

**MINUTES OF THE
FERNLEY PLANNING COMMISSION MEETING
APRIL 9, 2025**

Commissioner Barry Williams, Sr. called the meeting to order at 5:00 pm

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Commissioner Barry Williams, Sr., Commissioner Tessa Garvin, Commissioner Robert Flores, Commissioner Julianne Holt, Chair Jenni McCullar (Zoom), Commissioner Cody Wagner (Zoom), City Attorney Aaron Mouritsen, Deputy City Manager Lydia Altick, Mayor Neal E. McIntyre, Planning Director Michele Rambo, Deputy City Clerk Breanda Gosser, Administrative Specialist I Sandy Harris. **Absent:** Vice-Chair Lewis, Commissioner Jacob VanderHeiden.

1.3. Public Forum

None at this time.

1.4. (For Possible Action) Approval of Agenda

Motion: I MOVE TO APPROVE THE AGENDA. **Action:** Approved. **Moved by:** Commissioner Robert Flores, **Seconded by:** Commissioner Julianne Holt. **Vote:** Passed, **Summary:** Yes 6. **Yes:** Commissioner Williams, Chair McCullar, Commissioner Wagner, Commissioner Flores, Commissioner Garvin, Commissioner Holt.

1.5. (Possible Action) Approval of Minutes

Motion: I MOVE TO APPROVE THE MARCH MEETING MINUTES. **Action:** Approved. **Moved by:** Commissioner Tessa Garvin, **Seconded by:** Commissioner Robert Flores. **Vote:** Passed, **Summary:** Yes 6. **Yes:** Commissioner Williams, Chair McCullar, Commissioner Wagner, Commissioner Flores, Commissioner Garvin, Planning Commissioner Holt.

2. PUBLIC HEARINGS

2.1. (For possible action) Discussion and possible action regarding Resolution #25-004 associated with a Master Plan Amendment application (MPA25002) submitted by the City of Fernley to adopt the Southwest Fernley Area Plan document for approximately 11,800 acres generally located south of the Truckee Canal and west of Highway 50/95 Alternate.

Michele Rambo, Planning Director, stated this has been about a year and a half in the making and, through many public meetings, open houses, workshops, stakeholder meetings, we've come to what we are presenting to you tonight. Blake Young from Kimley Horn will be presenting.

Blake Young, Kimley Horn, the project manager on the Southwest Area Plan, went through the key milestones of the project, a project overview and the Southwest Area Plan review process.

The project was started in the winter of 2023 and 2024. This starts with the existing conditions and market analysis and the starting phases of the community engagement. That led to the first draft of the land use plan, some additional stakeholder engagement with the landowners and adjacent owners, and then that led to the Planning Commission and City Council meetings, slash workshops, and then finally, for public review of the land use plan draft. From that review, we refined the land use plan per those comments, and then we led directly into the implementation strategy, and then we had the revision of the draft plan, and finally here at plan adoption. The process for an area plan is similar to a Comprehensive Plan, it is all-encompassing. The water capacity analysis was something that the City Council really wanted to see. What the current capacity is now and what it will be once this area plan is at full build out in 20, 30, 40 years plus. The Southwest Area Plan can be developed in a thousand different ways, and this is just one of those. So, using the vision and the goals, the feedback from community engagement, and guidance from city staff, we drafted the key roadway connections, prioritized access points, the land use delineations and the multimodal trail connections. The multimodal trail connections we felt were a good balance between providing active uses and trails that can also support all the land uses that we're providing as well as providing access to the open-space areas to the southwest. One thing we heard from the stakeholders was to retain area for aviation and airport-related uses. We went to the City Council members and presented that question to them, and they provided a recommendation to keep the airport as is. What we heard from both the City Council and the Planning Commission was to focus on water capacity and supply, fiscal impacts of development at full build-out and to design the Southwest Area Plan to be a self-sustaining district of Fernley to provide all public services, commercial and employment uses needed for future residents within the area plan. They also asked to reduce the impact on existing facilities within the city. This pertains mostly to water, water retention, water storage, and other facilities, including fire and emergency services, and possibly public facilities like schools.

Commissioner Robert Flores inquired about a slope analysis and the gravity-fed water resources.

Michele Rambo, Planning Director, stated that when projects come in they have to do a slope analysis and at this point we don't have that. We rely on the applicants. The gravity flow comes from the water tanks up on the hill and those come down via gravity, and then they're pumped around to individual services. So, it's a combination.

Commissioner Julianne Holt disclosed that while she doesn't live within the zone that's being addressed, she does live incredibly close to it on the south side of Fernley. This doesn't affect her opinion or judgment in any way of what is being discussed here. She inquired about the school zoning acreage size.

Blake Young stated that they used the school site at 20 acres as just a baseline. It's essentially a placeholder for that location. An important note about the area plan is that these are not hard lines on the map. These are more of a soft, blurred line if you will. A 20-acre school site is based off a more dense built-out area, and we pulled these sorts of numbers from Colorado and Utah.

But we've seen school sites in rural counties go up to 40 to 50 acres. It really depends on how they utilize their site and the site layout itself.

Commissioner Tessa Garvin asked hypothetically if the Council approves this plan, that there would probably be another 3 years to go through surveys and studies for water distribution, utilities, meetings with NDOT, and the surface water.

Blake Young stated that it is his professional recommendation that, at the very minimum, we do a surface water study and an infrastructure plan to help guide the development-world in implementing this. He's not saying a developer can't come in and develop right away. That is something that the city can really help the development community in reducing their headaches and their constraints on developing their land.

Michele Rambo, Planning Director, stated that the surface water plan is already underway, and the infrastructure plan just got the tentative approval from the Council to put in next year's budget. We've been having pretty regular conversations with NDOT. After the North Area Plan was approved, NDOT came to us to discuss access and roads within that plan. She anticipates that they will do the same for this one, and put it in their future plans to start looking at those connections and the accesses and getting people around.

Lydia Altick, Deputy City Manager, stated that we're in the process of doing a preliminary engineer report for surface water integration into the water treatment plant. That will probably last another 6 months to a year before we can start designing. As far as our discussions with the Bureau of Reclamation, they are telling us that they don't have the funds to complete the lining, and if they did want to stabilize the canal further, that they would do a different method.

Mayor Neal McIntyre stated as far as our surface water, the city has 6,500-acre feet of surface water, and we have 12,500-acre feet of groundwater. Right now we are using approximately 8,000 acre feet of that groundwater. We could more than double in size right now and still be okay with our water.

Commissioner Cody Wagner complimented Blake Young on this plan. If we were to approve this plan, it does not immediately change zoning districts and land plan usages. That would be a further process in this matrix that you laid out here. But there would be another opportunity to look at specific land uses when it comes to adoption that we would vote on again. He asked if a developer has purchased land out there, and it is in a specific land use category right now, this plan will not change that category as soon as it's adopted. A lot of the area that we're planning right now is either under the county's jurisdiction or BLM's jurisdiction. Obviously, this Lands Bill process has been a long-drawn-out deal. We think there's some momentum to possibly pass it. Do we have any idea of what the timeline looks like for Lands Bill to possibly pass, and some more details about how it works? Does the city have to purchase that land and if so, how does the city plan to do that? We have 5 intersections proposed that go to NDOT, and the dangers of the Cottonwood and 95A intersection right now would really worry him in approving too much out there until some of that is taken care of. In regard to water supply, have we considered the effect on current aquifer levels in that plan? He is totally on board with the surface water

integration. Our community probably has a lot of worries about just drilling deeper wells because some of the private wells will dry up. Regarding the financial analysis, I know this is very approximate. At this point, there is \$100 million dollars in property tax revenue potentially. Increases in sales tax right now are not going to come back to the city of Fernley. That's just how Consolidated Tax is set up and there's no indication that that's going to change anytime soon. Out of that \$100 million dollars, what is the percentage of what the city of Fernley would actually receive?

Michele Rambo, Planning Director, stated that it does not change the zoning. It does suggest the future land uses of that area. But, as Blake just said earlier, it's more of a suggestion document. As developers come in to develop the area, it will go through the same planning process as any other project, whether it's a zoning change, or a master plan amendment, or a CUP, or whatever it might be, the Planning Commission will have a chance to review them all.

Blake Young explained this is more policy rather than regulatory. Zoning is a regulatory tool for the city to regulate the land uses on that land. This document is a guiding policy document to help the Planning Commission and City Council to make decisions when development applications come through for rezoning. We need to use this plan as strictly a policy document to guide future decision-making. This plan will not change any zoning. It will not change any land use. If a current parcel of land is identified as it is currently zoned commercial, and it is identified as light industrial, under this plan they can still build commercial land use. But if they were to try to rezone that commercial land to something else, then they would have to go through the regular development application phases. It does not bind you to it. Regarding the water supply, water is going to be the most important factor in providing growth, not only to the Southwest Area Plan, but to Fernley in general. We did not get to that level of specificity in the plan, but we do recommend that that study be held as soon as possible. The financial analysis has already been sort of baked into the equation. So, \$130 million is what the city of Fernley would get after that proportion is broken out. We used market adjusters for 5 different properties.

Lydia Altick, Deputy City Manager, stated that Mark Amodei is bringing this before the Senate, and it hasn't happened yet, but he's hoping for the end of the year. That's for the 2023 Lands Bill. The 2013 Lands Bill, we are getting closer to phase one, and that is just 8 interior parcels. They're sort of central to the city of Fernley. That should happen anytime. We have just started Phase 2 of the 2013 Lands Bill, and that's in the southwest area. It could be from one year to 5 years.

Public Input:

Derek Kirkland, Wood Rogers, stated he was representing a couple of different property owners. BC Ranch, which is about 900 acres across from the High School, and the Norman Tri II properties, which are about 3 sections of over 2,000 acres. BC Ranch is a PUD that was originally approved in 2005. Obviously, there was the economic downturn around then, and that developer has been working diligently over the last several years to work on infrastructure and overcome some of those challenges in the area. We're getting really close to actually coming up with phase one for that project. We have worked with staff a little bit to let them know that, based

on the plan tonight, the future PUD for BC ranch, we're anticipating some changes to that. We will probably be back in front of this board with some proposed changes to the Master Plan doesn't necessarily jive with the plan that's before you today. One of those being that they would like to see more non-residential uses on the south parcel. We also have some questions related to that in terms of access, both long-term and short-term, while the bypass is great, what's the short-term plan? Obviously, there's the infrastructure plan coming out and hopefully, we'll get some of those questions answered. Tri II is on the south end, and they've been to the city a few times with some different plans and some different options. Some of those plans are also changing and evolving, and so they've recently brought us on to help with some of that. One concern they have with this plan is that of the 2,000 acres that they hold in this, all 3 of their parcels are currently designated as a Master Plan of open space. He doesn't think it's a great practice to Master Plan private property as open space. We all know, once that happens, it's really hard to go back and change that, and they currently have zoning in some development rights. While some of those properties do have some development constraints, those can be overcome, and we can look at some different development plans for those. They are not currently supportive of this plan based on their parcels being zoned open space. This is a 20-year plan, and I think, from both of the developers' perspectives, there are a few more questions that they have, and I think on their behalf we just ask that we maybe pause and go back and work with some of the stakeholders and build a stronger partnership with the city, and we're happy to continue that partnership and keep working.

Greg Johnson, Manager of Samsarg Field Airport, thanked everybody for the hard work that they put into this plan. There are a few other points that have missed the plan, namely, considerations pertaining to Federal governance on airspace. It would be appropriate to pause and get those points included in the plan as well. We also have plans to improve the airport. We'd like to see Fernley have a domestic airport. We're probably approaching the point where we'd like to be talking with you and seeing what you would like to see in an airport. We have worked with several airports before, so he would be happy to provide that input when you are ready and thank you very much for the opportunity to talk. Since this is a document that's going to guide policy, we should be aware of the different considerations that would need to be paid attention to so that we don't get in trouble.

Commissioner Robert Flores asked if the governance guidelines from the Federal FAA should be something we want to put in the document they're going to pass so that we're aware in the future that we're restricted in what we can do at Samsarg Field Airport.

Aaron Mouritsen, City Attorney, stated that you would not normally include those guidelines in this packet. However, it would be useful to take those into account when looking at the development and planning for those areas around the airport. But you wouldn't specifically include the guidelines here now.

Commissioner Cody Wager stated that after hearing from three major landowners out there, he believes that we're close here and, ultimately, it's the City Council's decision. His preference

right now would be to table this item and try to figure it out with those 3 landowners. Because he does think this, even though it's a very high-level document, it's important in guiding policy, and he'd hate to rush this right now and have to regret it 10 years from now.

Harold Hutchinson, Fernley resident, stated that just from looking at the plan it would appear that this is going to have a big impact on the people that live in the Sage Ranch area. What is the impact on law enforcement and fire protection for that particular southwest area? Do we involve the sheriff's office, since they're the Law Enforcement agency and the fire department, in determining what the impact is going to be on their departments, and whether they're going to have to increase their personnel to cover us in the event of something catastrophe that may occur? The only other concern that he would have being in the Sage Ranch area, would be access from an alternate location other than Sage Street to Sage Drive.

Michele Rambo, Planning Director, stated that we have reached out to the sheriff and the fire department. They're both aware of what we're doing. They have not provided any specific directions on anything. They are aware of the process and whatever impact they haven't told us.

Commissioner Robert Flores stated that we have to remember that these tools are not going to come all at once. They're going to come in gradually. The question about service levels is going to come in smaller steps.

Blake Young, Kimley Horn, stated they sent out public notices to all the stakeholders, all the landowners within the Southwest area plan and within the entire city of Fernley. They posted notices on social media and various forms to notify the public of this process. Throughout this process, they've been receiving comments from stakeholders. There are over 450 of them. Over 400 of those are not here today because we feel that we have mitigated their concerns. The airport has been decided by the City Council already, and we have a direct recommendation from the City Council to maintain the boundaries of the airport, and the other 2 landowners have been in the process, and have brought up concerns very late in this process. He wanted to make sure that was heard, and we had light industrial uses on the land that was identified for Tri II. We also heard from the community that it was not appropriate to develop development on that hillside, because it would essentially be destroying the natural beauty that the community wanted to see. We feel that we have already mitigated those issues so far.

Motion: I MOVE TO APPROVE RESOLUTION #25-004 (ASSOCIATED WITH MPA25002) AND RECOMMEND THAT THE CITY COUNCIL CERTIFY RESOLUTION #25-004 TO ADOPT THE SOUTHWEST FERNLEY AREA PLAN DOCUMENT AS PRESENTED BY STAFF. **Action:** Denied. **Moved by:** Commissioner Tessa Garvin, **Seconded by:** Commissioner Robert Flores. **Vote:** Failed, **Summary:** Yes 4, No 2. **Yes:** Commissioner Williams, Chair McCullar, Commissioner Flores, Commissioner Garvin, **No:** Commissioner Wagner, Commissioner Holt.

Aaron Mouritsen, City Attorney, stated that this one requires a super majority, and so, without a super majority, that is a recommendation of denial for Council.

3. CHAIR AND COMMISSION ITEMS

Commissioner Tessa Garvin stated that at the State of the City Address, Mayor McIntyre brought up the desire to install a fishing hole in Fernley. She is interested in hearing about any type of preliminary plans that he has for this recreational area if possible. As a follow-up to the School Board representative who came in February to address us about our class sizes and everything, he said that they would be discussing that in their April meeting, which is on April 22 in Dayton.

Michele Rambo, Planning Director, stated that at the moment we have just the site picked. We're working towards getting some preliminary plans put together and working with the Department of Fish and Wildlife. It's very early in the planning stage right now.

Commissioner Cody Wagner stated he had two things in the docket that he had mentioned in previous meetings. One is just a discussion right now about the SF6 Planning district and what the possibilities are to possibly require developers to develop a certain percentage of lots in those districts at a higher land area. Number 2 was the data centers. There was an announcement made on social media today about a purchase and, to me, that is front and center of what we do as far as planning and making sure that we know about them and figure out what the concerns are about them before we get too far along in the process.

Aaron Mouritsen, City Attorney, stated that he has reached out to Chris Molina, our outside planning counsel. He is preparing a presentation to be able to bring back the Planning Commission, likely in a legal brief, regarding SF6.

4. PLANNING DIRECTOR ITEMS

Michele Rambo, Planning Director, stated that even though the Southwest Area Plan didn't pass that it is still going to Council next week. We are still expecting our Senior Planner to start on the 28th.

5. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

None at this time

6. PUBLIC FORUM


Al Gunter, Fernley resident, asked if there is a hospital planned in this development that is being planned.

7. ADJOURNMENT

There being no further business to come before it, the Fernley Planning Commission meeting adjourned at 6:31 pm.

Approved by the Fernley Planning Commission on May 14, 2025, by a vote of:

AYES 6 NAYS: 0 ABSTENTIONS: 1 ABSENT: 0



Chairwoman Jenni McCullar



ATTEST:

Please sign in

FPC - 4-9-2025

Name	Contact Information
Derek Kirkland	Wood Rodgers 775-771-0066
Greg Johnson	SAMSARG F&D 617-406-9293
HAROLD HITCHCOCK	707-475-9836
AL GUNTHER	208-424-1515

SAMSARG Field
1925 Hwy 95A S
Fernley, NV 89408

City of Fernley Planning Department
595 Silver Lace Blvd.
Fernley, NV 89408

April 2, 2025

Subject: Fernley SW Area Plan

Dear City of Fernley Planning Department Officials,
Thank you including us in your recent Notice of Public Hearing communication. We would like to propose two (2) changes for your consideration.

1. Update the Plan to show the road identified in Exhibit A as reflected.
2. Update the usage of the three parcels north of the airport to be PA – 23, Aviation, supporting information shown in Exhibit B.

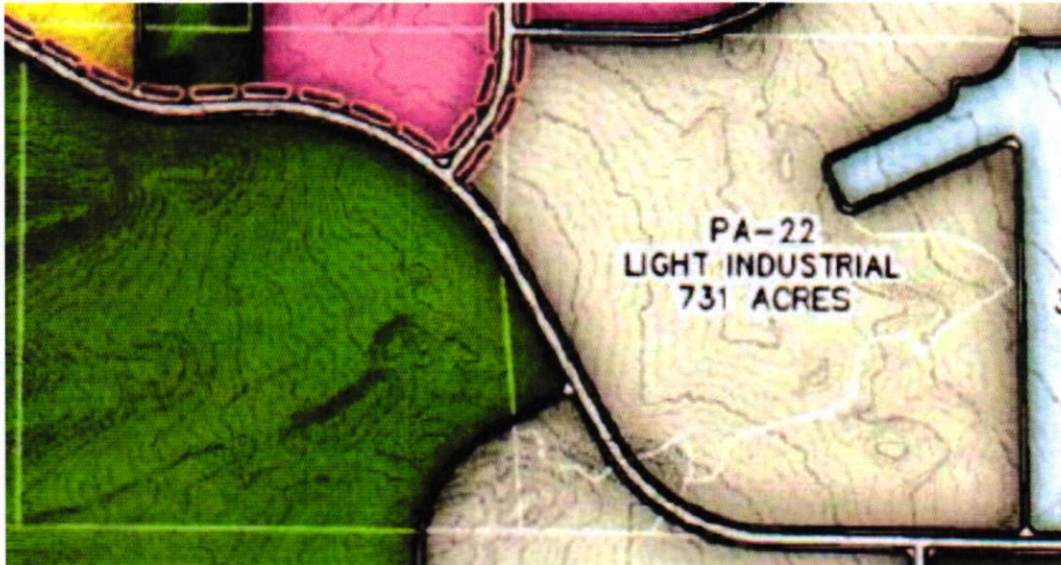
We plan to attend both sessions noted in the notice.
Thank you very much for your consideration.



Greg Johnson
SAMSARG Field, Manager
775-471-7301
gjohnson@samsargaviation.com

Exhibit A

IS:



PROPOSED UPDATE:

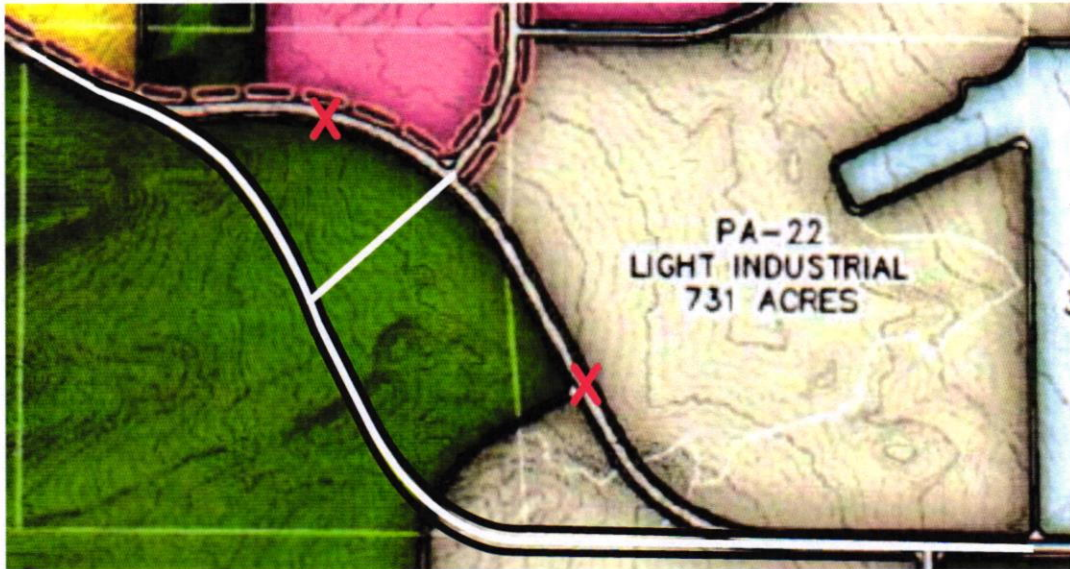
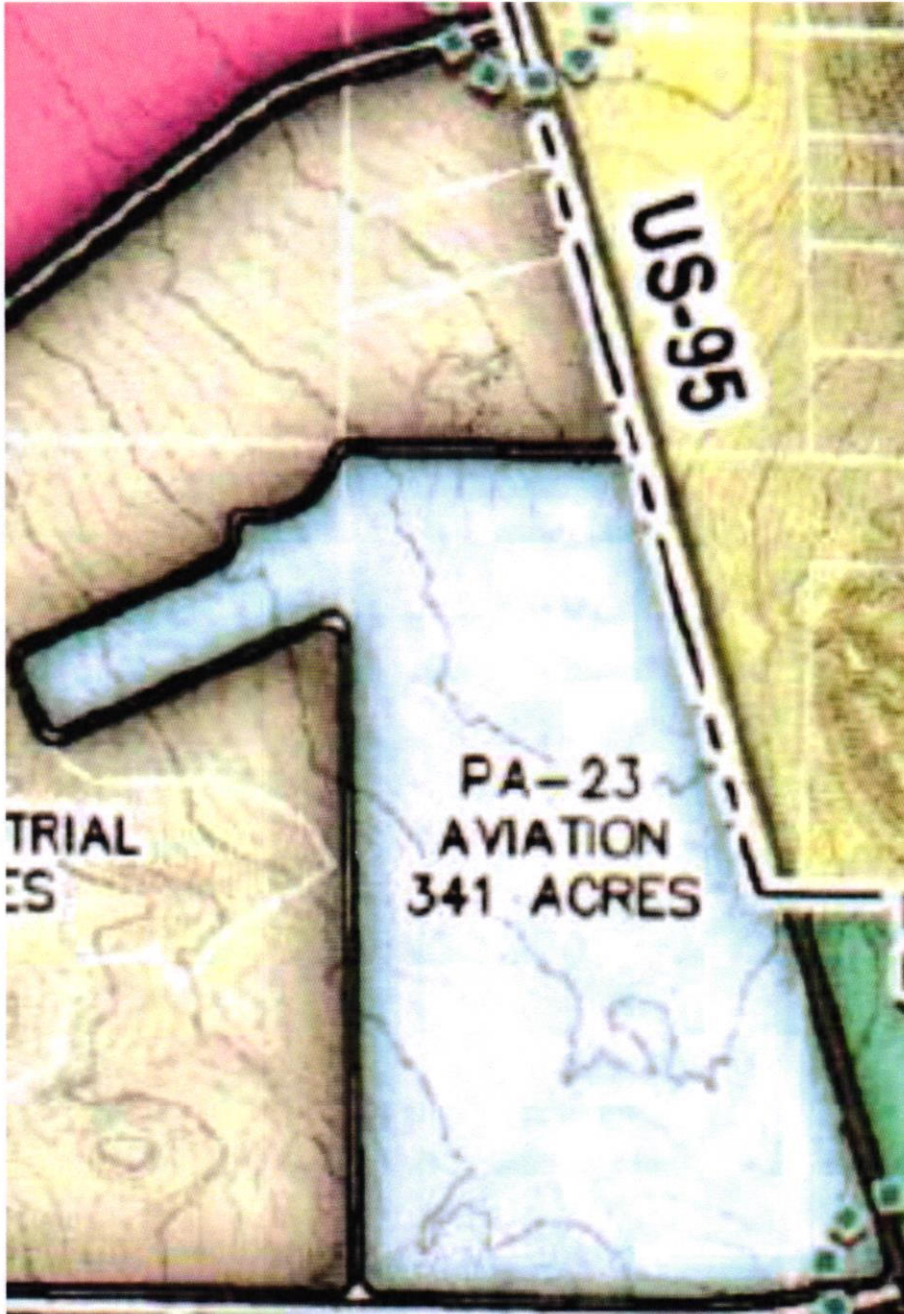
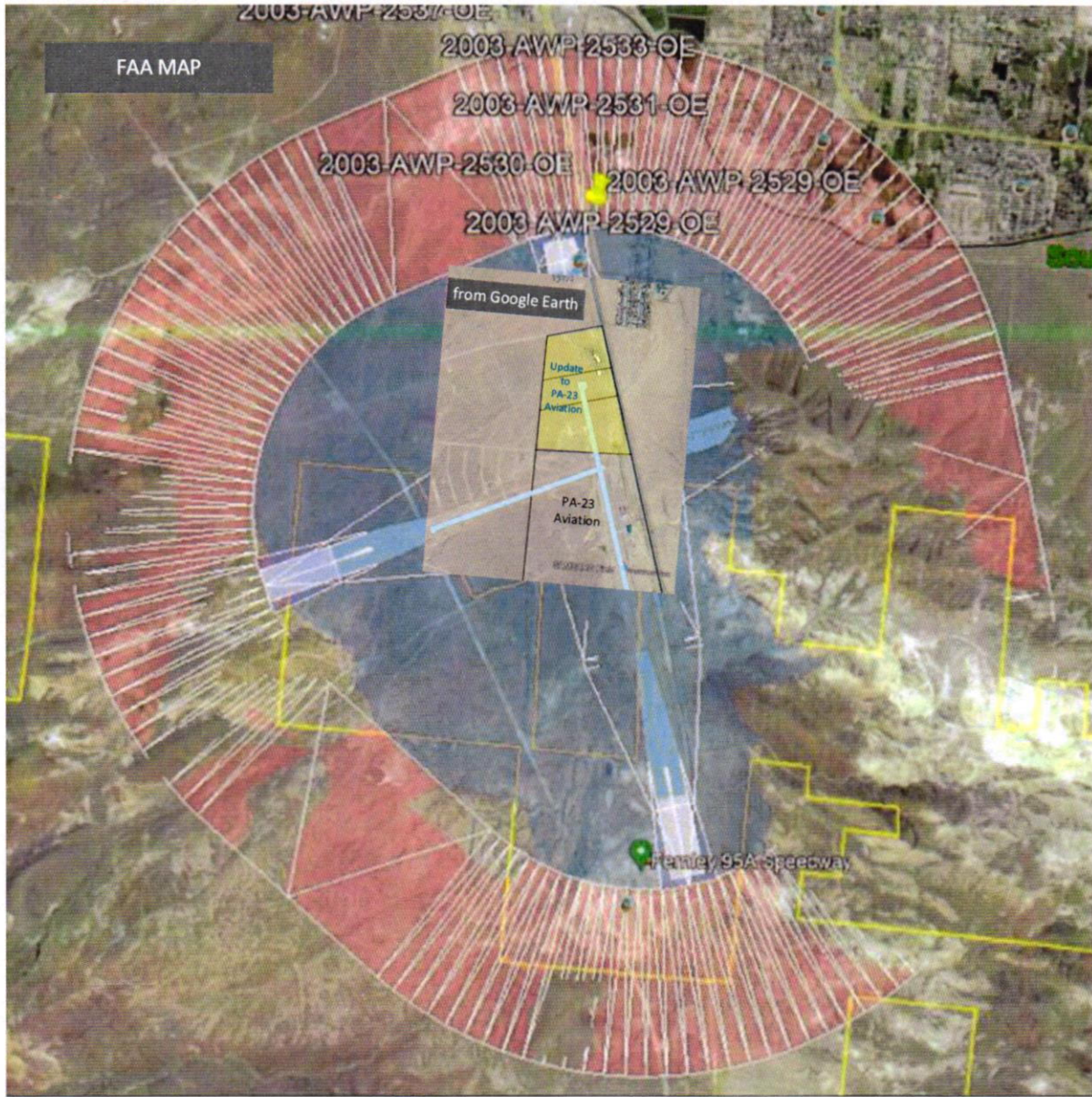


Exhibit B

IS:



PROPOSED UPDATE:



For an explanation of this diagram please review the excerpt from the U.S. Code of Federal Regulations governing airports and associated airspace below:

Code of Federal Regulations

Title 14, Chapter I, Subchapter E, Part 77

PART 77—SAFE, EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE

Authority:49 U.S.C. 106 (g), 40103, 40113-40114, 44502, 44701, 44718, 46101-46102, 46104.

Source: Docket No. FAA-2006-25002, 75 FR 42303, July 21, 2010, unless otherwise noted.

§ 77.19 Civil airport imaginary surfaces.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end.

(a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:

- (1) 250 feet for utility runways having only visual approaches.
- (2) 500 feet for utility runways having non-precision instrument approaches.
- (3) For other than utility runways, the width is:
 - (i) 500 feet for visual runways having only visual approaches.
 - (ii) 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statute mile.
 - (iii) 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.
 - (iv) The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.
- (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
 - (1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
 - (i) 1,250 feet for that end of a utility runway with only visual approaches;
 - (ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
 - (iii) 2,000 feet for that end of a utility runway with a non-precision instrument approach;
 - (iv) 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;
 - (v) 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

SAMSARG FIELD

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