construction, and the jurisdiction's standard details.

5.5.1. Slopes and Drainage

- Surface drainage shall be per the approved project Civil design drawings.
- Stability of cut and filled surfaces involves two separate aspects. The first concerns slope stability related to mass wasting, landslides, or the surficial downward movement (or slumping) of soil or rock.
- Cut and fill slopes, with gradients of 2H:1V (horizontal to vertical) or flatter, are suitable for the project soils.
- The specified slope is based on an overall slope average. Localized sculpting of the slope face, resulting in limited minor increases to slope gradient at isolated locations, is considered consistent with the global stability considerations of this report.
- The second aspect of slope stability involves erosion potential which is dependent on numerous factors involving grain size distribution, cohesion, moisture content, slope angle and the velocity of the water or wind across the ground surface.
- Erosion protection should be as indicated on the approved Civil drawings and/or per the jurisdiction's design standards.
- Typically, 2:1 (H:V) slopes require armoring. Slopes steeper than 3:1 (H:V) are typically addressed with a combination of revegetation and localize armoring or landscape retaining walls.
- Temporary (during construction) and permanent (after construction) erosion control will be required for all disturbed areas.
- Brow ditches are recommended above any slopes greater than 10-feet in height and should be incorporated into the overall drainage considerations presented on the civil drawings.
- Provisions for drainage from behind common retaining walls should be considered and presented in the approved civil plans.
- In compliance with all applicable city, county, state and federal regulations the contractor shall prevent dust from being generated during construction, and the contractor shall submit an acceptable dust control plan prior to starting site preparation or earthwork.

5.5.2. Structural Pavement Sections

- Materials and workmanship shall be consistent with the requirements of the jurisdiction and the Standard Specifications for Public Works Construction.
- Table 5 presents the recommended minimum structural pavement sections for the development based on planned use. Minimum sections required by the jurisdictions shall govern if more than specified in Table 6.
- These sections have been developed with the expectation that the requirements of Section 5.2.4 – Subgrade Preparation have been satisfied.
- Depending on final site grading, structural pavement sections may be re-evaluated by the Geotechnical Engineer in consideration of the subgrade R-Value (ASTM D2844 – Standard Test Method for Resistance R-Value and Expansion Pressure of Compacted Soils).

Table 5 - Structural Pavement Sections¹

Road Type	Pavement Thickness (In.)	Pavement Type ²	Type II Class B Base Course Thickness (In.) ³
Local	4	2" Type 3 + Lime / 2" Type 2	6
Collector	5	Type 2 + Lime	8

¹ Per the Standard Specifications for Public Works Construction

² Base Course thickness is in addition to structural fill separation requirements presented in Table 2.

- The Contractor should submit a pavement mix design to the Owner or Engineer, for approval, at least five working days prior to paving. When pavement is placed directly adjacent to concrete flatwork, the finish compacted grade of the pavement should be at least ½ of an inch higher than the edge of adjacent concrete surface to allow adequate compaction of the pavement without damaging the concrete.

5.5.3. Pavement Design Life

- Maintenance is mandatory to ensure long-term pavement performance and to meet or exceed the assumed 20-year design life.
- Maintenance refers to any activity performed on the pavement that is intended to preserve its original service life or load-carrying capacity. Examples of maintenance activities include patching, crack or joint sealing, and seal coats. If these maintenance activities are ignored or deferred, premature failure of the pavement will occur.

- Premature failure of asphaltic concrete frequently occurs adjacent to poorly graded ponding areas and/or landscape areas. Failures may occur due to excessive precipitation, irrigation and landscaping water infiltrating into the subgrade soils causing subgrade failure.
- In areas where saturation of the subgrade soils beneath asphaltic pavement may occur, it is strongly recommended the owner/project manager include provisions by design for a subdrain system to eliminate the potential for saturation of subgrade soils. The subdrain system should discharge into a permanent drainage area that will not impede drainage flow to cause the system to back-up and/or clog. Appropriate maintenance procedures should be implemented to ensure the subdrain system does not plug and allow for proper drainage of surface and subsurface water beneath paved areas. Subdrain location and configuration should be evaluated once final grading and landscaping plans have been prepared.
- If the ultimate traffic exceeds the anticipated levels, it may be necessary to reevaluate and overlay the pavement at some time in the future.
- The cost associated with proper maintenance is generally much less than the cost for reconstruction due to the premature failure of the pavement. Therefore, it is strongly recommended the owner/project manager implement a pavement management program.

6. SUPPLEMENTARY SERVICES

- A design level geotechnical report should be prepared once final design grades have been established and reviewed.
- Verification of existing fills may be required.
- Additional exploration (test pits with material testing and/or geophysical surveys) may be warranted where final grade extends beyond the depth of the exploratory test pits.
- An additional investigation of the mapped fault structure may be required if any critical facilities are planned along the lineament.

7. CONSTRUCTION OBSERVATION AND TESTING SERVICES

- The recommendations presented in this report assume that the contractors perform their work as required by the project documents and that owner/project manager provides for sufficient field-testing and construction review during each phase of construction.
- Prior to construction, the owner/project manager should schedule a pre-construction conference including, but not limited to representatives of the owner, architect, civil engineer, the general contractor, earthwork and materials subcontractors, building official, and geotechnical engineer.
- It is the owner's/project manager responsibility to set-up this meeting and contact all responsible parties. The conference will allow parties to review the project plans, specifications, scheduling and recommendations presented in this report, and discuss applicable material quality and mix design requirements.
- Quality control reports should be submitted to the owner/project manager for review and distributed to the appropriate parties. It is essential that any changes or revisions to project plans be provided to Wood Rodgers in a timely fashion to ensure contractor compliance and avoid construction delays or the need to remove completed work.
- During construction, Wood Rodgers Incorporated should have the opportunity to provide sufficient on-site observation of site preparation and grading, over-excavation, fill placement, foundation installation, and paving.

These observations would allow us to document the geotechnical conditions are as anticipated and that the contractor's work meets with the criteria in the approved plans and specifications. Verification of horizontal and vertical control must be provided by whoever was responsible for establishing those boundaries and constructing associated improvements.

8. EXPECTATION OF PERFORMANCE

- The planned residences will incorporate either a standard slab-on-grade foundation with perimeter footings extending to a minimum depth of 18 inches below finished exterior grade.
- In lieu of solely off-hauling and importing, the developer/owner has selected to grade the site using cut to fill practices and selective grading.
- Therefore, the potential exists that soils within various building pads may fall outside the specified limits of Structural Fill.
- This deviation should not be considered a failure to adhere to recommendations presented within this report but should be considered a limitation to mass-grading when a natural, virgin material is used for a fill source.
- These inherent variations should not be considered to comprise a non-conformity with the project specifications unless the Weighted Plasticity (% of material passing the #200 sieve x Plasticity Index) of the weighted structural fill separation layer exceeds 7.5.
- Single family residential construction results in a complex composite of steel, concrete, lumber, and earth. Each element responds differently to loading and consequently cracking and distortion occur.
- Occurrence of cracking or distortion is not in and of itself evidence of the structure failing to meet a reasonable standard or level of performance.
- Repair of unsightly, non-structural, cracks should be considered part of the homeowner maintenance program.
- Cracks that continue to reappear or widen or propagate may be indicative of extenuating issues that require redress.
- Our design protocols and recommended construction testing procedures rely upon ASTM Standards and Guidelines; therefore, any subsequent studies to evaluate completed product or construction practices shall be in accordance with ASTM E 141 AND shall employ the same testing means and methods available at the time of construction.
- Where access or testing limits do not allow continuity in testing methods, a correlation program must be performed that establishes that the testing and evaluation methods employed by the reviewing agency present results consistent with and comparable to the test methods prescribed by this report and employed during construction.
- Failure to follow these prescribed protocols would result in test data being compromised when compared to ASTM standards and requirements.

- In addition, failure to follow the referenced statistical and sampling ASTM assessment protocols would result in a forensic assessment program rife with inconsistencies and variations which would result in the forensic investigation failing to meet the level of precision necessary to accurately evaluate the site conditions.

9. STANDARD LIMITATION CLAUSE

- This report has been prepared in accordance with generally accepted local geotechnical practices.
- The analyses and recommendations submitted are based upon field exploration performed at the specific locations identified and the conditions encountered, as discussed in our report.
- No guarantee or warranty as to the continuity of soil conditions between exploration points is implied or intended.
- Therefore, this report does not reflect soil or water variations that may become evident during the construction period, at which time re-evaluation of the recommendations may be necessary.
- Final plans and specifications should be reviewed by the design engineer responsible for this geotechnical report to determine if they have been prepared in accordance with the recommendations contained in this report prior to submitting to the building department for review.
- It is the owner's/project manager responsibility to provide the plans and specifications to the engineer.
- This report is issued with the understanding that it is the responsibility of the owner or their representative to ensure that the information and recommendations contained herein are brought to the attention of the design team for the project and incorporated into the plans and specifications, and that the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.
- We recommend our firm be retained to perform construction observation in all phases of the project related to geotechnical factors to document compliance with our recommendations.
- The owner/project manager is responsible for distribution of this geotechnical report to all designers and contractors whose work is related to geotechnical factors.
- It is the contractor's responsibility for the grading and construction of the designed improvements. This responsibility includes the means, methods, techniques, sequence, and procedures of construction and safety of construction at the site.
- All construction shall conform to the requirements of the most recently adopted version of the Standard Specifications for Public Works Construction and the requirements of the agency having jurisdiction (AHJ).
- Failure to inspect the work shall not relieve the contractor from their obligation to perform sound and reliable work as described herein and as described in the Standard Specifications for Public Works Construction.

- In the event of changes in the design, location, or ownership of the project after presentation of this report, our recommendations should be reviewed and possibly modified by the Geotechnical Engineer.
- If the Geotechnical Engineer is not afforded the privilege of making this recommended review, we can assume no responsibility for misinterpretation or misapplication of our recommendations or their validity in the event changes have been made in the original design concept without our prior review. The engineer makes no other warranties, either expressed or implied, as to the professional advice provided under the terms of this agreement and included in this report.
- This report was prepared by Wood Rodgers, Inc. for the benefit of GF Development, LLC and their duly assigned agents or other responsible parties.
- The material in this report reflects Wood Rodgers' best judgment considering the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties.
- Wood Rodgers accepts no responsibility for damages, if any, suffered by any third party because of decisions made by third parties or actions based on this report without consultation with Wood Rodgers and written approval for such actions.

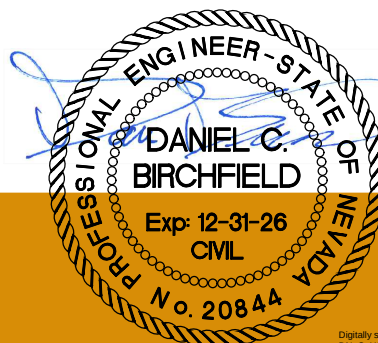
10. REFERENCES

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TRADITIONS NORTH

Conceptual Sanitary Sewer Report

November 2025



By Piñon Design Group

Digitally signed by Daniel Birchfield
DN: cn=US, E=daniel@pinongroup.com,
ou=Piñon Design Group, ou=Daniel
Birchfield
Location: Reno, NV
Reason: I am approving this document
Date: 2025.11.17 08:30:15 -08'00'



TRADITIONS NORTH – CONCEPTUAL SANITARY SEWER REPORT

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PROJECT LOCATION AND DESCRIPTION

Traditions North is located adjacent to the current Traditions Project on Traditions Parkway and Highway 50 in Dayton, Lyon County, Nevada (Figure 1A – *Project Location*). The property is located north of Highway 50, west of Enterprise Way, and east of the Sutro Tunnel. The site APN is: 016-406-07 and consists of 368 single-family lots. This site is situated in Section 01, Township 16 North, and Range 21 East of the Mount Diablo Meridian.

Figure 1A: Project Location



EXISTING WASTEWATER SYSTEM

The existing area contains public gravity sanitary sewer mains owned and maintained by Lyon County Utilities Department (LCUD). There are 8" gravity sewer connections in Rock Creek Parkway and Nevada Station Parkway that convey wastewater to the Industrial Lift Station (LCUD). There is also an existing 8" gravity main connection in Enterprise way that conveys wastewater to the Industrial Lift Station (LCUD). The lift station pumps the wastewater to the Rolling A Waste Water Treatment Plant.

A utility discovery application was submitted in July, 2025 and is still pending issuance of the final assessment document as of writing of this report. More information on the existing system will be available once the discovery report is completed.

PROPOSED WASTEWATER SYSTEM

The proposed system will consist of a gravity sewer collection system (Reference Figure 2: Sewer-shed Exhibit). The westernmost 37 dwelling units (Figure 2: orange hatch) are planned to connect to the existing 8" connection in Nevada Station Parkway along the southwest project boundary. Then, the middle portion of the site (Figure 2: green hatch), with 130 dwelling units, will connect to the existing 8" connection in Rock Creek Parkway along the southeast project boundary. Finally, the eastern portion of the site (Figure 2: cyan hatch), with 191 dwelling units, connect into the existing 8" stub in Enterprise Way. Design details, flow/pressure modeling, and telemetry will be determined at final design stage.

The proposed wastewater collection system and lift station will be designed to LCUD standards and dedicated to LCUD.

ESTIMATED PEAK SEWAGE FLOWS

For this analysis, the flow factors used in the calculations are the Lyon County standard of average daily flow of 175 gpd/DU for a single-family residential and multi-family. The average daily flow is utilized for approximating the contribution to the Wastewater Treatment Plant. A conservative peaking factor of 3.8 is then applied to

the average daily flow to compute the peak flow used in the design of the sanitary sewer mains. The following table summarizes the results of the calculations of the average and peak daily flows for the proposed residential subdivisions:

Subdivision	Dwelling Units (DU)	Flow per DU (gpd/DU)	Avg Daily Flow (gpd)	Peaking Factor	Peak Flow (gpd)
Traditions North	358	175	62,650	3.8	238,070

PROPOSED SEWER MAINS

The proposed waster collection system consists of individual laterals to each dwelling unit and public gravity sewer mains. The project will be constructed in phases and each phase will provide a detailed analysis demonstrating it will function properly at the time of construction and throughout the duration of the project.

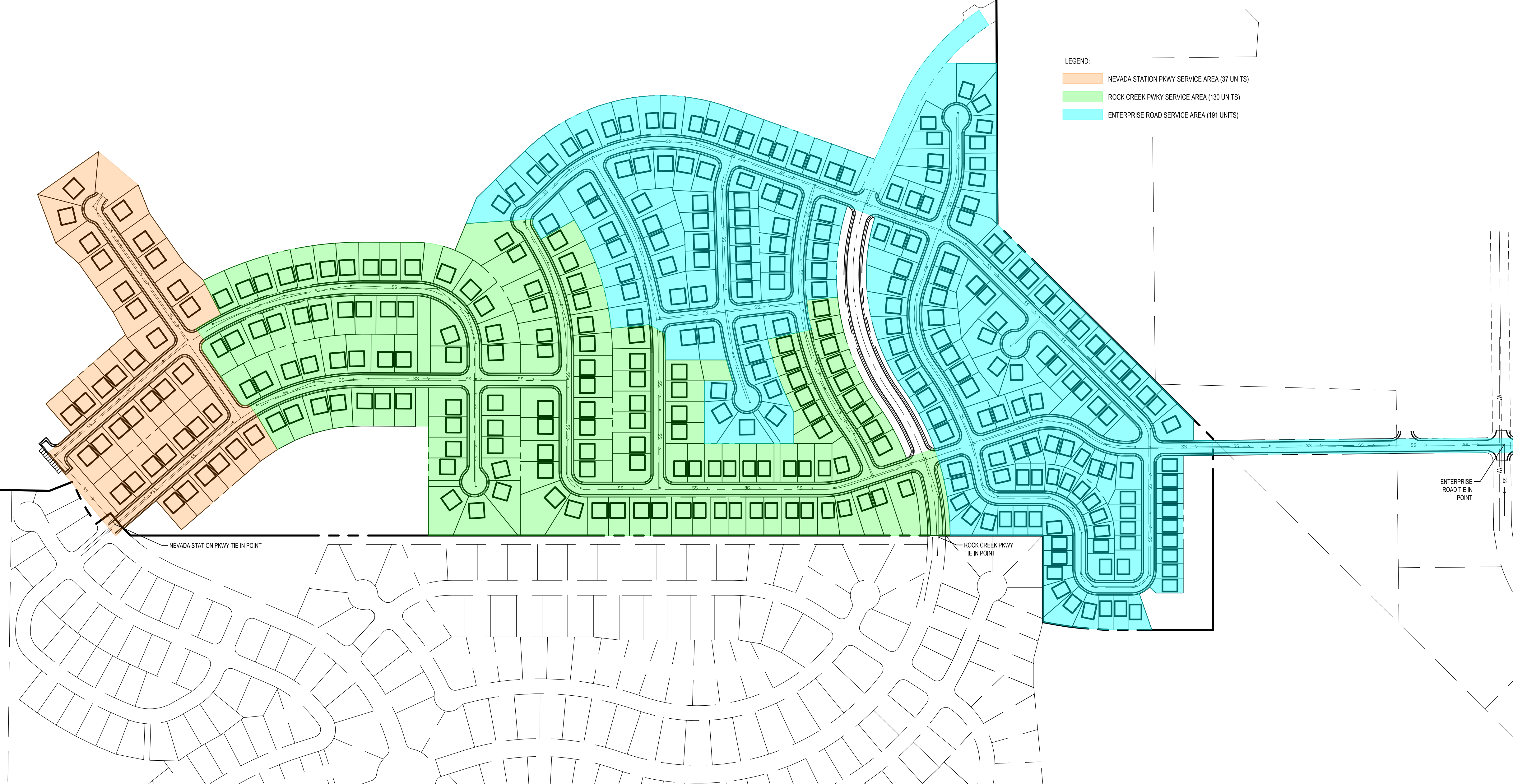
The following minimum standards will be met with the final design:

- The minimum size for sewer mains is 8 inches, and mains are sized based on flow calculations. Individual sewer laterals will be 4" minimum.
- Sewer mains are considered at capacity when peak flow reaches a ratio (d/D) of 0.75.
- Minimum slopes and spacing for sewer mains are specified (e.g., 8-inch mains require a minimum slope of 0.4 percent).
- Sewer lines are generally PVC SDR-35 unless otherwise approved.
- Manhole spacing is limited to 400 feet for lines smaller than 15 inches, with greater spacing allowed for larger mains.
- Sewer mains will provide capacity for the ultimate tributary population, and flow and peaking factors follow the previously described standards and Nevada Administrative Code (NAC).

CONCLUSION

In conclusion, the conceptual sanitary sewer report has been performed to ensure that the proposed sewer system will meet design criteria required by LCUD and NAC. The study shows that proposed sanitary sewer system will be installed in such a way that each phase will function properly at the time of construction and throughout the duration of the project.

Figure 2: Sewer-shed Exhibit
(see attached 36"x48" sheet)

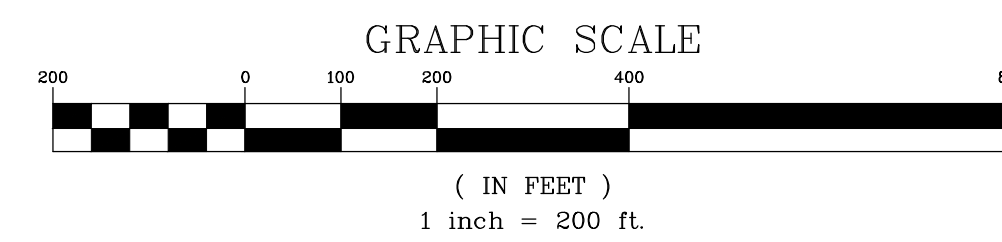
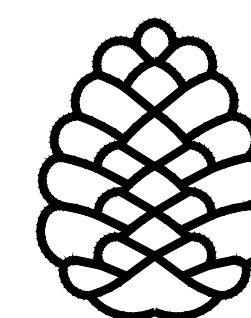


LEGEND:

NEVADA STATION PKWY SERVICE AREA (37 UNITS)

ROCK CREEK PWKY SERVICE AREA (130 UNITS)

ENTERPRISE ROAD SERVICE AREA (191 UNITS)

[illegible]

**PIÑON
DESIGN
GROUP**

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RENO, NV 89521

**TRADITIONS NORTH
LYON COUNTY, NEVADA
SEWER SHED MAP**

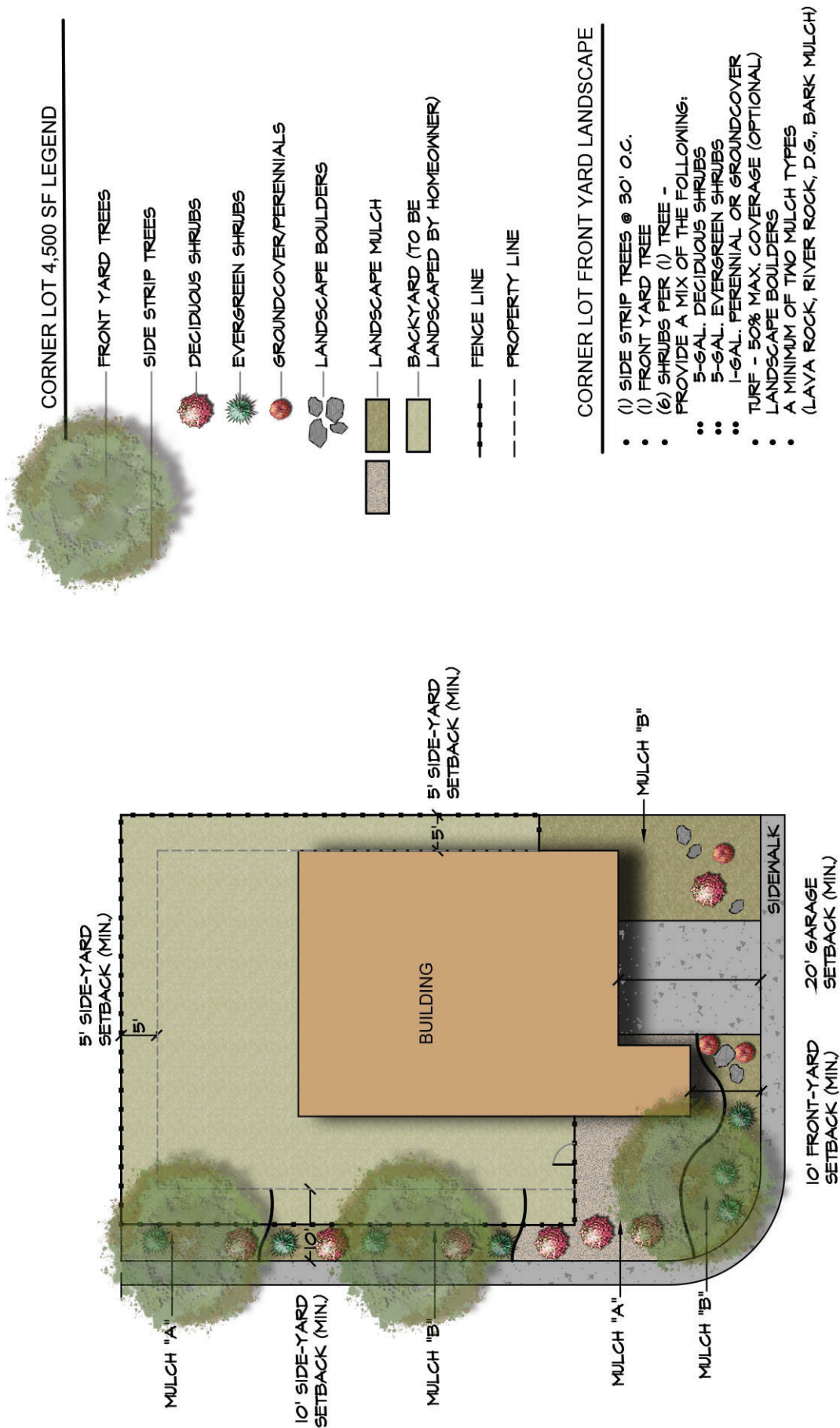
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DRAWN BY:	<u>AST</u>
DATE:	<u>NOV 2025</u>
SCALE:	<u>1"=150'</u>

SHEET

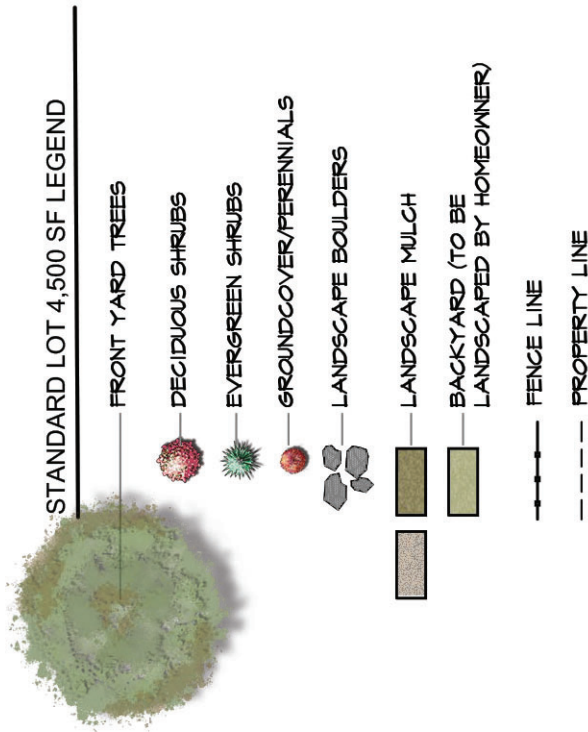
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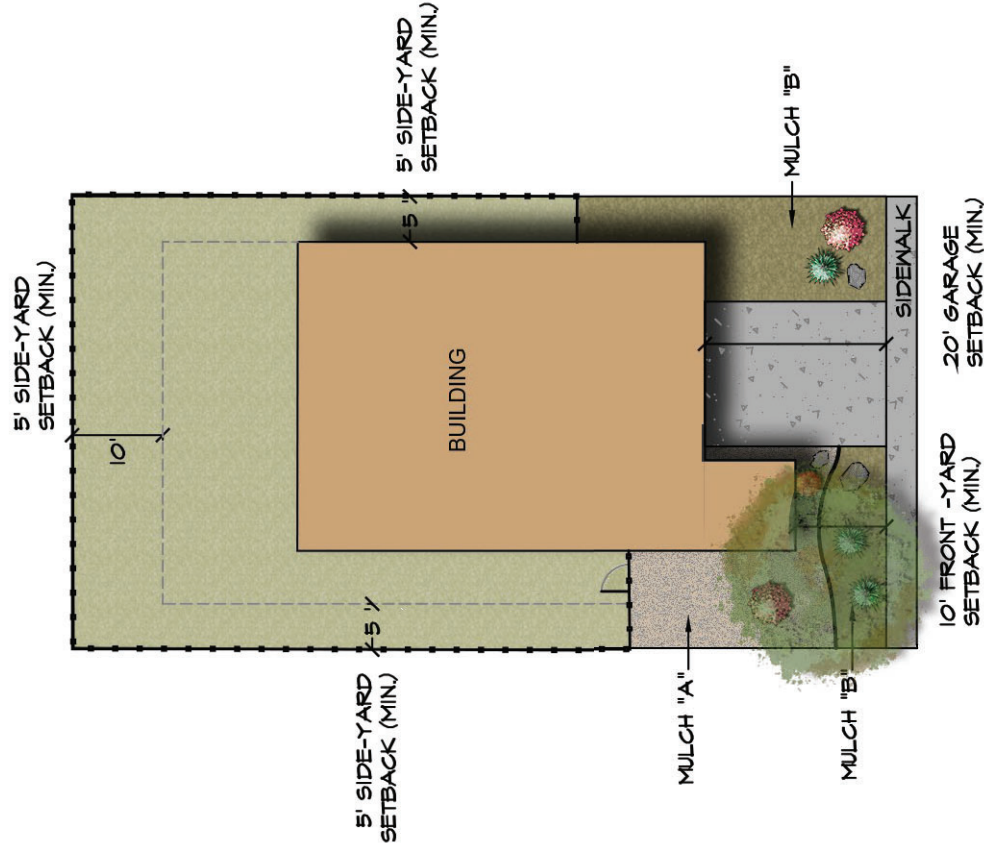
PIÑON



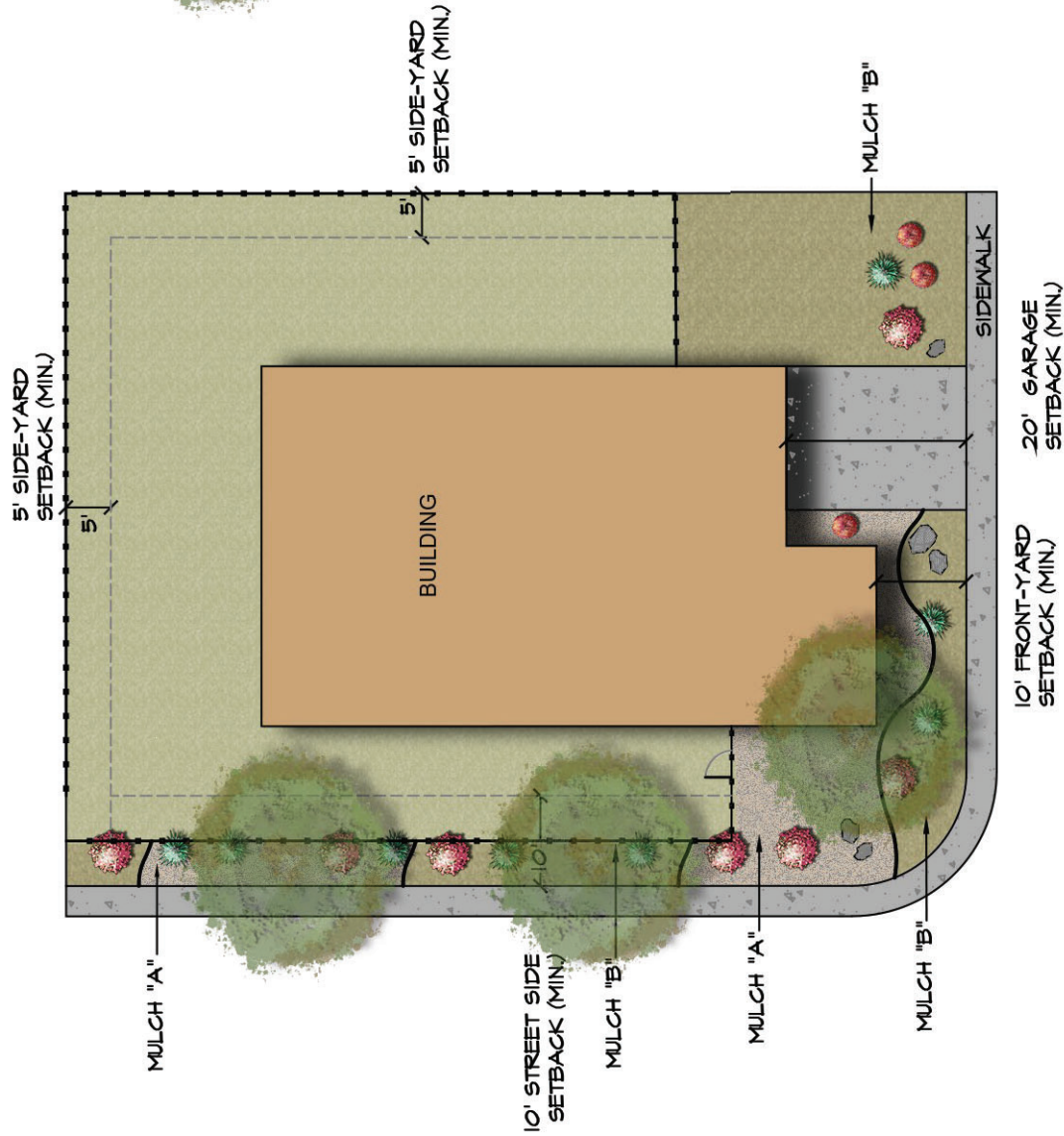
THIS EXHIBIT IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND IS SUBJECT TO CHANGE.



- STANDARD LOT FRONT YARD LANDSCAPE**
- (1) FRONT YARD TREE
 - (6) SHRUBS PER (1) TREE - PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUNDCOVER
 - TURF - 50% MAX. COVERAGE (OPTIONAL)
 - LANDSCAPE BOULDERS
 - A MINIMUM OF TWO MULCH TYPES (LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)



THIS EXHIBIT IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND IS SUBJECT TO CHANGE.



CORNER LOT 6,000 SF LEGEND

FRONT YARD TREES

SIDE STRIP TREES

DECIDUOUS SHRUBS

EVERGREEN SHRUBS

GROUNDCOVER/PERENNIALS

LANDSCAPE BOULDERS

LANDSCAPE MULCH

BACKYARD (TO BE LANDSCAPED BY HOMEOWNER)

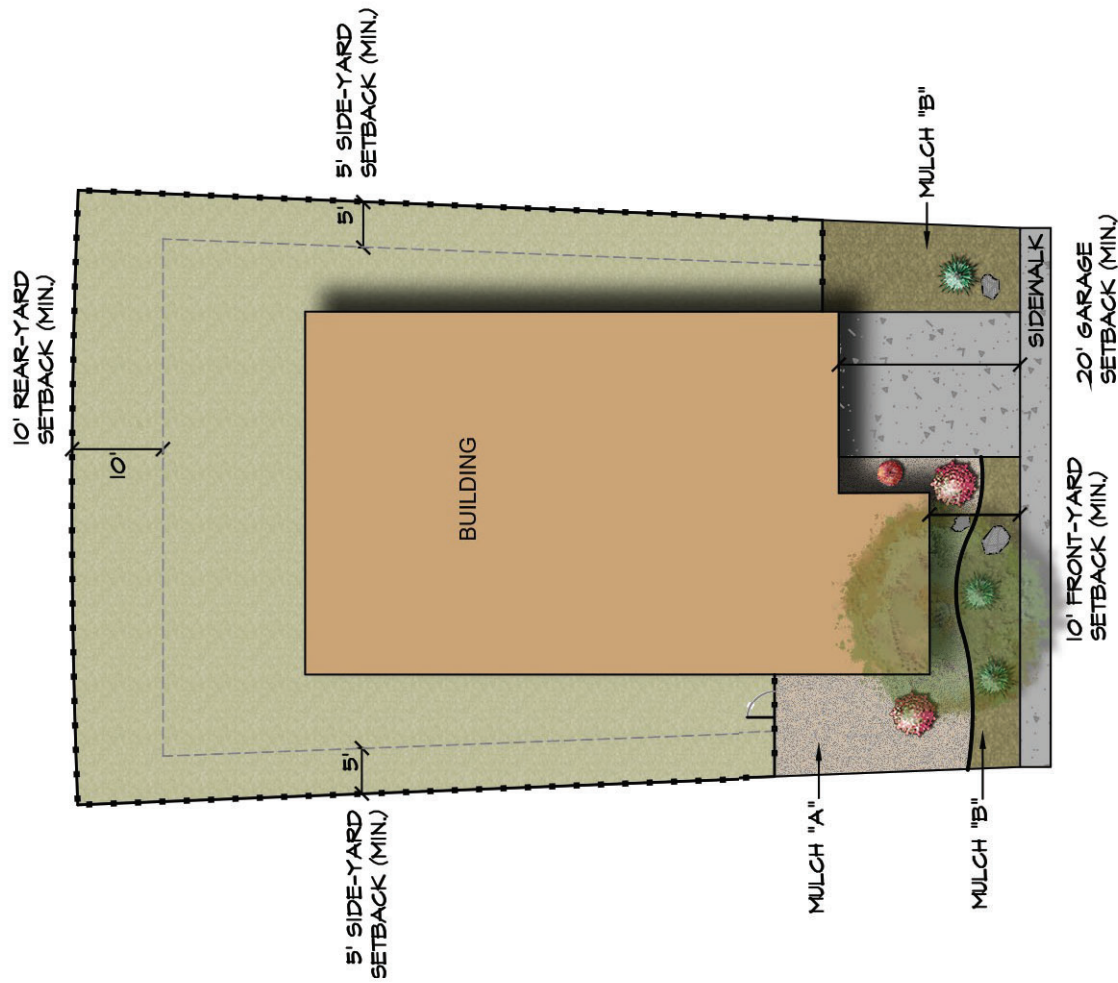
FENCE LINE

PROPERTY LINE

CORNER LOT FRONT YARD LANDSCAPE

- (1) SIDE STRIP TREES @ 30' O.C.
- (1) FRONT YARD TREE
- (6) SHRUBS PER (1) TREE - PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUNDCOVER
- TURF - 50% MAX. COVERAGE (OPTIONAL)
- LANDSCAPE BOULDERS
- A MINIMUM OF TWO MULCH TYPES (LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)

THIS EXHIBIT IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND IS SUBJECT TO CHANGE.



STANDARD LOT 6,000 SF LEGEND

FRONT YARD TREES



DECIDUOUS SHRUBS



EVERGREEN SHRUBS



GROUND COVER/PERENNIALS



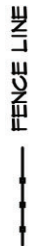
LANDSCAPE BOULDERS



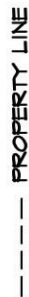
LANDSCAPE MULCH



BACKYARD (TO BE LANDSCAPED BY HOMEOWNER)



FENCE LINE

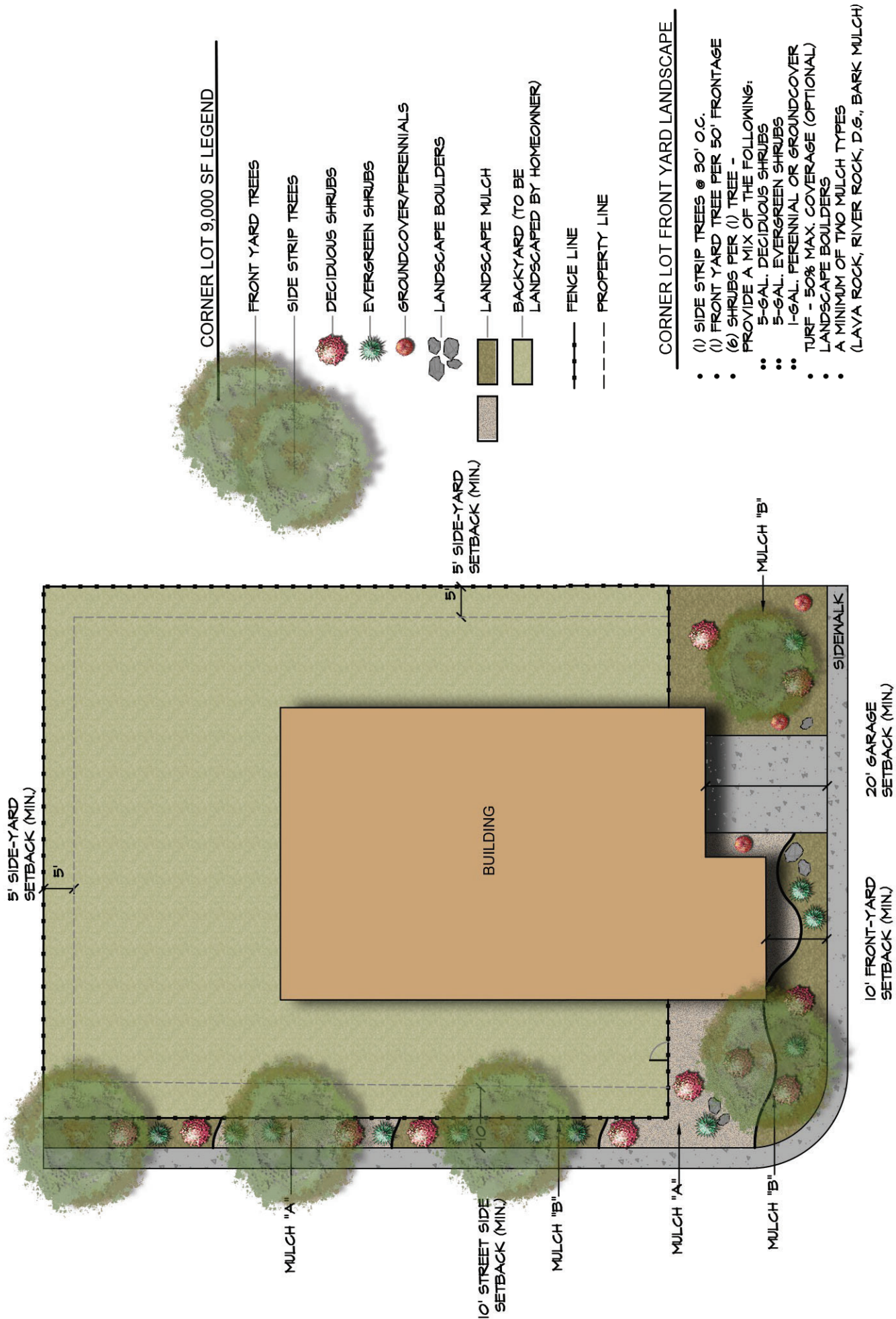


PROPERTY LINE

STANDARD LOT FRONT YARD LANDSCAPE

- (1) FRONT YARD TREE
- (6) SHRUBS PER (1) TREE - PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUND COVER
- TURF - 50% MAX. COVERAGE (OPTIONAL)
- LANDSCAPE BOULDERS
- A MINIMUM OF TWO MULCH TYPES (LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)

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----- PROPERTY LINE

- (1) FRONT YARD TREE PER 50' FRONTAGE
- (6) SHRUBS PER (1) TREE -
- PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUNDCOVER
- TURF - 50% MAX. COVERAGE (OPTIONAL)
- LANDSCAPE BOULDERS
- A MINIMUM OF TWO MULCH TYPES
(LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)

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CORNER LOT 12,000 SF LEGEND

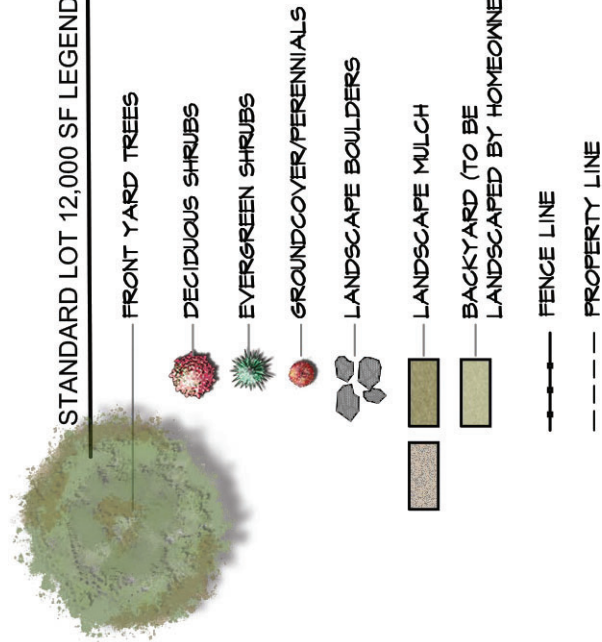
- FRONT YARD TREES
- SIDE STRIP TREES
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- GROUND COVER/PERENNIALS
- LANDSCAPE BOULDERS
- LANDSCAPE MULCH
- BACKYARD (TO BE LANDSCAPED BY HOMEOWNER)
- FENCE LINE
- PROPERTY LINE

CORNER LOT FRONT YARD LANDSCAPE

- (1) SIDE STRIP TREES @ 30' O.C.
- (1) FRONT YARD TREE PER 50' FRONTAGE
- (6) SHRUBS PER (1) TREE - PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUND COVER
- TURF - 50% MAX COVERAGE (OPTIONAL)
- LANDSCAPE BOULDERS
- A MINIMUM OF TWO MULCH TYPES (LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)

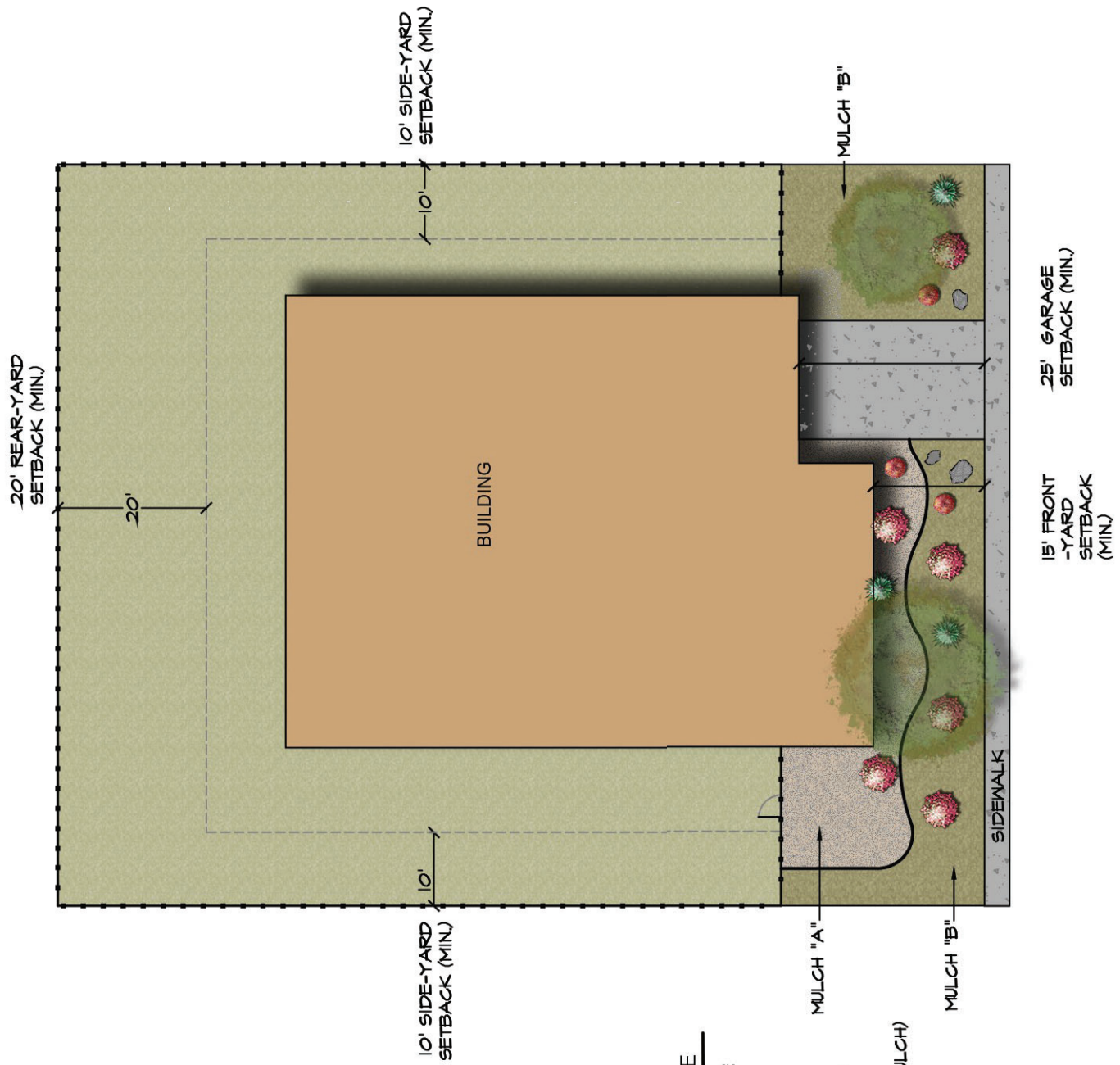
THIS EXHIBIT IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND IS SUBJECT TO CHANGE.

STANDARD LOT 12,000 SF LEGEND



STANDARD LOT FRONT YARD LANDSCAPE

- (1) FRONT YARD TREE PER 50' FRONTAGE
- (6) SHRUBS PER (1) TREE -
 - PROVIDE A MIX OF THE FOLLOWING:
 - 5-GAL. DECIDUOUS SHRUBS
 - 5-GAL. EVERGREEN SHRUBS
 - 1-GAL. PERENNIAL OR GROUNDCOVER
 - TURF - 50% MAX. COVERAGE (OPTIONAL)
 - LANDSCAPE BOULDERS
 - A MINIMUM OF TWO MULCH TYPES (LAVA ROCK, RIVER ROCK, D.G., BARK MULCH)



THIS EXHIBIT IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND IS SUBJECT TO CHANGE.

PL

3:1 MAX

3:1 MAX

2%

12.0'
ACCESS
ROAD

2:1

2:1

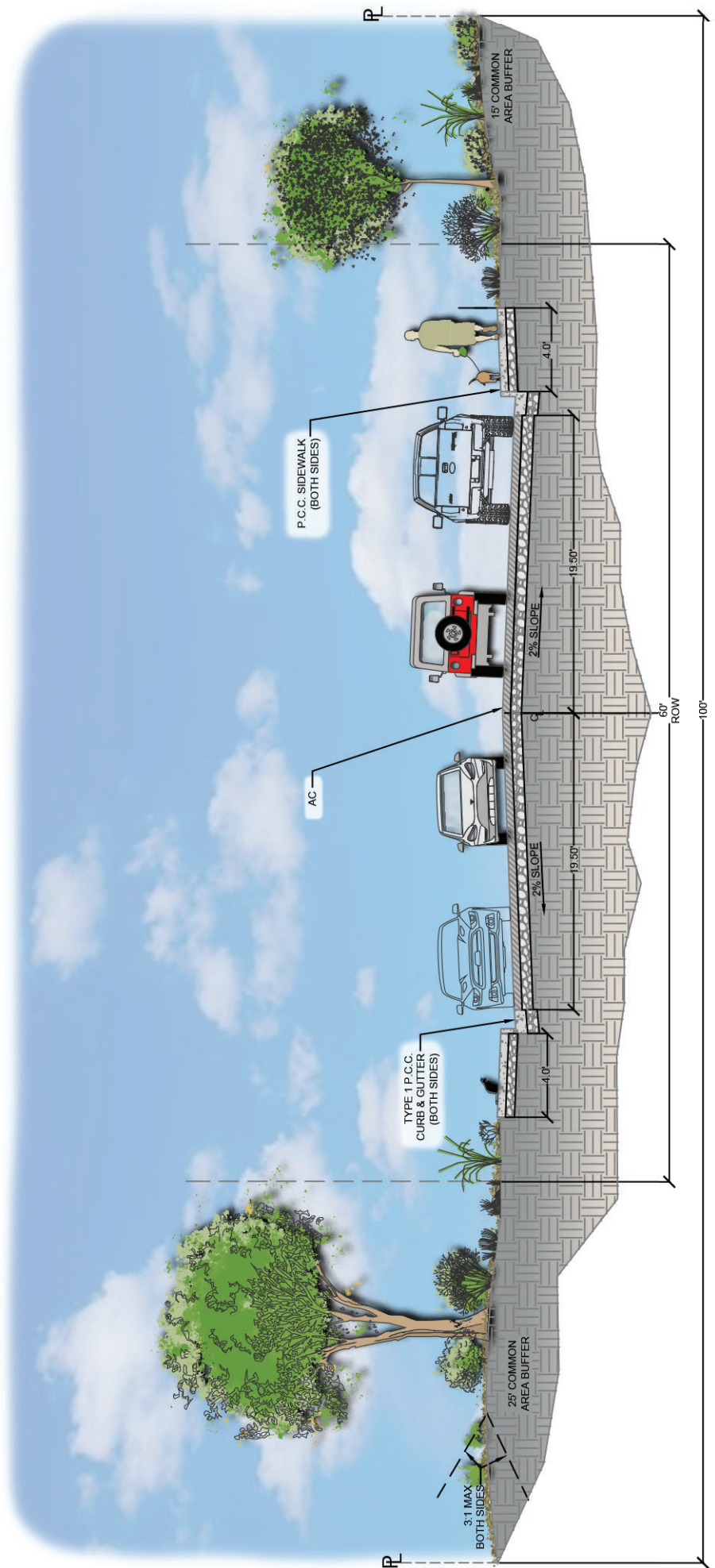
NATIVE
VEGETATION

6.0'

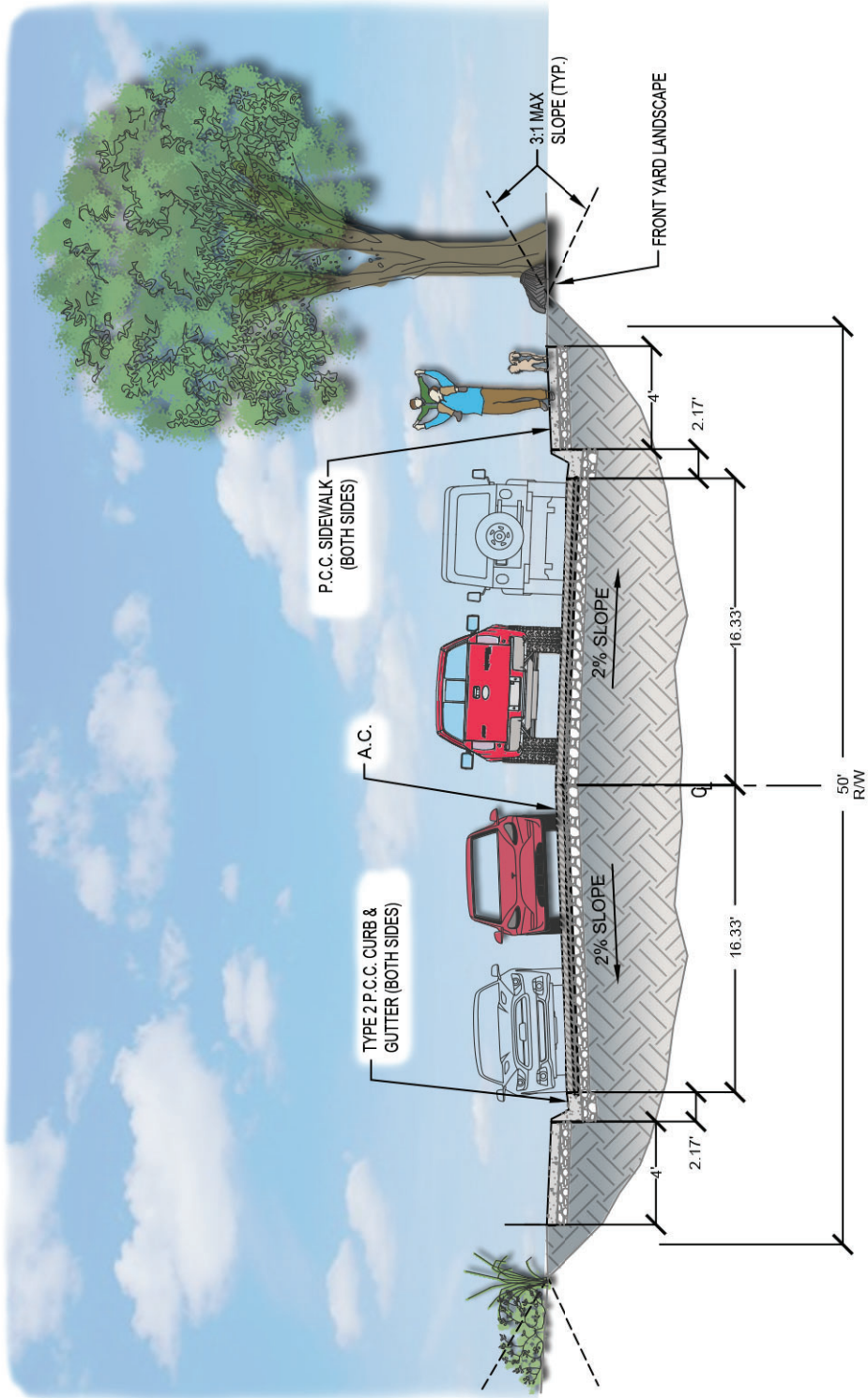
10.0'

6.0'
(MIN.)

NORTHERN CUT OFF CHANNEL
(SECTION A-A)
N.T.S.



COLLECTOR STREET SECTION
(PUBLIC)
60' RIGHT-OF-WAY
NTS



LOCAL STREET SECTION
(PUBLIC)
50' RIGHT-OF-WAY
(N.T.S.)



NEIGHBORHOOD PARK #1

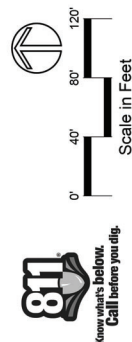
CONCEPTUAL AMENITY LIST

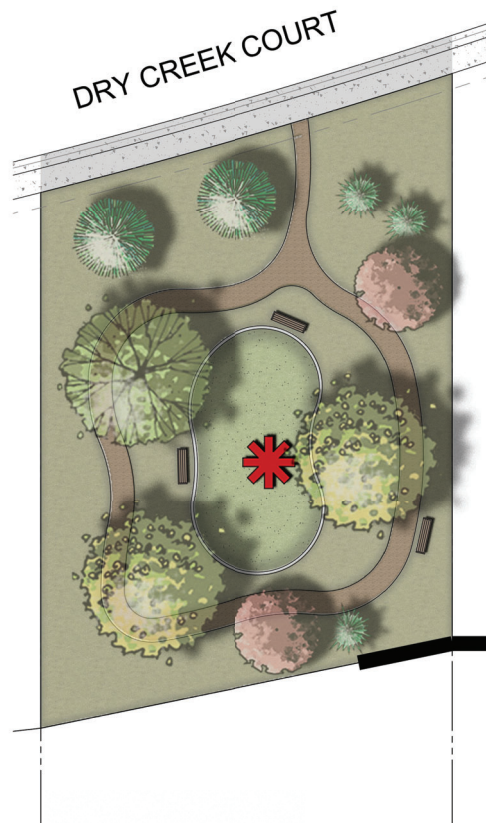
DEVELOPER TO CHOOSE THE NUMBER OF AMENITIES IN CORRELATION WITH PARK SIZE PER TRADITIONS NORTH PUD STANDARDS.

- BENCH SEATING AREA
- BIKE PARKING/REPAIR STATION
- DOG PARK
- DOG STATION
- FITNESS CENTER/STATIONS
- LAWN PLAY AREA
- PLAYGROUNDS
- AGES 3-5, 5-12, & 13+
- PICNIC SHELTER
- REGIONAL TRAIL CONNECTOR
- RESTROOM
- WALKING PATH

PLANT LEGEND

SYMBOL	DESCRIPTION
	ACCENT TREES
	DECIDUOUS SHADE TREES
	EVERGREEN TREES
	LANDSCAPE AREA
	PLAYGROUND AREA
	LAWN AREA
	TRAILS
	DETENTION BASIN





POCKET PARK #2



Scale in Feet



**Know what's below.
Call before you dig.**

PLANT LEGEND

SYMBOL

DESCRIPTION

ACCENT TREES

PRECIOUS SHAVE TREES

EYESCREEN TREES

D.S. AREA

LANDSCAPE AREA

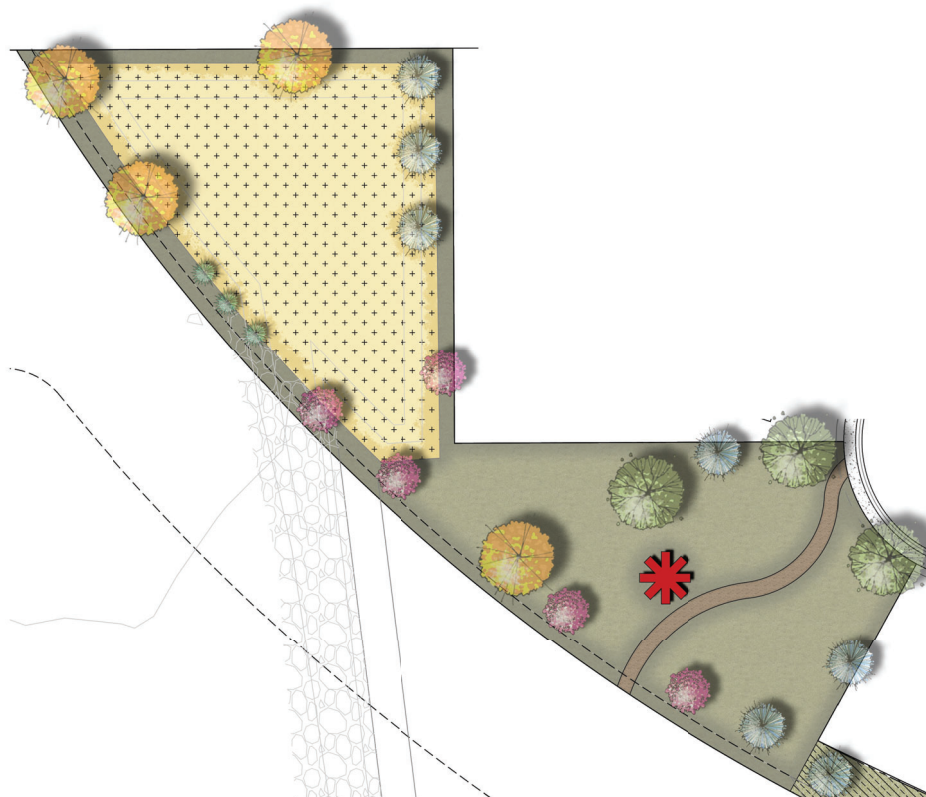
LAWN AREA

CONCEPTUAL AMENITY LIST

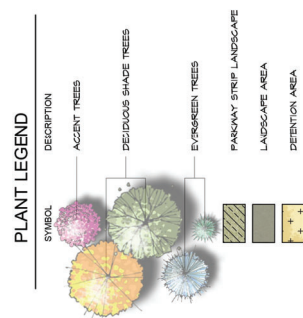
DEVELOPER TO CHOOSE THE NUMBER OF AMENITIES
IN CORRELATION WITH PARK SIZE PER TRADITIONS
NORTH.



- BENCH SEATING AREA
- BIKE PARKING/REPAIR STATION
- DOG PARK
- DOG STATION
- FITNESS CENTER/STATIONS
- LAWN PLAY AREA
- PICNIC SHELTER
- RESTROOM
- WALKING PATH



POCKET PARK #3



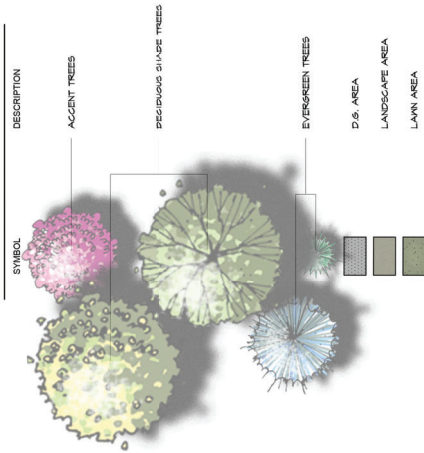
CONCEPTUAL AMENITY LIST

DEVELOPER TO CHOOSE THE NUMBER OF AMENITIES
IN CORRELATION WITH PARK SIZE PER TRADITIONS
NORTH

- BENCH SEATING AREA
- BIKE PARKING/REPAIR STATION
- DOG PARK
- DOG STATION
- FITNESS CENTER/STATIONS
- LAWN PLAY AREA
- PICNIC SHELTER
- RESTROOM
- WALKING PATH



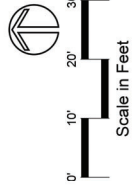
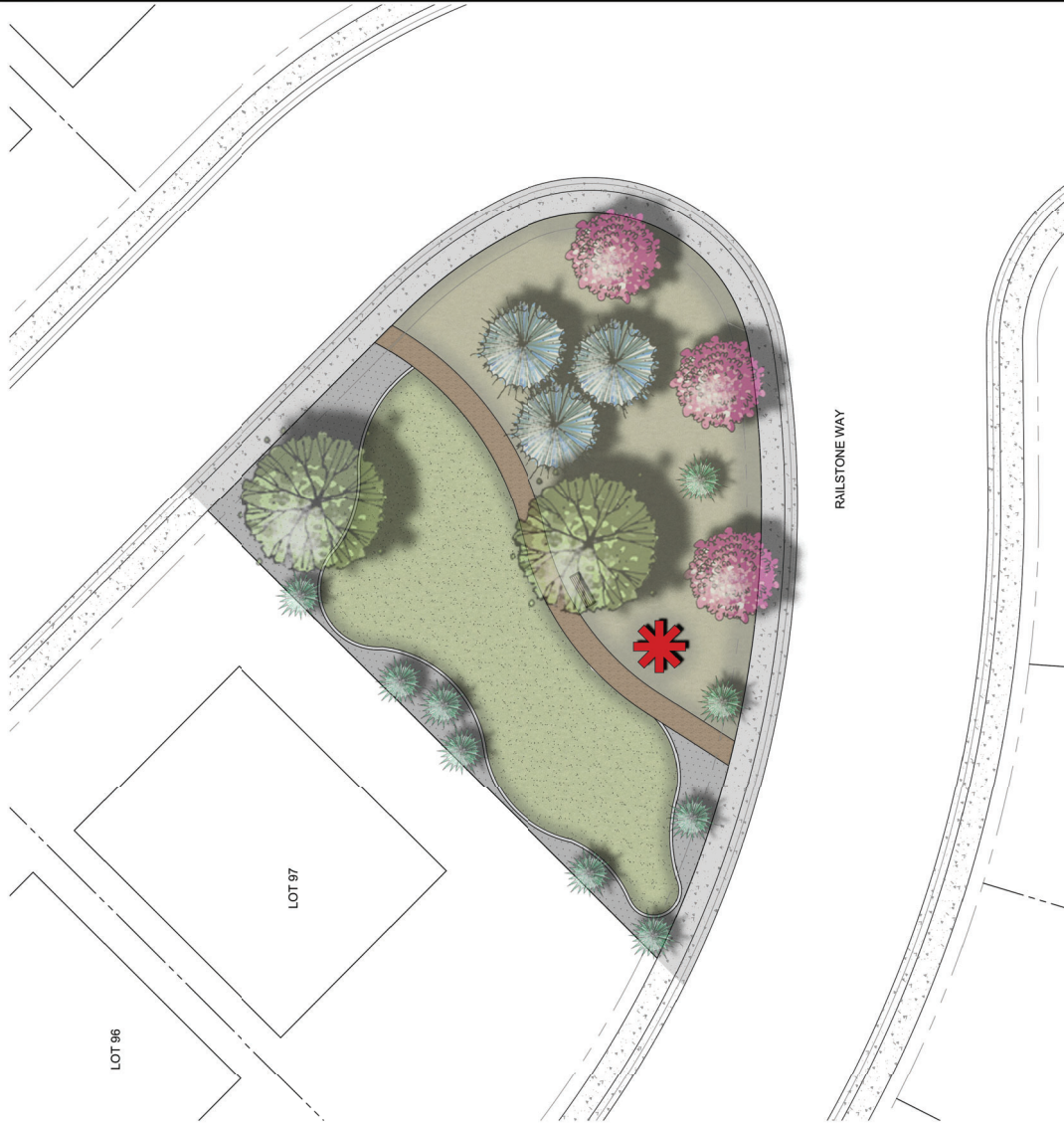
PLANT LEGEND



CONCEPTUAL AMENITY LIST

DEVELOPER TO CHOOSE THE NUMBER OF AMENITIES IN CORRELATION WITH PARK SIZE PER TRADITIONS NORTH.

- BENCH SEATING AREA
- BIKE PARKING/REPAIR STATION
- DOG PARK
- DOG STATION
- FITNESS CENTER/STATIONS
- LAWN PLAY AREA
- PICKING SHELTER
- RESTROOM
- WALKING PATH



PROGRESS SET
Not for Construction

Sheet: **L4** of **5**

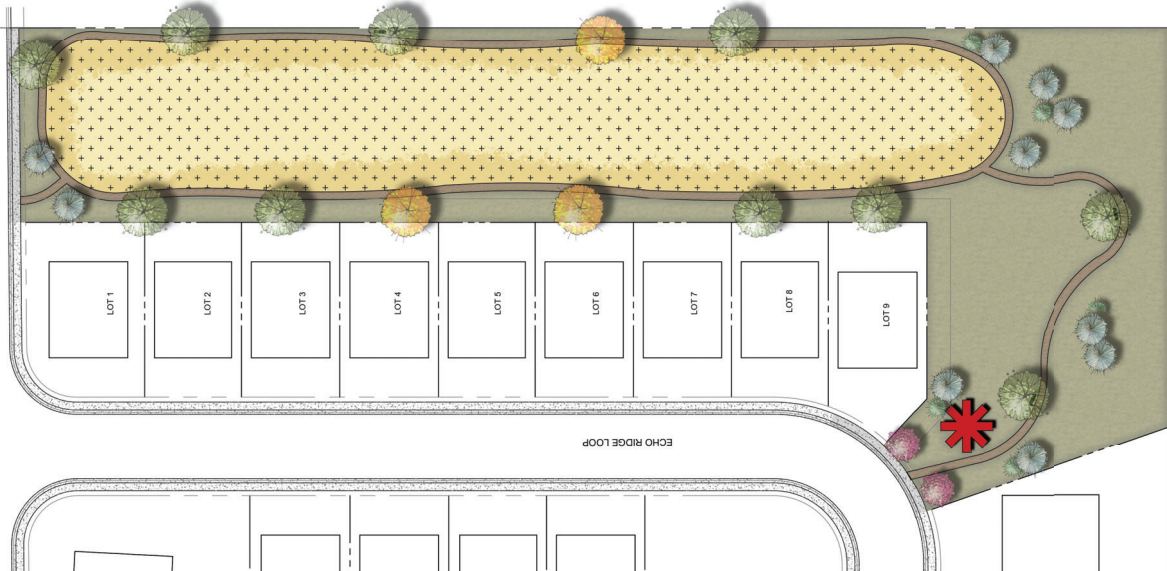
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1522 C Street Sparks, NV 89431 (775) 323-2223 NV PLS #440
L.A. Studio Nevada
the landscape architecture studio

Nevada

Neighborhood Park #4
TRADITIONS NORTH, LLC
Lyon Co.

Dayton
No. Revision Date

L.A. No. 2023-00000000
Project: NV
Design: N/A
Contract: N/A
Date: 10/13/2023



POCKET PARK #5

PLANT LEGEND

SYMBOL	DESCRIPTION
	ACCENT TREES
	
	
	DECIDUOUS SHADE TREES
	
	EVERGREEN TREES
	LANDSCAPE AREA
	DETENTION AREA

CONCEPTUAL AMENITY LIST

DEVELOPER TO CHOOSE THE NUMBER OF AMENITIES
IN CORRELATION WITH PARK SIZE PER TRADITIONS
NORTH.

- BENCH SEATING AREA
- BIKE PARKING/REPAIR STATION
- DOG PARK
- DOG STATION
- FITNESS CENTER/STATIONS
- LAWN PLAY AREA
- PICNIC SHELTER
- RESTROOM
- WALKING PATH



TRADITIONS NORTH

PLANNED UNIT DEVELOPMENT

Adopted XXXXXXXXXX

Prepared for Traditions North, LLC



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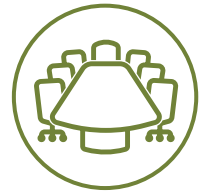
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Appendices

- Appendix A: Property Legal Description
- Appendix B: Preliminary Geotechnical Study
- Appendix C: Preliminary Drainage Report
- Appendix D: Traffic Impact Study



1.0 Executive Summary

1.1 Project Area

The Traditions North Planned Unit Development (PUD) encompasses a ±230.76-acre area in Dayton, Nevada, consisting of assessor's parcel number (APN) 016-406-07. This parcel is currently undeveloped and may be developed in the future in accordance with the PUD development standards outlined in this handbook. The Traditions North PUD is generally located north of Nevada Station Parkway and west of Enterprise Way. The project is located northeast of the Historic Sutro Tunnel.

1.2 Purpose

The purpose of this handbook is to:

- 1) Encourage innovations in residential development by introducing a greater variety of lot sizes to encourage variation in building typology.
- 2) Improve and enhance Lyon County's trail and park system by providing trails and open space that provide continuity and access to Federal public lands adjacent to the project.
- 3) Provide clear, consistent development standards through a design handbook that is easy for Lyon County staff and interested parties to interpret and manage.
- 4) Draw inspiration from Nevada's frontier heritage by incorporating authentic, natural textures into fencing and monummentation, creating a distinctive neighborhood identity that reflects the region's rugged character and historic mining and farming roots.

1.3 Land Use Changes

Land use changes in this PUD include a reconfiguration of the existing residential land uses, along with increasing the amount of open space. These changes are designed to be a logical extension of the adjacent land use, including:

- Reconfiguration of the residential uses into a more logical land use pattern.
- A trailhead on the west side of the development to enhance connectivity and access to outdoor recreation opportunities.

Figure 1: Property Location





2.0 Administration

The Traditions North PUD describes in general terms when, where, and how development will occur. It establishes base quantitative standards and design parameters for each individual project built within the PUD and is intended to offer design flexibility while maintaining minimum standards, integrating with existing Lyon County land development regulations.

2.1 Open Space Maintenance

Prior to the recordation of the first final map, a homeowner's association, landscape maintenance district or association, or similar entity shall be established.

2.2 Individual Project Approvals

Individual projects within The PUD shall be subject to review and approval as outlined in the Lyon County Land Use and Development Code (LCC), including tentative subdivision maps and administrative design reviews, etc., unless otherwise provided in this PUD handbook.

New development shall be reviewed in context with the standards and requirements of this PUD. All statutory public review requirements set forth in NRS and LCC shall remain in full effect and shall be applied to new development requests within Traditions North where applicable.

2.3 Flexibility

Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development.

Modifications to the PUD

The standards and requirements outlined within this PUD handbook shall be used to review the planning entitlements necessary to implement the PUD. However, it is recognized that unusual or unique circumstances may arise from time to time. Any modification to these standards, land uses, densities, etc. that exceed 10% shall require the review by the Lyon County Planning Commission and approval by Lyon County Board of County Commissioners. Modifications that do not exceed 10% may be granted with the approval of the Community Development Director or his or her designee. Modifications to the PUD boundary shall be subject to the review of a PUD Amendment and the associated requirements and public review defined within LCC.

Modifications that require alterations to the internal street network can be approved administratively through the final map without an amendment to the PUD or tentative map approvals. For instance, if lot sizes of one planning area increased based on market conditions and the street network is to be reconfigured, an update to the PUD or tentative map approval would not be required.

Planning Area Modification

Planning areas may be modified/reconfigured by up to 10% (acreage) as long as the required amount of open space does not decrease and the total number of residential units does not exceed the maximum number of residential units permitted pursuant to Table 1: Land Use Table.

Maximum Number of Residential Units

The maximum number of residential units within the Traditions North PUD may not exceed 415. The Developer shall be responsible for providing a running total of units to be provided with each individual tentative map or residential project to demonstrate compliance with this standard.

2.4 Amendments

Amendments to this PUD Handbook may be initiated by the property owner, developer, or their authorized representative.

2.5 Conflicts

In the event of a conflict between this PUD Handbook and LCC, these standards shall govern development of the Traditions North PUD. When a specific standard or development requirement is not addressed by the PUD, the development will be reviewed subject to state statutes and Lyon County codes and regulations in effect at the time of application, as amended.

2.6 Appeals

The applicant and developer shall have all rights to appeal decisions pursuant to state statutes and Lyon County codes and regulations, as amended.



3.0 Land Use Plan

Traditions North PUD aims to enhance community design and compatibility by offering a more desirable, balanced, and well-integrated mix of residential uses and open space. The open space area will provide active and passive recreation opportunities and provide access to the Sutro Trail.

The planning areas are shown on Figure 2: Land Use Plan. This plan reflects the overall goals and intent of the Traditions North PUD, emphasizing connectivity, compatibility, and better quality of life.

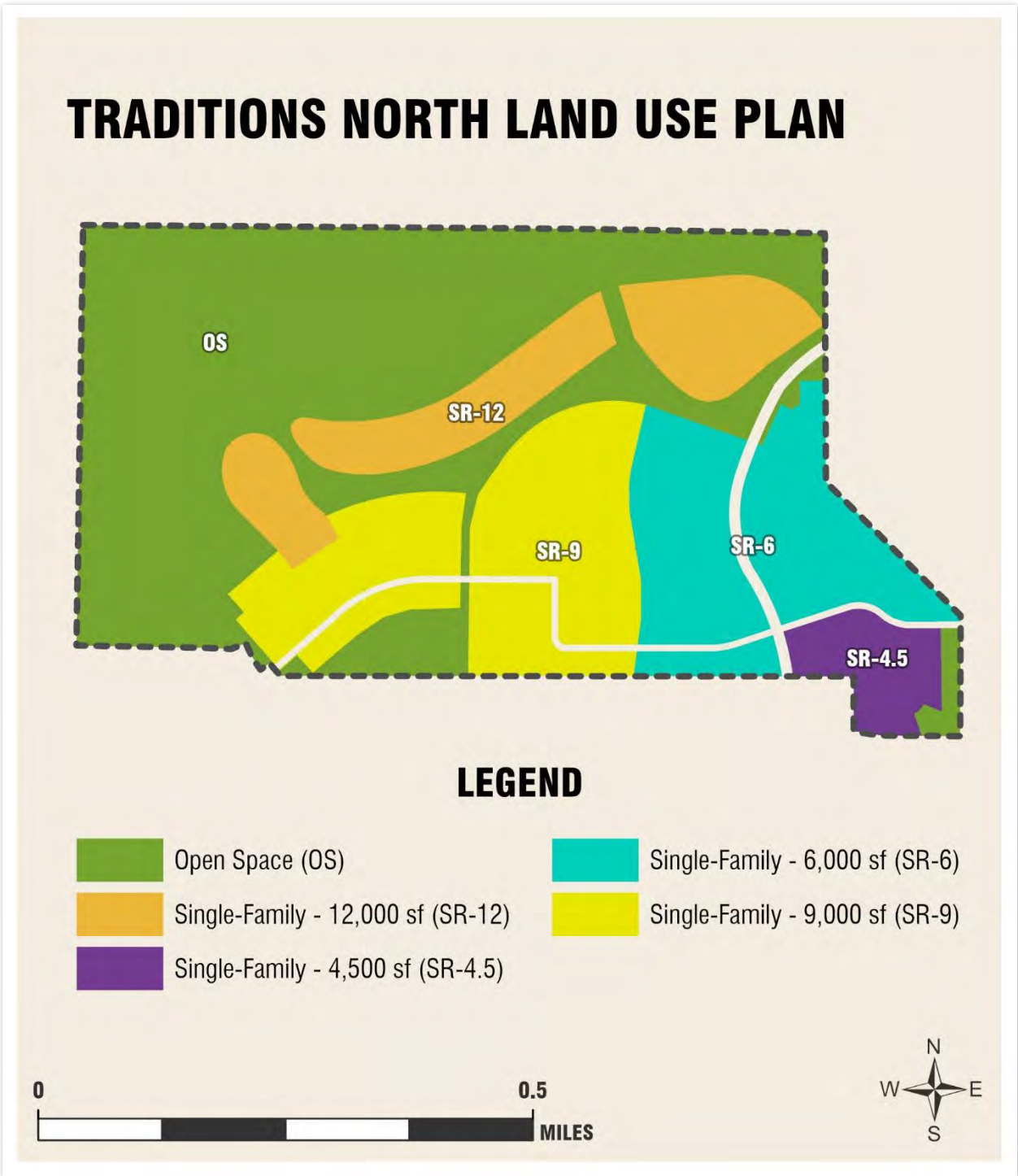
3.1 Planning Areas

Individual projects within each planning area will be reviewed as part of separate entitlement applications as needed, i.e. Tentative Subdivision Maps, allowing for flexibility in addressing market conditions while providing for consistency with this PUD. Planning areas may be modified/reconfigured by up to 10% (based on acreage and number of units) so long as the minimum amount of open space does not change, and the number of residential units does not exceed the maximum number of residential units permitted within the PUD.

Table 1: Land Use Table

PLANNING AREA	LAND AREA	ALLOWED UNITS
Single-Family Residential 4,500 SF	±6.9 acres	52
Single-Family Residential 6,000 SF	±26.1 acres	147
Single-Family Residential 9,000 SF	±34.5 acres	147
Single-Family Residential 12,000 SF	±20.5 acres	69
Trails and Open Space	100 acres minimum	-
Backbone Roads/ROW	Varies with final design	-
TOTAL	±230.76	415

Figure 2: Land Use Plan



Single-Family Residential – 4,500 SF (SR-4.5)

The Single-Family Residential 4,500 sf planning area supports smaller single-family lots with a minimum size of 4,500 square feet, at an effective gross density of 7.53 units per acre. This medium-density neighborhood adds to the overall density mix of the development. Within the PUD, the 4,500 sf lots are thoughtfully located along the southeast corner of the property boundary to provide a gradual transition to larger residential lots to the northwest.



The SR-4.5 planning area is intended to be consistent with the Neighborhood Residential, 4,500 sf min. (NR) zone, with respect to land use and design standards. Uses allowed within the SR-4.5 planning area include single-family, detached and attached residential, duplexes, and cottage housing.

Table 2: SR-4.5 Development Standards

Lot Requirements

Lot Size	4,500 sq ft
Lot Street Frontage Width	30 ft
Minimum Lot Width	40 ft/ 50 ft for corner lots

Primary Building Setbacks

Front & Side Street	10 ft
Front-facing Garage Setback	20 ft
Rear	10 ft
Side	5 ft

Site and Building Requirements

Building Height	35 ft
Parking Requirements	Residential: 2 per dwelling unit (tandem allowed)
Miscellaneous Requirements	Other than the development standards listed above, development shall comply with the regulations of LCC 15.312.06 – Neighborhood Residential, 4,500 sf min, or in compliance with standards in place at the time of application.

Single-Family Residential – 6,000 SF (SR-6)

The Single-Family Residential 6,000 sf planning area accommodates single-family homes on lots with a minimum size of 6,000 square feet, at an effective gross density of 5.63 units per acre. Within the PUD, the 6,000 sf lots are situated between the larger 9,000 sf lots and the smaller 4,500 sf lots, serving as a transitional land use that provides a gradual shift in residential density. This placement supports the Master Plan’s Suburban Character District goals by ensuring a compatible and well-integrated neighborhood layout.



The SR-6 planning area allows for detached single-family residential uses.

Table 3: SR-6 Development Standards

Lot Requirements

Lot Size	6,000 sq ft
Lot Street Frontage Width	30 ft
Minimum Lot Width	50 ft/ 60 ft for corner lots

Primary Building Setbacks

Front & Side Street	10 ft
Front-facing Garage Setback	20 ft
Rear	10 ft
Side	5 ft

Site and Building Requirements

Building Height	35 ft
Parking Requirements	Residential: 2 per dwelling unit (tandem allowed)
Miscellaneous Requirements	Other than the development standards listed above, development shall comply with the regulations of LCC 15.312.06 – Neighborhood Residential, 4,500 sf min, or in compliance with standards in place at the time of application.

Single-Family Residential – 9,000 SF (SR-9)

The Single-Family Residential 9,000 sf planning area accommodates single-family homes on lots with a minimum size of 9,000 square feet, at an effective gross density of 4.26 units per acre. This planning area has multiple points of access to trails and parks integrated into the development.



Within the PUD, the 9,000 sf lots are situated between the larger 12,000 sf lots and the smaller 6,000 sf lots, serving as a transitional land use that provides a gradual shift in residential density. This placement supports the Master Plan’s Suburban Character District goals by ensuring a compatible and well-integrated neighborhood layout.

The SR-9 planning area allows for detached single-family residential uses.

Table 4: SR-9 Development Standards

Lot Requirements	
Lot Size	9,000 square feet
Lot Street Frontage Width	40 ft
Primary Building Setbacks	
Front & Side Street	10 ft
Front-facing Garage Setback	20 ft
Rear	20 ft to primary building (12 ft to attached shade structure)
Side	5 ft
Site and Building Requirements	
Building Height	35 ft
Parking Requirements	Residential: 2 per dwelling unit (tandem allowed)
Miscellaneous Requirements	Other than the development standards listed above, development shall comply with the regulations of LCC 15.312.05 – Suburban Residential, 9,000 sf min, or in compliance with standards in place at the time of application.

Single-Family Residential – 12,000 SF (SR-12)

The Single-Family Residential 12,000 sf planning area accommodates single-family homes on lots with a minimum size of 12,000 square feet, at an effective gross density of 3.37 units per acre. Within the PUD, the 12,000 sf lots are located adjacent to the 9,000 sf lots and serve as the lowest density single-family housing within the boundary of the PUD. This placement supports the Master Plan’s Suburban Character District goals by ensuring a compatible and well-integrated neighborhood layout.



The SR-12 planning area allows for detached single-family residential uses.

Table 5: SR-12 Development Standards

Lot Requirements

Lot Size	12,000 sq ft
Lot Street Frontage Width	60 ft (30 ft if located on a cul-de-sac bulb)

Primary Building Setbacks

Front & Side Street	15 ft
Front-facing Garage Setback	25 ft
Rear	20 ft to primary building (12 ft to attached shade structure)
Side	10 ft

Site and Building Requirements

Building Height	35 ft
Parking Requirements	Residential: 2 per dwelling unit (tandem allowed)
Miscellaneous Requirements	Other than the development standards listed above, development shall comply with the regulations of LCC 15.312.04 – Suburban Residential, 12,000 sf min, or in compliance with standards in place at the time of application.

Open Space (OS)

The Open Space planning area is a minimum of 100 acres and will be integrated throughout the site, exceeding the 20% minimum open space requirement. The open space will provide active and passive recreational amenities that will promote physical activity and interaction among residents within the development. Additionally, a trailhead will be incorporated along the western property boundary, enhancing connectivity and access to outdoor recreation opportunities. Amenities will improve the comfort and use of open space and encourage a sense of community and socialization.



The OS planning area is to remain largely undisturbed but acceptable uses and development include trails, passive and active recreation, equestrian facilities, community gardens, hydraulic features, roadways, and other improvements in support of such uses.

Although a minimum of 100 acres is designated as Open Space land area, additional common area/open space will be provided throughout the PUD in other land use designations that will count towards the total common area/open space acreage.

Open Space areas will be developed in accordance with the following standards:

- Minimum of one amenity for each 1,500 linear feet of trail. Amenities may be grouped together if the total number of amenities is based on the length of the associated trail.
- Split-rail fencing may serve as a decorative or functional boundary of open space areas



4.0 Parks and Trails

The PUD envisions a cohesive community with active and passive recreation amenities that contain a trail system for pedestrians.

Figure 3: Master Parks and Trails Plan



4.1 Neighborhood Park

The neighborhood park is proposed on the southern portion of the development. To provide for a variety of active and passive recreational opportunities, the neighborhood park will include a mix of amenities. Amenities may include but are not limited to:

- Benches/seating areas
- Bike parking/Repair Station
- Dog park
- Fitness equipment
- Picnic shelter
- Lawn play area
- Playground/Tot lot
- Litter receptacles

The neighborhood park will include walking paths to significant amenities and connectivity to neighborhoods. The park will also include a connection to the regional trail system.

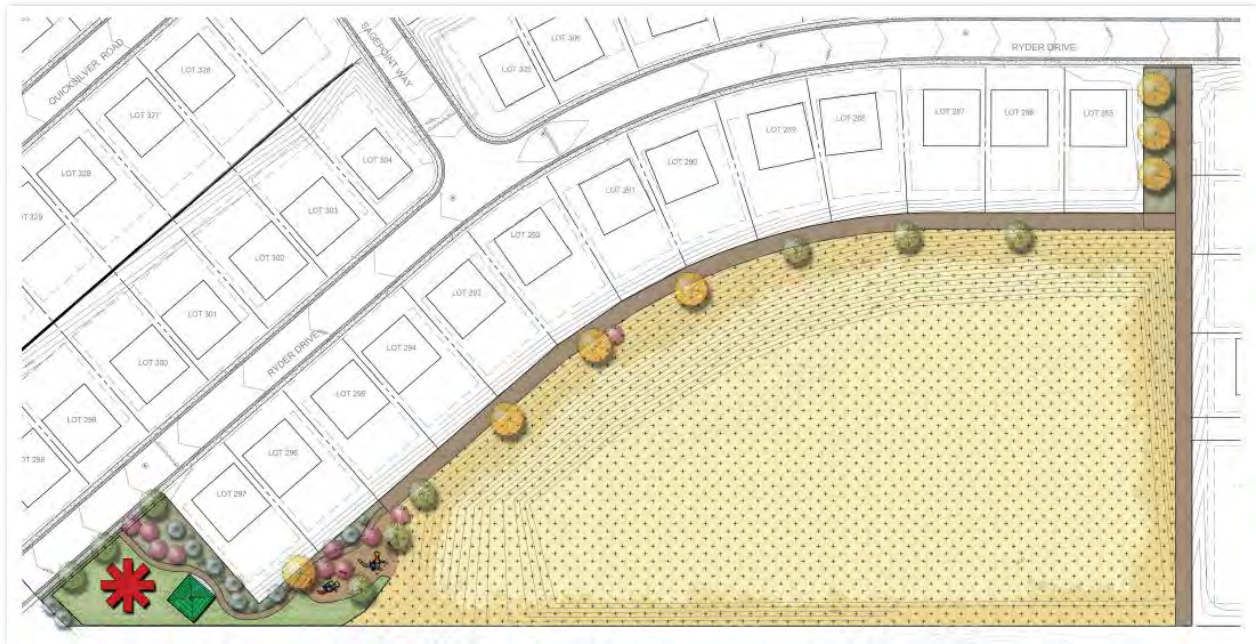
The Neighborhood park will be fully improved by the developer of each residential development, with grading, landscaping, installation of irrigation systems, utilities, and park amenities where applicable. Maintenance will be provided by the Homeowners Association, Landscape Maintenance Association, or similar entity as approved by Lyon County.

Neighborhood Park Standards

The park is to be constructed prior to obtaining the Certificate of Occupancy for the 150th unit within the project area. The Neighborhood Park shall meet the following standards:

- Minimum of 5 acres in size (including drainage facilities)
- Provide a bike rack with a minimum of five bicycle parking spaces at each entrance to the park
- Minimum of three amenities
- A minimum 4-foot walking path with access to the regional trail system
- Split-rail fencing can serve as a decorative or functional boundary within park spaces

Figure 4: Conceptual Neighborhood Park Design



4.2 Pocket Parks

Several pocket parks are proposed throughout the development and will have amenities to provide for the needs of immediate residences. Typical amenities may include but are not limited to:

- Bench/seating areas
- Fitness stations
- Lawn play area
- Playground/Tot lot
- Picnic areas
- Walking paths

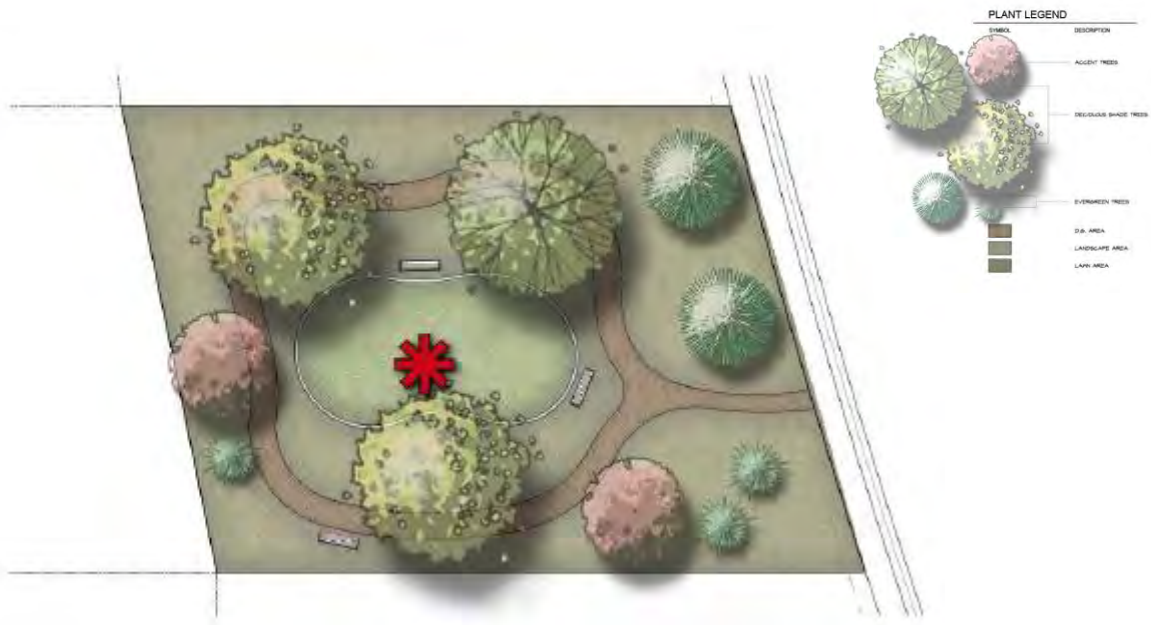
Pocket Park Standards

Pocket parks shall be constructed in accordance with the schedule in Section 4.3 of this handbook. Pocket parks shall meet the following standards:

- A minimum of four pocket parks shall be provided
- Minimum of 300 sq. ft. in size

- Minimum of two amenities
- Split-rail fencing can serve as a decorative or functional boundary within park spaces

Figure 5: Conceptual Pocket Park



4.3 Park Construction Phasing

All parks shall be constructed in accordance with the following milestones. Milestones will be considered reached based on the issuance of certificates of occupancy for the following units:

- **Pocket Park 1:** 90th unit
- **Neighborhood Park:** 150th unit
- **Pocket Park 2:** 180th unit
- **Pocket Park 3:** 270th unit
- **Pocket Park 4:** 300th unit

4.4 Trails

The trail system will link the neighborhood park, open space area, the regional trail system, and Federal public land to the multi-use paths and sidewalks throughout the PUD.

Trailhead Standards

The Sutro Trailhead shall meet the following standards:

- Provide a minimum of two amenities
- Provide a parking area with a minimum of 10 parking spaces
- Split-rail fencing may serve as a decorative or functional boundary within the trailhead area

Trail Standards

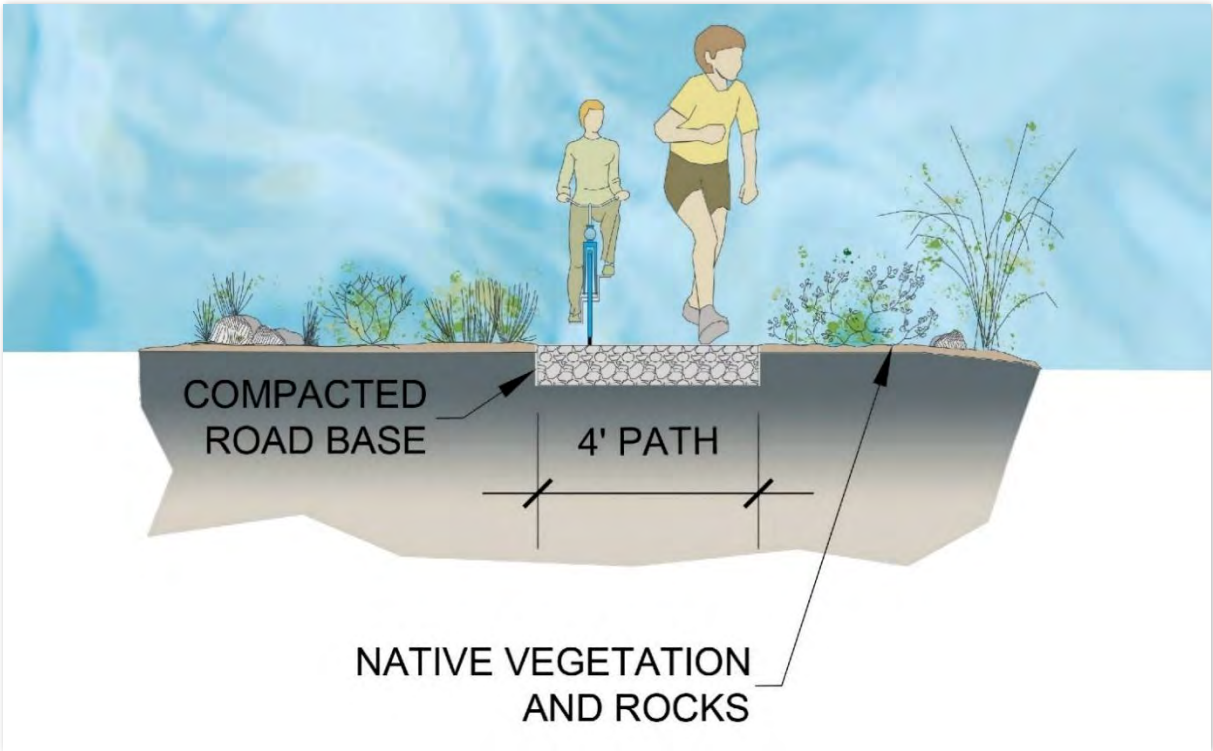
Trails constructed within the boundaries of the PUD shall meet the following standards:

- Minimum width of four feet
- Developed trails constructed of compacted base
- Split-rail fencing may serve as a decorative or functional boundary within park spaces

Figure 6: Split-Rail Fence Example



Figure 7: Conceptual Trail Design





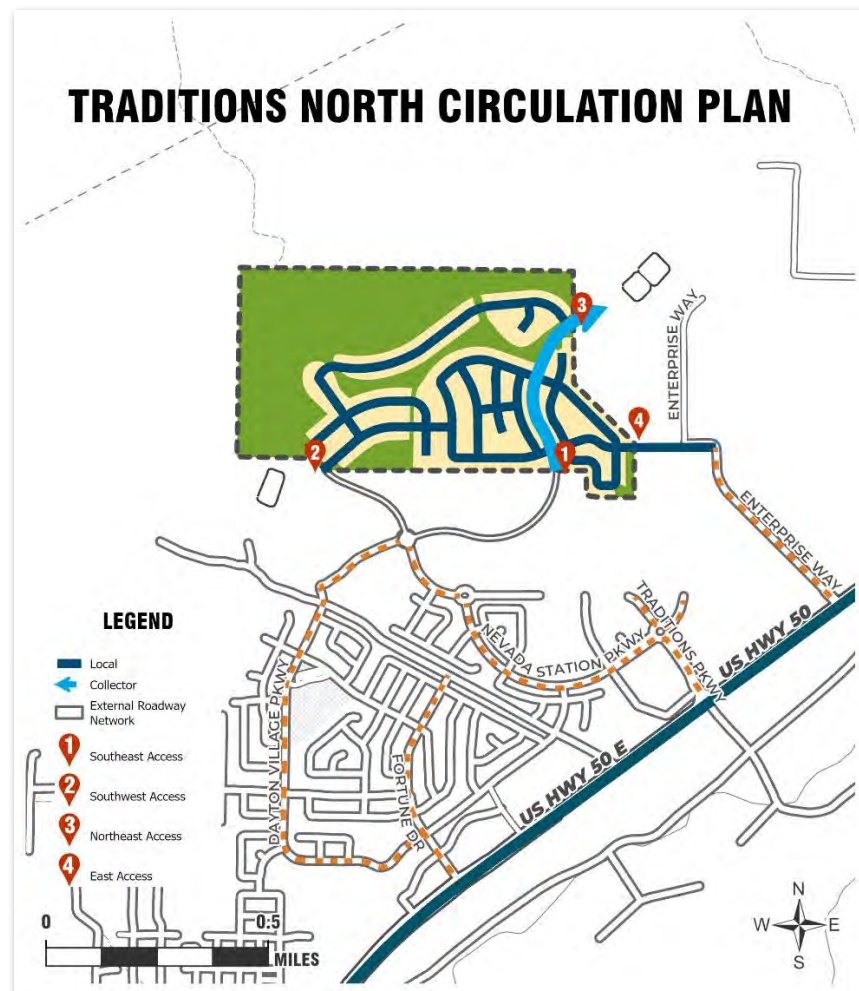
5.0 Access and Circulation

Traditions North includes a hierarchy of streets intended to provide access between neighborhoods and to facilitate pedestrian connections to trails, open space and recreational facilities.

5.1 Access

The overall vehicle circulation plan for the Traditions North PUD is outlined below in Figure 15: Circulation Plan. Primary access to the subject site is anticipated from the southeast and southwest access points.

Figure 8: Circulation Plan



Cross sections have been provided for each street type: Collector (60 ft. ROW) and Local (50 ft. ROW). All roads are proposed to be public and will comply with relevant Lyon County standards and requirements. The northeast access point and upper portion of the collector not necessary to support phases 1, 2 and 3 of the development is contemplated to be constructed with phase 4 of development.

Figure 9: Street Sections—Collector

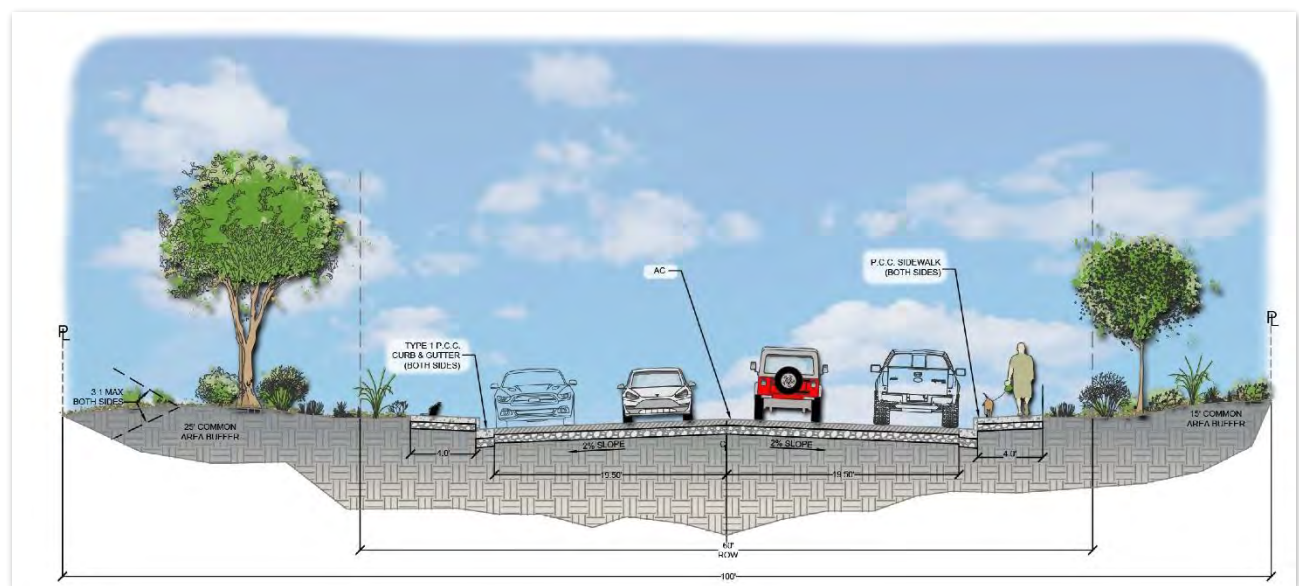
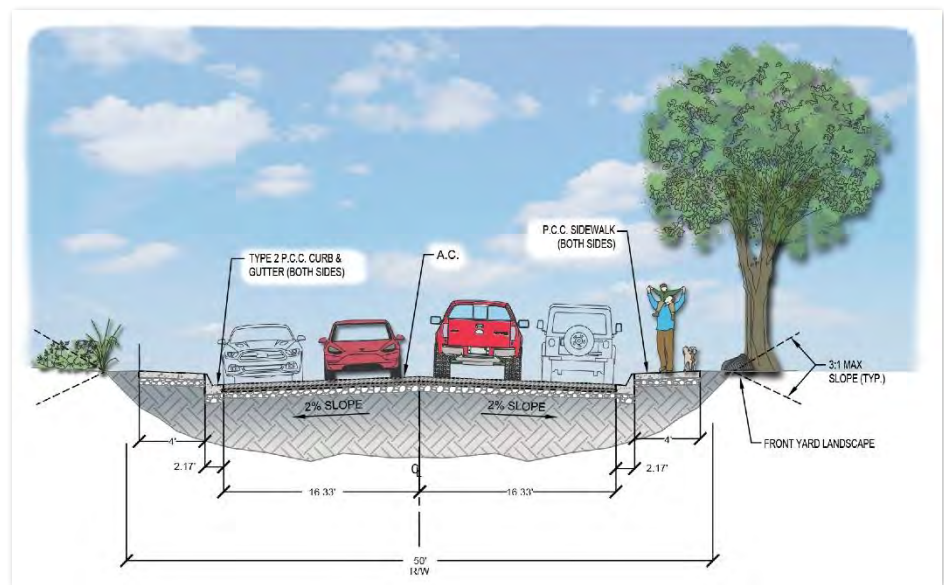


Figure 10: Street Sections—Local



Sidewalks are required on both sides of the street to provide connectivity throughout the development, with pedestrian access to residential areas, parks, open space, and trails. Sidewalks shall comply with Lyon County standard details.

The project originally contemplated a connection to Enterprise Way; however, due to circumstances separate from the traffic study, a vehicle connection to Enterprise Way is no longer being considered and was not included in this traffic analysis and report. If individual project developers wish to pursue a vehicle connection to Enterprise Way in the future, a traffic analysis shall be conducted at that time.

5.2 Traffic Impacts

A traffic study was performed to evaluate the anticipated impacts of the proposed development on the existing and proposed street network. The project is not expected to result in significant traffic impacts that would require project related mitigation. Development of the project will be performed in coordination with the Nevada Department of Transportation as they implement corridor safety improvements to US Highway 50.



6.0 Design Standards

6.1 General

Each individual project or improvement plan submittal shall include a signage and fencing plan that shows the specific location of proposed signage and fencing, that complies with the requirements in this section.

6.2 Landscaping

Residential Lots

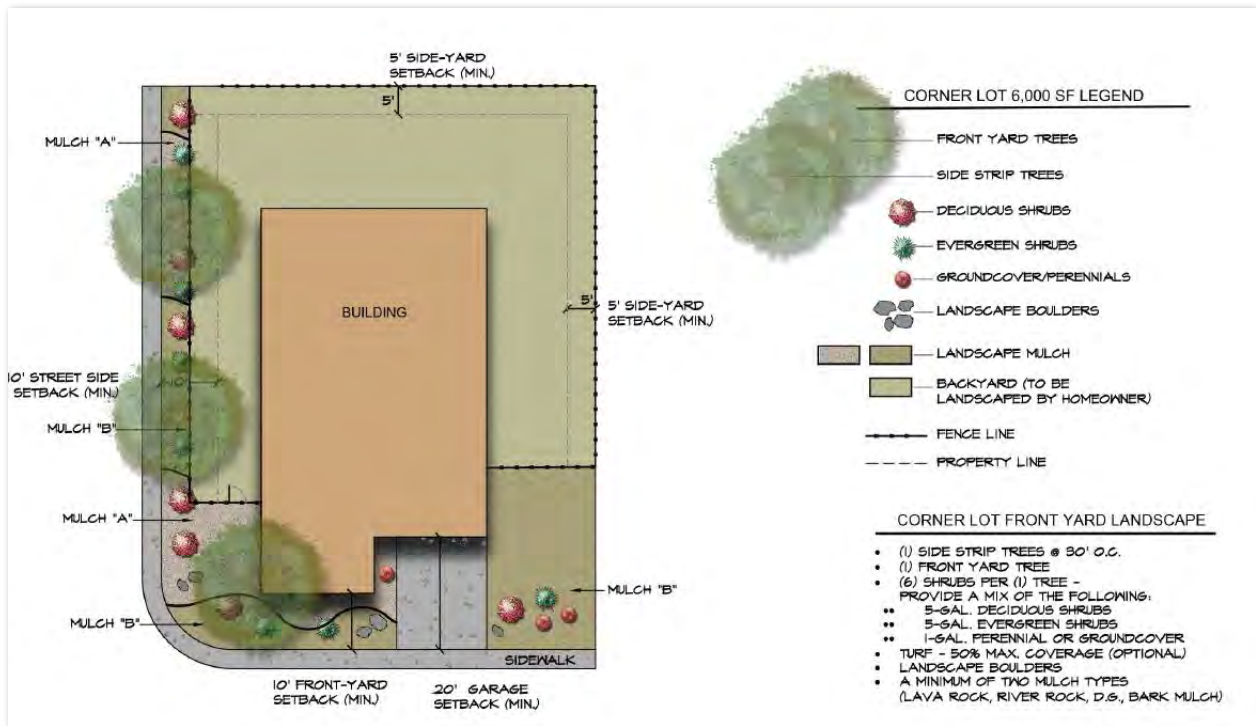
Front yards shall be entirely landscaped and shall include:

- One tree per lot plus additional tree per each 50 linear feet of frontage
- Six shrubs per tree
- Optional Turf – 50% maximum coverage
- Landscape boulders
- A minimum of two mulch types

Each street-side yard shall include:

- One tree plus additional tree per each 50 linear feet of frontage
- Six shrubs per tree

Figure 11: Typical Lot Landscaping



6.3 Signage

Entry Monument Standards

Monument signage may be installed at entrances to the Traditions North development, and shall be subject to the following standards:

- Maximum height of eight feet
- Indirect illumination only (no internal or direct illumination allowed)
- Constructed from natural-looking materials such as dry-stacked stone, weathered timber, or brick, with options for textured and earth-toned alternatives that complement the surrounding landscape

Figure 12: Conceptual Entry Monument



6.4 Fencing

Fencing shall be consistent throughout the PUD area in design and color to ensure uniformity in the overall appearance of the PUD.

Privacy fencing will be used internally between all single-family detached residential lots and may be made of a variety of typical fencing materials, including wood, composite, or vinyl (Figure 13: Privacy Fencing Example). This fencing will allow adequate privacy for rear and side yards in the single-family residential areas.

Figure 13: Privacy Fencing Example





7.0 Phasing Plan

Each phase will be entitled through a separate, project-specific application process, as applicable (i.e. Tentative Subdivision Map). It is anticipated, although not required, that the phasing will follow the numbered sequence as shown in the Phasing Plan.

Individual projects are required to meet all access and utility standards independently pursuant to this PUD and Lyon County Code.

The project phasing plan includes up to four phases, as detailed below in the Phasing Plan. It is anticipated that certain phases will be constructed concurrently.

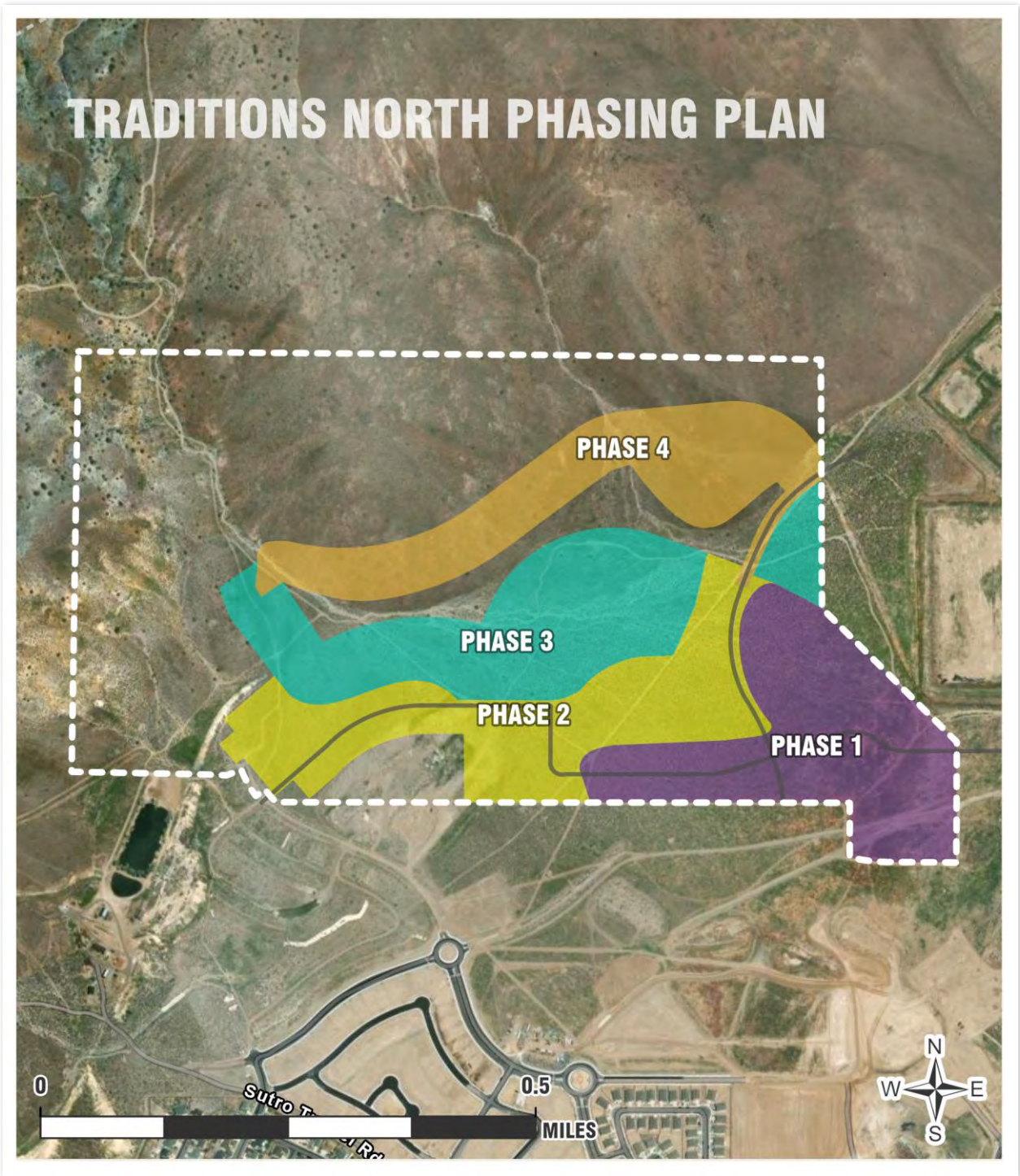
Initial phases will include required infrastructure improvements, including:

- The southern portion of the collector (as delineated by the phasing plan) and access roadways from the south.
- Stormwater detention facilities

Residential development is anticipated to begin with the SR-4.5, SR-6, and SR-9 Planning Areas (±131 lots) as soon as Spring of 2027. Each phase will be developed with the required common area improvements; drainage, utility and local road infrastructure; utility connections from previous phases; and utility stubs for future buildout of development. Associated parks, open space, and trails facilities will be constructed with each phase as required to meet PUD requirements.

The phasing plan meets the requirements for Title 15 and NRS 278.360 regarding presentation of final maps.

Figure 14: Phasing Plan





LYON COUNTY PLANNING DEPARTMENT

Request to Reserve/Change Street Name(s)			
Project Information			
Project Name: TRADITIONS NORTH			
Project Street Address: 0 TRADITIONS PKWY			
Community:		Section(s)/Township/Range: 01/16N/21E	
Assessor's Parcel number(s)	Assessor's Parcel number(s)	Assessor's Parcel number(s)	
016-406-07			
Street Name Requests			
☒ Request to Reserve New Street Name(s) ☐ Request to Change a Street Name(s)			
Present Street/Road Name(s):			
Requested Street/Road Name(s) <i>(List in alphabetical order and attach additional sheets if needed)</i>			
Desert Bloom Drive			
Dry Creek Drive			
Dry Creek Court			
Echo Ridge Loop			
Francis Drive			
Goldspan Drive			
Goldspan Court			
Ore Trail Drive			
Pioneer Drive			
Portal Road			
Portal Court			
Quicksilver Road			
Quicksilver Court			
Railstone Way			
Red Bluff Way			
Ryder Drive			
Sagepoint Way			
Trail Dust Drive			
Tunnel Drive			
<i>If final recordation has not occurred within two (2) years, it is necessary to submit a written request for extension of the street name reservation(s) prior to the expiration date of the original approval request.</i>			
Applicant Information			
Applicant/Developer		Professional Consultant/Representative	
Name: Traditions North, LLC		Name: Piñon Design Group	
Address: 3527 S Federal Way, Suite 103 #1020		Address: 2850 Tobiano Drive	
City: Boise	State: ID Zip: 83705	City: Reno	State: NV Zip: 89521
Phone:	Fax:	Phone: 775-843-0466	Fax:
Cell:	Contact:	Cell:	Contact:
Email:		Email: Dan@pinondg.com	
For Official Use Only			
County Agency Review			
			Initials
			Date
☐ Approved	☐ Approved except where noted	☐ Denied	Lyon County Building Dept.
☐ Approved	☐ Approved except where noted	☐ Denied	Lyon County Planning Dept.
☐ Approved	☐ Approved except where noted	☐ Denied	Lyon County Road Department
☐ Approved	☐ Approved except where noted	☐ Denied	Lyon County Sheriff's Dispatch
☐ Approved	☐ Approved except where noted	☐ Denied	Central Lyon County Fire Dist.
☐ Approved	☐ Approved except where noted	☐ Denied	Mason Valley Fire Dist.
☐ Approved	☐ Approved except where noted	☐ Denied	North Lyon County Fire Dist.
☐ Approved	☐ Approved except where noted	☐ Denied	Smith Valley Fire Dist.

Please refer to Street Naming Criteria pursuant to 11.07.14(A)(11) of the Lyon County Code (See next page).

Street Name Requirements

11.07.14(A)(11) of the Lyon County Code

Street names and suffixes shall be designated by the developer, subject to the approval of the Planning Commission and, in accordance with the following general policy and shall:

- a. Be short (under 12 letters, if possible) and preferably in one word.
- b. Have a simple spelling and easy pronunciation.
- c. Avoid prefixes such as north and south, east and west and upper and lower, etc.
- d. Be related to the type and importance of the street. (The suffix boulevard should not be attached to the name of a minor residential street.)
- e. Avoid the use of numbers or letters as street names.
- f. Not be incongruous, offensive or geographically misleading.
- g. Not be repetitive or similar in sound and character to streets already in existence in Lyon County.
- h. Have a single name for a street having a continuous alignment.
- i. When to be connected in the future into a continuous alignment or extended, bear the same name as the existing street.
- j. Have a metal street sign to be erected as specified in the "Standard Details For Public Works Construction" on at least one corner of every intersection and shall identify each street name.



February 3, 2026

Mr. Gavin Henderson, Director
Lyon County Community Development Department
27 S. Main St.
Yerington, NV 89447

RE: Letter of Support for Traditions North Development and Sutro Tunnel Land Donation

Dear Mr. Henderson:

On behalf of the Board of Directors of the Friends of Sutro Tunnel Charity, we are writing to express our strong support for the Traditions North development and the associated land donation benefiting the historic Sutro Tunnel in Dayton, Nevada.

The Traditions North project reflects a thoughtful and balanced approach to growth—one that addresses housing needs while making an extraordinary commitment to open space preservation, historic stewardship, and long-term community benefit. Of the approximately 230 acres comprising the project site, more than 80 acres are proposed to be permanently preserved as open space, including a 10-acre land donation to our organization.

This generous donation builds upon the Friends of Sutro Tunnel's existing 27.94 acres, expanding the Sutro Tunnel Portal Park to 38 acres. This expansion significantly strengthens our ability to preserve one of Nevada's most important engineering and cultural landmarks while enhancing opportunities for public access, education, and regional tourism.

Importantly, this land donation comes on the heels of substantial recent investment in the Sutro Tunnel site, including a \$493,000 Travel Nevada grant and more than \$700,000 in additional private and community donations. Together, these contributions are helping move the Sutro Tunnel closer to being safely opened to the public, transforming it into a meaningful tourism destination and a historic park for residents and visitors of Dayton, Lyon County, and the surrounding region to enjoy. These efforts are expected to generate positive economic impacts through increased visitation, heritage tourism, and local business activity.

The donated acreage includes some of the most visually prominent areas associated with the Sutro Tunnel and its historic portal. Preserving these lands in perpetuity will help maintain the tunnel's strong visual and cultural presence throughout Dayton and ensure that future generations can appreciate the site's historic significance. The expanded footprint also allows

Letter of Support Traditions North | Sutro Tunnel
Page Two

for long-term planning that supports historic interpretation, restoration efforts, and responsible public use.

In addition to the Sutro Tunnel land donation, we commend Traditions North for designating an additional 74 acres as permanent open space and for thoughtfully clustering development to protect scenic views, historic resources, and community character. This approach aligns well with Lyon County's long-term planning goals and demonstrates how responsible development and historic preservation can move forward together.

The Friends of Sutro Tunnel Charity sincerely appreciates the partnership and generosity demonstrated through this project. We believe Traditions North represents a positive and lasting investment in Dayton's future and respectfully encourage Lyon County to view this project favorably as it proceeds through the review process.

Thank you for your time, consideration, and continued commitment to thoughtful planning and preservation within Lyon County.

Sincerely,

Board of Directors | Friends of Sutro Tunnel Charity
Phil Cowee
Bill Miles
Mark Turner
Sam Landis
Rob McFadden

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.i

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Traditions North LLC to Reserve Street Names for the Traditions North Residential Development for the proposed roadways to be generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-098.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)
- [Letter of Support](#)



LYON COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT

27 SOUTH MAIN STREET, YERINGTON, NV 89447

PHONE: 775-463-6592 FAX: 775-463-5305

WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-098

Proposed Action	<u>Request to Reserve Street Names</u>
Meeting Date	<u>February 10, 2026</u>
Property Owners	<u>Sutro Residential Group LLC</u>
Applicant	<u>Traditions North LLC</u>
Representative	<u>Manhard Consulting LLC</u>
Community	<u>Dayton</u>
Location	<u>North of the intersection of Nevada Station and Rock Creek Parkways</u>
Parcel Number	<u>016-406-07</u>
Parcel Size	<u>230.76-acre parcel</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

This street name request is to provide street names for the proposed Traditions North Residential Subdivision. The applicants would like to reserve the following street names:

Desert Bloom Drive	Portal Court
Dry Creek Drive	Quicksilver Road
Dry Creek Court	Quicksilver Court
Echo Ridge Loop	Railstone Way
Francis Drive	Red Bluff Way
Gold Bar Drive Goldspan Drive	Ryder Drive
Gold Bar Court Goldspan Court	Sagepoint Way
Ore Trail Drive	Trail Dust Drive
Pioneer Drive	Tunnel Drive
Portal Road	

It was requested by Central Lyon Fire Protection District to consider a different name for Goldspan Drive and Court as they are too close in sound to the existing Gold Pan Way in Dayton. The applicant has agreed to suggest Bold Bar Drive and Court instead.

STAFF RECOMMENDATION

Staff recommends approval of the requested street names with the imposition of the condition of approval as proposed below.

RECOMMENDED MOTION

If the Planning Commission determines that they will forward a recommendation of approval of the Request to Reserve Street Names application to the Board of County Commissioners, then the Planning Commission should make a motion similar to the following.

The Lyon County Planning Commission finds that:

- A. The proposed street names are consistent with the general purpose and intent of the street name policy in Title 15 Chapter 280.03 of the Lyon County Code.

Based on the aforementioned finding, I move that the Planning Commission forward a recommendation of approval to the Board of County Commissioners of the request from Traditions North LLC to Reserve Street Names for the Traditions North Residential Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-098, subject to the following condition:

1. The requested street names are approved unless it is determined that there are duplicate street names or that a name that would create a public safety hazard due to another similar existing street name(s). Should the requested street name be denied, the Planning Director is authorized to administratively process a request for a replacement street name, obtain review and comment from the Sheriff's Office, Central Lyon Fire Protection District, Road Department and any other appropriate agency, and approve a revised street name without the requirement of a public hearing before the Planning Commission and Board of County Commissioners.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commission determines that additional information, discussion and public review are necessary for a more thorough review of the proposed Reservation of Street Names; the Commission should make appropriate findings and move to **continue** the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Commission may wish to consider a motion similar to the following:

The Planning Commission finds that:

- A. Additional information, discussion and public review are necessary for a more thorough review of the proposed Reservation of Street Names.

Based on the finding listed above and with the applicant's concurrence, I move that the Planning Commission continues the request from Traditions North LLC to Reserve Street Names for the Traditions North Residential Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-098 for ____ days.

Alternative Motion for Denial

If after review and public comment the Planning Commission determines that they should recommend denial of the request for the reservation of the street names application, then the Planning Commission may wish to consider a motion similar to the following:

The Lyon County Planning Commission finds that:

- A. The proposed street names are not consistent with the general purpose and intent of the street name policy in Title 15 Chapter 280.03 of the Lyon County Code.

After consideration of the above-listed finding, I move that the Planning Commission recommend denial to the Board of County Commissioners for the request from Traditions North LLC to Reserve Street Names for the Traditions North Residential Development generally located north of the intersection of Nevada Station and Rock Creek Parkways in Dayton on an approximately 230.76-acre parcel (APN 016-406-07), PLZ-2025-098.

STAFF REVIEW AND COMMENTS

The applicants are requesting road name reservations for the proposed Traditions North Residential Subdivision. The applicant is also submitting concurrent applications for a zone change to a Planned Unit Development (PLZ-2025-093), the Planned Unit Development application and handbook (PLZ-2025-094), and a Tentative Subdivision Map (PLZ-2025-095) for the first phases of development.

The project site is currently undeveloped and will be directly adjacent to the Traditions Residential development to the south. Planning Department staff sent out review documents to the Lyon County Building Department, Road Department, Sheriff Department's Dispatch and the Central Lyon Fire Protection District for verification that duplicate names do not exist or that they have no objection.

Responses from Lyon County Roads, Mason Valley Fire Protection District, Lyon County Sheriff's Dispatch and the Building Department indicate that the proposed street names are acceptable, with the exception of Goldspan Drive/Court as there is an existing Gold Pan Way in Dayton. The applicant has changed Goldspan to Gold Bar to meet the street name requirements.



LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
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TRADITIONS NORTH STREET NAME REQUEST

PLZ-2025-098

Backup information is included in the Planning Commission Agenda, under Item 7.h.
Traditions North Tentative Subdivision Map.

The attachments are as follows:

Attachment 1: Project Narrative

Attachment 2: Plan Set

Attachment 3: Traffic, Drainage, and Hydrology & Hydraulics Studies

Attachment 4: Geotechnical Report

Attachment 5: Preliminary Sewer Report

Attachment 6: Typical Lot Landscape Plans and Street Cross-Sections

Attachment 7: Neighborhood and Pocket Parks and North Drainage Trail Section

Attachment 8: Draft PUD Handbook

Attachment 9: Street Name Request Form



February 3, 2026

Mr. Gavin Henderson, Director
Lyon County Community Development Department
27 S. Main St.
Yerington, NV 89447

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Letter of Support Traditions North | Sutro Tunnel
Page Two

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Thank you for your time, consideration, and continued commitment to thoughtful planning and preservation within Lyon County.

Sincerely,

Board of Directors | Friends of Sutro Tunnel Charity
Phil Cowee
Bill Miles
Mark Turner
Sam Landis
Rob McFadden

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.j

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Lux Solar Center, LLC for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



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PLANNING COMMISSION

PLZ-2025-096

Proposed Action: Major Variance for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility use.

Meeting Date: February 10, 2026

Property Owner: Robin Susan Mason et al

Applicant Lux Solar Center, LLC

Community Mason Valley

Location 55 Butte Way

Parcel Number 014-091-20

Parcel Size 280-acre portion of a 1,593-acre parcel

Master Plan Agriculture

Zoning RR-5 (Fifth Residential District (20 Acres)

Flood Zone(s): Zone A (1% Annual Chance Flood Hazard) per FIRM 32019C0550E

Case Planner: Lisa Nash

REQUEST

The Applicant is requesting a Major Variance for the setbacks required for solar arrays. They are requesting a reduction in setbacks from the one-mile lake/intermittent stream setback and in the one-half mile setback from a parcel with an existing residential use. The Major Variance is requested for 280-acres within a 1,593-acre parcel in Mason Valley.

PROJECT SUMMARY

The Applicant's proposal is for a Major Variance from the one-mile (5,280') lake/intermittent stream setback and the one half-mile (2,640') setback from a parcel with an existing residential use, to allow installation of a low-profile photovoltaic (PV) solar array within limited portions of those setback areas on APN 014-091-20.

Approval of the Major Variance is required for the Conditional Use Permit (PLZ-2025-085) that is being heard concurrently with this application.

This property was the subject of a previous Conditional Use Permit (CUP) approved in 2019 (PLZ019-0054) and a time extension for the CUP approved in 2023 (PLZ-2022-210). The total project included the construction and operation of a commercial solar power generating facility over an approximately 1,140-acre area within a four-parcel site totaling 2,462 acres.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval of the Major Variance based on the Findings listed in the staff report and subject to the recommended Conditions of Approval listed below.

RECOMMENDED MOTION

If the Planning Commission determines that they will recommend approval of the request to the Board of Commissioners, then the Planning Commission may want to consider a motion similar to the following.

The Lyon County Planning Commission finds that:

- A. By reason of exceptional narrowness, shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of this title would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant;
- B. The circumstances or conditions do not apply generally to other properties in the same land use district; and
- C. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

Based on the aforementioned Findings, I move that the Planning Commission recommend approval to the Board of Commissioners of the request from Lux Solar Center, LLC for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096.

CONDITIONS OF APPROVAL

- 1. No change in the terms and conditions of the Major Variance, as approved, shall be undertaken without first submitting the changes to Lyon County Community Development and having them modified in conformance with Lyon County Code.
- 2. The applicant shall comply with all applicable Fire, building, zoning and improvement code requirements and obtain any necessary public inspections.
- 3. All construction documents and separate applications must be submitted to the Mason Valley Fire Protection District (MVFPD) and the Lyon County Building Department for review and approval to obtain a Site Improvement, Grading, or Building Permit.
- 4. The subject property is located within the flood zone A. In accordance with Lyon County Code Chapter 15.800.08(A), the Applicant shall obtain approval of a flood plain development permit prior to any development.
- 5. The proposed project shall conform to the site plans approved with this Major Variance and the concurrent application for a Conditional Use Permit (PLZ-2025-085).
- 6. The applicant shall comply with Lyon County's 2024 revised drainage guidelines to the satisfaction of the County Engineer prior to occupancy.

7. The Major Variance shall run concurrently with the Conditional Use Permit (CUP) (PLZ-2025-085) and be subject to all conditions of the CUP.
8. The substantial failure to comply with the conditions imposed on the issuance of this Major Variance or the operation of the proposed use in a manner that endangers the health, safety or welfare of Lyon County or its residents or the violation of ordinances, regulations or laws in the proposed use may result in the institution of revocation proceedings. **The Major Variance shall run with the time established for the associated Conditional Use Permit (PLZ-2025-085).**

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commission determines that additional information, discussion and public review are necessary for a more thorough review of the proposed major variance; the Commission should make appropriate findings and move to continue the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Commission may wish to consider a motion similar to the following:

The Planning Commission finds that:

Additional information, discussion and public review are necessary for a more thorough review of the proposed Major Variance.

Based on the aforementioned Findings, and with the applicant's concurrence, the Planning Commission continues the Major Variance request from Lux Solar Center, LLC for a Major Variance application to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096 for ____ days.

Alternative Motion for Denial

If the Planning Commission determines that they should recommend denial of the request for a Major Variance, then the Commission needs to make findings supporting a recommendation of denial. The Commissioners may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

15.203.06: FINDINGS FOR VARIANCES:

...

B. Major Variance Findings: The Board must not approve a major variance unless it finds that:

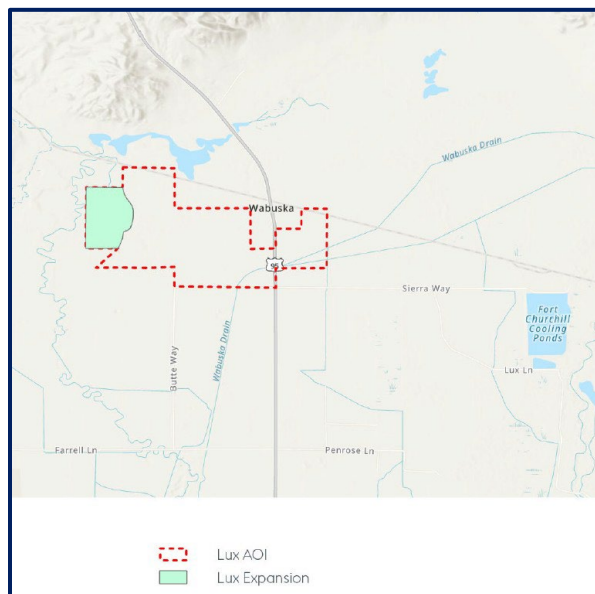
1. By reason of exceptional narrowness, shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of this title would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant;
2. The circumstances or conditions do not apply generally to other properties in the same land use district; and
3. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

After consideration of the above-listed Findings, the Planning Commission has determined that the Major Variance would not be in conformance with the above-listed considerations and recommends denial to the Board of Commissioners of the request from Lux Solar Center, LLC to allow for a reduction in setbacks for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to RR-20 (Rural Residential, 20 Acre Minimum) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-096.

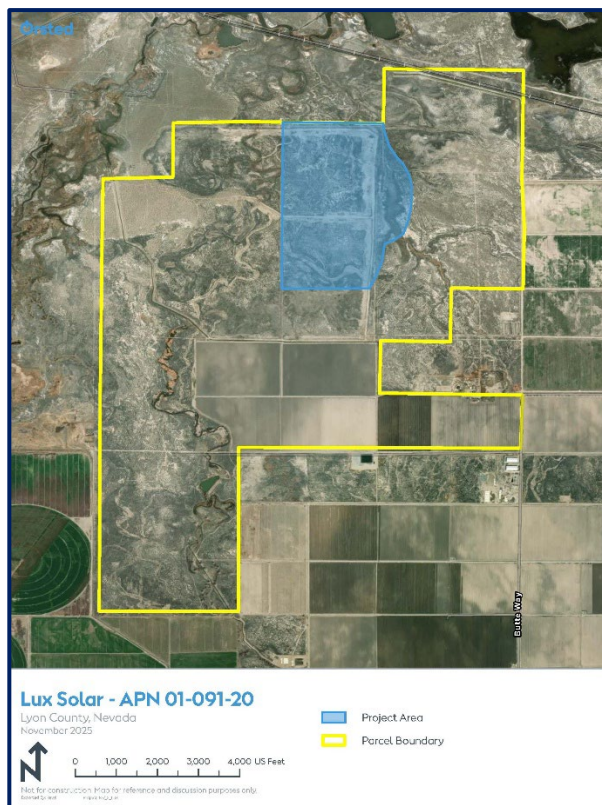
BACKGROUND INFORMATION

Location and Size

The subject property (APN 014-091-20) is generally located west of the intersection of US 95A and the Union Pacific railroad tracks in the northern portion of Mason Valley. The entire site encompasses APNs 014-091-02, -03, -20, and -021 (outlined in red below). The proposed expansion to the existing CUP is an approximately 280-acre portion of a 1,593-acre parcel (shaded in green below).



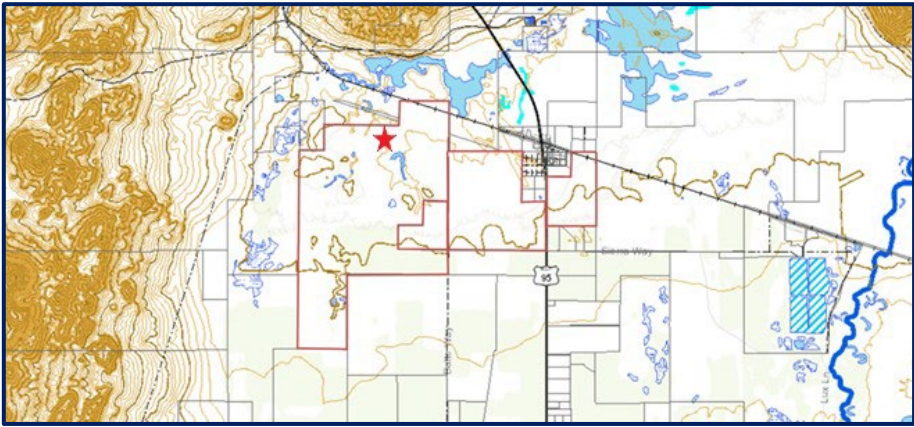
Vicinity Map



Project Area Map

Topography

The subject site lies on the floor of Mason Valley. There are no significant topographic features such as steep slopes, ridges, or intrusive dikes that would limit or restrict the proposed development/use of the subject site as shown on the following page (red star delineates approximate expansion site location).



Topo Map

Site Photos

The three images below and on the following page were provided by the Applicant.



Photo from southern boundary of the project area facing north



Photo from center of the project area facing east

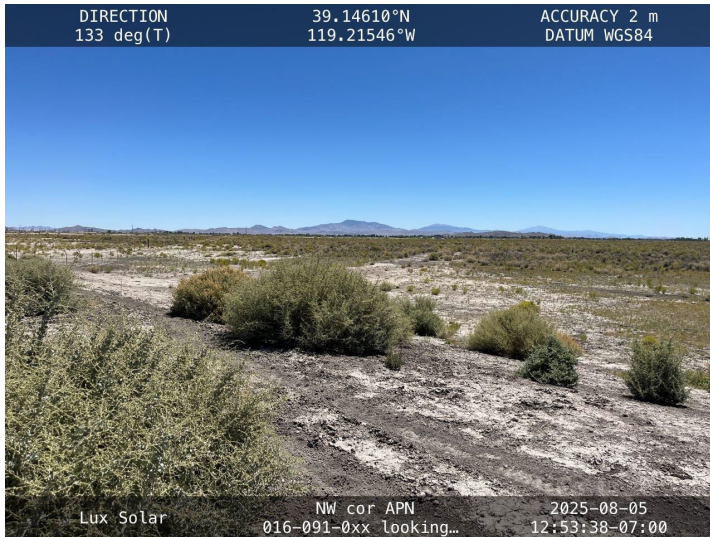
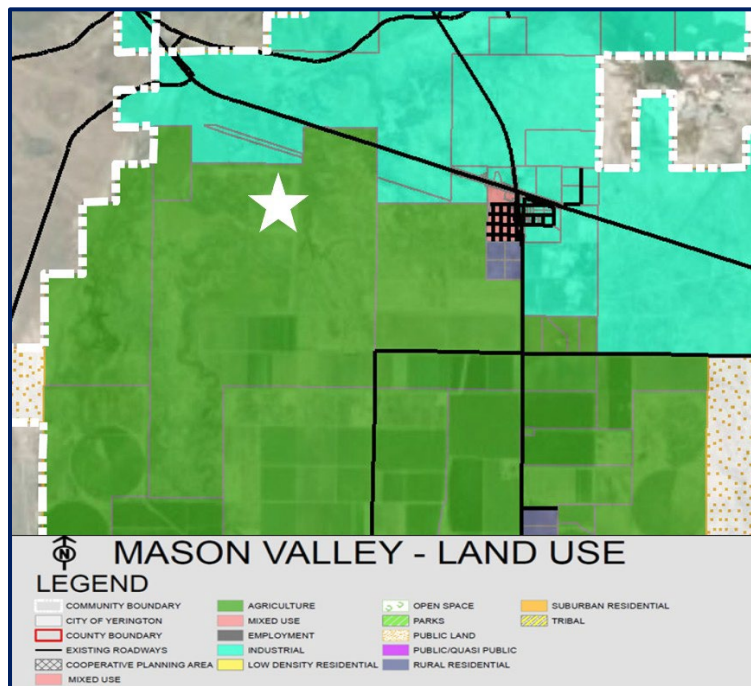


Photo from northwest corner of the project area facing southeast

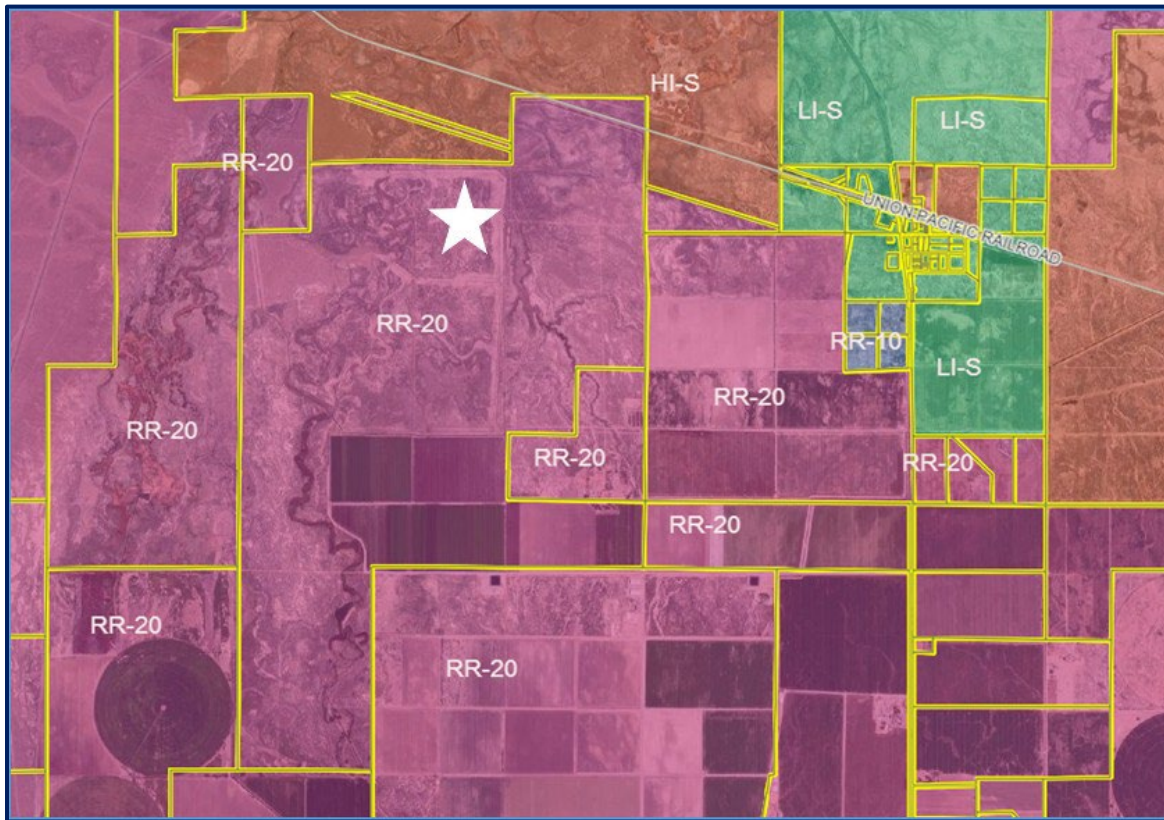
Master Plan and Zoning

The Master Plan designation for the site is Agriculture as shown in the Mason Valley Land Use Plan below. The parcel is located in the Mason Valley Rural Character District.



Mason Valley Land Use Plan

The zoning is Fifth Rural Residential, 20 acre minimum (RR-5), under the County's expired Development Code, Title 10. Per the Zoning Consistency Matrix, adopted in 2018 with Title 15, the corresponding district in Title 15 is Rural Residential – 20 acre minimum (RR-20). The zoning map for the project area is shown on the following page.



Zoning Plan

Flood Zone Designation

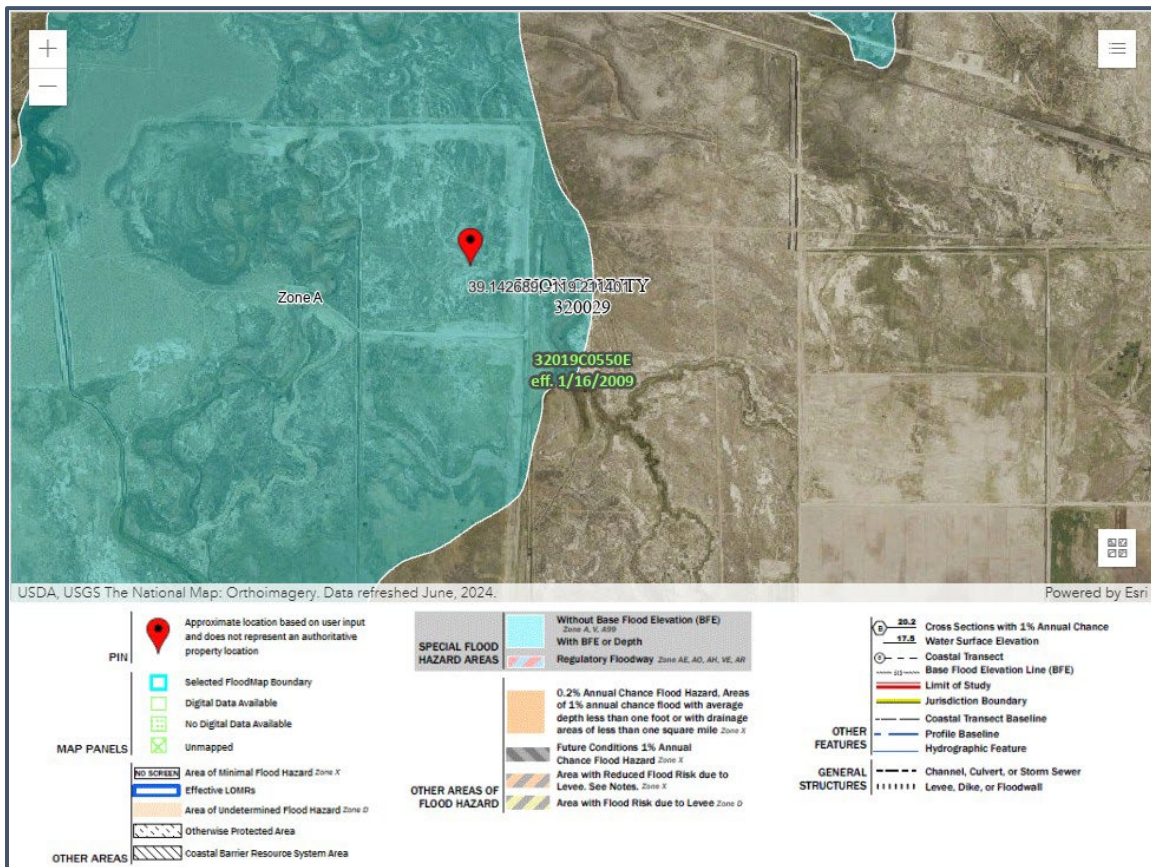
The subject site is located within the FEMA Flood Insurance Rate Map (FIRM) 32019C0550E (effective date: 1/16/2009): Zone A (1% Annual Chance Flood Hazard). See the FEMA Flood Map image below.

Section 15.800.08(A) of the Lyon County Code states that a floodplain development permit must be approved before construction or development is allowed to begin within any area of special flood hazard established in subsection 15.800.07(A).

The floodplain development permit is required for all structures as well as for all development including fill and other activities as defined in 15.1200. "Development Activity" is defined within section 15.1200.05 as:

"An improvement that is allowed and permitted and completed on a lot, parcel, or tract of land by a developer or property owner. The term "development activity" shall include zoning, subdivision, planned unit development, building permit issuance, construction, alterations, land grading, excavating, and clearing. As used in chapter 800 of this title, development means any manmade change to improved or unimproved real estate including, but not limited to, buildings or other structures, mining, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials located within the area of special flood hazard."

In accordance with 15.800.08(A) and as a Condition of Approval for the proposed project, the Applicant shall obtain approval of a flood plain development permit prior to any development on the property.



FEMA Firm Map

Concurrent and Future Permitting

The applicant has submitted two applications concurrently: this application for a Major Variance (PLZ-2025-096) and a Conditional Use Permit (PLZ-2025-085). These items will be heard by the Planning Commission on February 10, 2026. Both applications are scheduled to proceed to the Board of County Commissioners for consideration on March 5, 2026, for a final decision.

PROJECT DESCRIPTION

The Applicant's proposal is for a Major Variance to allow for reduction in setbacks from the one-mile (5,280') lake setback and the one half-mile (2,640') setback from a parcel with an existing residential use, to allow installation of a low-profile photovoltaic (PV) solar array within limited portions of those setback areas on APN 014-091-20.

Based upon comprehensive review and analysis of available data, the subject watercourse is appropriately designated as an intermittent stream not a lake. This determination is supported by field observations, hydrologic assessment, and data obtained from the Walker River Irrigation District, the Nevada Department of Environmental Protection (NDEP) Geographic Information System (GIS) database, and well records from the Nevada Division of Water Resources (NDWR).

The channel exhibits non-perennial characteristics, with surface water present only during limited seasonal periods that coincide with precipitation events and controlled discharges from nearby agricultural wells. According to NDWR records, two authorized agricultural wells supply a combined total of approximately 230 acre-feet of water per year for beneficial agricultural use, contributing to temporary flow conditions within the drainage feature as the site requires the well be pumped to demonstrate beneficial use.

The NDEP does not classify this water body as a lake or river under its current regulatory framework. This aligns with the observed hydrologic behavior and supports the characterization of the channel as intermittent. The

drainage course traverses the natural corridor of Churchill Canyon, which periodically conveys flow toward the Carson River during times of sufficient discharge or seasonal runoff.

This designation does not alter or affect the applicant's pending request for deviation associated with the Major Variance application. The information provided herein is intended solely to accurately identify and document the categorical representation of the water body for purposes of hydrologic classification and regulatory consistency.

Section 15.339.09 (E.2) of the Lyon County Code states that, "...commercial SECS array must be set a minimum of one half mile (2,640 Feet) from a trail easement, highway and/or adjacent properties with an existing residential use. Setback increases to one mile (5,280 Feet) from an airport, river, perennial or intermittent stream, and/or lake. An SECS may be placed closer than 2,640 Feet from a property with an existing residential use, trail easement, or highway if it is separated by a geologic feature or building of a height sufficient to completely obstruct views of the commercial SECS from a point sixteen (16) vertical feet above the boundary of any Residential Zoning District."

Per the applicant, the proposed project is described as follows:

Specifically, we are requesting approval of a Major Variance to allow limited installation of photovoltaic (PV) arrays and associated equipment within portions of (i) the one-mile lake setback and (ii) the one half-mile setback measured from the boundary of a parcel with an existing residential use. This variance request is necessary to modestly shift and expand the previously permitted project footprint to replace buildable acreage lost due to NV Energy's GreenLink West transmission corridor realignment.

Prior CUP approvals for Lux Solar Center (originally approved in 2019 under PLZ-19-0054 and renewed and extended in 2023 under PLZ-2022-210) are included as supporting documentation to this variance application. As a supplement to an existing CUP application for the variance area, the variance does not seek to change the permitted uses approved and requested; rather, it seeks relief from specific setback requirements to shift facility infrastructure to new acreage made necessary by the GreenLink West expansion.

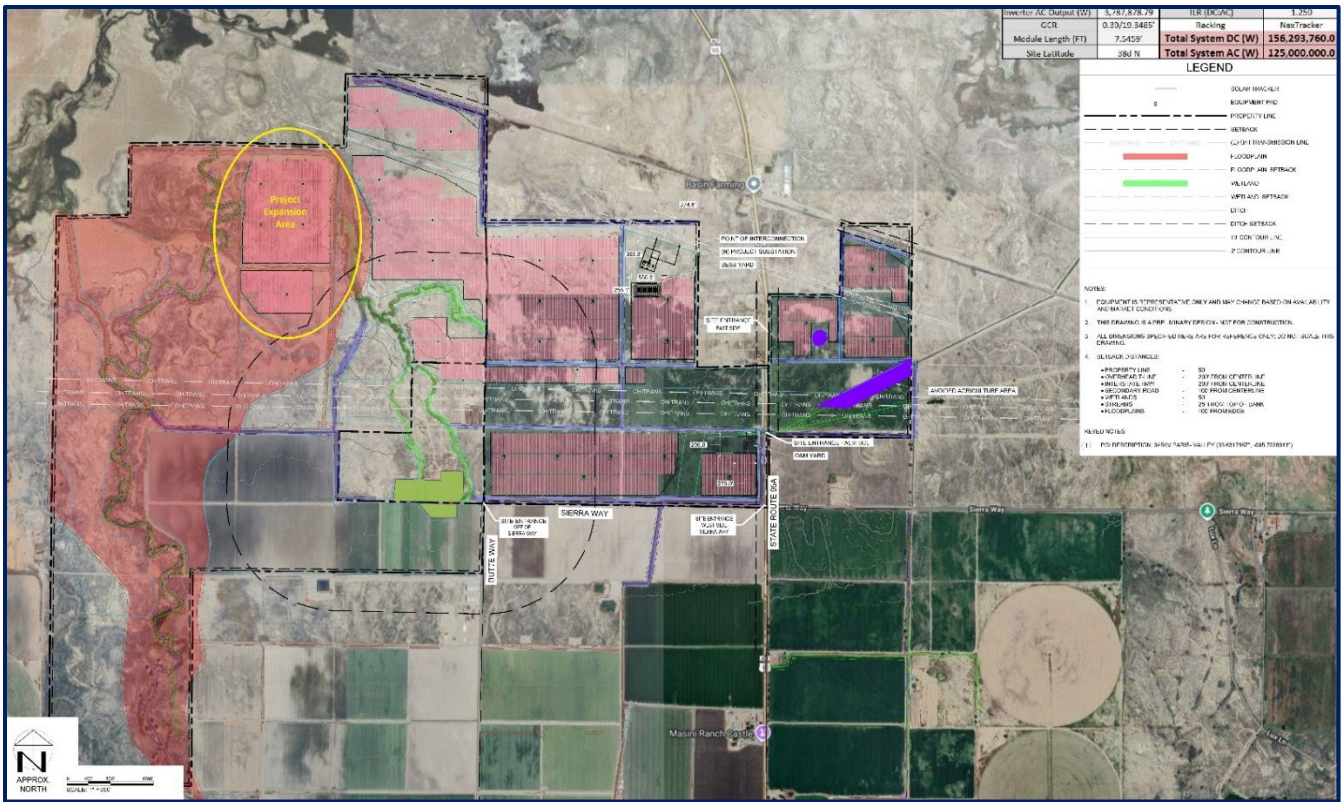
Due to circumstances unforeseen at the time of prior applications, the planned GreenLink West transmission corridor now bisects the originally permitted project area, eliminating previously permitted buildable acreage. To maintain project viability while minimizing new impacts, the project boundary must be adjusted to include roughly 280 additional acres, entirely within parcels previously permitted under PLZ-2022-210. The requested variance acreage is the minimum necessary to afford relief.

This request focuses on authorizing limited PV arrays and associated equipment within portions of the one-mile lake setback and one half-mile residential-parcel setback to replace buildable acreage lost to the GreenLink West corridor alignment. The revised footprint and array layout within the variance area are designed to minimize new impacts and maintain separation from sensitive receptors relative to the previously permitted project, with array consolidated behind the legacy PV corridor that forms a physical and visual buffer from the lake and residential parcel.

In conclusion, the adoption of the one-mile lake setback and the 2,640-foot residential-parcel setback after CUP PLZ-2022-210 created exceptional, legacy conditions on this 1,593-acre tract. Strict application would impose peculiar and exceptional practical difficulties by fragmenting feasible, contiguous PV development, stranding interconnection efficiencies, and forcing unnecessary new disturbance. The requested variance is narrowly tailored to additional acreage located farther from the lake and separated by PV infrastructure under the previously permitted project, shares access roads with no additional roads required, and maintains substantial separation from the residence (approximately 3,700 feet), despite being near or within the one half-mile setback—greater than distances associated with infrastructure under the previously permitted project, both on the residential parcel and on a separate neighboring parcel. With the robust protections and mitigations described, the request meets the conditions of the Lyon County Code § 15.203.06 and supports approval of a major variance, and we respectfully seek approval.

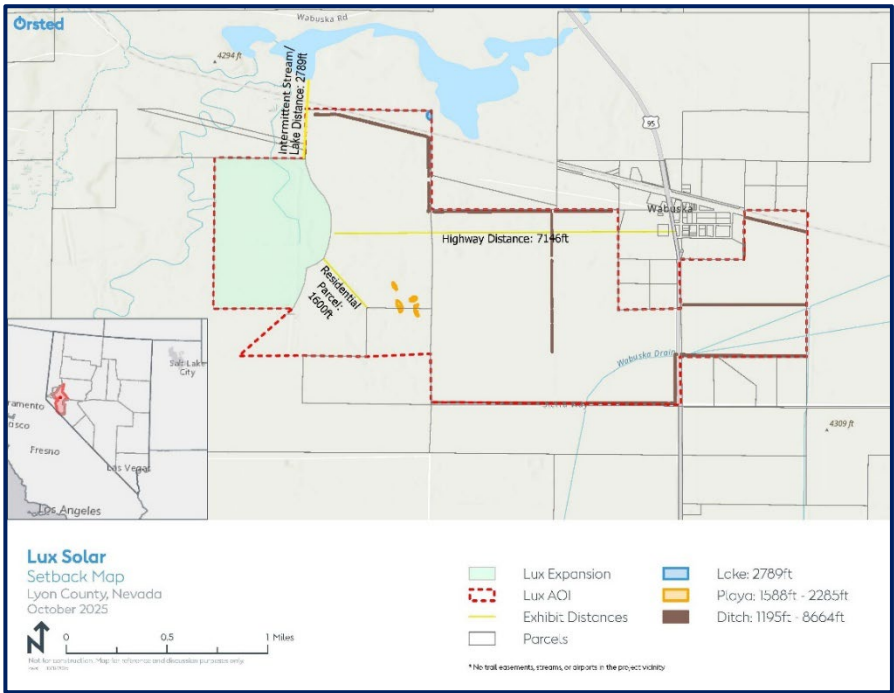
Conceptual Site Plans

The conceptual site plan (with staff additions) shows the overall project with the expansion area circled in yellow and the proposed entrances to the site shown.



Conceptual Site Plan

The images that follow were included in the applicant’s submittal. The Setbacks Map (with staff additions) below shows the setback variances the applicant is requesting.



Setbacks Map

MAJOR VARIANCE REQUEST

Per Section 15.203.02, a Major Variance, as opposed to a Minor Variance, is required for setback variances greater than ten percent (10%). Major Variances require approval by the Board of County Commissioners. The following table shows the requested variances and details.

Variance Requested	Proposed Setback (feet)	Statutory Setback (feet)	Variance (%)	Notes
Intermittent Stream Setback	2,789	5,280	47	
Residential Setback	1,600	2,640	39	Actual distance to residence is ~3700 ft (same property owner)

Per Section 15.203.02, a Major Variance, as opposed to a Minor Variance, is required for setback variances greater than ten percent (10%). When considering applications for a Major Variance, the Board must not approve a Major Variance unless it finds that by reason of exceptional topographic or other extraordinary conditions with the property in question, the strict application of the provisions of Lyon County Title 15 would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant. As stated in the Applicant's Findings later in this report, the justification for the proposed expansion location of the additional 280 acres of solar fields are based on fragmentation and duplication, necessitating new linear infrastructure and roads in uplands (otherwise avoided by reusing existing roads), increasing disturbance to surrounding areas, with expanded grading and additional infrastructure. Additionally, pushing facilities entirely outside both setbacks would expand visual spread and require additional clearing/earthwork, resulting in more edge effects than consolidating development behind the existing PV buffer.

STAFF REVIEW AND COMMENTS

The proposed major variance request is reviewed by staff and the Planning Commission, which forward recommendations to the Board of Commissioners, for final action.

FINDINGS FOR REVIEWING A MAJOR VARIANCE REQUEST

Chapter 15.203.06 (B) of Lyon County Code states that when considering approval of a major variance, three Findings must be considered and supported by a statement of evidence, facts and conclusions. Staff has included those three Findings in **bold type** below. Each Finding is listed with the applicant's response in *italics* and then staff's comments.

Finding 1: By reason of exceptional narrowness, shallowness, or shape of the property in question, or by reason of exceptional topographic conditions or other extraordinary and exceptional situation or condition of the property in question, the strict application of the provisions of this title would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardships upon, the applicant;

Applicant's Response

- *Extraordinary and exceptional situation/condition:*
 - *Legacy approvals vs. later-adopted setbacks: CUP PLZ-2022-210 (4/28/2023) lawfully entitles PV up to the boundary line of the neighboring lake parcel. The subsequent adoption of the one-mile lake setback and the one half-mile residential-parcel setback for SECS overlays areas that are functionally organized around the legacy PV corridor and interconnection infrastructure.*
 - *GreenLink West bisecting corridor: The updated GreenLink West transmission corridor path now bisects the original project area, eliminating buildable acreage under the previously permitted project and fragmenting the original, contiguous layout. This infrastructure change is external to and not controlled by the applicant.*

- *Practical difficulties/undue hardship from strict application:*
 - *Fragmentation and duplication: Strict adherence to setbacks considering the GreenLink West bisecting corridor would prevent contiguous expansion behind the established corridor, necessitating new linear infrastructure and roads in uplands (otherwise avoided by reusing existing roads), increasing disturbance, grading, and cost.*
 - *But-for condition: But for the updated GreenLink West corridor path, the original project boundary under PLZ-2022-210 would have been sufficient to meet project needs without variance acreage, demonstrating that the hardship is directly caused by an external infrastructure realignment.*
 - *Greater impacts compared to consolidated siting: Pushing facilities entirely outside both setbacks would expand visual spread and require additional clearing/earthwork, resulting in more edge effects than consolidating development behind the existing PV buffer.*
- *Minimum variance necessary to afford relief and alternatives:*
 - *The variance areas are narrowly tailored to the smallest practicable footprints within the setbacks, located farther from the lake than previously permitted PV and sited to maximize distance (approximately 3,700 feet) to the residence structure.*
 - *No new access roads are required; the project shares existing roads with PLZ-2022-210 to avoid new disturbance.*
 - *Alternatives considered (relocating entirely outside the setbacks, dispersing to distant uplands, downsizing array blocks) would either be infeasible from interconnection and access perspectives or would cause greater land disturbance and infrastructure redundancy than the proposed, consolidated approach.*

Staff Comment

The subject parcel's location provides challenges due to the location of the previously approved project and the need to stay within a distance to utilize shared infrastructure (roads and grading). The expansion area is located directly to the west of the existing CUP areas and is thus not adding an additional visual impact that would likely result if the site were pushed further out to meet all setbacks. Requiring the setbacks would result in practical difficulties to the project. This Finding is met.

Finding 2. The circumstances or conditions do not apply generally to other properties in the same land use district; and

Applicant's Response

- *Unique, combined conditions not general to the district:*
 - *A large (1,593-acre) lake-adjacent parcel with a previously permitted project authorizing PV to the boundary of the parcel containing the lake (PLZ-2022-210);*
 - *Overlap of the later-adopted one-mile lake setback with the one half-mile residential-parcel setback;*
 - *Co-applicant ownership of the adjacent residential parcel, which itself allows legacy PV under the previously permitted project, resulting in an existing PV corridor that both buffers the lake and lies between the residence and portions of the proposed variance area.*
- *Most properties do not share this legacy-overlay combination nor rely on an existing PV/interconnection corridor established pre-setback. These unique constraints materially differentiate the subject parcel from others.*

Staff Comment

When compared with other properties in the Rural Residential district, the subject parcel is uniquely shaped and located with respect to the existing intermittent stream and prior CUP approvals. The subject property and the adjacent residential property have the same land owner and the setback to the existing residence is 2,650 feet. This Finding is met.

Finding 3. The granting of the variance will not result in material damage or prejudice to other properties in the vicinity, substantial impairment of natural resources or be detrimental to the public health, safety and general welfare.

Applicant's Response

- *Lake and natural resources protection:*
 - *The variance area lies farther from the lake than the legacy PV corridor under the previously permitted project and is separated from the shoreline by that existing infrastructure. Construction BMPs and a SWPPP will control erosion and sedimentation; no refueling or staging will occur near the shoreline.*
 - *PV panels over vegetated groundcover retain infiltration; stormwater will be managed to avoid increases in peak flows or pollutant loading. Grading is minimized and confined to essential areas.*
 - *Wildlife-friendly fencing, retained vegetative corridors, and native plantings enhance habitat connectivity and reduce edge effects.*
- *Residential compatibility and welfare (one half-mile setback area):*
 - *While the distance from the proposed variance area and the residential parcel is roughly 1,600 feet, substantial separation will exist between the PV array and the residence itself: The proposed variance area maintains approximately 3,700 feet of separation from the residence—significantly larger than both the one half-mile setback radius and distances from infrastructure under the previously permitted project: ~2,100 feet (on the residential parcel) and less than 1,500 feet (on a separate neighbor parcel).*
 - *Screening and line-of-sight: Arrays are positioned behind existing PV corridor; supplemental native planting may be installed where views are open to further visibility.*
 - *Equipment siting, noise, and glare: The design meets or exceeds County standards. Operations will not produce discernible ground vibration beyond the property line, nor odors, dust, smoke, excessive noise, or liquid or airborne pollutants.*
 - *Lighting and operations: No continuous nighttime lighting; any necessary lighting is full cutoff, shielded, and motion-activated. Construction will adhere to daytime hours with dust control and traffic management; operations traffic is limited to periodic maintenance.*
- *Traffic and access: No new access roads are required; access roads established under the previously permitted project will be shared, minimizing disturbance, dust, and traffic generation. Additionally, Ørsted commissioned a traffic study for the project. The results of the study include recommendations for several improvements to nearby roads during the construction phase to address impacts to public roadways. Additional detail is provided in the study.*
- *No material damage or prejudice: The variance adjusts the facility location within a permitted use context; it does not increase allowable intensity. With separation provided by the legacy PV corridor, adherence to buffers, reuse of existing infrastructure, and the mitigation measures described, there will be no material damage to neighboring properties (including the commonly owned residential parcel), no substantial impairment of natural resources, and no detriment to public health, safety, or general welfare.*

Staff Comment

While the proposed expansion area would not be located the full one-mile from the intermittent stream and the one-half mile from the property with an existing residential use as required, the setback from the intermittent stream would be 2,789 feet and the setback from the residential property would be approximately 1,600 feet. These separations, along with the existing approvals for the solar arrays that are closer to the residence and the intermittent stream, would help to ensure that the proposed project would be compatible with the existing character of the area. The proposed use would not result in material damage or prejudice to other properties in the vicinity nor substantial impairment of natural resources nor would it be detrimental to the public health, safety and general welfare. This Finding is met.

November 21, 2025

Lyon County Planning Department
27 South Main Street
Yerington, NV 89447

RE: Major Variance Application — Lux Solar Center, LLC, Lyon County Code § 15.203.06

Ørsted is pleased to submit the Major Variance application for Lux Solar Center, LLC, a solar energy facility located in the Mason Valley. Specifically, we are requesting approval of a Major Variance to allow limited installation of photovoltaic (PV) arrays and associated equipment within portions of (i) the one-mile lake setback and (ii) the one half-mile setback measured from the boundary of a parcel with an existing residential use. This variance request is necessary to modestly shift and expand the previously permitted project footprint to replace buildable acreage lost due to NV Energy's GreenLink West transmission corridor realignment.

Prior CUP approvals for Lux Solar Center (originally approved in 2019 under PLZ-19-0054 and renewed and extended in 2023 under PLZ-2022-210) are included as supporting documentation to this variance application. As a supplement to an existing CUP application for the variance area, the variance does not seek to change the permitted uses approved and requested; rather, it seeks relief from specific setback requirements to shift facility infrastructure to new acreage made necessary by the GreenLink West expansion.

Due to circumstances unforeseen at the time of prior applications, the planned GreenLink West transmission corridor now bisects the originally permitted project area, eliminating previously permitted buildable acreage. To maintain project viability while minimizing new impacts, the project boundary must be adjusted to include roughly 280 additional acres, entirely within parcels previously permitted under PLZ-2022-210. The requested variance acreage is the minimum necessary to afford relief.

This request focuses on authorizing limited PV arrays and associated equipment within portions of the one-mile lake setback and one half-mile residential-parcel setback to replace buildable acreage lost to the GreenLink West corridor alignment. The revised footprint and array layout within the variance area are designed to minimize new impacts and maintain separation from sensitive receptors relative to the previously permitted project, with array consolidated behind the legacy PV corridor that forms a physical and visual buffer from the lake and residential parcel.

By way of background, below is a brief introduction to Ørsted's experience.

- **Development Experience:** Ørsted has extensive experience developing, operating, and financing utility-scale renewable projects across the U.S. with approximately 11.5 GW in operation, under construction, or in development.
- **Community Relationships:** Ørsted takes our relationship with the community seriously. We take pride in a methodical and experienced project development approach, beginning with careful site selection, consideration of environmental and technical issues to minimize project impacts, and engagement of community stakeholders.

- **Balance Sheet Strength:** Ørsted is a leading global renewable energy company which finances the development and construction of solar projects on balance sheet and our proposals are not contingent on external financing.

Given our proven track record and development expertise, Ørsted can ensure we comply with all County standards and requirements. We thank Lyon County for evaluating this application for an Approval Condition Amendment and look forward to your response. We appreciate Lyon County's consideration of this Major Variance application and look forward to your response.

If you have any additional questions or requests regarding this application, please contact Thomas Gentry at tgentry@orsted.com or 847-909-2694.

Sincerely,



Thomas Gentry

Manager, Development

Project Description/Narrative

Lux Solar Center, LLC requests a Major Variance to allow a photovoltaic (PV) solar energy facility within limited portions of (i) the one-mile lake setback and (ii) the 2,640-foot setback measured from the boundary of a parcel with an existing residential use under common ownership. This standalone variance application modestly shifts and expands the footprint of the project previously permitted in 2023 (PLZ-2022-210) to replace buildable acreage lost due to NV Energy's GreenLink West transmission corridor realignment. The updated corridor bisects the original project area and eliminates previously permitted buildable acreage; but for this external infrastructure change, the original PLZ-2022-210 boundary would have been sufficient to meet project needs. The requested variance acreage is the minimum necessary to maintain project feasibility and interconnection efficiencies while minimizing new impacts. The proposed arrays are sited further from the lake and residential parcel than PV infrastructure under the previously permitted project.

Technology and layout: The Project will utilize UL-listed, commercially available crystalline silicon or thin-film PV modules mounted on single-axis tracking (SAT) structures supported by driven pile foundations. Trackers rotate east in the morning and west in the afternoon along a north-south axis to maximize energy production. The top edge of the panels will not exceed fifteen feet (15') above ground level. PV modules will use anti-reflective glass to maximize electrical output and reduce reflectance relative to typical residential and commercial glazing. Layout within variance areas is consolidated behind the legacy, permitted PV corridor to minimize visual spread and leverage existing disturbed corridors.

Interconnection: The point of interconnection is the Walker River Substation, located within the previously permitted project area. Because the project substation was included with PLZ-2022-210, no new substation is proposed with this variance application. The variance adjusts facility location; it does not increase permitted use intensity.

Siting and visual considerations: The additional land included in this variance application is more than one-half mile from the nearest public roads (the intersection of Butte Way and Sierra Way) and over one mile from U.S. Highway 95. The previously permitted project also allows PV arrays between these roads and the expansion area; therefore, visual effects to the public will be comparable to, and no greater than, those already evaluated and permitted under PLZ-2022-210. The revised footprint and array layout are designed to minimize new impacts and maintain or increase separation from sensitive receptors relative to the previously permitted project.

Electrical equipment and collection: Inverters and associated pad-mounted transformers may be distributed across the site on concrete equipment pads. Power will be collected via cabling and distributed to the previously permitted project substation for delivery to the grid. Equipment siting within the residential-parcel setback area prioritizes distance from the residence (placing inverters/transformers farther than panels where feasible and uses anti-reflective modules to avoid glare hazards).

Civil works and ground disturbance: The proposed variance area will share access roads and disturbed corridors established under the previously permitted project, avoiding new road construction wherever feasible. Best management practices will be implemented to control dust, manage stormwater, and protect adjacent resources during construction; a SWPPP will be prepared and followed.

Security and lighting: The site perimeter will be enclosed with a six-foot-high security fence, using wildlife-friendly design where applicable. Project lighting will meet code and provide the minimum illumination necessary for safety and security; all lighting will be downward-facing and shielded to focus illumination on intended areas only. No continuous nighttime lighting is proposed.

Operations: The variance does not alter the permitted interconnection or increase project intensity; it allows limited location adjustments within setback areas to replace acreage lost to the GreenLink West corridor realignment. The Project will comply with applicable federal, state, and local requirements throughout construction, operation, and decommissioning, including noise standards at nearby receptors and glare assessments where required.

Variance consistency summary

Extraordinary and exceptional conditions: The later-adopted one-mile lake and one half-mile residential-parcel setbacks overlay a large, lake-adjacent parcel organized around a previously permitted project: PLZ-2022-210. The updated GreenLink West corridor now bisects the original layout, eliminating previously permitted buildable acreage—an external constraint beyond the applicant's control.

Minimum variance necessary to afford relief: The requested acreage is the smallest practicable area needed to maintain feasibility and interconnection efficiencies, sited farther from the lake and residential parcel than legacy PV and will share legacy roads under the previously permitted project to avoid new disturbance.

No material damage or prejudice: With separation provided by the legacy PV corridor as part of the previously permitted project, adherence to buffers, and implementation of BMPs, the variance will not result in material damage to neighboring properties, substantial impairment of natural resources, or detriment to public health, safety, or welfare.

Justifications and Findings

Lux Solar Center respectfully requests approval of a Major Variance from (1) the one-mile (5,280') lake setback and (2) the one half-mile (2,640') setback from a parcel with an existing residential use, to allow installation of a low-profile photovoltaic (PV) solar array within limited portions of those setback areas on 014-091-20. The requested variance applies only to additional array acreage that is farther from the lake than PV infrastructure already permitted to the boundary line under Conditional Use Permit PLZ-2022-210 (issued April 28, 2023), which pre-dates adoption of the new setbacks. The PV infrastructure under the previously permitted project forms a physical and visual separation between the lake shoreline and residential parcel and the proposed variance area. The neighboring residential parcel, 014-091-21, is under co-applicant ownership and includes permitted PV infrastructure authorized under the previously permitted project; the proposed improvements within the residential-parcel setback will be sited and designed to ensure no material adverse effects to residential use.

Project and Property Overview

- Parcel size and setting: Approximately 1,593 acres; the subject parcel's boundary abuts a lake on a neighboring parcel, 014-081-01, and a residential parcel, 014-091-21.
- Existing approvals: CUP PLZ-2022-210, issued April 28, 2023 (prior to adoption of the new setbacks for SECS), authorizes PV infrastructure up to the northern boundary line of the parcel. Portions of that legacy PV corridor are buildable.
- Requested relief:
 - Lake: Authorization for additional PV array acreage within the one-mile lake setback, sited farther from the lake than the already PV from the previously permitted project and separated from the shoreline by that legacy infrastructure.
 - Residential: Authorization for PV array and associated appurtenances within portions of the 2,640-foot setback measured from the boundary of a neighboring parcel with an existing residential use owned by the co-applicant for the project. The layout maximizes distance to the residence structure and leverages the existing PV corridor and landscape for screening.
- Access and construction: No new access roads are required. Existing roads and disturbed corridors established under PLZ-2022-210 will be shared, minimizing new disturbance, vegetation removal, and construction traffic.
- Design and operations: Low-profile racking (approximately 15 feet at maximum tilt); anti-reflective modules; underground collection, where applicable; inverters/transformers sited away from the lake and residence. The project will comply with applicable building, electrical, fire, grading, and stormwater standards.

Distances and Key Quantities

- Proposed variance area to residence: Approximately 1,600 feet to the residential parcel and roughly 3,700 feet from the nearest panel edge to the residence structure.
 - It is possible that PV array may be modified slightly to conform to existing setbacks; however, a large portion of the variance area is within the one half-mile residential setback requirement.
- Existing permitted infrastructure context:
 - Separate neighbor parcel: Infrastructure under the previously permitted project is already approved at much smaller distances: less than 200 feet from the boundary of the residential parcel and less than 1,500 feet from the residence itself, which is owned by the project's co-applicant..

- Residential parcel (co-applicant ownership): Infrastructure under the previously permitted project is approved on the residential parcel is approximately 2,100 feet from the residence.
- Proposed variance area relative to residential-parcel setback: The proposed facilities are located within the one half-mile setback measured from the residential parcel boundary, but they maintain approximately 3,700 feet of direct separation from the residence itself due to parcel geometry and facility siting.
- Nearest panel edge to the shoreline of the lake: 2,789 feet; proposed area remains farther from the lake than the PV corridor nearer the parcel boundary under the previously permitted project.

As listed in Lyon County Code section 15.203.06, the following justification is provided to detail how the project addresses findings needed for a Major Variance.

Specifically, the code stipulates that “The Board must not approve a major variance unless it finds that:”

Finding 1 — By reason of extraordinary and exceptional situation or condition of the property, strict application would result in peculiar and exceptional practical difficulties or undue hardship;

- Extraordinary and exceptional situation/condition:
 - Legacy approvals vs. later-adopted setbacks: CUP PLZ-2022-210 (4/28/2023) lawfully entitles PV up to the boundary line of the neighboring lake parcel. The subsequent adoption of the one-mile lake setback and the one half-mile residential-parcel setback for SECS overlays areas that are functionally organized around the legacy PV corridor and interconnection infrastructure.
 - GreenLink West bisecting corridor: The updated GreenLink West transmission corridor path now bisects the original project area, eliminating buildable acreage under the previously permitted project and fragmenting the original, contiguous layout. This infrastructure change is external to and not controlled by the applicant.
- Practical difficulties/undue hardship from strict application:
 - Fragmentation and duplication: Strict adherence to setbacks considering the GreenLink West bisecting corridor would prevent contiguous expansion behind the established corridor, necessitating new linear infrastructure and roads in uplands (otherwise avoided by reusing existing roads), increasing disturbance, grading, and cost.
 - But-for condition: But for the updated GreenLink West corridor path, the original project boundary under PLZ-2022-210 would have been sufficient to meet project needs without variance acreage, demonstrating that the hardship is directly caused by an external infrastructure realignment.
 - Greater impacts compared to consolidated siting: Pushing facilities entirely outside both setbacks would expand visual spread and require additional clearing/earthwork, resulting in more edge effects than consolidating development behind the existing PV buffer.
- Minimum variance necessary to afford relief and alternatives:
 - The variance areas are narrowly tailored to the smallest practicable footprints within the setbacks, located farther from the lake than previously permitted PV and sited to maximize distance (approximately 3,700 feet) to the residence structure.
 - No new access roads are required; the project shares existing roads with PLZ-2022-210 to avoid new disturbance.
 - Alternatives considered (relocating entirely outside the setbacks, dispersing to distant uplands, downsizing array blocks) would either be infeasible from interconnection

and access perspectives or would cause greater land disturbance and infrastructure redundancy than the proposed, consolidated approach.

Finding 2 — The circumstances or conditions do not apply generally to other properties in the same land use district;

- Unique, combined conditions not general to the district:
 - A large (1,593-acre) lake-adjacent parcel with a previously permitted project authorizing PV to the boundary of the parcel containing the lake (PLZ-2022-210);
 - Overlap of the later-adopted one-mile lake setback with the one half-mile residential-parcel setback;
 - Co-applicant ownership of the adjacent residential parcel, which itself allows legacy PV under the previously permitted project, resulting in an existing PV corridor that both buffers the lake and lies between the residence and portions of the proposed variance area.
- Most properties do not share this legacy-overlay combination nor rely on an existing PV/interconnection corridor established pre-setback. These unique constraints materially differentiate the subject parcel from others.

Finding 3 — Granting the variance will not result in material damage or prejudice to other properties, substantial impairment of natural resources, or be detrimental to public health, safety, and general welfare.

- Lake and natural resources protection:
 - The variance area lies farther from the lake than the legacy PV corridor under the previously permitted project and is separated from the shoreline by that existing infrastructure. Construction BMPs and a SWPPP will control erosion and sedimentation; no refueling or staging will occur near the shoreline.
 - PV panels over vegetated groundcover retain infiltration; stormwater will be managed to avoid increases in peak flows or pollutant loading. Grading is minimized and confined to essential areas.
 - Wildlife-friendly fencing, retained vegetative corridors, and native plantings enhance habitat connectivity and reduce edge effects.
- Residential compatibility and welfare (one half-mile setback area):
 - While the distance from the proposed variance area and the residential parcel is roughly 1,600 feet, substantial separation will exist between the PV array and the residence itself: The proposed variance area maintains approximately 3,700 feet of separation from the residence—significantly larger than both the one half-mile setback radius and distances from infrastructure under the previously permitted project: ~2,100 feet (on the residential parcel) and less than 1,500 feet (on a separate neighbor parcel).
 - Screening and line-of-sight: Arrays are positioned behind existing PV corridor; supplemental native planting may be installed where views are open to further visibility.
 - Equipment siting, noise, and glare: The design meets or exceeds County standards. Operations will not produce discernible ground vibration beyond the property line, nor odors, dust, smoke, excessive noise, or liquid or airborne pollutants.
 - Lighting and operations: No continuous nighttime lighting; any necessary lighting is full cutoff, shielded, and motion-activated. Construction will adhere to daytime hours with dust control and traffic management; operations traffic is limited to periodic maintenance.
- Traffic and access: No new access roads are required; access roads established under the previously permitted project will be shared, minimizing disturbance, dust, and traffic generation. Additionally, Ørsted commissioned a traffic study for the project. The results of

the study include recommendations for several improvements to nearby roads during the construction phase to address impacts to public roadways. Additional detail is provided in the study.

- No material damage or prejudice: The variance adjusts the facility location within a permitted use context; it does not increase allowable intensity. With separation provided by the legacy PV corridor, adherence to buffers, reuse of existing infrastructure, and the mitigation measures described, there will be no material damage to neighboring properties (including the commonly owned residential parcel), no substantial impairment of natural resources, and no detriment to public health, safety, or general welfare.

In conclusion, the adoption of the one-mile lake setback and the 2,640-foot residential-parcel setback after CUP PLZ-2022-210 created exceptional, legacy conditions on this 1,593-acre tract. Strict application would impose peculiar and exceptional practical difficulties by fragmenting feasible, contiguous PV development, stranding interconnection efficiencies, and forcing unnecessary new disturbance. The requested variance is narrowly tailored to additional acreage located farther from the lake and separated by PV infrastructure under the previously permitted project, shares access roads with no additional roads required, and maintains substantial separation from the residence (approximately 3,700 feet), despite being near or within the one half-mile setback—greater than distances associated with infrastructure under the previously permitted project, both on the residential parcel and on a separate neighboring parcel. With the robust protections and mitigations described, the request meets the conditions of the Lyon County Code § 15.203.06 and supports approval of a major variance, and we respectfully seek approval.

Please contact me at 847-909-2694 or by e-mail at tgent@orsted.com with any questions or if additional information is needed.

Not-Applicable Letter

Ørsted has reviewed the Development Application Submittal Requirements for a Conditional Use Permit and has provided the applicable items as requested. The following item has not been included with the application as they don't apply:

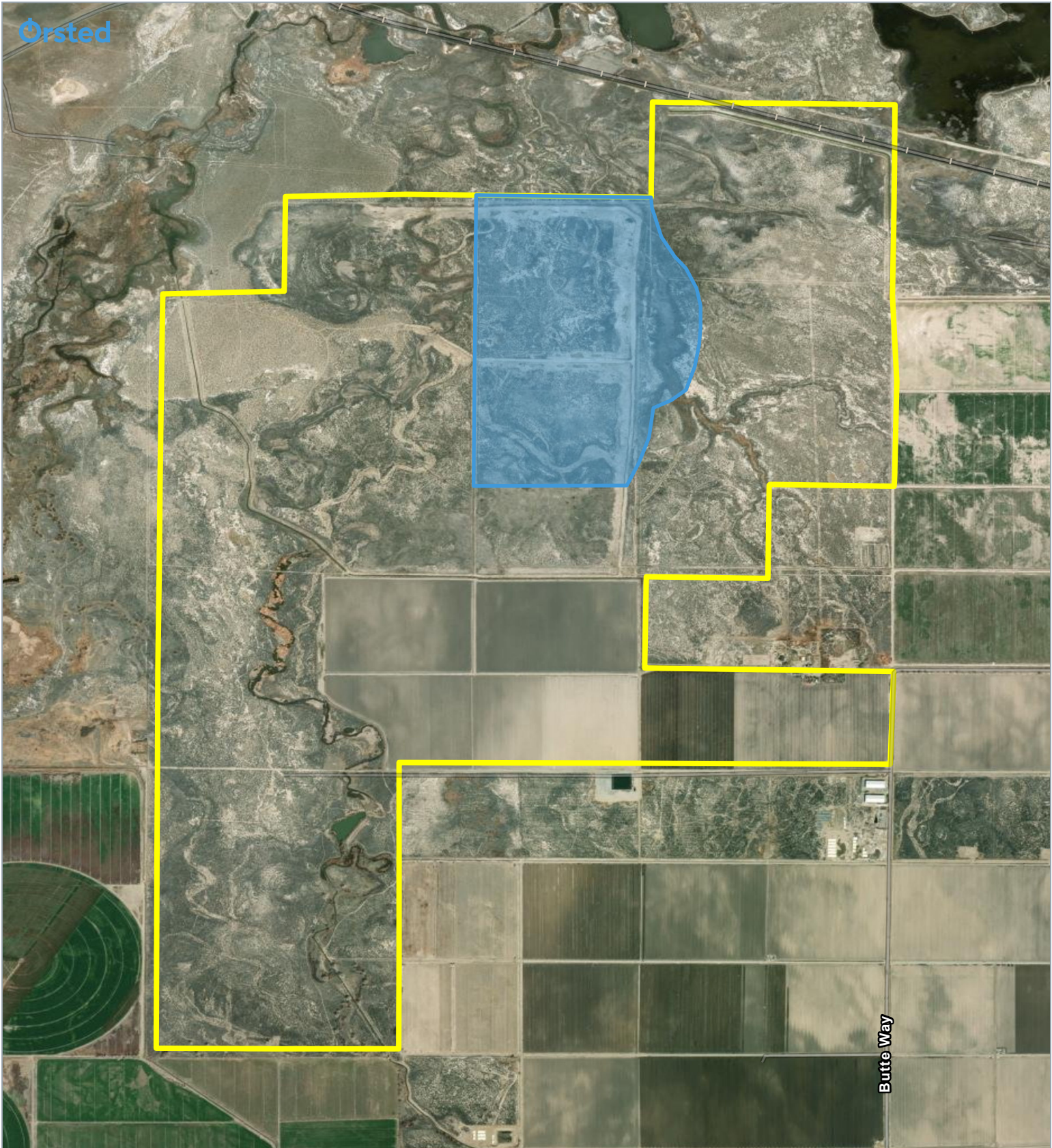
Requirement:

- 2 Site Plan (full sized)
- 3 Reduced Site Plan (11" x 17")
- 4a Floor Plan
- 4b Building Elevations
- 5 Map (full sized)
- 6 Reduced Map (11" x 17")
- 10 Vicinity Map
- 12 Property Legal Description / Vesting Deed
- 13 Photographs (min. set of four photos)

Reason for not providing items: The majority of items were previously submitted under CUP application PLZ-2025-085 and are incorporated herein. Also, no buildings are proposed as part of the project.

Application Type Submittal Requirements Fees and number of copies needed for required information & materials are shown for each application type		DEVELOPMENT APPLICATION SUBMITTAL REQUIREMENTS																								
		Abandonment	Administrative Design Review / Permit	Appeal of Administrative Decision	Appeal of Planning Commission Decision ⁵	Approval Condition Amendment	Conditional Use Permit	Development Agreement	Development Agreement, Revision	Extension of Time Request	Hardship Exception Permit (admin. Review)	Master Plan Map Amendment	Master Plan Text Amendment	Planning Commission Determination	Pre-Application Conference (for Final Subdiv. Maps & SIPs only)	Reimbursement Agreement	Specific Plan ⁴	Temporary Use Permit	Variance, Administrative (Minor ⁶)	Variance (Major)	Wireless Communication Facility	Wireless Communication Facility, Modification	Zoning Determination	Zoning Map Change	Zoning Text Change	
☐	Application Fee	\$1750	\$1750	\$750	\$1500	\$2000	\$2500	\$4000	\$2000	\$750	\$850	\$4250	\$4250	\$500	\$750	\$3250	\$3750 ^{1, 2}	\$500	\$1000	\$2000	\$1500	\$1250	\$400	\$2800 ^{3, 4}	\$2750	
☐	1.Application Form (signed & notarized)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
☐	2.Site Plan (full sized)		1		1 ¹⁰	1 ¹⁰			1	1	1	1 ¹⁰						1*	1	1	1	1		1 ¹⁰		
☐	3.Reduced Site Plan (11" x 17")		1		1	1			1	1	1	1						1*	1	1	1	1				
☐	4. A. Floor Plan		1*			1*	1*				1							1*	1*	1*	1	1				
☐	4. B. Building Elevations		1*			1*	1*												1*	1*	1	1				
☐	5. Map (full sized)				1 ¹⁰	1 ¹⁰						1 ¹⁰	1	1			1 ¹⁰	1*	1*	1 ¹⁰			1	1 ¹⁰		
☐	6. Reduced Map (11" x 17")					1*						1	1	1	1	1	1	1*	1*	1*			1	1		
☐	7. Complete appl. - Digital (PDF only for now)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
☐	8. Project Description / Narrative	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
☐	9. Justification / Findings	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
☐	10. Vicinity Map	1	1			1					1				1		1	1	1	1	1	1	1	1	1	
☐	11. Title Report	1	1				1														1	1				
☐	12. Property Legal Description/ Vesting Deed	1	1				1				1	1		1	1		1	1	1	1	1	1	1	1	1	
☐	13. Photographs (min. set of four photos)	1	1			1	1				1	1		1	1		1		1	1	1	1	1	1	1	
☐	14. Project Approval Letter with Conditions			1*	1*	1					1*				1*											
☐	15. Additional Required Documents/ Information	✓	✓	✓		✓			✓	✓*	✓*			✓	✓		✓	✓	✓	✓	✓	✓		✓*		
☐	16. Engineering Review Fees May Apply	✦	*			✦					✦		✦	✦	✦	✦	✦			✦			✦	✦	✦	
☐	17. Not-Applicable Letter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
☐	18. Complete appl. PDF /Entered to SAGE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

* If applicable and/or dependent on the type of project. ✓ Specific addl. information is required (Check with Comm. Devel. staff) ♦ Addl. information is required for Specific Plan & PUD (Check with Comm. Devel. staff) ✦ Additional copies may be required. ✦ Engineering Review Fees - Actual cost of engineering review in addition to the application fee.
 1. \$40 additional fee for each dwelling unit over 50. 2. \$2,750 application fee if filed and heard concurrently with PUD. 3. \$500 additional fee for each adjacent parcel with same ownership.
 4. \$1,750 plus \$250 fee for each adj. parcel with same ownership if filed with MPA.
 5. Zero fee for MINV for manufactured home size



Lux Solar - APN 01-091-20

Lyon County, Nevada
November 2025



-  Project Area
-  Parcel Boundary

1

2

3

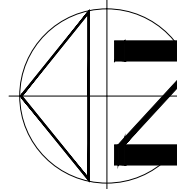
4



(Inv Group) LUX			
STRINGS/ROW	Modules/ROW	Row Qty	Module Qty
14	84	489	41,076
10	60	20	1,200
Total Inverter Qty	5	Total Module Qty	42,276
Modules per String	6	Total Strings	7,046.0
Module Type	FSLR-S7	Strings per Inverter	1,409.2
Modules Watts	560	Modules per Inverter	8,455.2
Inverter Type	GE LV5+	DC Watts per Inverter	4,734,912.0
Inverter AC Output (W)	3,787,878.79	ILR (DC:AC)	1.250
GCR	0.39/19.3485'	Total System DC (W)	23,674,560.0
Module Length (FT)	7.5459'	Total System AC (W)	18,939,393.9

PRELIMINARY

NOT FOR CONSTRUCTION



APPROX
NORTH

0 100' 200' 400'
SCALE: 1" = 200'

LEGEND

- SOLAR TRACKER
- EQUIPMENT PAD
- PROPERTY LINE
- SETBACK
- OHTRANS
- (E) OH TRANSMISSION LINE
- FLOODPLAIN
- FLOODPLAIN SETBACK
- WETLAND
- WETLAND SETBACK
- DITCH
- DITCH SETBACK
- 10' CONTOUR LINE
- 2' CONTOUR LINE

NOTES:

- EQUIPMENT IS REPRESENTATIVE ONLY AND MAY CHANGE BASED ON AVAILABILITY AND MARKET CONDITIONS.
- THIS DRAWING IS A PRELIMINARY DESIGN - NOT FOR CONSTRUCTION.
- ALL DIMENSIONS SPECIFIED HERE ARE FOR REFERENCE ONLY; DO NOT SCALE THIS DRAWING.
- SETBACK DISTANCES:
 - PROPERTY LINE
 - OVERHEAD LINE
 - 200' FROM CENTERLINE
 - 100' FROM CENTERLINE
 - SECONDARY ROAD
 - 50' FROM CENTERLINE
 - WETLANDS
 - 25' FROM TOP OF BANK
 - FLOODPLAINS
 - 100' FROM EDGE

KEYED NOTES:

- POI DESCRIPTION: 345KV PARIS VALLEY (33.6317167°, -096.7226611°)

LUX
SOLAR CENTER, LLC
LUX, NEVADA

ARRAY PLAN
EXPANSION

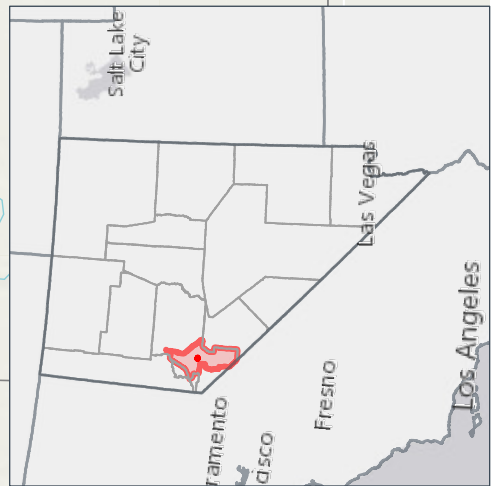
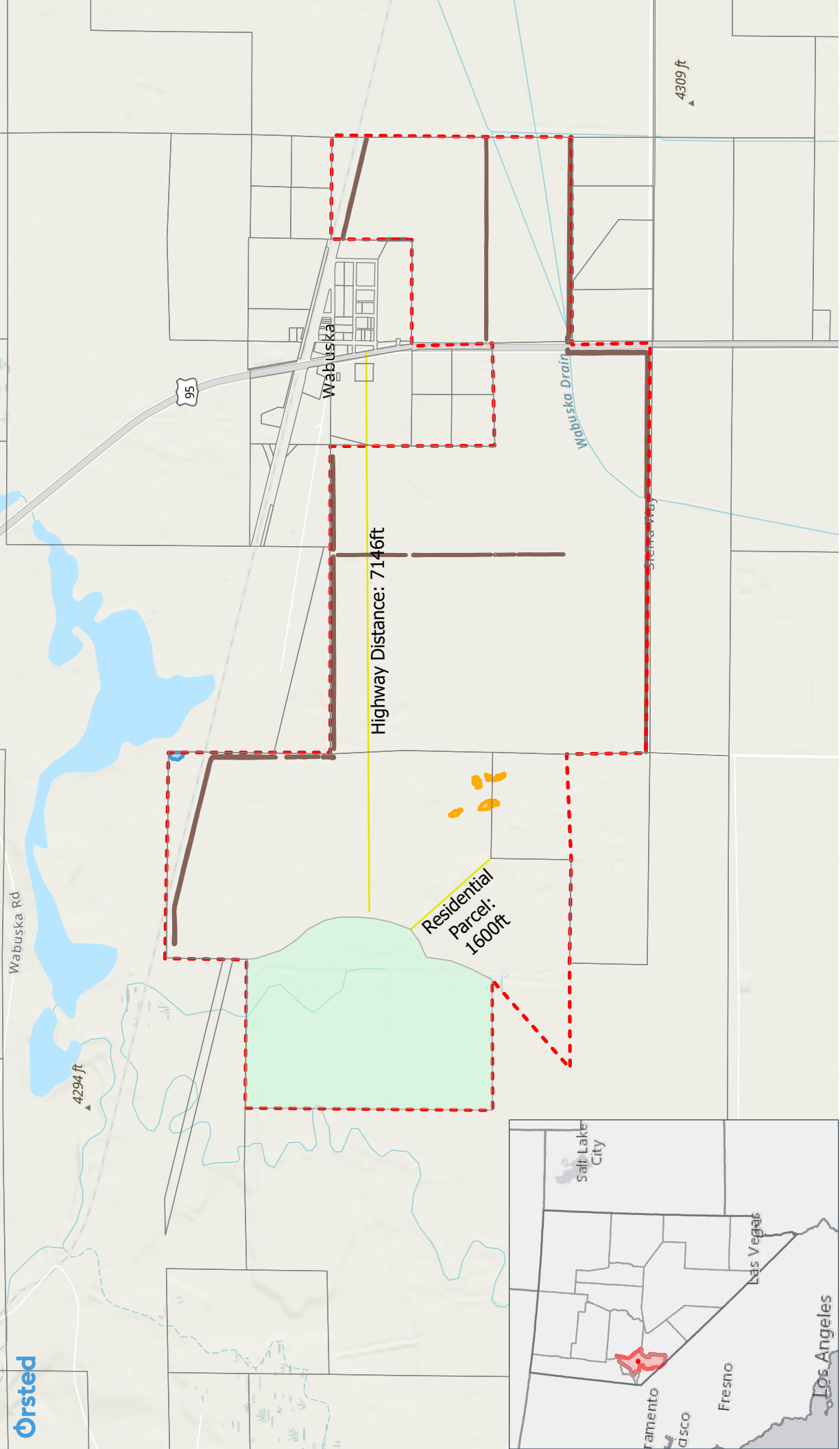
DRAWING NO.

WJ111

PROJECT:

DRAWING TITLE:

PROJECT:	PRELIMINARY
DESCRIPTION:	11-V-EXPANSION.DWG
FILE NAME:	LUX-W11-V-EXPA
PROJECT:	PROJECT
LEVEL:	LEVEL
DEV/ENG:	DEV/ENG
DATE:	11.06.2025
BY:	BY
PRINTED:	11/06/2025



Lux Solar
Setback Map
Lyon County, Nevada
October 2025



- Lux Expansion
- Lux AOI
- Exhibit Distances
- Parcels
- Lake: 2789ft
- Playa: 1588ft - 2285ft
- Ditch: 1195ft - 8664ft

* No trail easements, streams, or airports in the project vicinity

Photos of the Project Area



1. Photo from Northwest corner of the project area facing east



2. Photo from Northwest corner of the project area facing southeast



3. Photo from Southwest corner of the project area facing east



4. Photo from Southwest corner of the project area facing north



5. Photo from southern boundary of the project area facing west



6. Photo from southern boundary of the project area facing north



7. Photo from center of the project area facing east

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

7.k

Subject:

For Possible Action: To forward a recommendation to the Board of County Commissioners for the request from Lux Solar Center, LLC for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS

- [Staff Report](#)
- [Backup](#)



LYON COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT

27 SOUTH MAIN STREET, YERINGTON, NV 89447

PHONE: 775-463-6592 FAX: 775-463-5305

WEBSITE: www.lyon-county.org

PLANNING COMMISSION

PLZ-2025-085

Proposed Action	<u>Conditional Use Permit for a Photovoltaic (PV) Solar Energy Facility</u>
Meeting Date	<u>February 10, 2026</u>
Property Owner	<u>Robin Susan Mason et al</u>
Applicant	<u>Lux Solar Center, LLC</u>
Community	<u>Mason Valley</u>
Location	<u>55 Butte Way</u>
Parcel Number	<u>014-091-20</u>
Parcel Size	<u>280-acre portion of a 1,593-acre parcel</u>
Master Plan	<u>Agriculture</u>
Zoning	<u>RR-5 (Fifth Residential District (20 Acres)</u>
Flood Zone(s)	<u>Zone A per FIRM 32019C0550E (effective date: 1/16/2009)</u>
Case Planner	<u>Lisa Nash</u>

REQUEST

The Applicant is requesting a Conditional Use Permit for a 280-acre expansion to the existing Lux Solar Project approved in 2019 and 2023, to construct and operate a photovoltaic (PV) solar energy facility.

PROJECT SUMMARY

The proposed project involves the addition of approximately 280 acres to the construction and operation of a commercial solar power generating facility. A previous Conditional Use Permit (CUP) approved in 2019 (PLZ019-0054) and a time extension for the CUP approved in 2023 (PLZ-2022-210) allowed for a project that included the construction and operation of a commercial solar power generating facility over an approximately 1,140-acre area within a four-parcel site totaling 2,462 acres.

The Applicant has also requested a Major Variance (PLZ-2025-096) from the one-mile (5,280') lake/intermittent stream setback and the one half-mile (2,640') setback from a parcel with an existing residential use, to allow installation of a low-profile photovoltaic (PV) solar array within limited portions of those setback areas on APN 014-091-20.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval of the Conditional Use Permit based on the Findings listed in the staff report and subject to the recommended Conditions of Approval listed below.

RECOMMENDED MOTION

If the Planning Commission determines that they will recommend approval of the request to the Board of Commissioners, then the Planning Commission may want to consider a motion similar to the following.

The Lyon County Planning Commission finds that:

- A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;
- B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;
- C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;
- D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;
- E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;
- F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and
- G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Based on the aforementioned Findings, I move that the Planning Commission recommend approval to the Board of Commissioners of the request from Lux Solar Center, LLC for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085, subject to the 24 Conditions of Approval.

CONDITIONS OF APPROVAL

- 1. No change in the terms and conditions of the Conditional Use Permit (CUP), as approved, shall be undertaken without first submitting the changes to Lyon County Community Development and having them modified in conformance with Lyon County Code.
- 2. The Applicant shall comply with all applicable Fire, building, zoning and improvement code requirements and obtain any necessary public inspections.
- 3. All construction documents and separate applications must be submitted to the Central Lyon County Fire Protection District and the Lyon County Building Department for review and approval prior to obtaining a Building Permit.

4. All contractors doing any construction, modifications, or remodels must be licensed in the State of Nevada.
5. The Applicant shall maintain a Lyon County business license for the use while occupying the site.
6. The Applicant will be held to the decommissioning plan required as a part of the conditional use permit submittal materials in CUP (PLZ-2019-0054).
7. The project is within the jurisdiction of the Nevada Department of Transportation (NDOT) District II. The applicant is required to submit a Traffic Impact Study (TIS) to NDOT and Lyon County. The TIS will need to be reviewed and approved by NDOT and Lyon County to meet NDOT Access Management and other applicable standards before site improvement, grading, and building permits will be issued.
8. Prior to commencement of the use, the Applicant shall ensure the satisfactory completion of all required access, driveway and parking improvements to County and International Fire Code standards, as required by the Lyon County Planning Department, the Lyon County Road Department and Yerington/Mason Valley Fire Protection District.
9. The Applicant shall enter into a road maintenance agreement with the County for the maintenance and dust control of the West and East Sierra Way during the construction period of the project. Once the construction of the project is completed, the amount of traffic generated by the project is minimal and the road maintenance agreement may expire.
10. The applicant shall design, construct, and install all traffic mitigation improvements identified as necessary in the Nevada Department of Transportation (NDOT) and County-approved Traffic Impact Study (TIS). All such improvements shall be completed at the applicant's sole cost and expense, with no cost or financial responsibility to Lyon County. Construction of the improvements shall be subject to review and approval by NDOT and the County, and shall comply with all applicable standards, specifications, and permitting requirements.
11. The applicant shall be responsible for constructing or otherwise implementing any transportation improvements determined by Lyon County to be necessary to mitigate project-specific or cumulative traffic impacts that are not identified in the approved Traffic Impact Study and are not otherwise required by the Nevada Department of Transportation (NDOT). Such responsibility may be satisfied by constructing the required improvements directly or, where the improvements are constructed by another developer or entity, by participating in a County-approved reimbursement agreement to pay the applicant's proportional (pro rata) share of the costs per 15.120 of Lyon County Code. Lyon County may participate in the review, approval, and administration of any reimbursement agreement. Any improvements located within NDOT right-of-way shall be reviewed, approved, and permitted by NDOT and constructed in accordance with applicable NDOT standards and requirements.
12. West Sierra Way from US Hwy 95A to Butte Way shall be constructed with a minimum pavement section consisting of four (4) inches of asphalt concrete over eight (8) inches of Type II aggregate base, or an engineered equivalent pavement section, designed and constructed to the satisfaction of the County Road Department. A geotechnical report, prepared by a licensed geotechnical engineer, shall be submitted for review and approval by the County prior to final design, providing recommendations for pavement section design, subgrade preparation, and compaction requirements. The pavement shall be constructed in accordance with the report's recommendations and County standards, and shall be fully inspected and accepted by the County prior to final approval.
13. The Applicant shall submit for a fire/life safety plan review to the Mason Valley Fire Protection District prior to the issuance of a site improvement permit/building permit for the project.

14. Any proposed onsite sewage disposal system must be approved by the Nevada Division of Environmental Protection and evidence of such approval must be provided to the Lyon County Planning Department prior to approval of any building permit for any sanitary facilities.
15. Any proposed water usage is subject to approval of the proposed use of water and/or all necessary water rights by the Nevada Division of Water Resources and submission of approval documentation to the Lyon County Planning Department.
16. The Applicant shall obtain the approval of the Walker River Irrigation District for a development/improvement plan, as required by the district, prior to application for and approval of any site improvement permit and/or building permits from Lyon County Community Development Department.
17. All outdoor lighting shall comply with the outdoor lighting performance standards of Chapter 15.357 of the Lyon County Code, shall include cut-off shields that direct the illumination down and reduce glare to the satisfaction of the Community Development Department.
18. The applicant shall comply with the Storm Drainage Guidelines for Lyon County, dated September 20, 2024 to the satisfaction of the County Engineer prior to issuance of a Site Improvement Permit, Grading Permit, and/or Building Permit. Drainage report and plans must be submitted concurrently with any Site Improvement Plans, Grading Plans, and/or Building Permit applications.
19. If the applicant proposes to place fill in wetlands or water features under the jurisdiction of the U.S. Army Corps of Engineers, the applicant shall obtain a "No Permit Required" letter, Jurisdictional Determination, Nationwide Permit, or other applicable federal authorization prior to commencing work. The applicant shall also coordinate with the State of Nevada to determine whether wetlands or water features under state jurisdiction are present and shall obtain any required state permits or approvals. No construction, grading, or fill activities shall occur within federally or state-regulated wetlands or water features until all applicable permits or authorizations have been obtained and copies provided to the County for review and verification.
20. Prior to issuance of a Floodplain Development Permit for any development involving the alteration or relocation of a watercourse, the applicant shall obtain and submit to the County Floodplain Administrator a Conditional Letter of Map Revision (CLOMR) approved by the Federal Emergency Management Agency (FEMA), or such other FEMA-approved map revision application or determination deemed applicable to the proposed development. Following completion of the authorized work, the applicant shall obtain and submit a Letter of Map Revision (LOMR), or other applicable FEMA approval or determination, documenting the as-built conditions. No grading, construction, or watercourse alteration shall occur until the required FEMA approval has been received and accepted by the County, and final FEMA documentation shall be provided prior to final inspection or project closeout, as applicable.
21. Any exterior signage will require a separate building permit, through the Lyon County Building Department.
22. The substantial failure to comply with the conditions imposed on the issuance of this conditional use permit or the operation of the conditional use in a manner that endangers the health, safety or welfare of Lyon County or its residents or the violation of ordinances, regulations or laws in the conditional use may result in the institution of revocation proceedings. **Failure to initiate the conditional use permit by 2030 and satisfy all conditions by 2032 will result in the expiration of the conditional use permit approval unless an extension is obtained in accordance with the provisions of 15.13.02 of the Lyon County Code.**
23. This conditional use permit shall run concurrently with the Major Variance application (PLZ-2025-096) and be subject to all conditions of the Major Variance.
24. **The Major Variance shall run with the time established for the associated Conditional Use Permit (PLZ-2025-085).**

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Planning Commission determines that additional information, discussion and public review are necessary for a more thorough review of the proposed Conditional Use Permit; the Commission should make appropriate findings and move to continue the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Commission may wish to consider a motion similar to the following:

The Planning Commission finds that:

Additional information, discussion and public review are necessary for a more thorough review of the proposed Major Variance.

Based on the aforementioned Findings, and with the applicant's concurrence, the Planning Commission continues the request from Lux Solar Center, LLC for a Conditional Use Permit for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085 for ____ days.

Alternative Motion for Denial

If the Planning Commission determines that they should recommend denial of the request for a Conditional Use Permit, then the Commission needs to make findings supporting a recommendation of denial. The Commissioners may wish to consider a motion similar to the following:

The Lyon County Planning Commission has considered:

15.230.06: FINDINGS:

When considering applications for a Conditional Use Permit, the commission or Board, where applicable, must evaluate the impact of the conditional use on and its compatibility with surrounding properties and neighborhoods to mitigate potential impacts of the use at a particular location and make the following findings:

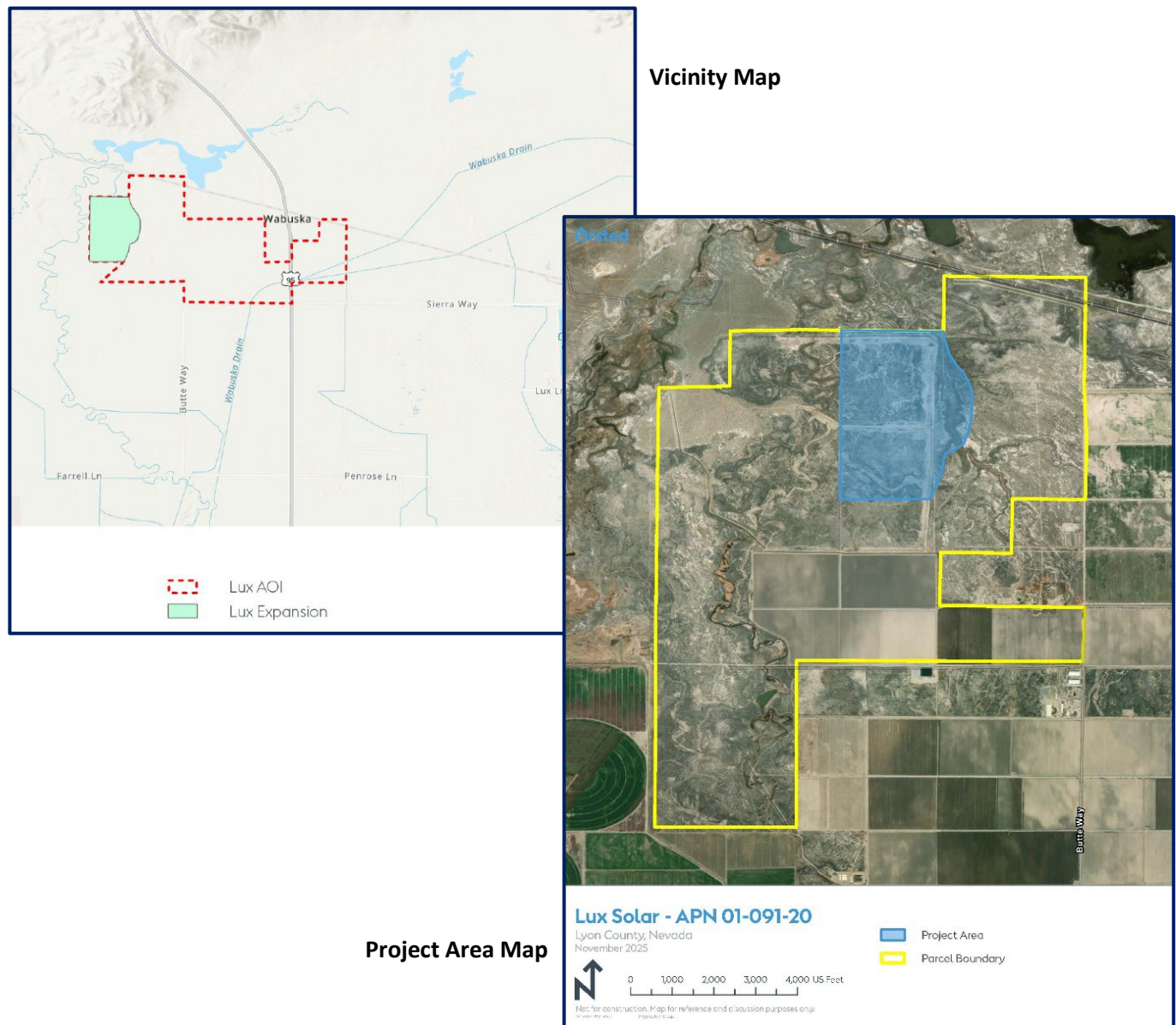
- A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;
- B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;
- C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;
- D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;
- E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;
- F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and
- G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

After consideration of the above-listed Findings, the Planning Commission has determined that the Conditional Use Permit would not be in conformance with the above-listed considerations and recommends denial to the Board of Commissioners of the request from Lux Solar Center, LLC for an expansion to the existing Lux Solar Project approved in 2023, to construct and operate a photovoltaic (PV) solar energy facility, on land subject to Rural Residential, 20 Acre Minimum (RR-20) zoning located in the northern portion of the parcel at 55 Butte Way in Wabuska, Mason Valley on an approximately 280-acre portion of a 1,593-acre parcel (APN 014-091-20); PLZ-2025-085.

BACKGROUND INFORMATION

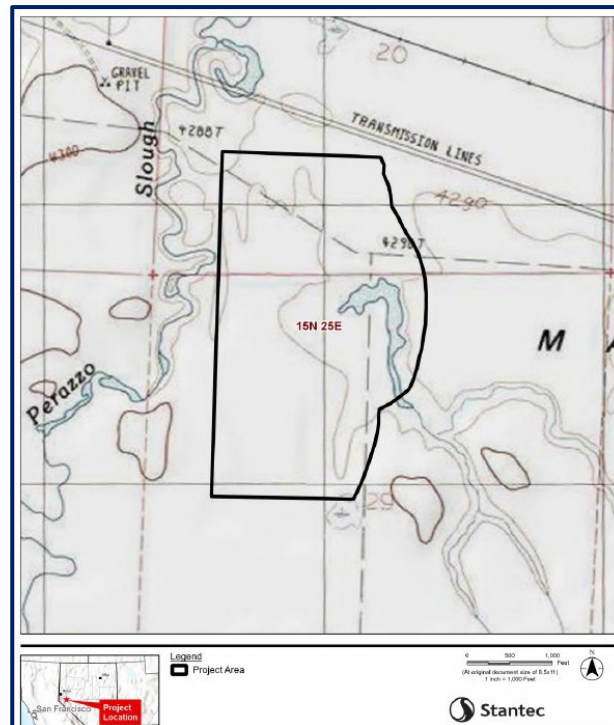
Location and Size

The subject property (APN 014-091-20) is generally located west of the intersection of US 95A and the Union Pacific railroad tracks in the northern portion of Mason Valley. The entire site encompasses APNs 014-091-02, -03, -20, and -021 (outlined in red below). The proposed expansion to the existing CUP is an approximately 280-acre portion of a 1,593-acre parcel (shaded in green below).



Topography

The subject site lies on the floor of Mason Valley. There are no significant topographic features such as steep slopes, ridges, or intrusive dikes that would limit or restrict the proposed development/use of the subject site as shown below (red star delineates approximate expansion site location).



Topography Map

Site Photos

The three images below and on the following page were provided by the Applicant.



Photo from southern boundary of the project area facing north



Photo from center of the project area facing east



Photo from northwest corner of the project area facing southeast

Flood Zone Designation

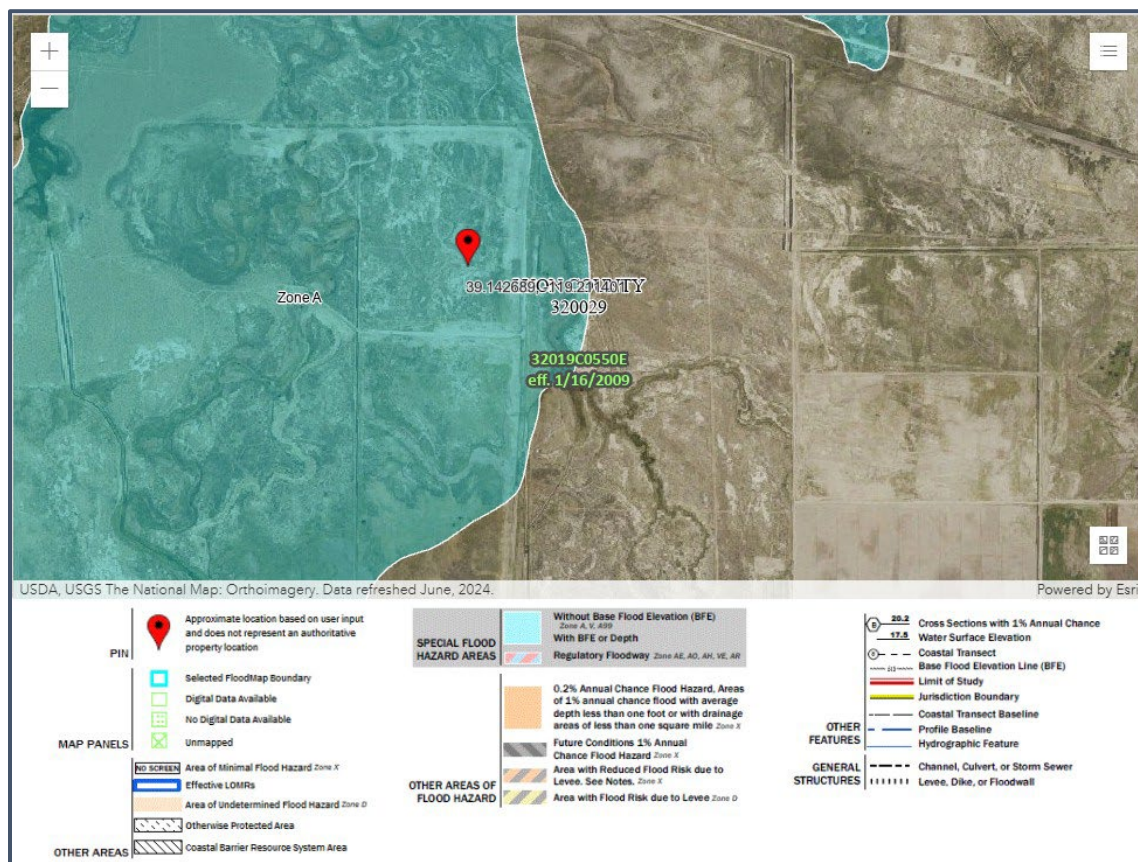
The subject site is located within the FEMA Flood Insurance Rate Map (FIRM) 32019C0550E (effective date: 1/16/2009): Zone A (1% Annual Chance Flood Hazard). See the FEMA Flood Map image below.

Section 15.800.08(A) of the Lyon County Code states that a floodplain development permit must be approved before construction or development is allowed to begin within any area of special flood hazard established in subsection 15.800.07(A).

The floodplain development permit is required for all structures as well as for all development including fill and other activities as defined in 15.1200. "Development Activity" is defined within section 15.1200.05 as:

"An improvement that is allowed and permitted and completed on a lot, parcel, or tract of land by a developer or property owner. The term "development activity" shall include zoning, subdivision, planned unit development, building permit issuance, construction, alterations, land grading, excavating, and clearing. As used in chapter 800 of this title, development means any manmade change to improved or unimproved real estate including, but not limited to, buildings or other structures, mining, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials located within the area of special flood hazard."

In accordance with 15.800.08(A) and as a Condition of Approval for the proposed project, the Applicant shall obtain approval of a flood plain development permit prior to any development on the property.



FEMA Firm Map

Public Facilities

Lyon County Utilities Department has no sewer or water services available within the areas of the subject parcel. The proposed development expansion will not include any need for water or sewer services.

Previous, Concurrent and Future Permitting

The applicant has submitted two applications concurrently: this application for a Conditional Use Permit (PLZ-2025-085) and an application for a Major Variance (PLZ-2025-096). These items will be heard by the Planning Commission on February 10, 2026. Both applications are scheduled to proceed to the Board of County Commissioners for consideration on March 5, 2026, for a final decision.

The Major Variance application is requesting a variance from the one-mile (5,280 ft) intermittent stream/lake setback to 2,789 ft and the one half-mile (2,640 ft) setback from a parcel with an existing residential use to 1,600 ft, to allow installation of a low-profile photovoltaic (PV) solar array within limited portions of those setback areas on APN 014-091-20.

Based upon comprehensive review and analysis of available data, the subject watercourse is appropriately designated as an intermittent stream not a lake. This determination is supported by field observations, hydrologic assessment, and data obtained from the Walker River Irrigation District, the Nevada Department of Environmental Protection (NDEP) Geographic Information System (GIS) database, and well records from the Nevada Division of Water Resources (NDWR).

This designation does not alter or affect the applicant's pending request for deviation associated with the Major Variance application. The information provided herein is intended solely to accurately identify and document the categorical representation of the water body for purposes of hydrologic classification and regulatory consistency.

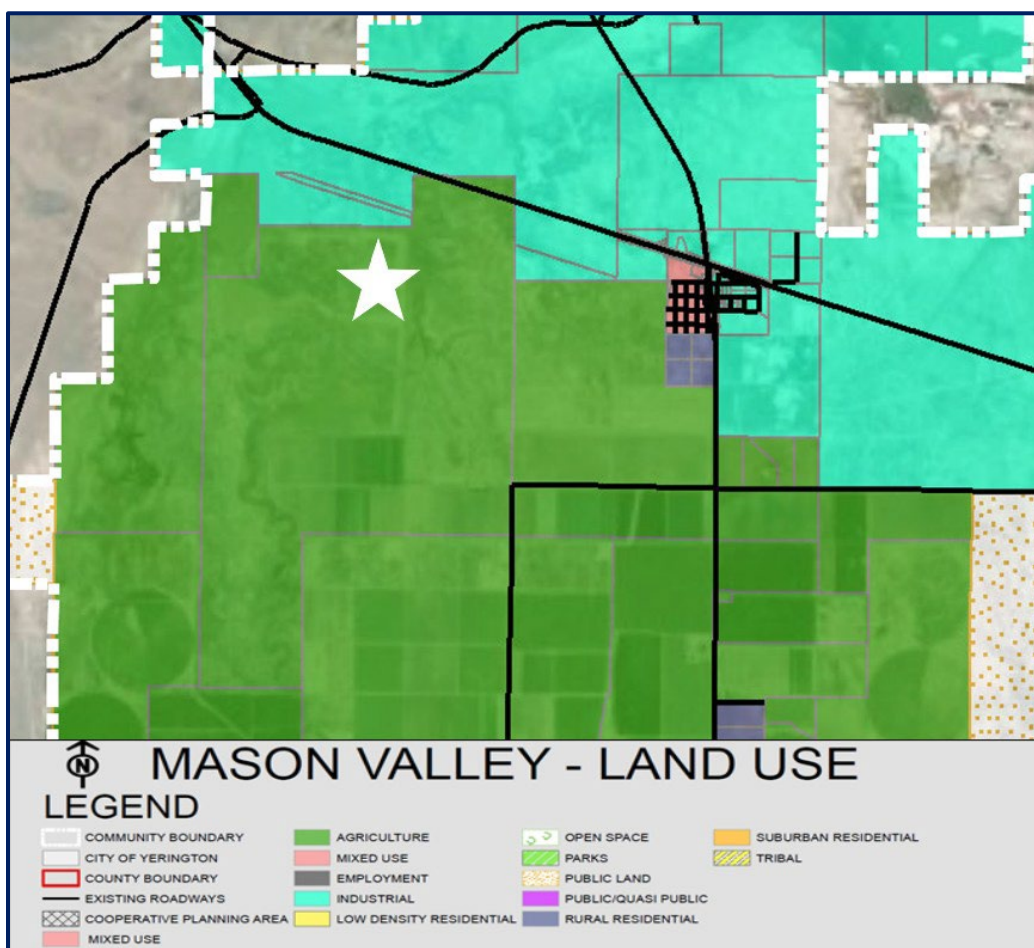
Approval of the Major Variance is required for this Conditional Use Permit (PLZ-2025-085) to be approved.

Portions of this property were the subject of a previous Conditional Use Permit (CUP) approved in 2019 (PLZ019-0054) and a time extension for the CUP approved in 2023 (PLZ-2022-210). The total project included the construction and operation of a commercial solar power generating facility over an approximately 1,140-acre area within a four-parcel site totaling 2,462 acres.

MASTER PLAN AND ZONING

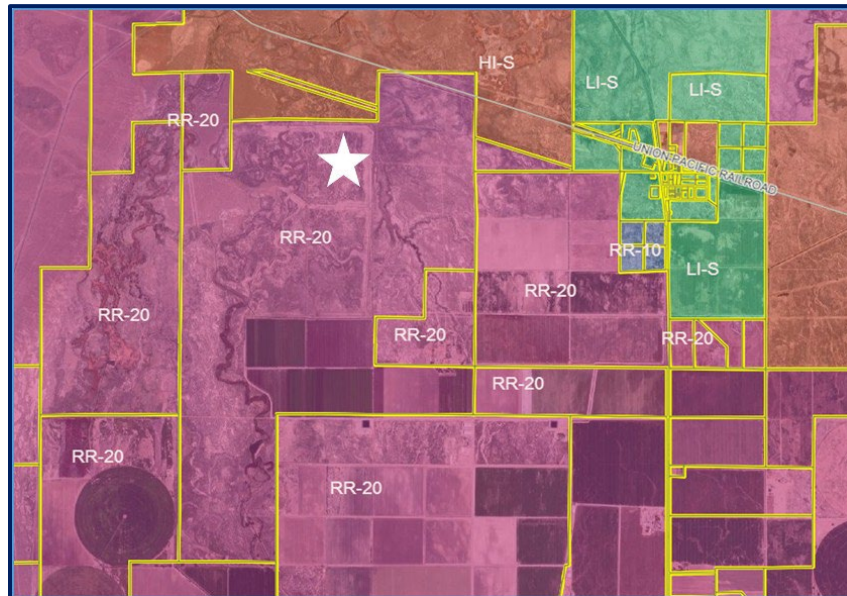
Master Plan

The Master Plan designation for the site is Agriculture as shown in the Mason Valley Land Use Plan below. The parcel is located in the Mason Valley Rural Character District.



Mason Valley Land Use Plan

The zoning is Fifth Rural Residential, 20 acre minimum (RR-5), under the County's expired Development Code, Title 10. Per the Zoning Consistency Matrix, adopted in 2018 with Title 15, the corresponding district in Title 15 is Rural Residential – 20 acre minimum (RR-20). The zoning map for the project area is shown on the following page.



Zoning Plan

PROJECT DESCRIPTION

The Applicant's proposal is for a Conditional Use Permit (CUP) for an additional 280 acres of a low-profile photovoltaic (PV) solar array project. Prior CUP approvals for Lux Solar Center (originally approved in 2019 under PLZ-19-0054 and renewed and extended in 2023 under PLZ-2022-210) are included as backup for this CUP application.

Per the applicant, the proposed project is described as follows:

Specifically, we are requesting approval of a new Conditional Use Permit application to supplement an existing CUP, originally approved in 2019, expired in 2021, and re-opened and extended in 2023. For reference, prior CUP approvals for Lux Solar Center are included and made a part of this application. Due to circumstances unforeseen to the project development at the time of prior applications, the project boundary needs to be adjusted to include roughly 280 additional acres on parcels already included under the previous permits to accommodate the GreenLink West path.

The project timeline is dependent upon grid infrastructure upgrades by Nevada Energy (NVE), which are currently anticipated in 2028. Due to recent NVE planning regarding their GreenLink West infrastructure in Lyon County, the project is seeking approval to build on additional land that was not subject to the original permit. This request will be focused on the additional land not previously subject to the existing CUP, while also providing project status and process updates of the overall submission. and

Lux Solar Center, LLC proposes to construct and operate a photovoltaic (PV) solar energy facility on approximately 280 acres of private land. This standalone application shifts and modestly expands the footprint of a project permitted in 2023 (PLZ-2022-210) to accommodate NV Energy's Greenlink project. A planned Greenlink transmission corridor would bisect the previously permitted project area, necessitating the use of additional adjacent private land, including portions of a parcel previously permitted, to maintain project viability while minimizing new impacts.

Technology and layout: The Project will utilize UL-listed, commercially available crystalline silicon or thin-film PV modules mounted on single-axis tracking (SAT) structures supported by driven pile foundations. Trackers rotate east in the morning and west in the afternoon along a north-south axis to maximize energy production. The top edge of the panels will not exceed fifteen feet (15') above ground level. PV modules will use anti-reflective glass to maximize electrical output and reduce reflectance relative to typical residential and commercial glazing.

Interconnection: The point of interconnection for the Project is the Walker River Substation, located within the previously permitted project area. Because the project substation was included with the previously permitted project, no new substation is included with this application.

Siting and visual considerations: The additional land included in this application is more than one-half mile from the nearest public roads (the intersection of Butte Way and Sierra Way) and over one mile from U.S. Highway 95. The previously permitted project also allows PV arrays between these roads and the expansion area; therefore, visual effects to the public will be comparable to, and no greater than, those already evaluated and permitted. The revised project footprint and array layout are designed to minimize new impacts and maintain or increase separation from sensitive receptors relative to the prior approval.

Electrical equipment and collection: Inverters and associated pad-mounted transformers will be distributed across the site and installed on concrete equipment pads. Power will be collected via cabling to the previously permitted onsite substation with delivery to the grid.

Civil works and ground disturbance: Within the current application footprint, impervious areas will be limited to pile foundations, equipment pads, and access roads. Minimal ground disturbance is anticipated due to driven pile foundations; grading will be limited to areas required for equipment pads and access roads. Best management practices will be implemented to control dust, manage stormwater, and protect adjacent resources during construction.

Security and lighting: The site perimeter will be enclosed with a six-foot-high security fence. Project lighting will be designed to code to provide the minimum illumination necessary for safety and security and will be downward-facing and shielded to focus illumination on intended areas only.

Operations: The Project will be operated as an unattended facility with periodic maintenance. Impervious surfaces are limited, supporting onsite infiltration and minimizing runoff. The Project will comply with applicable federal, state, and local requirements throughout construction, operation, and decommissioning.

Conceptual Site Plans

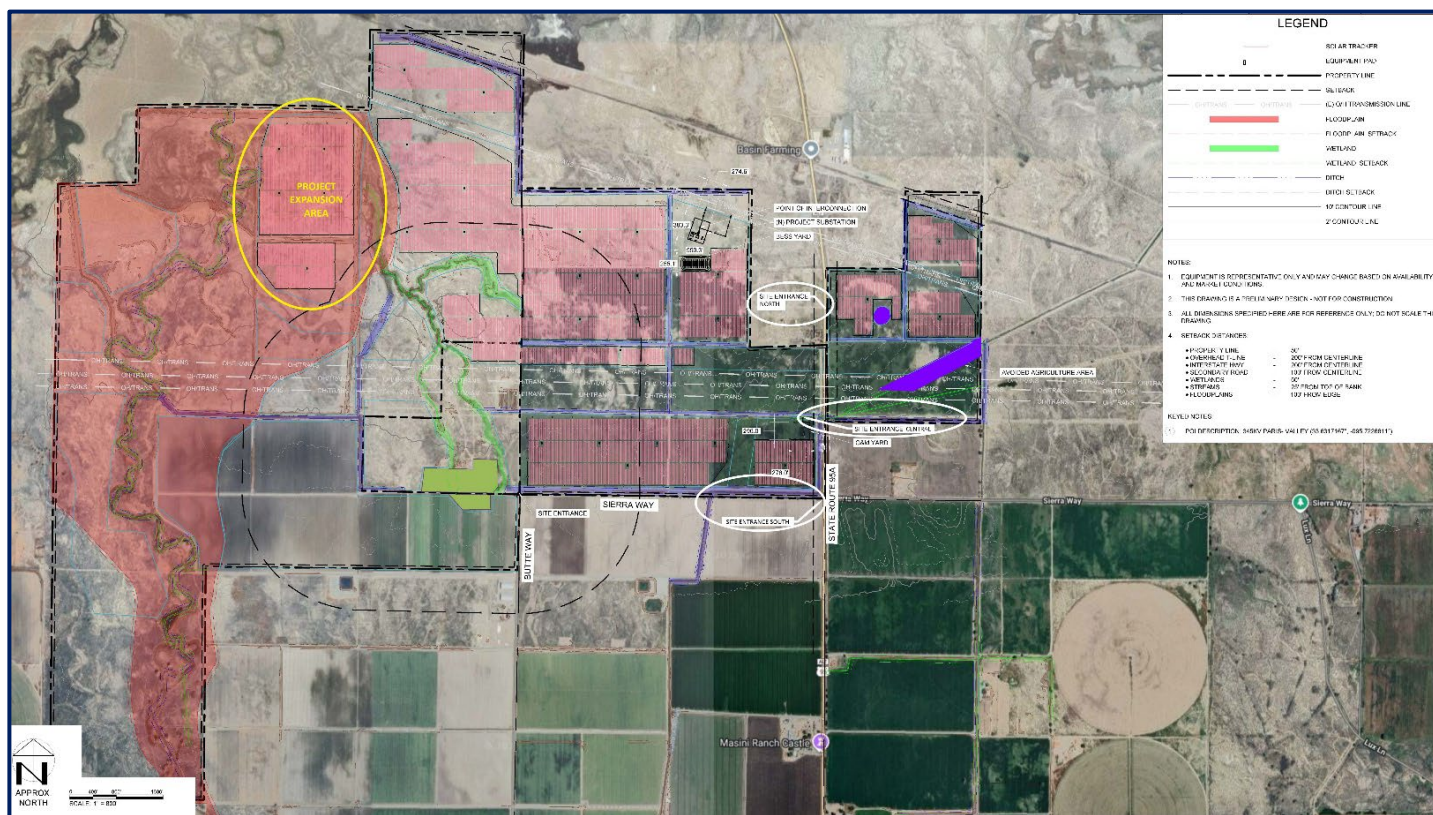
The conceptual site plan (with staff additions) on the following page shows the overall project with the additional 280-acre expansion area circled in yellow. The proposed entrances to the site are shown circled in white. This is a conceptual site plan and would be subject to building permit review.

The proposed expansion under this CUP includes all of the conditions imposed by the two former CUPs as well as site specific conditions of approval. The project expansion will include the same layout conditions as for the former CUPs. The perimeter of the subject site would be surrounded with a 6-foot tall security fence. Where the subject site abuts residentially-zoned property, a 16-foot high barrier wall would be installed per the requirements of Lyon County Code (Chapter 15.336.09 (D) (2) unless rezoned to a nonresidential zoning district.

Any on-site lighting shall comply with Code requirements to provide only the illumination necessary for safe operations and security and would be downward-facing and shielded to focus the light only on the areas of concern.

Once the facility is constructed and operational, the applicant would clean and maintain of the facility by visiting the site for visual inspections, equipment servicing, and minor repairs. Power electronics are anticipated to require servicing annually or biannually. For any major repair or replacement of a piece of equipment, the presence of additional workers may be required. There would be no full-time employees located at the site.

As part of their application process, the Applicant has been in contact with the Walker River Irrigation District.



Conceptual Site Plan

Drainage:

The Walker River Irrigation District (WRID) holds blanket easements to construct, operate and maintain irrigation and drainage ditches, flumes, pipe lines and other conduits over and across the parcels on which the project is located as may be necessary to for the irrigation and drainage of lands located within the District's boundaries, including ingress and egress onto properties where those easements are situated. As such, the WRID will continue to work with the applicant to review the project as it progresses toward development to make sure the two parties can operate in a mutually acceptable arrangement. The General Manager of WRID has stated that WRID must approve any future development plans for the project prior to issuance of a site improvement permit/building permit for the project.

The project will be required to meet the 2024 Drainage Guidelines adopted by Lyon County.

Traffic Plan

The applicant has also provided a Traffic Impact Study (TIS). The applicant had a scoping meeting with NDOT on October 16, 2025 and the agency identified the intersections to be analyzed for the TIS. The initial TIS was submitted to Lyon County and NDOT in December of 2025 and received initial comments from NDOT on January 13, 2026. The applicant has prepared a response letter to the NDOT review and updated the TIS accordingly. The response letter and updated TIS have been resubmitted to the County and NDOT. The NDOT review letter, Applicant response letter and updated TIS are attached to this report.

The project proposes three primary accesses to the site, as shown on the Conceptual Site Plan on the previous page. The north access will serve the small portion of the site that is on the east side of Hwy 95A. The central access will provide access to the bulk of the central portion of the site that is part of the previous CUPs. The south access site is to the west, off of Sierra Way, at the intersection with Butte Way.

As reviewed by staff, the Traffic Impact Study (TIS) submitted for the project does provide a comprehensive analysis of regional traffic impacts. The study evaluates intersections at Sierra Way, Ramsey Weeks Cutoffs and four potential Project Access Drives. At NDOTs request, the TIS update included the addition of the Monarch Data Center constructions traffic. The analyses also included looking at the addition of left turn lanes and a temporary traffic signal at Hwy 95A And Sierra Way. Their conclusions were that the temporary traffic signal at Hwy 95A and Sierra Way is recommended to increase safety and improve traffic operations during high volume construction periods due to the high speed on US-95A.

Visual Impact Study

The images that follow are from the Visual Simulation Report. The entire Visual Impact Assessment Memo is attached to this report and depicts the existing landscape and second renderings of the same picture with the project simulated in the image.





KOP 2 Original Image: Hwy 95A and Site Entrance Central, looking southwest



KOP 2 Simulation: Hwy 95A and Site Entrance Central, looking southwest

Construction and Operation

The projected construction period is estimated to be about 13 months, with the applicant estimating a peak of 350 construction workers during this time (700 daily trips) and 66 truck trips daily. During the operations phase, approximately 1 or 2 people are expected to be sufficient to operate/maintain the facility and will be using predominately passenger vehicles.

Decommissioning

Per the applicant, the lifespan of the project is approximately 20 to 35 years. The applicant has an existing decommissioning plan associated with the prior CUPs and as a Condition of Approval for this CUP, will be required to conform with the plan. Regular maintenance and replacement schedules are expected for equipment and buildings. The County, the State, and other entities will require submittal of full decommissioning plans as part of the site improvement, grading, and building permit authorizations.

STAFF REVIEW AND COMMENTS

The proposed Conditional Use Permit application is reviewed by staff and the Planning Commission, which forward recommendations to the Board of Commissioners, for final action.

FINDINGS FOR REVIEWING A CONDITIONAL USE PERMIT

When considering applications for a CUP, staff, the Planning Commission, and the Board must evaluate the impact of the conditional use on, and its compatibility with, surrounding properties and neighborhoods in order to mitigate potential impacts of the use at a particular location and make the following Findings from Chapter 15.230.06 and the Siting Requirements from Chapter 15.336.09 (D). Staff has included those Findings and Siting Requirements in **bold type** below. Each Finding is listed with the applicant's response in *italics* and then staff's comments.

FINDINGS

Finding A: The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

Applicant's Response

Response: Under Title 15, which implements the adopted Master Plan, commercial solar energy conversion systems (SECS) are permitted in rural residential and industrial zoning districts subject to a Conditional Use Permit. The proposed Lux Solar Center is sited and designed to be compatible with adjacent lands and uses and to mitigate potential impacts through setbacks, placement of facilities, and adherence to performance standards and conditions of approval.

The proposal supports Master Plan goals and policies by:

- Locating generation in an area that avoids adverse impacts on established residential settlements.*
- Advancing economic diversification through renewable energy generation and delivery to existing and planned energy infrastructure, including the Walker River Substation.*
- Utilizing a large parcel with minimal permanent ground disturbance and limited operational traffic and noise.*

This finding is met.

Staff Comment

Under Title 15, which implements the adopted Master Plan, commercial solar generating power facilities are allowed in rural residential districts, subject to the approval of a CUP. Compatibility with adjacent lands and uses and the mitigation of potential negative impacts is achieved for this proposed project through its design, placement, and the conditions of approval.

The proposed development is consistent with the following Lyon County Master Plan Policies, as it would be located in an area that would not adversely impact existing residential settlements and supports economic diversification through the capture and distribution of renewable energy to existing and planned energy facilities. This finding is met.

LU1.4 – Locate industrial development as designated on County-wide Land Use Plan or determined by criteria.
Industrial uses, including extractive industries, will occur in areas that are designated on the Land Use Plan. New industrial uses should only be located in areas that do not adversely impact existing residential settlements.

LU 3.1 – Diverse Economic Base – The County will continue to support a diverse base of jobs to provide for a broader range of employment opportunities that are geographically distributed to be near to population centers. The county will support economic diversification throughout the county to more fully utilize the broad range of skills, knowledge and abilities inherent in our workforce.

LU 3.2 – Business and Industry Locations that are Consistent with Future Land Use Plan – Encourage commercial and industrial development to locate in designated locations shown on the Land Use Plan, where public facilities exist or are planned to accommodate such development cost-effectively. The Land Use Plan will reserve adequate lands for jobs and industry.

Finding B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

Applicant's Response

Chapter 15.336.09 (D) of the Lyon County Code lists the siting requirements for commercial solar power generating facilities that are intended to encourage the development of commercial solar energy conversion systems while protecting the public health, safety, and general welfare. The previously permitted project on the same ownership is closer to both the nearest residence and the nearest lake than the proposed project; therefore, the proposed layout would result in fewer new impacts than those already approved.

15.336.09: SOLAR GENERATION, COMMERCIAL:

1. Parcel Size: A minimum parcel size of ten (10) acres net is required. No part of the commercial SECS shall be located within or over drainage, utility or other established easements.

Response: The proposed project is 280 acres in size which exceeds the minimum standard of 10 acres.

2. Setback: Each commercial SECS array must be set a minimum of one half mile (2,640 Feet) from a trail easement, highway and/or adjacent properties with an existing residential use. Setback increases to one mile (5,280 Feet) from an airport, river, perennial or intermittent stream, and/or lake. An SECS may be placed closer than 2,640 Feet from a property with an existing residential use, trail easement, or highway if it is separated by a geologic feature of a height sufficient to completely obstruct views of the commercial SECS from a point sixteen (16) vertical feet above the boundary of any Residential Zoning District.

Response: The proposed project complies with all setback requirements with the exception of the residential property line and lake setbacks, which are further detailed below.

Feature	Required Setback	Project Setback
Trail Easement	Half mile (2,640')	> Half mile (there is no trail easement in the vicinity of the project)
Highway	Half mile (2,640')	Approx. 7,146'
Adjacent property with an existing residential use	Half mile (2,640')	Approx. 1,600' to the project boundary and 2,650' to the array (Variance requested)
Airport	One mile (5,280')	> 1 mile (there is no airport in the vicinity of the project)
River	One mile (5,280')	> 1 mile (there is no river in the vicinity of the project)
Perennial or Intermittent Stream	One mile (5,280')	> 1 mile (there is no perennial or intermittent stream in the vicinity of the project)
Lake	One mile (5,280')	2,789' (Variance requested)

Ørsted is requesting a variance from the County's residential setback requirement. As depicted in the project materials, the nearest residential property line is located on a parcel approximately 1,600' feet from the project boundary and 2,650' from the nearest point of the array. The property and residence are owned by the individuals who also own the property the proposed project is located on, as well as the property the previously permitted solar project is located on. That is the only residence in the vicinity of the proposed project. Since the previously permitted project is closer to the residence than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

Ørsted is requesting a variance from the lake setback requirement. The nearest lake is located approximately 2,789' north of the project area. Since the previously permitted project is closer to the lake than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

3. Components: All components of the commercial SECS must be set back from the property boundary a minimum of thirty feet (30').

Response: The Site Plan shows the proposed array well outside of the 50' setback Ørsted maintains from the property line (which exceeds the 30' setback the County requires).

4. Comstock Historic District: In addition to all other requirements, all proposed commercial SECS located within the Comstock Historic District, as established by the Comstock 38 Historical Commission pursuant to Nevada Revised Statutes chapter 4, shall receive a review, approval and a certificate of appropriateness from the Comstock Historic District Commission prior to submitting an application for a conditional use permit.

Response: The project is not located within the Comstock Historic District.

5. Height: Unless otherwise approved the total extended height of a commercial SECS shall not exceed twenty-four feet (24'). The system must be in compliance with FAA regulations regarding height and lighting.

Response: The proposed panels will not exceed a total height of 15' at maximum tilt which meets the maximum limit of 24'.

6. Minimum Standards: Standards for access, noise, design and installation, etc., shall meet or exceed the requirements of chapter 337, "Performance Requirements For Industrial Uses", of this title. However, conditions placed on the conditional use permit may be more restrictive than the minimum standards provided in this chapter.

Response: The design meets or exceeds Chapter 337 standards. Operations will not produce discernible ground vibration beyond the property line, nor odors, dust, smoke, excessive noise, or liquid or airborne pollutants. As such, this finding is met.

7. Building Permit: A permit from the County Building Department is required to install a commercial SEC system in Lyon County. In evaluating whether to approve a building permit, the building official may request and consider:

- a. Supporting technical data,**
- b. Test reports, and**
- c. Appropriate documentation from approved sources.**

Response: Ørsted will secure a Building Permit for the project prior to installation of the proposed SEC system.

8. Road Impacts:

- a. Developer shall be responsible for all roadway improvements necessary to support all construction and ongoing operations of the SECS, to the satisfaction of the Lyon County Road Director.**

b. The project shall require two separate traffic studies: one traffic study for the construction phase of the project and a second traffic study for the operations and maintenance phase of the project. Traffic studies shall be provided at the time of application for the Conditional Use Permit.

c. SECS projects shall not block, re-route, or restrict access to public roads, including but not limited to RS 2477 roads, which provide access to public lands. The developer may propose an alternate route as a part of the Conditional Use Permit process which the Board may approve at their sole discretion. Factors considered when determining approval of an alternate route include but are not limited to changes in travel distance/time, terrain, maintenance, granting of right-of-way, and impact to surrounding properties.

Response: Ørsted commissioned a traffic study for the project which was submitted with the applications materials. The results of the study include recommendations for several improvements to nearby roads during the construction phase to address impacts to public roadways. Additional detail is provided in the study.

9. Visual Appearance: Placement of facilities shall minimize the visual impact of the development from surrounding properties and public rights-of-way. SECSs shall be constructed and/or screened as to not unreasonably infringe upon the use and enjoyment of the surrounding properties and rights-of-way. There shall be no reflection or glare permitted to impact any public rights-of-way. Developers shall submit a visual impact study to the Community Development Department at the time of the Conditional Use Permit application.

Response: Visual impacts are minimized through setbacks, equipment placement, and perimeter screening. A visual impact study was completed for the project, which included four Key Observation Points. It indicates no or low visual contrast from highways and residences, and no mitigation was recommended. Glare is not anticipated due to anti-reflective panels and solar tracking, and aviation receptors are more than 10 miles away.

10. Drainage: All improvements, including necessary road improvements, shall comply with the most recent version of the Lyon County Drainage Guidelines.

Response: The project includes the installation of PV solar arrays within a 280-acre area on the property. The proposed impervious areas will be limited to pile foundations, equipment pads, and access roads. Minimal ground disturbance is anticipated due to driven pile foundations and grading will be limited to areas required for equipment pads and access roads. Ørsted commissioned a traffic study for the project, which was submitted with the applications materials. Additional detail relating to drainage from the project is provided in the study.

11. Fire Protection: All SECS projects located outside of the boundaries of a Fire Protection District must enter into an agreement with the nearest Fire Protection District to provide fire protection, inspection, and emergency medical services.

Response: Ørsted will secure approval from the Yerington/Mason Valley Fire Protection District prior to construction and implement required fire protection measures.

12. Decommission and Reclamation Plan: Developer shall submit a reclamation plan to the department as a part of a Conditional Use Permit application. The reclamation plan shall identify the life expectancy of the project and a decommissioning timeline with milestones and shall comply with all requirements in L.C.C. 15.336.12.

Response: The project will implement decommissioning measures outlined in the approved reclamation plan for the previously approved project. As such, this finding is met.

13. Reclamation: The project must be reclaimed in accordance with the reclamation plan once the project has reached the end of its useful life. If the project owner takes steps to increase the useful life of the project, the project owner must notify the Department in writing and submit a new reclamation plan reflecting the increased project life.

Response: The project will implement decommissioning measures outlined in the approved reclamation plan for the previously approved project. As such, this finding is met.

14. Variance: Deviations from the standards established by this chapter shall require a 43 variance in accordance with chapter 203 of this title.

Response: Ørsted is requesting a variance from the County's residential and lake setback requirements as detailed in Section B above.

Staff Comment

Chapter 15.336.09 (D) of the Lyon County Code, as shown in the applicant response above, lists the siting requirements for commercial solar power generating facilities that are intended to encourage the development of commercial solar energy conversion systems while protecting the public health, safety, and general welfare.

1. The proposed project is 280 acres out of a 1,593-acre parcel, meeting this requirement.
2. The applicant has requested a Major Variance (PLZ-2025-096) in order to address the setbacks. That application is being heard concurrently with the CUP.
3. The conceptual site plan has a 50-foot setback, exceeding this requirement.
4. The subject site is not located within the Comstock Historic District boundaries and, therefore, is not subject to review and approval by the Comstock Historic District Commission.
5. The proposed height of the solar panels would not exceed fifteen (15) feet, well below the maximum allowable height of twenty-four (24) feet per the newly adopted ordinance.
6. The ongoing operation of the commercial solar power generating facility would not generate odors, dust, dirt, smoke, or excessive noise.
7. The Conditions of Approval for this application require building permits to be obtained.
8. The applicant has submitted the Traffic Impact Study to NDOT and it is under review. The TIS includes both construction and operation and maintenance phases.
9. The applicant has submitted a Visual Impact Study and meets this requirement.
10. Compliance with the 2024 Lyon County Drainage Guidelines is required in the Conditions of Approval and as such, this requirement is met.
11. The project is within the Mason Valley Fire Protection District (MVFPD) and would require the approval of a fire/life safety plan review by the MVFPD prior to the commencement of any construction on-site.
12. The applicant has a decommissioning plan, attached to this application.
13. Any extension of the planned useful life of the project will require a new decommissioning/reclamation plan.
14. The applicant has requested a Major Variance as described in item 2 above. variance from the County's residential and intermittent stream setback requirements as detailed in Section B above.

This finding is met.

Finding C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

Applicant's Response

With the exception of the initial construction phase, the proposed use will not generate vehicular traffic that cannot be accommodated by the existing, planned or conditioned roadway infrastructure. The CUP for the previously-approved project includes a condition of approval that would require the Applicant to enter into a road maintenance agreement with the County for the maintenance and dust control of the Sierra Way improved right-of-way during the construction period of the project. As such, this finding is met.

Staff Comment

As stated by the Applicant, the construction phase may generate vehicular traffic that requires improvements in terms of turning lanes and a temporary traffic signal. With these requirements, the traffic can be accommodated by the existing, planned or conditioned roadway infrastructure. Additionally, the CUP includes conditions requiring

a road maintenance agreement with the County and dust control of the Sierra Way improved right-of-way during the construction phase. As such, this finding is met.

- D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;**

Applicant's Response

As noted in the comment for Finding C, this finding is met.

Staff Comment

As noted in staff's comment for Finding C, this Finding is met in the affirmative as the project would be required to enter into a road maintenance agreement during the construction period, to the satisfaction of the County. This finding is met.

- E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;**

Applicant's Response

The proposed project incorporates features that address potential adverse impacts, including visual impacts on adjoining properties through property line setbacks, a 16-foot high perimeter wall where abutting residential-zoned parcels, and the location of the proposed transfer substation away from residentially-zoned properties. This finding is met.

Staff Comment

The application does incorporate features that address potential adverse impacts. This includes visual impacts and noise impacts on the adjoining residential property to the south through property line setbacks, the 16-foot high perimeter wall where abutting residential-zoned parcels, etc. This finding is met.

- F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and**

Applicant's Response

Our review of the regulations as well as the responses from outside reviewing agencies indicate that the proposed use complies with the additional standards required for commercial solar power generating facilities. This finding is met.

Staff Comment

Staff's review of the regulations as well as the responses from outside reviewing agencies (WRID, MVFPD, NDOT) indicate that the proposed use complies with the additional standards required for commercial solar power generating facilities.

- G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.**

Applicant's Response

The proposed commercial solar power generating facility would comply with County requirements intended to ensure the proposed conditional use would not be detrimental to the public health, safety, and welfare or result in material damage or prejudice to other properties in the vicinity. This finding is met.

Staff Comment

Staff has not found any facet of the proposed commercial solar power generating facility application that indicates the proposed conditional use would be detrimental to the public health, safety, and welfare or result in material damage or prejudice to other properties in the vicinity. This finding is met.

November 10, 2025

Lyon County Planning Department
27 South Main Street
Yerington, NV 89447

RE: Application Submittal : PLZ-2025-085: Lux Solar – Conditional Use Permit

Dear Lyon County Planning Department,

Ørsted is in receipt of your letter dated October 22, 2025 notifying us that our application is incomplete. Please accept the response below and attached items as requested.

1. Application Form (Signed & Notarized). Please provide documentation that the signer for the applicant is authorized to sign for Lux Solar Center, LLC and/or Orsted Onshore Devco LLC as they are listed as the managing member of Lux Solar Center, LLC. The signer could not be verified via the NV Secretary of State website.

Response: Please find the attached letter authorizing Amy Shanahan as a signatory for Lux Solar Center, LLC. For context, Lux Solar Center, LLC has no officers, and Orsted Onshore DevCo, LLC is the managing member of Lux Solar Center, LLC. Orsted Onshore North America, LLC is the direct parent of Orsted Onshore DevCo, LLC. The attached authorization letter is signed by an officer of Orsted Onshore North America, LLC.

2. Photographs: A minimum of 4 photographs of the site and any existing structures. The submittal needs one more photograph, preferably of the expansion area on the western portion of the project.

Response: Please find the attached photos of the project area, including views from the western portion of the project.

3. Justification/Findings: Additional information for the Justification/Findings written narrative is required to address the CUP Findings as listed in Lyon County Code section 15.235.04. The justification for the findings needs to address project specific details as to how the project meets the findings not just that the applicant is in compliance with the findings.

Response: A justification/findings narrative will be provided in a subsequent submittal.

4. Not-Applicable Letter: For any items that are required on the submittal requirement checklist, but not included with the application, the applicant shall provide a letter stating the reason for not providing the item (ex. Floor plans or building elevations would not be included in this application as there is no building proposed).

Response: Please find the attached Not-Applicable Letter stating the reason for items not included on the submittal requirement checklist.

5. Traffic Study: A traffic study that provides an estimate for and analyzes the impacts of the increase in traffic that would be associated with the construction phase and new business operations.

Response: Orsted submitted a traffic impact study to the County on November 3, 2025 for the proposed project (Kimley Horn, October 2025).

6. Drainage Report: A drainage study for the expansion area.

Response: A drainage study is being prepared for the project area and will be provided in a subsequent submittal.

7. Visual Impact Study: A visual impact study showing how this project would be viewed from the highway and surrounding areas.

Response: A visual impact study is being prepared for the project area and will be provided in a subsequent submittal.

8. Project Area: The narrative, maps and exhibits do not clearly show the project area for this CUP application. Please provide the following:

- a. Mapping that shows the portion of APN 014-091-20 that is under consideration for this application. This should be delineated as a portion of the overall lot so the area can be easily identified.

Response: Please find the attached Project Area Map delineating the proposed project within the overall parcel.

- b. Narrative information related only to the expanded area. This is a separate CUP and in order to be able to convey this to the reviewing departments and boards, please provide only the information related to the expanded area. Referencing the previous CUP is a good background item, however, should not be lumped together at this stage.

Response: Please find the attached revised Project Description/Narrative referencing the proposed project only (as separate from the previously permitted solar project).

- c. A site plan that specifically address the expanded area to the west, not just the entire site that includes the previous CUP area.

Response: Please find the attached updated site plan.

- d. Please include the distance measurements from the setback items (property boundaries, waterways, ditches, roadways, etc.) for the expansion footprint on its own exhibit/map.

Response: Please find the attached Setback Map showing distances to nearby features. The proposed project complies with all setback requirements, with the exception of the residential property line and lake setbacks which are further detailed below. We are requesting variances from these setback requirements.

Feature	Required Setback	Project Setback
Trail Easement	Half mile (2,640')	> Half mile (there is no trail easement in the vicinity of the project)
Highway	Half mile (2,640')	Approx. 7,146'
Adjacent property with an existing residential use	Half mile (2,640')	Approx. 1,600' to the project boundary and 2,650' to the array (Variance requested)
Airport	One mile (5,280')	> 1 mile (there is no airport in the vicinity of the project)
River	One mile (5,280')	> 1 mile (there is no river in the vicinity of the project)
Perennial or Intermittent Stream	One mile (5,280')	> 1 mile (there is no perennial or intermittent stream in the vicinity of the project)
Lake	One mile (5,280')	2,789' (Variance requested)

Ørsted is requesting a variance from the County's residential setback requirement. As depicted in the project materials, the nearest residential property line is located on a parcel approximately 1,600' feet from the project boundary and 2,650' from the nearest point of the array. The property and residence are owned by the individuals who also own the property the proposed project is located on, as well as the property the previously permitted solar project is located on. That is the only residence in the vicinity of the proposed project. Since the previously permitted project is closer to the residence than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

Ørsted is requesting a variance from the lake setback requirement. The nearest lake is located approximately 2,789' north of the project area. Since the previously permitted project is closer to the lake than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

Please note that the attached Site Plan shows the proposed array well outside of the 50' setback Ørsted maintains from the property line (which exceeds the 30' setback the County requires).

If you have any additional questions or requests regarding this application, please contact Thomas Gentry at tgentry@orsted.com or 847-909-2694.

Sincerely,



Thomas Gentry

Manager, Development

Project Description/Narrative

Overview and purpose: Lux Solar Center, LLC proposes to construct and operate a photovoltaic (PV) solar energy facility on approximately 280 acres of private land. This standalone application shifts and modestly expands the footprint of a project permitted in 2023 (PLZ-2022-210) to accommodate NV Energy's Greenlink project. A planned Greenlink transmission corridor would bisect the previously permitted project area, necessitating the use of additional adjacent private land, including portions of a parcel previously permitted, to maintain project viability while minimizing new impacts.

Technology and layout: The Project will utilize UL-listed, commercially available crystalline silicon or thin-film PV modules mounted on single-axis tracking (SAT) structures supported by driven pile foundations. Trackers rotate east in the morning and west in the afternoon along a north-south axis to maximize energy production. The top edge of the panels will not exceed fifteen feet (15') above ground level. PV modules will use anti-reflective glass to maximize electrical output and reduce reflectance relative to typical residential and commercial glazing.

Interconnection: The point of interconnection for the Project is the Walker River Substation, located within the previously permitted project area. Because the project substation was included with the previously permitted project, no new substation is included with this application.

Siting and visual considerations: The additional land included in this application is more than one-half mile from the nearest public roads (the intersection of Butte Way and Sierra Way) and over one mile from U.S. Highway 95. The previously permitted project also allows PV arrays between these roads and the expansion area; therefore, visual effects to the public will be comparable to, and no greater than, those already evaluated and permitted. The revised project footprint and array layout are designed to minimize new impacts and maintain or increase separation from sensitive receptors relative to the prior approval.

Electrical equipment and collection: Inverters and associated pad-mounted transformers will be distributed across the site and installed on concrete equipment pads. Power will be collected via cabling to the previously permitted onsite substation with delivery to the grid.

Civil works and ground disturbance: Within the current application footprint, impervious areas will be limited to pile foundations, equipment pads, and access roads. Minimal ground disturbance is anticipated due to driven pile foundations; grading will be limited to areas required for equipment pads and access roads. Best management practices will be implemented to control dust, manage stormwater, and protect adjacent resources during construction.

Security and lighting: The site perimeter will be enclosed with a six-foot-high security fence. Project lighting will be designed to code to provide the minimum illumination necessary for safety and security and will be downward-facing and shielded to focus illumination on intended areas only.

Operations: The Project will be operated as an unattended facility with periodic maintenance. Impervious surfaces are limited, supporting onsite infiltration and minimizing runoff. The Project will comply with applicable federal, state, and local requirements throughout construction, operation, and decommissioning.

Not-Applicable Letter

Ørsted has reviewed the Development Application Submittal Requirements for a Conditional Use Permit and has provided the applicable items as requested. The following item has not been included with the application as they don't apply:

Requirement:

4a Floor Plan

4b Building Elevations

Reason for not providing items: No buildings are proposed as part of the project.

DEVELOPMENT APPLICATION SUBMITTAL REQUIREMENTS

Application Type		Application Type																	
		Abandonment	Administrative Design Review / Permit	Appeal of Administrative Decision	Appeal of Planning Commission Decision ⁵	Approval Condition Amendment	Conditional Use Permit	Development Agreement	Development Agreement, Revision	Extension of Time Request	Hardship Exception Permit (Admin. Review)	Master Plan Map Amendment	Master Plan Text Amendment	Planning Commission Determination	Pre-Application Conference (for Final Subdiv. Maps & SIFs only)	Reimbursement Agreement	Specific Plan ♦	Temporary Use Permit	Variance, Administrative (Minor ⁵)
Submittal Requirements Fees and number of copies needed for required information & materials are shown for each application type																			
☐	Application Fee	\$1750	\$1750	\$750	\$1500	\$2000	\$2500	\$4000	\$2000	\$750	\$850	\$4250	\$4250	\$500	\$750	\$3250	\$3750 ^{1, 2}	\$500	\$1000
☐	1. Application Form (signed & notarized)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
☐	2. Site Plan (full sized)		1		1*	1*				1	1	1*					1*	1	1
☐	3. Reduced Site Plan (11" x 17")		1		1	1			1	1	1	1					1*	1	1
☐	4. A. Floor Plan		1*		1*	1*					1						1*	1*	1*
☐	4. B. Building Elevations		1*		1*	1*											1*	1*	1*
☐	5. Map (full sized)				1*	1*						1*		1	1		1*	1*	1*
☐	6. Reduced Map (11" x 17")				1*							1		1	1		1	1*	1*
☐	7. Complete appl. - Digital (PDF only for now)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
☐	8. Project Description / Narrative	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
☐	9. Justification / Findings	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
☐	10. Vicinity Map	1	1				1				1				1		1	1	1
☐	11. Title Report	1	1				1											1	1
☐	12. Property Legal Description/ Vesting Deed	1	1				1				1	1		1	1		1	1	1
☐	13. Photographs (min. set of four photos)	1	1			1	1				1	1		1	1		1	1	1
☐	14. Project Approval Letter with Conditions			1*	1*	1				1*					1*				
☐	15. Additional Required Documents/ Information	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
☐	16. Engineering Review Fees May Apply	♦	*			♦				♦	♦	♦	♦	♦	♦	♦	♦	♦	♦
☐	17. Not-Applicable Letter	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
☐	18. Complete appl. PDF /Entered to SAGE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

* If applicable and/or dependent on the type of project. ✓ Specific addl. information is required (Check with Comm. Devel. staff) ♦ Addl. information is required for Specific Plan & PUD (Check with Comm. Devel. staff) * Additional copies may be required. ♦ Engineering Review Fees - Actual cost of engineering review in addition to the application fee.
1. \$40 additional fee for each dwelling unit over 50. 2. \$2,750 application fee if filed and heard concurrently with PUD. 3. \$500 additional fee for each adjacent parcel with same ownership.
4. \$1,750 plus \$250 fee for each adj. parcel with same ownership if filed with MPA.
5. Zero fee for MINV for manufactured home size

Justifications and Findings

As listed in Lyon County Code section 15.235.04, the following narrative is provided to detail how the project addresses findings needed for a Conditional Use Permit (CUP).

Specifically, the code stipulates that “When considering applications for design review, the Director shall evaluate the impact of the design on and its compatibility with surrounding properties and neighborhoods to mitigate potential impacts of the development and make the following findings:”

A. The proposed development is consistent with the goals and policies embodied in the adopted master plan and the general purpose and intent of the applicable zoning district regulations;

Response: Under Title 15, which implements the adopted Master Plan, commercial solar energy conversion systems (SECS) are permitted in rural residential and industrial zoning districts subject to a Conditional Use Permit. The proposed Lux Solar Center is sited and designed to be compatible with adjacent lands and uses and to mitigate potential impacts through setbacks, placement of facilities, and adherence to performance standards and conditions of approval.

The proposal supports Master Plan goals and policies by:

- *Locating generation in an area that avoids adverse impacts on established residential settlements.*
- *Advancing economic diversification through renewable energy generation and delivery to existing and planned energy infrastructure, including the Walker River Substation.*
- *Utilizing a large parcel with minimal permanent ground disturbance and limited operational traffic and noise.*

This finding is met.

The proposed development is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

Response: Chapter 15.336.09 (D) of the Lyon County Code lists the siting requirements for commercial solar power generating facilities that are intended to encourage the development of commercial solar energy conversion systems while protecting the public health, safety, and general welfare. The previously permitted project on the same ownership is closer to both the nearest residence and the nearest lake than the proposed project; therefore, the proposed layout would result in fewer new impacts than those already approved.

15.336.09: SOLAR GENERATION, COMMERCIAL:

1. Parcel Size: A minimum parcel size of ten (10) acres net is required. No part of the commercial SECS shall be located within or over drainage, utility or other established easements.

Response: The proposed project is 280 acres in size which exceeds the minimum standard of 10 acres.

2. Setback: Each commercial SECS array must be set a minimum of one half mile (2,640 Feet) from a trail easement, highway and/or adjacent properties with an existing residential use. Setback increases to one mile (5,280 Feet) from an airport, river, perennial or intermittent stream, and/or lake. An SECS may be placed closer than 2,640 Feet from a property with an existing residential use, trail easement, or highway if it is separated by a geologic feature of a height sufficient to

completely obstruct views of the commercial SECS from a point sixteen (16) vertical feet above the boundary of any Residential Zoning District.

Response: The proposed project complies with all setback requirements with the exception of the residential property line and lake setbacks, which are further detailed below.

Feature	Required Setback	Project Setback
Trail Easement	Half mile (2,640')	> Half mile (there is no trail easement in the vicinity of the project)
Highway	Half mile (2,640')	Approx. 7,146'
Adjacent property with an existing residential use	Half mile (2,640')	Approx. 1,600' to the project boundary and 2,650' to the array (Variance requested)
Airport	One mile (5,280')	> 1 mile (there is no airport in the vicinity of the project)
River	One mile (5,280')	> 1 mile (there is no river in the vicinity of the project)
Perennial or Intermittent Stream	One mile (5,280')	> 1 mile (there is no perennial or intermittent stream in the vicinity of the project)
Lake	One mile (5,280')	2,789' (Variance requested)

Ørsted is requesting a variance from the County's residential setback requirement. As depicted in the project materials, the nearest residential property line is located on a parcel approximately 1,600' feet from the project boundary and 2,650' from the nearest point of the array. The property and residence are owned by the individuals who also own the property the proposed project is located on, as well as the property the previously permitted solar project is located on. That is the only residence in the vicinity of the proposed project. Since the previously permitted project is closer to the residence than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

Ørsted is requesting a variance from the lake setback requirement. The nearest lake is located approximately 2,789' north of the project area. Since the previously permitted project is closer to the lake than the proposed project, the proposed layout would result in fewer new impacts than those already approved.

3. Components: All components of the commercial SECS must be set back from the property boundary a minimum of thirty feet (30').

Response: The Site Plan shows the proposed array well outside of the 50' setback Ørsted maintains from the property line (which exceeds the 30' setback the County requires).

4. Comstock Historic District: In addition to all other requirements, all proposed commercial SECS located within the Comstock Historic District, as established by the Comstock 38 Historical Commission pursuant to Nevada Revised Statutes chapter 4, shall receive a review, approval and a certificate of appropriateness from the Comstock Historic District Commission prior to submitting an application for a conditional use permit.

Response: The project is not located within the Comstock Historic District.

5. Height: Unless otherwise approved the total extended height of a commercial SECS shall not exceed twenty four feet (24'). The system must be in compliance with FAA regulations regarding height and lighting.

Response: The proposed panels will not exceed a total height of 15' at maximum tilt which is meets the maximum limit of 24'.

6. Minimum Standards: Standards for access, noise, design and installation, etc., shall meet or exceed the requirements of chapter 337, "Performance Requirements For Industrial Uses", of this title. However, conditions placed on the conditional use permit may be more restrictive than the minimum standards provided in this chapter.

Response: The design meets or exceeds Chapter 337 standards. Operations will not produce discernible ground vibration beyond the property line, nor odors, dust, smoke, excessive noise, or liquid or airborne pollutants. As such, this finding is met.

7. Building Permit: A permit from the County Building Department is required to install a commercial SEC system in Lyon County. In evaluating whether to approve a building permit, the building official may request and consider:

- a. Supporting technical data,
- b. Test reports, and
- c. Appropriate documentation from approved sources.

Response: Ørsted will secure a Building Permit for the project prior to installation of the proposed SEC system.

8. Road Impacts:

- a. Developer shall be responsible for all roadway improvements necessary to support all construction and ongoing operations of the SECS, to the satisfaction of the Lyon County Road Director.
- b. The project shall require two separate traffic studies: one traffic study for the construction phase of the project and a second traffic study for the operations and maintenance phase of the project. Traffic studies shall be provided at the time of application for the Conditional Use Permit.
- c. SECS projects shall not block, re-route, or restrict access to public roads, including but not limited to RS 2477 roads, which provide access to public lands. The developer may propose an alternate route as a part of the Conditional Use Permit process which the Board may approve at their sole discretion. Factors considered when determining approval of an alternate route include but are not limited to changes in travel distance/time, terrain, maintenance, granting of right-of-way, and impact to surrounding properties.

Response: Ørsted commissioned a traffic study for the project which was submitted with the applications materials. The results of the study include recommendations for several improvements to nearby roads during the construction phase to address impacts to public roadways. Additional detail is provided in the study.

9. Visual Appearance: Placement of facilities shall minimize the visual impact of the development from surrounding properties and public rights-of-way. SECSs shall be constructed and/or screened as to not unreasonably infringe upon the use and enjoyment of the surrounding properties and rights-of-way. There shall be no reflection or glare permitted to impact any public rights-of-way. Developers shall submit a visual impact study to the Community Development Department at the time of the Conditional Use Permit application.

Response: Visual impacts are minimized through setbacks, equipment placement, and perimeter screening. A visual impact study was completed for the project, which included four Key Observation Points It indicates no or low visual contrast from highways and residences, and no mitigation was recommended. Glare is not anticipated due to anti-reflective panels and solar tracking, and aviation receptors are more than 10 miles away.

10. Drainage: All improvements, including necessary road improvements, shall comply with the most recent version of the Lyon County Drainage Guidelines.

Response: The project includes the installation of PV solar arrays within a 280-acre area on the property. The proposed impervious areas will be limited to pile foundations, equipment pads, and access roads. Minimal ground disturbance is anticipated due to driven pile foundations and grading will be limited to areas required for equipment pads and access roads. Ørsted commissioned a traffic study for the project, which was submitted with the applications materials. Additional detail relating to drainage from the project is provided in the study.

11. Fire Protection: All SECS projects located outside of the boundaries of a Fire Protection District must enter into an agreement with the nearest Fire Protection District to provide fire protection, inspection, and emergency medical services.

Response: Ørsted will secure approval from the Yerington/Mason Valley Fire Protection District prior to construction and implement required fire protection measures.

12. Decommission and Reclamation Plan: Developer shall submit a reclamation plan to the department as a part of a Conditional Use Permit application. The reclamation plan shall identify the life expectancy of the project and a decommissioning timeline with milestones and shall comply with all requirements in L.C.C. 15.336.12.

Response: The project will implement decommissioning measures outlined in the approved reclamation plan for the previously approved project. As such, this finding is met.

13. Reclamation: The project must be reclaimed in accordance with the reclamation plan once the project has reached the end of its useful life. If the project owner takes steps to increase the useful life of the project, the project owner must notify the Department in writing and submit a new reclamation plan reflecting the increased project life.

Response: The project will implement decommissioning measures outlined in the approved reclamation plan for the previously approved project. As such, this finding is met.

14. Variance: Deviations from the standards established by this chapter shall require a 43 variance in accordance with chapter 203 of this title.

Response: Ørsted is requesting a variance from the County's residential and lake setback requirements as detailed in Section B above.

C. The proposed development will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

Response: With the exception of the initial construction phase, the proposed use will not generate vehicular traffic that cannot be accommodated by the existing, planned or conditioned roadway infrastructure. The CUP for the previously-approved project includes a condition of approval that would require the Applicant to enter into a road maintenance agreement with the County for the maintenance and dust control of the Sierra Way improved right-of-way during the construction period of the project. As such, this finding is met.

D. The proposed development incorporates roadway improvements, traffic control devices, mechanisms or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

Response: As noted in the comment for Finding C, this finding is met.

E. The proposed development incorporates features to address adverse effects, including visual impacts, of the proposed development on adjacent properties;

Response: The proposed project incorporates features that address potential adverse impacts, including visual impacts on adjoining properties through property line setbacks, a 16-foot high

perimeter wall where abutting residential-zoned parcels, and the location of the proposed transfer substation away from residentially-zoned properties. This finding is met.

F. The proposed development complies with all additional standards imposed on it by the particular provisions of this title, the Lyon County Design Criteria and Improvement Standards and all other requirements of this title applicable to the proposed development and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of chapter 110 of this title; and

Response: Our review of the regulations as well as the responses from outside reviewing agencies indicate that the proposed use complies with the additional standards required for commercial solar power generating facilities. This finding is met.

G. The proposed development will not be materially detrimental to the public health, safety, and welfare, or result in material damage or prejudice to other properties in the vicinity. (Ord. 603, 11-1-2018)

The proposed commercial solar power generating facility would comply with County requirements intended to ensure the proposed conditional use would not be detrimental to the public health, safety, and welfare or result in material damage or prejudice to other properties in the vicinity. This finding is met.

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Samsung SBB 2.0 4hr BESS					POI
	QTY	MW	TOTAL MW	DURATION (HRS)	
XFMR	32	4.8	153.6	4.1	125
SBB 2.0	128	4.9	627.2		500

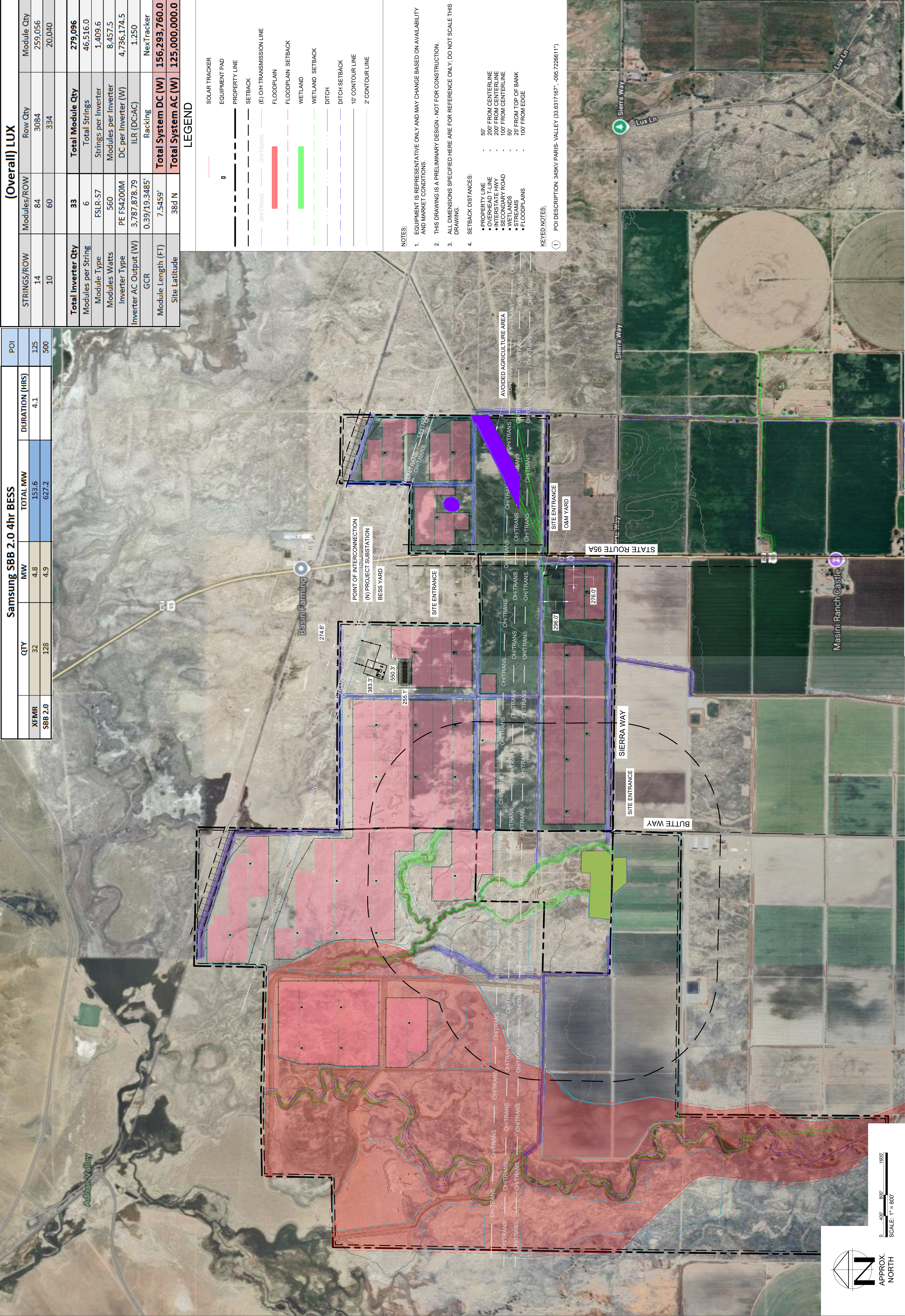
(Overall) LUX				
STRINGS/ROW	Modules/ROW	Row Qty	Module Qty	
14	84	3084	259,056	
10	60	334	20,040	
Total Inverter Qty	33	Total Module Qty	279,096	
Modules per String	6	Total Strings	46,516.0	
Module Type	FSLR-S7	Strings per Inverter	1,409.6	
Modules Watts	560	Modules per Inverter	8,457.5	
Inverter Type	PE FS4200M	DC per Inverter (W)	4,736,174.5	
Inverter AC Output (W)	3,787,878.79	ILR (DC:AC)	1.250	
GCR	0.39/19.3485'	Racking	NextTracker	
Module Length (FT)	7.5459'	Total System DC (W)	156,293,760.0	
Site Latitude	38d N	Total System AC (W)	125,000,000.0	

LEGEND

	SOLAR TRACKER
	EQUIPMENT PAD
	PROPERTY LINE
	SETBACK
	OH/TRANS
	(E) OH TRANSMISSION LINE
	FLOODPLAIN
	FLOODPLAIN SETBACK
	WETLAND
	WETLAND SETBACK
	DITCH
	DITCH SETBACK
	10' CONTOUR LINE
	2' CONTOUR LINE

- NOTES:
- EQUIPMENT IS REPRESENTATIVE ONLY AND MAY CHANGE BASED ON AVAILABILITY AND MARKET CONDITIONS.
 - THIS DRAWING IS A PRELIMINARY DESIGN - NOT FOR CONSTRUCTION.
 - ALL DIMENSIONS SPECIFIED HERE ARE FOR REFERENCE ONLY; DO NOT SCALE THIS DRAWING.
 - SETBACK DISTANCES:
 - PROPERTY LINE
 - DECK AREA LINE
 - INTEREST LINE
 - SECONDARY ROAD
 - WETLANDS
 - STREAMS
 - FLOODPLAINS
 - 100' FROM TOP OF BANK
 - 25' FROM TOP OF EDGE

KEYED NOTES:
① POI DESCRIPTION: 345KV PARIS VALLEY (33.6317167°, -096.7226611°)



ARCH D SIZE - 24"x36" © ØRSTED

PROJECT:	M/JW
DEV/ENG:	NB
LEVEL:	I
FILE NAME:	LUX-W1
PRINTED:	01/26/2026
DATE:	01/26/2026
BY:	M/JW
DESCRIPTION:	PRELIMINARY

LUX
SOLAR CENTER, LLC
LUX, NEVADA

ARRAY PLAN

DRAWING NO.

WJ111

4

2

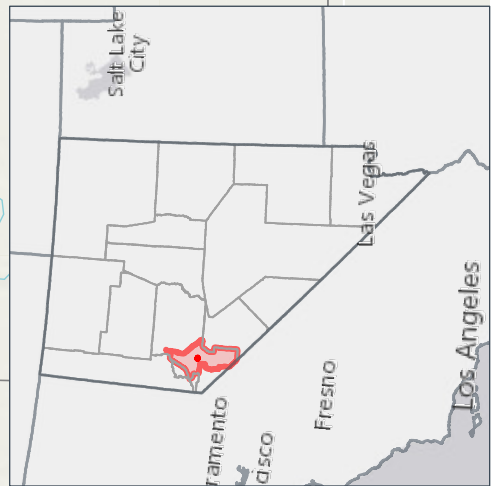
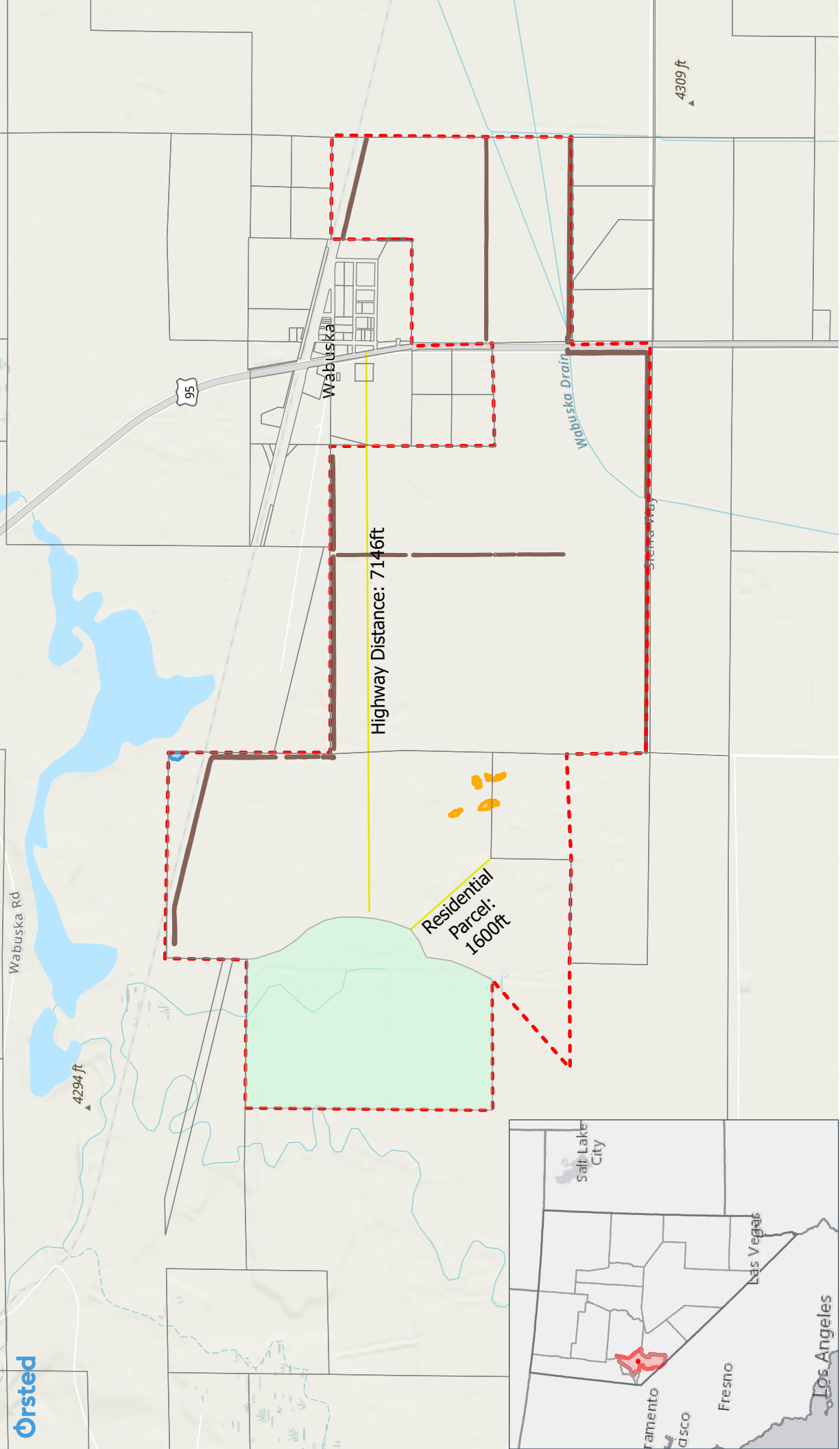
3

1



PRELIMINARY
NOT FOR CONSTRUCTION

THIS DRAWING IS THE PROPERTY OF ØRSTED. THE INFORMATION CONTAINED HEREIN IS CONFIDENTIAL AND IS ONLY TO BE USED IN CONNECTION WITH WORK DESCRIBED BY ØRSTED. NO PART IS TO BE DISCLOSED TO OTHERS WITHOUT WRITTEN PERMISSION FROM ØRSTED.



Lux Solar
Setback Map
Lyon County, Nevada
October 2025

- Lux Expansion
- Lux AOI
- Exhibit Distances
- Parcels
- Lake: 2789ft
- Playa: 1588ft - 2285ft
- Ditch: 1195ft - 8664ft

* No trail easements, streams, or airports in the project vicinity

January 27, 2026

Kelly Gaworski, PE
NDOT District II
310 Galletti Way
Sparks, Nevada 89431

RE: *Response to Nevada Department of Transportation Comments and Revision Request*
Project Name: Lux Solar Traffic Impact Study
Project Location: Lyon County, Nevada

Dear Ms. Gaworski,

This letter has been prepared as an item-by-item response to comments and revision requests from the Nevada Department of Transportation (NDOT) dated January 13, 2026 for the Lux Solar Traffic Impact Study. The project is located in Lyon County, NV. The NDOT comment and revision request letter is included in **Attachment A**.

Comment 1: Please conduct an analysis according to NDOT's Access Management System and Standards (AMSS) for all proposed access points along US 95A. This should include an examination of required access types, design vehicle requirements, access spacing, auxiliary lane warrant analysis, and other considerations for construction traffic and build-out scenarios.

Response 1: The updated traffic impact study now analyzes NDOT's AMSS for all proposed access points along US 95A. It should be noted that after discussion with the client, Project Access Drive C will no longer be pursued for access. Project Access B and Project Access Drive D are proposed to be full access driveways and meet the spacing requirements defined in the NDOT AMSS. Driveway throat width and curb radius should be designed to the standards outlined in Table 4-28 and 4-29 of the NDOT AMSS.

Deceleration lane warrants were evaluated where project traffic is expected to impact the road network. Left turn deceleration warrants were evaluated using Table 4-13 of the AMSS. Right turn deceleration warrants were evaluated using Table 4-17 of the AMSS. Deceleration lane warrants were evaluated for the 2028 and 2048 background plus project scenarios and the 2028 background plus construction scenario. A summary of the auxiliary lane analysis is provided in **Table 1**.

Table 1 – Summary of NDOT AMSS Auxiliary Deceleration Lane Analysis

Intersection	Scenario	Movement	Auxiliary Left-Turn Lane	Auxiliary Right-Turn Lane
US-95A and Project Access Drive B	2028 and 2048 Background Plus Project	Southbound to Eastbound	May be Required	May be Required
	2028 Background Plus Construction	Southbound to Eastbound	Required	May be Required
US-95A and Project Access Drive D	2028 and 2048 Background Plus Project	Northbound to Westbound	May be Required	May be Required
		Southbound to Eastbound	May be Required	May be Required
	2028 Background Plus Construction	Northbound to Westbound	Required	Required
		Southbound to Eastbound	May be Required	Required
US-95A and Sierra Way	2028 and 2048 Background Plus Project	Northbound to Westbound	Required	May be Required
	2028 Background Plus Construction	Northbound to Westbound	Required	Required

It should be noted that the operations of a solar field are minimal and are not expected to pose a significant safety risk on the US 95A corridor. Additionally, the vehicle type accessing the site during the operations phase is anticipated to be predominantly passenger vehicles and would not impose any additional risk that heavy vehicles may impose. During the construction phase of the project, intermittent heavy-vehicle traffic will access the site at the proposed project access drives. However, construction-related traffic is temporary in nature and does not warrant the construction of auxiliary deceleration lanes where operation-related traffic does not meet the applicable warrant criteria.

Project Access Drive B is anticipated to serve sporadic construction phase project trips. As such, no auxiliary deceleration lanes are recommended at Project Access Drive B. The west leg of Project Access Drive D is anticipated to serve significant construction phase traffic originating from the north. As such, a southbound to westbound right-turn lane is recommended to be constructed. US-95A and Sierra Way (#3) is anticipated to serve as the project's main entry point, a northbound to westbound left-turn lane and a southbound to westbound right-turn lane are recommended to be constructed for the safety of traffic during the operations phase.

Comment 2: *Per NDOT AMSS, an acceleration lane may be warranted on roads that do not meet the criteria of greater than 45 mph and 10,000 vehicles per day if there are insufficient gaps for traffic to safely enter. This issue can be addressed through a queue analysis for those movements. Please include a queue analysis for project movements at the analyzed intersections.*

Response 2: A queue analysis for the project access driveways is included in Section 4.4.1 of the updated traffic impact study. Upon review of all proposed accesses on US-95A, a maximum 95th percentile queue of two vehicles was identified during the construction phase. Based on this and the LOS analysis, there is anticipated to be sufficient gaps for vehicles to enter US-95A from the project access driveways during the construction and operation phase.

Comment 3: *Please include the proposed Monarch Data Center construction trips for the analysis of the construction phase.*

Response 3: The updated traffic impact study includes the Monarch Data Center construction trips in the 2028 background plus construction scenario. The following recommendation has been added to the report: In the event peak construction for this project occurs concurrently with peak construction for the Monarch Data Center project, it is recommended that Lyon County work with the NDOT to identify additional temporary mitigation as necessary at the intersections of:

- US-50 and Ramsey Weeks Cutoff (#1)
- US-95A and Ramsey Weeks Cutoff (#2)

Comment 4: *Please address the project construction phasing, with the proposed beginning and end dates.*

Response 4: Construction will begin March 2027 and end March 2028.

Comment 5: *NDOT typically does not permit temporary construction access when alternative access is available to the site. Please address the need for additional access points via temporary construction access and address why the permanent access points would not suffice.*

Response 5: The updated traffic impact study now analyzes Construction Access (D) as Project Access Drive (D) and will be a permanent access point. Project Access Drive C is no longer being pursued for this project. As documented in the revised study, Project Access Drive (D) is compliant with NDOT AMSS.

Comment 6: *For the project trip generation estimates, please perform an analysis with all of the workers arriving during the peak hour. This is consistent with traffic studies for similar projects in the area.*

Response 6: The previously submitted traffic impact study erroneously stated that the 183 AM peak hour construction trips and the 123 PM peak hour construction trips shown in Table 2 were not related to worker arrival and departure from the construction

site. After discussions with the client, the 183 AM trips and 123 PM trips are anticipated to be the maximum number of workers arriving during the respective peak hour. The volume of daily traffic of 766 is expected to be the highest volume generated during solar facility construction and is not expected to last for the duration of the project (one year).

Please contact me at 775-200-1981 or david.giacomin@kimley-horn.com should you have any questions or need any additional information.

Sincerely,

David J Giacomini, P.E., PTOE, RSP₁
Project Engineer

Attachments:

Attachment A – NDOT Comment and Revision Request Letter

ATTACHMENT A

NDOT Comment and Revision Request Letter



Joe Lombardo
Governor

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
310 Galletti Way
Sparks, Nevada 89431

Tracy Larkin-Thomason, P.E., Director

January 13, 2026

Kimley-Horn and Associates, Inc.
7900 Rancharrah Pkwy Suite 100
Reno, NV 89511
Attention: David Giacomini, P.E.

SENT VIA ELECTRONIC EMAIL

RE: Lux Solar – Traffic Impact Study (12/17/25)

Dear Mr. Giacomini,

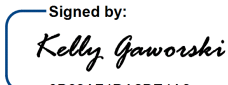
The Nevada Department of Transportation (NDOT) has reviewed the traffic impact study prepared by Kimley-Horn and Associates, dated December 17th, 2025, for the above-referenced project. Upon review, NDOT has the following comments and/or revision requests:

1. Please conduct an analysis according to NDOT's Access Management System and Standards (AMSS) for all proposed access points along US 95A. This should include an examination of required access types, design vehicle requirements, access spacing, auxiliary lane warrant analysis, and other considerations for construction traffic and build-out scenarios.
2. Per NDOT AMSS, an acceleration lane may be warranted on roads that do not meet the criteria of greater than 45 mph and 10,000 vehicles per day if there are insufficient gaps for traffic to safely enter. This issue can be addressed through a queue analysis for those movements. Please include a queue analysis for project movements at the analyzed intersections.
3. Please include the proposed Monarch Data Center construction trips for the analysis of the construction phase.
4. Please address the project construction phasing, with the proposed beginning and end dates.
5. NDOT typically does not permit temporary construction access when alternative access is available to the site. Please address the need for additional access points via temporary construction access and address why the permanent access points would not suffice.

6. For the project trip generation estimates, please perform an analysis with all of the workers arriving during the peak hour. This is consistent with traffic studies for similar projects in the area.

NDOT reserves the right to incorporate further changes and/or comments as the project implementation progresses. If you have any questions, please feel free to contact Jeff Graham at (775) 834-8382.

Sincerely,

Signed by:

0B63A74DA2BE4A8...
Kelly Gaworski, PE
Engineering Services Manager
NDOT District II

KG:jg

Enclosure: Lux Solar – Traffic Impact Study (12/17/25)

Cc: Gavin Henderson – Lyon County
Louis Cariola – Lyon County
Alex Tang - Kimley-Horn and Associates, Inc.
Bhupinder Sandhu – District Engineer
Kevin Verre – Chief NDOT Planning
Andrew Lawrence – Assistant District Engineer
Christopher Bell – NDOT Traffic Operations
NDOT District II Traffic Engineering
NDOT District II Permits Office
File

TRAFFIC IMPACT STUDY

LUX SOLAR



LYON COUNTY, NEVADA

APNs: 014-091-20, 014-091-21, 014-091-02, and 014-091-03

Prepared for:

Orsted Onshore North America, LLC

401 North Michigan Avenue, Suite 501

Chicago, IL 60611

Prepared by:

Kimley»Horn

January 2026

292187000

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TRAFFIC IMPACT STUDY

FOR

LUX SOLAR

Prepared for:

Orsted Onshore North America, LLC

401 North Michigan Avenue, Suite 501
Chicago, IL 60611

Prepared by:

Kimley-Horn and Associates, Inc.

7900 Rancharrah Parkway
Suite 100
Reno, Nevada 89511
(775) 200-1981

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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Appendix H	NDOT Access Management Excerpts
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1. INTRODUCTION

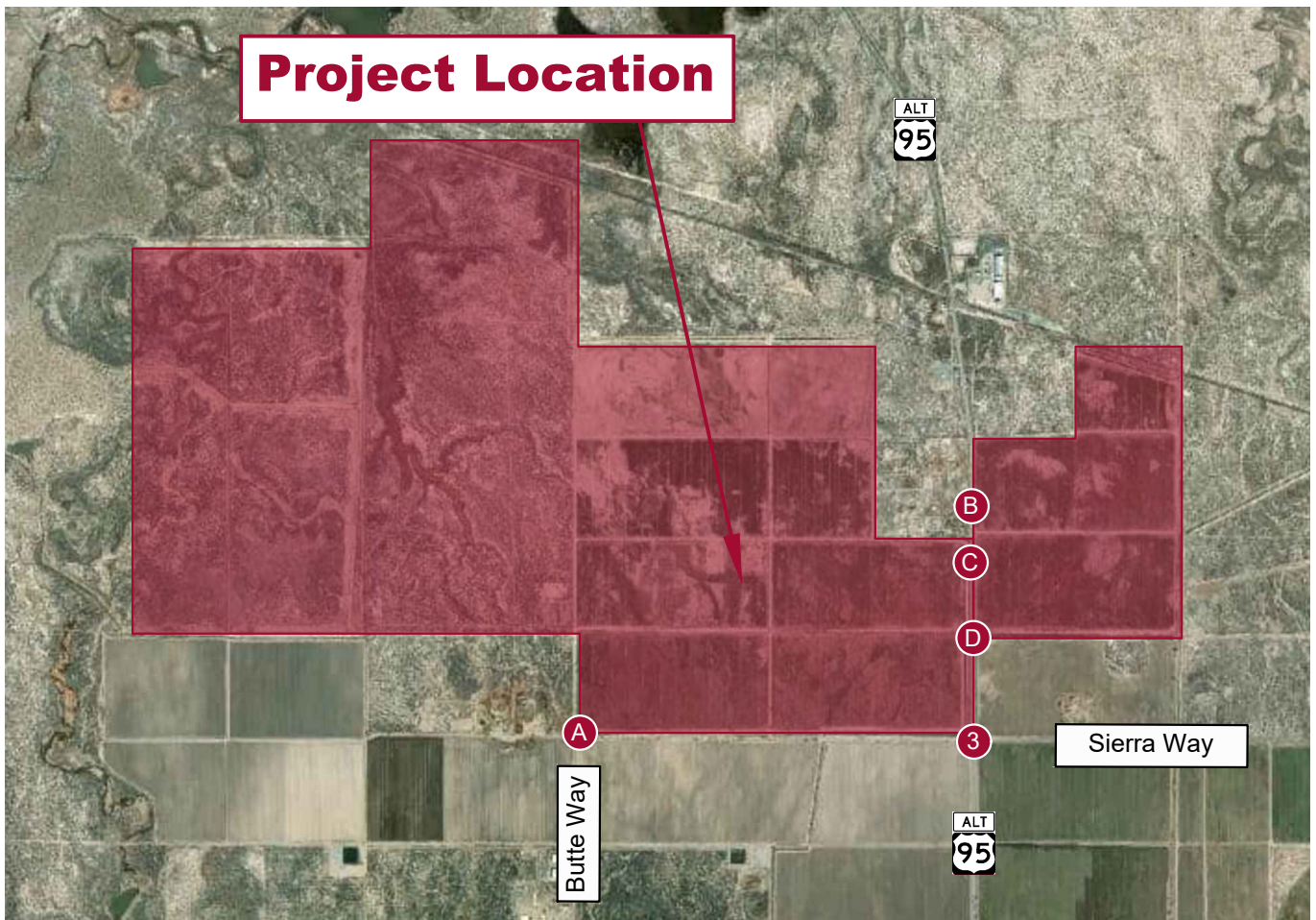
Kimley-Horn has been retained by Orsted Onshore North America, LLC to prepare a traffic impact study for the proposed Lux Solar development. The purpose of this traffic impact study is to identify the project's trip generation characteristics, potential traffic-related impacts on the local street network and develop mitigation measures recommended for the identified impacts.

The proposed project is located approximately 10 miles north of Yerington, Nevada, with 90 percent on the northwest and 10 percent on the northeast corners of the intersection of United States Route 95 Alternate (US-95A) and Sierra Way. The project is on approximately 1,700 acres within APNs 014-091-20, -21, and 014-091-02, -03, in Lyon County, Nevada. Upon project completion, the project is anticipated to consist of a 125 megawatt (MW) photovoltaic (PV) solar project and 125 MW of battery energy storage. The project site currently consists of both undeveloped land and undeveloped agricultural land. The location of the proposed development with respect to the City of Yerington is shown in **Figure 1**. The site plan is located in **Appendix I**.

US-95A provides both regional and primary access to the project site. Direct access to the site is provided by three full access drives, two on US-95A north of Sierra Way and one on Sierra Way.

The scope by the Nevada Department of Transportation (NDOT) District II provided in **Appendix A** identified the following intersections for full analysis:

- US-50 and Ramsey Weeks Cutoff (#1)
- US-95A and Ramsey Weeks Cutoff (#2)
- US-95A and Sierra Way (#3)
- Sierra Way and Project Access Drive (A)
- US-95A and Project Access Drive (B)
- US-95A and Project Access Drive (C)
- US-95A and Project Access Drive (D)



Lux Solar Vicinity Map

Figure 1

2. EXISTING CONDITIONS

This section of the report details existing conditions near the project site.

2.1. Study Area Intersections

A scoping meeting was held with the Nevada Department of Transportation (NDOT) District II and Lyon County on October 16, 2025, and the agencies identified the following intersections for full analysis:

- US-50 and Ramsey Weeks Cutoff (#1)
- US-95A and Ramsey Weeks Cutoff (#2)
- US-95A and Sierra Way (#3)
- Sierra Way and Project Access Drive (A)
- US-95A and Project Access Drive (B)
- US-95A and Project Access Drive (C)
- US-95A and Project Access Drive (D)

2.2. Existing Land Uses

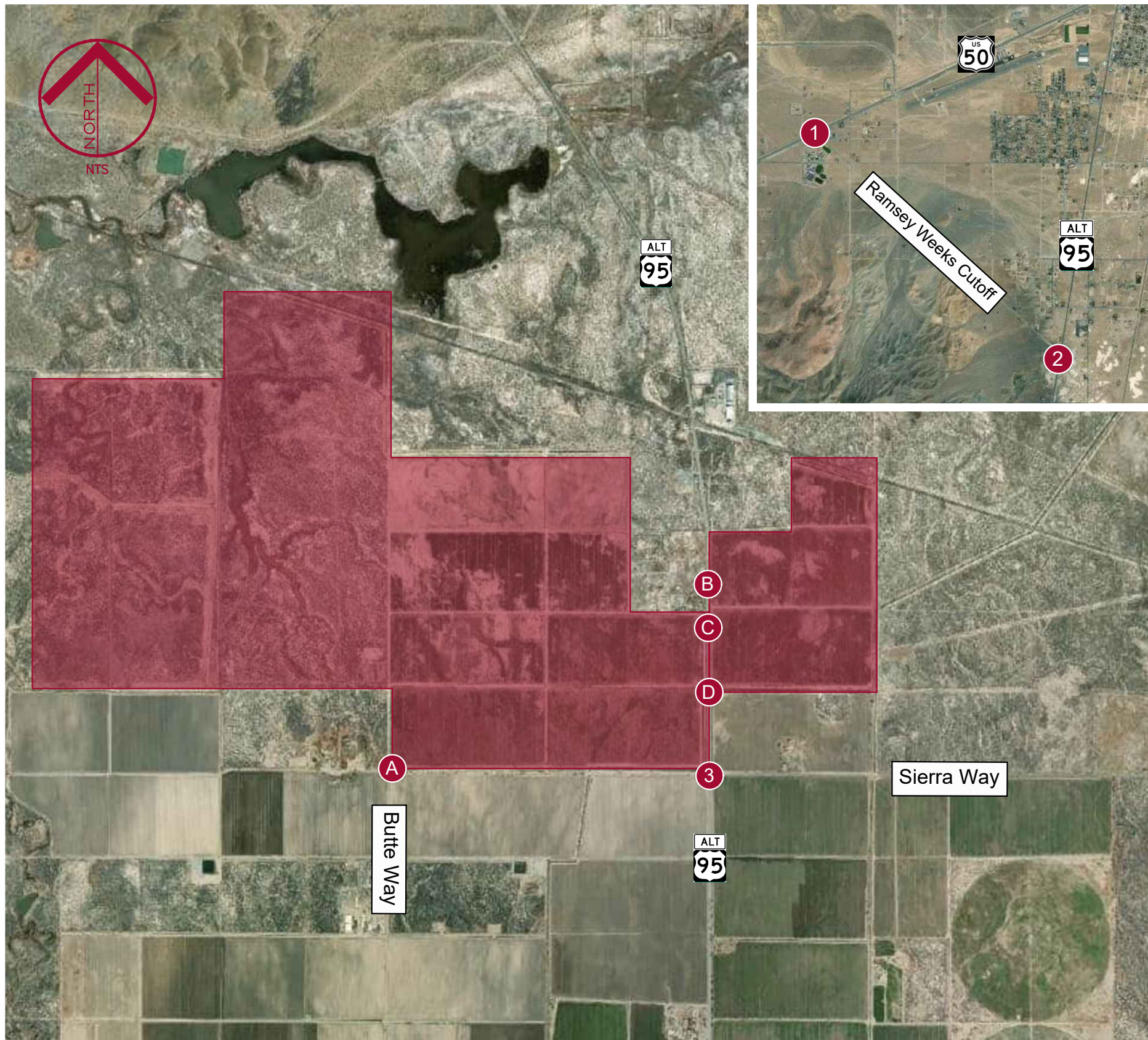
The location of the proposed project is currently undeveloped and agricultural land. The land uses surrounding the project site includes industrial, residential, agricultural, and undeveloped land uses. The location of the project site, study area intersections, and existing land uses are shown on **Figure 2**.

2.3. 2025 Existing Lane Configuration and Control

US-95A provides both regional and primary access to the project site. Existing speed limits, lane configurations, and traffic control at the time of this study are illustrated in **Figure 3**.

2.4. Existing Turning Movements

Existing AM and PM peak hour turning movement data was field counted for the study area intersections identified in **Section 2.1** on Tuesday, October 22, 2025. Data was collected for 24-hours for each intersection. For conservative analysis, the highest peak hour in the AM and PM were used to analyze the conditions at peak traffic on the street network. A summary of the peak hour count data at the study area intersections is shown in **Figure 4** and the count data sheets are provided in **Appendix B**. It should be noted that existing vehicle trips at the intersections of Sierra Way and Project Access (A), US-95A and Project Access Drive (B), US-95A and Project Access Drive (C), and US-95A and Project Access Drive (D) were interpolated based on collected data at the intersection of US-95A and Sierra Way (#3).



Source: Nearmap US, Inc. Image Date: October 2025

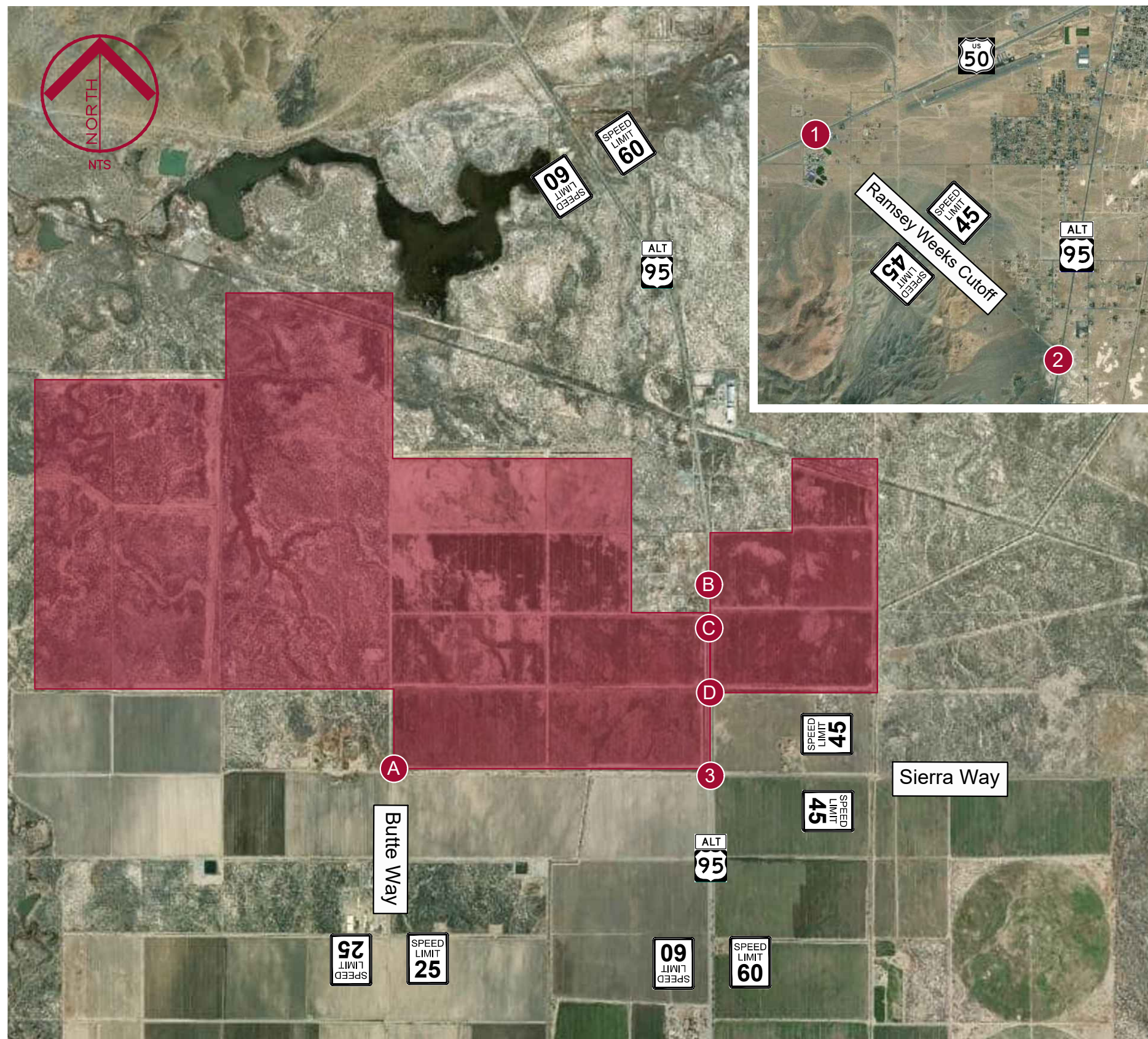
Lux Solar Traffic Impact Study Study Area

Study Area Intersections

1. US-50 and Ramsey Weeks Cutoff (#1)
2. US-95A and Ramsey Weeks Cutoff (#2)
3. US-95A and Sierra Way (#3)
4. Sierra Way and Project Access Drive (A)
5. US-95A and Project Access Drive (B)
6. US-95A and Project Access Drive (C)
7. US-95A and Project Access Drive (D)

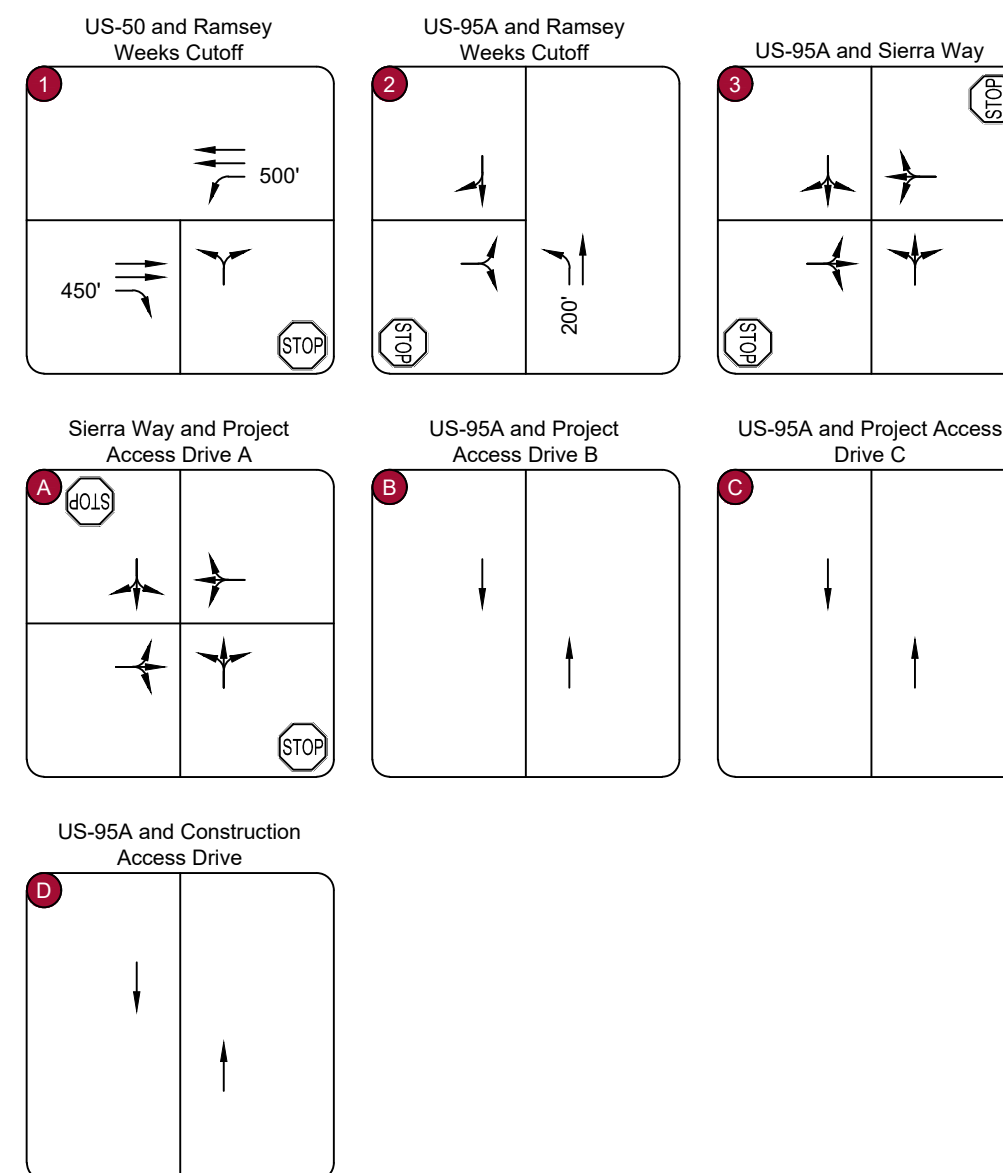
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- # Study Area Key Intersection
- X Project Access Drive



Source: Nearmap US, Inc. Image Date: October 2025

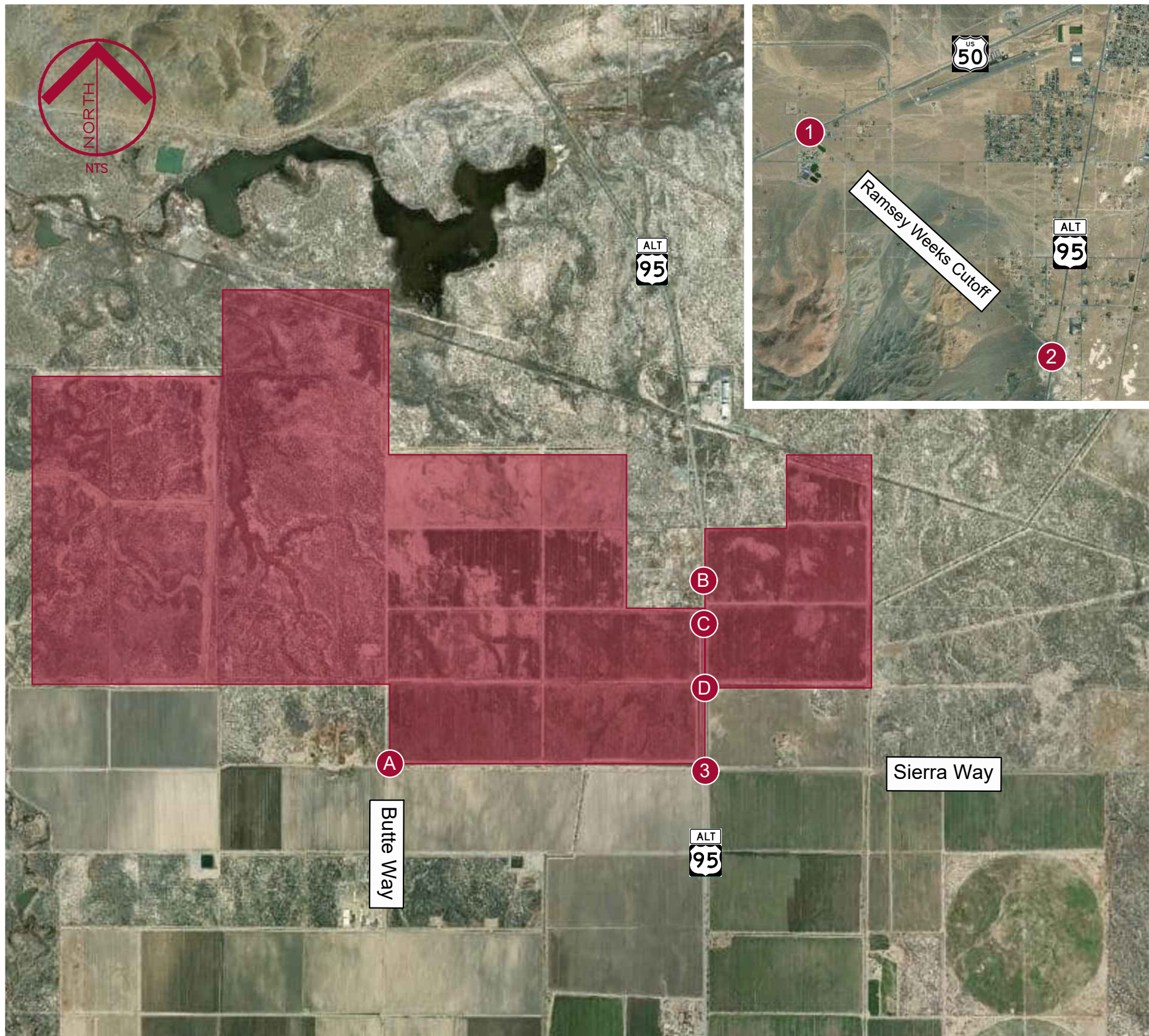
Lux Solar Traffic Impact Study 2025 Existing Lane Configuration and Control



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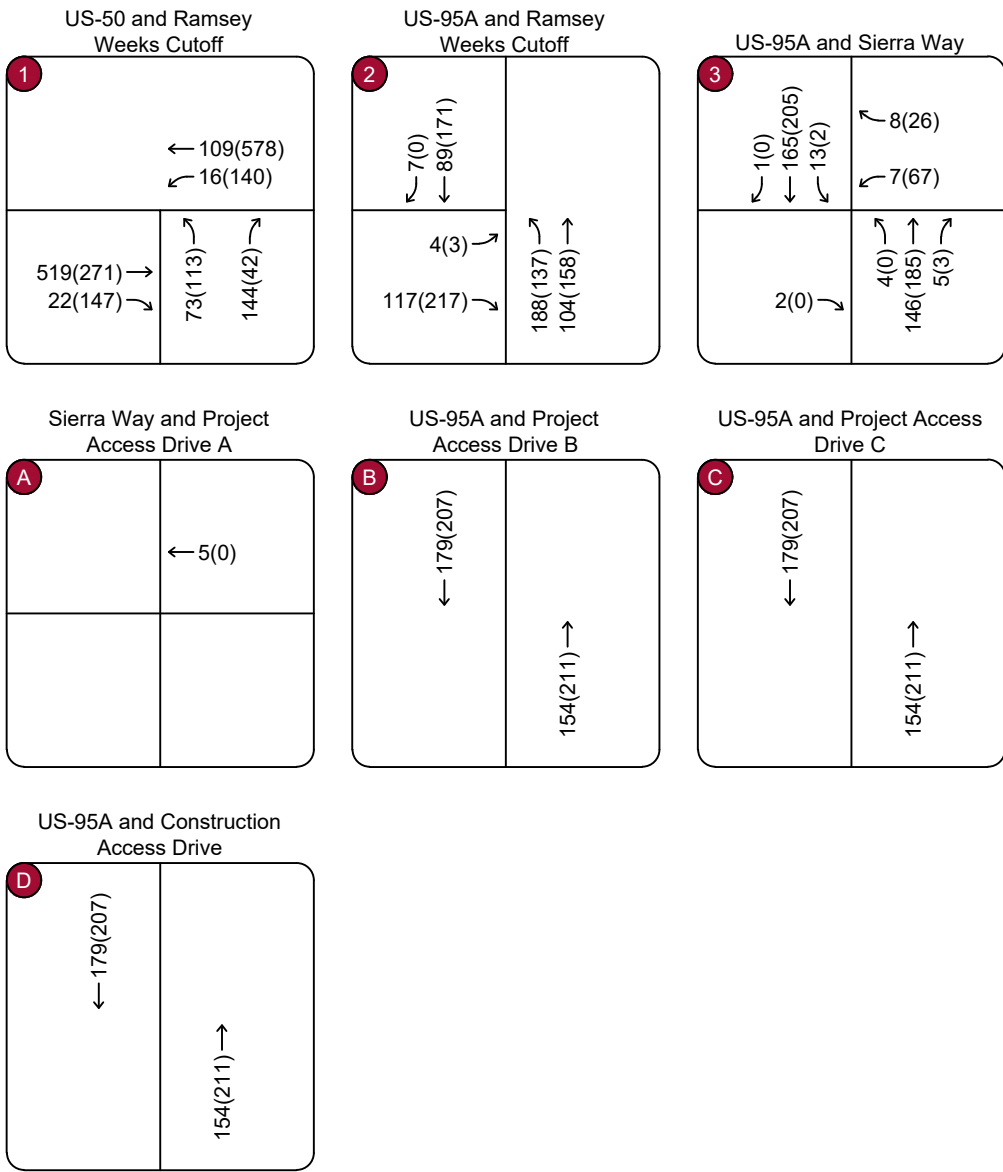
- # Study Area Key Intersection
- X Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Existing Approach

Figure 3
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study **2025 Existing Peak Hour Traffic Volumes**



Legend

- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 4
Kimley»Horn

3. FUTURE CONDITIONS

This section of the report details conditions that are expected in the future at the time the proposed project is expected to be completed.

3.1. 2028 Background Lane Configuration and Control

Expected speed limits, lane configuration, and traffic control in 2028 as a result of adjacent developments are shown in **Figure 6**. Changes to the existing conditions include the addition of deceleration lanes on US-95A to accommodate turning movements onto the westbound approach of US-95A and Sierra Way (#3).

3.2. 2028 Background Traffic Volumes

The operational trips of the Monarch Data Center on the east side of US-95A and Sierra Way (#3) have been included in the background traffic volumes of this analysis. Temporary construction and expected operation trips for the Monarch Data Center development are shown in **Table 1**. During the temporary construction phase, the data center project will generate 1,121 AM construction trip and 1,268 PM construction trips at peak levels. During regular operations, the data center project is anticipated to generate 506 AM and 414 PM peak hour trips. The trip generated by regular operations of the data center are reflected in the 2028 background, 2028 background plus project, and 2048 background plus project analysis of this study. At the request of NDOT, the Monarch Data Center construction trips are reflected in the 2028 background plus construction scenario.

Table 1 – Background Development Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
NA	Data Center Construction	4.6 million SF	1,163	58	1,121	81	1,188	1,268
160	Data Center Operations	4.6 million SF	278	228	506	124	290	414

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways near the proposed development site. An annual growth rate of approximately one percent was obtained from the evaluation of four Nevada Department of Transportation (NDOT) count stations:

- US-95A, 0.45 miles North of Sierra Way (0190048)
- Sierra Way, 0.5 miles East of US-95A (0191627)
- Penrose Lane, 100ft W of US-95A (0191602)
- US-95A, 330ft N of SR 339 (0190051)

Growth rate calculations are included in **Appendix C**. The 2025 peak hour traffic volumes were grown at one percent annual growth rate for three years to obtain future background traffic volumes in 2028 when the proposed project is anticipated to be completed. The 2028 background traffic volumes are illustrated in **Figure 5**.

3.3. 2028 Background Plus Project Lane Configuration and Control

Lane configuration and control upon project completion in 2028 with the buildout of the project access road is shown in **Figure 6**. Direct access to the site is provided by four access drives. Three access driveways will be on US-95A north of Sierra Way, and one full access unsignalized driveway on Sierra Way.

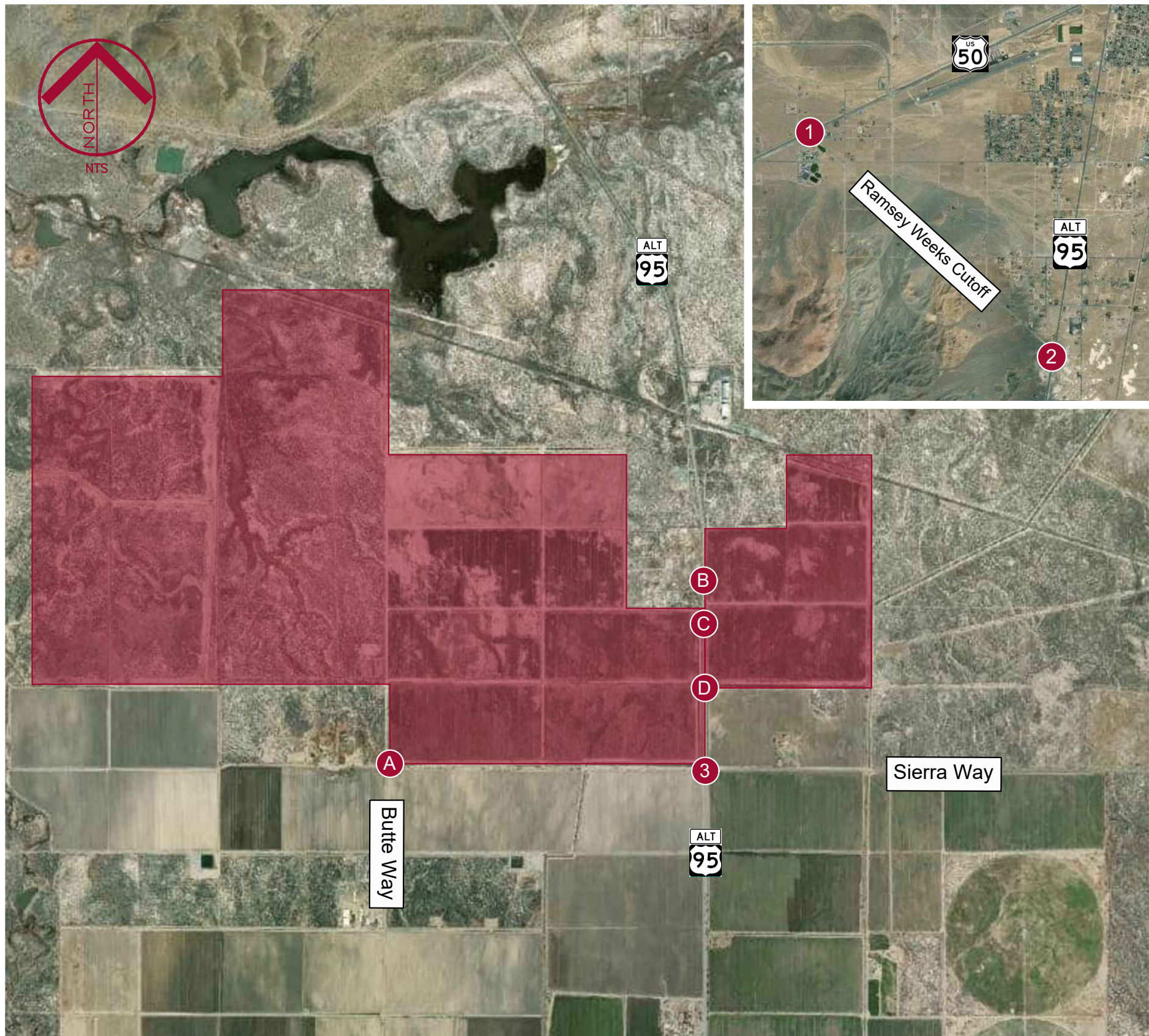
3.4. 2048 Background Lane Configuration and Control

Expected speed limits, lane configuration, and traffic control in 2048 are expected to remain the same as the 2028 background with project speed limits, lane configuration, and traffic control as shown in **Figure 6**.

3.5. 2048 Background Traffic Volumes

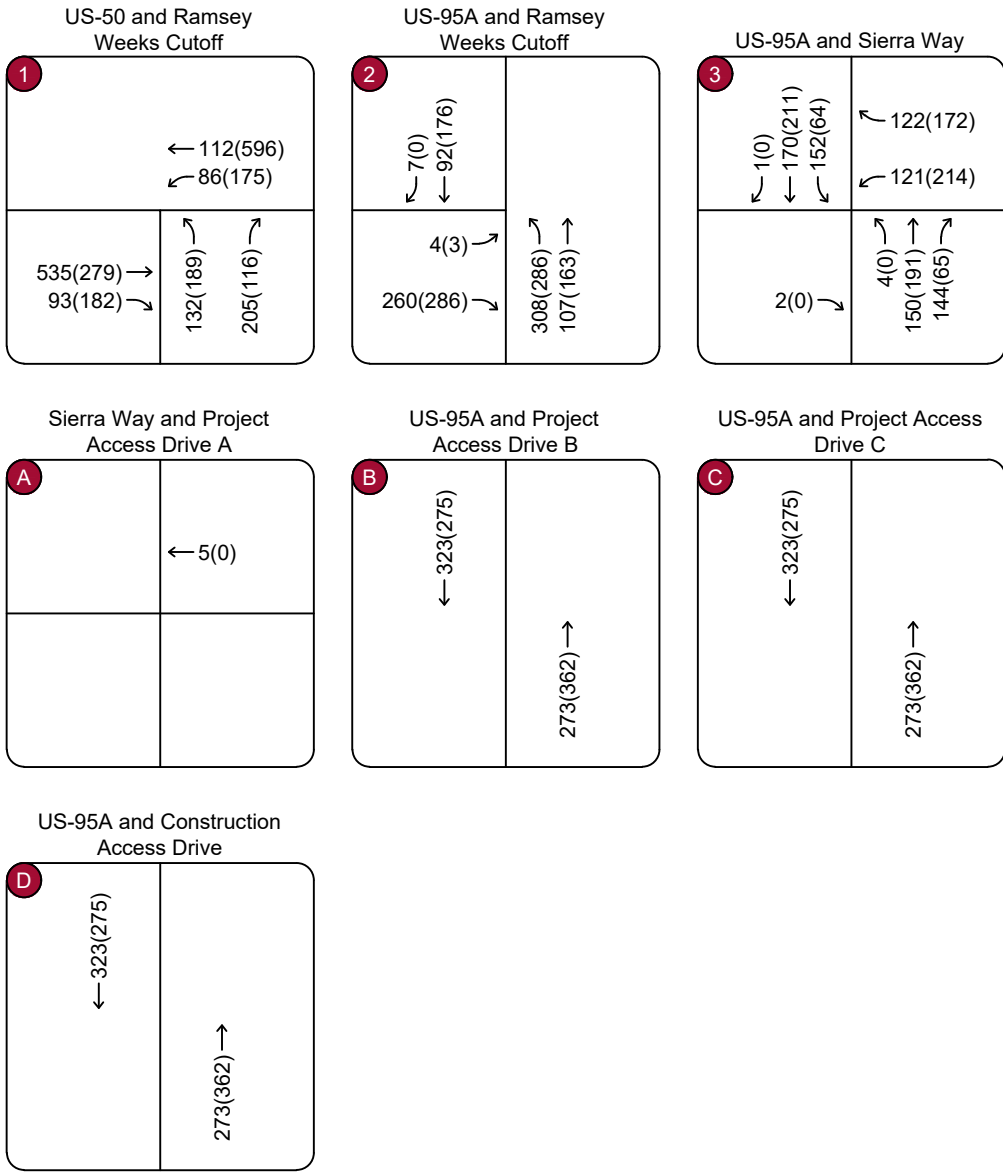
Following the same methodology discussed in **Section 3.2**, the 2028 peak hour traffic volumes were grown for 20 years at a one percent annual growth rate to obtain future background year traffic volumes in 2048. The 2048 background peak hour traffic volumes are illustrated in **Figure 7**. The following trips were analyzed in these scenarios:

- Trips generated by typical operations of Monarch Data Center



Source: Nearmap US, Inc. Image Date: October 2025

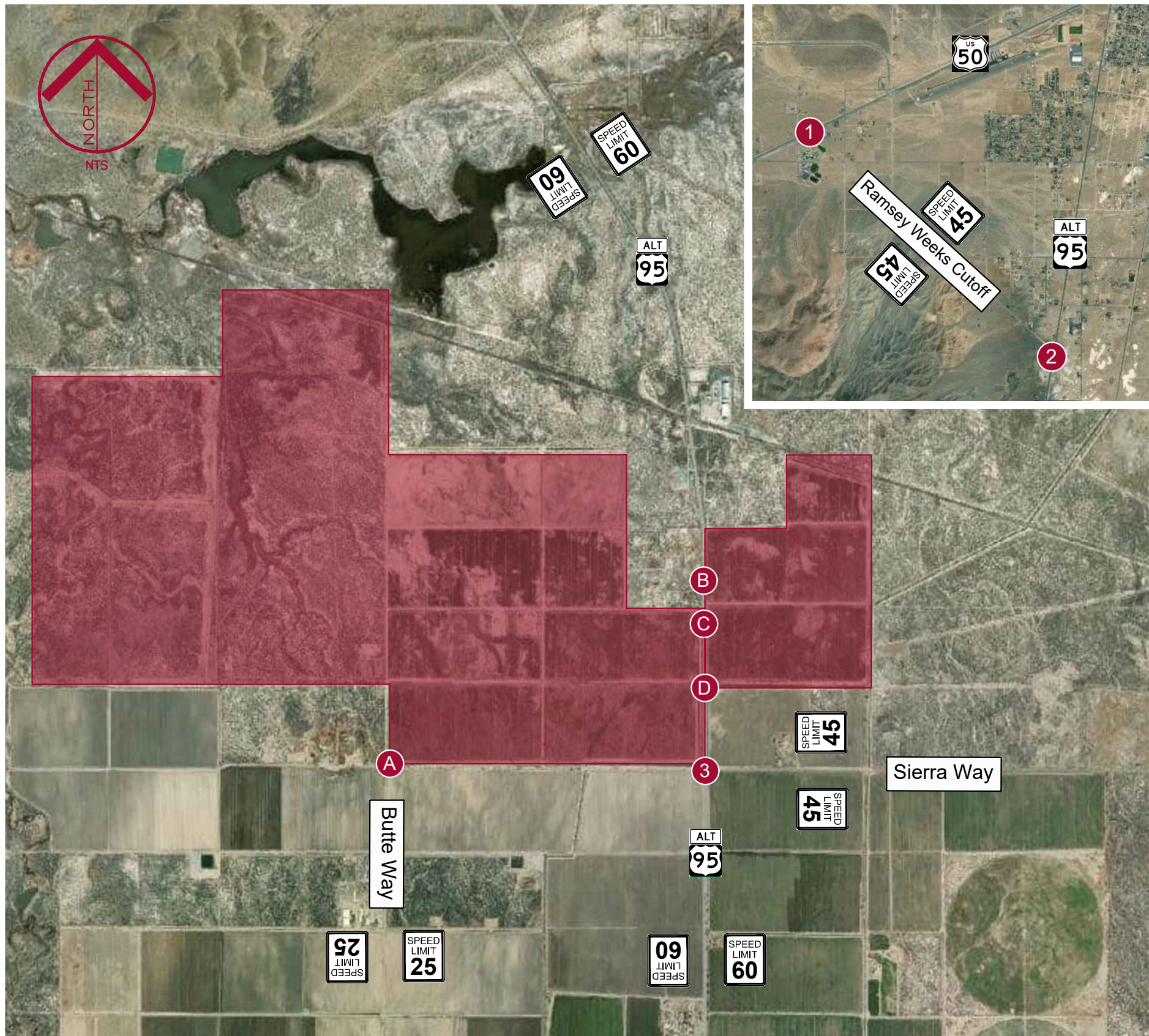
Lux Solar Traffic Impact Study **2028 Background Peak Hour Traffic Volumes**



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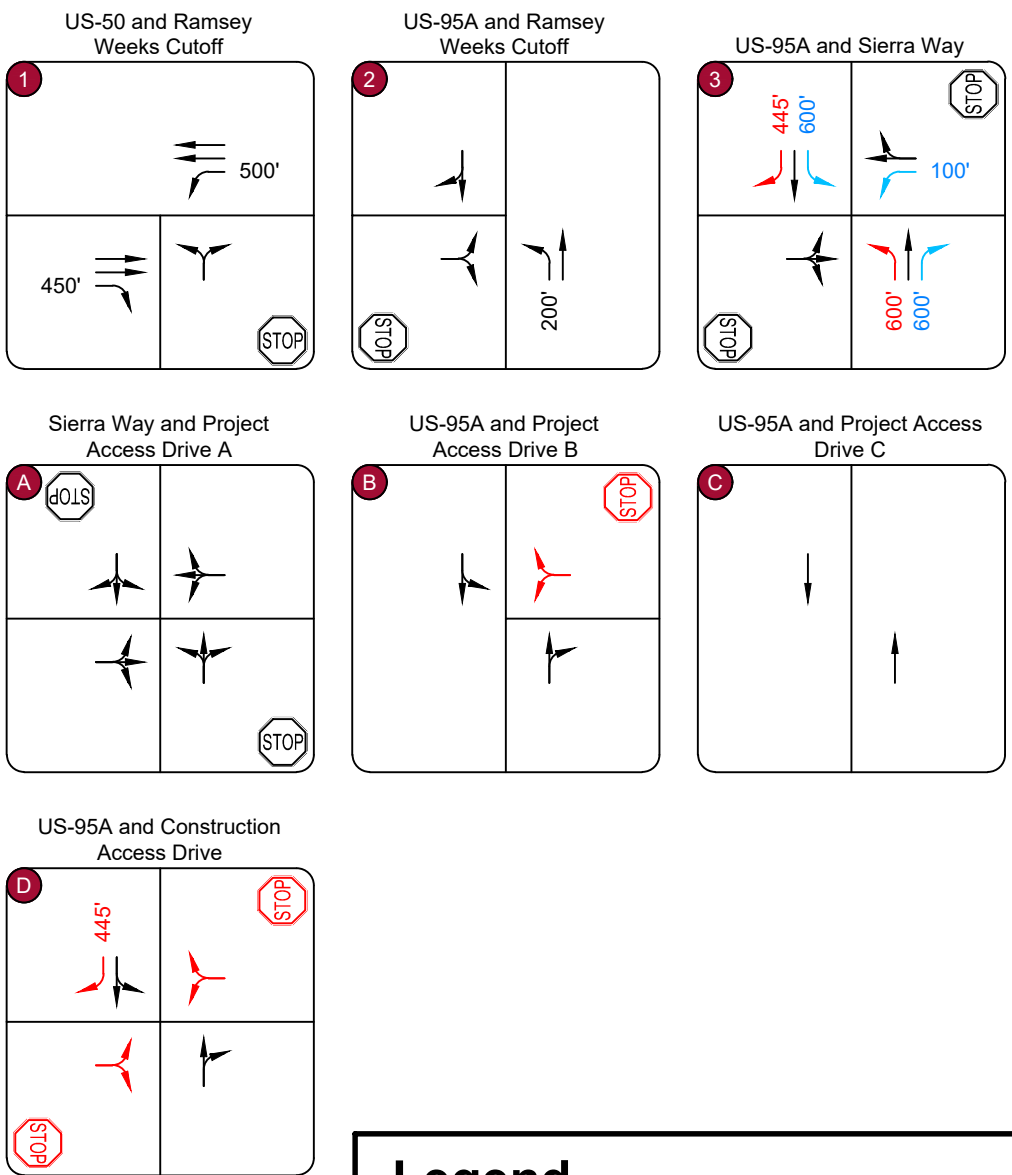
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 5
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study **2028 Background Plus Project Lane Configuration and Control**



Legend

#

Study Area Key Intersection

X

Project Access Drive

SPEED LIMIT 25

Roadway Speed Limit

STOP

Stop Controlled Approach

→

Existing Approach

→

STOP

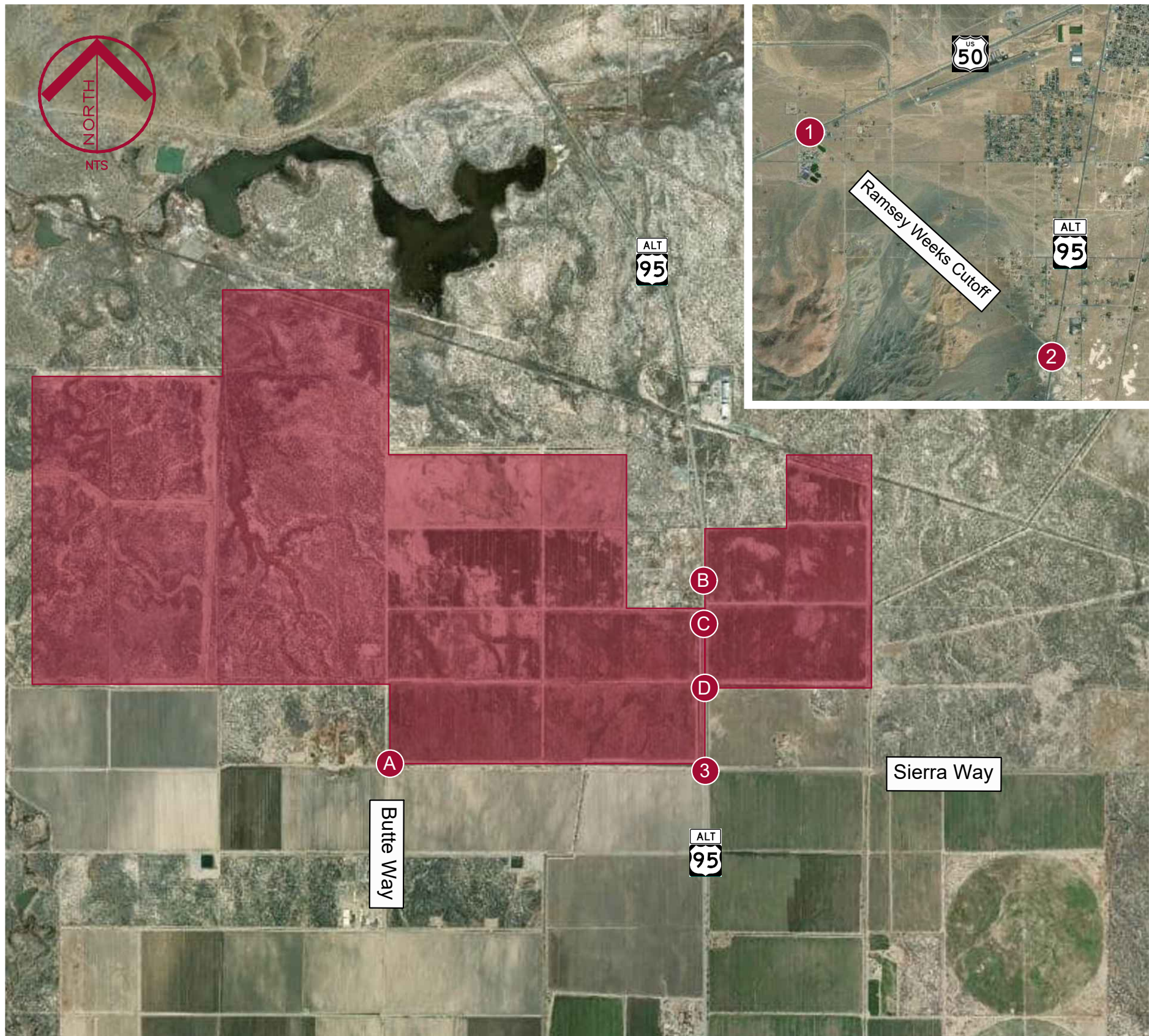
Background Improvement (by others)

→

STOP

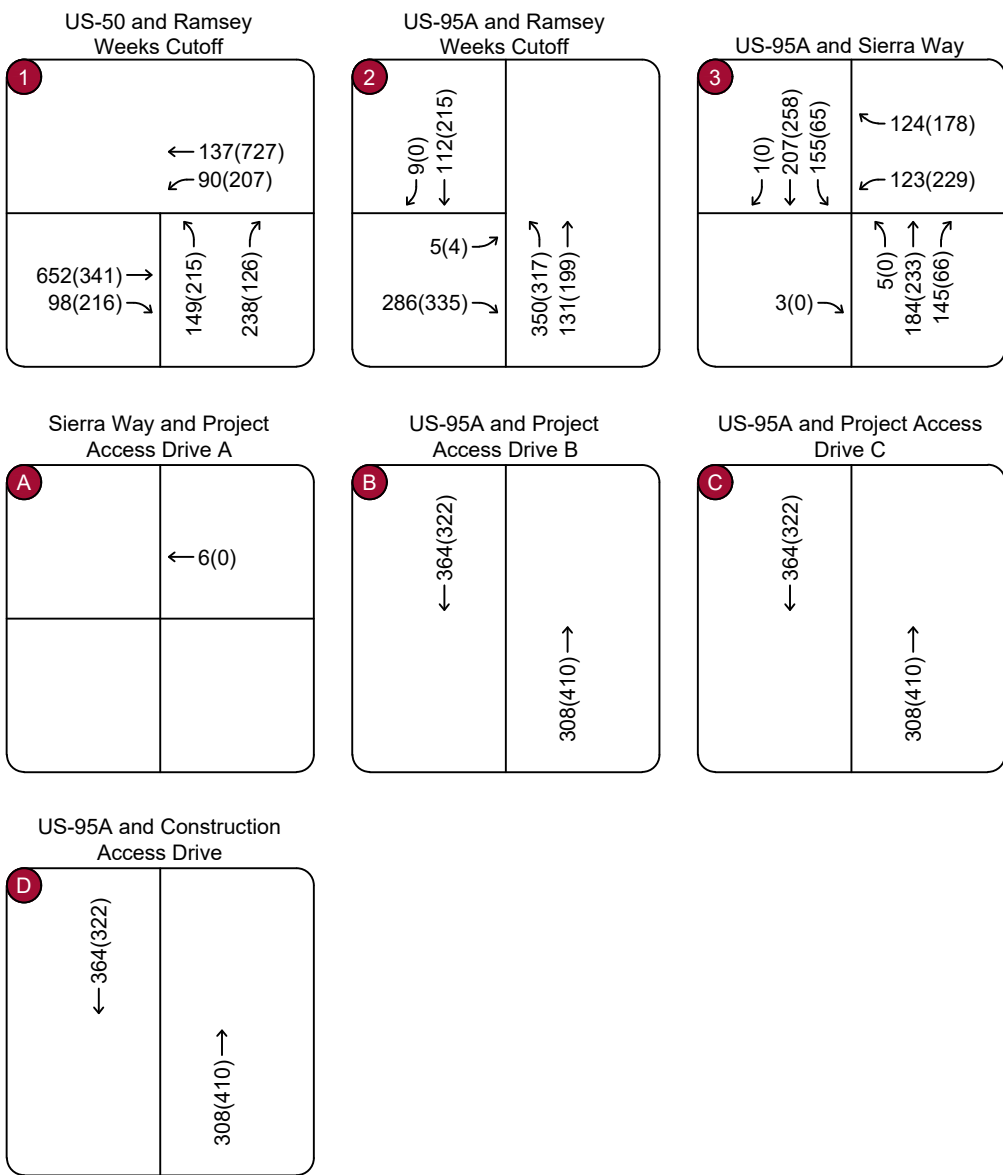
Project Improvement

Figure 6
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study 2048 Background Peak Hour Traffic Volumes



Legend

#

Study Area Key Intersection

X

Project Access Drive

← xx (xx)

AM(PM) Peak Hour Volume

Figure 7
Kimley»Horn

3.6. Trip Generation

The proposed Lux Solar is expected to have more trip generation during the construction phase than after full project buildout. At the request of NDOT and Lyon County, trip generation calculations and analysis were conducted for the project in both the construction phase and project buildout.

3.6.1. Peak Hour Construction Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition does not have an applicable land use code for a solar field. As such, data from the contractor and from previously completed studies for solar projects was used. The construction trip generation used in those studies was scaled appropriately for Lux Solar based on overall project acreage and energy capacity.

Data provided by the contractor indicates there will be approximately 9,425 truck trips to the site over the course of the 13-month construction period. Assuming 22 working days a month, there are anticipated to be 66 truck trips per day. The contractor indicated that there would be a peak of 350 construction workers (700 daily trips). Anticipated peak construction volumes are shown in **Table 2**. Excerpts from studies used to estimate trip generation during construction and detailed calculations of peak construction volumes are included in **Appendix D**.

Table 2 – Project Trip Generation (Construction Phase)

User	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
	Trips	In	Out	Total	In	Out	Total
Total Trucks	66	6	1	7	1	4	5
Passenger Vehicles (350 construction workers)	700	175	1	176	1	117	118
Total Vehicles	766	181	2	183	2	121	123

As shown in **Table 2**, it is anticipated that up to 183 AM trips and 123 PM trips may occur during the AM and PM peak hours due to construction traffic. Construction trips were estimated using material delivery information and construction worker data specific to the project provided in **Appendix D**. AM and PM peak hour trip rates were scaled proportionately to a 279 MW facility with similar truck trip and construction worker count to obtain anticipated AM and PM peak hour construction trip data. It should be noted that these estimates are for traffic expected during traditional peak hour periods.

3.6.2. Lux Solar Project Trips During Operation Phase

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition does not have an applicable land use code for a solar field. As such, data collected from solar sites of similar size was used to calculate trip generation for the proposed project.

After the Lux Solar project has been constructed, the number of trips generated by the solar plant is expected to be significantly less than during the construction period. The project will be an unmanned facility with weekly site visits by operational personnel. On the occasion site visit it is anticipated that on the proposed 125 MW solar field and 125 MW battery energy storage is anticipated to be two employees entering and exiting throughout the day. A summary of the peak hour trips during operations is shown in **Table 3**.

Table 3 – Project Trip Generation (Operation Phase)

ITE Code	Description	Size	Total Trips					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
NA	Solar Field	125 MW	2	0	2	0	2	2
Total Trips			2	0	2	0	2	2

3.7. Trip Distribution

The study area street network characteristics, including existing traffic patterns, expected street network, access to the regional facility (US-95A), and engineering judgment, were used to determine the distribution of construction generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated construction traffic that approaches the site from a given direction and departs the site in the same or different direction.

It is anticipated that the trip distribution for temporary construction traffic and typical operations traffic after project completion will differ. **Figure 8** shows the trip distribution at the study area intersections and project access drive for construction traffic. **Figure 9** shows the trip distribution at the study area intersections and project access drive for typical operations.

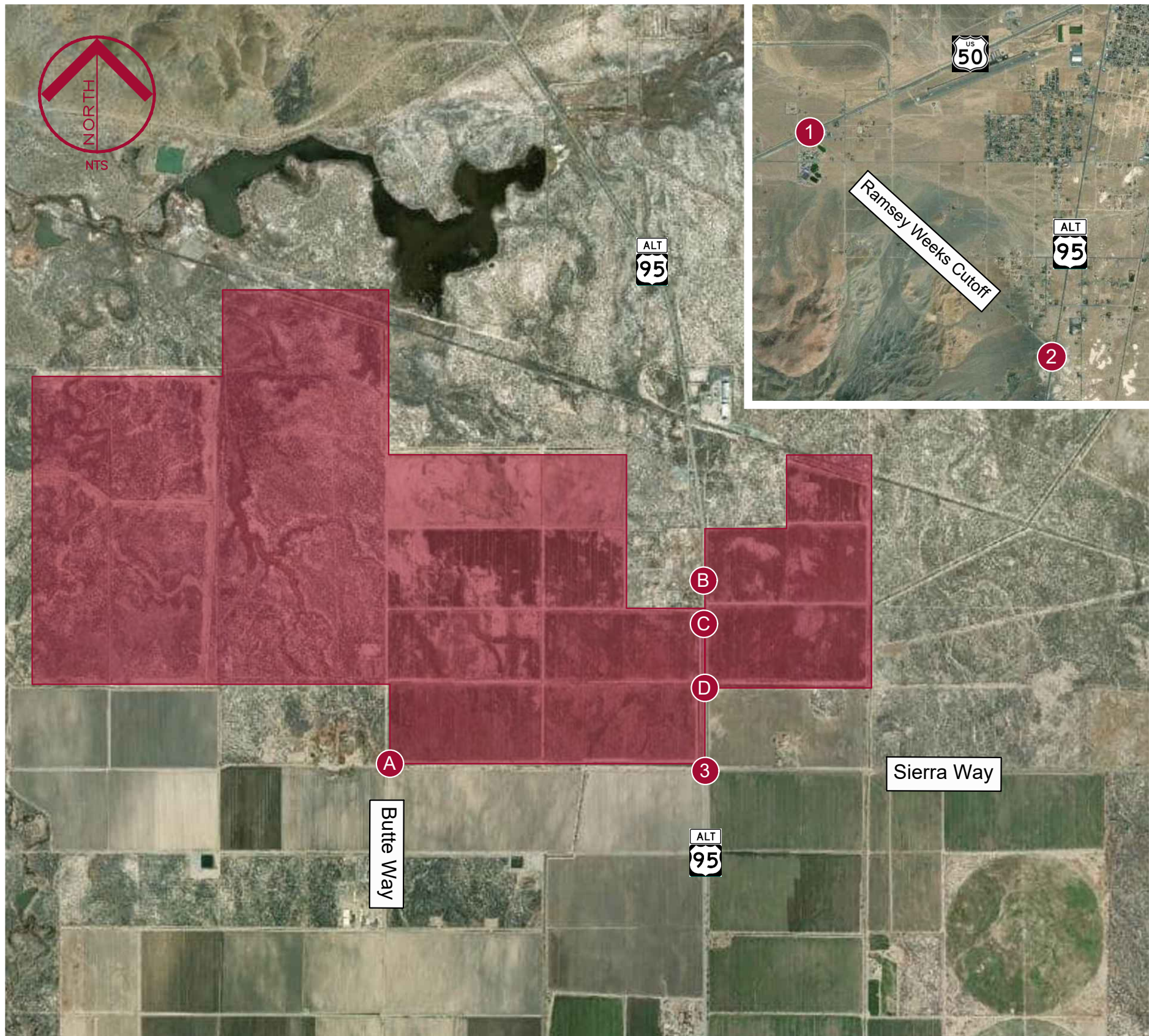
3.8. Traffic Assignment

3.8.1. Construction Traffic Assignment

Assignment of project construction traffic was obtained by applying the developed trip distribution in **Figure 8** to the estimated construction traffic generation in **Table 1**. The construction traffic assignment is illustrated in **Figure 10** for the study area intersections and project access drive. It should be noted that the entering and exiting trips at the construction and project access drives were rounded up to the nearest whole number. Therefore, the number of trips assigned to the construction and project driveways in **Figure 10** may differ slightly from the total trip generation.

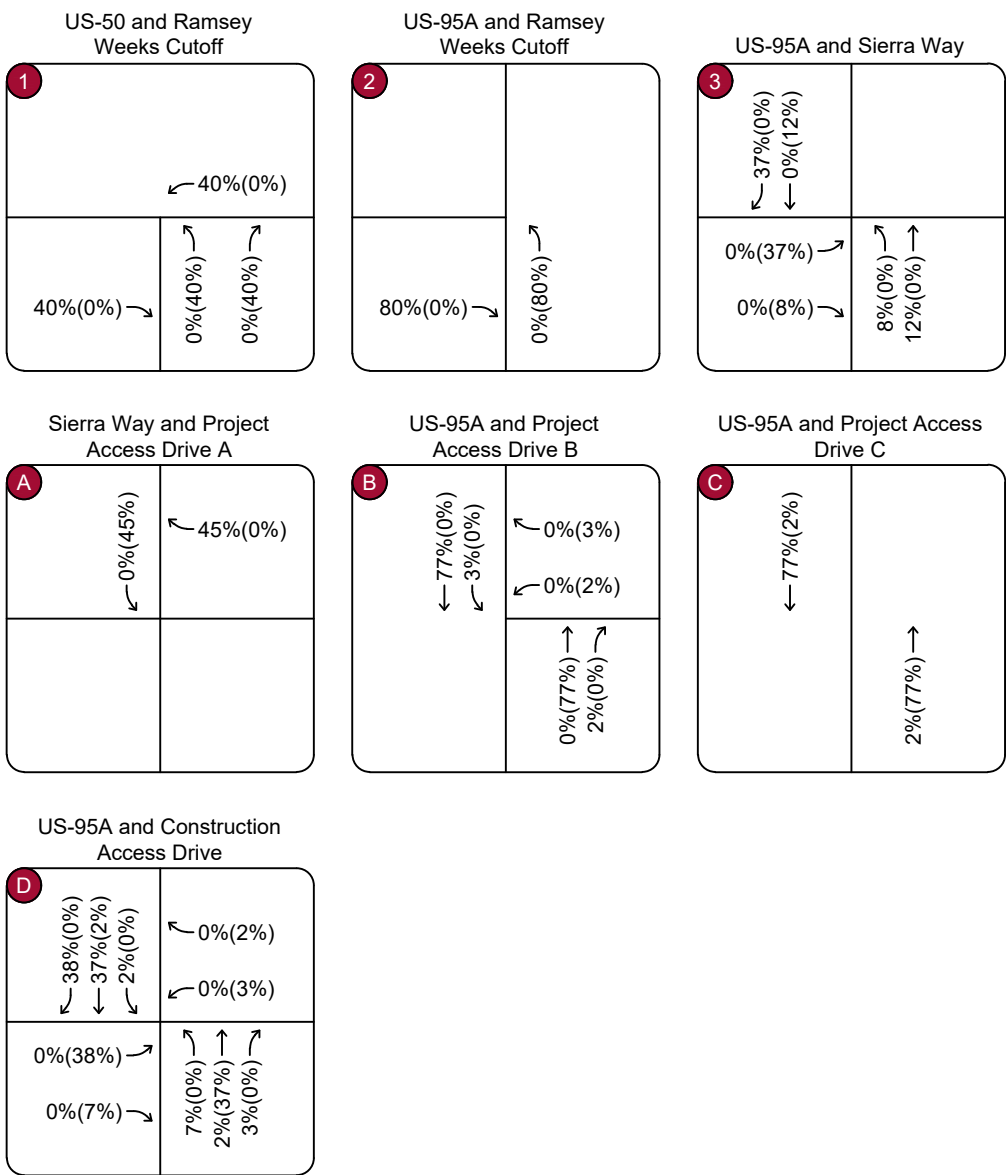
3.8.2. Typical Operations Traffic Assignment

Assignment of typical operations project traffic was obtained by applying the developed trip distribution in **Figure 9** to the estimated full buildout typical operations traffic generation in **Table 3**. The typical operation traffic assignment is illustrated in **Figure 11** for the study area intersections and project access drive. It should be noted that the entering and exiting trips at the project access drives were rounded up to the nearest whole number. Therefore, the number of trips assigned to the project driveways in **Figure 11** may differ slightly from the total trip generation.



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study Project Trip Distribution - Construction



Legend

#

Study Area Key Intersection

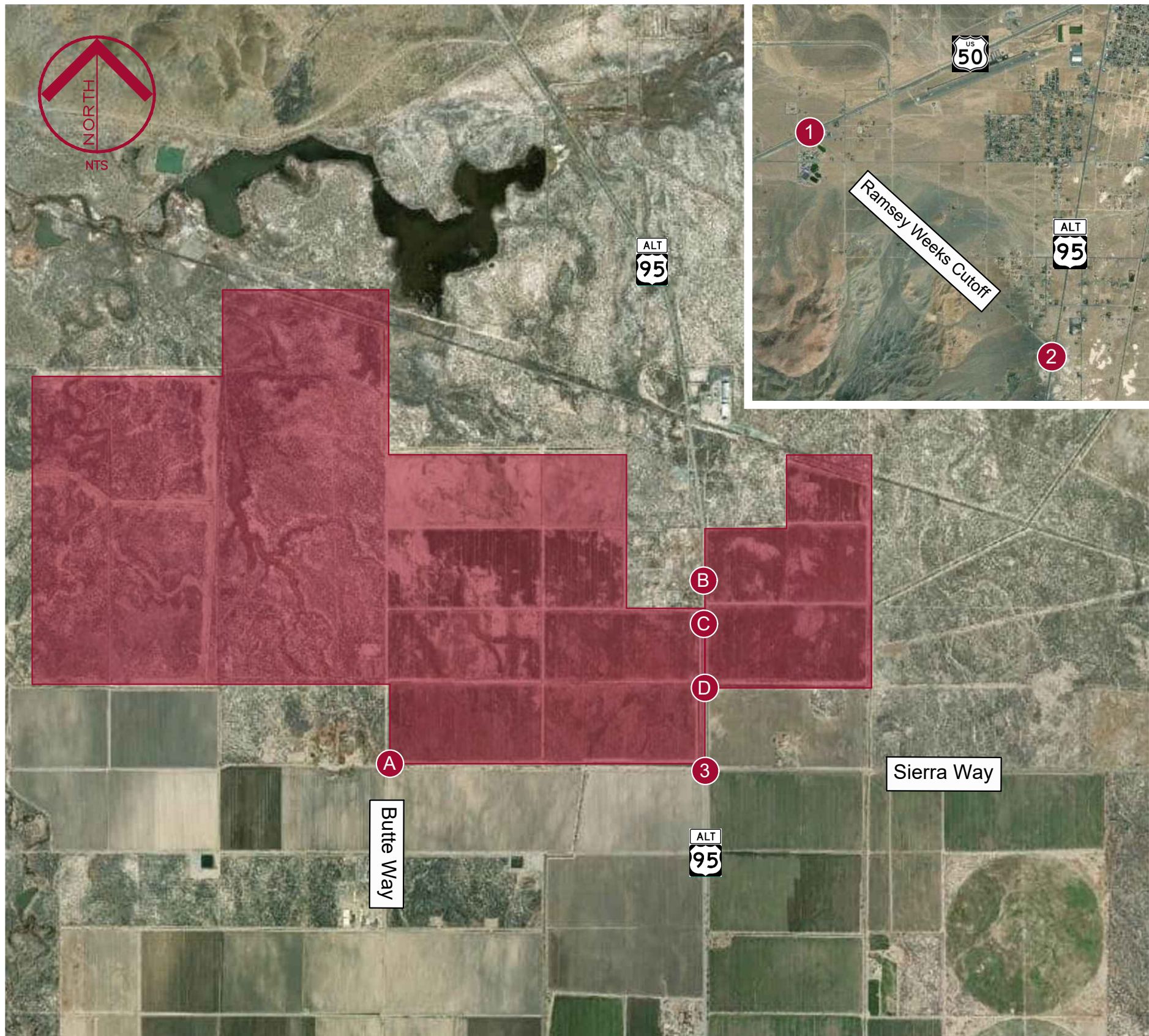
X

Project Access Drive

← xx%(xx%)

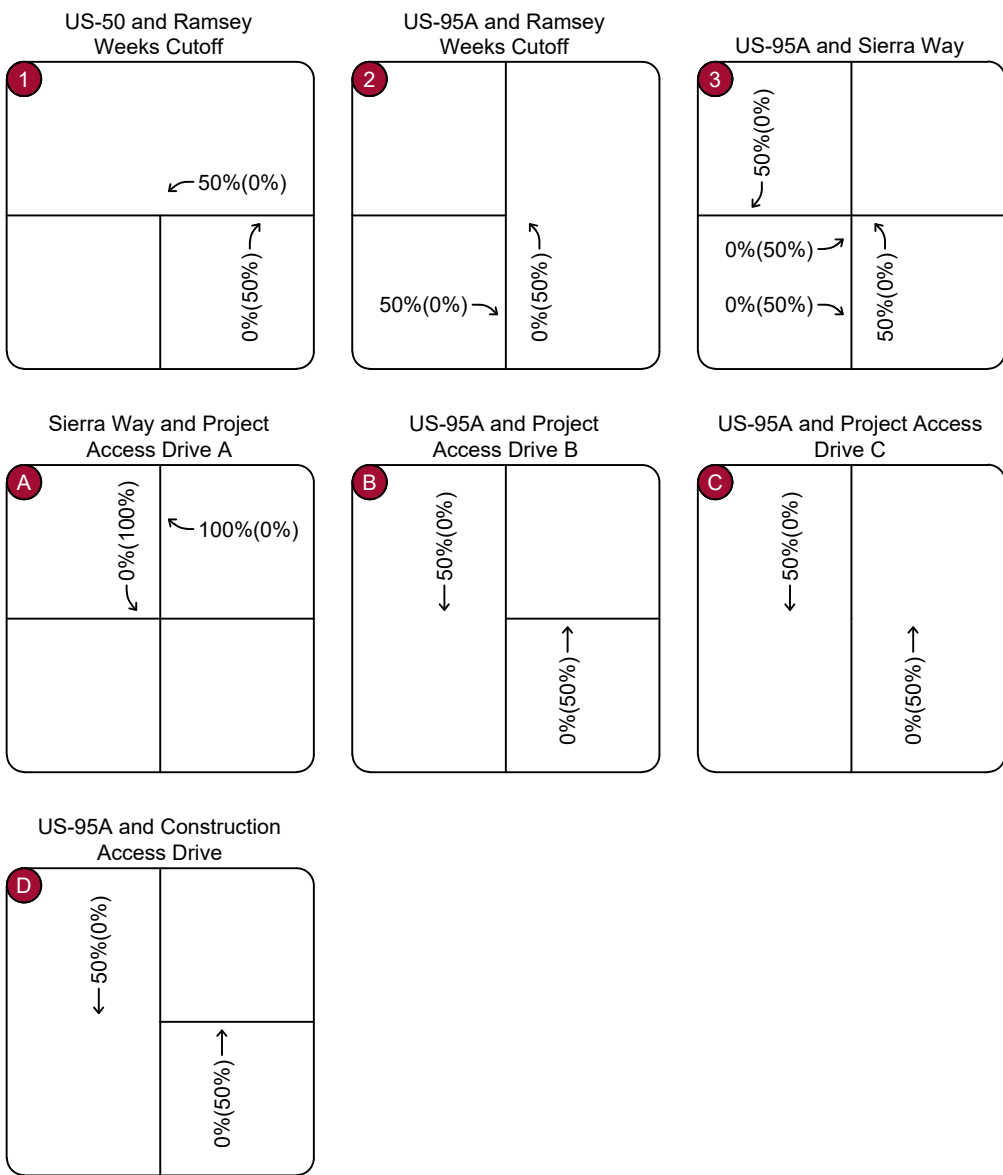
IN(OUT) Peak Hour Trip Distribution

Figure 8
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

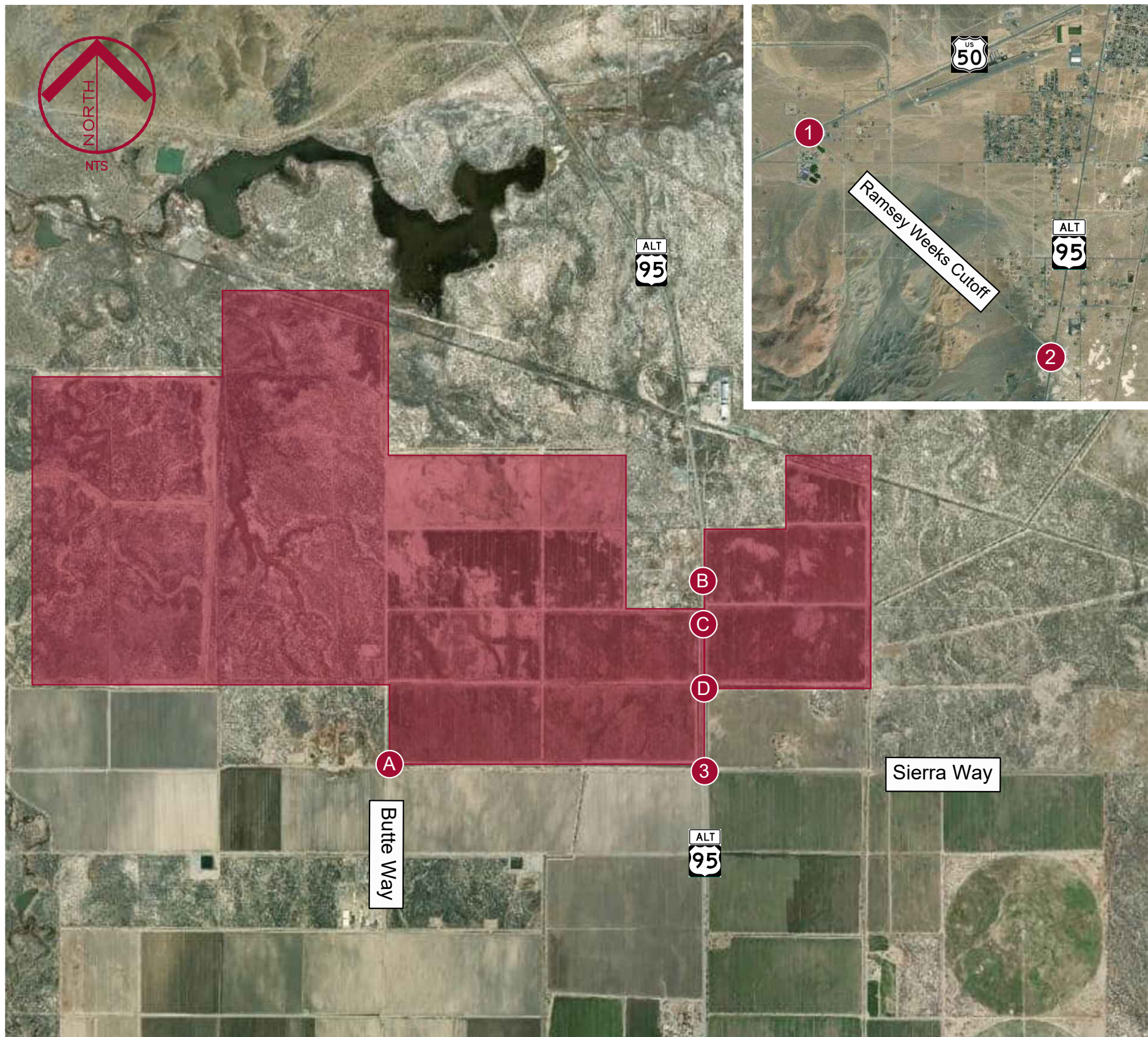
Lux Solar Traffic Impact Study **Project Trip Distribution - Typical Operations**



Legend

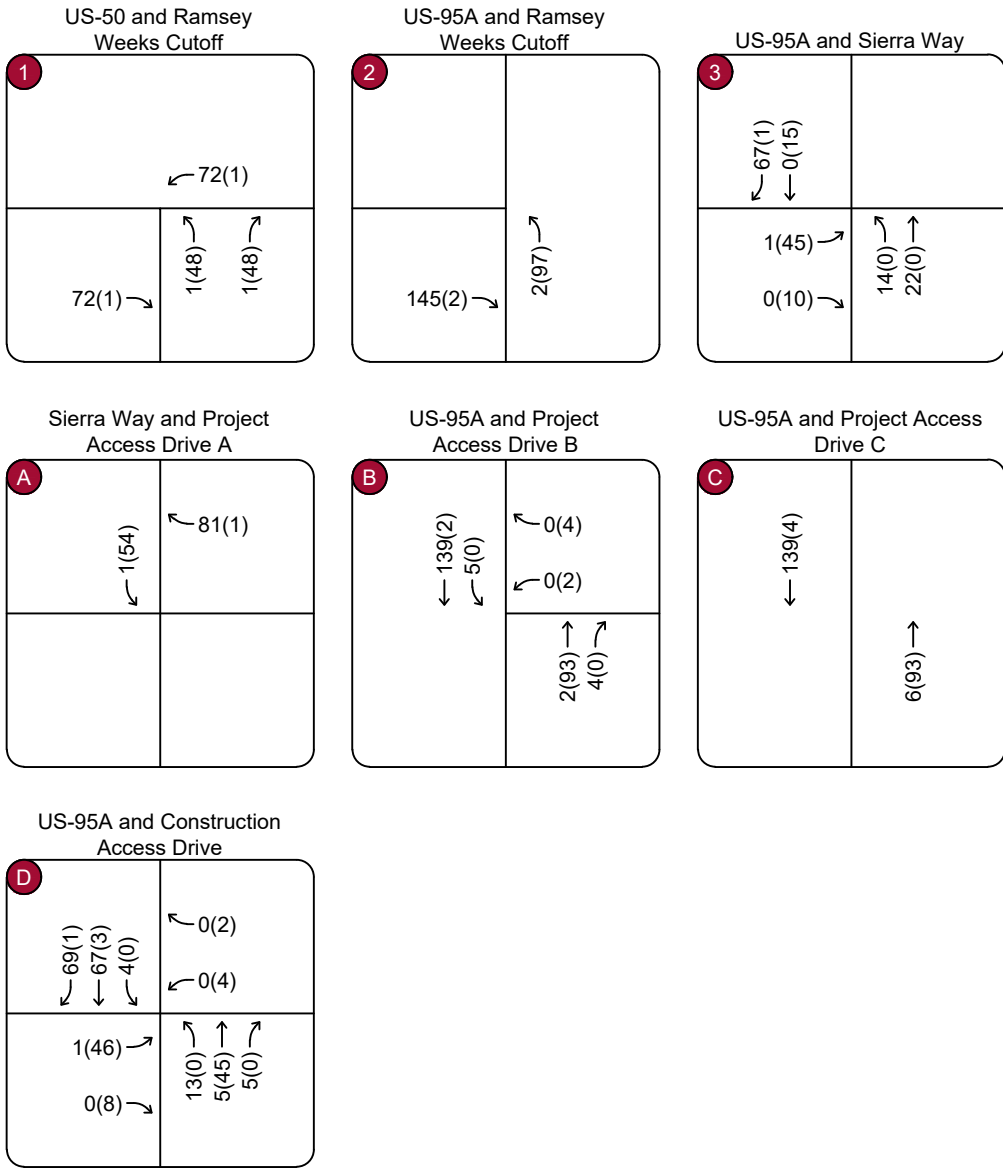
- # Study Area Key Intersection
- X Project Access Drive
- ← xx%(xx%) IN(OUT) Peak Hour Trip Distribution

Figure 9
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study **Project Traffic Assignment - Construction**



Legend

#

Study Area Key Intersection

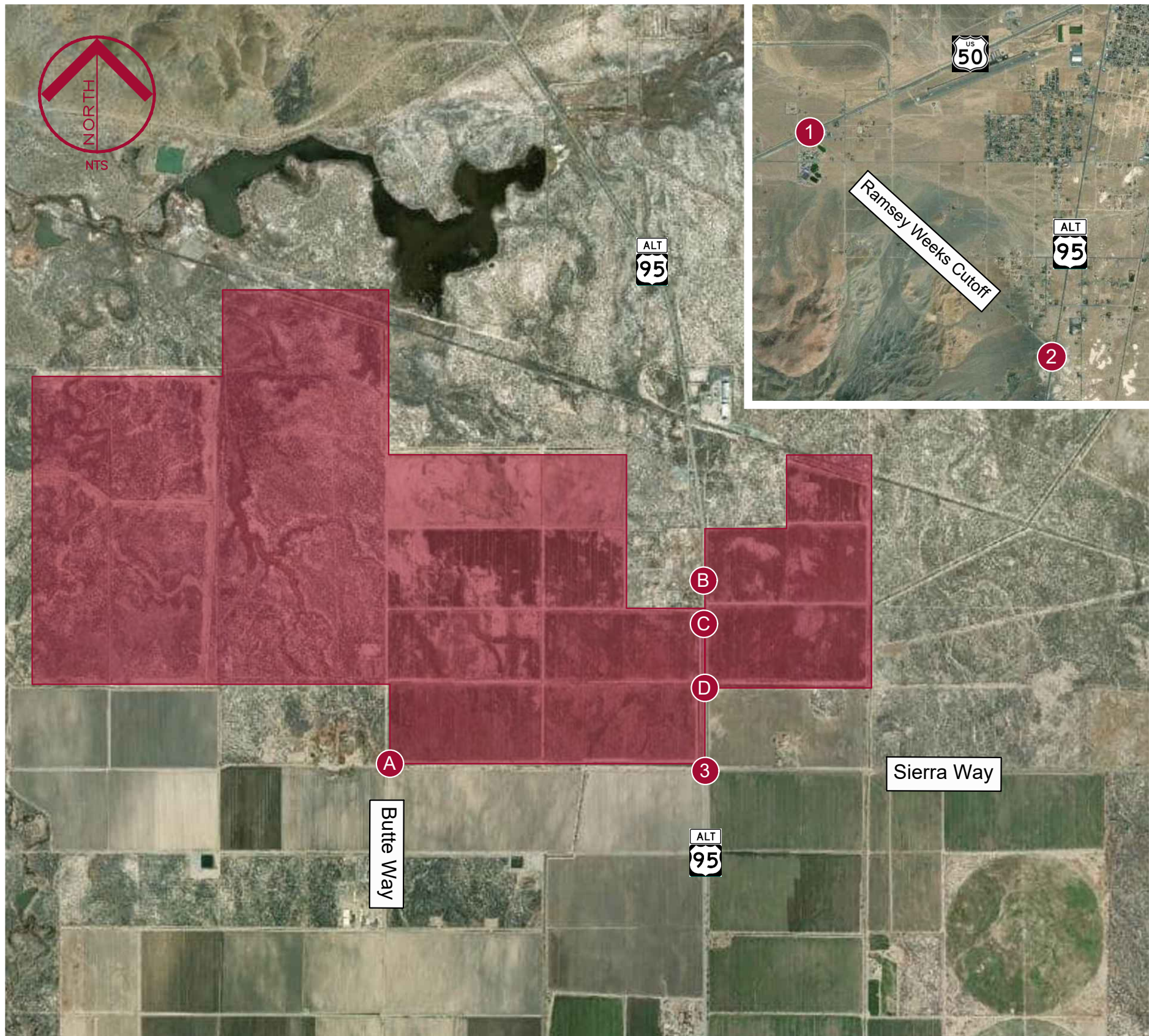
X

Project Access Drive

← xx (xx)

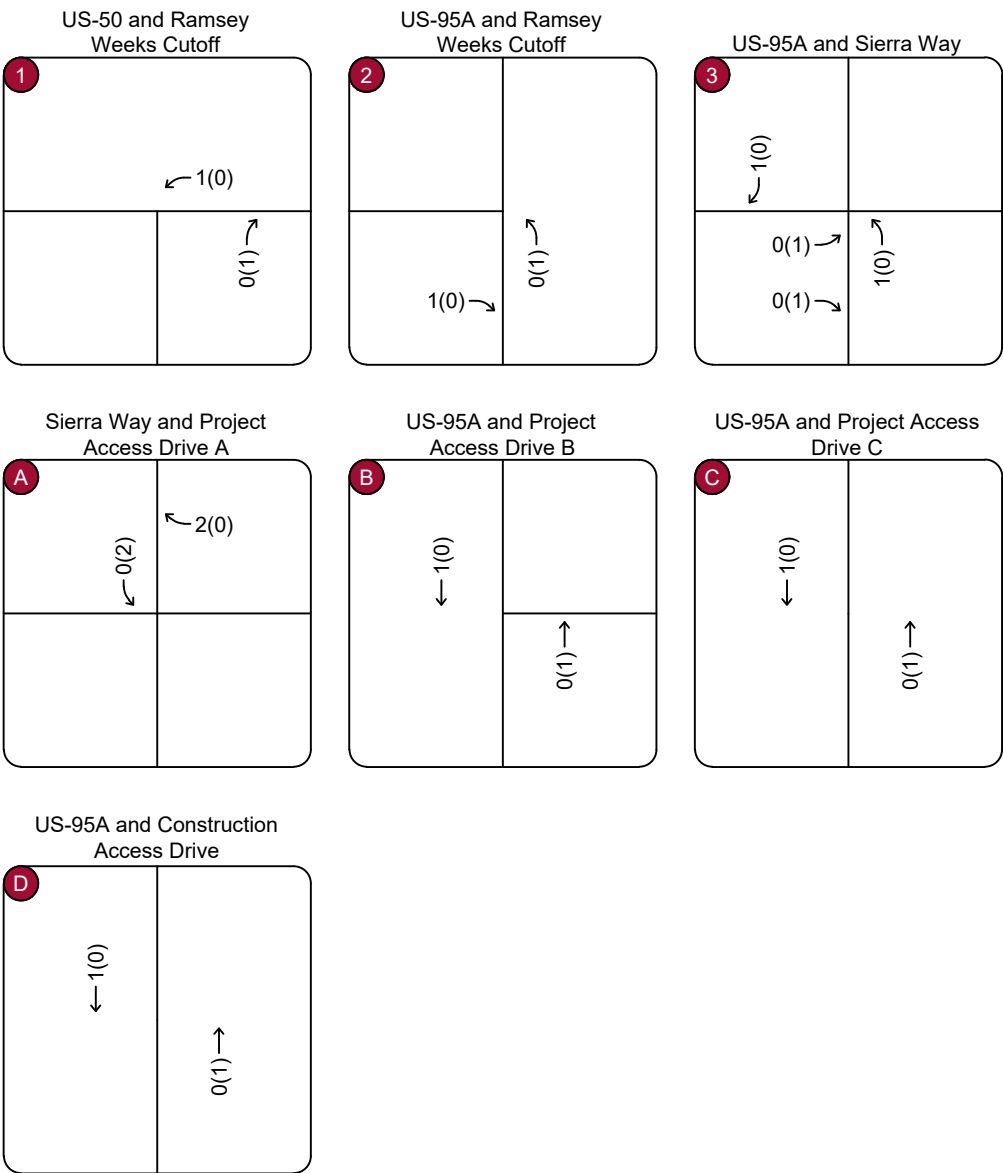
AM(PM) Peak Hour Volume

Figure 10
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study **Project Traffic Assignment - Typical Operations**



Legend

- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 11
Kimley»Horn

3.9. 2028 Background Plus Project Traffic Volumes

3.9.1. 2028 Background Plus Construction Traffic Volumes

The project generated construction traffic volumes shown in **Figure 10** were added to the 2028 background peak hour traffic volumes in **Figure 5** to represent estimated traffic conditions during project construction. The 2028 background plus construction traffic volumes for the study area intersections and project access drive are illustrated in **Figure 12**. The following trips were analyzed in these scenarios:

- Trips generated by construction of Monarch Data Center
- Trips generated by construction of Lux Solar.

3.9.2. 2028 Background Plus Project Traffic Volumes

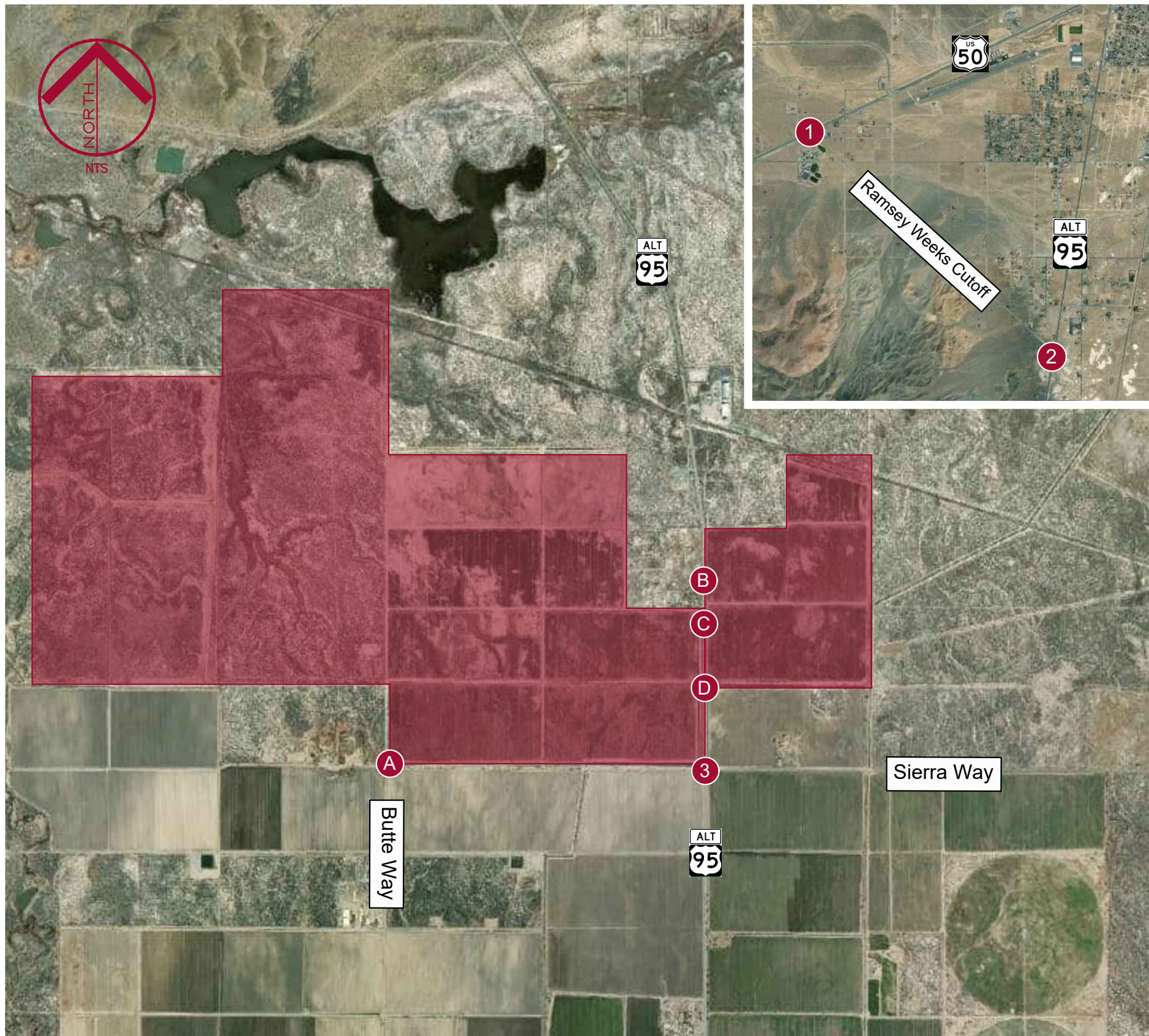
The project generated traffic volumes in **Figure 11** were added to the 2028 background traffic volumes in **Figure 5** to represent estimated traffic conditions for the project completion in 2028. The 2028 background plus project total traffic volumes for the study area intersections and project access drive are illustrated in **Figure 13**. The following trips were analyzed in these scenarios:

- Trips generated by typical operations of Monarch Data Center
- Trips generated by typical operations of Lux Solar.

3.10. 2048 Background Plus Project Traffic Volumes

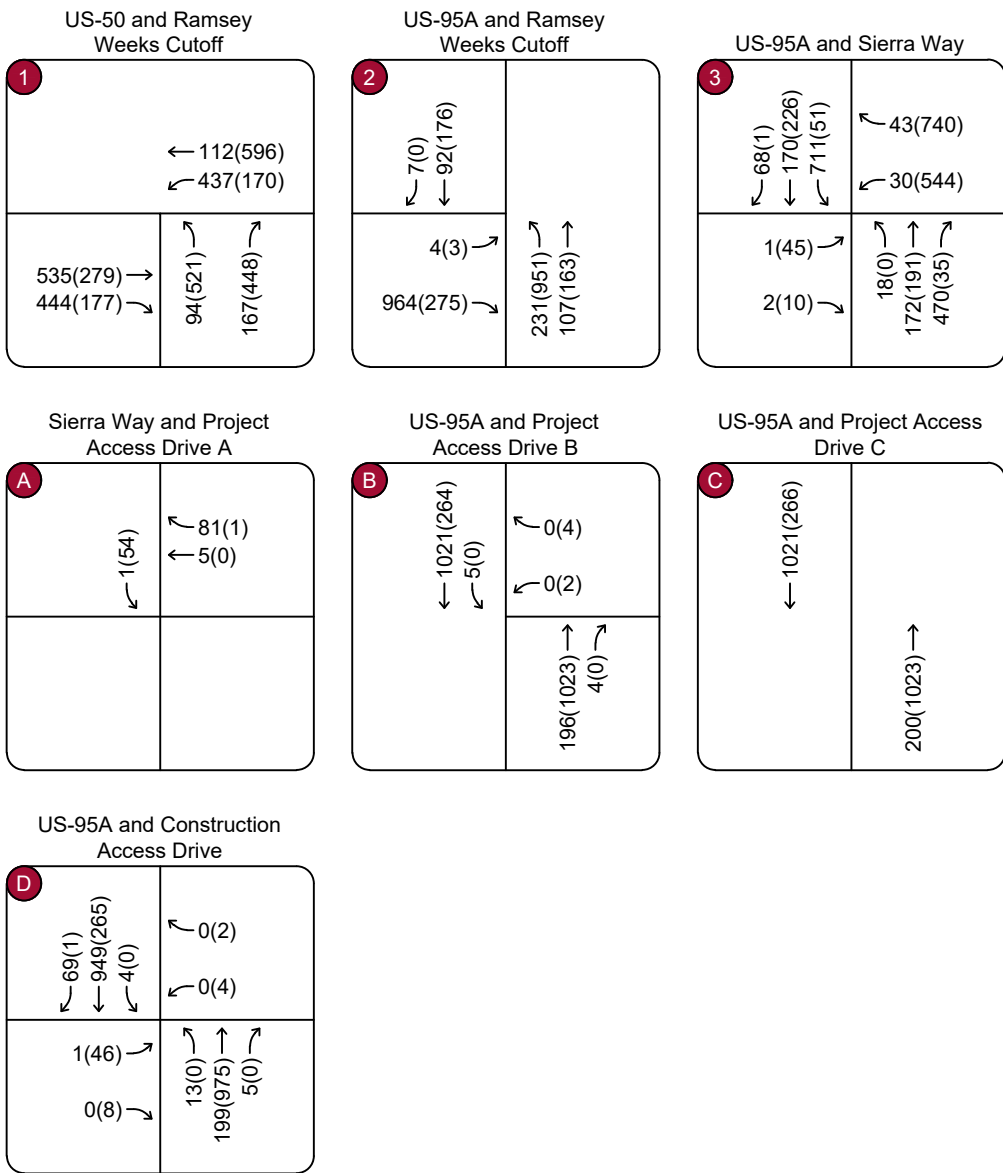
The project generated traffic volumes in **Figure 11** were added to the 2048 background traffic volumes in **Figure 7** to represent estimated traffic conditions for 2048. The 2048 background plus project total traffic volumes for the study area intersections and project access drive are illustrated in **Figure 14**. The following trips were analyzed in these scenarios:

- Trips generated by typical operations of Monarch Data Center
- Trips generated by typical operations of Lux Solar.



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study 2028 Background Plus Construction Peak Hour Traffic Volumes



Legend

#

Study Area Key Intersection

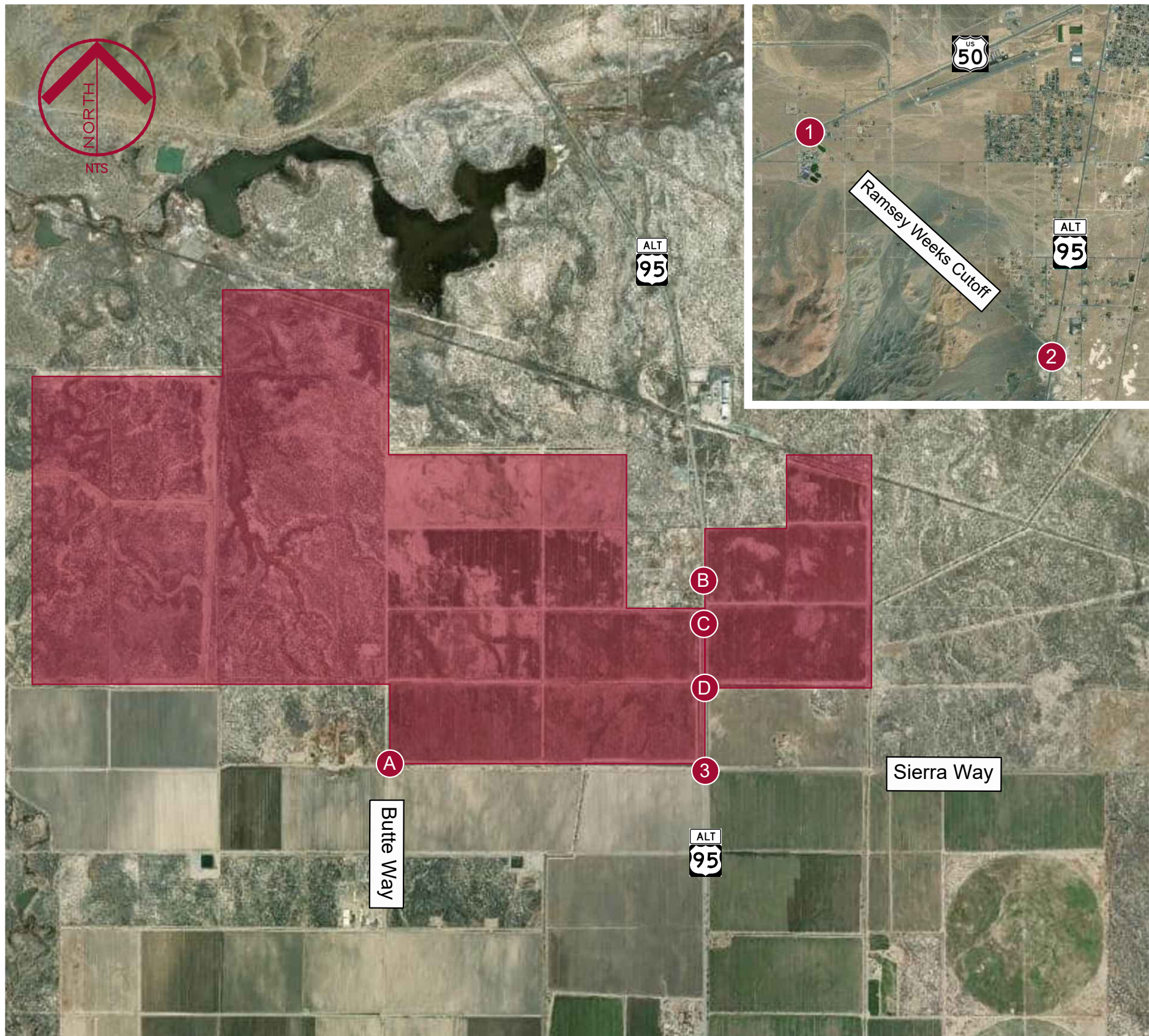
X

Project Access Drive

← xx (xx)

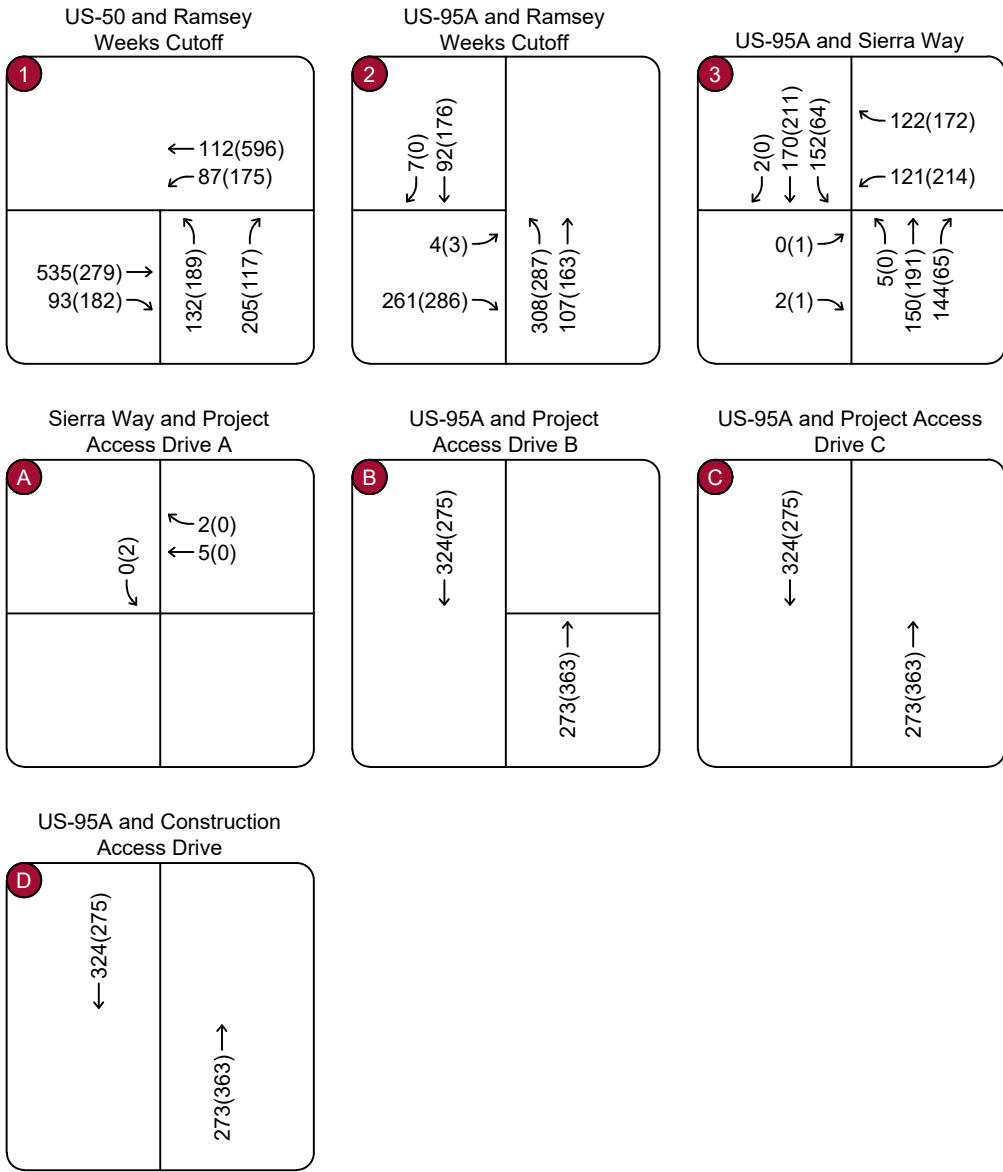
AM(PM) Peak Hour Volume

Figure 12
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

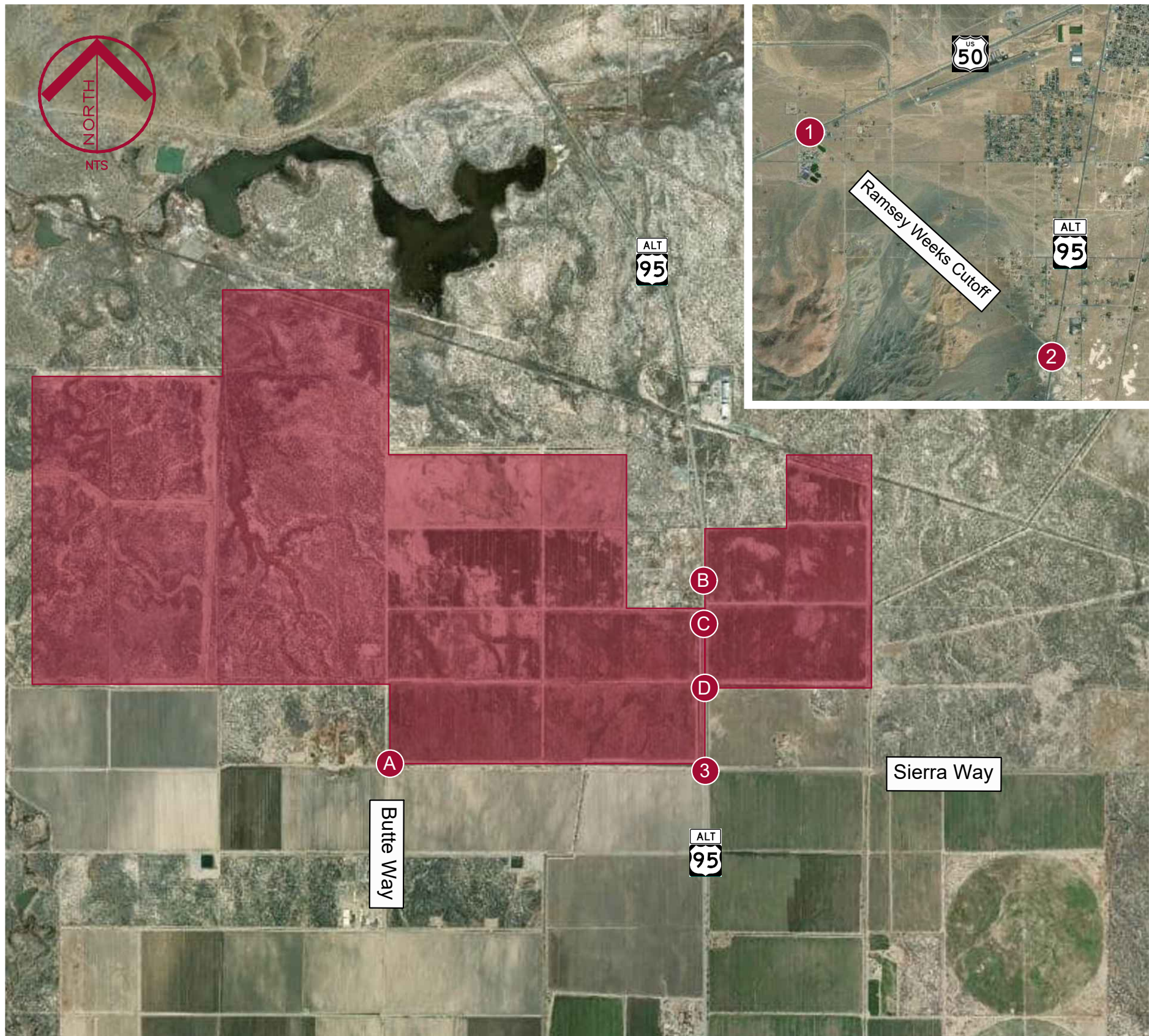
Lux Solar Traffic Impact Study **2028 Background Plus Project Peak Hour Traffic Volumes**



Legend

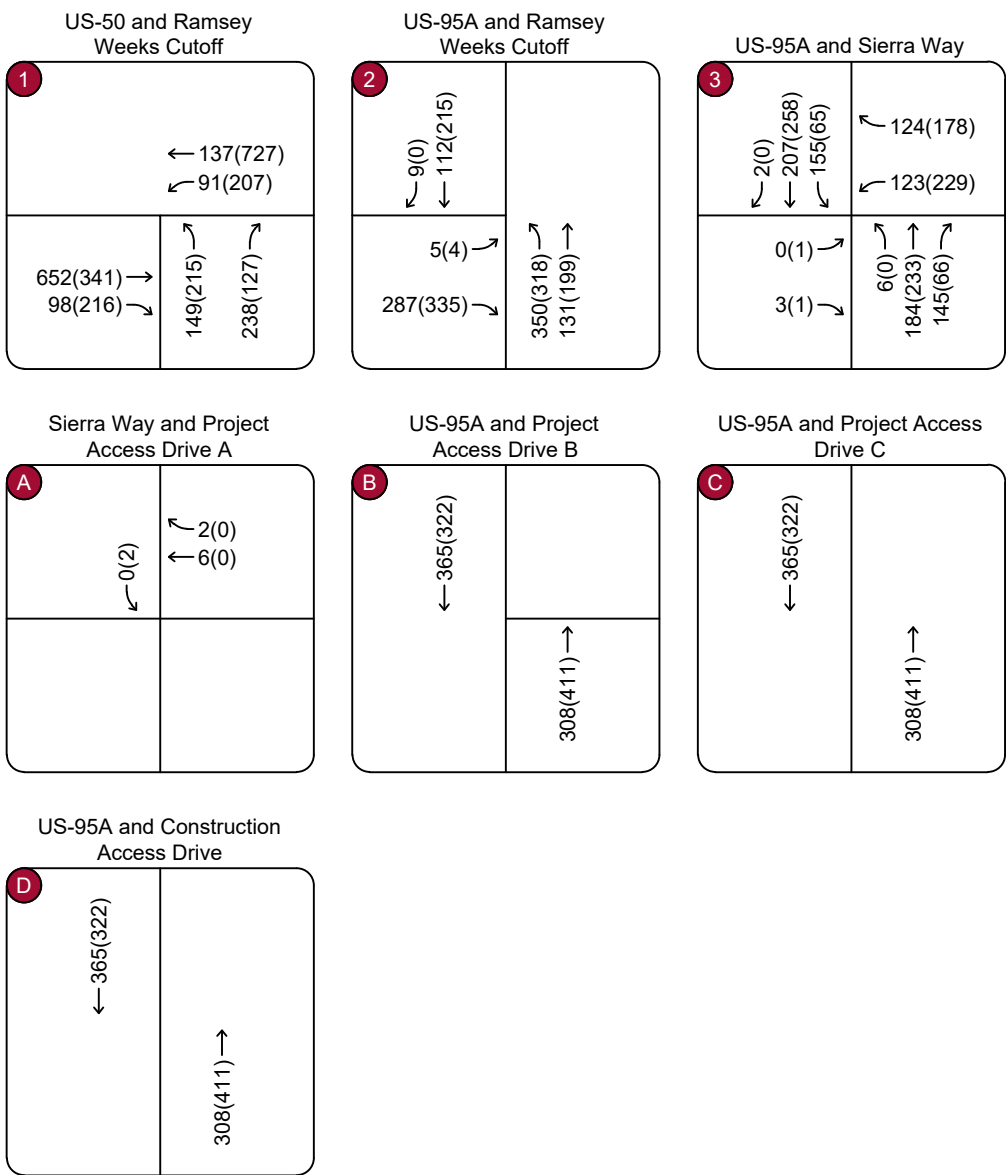
- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 13
Kimley»Horn



Source: Nearmap US, Inc. Image Date: October 2025

Lux Solar Traffic Impact Study **2048 Background Plus Project Peak Hour Traffic Volumes**



Legend

- # Study Area Key Intersection
- X Project Access Drive
- ← xx (xx) AM(PM) Peak Hour Volume

Figure 14
Kimley»Horn

4. TRAFFIC IMPACT ANALYSIS

Intersection analyses for the following scenarios were conducted at the identified key intersections to determine possible existing and/or future deficiencies in the street network:

- 2025 Existing
- 2028 Background
- 2028 Background Plus Construction
- 2028 Background Plus Project
- 2048 Background
- 2048 Background Plus Project

4.1. Analysis Methodology

The study area intersections and project access drives were analyzed using the methodologies for unsignalized intersections presented in the Transportation Research Board's "Highway Capacity Manual" 7th Edition. For the unsignalized intersections, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. **Table 4** shows the LOS criteria for intersections.

Table 4 – Level of Service Criteria

Level of Service	Four-way Stop Control Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Criteria are from the Highway Capacity Manual, 7th Edition, Transportation Research Board.

Synchro 12 was used to analyze the LOS at the study area intersection and project access drives. Synchro is an interactive computer program that enables planners and engineers to forecast the traffic impacts of new developments, conduct area-wide traffic forecasting studies, test different mitigation measures, and compare different traffic scenarios. Synchro 12 utilizes the HCM 7 methodology to analyze intersection delay and LOS.

The analysis scenarios are based on the lane configuration, intersection control, and peak-hour traffic volumes summarized in **Table 5**.

Table 5 – Scenarios

Scenario	Lane Configuration and Control	Volumes
2025 Existing	Figure 3	Figure 4
2028 Background	Figure 3	Figure 5
2028 Background Plus Construction	Figure 6	Figure 12
2028 Background Plus Project	Figure 6	Figure 13
2048 Background	Figure 6	Figure 7
2048 Background Plus Project	Figure 6	Figure 14

4.2. Key Intersection Operational Analysis

The results of the Key Intersection LOS Analysis are shown in **Table 6** for the 2025 existing, 2028 background, 2028 background plus construction, and 2028 background plus project scenarios. The 2048 background and 2048 background plus project scenarios are shown in **Table 7**. Calculations are located in **Appendix E**. The study area intersections are expected to operate at acceptable LOS except for:

- The northbound approach at US-50 and Ramsey Weeks Cutoff (#1) in the 2028 background plus construction, 2048 background, and 2048 background plus project scenarios.
- The eastbound approach at US-95A and Ramsey Weeks Cutoff (#2) in the 2028 background plus construction scenario.
- At US-95A and Sierra Way (#3):
 - The eastbound approach in the 2028 background plus construction scenario
 - The westbound approach in the 2028 background plus construction, 2048 background, and the 2048 background plus project scenarios.
 - The southbound left-turn in the 2028 background plus construction AM scenario.

It should be noted that the delay on the westbound approach at US-95A and Sierra Way (#3) is not associated with project traffic for the Lux Solar development. To mitigate unacceptable LOS in the 20-year background scenarios, NDOT should evaluate the US-95A corridor for capacity improvements in the future. Furthermore, the northbound movements at US-50 and Ramsey Weeks Cutoff (#1) are at a failing LOS is due to the construction and background trips generated from Monarch project site. NDOT should monitor the US-50 and Ramsey Weeks Cutoff (#1) intersection for capacity improvements. Improvements include adding a dedicated northbound left-turn lane and a dedicated northbound right-turn lane.

Table 6 – Existing and Buildout Key Intersection Peak Hour LOS Analysis

Intersection	2025 Existing		2028 Background		2028 Background Plus Construction		2028 Background Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
US-50 and Ramsey Weeks Cutoff (#1) High-T Intersection Northbound Westbound Left	15.2 (C) 8.8 (A)	14.4 (B) 8.8 (A)	26.3 (D) 9.6 (A)	22.1 (C) 9.1 (A)	*** (F) 27.9 (D)	*** (F) 9.0 (A)	27.9 (D) 9.6 (A)	22.1 (C) 9.1 (A)
US-95A and Ramsey Weeks Cutoff (#2) Two-Way Stop-Control Northbound Left Eastbound	8.0 (A) 10.0 (A)	8.0 (A) 11.2 (B)	8.4 (A) 11.5 (B)	8.5 (A) 12.4 (B)	8.1 (A) 143 (F)	16.1 (C) 45.2 (E)	8.4 (A) 11.5 (B)	8.5 (A) 12.4 (B)
US-95A and Sierra Way (#3) Two-Way Stop-Control Northbound Left Eastbound Westbound Left Westbound Thru/Right Westbound Southbound Left Signalized	7.8 (A) 9.4 (B) - - 10.6 (B) 7.8 (A) -	0.0 (A) 0.0 (A) - - 12.8 (B) 7.8 (A) -	7.8 (A) 9.5 (B) 28.8 (D) 10.2 (B) 19.5 (C) 8.7 (A) -	0 (A) - 29.6 (D) 10.9 (B) 21.3 (C) 8.1 (A) -	8.0 (A) *** (F) *** (F) 9.6 (A) *** (F) 38.8 (E) 54.9 (D)	0.0 (A) 0.0 (A) 292 (F) 60.9 (F) 159 (F) 8.0 (A) 18.6 (B)	7.8 (A) 9.5 (A) 29.0 (D) 10.2 (B) 19.5 (C) 8.7 (A) -	0.0 (A) 13.6 (B) 29.7 (D) 10.9 (B) 21.3 (C) 8.1 (A) -

*** Delay exceeds 300 seconds

Table 7 – 20-Year Background Key Intersection Peak Hour LOS Analysis

Intersection	2048 Background		2048 Background Plus Project	
	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
US-50 and Ramsey Weeks Cutoff (#1) High-T Intersection Northbound Westbound Left	53.4 (F) 10.3 (B)	37.3 (E) 9.8 (A)	53.6 (F) 10.3 (B)	37.4 (F) 9.8 (A)
US-95A and Ramsey Weeks Cutoff (#2) Two-Way Stop-Control Northbound Left Eastbound	8.7 (A) 12.6 (B)	8.8 (A) 14.5 (B)	8.7 (A) 12.7 (B)	8.8 (A) 14.5 (B)
US-95A and Sierra Way (#3) Two-Way Stop-Control Northbound Left Eastbound Westbound Left Westbound Through/Right Westbound Southbound Left	7.9 (A) 9.7 (A) 37.3 (E) 10.5 (B) 23.8 (C) 8.9 (A)	0.0 (A) 0.0 (A) 48.8 (E) 11.5 (B) 32.5 (C) 8.3 (A)	7.9 (A) 9.7 (A) 37.5 (E) 10.5 (B) 24.0 (C) 8.9 (A)	0.0 (A) 15.1 (C) 49.0 (E) 11.5 (B) 32.6 (D) 8.3 (A)

4.3. Access Drives Operational Analysis

The results of the Access Drives LOS Analysis are shown in **Table 8**. Calculations are located in **Appendix F**. The proposed project access drive are expected to operate at an acceptable LOS in all scenarios.

Table 8 – Access Drives Peak Hour LOS Analysis

Intersection	2028 Background Plus Construction		2028 Background Plus Project		2048 Background		2048 Background Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Sierra Way and Project Access (A)								
Two-Way Stop-Control								
Northbound	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Eastbound	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Westbound	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Southbound	8.9 (A)	8.8 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	8.6 (A)
US-95A and Project Access Drive (B)								
Two-Way Stop-Control								
Westbound	0.0 (A)	24.4 (C)	0.0 (A)	0.0 (B)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
Southbound Left	7.8 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)	0.0 (A)
US-95A and Project Access Drive(D)								
Two-Way Stop-Control								
Westbound	0.0 (A)	32.1 (D)	0.0 (A)	0.0 (A)	-	-	0.0 (A)	0.0 (A)
Eastbound	33.9 (D)	54.3 (F)	0.0 (A)	0.0 (A)	-	-	0.0 (A)	0.0 (A)
Northbound Left	11.3 (B)	0.0 (A)	0.0 (A)	0.0 (A)	-	-	0.0 (A)	0.0 (A)
Southbound Left	7.8 (A)	0.0 (A)	0.0 (A)	0.0 (A)	-	-	0.0 (A)	0.0 (A)

4.4.1. Project Access Drive Storage Bay Analysis

Left-turn storage analysis was conducted for left-turn storage bays at the project access driveways. The analysis was performed using the HCM 7 95-percent queue reported in the LOS reports located in **Appendix E**. The left turn storage bay calculations include AM and PM peak volumes. The length of the desired storage per lane was taken to be the maximum of the two peak hours. The results of the analysis are provided in **Table 9**.

Table 10 – Project Access Drive Left Turn Storage Bay Analysis Results

Intersection Left Turn Movement	Control and Storage Length	Desired Storage Per Lane		
		2028 Background Plus Construction	2028 Background Plus Project	2048 Background Plus Project
US-95A and Project Access Drive B				
<i>Two-Way Stop Control</i>				
<i>Northbound Left</i>	-	<25'	<25'	<25'
<i>Westbound Left</i>	-	<25'	<25'	<25'
US-95A and Project Access Drive D				
<i>Two-Way Stop-Control</i>				
<i>Northbound Left</i>		<25'	<25'	<25'
<i>Westbound Left</i>	-	<25'	<25'	<25'
<i>Eastbound Left</i>	-	53'	<25'	<25'

Existing Storage

Future Storage (by others)

Impacted left turn storage bays were calculated to have adequate storage to accommodate in all scenarios for the project access driveways.

4.5. Signal Warrant Analysis

Traffic control signals are used to assign the right-of-way to each direction of travel at an intersection. The determination to install a traffic control signal should be based on an engineering study of existing traffic conditions, pedestrian characteristics, and the geometry of the intersection in question.

The Manual on Uniform Traffic Control Devices for Street and Highways (MUTCD), provides a series of signal warrants that define the minimum conditions under which the installation of a traffic control signal should be considered. The installation of a traffic control signal, even when justified by existing conditions, can be improperly designed, placed, and operated, causing excessive delay, driver disregard and increases in collision frequency. The MUTCD states; "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." As such, consideration should be given, when possible, to providing alternative, less restrictive, forms of traffic control, including the installation of multi-way STOP sign control, roundabouts, and turning movement restrictions.

According to the MUTCD, a traffic signal is warranted at a given intersection if the conditions at the intersection meet at least one of the MUTCD signal warrants. For this signal warrant analysis, only the peak hour traffic was used to evaluate these intersections.

A traffic signal warrant analysis was conducted based on the expected construction scenario and buildout traffic at the intersection of US-95A and Sierra Way (#3). The results of the signal warrant analysis is summarized in **Table 11**. Detailed signal warrant evaluation results are included in **Appendix G**.

Table 11 – Temporary Signal Warrant Evaluation Results – US-95A and Sierra Way (#1)

Condition	Name	Satisfied
2028 Background plus Construction	Peak Hour Warrant	Yes

This finding supports the installation of a temporary traffic signal at US-95A and Sierra Way (#3) in the 2028 Background Plus Construction scenario. Considerations for alternative operation of a temporary traffic signal outside the expected peak hours during construction or during non-construction periods include turning the signal away from the roadway such that the intersection operates as a two-way stop-control (TWSC) intersection, or adjusting the signal such that the major roadway has a flashing yellow indication, while the minor roadway has a flashing red indication, again operating the intersection as a TWSC intersection. The temporary traffic signal is recommended to increase safety and improve traffic operations during high volume construction periods due to the high speed on US-95A.

5. NDOT ACCESS MANAGEMENT SYSTEMS AND STANDARDS

This section evaluates deceleration and acceleration lane warrants along US-95A per NDOT requirements stipulated by the Traffic Engineering Division of NDOT in the 2017 policy entitled “Access Management System and Standards” (AMSS).

5.1. Spacing Standards Analysis

Chapter 4: Design Standards and Specifications of the NDOT AMSS details design and construction standards and specifications for access to sites via major and minor roadways. Table 4-1 of the NDOT AMSS specifies access spacing for driveways based on roadway class (i.e., interstate freeways, expressways, arterials, and collectors), posted speed limits, and access scenarios (i.e., full-access or limited access). Information from Table 4-1 is summarized in **Table 12**. The functional classification for Stead Boulevard was determined according to a map on the NDOT website:

<https://www.dot.nv.gov/home/showpublisheddocument/6614/636449705184370000>

Table 12 – Summary of NDOT Access Spacing Standards for Project Site

Roadway Class	Location/Posted Speed Limit	Full-Access		Limited Access	
		Signalized Intersection Uniform Spacing	Unsignalized Intersection/Roundabout Minimum Spacing	Left-in/Right-in/Right-out only Minimum Spacing	Right-in/Right-out only Minimum Spacing
4: Minor Arterials	60 mph	2,640'	1,320'	660'	350' – 600'

Source: Nevada Department of Transportation Access Management System and Standards, 2017 Edition

US-95A is functionally classified as a “minor arterial” with a posted speed limit of 60 miles per hour adjacent to the project site. According to **Table 12**, 1,640' feet is required between any two adjacent accesses for an unsignalized full access driveway, 1,320' feet between any two adjacent accesses for a left-in/right-in/right-out only driveway, and 800' feet between any right-in/right-out only driveway. Based on the minimum spacing requirements, the proposed Project Access Drive D and Project Access Drive B along US-95A satisfies the minimum spacing requirements for unsignalized full access spacing.

Driveway throat width and curb radius should be designed to the standards outlined in Table 4-28 and 4-29 of the NDOT AMSS. Considerations should be made for heavy vehicles that will ingress and egress project access driveways during the 2028 background plus construction phase. During the 2028 background plus project phase, no heavy vehicles are anticipated to ingress and egress the site.

5.2. Deceleration Lanes

Deceleration lane warrants were evaluated where project traffic is expected to impact the road network. Left turn deceleration warrants were evaluated using Table 4-13 of the AMSS (included in **Appendix H**). Right turn deceleration warrants were evaluated using Table 4-17 of the AMSS (included in **Appendix H**). Deceleration lane warrants were evaluated for the 2028 and 2048 background plus project scenarios and the 2028 background plus construction scenario. A summary of the auxiliary lane analysis is provided in **Table 13**.

Table 13 – Summary of NDOT AMSS Auxiliary Deceleration Lane Analysis

Intersection	Scenario	Movement	Auxiliary Left-Turn Lane	Auxiliary Right-Turn Lane
US-95A and Project Access Drive B	2028 and 2048 Background Plus Project	Southbound to Eastbound	May be Required	May be Required
	2028 Background Plus Construction	Southbound to Eastbound	Required	May be Required
US-95A and Project Access Drive D	2028 and 2048 Background Plus Project	Northbound to Westbound	May be Required	May be Required
		Southbound to Eastbound	May be Required	May be Required
	2028 Background Plus Construction	Northbound to Westbound	Required	Required
		Southbound to Eastbound	May be Required	Required
US-95A and Sierra Way	2028 and 2048 Background Plus Project	Northbound to Westbound	Required	May be Required
	2028 Background Plus Construction	Northbound to Westbound	Required	Required

It should be noted that the operations of a solar field are minimal and are not expected to pose a significant safety risk on the US 95A corridor. Additionally, the vehicle type accessing the site during the operations phase is anticipated to be predominantly passenger vehicles and would not impose any additional risk that heavy vehicles may impose. During the construction phase of the project, intermittent heavy-vehicle traffic will access the site at the proposed project access drives. However, construction-related traffic is temporary in nature and does not warrant the construction of auxiliary deceleration lanes where operation-related traffic does not meet the applicable warrant criteria.

Project Access Drive B is anticipated to serve minimal operational and construction phase project trips. As such, no auxiliary deceleration lanes are recommended at Project Access Drive B. The west leg of Project Access Drive D is anticipated to serve significant construction phase traffic originating from the north. As such, a southbound to westbound right-turn lane is recommended to be constructed. US-95A and Sierra Way (#3) is anticipated to serve as the project's main entry point, a northbound to westbound left-turn lane and a southbound to westbound right-turn lane are recommended to be constructed for the safety of traffic during the operations phase.

5.2.1. Auxiliary Left-Turn Lane Warrants

Based on Table 4-13 (summarized in **Table 14**) in the AMSS, as the speed limit on US-95A is 60 mph, there are five turning vehicles expected to make a northbound to westbound left turn from US-95A onto Sierra Way. Since there are 150 vehicles in the adjacent through lane, **a left turn lane is required**. Design shall comply with standards outlined in the NDOT AMSS.

During the construction phase, there are five turning vehicles expected to make a southbound to eastbound left turn from US-95A onto Project Access Drive B and 1,021 in the adjacent through lane. **A left turn lane is required.** During the construction phase, there are less than five turning vehicles expected to make a southbound to eastbound left turn from US-95A onto Project Access Drive D. **A left turn lane may be required.** During the construction phase, there are 13 turning vehicles anticipated to make a northbound to westbound left turn from US-95A onto Project Access Drive D and 199 vehicles in the adjacent through lane. **A left-turn lane is required.** During the construction phase, there 18 turning vehicles expected to make a northbound to westbound left turn from US-95A onto Sierra Way and 172 in the adjacent through lane. **A left turn lane is required.** Design shall comply with standards outlined in the NDOT AMSS.

Table 14 – Summary of NDOT AMSS Table 4-13: Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas

Turning Volume	Minimum Direction in the Through Lane			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≥ 60 mph
<5	Not Required	May be Required	May be Required	May be Required
5	400	220	120	60
10	240	140	80	40
13*	192	116	68	Required
15	160	100	60	Required
18*	112	76	Required	Required
20	120	80	Required	Required

Source: Nevada Department of Transportation Access Management System and Standards, 2017 Edition

*Values for the minimum direction in the through lane obtained via linear interpolation

5.2.2. Auxiliary Right-Turn Lane Warrants

Based on Table 4-17 (summarized in **Table 15**) in the AMSS, as the speed limit on US-95A is 60 mph, there are less than five turning vehicles expected to make a southbound to westbound right turn from US-95A onto Sierra Way (#3) during the 2028 background plus project and 2048 background plus project scenarios. **A right turn lane may be required** during the operational phase.

During the construction phase, less than five vehicles are anticipated to make a northbound to eastbound right turn from US-95A onto Project Access B. **A right turn lane may be required.** During the construction phase, 69 vehicles are anticipated to make a southbound to westbound right turn from US-95A onto Project Access D. **A right turn lane is required.** During the construction phase, there are five vehicles anticipated to make a northbound to eastbound right turn from US-95A onto Project Access D and 199 vehicles in the adjacent through lane. **A right-turn lane is required.** During the construction phase 68 vehicles are anticipated to make a southbound to westbound right turn from US-95A on Sierra Way (#3). **A right turn lane is required.** Design shall comply with standards outlined in the NDOT AMSS.

Table 15 – Summary of NDOT AMSS Table 4-17: Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas

Turning Volume	Minimum Direction in the Through Lane			
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≥ 60 mph
<5	Not Required	May be Required	May be Required	May be Required
5	800	460	270	160
≥ 31	Required	Required	Required	Required

Source: Nevada Department of Transportation Access Management System and Standards, 2017 Edition

5.3. Acceleration Lanes

Acceleration lane warrants were evaluated in the study area where project traffic is expected to impact the road network. Acceleration lanes are warranted on high speed (greater than 45 mph) and high volume (greater than 10,000 vehicles per day) roadways.

As US-95A has an AADT lower than 10,000 vehicles per day (5,550 vehicles per day per NDOT TRINA), and the LOS reported in **Table 8** and the 95th percentile queues reported in **Table 10** indicate that there are sufficient gaps for vehicles to enter US-95A from the project access driveways, **acceleration lanes are not warranted for this project.**

6. CRASH DATA SUMMARY

Crash data was requested for the three existing study intersections from the NDOT Safety Engineering Division for the most recently available five-year period (January 2019 - December 2023). The crash data for the study intersections is summarized in **Table 16**.

Table 16 – Crash Data Summary

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
US-50 and Ramsey Weeks Cutoff (#1)	24 (63%)	10 (42%)	14 (58%)	0 (0%)
US-95A and Ramsey Weeks Cutoff (#2)	11 (29%)	6 (55%)	5 (45%)	0 (0%)
US-95A and Sierra Way (#3)	3 (8%)	2 (67%)	1 (33%)	0 (0%)
Total	38 (100%)	18 (47%)	20 (53%)	0 (0%)

A total of thirty-eight crashes were recorded at the study intersections in the most recently available five-year period. Out of the thirty-eight crashes, eighteen crashes were property damage only crashes (47%), and twenty crashes were an injury crash (53%). No fatal crashes were reported for the three existing study intersections.

7. RECOMMENDATIONS

The proposed Lux Solar traffic is anticipated to be accommodated on the surrounding street network expected to exist in the background year of 2028 and results in the following recommendations:

- The developer is recommended to install an R1-1 “STOP” sign with appropriate pavement markings for egress onto Sierra Way and onto US-95A at the proposed full-access driveways.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the Lyon County and NDOT Standards as well as the current MUTCD, as applicable.
- It is recommended that the developer not pursue Project Access Drive C in order to comply with NDOT AMSS policies to maintain full unsignalized access at Project Access Drive B and Project Access Drive D.
- It is recommended that Project Access Drive B tie in with the existing unpaved residential driveway 3,250 feet north of Sierra Way.
- It is recommended that the existing intersection at Project Access Drive D be improved to include the following:
 - A southbound right turn deceleration lane.
- In order to comply with NDOT AMSS, the developer is recommended to install a southbound right turn deceleration lane at the intersection of US-95A and Sierra Way (#3).
- In order to comply with NDOT AMSS, the developer is recommended to install a northbound left turn deceleration lane at the intersection of US-95A and Sierra Way (#3).
- It is recommended that NDOT continues to monitor traffic volumes US-50 and Ramsey Weeks Cutoff (#1) in the 20-year horizon.
- In the event peak construction for this project occurs concurrently with peak construction for the Monarch Data Center project, it is recommended that Lyon County work with the NDOT to identify additional temporary mitigation as necessary at the intersections of:
 - US-50 and Ramsey Weeks Cutoff (#1)
 - US-95A and Ramsey Weeks Cutoff (#2)

To:	Amy Shanahan Director, Development Ørsted Onshore North America	From:	Meghan Cronin, PE Alexandra Oran Lynda Manden Reno, NV
Project/File:	203723857	Date:	November 14, 2025

Reference: Lux Solar Center Expansion Area Drainage Memo

Stantec is pleased to provide this memo evaluating the drainage at the expansion area of the Lux Solar Center (Project) located in Lyon County, Nevada. This memo serves as a desktop review of existing information about the Project site drainage area and features.

The proposed Lux Solar Center is a 125 MW solar farm array and 125 MW BESS energy center located in Lyon County, NV. Facilities are expected to include photovoltaic (PV) panels comprising the solar array, battery energy storage containers, collector substation adjacent to the planned point of connection, associated cabling and infrastructure, and access roads, as needed. The expansion area (Project), the subject of this memo, is located on the western end of the Solar Center and covers 280 acres of the total site.

1 Existing Project Site

The proposed Project site is located on private land and is currently undeveloped. The Project site can be accessed via State Road 95 Alternate and Sierra Way. It is located within the United States Geological Survey (USGS) Wabuska, NV 7.5-minute topographic quadrangle, in the Mt. Diablo Meridian, and crosses Public Land Survey System township 15N, range 25E, and sections 22 and 29 (Figure 1).

1.1 Area Topography

The Project site is located north of Yerington, Nevada, in the Mason Valley, to the west of the Walker River. The elevation of the study area is approximately 4,320 feet. The existing topography of the site is relatively flat, as shown in Figure 2.



Legend
 Project Area

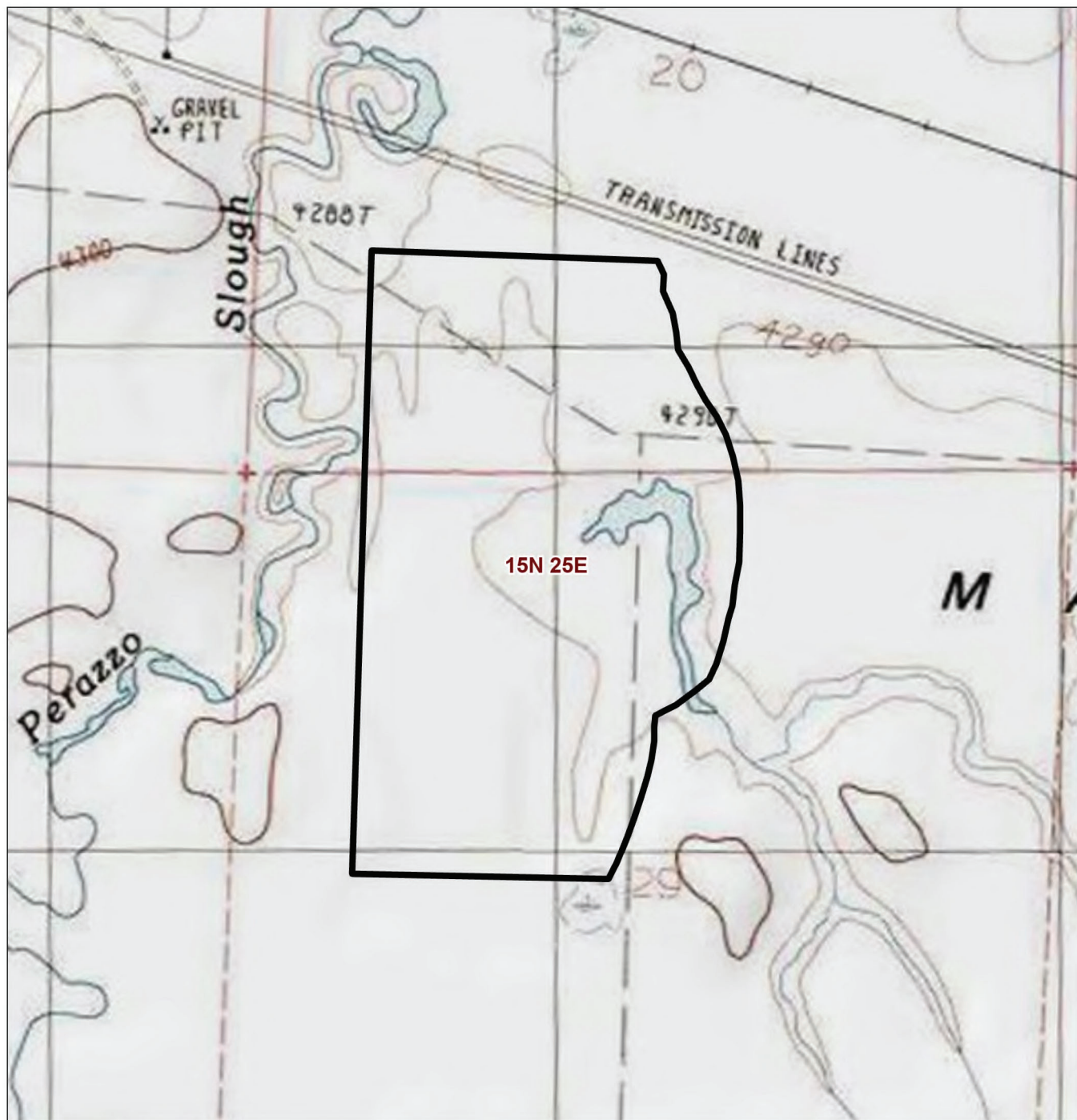
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 (At original document size of 8.5x11)
 1 inch = 1,000 Feet



Project Location Lyon County, NV
Client/Project Orsted North America, Inc.
 Lux CIA Additional Services
 Prepared by JB on 11/14/2025
 TR by LM on 11/14/2025
 IR by xx on 11/14/2025
 203723857

Figure No.
1
Title
Project Site

Notes
 1. Coordinate System: NAD 1983 UTM Zone 11N
 2. Data Sources: USGS, Stantec, Orsted
 3. Background: Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS



Legend

 Project Area

0 500 1,000 Feet
(At original document size of 8.5x11)
1 inch = 1,000 Feet



Project Location Prepared by JB on 11/14/2025
Lyon County, NV TR by LM on 11/14/2025
Client/Project IR by xx on 11/14/2025
Orsted North America, Inc.
Lux CIA Additional Services
203723857

Figure No.

2

Title

Topography

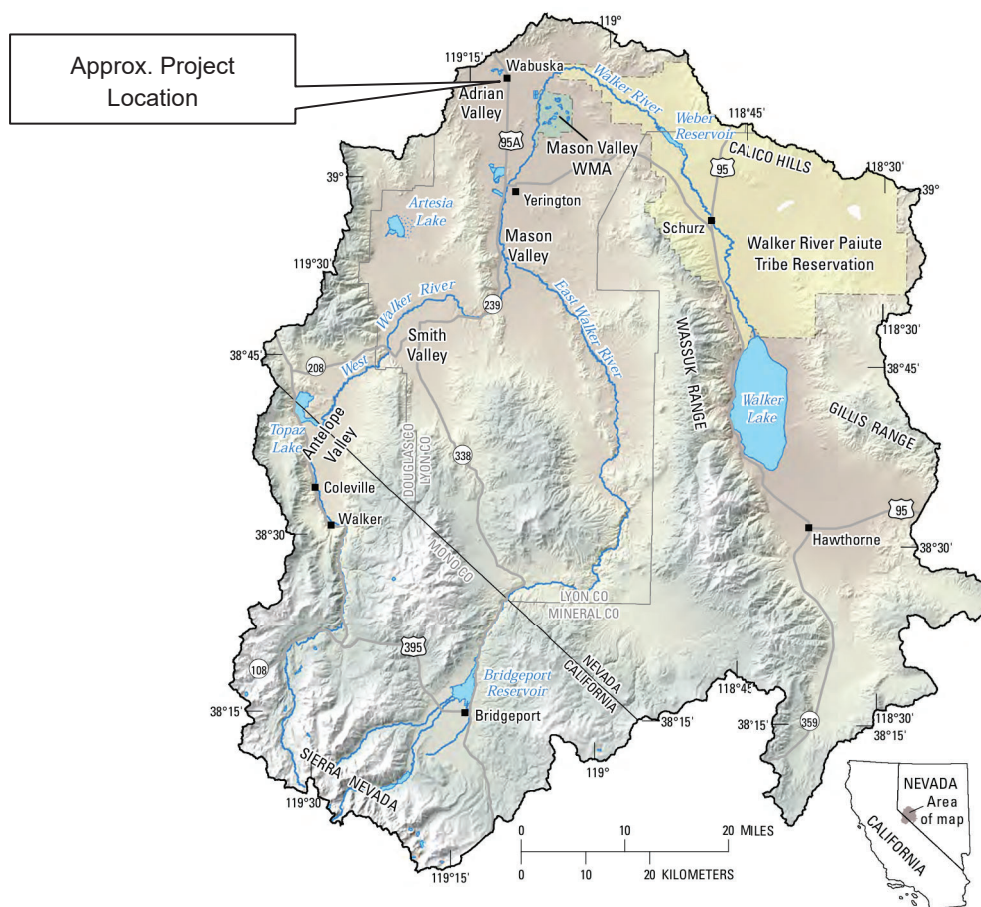
Notes

1. Coordinate System: NAD 1983 UTM Zone 11N
2. Data Sources: USGS, Stantec, Orsted
3. Background Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Copyright: © 2013 National Geographic Society, i-cubed, Esri, USGS

Reference: Lux Solar Center Expansion Area Drainage Memo

1.2 Watershed

The Project site is located within the Walker River Watershed (Image 1) in the Mason Valley hydrographic basin (HA 108), identified by hydrologic unit code (HUC) 160503030104, which flows to the Walker River. The headwaters of the Walker River originate in the Sierra Nevada as the East Walker River and the West Walker River, which converge south of the Project site near Yerington, flowing north through the Mason Valley near the Project site. East of the Project site, the Walker River then turns to flow south to terminate into Walker Lake to the southeast of the Project site (USGS, 2025). The most prominent surface water feature in the Project vicinity is the unnamed intermittent lake historically associated with the Wabuska Hot Springs and precipitation runoff (Stantec, 2025a) located northeast of the Project area.



Base from U.S. Geological Survey digital data, 2015.
 Roads from U.S. Census Bureau TIGER/Line digital data, 2015.
 Shaded-relief base from 10-meter National Elevation Data, 2015;
 sun-illumination from northwest at 45 degrees above horizon.
 Walker Lake average lake altitude of 3937.5 ft for November 2006.
 Universal Transverse Mercator projection, Zone 11
 North American Datum of 1983

Image 1. Walker River Watershed. Source: USGS (Public domain.)

Reference: Lux Solar Center Expansion Area Drainage Memo

1.3 Climate

The closest weather station in a similar geographic setting to the survey area with historic and current climatic data is Yerington, Nevada, south of the Project site. The climate is categorized as arid with an annual rainfall of 4.58 inches. Temperatures range from highs over 90 degrees Fahrenheit in the summer to mild lows below 30 degrees during the winter (NOAA, 2021).

1.4 Existing Drainage Features

Based on site reconnaissance of the entire Lux Solar Center site conducted in late July and early August 2025 as a part of the Phase I ESA, stormwater on site flows south-southwest and is collected by existing drainage ditches excavated as a part of the agricultural use of the property located throughout the larger property (Stantec, 2025b); however, these drainage ditches occur outside the Project area (Figure 3).

An aquatic resources study was conducted for the entire Lux Solar Center site in September 2025. One seasonal, isolated pond was identified within the Project area (Figure 3) (Stantec, 2025a).

1.5 Floodplain

The Federal Emergency Management Agency (FEMA) produces Flood Insurance Studies (FIS) that evaluate flood risk to properties across the United States. As a part of the FIS, FEMA also maintains flood insurance rate map (FIRM) panels to show flood risk using Special Flood Hazard Areas (SFHA). The Project falls within the Lyon County FIRM panel number 32019C0550E (provided in Appendix A), effective as of January 16, 2009. There are no recorded letters of map revisions (LOMRs) or letters of map amendments (LOMAs) to the FIRM panel as of the date of this memo (FEMA, 2025).

Based on the published FIRM panel number 32019C0550E, there is a regulated SFHA Zone A, or 1 percent annual chance (also known as 100-year) floodplain without a base flood elevation (BFE) on a portion of the property. With a mapped Zone A, flooding on this site can be anticipated to be a minimum one-foot depth with a 1 percent Annual Chance flood. The entire proposed Project area falls within this floodplain (Figure 4).

Floodplain management is administered locally through floodplain administrators, who evaluate and approve changes to FIRM panels based on local floodplain management regulations. Lyon County serves as the FEMA Floodplain Administrator for this Project site. Since the proposed site improvements are within the limits of the existing mapped Zone A, the County requires flood modeling of the site to determine whether flood conditions have changed both to the site and/ or to adjacent upstream and downstream properties. Using the results of the model, a Floodplain Development Permit Application will be required. If the modeling results show changes to the existing mapped flood condition, a Conditional Letter of Map Revision (CLOMR) will be required for this Project. Flood modeling will be performed during the design phase of this Project, and impacts will be assessed after the modeling is completed.



Legend

- Project Area
- Solar Array
- Drainage Features
 - Pond (Seasonal)
 - Ditch

0 500 1,000 Feet
(At original document size of 8.5x11)
1 inch = 1,000 Feet



Project Location Lyon County, NV
Client/Project Orsted North America, Inc.
 Lux CIA Additional Services

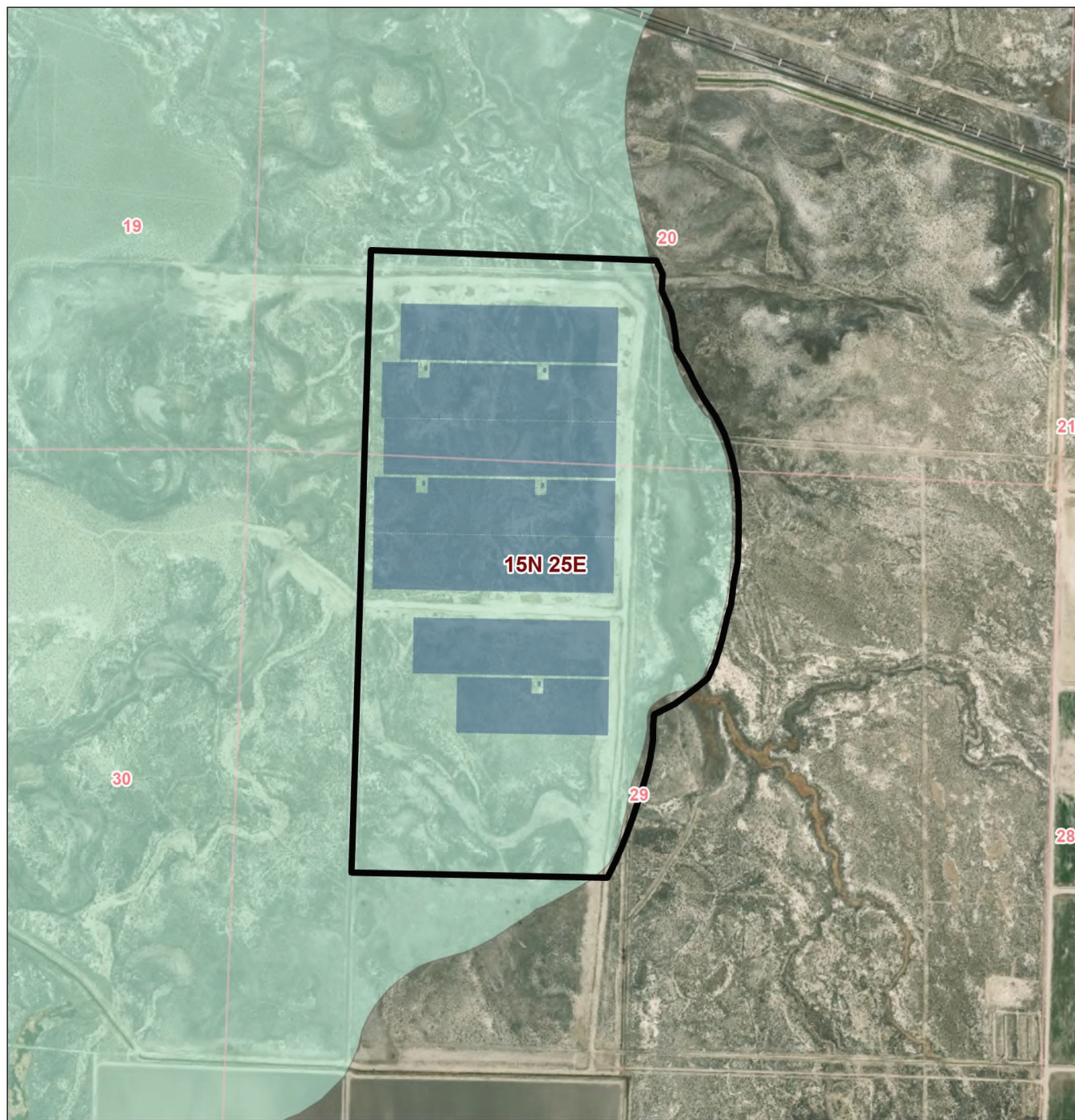
Prepared by JB on 11/14/2025
 TR by LM on 11/14/2025
 IR by xx on 11/14/2025
 203723857

Figure No.

3

Title
Existing Drainage Features

Notes
 1. Coordinate System: NAD 1983 UTM Zone 11N
 2. Data Sources: USGS, Stantec, Orsted
 3. Background: Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS



Notes
 1. Coordinate System: NAD 1983 UTM Zone 11N
 2. Data Sources: USGS, Stantec, Orsted
 3. Background: Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS

Legend

- Project Area
- Solar Array
- FEMA Special Flood Hazard Area Zone A

0 500 1,000 Feet
 (At original document size of 8.5x11)
 1 inch = 1,000 Feet



Project Location Lyon County, NV
Client/Project Orsted North America, Inc.
 Lux CIA Additional Services
 Prepared by JB on 11/14/2025
 TR by LM on 11/14/2025
 IR by xx on 11/14/2025
 203723857

Figure No.

4

Title

Floodplain

Reference: Lux Solar Center Expansion Area Drainage Memo

2 Project Proposed Improvements

The Project includes the installation of PV solar arrays within a 280-acre area on the property. The proposed impervious areas will be limited to pile foundations, equipment pads, and access roads. Minimal ground disturbance is anticipated due to driven pile foundations and grading will be limited to areas required for equipment pads and access roads. The exact locations of improvement areas will be detailed in later design. Figure 4 shows the proposed site improvements with the existing FEMA SFHA Zone A.

3 Disclaimer

The conclusions in this Memo are Stantec's professional opinion, as of the time of the Memo, and concerning the scope described in the Memo. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Memo relates solely to the specific project for which Stantec was retained and the stated purpose for which the Memo was prepared.

Reference: Lux Solar Center Expansion Area Drainage Memo

4 References

FEMA Map Service Center. (2025, November 13). *National Flood Hazard Layer Viewer*. Retrieved from FEMA Map Service Center: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-119.22084181727944,39.13478736221345,-119.20007079066812,39.14310883532429>

NOAA. (2021). *U.S. Climate Normals Quick Access*. Retrieved from NOAA National Centers for Environmental Information: <https://www.ncei.noaa.gov/access/us-climate-normals/#dataset=normals-annualseasonal&timeframe=30&location=NV&station=USC00269229>

Stantec. (2025a). *Lux Aquatic Resources Delineation Report*. Reno, NV.

Stantec. (2025b). *Phase I Environmental Site Assessment Report*. Reno, NV.

USGS. (2025, April 2). *Science in the Walker River Basin*. Retrieved from USGS: <https://www.usgs.gov/centers/nevada-water-science-center/science/science-walker-river-basin>

Reference: Lux Solar Center Expansion Area Drainage Memo

Best regards,

Stantec Consulting Services Inc.

Meghan Cronin

Contact Info:
meghan.cronin@stantec.com
Date: 2025.11.14
15:17:29-08'00'

Lynda Manden

Meghan Cronin PE
Principal Civil Engineer
Phone: (775) 398-1221
meghan.cronin@stantec.com

stantec.com

Lynda Manden
Project Manager
Phone: (775) 413-4025
lynda.manden@stantec.com

Attachment: Appendix A – National Flood Hazard Layer FIRMette

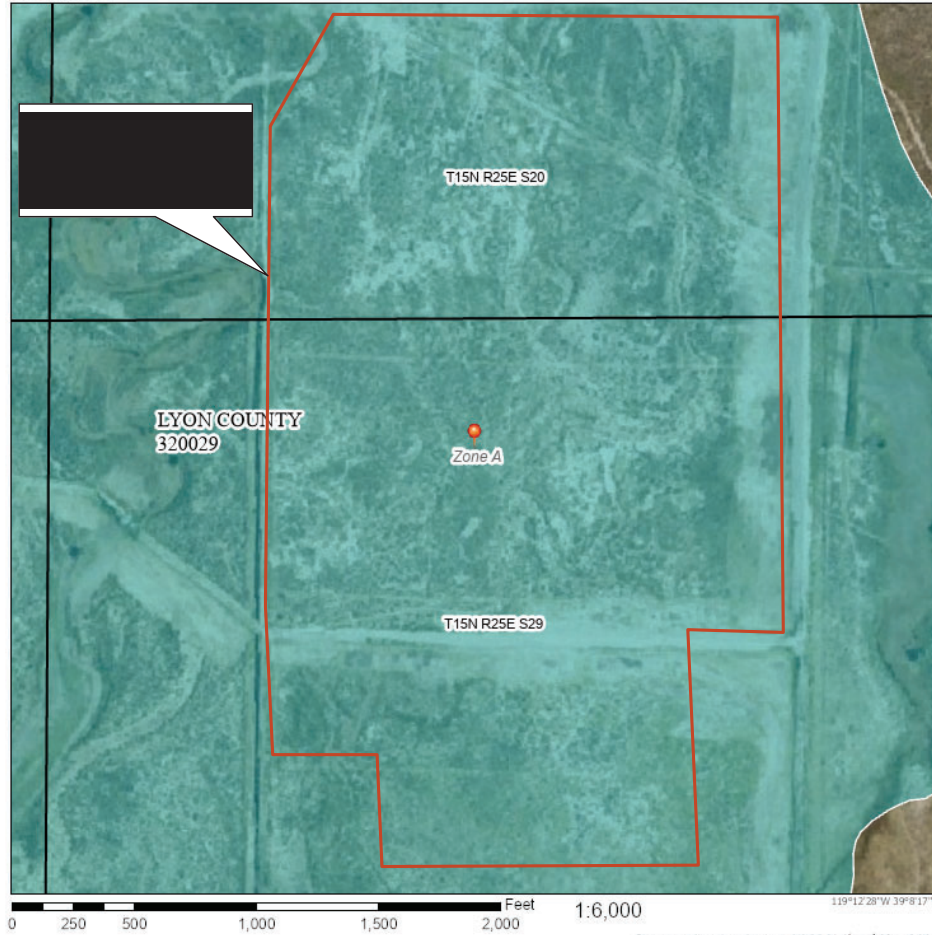


Appendix A

National Flood Hazard Layer FIRMette



119°13'6"W 39°8'45"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, X29
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future conditions 1% Annual chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee, See Notes, Zone X
	Area with Flood Risk due to Levee Zone D
OTHER AREAS	No SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
GENERAL STRUCTURES	Area of Undetermined Flood Hazard Zone D
	Channel, culvert, or Storm Sewer
OTHER FEATURES	Levee, Dike, or Floodwall
	Cross Sections with 1% Annual Chance
MAP PANELS	Water Surface Elevation
	Coastal Transect
OTHER FEATURES	Base Flood Elevation Line (BFE)
	Limit of Study
OTHER FEATURES	Jurisdiction Boundary
	Coastal Transect Baseline
OTHER FEATURES	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/13/2025 at 7:22 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

To:	Amy Shanahan Director, Development Ørsted Onshore North America	From:	Barb Santner, NV PLA #355 Lynda Manden Reno, NV
Project/File:	203723857	Date:	November 14, 2025

Reference: Lux Solar Center, LLC Visual Impact Assessment Memo

Stantec is pleased to provide this memo evaluating the visual impacts of the expansion area of the Lux Solar Center (Project) located in Lyon County, Nevada. This memo serves as a desktop review of existing information about the Project site and features.

The proposed Lux Solar Center is a 125 MW solar farm array and 125 MW BESS energy center located in Lyon County, NV. Facilities are expected to include photovoltaic (PV) panels comprising the solar array, battery energy storage containers, collector substation adjacent to the planned point of connection, associated cabling and infrastructure, and access roads, as needed. The expansion area (Project), the subject of this memo, is located on the western end of the Solar Center and covers 280 acres of the total site.

1 Existing Project Site

The proposed Project site is located on private land and is currently undeveloped. The Project site can be accessed via State Road 95 Alternate and Sierra Way. It is located within the United States Geological Survey (USGS) Wabuska, NV 7.5-minute topographic quadrangle, in the Mt. Diablo Meridian, and crosses Public Land Survey System township 15N, range 25E, and sections 22 and 29 (Figure 1).

1.1 Area Topography

The Project site is located north of Yerington, Nevada, in the Mason Valley, to the west of the Walker River. The elevation of the study area is approximately 4,320 feet. The existing topography of the site is relatively flat.

Reference: Lux Solar Center, LLC

2 Methodology

Visual impacts of the project were analyzed following the Bureau of Land Management (BLM) contrast ratings. Although the project is not governed by BLM their guidelines for contrast rating are useful in visual assessments for solar projects. Lyon County requested the visual assessment methodology to assess visual impacts from existing residences and the highway 95A nearby to assess changes to the landscape as seen both by people traveling on the highway and by neighbors. Changes to the visual environment are measured by determining how a proposed project would alter the visual quality for selected representative views, called key viewpoints KOP).

The KOP locations are described below and are located on the Plan View/Key Observation Point (KOP) Locations figure.

- KOP 1 is located at Sierra Way and Butte Way near an one existing residential property
- KOP 2 is located at State Route 95A and an unnamed road crossing
- KOP 3 is located at State Route 95A at a road and an unnamed road crossing and at two (2) existing residences.
- KOP 4 is located at State Route 95A south of railroad tracks

3 Key Findings

The four (4) KOP were evaluated for visual contrast from the existing highway and residences. All were found to have no or low visual contract comparing the existing condition to the proposed activity of the solar array project. The solar facilities are located between 325 and 1,550 feet away from the KOP points. No mitigation was recommended.

Impacts of the solar project due to glare from aviation activities are not anticipated. The nearest airport to the project site is ten (10) miles away. Solar arrays are designed to absorb light and produce electricity, not reflect it. The panels that we will use for Lux Solar Center have an anti-reflective coating, which helps to increase the amount of light absorbed into the cell, thereby increasing efficiency and reducing glare and allowing the panels to blend in more easily with the surrounding area.

This reflective coating suppresses any reflection to approximately 2% of incoming sunlight, making solar panels less reflective than windows or bodies of water. In addition, solar panels track the sun's path throughout the day, reducing the chance of glare due to angled rays, and preconstruction modeling can ensure that the placement of solar panels prevents glare.

Reference: Lux Solar Center, LLC

Refer to attachments for the following information:

- Plan View/Key Observation Point (KOP) Locations
- KOP 1-4 Existing Conditions
- KOP 1-4 Simulations of Proposed Facilities
- KOP 1-4 Visual Contrast Ratings

4 Disclaimer

The conclusions in this Memo are Stantec's professional opinion, as of the time of the Memo, and concerning the scope described in the Memo. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Memo relates solely to the specific project for which Stantec was retained and the stated purpose for which the Memo was prepared.

Best regards,

Stantec Consulting Services Inc.



Barb Santner, NV PLA #355

Senior Landscape Architect
Phone: (775) 398-1205
Barb.santner@stantec.com

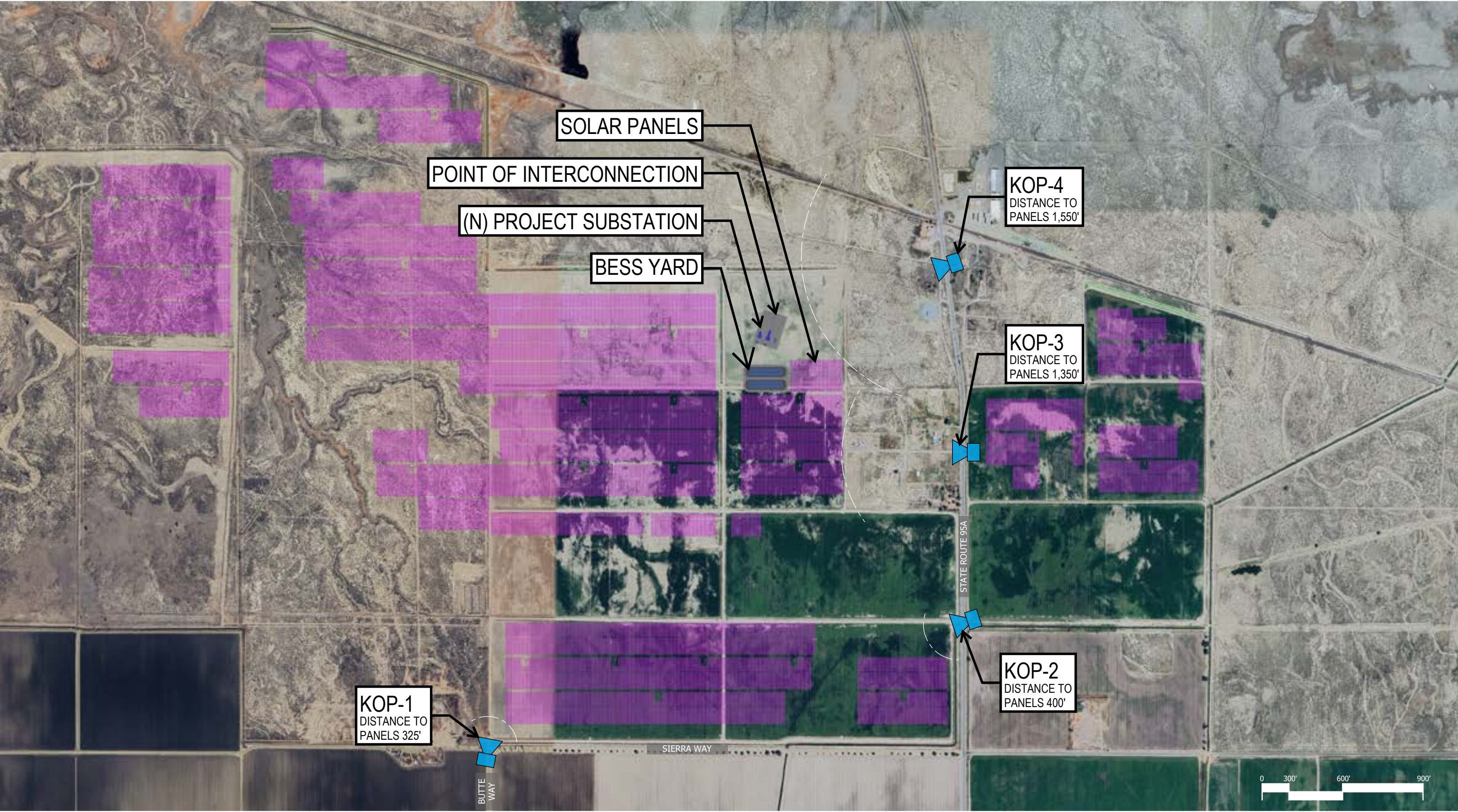
stantec.com

Attachment: none



Lynda Manden

Project Manager
Phone: (775) 413-4025
lynda.manden@stantec.com



PLAN VIEW / KEY OBSERVATION POINT (KOP) LOCATIONS

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025



KOP 1 - ORIGINAL IMAGE

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025

PAGE
20528



KOP 1 - SIMULATION

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025

PAGE
30529



KOP 2 - ORIGINAL IMAGE

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025

PAGE
40530



KOP 2 - SIMULATION

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025

PAGE
50531



KOP 3 - ORIGINAL IMAGE

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025



KOP 3 - SIMULATION

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025



KOP 4 - ORIGINAL IMAGE

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025



KOP 4 - SIMULATION

LUX SOLAR SIMULATIONS

NOVEMBER 14, 2025

This KOP is from the corner of Sierra Way and Butte Way near an existing residence looking north to the solar arrays. The photo simulation is of the solar arrays in the distance with groundplane of low, native grasses.

Due to the distance of the solar arrays from this location and low to no degree of visual contrast no further mitigation measures of proposed facilities are recommended.

RELEVANT ENVIROMENTAL FACTORS

Viewing Distance: The solar arrays run across the view perpendicular to the KOP and are about 325 feet away.

This KOP is from the corner of State Route 95A and a road crossing near existing agricultural areas looking west to the solar arrays. The photo simulation is of the solar arrays in the distance with groundplane of low, native grasses.

Due to the distance of the solar arrays from this location and low to no degree of visual contrast no further mitigation measures of proposed facilities are recommended.

RELEVANT ENVIROMENTAL FACTORS

Viewing Distance: The solar arrays run across the view perpendicular to the KOP and are about 400 feet away.

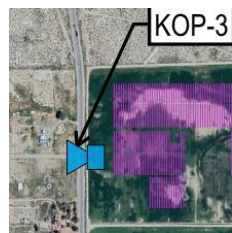
UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Date – November 13, 2025

VISUAL CONTRAST RATING WORKSHEET

****KOP 3 State Route 95A at Road Crossing and Residences**

SECTION A. PROJECT INFORMATION

1. Project Name Lux Solar Solar Array	4. Location – 39° 8'13.86"N 119°10'51.88" W	5. Location Sketch 
2. Key Observation Point KOP 3		
3. VRM Class NA		

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

1. LAND/WATER		2. VEGETATION	3. STRUCTURES
FORM	Flat wide valley	Low and flat Indistinct grasses, scattered spherical shrubs	Fence posts, wooden, cylindrical power poles, agricultural barn and storage rectangular prism structures
LINE	Horizontal, simple, in foreground, angular mountains in background	Indistinct to horizontal in foreground, scattered irregular line of shrubs	Small vertical posts, vertical poles, irregular intermittent structures
COLOR	Beige natural surface road	Beige grasses, scattered and intermittent light green to beige shrubs	Beige fence posts and brown poles, beige, gray agricultural buildings
TEX- TURE	Fine roadway and ground	Stippled to fine with irregular shrubs	Fine to stippled agriculture structures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

1. LAND/WATER		2. VEGETATION	3. STRUCTURES
FORM	Flat wide valley	Ground below arrays would be short, native grasses as a thin line	Solar arrays flat rectangle
LINE	Horizontal, simple, in foreground, angular mountains in background	Indistinct to horizontal	Solar arrays horizontal, very short and long
COLOR	Beige natural surface road	Light green to beige short grasses	Gray
TEX- TURE	Fine roadway and ground ine	Stippled to fine	Fine and smooth

SECTION D. CONTRAST RATING SHORT TERM - X LONG TERM

1. DEGREE OF CONTRAST		FEATURES												2. Does project design meet visual resource? management objectives? ☒ Yes ☐ No (Explain on reverse side)			
		LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)							
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None				
ELEMENTS	Form				X				X				X	3. Additional mitigating measures recommended? ☐ Yes ☒ No (Explain on reverse side) Contrast rating takes into account mitigation measures. Evaluator's Names Date Barb Santner/Stantec November 13, 2025			
	Line				X				X				X				
	Color				X				X				X				
	Texture				X				X				X				

This KOP is from the corner of State Route 95A and a road crossing between existing residential lots, one north and one south, looking west to the solar arrays. The photo simulation is of the solar arrays in the distance with groundplane of low, native grasses.

Due to the distance of the solar arrays from this location and low to no degree of visual contrast no further mitigation measures of proposed facilities are recommended.

RELEVANT ENVIRONMENTAL FACTORS

Viewing Distance: The solar arrays run across the view perpendicular to the KOP and are about 1,350 feet away.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Date – November 13, 2025

VISUAL CONTRAST RATING WORKSHEET

****KOP 4 State Route 95A South of Railroad Tracks**

SECTION A. PROJECT INFORMATION

1. Project Name Lux Solar Solar Array	4. Location – 39° 8'33.85"N 119°10'54.26"W	5. Location Sketch 
2. Key Observation Point KOP 4		
3. VRM Class NA		

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

1. LAND/WATER		2. VEGETATION	3. STRUCTURES
FORM	Flat wide valley	Low, scattered spherical shrubs	Fence posts, wooden, cylindrical power poles, agricultural storage rectangular prism structures
LINE	Horizontal, simple, in foreground, angular mountains in background	Indistinct to horizontal in foreground, scattered irregular line of sparse trees	Small vertical posts, vertical poles, irregular intermittent structures
COLOR	Beige natural surface road	Light green to beige shrubs	Beige fence posts and brown poles, dark red and beige agricultural buildings
TEXTURE	Fine roadway and ground	Stippled with irregular shrubs	Fine to stippled agriculture structures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

1. LAND/WATER		2. VEGETATION	3. STRUCTURES
FORM	Flat wide valley	Ground below arrays would be short, native grasses as a thin line	Solar arrays flat rectangle
LINE	Horizontal, simple, in foreground, angular mountains in background	Indistinct to horizontal	Solar arrays horizontal, very short and long
COLOR	Beige natural surface road	Light green to beige short grasses	Gray
TEXTURE	Fine roadway and ground ine	Stippled to fine	Fine and smooth

SECTION D. CONTRAST RATING SHORT TERM - X LONG TERM

1. DEGREE OF CONTRAST		FEATURES												2. Does project design meet visual resource management objectives? ☒ Yes ☐ No (Explain on reverse side)			
		LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)							
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None				
ELEMENTS	Form				X				X				X	3. Additional mitigating measures recommended? ☐ Yes ☒ No (Explain on reverse side) Contrast rating takes into account mitigation measures. Evaluator's Names Date Barb Santner/Stantec November 13, 2025			
	Line				X				X				X				
	Color				X				X				X				
	Texture				X				X				X				

This KOP is from the corner of State Route 95A and a road crossing south of the existing railroad tracks looking southwest to the solar arrays. The photo simulation is of the solar arrays in the distance with groundplane of low, native grasses.

Due to the distance of the solar arrays from this location and low to no degree of visual contrast no further mitigation measures of proposed facilities are recommended.

RELEVANT ENVIRONMENTAL FACTORS

Viewing Distance: The solar arrays run across the view perpendicular to the KOP and are about 1,550 feet away.

Lyon County Planning Commission Agenda Summary

Meeting Date: February 10, 2026

Agenda Item Number:

8.a

Subject:

For Discussion Only: Community Development Director comments and updates.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation: