



N E V A D A

AGENDA

Regular Meeting

Planning Commission

Wednesday, April 9, 2025 • 5:00 PM

Members

Jenni McCullar - Chairwoman
Angela Lewis - Vice Chair
Barry Williams Sr. - Commissioner
Cody Wagner - Commissioner
Jacob VanderHeiden - Commissioner
Robert Flores - Commissioner
Tessa Garvin - Commissioner
Julianne Holt - Alternate

Fernley City Council Chambers, 595 Silver Lace Boulevard, Fernley, NV 89408

Zoom information:

Please click the following link to join the webinar: <https://us02web.zoom.us/j/82966343247>, or one tap/mobile: 12532158782, Dial: 669 900 9128, Webinar ID: 829 6634 3247

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Public Comment: Those wishing to address the Planning Commission may submit public comment through the [online public comment form](#), or by sending an email to cityclerk@cityoffernley.org. Comments received prior to 4:00 pm the day of the meeting will be provided to the Planning Commission and added to the record but will not be read during the live meeting. Public comments received after 4 pm the day of the meeting will be included in the record but may not reach commission members before action is taken. Public comment, whether on action items or public comment, is limited to three (3) minutes per person. Unused time may not be reserved by the speaker, nor allocated to another speaker. The public may comment on any matter that is not specifically included on an agenda as an action item or comment on a specific agenda item. Items not included on the agenda cannot be acted upon other than to place them on a future agenda. Additionally, if you wish you can comment in person at the meeting or use the Raise your Hand feature in Zoom (*9 if you are participating via phone).

Accommodations: The Planning Commission and staff will make reasonable efforts to assist and accommodate individuals with disabilities desiring to attend the meeting. Please contact the City Clerk's Office at (775) 784-9830 in advance so that arrangements can be made.

Supporting Material: Staff reports and supporting material for the meeting are available at the City Clerk's Office, and on the City's website at www.cityoffernley.org. Pursuant to NRS 241.020(6), supporting material is made available to the general public at the same time it is provided to the City Council.

Order of Business: The presiding officer shall determine the order of the agenda. The Fernley Planning Commission may combine two or more agenda items for consideration; remove an item from the agenda; or delay discussion relating to an item on the agenda at any time. All items are action items unless otherwise noted. Items scheduled to be heard at a specific time will be heard no earlier than the stated time but may be heard later.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

1.3. Public Forum

1.4. (For Possible Action) Approval of Agenda

1.5. (Possible Action) Approval of Minutes

2. PUBLIC HEARINGS

A. DISCUSSION WITH PLANNING COMMISSION & STAFF B. PUBLIC INPUT C. ADDITIONAL DISCUSSION WITH PLANNING COMMISSION & STAFF D. COUNCIL ACTION OR DIRECTION TO STAFF

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.

3. CHAIR AND COMMISSION ITEMS

(SUMMARY OR ACTIVITY REPORTS ON PLANNING ISSUES, ACTIVITIES OR ORGANIZATIONS IN WHICH INDIVIDUAL MEMBERS MAY BE INVOLVED. THIS ITEM IS TO PROVIDE GENERAL INFORMATION TO THE COMMISSION AND PUBLIC. NO DISCUSSION SHALL TAKE PLACE AND NO ACTION WILL BE TAKEN.)

4. PLANNING DIRECTOR ITEMS

(ACTIVITY SUMMARY OR UPDATES ON PROJECTS THAT HAVE BEEN PREVIOUSLY REVIEWED BY THE PLANNING COMMISSION. THIS ITEM IS TO PROVIDE GENERAL INFORMATION TO THE COMMISSION AND PUBLIC. NO DISCUSSION SHALL TAKE PLACE AND NO ACTION WILL BE TAKEN.)

5. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

6. PUBLIC FORUM

7. ADJOURNMENT

Next Meeting: May 14th at 5pm

**MINUTES OF THE
FERNLEY PLANNING COMMISSION MEETING
MARCH 12, 2025**

Chairwoman Jenni McCullar called the meeting to order at 5:00 pm.

1. INTRODUCTORY ITEMS

1.1. Pledge of Allegiance

1.2. Roll Call

Present: Chairwoman Jenni McCullar, Commissioner Barry Williams Sr., Commissioner Cody Wagner, Commissioner Jacob VanderHeiden, Commissioner Robert Flores, Commissioner Tessa Garvin, City Manager Ben Marchant, City Attorney Aaron Mouritsen, Deputy City Clerk Brenda Gosser, Administrative Specialist I Sandy Harris, Planning Director Michele Rambo, Assistant Planner Lisa Warner. **Absent:** Vice-Chair Angela Lewis, Alternate Commissioner Julianne Holt.

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 Cody Wagner. **Vote:** Passed, **Summary:** Yes 6, **Yes:** Commissioner Williams, Chairwoman McCullar, Commissioner Wagner, Commissioner VanderHeiden, Commissioner Flores, Commissioner Garvin.

1.5. (Possible Action) Approval of Minutes

Motion: I MOVE TO APPROVE THE MINUTES FROM THE FEBRUARY MEETING. **Action:** Approved. **Moved by:** Commissioner Tessa Garvin, **Seconded by:** Commissioner Jake VanderHeiden. **Vote:** Passed, **Summary:** Yes 6, **Yes:** Commissioner Williams, Chairwoman McCullar, Commissioner Wagner, Commissioner VanderHeiden, Commissioner Flores, Commissioner Garvin.

2. STAFF REPORTS

2.1. (For Possible Action) Consideration and possible action on a Tentative Parcel Map application (TPM25001) submitted by Cari S. and Martin J. Bunyard to split an existing ± 5-acre parcel into two (2) ± 2.5-acre parcels located in the RR5 (Rural Residential; 5-acre minimum lot size) zoning district located at 1000 Jenny's Ln (APN: 020-351-03).

Lisa Warner, Assistant Planner, presented. The parcel has been under the ownership of Cari S. and Martin J. Bunyard since July 2015. The current parcel was created by a subdivision map recorded in August 1978 (Document #39323). The parcel is ± 5-acres in size and is located at 1000 Jenny's Ln (APN: 020-351-03), in an RR5 (Rural Residential; 5-acre minimum lot size) zoning district. A Major Deviation (MJD23002) application was submitted and approved by the City of Fernley Planning Commission on September 13, 2023, to allow for the creation of two (2) ± 2.5-acre parcels in the RR5 (Rural Residential; 5-acre minimum lot size) zoning district on a site ± 5-acres in size and approximately located at 1000 Jenny's Ln (APN: 020-351-03). No future development is planned at this time.

Chairwoman Jenni McCullar inquired if there is city sewer down Jenny's Lane and what the regulations are for lot size for septic.

Owen Wurgler, Shaw Engineering, stated it is his understanding that there is no sewer down Jenny's Lane, and they currently have a septic tank and leach field on site.

Michele Rambo, Planning Director, stated that state law requires at least one acre for septic tanks. The Planning Department doesn't have any regulations on septic. When something gets built on the vacant second lot, all of that will be looked at again and compared to current rules at that time. That's all part of the development process for an individual lot.

Commissioner Cody Wagner disclosed that he knows the Bunyards, and that his personal residence here in Fernley is less than a quarter mile from the site. However, this does not affect his objectivity to vote, and he will be voting.

Chairwoman Jenni McCullar disclosed that she knows the Bunyards on a personal level. It will not sway her vote either way, so she will be voting on this matter.

Motion: I MOVE TO APPROVE THE TENTATIVE PARCEL MAP REQUEST ASSOCIATED WITH TPM25001 SUBJECT TO CONDITIONS OF APPROVAL 1 THROUGH 12 PRESENTED BY STAFF AND BASED ON FINDINGS TPM1 THROUGH TPM12 AND THE SUPPORTING DATA AS SET FORTH IN THE STAFF REPORT. **Action:** Approved. **Moved by:** Commissioner Jake VanderHeiden, **Seconded by:** Commissioner Robert Flores. **Vote:** Passed, **Summary:** Yes 6. **Yes:** Commissioner Williams, Chairwoman McCullar, Commissioner Wagner, Commissioner VanderHeiden, Commissioner Flores, Commissioner Garvin.

2.2. (For Possible Action) Consideration and possible action regarding a Conditional Use Permit application (CUP25001) and a Waiver application (WVR25001) submitted by Shawn Mitchell on behalf of Polyglass on a site located at 150 Lyon Dr. (APN: 021-261-063) in an I (Industrial) zone. The Conditional User Permit is to allow for the expansion of an existing 67,300-square foot industrial facility for the storage and processing of hazardous materials to include an additional 100,000 square feet of indoor storage, an 8,500 square-foot office, and site reconfiguration/circulation to accommodate the building expansion. The Waiver application is to request the removal of the requirement for the construction of sidewalks along Lyon Dr. and Industrial Dr.

Lisa Warner, Assistant Planner, presented. Polyglass is adding an additional 100,000 square feet for indoor storage, an 8,500 square-foot office and reconfiguring the site to accommodate the building expansion. The applicant is also requesting a waiver of the requirement to construct sidewalks along Lyon Drive and Industrial Drive. This building was originally constructed in 1988 and has been used by Polyglass for the storage and processing of hazardous materials since the building was constructed. The site is a substandard development, meaning it was originally constructed in accordance with the applicable regulations but no longer meets the standards of our current Development Code. Since the use has not been abandoned, any expansion will not trigger an intensification of use; therefore, current development code standards will not apply except for the construction of sidewalks along Lyon Drive and Industrial Drive. The City of Fernley does have capital improvement plans to add curb, gutter, repaving, and updated driveways along Lyon Drive and Industrial Drive; however, there are no plans for the City to construct sidewalks in this area.

Eric Hasty, Wood Rogers, presented the site plans. This is one of the steps in a multistep process for the expansion of this facility. We're basically taking all the storage of the outdoor materials and putting it inside and then reconfiguring the site to be a little bit more efficient to accommodate the larger building.

We've already gone through the city for building permits for the expansion of the tank facilities, and the expansion of the building itself. This is what triggered the request for the conditional use permit. We are requesting a conditional use permit for the expansion of the facility for the storage and processing of hazardous materials, as well as a request for a waiver for the sidewalks. It is an isolated area, and there are no other sidewalks to any of the properties adjacent to it.

Sean Mitchell, Polyglass Project Manager, stated the goal is to get as much of the raw materials and finished goods that are stored outside, all undercover, and to clean up the truck traffic flow on site also add additional compliant parking.

Commissioner Cody Wagner asked to be walked through how the sidewalk waiver process works.

Michele Rambo, Planning Director, stated the waiver is available for three different areas of town that are clearly identified in the code. This is one of those areas.

Motion: I MOVE TO APPROVE THE CONDITIONAL USE PERMIT ASSOCIATED WITH CUP25001 SUBJECT TO CONDITIONS OF APPROVAL 1 THROUGH 24 AND THE WAIVER ASSOCIATED WITH WVR25001 AS PRESENTED BY STAFF. I FURTHER MOVE TO ADOPT FINDS A THROUGH F FOR THE CONDITIONAL USE PERMIT AND FINDINGS WVR01 THROUGH WVR05 FOR THE WAIVER AND THE FACTS SUPPORTING THESE FINDINGS, AS SET FORTH IN THE STAFF REPORT.

Action: Approved. **Moved by:** Commissioner Jake VanderHeiden, **Seconded by:** Commissioner Tessa Garvin. **Vote:** Passed, **Summary:** Yes 6. **Yes:** Commissioner Williams, Chairwoman McCullar, Commissioner Wagner, Commissioner VanderHeiden, Commissioner Flores, Commissioner Garvin.

3. CHAIR AND COMMISSION ITEMS

Commissioner Cody Wagner congratulated Mark IV on their Phase 2 groundbreaking. He also stated that there's going to be interest in data centers coming to Fernley, and we need to be in the forefront. He wants to encourage staff to bring some of those conversations forward sooner rather than later.

Commissioner Robert Flores would like to see signs for bicycle riders warning them of trees that shed needles.

4. PLANNING DIRECTOR ITEMS

4.1. Update on City Council actions from February 19, 2025, and March 5, 2025.

Michele Rambo, Planning Director, recapped some of the recent Council actions. The Yori application was approved. They did add the condition that 11 of the lots along the western boundary had to be single story. They also approved a final subdivision map for the Hardie townhomes, which are located on Hardie and Cottonwood.

4.2. General Planning Department updates and announcements.

Michele Rambo, Planning Director, reported that the Senior Planner job has been accepted. The Southwest Area Plan should be on the April agenda and will get that out to the Commission for review by the end of next week or the beginning of the week after.

5. ADDRESS REQUEST(S) FOR FUTURE AGENDA ITEMS

None at this time.

6. PUBLIC FORUM

None at this time.

7. ADJOURNMENT

There being no further business to come before it, the Fernley Planning Commission meeting adjourned at 5:45 pm.

Approved by the Fernley Planning Commission on April 9, 2025, by a vote of:

AYES _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

Chairwoman Jenni McCullar

ATTEST:



CITY OF FERNLEY

Planning Commission AGENDA REPORT

Meeting Date: April 9, 2025

REPORT TO: Fernley Planning Commission

REPORT FROM: Michele Rambo, Planning Director

FINANCIAL IMPACT:

Yes: X

No:

CURRENTLY BUDGETED:

Yes:

No: X

FUND/ACCOUNT:

N/A

ACTION REQUESTED: Resolution
Motion

AGENDA ITEM:

(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.

AGENDA ITEM BRIEF:

The City of Fernley Comprehensive Master Plan designates three areas of town as Future Development Areas and prohibits growth until an Area Plan is adopted for each. The Southwest Fernley area is one of these designated areas generally located south of the Truckee Canal and west of US Highway 50A/95A. The proposed Area Plan, in conjunction with the previously approved design guidelines, provides a guide for developers to follow in terms of uses, neighborhood compatibility, and individual site design.

RECOMMENDED 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.

BUSINESS IMPACT (per NRS Chapter 237):

A Business Impact Statement is not required because this is not a rule (term excludes vehicles by which legislative powers are exercised under NRS Chapters 271, 278, 278A, or 278B).

See attached report for background, analysis, alternatives.

ALTERNATIVES:

I move to approve Resolution #25-004 (associated with MPA25002) and recommend that the City Council certify Resolution #25-004 and adopt the Southwest Fernley Area Plan with the following modifications:_____.

I move to deny MPA25002 because the following finding(s) cannot be met: _____.

BACKGROUND:

See Attached Narrative

RELEVANT LAWS, STATUTES, AND REGULATIONS:

City of Fernley Comprehensive Master Plan
City of Fernley Development Code
NRS Chapter 278

FINANCIAL IMPLICATIONS:

Estimated property tax revenue to the City of Fernley of \$103.6 million at full buildout.

ATTACHMENTS:

1. Project Narrative
2. Resolution 25-004
3. Fernley_SWAreaPlan_032025 Draft

SOUTHWEST FERNLEY AREA PLAN NARRATIVE

HISTORY

Section 3.5 of the Comprehensive Master Plan and Section 32.21.010(e) of the Development Code both discuss three areas identified as “future development areas”. They go on to say that these three areas (North Fernley, South Fernley, and Southwest Fernley) will be required to have an Area Plan developed to “create a unified vision for the area and cumulatively address development challenges” prior to any development of the areas. This Southwest Fernley Area Plan is the second of these plans to be completed, which will open up approximately 11,800 acres of the City for development.

The Southwest Fernley area was chosen for the second Area Plan due to the development pressure coming from the property owners. Several large developments are currently proposed within the area, and more are expected. The properties currently owned by the federal government are expected to be given to the City of Fernley for future economic development. Due to the checkerboard nature of these federal properties, turning these properties over to private ownership will make development easier for these larger projects that are currently hindered in size.

SOUTHWEST FERNLEY AREA PLAN

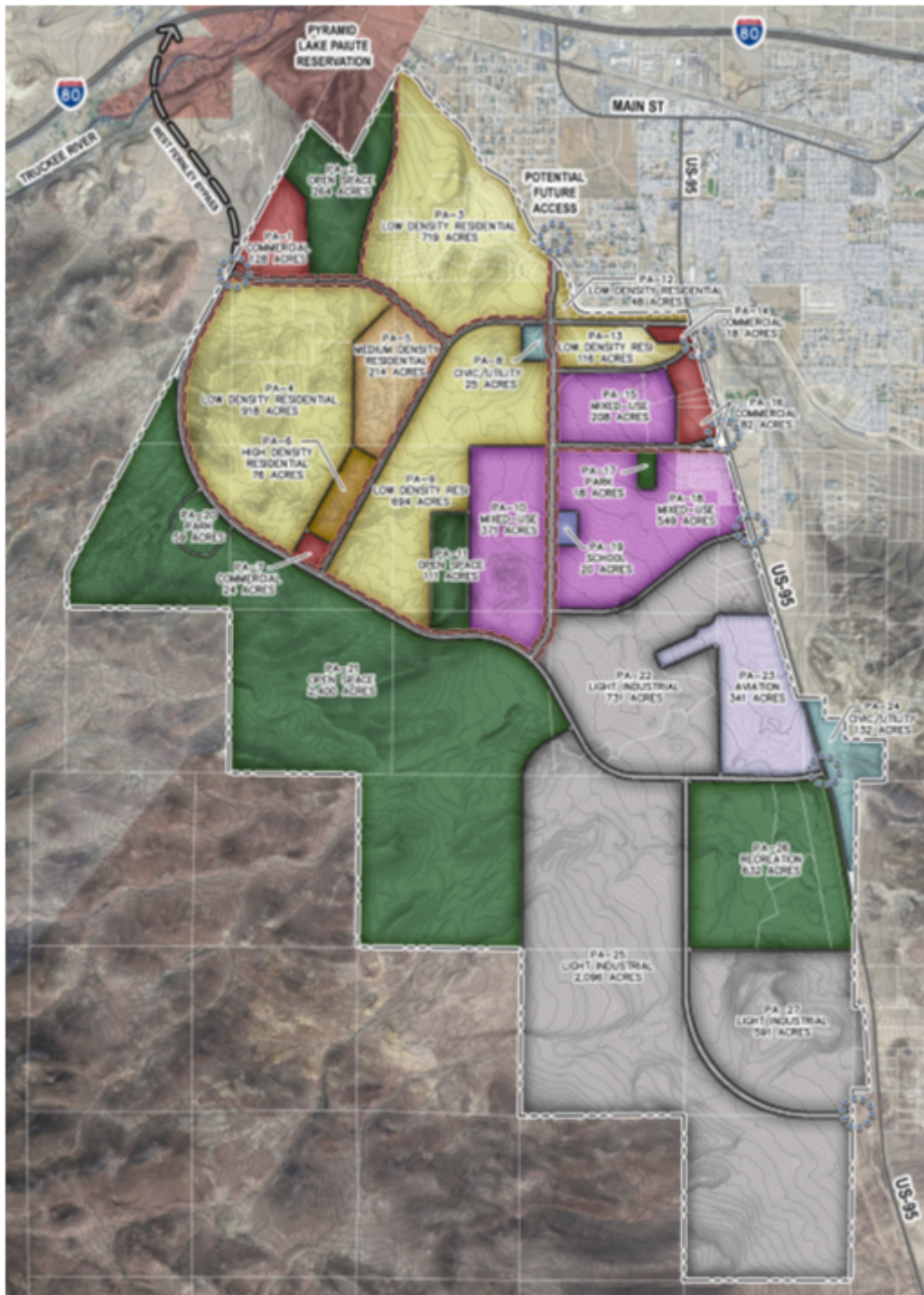
The City of Fernley anticipates considerable growth over the next two decades. An Area Plan allows for careful planning and implementation in coordination with the community and stakeholders, which is particularly important for an area of this size (11,800 acres). The Area Plan works in conjunction with the Comprehensive Master Plan and the Development Code to establish a specific vision and tangible objectives to transform the Southwest Fernley area into a large master planned community with vast employment opportunities, supporting commercial uses, and a diverse range of housing types.

The Area Plan consists of many different elements. The following narrative will focus on future land use, transportation, water, fiscal impacts, and implementation.

Future Land Use

The first step in creating an Area Plan is determining a future land use plan which lays out what types of uses are envisioned and where they should be located. Through many public open house meetings, stakeholders meetings, and discussions with elected officials, the consultant and City Staff created a land use plan that best combines the public vision of the area with property owners’ desired development potential.

Future Land Use Plan

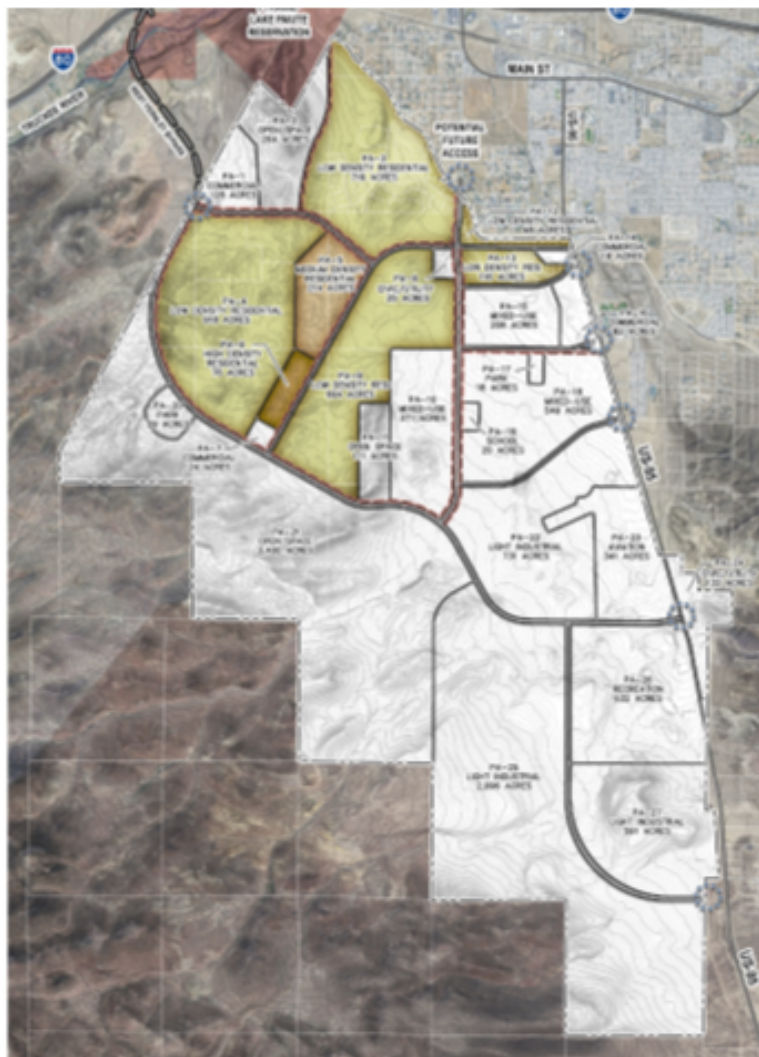


Residential

The Southwest Fernley Area Plan envisions cohesive, high-quality residential areas that will tie into surrounding Mixed-Use and Commercial uses and create a complete neighborhood. Residential uses are concentrated in the northern portion of the area and are divided into three categories: Low Density (1-6 units/acre), Medium Density (7-13 units/acre), and High Density (14-30 units/acre). Based on the amount of land dedicated to each of these categories, the Southwest Area Plan has the potential to provide up to 20,520 housing units at full buildout.

The majority of the residential area (2,703 acres) is dedicated to low density residential located mostly along the north boundary of the plan area. This area would consist of large lot estates, single-family residential units, townhomes, and/or duplexes. The medium density area (214 acres), located in the upper center of the plan area would allow more concentrated residential development such as small lot single-family residences, duplexes, triplexes, townhomes, and 1-2 story apartment buildings. High density is the smallest area (76 acres) and is located south of the medium-density area. This area would allow for taller (3-4 story) apartment buildings, condominiums, and workforce housing.

Residential Areas (Yellow/Orange)



Commercial

A total of 252 acres has been set aside mainly on the eastern and western boundaries of the Southwest Fernley Area Plan along major roadways. These areas are intended for mainly retail pad sites and larger connected development sites with in-line retail and/or big box retail. Corresponding zoning districts in these areas would include Neighborhood Commercial, General Commercial, and Tourist Commercial. The goal of these areas is to create walkable developments that provide connectivity to adjacent land uses. With a wide variety of uses included in this area, residents would not necessarily need to travel outside of the area to find what they need, therefore reducing traffic in other areas of Fernley.

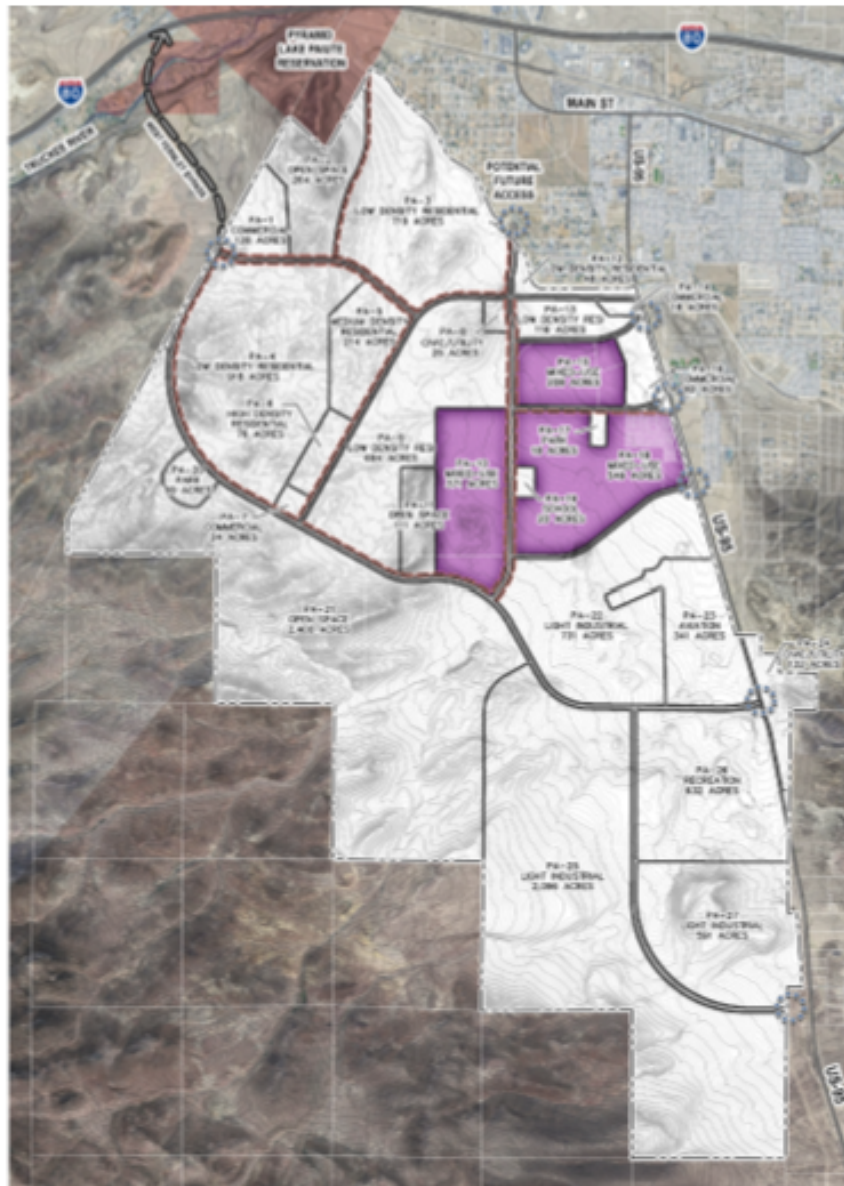
Commercial Areas (Red)



Mixed-Use

At 920 acres, the mixed-use areas within the Southwest Fernley Area Plan include a variety of community-serving land uses incorporating residential, commercial, offices, medical, and public facilities. Mixed-use is located mainly along US Highway 95A with the goal of creating a “town center” atmosphere for the area, while providing easy access for other city residents. Uses expected in these areas include multiple-family residential, live/work units, commercial retail, medical and professional offices, and neighborhood commercial. With a range of densities, it is difficult to estimate the number of future housing units, but the area is intended to promote walkability and connectivity between different types of uses.

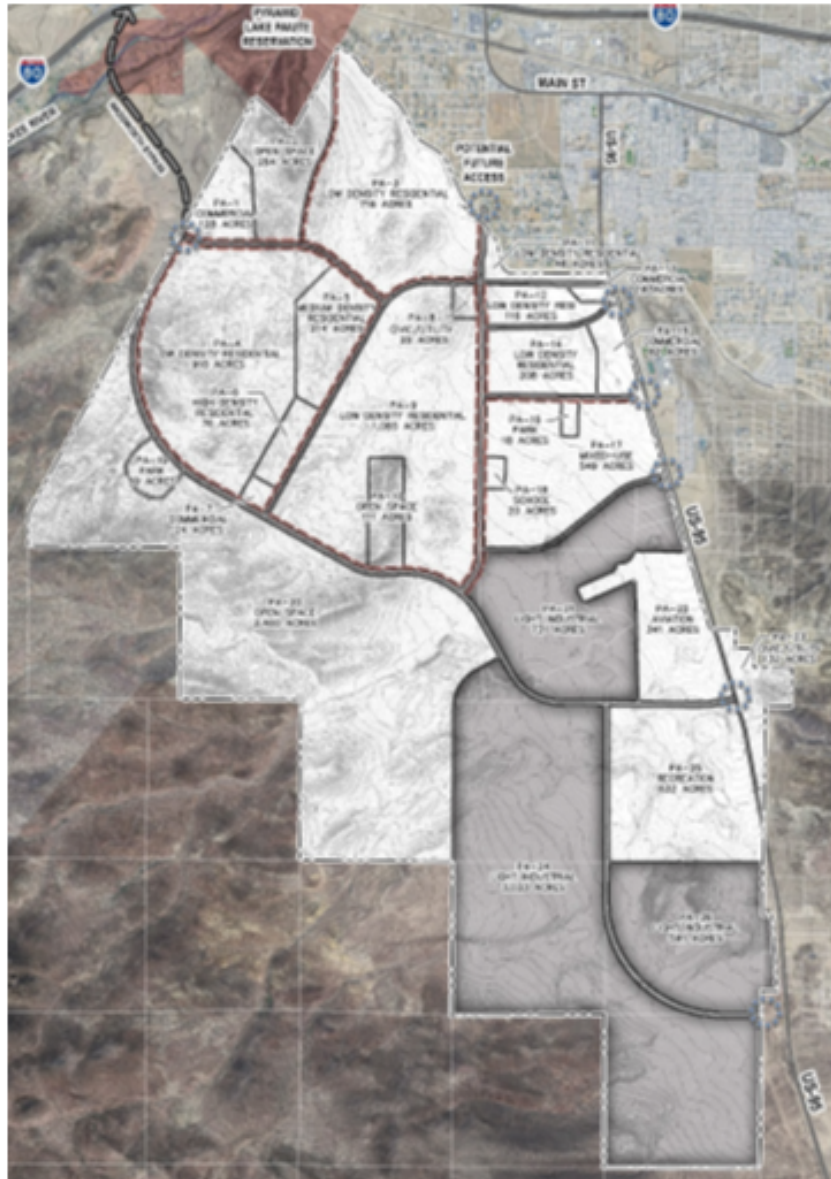
Mixed-Use Areas (Purple)



Industrial

The Industrial designation within the Southwest Area Plan accounts for the second largest land area behind Open Space and Recreation. At 3,418 acres, these areas are located on the south end of the plan area with the goal of limiting truck traffic through residential areas. The light industrial area allows for uses such as manufacturing, warehousing, logistics, offices, and data centers. These areas are intended to provide employment opportunities and create an environment where industrial activities may occur with minimum impact on surrounding land uses.

Industrial Areas (Grey)



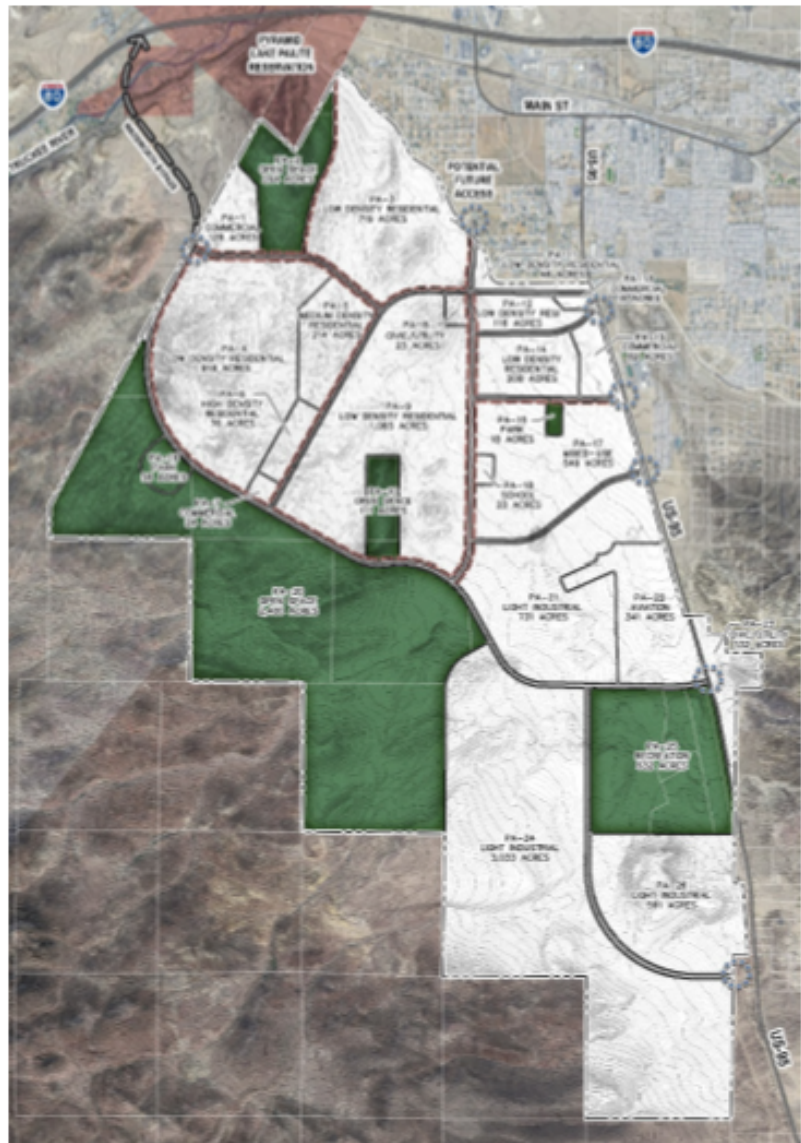
Open Space and Recreation

The largest acreage (3,484 acres) falls under the designation of Open Space and Recreation. There are three primary areas intended to provide opportunities for public parks, sports fields, and general open space preservation. The largest of these areas falls within the mountainous area along the western boundary. Open Space and Recreation was chosen for this area for several reasons: the slopes in this area prevent any significant development, the existing residents of the area expressed a strong interest in keeping the mountains as a scenic amenity, and to provide recreation space for outdoor enthusiasts.

Another area designated as Open Space and Recreation lies along the northern edge. This buffer between the existing residential and future commercial development was requested by the property owners in the Sage Road neighborhood. The topography of this small area contains some significant slopes which naturally lend themselves to open space instead of development.

Finally, one property along US Highway 95 was given the designation of Open Space and Recreation because it contains an existing off-road racing track.

Open Space and Recreation Areas (Green)



Public Facilities

The smallest land use category (177 acres) outlined in the Southwest Fernley Area Plan is Public Facilities, which includes space for civic/utility uses (emergency services, utility infrastructure, library, civic center, etc.) and schools. These areas have been located to create a cohesive community with appropriate civic infrastructure that supports future employment centers and housing.

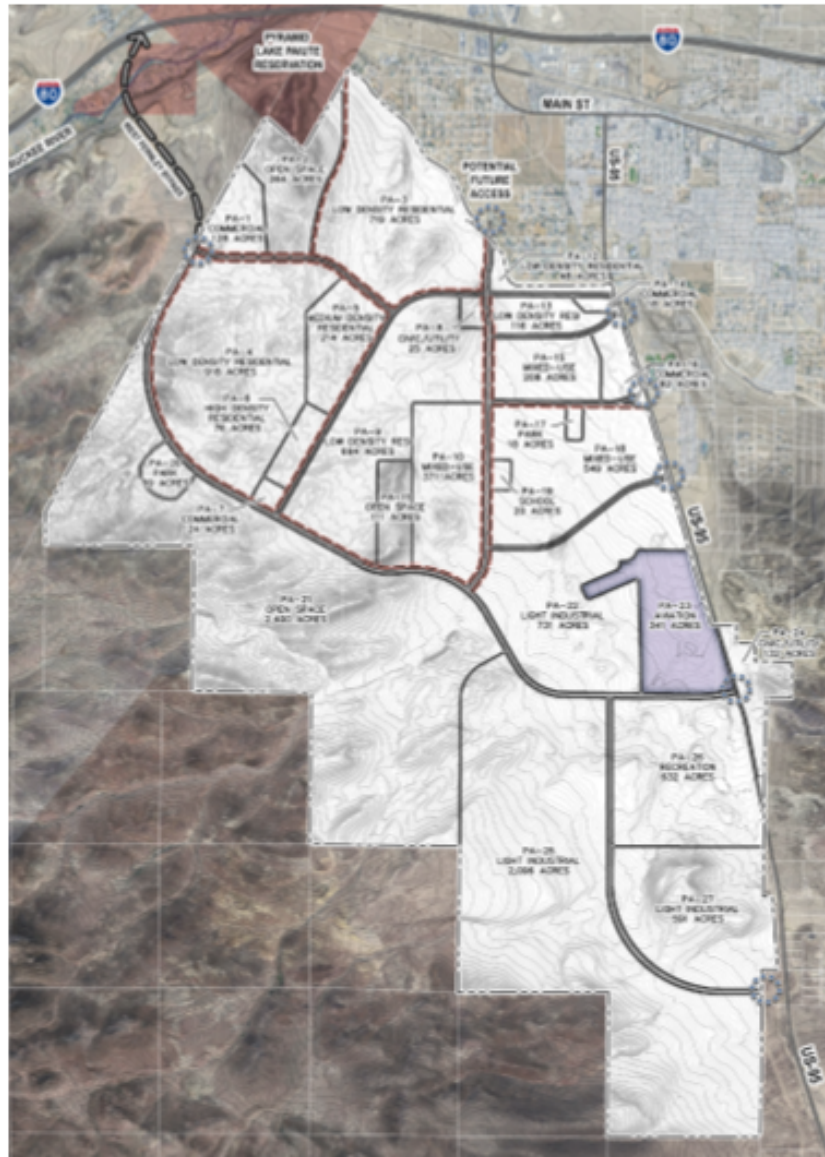
Public Facilities Areas (Blue)



Aviation

The final land use category is Aviation, located on the eastern side of the Southwest Fernley Area Plan adjacent to US Highway 95A. The existing Samsarg Field may be an opportunity to support surrounding industrial areas. Uses can include logistics, warehousing, storage, and aerospace-related land uses for offices and commercial. Due to the limited area available for future expansion, it may make sense to move the airstrip further to the south at some point in the future.

Aviation Area (Light Purple)



Transportation and Connectivity

The Southwest Fernley Area Plan presents an opportunity to create new connections from Fernley's existing commercial and industrial areas directly to Interstate 80. The area is currently only accessible by travelling directly through Main Street, which creates an excess of large semi-truck traffic through downtown Fernley. The Southwest Fernley Area Plan presents the opportunity to develop a connection to Interstate 80 that bypasses this congestion, alleviating it, and taking advantage of future industrial development nearby.

It will be the responsibility of proposed developments to identify how connectivity will be specifically provided for each mode of transportation. These include:

- Walking – Sidewalks are needed throughout the plan area to promote active transportation, connectivity, and pedestrian safety.
- Cycling – Consider added levels of protection for any potential bike lanes where cyclists may share the road with trucks. Additional cycling infrastructure such as bike maintenance stations and bike stands needs to be considered to promote cycling and create a safe and welcoming environment.
- Driving – Developers will be responsible for main arterial roads, neighborhood linkages, and smaller roads. Main arterials throughout the area will need to be constructed first for development to continue progressing.
- Truck Traffic – Truck traffic should be planned in a manner that does not create additional traffic in neighborhoods. Residents, visitors, and employees should have clear access to their destinations while allowing trucks to easily access industrial sites. Future developments must identify the routes trucks will travel to and around the industrial areas and how traffic will be mitigated.

Water Capacity

One of the most frequently asked questions from both the public and the elected officials was if there is enough water to serve the proposed uses within the Southwest Fernley Area Plan. Based on that, it was decided to include a water capacity analysis into the plan. The current water demand was used as the baseline of this analysis. The City of Fernley has current capacity to meet all of the following current conditions:

Average Daily Demand = 3.88 Million Gallons/Day (MGD)

Maximum Daily Demand = 6.52 MGD

Peak Hour Demand = 10.90 MGD

The table below gives a brief summary of each system component of the existing water infrastructure and what, if any, upgrades or improvements will be needed to serve the area.

Water Capacity Analysis Summary

System Component	Analysis	Outcome
Available Water	Total Capacity = 12.33 MGD; Groundwater wells only; Working to obtain surface water	Some available capacity; Surface water will add additional capacity; Additional water needed for southwest area depends on future development demands

Treatment Plant	Average Flow Rate = 4-6 MGD Maximum Flow = 20 MGD	No upgrades needed to meet southwest area demands
Pump Station	Current Capacity = 21.2 MGD Maximum Capacity = 30 MGD	No upgrades needed to meet southwest area demands
Transmission Main	No existing water transmission infrastructure to southwest area	New transmission main needed to extend service to southwest area
Water Storage	Total Storage Capacity = 7 million gallons 5.37 million gallons below amount outlined in Nevada Administrative Code*	Additional water storage will be required to support development in the southwest area
Pressure Zones	Current water storage tanks can serve up to elevations of 4,235 feet Majority of southwest area above 4,235 feet	New pressure zone needed to serve southwest area (including additional booster pumps and storage tanks)
Distribution	Pipe network utilizes pipes from 6 inches to 24 inches No distribution lines to southwest area	Distribution pipe will need to be sized in accordance with demands of development

*Can be offset by excess pumping capacity; Additional storage tanks required as part of the Victory Logistics development will add additional storage capacity

Fiscal Impact Analysis

The Fiscal Impact Analysis builds off the future land use plan to help understand the impact of future revenue associated with the proposed land uses. Based on this, the City can create a framework from which to prioritize public investment in roadway improvements, utilities, parks, and zoning policy.

As shown in the table below, mixed-use and high-density residential uses provide the greatest revenue per acre. However, mixed-use developments are projected to be the largest contributor to annual revenue. At full buildout of the Southwest Fernley Area Plan as proposed, the City of Fernley is projected to receive an additional \$103 million per year in property tax. This is almost eleven times more than current property tax revenue.

Expected Property Tax Revenue by Use Type

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
High Density Residential	\$37,149.61	68.4	\$2,541,033.07
Medium Density Residential	\$17,725.17	192.6	\$3,413,868.57
Low Density Residential	\$10,703.69	1,910.7	\$20,451,534.80
Commercial	\$11,366.80	226.8	\$2,577,989.88
Mixed-Use	\$52,782.11	960.3	\$50,686,664.33
Light Industrial	\$7,785.28	3076.2	\$23,949,074.37
Total			\$103,620,165.02

Implementation Plan

This Plan is the first step in the development of the southwest area of Fernley. Additional work will be required to update policies, adopt regulatory changes, and establish public/private partnerships. This section of the Southwest Fernley Area Plan provides a guide to next steps, including financing options and additional actions and initiatives that should be implemented to achieve the highest level of success. The Implementation Plan focuses on three areas: infrastructure/utilities, water, and transportation.

There are several potential funding sources outlined in this section. These include:

- Special Taxing District/Metro Districts (Also known as Special Assessment District)
- Tax Increment Financing (TIF)
- Impact Fees
- General Fund
- Local, State, and Federal Grants

The Implementation Plan also outlines projects or initiatives that need to be undertaken to implement the plan. These are divided into categories as high priority (1-3 years), moderate priority (4-7 years), and low priority (8+ years). The following is a list of items by priority level as outlined in the Southwest Fernley Area Plan.

High Priority

Complete Surface Water Study
Infrastructure Plan
Zoning Code Update
NDOT Coordination
BLM/BOR Coordination
Master Plan Update
Capital Improvement Plan Update
Stormwater Runoff Study
Airport Master Plan
City Staffing Study

Moderate Priority

Update Transportation Master Plan
Safe Routes to School Plan Update
Water Infrastructure Upgrades
Water Conservation Plan Update

Low Priority

Active Transportation Plan
Parks and Trails Plan

CONCLUSION

The Southwest Fernley Area Plan has been created in conjunction with the residents, property owners, and elected officials to ensure that the area is developed in the way that will appeal to everybody. The creation of this document is a big step forward for the City of Fernley as it prepares for future growth and the challenges that come with it.

CITY OF FERNLEY
RESOLUTION # 25-004

A RESOLUTION OF THE CITY OF FERNLEY FOR A COMPREHENSIVE MASTER PLAN ASSOCIATED WITH CASE NUMBER MPA25002, 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.

WHEREAS, the 2018 Fernley Comprehensive Plan was adopted by Resolution of the Planning Commission on August 8, 2018, and by the City Council on August 15, 2018; and

WHEREAS Nevada Revised Statutes chapter 278.210 specifies that master plans or any amendments, including zoning map and text amendments must be adopted by resolution of the Planning Commission and City Council;

WHEREAS the Planning Commission held a public hearing on April 9, 2025 and the City Council heard this item on _____; and

WHEREAS the proposed Master Plan Amendment would implement Goals LU1.3, LU.1.4, LU.1.6, and LU.1.11 of the City of Fernley Comprehensive Master Plan.

NOW, THEREFORE, BE IT RESOLVED, that based on the discussion and findings provided in the staff report and/or testimony presented at the April 9, 2025 Planning Commission and the _____ City Council meetings, that the Southwest Fernley Area Plan be adopted as part of the City of Fernley's comprehensive master plan; and

BE IT FURTHER RESOLVED that the Fernley Planning Commission approves and recommends that the City Council certify this Master Plan Amendment as part of the Fernley Comprehensive Plan.

RESOLUTION PASSED, APPROVED, AND ADOPTED this 9th day of April 2025, by the following vote of the Fernley Planning Commission:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

By: _____

Date: _____

Jenni McCullar, Chairwoman

Attest By: _____

Date: _____

Brenda Gosser, Deputy City Clerk

RESOLUTION CERTIFIED this ____ day of _____ 2025, by the following vote of the Fernley City Council:

AYES: _____ NAYS: _____ ABSTENTIONS: _____ ABSENT: _____

FERNLEY CITY COUNCIL

By: _____

Neal E. McIntyre, Mayor

Date: _____

Attest By: _____

Kim Swanson, City Clerk

Date: _____

CITY OF FERNLEY

Southwest Area Plan



— April 2025 —



Kimley»Horn

Acknowledgments

City Council

Mayor Neal E. McIntyre

Ryan Hanan, Ward One Councilmember

Felicity Zoberski, Ward Two
Councilmember

Stan Lau, Ward Three Councilmember

Albert Torres, Ward Four Councilmember

Joe Mendoza, Ward Five Councilmember

Planning Commission

Chairwoman Jenni McCullar

Vice-Chair Angela Lewis

Robert Flores

Tessa Garvin

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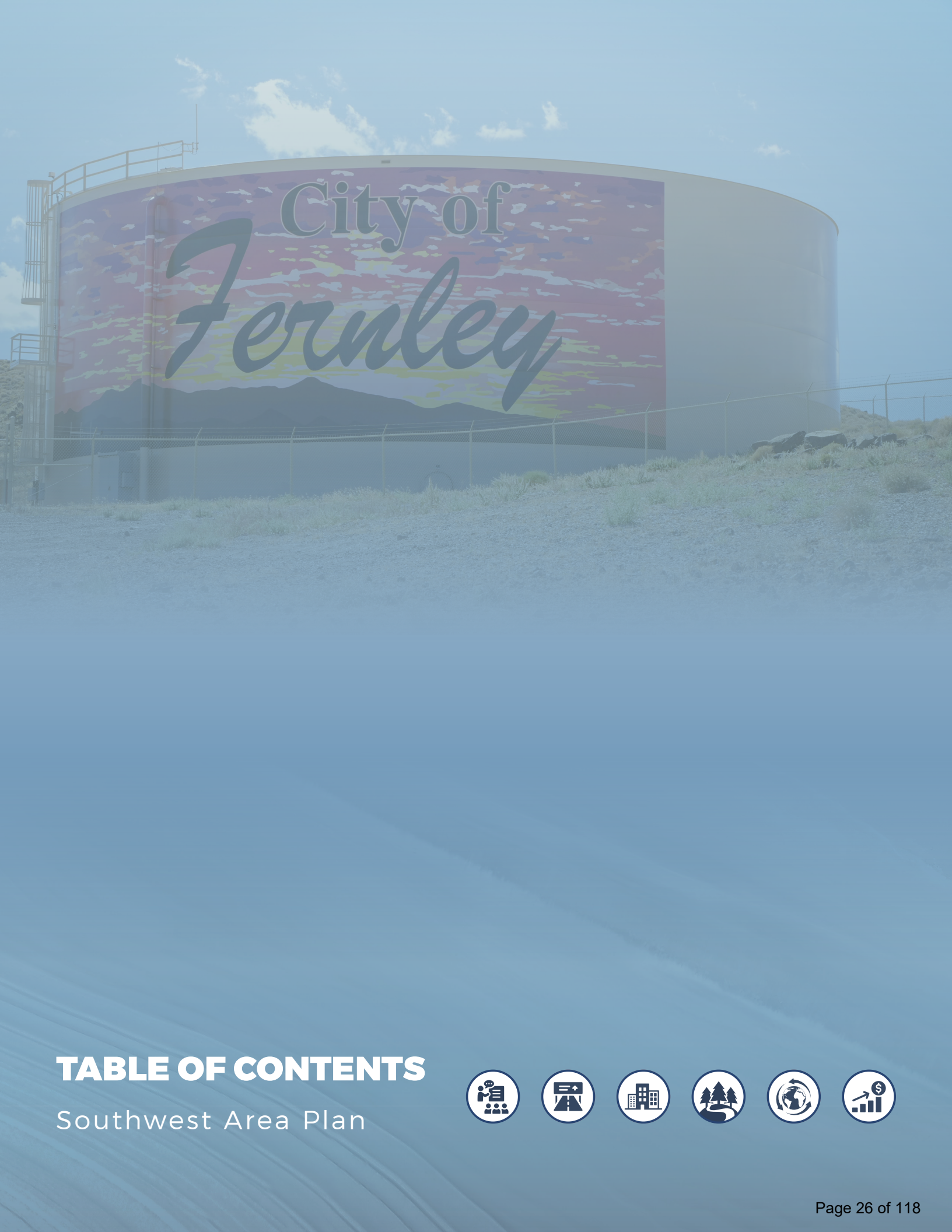
Jessica Rossi, AICP – Market Analysis Lead

Joseph Cuffari – Public Engagement Lead

Kimley»Horn

Thank You to All Engaged Fernley Residents and Stakeholders

Adopted by City Council on Month, XX, 2025



City of *Fernley*

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Southwest Area Plan



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INTRODUCTION

Southwest Area Plan



Introduction

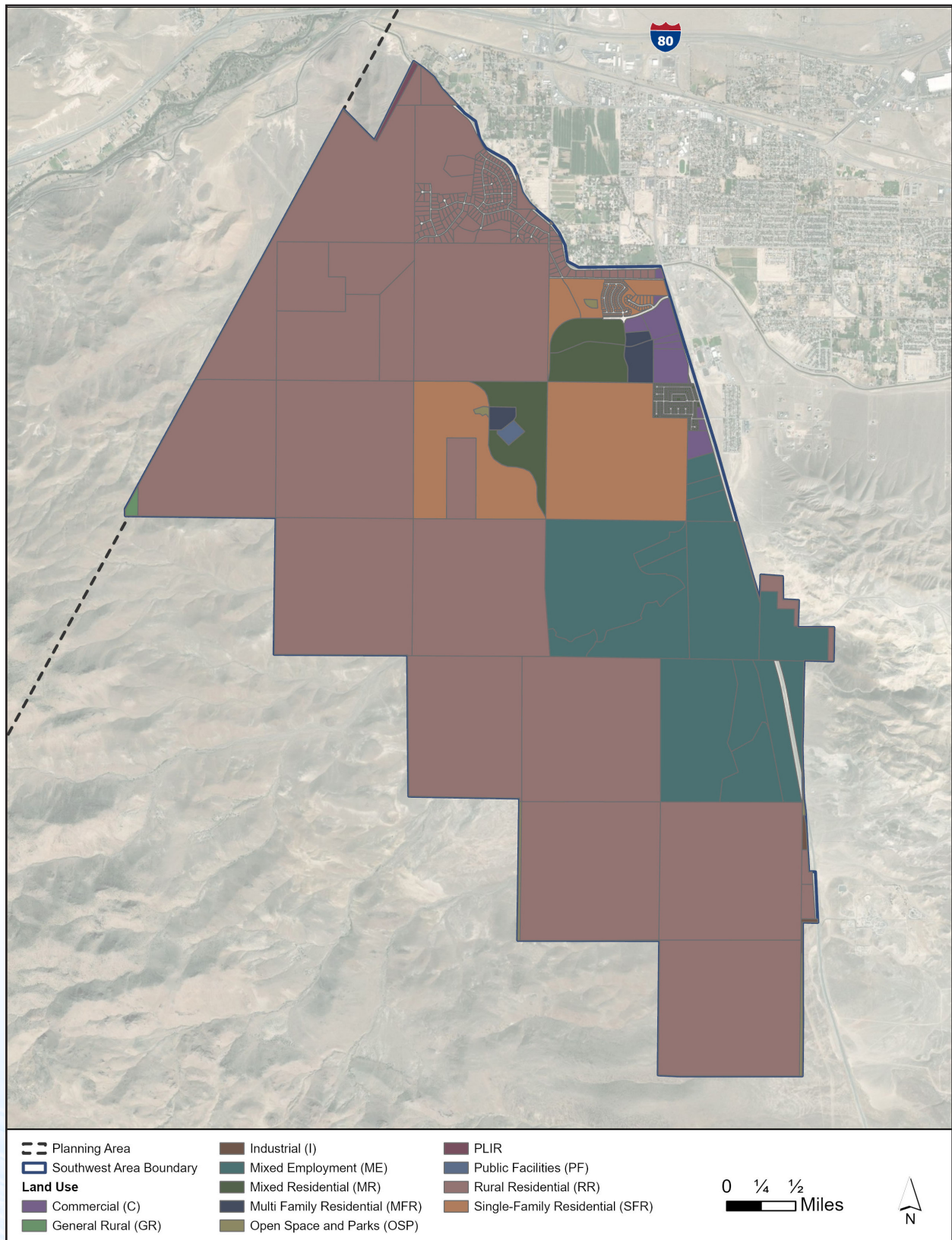
Plan Purpose

In 2018, the City's Comprehensive Master Plan was adopted with a vision for the City of Fernley. The Master Plan identified three future development areas on the Land Use Map – North Area, Southwest Area, and South Area. These areas are the largest remaining developable areas in the community and will play a key role in the City's future growth.

Fernley anticipates considerable continued growth over the next two decades. Local planning considerations include the development of a major rail facility that would function as an inland port, creating a significant increase in truck traffic along the I-80 and US-95 corridors. With its location along I-80 and the Union Pacific Railroad (UPRR) corridor, and approximately 35 minutes from Reno, the City is well positioned to provide both employment – particularly for manufacturing and distribution – and housing for the region.

An Area Plan allows for careful planning and implementation, in coordination with the community and stakeholders, which is particularly important when considering intense growth as anticipated in Fernley and the size of the project area (approximately 11,800 acres of largely undeveloped land). This Area Plan works in conjunction with the Fernley Comprehensive Master Plan and current development plans, and it establishes the specific vision and objectives to transform the Southwest Fernley area into a large master planned community with vast employment opportunities, supporting commercial services and a diverse range of housing types.

Current Planning Area Map



The Planning Process



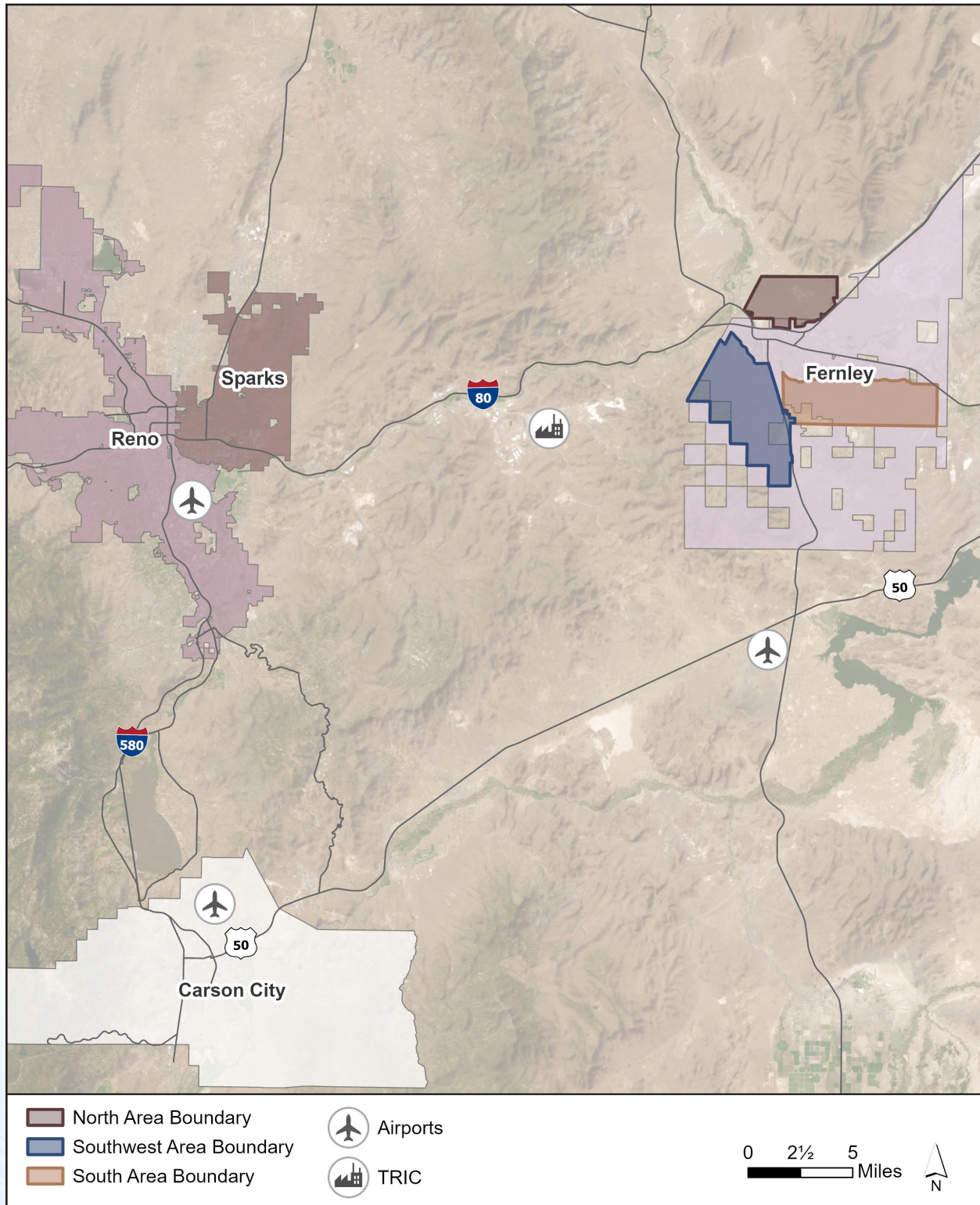
Plan Context

REGIONAL CONTEXT

The City of Fernley is located along the western edge of the State of Nevada, approximately 30 miles east of Reno and approximately 77 miles northeast of South Lake Tahoe in California. Fernley is part of Lyon County, which is home to a population of about 59,235 residents, according to the 2020 U.S. Census.

Fernley rests in the Great Basin Desert, which extends from Salt Lake City to Reno. The semi-arid environment is one of the region's most valuable resources, with an average elevation of approximately 4,200 feet and surrounding mountain ranges rising to 10,000 feet. The average annual rainfall is five inches with generally no air quality problems or severe winter snow conditions. There are several lakes and rivers throughout the region, as well as federally-owned land (Bureau of Land Management – BLM) that checkerboards the landscape and provides abundant opportunities for outdoor recreation and scenic vistas.

Figure 1. Regional Context Map



EXISTING PLANNING INITIATIVES

The City of Fernley has completed several plans in the last decade that guide the vision of future growth for the community. These plans include:

- 2017 Parks Master Plan
- 2018 Comprehensive Master Plan
- 2019 Community Assessment
- 2020 Development Code
- 2020 Transportation Master Plan
- 2022 Water Master Plan

As part of the Comprehensive Master Plan, Fernley residents formed several community principles to shape the future of the city:

- A desire to coordinate growth and the provision of services,
- Ensure compatibility for development,
- Nurture the unique character of Fernley, and
- Provide a balance of housing types and improved employment opportunities.

This plan carries forward these core principles and ensures that recommendations from all past planning initiatives are both honored and refined to best reflect current conditions and community priorities.

FEDERAL LANDS BILL

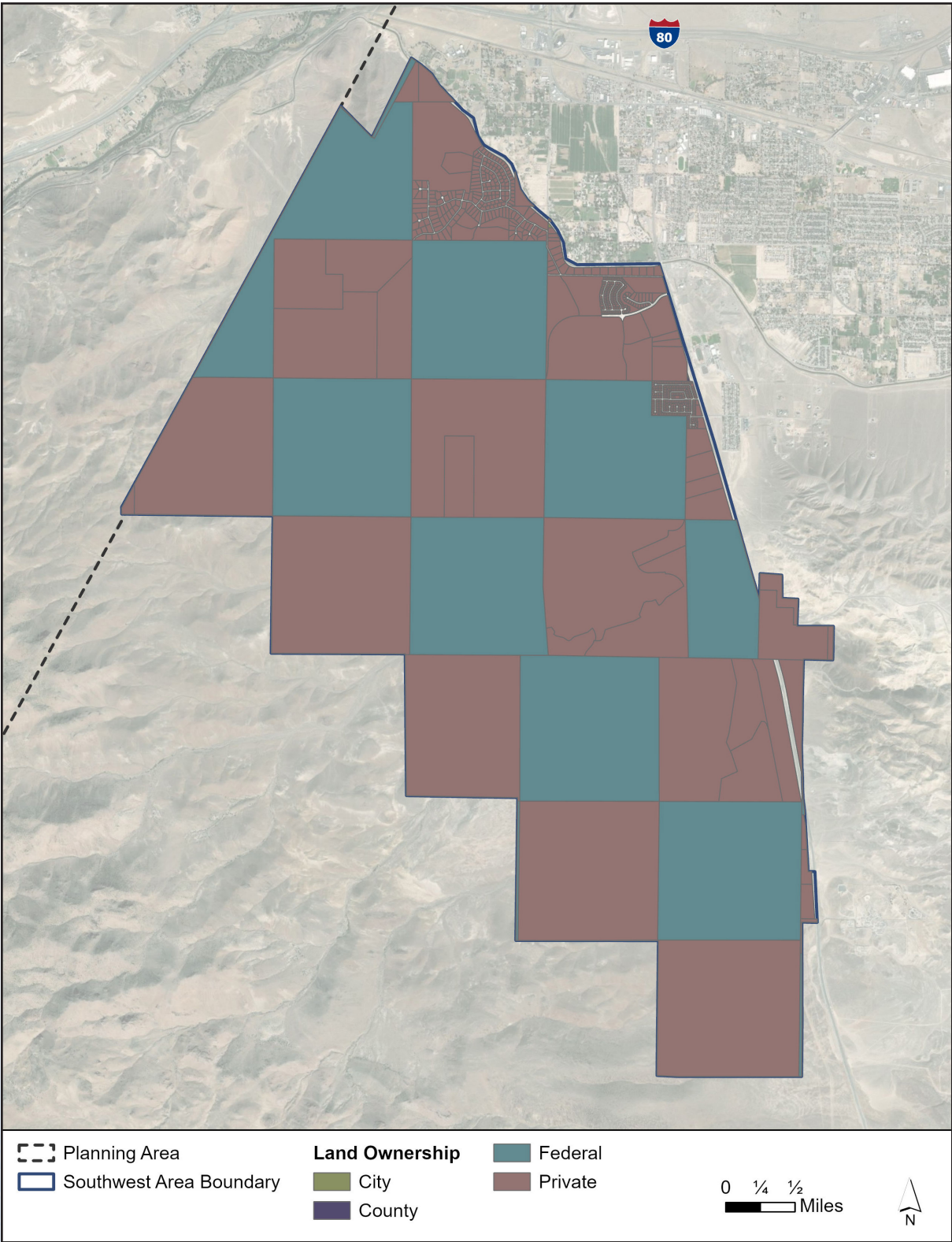
On December 19, 2014, the National Defense Authorization Act (Act) was signed in to law (Public Law 113-291.) Included in this Act is Section 3009(c) titled, “conveyance to the City of Fernley, Nevada,” which is commonly referred to as the “Lands Bill.” Under section 309 (c)(2), the Bureau of Land Management (BLM) is required to convey to the City of Fernley approximately 9,779 acres of Public Lands.

On November 2, 2016, a memorandum of understanding (MOU) was executed which establishes a relationship between BLM and the City regarding their respective roles, responsibilities, conditions, and procedures for land conveyance, which includes compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), and any other federal law(s) applicable to the project.

The MOU provides guidelines for projects moving forward, particularly economic development projects. This agreement outlines the specific steps needed and will help establish a guideline when coordinating with developers interested in projects within the designated areas.

On November 6, 2019, City Council authorized City staff to move forward with identified parcels in the Fernley Lands Bill for recreation and public purpose. Roughly 40% of the land in the Southwest Area is currently owned by BLM with plans for land conveyance to the City (see **Figure 3**).

Figure 2. Parcel Ownership Map



How to Use This Plan

This plan establishes guidance for the use and development of the Southwest Area. It is intended to be used by City staff, prospective applicants, and property owners to understand the vision and expectation of future development. This plan supersedes the Fernley Comprehensive Master Plan and guides policy and regulatory decisions that are made after plan adoption.

The Land Use Plan establishes the land uses permitted and encouraged within the Southwest Area Plan. Through this Plan, and the adjoining Design Guidelines, future development is guided in a manner that corresponds with the vision and goals for the Area.

Prospective applicants should consult this Area Plan to be well informed on what uses are permitted within the area, and subsequently, should refer to the Design Guidelines for more direction on what will be expected for any new development. City and elected officials will refer to this Plan and the Design Guidelines when reviewing project applications to ensure consistency.



COMMUNITY ENGAGEMENT
Southwest Area Plan



Community Engagement

The Southwest Area Plan's engagement process encouraged the community to get involved in the progression of the Plan and provide as much feedback as possible to create a cohesive vision that truly reflects the community's goals for future growth. This process built upon the preliminary input from the stakeholder's workshop and public open house, unfolding as a continuous and evolving process that utilized several methods of communication and interaction over the course of the year. As a result, this Area Plan represents a true community planning initiative that brings together various perspectives and goals. Key themes that emerged throughout the process are:

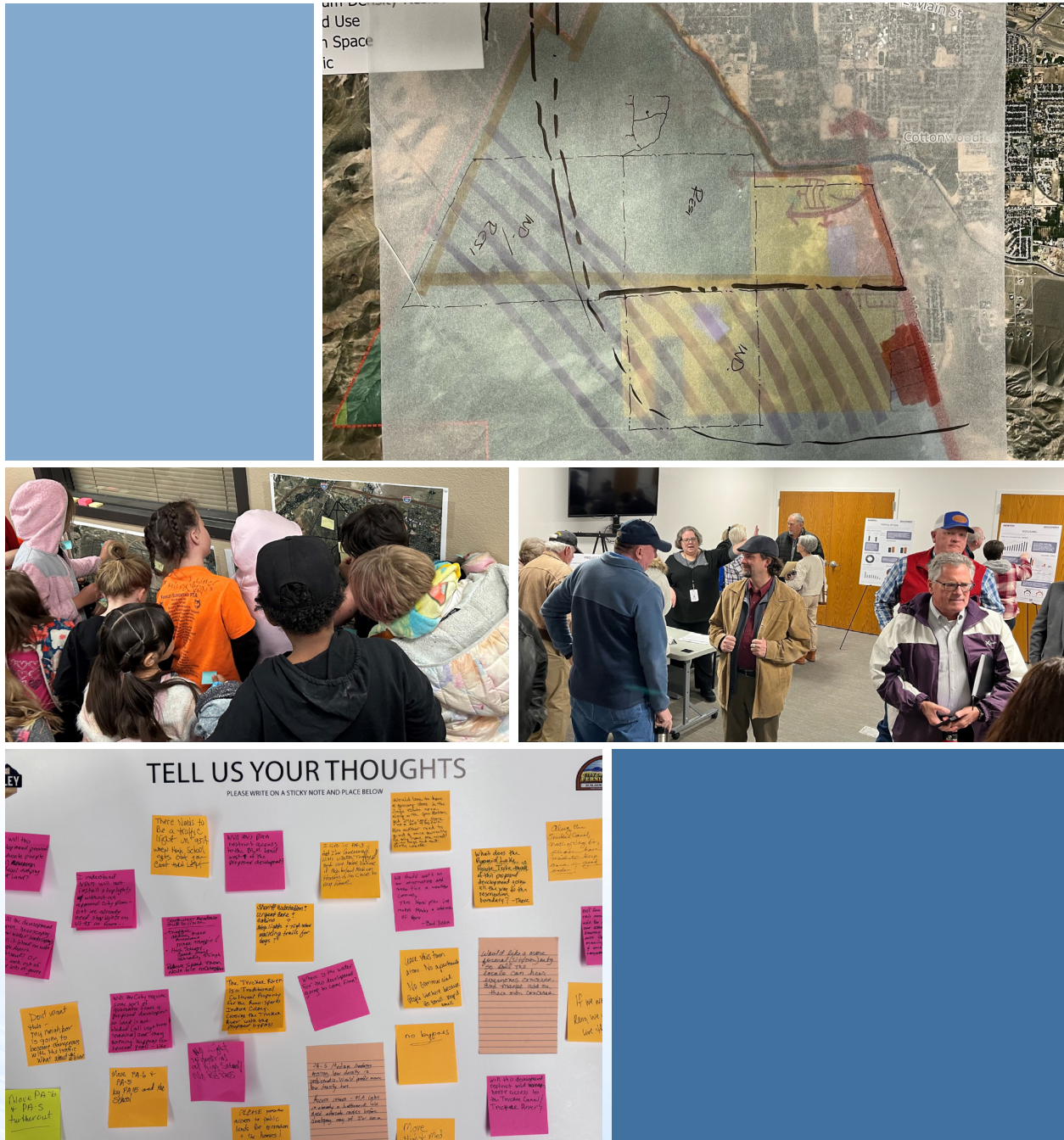
- A desire for more attractions, entertainment, restaurant, and retail options in Fernley.
- A concern for water conservation with increased development.
- Importance of maintaining open space, ATV roads, and hiking trails for recreation and athletic events.
- Concerns for traffic flow and desire for improved multi-modal access and connectivity.
- Questions surrounding coordination with BLM land.
- The importance of selecting appropriate uses around the airstrip and questions surrounding its future plans.
- Consideration of the wild horses.
- Questions on the order and responsibility for financing infrastructure.



Open House #1 and #2

On January 16, 2024, the City held a public open house with the intent of focusing conversation on the community's vision and values, land use, and overall future of the areas. In total, 73 people attended. This initial event was facilitated through open-ended conversations with several interactive boards and maps that helped reveal residents' goals and concerns surrounding development and growth in the Southwest Area.

On September 12, 2024, the City held a second public open house with the intent of refining and finalizing the draft Land Use Plan that had been formed through previous discussions at the first open house and during stakeholder meetings. About 50 people attended. Key considerations discussed included: open space and recreational trails, a progression in densities near existing single-family neighborhoods, as well as traffic and signalized intersections. The planning team also presented at Planning Commission and City Council meetings in August 2024.



Stakeholder Workshop and Meetings

An initial stakeholder workshop took place on January 16th, 2024. This workshop was intended to introduce the project team to local influencers and decision makers to develop an initial understanding of the community, current development interest, existing site and market conditions, and the overall community vision. Between January and September 2024, the planning team held one-on-one meetings with stakeholders to receive preliminary thoughts and feedback on development throughout the area. Stakeholders included property owners, local businesses, community leaders, residents of adjacent properties (including the Pyramid Lake Paiute Tribe), and prospective developers.



Generally, stakeholders were interested in higher intensity commercial along US-95, opportunities for a variety of housing densities/products, opportunities for industrial uses (particularly adjacent to SAMSARG), and development of the bypass to alleviate truck traffic into Fernley. The Pyramid Lake Paiute Reservation expressed a concern for maintaining air and water quality as the Southwest Area develops..

Online Survey

In addition to Stakeholder meetings and Open Houses, the City facilitated online surveys to gather more feedback and insight from a broader group of citizens. The surveys were advertised on Facebook, the City's website, and at City Hall to encourage active participation. Between December 22, 2023, and April 18, 2024, the City of Fernley collected and synthesized the survey responses from the community. The survey was intended to collect preliminary thoughts surrounding development and community needs – within Fernley as a whole and within the Southwest Area.

A total of 136 people contributed their feedback in the five months the survey was available. The majority of respondents were homeowners, had lived in Fernley for at least 6 years, and represented a wide age and income range. Respondents generally valued Fernley's access to open space, were concerned about overcrowding and water sustainability, and overwhelmingly wanted to see improved traffic circulation over the

next 20 years. The majority of respondents support future development within the City to create more businesses and services.

Specifically, the City asked survey respondents what types of businesses and services they would like to see most to attract both visitors and locals. The following summarizes the top five reoccurring responses:

- 1** National chain retail and generally more shopping options
- 2** Restaurants
- 3** Entertainment diversity and attractions for kids
- 4** Grocery stores and bulk food stores
- 5** Medical offices/services and a hospital

Other key themes from respondents include a desire for multi-modal access and connectivity, a mixed-use town center, enhanced open space and recreational facilities, and concern about access to water.

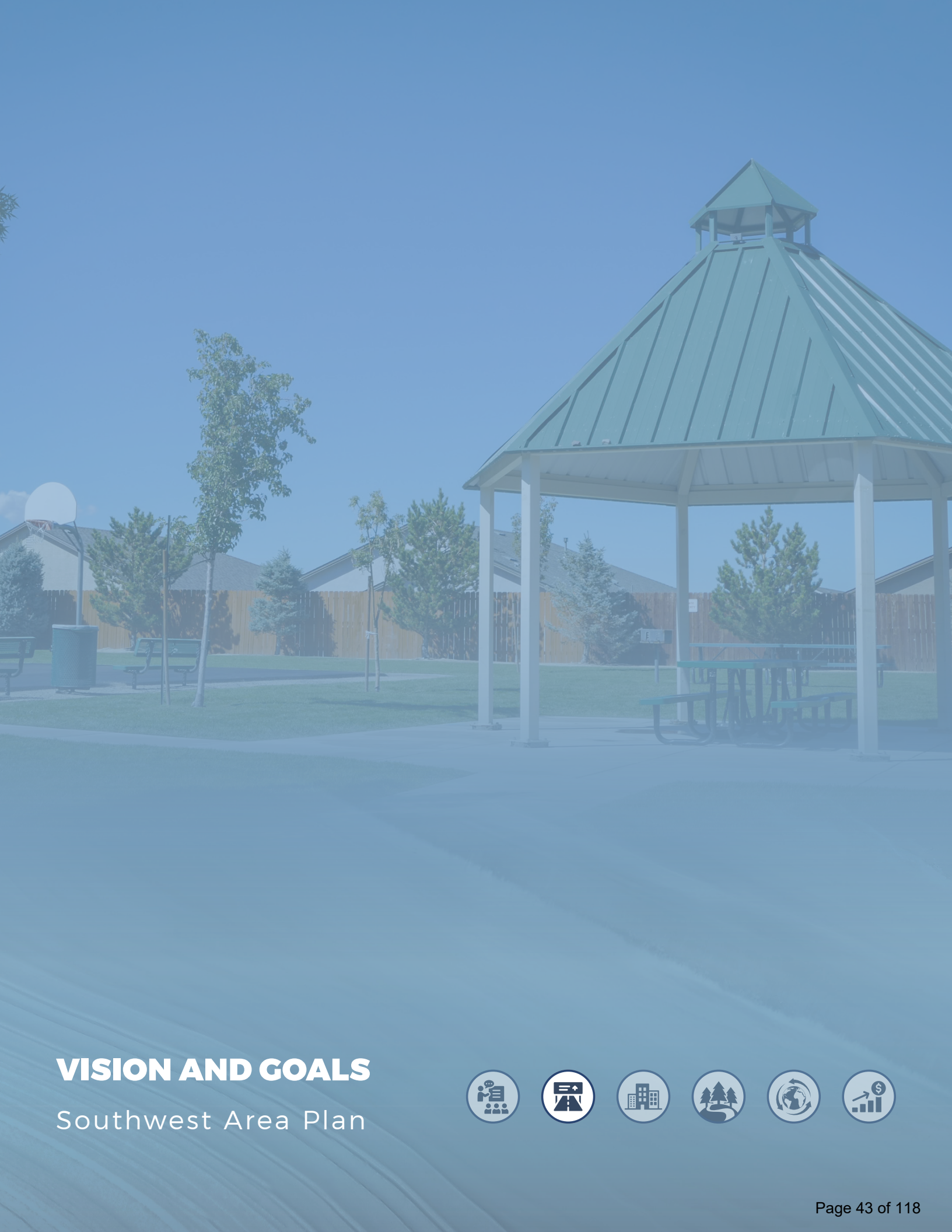
First Graders Visit To City Hall

On Friday, April 26, 2024, two classes of first graders visited City Hall and participated in a planning exercise suggesting land uses for the Southwest Area Plan. The children used post-it notes to suggest where three uses should be located based on the Area Plan's parcels:

- Yellow – residential
- Blue – parks
- Pink – commercial

The group of children recommended a buffer of parks in the south-west section of the Area. They also suggested a variety of uses throughout – steering clear of concentrating one singular use.



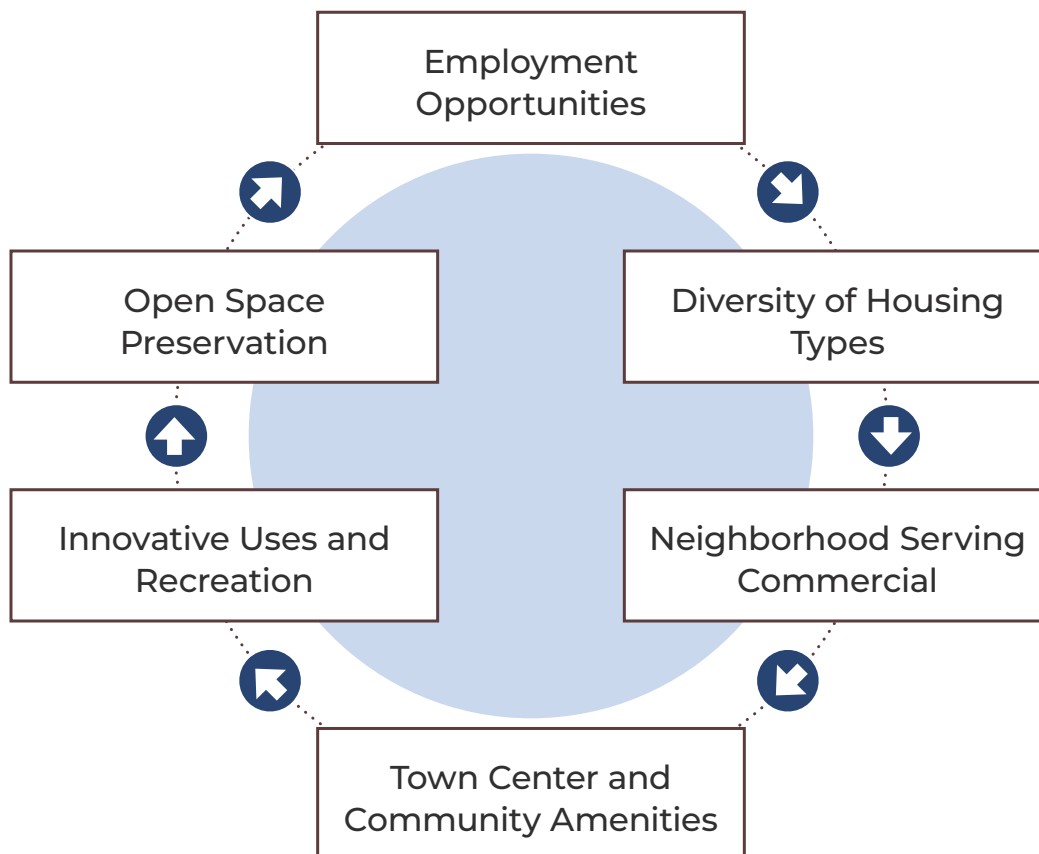


VISION AND GOALS

Southwest Area Plan



Vision and Goals



Goals

Land Use

- Facilitate and promote orderly development.
- Encourage compatible mixed-use development that results in decreased travel time and increases access to resources.
- Promote housing development that meets the needs of all segments of the community.
- Mitigate natural hazards from land uses through appropriate site design and review standards.
- Promote innovative uses to respond to changing market conditions.

Infrastructure

Encourage safe, efficient, and multi-modal transportation.

Require developments have access to adequate resources, infrastructure, and public services.

Facilitate a transportation and circulation system that alleviates and mitigates future traffic associated with land uses established in this Plan.

Create a safe and welcoming environment for the existing Fernley community, future residents, and visitors.

Continued coordination with the Pyramid Lake Paiute Reservation to mitigate impacts of development.

Advance efforts to alleviate existing truck traffic and congestion in Fernley by creating a highway bypass.

Recreation/ Open Space

Expand and diversify recreational opportunities.

Promote active transportation as a form of recreation via the multi-use paths.

Protect ranges and environmental features.

Economic Development

Advance the economic well-being of Fernley.

Expand Fernley's employment opportunities and attract new businesses and corporations that will grow the city's economy.

Facilitate the creation of "third place[s]" through the town center and mixed-use areas – creating a place for people to go and spend quality time between work and home.

Establish Fernley as an employment hub with access to high quality jobs and affordable living.

Implementation

Maintain consistency with other City Planning documents and the community's vision.

Pursue a variety of funding opportunities to complete the needed improvements and facilitate development of the planning area.

Maintain existing relationships and establish new partnerships amongst agencies, neighboring jurisdictions, stakeholders, and the community.

COMMUNITY PROFILE

Southwest Area Plan



Community Profile

Demographics

Figure 3. Planning Study Area

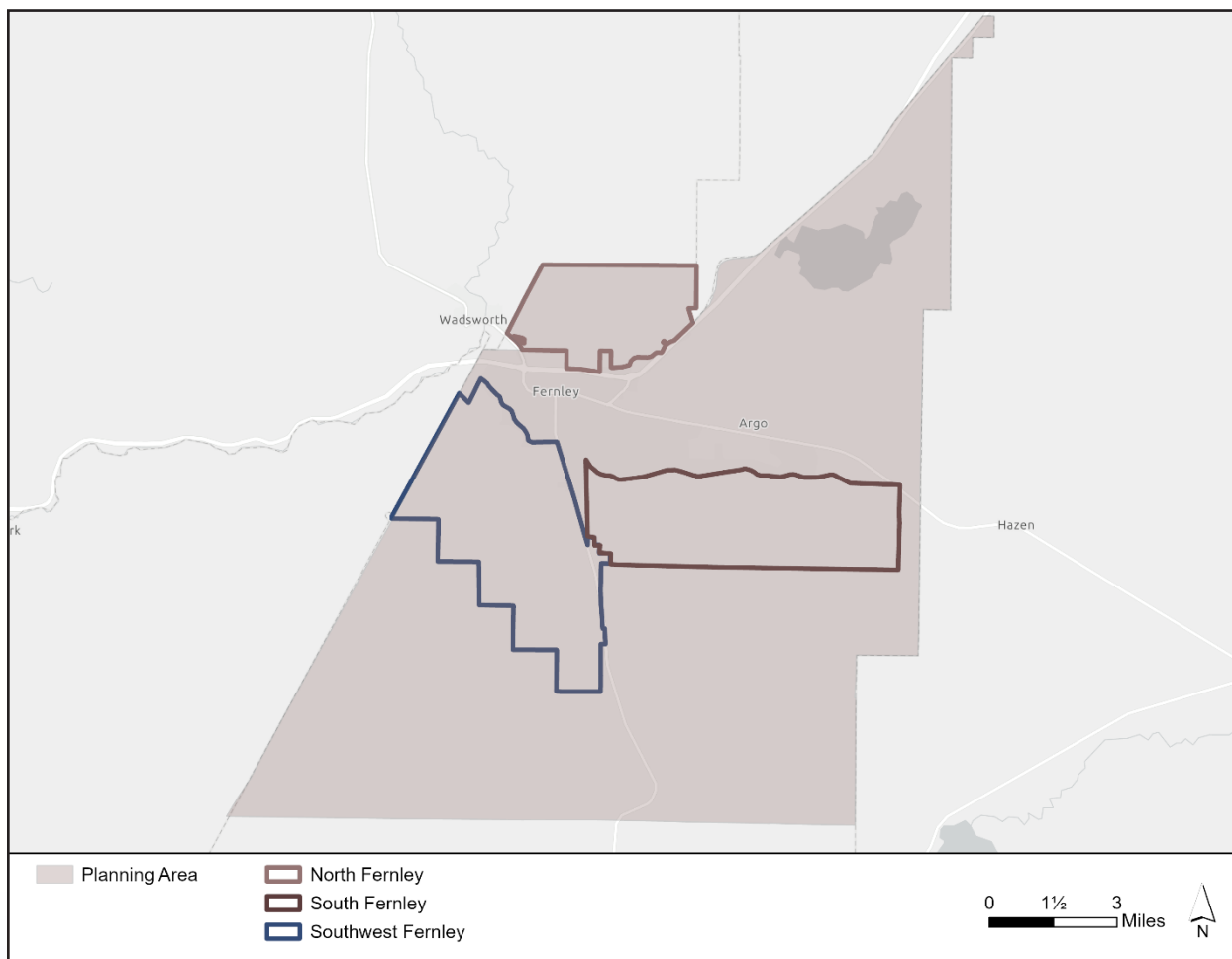


Figure 4. Planning Study Area and CSA

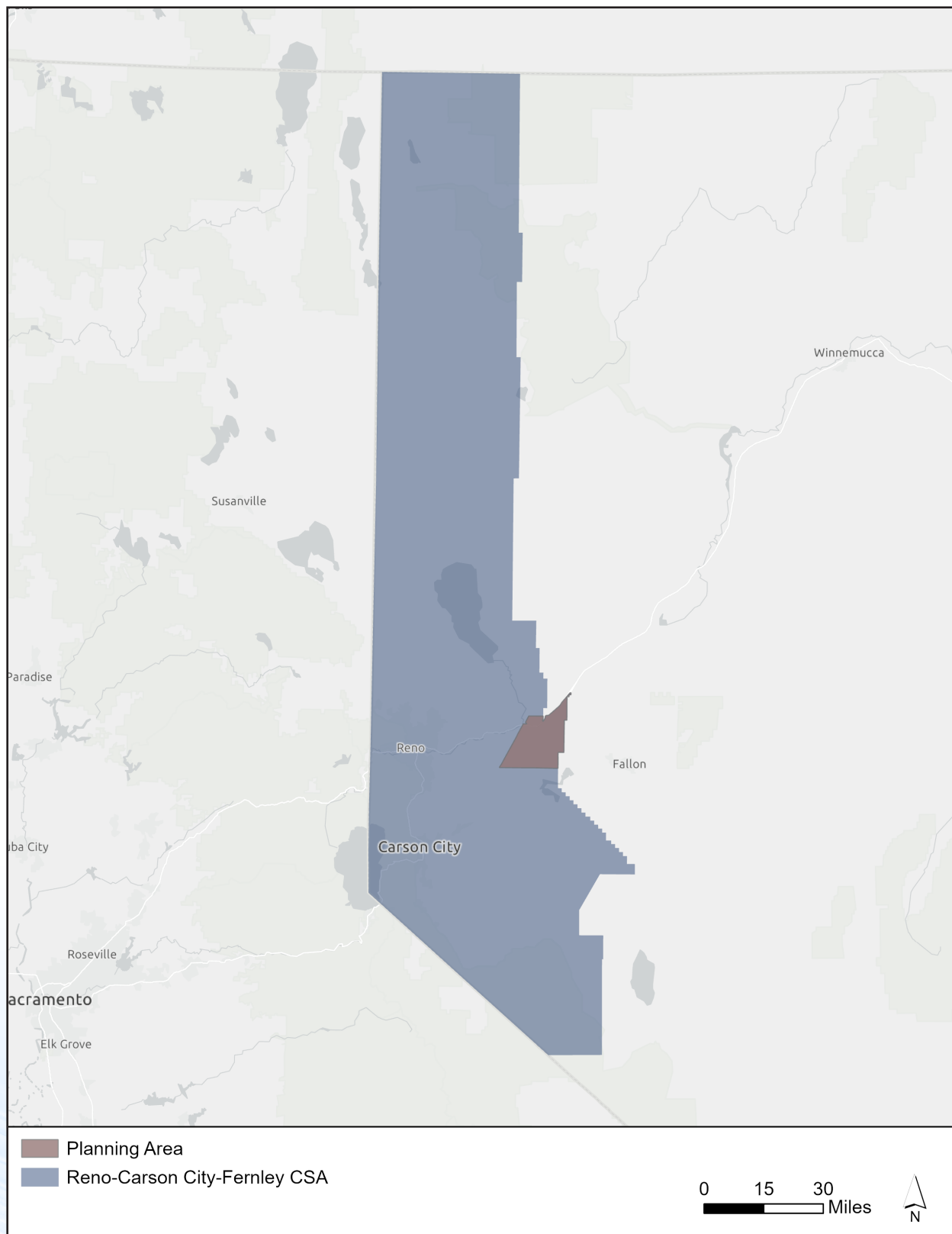
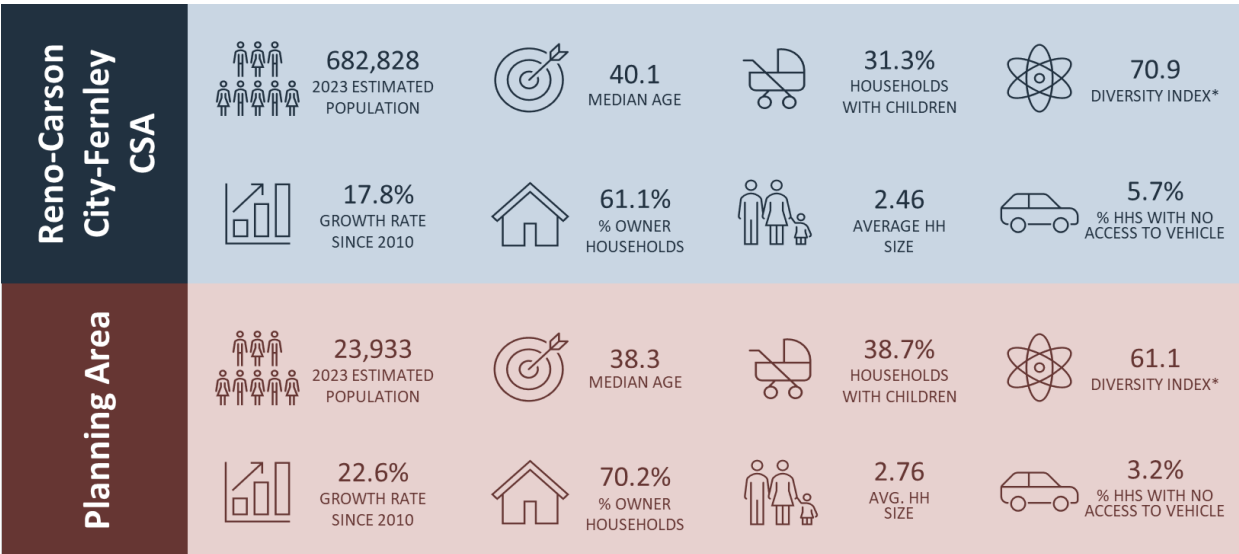


Figure 5. Demographic Summary



Population

The planning area¹, pictured in **Figure 4**, contains 23,933 people with a median age of 38.3 years old. The largest racial group is white with 73% of the population. Fernley is considerably less diverse than the Reno-Carson City-Fernley combined statistical area (CSA) holding a diversity index of 61.1 versus 70.9 for the CSA. The population has experienced a 22.6 percent growth (1.6% per year) since 2010, 4.8 percent higher than the CSA.

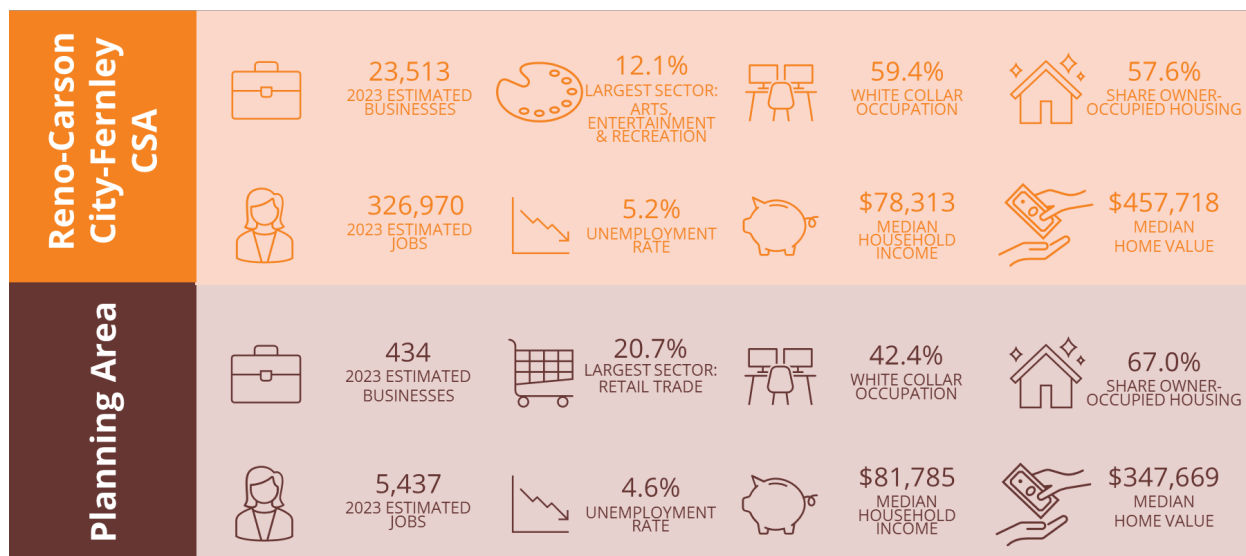
Education and Earnings

Fernley’s education attainment levels are notably lower than the CSA, with fewer people holding bachelor’s or master’s degrees and more with only a high school diploma. Median income in the planning area is \$81,785, about \$3,000 more than the CSA, with the largest income group being those making \$100,000-149,999. The planning area’s income earnings are concentrated in middle brackets, with less people earning below \$50,000 or above \$150,000 than the CSA. Lower educational attainment and a higher median point to a strong middle class of service and trade workers, aligned with the area’s largest employment sectors being retail trade, hospitality, and manufacturing. However, the planning area currently lacks high paying, white collar jobs, which mostly exist in the Reno metro area.

1 The “Planning Area” term is used for the purposes of the Community Profile and includes areas outside of solely the Southwest Area Plan.

Market Conditions

Figure 6. Economic Summary



Market Analysis Summary

The planning area's economy is defined by its proximity to Reno and Lake Tahoe, as well as a large existing and growing industrial sector. The retail trade sector is the largest employment group, employing 20.7% of total employees. The area is surrounded by large factories and distribution centers for companies including Apple, Tesla, Polaris, and Walmart. The upcoming completion of the Nevada Commerce Center and its 1,100 industrial jobs is the latest example of the area's planned job growth and fruitful market for warehousing and distribution. The planning area presents a cheaper yet proximal location to Reno and nearby employers, making it a bedroom community for residents—where 7,904 workers commute out of the planning area for work, far more than the 2,644 who commute in and the 2,217 who work and live in the planning area. Those living in the planning area and commuting to places such as Reno and Sparks capitalize on the area's lower housing prices where the median home price is \$369,154, well below the CSA's \$504,449. Recent housing development trends reflect the market's comparatively low prices and proximity to employment and tourism, showing 60.5% of existing housing inventory constructed since 2020. The current housing stock of the area is 80.6% single family, which will likely change as multi-family inventory is expected to increase by 230% by 2027, adding 1,167 units. In addition to housing and industry, there is recent growth in the hospitality industry for tourists heading to Reno, Lake Tahoe, and further along I-80 into California. The hospitality industry's growth is evident in the upcoming addition of four new economy class hotels over the next four years, adding 361 new rooms, or a 143% increase over the current stock. All these factors lead to retail trade being the largest employment sector at 20.7 percent of total employees

Figure 7. Employment locations for planning area residents

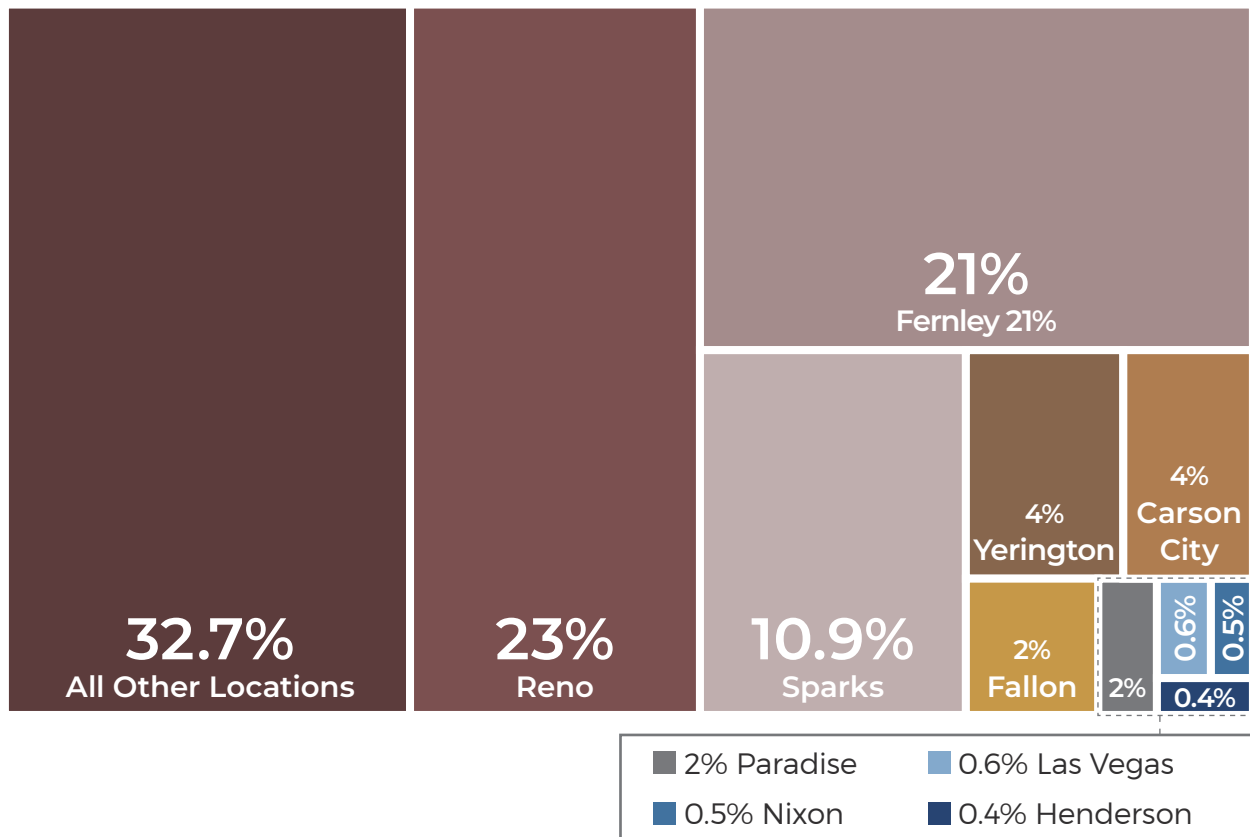


Figure 8. Commuting in the planning area





EXISTING CONDITIONS

Southwest Area Plan



Existing Conditions

This chapter summarizes the existing conditions of the City of Fernley, specifically within the Southwest Area, to establish the foundation of the planning process. The purpose of this chapter is to identify specific challenges and opportunities that exist within the area to better understand how growth can serve the community. These factors may include natural constraints, infrastructure hurdles, and development opportunities that influence the potential for the Southwest Area Plan.

Challenges

TOPOGRAPHY

Historically, development has occurred in Fernley across the flat lands along the Truckee Canal and transportation routes. The Virginia Range is located at the center of the City – south of I-80 – and a number of additional ranges surround Fernley to the north: Truckee Range to the east and Pah Rah Range to the west. The Truckee Range begins in the northeast corner of the Southwest Area Plan, which includes the Fortymile Desert.

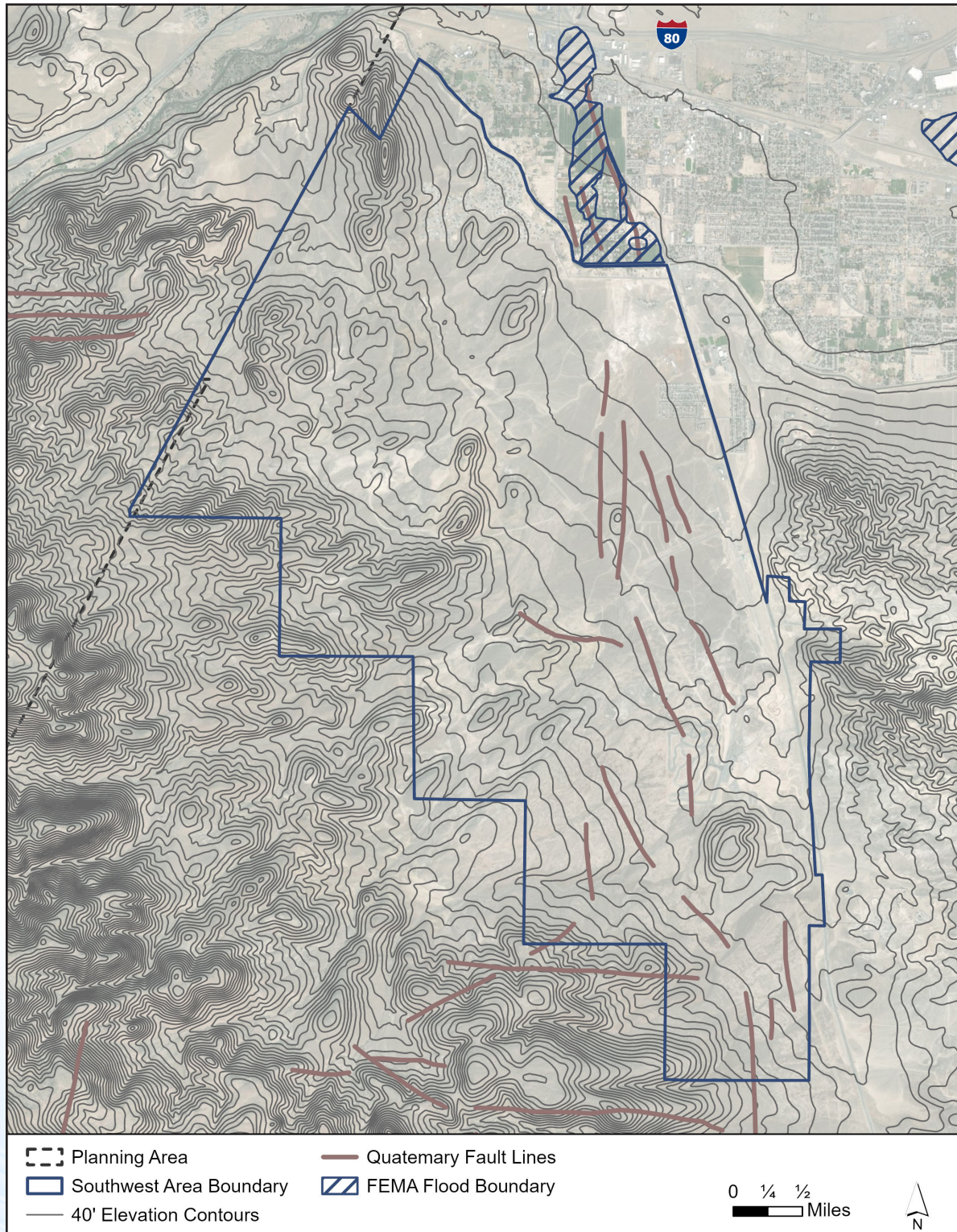
Topography will play a large role in the development of the Southwest Area Plan, as it overlays the Virginia Range, in comparison to the North Area Plan which is relatively flat. The range constrains both access and development potential for large scale building formats at varying points of the western side of the Area. Slopes on the western boundaries may create a challenge for developing an accessible bypass connection from I-80 to US-95, particularly for large trucks carrying goods and products to/from industrial sites.

The Fernley Development Code allows development on slopes up to 15% and limits development on slopes in excess of 15%. Slopes in the southwestern part of the Area, as well as the northwestern-most corner constrain development.

Geologic Hazards

Geologic hazards include earthquakes, floods, landslides, mudslides and snowslides. In Fernley, seismic activity and stormwater management are the only two hazards with greater potential risk. See **Figure 9** for a map of elevations, flood risks, and fault lines.

Figure 9. Elevation, Flood, and Fault Lines Map



Seismic Activity

Western Nevada has had a seismically active history. Risk zone mapping prepared by the Governor's office indicates that most of western Nevada, including Fernley, falls in Seismic Risk Zone 3 and that major damage could occur during an earthquake. **Figure 9** illustrates the location of different fault lines in the Plan Area: Holocene, Pleistocene, and Lineaments. Proposed development in these, or other confirmed areas, will need to proceed based upon the recommendations of a detailed fault study. Standard engineering practice is to allow for a 50 feet setback of structures from potentially active faults.

Stormwater Management

No FEMA Flood risks have been identified in the Southwest Area. However, the City is susceptible to flash floods during heavy rains and extreme weather events. The Southwest Area may be at higher risk due to its location at the base of the Virginia Range. The large quantity of open space in the Area will be helpful in retaining many of the permeable surfaces necessary to mitigate some of the negative impacts of heavy rains, however, additional stormwater infrastructure may be necessary to mitigate these risks.

Existing Infrastructure

The Southwest Area is largely vacant of buildings; however there is currently an airfield (SAMSARG Field), some light commercial uses adjacent to it on the north, and a speedway (Reno Fernley Speedway) adjacent to the airfield to the south. There are also residential communities towards the north and northeast of the Area which includes a recently constructed residential subdivision on the eastern edge, connected to US-95.

An airfield presents a potential constraint to the density of development due to FAA regulations around heights, as well as potential concerns around noise and safety which could limit density or create the need for development buffers around the airfield.

The Reno Fernley Raceway also provides an opportunity to bring additional attractions to the Area and help build momentum as growth occurs in the region.



Accessibility

The Southwest Area is primarily accessible from the eastern and northeastern limits, though additional potential connections are possible on the western edge. Existing roadways connect the existing residential neighborhoods, and they appear ready for further connections. Gravel and dirt trails also exist throughout the Area.

Due to the Area's size and location between the foothills, I-80, and US-95, land access is currently constrained and will require at least one major east-west corridor connection between I-80 and US-95, as well as lower volume connections to the City and existing adjacent developments to the north. The Southwest Area is also located south of the Pyramid Lake Paiute Reservation, with the proposed bypass going through reservation land. This will require coordination with the Tribe to plan for connected road access. Additionally, the slope grade increases to the west.



Conservation and Water Resources



The challenge for Fernley is to balance conservation of its important scenic and natural resources while fulfilling the needs of its existing and future residents by promoting commerce. The city's water supply primarily comes from groundwater wells, supplemented by water stored in upstream reservoirs through a contract with the U.S. Bureau of Reclamation. The City is committed to water conservation and has developed a conservation plan in compliance with federal regulations. The City has also entered into an agreement to manage water usage from the Truckee Canal.

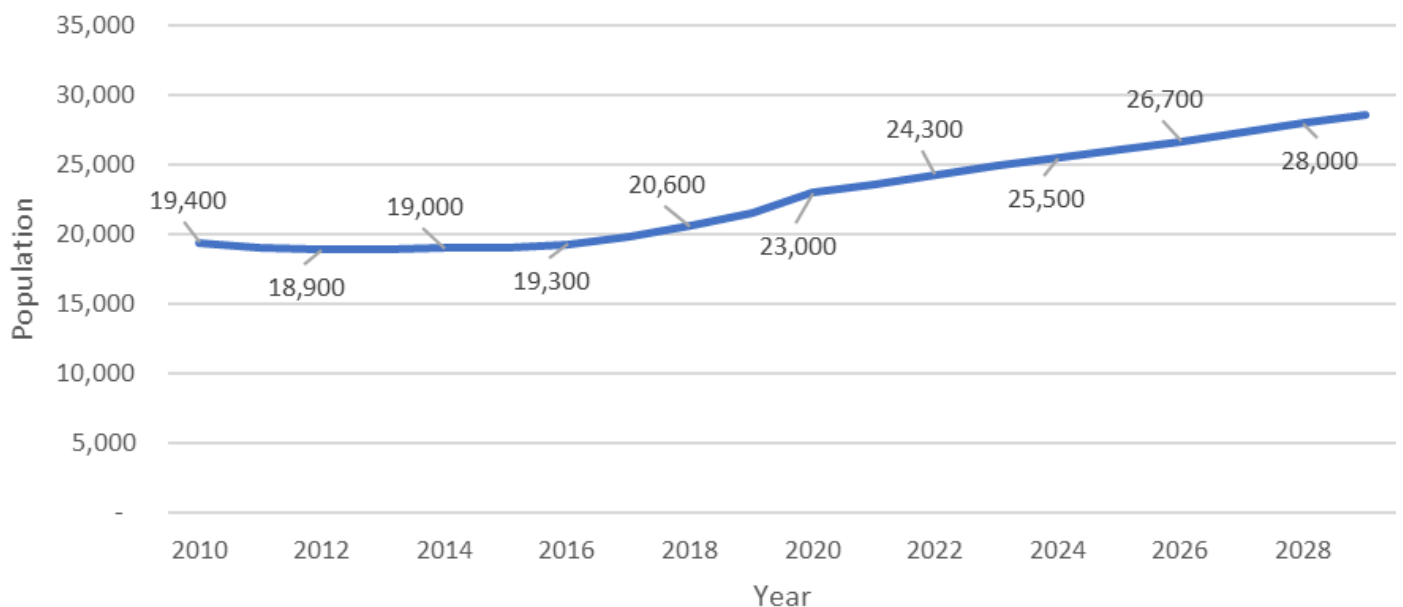
More information on conservation and water resource conditions in Fernley is available in the Fernley Water Resource Plan adopted in January 2020. See the Water Capacity chapter for more information.

Opportunities

Growing Population

Since the start of 2016, the Fernley population has been on a steady increase; it is currently growing at a rate of 2.48 percent annually and has increased by about 10.7 percent since the 2020 U.S. Census. If the current population growth rate is applied to future years, the projected population size in 2029 will be about 28,600 - an increase of about 47 percent since 2010. With growing industry interests and employment opportunities in the region, continued population growth is certain.

Figure 10. Past and Projected Population Growth



Regionally, the Reno MSA has also experienced consistent growth, with a growth from 119,081 in 1969 to 500,915 in 2022. This represents a growth of about 320 percent. To meet continued population demand, the City must plan ahead for future housing needs. The Area Plan provides an ideal opportunity to establish designated areas for future housing development to occur.

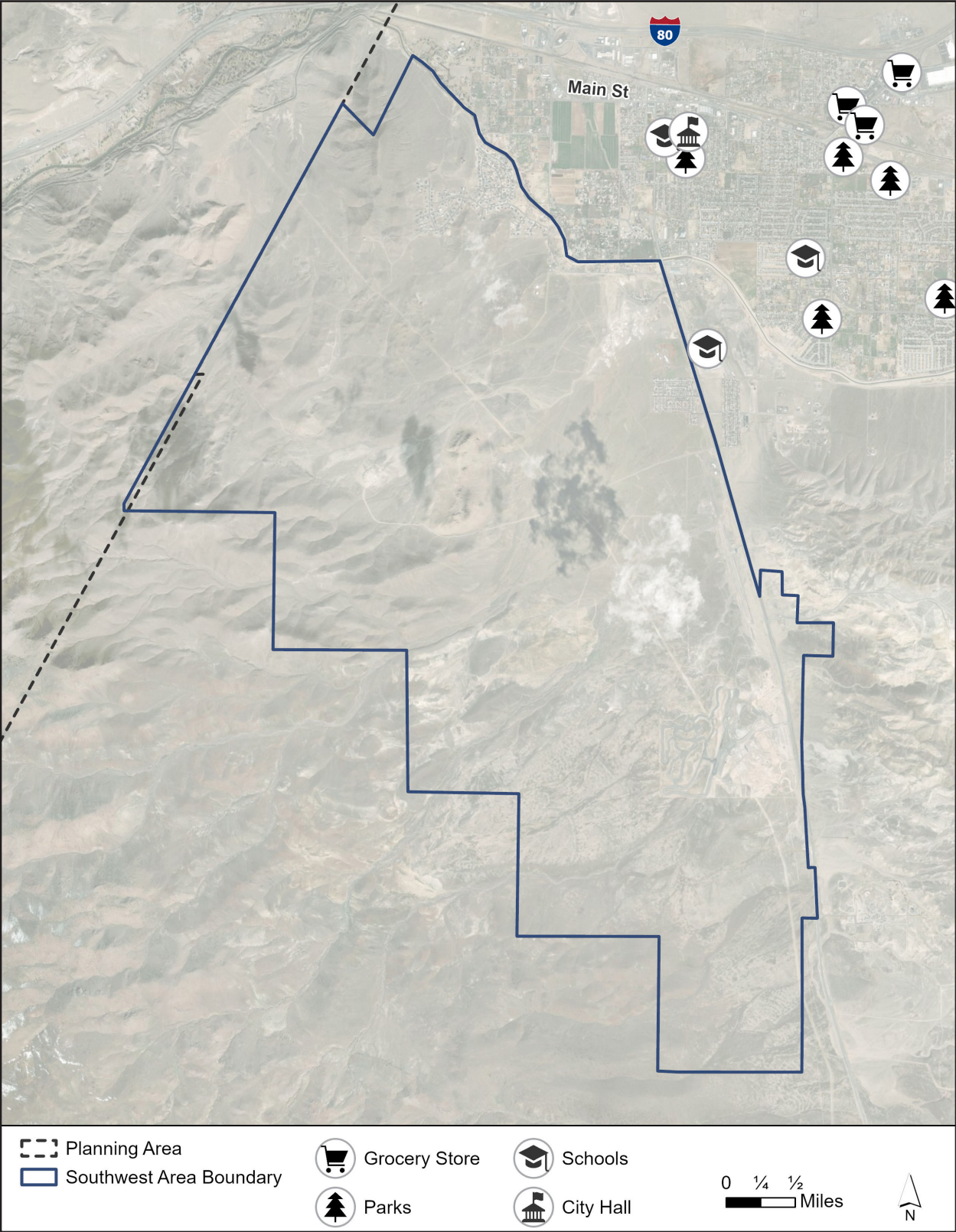
Existing Public Resources

Fernley provides a number of public resources and amenities for residents and visitors, including:

- Public parks
- Dog parks
- Public library
- Community center
- Senior center
- Fernley swimming pool
- Public schools (elementary, middle, and high schools)



Figure 11. Community Resources Map



Surrounding Uses

Existing uses adjacent to the Southwest Area Plan include Fernley High School, low-density residential subdivisions, an airfield, and a raceway.

The Southwest Area region is well suited for businesses and industries that benefit from convenient access to the highway as I-80 and US-95 represent convenient east-west and north-south regional and even interstate connections, respectively. The I-80 Highway provides an extensive connection from Fernley west to San Francisco and east to Chicago. This may primarily benefit manufacturers, distribution warehouses, and data centers. While US-95 provides a higher capacity corridor to nearby communities, and could function as a good location for retail commercial activity.

Highway I-80 also creates an opportunity for commercial uses providing services and retail for travelers. Gas stations, shopping centers, restaurants, and convenience stores may provide the most benefit to visitors.

Recreation and Open Space

While no official roads are paved through the majority of the Southwest Area, a number of informal gravel and dirt trails already exist throughout. These trails provide the community with recreational off-roading, motocross and dirt-bike racing, mountain biking, trail running, and hiking. There are opportunities to retain and enhance existing trail networks in the Southwest Area while still encouraging new development, especially in the southwest section with steep slopes and beautiful mountain views to the west.

SAMSARG Airfield

Contained within the Southwest Area, on its southeastern side, is the SAMSARG Airfield which was the recent recipient of opportunity zone funds aimed at expanding the airfield's current infrastructure by building new, modern hangars that can serve both public and private clients. This includes an infrastructure upgrade that expands municipal water infrastructure in ways that future developments in this Area Plan may be able to capitalize on.

Recent reporting shows that the TRI II and SAMSARG share some property boundaries, and recent quotes from TRI II developers indicate a potential reciprocity between development of the industrial park and the airfield.

Vacant Land

Vacant land allows for greater development opportunities without needing to consider existing uses and businesses. Vacant land of this magnitude is additionally advantageous. With a large percentage of the land in the Southwest Area owned by the Bureau of Land Management and set for conveyance to the City, there is unique potential for the City to facilitate desired land uses on these vacant parcels for a public purpose. However, there are some private land owners and uses concentrated near US-95, one of the most readily accessible portions of the site, which adds a level of complexity to coordinate with property owners and individual development interests.

Figure 12. Southwest Area Vacant Land



Regional Industries

Regional industries are an important opportunity as they may indicate potential interest for development in the Plan Area. As of 2021, regional industries were fairly similar across local jurisdictions:

Reno

- Health care and social assistance
- Retail trade
- Accommodation and food services

Sparks

- Retail trade
- Health care and social assistance
- Manufacturing

Carson City

- Public administration
- Retail trade
- Health care and social assistance

Silver Springs

- Transportation and warehousing
- Construction
- Retail trade

Fallon

- Health care and social assistance
- Construction
- Retail trade

Fernley

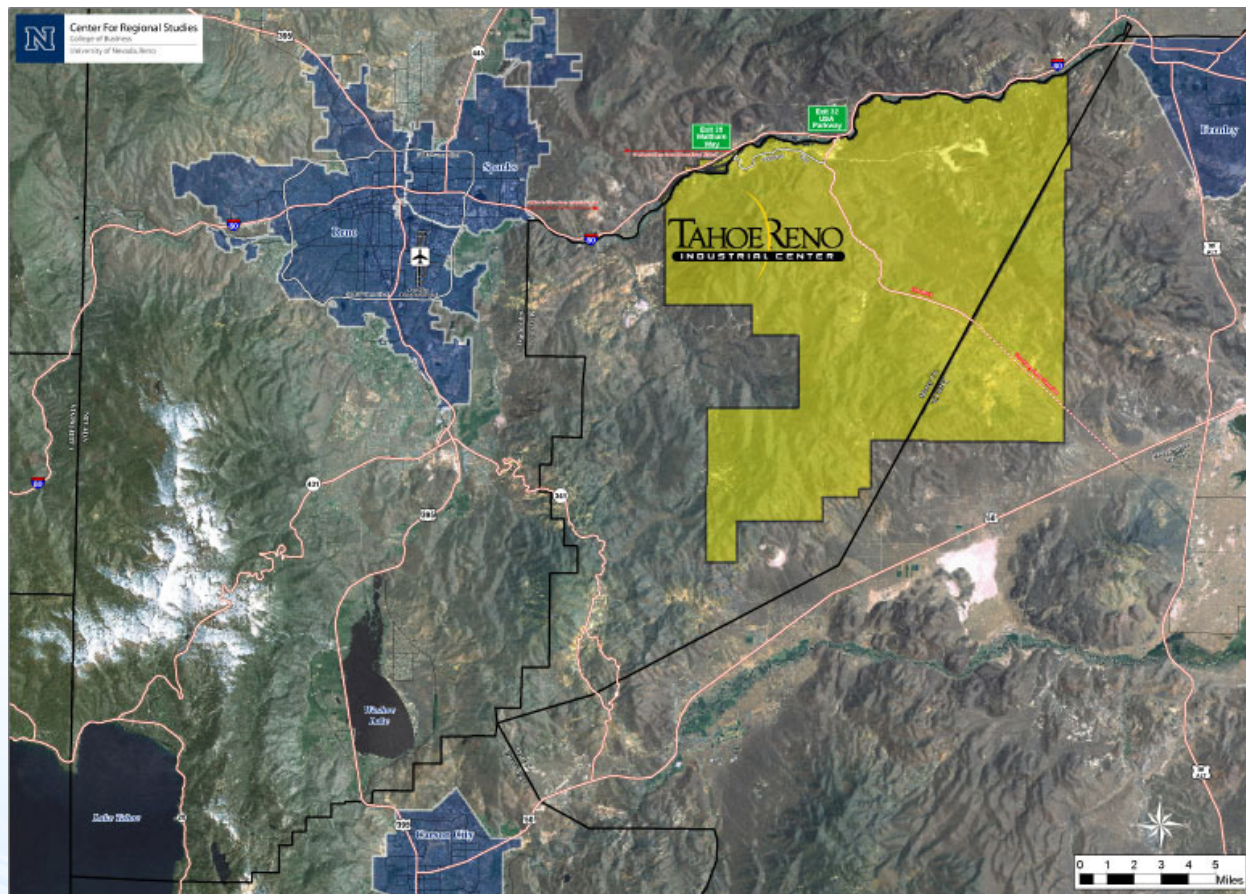
- Manufacturing
- Retail trade
- Health care and social assistance

Tahoe-Reno Industrial Center (TRI) and TRI II

Industrial development throughout the region has experienced the greatest amount of interest from developers over recent years. Fernley itself has welcomed several industrial sites just southeast of I-80, and just west of Fernley is the Tahoe-Reno Industrial Center (TRI) – the largest industrial park in the world. TRI is home to the Tesla Gigafactory, Blockchains, Switch, and Google. Industry types at TRI include distribution, manufacturing, and data centers.

As industrial interest continues expanding, interest in industrial development in the Fernley area and particularly the Southwest Area is growing. The TRI developers have publicly expressed interest in expanding into this region to develop a TRI II. As of August 2023, the developers had already secured approximately 10 square miles of land in the Southwest Area, but further purchases and development have slowed due to the dispersal of land ownership as well as recommendation from the City of Fernley in order to first develop this Area plan and coordinate development appropriately.

Figure 13. Tahoe-Reno Industrial Center Map



Source: Tahoe-Reno Industrial Center



FUTURE LAND USE

Southwest Area Plan



Future Land Use Map

An effective and realistic land use strategy enables the City to partner with public, private, and community sectors to shape the physical character and design of the Southwest Area. **Figure 14** demonstrates a land use plan that can help bring the community's vision and goals for both the Southwest Area and Fernley as a whole to life. This land use strategy was formed through community dialogue and integrates existing plans, economic feasibility, and infrastructure capacity to shape the future development of the area.

The land use strategy started with forming a Framework Map informed by community members during the first Open House and the Fernley Transportation Master Plan. This map provides a preliminary transportation network with a high-level outline for roadway, bike/pedestrian elements, and public transportation connections throughout the area.

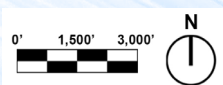
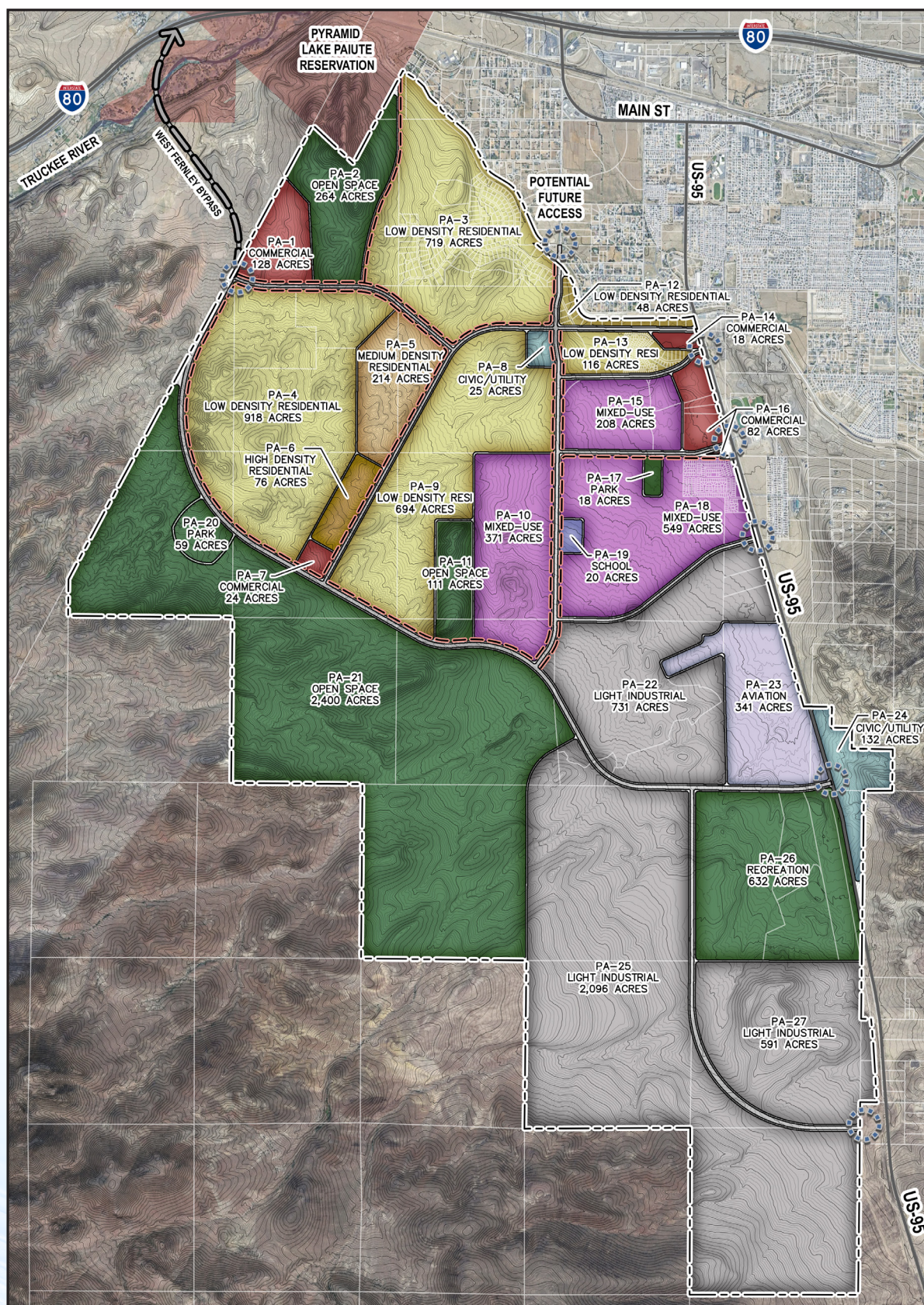
The Future Land Use Map fills in the gaps of this transportation network to communicate a well-organized and market-supportive allocation of land uses in the Southwest Area. Potential land uses¹ include several residential types, mixed use, commercial, light industrial, civic/utility, school, parks and open space, recreation, aviation, and the right-of-way. These land use designations serve as an overall vision and guidance for new development in the Southwest Area, although flexibility is possible at the City's discretion to best adapt to future conditions and community feedback. Turning this land use strategy into reality will require cross-sector partnerships between the City and a wide range of development professionals and community leaders.

Southwest Area Character

The goal of the Southwest Area Plan is to build upon the existing character of the City of Fernley while creating a distinct and unique sense of place for the Southwest Area residents and visitors. The existing character of this area is largely undeveloped, but the SAMSARC Airfield and the nearby TRI II development represent two influential factors that may change the way this area develops. The Southwest Area Plan is focusing on building an authentic future for the City of Fernley and shaping the development in this area in a way that benefits the city's residents.

¹ Disclaimer: If land uses are not clearly defined in this Plan, the City of Fernley shall use their discretion to approve uses that align with the 2018 Comprehensive Master Plan and comply with the 2020 Development Code.

Figure 14. Southwest Area Plan Land Use Map



Residential

Residential uses are concentrated in the northern portion of the Area Plan in a manner that concentrates housing near the existing residential neighborhoods maximizes the developable area and maximizes both developable area and open space while creating attractive, high-quality neighborhoods. These uses range in density from low, medium, to high with residential also possible in mixed-use land categories.

Figure 15. Residential Land Use Map

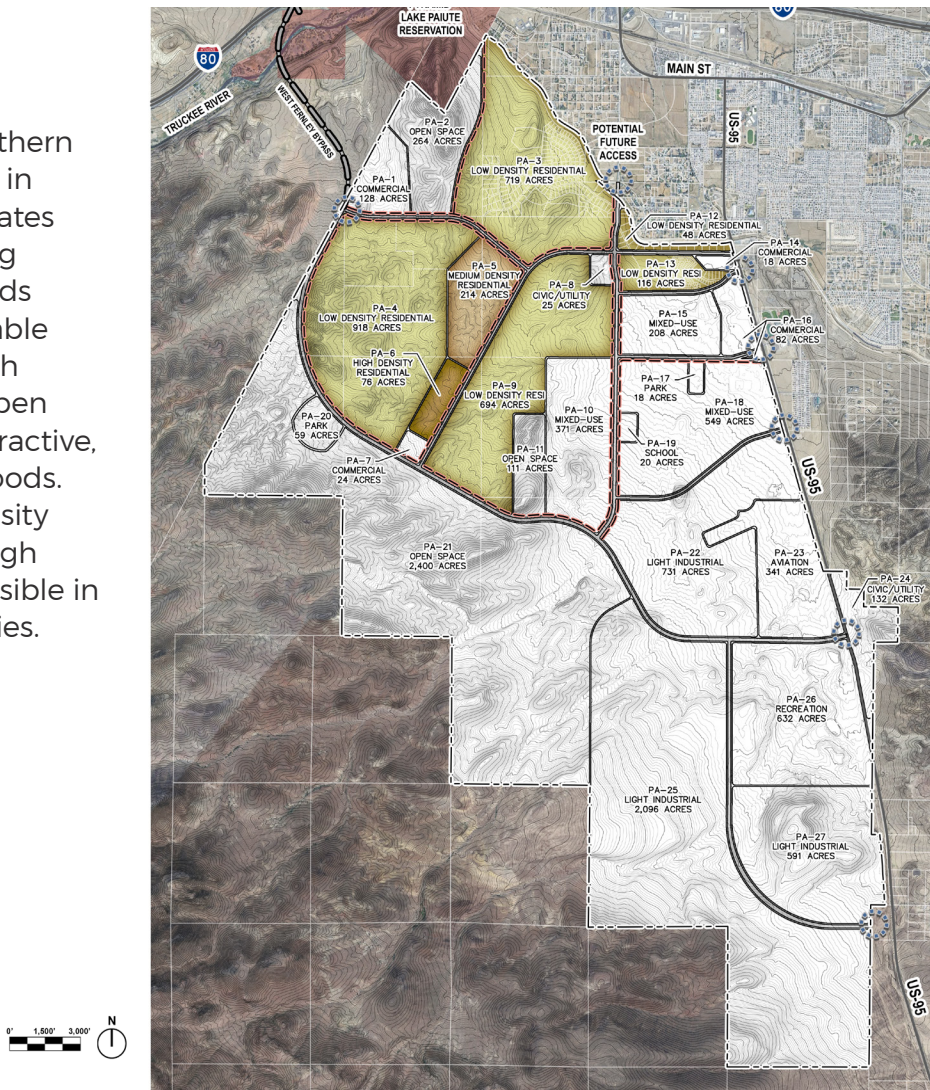


Table 1. Residential Land Uses

Land Use	Acreage	Density Range	Development Yield	Allowable Uses
 Low Density	2,703	1-6 du per acre	16,218 Units	Large lot estates; single-family; townhomes; duplex; attached and detached accessory dwelling units
 Medium Density	214	7-13 du per acre	2,782 Units	Duplex; triplex; fourplex; townhome; multi-story apartments and condominiums
 High Density	76	14-30 du per acre	1,520 Units	Multi-family apartments; condominiums; townhomes; workforce housing; all uses permitted in low-density
TOTAL	2,993	-	20,520 Units	-

Commercial

Commercial uses for the Southwest Area are intended for mainly retail pad sites and larger connected development sites with in-line retail and/or big box retail. Commercial uses should serve the needs of neighboring residential communities and employment centers. The goal is to create walkable developments that provide connectivity to adjacent land uses while also taking advantage of highly trafficked intersections and corridors.

Figure 16. Commercial Land Use Map

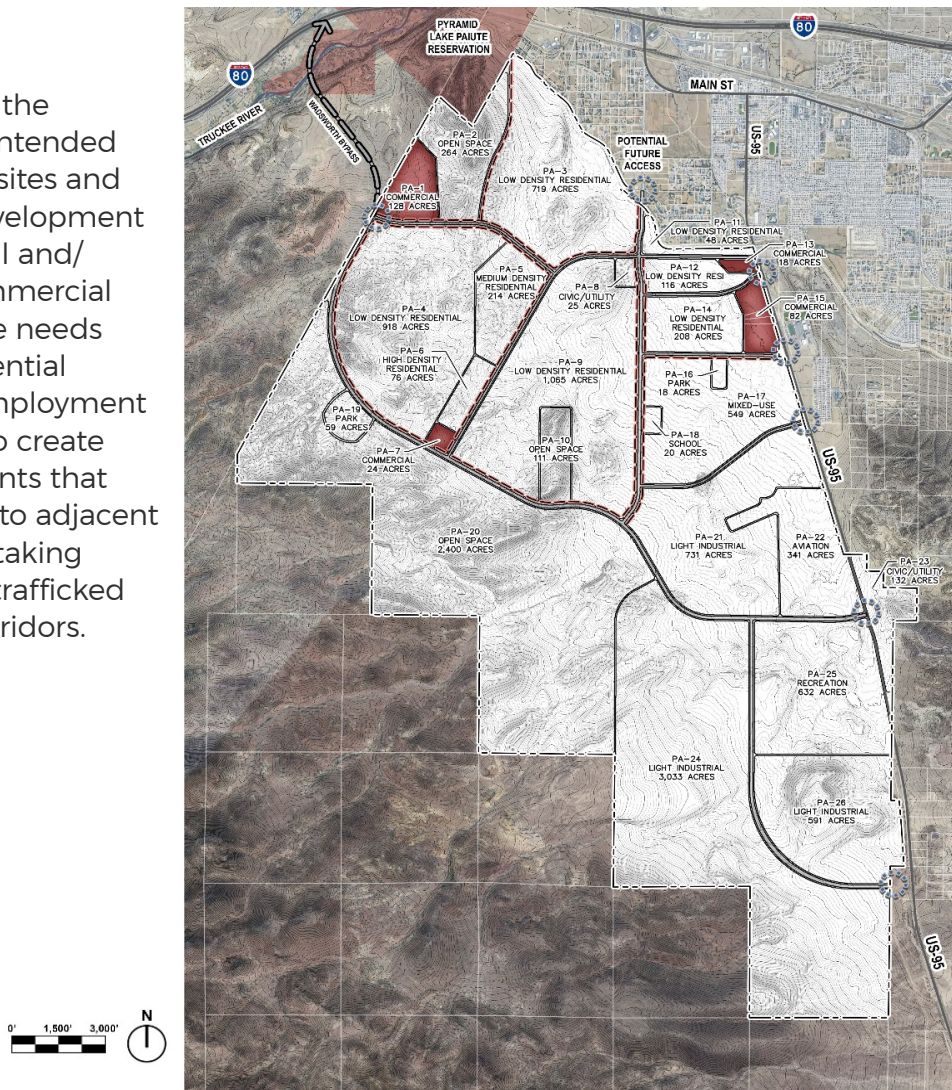


Table 2. Commercial Land Uses

Land Use	Acreage	Max. FAR	Square-Foot Yield	Allowable Uses
Commercial	252	N/A	N/A	Highway commercial; Neighborhood commercial; tourist commercial; entertainment; multifamily apartments
TOTAL	252	-	-	-

Mixed-Use

Mixed-Use areas include a variety of community-serving land uses incorporating residential, commercial, medical, and public facilities in a cohesive manner. These areas are located near US-95 in a way that buffers the lower and medium-density residential areas from the industrial uses and connects potential retail and higher-density residential to the higher-capacity road network. They provide a transitional use between residential neighborhoods and commercial districts. The mixed-use planning areas can have a range of densities while promoting walkability, connectivity, and access to neighborhood-serving uses.

Figure 17. Mixed-Use Land Use Map

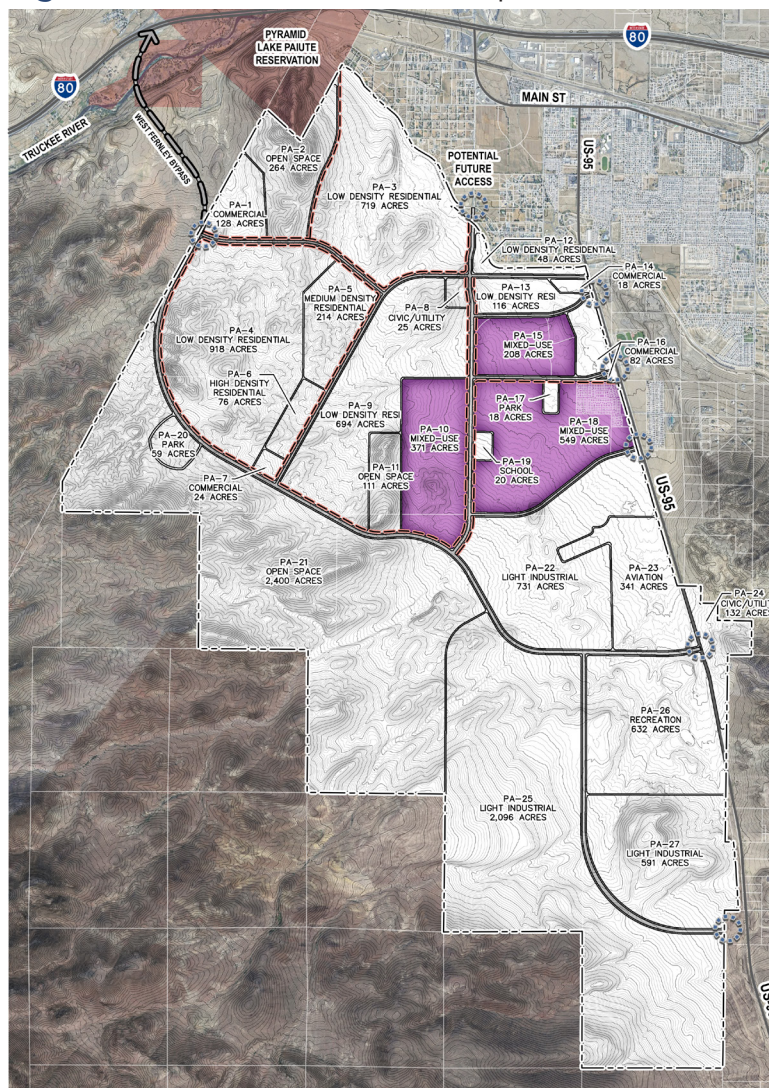


Table 3. Mixed-Use Land Uses

Land Use	Acreage	Density Range	Development Yield	Allowable Uses
 Mixed-Use	920	Up to 30 du per acre	N/A	Multi-family apartments; condominiums townhomes; live/work units; commercial retail; office; neighborhood commercial; tourist commercial
TOTAL	920	-	-	-

Light Industrial

Light Industrial uses include light industrial such as manufacturing, warehousing, logistics, office, data centers, as well as small-scale commercial uses that serve industrial use employees. Industrial uses are intended to supplement Fernley's employment opportunities and create an environment where industrial activities may occur with minimum impact on the surrounding land uses and the natural environment.

Figure 18. Industrial Land Use Map

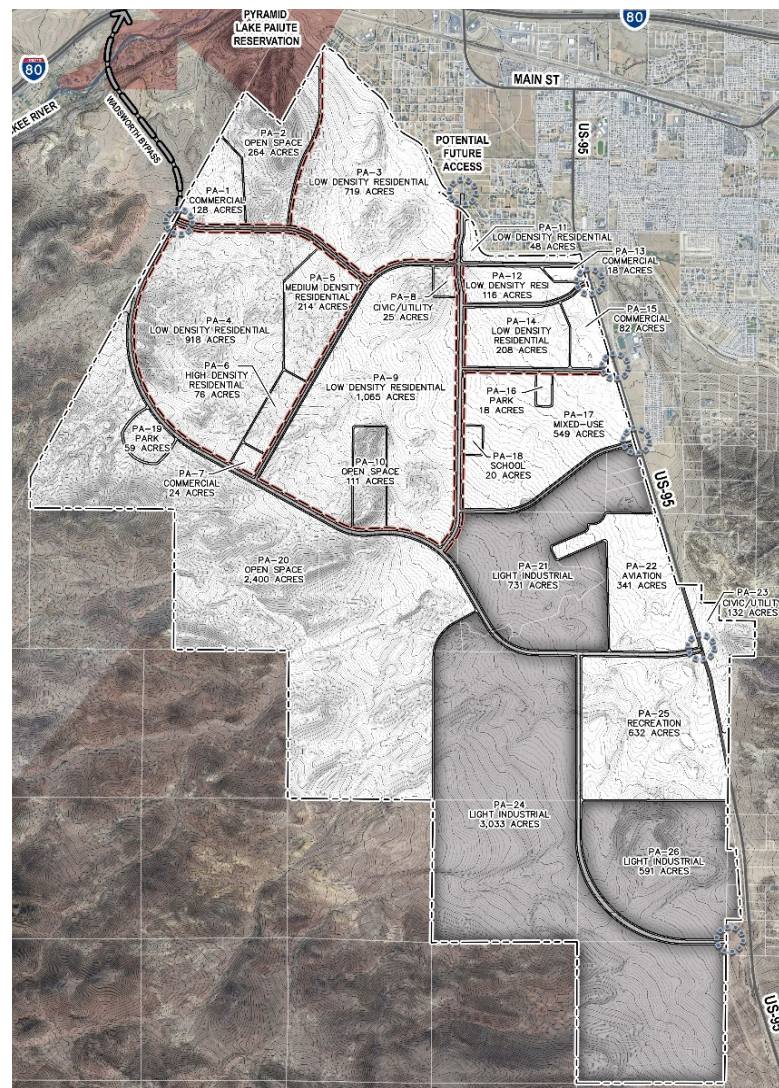


Table 4. Industrial Land Uses

Land Use	Acreage	Max. FAR	Development Yield	Allowable Uses
 Light Industrial	3,418	1.1	22,333,212 Sq. Ft.	Light manufacturing; distribution; data center; logistics; warehousing Employment Center: major office and business uses; flex office; research centers; corporate headquarters; clean tech; clean industry hubs Medical: medical offices; emergency services Industry-serving commercial uses
TOTAL	3,418	-	22,333,212 Sq. Ft.	-

Open Space and Recreation

There are five primary Open Space and Recreation areas intended to provide opportunity for public parks, sports fields, and general open space preservation. The primary objective for most of the areas designated as Open Space, especially in Planning Area 20, is to preserve the natural environment and scenic views. It is also important to note that activated park spaces will be encouraged throughout all residential, mixed-use, and commercial areas.

Figure 19. Open Space and Recreation Land Use Map

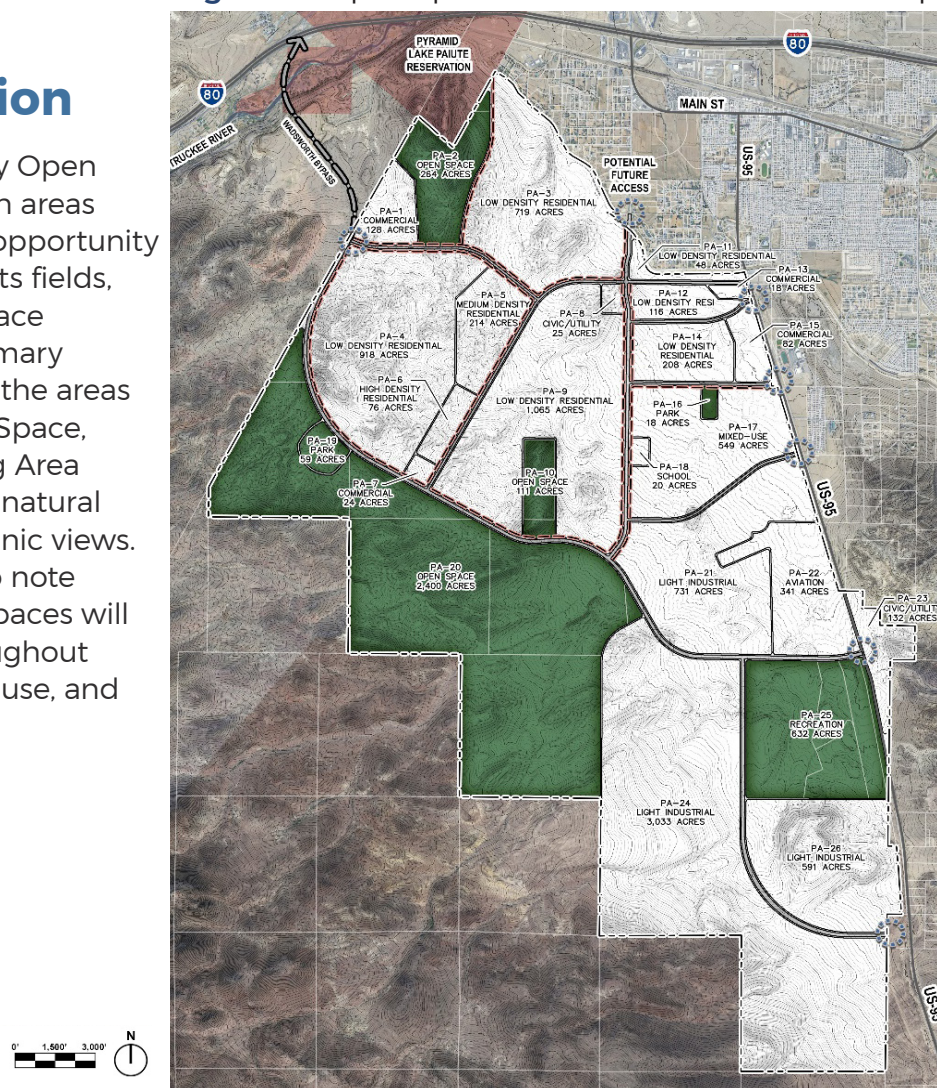


Table 5. Open Space and Recreation Land Uses

Land Use	Acreage	Max. FAR	Square-Foot Yield	Allowable Uses
 Park/ Open Space	2,852	N/A	N/A	Public parks; recreational fields; hiking and/or cycling trails; natural resource conservation land; stormwater
 Recreation	632	N/A	N/A	Entertainment; tourist commercial; commercial retail; neighborhood retail; office; hospitality; storage; condominiums townhomes; live/work units; emergency services; medical office
TOTAL	3,484	-	-	-

Public Facilities

Public Facilities are intended to create a cohesive community with civic infrastructure that supports future employment centers and housing. Public facilities may include water treatment facilities and storage, EMS and Fire, and governmental institutions.

Figure 20. Public Facilities Land Use Map

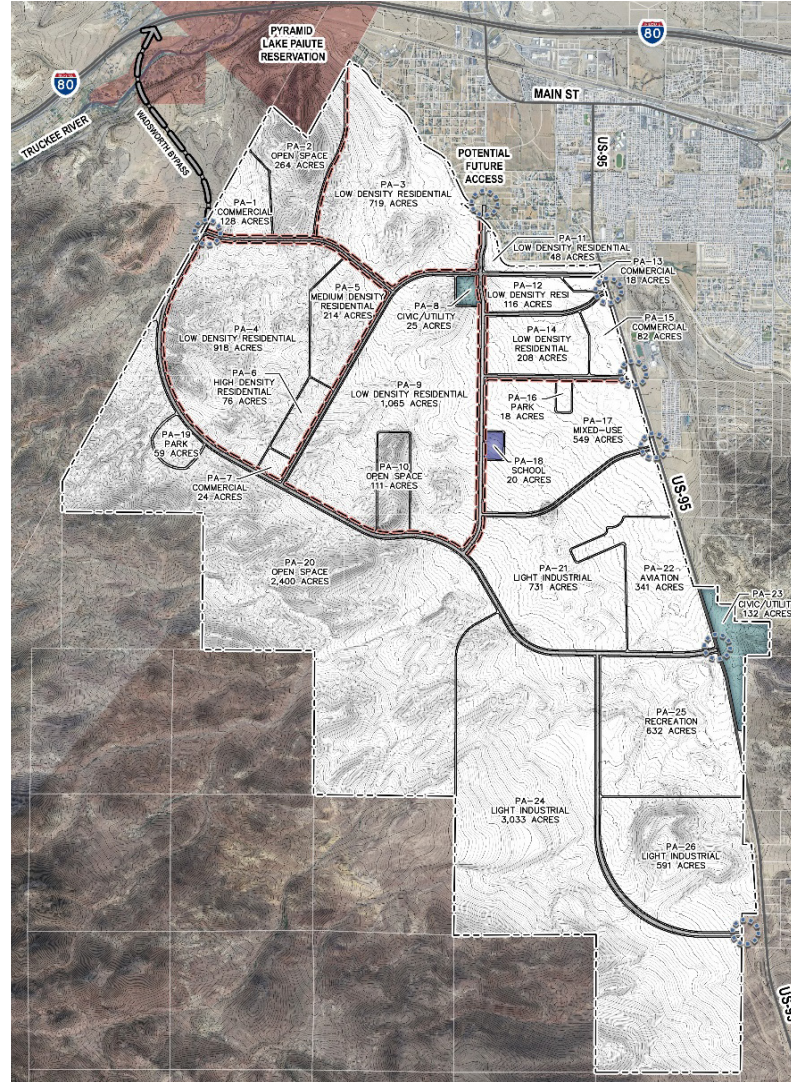


Table 6. Public Facilities Land Uses

Land Use	Acreage	Max. FAR	Square-Foot Yield	Allowable Uses
 Civic/Utility	157	N/A	N/A	Emergency services; utilities infrastructure; public resources (library, senior center, etc.); civic center
 School	20	N/A	N/A	Schools; childcare facilities (12 or fewer)
TOTAL	177	-	-	-

Aviation

The Samsarg Field Airport provides a unique opportunity to provide aviation related land uses to Fernley. The aviation land use can include logistics, warehousing, storage, and aerospace-related land uses for office and commercial. This can also be reserved for a future innovation district for future logistical and production needs.

Figure 21. Aviation Land Use Map

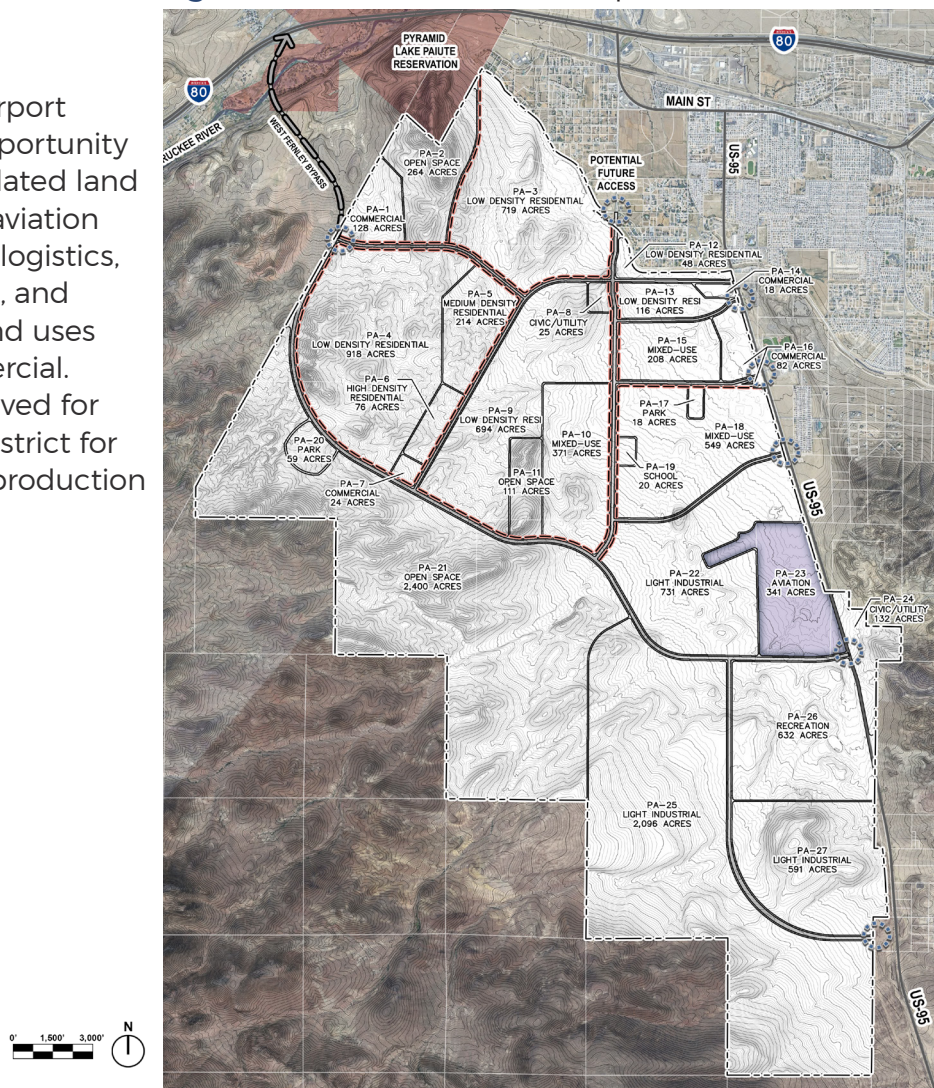
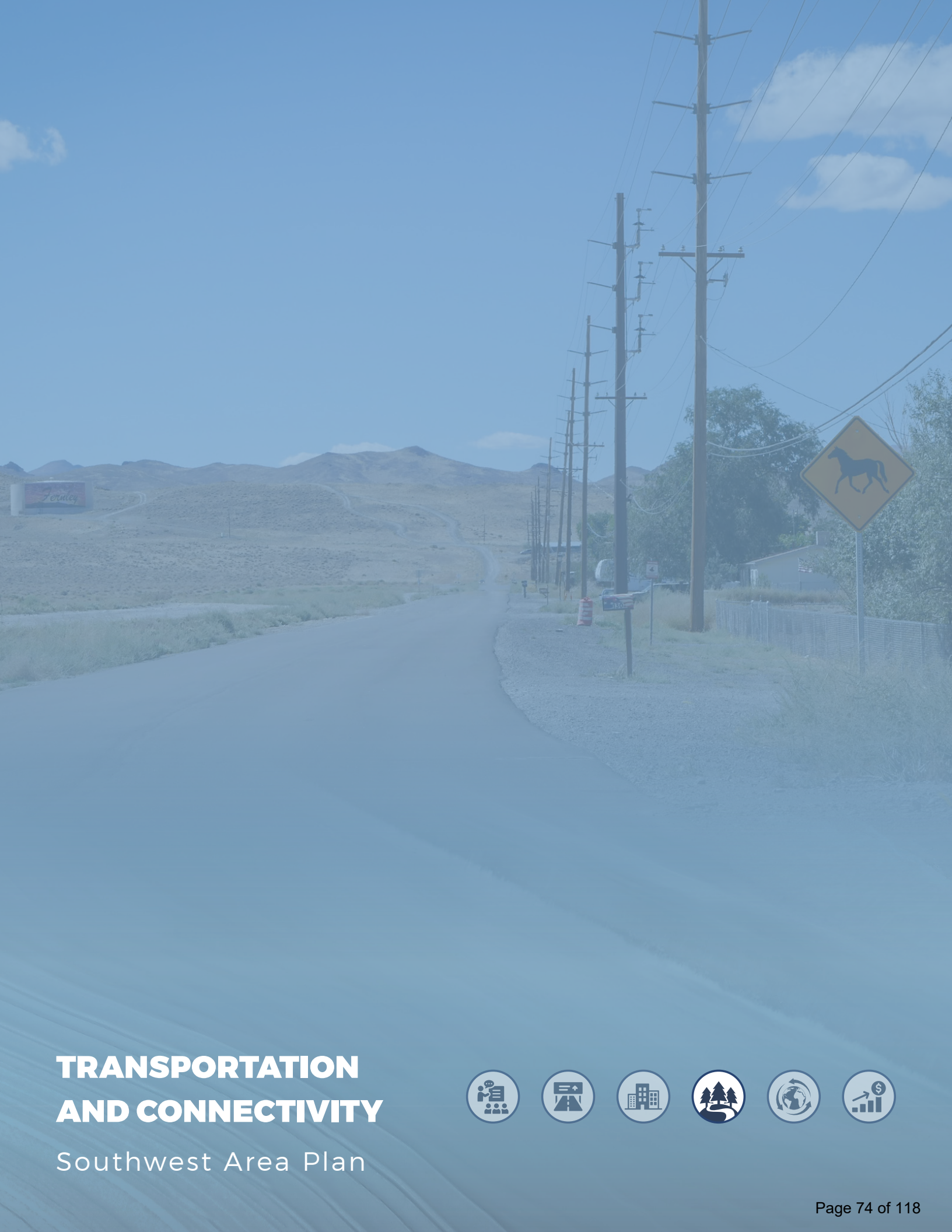


Table 7. Aviation Land Uses

Land Use	Acreage	Max. FAR	Square-Foot Yield	Allowable Uses
 Aviation	341	N/A	N/A	Aviation related uses
TOTAL	347	-	-	-



TRANSPORTATION AND CONNECTIVITY

Southwest Area Plan



Transportation and Connectivity

Overview

The Southwest Area presents an opportunity to create new connections from Fernley's existing commercial and industrial areas directly to I-80. The area is currently only accessible by travelling directly through Main Street, which creates an excess of large semi-truck traffic through Downtown Fernley. The Southwest Area presents the opportunity to develop a connection to I-80 that bypasses this congestion, alleviating it, and taking advantage of future industrial development nearby.

It will be the responsibility of proposed developments to identify how connectivity will be specifically provided for each transportation mode. The Fernley Development Guidelines provide additional specificity to the general descriptions provided in this section.

Royal Oaks Ct. (West Facing)



Sage Dr. (West Facing)



Walking

Walking connectivity throughout the Southwest Area will provide a variety of opportunities from promoting active transportation, to offering recreational connectivity, to providing a safe environment to all benefiting from pedestrian infrastructure and facilities.

The intent of the Area Plan is to create an environment where residents may walk to retail needs, where employees may walk to lunch-serving businesses, and where all –current and future residents and employees – may have convenient access to the number of recreational opportunities throughout the area.

An important element will be consistency throughout the area plan. Gaps in sidewalk infrastructure will create barriers to walking and will dissuade the use of the available infrastructure. Additional factors that will assist in ensuring the use of sidewalks and pedestrian infrastructure is safety (protection from vehicles) and the environment (shade infrastructure, landscaping, lighting, and street furniture).

Cycling

Cycling throughout the Southwest Area provides opportunity for active transportation and for recreational purposes. Fernley does not currently offer cycling infrastructure to the Southwest Area. Once the infrastructure is added, the City's center will be connected to the Southwest Area and cyclists may travel between the two areas.

As it develops, the Southwest Area will need to consider added levels of protection for any potential bike lanes where cyclists may share the road with trucks. Additional cycling infrastructure, such as bike maintenance stations and bike stands, also need to be considered near residential, commercial, and mixed-use areas to promote cycling and create a safe and welcoming environment.

As shown in the Future Land Use Map, the Southwest Area includes a multi-use path which wraps around the center of the area and connects to the Open Space areas, mixed-use areas, and US-95. This will fully connect all uses in the Southwest Area to the rest of the City for transportation and recreational uses.

Additionally, mountain biking linkage is also created with the extension of the open space in the southwest to the roadway network. The open space is established as such due to the increasing grade of the slope. Mountain biking and hiking trails may already exist in this area, or they may be created with the development of the area.

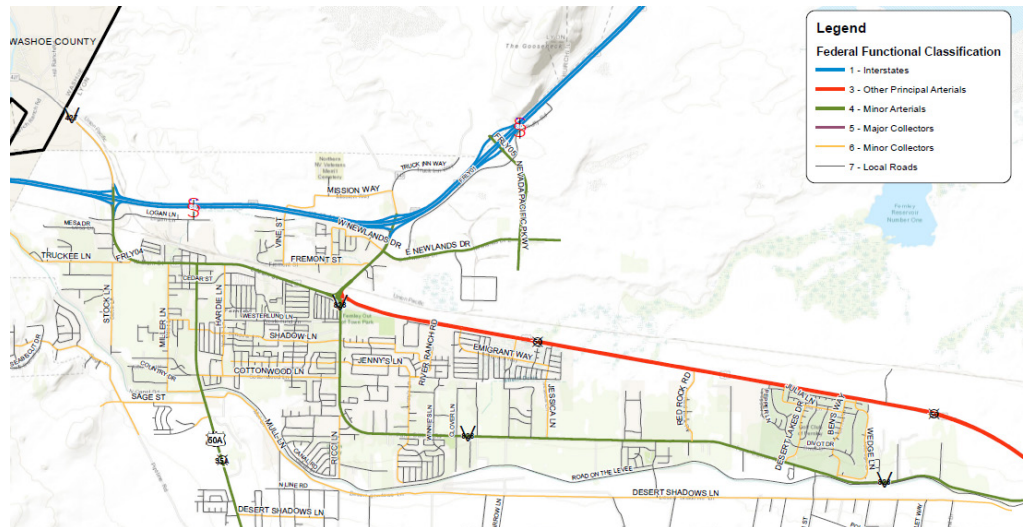
Driving

Cars represent the main form of transportation for households in Fernley and the region. As such, roads and transportation largely favor automobile use.

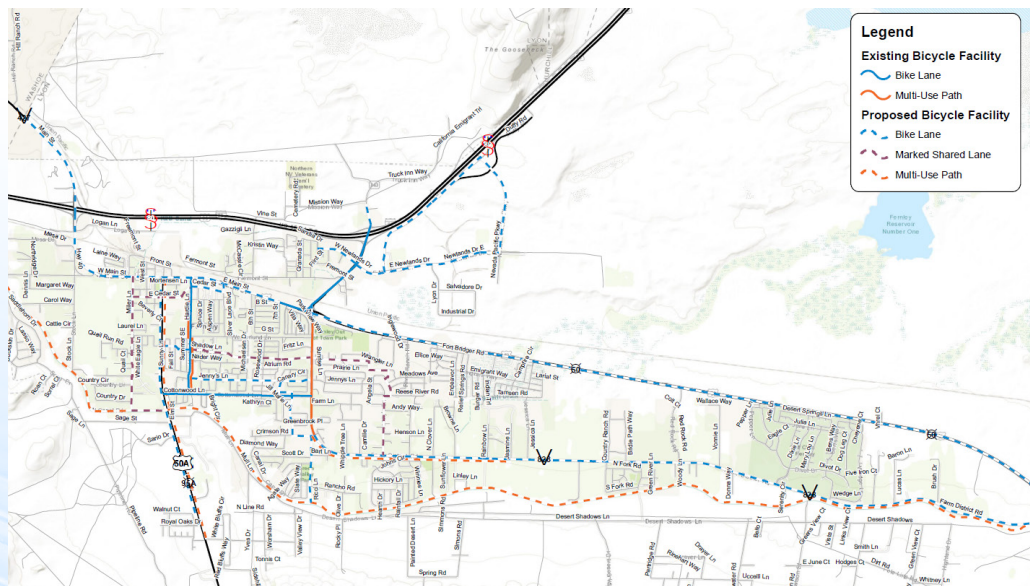
Connectivity to the rest of the City remains limited due to I-80 creating a barrier between the City center and the Southwest Area. Accessibility is limited to Main Street, Vine Street, Truck Inn Way, and Nevada Pacific Parkway.

Developers will be responsible for neighborhood linkages and smaller roads throughout the Southwest Area. The Future Land Use Plan establishes the main arterials throughout the Area Plan that will need to be constructed first and foremost for development to continue progressing.

Figure 22. Fernley Functional Classifications and Bicycle Facilities Maps



Source: City of Fernley Transportation Master Plan, 2020.



Truck Traffic

With opportunity for future industrial developments in the Southwest Area, it is important for truck traffic to be planned in a manner that does not create additional traffic in neighborhood and commercial areas. Residents, visitors, and employees should have clear access to their destinations. However, the Southwest Area also creates an excellent opportunity for industrial industries to be conveniently located next to US-95. As such, it is also important for trucks to be able to easily access industrial sites. Future developments must identify the routes trucks will travel through the Area and identify how traffic will be mitigated. The potential bypass connection would allow truck traffic to avoid the northern portion of US-95 and Main Street and connect directly to I-80 without disrupting the existing communities throughout the southern and western portions of Fernley.





WATER CAPACITY

Southwest Area Plan



Water Capacity

Current Demand

According to data provided in the City of Fernley's 2022 Water Master Plan, the average day demand for the potable water system is approximately 3.88 million gallons per day (MGD) and the maximum day demand is approximately 6.52 MGD. The most recent available peak hour flow monitoring data suggests that the peak hour demand is approximately 10.90 MGD. The City's water system currently meets the demands of all three flow scenarios. The proposed land plan to develop the Southwest Area would result in additional water demands. The following sections discuss each system component and present information regarding their capacity to meet additional demands.

Available Water Resources

The City water system is currently supplied through groundwater wells only, including six groundwater wells (numbered 4, 9, 9A, 11, 13, and 14). The total production capacity of these combined wells is 12.33 MGD¹. The firm capacity, which refers to the amount of water that can be reliably produced by the system accounting for possibility of equipment failure, maintenance needs, operational limitations, and long-term sustainability, is 8.65 MGD. NAC 445A.6672 suggests that if a public water system is served primarily from wells, then the total capacity of the system should be able to serve MDD plus fire flow when all wells are functioning or ADD plus fire flow when the most productive well is not functioning. In each of these scenarios, it appears that the City's water supply has some available capacity, however, it is unclear whether this available capacity exceeds the future demands of the Southwest Area Plan. The amount of additional raw water resources required will depend on future development demands.

¹ Assumes that every well and pump in the system is operating at full capacity, over a continuous 24-hour period. While this figure represents the upper limit of what the system could theoretically deliver if all components were functioning perfectly and continuously, it is not an accurate representation of the reliable output of the wells.

Treatment Plant

The City's groundwater contains arsenic levels ranging between 20 and 40 parts per billion (ppb), which exceeds the maximum contaminant level (MCL) of 10 ppb established by the Environmental Protection Agency (EPA) for national primary drinking water standards. To ensure compliance with these standards, the City's Water Treatment Plant (WTP) is designed to reduce arsenic levels in the groundwater to below 2 ppb, utilizing a variety of advanced treatment processes. Currently, the WTP operates at an average flow rate of 4-6 MGD but is capable of handling a maximum flow of 20 MGD. Recognizing the need for future growth and diversification of water sources, the City has identified potential upgrades to the WTP that would allow it to treat surface water in addition to groundwater. These upgrades would increase the plant's capacity to a flow rate of 30 MGD. Because the WTP was designed with future expansion and increased flows in mind, no further upgrades are expected to be necessary to meet the demands of the Area Plan.

Pump Station

After treatment, water is delivered to the transmission and distribution systems via a central high service pump station at the WTP site. The high service pump station is a triplex station with a fourth pump for redundancy, and each pump is equipped with a variable frequency drive (VFD) for precise flow control. The current firm capacity of the pump station is 21.2 MGD, though, like the WTP, it was designed with space for two additional pumps to accommodate the plant's ultimate expansion flow of 30 MGD. Since the pump station capacity currently exceeds demands and has room for further expansion with the WTP, no further upgrades are expected to be necessary to meet the demands of the Area Plan.

Transmission Main

A majority of the City's current water service area resides south of I-80. The City utilizes a high-pressure transmission main to deliver flow to this area at adequate pressure. This transmission main ranges in size from 30-inches to 42-inches in diameter and begins at the WTP, following a generally southeast alignment. From available information, it appears that the existing water transmission infrastructure does not extend to the Southwest area; as such, a new transmission main or an extension would be needed to serve the area.

Water Storage

The City's distribution system consists of four (4) water storage tanks (Sage, Ricci, Northeast, and Sage Ranch) with a total water storage capacity of just over 7 million gallons¹. The City's Water Master Plan suggests that these tanks provide adequate storage for the existing service area based on the requirements of AWWA M42 Chapter 5. However, NAC 445A provides more specific standards regarding water storage for public water systems in Nevada. NAC 445A.6674 requires that *"an existing public water system maintains a storage... that is sufficient to ensure that the total capacity of the public water system will meet current and anticipated demands"*. NAC 445A further qualifies these demands as operating storage, emergency reserve, and fire flow demand, where operating storage is equivalent to MDD, emergency reserve is equivalent to 75% of MDD, and fire flow is determined by the governing fire code. Using these standards, a volume of 12.37 million gallons would be needed to accommodate current demands. This suggests that the current system's storage capacity has a 5.37-million-gallon deficit.

It is suspected that this storage deficiency is offset via "alternative pumping capacity", which is a strategy identified in the NAC for serving water demands in areas where conventional storage is not accessible by gravity². The system's apparent excess in pumping capacity supports this assumption. As the service area grows, however, it is recommended that future development be supported by conventional water storage. As such, it is anticipated that additional water storage will be required to support the development of the Area Plan.

Pressure Zones

The majority of the City's water system operates within a single pressure zone that includes three of the four water storage tanks. These tanks are at similar ground elevations, which allows them to exert the same static pressure on the system. The static pressure at any point in the system depends on the elevation difference between the tank water level and the location being served. With the tanks setting the hydraulic grade line (HGL) at 4,342 feet, the City's water master plan indicates that this zone can serve areas at elevations of 4,235 feet and below. As most of the Southwest Area Plan has elevations greater than 4,235 feet, a new pressure zone would need to be established to serve the system. The establishment of a new pressure zone would include additional booster pump stations and water storage tanks.

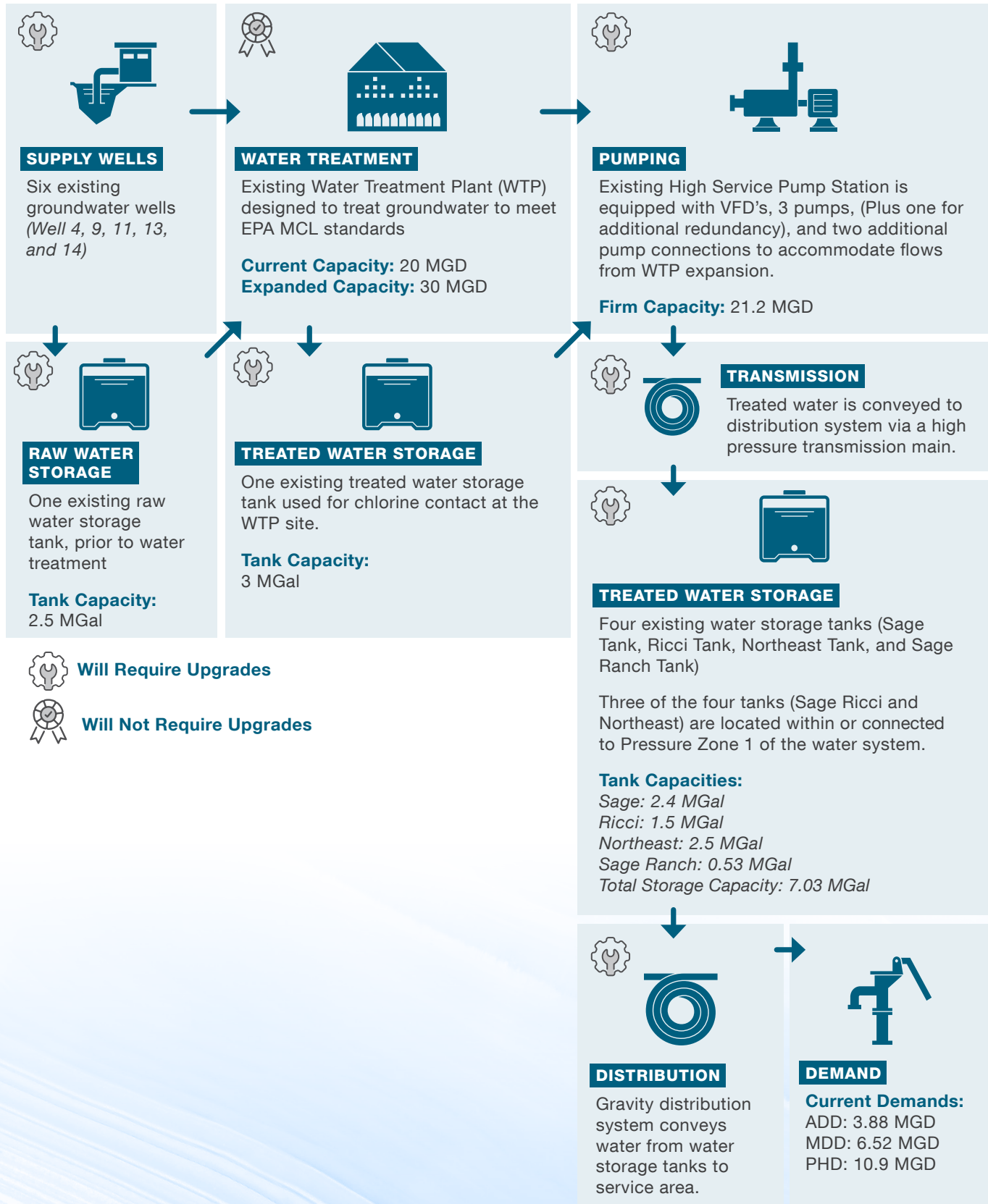
¹ Three additional water storage tanks exist within the system, however they were not considered in evaluating the system's ability to serve the Southwest Area as they either store raw water or act as chlorine contact on the WTP site.

² NAC 445A.6554, and .66755

Distribution

The COF's distribution system is served through a combination of the high service pump station and the four water storage tanks. The distribution pipe network utilizes pipes ranging in size from 6-inch to 24-inch. As previously mentioned, the current water distribution system is located south of I-80. To service the Southwest Area, distribution pipelines will need to be sized in accordance with the demands of the individual developments.

EXISTING WATER SYSTEM OVERVIEW





FISCAL IMPACT ANALYSIS

Southwest Area Plan



Fiscal Impact Analysis

Overview

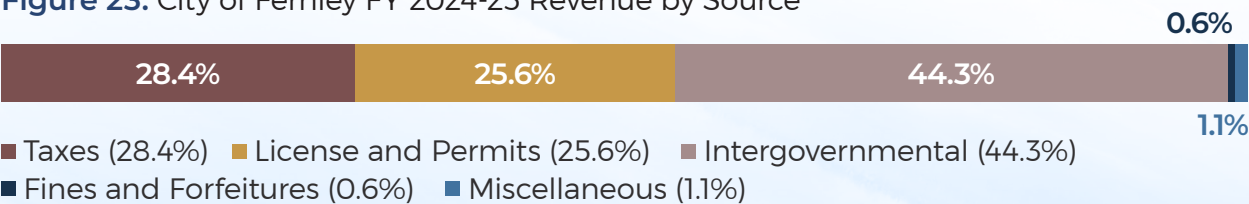
The fiscal impact analysis builds upon the future land use plan to guide the decision-making process throughout the implementation of this plan. This analytical model is a tool to help understand the impact to future revenue associated with the proposed land uses and provides the City a framework in which to prioritize public investment in roadway improvements, utilities, parks, and zoning policy.

The City of Fernley has a proposed increase of \$600,000 (12.7%) in new revenue associated with property value increases and new development between fiscal years 2024 and 2025. As new projects emerge, the benefits to the City's tax roll are easy to quickly estimate. When thinking into the future, fiscal and economic resilience is instrumental in preserving quality of life for today's residents, as well as the next generation. As new development proposals come through, the City of Fernley must set a course for making sustainable and forward-thinking land use decisions that set the stage for a resilient and sustainable community.

Existing Revenue Streams

Based on the approved 2024-2025 budget, the property tax revenue for Fernley is \$5,249,790. This estimate represents 28.4% of the city's annual general fund balance. Other significant sources are intergovernmental transfers, which is predominantly Regional Transportation Commission (RTC) funding for roads at 44.3%, and licensing and permit fees at 25.6%. For this analysis, only property tax revenue was considered. Licenses and permits may be a substantial revenue source given the high volume of new buildings included in the plan; however, exact amounts are unknown as permitting and infrastructure fee amounts change regularly. The proposed land uses for the Area Plan at full buildout will likely increase the proportion of City revenue from property taxes.

Figure 23. City of Fernley FY 2024-25 Revenue by Source



Source: City of Fernley

SAMSARG Field and Fernley Raceway

The existing SAMSARG airfield and Fernley Raceway located within the Southwest Area provide a unique opportunity for growth, development, and revenue streams for the City of Fernley. These benefits could include enhanced commerce opportunities, job creation, hospitality, and retail spending. For the sake of this fiscal impact analysis and the consideration of property tax revenue specifically, the SAMSARG airfield and Fernley Raceway have been excluded from the analysis. This methodology is used to create an even comparison between the Southwest, North, and South Area Plans. An additional analysis will need to be created to understand the full fiscal impact of the SAMSARG airfield and Fernley Raceway.

Potential Future Property Tax Revenue

The expected annual property tax revenue for the Southwest Area Plan's full build-out is more than \$103 million, over eleven times greater than Fernley's current property tax revenue. Mixed-use and high-density residential uses present the greatest revenue per acre. Low-density residential developments are projected to be the largest contributor to annual revenue at over \$50 million, with mixed-use and light industrial contributing over \$23 million each. These three uses are projected to contribute approximately 90% of the Southwest Area Plan's property tax revenue to Fernley. Full build-out of the Southwest Area Plan will result in transformative property tax revenue increases for the City. It's important to note that the Area Plan is currently outside the jurisdiction of the City of Fernley. In order for the projected property tax value to be generated for Fernley, the properties would have to be annexed into the City.

Table 8. Total Expected Property Tax Revenue

Land Use	Revenue per Acre	Acres	Expected Annual Revenue
High Density Residential	\$37,149.61	68.4	\$2,541,033.07
Medium Density Residential	\$17,725.17	192.6	\$3,413,868.57
Low Density Residential	\$10,703.69	1,910.7	\$20,451,534.80
Commercial	\$11,366.80	226.8	\$2,577,989.88
Mixed-Use	\$52,782.11	960.3	\$50,686,664.33
Light Industrial	\$7,785.28	3076.2	\$23,949,074.37
Total			\$103,620,165.02

Attracting new growth and development increases and diversifies the overall tax base for a community; however, it is critical to carefully consider the short- and long-term fiscal implications of this growth. Not all development projects are created equal from an economic resilience standpoint, which is largely driven by costs associated with expanding and maintaining community services and infrastructure, like water, sewer, police, fire, roads, parks, libraries, and many more, that is required to support the new residents, jobs, or visitors. This analysis provides a simplistic view into the future; additional revenues and expenditures will be attributed to development in the Southwest Area.



IMPLEMENTATION PLAN

Southwest Area Plan



Implementation Plan

The Southwest Area Plan was developed in coordination between residents, stakeholders, developers, City staff, and elected officials in order to achieve a common goal of expanding opportunities and quality of life within the City. Input from all led to the development of the goals outlined at the beginning of this Plan, which then culminate into the implementation.

This section provides a guide to next steps – including financing options and additional actions and initiatives that should be implemented to achieve the highest level of success. Ultimately, this Plan is the first step in the development of the area. Additional work will be required to update policies, adopt regulatory changes, and establish public/private partnerships.

Key focus areas for the implementation include:

- **Infrastructure and Utilities.** It is of the utmost importance to develop a plan for how infrastructure and utilities will be financed and built. Development will be hindered without a clear path forward. This will require public/private partnership between the City and developers.
- **Water.** With a level of development such as that of the Southwest Area, paired with the Southwest and the South Areas, it is critical for the City to establish a plan for adequate water supply and infrastructure.
- **Transportation.** The development of the Southwest Area Plan, in addition to the South and Southwest Area Plans, will result in added vehicles on the roads. The City and NDOT must coordinate to ensure that the level of service provided throughout the entirety of Fernley is adequate to avoid traffic congestion and safety hazards.

Proposed developments will be required to obtain the permit applications required by the City and be consistent with the goals and policies established in this Southwest Area Plan Implementation Plan, the Fernley Comprehensive Master Plan, as well as the use regulations and development standards established in the Fernley Municipal Code.

Potential Funding Mechanism(s)

The Implementation Plan identifies potential funding sources for each policy program, each of which are detailed below. The goal of the City is to facilitate development of the Southwest Area Plan without causing an undue burden on developers and property owners. As such, these potential funding sources may serve to provide services and infrastructure required for development to occur.

- **Special Taxing District/Metro Districts** – As outlined by the Special District Control Law, “special districts” may be established to fund various services and needs through water and sanitation districts, general improvement districts, or any quasi-municipal corporation organized under the local improvements and service district laws, for example. This mechanism may be initially funded by grants or bonds, the City, or a developer or group of developers. Future developers in the Southwest Area would pay a tax into the District to pay back the improvements paid for by the District.
- **Tax Increment Financing (TIF)** – Used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. TIF does not increase taxes, but rather captures and reinvests any increases in property and/or sales tax revenue as a result of new development and other site improvements over a set period of time.
- **Impact Fees** – Fees added to the cost of construction to offset the toll of new developments on local infrastructure.
- **General Fund** – The main operating fund for a jurisdiction. The General Fund is typically discretionary to the City Council for the provision of activities, programs, and services. Major sources of revenue for the General Fund come from sales taxes, property taxes, franchise fees, business license fees, unrestricted revenues from the state, fines and forfeitures, and interest income.
- **Local, State, Federal Grants** – Various grants are available to jurisdictions for differing purposes.

Implementation Matrix

Table 8. Implementation Matrix

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Timeframe
High Priority (1-3 Year Implementation Horizon)				
Surface Water Study	Complete the ongoing surface water study.	Public Works	General Fund	Within 1 year
Infrastructure Plan	Development of an infrastructure plan which identifies all infrastructure demand for the build-out of the Southwest Area Plan and identifies potential gaps and solutions.	Private Developers; Public Works	Public-Private Investments; Grants Investment; Grants	Within 1 year
Zoning Code Update	Adopt a zoning code update establishing zoning in the Southwest Area.	Planning	General Fund	Within 1 year
NDOT Transportation Coordination	Coordinate with Nevada Department of Transportation (NDOT) to study traffic and circulation to provide adequate infrastructure that meets capacity needs. This includes infrastructure such as the Fernley bypass, street lighting, sidewalks, etc.	NDOT; Public Works	Impact Fees; General Fund; NDOT (TBD)	Within 2 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Timeframe
Bureau of Land Management and Bureau of Reclamation	Coordinate with the Bureau of Land Management and Bureau of Reclamation regarding the Land Bills Act and City purchase of land owned by both agencies. The City must first acquire the parcels and then will coordinate with interested parties in selling them for development as intended in this Area Plan.	Bureau of Land Management and Bureau of Reclamation; City Manager's Office; Planning	General Fund	Begin coordination within 2 years
City Master Plan Update	Adopt an update to the Fernley Master Plan.	Planning Department	General Fund	Within 2 years
Capital Improvement Plan Update	Update the Capital Improvement Plan to include the Southwest Area.	Planning; Public Works	General Fund	Within 3 years
Stormwater Runoff Study	Conduct and adopt a Stormwater Runoff Study.	Planning; Public Works	General Fund	Within 3 years
Airport Master Plan	Development of an Airport Master Plan with an emphasis on community engagement to identify the vision and fiscal impact of the airfield to the City of Fernley.	Private Developers; Planning Department	Private Investment	Within 3 years
City Staffing Study	Conduct a study of staffing needs to result from the three Area Plans (north, southwest, and south) to ensure the City is adequately prepared to received development applications.	City Manager's Office; Planning; Public Works	General Fund	Within 3 years

Implementation Project/ Initiative	Anticipated Outcome	City Department/ Agency	Potential Funding Mechanism	Timeframe
Moderate Priority (4-7 Year Implementation Horizon)				
Transportation Master Plan Update	Amend the Transportation Master Plan to include the Southwest Area.	Planning; Public Works	General Fund	Within 4 years
Safe Routes to School Plan Update	Amend the Safe Routes to School Plan to include the Southwest Area.	Planning; Public Works	General Fund; Grants	Within 5 years
Water Infrastructure Upgrades	Contingent upon completion of the Infrastructure Plan, begin coordinating and planning for water infrastructure upgrades as needed.	Planning; Public Works	Public-Private Investments; Grants	Within 5 years
Water Conservation Plan Update	Amend the Water Conservation Plan to include and account for new developments in the Southwest Area.	Planning; Public Works	General Fund; Grants	Within 7 years
Low Priority (8+ Year Implementation Horizon)				
Active Transportation Plan	Adopt and implement a city-wide Active Transportation Plan that includes the Southwest Area.	Planning; Public Works	General Fund	Within 10 years
Parks and Trails Plan	Adopt and implement a city-wide Parks and Trails Plan. This includes creating interconnectivity between open space areas/parks and residential neighborhoods throughout the Southwest Area.	Planning/ Public Works	General Fund	Within 10 years



APPENDIX A

Southwest Area Plan



Appendix A: Fiscal Impact Analysis

This fiscal analysis serves to inform the City of the expected property tax revenue that could be realized from implementing the Southwest Area Plan. Results from this analysis enable an understanding of how the potential mix of land uses prescribed at buildout of the Area Plan may benefit the City of Fernley's future revenue earnings. To determine the expected fiscal impact of the Area Plan, a model was developed to calculate total expected property tax revenue by land use on a per acre basis. This analysis describes the existing conditions and inputs behind development of the model, the methodology used to create and implement the model, and resulting fiscal forecasts.

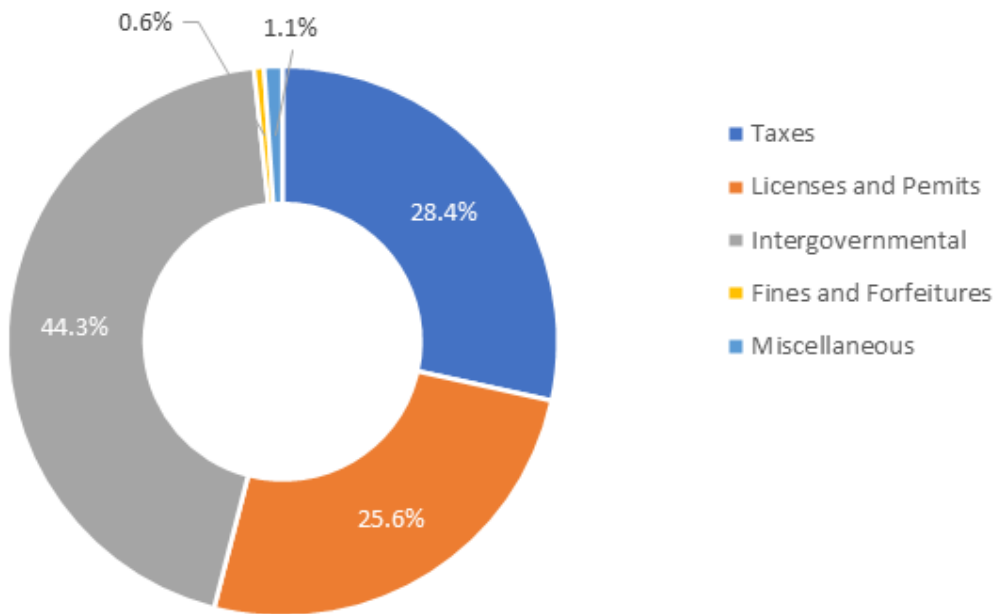
The City of Fernley has a proposed increase of \$600,000 (12.7%) in new revenue associated with property value increases and new development between fiscal years 2024 and 2025. As new projects emerge, the benefits to the City's tax roll are easy to quickly estimate. When thinking into the future, fiscal and economic resilience is instrumental in preserving quality of life for today's residents, as well as the next generation. As new development proposals come through, the City of Fernley must set a course for making sustainable and forward-thinking land use decisions that set the stage for a resilient community.

Private corporations carefully compare revenues and expenditures to ensure financial health and long-term success. City governments take a similar approach each year during budget season to weigh expected revenues from taxes and fees with known expenditures, including larger capital investments, as well as regular maintenance of community infrastructure and provision of critical community services. Both short- and long-term expenditures are essential as they ensure that a community remains an attractive place to live, work, and play, but they must be grounded in an understanding of the City's bottom line.

Existing Revenue Streams

Based on the approved 2024-2025 budget, the property tax revenue for Fernley is \$5,249,790. This estimate represents 28.4% of the city's annual general fund balance. Other significant sources are intergovernmental transfers, which is predominantly Regional Transportation Commission (RTC) funding for roads at 44.3%, and licensing and permit fees at 25.6%. For this analysis, only property tax revenue was considered. Licenses and permits may be a substantial revenue source given the high volume of new buildings included in the plan; however, exact amounts are unknown as permitting and infrastructure fee amounts change regularly. The proposed land uses for the Area Plan at full buildout will likely increase the proportion of City revenue from property taxes.

Figure A.1. City of Fernley FY 2024-25 Revenue by Source



Source: City of Fernley

Methodology

The annual property tax revenue the City of Fernley could expect under a full build-out of the Area Plan is the final output of the fiscal model. Full build-out calculations are based on the Area Plan’s expected acreage for each land use as shown in **Table A.1**. Low-density residential and light industrial *land uses represent* the future land uses that comprise the most acreage at 3,418 acres and 2,123 acres, respectively.

Table A.1. Southwest Area Plan Full Buildout Acreage by Land Use¹

Land Use	Acreage
Light Industrial	3,418
Low Density Residential	2,123
Med Density Residential	214
High Density Residential	76
Mixed Use	1,067
Commercial	252

1 See the Land Use Map on page 43.

Expected annual revenue is a product of the average revenue per acre for each land use in the Area Plan multiplied by the expected acreage of each land use. To achieve this, a model was prepared which analyzes revenues from existing land uses within the planning and surrounding areas and extrapolates them to expected revenues from full buildout of the Area Plan. The model uses comparative properties to create a suite of parcels from Fernley and surrounding areas mimicking the expected land value of parcels in the Area Plan. Comparative (Comp) property methodology is explained in the following land use section. Using data from the Washoe County and Lyon County assessor's offices, the revenue per acre for comp properties was calculated. **Table A.2** shows a snapshot of the estimation for low-density residential based on this approach:

Table A.2. Low Density Residential Model

Address	Acres	Assessed Value	Taxable Value (Assessed*.35)	Tax Rate	Revenue	Revenue/Acre
1661 Round Up Rd	0.138	\$280,359	\$98,125.65	0.036127	\$3,544.99	\$25,688.30
302 Peregrine Ct	1	\$522,482	\$182,868.70	0.036127	\$6,606.50	\$6,606.50
549 Saddle Horn Way	0.5	\$251,550	\$88,042.50	0.036127	\$3,180.71	\$6,361.42
237 Meadow Circle	2.84	\$934,024	\$326,908.40	0.036127	\$11,810.22	\$4,158.53
Average Revenue						\$10,703.69

Land Use Assumption Summary

Each group of comp properties was chosen to best represent the expected build-out mix of uses in the Area Plan as explained in the following paragraphs.

High-Density Residential

High-density residential buildings were chosen from Fernley, Sparks, and Reno, as there are few examples in the Fernley area, which is predominantly single family residential. High-density residential building's sizes are at or slightly above the current 30 du/acre density cap in Fernley. Comps in this section focus on buildings constructed in the 2020s.

Medium-Density Residential

Medium-density residential in Fernley is defined by a 14 dwelling units (du) per acre limit, making low-rise apartments and du/triplexes suitable comps. Fernley has several developments in this group which were used as comps.

Low-Density Residential

Low-density parcels were chosen from different single-family residential areas around Fernley to capture different lot and home sizes and locations.

Commercial

Commercial parcels were compiled to represent retail and some office of varying sizes. Comparative properties included big box stores, family offices, chain stores, and small retail, which were used to capture the different types of Fernley's existing commercial uses.

Mixed-Use

The Area Plan has a wide range of use types in its mixed-use guidelines. Eight parcels were used, capturing mixed use residential of varying sizes, office/commercial buildings, and strip malls. Most mixed-use comps are in Reno as it is the only location in the area with a diverse mix of mixed-use types.

Heavy Industrial

Heavy Industrial includes factories and refineries of intense impact and use. The Fernley and the planning area's mining and refining factories are reflected in the comps.

Light Industrial

Light industrial uses were chosen to reflect proposed zoning which includes office, data centers, warehouses, and others. Market analysis indicates Fernley is currently and will continue to experience growth in manufacturing, transport, and warehousing, all use types included in light industrial. Properties included are Polaris and Trex's distribution centers and factories, the Apple Data Center, and the Sherwin-Williams emulsion plant and distribution center.

Market Adjuster

Due to the existing size of the Fernley community and existing land use mix, not all comps used in the analysis are in Fernley. Non-Fernley comps were pulled from Sparks, Reno, and elsewhere in Washoe County. These areas can have more expensive land, particularly in urban areas, so an adjustment factor was calculated to modify the land value of properties in higher value areas to reflect their estimated value in Fernley. To accomplish this, fast food properties present in both Reno and Fernley were used, as their parcels, property, products, and buildings are typically standardized across geographies. This minimizes the fluctuations in improved property value and building type seen in office, residential, and some commercial markets. Five common fast-food parcels were chosen and their property value per acre was calculated as shown in **Table A.3.**

Table A.3. Adjuster Calculation Table

Market Adjuster						
Property	Fernley			Reno		
	Value	Acres	Per Acre	Value	Acres	Per Acre
General Small Lot	\$966,934.00	0.744	\$1,299,642.47	\$600,789.00	0.488774	\$1,229,175.45
Burger King	\$654,932.00	0.671	\$976,053.65	\$878,536.00	0.59876	\$1,467,259.00
McDonalds	\$550,763.00	0.78	\$706,106.41	\$1,483,259.00	1.14674	\$1,293,457.10
KFC	\$1,257,851	1	\$1,257,851.00	\$3,650,785.00	2.7	\$1,352,142.59
Taco Bell	\$590,152	0.671	\$879,511.18	\$898,521.00	0.681107	\$1,319,206.82
Total			\$1,023,832.94	-	-	\$1,332,248.19
Fernley-Reno Adjuster				0.768500154		

Using the ratio of taxable land value per acre between Fernley and Reno, the adjuster is ~0.77. The final revenue per acre value of all comparison properties located in Reno and Sparks were multiplied by this number.

Potential Future Property Tax Revenue

The expected annual property tax revenue for the Area Plan's full build-out is more than \$103 million, with the retaining over \$19 million, or two and a half than Fernley's current property tax revenue. Mixed-use and high-density residential uses present the greatest revenue per acre. Mixed-use developments are projected to be the largest contributor to annual revenue despite being the third largest use by acreage. This reflects the elevated value per acre that was assumed in this analysis based on a review of comparative mixed-use projects. It is also assumed 10% of the proposed land use acreage will be lost to utilities, roads, and other infrastructure, reflected in **Table A.4's** "Acres" column. Full build-out of the Area Plan will result in transformative property tax revenue increases for the City. It's important to note that the Area Plan is currently outside the jurisdiction of the City of Fernley. In order for the projected property tax value to be generated for Fernley, the properties would have to be annexed into the City.

The "Estimated Annual Revenue" is based on the total tax revenue generated from properties in each land use. The City of Fernley will only retain a percentage of that revenue, equal to the local property tax rate. The following are the City of Fernley's expected annual tax revenue based on the 2024-25 local rate collected by the city of 0.6756%.

Table A.4. Total Expected Property Tax Revenue

Land Use	Revenue per Acre	Acres	Expected Annual Revenue	
			Total	To City
High Density Residential	\$37,149.61	68.4	\$2,541,033.07	\$475,190.84
Medium Density Residential	\$17,725.17	192.6	\$3,413,868.57	\$638,417.14
Low Density Residential	\$10,703.69	1,910.7	\$20,451,534.80	\$3,824,579.10
Commercial	\$11,366.80	226.8	\$2,577,989.88	\$482,102.02
Mixed-Use	\$52,838.95	960.3	\$50,686,664.33	\$9,478,758.39
Light Industrial	\$7,785.28	3076.2	\$23,949,074.37	\$4,478,643.30
Total			\$103,620,165.02	\$19,377,690.78

Attracting new growth and development increases the overall tax base for a community; however, it is critical to carefully consider the short- and long-term fiscal implications of this growth. Not all development projects are created equal from an economic resilience standpoint, which is largely driven by costs associated with expanding and maintaining community services and infrastructure, like water, sewer, police, fire, roads, parks, libraries, and many more, that is required to support the new residents, jobs, or visitors. This analysis provides a simplistic view into the future; additional revenues and expenditures will be attributed to development in the Southwest Area.

As future action items are considered through the implementation process, it is important to fully understand the magnitude of installation and long-term upkeep/maintenance costs and how those expenditures are proposed to be met in the future. As projects move forward, assessing their fiscal impacts will be important, particularly for those that require large-scale infrastructure investments or significantly shift the socioeconomics of the community, like adding new residents with different service expectations than the current base. These conversations are critically important as Fernley is well-positioned to attract residential and commercial development in the future.



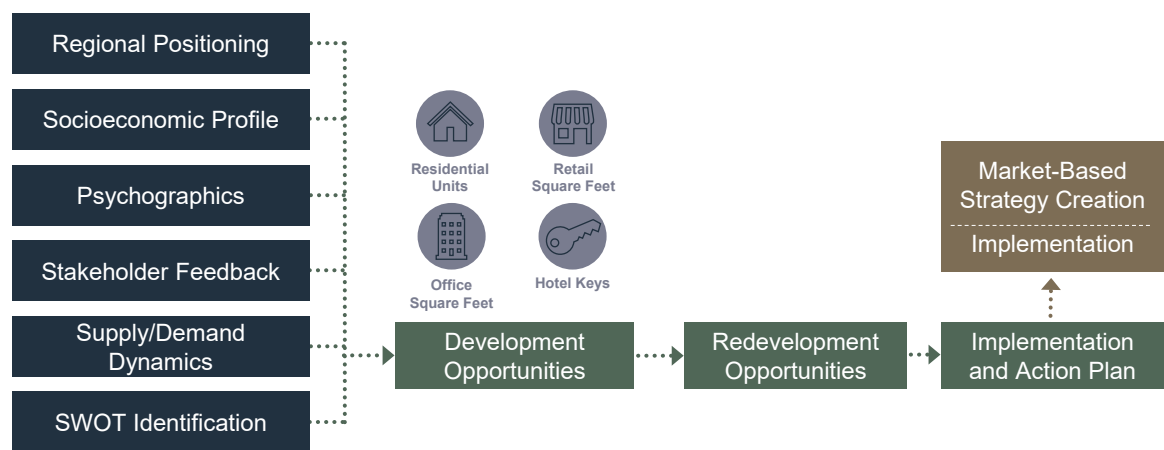
APPENDIX B

Southwest Area Plan



Appendix B: Market Conditions

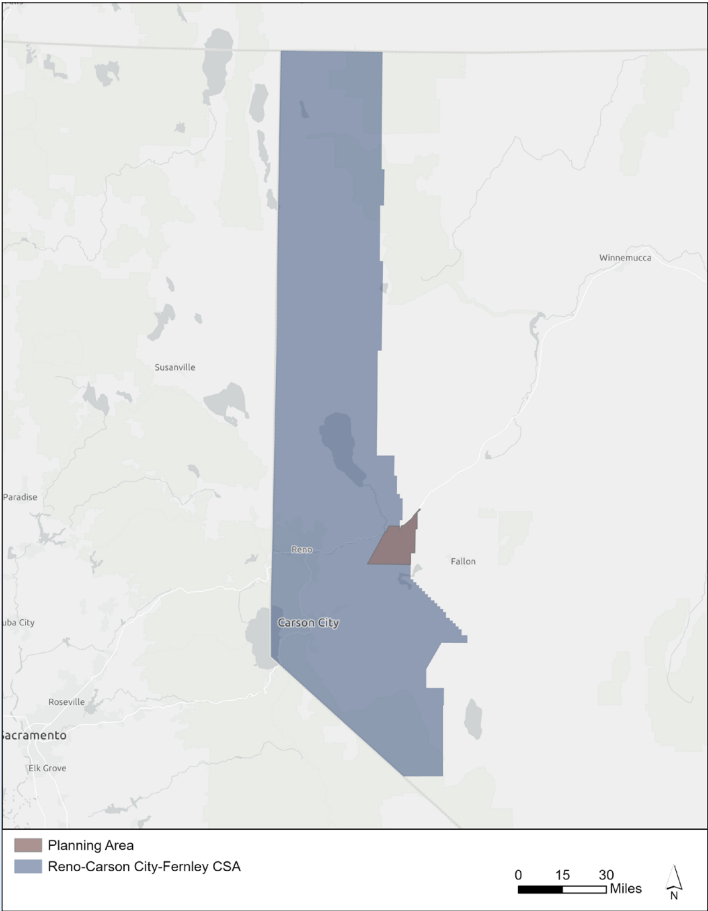
Process



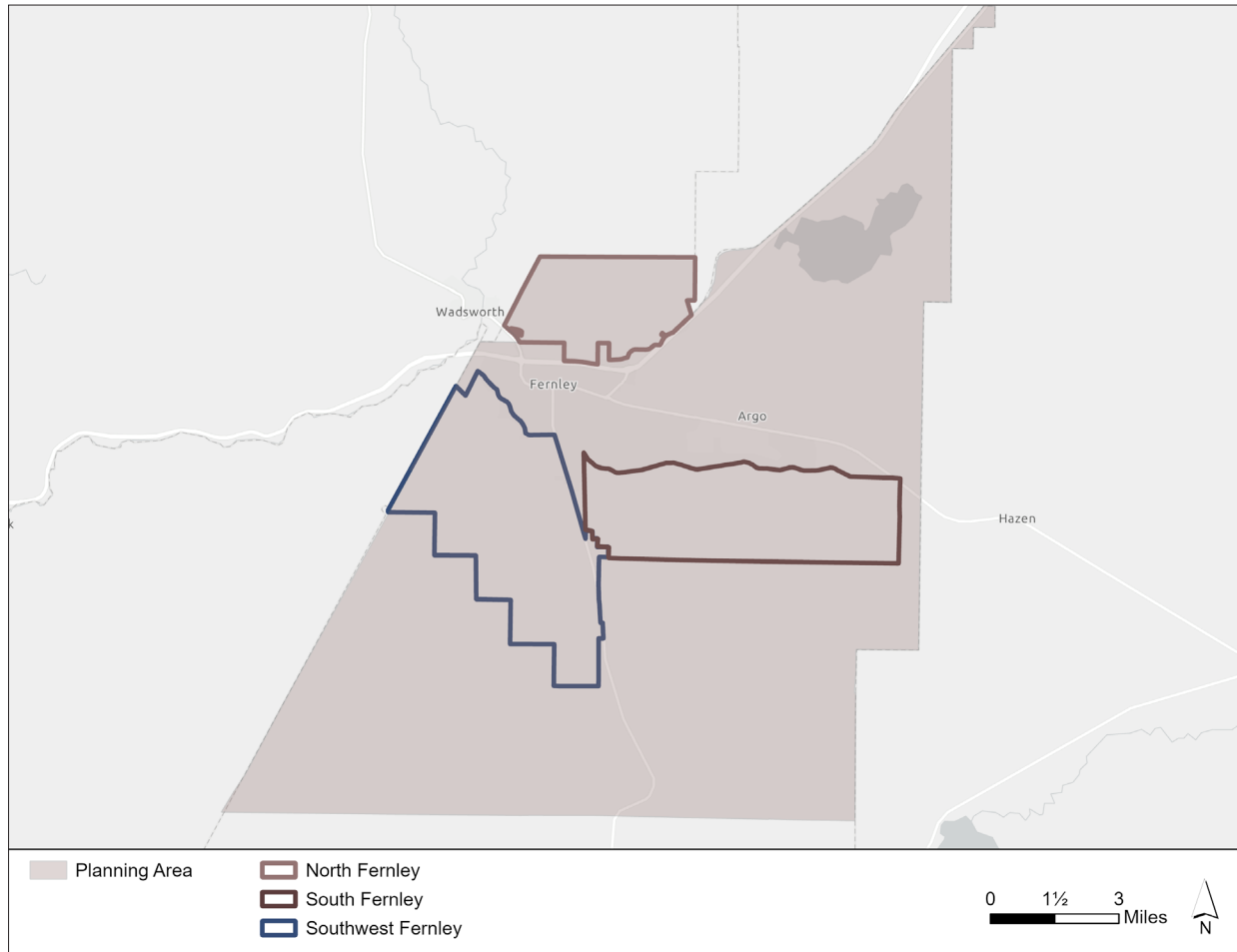
Area Definition

For the market analysis, a larger area that encompass the City was analyzed to provide a better understanding of dynamics influencing real estate demand and development.

A regional perspective was also reviewed by incorporating findings from the Reno-Carson City-Fernley Combined Statistical Area (CSA), which only includes Washoe, Lyon, Carson City, Douglas and Storey counties. The CSA also encompasses the City of Fernley.



The Planning Area includes the City of Fernley and encompass three future development areas of North Fernley, South Fernley and Southwest Fernley.

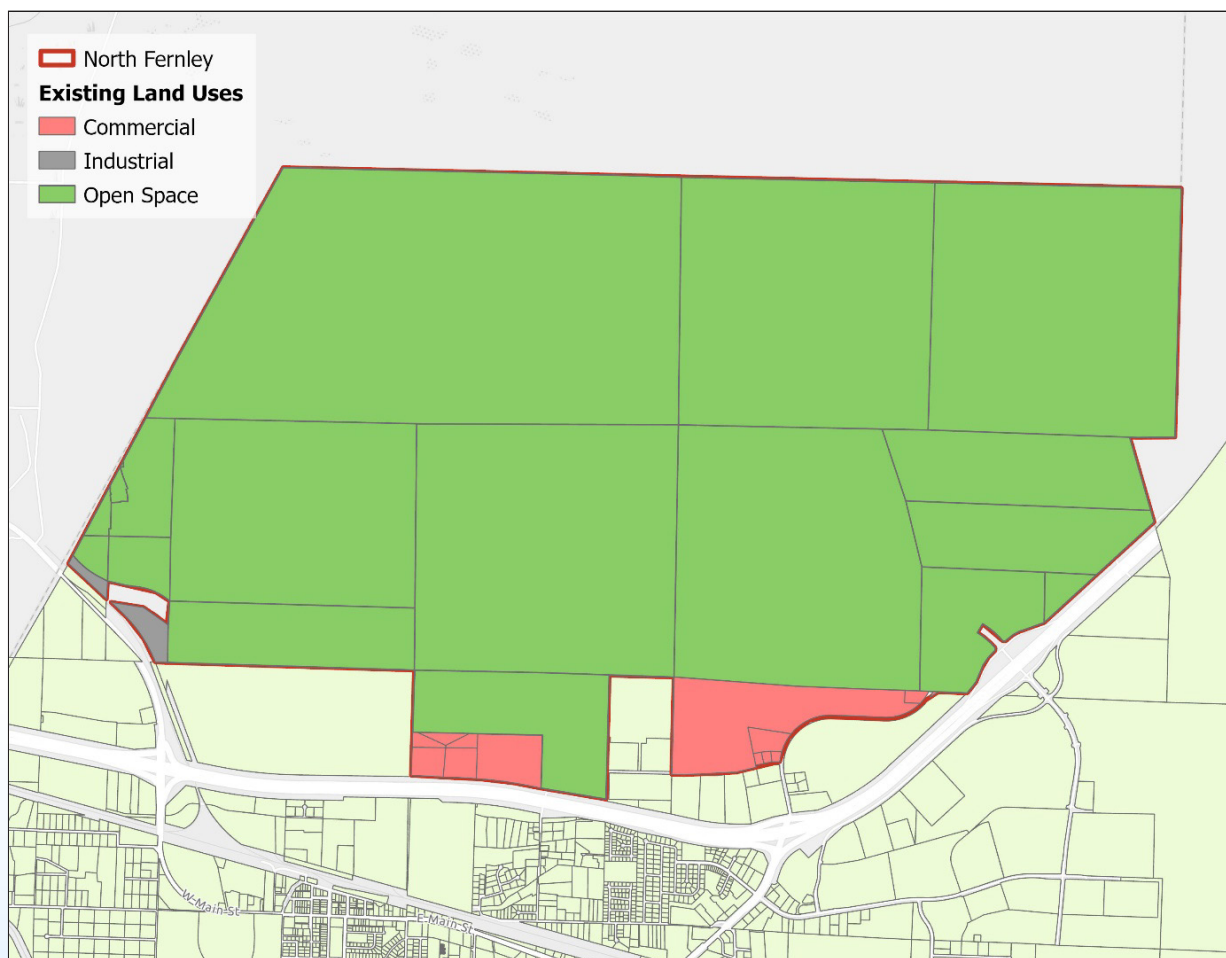


Future Development Areas

North Fernley

North Fernley has been identified as a Future Development Area(FDA). North Fernley has a potential to become a large master planned employment center to support commercial services and higher density housing. The North Fernley FDA encompasses over 6,000 acres with minimal physical constraints that could connect to the City's existing transportation networks.

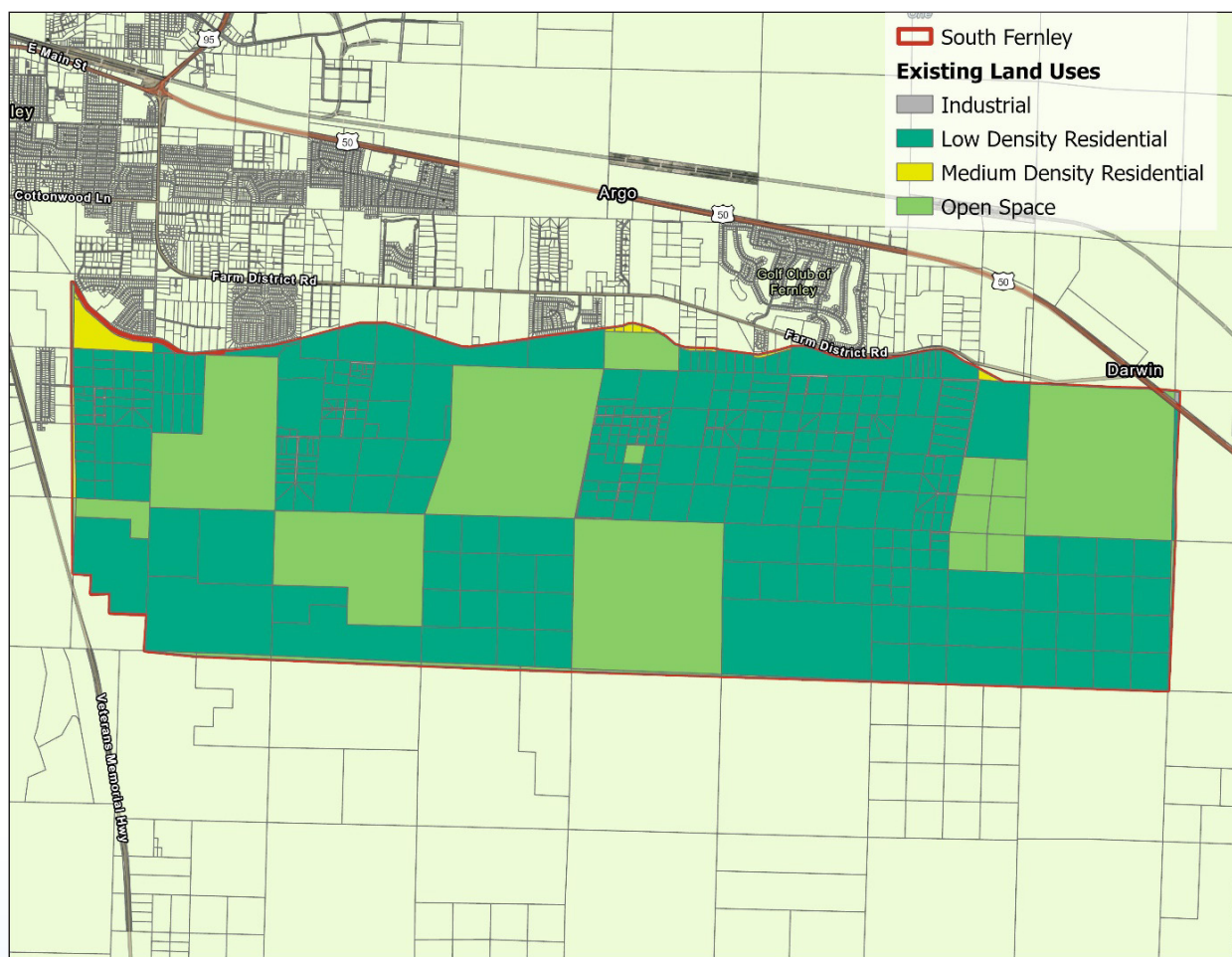
Presently, North Fernley has no existing buildings or residents and is largely undeveloped. Plans to access to the community infrastructure are feasible in the near future. North Fernley FDA is in close proximity to the City's commercial center



South Fernley

The South Fernley Future Development Area is located south of the Truckee Canal and east of US-95. The area is rural with minimal infrastructure improvements and municipal services are required to be addressed.

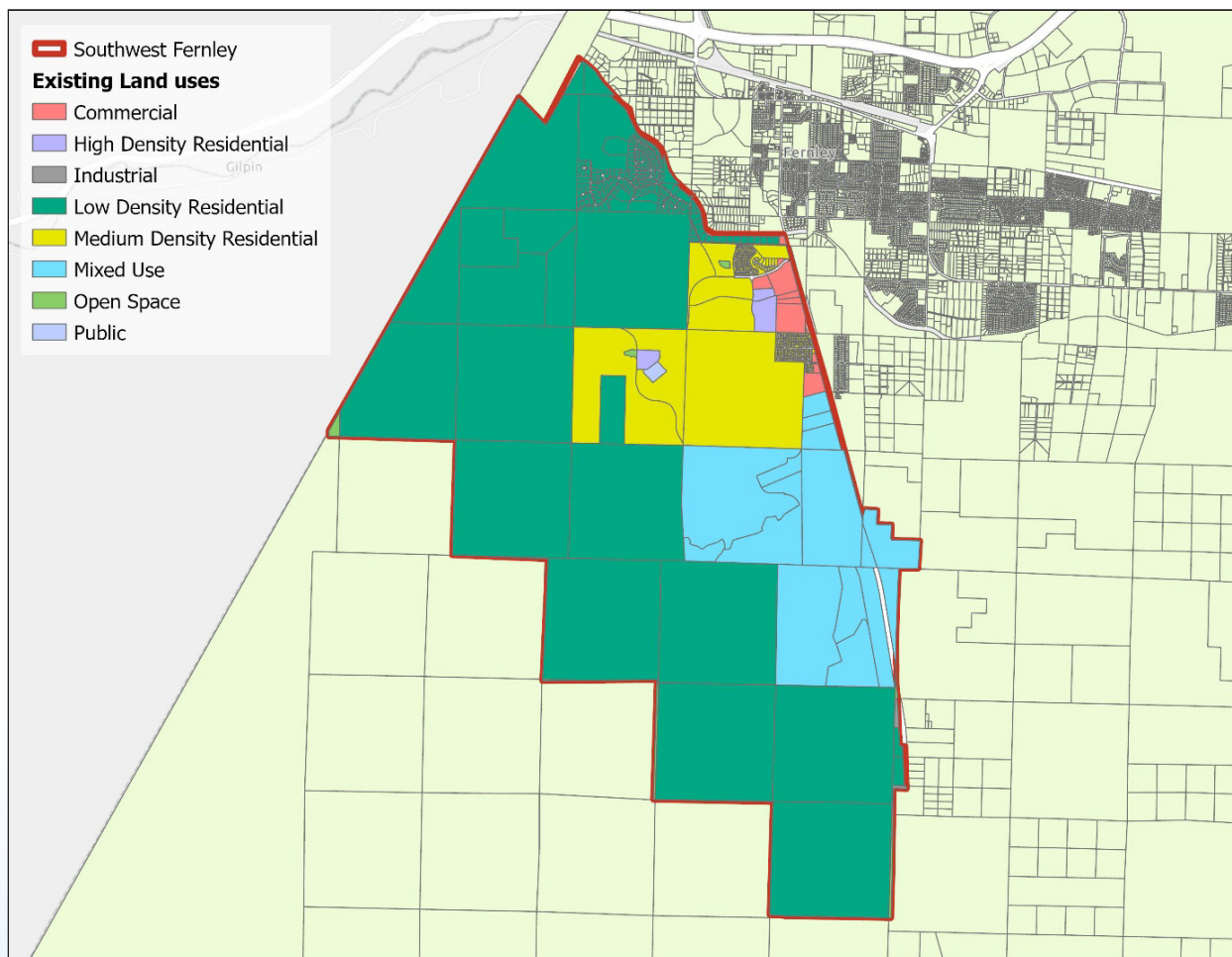
South Fernley FDA is largely undeveloped. The existing land uses consist of low density residential and open space and an estimate of 151 housing units are present. The South Fernley FDA spans about 10,000 acres. Large estate lot subdivisions with curb and gutter are encouraged in this area.



Southwest Fernley

The Southwest Fernley Future Development Area is located south of the Truckee Canal and west of US-95. The area spans across 11,000 acres and has the highest potential for future development. Located just north of the airport and racetrack, the Southwest Fernley FDA could create the potential for additional employment and commercial uses and become a southern employment center for Fernley.

The existing land uses in the Southwest Fernley FDA are primarily low and medium density residential and mixed use. This area includes the BC Ranch master planned community which has an active development agreement. When completed, the planned development consists of 3,189 residential units, 39 acres of commercial land and 750 acres of banked water rights.



Demographic Overview

Reno-Carson City-Fernley CSA	 682,828 2023 ESTIMATED POPULATION	 40.1 MEDIAN AGE	 31.3% HOUSEHOLDS WITH CHILDREN	 70.9 DIVERSITY INDEX*
	 17.8% GROWTH RATE SINCE 2010	 61.1% % OWNER HOUSEHOLDS	 2.46 AVERAGE HH SIZE	 5.7% % HHS WITH NO ACCESS TO VEHICLE
Planning Area	 23,933 2023 ESTIMATED POPULATION	 38.3 MEDIAN AGE	 38.7% HOUSEHOLDS WITH CHILDREN	 61.1 DIVERSITY INDEX*
	 22.6% GROWTH RATE SINCE 2010	 70.2% % OWNER HOUSEHOLDS	 2.76 AVG. HH SIZE	 3.2% % HHS WITH NO ACCESS TO VEHICLE

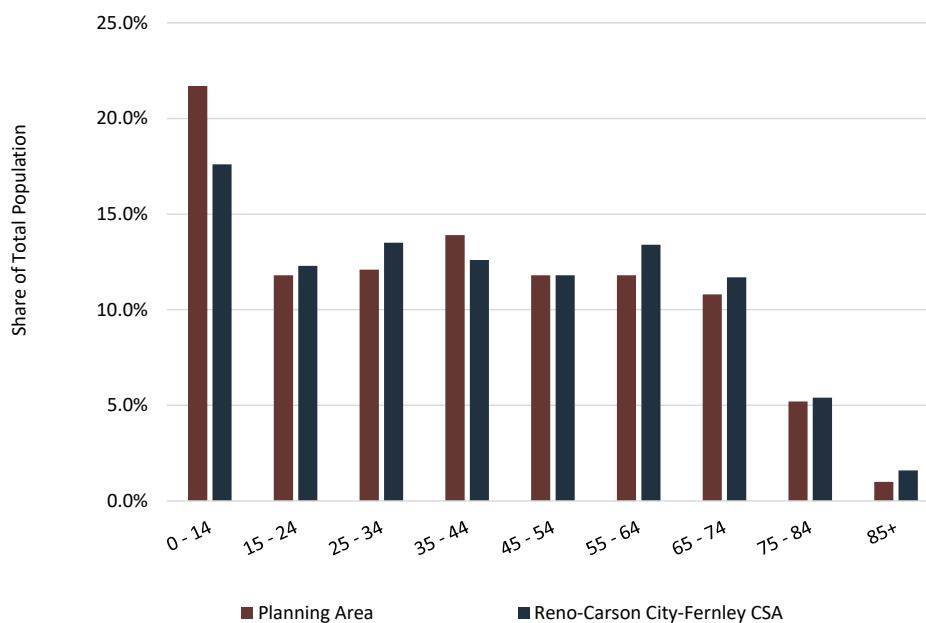
Population Characteristics

Population and Age Comparison

Area	Total Population		Annual Growth Rate	2023 Median Age
	2010	2023		
Planning Area	19,514	23,933	1.6%	38.3
Reno-Carson City-Fernley CSA	579,668	682,828	1.3%	40.3

Source: ESRI Business Analyst

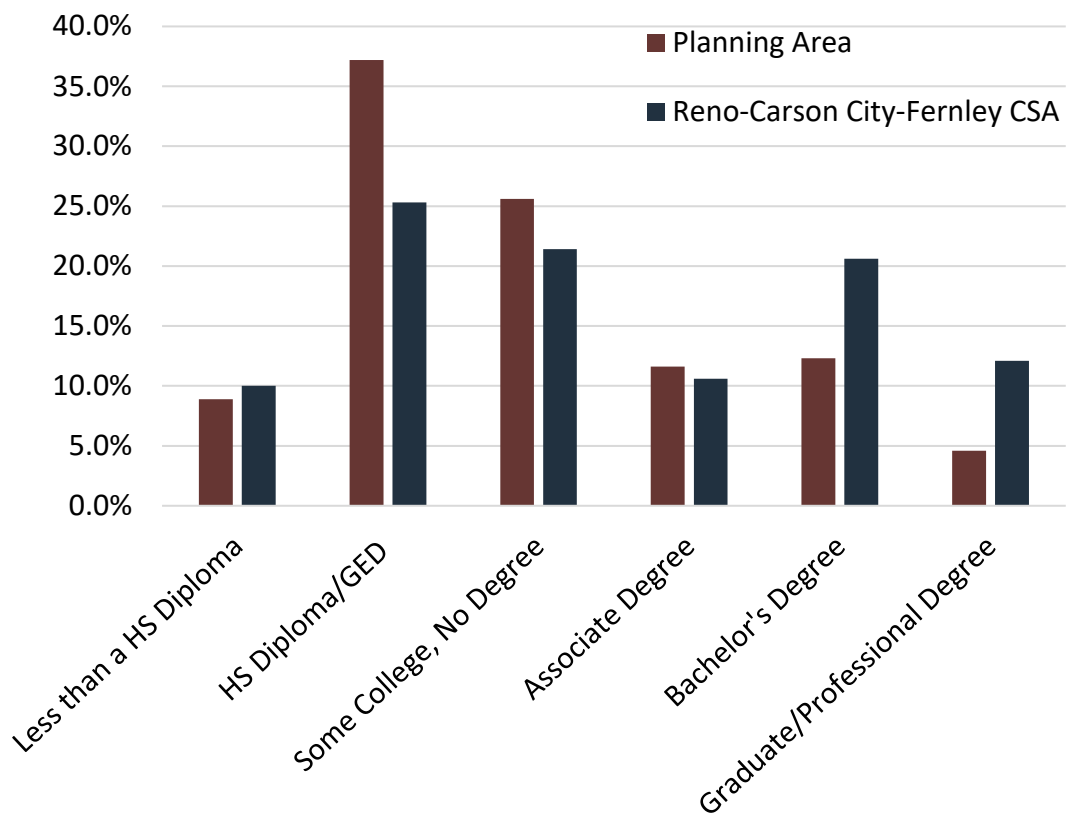
Comparison of Age Cohorts, 2023



Source: ESRI Business Analyst

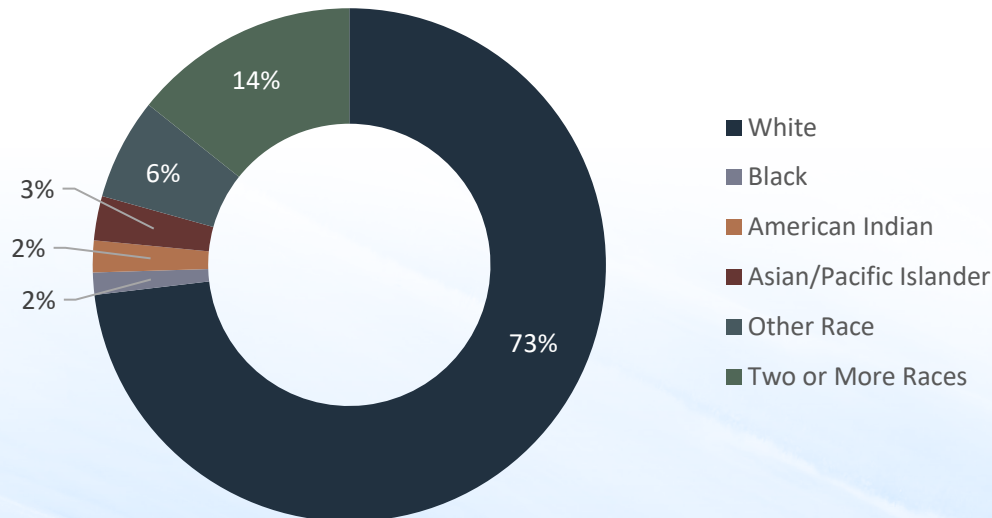
- The Planning Area has seen an annual growth rate of 1.6%, reaching a total population of more than 23,900 in 2023.
- The Planning Area has a median age of 38.3; Over 70% of the area's residents are under the age of 45.
- The Planning Area hosts more young families, with 38.7% of households having children and the largest age cohort is children under 14.
- When compared to the CSA, the Planning Area also has lower shares of older residents, particularly those over the age of 65.

Comparison of Educational Attainment, 2023



Source: ESRI Business Analyst

Market Area Racial Make Up, 2023



Source: ESRI Business Analyst

Comparison of Diversity Index, 202



Source: ESRI Business Analyst

*Note: ESRI’s diversity index measures the racial and ethnic diversity of an area on a scale ranging from: 0 (no diversity) to 100 (complete diversity). As more race groups are evenly represented in an area’s population, the diversity index increases.

Planning Area Tapestry Segmentation

TAPESTRIES

- Households across US are categorized into 67 segments
- Put a “face on the numbers”
- In addition to demographic information, includes preferences on housing, spending, and labor force
- Used by developers and retailers to understand the character of a community and the market’s needs and desires

Tapestry	Share of Market Area Households
Middleburg	14.8%
Down the Road	26.3%
Green Acres	7.9%
Up and Coming Families	7.2%
The Great Outdoors	5.9%



Source: ESRI Business Analyst

PLANNING AREA TAPESTRIES

- The Market Area consists of five tapestry segments, one of which are greater than 25%.
- This is consistent for smaller geographies

MIDDLEBURG

52.8% of Area Households

Source: ESRI Business Analyst

- Young families living in semirural subdivisions
- Neighborhoods changing rapidly with the addition of new single-family homes
- Traditional, family-oriented, and patriotic consumers
- Thrifty but willing to carry some debt

DOWN THE ROAD

26.3% of Area Households

Source: ESRI Business Analyst

- Young family-oriented residents in semi-rural neighborhoods
- Almost half of householders reside in mobile homes
- Consumers have placed an importance on preserving time-honored customs

GREEN ACRES

7.9% Of Area Households

Source: ESRI Business Analyst

- Older married couples with no children
- Avid do-it yourselfers who enjoy outdoor living
- Use technology as a tool rather than a trend and cautious consumers

UP AND COMING FAMILIES

7.2% Of Area Households

Source: ESRI Business Analyst

- Young and mobile families establishing their styles Avid do-it yourselfers who enjoy outdoor living
- New families in new housing subdivisions
- Seek the latest and best technology
- Cautious and thrifty consumers

THE GREAT OUTDOORS

5.9% Of Area Households

Source: ESRI Business Analyst

- Mix of married-couples with and without children
- Low labor force participation
- Consumers are educated empty nesters with active lifestyles
- Residents are do-it-yourself oriented and cost conscious

Household Characteristics

Median Household Income, 2023

- The Planning Area has a higher median household income when compared with the CSA.
- The largest concentration of households in both the geographies earn \$100,000 to \$149,999 annually.
- Almost 30% of households in the Planning Area earn between \$100,000 to \$149,999 annually and incomes have increased in both geographies and expected to continue the upwards trajectory into 2028.



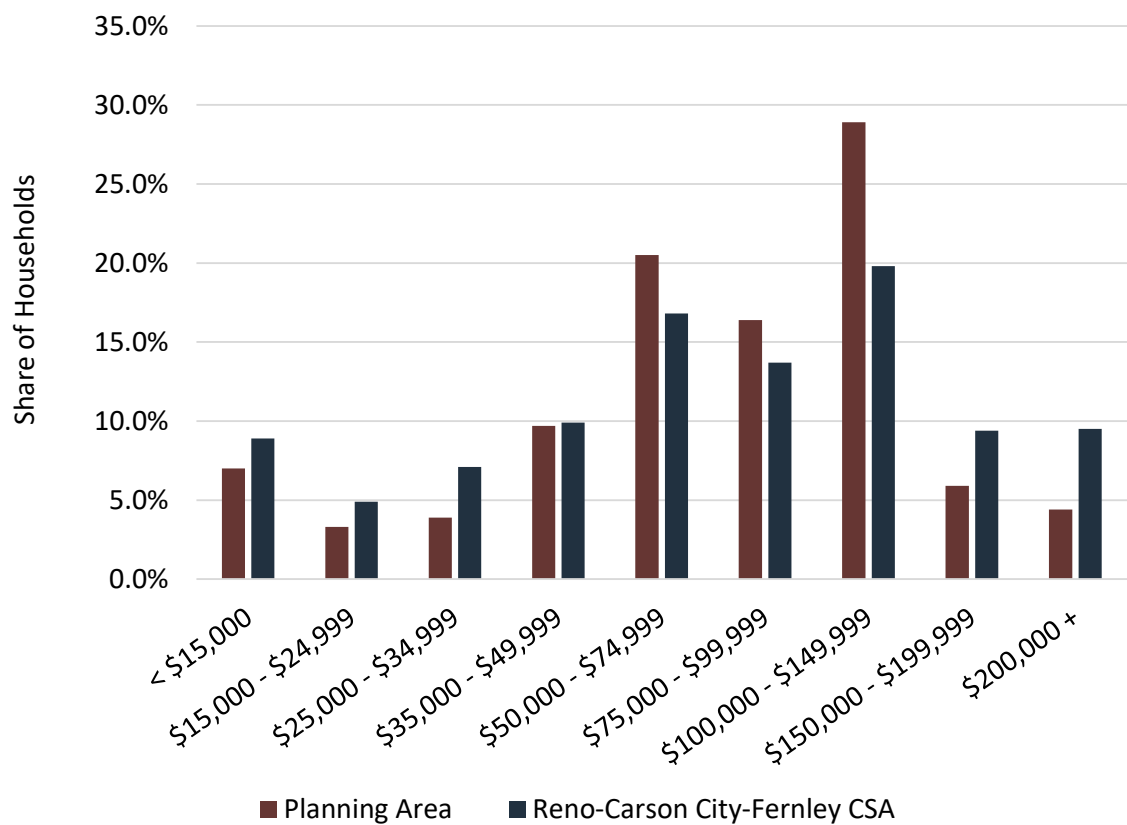
Planning Area



Reno-Carson City-Fernley CSA

Source: ESRI Business Analyst

Comparison of Household Income, 2022



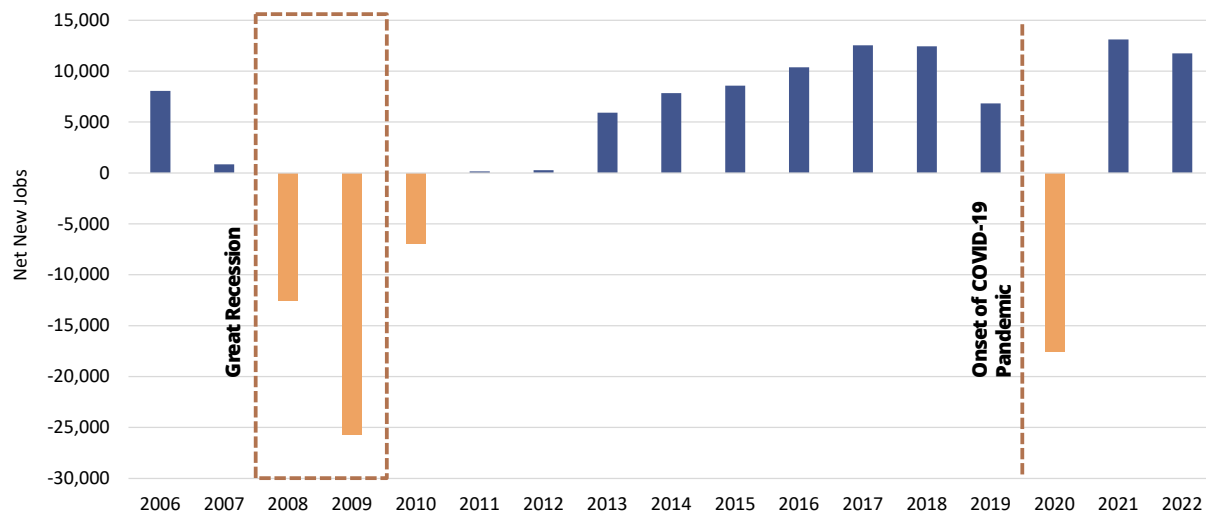
Source: ESRI Business Analyst

Economics & Prosperity Overview

Reno-Carson City-Fernley CSA	 23,513 2023 ESTIMATED BUSINESSES	 12.1% LARGEST SECTOR: ARTS, ENTERTAINMENT & RECREATION	 59.4% WHITE COLLAR OCCUPATION	 57.6% SHARE OWNER- OCCUPIED HOUSING
	 326,970 2023 ESTIMATED JOBS	 5.2% UNEMPLOYMENT RATE	 \$78,313 MEDIAN HOUSEHOLD INCOME	 \$457,718 MEDIAN HOME VALUE
Planning Area	 434 2023 ESTIMATED BUSINESSES	 20.7% LARGEST SECTOR: RETAIL TRADE	 42.4% WHITE COLLAR OCCUPATION	 67.0% SHARE OWNER- OCCUPIED HOUSING
	 5,437 2023 ESTIMATED JOBS	 4.6% UNEMPLOYMENT RATE	 \$81,785 MEDIAN HOUSEHOLD INCOME	 \$347,669 MEDIAN HOME VALUE

Employment Growth

Annualized Job Growth, Reno-Carson City-Fernley CSA, 2006-2022

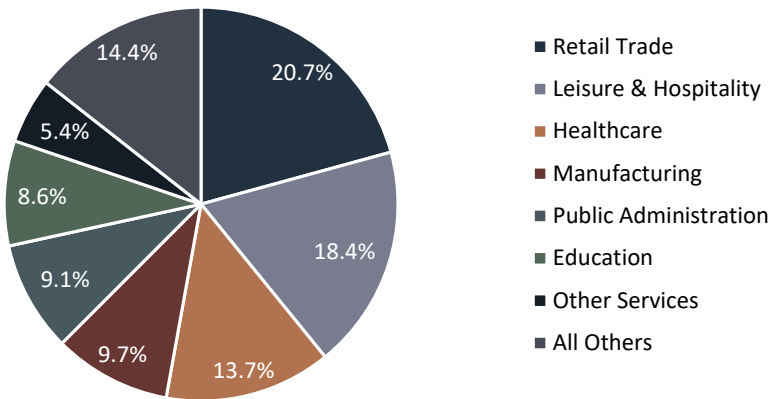


Source: Bureau of Labor Statistics

Job growth in the CSA has typically averaged 2,100 new jobs annually. Disruptions during the Great Recession were consistent with national trends; and the CSA recovered and experienced strong growth between 2015 through 2018. Also consistent with national trend, the region experienced disruption during in 2020 due to the COVID-19 pandemic; however, the region recovered quickly in the following year.

Planning Area Employment Characteristics

Planning Area Industry Classification, 2023

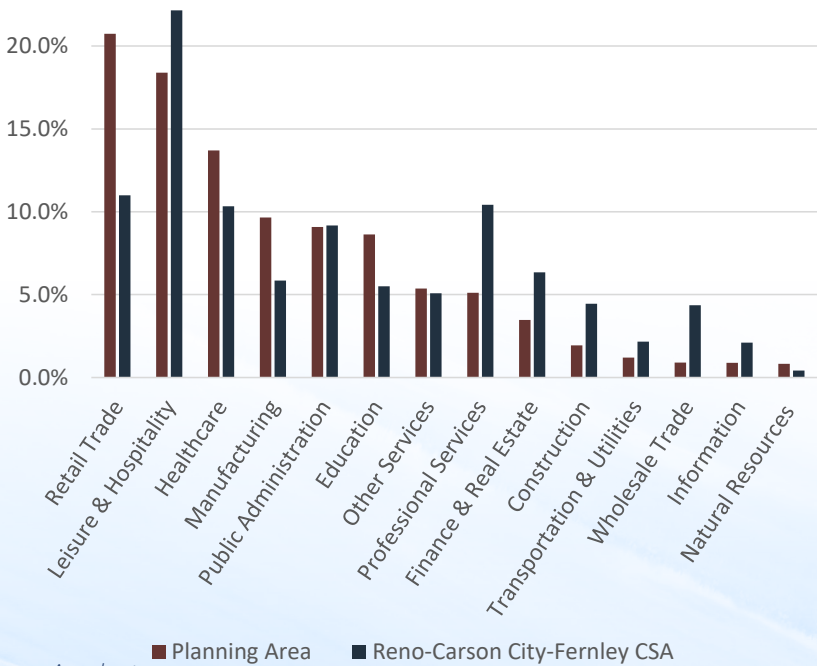


There are 5,437 permanent jobs in the Planning Area, representing 1.7% of the total jobs in the CSA.

Source: ESRI Business Analyst

Area	Estimated Jobs (2023)	Top Three Industries
Planning Area	2,873	Retail Trade, Leisure & Hospitality, Healthcare
Reno CSA	142,130	Leisure & Hospitality, Retail Trade, Professional Services

Planning Area Industry Classification, 2023



Source: ESRI Business Analyst

COMMUTING PATTERNS

INFLOW / OUTFLOW OF WORKERS TO PLANNING AREA

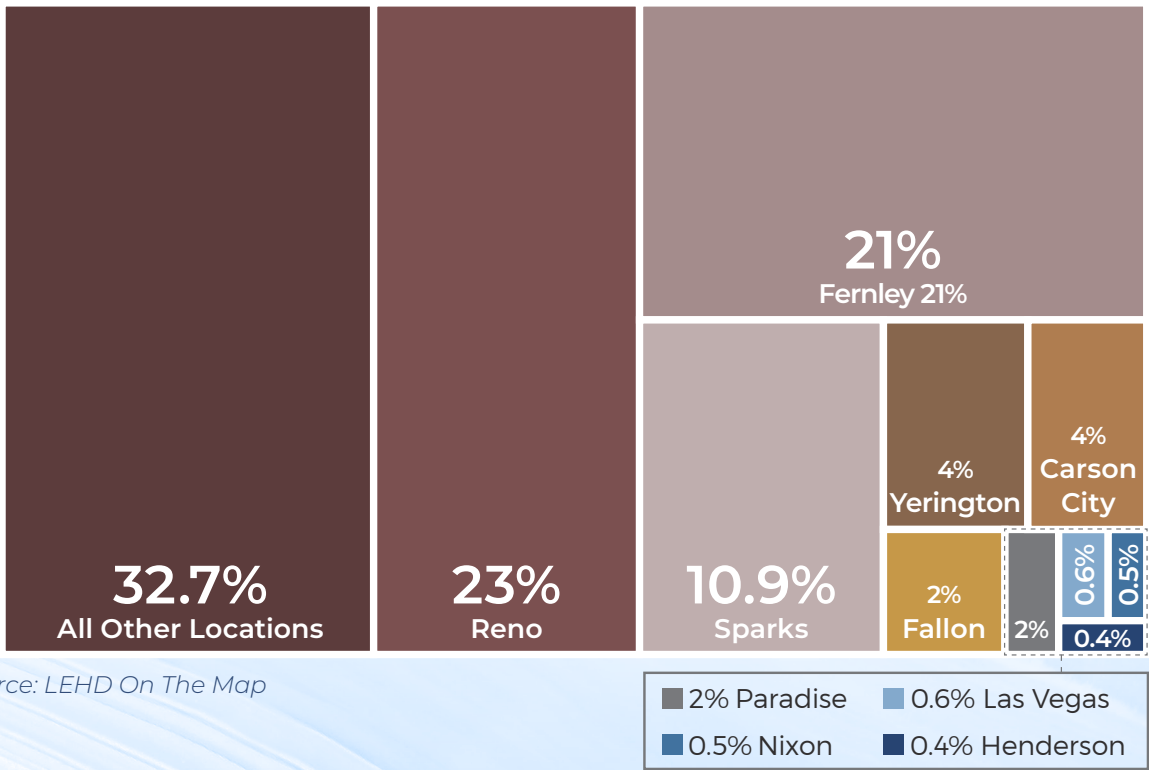


Source: LEHD On The Map

For people commuting into the Planning Area for work, most (52.4%) are coming from Lyon County. Other sources for in-commuting include Washoe County (20.4%), Churchill County (10.7%), and Carson City County (3.5%).

Approximately 46% of the people traveling into the Market Area for work are traveling less than 10 minutes.

Destination for Employed Planning Area Residents Commuting to Work, 2021



Source: LEHD On The Map

Housing Characteristics

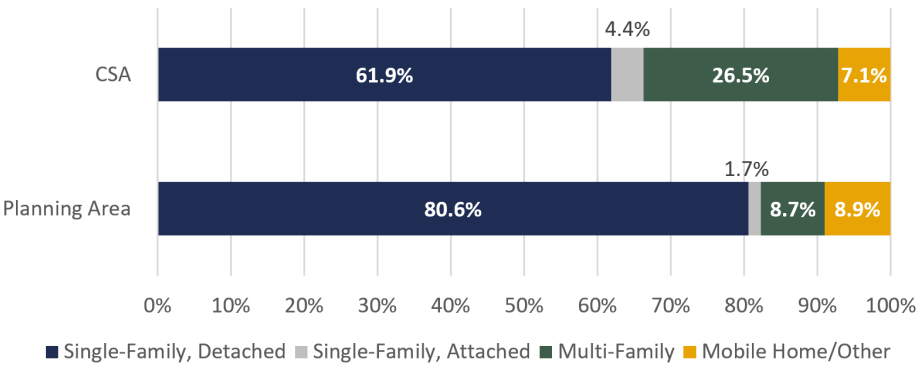
Housing Summary Facts

2023	Planning Area	Reno-Carson City-Fernley CSA
Median Year Built	2000	1989
Median Home Value	\$347,669	\$457,718
Owner-Occupied	67.0%	57.6%
Renter-Occupied	28.7%	35.5%
Vacant	4.4%	6.9%

Source: ESRI Business Analyst

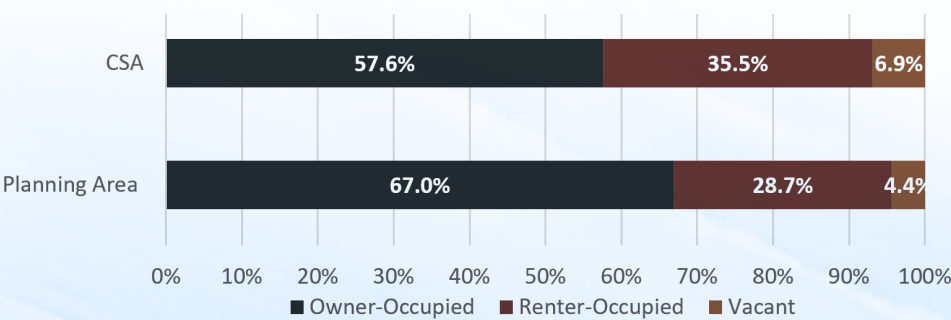
The larger CSA has a comparatively older, yet higher-value housing stock when compared to the Planning Area. The Planning Area has a high owner-occupied housing unit share, when compared to the CSA and a large share of single-family, detached housing.

Housing Units By Type, 2023



Source: ESRI Business Analyst

Housing Units By Tenure, 2023



Source: ESRI Business Analyst